

# Appendix A

## MTP Content Checklist



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### MINNESOTA MPO METROPOLITAN TRANSPORTATION PLAN (MTP) CHECKLIST

**MPO name:** Rochester-Olmsted Council of Governments (ROCOG)

**MPO contact:** Allison Sosa, Executive Director, ROCOG

**MTP name:** MTP 2050

**MTP plan horizon year:** 2050

Table 22 identifies the information covered in MTP 2050 as required by 23 CFR 450.

Table 22: Requirements for MTPs

| Regulatory citation (23 CFR) | Key content of requirement                                                                                                                                                                                                                                                    | Included in MTP? | Comments, including where in plan                                                                                                                                                                                                                                                                                                                            |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 450.316(a)                   | MPO followed its public participation plan for the MTP process which is included, but was not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input. | Y/N              | Chapter 1.4 and Appendix B describe the many ways ROCOG engaged with the public for MTP 2050 in accordance with their 2022 Public Involvement Policy.                                                                                                                                                                                                        |
| 450.316(b)                   | MTP included consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.                                                                                                                                          | Y/N              | ROCOG engaged with applicable planning organizations and included relevant stakeholders in numerous focus groups as described in Chapter 1.4 and Appendix B. It should be noted that the Olmsted County Planning Department staffs ROCOG and that ROCOG's Transportation Technical Advisory Committee includes key planning and transportation stakeholders. |
| 450.324(a)                   | MTP addresses no less than a 20-year planning horizon as of the effective date.                                                                                                                                                                                               | Y/N              | MTP 2050 addresses a 25-year planning horizon.                                                                                                                                                                                                                                                                                                               |
| 450.324(a), 450.306(b)(1)    | MTP addresses the economic vitality planning factor: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.                                                                                      | Y/N              | Economic vitality is a goal of MTP 2050 (Chapter 2.3). Chapter 3.2 is the primary location of economic information, though its implications are noted throughout the document. Chapters 7 and 8 address economic vitality implementation and recommendations.                                                                                                |

| Regulatory citation<br>(23 CFR) | Key content of requirement                                                                                                                                                                                                                                                      | Included in MTP? | Comments, including where in plan                                                                                                                                                                                 |
|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 450.324(a),<br>450.306(b)(2)    | MTP addresses the transportation safety planning factor: Increase the safety of the transportation system for motorized and non-motorized users.                                                                                                                                | Y N              | Safety is a goal of MTP 2050 (Chapter 2.3). Chapters 5 and 6.7 are the primary locations of safety information. Chapters 7 and 8 address safety implementation and recommendations.                               |
| 450.324(a),<br>450.306(b)(3)    | MTP addresses transportation security planning factor: Increase the security of the transportation system for motorized and non-motorized users.                                                                                                                                | Y N              | Transportation security is primarily addressed in Chapters 5.3 and 6.7. Chapters 7 and 8 address security implementation and recommendations.                                                                     |
| 450.324(a),<br>450.306(b)(4)    | MTP addresses the mobility and accessibility planning factor: <i>Increase accessibility and mobility of people and freight.</i>                                                                                                                                                 | Y N              | Chapters 4.4, 6.2, and 6.8, are the primary locations of mobility and accessibility information. Chapters 7 and 8 address mobility and accessibility implementation and recommendations.                          |
| 450.324(a),<br>450.306(b)(5)    | MTP addresses the environment planning factor: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns. | Y N              | Environmental concepts are incorporated into MTP 2050 goals and objectives (Chapter 2.3). Chapter 3 provides detail, particularly 3.3 and 3.4, while Chapters 7 and 8 address implementation and recommendations. |
| 450.324(a),<br>450.306(b)(6)    | MTP addresses the integration/connectivity planning factor: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.                                                                                            | Y N              | The concept of integration/connectivity is built into MTP 2050's goals and objectives (Chapter 2.3). Details and implementation are found throughout Chapters 6, 7, and 8.                                        |

| Regulatory citation<br>(23 CFR) | Key content of requirement                                                                                                                                                                                                           | Included in MTP? | Comments, including where in plan                                                                                                                                        |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 450.324(a),<br>450.306(b)(7)    | MTP addresses the system efficiency planning factor:<br><i>Promote efficient system management and operation.</i>                                                                                                                    | Y N              | Chapter 6.8 focuses on system efficiency, a concept built into MTP 2050 goals and objectives. Chapters 7 and 8 address implementation and recommendations.               |
| 450.324(a),<br>450.306(b)(8)    | MTP addresses the system preservation planning factor: Emphasize the preservation of the existing transportation system.                                                                                                             | Y N              | System preservation is a main objective of MTP 2050. Implementation of this strategy is addressed throughout the document, particularly in Chapters 4.4, 5, 6, 7, and 8. |
| 450.324(a),<br>450.306(b)(9)    | MTP addresses the system resiliency/reliability planning factor: Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.                           | Y N              | System resilience is addressed in Chapters 6.7, 7, and 8.                                                                                                                |
| 450.324(a),<br>450.306(b)(10)   | MTP addresses the travel and tourism planning factor:<br><i>Enhance travel and tourism.</i>                                                                                                                                          | Y N              | Travel and tourism are addressed in Chapter 3.2.4 and throughout Chapter 6. Chapters 7 and 8 address implementation and recommendations.                                 |
| 450.324(b)                      | MTP includes both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities). | Y N              | Integrated multimodal systems are addressed throughout Chapters 6-8.                                                                                                     |
| 450.324(c)                      | MPO reviewed/updated the MTP at least every four years in air quality nonattainment and maintenance areas or five years in attainment areas.                                                                                         | Y N              | LRTP 2045 was adopted in 2020. The next update is planned for 2030.                                                                                                      |

| Regulatory citation (23 CFR) | Key content of requirement                                                                                                                                                                                                                                                                           | Included in MTP?   | Comments, including where in plan                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 450.324(c)                   | MPO approved the transportation plan (and any revisions or updates), contents, and supporting analyses.                                                                                                                                                                                              | Y <del>N</del>     | The ROCOG Policy Board adopted MTP 2050 on September 24, 2025.                                                                                                                                                                                                                                                                                                                                                                                                       |
| 450.324(c)                   | MPO submitted the MTP for information purposes to MnDOT.                                                                                                                                                                                                                                             | Y <del>N</del>     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 450.324(c)                   | MPO provided copies of any updated or revised transportation plans to FHWA and FTA.                                                                                                                                                                                                                  | Y <del>N</del>     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 450.324(d)                   | <i>For ozone and carbon monoxide nonattainment areas only:</i> MPO coordinated the development of the MTP with the process for developing transportation control measures in the State Implementation Plan.                                                                                          | Y/N/ <del>NA</del> | Not applicable                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 450.324(e)                   | MPO, State(s), and the public transportation operator(s) validated data used in preparing other existing modal plans for providing input to the MTP. The update used the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. | Y <del>N</del>     | ROCOG worked with MnDOT District 6, the City of Rochester, Rochester Public Transit, and Olmsted County to collect and confirm data. ROCOG staff (Olmsted County Planning Department), used this data as well as that collected from other governmental and private data sources, such as the US Census Bureau, Minnesota State Demographers Office, Woods & Poole, and Maxfield Associates to prepare assumptions for population, land use, and economic forecasts. |
| 450.324(f)(1)                | MPO used current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.                                                                                                                                              | Y <del>N</del>     | With technical assistance from SRF Consulting Group, ROCOG maintains the travel demand model for the Rochester urban area.                                                                                                                                                                                                                                                                                                                                           |

| Regulatory citation<br>(23 CFR) | Key content of requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Included in MTP? | Comments, including where in plan                                                                                                                                                               |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 450.324(f)(2)                   | Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities (pedestrian walkways and bicycle facilities), and inter modal connectors) identified in MTP function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions over the period of the transportation plan.                                                                                  | Y <sup>N</sup>   | While some local services/facilities are called out, the bulk of MTP 2050 focuses on how existing and proposed transportation facilities will/should function as an integrated regional system. |
| 450.324(f)(3)                   | MTP describes the performance measures and targets used in assessing the performance of the transportation system in accordance with 450.306(d).                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Y <sup>N</sup>   | See Chapter 2.4.                                                                                                                                                                                |
| 450.324(f)(4)                   | MTP includes a system performance report that evaluates the condition and performance of the transportation system with respect to the performance targets described in 450.306(d). This includes progress achieved by the MPO in meeting performance targets in comparison with system performance recorded in previous reports, including baseline data; and for MPOs with multiple scenarios: an analysis of how the preferred scenario has improved conditions and performance of the transportation system in addition to cost has been impacted by changes in local policies and investments. | Y <sup>N</sup>   | See Chapter 5.4.                                                                                                                                                                                |

| Regulatory citation<br>(23 CFR) | Key content of requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Included in MTP? | Comments, including where in plan |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------------------------|
| 450.324(f)(5)                   | MTP includes operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.                                                                                                                                                                                                                                                                                                                                              | Y <del>N</del>   | See Chapters 6.8 and 8.           |
| 450.324(f)(6)                   | <i>For TMAs only:</i> MTP considers the results of the congestion management process that includes the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.                                                                                                                                                                                                                                                                                                        | Y <del>N</del>   | Not applicable                    |
| 450.324(f)(7)                   | MTP assesses capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The MTP may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system. | Y <del>N</del>   | See Chapters 6-8.                 |

| Regulatory citation<br>(23 CFR) | Key content of requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Included in MTP? | Comments, including where in plan |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------------------------|
| 450.324(f)(8)                   | MTP includes transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate. | Y <del>N</del>   | See Chapters 6-8.                 |
| 450.324(f)(9)                   | MTP describes all proposed improvements in sufficient detail to develop cost estimates.                                                                                                                                                                                                                                                                                                                                                                                                                                           | Y <del>N</del>   | See Chapter 7.                    |
| 450.324(f)(9)                   | <i>For nonattainment and maintenance areas only:</i> MTP includes design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, for conformity determinations.                                                                                                                                                                                                                                                                          | Y <del>N</del>   | Not applicable                    |

| Regulatory citation (23 CFR) | Key content of requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Included in MTP? | Comments, including where in plan                                                                                                                     |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| 450.324(f)(10)               | MTP discusses types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the MTP. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO developed the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation. | Y N              | See Chapters 3.3, 6.7, and 8. ROCOG staff and its local partners have access to, and routinely use, a robust GIS system for project level evaluation. |
| 450.324 (f)(11) (i)          | MTP includes cost estimates and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways and public transportation.                                                                                                                                                                                                                                                                                                                                                                                                       | Y N              | See Chapter 7.                                                                                                                                        |
| 450.324 (f)(11) (ii)         | MPO, public transportation operator(s), and State cooperatively developed estimates of funds that will be available to support MTP implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are expected to be made available to carry out the transportation plan are identified.                                                                                                                                                                                                                                          | Y N              | See Chapter 7.                                                                                                                                        |
| 450.324 (f)(11) (iii)        | MTP included recommendations for additional financing strategies to fund programs and projects.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Y N              | See Chapters 7 and 8.                                                                                                                                 |

| Regulatory citation (23 CFR) | Key content of requirement                                                                                                                                                                                                                                        | Included in MTP? | Comments, including where in plan |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------------------------|
| 450.324 (f)(11)(iii)         | <i>For MTPs that identify new sources of funding:</i> MTP identified strategies for ensuring the availability of new funding sources.                                                                                                                             | Y/N/NA           | Not applicable                    |
| 450.324 (f)(11)(iv)          | In developing financial plan, MPO considered all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation.                          | Y/N              | See Chapter 7.                    |
| 450.324 (f)(11)(iv)          | MTP used an inflation rate(s) for revenue and cost estimates to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).             | Y/N              | See Chapter 7.                    |
| 450.324 (f)(11)(v)           | For the outer years of the MTP (i.e. beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands. | Y/N              | See Chapter 7.                    |
| 450.324 (f)(11)(vi)          | <i>For nonattainment and maintenance areas only:</i> MTP addresses specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.                                                                                             | Y/N/NA           | Not applicable                    |
| 450.324 (f)(11)(vii)         | The financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available (i.e., illustrative list).                            | Y/N              | See Chapter 7.                    |

| Regulatory citation (23 CFR) | Key content of requirement                                                                                                                                                                                                                    | Included in MTP?                                              | Comments, including where in plan                                                                                                                                                                                                                                  |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 450.324 (f)(12)              | MTP included pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).                                                                                                                                    | <input checked="" type="radio"/> Y <input type="radio"/> N    | See Chapter 7.                                                                                                                                                                                                                                                     |
| 450.324(g)                   | MPO consulted, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. | <input checked="" type="radio"/> Y <input type="radio"/> N    | ROCOG staff and local partners are responsible for some of this data and have access to a robust GIS system that incorporates data from multiple State and local agencies. These data are routinely used as part of regional policy and local project development. |
| 450.324(g)(1)                | As part of the consultation process, MPO compared transportation plans with State conservation plans or maps, if available.                                                                                                                   | <input checked="" type="radio"/> Y <input type="radio"/> N/NA | ROCOG staff and local partners are responsible for some of this data and have access to a robust GIS system that incorporates data from multiple State and local agencies. These data are routinely used as part of regional policy and local project development. |
| 450.324(g)(2)                | As part of the consultation process, MPO compared transportation plans to inventories of natural or historic resources, if available.                                                                                                         | <input checked="" type="radio"/> Y <input type="radio"/> N/NA | ROCOG staff and local partners are responsible for some of this data and have access to a robust GIS system that incorporates data from multiple State and local agencies. These data are routinely used as part of regional policy and local project development. |

| Regulatory citation<br>(23 CFR) | Key content of requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Included in MTP? | Comments, including where in plan                                                      |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------------------------------------------------------------------------------------|
| 450.324(h)                      | MTP should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users. | Y/N              | Information from these and other documents are used and referenced throughout MTP 2050 |
| 450.324(i)                      | <i>For MPOs that development multiple scenarios:</i> MPO encouraged to consider: potential regional investment strategies for the plan horizon; assumed distribution of population and employment; a scenario that maintains baseline performance conditions; a scenario that improves baseline for performance conditions; revenue constrained scenarios; and estimated costs and potential revenue for each scenario.                                                                                                                                                                                                                                                                  | Y/N/NA           | Not applicable                                                                         |

| Regulatory citation (23 CFR) | Key content of requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Included in MTP? | Comments, including where in plan                                                                      |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------------------------------------------------------------------------|
| 450.324(j)                   | MPO provided individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under 450.316(a). | Y <del>N</del>   | See Chapter 1.4 and Appendix B.                                                                        |
| 450.324(k)                   | MPO published or otherwise make readily available the MTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Y <del>N</del>   | See Chapter 1.4 and Appendix B. To the extent possible, MTP 2050 complies with Section 508 of the ADA. |
| 450.324(m)                   | <i>For nonattainment and maintenance areas for transportation-related pollutants:</i> MPO, as well as the FHWA and the FTA, made a conformity determination on any updated or amended transportation plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Y <del>N</del>   | Not applicable                                                                                         |

Table 23 identifies a list of plans in the metropolitan transportation planning process is integrated, either directly or by reference, as noted under 23 CFR 450.306(d)(4) and 23 CFR 450.306(g). The table below is not all inclusive. Other plans and/or studies prepared by the MPO, MnDOT and/or other local partners should be reviewed as applicable.

**Table 23: Plans identified in federal MTP regulations**

| Plan name                                    | MPO reviewed? | Notes                 |
|----------------------------------------------|---------------|-----------------------|
| Statewide Multimodal Transportation Plan     | Y/N           | Chapter 6.7           |
| Minnesota State Highway Investment Plan      | Y/N           | Chapter 7             |
| Greater Minnesota Transit Investment Plan    | Y/N           | Chapter 7             |
| Statewide Freight System and Investment Plan | Y/N           | Chapter 6.4           |
| Statewide Bicycle System Plan                | Y/N           | Chapter 4.2           |
| Statewide Pedestrian System Plan             | Y/N           | Chapter 6.1.2         |
| State Aviation System Plan                   | Y/N           | Chapter 6.5           |
| Statewide Ports and Waterways Plan           | Y/N/NA        | Not applicable        |
| Statewide Rail Plan                          | Y/N           | Chapters 4.7 and 6.6  |
| Transportation Asset Management Plan         | Y/N           | Chapters 2.4 and 5.4  |
| 10-Year Capital Highway Investment Plan      | Y/N           | Chapter 7             |
| District Freight Plan                        | Y/N           | Chapter 4.6           |
| District Bicycle Plan                        | Y/N           | Chapter 4.2           |
| Strategic Highway Safety Plan                | Y/N           | Chapter 5.2           |
| MnDOT District Safety Plan                   | Y/N           | Chapter 5.2           |
| County(s) Safety Plan                        | Y/N           | Chapter 5.2           |
| Public Transportation Agency Safety Plan     | Y/N           | Chapters 2.4 and 5.4. |

| Plan name                                                                  | MPO reviewed? | Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Congestion Mitigation and Air Quality Improvement Program Performance Plan | Y/N/NA        | Nonattainment and maintenance areas only.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Congestion Management Plan                                                 | Y/N/NA        | Transportation management areas only.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Minnesota Regional ITS Architecture Plan                                   | Y/N           | Chapters 6-8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Other                                                                      |               | <ul style="list-style-type: none"> <li>• Olmsted County General Land Use Plan</li> <li>• Comprehensive plans for the cities of Byron, Chatfield, Eyota, Oronoco, Pine Island, Rochester, and Stewartville</li> <li>• Rochester Active Transportation Plan</li> <li>• Mayo Clinic 5-Year Plan</li> <li>• Rochester Transit Development Plan</li> <li>• Mayo Clinic's Destination Medical Center (DMC)</li> <li>• Mayo Clinic's Bold. Forward. Unbound. Initiative</li> <li>• Southeast Minnesota Regional Economic Study (2018)</li> <li>• Olmsted County and Rochester Stormwater Pollution Prevention Plans (SWPPP)</li> <li>• Rochester Regional Stormwater Management Plan</li> </ul> |

| Plan name | MPO reviewed? | Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Other:    |               | <ul style="list-style-type: none"><li>• Olmsted County Zoning Ordinance</li><li>• Olmsted County and Rochester Decorah Edge Ordinances</li><li>• Minnesota Statewide Conservation and Preservation Plan</li><li>• MnDOT Complete Streets Handbook</li><li>• South Zumbro Watershed Stormwater and Transportation Management Plan (SZWS)</li><li>• Rochester International Airport Master plan</li><li>• Manufacturers' Perspectives on Minnesota's Transportation System for District 6</li><li>• DMC Integrated Transit Studies</li><li>• Rochester Public Schools Safe Routes to Schools Plans</li><li>• Olmsted County Hazard Mitigation Plan (2024)</li><li>• Olmsted County ADA Transition Plan</li><li>• 2024 Willow Creek Transportation Study</li><li>• Rochester Downtown Master Plan (2010)</li><li>• MnDOT Resilience Improvement Plan (2024)</li><li>• MnDOT Carbon Reduction Strategy</li></ul> |

# Appendix B

## Public Engagement

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.

### B.1 Overview

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.2 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.3 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 MTP 2050.

## B.4 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**

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**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.5 Focus group summaries

### B.5.1 Transportation for All

**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

- **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.
- **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.
- **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.5.2 Rochester Business & Economic Development

**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

- **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.

- **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.

- **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.

- **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.

- **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.5.3 Greater Olmsted County Cities Business & Economic Development

**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

### ● 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.

### ● 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.

### ● 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 bi-directional routes in Byron/Kasson/Chatfield/Pine Island, though public access remains limited to Mayo employees currently.
- **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.
- **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.5.4 Transit Providers

**Date:** March 25, 2025

**Time:** 9:00 AM – 10:30 AM

**Location:** Microsoft Teams Meeting

### Attendees

- **Participants:** Ia 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

- **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.
- **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.

- **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).

- **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.

- **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.5.5 Township Officers

**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

- **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.
- **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.
- **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.

- **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.

- **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.5.6 Accessibility

**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

- **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.

- **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.

- **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.

- **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.

- **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.
- **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.5.7 Rochester Olmsted Youth Council

**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.6 Individual meeting summaries

### B.6.1 Channel One

**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.
- **Overview of Channel One 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.

#### ● 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.6.2 Rochester International Airport (RST)

**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

- **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.
- **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.

- **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.

- **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.

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

### B.6.3 Rochester Public Schools transportation providers

**Date:** April 29, 2025

**Time:** 10:00 – 11:00 AM

**Platform:** Microsoft Teams Meeting

#### Attendees

- **Rochester Public Schools:** Josh Chapman, Dustin Morrow, Deirdra Conroy
- **ROCOG staff:** Ali Bosco, Karli McElroy, Jarrett Hubbard

#### 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.

### 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.

## 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.

## 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.6.4 Mayo Clinic

**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

- **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.
- **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.
- **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
- **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.7 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:

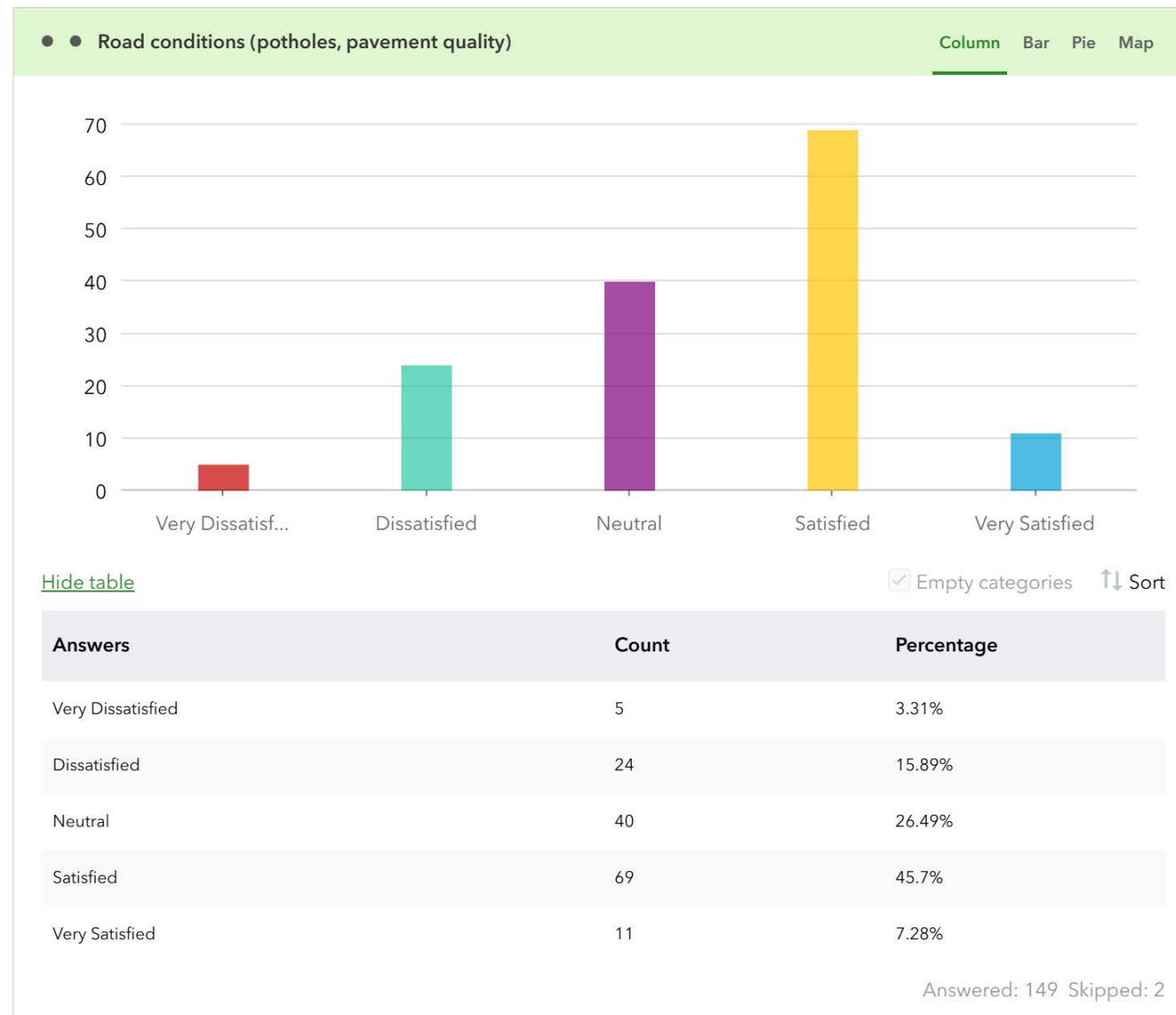
- **City of Rochester Accessible Transportation Meeting (April 4, 2025):** Provided an overview of the plan, with a focus on accessibility considerations and how individuals with disabilities and caregivers could participate in the feedback process.
- **City of Rochester Pedestrian and Bicycle Advisory 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.

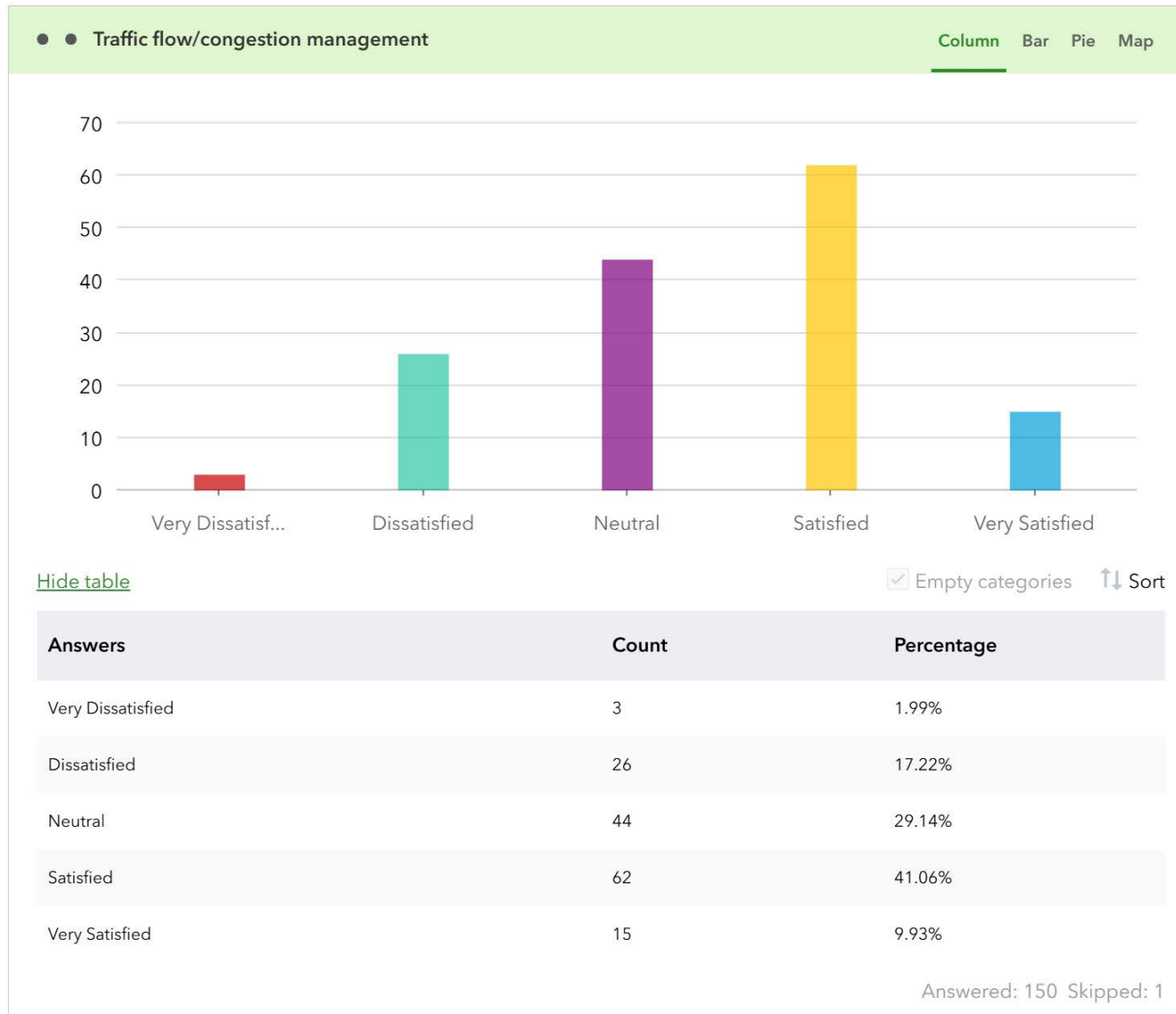
Across these presentations, the consistent message was that MTP 2050 is a community-driven plan. Each group was shown how to provide their and was encouraged to share comments through the open house, public comment period, public hearing, or direct communication with ROCOG staff.

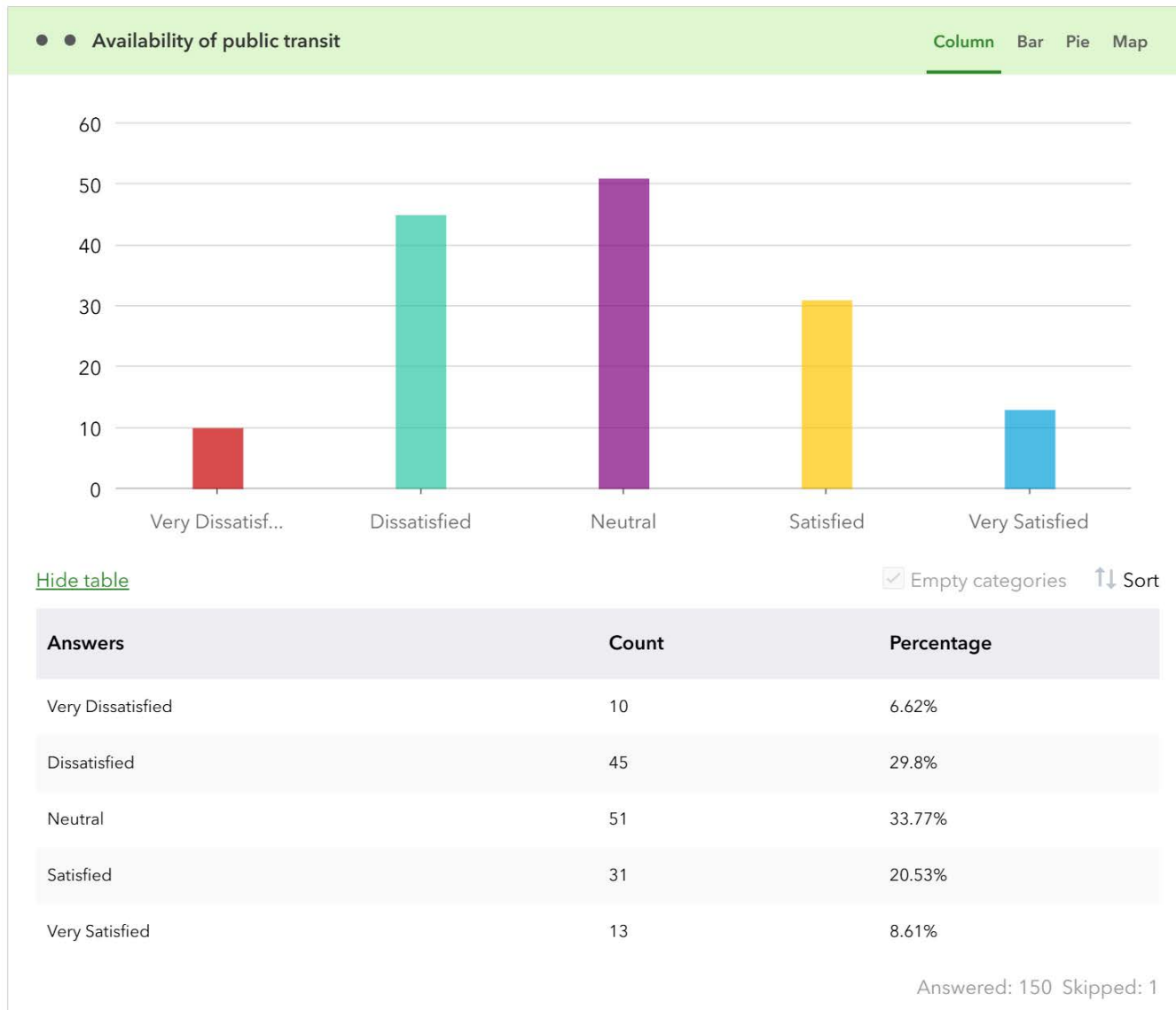
## B.8 Public survey results

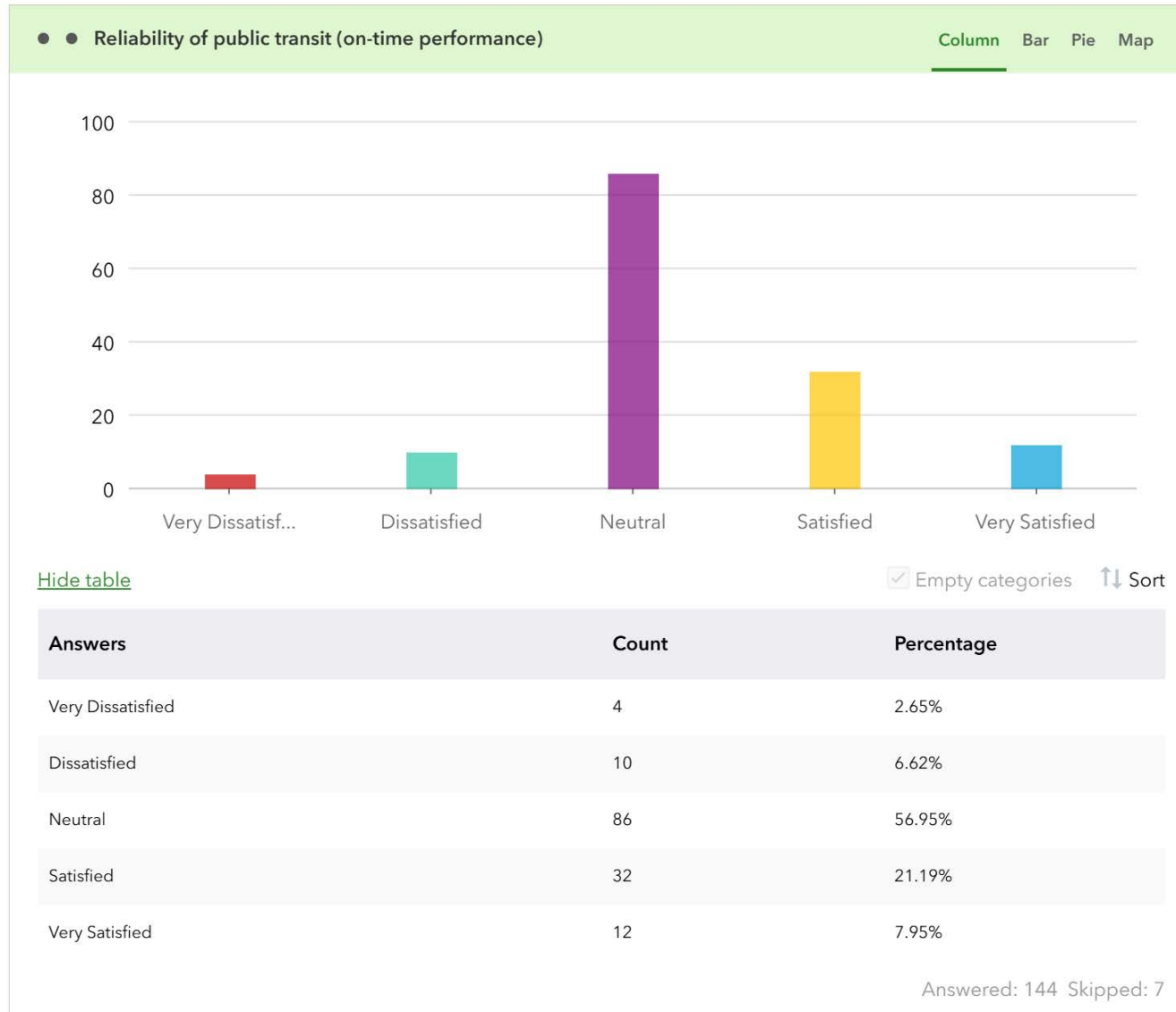


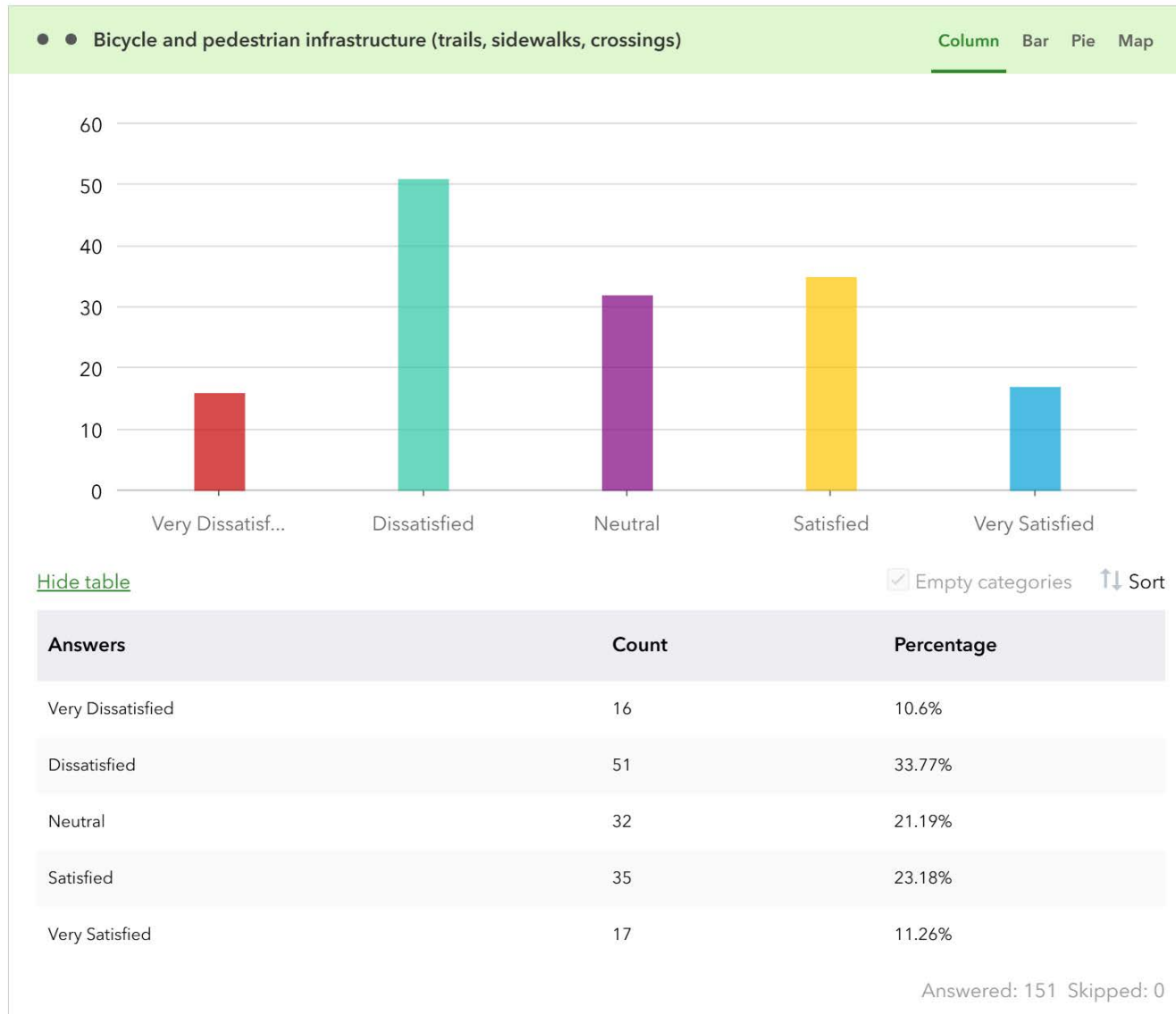
Your Transportation Use and Experience > How satisfied are you with the following aspects of the region's transportation system?

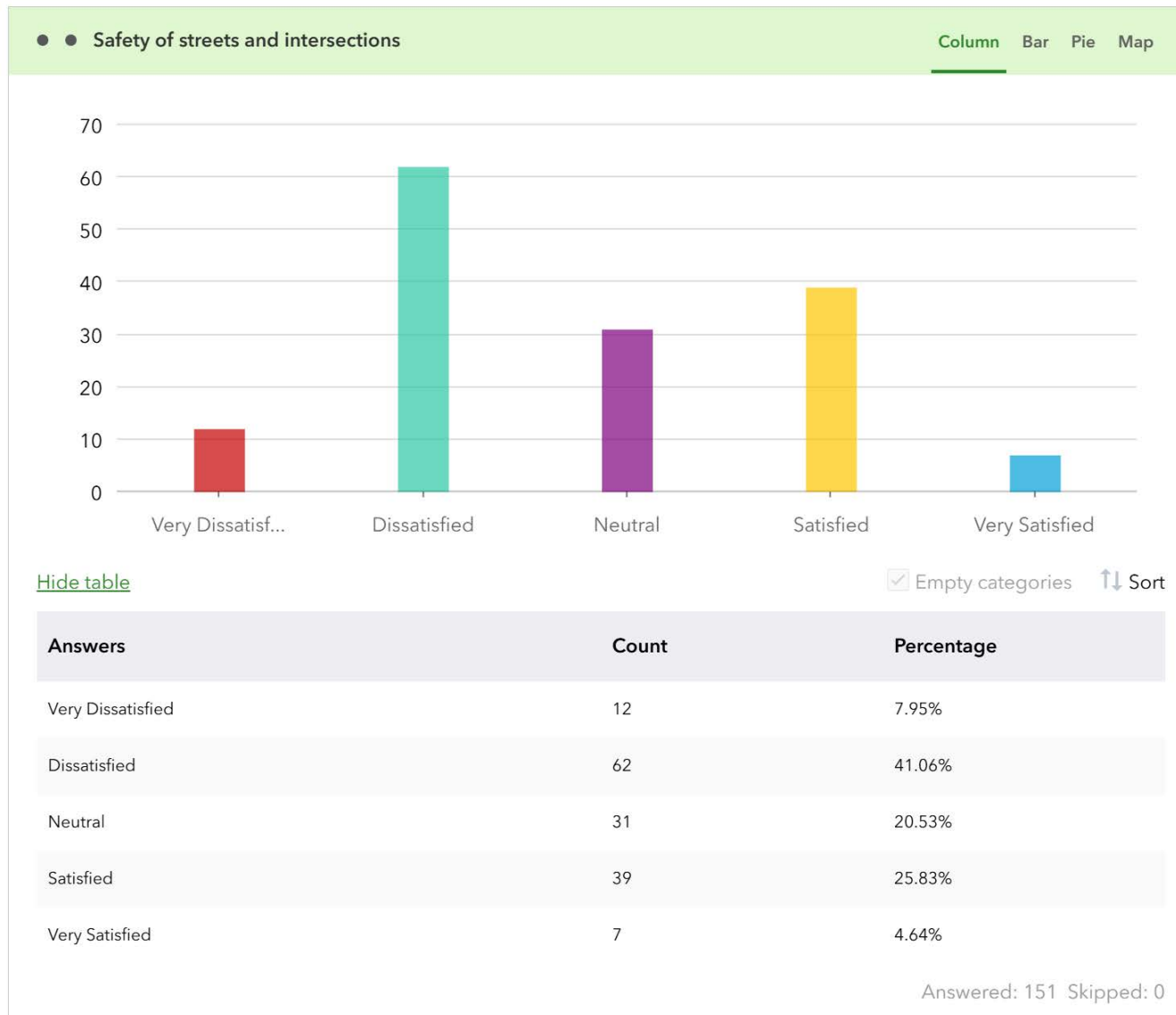






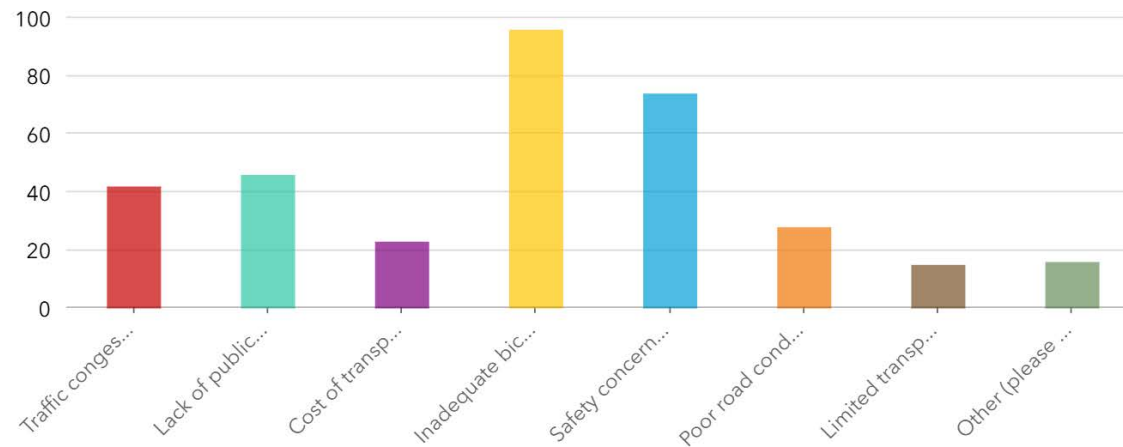






● What are the most significant transportation challenges you experience?

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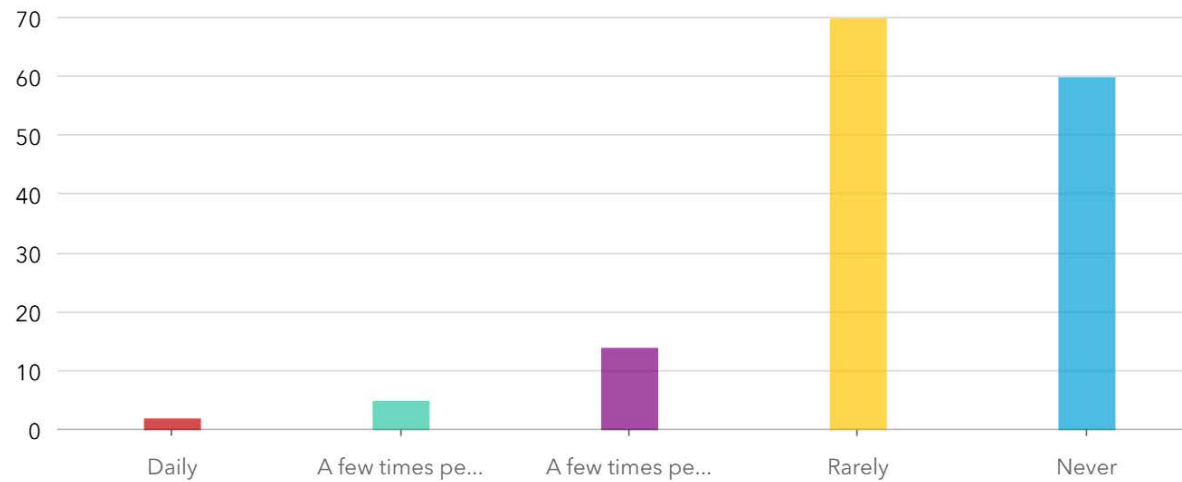
| Answers                                                      | Count | Percentage |
|--------------------------------------------------------------|-------|------------|
| Traffic congestion                                           | 42    | 27.81%     |
| Lack of public transit options                               | 46    | 30.46%     |
| Cost of transportation (gas, fares, maintenance)             | 23    | 15.23%     |
| Inadequate bicycle and pedestrian infrastructure             | 96    | 63.58%     |
| Safety concerns (crashes, poor lighting, lack of crosswalks) | 74    | 49.01%     |
| Poor road conditions                                         | 28    | 18.54%     |
| Limited transportation options for people with disabilities  | 15    | 9.93%      |
| Other (please specify)                                       | 16    | 10.6%      |

Answered: 145 Skipped: 6

## Public Transit and Alternative Transportation

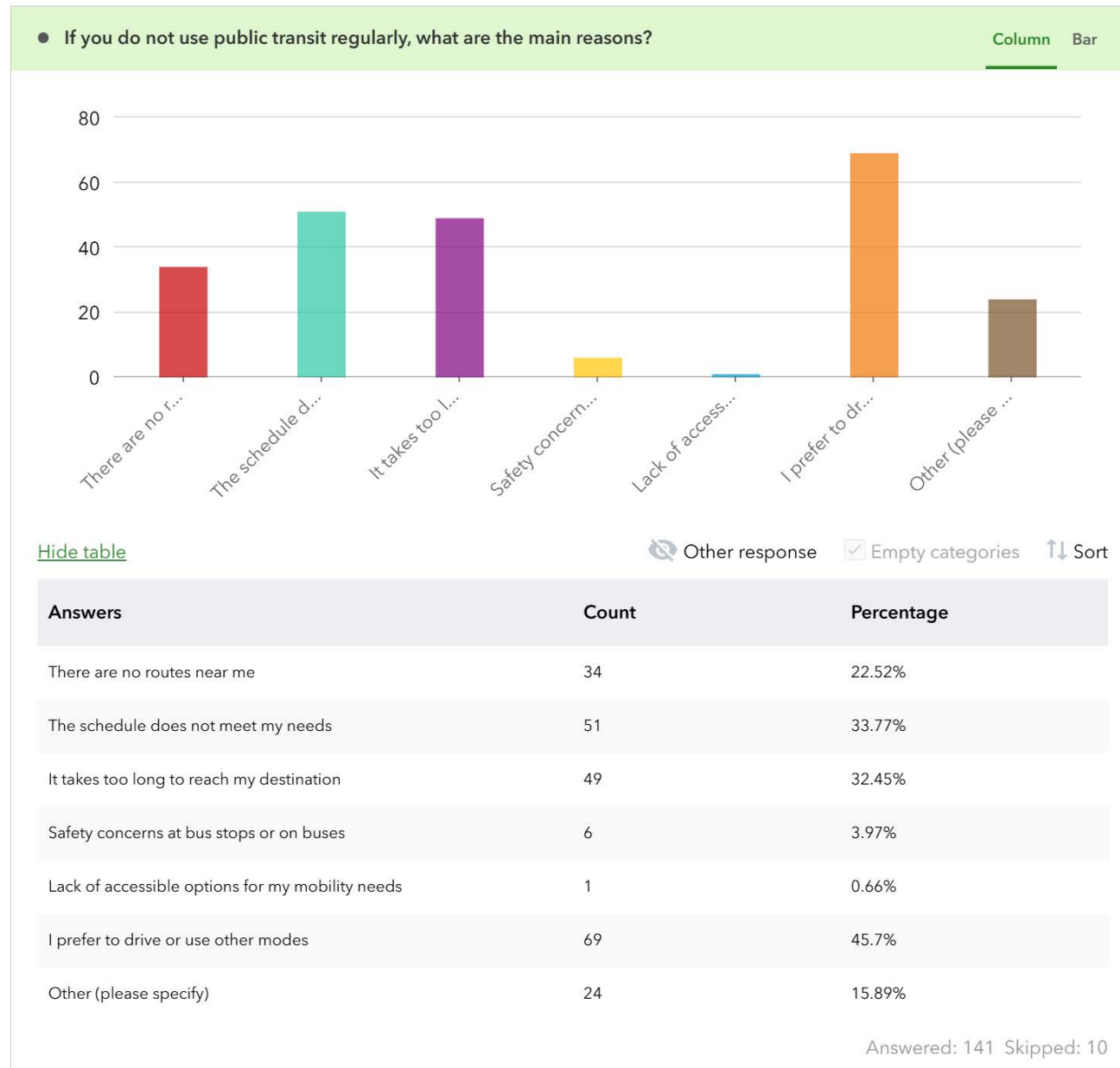
● How often do you use public transit (bus, microtransit, or paratransit)?

Column Bar Pie Map

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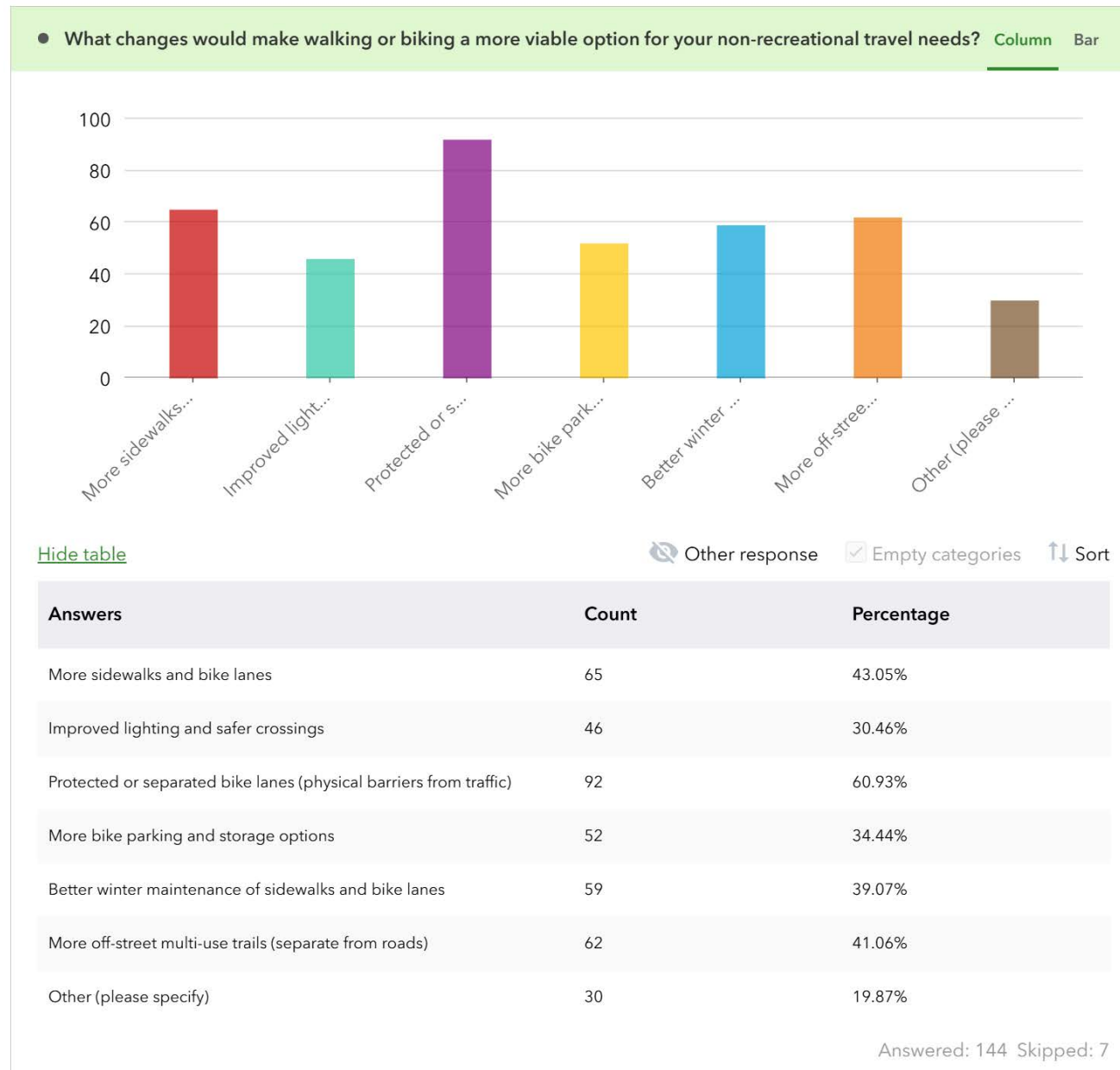
| Answers               | Count | Percentage |
|-----------------------|-------|------------|
| Daily                 | 2     | 1.32%      |
| A few times per week  | 5     | 3.31%      |
| A few times per month | 14    | 9.27%      |
| Rarely                | 70    | 46.36%     |
| Never                 | 60    | 39.74%     |

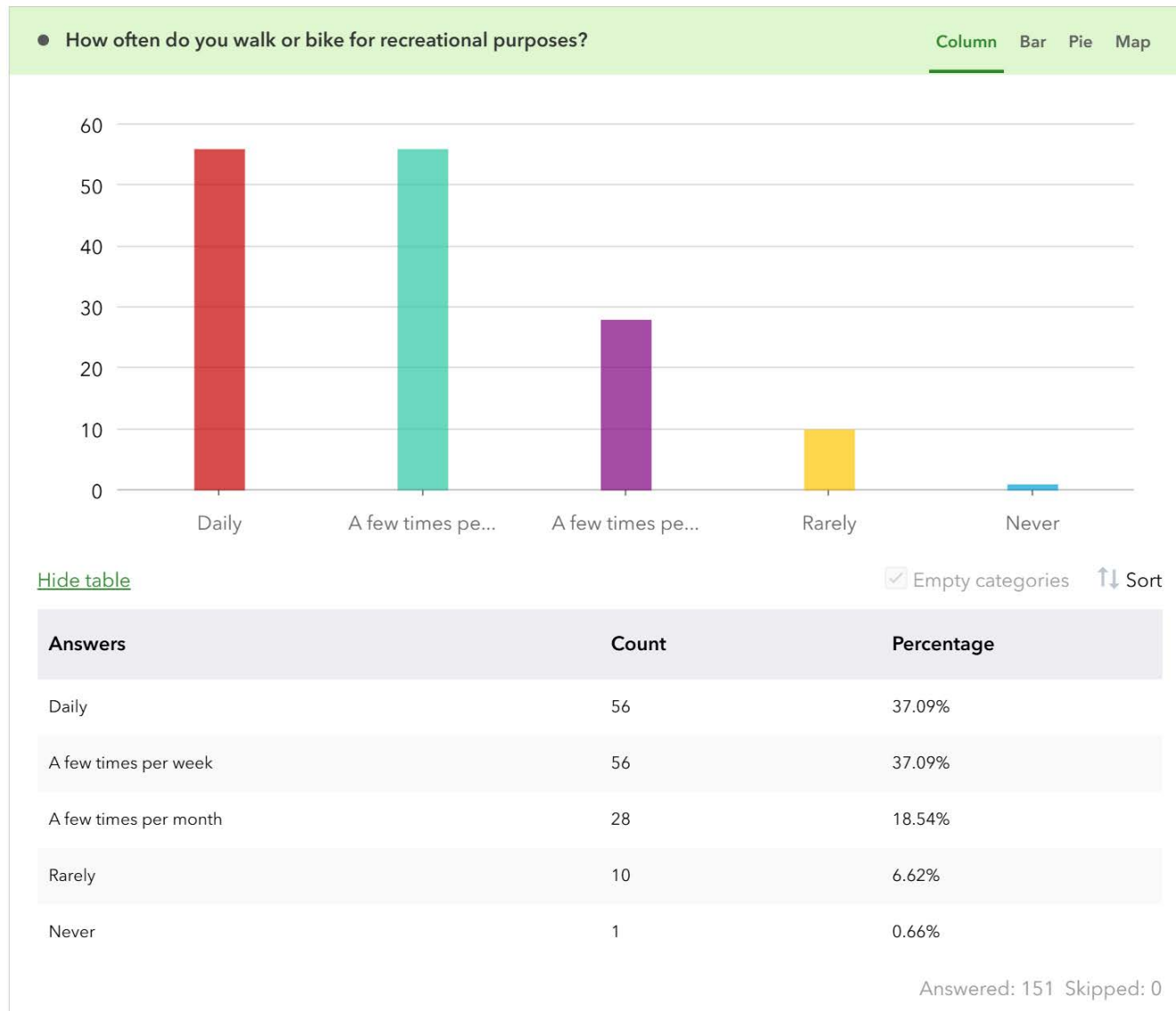
Answered: 151 Skipped: 0





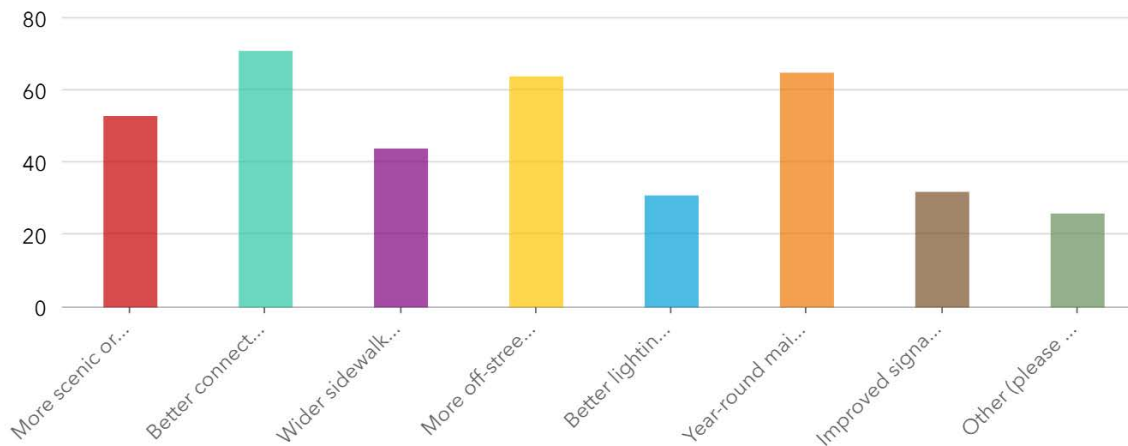






● What changes would make you more willing to walk or bike for recreation purposes?

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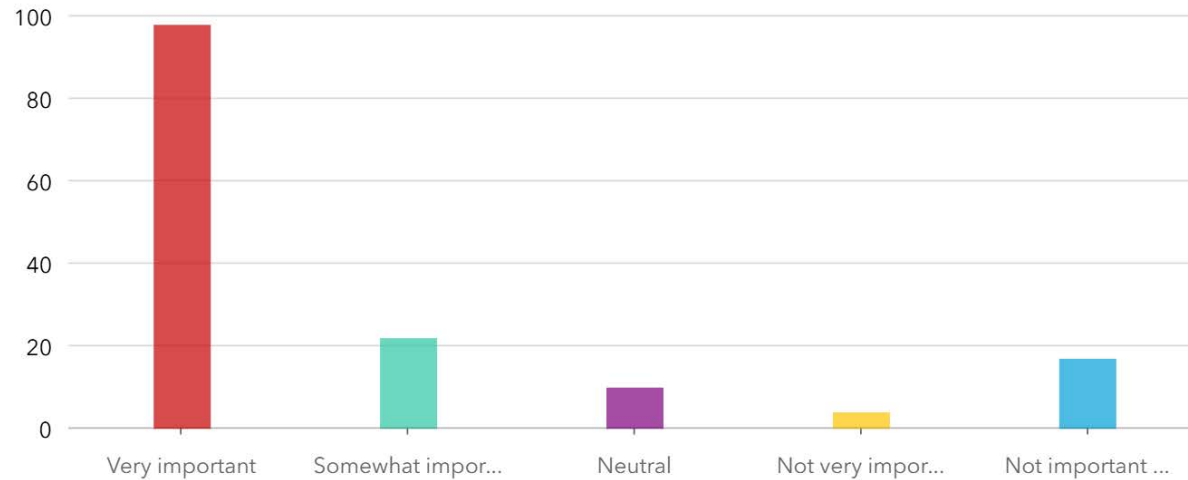
| Answers                                                    | Count | Percentage |
|------------------------------------------------------------|-------|------------|
| More scenic or nature trails                               | 53    | 35.1%      |
| Better connections between parks and trails                | 71    | 47.02%     |
| Wider sidewalks and bike paths for shared use              | 44    | 29.14%     |
| More off-street multi-use trails (separate from roads)     | 64    | 42.38%     |
| Better lighting and safety measures on recreational routes | 31    | 20.53%     |
| Year-round maintenance of trails and paths                 | 65    | 43.05%     |
| Improved signage and wayfinding for trails and paths       | 32    | 21.19%     |
| Other (please specify)                                     | 26    | 17.22%     |

Answered: 139 Skipped: 12

## Future Transportation and Sustainability

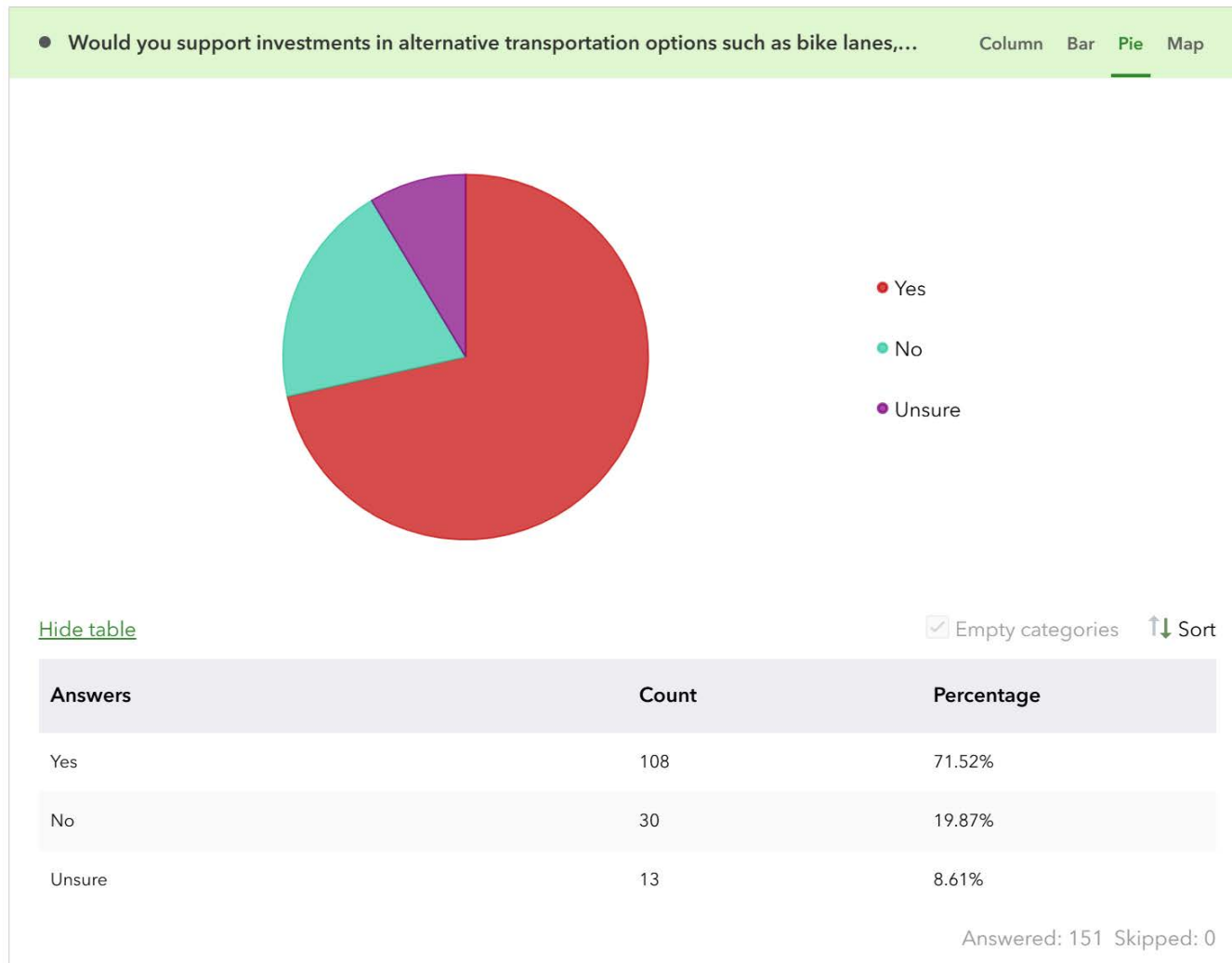
● How important is it to reduce greenhouse gas emissions from transportation?

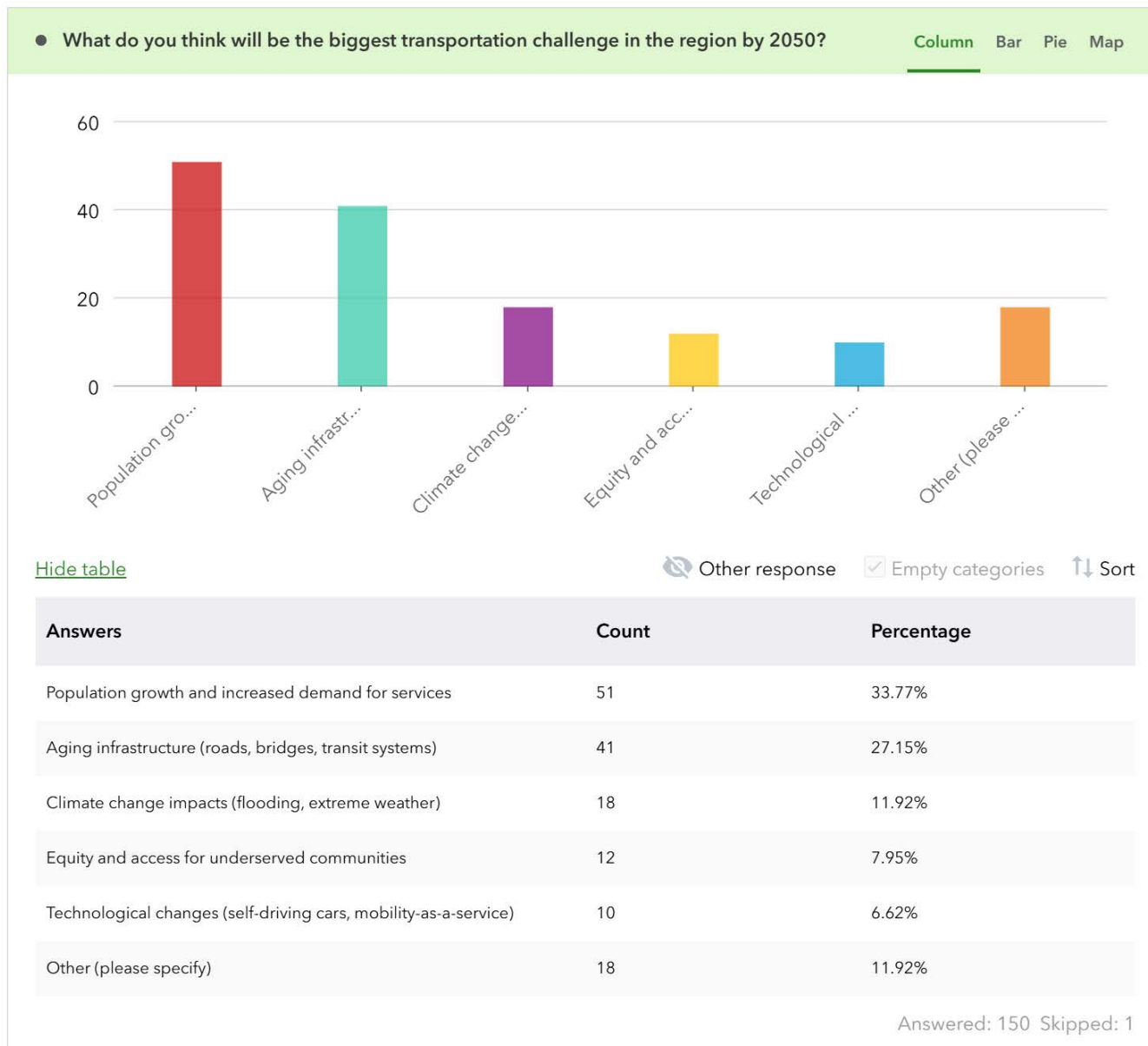
Column Bar Pie Map

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| Answers              | Count | Percentage |
|----------------------|-------|------------|
| Very important       | 98    | 64.9%      |
| Somewhat important   | 22    | 14.57%     |
| Neutral              | 10    | 6.62%      |
| Not very important   | 4     | 2.65%      |
| Not important at all | 17    | 11.26%     |

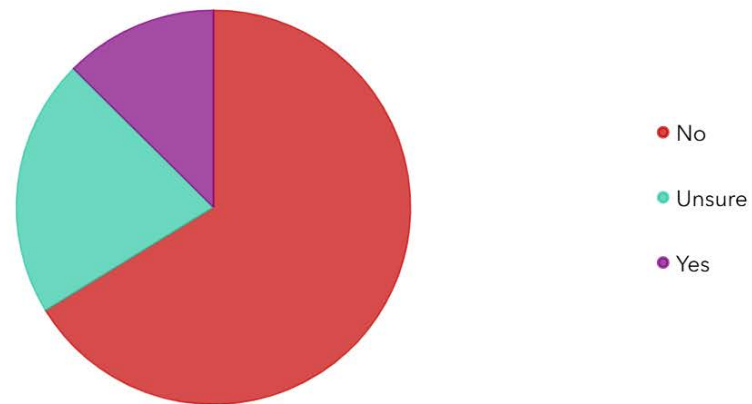
Answered: 151 Skipped: 0





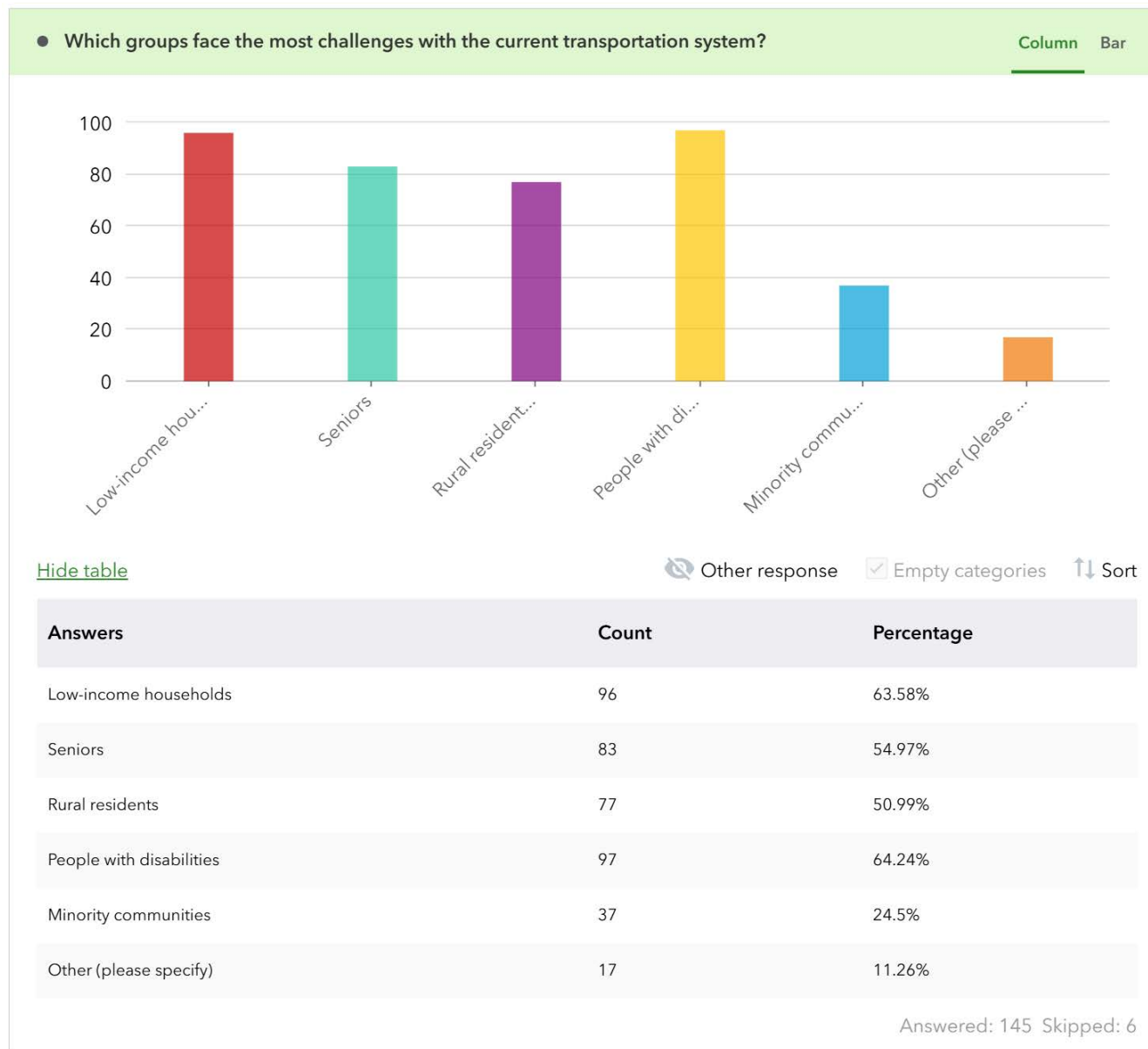
## Transportation Access and Community Needs

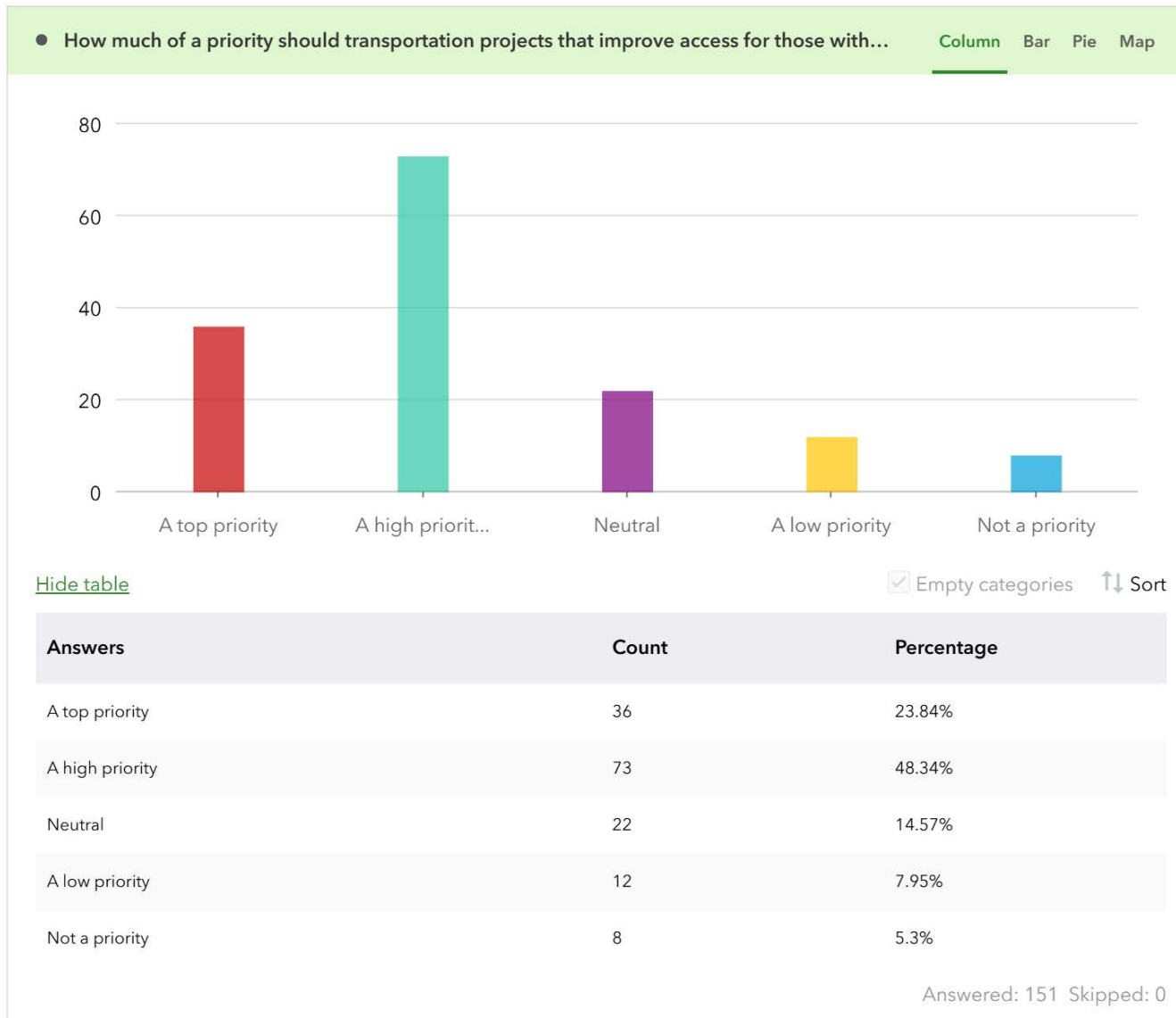
● Do you think all residents in the region have adequate access to transportation options that... Column Bar **Pie** Map

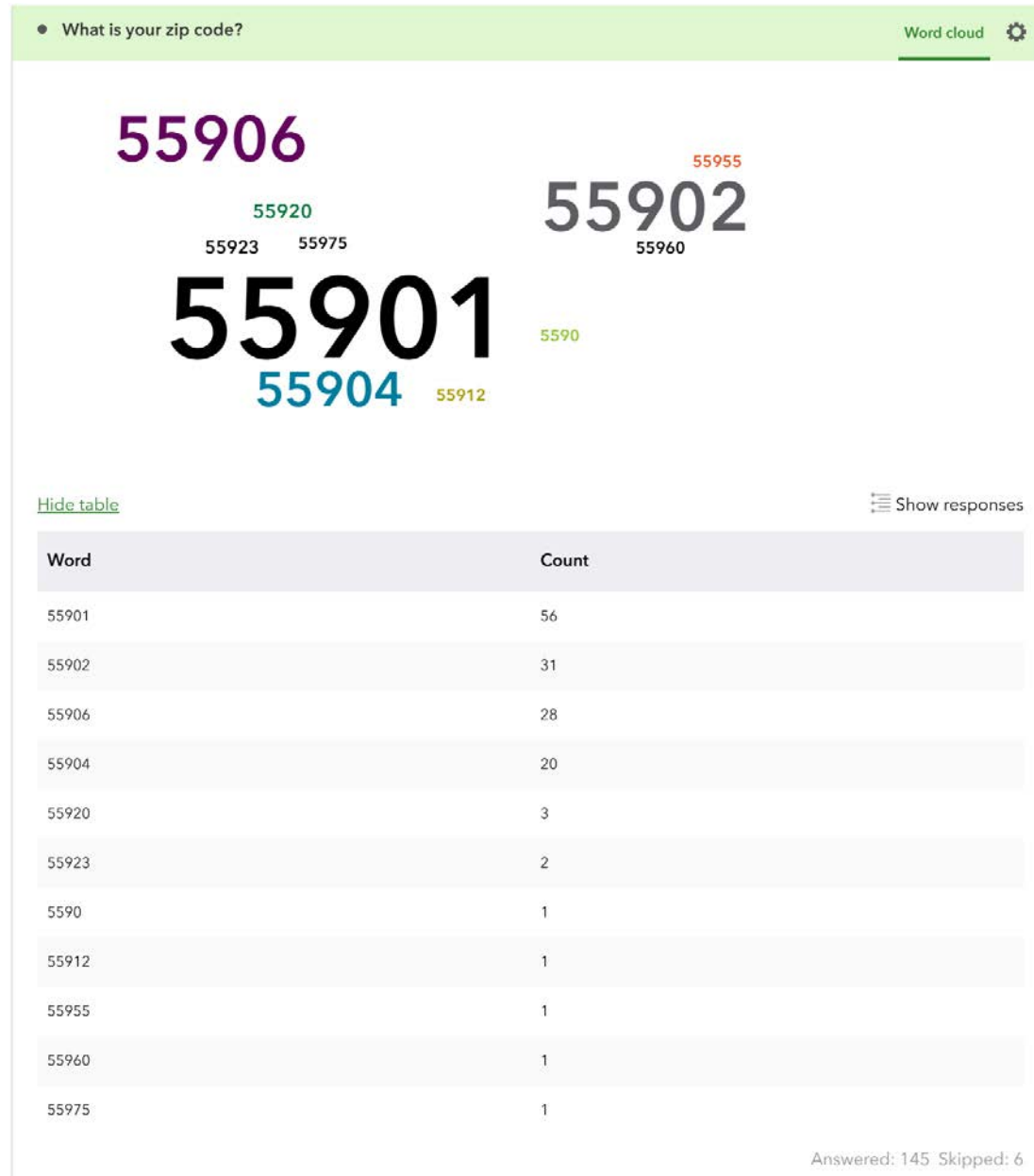
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| Answers | Count | Percentage |
|---------|-------|------------|
| No      | 100   | 66.23%     |
| Unsure  | 32    | 21.19%     |
| Yes     | 19    | 12.58%     |

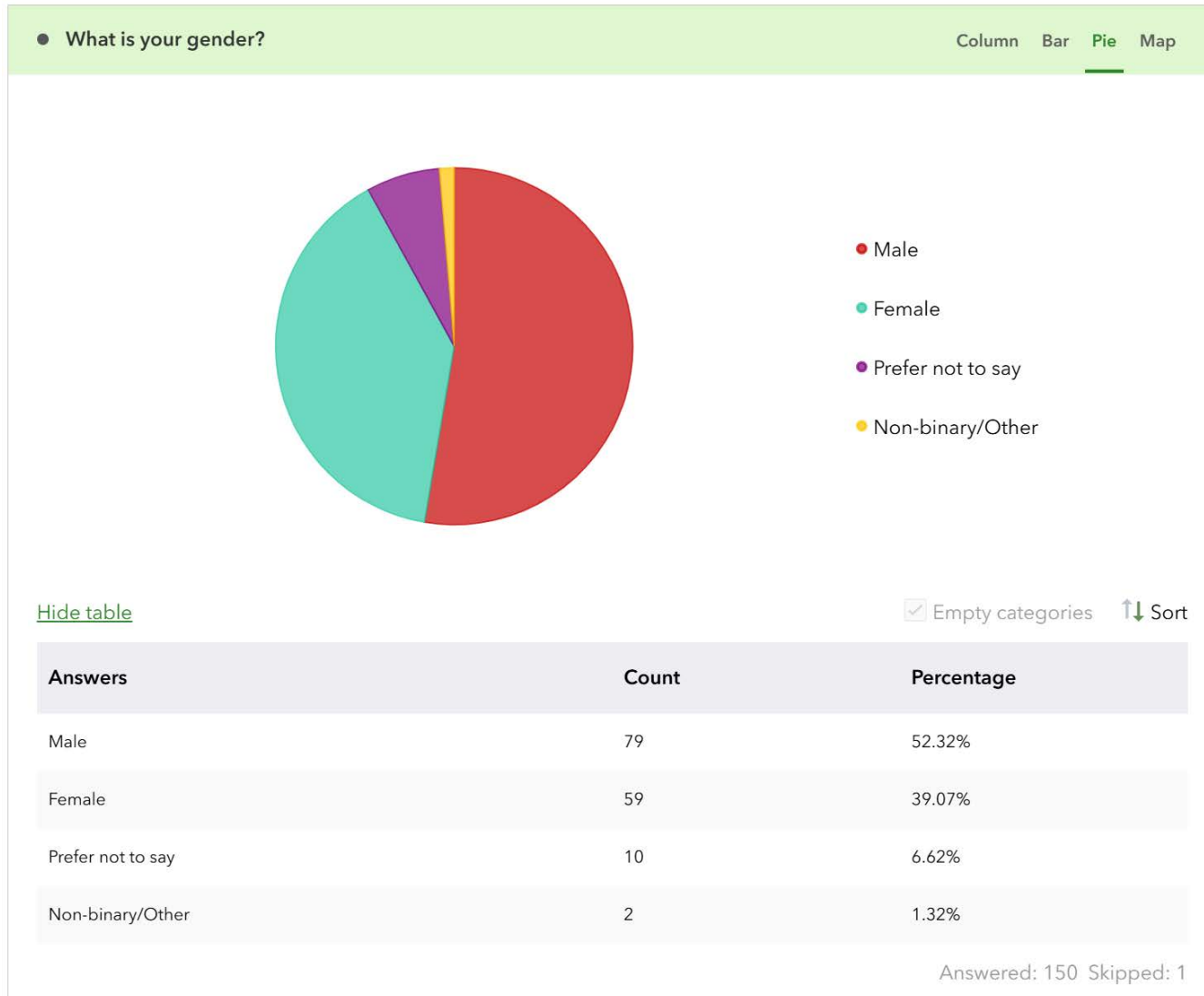
Answered: 151 Skipped: 0



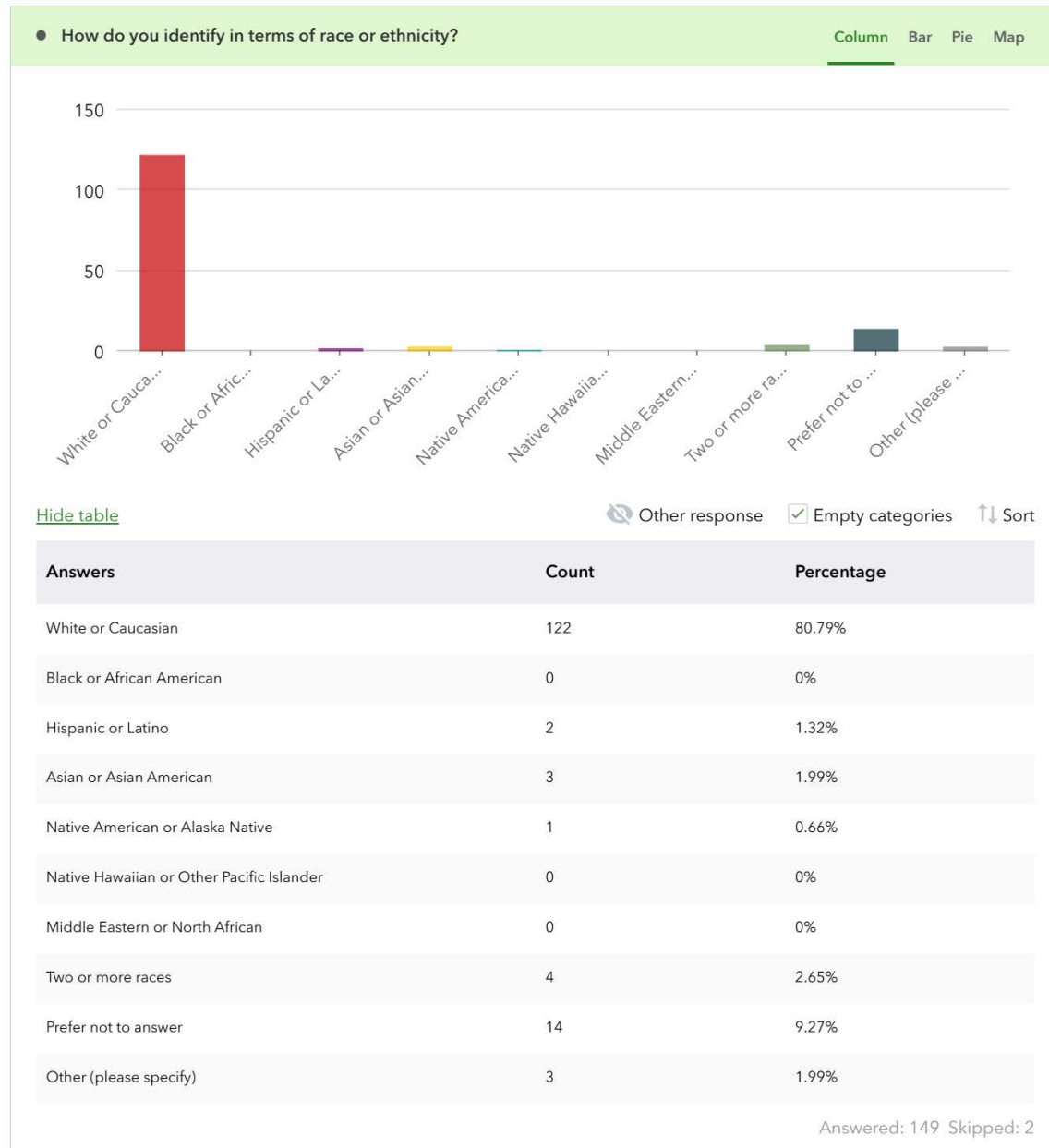












## B.9 Community pop-up events

### B.9.1 Oxbow Park

#### MTP 2050 ENGAGEMENT OXBOW PARK APRIL 26



ROCOG staffed an engagement booth during a high-traffic period at Oxbow Park in Byron, MN.



#### AT A GLANCE

These bullets were themes of conversations between participants and ROCOG staff:

- Rochester streets feel safe to some
- Some are looking forward to BRT
- Need to connect to Minneapolis
- More RPT service
- Need more paved roads (rurally)
- Need a train to twin cities
- Important to slow drivers down in neighborhoods
- Transit service to dover and eyota
- Would love more connects to big trails

#### OBJECTIVES

Gather real, personal, creative, and actionable feedback to shape the MTP 2050 plan — whether someone has two minutes or twenty.

#### AUDIENCE

We engaged with community members of all ages and family types at Oxbow Park—including parents with children, extended families, and individual adults. The busy event day brought beautiful weather, resulting in strong participation. Many joined our activity, and we collected 4 completed surveys.

#### ENGAGEMENT ACTIVITY

Visitors were invited to explore how transportation affects their lives and share ideas for improvements via an "Idea Station" activity. Participants dropped color-specific pom-poms into clear tubes that represented different priorities for the future of transportation. Upon selecting a priority, participants received a branded seed packet and were invited to complete a survey to provide more information about their preferences.



#### PRIORITIES & RESULTS

The data points resulted from the "Idea Station" activity. The bullet points were noted as priorities on the survey.

##### Red = Better Bike/Walk

- 34 total pom-poms
- More paved trails
  - Safer school routes
  - Protected bike lanes
  - Better sidewalk connections
  - Improved connection with transit (to help seniors)

##### Green = Safer Streets

- 31 total pom-poms
- Reduce speeding traffic
  - Improve driving behavior and distractions
  - Add sidewalks and bicycle facilities

##### Yellow = Connect Nearby Towns (Regional transit, trails)

- 23 total pom-poms
- More commuter buses
  - More park-and-ride hubs
  - More commuter trail networks
  - More recreational and scenic trails

##### Blue = More City Bus Options

- 13 total pom-poms
- Increased knowledge of transit and how to use it
  - Better connections to jobs and schools
  - Extended evening/weekend hours

## B.9.2 Rochester Farmers' Market

### MTP 2050 ENGAGEMENT ROCHESTER FARMERS MARKET MAY 17 | 7AM-12PM

ROCOG staffed an engagement booth on a Saturday at the Rochester Farmers Market.

#### OBJECTIVE

Listen to meaningful, everyday experiences and ideas from the community to help shape the themes of the MTP 2050 plan — whether someone has two minutes or twenty.

#### AUDIENCE

We engaged with community members of all ages and family types at the Rochester Farmers Market (RFM)—including parents with children, extended families, and individual adults. The weather was brisk, but RFM goers are hearty and did not hesitate to engage and share their feedback. Many participated in the activity and we collected 7 completed surveys.

#### ENGAGEMENT ACTIVITY

Visitors were invited to explore how transportation affects their lives and share ideas for improvements via an "Idea Station" activity. Participants dropped color-specific pom-poms into clear tubes that represented different priorities for the future of transportation. Upon selecting a priority, participants received a branded seed packet and were invited to complete a survey to provide more information about their preferences.



#### AT A GLANCE

These bullets were themes of conversations between participants and ROCOG staff, as well as completed surveys:

- Strong interest in more protected bike lanes and separate paths for biking and walking
- Concerns about sidewalk conditions and ADA pedestrian ramp accessibility
- Perception that the current transit system primarily serves Mayo Clinic employees, with limited usefulness for other destinations; some also expressed a desire for greater frequency on existing routes.
- Calls for more downtown parking and better connections between places
- Repeated mention of the need for transit options to the Twin Cities, including support for rail options to connect Rochester to other destinations
- Several participants said drivers scare them and impact their comfort walking or biking
- Trails were viewed positively, though people want more connections, especially to/from downtown
- Requests for more bike racks and transit service to non-downtown areas
- Positive feedback on RPT GO, along with a call to "right size" vehicles based on demand
- Comments noting walkability needs to improve beyond downtown, including wider sidewalks, benches, and other street-level amenities
- Suggestions to extend trails to recreation spots like Chester Woods and build offshoots from the Douglas Trail
- Several noted they avoid biking in high-traffic areas and plan routes based on where they'll encounter the fewest cars



#### PRIORITIES & RESULTS

The data points resulted from the "Idea Station" activity. The bullet points were noted as priorities on the survey.

##### Red = Better Bike/Walk

33 total pom-poms

- Missing sidewalks, bike lanes, and bike racks
- Improved facilities at destinations (bike racks, showers)
- Protected bike lanes

##### Green = Safer Streets

24 total pom-poms

- Dangerous road intersections
- Improve driving behavior and distractions
- Missing sidewalks and bicycle facilities

##### Yellow = Connect Nearby Towns (Regional transit, trails)

10 total pom-poms

- More commuter buses
- Better transportation for people who rely on driving alternatives
- More commuter trail networks

##### Blue = More City Bus Options

11 total pom-poms

- More frequent routes
- Better connections/transfer options
- Better connections to jobs/schools



## B.9.3 Stewartville Farmers' Market

### MTP 2050 ENGAGEMENT

STEWARTVILLE FARMERS MARKET  
JUNE 26 | 4PM-7PM

ROCOG staffed an engagement booth on a Wednesday at the Stewartville Farmers Market held at United Methodist Church.



#### AUDIENCE

We engaged with community members of all ages and family types at the Stewartville Farmers Market (SFM)—including parents with children and individual adults. It was a stormy evening, so while traffic was less than expected, those that did attend displayed great interest in the plan and shared valuable feedback.

#### ENGAGEMENT ACTIVITY

Visitors were invited to explore how transportation affects their lives and share ideas for improvements via an "Idea Station" activity. Participants dropped color-specific pom-poms into clear tubes that represented different priorities for the future of transportation. Upon selecting a priority, participants received a branded seed packet and were invited to complete a survey to provide more information about their preferences.

#### AT A GLANCE

These bullets were themes of conversations between participants and ROCOG staff, as well as completed surveys:

##### Regional Connections & Transit

- Strong interest in bus service between Stewartville and Rochester
- Comments about the need for connections to other towns, particularly for those who don't drive
- Desire for more consistent bus schedules
- Suggestion for park-and-ride options south of Rochester
- One youth also shared that buses to nearby towns would be helpful

##### Trails & Biking

- Requests for a trail from Stewartville to Rochester, as well as a trail connecting Stewartville to Chatfield
- Support for regional bike trails, similar to the Lanesboro trail network
- Recognition that e-bikes increase people's range, reinforcing the importance of regional trail infrastructure
- Positive comment about Rochester's bike lane design on 4<sup>th</sup> St SW, especially where parked cars buffer cyclists from vehicle traffic
- Concern about lack of safe bike lanes in Rochester's SE quadrant, particularly along US 52 near Target South

##### Walking & Safety

- Safety concerns about crossing streets in the area, especially for kids
- Comments about vehicles not yielding to pedestrians, particularly during left-hand turns
- Appreciation for the walking, hiking, and biking trails available in the area

##### Traffic

- Mention of heavy PM peak traffic on US 52, a concern for both drivers and active transportation users

#### PRIORITIES & RESULTS

The data points resulted from the "Idea Station" activity. The bullet points were noted as priorities on the survey.

##### Red - Better Bike/Walk

7 total pom-poms

- Missing sidewalks, bike lanes, and bike racks
- Improved facilities at destinations (bike racks, showers)

##### Green - Safer Streets

9 total pom-poms

- Dangerous road intersections
- Missing sidewalks and bicycle facilities

##### Yellow - Connect Nearby Towns (Regional transit, trails)

6 total pom-poms

- Better transportation for people who rely on driving alternatives
- More commuter trail networks

##### Blue - More City Bus Options

5 total pom-poms

- Better connections/transfer options
- More frequent routes



## B.10 Public events

### B.10.1 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.

**MTP 2050**  
The Metropolitan Transportation Plan (MTP) 2050 is a long-range plan that shapes how people and goods move across the Olmsted County area now and into the future.

- Promote safe and sustainable community development.
- Coordinate infrastructure investment with land use decisions and community needs.
- Manage the transportation system in a fiscally responsible manner.
- Improve travel options for residents and visitors.

This plan is based on data, public input, and local priorities.

**KEY TAKEAWAYS**  
From Research, Analysis, and Public Engagement

- PRIORITIZING SAFETY**: Reduce crashes and fatalities, improve safety for all users, and enhance emergency response.
- NATURAL CONSTRAINTS & RESILIENCE**: Build a robust transportation system that respects natural resources, climate change, and disaster resilience.
- LAND USE & TRANSPORTATION INTEGRATION**: Create an integrated transportation system that supports land use goals and vice versa, contributing to a sustainable, livable region.
- FUNDING & FINANCIAL SUSTAINABILITY**: Develop long-term funding strategies to support the delivery of high-quality, reliable transportation services.
- TRAFFIC CONGESTION & SYSTEM OPTIMIZATION**: Reduce travel delays, improve travel reliability, and enhance system efficiency.
- TRANSPORTATION SYSTEM PRESERVATION**: Maintain existing roads, bridges, and transit services through preventative maintenance and data-driven planning.
- ALTERNATIVE TRANSPORTATION OPTIONS**: Expand walking, biking, and transit options with safe, accessible, and well-maintained infrastructure to improve individual mode choices.
- REGIONAL TRANSIT INTEGRATION & CONNECTIVITY**: Develop a coordinated regional transit network with seamless connections, unified policies, and shared fare systems.

## B.10.2 Notice of open house and public comment



Forum Communications Company

MN Affidavit No. 3Z6A9Nv7VfHxqOE2zes

### 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 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: Tuesday, July 8, 2025
4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to §331A.06, 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) \_\_\_\_\_



### VERIFICATION

State of Florida  
County of Orange

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

*J. R.*

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. ROCOG 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](mailto:planningweb@olmstedcounty.gov) (Jul. 8, 2025)

## B.10.3 Notice of public hearing



Forum Communications Company

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.

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 9, 2025
4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to §331A.06, 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) Laquansay Nickson Watkins

#### VERIFICATION

State of New Jersey  
County of Camden

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

SM S. & Poe

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 feedback.

#### 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](mailto:planningweb@olmstedcounty.gov) at least 48 hours prior to the meeting. (Aug. 9, 2025)

## B.10.4 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](mailto: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 (ROCOCG) invites community members to review and share feedback on the draft [Metropolitan Transportation Plan \(MTP\) 2050](#). 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 ROCOCG 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 ROCOCG'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](mailto: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.10.5 Notice of plan adoption



Forum Communications Company

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 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 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 §331A.06, 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)

### VERIFICATION

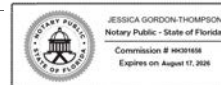
State of Florida  
County of Orange

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

*J. Gordon-Thompson*

Notary Public

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](http://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](mailto:planningweb@olmstedcounty.gov) at least 48 hours prior to the meeting. (Aug. 23, 2025)

## B.10.6 Second notice of plan adoption



Forum Communications Company

MN Affidavit No. wF3kV9U8TkZmtqE2Lblo

### AFFIDAVIT OF PUBLICATION

State of Florida, County of Orange, ss:

Edmar Corachia, 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.

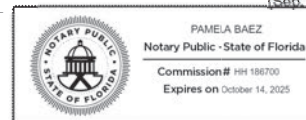
1. I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes §331A.07.
2. The newspaper has complied with all of the requirements to constitute a qualified newspaper under Minnesota law, including those requirements found in Minnesota Statutes §331A.02.
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, September 20, 2025
4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to §331A.06, 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.

*Edmar Corachia*

(Signed)

### VERIFICATION

State of Florida  
County of Orange



Subscribed in my presence and sworn to before me on this: 09/22/2025

*[Signature]*

Notary Public

Notarized remotely online using communication technology via Proof.

### NOTICE OF PUBLIC MEETING: ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

The Rochester-Olmsted Council of Governments (ROCOG) Policy Board will consider adoption of the Metropolitan Transportation Plan (MTP) 2050 at its meeting, which is now scheduled for Wednesday, October 22, 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](http://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](mailto:planningweb@olmstedcounty.gov) at least 48 hours prior to the meeting. (Sep. 20, 2025)

## B.11 Public comments

| Name                                 | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Document Location (chapter #, if known)                                               | How Addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Status   |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| Bill Spitzer (Rolling Hills Transit) | Pg 3.23<br>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. Verified that information from the comment was included in text for the MTP 2050.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Resolved |
| Bill Spitzer (Rolling Hills Transit) | Pg 3.31, Figure 3-28<br>Eyota-Dover 7a-5p<br>Byron 7a-5p<br>Stewartville M-F 7a-5p<br>Chatfield M-TH 7:15-3:45p                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Ch. 4, Pg 3, 3rd paragraph<br>(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 |
| Bill Spitzer (Rolling Hills Transit) | Pg 4.18<br>Advance-reservation door to door service is provided by regional human resource agency providers. Rolling Hills Transit Semcac Transportation, located in Rushford, MN and operated by                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Ch. 4, Pg 3, 3rd paragraph<br>(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 |
| 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.<br><br>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 |

| Name          | Comment                                                                                                                                                                                                                                                                                                                                        | Document Location (chapter #, if known)            | How Addressed                                                                                                                                                                                                                                                                                                                                | Status   |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| T             | 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 |
| 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 |
| 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 |
| 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 |

| Name           | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Document Location (chapter #, if known) | How Addressed                                                                                                                    | Status   |
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| 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 |

## B.12 Agency comments

### B.12.1 Chapter 1

| Agency                             | Comment | Document Location | How Addressed | Status | Date Received |
|------------------------------------|---------|-------------------|---------------|--------|---------------|
| No Comments Received for Chapter 1 |         |                   |               |        |               |

## B.12.2 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 from state and federal partners.                                                         | Resolved | 3/17/2025     |
| City of Rochester | Do modes only include public transit vehicles? Are we measuring VRU injuries/fatalities in any PM? | Pg 7, first bullet point          | This section refers to federally required performance measures. At this time, ROCOG has adopted no additional performance measures. | Resolved | 3/17/2025     |

## B.12.3 Chapter 3

| 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. Second row, fifth column | Updated to 2050.                                                   | Resolved | 3/17/2025     |
| 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 heading for the next section | Resolved | 3/17/2025     |
| 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     |

| Agency            | Comment                                                                                                                                                                                                        | Document Location                        | How Addressed                                                                                                                                                                                                                           | Status   | Date Received |
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| 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 Rochester’s TOD planning is age agnostic.                                                                                                                     | Pg 6, second paragraph, third sentence   | Thank you for your comment. This section is specifically the varying considerations of age groups.                                                                                                                                      | Resolved | 3/17/2025     |
| 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 developments, and higher-density housing continues to grow, we must maintain and improve our sidewalks and trails to preserve these important connections. | Pg 6, third paragraph, second sentence   | Thank you for your comment. This paragraph has been revised.                                                                                                                                                                            | Resolved | 3/17/2025     |
| 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 poverty thresholds, as defined by the U.S. Census Bureau                                                                                                                                       | Resolved | 3/17/2025     |
| City of Rochester | Would it be possible to simplify this by only showing the legend once? I don’t like that the order differs between charts.                                                                                     | Pg 8, figure 1 legends                   | The legends in the tables are ordered by percentage from highest to lowest. Because the racial makeup shifted between 2010 and 2020, the legend order changed. This difference helps highlight the change, so we will keep them intact. | Resolved | 3/17/2025     |
| 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     |

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                        | Document Location                                                     | How Addressed                                                                                                                                                                | Status   | Date Received |
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| City of Rochester | infrastructure? Are "roads" inclusive of trails/rail/non-driving assets?                                                                                                                                                                                                                                                                                       | Pg 19, first paragraph, second sentence                               | Changed the word, "roads" to "infrastructure"                                                                                                                                | Resolved | 3/17/2025     |
| Olmsted County    | Under cost and benefits, the paragraph says;<br>"Urban sprawl increases expenses" (for whom?)<br>"Decreased service quality" (needs to be more specific). The comments following in this paragraph 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. | Pg 19, first paragraph under the section titled, "Costs and benefits" | Thank you for your comment. This section was revised to provide context, state the benefit of following city and county land use policies, and eliminate redundant verbiage. | Resolved | 3/24/2025     |

## B.12.4 Chapter 4

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Document Location                                                                                                                                                                      | How Addressed                                                                                                                                                                                     | Status   | Date Received |
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| 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. | <ul style="list-style-type: none"> <li>Disability reference (ZIPS) Pg. 8, Paragraph 2.</li> <li>Sidewalk gap reference Pg. 4, first paragraph under 'Implications' heading.</li> </ul> | 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     |

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Document Location                                           | How Addressed                                                                                                                                                                                                      | Status   | Date Received |
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| 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 - <a href="https://www.gretermadisonmpo.org/planning/documents/FullPlan-ConnectRTP-web.pdf">https://www.gretermadisonmpo.org/planning/documents/FullPlan-ConnectRTP-web.pdf</a> . ** Separately, I'd love to have a follow up conversation about the possibility of ROCOG joining ACT. - <a href="https://www.actweb.org/">https://www.actweb.org/</a> | 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     |

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Document Location                                                                                                                                                                                                                                                          | How Addressed                                                                                                                                                                                                                              | Status   | Date Received |
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| City 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     |
| City 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? <a href="https://talk.dot.state.mn.us/state-rail-plan">https://talk.dot.state.mn.us/state-rail-plan</a> | <ul style="list-style-type: none"> <li>• Rochester Complete Streets/Other Plans policy not mentioned in Chapter 4.</li> <li>• Reference to Rochester Active Transportation Plan Pg5., Paragraph 2.</li> <li>• MnDOT State Rail Plan not mentioned in Chapter 4.</li> </ul> | 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     |
| City of Rochester | bi-monthly                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Pg. 7, Paragraph 3, "Its community advisory board, Citizen Advrsory on Transit, supports and voices the needs of public transportation users and meets..."                                                                                                                 | Update made                                                                                                                                                                                                                                | Resolved | 4/25/2025     |

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                                      | Document Location                                                                              | How Addressed                                                                             | Status   | Date Received |
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| City 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 vehicular 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     |

| Agency            | Comment                                                                                                                                                                                                                                               | Document Location                                                         | How Addressed                                            | Status   | Date Received |
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| 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: <a href="https://gis-olmsted.maps.arcgis.com/apps/webappviewer/index">https://gis-olmsted.maps.arcgis.com/apps/webappviewer/index</a> .       | Pg. 26, Figure 22 – Seasonal Weight Limit map                             | Updated with GIS files obtained from County Public Works | Resolved | 5/6/2025      |

## B.12.5 Chapter 5

| Agency            | Comment                                                                                                                                    | Document Location      | How Addressed                                                                                                                                                                                                                                                   | Status   | Date Received |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|
| City of Rochester | System Performance - this term refers only just the roadway system, correct? If so, perhaps rename the chapter Roadway System Performance. | Pg. 1, Chapter 5 Title | There are transit performance measures in this chapter. We will keep in to be inclusive to both types of modes                                                                                                                                                  | Resolved | 4/19/2025     |
| City of Rochester | LOS Description - currently reads as if LOS A is goal of roadways. Also, it's unclear how non-motorized travel is evaluated.               | Pg. 1, Paragraph 4     | Added sentence that states, "ROCOG encourages all jurisdictions to improve LOS when possible, but the primary goal is to maintain current LOS on all roadways."<br><br>Comment noted on non-motorized LOS, this could possibly be explored with a future study. | Resolved | 4/19/2025     |

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Document Location                                                                                                                                                                                                                                                         | How Addressed                                                                                                           | Status   | Date Received |
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| City of Rochester | TDM - again, a huge opportunity to contemplate TDM strategies to improve performance of the existing roadway system.                                                                                                                                                                                                                                                                                                                                                                                                      | TDM not mentioned in Chapter 5.                                                                                                                                                                                                                                           | Comment noted                                                                                                           | Resolved | 4/19/2025     |
| City of Rochester | Define “confirmation lights” and tie to enforcement strategy, please. Perhaps for all safety recommendations, categorize as Engineering, Education, or Enforcement strategies?                                                                                                                                                                                                                                                                                                                                            | Pg. 4, title of Figure 2, and Pg. 5, second red bullet point.                                                                                                                                                                                                             | Added definition of confirmation lights to this sentence.                                                               | Resolved | 4/19/2025     |
| City of Rochester | Pedestrian and bicyclist paragraph - could discussion of safety improvements focus on separation on modes. Instead of delineators, I'd prefer to see a recommendation of grade-separation of bicycles and pedestrians from auto traffic. Also, could the language of crash data be slightly adjusted to consider that these data are based on “reported” crashes. “Recorded” is vague, IMO. Would also prefer edit to reflect “Overall, the total number of REPORTED pedestrian and bicycle crashes remained consistent.” | <ul style="list-style-type: none"> <li>• Pedestrian and bicyclist referenced on Pg. 7.</li> <li>• Delineators referenced on Pg. 7, Paragraph 5.</li> <li>• References to “recorded” crashes on Pg. 5, Paragraph 1, Pg. 7, Paragraph 2, and Pg. 8, Paragraph 1.</li> </ul> | Section will be updated with recent SS4A information. Comments are noted.                                               | Resolved | 4/19/2025     |
| City of Rochester | Is it worth identifying corridors with excess capacity? Thinking candidates for road diets/safety improvements.                                                                                                                                                                                                                                                                                                                                                                                                           | General comment                                                                                                                                                                                                                                                           | Thank you for your comment. Additional analysis is needed and not provided within this document.                        | Resolved | 4/25/2025     |
| City of Rochester | The tables in Chapter 5 was updated with latest RPT numbers.                                                                                                                                                                                                                                                                                                                                                                                                                                                              | General comment about Chapter 5 tables, see Ia's Chapter 5 attachment in Teams Comment folder.                                                                                                                                                                            | Update tables according to RPT changes                                                                                  | Resolved | 4/26/2025     |
| MnDOT             | 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 list.                                                                                                                                                                                                                                                                                                                                                                                                                                             | Page 13, Table 2: Safety Performance Measures                                                                                                                                                                                                                             | Comment noted for potential to be included in another chapter, this chapter is focused on federal performance measures. | Resolved | 4/28/2025     |
| MnDOT             | I'd encourage adding ADA Compliance to this list of performance measures.                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Page 14, Table 3: Pavement & Bridge Performance Measures                                                                                                                                                                                                                  | Comment noted for potential to be included in another chapter, this chapter is focused on federal performance measures. | Resolved | 4/28/2025     |

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Document Location                                          | How Addressed                                                                                                           | Status   | Date Received |
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| MnDOT             | I'd encourage adding job accessibility by Bicycle, Car, and Transit to this list.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Page 15, Table 4: Travel Time Performance Measures         | Comment noted for potential to be included in another chapter, this chapter is focused on federal performance measures. | Resolved | 4/28/2025     |
| City of Rochester | Is it worth identifying corridors with excess capacity? Thinking candidates for road diets/safety improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | General comment about Chapter 5                            | Comment noted - application of the comment is time dependent.                                                           | Resolved |               |
| Olmsted County    | Pg. 5 – last paragraph, second to last sentence: "It should also be noted that the COVID pandemic also resulted in a reduction if of driving and thereby crashes."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Pg. 5 – last paragraph, second to last sentence            | change "if" to "in"                                                                                                     | Resolved | 5/6/2025      |
| Olmsted County    | Pg. 8, Crash Summary and Implementation – mentions SAFTEA-LU, but was not described earlier in the chapter – some context about that legislation and acronym should be provided to readers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Pg. 8, Crash Summary and Implementation                    | Changed to "initiated under federal guidelines in 2005"                                                                 | Resolved | 5/6/2025      |
| Olmsted County    | Pg. 15, Table 4 – the "e" in this font looks smaller than the rest of the font, and it looks off – see snip below – same thing with tables 5 and 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Pg. 15, Table 4                                            | Verified consistency of font throughout document                                                                        | Resolved | 5/6/2025      |
| FHWA              | The only comment I have on these two chapters is for Chapter 5 (System Performance) your performance measure tables should 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. | General comment about Chapter 5 performance measure tables | Include the reported data this is discussing.                                                                           | Resolved | 5/20/2025     |

| Agency         | Comment                                                                                                                                                                                                                                                                                                                                                                                                                | Document Location                                   | How Addressed                    | Status   | Date Received |
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| Olmsted County | 5.3.3 3rd paragraph last sentence – Additional high risk intersections include key junctions like US 63 and County Road 22, Broadway and US 14, and County Road 1 and County Road 30.” 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? | Pg 7, section 5.3.3, third paragraph, last sentence | This reference has been removed. | Resolved | 9/10/2025     |

## B.12.6 Chapter 6

| 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 Resilient 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 Jurisdictional 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      |

| Agency         | Comment                                                                                                                                                                                                                                                                                                                            | Document Location                                             | How Addressed                                                                                                                     | Status   | Date Received |
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| MnDOT          | Would be good to have a bit more of a prelude - describe the underlying growth projections?                                                                                                                                                                                                                                        | Pg 9 - 2nd paragraph starting, "Accommodating 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 maintain and half improve                                                                                                                                                                                                                 | 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      |
| Olmsted County | Language stating "The County anticipates the segment could transition to City jurisdiction" has already been agreed upon and will happen                                                                                                                                                                                           | Pg 8, Paragraph 5 (18th Ave SW)                               | As this is anticipated and not finalized, this will not be reflected in the document.                                             | Resolved | 6/3/2025      |
| Olmsted County | Although the acronym was expanded in an earlier chapter, it would be helpful to do it for the first time each are mentioned in each chapter                                                                                                                                                                                        | Pg 11, Paragraph 1 - "ZIPS" acronym                           | Comment noted, the acronyms will stay the same to keep consistency through the document.                                          | Resolved | 6/3/2025      |

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Document Location                                      | How Addressed                                                                                                                                           | Status   | Date Received |
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| 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 Designation Map that made it easier to see. I use that page a lot, and would appreciate having that inset in this plan.                                                                                                                                                                                                                                                                                                                                                                   | Pg 6 - Figure 2 Functional Designation Map             | This will be included.                                                                                                                                  | Resolved | 5/22/2025     |
| City of Rochester | The major thing I see missing from this chapter is discussion about reducing vehicle miles traveled. That's something that has come up recently, and state legislation has set a VMT reduction goal for MnDOT. I think it would be helpful to explain VMT and some general guidelines on 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. | Chapterwide                                            | Sentence added to chapter 6 that ROCOG supports a the number miles traveled in their personal vehicle, otherwise known as vehicle miles traveled (VMT). | Resolved | 5/22/2025     |
| City of Rochester | I also find it interesting that less than 5% of survey respondents want to drive more than they already do. I think we should highlight that basically nobody is looking to increase the amount that they drive, and therefore other modes really should be prioritized.                                                                                                                                                                                                                                                                              | Pg 1-2 - Future connectivity across the area; Figure 1 | This has been included in the text.                                                                                                                     | Resolved | 5/22/2025     |

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                            | Document Location                                                     | How Addressed                                                                          | Status   | Date Received |
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| City of Rochester | Also as we discuss Complete Streets, we need to 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. | General comment                                                       | This is addressed in Chapter 8.                                                        | Resolved | 5/22/2025     |
| City of Rochester | This key is not consistent with the chart. The key is "currently travel" but the chart is "want to".                                                                                                                                                                                                                                                                                                                                               | Pg 2 - Figure 1                                                       | Figure was removed as key in plan was confusing.                                       | Resolved | 5/22/2025     |
| 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     |

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Document Location                                                                             | How Addressed                                                                                                                       | Status   | Date Received |
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| City of Rochester | <p>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.</p> <p>Also, could you add a sentence to defining microtransit and paratransit.</p> | Pg 11, Paragraph 1 - RPG GO & 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     |

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Document Location                                               | How Addressed                                                                              | Status   | Date Received |
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| 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 18th 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     |

| Agency            | Comment                                                                                                                                                                                                                                                                                                                                                                                 | Document Location | How Addressed                                                                          | Status   | Date Received |
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| 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 ( <a href="https://www.howardcountymd.gov/transportation/complete-streets-implementation">https://www.howardcountymd.gov/transportation/complete-streets-implementation</a> ) | 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 40th St. SW.                                                                                                                                                                                        | Pg 9, paragraph 4 | This language has been removed and an additional jurisdictional study is required.     | Resolved | 9/10/2025     |

## B.12.7 Chapter 7

| Agency         | Comment                                                                                                                                                                                                                    | Document Location                                       | How Addressed                                                                                                                                                              | Status   | Date Received |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|
| FHWA           | I would recommend providing some basis/rational for the 3.1% annual increase. Brad Utecht, MnDOT's Statewide Planning Director may also be a good resource to compare to what MnDOT may be using in their statewide plans. | Forecasting Revenues - Pg.4, Paragraph 1                | Comment noted - the previous LRPT used 3.0%, we increased it to 3.1% to account for recent increases in inflation and to match what other MPOs have done around the state. | Resolved | 6/24/2025     |
| FHWA           | 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) estimates, consistent with what you discuss in your narrative on page 4.                                                                                                | Pg 5-8: Table 2 2025 Estimated Construction Cost column | Comment noted - narrative was updated on page 4 to better reflect intent.                                                                                                  | Resolved | 6/24/2025     |
| FHWA           | It would be helpful in this section to also have a Metro Area summary table combining all of the individual jurisdiction fiscal constraint tables.                                                                         | Pg 12: Fiscal Constraint Summary                        | Comment noted - application of the comment is time dependent.                                                                                                              | Resolved | 6/24/2025     |
| Olmsted County | Carried over from Byron                                                                                                                                                                                                    | Pg 11: Table 7, Row: Expected projects, Column: Total   | Table for Stewartville has been updated in the document.                                                                                                                   | Resolved | 7/10/2025     |

| Agency                              | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Document Location                                                                                                               | How Addressed                                                                                                                                                                                                                                                                                                                                                                                              | Status   | Date Received |
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| Olmsted County                      | delete "a" from sentence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Pg 12: second paragraph, first sentence, "The ROCOG Policy Board is priviledged to directly fund a city or county a project..." | This has been corrected.                                                                                                                                                                                                                                                                                                                                                                                   | Resolved | 7/10/2025     |
| Olmsted County                      | 37th? Also, MnDOT is currently studying 2nd Street along with CSAH 22 at TH 52 for minor improvements                                                                                                                                                                                                                                                                                                                                                                                                               | Pg 15: 2nd bullet, titled, "US 52 Interchange Efficiency Improvements" under the heading "Olmsted County"                       | Street name updated to 37th St NW. Thanks for the comment on US 52, this was added.                                                                                                                                                                                                                                                                                                                        | Resolved | 7/10/2025     |
| ROCOG Policy Board - Citizen Member | Given the significance of the street/ highway network component to the MTP 2050 plan, a Chapter 7 Key Takeaways page would be very helpful. At a very high level, the take aways should include: - changes in foot print since the previous plan or at least an inclusion of the previous plan to enable a comparison,- a statement that the plan is fiscally constrained (funding available), - key questions and future studies required. - public feedback regarding the current and currently proposed network. | General comment about chapter 7                                                                                                 | Thank you for the comment, several projects in the MTP are new. There is a statement in Chapter 7 that the plan is fiscally constrained. Public input was collected through the public engagement process regarding the current network. Additionally, public comment was collected during the open comment period and the public hearing for the draft MTP 2050. Future studies are noted in the chapter. | Resolved | 8/1/2025      |
| Olmsted County                      | 7.1.2 and 7.1.5 – Both sections discuss the state gas tax as 28.5 cents/gallon and not having increased in 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.                                                                                                                                                                                                                                                                 | Pg 2, section 7.1.2, paragraph 1, and Pg 3, section 7.1.5, paragraph 1                                                          | This text has been updated.                                                                                                                                                                                                                                                                                                                                                                                | Resolved | 9/10/2025     |
| Olmsted County                      | An additional review of the fiscal constraint summary for Olmsted County projects was requested.                                                                                                                                                                                                                                                                                                                                                                                                                    | Pg. 16, Table 4                                                                                                                 | Following a review with Olmsted County, ROCOG revised the fiscal constraint summary based on their feedback.                                                                                                                                                                                                                                                                                               | Resolved | 9/18/2025     |

## B.12.8 Chapter 8

| Agency                              | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Document Location                                                            | How Addressed                                                                                                                                                                       | Status   | Date Received |
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| ROCOG Policy Board - Citizen Member | Each subsection has the title “Goals Met” with a 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.                                                                                                                                                                                                                                                                                                                                                                                  | The heading next to the goal icons for each key takeaway throughout chapter. | Thank you for the comment, this will be updated to “Goals Addressed”                                                                                                                | Resolved | 8/1/2025      |
| ROCOG Policy Board - Citizen Member | Between 2019-2023, reported crashes involving vehicles and non-motorized roadway users represented 15% of all crashes. However, trends continue to reveal disproportionately higher rates of severe or fatal 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. | Page 2, second bullet under the ‘Safety’ key takeaway                        | Thank you for the comment. The word disproportionately is meant to emphasize that the rates for these users are higher than motorized users.                                        | Resolved | 8/1/2025      |
| ROCOG Policy Board - Citizen Member | Use a complete streets approach at all stages of project planning, design, construction, and maintenance, centering on a safe access for all roadway users. I understand MDOT and the City of Rochester have all 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.                                                                                                   | Page 3, fourth bullet under ‘Recommendations’                                | Thank you for the comment. The term, “complete streets” will be replaced with “Safe Systems” as an approach, as it better aligns with the other recommendations within the section. | Resolved | 8/1/2025      |

| Agency                              | Comment                                                                                                                                                                                                                                                                                                                                                                                                        | Document Location                                     | How Addressed                                                                                                                                                                                                                                                                                                                                   | Status   | Date Received |
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| ROCOG Policy Board - Citizen Member | Major roadways divide neighborhoods and create unsafe crossings. Is this a generalized statement or something that was a significant concern out of the local reviews? I know some have said the interstate 35 and 94 designs separated neighborhoods in the Twin Cities but I have not observed that in Rochester, Stewartville, Byron, etc.                                                                  | Page 7, third bullet from top of page                 | Thank you for the comment. The sentence will be revised to, "Major roadways may divide neighborhoods or create unsafe crossings."                                                                                                                                                                                                               | Resolved | 8/1/2025      |
| ROCOG Policy Board - Citizen Member | While still meeting targets, bridges on the National Highway System have seen a decline in condition; only 43.8% are now considered in good condition. No bridges are currently classified as in poor condition.<br>Is the 43.8% a SE Minnesota / ROCOG number or a national number? If the later, it seems like a local number would be more applicable to this plan. (or compare local to national averages) | Page 10, third bullet under 'Supporting data' heading | Thank you for the comment. The sentence will be revised to, "While still meeting targets, local bridges on the National Highway System have seen a decline in condition; only 43.8% of bridges within the ROCOG planning area are now considered in good condition. None of these bridges are currently classified as being in poor condition." | Resolved | 8/1/2025      |

# Appendix C

## Funding, Forecasting, & Fiscal Constraint

Fiscal constraint is the mandatory federal requirement that a Metropolitan Planning Organization (MPO) must demonstrate that all projects in its Metropolitan Transportation Plan (MTP) can be implemented with “reasonably available” funding sources. This means that the total cost of all projects in the plan cannot exceed the projected revenues from federal, state, and local sources over the life of the plan (typically 20+ years).

### C.1 Importance of fiscal constraint

Fiscal constraint is important because it ensures that transportation plans are realistic and achievable. Without it, ROCOG could create “wish lists” of projects that are not financially viable, leading to the over-promising of infrastructure improvements that can’t be delivered. This may result in decreased project implementation and a loss of ROCOG

credibility to the public, policymakers, and funding partners.

The process of applying fiscal constraint teaches several key lessons for transportation planners and the communities they serve, including:

- Importance of project prioritization.
- Need for system preservation over capital costs.
- Need for additional, or innovative, financing sources.
- Communication and messaging about the area’s transportation system needs.

The act of performing fiscal constraint can be summarized into a four-step process.

- **Revenue forecasting**

ROCOG, in cooperation with the Minnesota Department of Transportation and all federally eligible local agencies and Rochester Public Transit (RPT), projects future revenue. Projections are typically based on historical trends and reasonable assumptions about inflation and economic growth.

- **Cost estimation**

With the assistance of the transportation agencies, ROCOG estimates the total cost of all proposed projects. Projects are inflated to the final year of the timeframe in which the project is expected to occur. This is considered the year-of-expenditure estimate.

- **Project prioritization**

Once the costs and revenues are estimated, ROCOG compares them. If the total cost of all desired projects exceeds the available revenue, a funding gap exists.

- **Demonstration and documentation**

ROCOG documents this financial analysis in a detailed report — this appendix. This documentation is reviewed by both the FHWA and the FTA to ensure compliance with federal law.

(OSA). The auditor's information is presented as either operations and maintenance expenditures or capital (outlay) expenditures.

- **Operations and maintenance:** costs associated with the maintenance and repair of local highways, streets, bridges, and street equipment. Common expenditures include patching, seal coating, street lighting, street cleaning, and snow removal.
- **Capital (outlay):** budgeted expenditures for road and bridge construction projects, including major rehabilitation and improvement projects for previously constructed (existing) roads and bridges.

The spending for the five years was averaged to determine the typical or assumed 2025 base year spending (Tables 24-26).

For Olmsted County, construction spending from 2020-2024 was obtained from Olmsted County Public Works. This information was then averaged to determine the typical or assumed 2025 base year spending (Table 27).

## C.2 Forecasting revenues

ROCOG utilized three techniques to determine future revenues. These techniques focus on past spending to determine future revenues.

For the cities of Rochester, Stewartville and Byron, ROCOG gathered historical transportation spending data from 2020 through 2024 from the Minnesota Office of the State Auditor

## Tables 24-27 Historical Spending for Cities and Olmsted County

Source: Base information from the OSA and Olmsted County Public Works

**Table 24: Rochester**

| Year         | Operations and Maintenance (O&M) | Capital             |
|--------------|----------------------------------|---------------------|
| 2020         | \$15,987,741                     | \$7,500,000         |
| 2021         | \$15,851,769                     | \$7,200,000         |
| 2022         | \$16,888,470                     | \$15,993,948        |
| 2023         | \$17,927,197                     | \$13,680,140        |
| 2024         | \$18,983,674                     | \$11,558,779        |
| <b>Total</b> | <b>\$85,638,851</b>              | <b>\$55,932,867</b> |
|              | \$17,127,770                     | \$11,186,573        |
|              | <b>Annual Average</b>            | <b>\$28,314,344</b> |

**Table 25: Stewartville**

| Year         | Operations and Maintenance (O&M) | Capital          |
|--------------|----------------------------------|------------------|
| 2020         | \$738,052                        | \$150,000        |
| 2021         | \$764,936                        | \$150,000        |
| 2022         | \$800,165                        | \$150,000        |
| 2023         | \$752,113                        | \$150,000        |
| 2024         | \$661,238                        | \$150,000        |
| <b>Total</b> | <b>\$3,716,504</b>               | <b>\$750,000</b> |
|              | \$743,301                        | \$150,000        |
|              | <b>Annual Average</b>            | <b>\$893,301</b> |

**Table 26: Byron**

| Year         | Operations and Maintenance (O&M) | Capital            |
|--------------|----------------------------------|--------------------|
| 2020         | \$1,214,614                      | \$1,563,747        |
| 2021         | \$713,417                        | \$1,563,747        |
| 2022         | \$754,863                        | \$1,563,747        |
| 2023         | \$766,569                        | \$1,792,993        |
| 2024         | \$882,240                        | \$1,334,500        |
| <b>Total</b> | <b>\$4,331,703</b>               | <b>\$7,818,734</b> |
|              | \$866,341                        | \$1,563,747        |
|              | <b>Annual Average</b>            | <b>\$2,430,087</b> |

**Table 27: Olmsted County**

| Year                  | Construction         |
|-----------------------|----------------------|
| 2020                  | \$25,627,419         |
| 2021                  | \$27,848,443         |
| 2022                  | \$26,013,335         |
| 2023                  | \$35,265,381         |
| 2024                  | \$31,086,895         |
| <b>Total</b>          | <b>\$145,841,473</b> |
| <b>Annual Average</b> | <b>\$29,168,295</b>  |

To determine historical spending for MnDOT District 6 (within Olmsted County) and Rochester Public Transit (RPT), the last five years of spending identified in the ROCOG TIP was used. This meant recording the first year (or current year) of each of the last five TIPs then averaging them to determine the typical, or assumed, 2025 base year spending (Tables 28 and 29).

**Table 28: Rochester Public Transit**

| Year         | Operations and Maintenance (O&M) | Capital             |
|--------------|----------------------------------|---------------------|
| 2020         |                                  |                     |
| 2021         | \$11,700,000                     | \$2,019,756         |
| 2022         | \$12,845,000                     | \$400,000           |
| 2023         | \$14,180,000                     | \$2,020,000         |
| 2024         | \$12,715,000                     | \$628,060           |
| 2025         | \$14,850,000                     | \$79,826,414        |
| <b>Total</b> | <b>\$66,290,000</b>              | <b>\$84,894,230</b> |
|              | <b>\$13,258,000</b>              | <b>\$16,978,846</b> |
|              | <b>Annual Average</b>            | <b>\$30,236,846</b> |

**Table 29: MnDOT District 6**

| Year         | Operations and Maintenance (O&M) | Capital            |
|--------------|----------------------------------|--------------------|
| 2020         | \$1,139,229                      | \$1,277,000        |
| 2021         | \$109,000                        | \$197,267          |
| 2022         | \$620,000                        | \$339,700          |
| 2023         | \$1,570,000                      | \$784,000          |
| 2024         | \$11,861,440                     | \$345,000          |
| <b>Total</b> | <b>\$14,160,440</b>              | <b>\$1,665,967</b> |
|              | <b>\$2,832,088</b>               | <b>\$333,193</b>   |
|              | <b>Annual Average</b>            | <b>\$3,165,281</b> |

The next step is to determine an agency's expected revenue out to the MTP 2050 planning horizon. With an estimate of the 2025 revenue (base year), staff then applied a year-over-year revenue increase of 3.1% to the base revenue to reflect regional growth and development along with rising revenues. Revenue data was then separated into time bands: Short Term (2025-2029); Mid Term (2030-2039); and Long Term (2040-2050). These forecast revenues are allocated by the six partner agencies, organized into the timeframes, and total anticipated funding is added (Tables 30-36).

**Table 30: Rochester Projected Revenue**

Source: Base information from the OSA, ROCOG calculations.

|                                             | Base                | Short Term<br>(2026-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total                  |
|---------------------------------------------|---------------------|---------------------------|-------------------------|--------------------------|------------------------|
| <b>Operations and Maintenance (O&amp;M)</b> | \$17,127,770        | \$96,852,356              | \$244,255,231           | \$331,459,542            | \$672,567,129          |
| <b>Capital</b>                              | \$11,186,573        | \$63,256,686              | \$159,529,176           | \$216,484,484            | \$439,270,347          |
| <b>Total</b>                                | <b>\$28,314,344</b> | <b>\$160,109,042</b>      | <b>\$403,784,407</b>    | <b>\$547,944,027</b>     | <b>\$1,111,837,476</b> |

**Table 31: Stewartville Projected Revenue**

Source: Base information from the OSA, ROCOG calculations.

|                                             | Base             | Short Term<br>(2026-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total               |
|---------------------------------------------|------------------|---------------------------|-------------------------|--------------------------|---------------------|
| <b>Operations and Maintenance (O&amp;M)</b> | \$743,301        | \$4,125,093               | \$10,403,213            | \$14,117,381             | \$28,645,687        |
| <b>Capital</b>                              | \$150,000        | \$848,205                 | \$2,139,116             | \$2,902,826              | \$5,890,146         |
| <b>Total</b>                                | <b>\$893,301</b> | <b>\$4,973,298</b>        | <b>\$12,542,329</b>     | <b>\$17,020,206</b>      | <b>\$34,535,833</b> |

**Table 32: Byron Projected Revenue**

Source: Base information from the OSA, ROCOG calculations.

|                                             | Base               | Short Term<br>(2026-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total               |
|---------------------------------------------|--------------------|---------------------------|-------------------------|--------------------------|---------------------|
| <b>Operations and Maintenance (O&amp;M)</b> | \$866,341          | \$4,898,894               | \$12,354,686            | \$16,765,572             | \$34,019,152        |
| <b>Capital</b>                              | \$1,563,747        | \$8,842,515               | \$22,300,237            | \$30,261,896             | \$61,404,648        |
| <b>Total</b>                                | <b>\$2,430,087</b> | <b>\$13,741,409</b>       | <b>\$34,654,923</b>     | <b>\$47,027,468</b>      | <b>\$95,423,799</b> |

**Table 33: Olmsted County Projected Revenue**

Source: Base information from Olmsted County, ROCOG calculations.

|                         | Base         | Short Term<br>(2026-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2040-2050) | Total           |
|-------------------------|--------------|---------------------------|-------------------------|--------------------------|-----------------|
| <b>All Construction</b> | \$29,168,295 | \$159,978,541             | \$403,455,294           | \$547,497,412            | \$1,110,931,247 |

**Table 34: RPT Projected Revenue**

Source: Base information from the OSA, ROCOG calculations.

|                                             | Base                | Short Term<br>(2026-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total                  |
|---------------------------------------------|---------------------|---------------------------|-------------------------|--------------------------|------------------------|
| <b>Operations and Maintenance (O&amp;M)</b> | \$13,258,000        | \$72,715,787              | \$183,384,403           | \$248,856,534            | \$504,956,724          |
| <b>Capital</b>                              | \$16,978,846        | \$166,123,409             | \$234,851,074           | \$318,697,901            | \$719,672,383          |
| <b>Total</b>                                | <b>\$30,236,846</b> | <b>\$238,839,196</b>      | <b>\$418,235,476</b>    | <b>\$567,554,435</b>     | <b>\$1,224,629,107</b> |

**Table 35: MnDOT District 6 Projected Revenue**

Source: Base information from the OSA, ROCOG calculations.

|                                             | Base               | Short Term<br>(2026-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total                |
|---------------------------------------------|--------------------|---------------------------|-------------------------|--------------------------|----------------------|
| <b>Operations and Maintenance (O&amp;M)</b> | \$3,239,994        | \$17,770,308              | \$44,815,541            | \$60,815,642             | \$123,401,490        |
| <b>Capital</b>                              | \$396,949          | \$2,177,135               | \$5,490,591             | \$7,450,849              | \$15,118,575         |
| <b>Total</b>                                | <b>\$3,636,943</b> | <b>\$19,947,443</b>       | <b>\$50,306,132</b>     | <b>\$68,266,490</b>      | <b>\$138,520,065</b> |

**Table 36: Transportation Revenue Forecast Summary by Agency**

Source: Roadway base information from the OSA, Olmsted County / ROCOG calculations. Olmsted County revenue projection provided by Olmsted County Public Works, Olmsted County/ROCOG calculations. Transit based on last 5 years of expenditures, Olmsted County/ROCOG calculations.

|                                       | Base                | Short Term<br>(2025-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total                  |
|---------------------------------------|---------------------|---------------------------|-------------------------|--------------------------|------------------------|
| <b>MnDOT (Within ROCOG area)</b>      | \$3,636,943         | \$19,947,443              | \$50,306,132            | \$68,266,490             | \$138,520,065          |
| <b>Olmsted County</b>                 | \$29,168,295        | \$159,978,541             | \$403,455,294           | \$547,497,412            | \$1,110,931,247        |
| <b>Rochester</b>                      | \$28,314,344        | \$160,109,042             | \$403,784,407           | \$547,944,027            | \$1,111,837,476        |
| <b>Byron</b>                          | \$2,430,087         | \$13,741,409              | \$34,654,923            | \$47,027,468             | \$95,423,799           |
| <b>Stewartville</b>                   | \$843,301           | \$4,973,298               | \$12,542,329            | \$17,020,206             | \$34,535,833           |
| <b>Roadway Total</b>                  | <b>\$64,442,970</b> | <b>\$358,749,733</b>      | <b>\$904,743,084</b>    | <b>\$1,227,755,603</b>   | <b>\$2,491,248,420</b> |
| <b>Rochester Public Transit (RPT)</b> | \$30,236,846        | \$238,839,196             | \$418,235,476           | \$567,554,435            | \$1,224,629,107        |
| <b>Total Investment</b>               | <b>\$94,679,816</b> | <b>\$597,588,929</b>      | <b>\$1,322,978,561</b>  | <b>\$1,795,310,038</b>   | <b>\$3,715,877,527</b> |

## C.3 25-year project list

Working with local and state agencies, elected officials, and the public, the ROCOG team developed a list of regionally significant projects for MTP 2050. This list started with a small collection of uncompleted projects from the 2045 LRTP and was expanded to include new projects.

Based on public input, the local agencies prioritized the projects and assigned them to a timeline (Tables 37-43).

- The highest priority projects are scheduled for the first five years of the MTP's planning horizon. These projects are likely already included in ROCOG's TIP or a local agency's Capital Improvement Plan (CIP).
- The second group of projects are scheduled for years 6 to 15 (2031-2040).
- The final projects are scheduled for years 16 to 25 (2041-2050).

Planning-level cost estimates were produced by partner jurisdictions and developed based upon the type of improvement, project length, unit costs (specific to each jurisdiction), and facility type. Additional factors that have the potential to increase planning-level costs beyond typical assumptions were also taken into account. These include the added multimodal infrastructure such as sidewalks and crossings, bike lanes, safety improvements, and estimated topographical challenges that could increase construction costs.

Estimated project costs were updated to a realistic cost based

upon the anticipated year of expenditure (YOE). The YOE costs were estimated at the end point of each respective timeframe with an applied annual inflation rate of 3.1 percent. This provides a clearer picture of potential future project costs as labor and materials will inevitably continue to increase. This inflation rate was used for all applicable projects.

**Table 37: Rochester 25-Year Project List**

| Corridor                    | Lead Agency | Description                                                                                                              | 2025 Estimated Construction Cost | Time Phase     | Timeline Cost |
|-----------------------------|-------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------|---------------|
| North Broadway              | Rochester   | Reconstruct from 14th St to Elton Hills Dr                                                                               | \$13,640,000                     | Programmed     | \$16,381,979  |
| CR 147                      | Rochester   | Reconstruct CR 147 as urban arterial from 40 ST SW to CSAH 125                                                           | \$15,850,000                     | Programmed     | \$19,036,244  |
| 19 ST NW                    | Rochester   | Reconstruct 2 lane township road to urban arterial from Ashland Dr to 60 Ave NW                                          | \$7,700,000                      | Programmed     | \$9,247,891   |
| 50 Ave NW                   | Rochester   | Construct new urban arterial from CSAH 4 to 19 ST NW                                                                     | \$12,000,000                     | Programmed     | \$14,412,298  |
| East River Road             | Rochester   | Reconstruct existing two lane township road to urban industrial collector from 44 ST NE to CSAH 22                       | \$6,700,000                      | 16 to 25 Years | \$14,818,359  |
| Silver Creek Rd NE          | Rochester   | Reconstruct existing township gravel road to two lane urban collector from CSAH 22 East to approx. 40 Ave NE             | \$8,800,000                      | 16 to 25 Years | \$19,462,919  |
| Rochester Technology Campus | Rochester   | Construct / Upgrade new urban arterial/ collector along north side IBM Campus to connect 37th ST NW and Valleyhigh DR NW | \$14,000,000                     | 16 to 25 Years | \$30,963,734  |
| 55th St NW                  | Rochester   | Construct new roadway from 60th Ave NW to CSAH 3                                                                         | \$4,000,000                      | 6 to 15 Years  | \$6,519,265   |
| Willow Creek Trail          | Rochester   | Regional trail connection from 28th St SW to Gamehaven Park                                                              | \$5,500,000                      | Programmed     | \$6,605,637   |
| 6th Street Bridge           | Rochester   | Construction of new bridge over Zumbro River at 6th St SE                                                                | \$29,000,000                     | Programmed     | \$34,829,721  |
| Broadway Avenue South       | Rochester   | Reconstruction from 9th Street SE to Civic Center Drive NW                                                               | \$25,000,000                     | 16 to 25 Years | \$55,292,383  |

| Corridor                         | Lead Agency         | Description                                                                                                          | 2025 Estimated Construction Cost | Time Phase     | Timeline Cost |
|----------------------------------|---------------------|----------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------|---------------|
| 40th St SW                       | Rochester           | 40th Street Extension (Willow Creek Study)                                                                           | \$30,000,000                     | Programmed     | \$36,030,745  |
| Trail                            | Rochester           | Douglas Trail: Construct grade separation at 60th Ave NW and 65th St NW                                              | \$3,000,000                      | 16 to 25 Years | \$6,635,086   |
| Civic Center Drive NE            | Rochester           | Civic Center Drive from 14/52 Interchange to North Broadway                                                          | \$25,000,000                     | 6 to 15 Years  | \$40,745,406  |
| 3rd Avenue SE                    | Rochester           | 3rd Avenue SE from 3rd Ave Bridge to 9th Street SE                                                                   | \$14,000,000                     | Programmed     | \$16,814,348  |
| 65th Street NW                   | Rochester           | Intersection and Corridor improvements between 37th Ave NW to Bandel Road NW                                         | \$5,000,000                      | Programmed     | \$6,005,124   |
| CSAH 22 / Bandel Rd Intersection | Olmsted / Rochester | Relocate East Frontage Rd intersection east approximately 800' to improve interchange operations (50-50 cost share). | \$8,900,000                      | 16 to 25 Years | \$19,684,088  |
| 37th St /CSAH 22                 | Olmsted / Rochester | Reconstruct intersection of 37th St NW / CSAH 22 / CSAH 33 / Broadway Ave (50-50 cost share).                        | \$4,100,000                      | 6 to 15 Years  | \$6,682,247   |

**Table 38: Stewartville 25-Year Project List**

| Corridor                  | Lead Agency  | Description                                                                                              | 2025 Estimated Construction Cost | Time Phase     | Timeline Cost |
|---------------------------|--------------|----------------------------------------------------------------------------------------------------------|----------------------------------|----------------|---------------|
| 15th Ave NE               | Stewartville | Reconstruct current township gravel road to two lane urban arterial standard                             | \$3,000,000                      | 6 to 15 Years  | \$4,889,449   |
| 2nd Ave NE                | Stewartville | Construct small urban collector on new alignment from Luella PI to intersection of TH 63 and Schumann Dr | \$2,500,000                      | 6 to 15 Years  | \$4,074,541   |
| Trail                     | Stewartville | Blue Stem Trail                                                                                          | \$4,500,000                      | 16 to 25 Years | \$9,952,629   |
| Schumann Drive Roundabout | Stewartville | US 63 and Schumann Drive Roundabout                                                                      | \$4,000,000                      | Programmed     | \$4,804,099   |
| 20th St NW                | Stewartville | 20th St NW from Petersen Dr NW to US 63                                                                  | \$3,000,000                      | 16 to 25 Years | \$6,635,086   |

**Table 39: Byron 25-Year Project List**

| Corridor        | Lead Agency | Description                                                                                                                            | 2025 Estimated Construction Cost | Time Phase    | Timeline Cost |
|-----------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------|---------------|
| 7th St NE       | Byron       | Reconstruction to a 2 lane minor arterial standard                                                                                     | \$6,000,000                      | Programmed    | \$7,206,149   |
| Country Club Rd | Byron       | Construction new minor arterial to complete connection of Country Club Rd from CSAH 5 to CSAH 34 (Separate project from TH14 / CSAH 5) | \$2,500,000                      | 6 to 15 Years | \$4,074,541   |
| Trail           | Byron       | Byron to Oxbow County Park                                                                                                             | \$1,500,000                      | 6 to 15 Years | \$2,444,724   |

**Table 40: Olmsted County 25-Year Project List**

| Corridor            | Lead Agency | Description                                                                                                                                         | 2025 Estimated Construction Cost | Time Phase     | Timeline Cost |
|---------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------|---------------|
| CSAH 44             | Olmsted     | Construct grade separation at US 14 and County Rd 44 & reconstruct CSAH 44 from 19 ST NW to CSAH 4                                                  | \$85,000,000                     | Programmed     | \$102,087,112 |
| CSAH 34             | Olmsted     | Reconstruction from CSAH 22 to CSAH 44                                                                                                              | \$6,600,000                      | Programmed     | \$7,926,764   |
| CR 124/ 48 ST NE    | Olmsted     | Reconstruct Gravel Rd to 2 lane suburban arterial from Hadley Valley Rd (CR124) to CSAH 11                                                          | \$9,000,000                      | 6 to 15 Years  | \$14,668,346  |
| CSAH 8              | Olmsted     | Reconstruction CSAH 8 to adjust curves and extend 4 lanes if needed (dependent on future development) from CR125 (Bamber Valley School) to 40 ST SW | \$7,020,000                      | 16 to 25 Years | \$15,526,101  |
| 48th ST NE (CR 124) | Olmsted     | Extend 4 lane section from CSAH 33 through Hadley Valley Rd intersection                                                                            | \$4,930,000                      | 16 to 25 Years | \$10,903,658  |
| CR 117              | Olmsted     | Reconstruct 2 lane County Road to suburban arterial standard from 60 Ave SW to CSAH 8                                                               | \$6,000,000                      | 6 to 15 Years  | \$9,778,898   |
| CSAH 44             | Olmsted     | NW Bypass - Build 2 lanes of ultimate 4 lane expressway from 55 ST NW to TH 52                                                                      | \$10,200,000                     | 6 to 15 Years  | \$16,624,126  |
| CSAH 3/TH 14        | Olmsted     | Construct interchange                                                                                                                               | \$33,000,000                     | 6 to 15 Years  | \$53,783,936  |
| CSAH 5/TH 14        | Olmsted     | Construct interchange                                                                                                                               | \$57,000,000                     | 6 to 15 Years  | \$92,899,526  |
| CSAH 44             | Olmsted     | Willow Creek Connection CSAH 25-TH 63 (SW Beltway from Willow Creek Study)                                                                          | \$50,000,000                     | 16 to 25 Years | \$110,584,766 |

| Corridor                         | Lead Agency         | Description                                                                                                         | 2025 Estimated Construction Cost | Time Phase     | Timeline Cost |
|----------------------------------|---------------------|---------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------|---------------|
| CSAH 1                           | Olmsted             | CSAH 1 realignment                                                                                                  | \$6,900,000                      | Programmed     | \$8,287,071   |
| US 63                            | Olmsted             | CSAH 12, US 63 and MN 247 roundabout                                                                                | \$4,100,000                      | Programmed     | \$4,924,202   |
| CSAH 1                           | Olmsted             | CSAH 1 from TH30 to 97th Street                                                                                     | \$8,600,000                      | Programmed     | \$10,328,814  |
| CSAH 34                          | Olmsted             | CSAH 34 from CSAH 3 to CSAH 44                                                                                      | \$6,000,000                      | Programmed     | \$7,206,149   |
| Trail                            | Olmsted             | Stage Coach Trail Extension between West Olmsted County line to Rochester                                           | \$10,000,000                     | 16 to 25 Years | \$22,116,953  |
| Trail                            | Olmsted             | Chester Woods Trail: Connections (50th Ave SE & CSAH 11)                                                            | \$1,500,000                      | 6 to 15 Years  | \$2,444,724   |
| Trail                            | Olmsted             | Chester Woods Trail: Chester Woods Park to Eyota                                                                    | \$3,500,000                      | 16 to 25 Years | \$7,740,934   |
| Trail                            | Olmsted             | Chester Woods Trail: (Whitewater County Trail) Eyota to Dover                                                       | \$6,500,000                      | 16 to 25 Years | \$14,376,020  |
| Trail                            | Olmsted             | Greater River Trail: South end to Eyota                                                                             | \$3,500,000                      | 16 to 25 Years | \$7,740,934   |
| CSAH 22 / Bandel Rd Intersection | Olmsted / Rochester | Relocate East Frontage Rd intersection east approximately 800' to improve interchange operations (50-50 cost share) | \$8,900,000                      | 16 to 25 Years | \$19,684,088  |
| 37th St /CSAH 22                 | Olmsted / Rochester | Reconstruct intersection of 37th St NW / CSAH 22 / CSAH 33 / Broadway Ave (50-50 cost share)                        | \$4,100,000                      | 6 to 15 Years  | \$6,682,247   |

**Table 41: MnDOT District 6 25-Year Project List**

| Corridor | Lead Agency | Description                                                                                                           | 2025 Estimated Construction Cost | Time Phase    | Timeline Cost |
|----------|-------------|-----------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------|---------------|
| US 14    | MnDOT       | Resurface Hwy 14 from Hwy 52 to Olmsted County Rd 36                                                                  | \$3,600,000                      | Programmed    | \$4,323,689   |
| US 14    | MnDOT       | Resurface Hwy 14 from East of Dodge County Rd 9 to West of Olmsted County Rd 5                                        | \$1,900,000                      | Programmed    | \$2,281,947   |
| MN 30    | MnDOT       | Resurface Hwy 30 from 0.42 miles east of Hwy 63 to 0.22 miles west of Hwy 52                                          | \$7,400,000                      | Programmed    | \$8,887,584   |
| US 63    | MnDOT       | Roundabout on US 63 at County Road 112                                                                                | \$4,000,000                      | Programmed    | \$4,804,099   |
| I 90     | MnDOT       | Replace I-90 bridges over Hwy 52 and Reconstruct Interchange Ramps                                                    | \$26,800,000                     | Programmed    | \$32,187,466  |
| RR       | MnDOT       | DME: Antiquated Signal System Replacement                                                                             | \$400,000                        | Programmed    | \$480,410     |
| US 14    | MnDOT       | Reconstruction of US 14 and South Broadway in Rochester                                                               | \$15,900,000                     | Programmed    | \$19,096,295  |
| MN 30    | MnDOT       | Mill and overlay, grading, ADA and traffic signal from US 63 to 0.03 mi east of 5th Ave NE (Stewartville)             | \$2,500,000                      | Programmed    | \$3,002,562   |
| US 52    | MnDOT       | Construction of Frontage Rd, US 52 south of Pine Island                                                               | \$3,400,000                      | Programmed    | \$4,083,484   |
| US 52    | MnDOT       | Concrete repaving southbound Hwy 52 from Olmsted County Rd 12 to south junction of Hwy 60 and replace one box culvert | \$11,000,000                     | Programmed    | \$13,211,273  |
| US 14    | MnDOT       | Resurface WB Hwy 14 from Byron to Rochester                                                                           | \$4,700,000                      | 6 to 15 Years | \$7,660,136   |

| Corridor | Lead Agency | Description                                                                           | 2025 Estimated Construction Cost | Time Phase     | Timeline Cost |
|----------|-------------|---------------------------------------------------------------------------------------|----------------------------------|----------------|---------------|
| US 14    | MnDOT       | Resurface EB Hwy 14 from Byron to Rochester                                           | \$4,700,000                      | 6 to 15 Years  | \$7,660,136   |
| MN 74    | MnDOT       | Resurface Hwy 74 from Hwy 52 to east Hwy 14                                           | \$8,300,000                      | 6 to 15 Years  | \$13,527,475  |
| I 90     | MnDOT       | Resurface I-90 from Hwy 63 to Olmsted County Rd 19                                    | \$14,900,000                     | 6 to 15 Years  | \$24,284,262  |
| US 52    | MnDOT       | Resurface Hwy 52 from Hwy 80 (Chatfield) to Fillmore County Road 5                    | \$5,000,000                      | Programmed     | \$6,005,124   |
| MN 247   | MnDOT       | Resurface MN 247 from Hwy 63 to Hwy 42                                                | \$6,300,000                      | 6 to 15 Years  | \$10,267,842  |
| US 63    | MnDOT       | Repair Hwy 63 bridge over the Root River in Stewartville                              | \$1,000,000                      | 6 to 15 Years  | \$1,629,816   |
| US 63    | MnDOT       | Resurface Hwy 63 from the west junction with Hwy 16 to the Root River in Stewartville | \$5,600,000                      | 6 to 15 Years  | \$9,126,971   |
| NA       | MnDOT       | MnDOT Year 16                                                                         | \$2,769,943                      | 16 to 25 Years | \$6,126,270   |
| NA       | MnDOT       | MnDOT Year 17                                                                         | \$2,769,943                      | 16 to 25 Years | \$6,126,270   |
| NA       | MnDOT       | MnDOT Year 18                                                                         | \$2,769,943                      | 16 to 25 Years | \$6,126,270   |
| NA       | MnDOT       | MnDOT Year 19                                                                         | \$2,769,943                      | 16 to 25 Years | \$6,126,270   |
| NA       | MnDOT       | MnDOT Year 20                                                                         | \$2,769,943                      | 16 to 25 Years | \$6,126,270   |
| NA       | MnDOT       | MnDOT Year 21                                                                         | \$2,769,943                      | 16 to 25 Years | \$6,126,270   |
| NA       | MnDOT       | MnDOT Year 22                                                                         | \$2,769,943                      | 16 to 25 Years | \$6,126,270   |
| NA       | MnDOT       | MnDOT Year 23                                                                         | \$2,769,943                      | 16 to 25 Years | \$6,126,270   |
| NA       | MnDOT       | MnDOT Year 24                                                                         | \$2,769,943                      | 16 to 25 Years | \$6,126,270   |
| NA       | MnDOT       | MnDOT Year 25                                                                         | \$2,769,943                      | 16 to 25 Years | \$6,126,270   |

Table 42: RPT 25-Year Project List

| Corridor | Lead Agency | Description                  | 2025 Estimated Construction Cost | Time Phase | Timeline Cost |
|----------|-------------|------------------------------|----------------------------------|------------|---------------|
| Transit  | RPT         | North Broadway Park and Ride | \$12,000,000                     | Programmed | \$14,412,298  |
| Transit  | RPT         | Bus Rapid Transit            | \$165,000,000                    | Programmed | \$198,169,100 |

Table 43: All Agency 25-Year Project List Total Cost

|                | Short Term<br>(2025-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total                  |
|----------------|---------------------------|-------------------------|--------------------------|------------------------|
| Rochester      | \$159,363,987             | \$53,946,918            | \$146,856,569            | \$360,167,473          |
| Stewartville   | \$4,804,099               | \$8,963,989             | \$16,587,715             | \$30,355,804           |
| Byron          | \$7,206,149               | \$6,519,265             | \$0                      | \$13,725,414           |
| Olmsted County | \$140,760,112             | \$193,540,680           | \$198,831,409            | \$533,132,201          |
| MnDOT          | \$98,363,935              | \$74,156,640            | \$61,262,699             | \$233,783,274          |
| RPT            | \$212,581,398             | \$0                     | \$0                      | \$212,581,398          |
| <b>Total</b>   | <b>\$623,079,679</b>      | <b>\$337,127,492</b>    | <b>\$423,538,392</b>     | <b>\$1,383,745,564</b> |

## C.4 Fiscal constraint analysis

The core of the fiscal constraint process is a detailed financial plan that compares costs and revenues. After projecting both costs and revenues for the MTP's 25-year timeframe, the final stage is to perform the key calculation:

**Total Anticipated Revenue – Total Estimated Project Costs = Remaining Balance (Surplus or Deficit)**

The goal is to have a zero, or positive, balance. If a deficit is projected, the MPO must make difficult decisions to bring the plan into balance. This may involve delaying or removing less critical projects from the MTP or scaling back projects to reduce their cost.

This balancing act ensures that the MTP is a realistic and implementable document, rather than a wish list of projects that can't be funded. The demonstration of fiscal constraint is a mandatory federal requirement, and without it, the MTP cannot be approved.

**Table 44: Rochester Fiscal Constraint Summary**

Source: Base information from the OSA, Olmsted County/ROCOG calculations.

|                   | Short Term<br>(2025-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total           |
|-------------------|---------------------------|-------------------------|--------------------------|-----------------|
| Revenue           | \$160,109,042             | \$403,784,407           | \$547,944,027            | \$1,111,837,476 |
| Expected Projects | \$159,363,987             | \$53,946,918            | \$146,856,569            | \$360,167,473   |
| Difference        | \$745,055                 | \$349,837,489           | \$401,087,458            | \$751,670,003   |
| Annual Difference | \$149,011                 | \$34,983,749            | \$40,108,746             | \$30,066,800    |

**Table 45: Stewartville Fiscal Constraint Summary**

Source: Base information from the OSA, Olmsted County/ROCOG calculations.

|                   | Short Term<br>(2025-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total              |
|-------------------|---------------------------|-------------------------|--------------------------|--------------------|
| Revenue           | \$4,973,298               | \$12,542,329            | \$17,020,206             | \$34,535,833       |
| Expected Projects | \$4,804,099               | \$8,963,989             | \$16,587,715             | \$30,355,804       |
| Difference        | <b>\$169,199</b>          | <b>\$3,578,340</b>      | <b>\$432,491</b>         | <b>\$4,180,029</b> |
| Annual Difference | <b>\$33,840</b>           | <b>\$357,834</b>        | <b>\$43,249</b>          | <b>\$167,201</b>   |

**Table 46: Byron Fiscal Constraint Summary**

Source: Base information from the OSA, Olmsted County/ROCOG calculations.

|                   | Short Term<br>(2025-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total               |
|-------------------|---------------------------|-------------------------|--------------------------|---------------------|
| Revenue           | \$13,741,409              | \$34,654,923            | \$47,027,468             | \$95,423,799        |
| Expected Projects | \$7,206,149               | \$6,519,265             | \$0                      | \$13,725,414        |
| Difference        | <b>\$6,535,260</b>        | <b>\$28,135,658</b>     | <b>\$47,027,468</b>      | <b>\$81,698,385</b> |
| Annual Difference | <b>\$1,307,052</b>        | <b>\$2,813,566</b>      | <b>\$4,702,747</b>       | <b>\$3,267,935</b>  |

**Table 47: Olmsted County Fiscal Constraint Summary**

Source: Base information from Olmsted County, Olmsted County/ROCOG calculations.

|                   | Short Term<br>(2025-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total                |
|-------------------|---------------------------|-------------------------|--------------------------|----------------------|
| Revenue           | \$159,978,541             | \$403,455,294           | \$547,497,412            | \$1,110,931,247      |
| Expected Projects | \$140,760,112             | \$193,540,680           | \$198,831,409            | \$533,132,201        |
| Difference        | <b>\$19,218,429</b>       | <b>\$209,914,614</b>    | <b>\$348,666,003</b>     | <b>\$577,799,046</b> |
| Annual Difference | <b>\$3,843,686</b>        | <b>\$20,991,461</b>     | <b>\$34,866,600</b>      | <b>\$23,111,962</b>  |

**Table 48: MnDOT Fiscal Constraint Summary**

Source: Base information from past TIPs, Olmsted County/ROCOG calculations.

|                                   | Short Term<br>(2025-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total         |
|-----------------------------------|---------------------------|-------------------------|--------------------------|---------------|
| Revenue (State funds only)        | \$19,947,443              | \$50,306,132            | \$68,266,490             | \$138,520,065 |
| Expected Project Costs (total)    | \$98,363,935              | \$74,156,640            | \$61,262,699             | \$233,783,274 |
| Expected Cost (State's 20% share) | \$19,672,787              | \$14,831,328            | \$12,252,540             | \$46,756,655  |
| Difference                        | \$274,656                 | \$35,474,804            | \$56,013,950             | \$91,763,410  |
| Annual Difference                 | \$54,931                  | \$3,547,480             | \$5,601,395              | \$3,670,536   |

**Table 49: RPT Fiscal Constraint Summary**

Source: Base information from past TIPs, Olmsted County/ROCOG calculations.\*Includes DMC funds for BRT.

|                   | Short Term<br>(2025-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total           |
|-------------------|---------------------------|-------------------------|--------------------------|-----------------|
| Revenue           | * \$238,839,195           | \$418,235,476           | \$567,554,435            | \$1,224,629,107 |
| Expected Projects | \$212,581,398             | \$0                     | \$0                      | \$212,581,398   |
| Difference        | \$26,257,798              | \$418,235,476           | \$567,554,435            | \$1,012,047,709 |
| Annual Difference | \$5,251,560               | \$41,823,548            | \$56,755,443             | \$40,481,908    |

**Table 50: All Agency Fiscal Constraint Summary**

Source: Olmsted County/ROCOG calculations.

|                       | Short Term<br>(2025-2030) | Mid Term<br>(2031-2040) | Long Term<br>(2041-2050) | Total                  |
|-----------------------|---------------------------|-------------------------|--------------------------|------------------------|
| <b>MnDOT</b>          | \$274,656                 | \$35,474,804            | \$56,013,950             | <b>\$91,763,410</b>    |
| <b>Olmsted County</b> | \$19,218,429              | \$209,914,614           | \$348,666,003            | <b>\$577,799,046</b>   |
| <b>Rochester</b>      | \$745,055                 | \$349,837,489           | \$401,087,458            | <b>\$751,670,002</b>   |
| <b>Byron</b>          | \$6,535,260               | \$28,135,658            | \$47,027,468             | <b>\$81,698,385</b>    |
| <b>Stewartville</b>   | \$169,199                 | \$3,578,339             | \$432,491                | <b>\$4,180,029</b>     |
| <b>RPT</b>            | \$26,257,798              | \$418,235,476           | \$567,554,435            | <b>\$1,012,047,709</b> |

## C.5 Conclusion

Based upon the information presented, all agencies will have sufficient revenue to construct the projects identified in the MTP for the life of the plan. This MTP is fiscally constrained.

# Appendix D

## Travel Demand Forecasting

A key study tool used by MPOs is the travel demand software model. The model's main function is to produce long range traffic forecasts which are then used in a variety of ways to support the analysis of urban area and regional vehicular capacity needs and congestion issues. The results of these analyses are important in not only identifying potential highway network needs but also as a basis for identifying potential corridors where high capacity transit may need to be a consideration in the future.

### D.1 Introduction

This appendix reports on the assumptions and traffic model specifications that were developed to support preparation of the 2050 Metropolitan Transportation Plan (MTP 2050). Updates of land use assumptions and future network links were completed to extend the target year for the model from 2045

to the year 2050. The original ROCOG model was a simple Average Daily Traffic “three-step” model (trip generation, trip distribution, traffic assignment), the model had been modified to incorporate a mode choice element as well as parking allocation functionality. These changes occurred in conjunction with other studies, including Rochester's 2018 comprehensive plan update (P2S 2040) and the 2016-2018 Destination Medical Center (DMC) Integrated Transit Studies, to reflect the major planning assumptions brought forward in those studies:

- Significant growth in park and ride (PnR) usage is expected to occur in the future.
- Implementation of a Downtown Rapid Transit System with connections to transit villages and commuter parking reservoirs outside of but within a short transit ride of the central business district.

- Implementation of a Primary Transit Network, expected to provide a spine of Bus Rapid Transit service along high-ridership transit corridors extending out from Rochester's central business district .

In addition, several enhancements were made to the model in 2022 and refined in 2023. The model inputs and assumptions were revisited and updated. The updated model was validated to 2018 observed traffic data available from MnDOT's Traffic Forecasting and Analysis website and travel patterns extracted from Census Transportation Planning Products (CTPP) data.

Housing and employment forecasts were updated to include a modest redistribution of growth reflecting the transit-oriented development vision adopted in P2S 2040. The potential impact of enhanced transit service also resulted in some adjustments to trip generation categories. Transit vehicles were added to the highway network to capture the potential impact of transit operation to traffic operation.

Preparation of the regional traffic forecasts were also completed, based primarily on historic traffic volume trends for arterial and major collector county and state roads outside of the planned growth area of Rochester and the small cities within the ROCOG Planning Area. The focus on only state and county highways in the regional area is consistent with that of the MTP, which is to consider improvement needs on those roads important to and which carry the vast majority of regional intercity traffic in the planning area.

## D.2 Urban area travel demand model

Traffic forecasting for the ROCOG urbanized area focuses on roadways where the function is anticipated to be broader than solely servicing abutting property access. Freeways, expressways, and other arterial and collector roads are included in the model network, along with complementary facilities such as frontage roads. A series of model input files were edited and/or developed to reflect the changes described earlier in this appendix and generate new long-range forecasts.

Key model inputs for the updated ROCOG Model included:

- Land use forecasts
- Traffic analysis zones
- Assignment of land use to traffic analysis zones
- Trip generation categories and trip rates
- Refinement of the highway network
- Addition of downtown and commuter parking sites
- Addition of walk links to and from downtown parking ramps

The model was calibrated and validated to 2018 observed traffic data available from the Minnesota Department of Transportation (MnDOT) Traffic Forecasting and Analysis website.

On the following pages, a brief synopsis of each of these data

inputs is provided.

### D.2.1 Updated land use forecasts

For purposes of running the traffic model, employment and population projections are converted into equivalent land use units to serve as input to the traffic forecasting model. Table 51 summarizes projected levels of growth by traffic model land use category.

Chapter 3 reported on projected 2050 population forecasts and employment forecasts. Population forecasts are used to estimate growth in housing units by type, school enrollments, and park needs. Job data is used to estimate the square footage of new development including retail, office, health care, and industrial uses.

The regional population and employment forecasts and resulting land use totals were supplemented with information developed in the Destination Medical Center Plan completed in 2015.

The DMC Plan provided projections of housing units as well as square footage of retail, health and education, and civic uses anticipated for development in the downtown area in the next 25 years. These were used as inputs into the land use forecasts.

### D.2.2 Traffic Analysis Zones

Figure 51 highlights the traffic analysis zone (TAZ) network for the Rochester urban area. It contains a total of 631 zones, with smaller zones resulting in a more finely grained network in the urban core and larger zones on the outer fringe, where development and traffic generation is less concentrated.

### D.2.3 Assignment of land use to traffic analysis zones

After estimating total growth in housing units and non-residential square footage, development must be spatially allocated across the urban area to complete the traffic projections.

Figures 52 and 53 illustrate the general assumptions for distributing new growth in single-family and multifamily residential developments, while Figures 54 and 55 show the assumptions for business and medical/education developments through 2050. These assumptions give preference to undeveloped housing or non-residential acreage in general development plans that have been approved, but not built out, as the highest priority areas for future development. Secondary priority was assigned to areas which either have sewer and water service available and a high level of major road accessibility.

For the downtown Rochester area, assumptions regarding future land use distribution were derived by consulting the Rochester Downtown Master Plan, the Destination Medical Center Plan, and staff discussions with the Mayo Clinic.

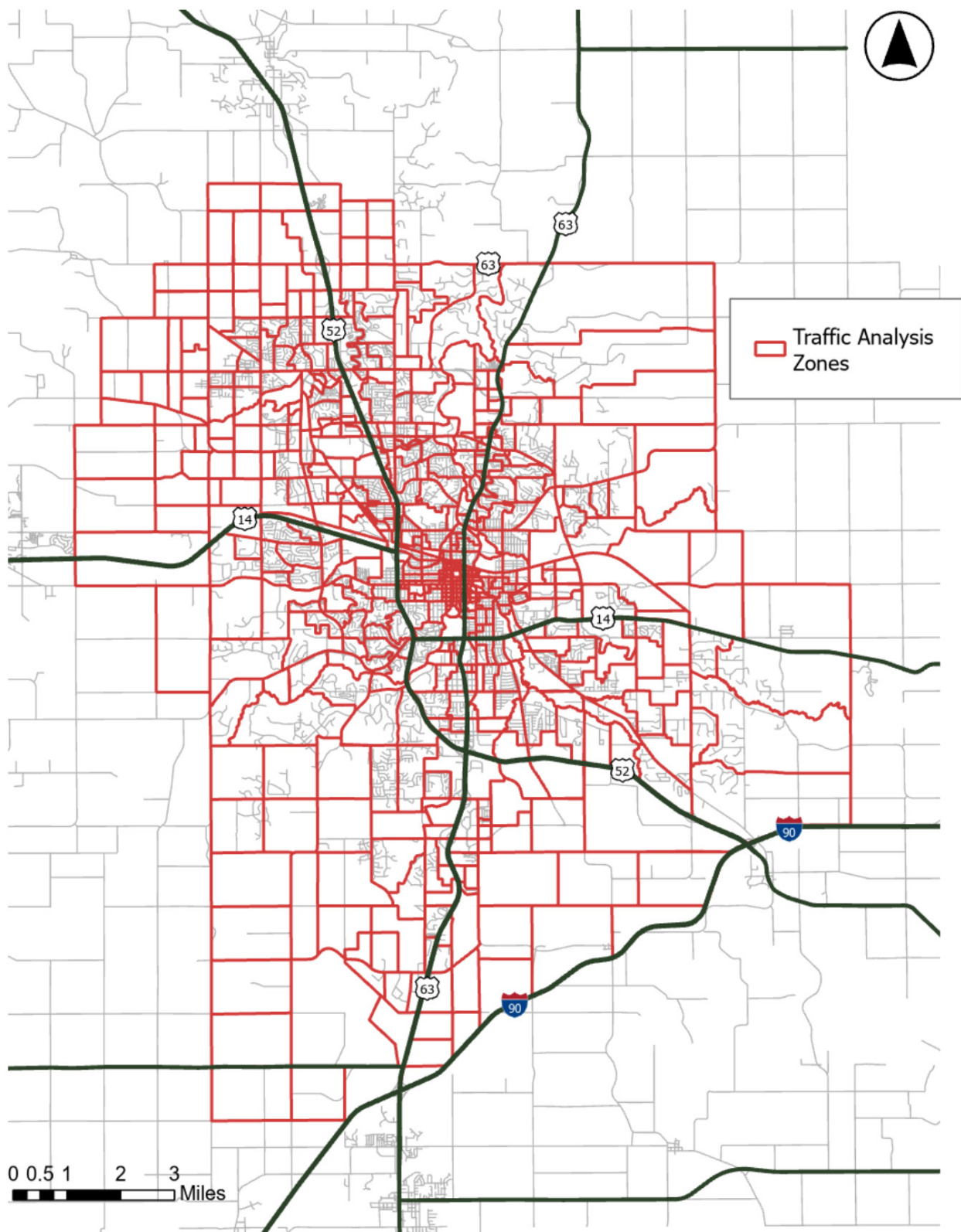
Table 51: ROCOG Urban Land Use Scenario

Source: SRF Consulting Group

| Land Use Category          | Category Measure   | 2018   | 2050   | Growth |
|----------------------------|--------------------|--------|--------|--------|
| Suburban Single Family     | Housing Unit       | 20,152 | 26,244 | 6,092  |
| Urban Single Family        | Housing Unit       | 12,784 | 12,827 | 43     |
| Suburban Multi-Family      | Housing Unit       | 4,052  | 12,443 | 8,391  |
| Urban Multi-Family         | Housing Unit       | 8,292  | 14,466 | 6,175  |
| Townhome Development       | Housing Unit       | 4,066  | 9,044  | 4,978  |
| General Business           | Square Ft (1,000s) | 3,475  | 7,949  | 4,473  |
| Industrial                 | Square Ft (1,000s) | 11,189 | 16,659 | 5,470  |
| Office                     | Square Ft (1,000s) | 6,025  | 9,152  | 3,127  |
| Social and Recreational    | Square Ft (1,000s) | 854    | 934    | 80     |
| Entertainment/Arenas       | Seats              | 29,171 | 29,675 | 504    |
| Secondary/Higher Education | Students           | 13,972 | 17,366 | 3,394  |
| Elementary Ed/Day Care     | Students           | 17,318 | 18,338 | 1,020  |
| Hotels                     | Rooms              | 5,481  | 6,978  | 1,497  |
| High Intensity Retail      | Square Ft (1,000s) | 226    | 251    | 25     |
| Drive Thru Bank            | Square Ft (1,000s) | 287    | 188    | -100   |
| Active Recreation Parkland | Acres              | 3,271  | 4,873  | 1,602  |
| Shopping Center            | Square Ft (1,000s) | 3,466  | 2,979  | -487   |
| Big Box/Strip Mall         | Square Ft (1,000s) | 1,462  | 1,408  | -54    |
| Nursing Home/Senior Apts   | Residents          | 4,652  | 7,070  | 2,418  |
| Mayo Medical Center        | Square Ft (1,000s) | 7,375  | 13,608 | 6,232  |
| Hospital                   | Square Ft (1,000s) | 4,066  | 5,268  | 1,202  |
| Airport Terminal           | Enplanements       | 463    | 945    | 482    |
| Air Cargo                  | Square Ft (1,000s) | 96     | 296    | 200    |
| Mobile Homes               | Housing Unit       | 1,356  | 1,265  | -91    |
| BioTech Industry           | Square Ft (1,000s) | 0      | 1,040  | 1,040  |

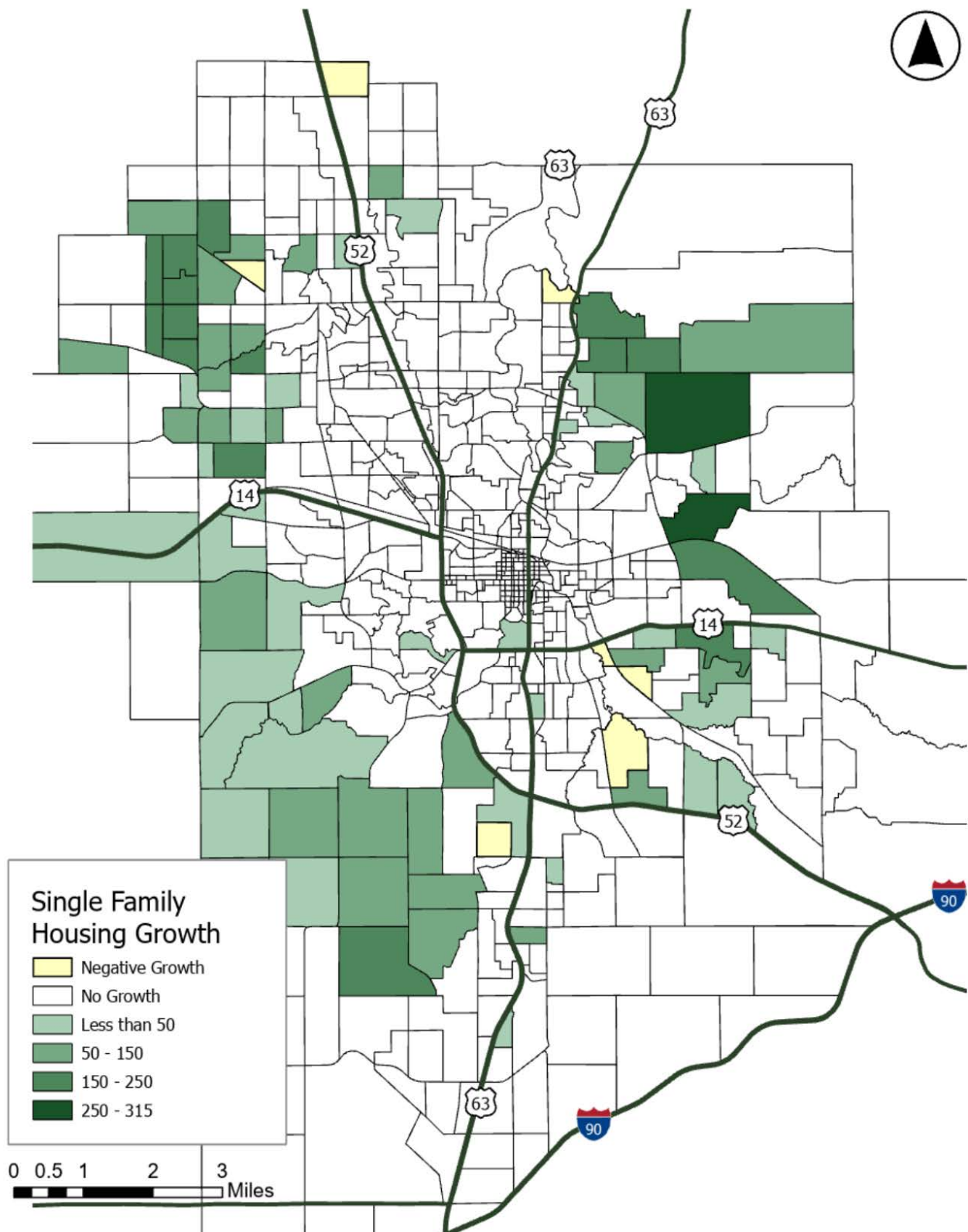
## Figure 51: Analysis Zone Network

Source: SRF Consulting Group



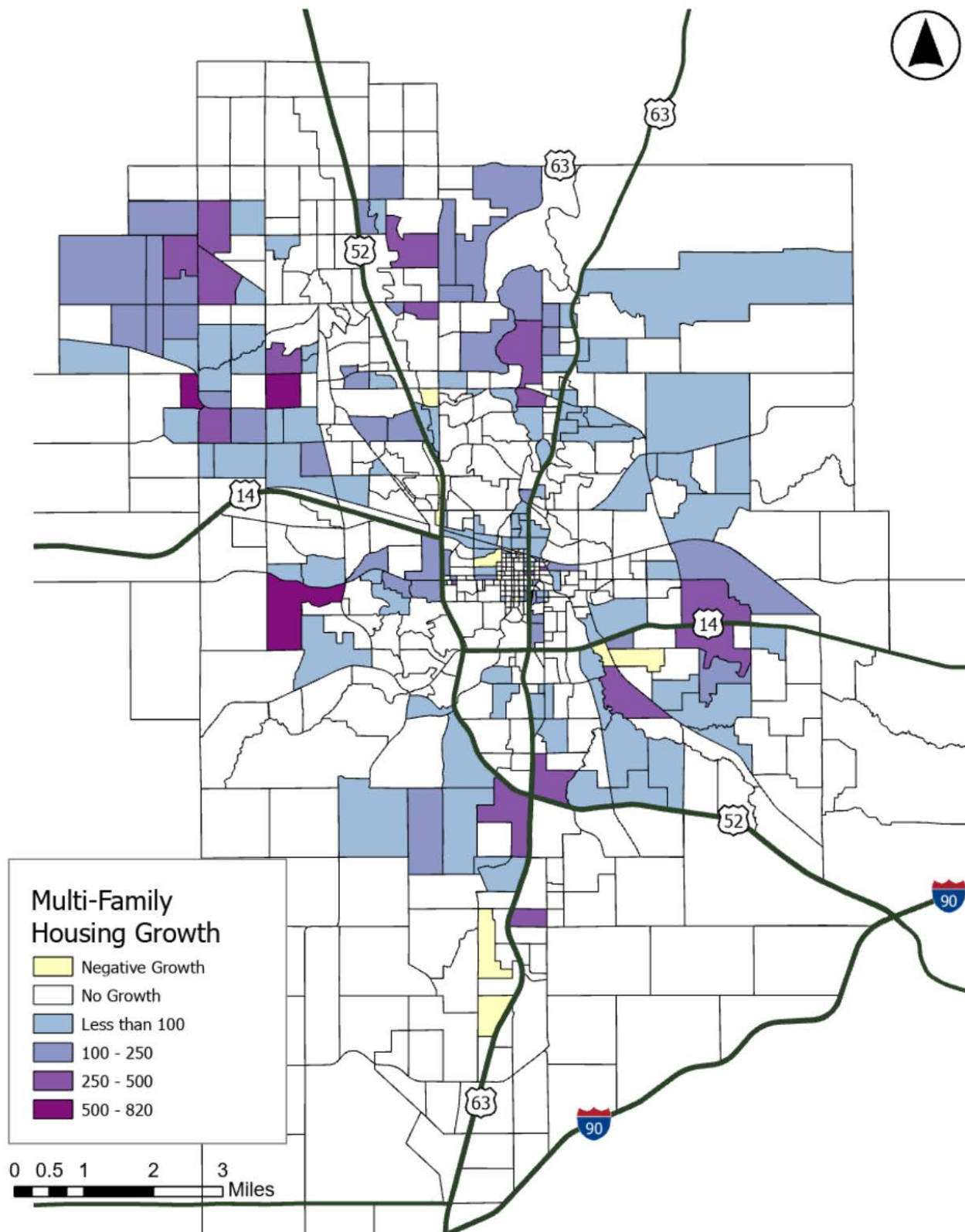
## Figure 52: Single Family Residential Housing Growth Assumptions 2018-2050

Source: SRF Consulting Group



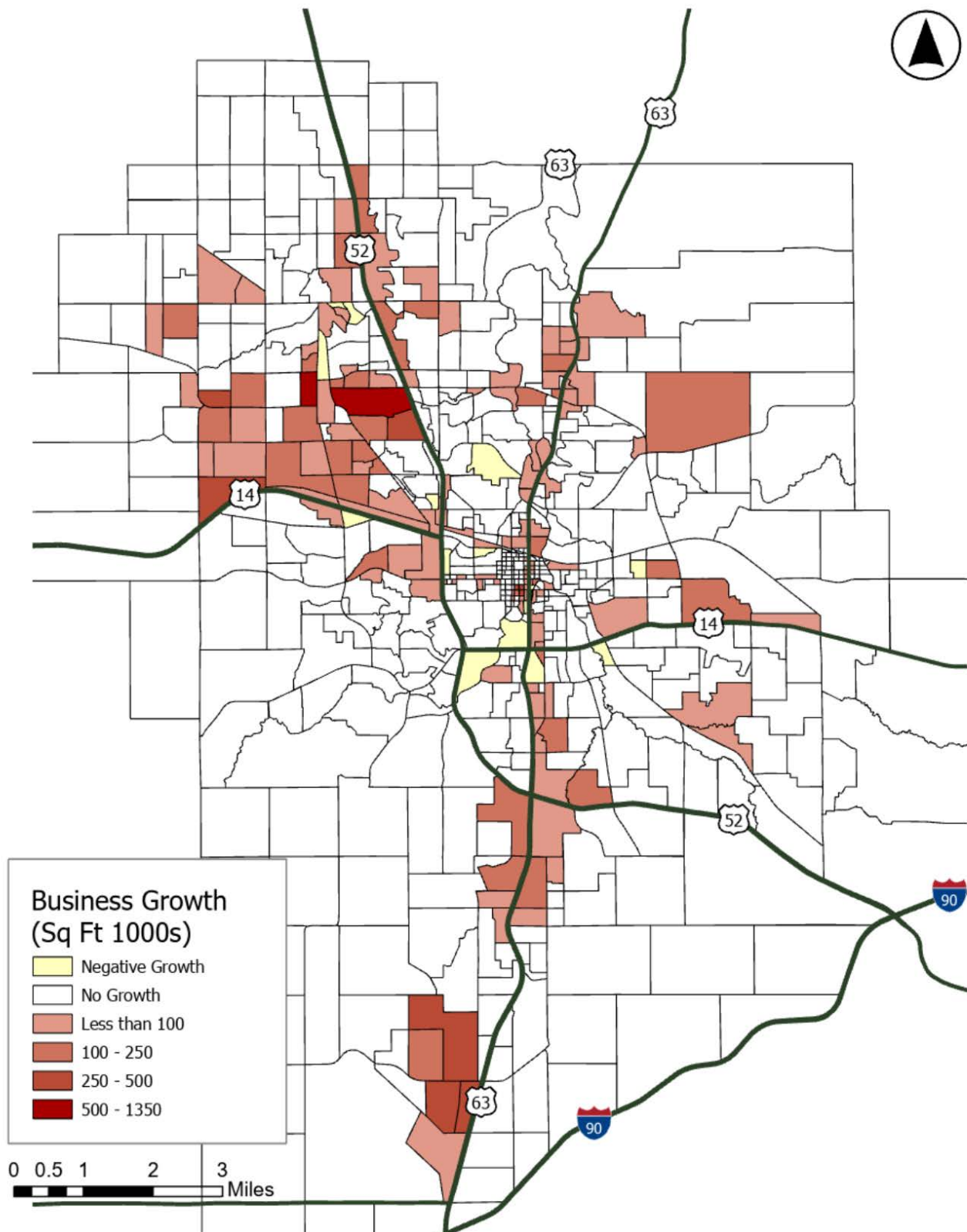
## Figure 53: Multi-Family Residential Housing Growth Assumptions

Source: SRF Consulting Group



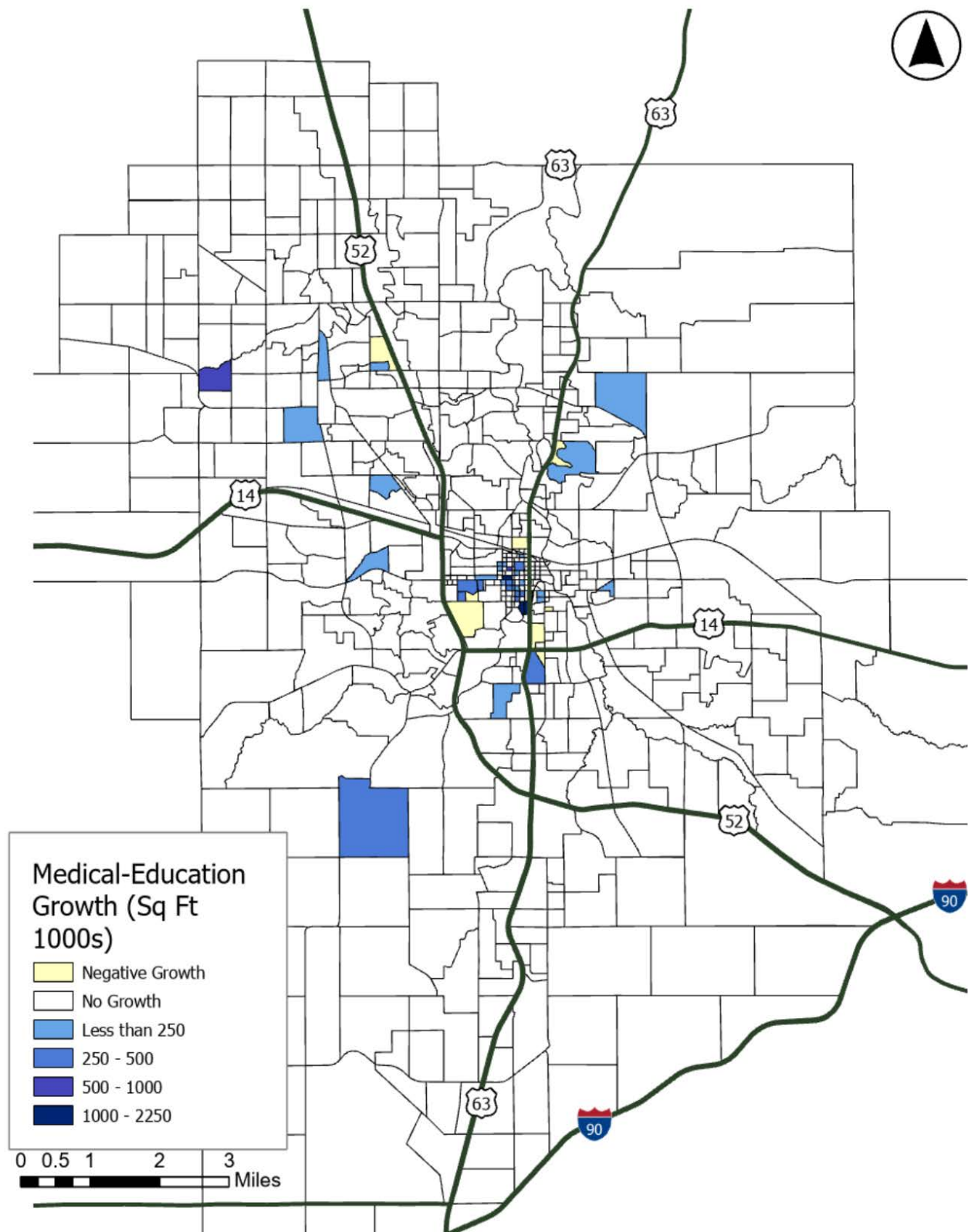
## Figure 54: Business Growth Assumptions

Source: SRF Consulting Group



## Figure 55: Medical/Educational Growth Assumptions

Source: SRF Consulting Group



## D.2.4 Trip generation categories

Each land use type is assigned a trip rate which identifies the number of daily trips that are expected to be produced by each unit of development. Table 52 summarizes the trip generation categories utilized in the Rochester urban area traffic model along with assigned daily trip rates and trip purpose breakdown. It uses a three-purpose model of “Home Based Work” (HBW), “Home Based Other” (HBO), and “Non-Home Based” (NHB) trips.

No new trip generation categories were added to the model for use in the 2050 plan. In the recent model updates, the existing trip rates are reviewed with the ITE Trip Generation Rates (10th Edition) for consistencies and minor adjustments were made.

## D.2.5 Traffic model network

The traffic model network is illustrated in Figure 56 and consists of freeways, arterials, and collector streets found in the Rochester urban area. Figure 56 illustrates the base year network. Various alternative networks incorporating future committed or proposed improvement projects that would affect speed or capacity of a corridor or would provide a new corridor were tested against future land use assumptions to determine the final improvement needs identified in the MTP.

### D.2.5.1 Free flow speeds

Free flow speeds are based on area type and facility class as shown in Table 53 . The free flow speeds were reviewed, updated, and incorporated into the CUBE VOYAGER script.

## D.2.5.2 Roadway capacity

The free flow capacity of highway network links, similar to free flow speed standards, is determined by area type (urban, suburban, rural) and facility class (e.g., freeway, arterial, etc.). These capacity values have been updated to reflect peak-hour capacity per lane, adjusted for the total number of directional through lanes on each roadway facility. The capacity values are shown in Table 54.

With capacity factors now identified as the one-hour free flow capacity of a roadway, the ROCOG model has incorporated a set of scaling factors that allow the model to be used for different time periods. AM, mid-day, and PM peak periods, along with daily time periods, can be run using the model. A capacity scaling factor is set in the model run to reflect the appropriate analysis period and determine the total roadway capacity for a time period before trip assignment is completed. The factor for AM and PM periods is 2.5, for midday is 5.0, and daily traffic is set to 8.0.

## D.2.6 Mode choice and parking trips diversions

A qualitative mode choice model is incorporated in the ROCOG model. Walk trips and transit trips based on the geographic locations of origin and destinations, the presence of transit service and development density, and walkability of the zones were estimated. These trips are estimated and removed from the vehicle trip tables of the respective trip purpose. The mode choice module is comprised of the following three major components:

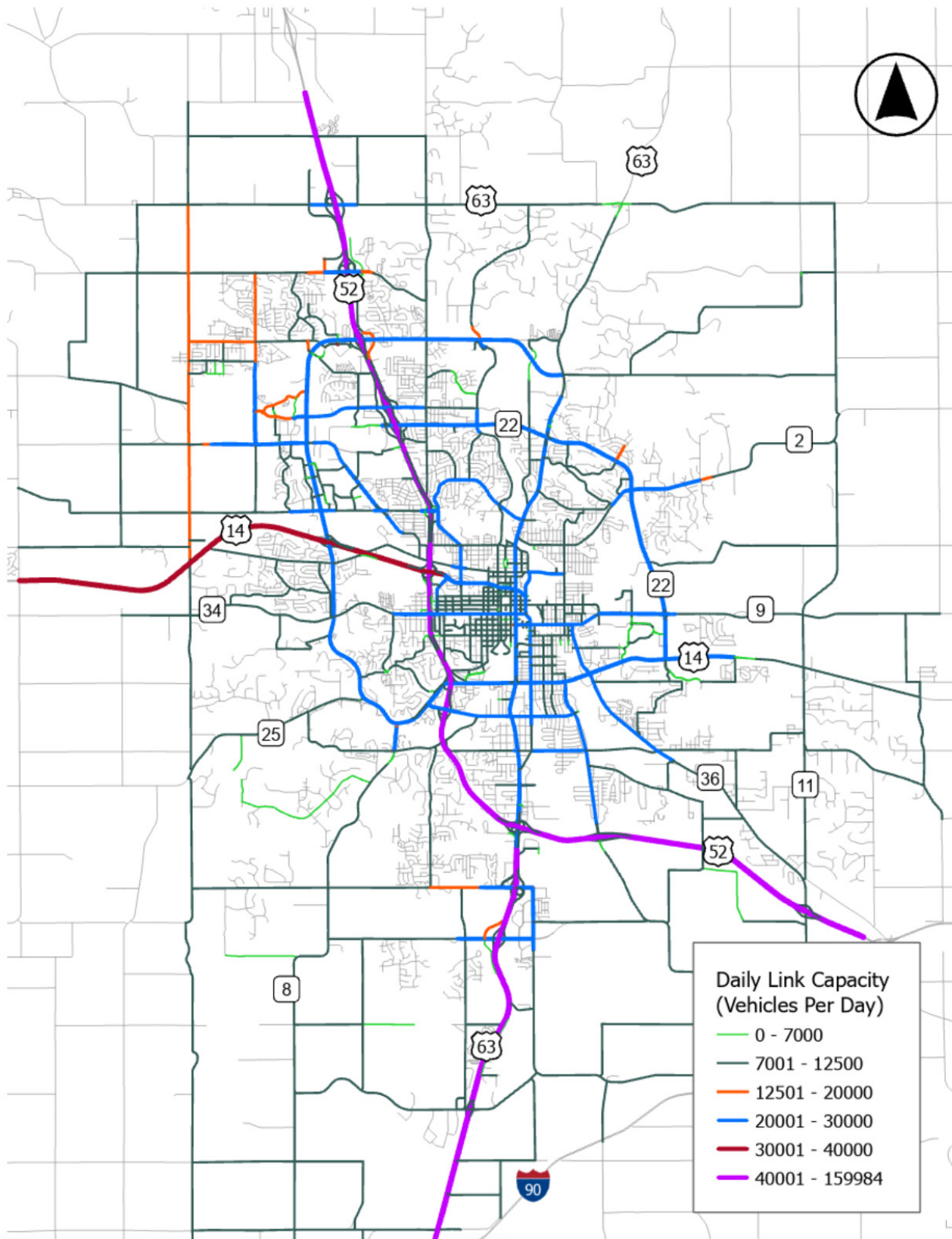
Table 52: Trip Generation Rates

Source: SRF Consulting Group

| Land Use Category          | Category Measure   | Daily Trips | HBW Prod. | HBW Attr. | HBO Prod. | HBO Attr. | NHB Prod. | NHB Attr. |
|----------------------------|--------------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Suburban Single Family     | Housing Unit       | 10.18       | 2.68      | 0.01      | 6.70      | 0.03      | 0.38      | 0.38      |
| Urban Single Family        | Housing Unit       | 9.22        | 2.40      | 0.09      | 6.01      | 0.02      | 0.35      | 0.35      |
| Suburban Multi-Family      | Housing Unit       | 7.75        | 2.02      | 0.08      | 5.05      | 0.02      | 0.29      | 0.29      |
| Urban Multi-Family         | Housing Unit       | 6.43        | 1.68      | 0.06      | 4.19      | 0.02      | 0.24      | 0.24      |
| Townhome Development       | Housing Unit       | 8.53        | 2.04      | 0.10      | 5.11      | 0.16      | 0.56      | 0.56      |
| General Business           | Square Ft (1,000s) | 22.94       | 0.00      | 2.53      | 0.00      | 10.49     | 4.96      | 4.96      |
| Industrial                 | Square Ft (1,000s) | 7.73        | 0.00      | 3.37      | 0.00      | 2.64      | 0.86      | 0.86      |
| Office                     | Square Ft (1,000s) | 11.98       | 0.00      | 4.54      | 0.00      | 4.12      | 1.66      | 1.66      |
| Social and Recreational    | Square Ft (1,000s) | 26.67       | 0.00      | 5.60      | 0.00      | 16.97     | 2.05      | 2.05      |
| Entertainment/Arenas       | Seats              | 0.07        | 0.00      | 0.01      | 0.00      | 0.04      | 0.01      | 0.01      |
| Secondary/Higher Education | Students           | 1.24        | 0.00      | 0.15      | 0.00      | 0.73      | 0.18      | 0.18      |
| Elementary Ed/Day Care     | Students           | 0.94        | 0.00      | 0.12      | 0.00      | 0.54      | 0.14      | 0.14      |
| Hotels                     | Rooms              | 4.74        | 0.00      | 0.52      | 0.00      | 2.16      | 1.03      | 1.03      |
| High Intensity Retail      | Square Ft (1,000s) | 401.08      | 0.00      | 21.07     | 0.00      | 146.73    | 116.64    | 116.64    |
| Drive Thru Bank            | Square Ft (1,000s) | 116.54      | 0.00      | 11.11     | 0.00      | 46.35     | 29.54     | 29.54     |
| Active Recreation Parkland | Acres              | 5.78        | 0.00      | 0.67      | 0.00      | 3.39      | 0.86      | 0.86      |
| Shopping Center            | Square Ft (1,000s) | 32.65       | 0.00      | 3.60      | 0.00      | 14.95     | 7.05      | 7.05      |
| Big Box/Strip Mall         | Square Ft (1,000s) | 68.75       | 0.00      | 7.59      | 0.00      | 31.64     | 14.76     | 14.76     |
| Nursing Home/Senior Apts   | Residents          | 2.62        | 0.82      | 0.00      | 1.55      | 0.07      | 0.09      | 0.09      |
| Mayo Medical Center        | Square Ft (1,000s) | 11.50       | 0.00      | 4.97      | 0.00      | 3.69      | 1.42      | 1.42      |
| Hospital                   | Square Ft (1,000s) | 9.59        | 0.00      | 4.14      | 0.00      | 3.07      | 1.19      | 1.19      |
| Airport Terminal           | Enplanements       | 7.98        | 0.00      | 1.30      | 0.00      | 3.28      | 1.70      | 1.70      |
| Air Cargo                  | Square Ft (1,000s) | 12.66       | 0.00      | 2.52      | 0.00      | 2.64      | 3.75      | 3.75      |
| Mobile Homes               | Housing Unit       | 7.53        | 1.94      | 0.05      | 4.84      | 0.06      | 0.32      | 0.32      |
| BioTech Industry           | Square Ft (1,000s) | 6.29        | 0.00      | 2.73      | 0.00      | 2.14      | 0.71      | 0.71      |

## Figure 56: Traffic Model Network

Source: SRF Consulting Group



**Table 53: Traffic Model Speeds**

Source: SRF Consulting Group

| Class Name                     | Rural Area Type | Urban Area Type |
|--------------------------------|-----------------|-----------------|
| Freeways                       | 70              | 65              |
| Principal Arterials            | 62              | 60              |
| Narrow Ramps                   | 32              | 35              |
| Wide Ramps                     | 45              | 45              |
| Divided Arterials              | 45              | 31              |
| Undivided Arterials/Collectors | 45              | 30              |
| Centroid Connectors            | 15              | 15              |
| Divided Expressways            | 42              | 36              |
| Undivided Expressways          | 40              | 36              |
| Arterials with Turn Lane       | 37              | 34              |
| Parkways                       | 26              | 26              |
| Super Two                      | 41              | 40              |

**Table 54: Roadway Capacities**

Source: SRF Consulting Group

**Rural Area Free Flow Capacity (per hour per lane)**

| Class Name                             | 1 Lane | 2 Lanes | 3+ Lanes |
|----------------------------------------|--------|---------|----------|
| Freeways                               | 1,750  | 1,750   | 1,750    |
| Principal Arterials                    | 1,100  | 1,100   | 1,100    |
| Narrow Ramps                           | 1,000  | 1,000   | 1,000    |
| Wide Ramps                             | 1,380  | 1,380   | 1,380    |
| Divided Arterials                      | 880    | 880     | 780      |
| Undivided Arterials/Collectors         | 500    | 610     | 610      |
| Centroid Connectors/Parking Lot Access | 9,999  | 9,999   | 9,999    |
| Divided Expressways                    | 880    | 880     | 780      |
| Undivided Expressways                  | 580    | 810     | 810      |
| Arterials with Turn Lane               | 500    | 725     | 725      |
| Parkways                               | 530    | 530     | 530      |
| Super Two                              | 830    | 830     | 830      |

**Urban Area Free Flow Capacity (per hour per lane)**

| Class Name                             | 1 Lane | 2 Lanes | 3+ Lanes |
|----------------------------------------|--------|---------|----------|
| Freeways                               | 1,920  | 1,920   | 1,920    |
| Principal Arterials                    | 1,100  | 1,100   | 1,100    |
| Narrow Ramps                           | 1,000  | 1,000   | 1,000    |
| Wide Ramps                             | 1,380  | 1,380   | 1,380    |
| Divided Arterials                      | 790    | 790     | 770      |
| Undivided Arterials/Collectors         | 480    | 760     | 760      |
| Centroid Connectors/Parking Lot Access | 9,999  | 9,999   | 9,999    |
| Divided Expressways                    | 780    | 780     | 770      |
| Undivided Expressways                  | 560    | 780     | 780      |
| Arterials with Turn Lane               | 500    | 725     | 725      |
| Parkways                               | 530    | 530     | 530      |
| Super Two                              | 830    | 830     | 830      |

- Estimation of walk trips
- Estimation of public transit trips
- Internal capture trips for high-density developments

In addition, morning commuter trips that use remote park-and-ride (PnR) lots and ride transit to work are calculated based on the number of parking spaces, the locations of the PnR lots, and the likely trip origins. Information on the number of parking spaces and lot locations is direct input provided by ROCOG. Trip origins for the vehicular portion of the trip are estimated by the model using assumptions regarding which land use districts are served by which PnR lots.

It is assumed that the workplaces of the PnR commuter trips are in downtown Rochester. The numbers of commuter trips that use PnR lots are calculated as the demands of work trips from the likely trip origins to downtown and scaled to the numbers of parking spaces. The destination zones are replaced with the TAZ IDs that are assigned to the PnR lots. The commuter trips to downtown are then removed from the AM HBW trip table and replaced with the trips to the PnR lot TAZs.

The PM returning commuter trips is a mirror image of AM commuter trips. The morning commuter trips and PnR lot trips are transposed and used to adjust the PM HBW trip table in a similar way to the AM calculations.

Utilization of the parking facilities in downtown is estimated based on the type of parking facility ( parking ramp, parking lot, or PnR lot), the type of parking utilization (employee-only, visitors, or shared), and the number of parking spaces allotted to employees and visitors. Using this information, the primary TAZ(s) served by parking facilities in the parking data file,

the parking trip rates, and the number of parking trips are calculated. In trip assignment, the parking trips must travel through the nodes that represent the parking facilities, then walk from the parking facilities to their respective downtown destination zone.

## D.2.7 Model calibration / validation

A final model building step prior to generating new forecasts is the validation phase, in which base year land use (2018 in this case) is used in the model to see how well existing traffic counts are replicated by the model. The goal of validation is to match within certain tolerances traffic flows generated by the model with existing traffic flows on different classes of streets. Parameters of trip generation, trip distribution, and model choice models are calibrated to meet this goal. As shown in Figure 57, the deviation in corridors flows generated by the model when compared to existing counts was well within desired guidelines for all classes of roadways.  $R^2$  is typically used to measure the differences between observed and model values. A perfect match has a  $R^2$  of 1.00. The  $R^2$  value is 0.9581.

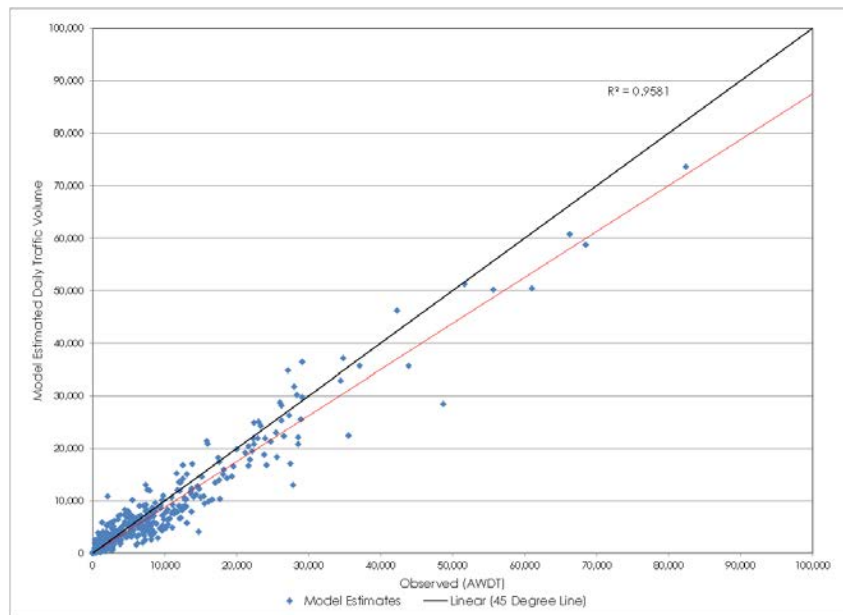
## D.2.8 Trip assignments

Seven trip tables (two sets of trip tables by trip purpose and EE trips) are assigned to the highway network. For each of the trip purposes:

- Parking and non-parking trips are estimated and assigned separately. The parking facilities are represented by parking nodes in the network.

- Non-parking trips are loaded directly to their destination zones and are prohibited from travelling through parking nodes.
- Parking trips must travel through parking nodes and “walk” to

**Figure 57: Validation Goodness of Fit**  
Source: SRF Consulting Group



their destination zones as the last leg of travel.

- HBW parking trips are assigned to parking facilities that are either designated as employee-only lots or lots shared with visitors. In the return trips, the walk-to-parking-node becomes the first leg of travel.

- HBO and NHB parking trips are prohibited from using employee-only parking facilities. Using the parking information provided by ROCOG, the non-work parking trips are assigned to the parking facilities that are designated to serve the destination zones. If the parking facility is “full”, the parking trips will be routed to other parking facilities that are closest to the destination zones in terms of travel time. This is achieved by using walk time. The walk time between the TAZ and the designated parking facilities are much shorter.

## D.2.9 Urban travel demand forecasts

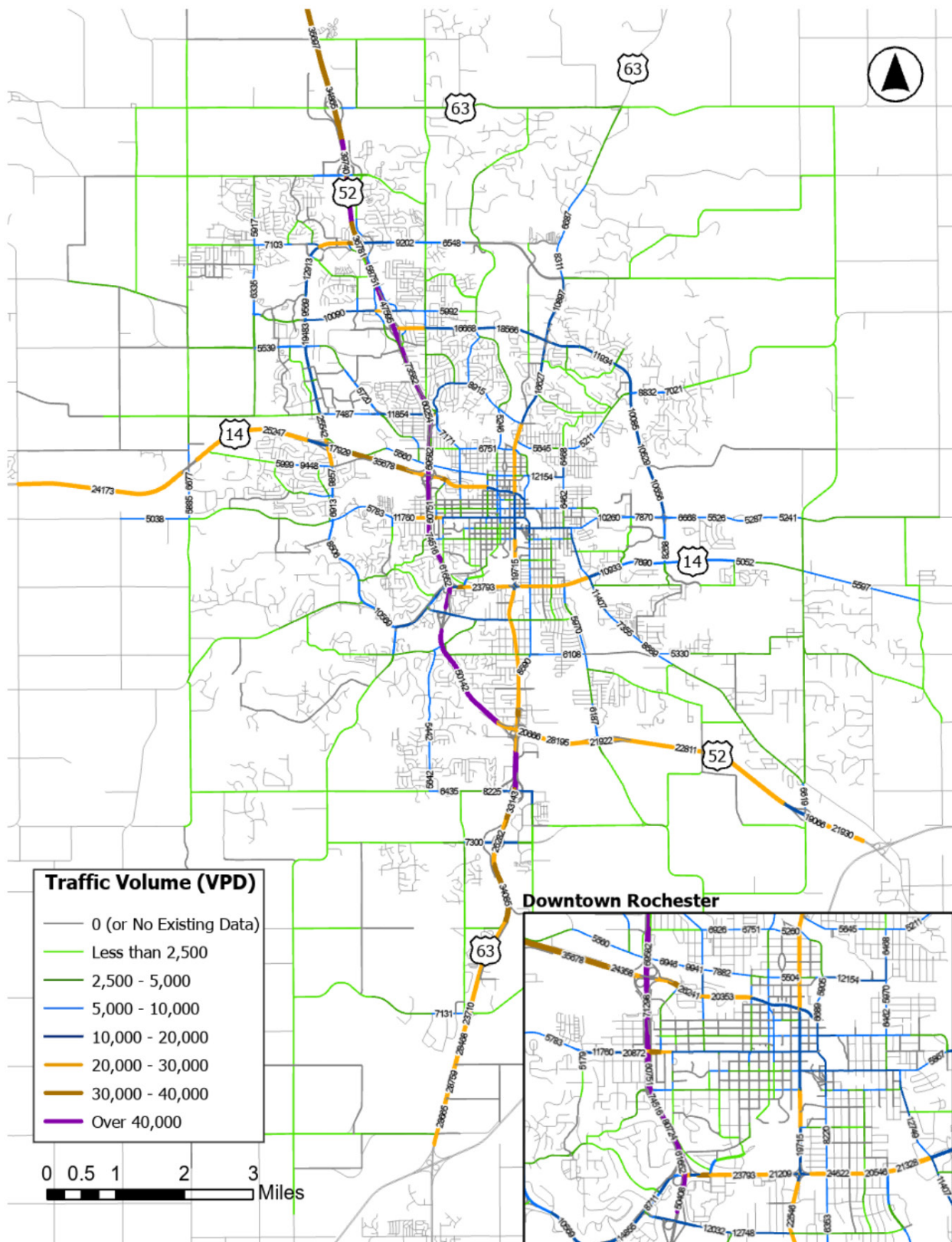
Figures 58 and 59 illustrate the various outputs from the 2050 ROCOG traffic model incorporating the various changes and adjustments described on the previous pages. This includes:

- Figure 58, which illustrates traffic volumes estimated for the year 2018 based on existing land use and used in Figure 57 to estimate the goodness of fit of the model to existing traffic counts collected in the field.
- Figure 59, which reports projected traffic volumes for the year 2050 using the land use assumptions and model refinements described previously.
- Figure 60, which illustrates the projected growth in traffic between the base year model and 2050.

Forecasts were analyzed to determine 1) where added capacity may be needed on major streets and highways, 2) where future congestion can be anticipated, 3) lane needs on arterial/collector streets in new development areas, and 4) intersections that may need future geometric or operational

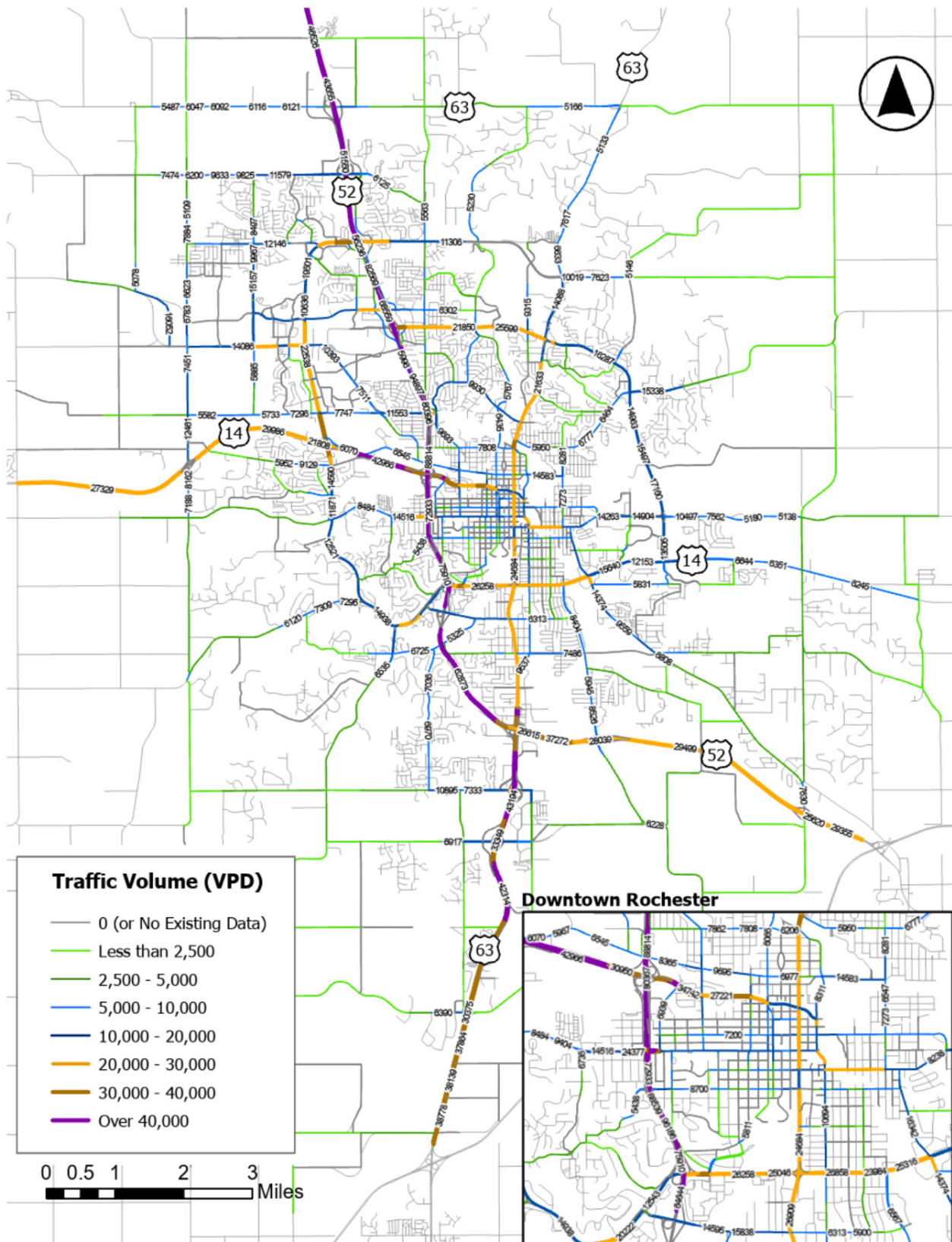
## Figure 58: Existing/Base Year Modeled Traffic Volumes

Source: SRF Consulting Group



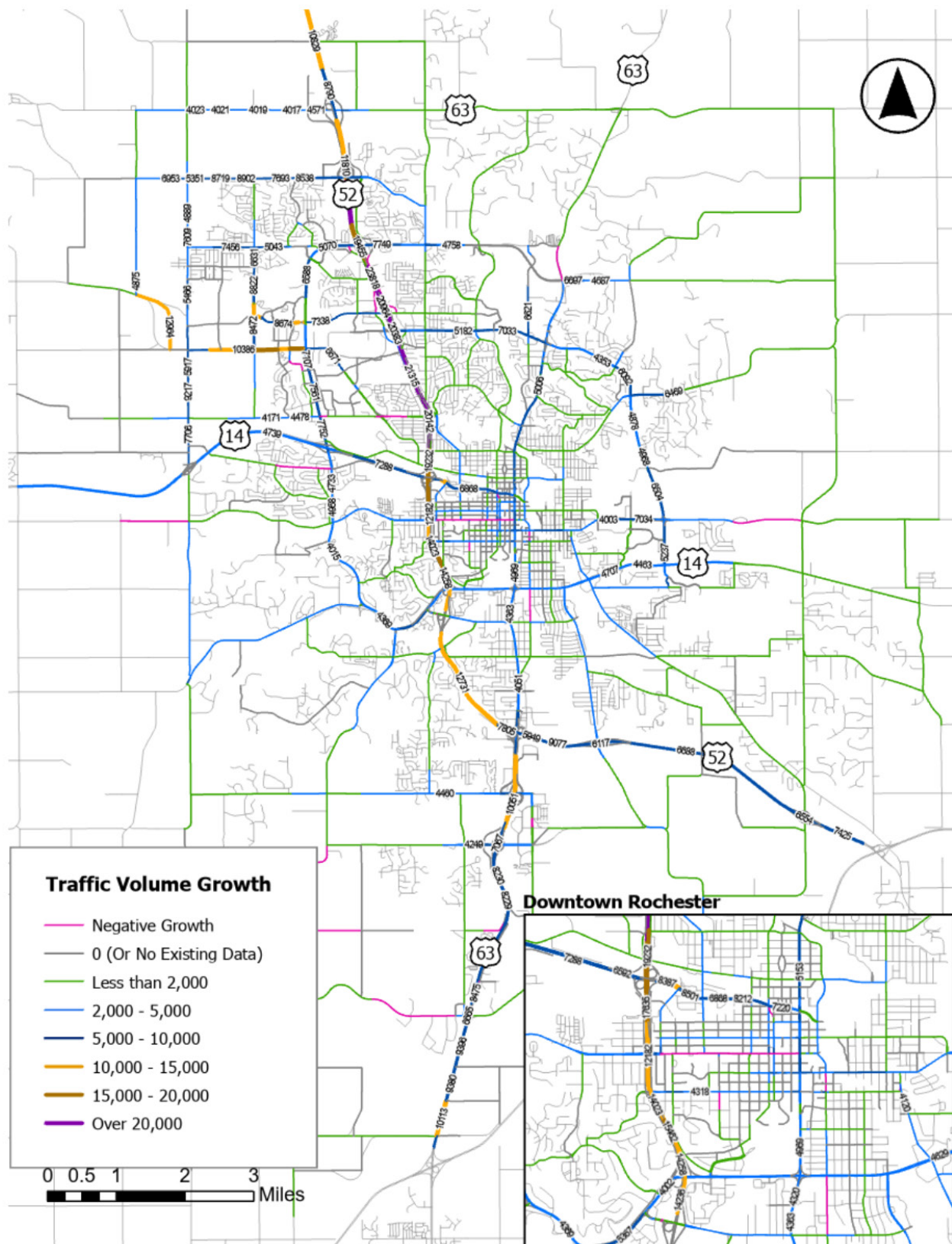
## Figure 59: Projected 2050 Traffic Volumes

Source: SRF Consulting Group



## Figure 60: Projected Traffic Growth 2018-2050

Source: SRF Consulting Group



improvements. Improvement needs based on this analysis are discussed in Chapter 7.

### D.2.10 Urban congestion analysis

The traffic forecasts illustrated in Figure 59 were also used to analyze future congestion needs as reported in Chapter 5 of the plan. The congestion analysis provides a different perspective on projected traffic conditions than the lane needs/capacity analysis discussed in the previous section. While lane needs analysis focuses on identifying whether corridors are projected to be over or under-capacity based on threshold cut-off value, the congestion analysis provides results that suggest how severe, on a qualitative scale, future congestion conditions may be. This analysis better helps to identify which corridors (as opposed to individual segments or intersections) may warrant consideration for future Transportation Systems Management and Operations (TSMO) improvements.

The measure of congestion used is traffic density per lane, and it is taken from the methodology used by the Texas Transportation Institute in their annual Urban Mobility Report on congestion in major cities across the country. The thresholds are straight-forward and reported in terms of Not Congested, Infrequent, Periodic, Frequent, and Severe congestion levels, based on the traffic density shown in Table 55.

This analysis was applied to both baseline traffic forecasts and projected 2050 traffic forecasts. Figures 61 and 62 highlight projected existing and future congestion levels for major roads in the urban area. The results of this analysis and recommendations for future strategies are discussed in Chapters 5-7.

## D.3 Regional area traffic forecasts

Preparation of traffic projections for the regional study area relied primarily on evaluating historic traffic growth rate trends to estimate future traffic flows. This process involved looking at growth rates over different time frames (5, 10, and 15 years), with a bias given towards using more recent growth rate

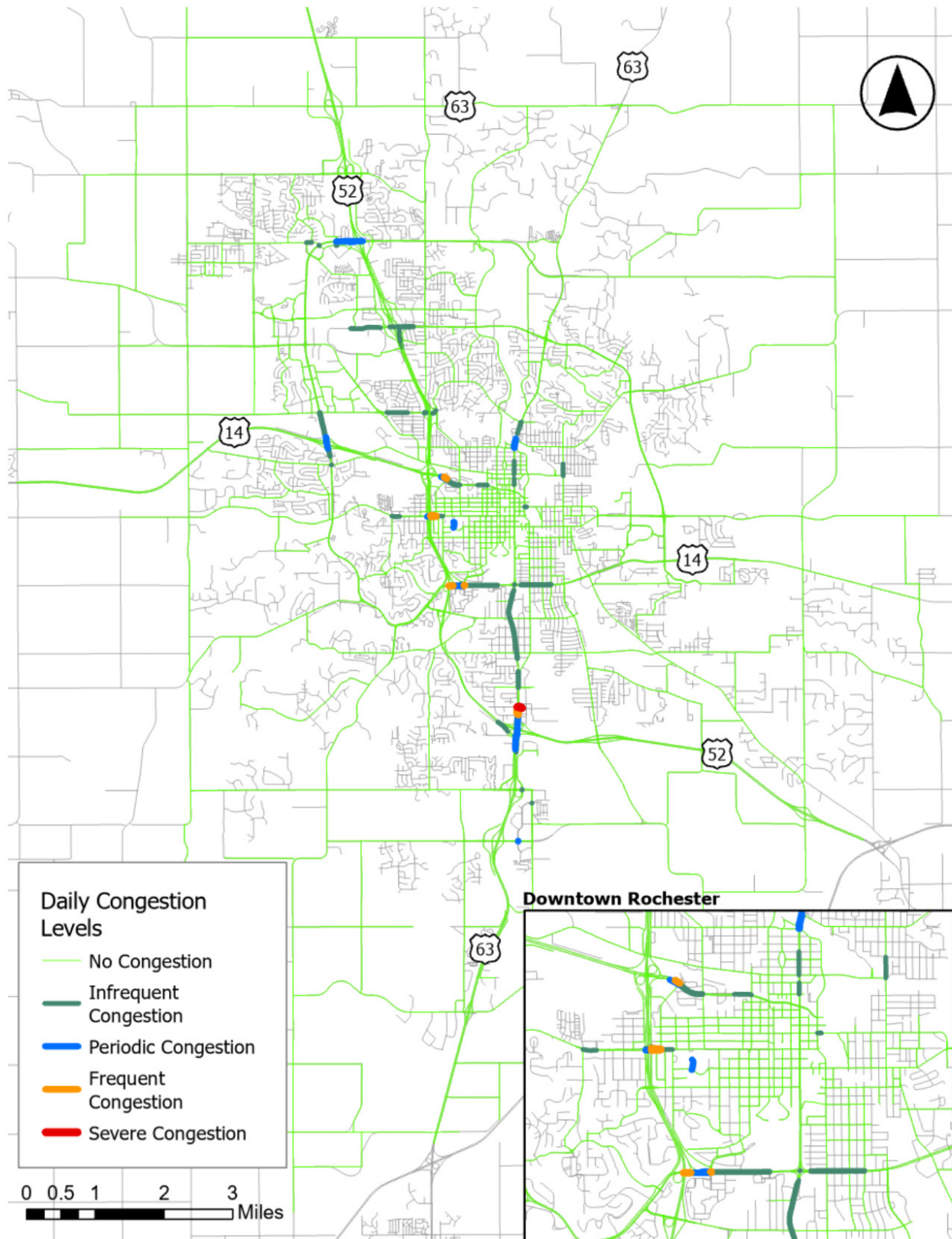
**Table 55: Urban Traffic Congestion Thresholds in Vehicles Per Day Per Lane (vpdpl)**  
Source: SRF Consulting Group

| Congestion Levels        | Freeway         | Non Freeway    |
|--------------------------|-----------------|----------------|
| Conditions not Congested | <15,000         | <5,500         |
| Infrequent Congestion    | 15,000 - 17,500 | 5,500 - 7,000  |
| Periodic Congestion      | 17,500 - 20,000 | 7,000 - 8,500  |
| Frequent Congestion      | 20,000 - 25,000 | 8,500 - 10,000 |
| Severe Congestion        | >25000          | >10000         |

trends as a guide to future growth in areas where additional development is anticipated, while using the longer term growth rates in areas of more stable land use. The forecast process followed the traffic forecasting guidelines described in NCHRP 765 (National Cooperative Highway Research Program). The analysis looks at growth both in absolute terms as well as on a percentage basis. The forecast process, however, generally relies on using absolute growth trends since the application of percentage growth rates can lead to illogical results. This is due to the fact that relatively small changes in historic traffic levels on low volume roads can result in high percentage

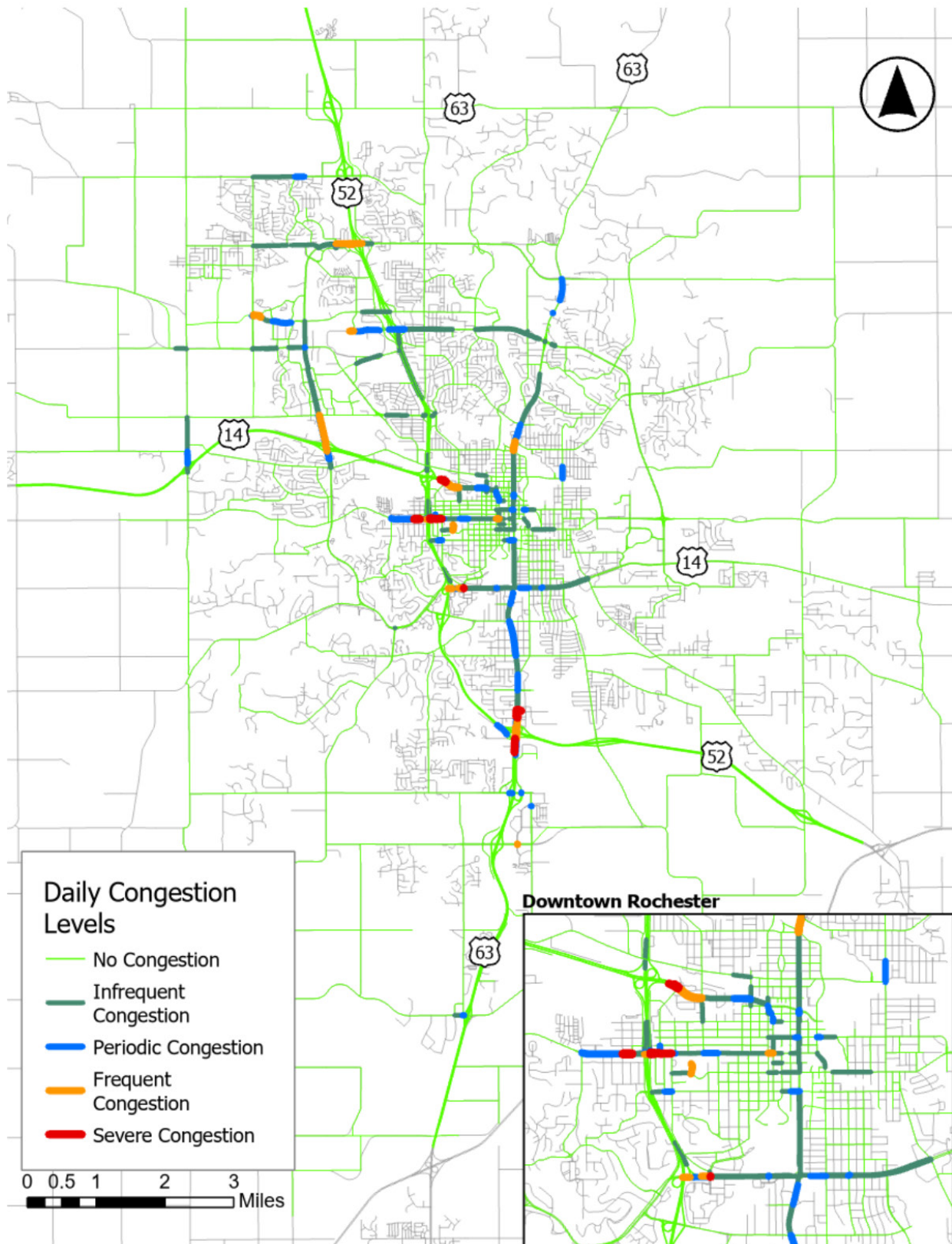
## Figure 61: Modeling Base Year Congestion

Source: SRF Consulting Group



## Figure 62: Projected 2050 Congestion Levels

Source: SRF Consulting Group



growth rates which, if applied over a planning horizon of 30 years going forward, can lead to unrealistically high projected volumes.

Figure 63 illustrates the results of the regional traffic forecasting work.



# Appendix E

## Roadway Guidelines

This appendix contains information found in Chapters 10 and 14 of ROCOG's LRTP 2045. While not typically part of an MTP, partner agencies requested the inclusion of particular text, tables, and figures from these chapters that they find valuable for the design and maintenance of roadways until this information is incorporated into other plans or design documents. The maps and tables have not been updated since they were adopted in September 2020.

To assist these users, all tables and figures retain the title numbers found in LRTP 2045.

## E.1 LRTP 2040 Chapter 10 information

### E.1.1 System development guidelines

Table 10-2 provides general system development guidance in terms of the density of primary and secondary roads needed to adequately serve different types of land use environments. These guidelines are important in areas undergoing a transition in development density, such as from rural to urbanizing, since they imply a denser network of major streets in urban development areas as opposed to rural development areas.

**Table 10-2: General Road Network Spacing Guidelines**

| Land Use Environment | Major High Speed & High Capacity Roads | Primary Through Roads | Secondary Through Roads | Local Streets                    |
|----------------------|----------------------------------------|-----------------------|-------------------------|----------------------------------|
| Rural Areas          | 6 to 12 miles                          | 4+ miles              | 1 to 2 miles            | As needed to provide land access |
| Suburban Areas       | 3 to 6 miles                           | 1 to 2 miles          | 1/2 to 1 mile           | As needed to provide land access |
| Developing Areas     | 2 to 3 miles                           | 1/2 to 1 mile         | 1/4 to 1/2 mile         | As needed to provide land access |
| Core Urban Areas     | 2 to 3 miles                           | 1/4 to 1/2 mile       | 1/8 to 1/4 mile         | As needed to provide land access |

This intensification of the roadway grid implies that existing rural roads, which may have been functioning as secondary travel corridors, will need to transition to a primary corridor as areas urbanize. New corridors may need to be preserved in

future growth areas where no road corridor currently exists. Application of these guidelines occurs in both the long-range planning process as well as the development planning process as specific land use changes are considered.

In addition to these general spacing guidelines, additional system development principles are identified for specific facility types. These include:

- **Roads built as freeways/expressways**
  - Frontage or backage roads should be provided in conjunction with all new commercial or industrial development and where possible in areas undergoing development and where possible in areas undergoing redevelopment along freeway or expressway corridors.

- Supporting arterial or collector routes consistent with the spacing suggested for secondary through roads in Table 10-2 should be developed parallel to freeways and expressways to serve as reliever routes that will

keep short and medium length local trips off the major road system and help distribute traffic to and from the designated access points along the limited access freeway or expressway facility.

## ● Arterials

- Lack of continuity in the arterial street system will tend to place burdens on adjacent collector streets resulting in unintended travel on local thoroughfares and neighborhood streets. Efforts should be made to create continuous arterial street corridors ending at connections with similar or higher-level streets.
- Arterial roadways should go around, rather than through, residential neighborhoods. Residential neighborhoods will typically cover an area of about ½ mile in diameter with 500-750 households. Since 500 households can be expected to generate about 5000 trips per day, street patterns developed to minimize flows to an acceptable level on interior local streets with residential frontage (around 1000 vehicles per day) suggests there needs to be about 5 local street connections for a neighborhood to disperse traffic to major streets through a combination of residential collector and local streets. Local collector streets should intersect arterials or higher order streets at a relatively uniform spacing of one-half to one-quarter mile in order that good progression can be maintained on the arterial network if future signalization is required.

## ● Collectors

- Collector streets are designed to distribute traffic within a commercial district or employment area or across several adjoining neighborhoods within an area of city. Continuity

through a district or neighborhood and connectivity with adjacent lands should be provided to address the following street network considerations:

- ▶ The collector and local street network should provide sufficient connectivity so that trips to destinations within a mile of origin could be made on the local and collector street system. Without sufficient continuity and connectivity, these trips may be forced onto the arterial street system, robbing capacity from that system for through trips as well as local trips with a start or end outside of the immediate area.
- ▶ Collector streets should provide relatively direct through routes to provide efficient access for bus routes, minimizing indirection of travel and providing adequate accessibility for transit users in the area.
- The plan assumes that not all collector routes will be pre-defined but instead can be established when the development patterns in an area are defined through a general development plan process.
- Whereas the arterial street system in developing areas is generally established along what had been the historic one-mile township grid, there should be within the square mile a minimum of one east/west and one north/south collector corridor provided when development at the lowest density levels is proposed. At higher densities, one-third mile spacing of collectors may be needed to provide adequate access.

## E.1.2 Roadway classification categories

The 2050 Arterial and Collector classes of roadways are mapped in areas that are outside of a near term urban growth areas but within areas that cities have identified for long term growth beyond the year 2045. Areas where these corridors are mapped largely are found in Post- 2050 growth areas mapped by Rochester, Byron, and Oronoco around their current planned urban service areas. Mapping of these corridors should assist with issues related to the preservation of future corridors if interim or rural development is proposed in an area where long term a major street may be needed to facilitate future urban growth.

### E.1.2.1 Interstate and interregional corridors

- Serve inter-city, inter-regional or interstate higher speed travel, with minimal interruption to traffic flows and a high level of continuity to minimize indirection of travel between regional origins and destinations.
- Serve as primary freight routes, handling movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.
- Examples
  - Interstate 90
  - Trunk Highway 52 north of 1-90
  - Trunk Highway 14 West

### E.1.2.2 Strategic arterials

- On a regional basis, strategic arterials supplement the

Interstate/Interregional System by providing connections to smaller cities and other important economic activity centers not on the interregional system.

- The major function of strategic arterials is to provide for the mobility of traffic. Service to abutting land is a secondary concern. The speed limit on strategic arterials can range from 30 to 65 mph depending on the land use environment in which they are located, with lower speeds in urban areas.
- By nature of their size, most small urban areas will not generate internal travel warranting an urban strategic arterial network. The strategic arterial system for these small urban areas will largely consist of extensions of rural strategic arterials into and through an area.
- In larger urban areas, strategic arterials are of regional importance, carrying high volumes of higher speed traffic, including through traffic, with limited service to abutting land and design characteristics such as medians and limited traffic signalization to enhance traffic flow.
- Regional examples
  - Trunk Highway 63 North of Rochester
  - Trunk Highway 14 east of TH 52
- Urban examples
  - East and West Circle Drive
  - TH 63 north of TH 52

### E.1.2.3 Primary arterials

- Primary arterials provide service to trips of moderate length

at a somewhat lower level of travel mobility than Interregional Corridors or Strategic Arterials. This system distributes travel to smaller geographic areas than the travel sheds typically associated with the higher order systems.

- On a regional basis, primary arterials serve trip lengths characteristic of intra-county service. Travel served will primarily be between significant traffic generators (either individual uses or concentrations of development) or will be part of a collection function routing travel to higher-level routes. Regional primary arterials are roadways generally not of statewide importance but of countywide importance.
- On a regional basis, primary arterials should be spaced at such intervals, consistent with population density, that all developed areas of the county are within a reasonable distance of a primary arterial or higher order highway.
- While primary arterials allow for the integration of both local and regional travel, the majority of traffic on the system is not typically low-speed local access traffic. Arterials should be managed to provide safe and efficient through movement, while providing some access to abutting lands.
- On an urban basis, primary arterials serve to connect major activity centers or sub-areas not served by higher order streets. Major commercial streets will typically be of a primary arterial classification. Arterials are important in providing the “last mile” link for commuters and freight service to major employment areas within cities. Such facilities will typically carry local bus routes and provide important network connectivity and continuity, but ideally should not penetrate identifiable neighborhoods.

- Regional examples

- CSAH 4
- CSAH 9
- CSAH 1

- Urban examples

- 2nd St SW
- 4th Ave SW /NW
- 4th St SE

### E.1.2.4 Secondary arterials

- Secondary Arterials are similar in function to primary arterials but carry lower volumes, serving trips of shorter distances and with a higher degree of property access. Corridors will typically be shorter length routes that serve important mobility functions within urban or regional subareas.
- Secondary arterials will improve the connectivity of the overall network on a localized basis and will typically provide access to a mixture of land uses. In non-residential or higher density residential areas, these routes will be important for truck and transit accessibility. They serve secondary traffic generators such as community business centers, neighborhood shopping centers and multi-family residential areas.
- Regional examples
  - CSAH 15 (Rock Dell/Salem)
  - CSAH 19 (Pleasant Grove)

- CR 142 (Dover to Eyota)
- CR 112 (Oronoco)
- Urban examples
  - 16th St SW /SE
  - 41st St NW

### E.1.2.5 Primary collectors

- Primary collector streets typically provide land access and traffic circulation among multiple adjacent residential neighborhoods and within commercial districts and industrial areas. They distribute traffic movements from such areas to the arterial street system and keep local area movements off the major road system. Collectors typically do not accommodate through traffic and are not continuous for any great length.
- In rural areas primary collectors should be spaced at intervals, consistent population density, to collect traffic from local roads and provide service to ensure all properties are within a reasonable distance of a collector or higher order road.
- Primary collectors are predominantly two-lane roads, with at-grade intersections. Individual access for every lot should be discouraged unless lots are of sufficient frontage to provide adequate spacing between driveways. The cross section of a collector street may vary widely depending on the type, scale and density of the adjacent land uses. This type of roadway differs from the arterial system in that:
  - On-street parking is typically permitted.
  - Posted speed limits typically range between 30 and 35

mph.

- Traffic volumes typically range between 2,000 and 7,000 vehicles.
- In the central business district, and in other areas of like development and traffic density, the collector system may (and desirably will) complete a grid of streets in combination with arterial streets to form a logical network for traffic circulation.

- Regional examples
  - CR 105 (Kalmar)
  - CSAH 30 (Elmira)
  - CR 117 (Salem/Rochester)
- Urban examples
  - 11th Ave SW in Willow Creek
  - Center St
  - Pinewood Road

### E.1.2.6 Commercial/industrial access

- Commercial-Industrial Access Roads are mapped in limited circumstances to recognize the importance of certain roadways to the delivery of freight and goods or as commuter access, serving multiple businesses in areas of commercial or industrial development with significant employment of commercial vehicle traffic.
- Examples
  - Maine St SE between 43th St & St. Bridget's Rd
  - Scott Dr NW between 19th St and 26th St

### E.1.2.7 2050 arterials and collectors

- 2050 Arterial and Collector roadways are mapped in areas that are beyond planned urban or suburban growth but with in areas where long term urban or suburban development beyond the horizon of this plan is anticipated. These corridors will ultimately serve a function similar to a Primary Arterial or Collector. Mapping these corridors at this time is for the purpose of providing a policy basis for establishing right of way protection for future major street corridors, which can happen as part of a corridor study or during the land development approval process of local governments.
- Examples
  - 34th St NW between CSAH 3 and CSAH 33
  - 50th Ave NW between CSAH 14 and CSAH 12

### E.1.3 Grade separation categories

- **Future interchange:** Planned location of a future interchange, typically found on interstate/interregional highways, providing access between two similar high-level roadways or between an interstate/interregional corridor and a regional or urban major arterial that provides access to the local community. Interchanges typically provide for all movements.
- **Future overpass:** Planned location of a future structure providing continuity for an arterial or primary collector road across an access-controlled interstate/interregional highway in order to provide for local circulation needs but not the interchange of traffic.
- **Grade separation study:** A location where further study of

interchange or overpass needs is anticipated

- **Upgrade interchange:** An existing interchange where capacity or safety improvements are needed to improve service provided by the interchange.
- **Existing interchange or overpass:** Existing interchanges or overpasses are locations where a facility is already in place, but no further capacity enhancement of safety measures is anticipated to be needed over the horizon of the plan.
- **Rail crossing:** Locations that have been identified as potential locations where construction of a grade separated rail crossing is anticipated SHOULD rail traffic levels increase so significantly as to cause increased rail/vehicular conflict, crashes, or congestion on a regular basis; given the low level of rail traffic currently seen through Olmsted County, rail crossing locations are considered in this plan as illustrative-only at this time.

### E.1.4 Land use context categories

The concept of land use context is used in this plan as a factor in determining the proper class of street planning guidelines to apply regarding management of roads and highways. It is based on the premise that corridors may pass through multiple land use areas, ranging from rural to dense urban conditions. By tying functional designation not only to roadway function but also the surrounding land use environment, design and operational guidelines can be tailored to the character of the surrounding area through which the roadways pass.

### E.1.4.1 Rural

Rural land use is a medium to large size, occasionally or sparsely settled area predominantly composed of agricultural or other resource-dependent uses. Very limited, scattered single lot development of housing or small commercial uses may be permitted and areas of native use such as forests and waterways are found throughout.



Major roads are typically higher speed with limited access, serving longer travel to regional destinations, with access provided via a widely spaced paved or gravel road grid.

### E.1.4.2 Rural Town

A Rural Town is a small, lightly developed area located at the intersection of two rural roads, typically in an unincorporated or very small community. Uses can be mixed but they are primarily residential with small commercial or industrial uses housed in buildings of small (1-2 story) size with moderate setbacks.



Rural Towns are generally served by a primary state or county highway “main street” that service predominantly regional traffic and provide connection for local residents to other cities and towns in the region.

### E.1.4.3 Suburban

Suburban development areas consist of large-lot residential development at low densities with limited commercial and industrial use on scattered sites. Uses of a rural nature such as crop production, animal husbandry, and mineral extraction operations may be found in these areas but are not expected to be long term or permanent uses.



Development is reliant on vehicle travel with primary travel service provided by the regional network of state or county highways. Local access is predominantly provided by a network of paved or gravel township roads.

### E.1.4.4 Rochester CBD

The Rochester CBD serves the highest intensity and greatest diversity of uses found in the planning area including multi-unit residential, commercial, office, civic, entertainment and institutional uses.

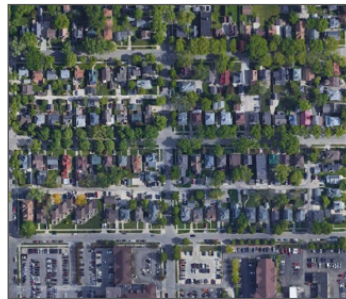


Block patterns are regular served by a grid street network, with buildings close to the street. This area has the greatest level of multi-modal connectivity, with a fully developed pedestrian system and the highest level of access to transit found in the planning area.

Because of its development density and diversity of uses, this land-use pattern generates a high prevalence of non-motorized trips, including walking, transit, and bicycling. Traffic of all types is expected to be medium to high volume. While the need for mobility through these areas does exist, it is far exceeded by the need for internal circulation within the zone. Vehicle parking is typically in structures.

#### E.1.4.5 Rochester Core

The Rochester Core consists primarily of long-established residential neighborhoods incorporating a variety of moderate density housing located within walking distance of the Rochester CBD. Small retail and service businesses are found at scattered locations along collector or arterial streets. Development is generally compact with an interconnected grid of streets and sidewalks.



Access to transit is good, as many city routes connecting the CBD to the greater urban area traverse the core area. Strategic arterial highways that serve as gateways to the CBD do penetrate this area and generally feature continuous, auto-oriented commercial frontage at a scale of 1-2 story buildings with off-street parking provided.

#### E.1.4.6 Rochester Urban Area

Lands in the Rochester Urban Area account for the largest share in the urbanized area and contain a wide variety of moderate to low intensity residential and non-residential use of moderate

size (1-3 story). The majority of residential use is composed of single-family neighborhoods featuring limited areas organized around a historic grid street pattern and most areas organized around the more typical curvilinear street pattern common to post-World War II development.



Non-residential use is found scattered throughout the area, generally located along major regional or urban arterial street corridors or in business districts situated at locations with good access to the major highway network. Mixed use development is limited, mostly composed of multi-family rental housing located near (but not integrated with) non-residential land use. Most predominant land uses (residential, commercial, industrial) are isolated and buffered from other use types.

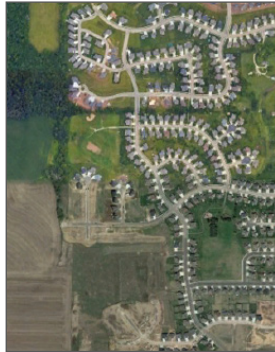
Transit service is more limited in these areas, and typical distances between residential origins and non-residential destinations makes pedestrian travel less attractive. On-street parking is more common, particularly in residential and small-scale business areas, and access from main roads is typically limited and moderately spaced.

#### E.1.4.7 Rochester Urban Edge

The Rochester Urban Edge is an area of low intensity development, with a relatively low diversity of uses, similar in current character to the Rural area classification but unique in that it's proximate to the Rochester urban service area and could be served with municipal sewer and water services in the future with relative ease. The Urban Edge is intended to

serve as reserve for future urban expansion within and beyond the 25-year horizon of this plan; the ability to extend urban services into this area would be expected to materialize under normal conditions in a 10 to 30-year timeframe.

Travel in this area will be predominantly auto-oriented in the near term and over time will transition from more of a rural-style travel environment to an urban-style travel environment as expansion occurs. Use of strategies aimed at protecting lands from development that may be needed for future right-of-way is important in these areas.



### E.1.4.8 Small City Core

While smaller and less dense than the Rochester urban zones, the Small City Core is similarly characterized by a high diversity of use types, including, office, retail, civic, and cultural facilities, with structures typical of late 19th to early 20th century mid- to low-rise development oriented toward the street with minimal setbacks. Parking is often provided on-street along the main thoroughfare, with additional parking at the rear of the building accessible by alleys or other minor streets.



As in Rural Towns, the “Main Street” in the core is often a state or county highway that serves both local trips as well as longer regional pass-through trips. While the need for mobility through these areas exists, it is somewhat exceeded by the need for

internal circulation within the zone.

### E.1.4.9 Small City Urban Area

The Small City Urban Area is characterized predominantly by residential neighborhoods, sometimes mixed with retail, restaurant, office or institutional uses such as local schools.



Block sizes are regular and, depending on distance from the core, will transition from more of a historic grid layout closer to the core to a more contemporary curvilinear layout in newer areas. Small establishments sometimes occupy principal corners in the older areas. Primarily, however, commercial and business establishments will be located along major streets, often state or county highway corridors, in a strip pattern or pods of development with good access to the major street network.

### E.1.4.10 Small City Urban Edge

The Small City Urban Edge is a transitional area where future urban growth is expected but where current use is more representative of what is seen in rural areas, with rural style agricultural use still predominating along with infrequent, scattered residential or commercial use. These areas are expected to transition over time to urban style development as expansion occurs and access to urban services becomes available over a 10 to 30-year period.



Figure 10-5: Functional Designation System Plan (ROCOG Planning Area)

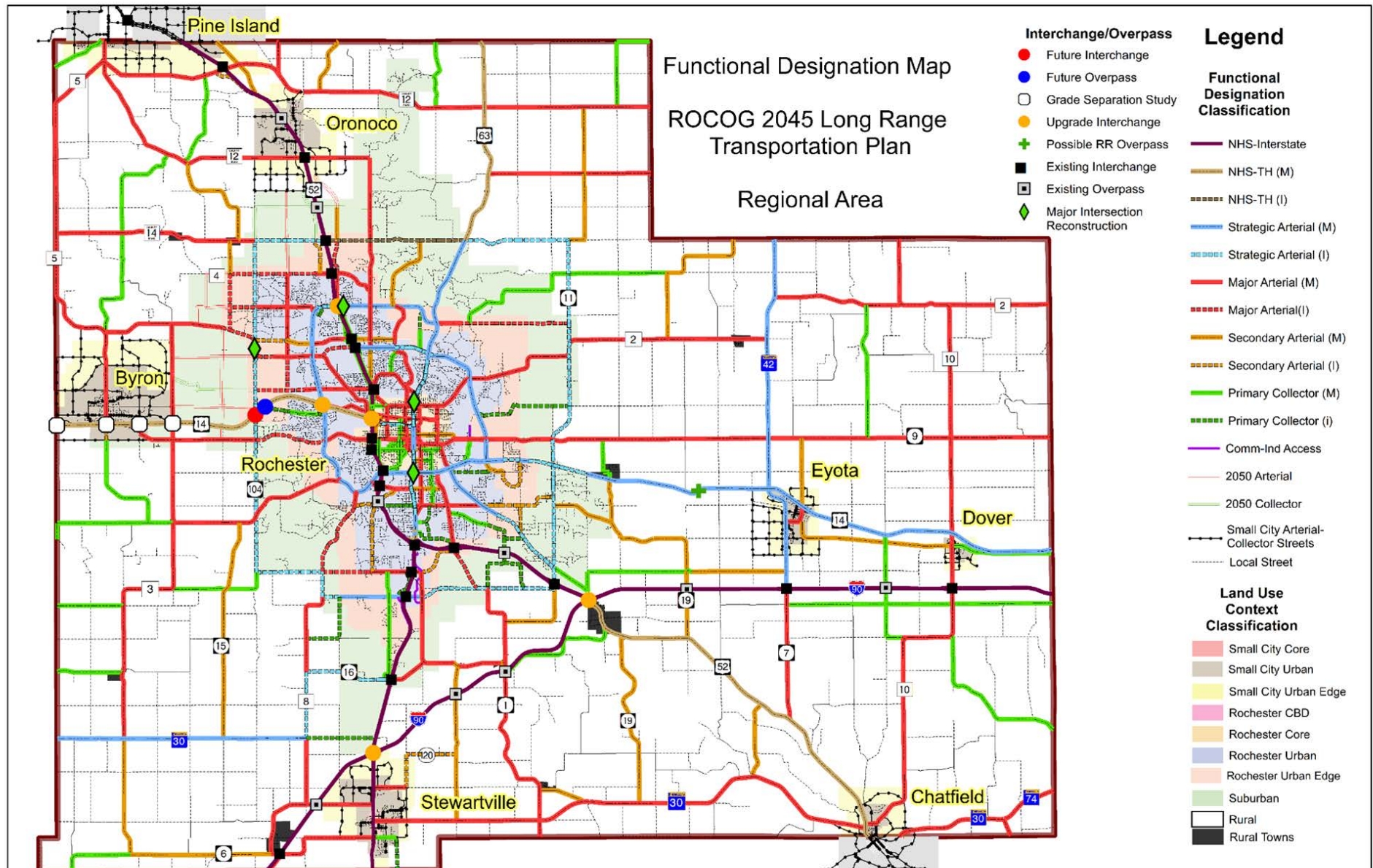
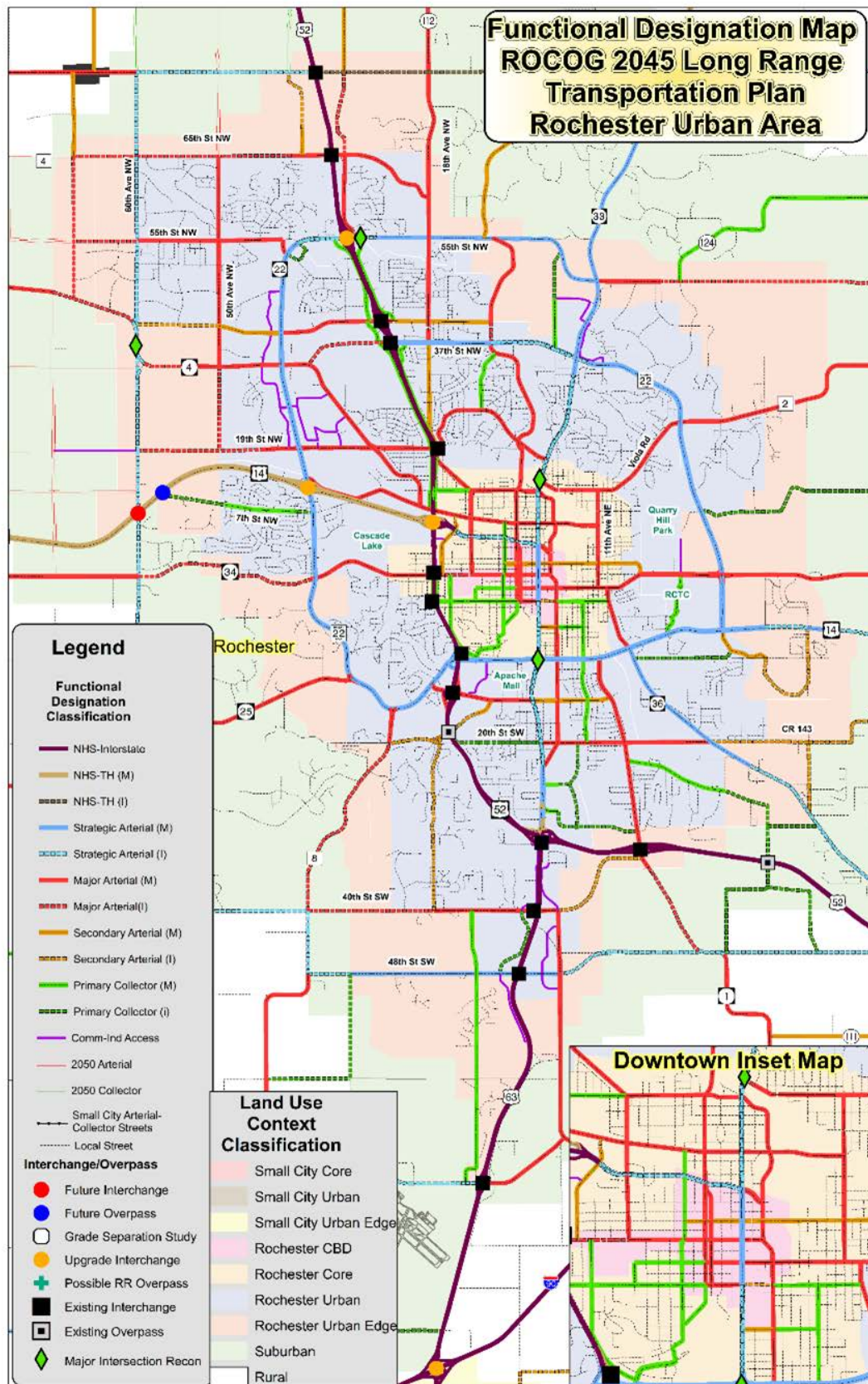


Figure 10-6: Functional Designation System Plan (Rochester Urban Area)



## E.1.5 Street character guidelines

Tables 10-7A through 10-7E identify basic street character priorities for the factors of mobility vs. accessibility, modal priority, and target speed. Each factor is rated on a continuum from low to high; the significance of the ratings as applied to early project planning is as described in Table 10-6.

**Table 10-6: Description of Street Character Guideline Ratings**

| Characteristic            | Low                                                                                                                                                       | Moderate                                                                                                                                                 | High                                                                                                                                                         |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Mobility</b>           | Modal ease of movement is limited either by design or level of travel to support economic activity or quality of life goals with connectivity to an area. | Expect to see ease of movement on a travel corridor periodically interrupted by activity level in area or convergence of moderate to high travel demand. | Ability to travel relatively freely along a travel corridor so as to be able to minimize travel time or maximize reliability of travel through the corridor. |
| <b>Accessibility</b>      | Generally, will see less than 5 modal access connections per mile on each side of roadway.                                                                | Generally, will see from 5 to 15 modal access connections per mile on each side of roadway.                                                              | Generally, will see more than 15 modal access connections per mile on each side of roadway.                                                                  |
| <b>Modal Significance</b> | For a given mode expect to see limited use with relatively few origins/destinations generating travel in the area.                                        | Expect to see moderate levels of modal travel but roadway is not critical for meeting mobility or access function.                                       | Roadway is important for mobility or access for a given mode with normal to high use expected.                                                               |
| <b>Target Speed</b>       | Typical operating speed is below 35 MPH.                                                                                                                  | Typical operating speed is between 35 and 45 MPH.                                                                                                        | Typical operating speed is above 50 MPH.                                                                                                                     |

**Table 10-7A: Street Character Guidelines for National Highway System Non-Freeways**

| Land Use Context      | Mobility/ Accessibility | Modal Significance                   | Target Speed |
|-----------------------|-------------------------|--------------------------------------|--------------|
| Rural                 | High/Low                | High: Veh, Trk<br>Low: Ped, Bike     | High         |
| Rural Town            | High/Mod                | High: Veh, Trk<br>Mod/Low: Ped, Bike | Moderate     |
| Suburban              | High/Low                | High: Veh, Trk<br>Mod/Low: Ped, Bike | Mod-High     |
| Small City Core Area  | Mod/Mod                 | High: Ped, Veh, Trk<br>Low: Bike     | Low          |
| Small City Urban Area | Mod-High/<br>Mod        | High: Veh, Trk<br>Mod: Ped, Bike     | Moderate     |
| Small City Edge Area  | High/Mod-<br>Low        | High: Veh, Trk<br>Mod/Low: Ped, Bike | High         |
| Rochester CBD         | NA                      | NA                                   | NA           |
| Rochester Core        | NA                      | NA                                   | NA           |
| Rochester Urban       | NA                      | NA                                   | NA           |
| Rochester Edge        | High/Mod                | High: Veh, Trk<br>Mod: Bike Low: Ped | Mod-High     |

**Table 10-7B: Street Character Guidelines for Strategic Arterials**

| Land Use Context      | Mobility/ Accessibility | Modal Significance                           | Target Speed |
|-----------------------|-------------------------|----------------------------------------------|--------------|
| Rural                 | High/Low                | High: Veh, Trk<br>Low: Ped, Bike             | High         |
| Rural Town            | High/Mod                | High: Veh, Trk<br>Mod/Low: Ped, Bike         | Moderate     |
| Suburban              | High/Low                | High: Veh, Trk<br>Mod/Low: Ped, Bike         | Mod-High     |
| Small City Core Area  | NA                      | NA                                           | NA           |
| Small City Urban Area | Mod-High/<br>Mod        | High: Veh, Trk<br>Mod: Ped, Bike             | Mod-High     |
| Small City Edge Area  | High/Mod                | High: Veh, Trk<br>Mod/Low: Ped, Bike         | High         |
| Rochester CBD         | Mod-Low/<br>Mod         | High: Transit, Ped, Veh<br>Mod:Trk Low: Bike | Low-Mod      |
| Rochester Core        | Mod/Mod                 | High: Transit, Ped, Veh<br>Mod: Bike, Trk    | Low-Mod      |
| Rochester Urban       | Mod-High/<br>Mod-Low    | High: Veh,Trk<br>Mod: Transit, Bike, Ped     | Moderate     |
| Rochester Edge        | High/Low-<br>Mod        | High: Veh, Trk<br>Mod: Bike Low: Ped         | Mod-High     |

Table 10-7C: Street Character Guidelines for Major Arterials

| Land Use Context      | Mobility/ Accessibility | Modal Significance                            | Target Speed |
|-----------------------|-------------------------|-----------------------------------------------|--------------|
| Rural                 | High/Mod                | High: Veh, Trk<br>Low: Ped, Bike              | High         |
| Rural Town            | Mod/Mod                 | High: Veh, Trk<br>Mod/Low: Ped, Bike          | Moderate     |
| Suburban              | High/Mod                | High: Veh, Trk<br>Mod/Low: Ped, Bike          | Mod-High     |
| Small City Core Area  | Mod-Low/Mod             | High: Ped, Veh, Trk<br>Mod: Bike              | Moderate     |
| Small City Urban Area | Mod/Mod                 | High: Ped, Veh, Trk<br>Mod: Bike              | Moderate     |
| Small City Edge Area  | Mod-High/Mod            | High: Veh, Trk<br>Mod/Low: Ped, Bike          | Mod-High     |
| Rochester CBD         | Mod-Low/Mod-High        | High: Transit, Ped, Veh<br>Mod-Low: Trk, Bike | Low          |
| Rochester Core        | Mod/Mod-High            | High: Ped, Veh<br>Mod: Transit, Bike, Trk     | Low          |
| Rochester Urban       | Mod-High/Mod            | High: Veh, Ped<br>Mod: Transit, Bike, Trk     | Moderate     |
| Rochester Edge        | High/Low                | High: Veh, Trk<br>Mod: Bike Low: Ped          | Mod-High     |

Table 10-7D: Street Character Guidelines for Secondary Arterials

| Land Use Context      | Mobility/ Accessibility | Modal Significance                            | Target Speed |
|-----------------------|-------------------------|-----------------------------------------------|--------------|
| Rural                 | High-Mod/Mod            | High: Veh Mod: Trk<br>Low: Ped, Bike          | High         |
| Rural Town            | Mod/Mod                 | High: Veh Mod: Trk, Ped<br>Low: Bike          | Moderate     |
| Suburban              | Mod/Mod                 | High: Veh<br>Mod: Trk, Ped, Bike              | Mod-High     |
| Small City Core Area  | NA                      | NA                                            | NA           |
| Small City Urban Area | Mod/Mod-High            | High: Ped, Veh, Trk<br>Mod: Bike              | Moderate     |
| Small City Edge Area  | Mod/Mod                 | High: Veh<br>Mod: Ped, Bike, Trk              | Mod-High     |
| Rochester CBD         | Low/Mod-High            | High: Ped, Bike Mod: Veh<br>Low: Transit, Trk | Low          |
| Rochester Core        | Low-Mod/Mod-High        | High: Ped, Bike<br>Mod: Veh Low: Transit, Trk | Low          |
| Rochester Urban       | Mod/Mod                 | High: Veh, Ped, Bike<br>Mod: Transit Low: Trk | Mod-Low      |
| Rochester Edge        | Mod-Low/Mod             | High: Veh<br>Mod-Low: Bike, Ped               | Moderate     |

Table 10-7E: Street Character Guidelines for Primary Collectors

| Land Use Context      | Mobility/ Accessibility | Modal Significance                            | Target Speed |
|-----------------------|-------------------------|-----------------------------------------------|--------------|
| Rural                 | Mod/Mod                 | High: Veh Mod: Trk<br>Low: Ped, Bike          | Mod-High     |
| Rural Town            | Mod/High                | High: Veh Mod: Trk, Ped<br>Low: Bike          | Moderate     |
| Suburban              | Mod/Mod                 | High: Veh<br>Mod: Trk, Ped, Bike              | Moderate     |
| Small City Core Area  | Low/High                | High: Ped, Veh<br>Mod: Bike, Trk              | Low          |
| Small City Urban Area | Mod/Mod-High            | High: Ped, Veh<br>Mod: Bike, Trk              | Moderate     |
| Small City Edge Area  | Mod/Mod                 | High: Veh<br>Mod: Ped, Bike, Trk              | Mod-High     |
| Rochester CBD         | Low/High                | High: Ped, Bike Mod: Veh<br>Low: Transit, Trk | Low          |
| Rochester Core        | Low/High                | High: Ped, Bike Mod: Veh<br>Low: Transit, Trk | Low          |
| Rochester Urban       | Mod/High                | High: Veh, Ped, Bike<br>Mod: Transit Low: Trk | Mod-Low      |
| Rochester Edge        | Mod/Mod                 | High: Veh<br>Mod-Low: Bike, Ped               | Mod-Low      |

## E.1.6 Travel lanes

The size of a roadway is strongly influenced by the intensity and type of anticipated travel demand expected in the corridor. It is common practice to size roadways to accommodate the travel demand that is anticipated to occur up to 20-25 years from the time it is constructed. The land use that occurs along a roadway corridor, while not generally responsible for the majority of travel on the roadway, will affect vehicular traffic capacity, travel by pedestrians and bicyclists, and need for on-street parking. The amount of traffic that can be managed on a roadway is dependent upon factors such as the presence of parking, frequency of driveways and intersections, intersection traffic control, and roadway alignment. The data in Table 10-10 presents the approximate Annual Average Daily Traffic volumes that can be accommodated by non-freeway roadways.

**Table 10-10: Approximate Volumes for Planning Future Roadway Improvements**

| Road Type       | Standard Management | Enhanced Management* |
|-----------------|---------------------|----------------------|
| Two-Lane Road   | Up to 12,000 VPD    | Up to 15,000 VPD     |
| Three-Lane Road | Up to 18,000 VPD    | Up to 22,500 VPD     |
| Four-Lane Road  | Up to 24,000 VPD    | Up to 30,000 VPD     |
| Five-Lane Road  | Up to 35,000 VPD    | Up to 43,500 VPD     |

\* Volumes that can be achieved with adequate road design, access control and other capacity enhancing measures.

### VPD – Vehicles Per Day

The differences between the two columns in Table 10-10 reflect that the traffic a road can accommodate varies and is a function of not only physical features such as intersection frequency and

parking, but also operational elements including the level of access management, operating speeds, the relative levels of through traffic and access traffic, and the level of traffic management implemented such as signal coordination and signal timing.

In addition to vehicle travel, it is important to consider right-of-way needs for other types of travel as well. Answering the following questions can help ascertain what accommodations will or should be made for various other modes of travel.

- Land uses:** What pedestrian, bicycle, or transit generators are located along the roadway? Are there large shopping destinations? Large employers? Public facilities? Are there visitor destinations? How might existing land use patterns change based on approved or planned development? Is there a redevelopment plan for the area? What land use changes are planned or anticipated to occur?
- Travel patterns:** What percentage of the expected vehicular trips are local? Are there unique travel patterns or modes served by the corridor? Will new or emerging transportation services or technologies influence trip-making?
- Safety data:** How many and what types of crashes are occurring along the roadway?
- Types of pedestrians:** Are there generators or attractors that would suggest that younger or older pedestrians or other special user groups will be using the roadway (e.g., schools, elderly care facilities, assisted living centers)?
- Types of bicyclists:** Is the roadway a critical link for the local or regional bicycle network? Does the roadway

connect to or cross trails or bicycle facilities? Are bicyclists using the roadway to access shopping, employment, or recreational destinations?

- **Transit:** What type of transit service exists or is planned for the area? Where are transit stops located? Can pedestrians reach these stops from either side of the street without significant diversion of their trip? Are transit stops accessible using the network of existing bicycle and pedestrian facilities?
- **Freight:** What is the percentage and volume of heavy trucks using the roadway? Are there destinations that require regular access by heavy trucks or other large vehicles? Is the roadway part of a designated freight corridor? Where does loading and unloading occur along the roadway?

### E.1.7 Medians

Medians are another element of roadway design that need to be considered when assessing the need for right-of-way. Medians are the center portion of a roadway that separates opposing directions of travel. Medians vary in width and purpose and can be raised with curbs or painted and flush with the pavement. Medians are used to achieve a range of objectives when designing a street, including:

- Reducing traffic conflict at intersections or access connections.
  - Separating opposing traffic flows for increased safety.
  - Storing left turning and U-turning vehicles at intersections.
  - Providing a pedestrian refuge area to improve crossing safety.
  - Creating a focal point or identifiable gateway into a community, neighborhood, or district by means such as creating tree canopies over travel lanes, providing space for attractive landscaping or space for lighting and urban design features.
- Raised medians should be considered during the construction, reconstruction, and improvement of all multi-lane strategic arterials and major arterials where posted speeds equal or exceed 40 mph. More specifically, medians should be considered where:
- Forecasted average daily traffic is anticipated to be 28,000 vehicles per day during the 20-year planning period; **or**
  - The annual vehicular accident rate is greater than the statewide annual average accident rate for similar roadways; **or**
  - Pedestrians are unable to safely cross the roadway, as demonstrated by an accident rate that is greater than the statewide annual average accident rate for similar roadways; **and/or**
  - Topography and horizontal or vertical roadway alignment result in inadequate left-turn intersection sight distance and it is impractical to relocate or reconstruct the connecting approach road or impractical to reconstruct the highway in order to provide adequate sight distance. Depressed medians are preferred in rural areas and on urban corridors where speed limits will exceed 45 MPH. Medians can serve as an integral part of an access management strategy for a roadway to improve safety and multimodal operational efficiency.

## E.1.8 Basic modal accommodations

The principle of basic modal accommodation provides a flexible framework to inform community planning and project development processes, taking into account land use context, road functions, and user needs. The guidance provided in Tables 10-12A through 10-12E provides information to inform planning of a roadway's basic design by helping to define the role of the roadway within the local, city, and regional transportation network as it relates to the needs of various roadway user groups and their expected use of a corridor.

Roadway planning requires an understanding of the function of a roadway within its current and expected future context and the needs of the potential roadway users. The Basic Modal Accommodation Matrices presented in Tables 10-12A through 10-12E assist by identifying a recommended baseline level of improvement for different users considering roadway function and land use context. These recommendations are a starting point to assist in identifying basic travel needs and allocating space to Guidance in the Basic Modal Accommodation Matrix is organized by functional designation and land use context. These tables establish baseline parameters for vehicular, pedestrian, and bikeway needs to ensure that projects are consistently planned with all users in mind.

Consideration of multiple modes of transportation (vehicles, pedestrians, bicyclists, transit vehicles and users, and local delivery needs) in the planning and design of all modes of transportation has been part of federal, state and local policy and practice for decades, although with mixed success. There has been increasing interest in building better approaches, including policy, planning and design processes to assist in “Completing our Streets.” Doing so will help to define a balanced range of

potential design alternatives for consideration during the early conceptual stage of the design process.

The following section provides a separate discussion of freeways, which are handled as a standalone subset of the larger roadway network given the stricter control of design parameters applied to the freeway design and development process.

Table 10-12A: Basic Modal Accommodations for National Highway System Non Freeway

| Land Use Context      | Vehicular Thru Lanes | Rare/Low Ped Volume    | Medium/High Ped Volume  | Skilled/Confident Cyclists | All Age/All Ability Cyclists |
|-----------------------|----------------------|------------------------|-------------------------|----------------------------|------------------------------|
| Rural                 | 2 lanes              | Shared shoulder        | NA                      | Shared shoulder            | Trail/path only              |
| Rural Town            | 2 lanes              | Shared shoulder        | NA                      | Shared lane/shoulder       | Shared shoulder/path         |
| Suburban              | 2 lanes              | Shared shoulder        | NA                      | Shared shoulder            | Trail/path only              |
| Small City Core Area  | 2-4 lanes            | Standard sidewalk      | Wide(M) to enhanced (H) | Bike lane                  | Shared path or trail         |
| Small City Urban Area | 2-4 lanes            | Standard sidewalk      | Wide sidewalk           | Wide outside lane (WOL)    | Shared path or trail         |
| Small City Edge Area  | 2-4 lanes            | Standard shoulder/walk | Standard walk/path      | WOL or shoulder            | Shared path or trail         |
| Rochester CBD         | NA                   | NA                     | NA                      | NA                         | NA                           |
| Rochester Core        | NA                   | NA                     | NA                      | NA                         | NA                           |
| Rochester Urban       | NA                   | NA                     | NA                      | NA                         | NA                           |
| Rochester Edge        | 2-4 lanes            | Standard shoulder/walk | Standard walk/path      | Shared shoulder            | Shared path or trail         |

Table 10-12B: Basic Modal Accommodations for Strategic Arterials

| Land Use Context      | Vehicular Thru Lanes | Rare/Low Ped Volume    | Medium/High Ped Volume  | Skilled/Confident Cyclists | All Age/All Ability Cyclists |
|-----------------------|----------------------|------------------------|-------------------------|----------------------------|------------------------------|
| Rural                 | 2 lanes              | Shared shoulder        | NA                      | Shared shoulder            | Trail/path only              |
| Rural Town            | 2 lanes              | Shared shoulder        | NA                      | Shared lane/shoulder       | Shared shoulder/path         |
| Suburban              | 2 lanes              | Shared shoulder        | NA                      | Shared shoulder            | Trail/path only              |
| Small City Core Area  | NA                   | NA                     | NA                      | NA                         | NA                           |
| Small City Urban Area | 2 lanes              | Standard walk/path     | Standard walk/path      | Shared shoulder            | Shared path or trail         |
| Small City Edge Area  | 2 lanes              | Standard shoulder/walk | NA                      | Shared shoulder            | Shared path or trail         |
| Rochester CBD         | 4-6 lanes            | Standard sidewalk      | Wide(M) to enhanced (H) | Bike lane                  | Protected lane or path       |
| Rochester Core        | 4-6 lanes            | Standard sidewalk      | Wide sidewalk           | Bike lane                  | Protected lane or path       |
| Rochester Urban       | 2-4 lanes            | Standard walk/path     | Wide walk or path       | Shared shoulder            | Path or trail                |
| Rochester Edge        | 2-4 lanes            | Standard walk/path     | Wide walk or path       | Shared shoulder            | Path or trail                |

Table 10-12C: Basic Modal Accommodations for Major Arterials

| Land Use Context      | Vehicular Thru Lanes | Rare/Low Ped Volume    | Medium/High Ped Volume  | Skilled/Confident Cyclists | All Age/All Ability Cyclists |
|-----------------------|----------------------|------------------------|-------------------------|----------------------------|------------------------------|
| Rural                 | 2 lanes              | Shared shoulder        | NA                      | Shared shoulder            | Trail/path only              |
| Rural Town            | 2 lanes              | Shared shoulder        | NA                      | Shared lane/shoulder       | Shared shoulder/path         |
| Suburban              | 2 lanes              | Shared shoulder        | NA                      | Shared shoulder            | Trail/path only              |
| Small City Core Area  | 2-4 lanes            | Standard sidewalk      | 2-4 lanes               | Standard sidewalk          | Shared path or trail         |
| Small City Urban Area | 2-3 lanes            | Standard sidewalk      | Wide sidewalk           | Wide outside lane (WOL)    | Shared path or trail         |
| Small City Edge Area  | 2 lanes              | Standard shoulder/walk | Standard walk/path      | WOL or shoulder            | Shared path or trail         |
| Rochester CBD         | 2-4 lanes            | Standard sidewalk      | Wide(M) to enhanced (H) | Bike lane                  | Protected lane or path       |
| Rochester Core        | 2-4 lanes            | Standard sidewalk      | Wide sidewalk           | Bike lane                  | Protected lane or path       |
| Rochester Urban       | 2-4 lanes            | Standard walk/path     | Wide walk or path       | Bike lane                  | Protected lane or path       |
| Rochester Edge        | 2-3 lanes            | Standard walk/path     | Wide walk or path       | Shared shoulder            | Path or trail                |

Table 10-12D: Basic Modal Accommodations for Secondary Arterials

| Land Use Context      | Vehicular Thru Lanes | Rare/Low Ped Volume    | Medium/High Ped Volume  | Skilled/Confident Cyclists | All Age/All Ability Cyclists |
|-----------------------|----------------------|------------------------|-------------------------|----------------------------|------------------------------|
| Rural                 | 2 lanes              | Shared shoulder        | NA                      | Shared lane/shoulder       | Trail/path only              |
| Rural Town            | 2 lanes              | Shared shoulder        | NA                      | Shared lane/shoulder       | Shared shoulder/path         |
| Suburban              | 2 lanes              | Shared shoulder        | NA                      | Shared lane/shoulder       | Trail/path only              |
| Small City Core Area  | NA                   | NA                     | NA                      | NA                         | NA                           |
| Small City Urban Area | 2 lanes              | Standard sidewalk      | Wide sidewalk           | Shared travel lane         | Shared path or trail         |
| Small City Edge Area  | 2 lanes              | Standard shoulder/walk | Standard walk/path      | Wide outside lane (WOL)    | Shared path or trail         |
| Rochester CBD         | 2-4 lanes            | Standard sidewalk      | Wide(M) to enhanced (H) | Bike lane                  | Protected lane or path       |
| Rochester Core        | 2-3 lanes            | Standard sidewalk      | Wide sidewalk           | Bike lane                  | Protected lane or path       |
| Rochester Urban       | 2-3 lanes            | Standard walk/path     | Wide walk or path       | Bike lane                  | Protected lane or path       |
| Rochester Edge        | 2 lanes              | Standard walk/path     | Wide walk or path       | Wide outside lane (WOL)    | Path or trail                |

Table 10-12E: Basic Modal Accommodations for Primary Collectors

| Land Use Context      | Vehicular Thru Lanes | Rare/Low Ped Volume    | Medium/High Ped Volume  | Skilled/Confident Cyclists | All Age/All Ability Cyclists |
|-----------------------|----------------------|------------------------|-------------------------|----------------------------|------------------------------|
| Rural                 | 2 lanes              | Shared shoulder        | NA                      | Shared lane/shoulder       | Shared shoulder/path         |
| Rural Town            | 2 lanes              | Shared shoulder        | NA                      | Shared lane/shoulder       | Shared shoulder/path         |
| Suburban              | 2 lanes              | Shared shoulder        | NA                      | Shared lane/shoulder       | Shared shoulder/path         |
| Small City Core Area  | 2 lanes              | Standard sidewalk      | Wide(M) to enhanced (H) | Wide outside lane (WOL)    | Shared path or trail         |
| Small City Urban Area | 2 lanes              | Standard sidewalk      | Wide sidewalk           | Shared travel lane         | Shared path or trail         |
| Small City Edge Area  | 2 lanes              | Standard shoulder/walk | Standard walk/path      | Shared travel lane         | Shared path or trail         |
| Rochester CBD         | 2 lanes              | Standard sidewalk      | Wide(M) to enhanced (H) | Bike lane                  | Protected lane or path       |
| Rochester Core        | 2 lanes              | Standard sidewalk      | Wide sidewalk           | Bike lane                  | Protected lane or path       |
| Rochester Urban       | 2 lanes              | Standard walk/path     | Wide walk or path       | Wide outside lane (WOL)    | Protected lane or path       |
| Rochester Edge        | 2 lanes              | Standard walk/path     | Wide walk or path       | Shared lane                | Path or trail                |

## E.1.9 Freeways

Freeways are a very specific type of travel facility that provide the highest level of mobility, providing regional connectivity serving interstate and interregional travel at high speeds with access to adjacent land areas generally provided by interchanges. The use of freeway design is normally limited to cases where the unique nature of a freeway is warranted, such as the Interstate Highway System, or where a significant level of through traffic occurs in conjunction with traffic volumes exceeding 25- 30,000 in a rural area or 40-45,000 in an urban area.

Planning a freeway project will in most cases involve a federalized development process with in-depth environmental review. The street planning guidance in this chapter is intended for lower class facilities. However, as there are a limited number of corridors (specifically TH 63 south of TH 52 and TH 14 west of TH 52) envisioned to be upgraded to freeways in the future, general street planning principles are provided here for these existing and future freeway corridors:

- High mobility – low accessibility
- Primary modal emphasis: vehicular traffic
- Secondary modal emphasis: transit
- Target speed: Above 60 mph
- Travel lanes: travel lane capacity is approximately 15,000-20,000 AADT per lane
- Median is required
- No pedestrian or bicycle travel
- Accommodation for maximum size freight vehicles required

## E.1.10 Right-of-way reservation

Guidelines on minimum right-of-way (ROW) widths for major roadway design classes are identified in Table 10-16. Table 10-16 serves as a starting point for the determination of right-of-way needs, and for many lower volume or lower classification roads will likely provide adequate guidance for planning purposes. For freeways higher classification roads such as strategic arterials and roads carrying volumes > 30,000 AADT, additional consideration should be given to the travel service, sizing, and modal accommodation principles found in this section before a final determination on right-of-way width is made. The reservation of right-of-way for the ultimate width of roadways should be based on long-term needs defined by objectives for mobility, accessibility and community character.

Right-of-way widths will vary depending on the type of stormwater management utilized and values in Table 10-16 are representative of mid-block conditions on relatively flat terrain with two 5' walkways and, for divided facilities, a 20' raised or 30' depressed medians on expressways or a 10' raised or 20' depressed median on other roadways.

Additional right-of-way width is recommended where conditions dictate the need for additional area. Common situations where additional right-of-way should be secured include:

- **Steep terrain:** Where topographic conditions such as steep terrain are present, additional right-of-way shall be provided in order to provide an adequate clear zone with safe slope gradients and backslopes constructed at grades that will provide for stability of the slope and ease of maintenance. The width required to provide adequate recovery area and slope stability is related to the design speed of the roadway

Table 10-16: Minimum Right-of-Way Widths

|                                    |                   |              |                | Midblock Right of Way (1) |               |                        |               |
|------------------------------------|-------------------|--------------|----------------|---------------------------|---------------|------------------------|---------------|
|                                    |                   |              |                | Swale/Ditch Drainage      |               | Curb & Gutter Drainage |               |
| Design Class                       | Projected Volumes | Lanes Needed | Type of Median | Flat Terrain              | Steep Terrain | Flat Terrain           | Steep Terrain |
| <b>Freeway</b>                     |                   |              |                |                           |               |                        |               |
|                                    | <70,000           | 4            |                | 200                       | 225           | 160                    | 180           |
|                                    | <135,000          | 6            |                | 220                       | 240           | 200                    | 220           |
| <b>Limited Access Expressway</b>   |                   |              |                |                           |               |                        |               |
|                                    | 2-10,000          | 2            |                | 100                       | 120           | NA                     | NA            |
|                                    | 20-40,000         | 4+LTL        | Undivided      | 120                       | 140           | NA                     | NA            |
|                                    |                   |              | Raised         | 140                       | 160           | 130                    | 150           |
|                                    |                   |              | Landscaped     | 180                       | 200           | NA                     | NA            |
|                                    | Over 40,000       | 6+LTL        | Raised         | 180                       | 200           | 150                    | 175           |
|                                    |                   |              | Landscaped     | 200                       | 220           | NA                     | NA            |
| <b>Other Roads and Streets (2)</b> |                   |              |                |                           |               |                        |               |
|                                    | 2-10,000          | 2            |                | 100                       | 120           | 75                     | 90            |
|                                    | 10-20,000         | 2+LTL        |                | 110                       | 130           | 90                     | 110           |
|                                    | 20-30,000         | 4+LTL        | Undivided      | 120                       | 140           | 100                    | 120           |
|                                    |                   |              | Raised         | 140                       | 160           | 120                    | 140           |
|                                    | 30-40,000         | 5            |                | 140                       | 160           | 130                    | 150           |
|                                    | Over 40,000       | 6+LTL        | Undivided      | 160                       | 180           |                        |               |
|                                    |                   |              | Raised         | 175                       | 200           |                        |               |

**Footnotes**

(1) Add 10 feet for each Non-Motorized Path

(2) If On-Street Parking is to be permitted, add 6 feet for Parallel Parking Lanes and 12 feet for Angled Parking lanes

and the severity of natural slope conditions. Additional right-of-way needed to address terrain factors will range from 10 to 50 feet on one or both sides of the roadway corridor.

- **Non-motorized paths:** Where jurisdictional bikeway or walkway plans indicate development of a separated path in lieu of a sidewalk for pedestrian and bicycle use, an additional 5 to 15 feet of right-of-way or easement (depending on jurisdictional policy) may be needed to accommodate each path facility.
- **Turn lanes:** On major streets and roads additional width should be acquired for turn lane development in the vicinity of intersections.

### E.1.10.1 Right-of-way in urban core areas

When considering land development proposals along fully developed corridors, the mid-block ROW requirements in Table 10-16 generally are not relevant to the consideration of whether additional right-of-way is needed. The most pressing right-of-way need in such corridors may be the ability to acquire an additional 10-12 feet in the proximity of intersections to permit

the introduction of turn lanes where none currently exist.

Development proposals on properties located at or near higher volume intersections should be reviewed, keeping in mind there may be a need to introduce turn lane improvements if none exists; a site layout, therefore, should be designed to accommodate an area for such improvement in the future.

### E.1.10.2 Rural & suburban roadway reservation corridor

The 2045 Plan recommends a minimum **roadway reservation corridor** be established along all county and state highways in rural and suburban areas with substandard rights-of-way for the purpose of establishing an interim boundary, measured from the centerline of the existing roadway, from which all future building setbacks would be measured. Table 10-17 establishes recommended guidelines for the width of the roadway reservation corridor related to the classification of the roadway. These setbacks will minimize future impacts to private property as a result of road reconstruction, permit adequate width drainage facilities to be constructed, and provide an increased level of public safety by introducing

**Table 10-17: Rural and Suburban Roadway Reservation Corridors for Substandard Roads**

| Roadway Classification             | Expressway <10,000 ADT | Expressway >10,000 ADT | Super 2 All | Other Arterials & Collectors <10,000 ADT | Other Arterials & Collectors >10,000 ADT | Local County & State Roads All |
|------------------------------------|------------------------|------------------------|-------------|------------------------------------------|------------------------------------------|--------------------------------|
| Roadway Reservation Corridor Width | 50'                    | 60'                    | 55'         | 50'                                      | 55'                                      | 50'                            |

greater separation between roadways and structures consistent with modern clear zone and recovery area design requirements.

### E.1.10.3 Right-of-way implementation strategies

- **Strategy 1:** ROCOG will encourage its partner agencies to use the Long Range Transportation Plan to provide guidance to landowners, developers, local jurisdictions and public agencies on the expected design characteristics of major roadways throughout the ROCOG planning area.
- **Strategy 2:** ROCOG partner jurisdictions will consult guidelines on recommended right-of-way width for each road classification and apply these as a base for estimating right-of-way needs on new corridors or existing corridors proposed for major upgrade.
- **Strategy 3:** ROCOG partner jurisdictions will consult the guidelines to guide future right-of-way acquisition along existing corridors where adjacent land uses are established but existing right-of-way is substandard. The focus in such cases should be on the need to acquire the minimum right-of-way necessary to meet the functional service needs of the roadway, such as the addition of turn lanes or raised medians in order to provide additional traffic capacity at intersections or improve safety in the corridor.
- **Strategy 4:** When developing major street projects, ROCOG partner agencies should consult the street planning guidance of this chapter and, to the extent possible, incorporate features recommended such as travel lanes, medians, modal accommodation and modal networks, respecting the land use land use context within which a corridor is located.
- **Strategy 5:** ROCOG partner jurisdictions should coordinate with landowners to reserve right-of-way for major street corridors through site planning or general development planning processes. Right-of-way dedication requirements and land acquisition policies should be adopted in land development regulations of local jurisdictions.
- **Strategy 6:** ROCOG partner jurisdictions should consult building setback requirements for major rural or suburban roadways designed to preserve sufficient setback for new structures under a building permit and/or zoning certificate process when no associated subdivision activity is occurring.
- **Strategy 7:** ROCOG will work with partner jurisdictions to identify corridors that would benefit from right-of-way protection activities, such as official mapping, where needed to preserve right-of-way corridors for future transportation system projects. Factors to consider in determining which corridors should be a priority for corridor management are:
  - Has the need to improve the corridor been identified as a priority by the local community or by MnDOT or Olmsted County?
  - How important is the corridor to the local and regional transportation system (i.e., truck route, commuter route, economic development, etc.)?
  - What is the immediacy of land development in the corridor?
  - Are there other opportunities to prevent development on land that would be needed for future right-of-way?
  - What is the risk of foreclosing location options entirely?
  - What is the level of support for the project?

## E.1.11 Street & highway network improvement program groups

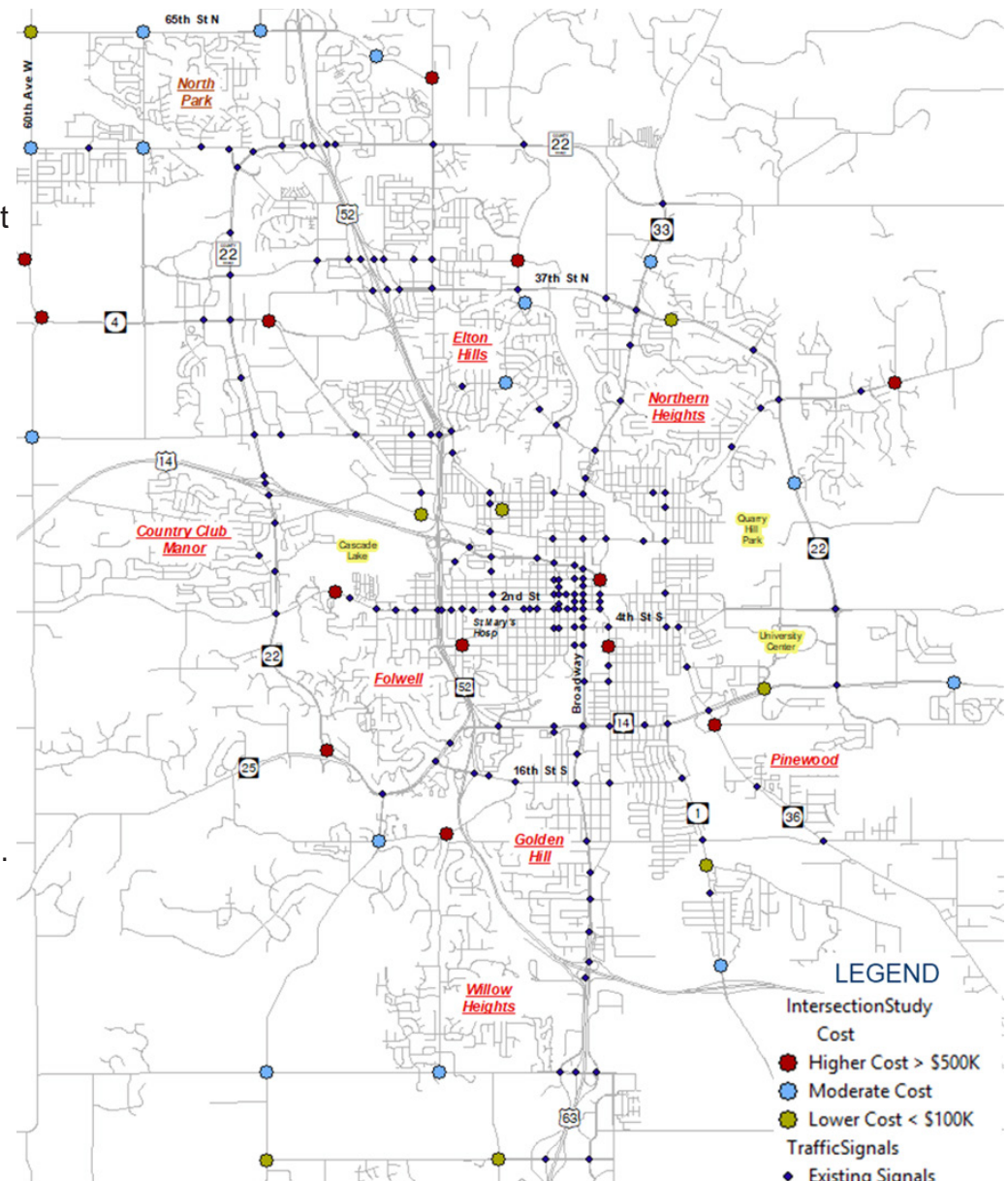
Figure 10-15 highlights corridors identified as part of the 10-Ton Route Improvement Program. A set of criteria were used to identify candidate locations. The criteria utilized were:

- Corridor provides connection to 9/10-ton route in adjacent county
- Corridor volume > 750
- Corridor improves connectivity to State 10-ton network
- Corridor provides improved first mile /last mile service to a rural agricultural/rural business area currently not within 1-2 miles of a 10-ton route
- Corridor helps to create a bypass route for rural heavy commercial traffic around the city of Rochester.

In the legend of the map the terms categories are defined as follows:

- **High cost intersections** where signalization or use of a roundabout intersection appear to be needed in the future.
- **Moderate cost intersections** where improvements such as turning lanes or enhanced level of intersection warning device installation may be needed.
- **Low cost intersections** where minimum improvements such as improved intersection lighting or signage would likely be sufficient.

Figure 10-15: Intersection Improvement Program Locations



## E.2 LRTP 2045 Chapter 14 information

### E.2.1 TSMO

These graphics are based on recent work conducted for Rochester's 2018 comprehensive plan update (P2S 2040), the 2018 DMC Integrated Transit Studies, and the ROCOG Plan. In some locations, congestion and safety issues may co-exist, while in other locations only safety issues or congestion are present.

### E.2.2 Congestion assessment

Figures 14-3 and 14-4 were developed as part of P2S 2040 and identify existing areas of congestion (Figure 14-3) and projected future areas of congestion (Figure 14-4). Corridors flagged for congestion are identified based on traffic volumes and road geometry and provide only a high-level screening of areas where future study may be warranted.

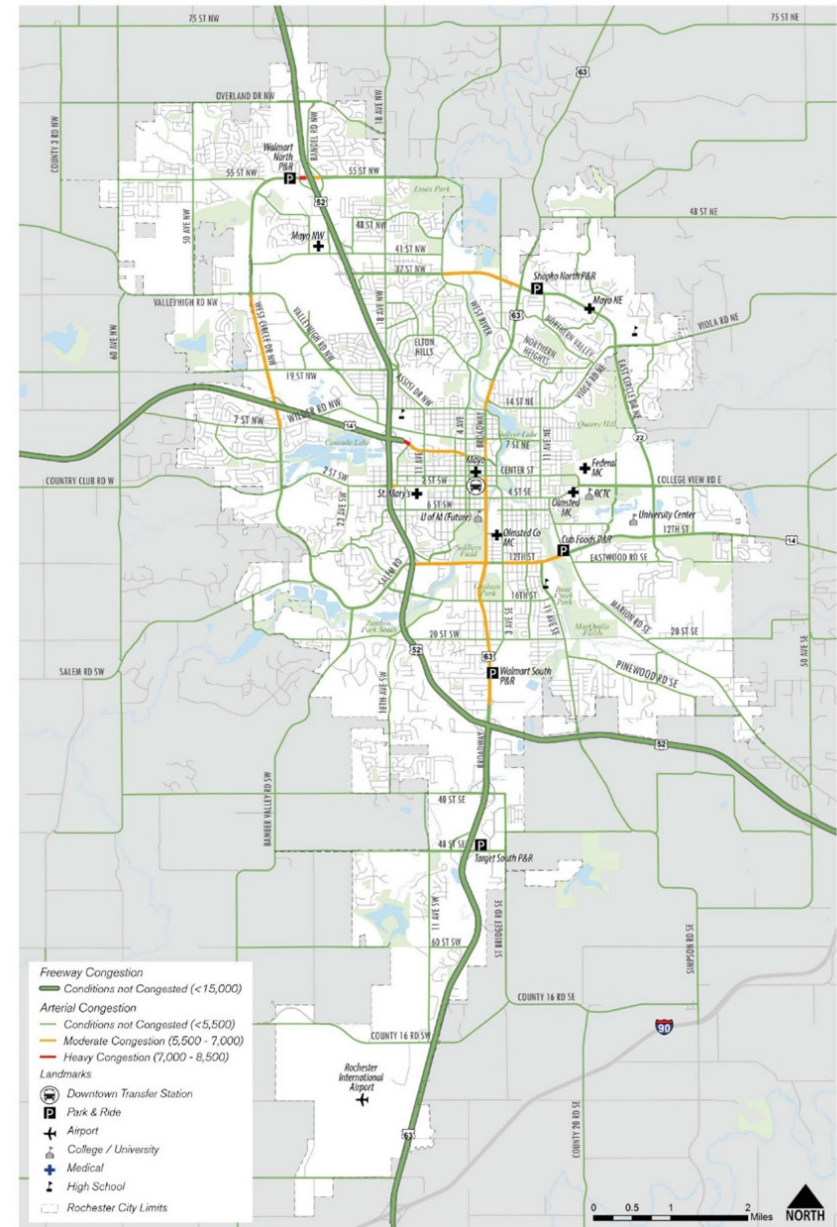
### E.2.3 Primary TSMO infrastructure

Traffic signal systems are critical for managing traffic flow affecting general vehicular traffic, transit service, freight delivery and emergency response. Key components of these systems include the communication and signal equipment, signal interconnectivity, and periodic retiming of signals.

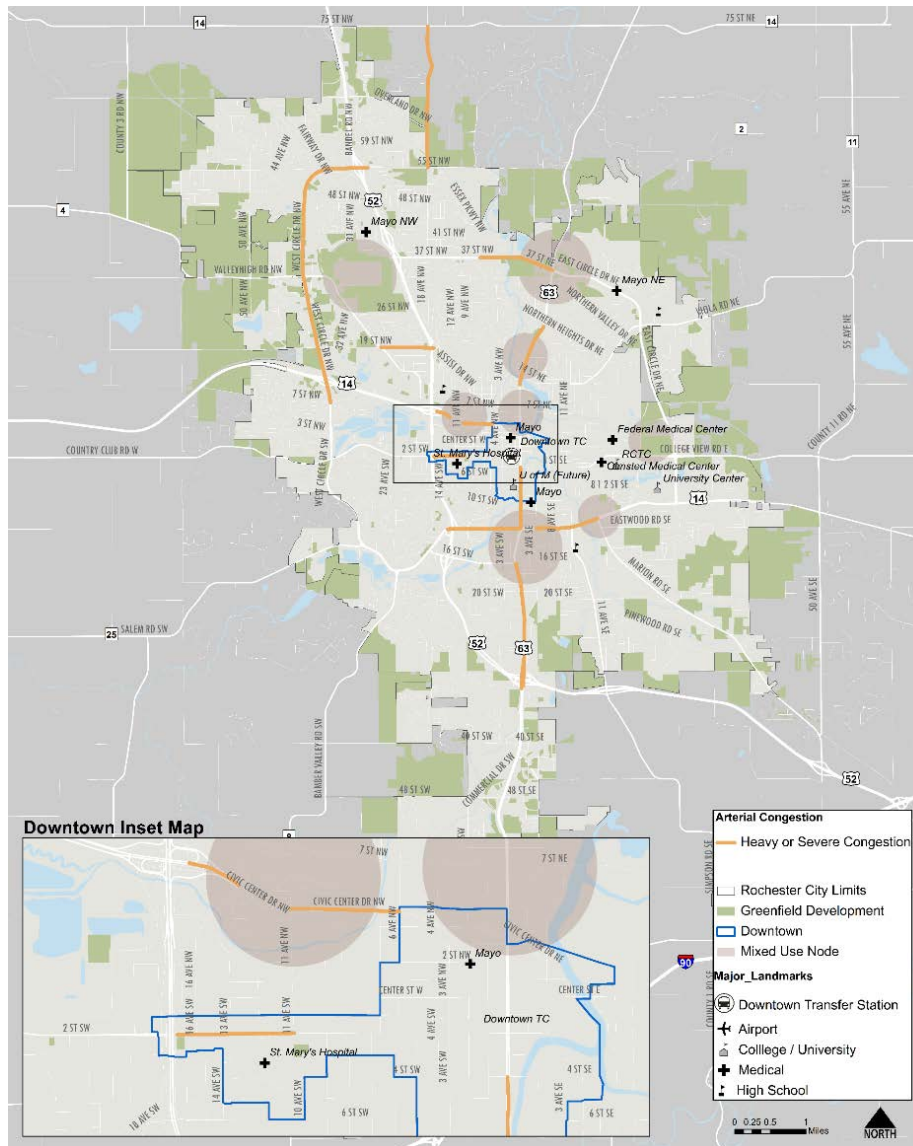
#### E.2.3.1 Communications

A network of fiber optic cable has been constructed that connects

**Figure 14-3: Corridors Currently Experiencing Periodic Congested Travel**



**Figure 14-4: Corridors Projected to Experience Congested Travel, 2040 Conditions**



most of the signal infrastructure in the urban area. The scope of the current system is illustrated in Figure 14-11.

### E.2.3.2 Signal coordination

Figure 14-12 illustrates the arterial corridors in Rochester on which signal coordination has been established. Signal coordination can improve arterial function and discourage speeding on arterials while allowing motorists to make better time.

### E.2.4 Policy guidance on access connections

Table 14-5 provides a set of general policy guidelines that establish benchmarks for the connection of driveways or new public roads (whether as part of a public project or private development) to the major street network in the ROCOG Planning Area. An important principle of connection management is to avoid, if possible, the connection of roadways or driveways that have significantly different functions and operating characteristics. For example, regulations should discourage the connection of private driveways to high mobility arterials or expressways.

These ROCOG guidelines are intended as a planning tool to inform decisions by local or state partners as to recommended policy on access connections, and will be most relevant 1) in the early stages of development review, 2) in early stages of project development projects, and 3) as the policy basis for a more specific access management regulation. Additional considerations related to permitting processes, variance procedures, review procedures and inspection/enforcement

Figure 14-11: Rochester Area Fiber Optic Cable (2020)

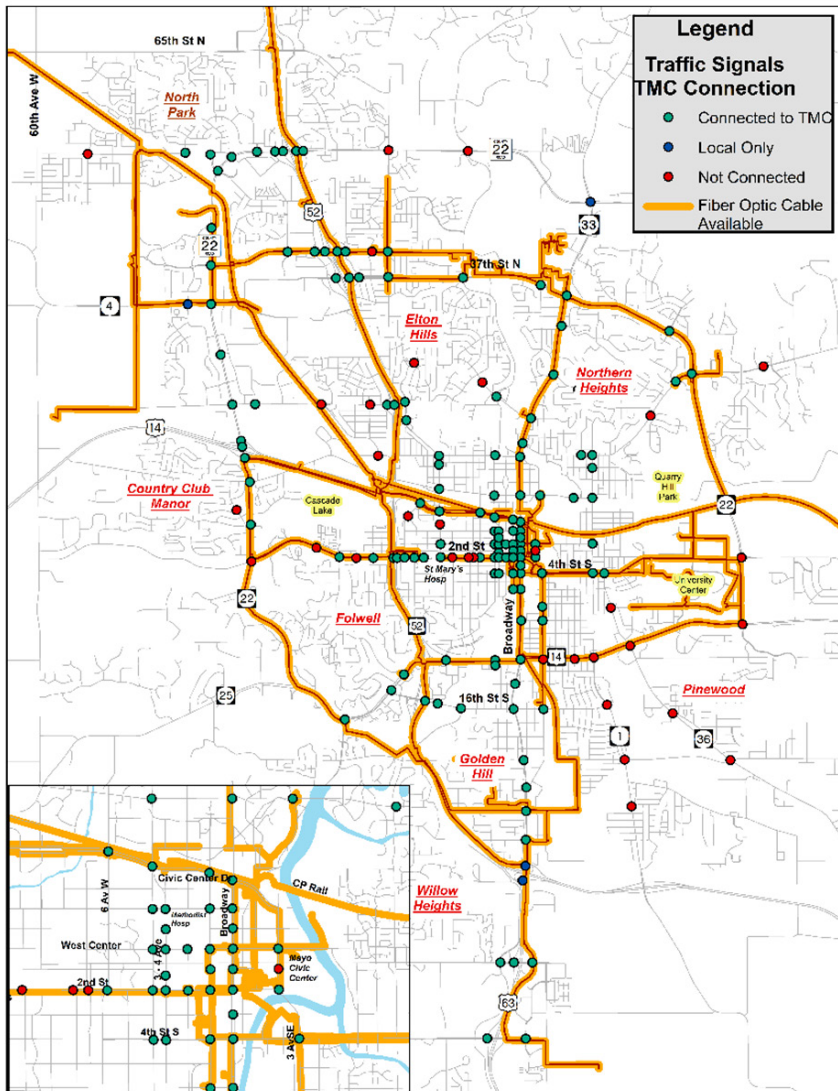


Figure 14-12: Signal Coordination in Rochester (2020)

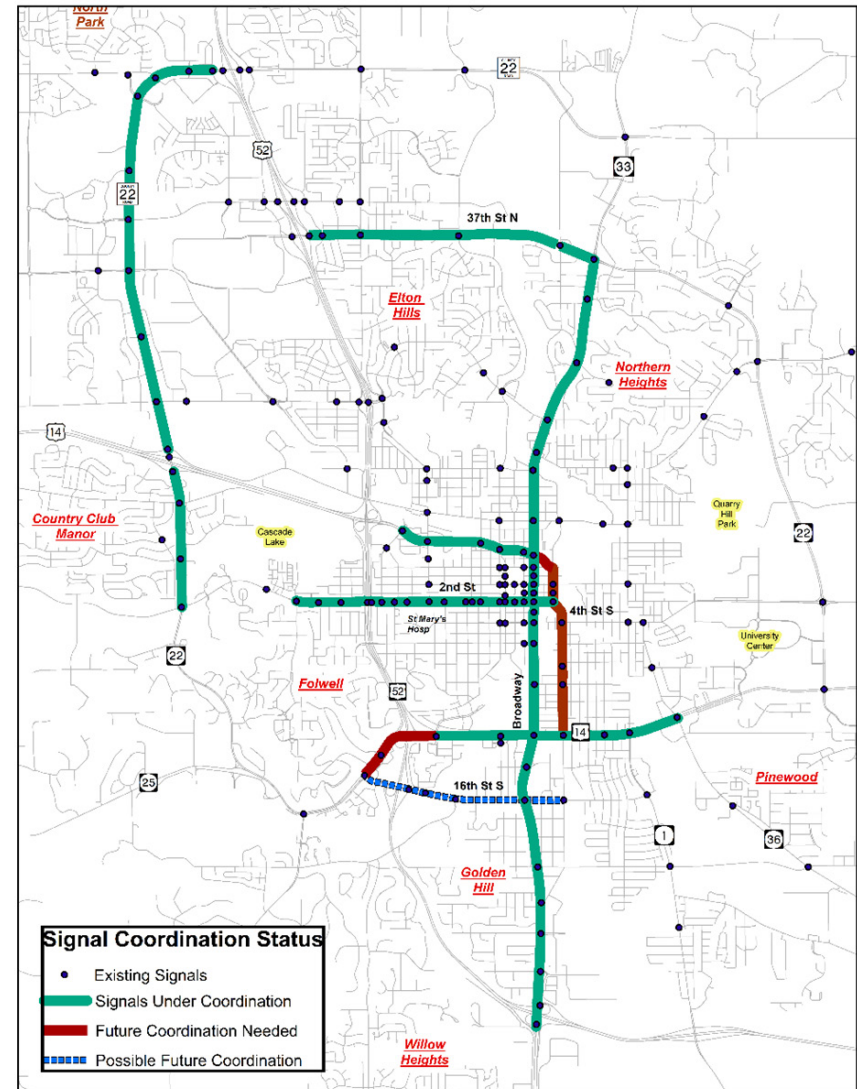


Table 14-5: Recommended Access Connection Policy

| Roadway Classification                                  | Major Highways<br>(InT/InR/SA/MA)                                                                                                                                                                                                                        | Secondary Roads<br>(ScA / PC)                                                                                                                                                                                                                                                                      | Local Roads<br>(Urban/Developing)                                                                                                                                                                                                                                                                                             | Local Roads<br>(Rural / UIA)                                                                                                                                              | Land Use<br>Overlay<br>Zone                                                                                                                                                                                                                                                                                                               | Private Access - High (HV) &<br>Medium Volume (MV) <sup>(1)</sup>                                                                                                                                                                                                                                                                                                              | Private Access - Low Volume (LV) &<br>Minimum Use (MU) <sup>(1)</sup>                                                                                                                                                                                                                         |
|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Limited Access Roadways / Median Controlled             |                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                               |
| Freeway                                                 | Connections Permitted<br>Interchange Preferred;<br>See Table 15-for spacing guidance                                                                                                                                                                     | Direct Connection<br>Not permitted; Overpass Preferred<br>See Table 15-5 for spacing guidance                                                                                                                                                                                                      | Connection Not Permitted                                                                                                                                                                                                                                                                                                      | Connection Not<br>Permitted                                                                                                                                               | All                                                                                                                                                                                                                                                                                                                                       | Connection Not Permitted                                                                                                                                                                                                                                                                                                                                                       | Connection Not Permitted                                                                                                                                                                                                                                                                      |
| Planned Freeway                                         | Connection Permitted;<br>Full Median Opening;<br>See Table 15-5 for recommended<br>spacing;<br>Interim Signals @ future<br>interchange location                                                                                                          | Interim Connection permitted;<br>Full Median Opening with reversion to<br>Directional median if safety/congestion<br>problems develop; See Table 15-5 for<br>recommended spacing                                                                                                                   | No new connections<br>permitted; Existing<br>connections permitted to<br>remain on Interim basis<br>with planning for closure                                                                                                                                                                                                 | Reversion of Full Median<br>Opening to Directional<br>median or RI/RO if safety<br>or congestion problems<br>develop                                                      | All                                                                                                                                                                                                                                                                                                                                       | Connection not permitted except<br>on interim basis where no feasible<br>alternative access exists                                                                                                                                                                                                                                                                             | Interim access approval must include<br>planning for closure to occur at time<br>alternate access becomes available or<br>when freeway is built                                                                                                                                               |
| Expressway                                              | Connection permitted via Full<br>Median opening;<br>Spacing of median openings<br>consistent with Divided Roadway<br>Median Opening Guidelines (Table<br>15-5)<br><br>Signal spacing consistent with<br>Table 15-6; Signalization only<br>when warranted | Connection permitted via Full or<br>Directional Median Opening;<br>Spacing of median openings consistent<br>with Table 15-5<br><br>Signalization permitted if consistent<br>with guidelines of Table 15-6, otherwise<br>reversion to Directional median if<br>safety/congestion problems develop   | Permitted if consistent with<br>Local Street Spacing (Table<br>15-5) subject to finding that<br>higher order road is not<br>needed; Unsignalized with<br>reversion to Directional<br>Median unless location<br>meets signal spacing<br>guidelines (Table 15-6)                                                                | Permitted if consistent<br>with Local Street Spacing<br>(Table 15-5) subject to<br>finding that higher order<br>road is not needed;<br>Signalization must be<br>warranted | All                                                                                                                                                                                                                                                                                                                                       | Generally not permitted; HV may<br>be permitted in lieu of local road<br>connection if consistent with Local<br>Street Spacing (Table 15-5) on one<br>leg of intersection subject to<br>finding public street not needed;<br>Unsignalized with reversion to<br>Directional Median unless location<br>meets signal spacing guidelines                                           | Connections not permitted except on<br>interim basis where no feasible<br>alternative access exists; approval of<br>interim access on planned expressway<br>must include agreement for removal of<br>access when local street system is<br>completed or alternate access becomes<br>available |
| Limited Access Roadways / Median Controlled (Continued) |                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                               |
| Other Regional<br>Major Arterial                        | Same as Expressway (See Above)                                                                                                                                                                                                                           | Connection permitted via Full or<br>Directional Median opening consistent<br>with guidelines of Table 15-5;<br>Signalization permitted if consistent<br>with guidelines in Table 15-6 for signal<br>spacing, otherwise reversion to<br>Directional median if safety/congestion<br>problems develop | Connection permitted<br>subject to Divided Road<br>Median Opening guidelines<br>of Table 15-5 & subject to<br>finding that major road not<br>needed at location,<br>Signalization permitted if<br>consistent with Signal<br>Spacing guidelines (Table<br>15-6); Reversion to<br>Directional Median if signal<br>not permitted | Not Applicable                                                                                                                                                            | All                                                                                                                                                                                                                                                                                                                                       | Connection permitted subject to<br>Divided Road Median Opening<br>guidelines of Table 15-5 and<br>subject to finding that public road<br>not needed at location;<br>Signalization permitted only if<br>consistent with Signal Spacing<br>Guidelines (Table 15-6); otherwise<br>reversion to Directional Median or<br>RI/RO; Encourage joint access with<br>adjacent properties | Connection not permitted if alternative<br>access available;<br><br>If no feasible alternative exists consider<br>joint/shared access; Directional median if<br>consistent with Median Opening spacing<br>guidelines of 15-5, otherwise RI/RO                                                 |
| Other Urban Major<br>Arterial                           |                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                               |
| Limited Access Roadways / Undivided                     |                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                               |
| Expressway                                              | Connection permitted-<br><br>Spacing of connections should be<br>consistent with System<br>Development Guidelines of in<br>Chapter 11<br><br>Signalization should be consistent<br>with signal spacing guidelines<br>(Table 15-6)                        | Connection permitted<br><br>Spacing of connections should be<br>consistent with System Development<br>Guidelines of Chapter 11<br><br>Signalization should be consistent with<br>signal spacing guidelines (Table 15-6)                                                                            | Connection permitted if consistent with Local Road<br>Spacing Guidelines Table 15-5<br><br>Signalization of Local Street connections discouraged<br>unless for School or Fire Station                                                                                                                                         | Rural/UIA                                                                                                                                                                 | Require access to lower level road<br>if available;<br>Otherwise, one access per parcel<br>subject to road authority spacing<br>for corner clearance/Driveway<br>separation<br><br>Traffic Signal if warranted and<br>consistent with spacing guidelines<br>(15-6)<br><br>Connection permitted subject to<br>Driveway Separation & Corner | Require access to lower level road if<br>available, Otherwise one access per parcel<br>subject to Corner clearance and driveway<br>spacing requirements of local road<br>authority<br><br>New connection not permitted;<br>Require access to lower class street or<br>alley                                                                                                    |                                                                                                                                                                                                                                                                                               |
|                                                         |                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                               | All Urban                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                               |
| Super Two                                               |                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                               | Rural/UIA                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                               |
|                                                         |                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                               | All Urban                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                               |
| Main Street                                             |                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                               | CBD                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                               |

| Roadway Classification        | Major Highways<br>(InT/InR/SA/MA)                                                            | Secondary Roads<br>(ScA / PC)                                                                                                              | Local Roads<br>(Urban/Developing)                                                                                                                                  | Local Roads<br>(Rural / UIA)                                                                                                                                       | Land Use<br>Overlay<br>Zone | Private Access - High (HV) &<br>Medium Volume (MV) <sup>(1)</sup>                                                                                                                          | Private Access - Low Volume (LV) &<br>Minimum Use (MU) <sup>(1)</sup>                                                 |
|-------------------------------|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
|                               |                                                                                              |                                                                                                                                            |                                                                                                                                                                    |                                                                                                                                                                    |                             | Clearance requirements of local road authority.                                                                                                                                            |                                                                                                                       |
| Other Regional Major Arterial |                                                                                              |                                                                                                                                            |                                                                                                                                                                    |                                                                                                                                                                    | Urban Zones                 | Connection permitted subject to Driveway Separation & Corner Clearance requirements of local road authority.<br>Signalization if warranted consistent with spacing guidelines (Table 13-5) | Require access to lower level road if available;                                                                      |
| Other Urban Major Arterial    |                                                                                              |                                                                                                                                            |                                                                                                                                                                    |                                                                                                                                                                    | Urban Zones                 |                                                                                                                                                                                            | Otherwise one access per parcel subject to Corner clearance and driveway spacing requirements of local road authority |
| Other Urban Roadways          |                                                                                              |                                                                                                                                            |                                                                                                                                                                    |                                                                                                                                                                    |                             |                                                                                                                                                                                            |                                                                                                                       |
| Regional Secondary Arterials  | Connection permitted<br><br>Signalization controlled by spacing guidelines for major highway | Connection permitted<br><br>Subject to consistency with System Development Guidelines of Chapter 11<br><br>Signalization only if warranted | Connection permitted<br><br>Subject to Local Road / Driveway Separation / Corner Clearance requirements of local road authority<br><br>Traffic Signals discouraged | Connection permitted<br><br>Subject to Local Road / Driveway Separation / Corner Clearance requirements of local road authority<br><br>Traffic Signals discouraged | All Urban                   | Connection permitted<br><br>Subject to Local Road / Driveway Separation / Corner Clearance requirements of local road authority)                                                           | Require access to lower level road if available;                                                                      |
| Urban Secondary Arterials     |                                                                                              |                                                                                                                                            |                                                                                                                                                                    |                                                                                                                                                                    | All Urban                   |                                                                                                                                                                                            | Otherwise one access per parcel subject to corner clearance guidelines of local road authority                        |
| Regional Primary Collectors   |                                                                                              |                                                                                                                                            |                                                                                                                                                                    |                                                                                                                                                                    | All Urban                   |                                                                                                                                                                                            | One access per parcel subject to minimum driveway spacing / corner clearance requirements of local road authority     |
| Urban Primary Collectors      |                                                                                              |                                                                                                                                            |                                                                                                                                                                    |                                                                                                                                                                    | All Urban                   |                                                                                                                                                                                            |                                                                                                                       |
| Other Rural Area Roadways     |                                                                                              |                                                                                                                                            |                                                                                                                                                                    |                                                                                                                                                                    |                             |                                                                                                                                                                                            |                                                                                                                       |
| Regional Major Arterials      | Connection permitted<br><br>Signalization only when warranted and only on a Major Arterial   | Connection permitted<br><br>Subject to consistency with System Development Guidelines of Chapter 11<br><br>Signalization Discouraged       | Not Applicable                                                                                                                                                     | Connection permitted<br><br>Subject to Local Road / Driveway Separation / Corner Clearance requirements of local road authority                                    | Rural/UIA                   | Connection permitted<br><br>Subject to Local Road / Driveway Separation / Corner Clearance requirements of local road authority)                                                           | One access per parcel subject to minimum driveway spacing / corner clearance requirements of local road authority     |
| Regional Secondary Arterials  |                                                                                              |                                                                                                                                            |                                                                                                                                                                    |                                                                                                                                                                    | Rural/UIA                   |                                                                                                                                                                                            | On Reg. Major Arterial if frontage < spacing req. consider joint/shared access.                                       |
| Regional Primary Collectors   |                                                                                              |                                                                                                                                            |                                                                                                                                                                    |                                                                                                                                                                    | Rural/UIA                   |                                                                                                                                                                                            | On all roadways require access from lower level road if available                                                     |

## FOOTNOTES

- (1) Volume Ranges for Private Access Connections: High (HV) > 1500 ADT; Medium (MV) 500-1500 ADT; Low (LV) 50-500 ADT; Minimum Use <50ADT  
 (2) If Driveway Separation requirements cannot be met use of joint or shared access to obtain spacing should first be investigated to determine feasibility

are needed at the jurisdictional level for a full-fledged access management program. It is important to note that while these guidelines are comprehensive, final spacing of medians and driveways will need to be resolved on an individual basis using accepted engineering and planning principles.

The basis on which the guidelines have been established is by roadway classification and median character. References to other guidelines in the plan inform the connection policies, such as recommended the spacing of median openings, local streets connections or traffic signal spacing. The guidelines do not address the specifics of access design such as grades, sight distance, driveway or roadway widths or vehicle storage needs.

### E.2.4.1 Core access management strategies

In applying the access management policy guidance found herein, ROCOG will work with its partner road agencies to apply the policies through the following five core strategies:

- **Strategy 1:** Preserve the integrity of the major street system with an effective program for managing the frequency of access connections along major street corridors. Plan new higher volume connections to existing arterials at locations where the spacing of traffic signals will preserve two-way traffic progression.
- **Strategy 2:** Coordinate access and development during the zoning and platting process. Coordinate zoning and subdivision reviews with staff responsible for access permitting as early as possible in the development permitting process to minimize later issues when access permits applications are filed.

- **Strategy 3:** Include connection and spacing recommendations as part of all corridor management or congestion mitigation plans. Median treatments, road connection priorities and use of signalization should always be a consideration in these plans.
- **Strategy 4:** Use connection and spacing guidelines in rural areas to balance land use objectives with the primary function of major roads as important regional travel corridors.
- **Strategy 5:** Acquire access control rights consistent with the connection and spacing guidelines of this plan or local access management ordinance requirements when purchasing right of way for future major street construction.

### E.2.5 Traffic operations planning

A second layer of advanced planning guidance relates to decisions that will have impact on future traffic operations planning related to the placement of traffic signals and control of the median. This guidance will influence efforts to establish signal coordination along a corridor as well as factoring into safety based on management of median openings.

Decisions regarding future signal locations and the nature of median openings should be considered at all levels of planning, including during network plan development and as part of corridor/subarea studies.

Traffic signal spacing should be related to the desired operating speed for the corridor. Signal spacing criteria should take precedence over unsignalized spacing standards in situations where future signalization is likely.

In general, traffic signals should not be installed on high-speed corridors in rural locations. Isolated signals in rural locations are inconsistent with the function and expected performance of the highway. Rural traffic signals are unexpected by the motorist who is unfamiliar with the location, requiring longer than normal time for drivers to react.

### E.2.5.1 Median opening and signal spacing guidelines

ROCOG and its partners will use the guidelines in Tables 14-6 and 14-7 as minimum benchmarks for the location and design of major street system connections during network planning as well as corridor or subarea studies. It is important to note that while these guidelines are comprehensive, final spacing of medians and signal installation will need to be resolved on an individual project basis using accepted engineering and planning principles.

Table 14-6 includes spacing guidelines for interchange, median openings, and public street connections to major streets. These spacing guidelines identify minimum separation standards for different types of connections, which will improve safety and traffic flow by reducing the number of conflict points through separation of areas where drivers are entering, existing, weaving, or crossing opposing traffic streams. Spacing standards also should provide adequate sight distance and reaction time for motorists in general.

Table 14-6 includes guidelines for traffic signal spacing on different classes of roadways. Spacing between traffic signals is a strategy employed to preserve Level of Service (LOS) of the roadway segment. Optimum signal spacing will provide for greater signal progression and higher arterial speeds. Long and

uniform spacing can more efficiently accommodate varying traffic conditions during peak and off peak and are essential to an effective traffic management program. See Chapter 10 for a description of roadway classification and land use context as used on the Functional Designation Map of this plan.

Table 14-6 includes three subsections establishing guidelines for the spacing of different types of connections to the major roadway network. Table 14- 6(A) provides guidelines for interchange and overpass spacing along freeways and planned freeways. Table 14- 6(B) provides guidelines for the spacing of full and restricted median openings along the various types of divided highways. Table 14-6(C) provides guidelines for the minimum spacing of local public streets along major roadways.

Table 14-7 describes recommended signal spacing for different classifications of roadways and land use environments. Roadway classifications are listed down the left column and land use context zone classifications across the top of the table.

Spacing should be measured from center of intersection to center of intersection, though distances may vary by up to 200 feet without having a significant effect on the ability to establish traffic flow progression (the key goal of this guideline).

**Table 14-6: Interchange, Median Opening, Local Public Street Spacing**  
**Interchange and Overpass Spacing**

| Road Classification        | Rural  | Rochester Developing | Rochester Urban/Core | Small City Developing | Small City Urban/Core |
|----------------------------|--------|----------------------|----------------------|-----------------------|-----------------------|
| <b>Freeway Interchange</b> | 4-6 mi | 1-2 mi               | 1 mi                 | 2-3 mi                | 1-2 mi                |
| <b>Freeway Overpass</b>    | 2-3 mi | 1 mi                 | 1 mi                 | 1-2 mi                | 1 mi                  |

#### Divided Roadway Median Spacing

| Road Classification            | Full Median Opening |                      |                   | Directional Median Opening |                      |                   | Right-In/Right-Out   |                   |
|--------------------------------|---------------------|----------------------|-------------------|----------------------------|----------------------|-------------------|----------------------|-------------------|
|                                | Rural               | Developing/<br>Urban | Urban Core<br>CBD | Rural                      | Developing/<br>Urban | Urban Core<br>CBD | Developing/<br>Urban | Urban Core<br>CBD |
| <b>Planned Freeway</b>         | 1 mi                | 1/2 mi               | NA                | 1/2 mi                     | 1/4 mi               | NA                | 1/8 mi               | NA                |
| <b>Expressway</b>              | 1/2 mi              | 1/2 mi               | 1/4 mi            | 1/4 mi                     | 1/4 mi               | 1/8 mi            | 1/8 mi               | Local Ordinance   |
| <b>Other Regional Arterial</b> | NA                  | 1/3 mi               | 1/8 mi            | NA                         | 1/8 mi               | 330 ft            | Local Ordinance      | Local Ordinance   |
| <b>Other Urban Arterial</b>    | NA                  | 1/4 mi               | 1/8 mi            | NA                         | 1/8 mi               | 330 ft            | Local Ordinance      | Local Ordinance   |

#### Local Public Street Spacing <sup>(1)(2)</sup>

| Road Classification              | All Urban Local<br>Street Spacing (ft)                             | Rural Local<br>Street Spacing (ft) |
|----------------------------------|--------------------------------------------------------------------|------------------------------------|
| <b>Interstate/Interregional:</b> | <b>See MnDOT Access Management Policy for spacing requirements</b> |                                    |
| <b>Strategic Arterial</b>        | 1320                                                               | 2640                               |
| <b>Regional Major Arterial</b>   | 880                                                                | 2640                               |
| <b>Urban Major Arterial</b>      | 660                                                                | NA                                 |
| <b>Secondary Arterial</b>        | 480                                                                | 1320                               |
| <b>Primary Collector</b>         | 330                                                                | 1320                               |
| <b>Local Collector</b>           | X                                                                  | X                                  |

#### NOTES

(1) Adequate Stopping Sight Distance and Intersection Sight Distance should be provided at all connections points.

(2) Local Streets and Low to High Volume driveways should be aligned with connection points on the opposite side of the roadway or offset a minimum distance as defined in the following table.

Posted Speed

|                                                                 | 30 MPH | 35 MPH | 40 MPH | 45 MPH | >45 MPH |
|-----------------------------------------------------------------|--------|--------|--------|--------|---------|
| Desirable Offset: Local Street or High Volume Driveway Access   | 300 ft | 425 ft | 525 ft | 630 ft | 750 ft  |
| Desirable Offset: Low Volume or Moderate Volume Driveway Access | 150 ft | 200 ft | 250 ft | 300 ft | 400 ft  |

**Table 14-7: Spacing Guidelines for Signalized Intersections****Note: In practice, signals must also meet warrants for signalization**

| Road Classification                                             | Land Use Overlay Zone                                       |                     |                                                |                |
|-----------------------------------------------------------------|-------------------------------------------------------------|---------------------|------------------------------------------------|----------------|
|                                                                 | Rural                                                       | Urban Edge Areas    | Urban/Urban Core Areas                         | CBD Areas      |
| <b>Limited Access Roadways/Median Controlled <sup>(1)</sup></b> |                                                             |                     |                                                |                |
| Freeway                                                         | NA                                                          |                     |                                                |                |
| Planned Freeway                                                 | Interim only; only if warranted/2 miles                     | Interim only/1 mile | NA                                             | NA             |
| Expressway                                                      | Only if warranted and all other options exhausted / 1 mile  | 1 mile              | 1/2 mile - Urban Area<br>1/4 mile - Urban Core | 1/8 mile       |
| Other Regional Major Arterial                                   | NA                                                          | 1/2 mile            | 1/4 mile                                       | NA             |
| Other Urban Major Arterial                                      | NA                                                          | 1/2 mile            | 1/4 mile                                       | 1/8 mile       |
| <b>Limited Access Roadways/Undivided <sup>(1)</sup></b>         |                                                             |                     |                                                |                |
| Expressway                                                      | Only if warranted and all other options exhausted / 2 miles | 1 mile<br>1 mile    | 1/2 mile<br>NA                                 | 1/8 mile<br>NA |
| Other Regional Major Arterial                                   | 1 mile                                                      | 1/2 mile            | 1/4 mile                                       | 1/8 mile       |
| Other Urban Major Arterial                                      | 1 mile                                                      | 1/2 mile            | 1/4 mile                                       | 1/8 mile       |

**Other Urban Roadways**

|                                                                                                                      |                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Regional Secondary Arterials<br>Urban Secondary Arterials<br>Regional Primary Collectors<br>Urban Primary Collectors | Signals spacing at intersections with major roads controlled by major road signal spacing; other locations only where warranted. |
|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|

**Other Rural Area Roadways**

|                                                             |                                                                                                                                              |
|-------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Regional Major Arterials                                    | Signals only considered when other options ineffective and signal must be warranted                                                          |
| Regional Secondary Arterials<br>Regional Primary Collectors | Use of traffic signals highly discouraged on regional secondary arterials or primary collectors in rural areas; evaluate other options first |

(1) A signalized intersection location may deviate from the ideal location without detailed analysis if within a distance from the preferred location as specified in the table below. Where a proposed distance is offset by a greater distance, an analysis should be conducted demonstrating that minimum bandwidth expectations can be met.

| Road Classification | Permissible Offset | Minimum Bandwidth Peak Period | Minimum Bandwidth Off-Peak Period |
|---------------------|--------------------|-------------------------------|-----------------------------------|
| Interregional       | 100 ft             | 50%                           | 50%                               |
| Strategic Arterial  | 150 ft             | 45%                           | 40%                               |
| Major Arterial      | 200 ft             | 40%                           | 35%                               |

### E.2.5.2 Level of Service (LOS) guidelines

LOS measures the quality of service provided by a roadway facility; that is, the user's perception of how well a transportation service or facility operates. LOS measurement is tied to a rating scale ranging from A (very high level of satisfaction with freely moving traffic) to F (very poor quality with near gridlock conditions).

ROCOG recommends use of the Highway Capacity Manual as the primary methodology for assessing LOS. ROCOG will use and encourage its partners to use Table 14-8 to define the minimum operating conditions that should be maintained for the predominant peak or off-peak direction of traffic flow in planning, project development, and the review of private development proposals. Use of the term "Maintain" means operating conditions are preserved at or above the existing level of service through immediate or future improvements in areas where existing service levels are already below the standards in the table.

**Table 14-8: Level of Service Guidelines for ROCOG Area**

| Subarea Land Use Zone | Land Use Area | Functional Designation (1) | Peak Period LOS | Mid-Day LOS | Existing Substandard LOS |
|-----------------------|---------------|----------------------------|-----------------|-------------|--------------------------|
| CBD                   | Rochester     | InT/InR/SA                 | Mid-D           | C/D         | Maintain                 |
|                       | Rochester     | MA/ScA                     | Mid-D           | C/D         |                          |
|                       | Rochester     | PC/LC                      | D/E             | Mid-D       |                          |
| Urban Core            | Rochester     | All roadways               | Mid-D           | C/D         | Maintain                 |
|                       | Small City    |                            |                 |             |                          |
| Urban                 | Small City    | All roadways               | C/D             | B/C         |                          |
|                       | Rochester     | All roadways               | C/D             | Mid-C       |                          |
| Urban Edge            | Small City    | All roadways               | Mid-C           | B/C         |                          |
|                       | Rochester     | All roadways               | C/D             | Mid-C       |                          |
| Urban Influence Area  | Rochester     | All roadways/2035          | B/C             | Mid-B       |                          |
|                       | Rochester     | All roadways/2021          | Mid-C           | B/C         |                          |
| Rural                 | All           | All roadways               | B/C             | Mid-B       |                          |

(1) All roadways - guideline refers to all classes of roadways

InT/InR/SA - guideline refers to Interstate, Interregional, Strategic Arterials

MA/ScA - guideline refers to Major Arterials, Secondary Arterials

PC - guidelines refers to Primary Collectors