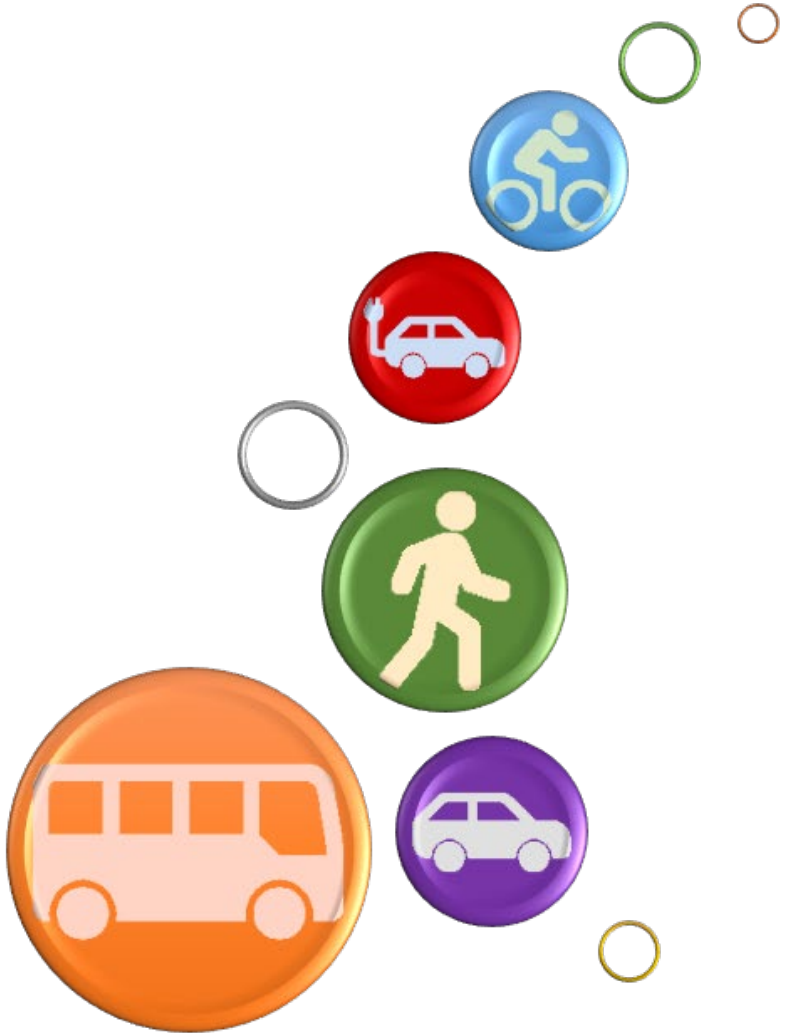
Appendix A • MTP Checklist Review



DEPARTMENT OF TRANSPORTATION

Minnesota MPO Metropolitan Transportation Plan (MTP) Checklist

MPO name: Rochester-Olmsted Council of Governments (ROCOG)
MPO contact: Bryan Law, Principal Planner
MTP name: ROCOG Long Range Transportation Plan 2045
MTP plan horizon year: 2045

Table 1 identifies the information covered in your MTP as required by 23 CFR 450. Complete the requested information as applicable.

Table 1: Federal 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 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	ROCOG did follow its public participation plan and has addressed the items listed. Chapter 6 of the plan summarizes outreach to public and partners; Appendix B will include summary of comments
450.316(b)	MTP included consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Y/N	Yes; see Chap 6, pages 6-8/9, for information for groups and agency outreach. Also note that ROCOG Transportation Technical Advisory Committee includes full members and ex-officio members representing 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	Plan addresses period of 2021-2045, allowing for full 20-year horizon through next plan updated in 2025.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
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	Chapter 4, page 4-8 includes a discussion of key economic development goals for Rochester urban area and how the plan supports those goals. In addition, pages 4-9 through 4-15 include discussion of larger urban area growth management strategy, which is key to supporting the Destination Medical Center, a $5.6 billion economic development initiative underway in Rochester. Pages 4-17 through 4-20 also discusses conditions in the seven small cities of the ROCOG area including the importance of transportation to the regional workforce and employers. Chapter 5 highlights other important local plans starting on page 5-5 including some important to economic goals and how elements of the MTP link to success of those plans. In Chapter 10 future improvement projects that support Growth management plans and Economic Development are identified on pp 10.57-10.61.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(a), 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	Pages 1 through 15 of Chapter 8 of the plan focuses on transportation safety including relationship of Statewide Strategic Highway Safety Plan and MnDOT District 6 Safety Plan to ROCOG area. Chapter 8 also summarizes efforts of SE Minnesota Towards Zero Death collaborative in enhancing safety. Pages 34 through 38 discuss in more detail key safety directions and strategies ROCOG supports along with its partners.
450.324(a), 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	Pages 38 through 46 of Chapter 7 address ROCOG's role in security planning as it relates to transportation. ROCOG primarily serves in a support role as described in implementation directions found on page 7-45. Chapter 9 provides brief summary of work of Rochester Public Transit in developing Transit Safety Performance Targets in collaboration with ROCOG (see page 9-9)
450.324(a), 450.306(b)(4)	MTP addresses the mobility and accessibility planning factor: *Increase accessibility and mobility of people and freight.*	Y/N	Chapters 10,11 and 12 in particular focus on mobility and accessibility needs as related to the Major Street and Highway System (Chap. 10), the Rochester Public Transit System (Chap 11) and the regional Active Transportation network (Chap. 12). Additional information in terms of access and mobility enhancement is found in Chapter 13 (Travel Demand Management) and Chapter 14 (TSMO), including discussion of existing programs and services and priorities for the future.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(a), 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	Chapter 4 is devoted to discussion of the connection between land use and transportation in its many forms, including not discussion of initiatives such support for Transit-Oriented development in the Rochester urban area, support for the Rochester urban area Growth Management Plan adopted in 2018, and the urban/suburban/rural growth management policies found in the Olmsted County General Land Use Plan. Chapter 4 also talks about integration of environmental considerations into transportation planning processes on pages 4-24 to 4-26, and local se of street typology/street design guidelines on pp 4-30.
450.324(a), 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	Connectivity of modal networks is discussed in Chapters 10,11 and 12 in relation to Major Street, Transit and Active Transportation respectively. Chapter 12 in particular in regard to Active Transportation discusses the need for and locations where improved connectivity to transit in particular but also to fills in pedestrian gaps and enhanced cycling facilities along major highway corridors is a priority. Chapter 11 discusses an aggressive program for improving the capacity and attractiveness of park and ride facilities including integration of mobility hub features to address commuter mode shift needs; Chapter 13 (TDM) includes discussion of emerging travel options which also relies on the integration of features across systems.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(a), 450.306(b)(7)	MTP addresses the system efficiency planning factor: *Promote efficient system management and operation.*	Y/N	Chapter 14 (TSMO) devotes a full chapter to discussion of system management and efficiency strategies currently utilized and proposed for enhancement or implementation in the future.
450.324(a), 450.306(b)(8)	MTP addresses the system preservation planning factor: *Emphasize the preservation of the existing transportation system.*	Y/N	Chapter 15 (Financial Assessment) includes extensive discussion of system preservation needs related to the Street and Highway system (see introduction on pages 15-11/12 with summary costs for MnDOT on pp 15-16/17; for Olmsted County on pp 15-19/20/21; and for Rochester on pp 15-23/24/25. Day to Day highway operations are discussed on pp15-27 thru 15- 32. Transit preservation is summarized in Table 15-12 on page 15-39; the primary cost identified from a preservation standpoint is vehicle replacement as well as ongoing operating costs for Fixed Route and Dial-A-Ride service. There are also new transit services proposed that will add additional long-term transit preservation costs. Note that in Chapter 9 performance planning measures for transit are discussed on page 9-9. A discussion of Active Transportation infrastructure preservation is found on pp 15-65 thru 15-67.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(a), 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	Discussion of resiliency can be found in Chapter 7 in the Transportation Security discussion on pp 7-41 thru 7- 45, where local All Hazard Mitigation Plans and associated work by MnDOT place a focus on natural impacts such as flooding or poor soils affecting roadway infrastructure. Chapter 14 (TSMO) also discusses reliability as a key objective in terms of traffic operations and the types of existing and proposed strategies ROCOG and its partners will continue to emphasize to insure system reliability.
450.324(a), 450.306(b)(10)	MTP addresses the travel and tourism planning factor: *Enhance travel and tourism.*	Y/N	The most direct link to travel and tourism as an important goal relates to the discussion of the Regional Active Transportation network found in Chapter 12 on pp 12-16/17 as well as the importance of state work in this realm found on pp 12-22 through 12-26.

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	Development strategies are discussed in multiple chapters of the plan as follows: • Safety development strategies are found on pp 7-34 thru 7-37 and include discussion of planning, engineering, safe routes and active transportation measures for creating safe multimodal system • Street development principles, particularly those related to Basic Modal Accommodation found on pp 10-35 through 10-39, and accommodation of Modal Overlay plans as discussed on pp 10-39 thru 10-43, lay out key principles for development of a multi-modal highway system • Pedestrian walkway strategies are discussion in pp 12-18 thru 12-22; broader discussion of strategies and actions related to Active Transportation infrastructure are included on pp 12-41 thru 12-43 • Chapter 4 includes discussion and reference to Street Typology and Street Design as it applies to the central core area of Rochester, where strong consideration to pedestrian oriented design principles is encouraged (see pp 4-30/31) • Chapter 16 includes additional discussion on implementation principles particularly in relation to street and highway development (p 16-2) calling for use of Complete Streets and Context Sensitive Design principles.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
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	Last prior plan update was adopted in August of 2015; next update planned to occur in 2025
450.324(c)	MPO approved the transportation plan (and any revisions or updates), contents, and supporting analyses.	Y/N	ROCOG Policy Board approved the ROCOG 2045 Long Range Transportation Plan on September 23, 2020.
450.324(c)	MPO submitted the MTP for information purposes to MnDOT.	Y/N	YES
450.324(c)	MPO provided copies of any updated or revised transportation plans to FHWA and FTA.	Y/N	Yes
450.324(d)	*For ozone and carbon monoxide nonattainment areas only:* MPO coordinated the development of the MTP with the process for developing transportation control measures in the State Implementation Plan.	Y/N/NA	NA
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/N	ROCOG worked with MnDOT District 6, City of Rochester and Olmsted County to confirm data. Note ROCOG is staffed by Olmsted County Planning Dept and has prepared all assumptions for population, employment and future land use and has partnered with city and county staff on various 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/N	Yes – ROCOG maintains the current travel demand model for Rochester urban area.

Regulatory citation (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/N	The Major Street and Highway Plan described in Chapter 10 focuses on development of those roadways providing national and regional transportation functions; Transit System (Chapter 11) discusses not only services in Rochester urban area but also regional services such as Regional Commuter Bus service and Regional Dial-a-Ride services; Active Transportation System (Chapter 12) focuses specifically on facilities in urban area that are important to larger regional bicycle travel and includes a specific Regional Active Transportation Network Plan reflecting state level planning work. Consideration is given to the integration of walking and bicycling modes with major street network and with fixed route transit services, including Bus Rapid Transit networks proposed for development in Rochester. In regard to air and rail travel, the plan focus is limited to where those modes intersect with the major street network, including recommendations for landside access upgrades in the vicinity of Rochester International Airport and rail crossing improvements along Canadian Pacific mainline.
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/N	Yes – See Chapter 9 pp 9-4 thru 9-10.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
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/N	Yes – See Chapter 9 pp 9-4 thru 9-10.
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/N	Yes – See Chapter 14 on Transportation System Management and Operations
450.324(f)(6)	*For TMAs only:* 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/N	NA

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
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/N	• Capital Investment and strategies to preserve the system discussed in Chapter 15; specific narrative on pp 15-72 thru 15-77 talks about strategies and principles for investment in a constrained revenue scenario; • Multimodal capacity increases discussed in Chapters 10 (Street and Highways); Chapter 11 (Transit); and Chapter 12 (Active Transportation). • Reduction of vulnerability to natural disaster discussed in Security section of Chapter 7 • Projects and strategies addressing system efficiency and congestion discussed in Chapter 14
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/N	Yes – discussion of regional commuter transit and regional dial-a-ride services included in Chapter 12 Transportation alternatives and Travel Demand Management measures are the focus of Chapter 13.
450.324(f)(9)	MTP describes all proposed improvements in sufficient detail to develop cost estimates.	Y/N	Yes – costs are developed for all Major Street and Highway improvements (Chap 10 pp 10-47 thru 10-69); transit improvements (Chap 15 pp 15-37 thru 15-61) and Active Transportation (Chap 15 pp 15-62 thru 15-72, with project costs in Chap 12, pp 12-26 thru 12-40)

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324(f)(9)	*For nonattainment and maintenance areas only:* 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/N	NA
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	Yes – plan includes discussion of • Strategies to respond to natural environment mitigation needs in Chapter 4, pp 4-24 thru 4-27; • Environmental Justice populations in Chapter 9, pp 9-13 thru 9-22) • Risks from factors such as flooding, landslides, soil conditions and other natural factors including flood risk mitigation on the ROCOG highway network in Chapter 7, pp 7-41 to 7-45.
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	Yes – See Chapter 15 for discussion relative to Street and Highway network, Transit Service network and Active Transportation Network
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	Yes – discussed in Chapter 15. Estimates of funds were discussed with partner agencies responsible for facility development as well as reviewed with MPO Policy Board.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324 (f)(11)(iii)	MTP included recommendations for additional financing strategies to fund programs and projects.	Y/N	Additional strategies are discussed relative to City of Rochester financing needs in Chapter 15, pp 15-9/10. City of Rochester will be lead jurisdiction determining whether to pursue new funding sources. Additional discussion of need for discretionary funding is highlighted in Chapters 10 and 15 in reference to identified Illustrative projects that road authorities will be seeking funding for.
450.324 (f)(11)(iii)	*For MTPs that identify new sources of funding:* MTP identified strategies for ensuring the availability of new funding sources.	Y/N/NA	NA
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	Yes – see discussion of anticipated funding in Chapter 15 for Street and highways (pp 15-6 through 15-10). Transit funding is discussed separately for each major service type on pp 15-37 thru 15-61. Active transportation revenue sources are discussed on pp 15-62 thru 15-65.
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	Yes – See Chapter 15, pp 15-4 thru 15-6
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	Cost periods used in Chapter 15 for transit (near term / mid-term / long term) and for Active Transportation (near term / long term). Street and Highway needs expressed in terms of total need in 1) Current 2019 costs and 2) Year of Expenditure costs.

Regulatory citation (23 CFR)	Key content of requirement	Included in MTP?	Comments, including where in plan
450.324 (f)(11)(vi)	*For nonattainment and maintenance areas only:* MTP addresses specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	Y/N/NA	NA
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	Yes – Illustrative projects included. Identified throughout Chapter 10 for various Project Improvement Groups (pp 10-48 thru 10-65) and listed in Table 15-11 on p. 15.36, Chapter 15.
450.324 (f)(12)	MTP included pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).	Y/N	Yes – see Chapter 12
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.	Y/N	Yes – See Chapter 6 pp 6-7 to 6-9.
450.324(g)(1)	As part of the consultation process, MPO compared transportation plans with State conservation plans or maps, if available.	Y/N/NA	Yes (Appendix D)
450.324(g)(2)	As part of the consultation process, MPO compared transportation plans to inventories of natural or historic resources, if available.	Y/N/NA	Yes (Appendix D)

Regulatory citation (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 al motorized and non-motorized users.	Y/N	Yes – See following discussions • See Chapter 7, pp 7-1 thru 7-12 for discussion of State, District and local safety plans coordinated with ROCOG Long Range Plan • See Chapter 7, pp 7-38 thru 7-46 relative to coordination of MPO with Local Emergency Response agencies on preparedness plans and strategies. • See Chapter 9, p 9-9 for discussion of coordination with Transit Agency on the Interim Agency Safety Plan.
450.324(i)	*For MPOs that development multiple scenarios:* 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	ROCOG did not prepare multiple scenarios separately for the Long Range Plan but did coordinate (and work on) preparation of scenarios that went into development of Planning to Succeed: Rochester Comprehensive Plan 2040 completed in 2018, which informed the traffic modeling and analysis of needs found in the ROCOG Plan for the Rochester urban area. Note the ROCOG staff at the time the city comprehensive plan was updated were part of a joint city-county planning department which provided staffing to city planning functions. This scenario planning focused on 1) evaluation of alternative population and employment distribution scenarios; 2) evaluation of alternative transit -oriented development scenarios including trend scenarios and two node and corridor-based scenarios; and 3) estimated costs for each scenario.

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/N	Yes – See Chapter 6
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/N	Yes – See Chapter 6
450.324(m)	*For nonattainment and maintenance areas for transportation-related pollutants:* MPO, as well as the FHWA and the FTA, made a conformity determination on any updated or amended transportation plan.	Y/N	NA

Other plans

Table 2 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 2: Plans identified in federal MTP regulations

Plan name	MPO reviewed?	Notes
Statewide Multimodal Transportation Plan	Y/N	Yes – primary usefulness was in understanding expectations related to transportation funding
Minnesota State Highway Investment Plan	Y/N	Yes – integral to developing MnDOT and Local State Aid (CSAH/MSAS) revenue forecasts

Plan name	MPO reviewed?	Notes
Greater Minnesota Transit Investment Plan	Y/N	Yes – integral to understanding revenue expectations in terms of State Transit Fund
Statewide Freight System and Investment Plan	Y/N	Yes – limited in terms of information applicable to ROCOG area
Statewide Bicycle System Plan	Y/N	**Yes – incorporated recommendations specifically in Regional Active Transportation Network**
Statewide Pedestrian System Plan	Y/N	Limited review
State Aviation System Plan	Y/N	No
Statewide Ports and Waterways Plan	Y/N/NA	NA
Statewide Rail Plan	Y/N	No
Transportation Asset Management Plan	Y/N	Yes – integral to understanding highway preservation needs and assumptions used by state
10-Year Capital Highway Investment Plan	Y/N	Yes – integral to understanding future improvement projects and developing revenues forecast
District Freight Plan	Y/N	Limited review of material related to district freight planning
District Bicycle Plan	Y/N	Yes – integral to development of Regional Active Transportation Network Plan
Strategic Highway Safety Plan	Y/N	Yes – integral to development of Safety Chapter
MnDOT District Safety Plan	Y/N	Yes – used to identify potential safety improvement projects and their costs
County(s) Safety Plan	Y/N	Yes – though County Highway Safety Plan it should be noted is dated (2009)
Public Transportation Agency Safety Plan	Y/N	Yes – though of limited applicability as it is an interim plan still under development
Congestion Mitigation and Air Quality Improvement Program Performance Plan	Y/N/NA	NA
Congestion Management Plan	Y/N/NA	NA
Minnesota Regional ITS Architecture Plan	Y/N	Yes – reviewed for relevance to Chapter 14 / Transportation System Management & Operations. Note State Strategic TSMO plan was relied on more substantively.
Other:	Y/N	

Appendix B • Public Input Summary

Public Input Round One, February 2019

Long Range Transportation Plan 2045

Open House, February 26, 2019

Public Comments (direct quotes from written notes and comments are in *italics*)

Long Range Transportation Plan Map/Table

- Sticky note referring to large "Suburban Development" area in southwest Rochester:
  Can Rochester afford these suburban expansions w/o raising existing homeowners' taxes?
- Sticky note referring to yellow "25 Year Urban Service Area" between Towne Club Parkway SE/Eastwood Rd SE and 20 St SE:
  Should Town Club Parkway (sp?) be part of this 2045 plan?
- A markup directly on one of the maps noted that "Byron" was misspelled as "Bryon" on the legend.

Transit System Characteristics

- **Transit Services in the Rochester/Olmsted County Area** (slide 5):
  "Question to Consider: Is there a need for improved Transit in Rochester or Olmsted County?"
  Improve public perception of transit

Roadway System Planning

- **Priority Interchange Studies and Projects** (slide 7):
  "Question to Consider: Are there other major improvements or Interchange projects you think need to be

considered?"
Byron future interchange locations need to be determined

Pedestrian Safety Planning

- **Analysis of Pedestrian Crashes in Rochester 2006-2015** (slide 5):
  "Have you experienced or observed any locations or areas where pedestrian safety is a concern?"
  Traveling from parking lot from Cornerstone Hotel 6 St/6 Ave [SW]

Safety Planning and Network Screening

- **Pattern of Crash Locations in Greater Olmsted County 2006-2015** (slide 8):
  "Are there any specific areas in the county outside of Rochester where you feel safety improvements are needed?"
  Hwy 14/Frontage Rd/Co Rd 5 Byron
  Leashes and Leads/Hwy 14

Pedestrian and Bicycle Planning

- **Planning Goals, Major Issues and Key System Development Principles** (slide 2):
  "Are there policy areas or key issues that you feel are missing from these lists?"
  Ahh…consider snow and snow removal – Brian R Smith
- **Community Input on Bicycle and Pedestrian Needs** (slide 3):
  "Are there other needs or issues people who have responded to these prior surveys have not identified related to walking and biking infrastructure?"
  [referring to Bicycle Friendly Community Survey results] *Weather? (not on list)(odd) – Brian R Smith*
- **Preliminary ROCOG Regional Bikeway Plan** (slide 8)
  "The ROCOG Plan seeks to build on the existing plans of local cities and State Agencies to fill in any gaps in service between cities or major regional destinations. Are there regional connections you would like to see?"
  If the government (Rochester City) wants to build a ped/bike trail outside the city limits, then the City shall not
  1) threaten to use eminent domain,
  2) use " " – Brian R Smith

- **Rochester Pedestrian System Planning** (slide 9):
  "Are there existing locations where you see a need for improved Pedestrian Facilities?"
  [first comment] *Improve pedestrian crossings on 2 St downtown, Broadway from 7th to 7th, 3td Ave SE, 4th St SE*
  [second comment] *Should it be mandatory to have covered walkways for sidewalks next to major construction? Downtown Rochester has whole blocks w/o sidewalks due to construction. – Brian R Smith ped & bike*
- **Safety and System Development Strategies for Successful Implementation** (slide 10):
  [referring to "Safe Roadway Designs"] Use data to design new roads, ped, and bike transportation, safety data, not how may autos per fortnight can be pushed through… – Brian R Smith ped & bike
- **Plans for Rochester Network of Bikeways and Trails** (slide 4):
  "Are there locations not shown on the Rochester Area or Downtown Rochester network plans where pedestrian or bicycle facilities are needed?"
  Bike route on E Center St needs to extend at least to 11th Ave East, possibly 15th Ave East or coordinate [sic] *access to the existing bike/trail a block north of Center Street.*
- **MnDOT and MnDNR Planning for Regional Trails and Bike Networks** (slide 6):
  "Do you have any comments to offer regarding network plans the State Highway Department or Department of Natural Resources have developed for regional trails and bikeways?"
  Bike trail to Oxbow.
- **Regional Trails Plans in Southeast Minnesota** (slide 7):
  "Do you have any comments to offer regarding plans underway for regional trails in the Rochester area?"
  [first comment] [referring to Chester Woods State Trail map] *Red = existing trail…but the segment from RCTC to 50th is not done. This is false advertising!*
  • Also, the red line looks to be running along 20th St SE, south of Bear Creek. It does not. Also wrong. – Brian R Smith ped & bike
  [second comment] *To connect 20th St SE and Marion Rd to the DNR Chester Woods Trail @ 50th Ave SE follow Bear Creek! – Brian R Smith ped & bike*

Conversations with Attendees

- Discussion of a good idea to use the Seneca property for the Downtown BRT Circulator. It's a good location with the surrounding streets/TH 14.
- Discussion of timing for the finalizing of the building of CSAH 5 extension from the Elk Run interchange over to CSAH 3.
- What will happen around the Elk Run interchange with the new owners? What are their plans (staff does not know, but staff can state that the interchange in place can handle very large levels of traffic).
- Good idea to upgrade CR 101 from gravel to hard surface. The person talking said he uses it regularly and lives in Roch south side.
- Comments on the intersection of 55th St NW and Chateau Rd as to no right turn lane and other comments.
- Interest from a couple of attendees as to the how/when for the final route of the Downtown BRT Circulator.
- Comments on understanding the need for upgrading 48th St NE to meet the need for future residential development, some concerns about a step to Officially Map the future right of way. Understanding that no projects showing on the draft LRTP street/highway map are funded at this time.
- Expressed need for a Downtown Circulator "hub" (further discussion revealed that this attendee meant "mobility hub" or "transit village") downtown, but not at 2 St SW and 2 Ave SW. Preference for original DMC idea of Central Station, north of Central Park.
- Importance of rebuilding US-52/I-90 interchange south of Rochester, because there are too many accidents there, and ever-increasing semi traffic increases the dangers at that interchange.
- Need for Collegeview Rd SE to be rebuilt as a 4-lane road, not reduced to 2-lanes.
- Need for frequent, free, accessible transit to encourage people to go downtown without using their cars.
- Need for safer bicycle infrastructure, especially a better way to separate cyclists and motorists at the intersection of E River Rd SE and Collegeview Rd SE; and on US-14/12 St SW/SE between US-52 and 11 Ave SE.
- Need for bicycle lanes to be convertible into auto lanes during the winter months.

Public Input Round Two: Fall 2019

Long Range Transportation Plan 2045
Fall 2019 Outreach Report

Open House, October 15, 2019

Public Comments (direct quotes from written notes and comments are in *italics*)

ROCOG Regional Active Transportation Network

- Sticky note pointing out location of Oxbow County Park
- Sticky note near Big Bluestem State Trail Planning Area asking:
  Any thought of horseback riding trails?

Urban Area Active Transportation Projects in South Side of Rochester

- *Connect 27 & 28 on old rail bed*
- *Connect Gamehaven Trail to City trails*

Urban Area Active Transportation Projects in North Side of Rochester

- *#45 and #208 are very important as the continue all the work on Cascade Lake Park*
- *East-west facility in 7th St ot 14th St NW would be good.*
- *Connect #120 to projects #45 and #208*
- *Space for bikes to cross Civic Center Drive at intersections is important. Don't end bike lanes at Civic Center Drive.*

Park and Rides

- Referring to Downtown Circulator:
  Consider outbound on Broadway and inbound on 3 Ave SE.

Need big station downtown for people to wait for outbound Circulator at peak hour.
Must have high frequency.

Story Maps: on-line input Opportunity

- *StoryMaps is one of the best public engagement tools I've ever seen!*

Street/Highway Projects thru Year 2045

- *#13-15: will this road be a street for neighborhoods or a bypass? Build as one or the other; it can't do both.*
- *#20 – can this be a Diverging Diamond Interchange?*
- *#35 – No thanks! High cost, no good congestion relief, and it's a larger barrier to bikes/peds/the neighborhood.*
- *Lots of detail about roads (prices, schedules, etc.) – we should have the same level of detail w/r/t transit projects to reflect the shift in policies that give higher priority to transit.*
- *Regarding the 60 Ave NW/Valleyhigh Rd NW interchange project:*
  What is the plan for this road project (straightened roadway? Improved sightlines?)?
  When is the project scheduled?
  When would Olmsted Co. take over 60 Ave NW from the township?

ROCOG 2045 Long Range Plan Regional Functional Designation Map

- Sticky note pointing out a green dot on CR 4 east of the intersection with CR 3, northeast of Byron, which was not explained on the map's legend

Pedestrian Facility Gaps on Federal Functional Class Highways in Rochester

- *Interesting map!*

Urban Area Active Transportation Network Plan Facility Types Typical Safety Concerns and Safety Solutions

- *Cyclists should have to take classes to learn safety, rules of the road. They should have to pay taxes for the upkeep of the road. They should have to buy insurance.*
- *How to reduce conflicts between bikes & cars? County Roads 8, 15, and 30 are really dangerous for cyclists and truck drivers. Especially conflicts with farm equipment.*

Reported by Muhammad Khan

- *We got same turnout at the Open House that we used to get in the past. Public outreach via StoryMap was appreciated by Mike Wojcik and some others who attended the open house. There was a concern raised by a lady about the 40th St SW road upgrade project. She was talking about the gas pipeline project in SW side of Rochester especially in the vicinity of 40th Street SW. I am not 100% sure that she left something in writing about her concern.*

Reported by Beth Davis

- *Greetings!*

  I'm liking the regional and urban pedestrian/bicycling improvements you are working into the 2045 transportation plan.

  I am an Oronoco Township resident and we have limited-to-no options for commuting to and from Rochester mass transit wise. Park N Rides with good shuttle service to points in Rochester could be really helpful - I'm encouraged by your peripheral Park N Rides that you are thinking about.

  One thing that our county and the City of Rochester has very little infrastructure for is electric vehicle charging. It would be great to plan on putting EV charging capabilities in these new Park N Ride lots. Mayo Clinic has done a HORRIBLE job with their EV infrastructure (they've done nothing to encourage EV commuting); the county could help reduce parking burdens downtown Rochester (and on the Mayo campus) by providing EV drivers/commuters with "charge N ride" options in these peripheral lots. I'm seeing an increasing number of EVs in this community and you can count the number of public EV chargers on basically one hand.

Thanks for listening,

Erik

Emailed Comments from the Public:

- Karen Cohen, of Pedestrian Bicycle Advisory Committee, emailed 9/24/2019 (Subject: RE: Transportation Plan Comments)

  SE-- There is a definite need to cross Hwy 52 near Broadway? Do you see the Willow Creek Trail doing that? If shoppers are using Walmart/Menard's area, how do you see them getting to the Target/Fleet Farm/movie theater/etc. area?

  Center City--RR Trail--It was mentioned at one time to make a rail/trail if the RR ever gave up the tracks paralleling Broadway on the east side, Should that be mentioned in the plan or not since we don't know the RR's plans?

  Intersection of 12th St. and Bdy--I know that intersection has been talked about many times, but is there any way to make it safe to cross from Fridell Middle School to Crossroads (and specifically ChickFillA which I've been made aware is directly across the street but kids can't safely get to it). I checked this out on my bike yesterday and came to the conclusion that perhaps the safest way at this time is to dash across Broadway which is absolutely not safe but I understand is what some kids are doing. To cross the street safely, one must either cross 12th St. and then Bdy. at the light at the intersection. Then take the bike trail to the light by HyVee and cross 12th St. a 2nd time. Then one must try to walk or bike with no sidewalks and in the traffic lanes or the ditch, which was VERY unsafe due to all the shopping auto and truck traffic. The other "safe" street crossing is to go north to the light by Graham Park and cross. Once across, you very soon have no sidewalk and must again walk or bike through traffic--again very unsafe. It just seems crazy that there are no sidewalks on the shopping side of the street and no way to cross the Broadway at that point.

  SW--Any way of making 16th St. in the Apache Mall area more bike friendly? There is a sidewalk for peds, but nothing for bikers because 16th St. is crazy along that stretch with 4 lanes of traffic flying by and there is no bike infrastructure. I have only ever seen bikers riding on the sidewalk in that area--never on the street.

NE and NW--Both mention "on-road bike improvements" on Elton Hills Dr. but no mention of ped improvements at corners so you can safely walk across the street? Could that be added or is that not part of the plan?

[On 9/24/2019, Dillon Dombrovski replied: *We have a project with federal funding to add a pedestrian crossing to the south and west legs of that intersection and provide a trail along Crossroads shopping center on the south side of TH 14 that will extend to the entrance into HyVee. The funding for the project is programmed for 2021.*]

Shops at University Square Dining Area; Public Comments; September 11, 2019; Bryan Law

1. Bus routes should be inbound/outbound, rather than loops.
2. Need to increase frequency on transit routes.
3. Need to fill gaps in the system of bicycle lanes on the streets (trails are great, but expand the bicycling network onto more roads).
4. Need more opportunities for people to get around town without a car.
5. Commenter liked the 55 St NW interchange with US-52 (project #20).
6. Collegeview Rd SE and E Circle Dr SE should have a left-turn-on-blinking-yellow-arrow signal.
7. 37 St NW through IBM (offramp approach to Marketplace) needs better traffic control to prevent back-ups onto 37 St NW.
8. The new 55 St NW to 48 St NE connection is really welcome.
9. Need better coordination of road closures (traveling east to west in summer of 2019 was really difficult due to multiple construction projects blocking alternative routes).
10. I want to be able to drive my car through the City of Rochester without having to get off and ride a bus.
11. I want more bus service to neighboring cities.
12. Bicycle planning should include more funding for enforcement; too many bicyclists ride on the sidewalks.
13. Rebuilding Co. Rd 117 (project #10) is probably a short-range project; which sounds good, because that road is in bad shape, and there is a lot of development in that area.

14. Co. Rd 104/US-14 interchange rebuild is very necessary for safety.
15. Co. Rd 101 (project #9) project is overdue by many years.
16. Park and ride system needs more frequent service during more hours of the day.
17. I would be interested in a nationwide, coast-to-coast bike trail.
18. What are the areas without City water and sewer? Are any of them planned to be served by the City?
19. Does the CSAH 4 and CR 104 interchange project depend the US-14/CR 104 (project #2) project?
20. Bike lanes on 2 St SW are unnecessary and undesirable.
21. Need bike connection between south Walmart and ShopKo, and Target South.
22. Need better north-south bike connections on south side.

UMR; Public Comments; September 11, 2019; Bryan Law

1. I ride RPT Route 10. It's a long ride.
2. Need better options for getting downtown without a car.
3. Need for outreach to UMR students; establish a focus group for TOD and TDP planning.
4. What options are there for getting cars out of downtown? What about developers and owners of parking structures downtown? Are they at the table during these planning discussions?
5. What transit options help get cars out of downtown?

Comments from September 11, 2019 LRTP/TIP Outreach at University Square Food Court; Ben Griffith

1. RPT's downtown routes are different for inbound and outbound, resulting in lopsided travel times (short ride in AM, long ride in PM or vice versa…) *(heard this same comment from at least 3 additional people…)*
2. More funding for bike routes and bike lanes, but not too fond of the sharrows because it doesn't feel safe riding a bike on the road, especially in areas just outside downtown core

3. Need to improve the current Park-N-Ride Facilities (shelters would be nice for the wait) and increase times to and from downtown *(heard this at least 4 times from different people…)*
4. Improve bus route times to make using the bus more convenient for workers and others
5. Improve bus stops and shelters to make waiting for the bus a better experience; improving the sidewalks (or building sidewalks where there are none currently) would be a big help
6. We need more parking in downtown Rochester, not bike lanes, and quit taking on-street parking away for bike lanes and Ubers!
7. Timelines should all be moved up—we need more roads now!
8. Make sidewalks wider; need more room for people, bikes, tables & chairs, and now scooters!
9. When will downtown circulator start? I want to use it now!
10. Funding for roads and transit should happen sooner, not later, to make it happen sooner
11. Would like to see more transit options; more routes, better routes, more frequent times
12. Need to improve sidewalks to get to bus stops and shelters, which also need to be improved
13. Sidewalk ends on 19th Street SW and lots of children in the neighborhood end up walking and riding their little bikes in the street
14. Whatever happened to ZipRail? Will Rochester ever get train service to the Twin Cities or anywhere else? Amtrak?
15. Need to complete and connect unfinished and disconnected bike paths
16. Use pull tabs in bars to provide tax money for transportation infrastructure
17. Need flexible bus service along Valleyhigh Road
18. Rochester will need the Primary Transit Network built out sooner than 2045

Comments from September 11, 2019 LRTP/TIP Outreach at University Square Food Court; Dave Pesch

1. Approve of total transit plans: much better ways of getting around town without a car.
2. Agree that Hwy 14 East needs to be 4-laned in the near future out to at least Eyota.
3. Regarding Broadway, it's fine to have two auto lanes converted to bus lanes.
4. Like both versions of BRT systems: the city-wide and the Downtown Circulator.
5. A commercial developer stated that liked all of the future street/highway improvements and also the BRT systems.
6. Two Mayo Clinic visitors said they "love it" when seeing how the future transit system will work to get both locals and patients to Mayo. They would be fine parking in the parking ramps at the ends of the Downtown Circulator.
7. A person said that it's a good idea to upgrade 65th St from the 52 ramp over to at least 50th Ave.
8. Three people at different times stated that work needs to be done to improve how the West Circle Drive interchange works with Hwy 14 during the AM and PM peak work hours. One person said there is no reason Rochester should have the kind of traffic delays that are "all over the place" in the Twin Cities.
9. Support the planning to build out transportation on the West and NW side of Rochester to keep pace with future housing being built. Glad the Planners are staying ahead of things.
10. A Mayo Dept Head said that she would be willing to give up a downtown parking space ("which isn't easy to part with") when the ramps are built on both ends of the Downtown Circulator. She likes that the cars would be parked inside, and the riders would be waiting for the buses in a weather-protected space.
11. A member of RNeighbors liked all the transit plans and said she supported 3rd Ave as the route for the Circulator since it would push traffic over to Broadway rather than the other way around.
12. Two people who live west of Rochester but in Olmsted County said that CSAH 4 needs upgrading but also needs sight lines corrected.
13. A person identifying as a Senior Citizen said she really likes all the future transit options. She's not planning to be able to drive forever.

14. A local retail owner on the near North side of Downtown believes transit will help in attracting shoppers in places where parking will be difficult. Also supports bike trails that are not in the street (i.e. bike lanes).
15. A person said he'll be looking to see what the headway will be on the Downtown Circulator and also what the stations will look like. He's planning to keep an eye out for chances to weigh in on station placement and design.

Comments from Rochester Planning and Zoning Commission, October 9, 2019

1. Does ROCOG still expect development between Rochester and Pine Island?

   A: Dave mentioned that the comprehensive plan does not anticipate that the two municipalities would grow to be coterminous before 2040.

2. US-52/I-90: would be a shame to put that off any longer; it needs an upgrade soon.

   A: Dave said that this project should be coming up shortly, and we could expect it in the TIP in the next few years.

Comments from One Hour/One Topic, 125 LIVE, October 21, 2019

Streets/Highways

1. What are your baseline objectives??

   Dave: Safety improvements; congestion relief; better serving expected land use

2. What will happen with back road to Byron (i.e., alternative route to US-14)?

   Dave: The US-14 Corridor Analysis will examine the connections to US-14 at cross streets, and this will consider alternative routes and how they interact with US-14.

3. How will 55 St NW/US-52 interchange be improved?

   Dave: We build interchanges for much longer these days. Older interchanges became obsolete after the City grew. Now we anticipate that change and build for it.

   Comment: Please don't do anything at US-52/55 St NW like at 19 St NW interchange.

   Dave: 55 ST NW interchange will likely be like 19 St NW interchange.

4. What connections will be made on 75 St NW to connect it with the rest of Rochester?

   Dave: 18 Ave NW, 50 Ave NW, etc.

5. US-63/I-90 – very dangerous. Is it going to be rebuilt?

   Dave: Yes, it will begin in 2020. Highway 30 will be closed as a result.

Active Transportation

1. How do we suggest new projects?

   Muhammad: Comment on StoryMap. Email, call, even visit in-person.

2. Where will Stagecoach Trail go?

   Muhammad: It's a study area, so the exact path is not determined yet.

3. If electric bikes are allowed on trails, what about electric motorcycles?

   Muhammad: Vehicles allowed on trails are limited by their speed; must be below 15-20 mph.

4. What will be done at N. Broadway and 13 St (Sliver Lake dam area)?

   Muhammad: Rebuilding Broadway is happening in stages, and that is the first of several interlocking road projects.

5. How are they dealing with congestion downtown?

   Muhammad: Park and rides, City Loop

6. Are schools included on the ROCOG Board (to contribute to planning for getting kids to and from school)?

   Muhammad: Yes, Rochester Public Schools (RPS) is on the Board. School transportation planning focuses on Safe Routes to Schools (SRTS), and RPS now has an SRTS Coordinator on staff.

Transit

1. Current rider wants to know which service replaces other services (referring to Rochester Public Transit existing service; Primary Transit Network Bus Rapid Transit; and Downtown Circulator).

Bryan: None of these services will replace another. They will be 3 different services, all serving a different type of rider.

2. Discussion of difference between bus stops, which already exist, and BRT stations, which will require more infrastructure investment.
3. How will BRT turn around at the mobility hubs?

   Bryan: The mobility hubs will have concentrations of housing, office, retail, commercial, and transportation uses – so there will be plenty of room for buses to turn around.

4. Question about elevated rail/monorail as part of Downtown Circulator

   Bryan: That mode was considered as part of Integrated Transit Studies, and found to be too expensive and difficult to integrate with other transit services on the ground.

5. How does the system fit in with the small cities out in the County and their small park and ride lots.

   Bryan: Those small-city park and ride lots are served by private-sector, for-profit carriers, so they are not part of this discussion of publicly funded and operated transit. However, those small-city lots and the commuter service that serves them do help keep cars out of downtown Rochester, and thus are acknowledged in the LRTP.

6. Current rider commented that the Rochester Public Transit (RPT) service and vehicles are great, and that RPT serves disabled passengers very well.

Diversity Council Public Comments Aug 7, D. Pesch

Street-Highway

- West Circle Drive interchange with Hwy 14 is way too congested and the traffic signals just seem to make it worse.
- Interchange at 52 and Hwy 14 works fine except for the back-ups when having to cross over traffic to get to a ramp.
- Hwy 52 has a merge from 14 sound-bound that doesn't work in the morning work drive hour.

- There are too many signals on West Circle Dr, it doesn't work like a beltway.
- Civic Center drive is ready for 6 lanes right now, not far out into the future.
- Like the project to fix the hills and turning in/out on 20th St SW west of South Broadway.
- Support the project to re-do the intersection just north of the N. Broadway "dam bridge". It's not great for cars, but much worse for walkers and bikers to get through.

Transit

- BRT in Rochester is a great idea so that we could handle many work days without taking a car at all during the work part of the day.

Bike/Ped

- ALL the bike paths should be plowed in winter, not just some downtown. With winter bikes and all the winter walkers, the time has come to do this. We have a great path system, just not in winter.
- The new scooters should not be allowed on bike paths. Isn't there a restriction for motorized unless it's wheelchairs?
- Very much support the plans to build out the walking/biking paths to the BRT future nodes from neighborhoods. Not enough that people living right there can get to the bus stop, others will walk/bike there also if it's kind of direct without crossing main arterial streets.

Diversity Council Annual Celebration; Public Comments; Aug 7, 2019; Bryan Law

1. Comment praising separation of maps: bikes on one, transit on another.
2. Question about what kind of sidewalks and bike facilities were planned.
3. Question about how Primary Transit Network and Downtown Circulator are distinct from Rochester Public Transit's existing service. Comment that it would be good to have these varied transit options.
4. Question about how transit could be increased to allow more people to live and work in Rochester without a car.

5. Question about what exactly the Downtown Circulator is, what the Primary Transit Network is, and how these fit in with other plans (especially Planning 2 Succeed and the DMC Development Plan).

Diversity Council Annual Celebration; Public Comments; Aug 7, 2019; Sandi Goslee and Muhammad Khan

1. Looking forward to ability to get rid of my car.
2. Great idea for getting Mayo employees to work without parking hassles.
3. Complete bike trails to Gamehaven.
4. Complete pedestrian/bike paths through Broadway (major north-south connector).
5. 6th St connection [needed?]

Comments from Chamber of Commerce, Transportation Forum/Government Affairs Committee, October 11, 2019

1. How do you work out differences when different jurisdictions disagree (such as with the Collegeview Rd SE conflict earlier in 2019)?

   Dave: ROCOG as the MPO doesn't have a lot of direct say in that sort of thing, but it does provide expertise, which can hopefully help in discussions.

2. Co. Rd. 104 is a bad turning movement. What is the plan there?

   A: Dave pointed at the layout for the US-14/CR 104 interchange on the map.

3. Is the CR 104 interchange plan based on traffic counts?

   Dave: Yes. We expect Rochester and Byron to grow toward each other with urban development (that is, water, sewer, small residential lots, streets instead of rural roads).

4. Does the CR 104 interchange plan for there not to be any at-grade crossings?

Dave: Yes. US-14 is planned to be a freeway in that area, with ramps and exits for safety, not at-grade crossings.

5. 65 St NW/US-52 interchange is difficult now at peak hour.
6. Note from MnDOT: the projects in the LRTP are unfunded – they're just identified needs. Money to actually build these projects comes later.
7. If US-14/CR 104 interchange is not funded, is there an interim project for increasing safety there?

   Greg Paulson: That county-led project will consider interim solutions.

8. Downtown Circulator: why only Broadway or 3 Ave SE? Why not outbound on one and inbound on the other?

   Dave: That is a question for the City and their consultants. It's a completely separate study from this.

9. Is there a model for public-private partnerships with regard to retail and other commercial development at transit villages?

   Dave: Yes, there are models out there.

10. What factors go into prioritizing projects?

    Dave: We have criteria that help determine short- and long-range projects, etc. The criteria deal with safety, traffic forecasts, etc.

11. What about transit?

    Dave: We rely on prioritized projects from other planning entities and incorporate them into our plan.

12. Do we have local consultants that can do this work, instead of looking toward the Twin Cities, Chicago, and elsewhere?

    Dave: The hope with these projects is to hire a consultant that has done this kind of work before. Since most of this kind of work has been done elsewhere, that's where the qualified consultants are. MnDOT usually uses local subcontractors on its local road projects.

13. Is there a future for light rail in Rochester?

Dave: We have to follow the comprehensive plan, and it came up with BRT as the high-capacity transit solution. BRT is now basically doing what LRT used to do.

Ben: LRT isn't completely gone as a possibility. It is more in the background now, but it could be resurrected in the future.

14. How much have people in outlying towns been asked about the location of the park and ride facilities?

    Ben: There have been low-level discussions, and we need to expand them

15. The Mayo West circulator terminus looks like it will clog up roadways at peak hour.

    Ben: It's about removing those cars from downtown, where road capacity is even tighter than out on 2 St SW west of US-52.

ROCOG Memo

Date: December 4, 2019
To: ROCOG Policy Board
From: Bryan Law, Principal Planner
Subject: Results of Fall 2019 Outreach for Long Range Transportation Plan

Action: Information Item

Gathering Public Input

From August through December 2019, ROCOG staff have been engaged in a multi-pronged outreach effort to solicit public comments for the 2045 Long Range Transportation Plan (LRTP). This effort included traditional means such as public meetings and press releases, and techniques new to ROCOG such as social media and the use of StoryMaps. One of the major goals of this outreach effort was to elicit comments from the public about the individual projects that staff had identified in the draft modal plans, as approved by ROCOG throughout the summer of 2019. The following is a list of the outreach efforts made by ROCOG staff this fall:

Presentations to Organizations

- Pedestrian and Bicycle Advisory Committee, August 20, 2019
- Intercultural Mutual Assistance Association, September 17, 2019
- R Neighbors/Council of Neighborhoods, September 17, 2019
- Olmsted Co. Township Officers Association, September 26, 2019
- Citizens Advisory on Transit, September 26, 2019
- Olmsted County Planning Advisory Commission, October 3, 2019
- City of Rochester Planning and Zoning Commission, October 9, 2019
- Chamber of Commerce Transportation Forum, October 11, 2019
- One Topic, One Hour (at 125 LIVE), October 21, 2019
- County Committee of the Whole, November 19, 2019

- Rochester City Council Study Session, December 2, 2019

Pop-ups

- Diversity Council Annual Celebration, August 7, 2019
- Shoppes at University Square food court, September 11, 2019
- University of Minnesota Rochester, September 11, 2019

Digital Outreach

- ROCOG Website
- ROCOG Facebook page
- StoryMaps

Other

- Static display at Government Center, Sept. 23-27, 2019
- Post-Bulletin press release, October 4, 2019
- Open House, October 15, 2019

As a result of these efforts, ROCOG recorded 334 responses with various members of the public. Of these, 141 were responses made in-person, eight were emailed to staff, and 185 were generated through StoryMaps.

The nature of the responses were varied: 211 were comments about a project listed on ROCOG draft maps; 55 were general statements about various planning topics; 46 were questions (either direct to staff or rhetorical); 11 were input on the method of this plan; ten were suggestions for projects not listed on the maps; and one was a comment on StoryMap in response to another user's question on StoryMaps.

The public input was mostly directed to the modes of transportation ROCOG was presenting. The Active Urban mode got the most responses, with 133. Next was Street/Highway, with 98 responses. The tally of other responses were as follows: 45 for Transit; 24 for Active Regional; eight for Transit Park and Ride; three for roads and transit in a combined response; and one for active and transit in a combined response.

Themes and Patterns to Comments:

Since so few responses came via email (only 2%), this analysis will concentrate on the responses the public provided in-person or via StoryMaps.

Ratio

The in-person responses were 76% of the responses received via StoryMaps (141 interactions vs. 185). Put another way, there were three in-person responses for every four StoryMaps responses. This suggests that StoryMaps can reach a large audience, and that it could be even more effective with more marketing. At the very least, it seems clear that StoryMaps is a very useful companion effort to traditional in-person methods of outreach.

Nature of Responses

The responses received in-person were different in nature from those received via StoryMaps. Of 141 in-person responses, only 23% were comments on specific projects, while 37% were general statements and 26% were questions. Conversely, of 185 StoryMap responses, 95% were comments on specific projects. In large part, this is to be expected, since StoryMap users could only comment by clicking on a specific project. There was no way for StoryMaps users to make general statements about planning issues. By restricting the opportunity to comment only within individual projects, ROCOG's StoryMap effort imposed a discipline on users, and they largely stuck to the task of commenting on the individual projects. In this way, the StoryMap effort was better at achieving the goal of getting comments on individual projects than the in-person efforts were.

The two types of outreach can complement each other, of course. ROCOG staff expected – indeed, wanted – people to come to in-person events out of general curiosity about the subject, become better informed about the topics and projects in the LRTP, and then visit the StoryMap later after their interest in particular projects had been piqued.

Mode:

The responses received in-person and via StoryMaps were focused on different modes. Out of 141 in-person responses, Transit was most often the subject, 31% of the time. The other modes were mentioned in the following proportions in in-person responses: Street/Highway, 28%; Active Urban, 18%; Active Regional, 4%; roads and transit combined, 2%; active and transit combined, 1%. The number of responses for each mode are listed in Table 1, below.

In contrast, out of 185 StoryMap responses, Active Urban was most often the subject, 55% of the time. The other modes were mentioned in the following proportions in StoryMap responses: Street/Highway, 31%; Active Regional, 10%; Transit Park and Ride, 4%. The number of responses for each mode are listed in Table 1, below.

Table 1: In-Person and StoryMap Responses by Mode.

Mode	Total Comments	In-Person Comments	StoryMap Comments
Active Urban	127	25	102
Street/Highway	97	40	57
Transit	44	44	0
Active Regional	24	6	18
Transit Park and Ride	8	0	8
roads and transit	3	3	0
active and transit	1	1	0
Total	**304***	**119**	**185**

* The total does not add up to 334, because some responses were not obviously about any particular transportation mode.

Top Projects Receiving Comments

With over 160 projects listed across the various modes, 334 responses works out to an average of just over 2 responses per project. It is perhaps not surprising that no one project dominated the responses. However, there were some projects that rose to the top in users' minds.

Out of 141 in-person responses, the Downtown Circulator was the subject of 8% of them. Other top projects were mentioned in the following proportions in in-person responses: Street/Highway #2, 4%; Transit Primary Transit Network and Circulator, 3%; Street/Highway #20, 2%; Street/Highway #35, 1%; Street/Highway #22, 1%. The number of responses for the top projects, and a brief description of each numbered project, are listed in Table 2, below.

Out of 185 StoryMap responses, Street/Highway #2 was the subject of 3% of them. Other top projects were mentioned in the following proportions in StoryMap responses: Street/Highway #35, 3%; Street/Highway #27, 3%; Active regional #3, 2%; Street/Highway #6, 2%; Street/Highway #20, 2%; Street/Highway #22, 2%. The number of responses for the top projects, and a brief description of each numbered project, are listed in Table 2, below.

What is most striking in this examination is five projects scored among the top of in-person or StoryMap responses, but received no attention in the other column. Nevertheless, some common ground can be found between in-person and StoryMap responses: Street/Highway projects 2, 20, 22, and 35 are on both lists

Table 2: Top In-Person and StoryMap Responses by Project.

Project	Total Comments	In-Person Comments	StoryMap Comments
Transit Circulator [NB: the Downtown Circulator was not listed as a specific project on StoryMap because the concept was not in a firm enough state at the time StoryMap was being built and released to the public]	11	11	0
Street/Highway #2 (US-14/ CR 104 interchange)	10	5	5
Street/Highway #35 (widening Civic Center Dr NW)	7	2	5
Street/Highway #20 (relocate 55 St NW/E Frontage Rd intersection)	6	3	3
Street/Highway #27 (rebuild S Broadway from 9 St SE to 16 St SE)	5	0	5
Active regional #3 (connecting Chester Woods Trail with Rochester trail system)	4	0	4
Street/Highway #22 (N Broadway and 14 St NE intersection)	4	1	3
Street/Highway #6 (US-14 and W Circle Dr NW interchange)	4	0	4
Transit PTN and Circulator (both BRT systems combined in a comment)	4	4	0

Top Specific Needs Identified

Some responses described specific unmet needs, and these responses could be organized into some common categories. Out of 141 in-person responses, 10% noted the need for transit routes that better serve riders. Other specific needs were mentioned in the following proportions in in-person responses: better bike/ped connections, 9%; travel without a car, 6%; reduce conflict between users, 6%; improve road safety, 5%; traffic back-up relief, 4%; upgrade pedestrian facilities, 2%; increase in road capacity, 1%. The number of responses for the top specific needs identified in in-person responses are listed in Table 3, below.

Out of 185 StoryMap responses, 8% noted the need to improve road safety. Other specific needs were mentioned in the following proportions in StoryMap responses: traffic back-up relief, 5%; reduce conflict between users, 3%; and ADA compliance, 1%. The number of responses for the top specific needs identified in StoryMap responses are listed in Table 3, below.

Once again, there are five specific needs identified by either in-person or StoryMap responses that are not mentioned at all in the other column. Nevertheless, "Improve road safety," "traffic back-up relief," and "reduce conflict between users" are specific needs identified on both lists.

Table 3: Top In-Person and StoryMap Responses by Specific Need Identified by Response.

Specific Need Identified by Response	Total Comments	In-Person Comments	StoryMap Comments
improve road safety	21	7	14
better bike/ped connections [NB: 4 such comments were emailed to staff]	17	13	0
traffic back-up relief	16	6	10
transit routes that better serve riders	14	14	0
reduce conflict between users	13	8	5
travel without a car	9	9	0
upgrade pedestrian facilities	3	3	0
ADA compliance	2	0	2
increase in road capacity	2	2	0

Top Specific Solutions Suggested

Out of 141 in-person responses, 6% called for more transit routes/frequency. Other specific solutions were suggested in the following proportions by in-person responses: new paved connection, 4%; complete planned trail connections, 3%; different route alignment, 1%; prohibit electric scooters on paths, 1%; signal improvement, 1%. The number of top in-person responses suggesting specific solutions are listed in Table 4, below.

Out of 185 StoryMap responses, 4% said that projects must include bicycle facilities. Other specific solutions were suggested in the following proportions by StoryMap responses: accelerate project schedule, 1%; add travel lanes, 1%; flatten road for better visibility, 1%; single point urban interchange, 1%. The number of top StoryMap responses suggesting specific solutions are listed in Table 4, below.

No suggested solutions are on both lists.

Table 4: Top In-Person and StoryMap Responses by Specific Solution Suggested by Response.

Specific Solution Suggested by Response	Total Comments	In-Person Comments	StoryMap Comments
more transit routes/frequency	8	8	0
must include bicycle facilities	8	0	8
new paved connection	6	6	0
complete planned trail connections	4	4	0
accelerate project schedule	2	0	2
add travel lanes	2	0	2
different route alignment	2	2	0
flatten road for better visibility	2	0	2
prohibit electric scooters on paths	2	2	0
signal improvement	2	2	0
single point urban interchange	2	0	2

A few patterns seem to emerge from the responses received in-person vs. those received via StoryMap. Some consensus seems to exist on the priority of Street/Highway projects 2, 20, 22, and 35. Similarly, both sets of responses agreed that the projects in the plan need to "Improve road safety," provide "traffic back-up relief," and "reduce conflict between users." But beyond these items of agreement, the responses received in-person and via StoryMap show quite different

conceptions about what projects are most important and what unmet needs are most in need of addressing. And the two sets of responses are vastly different in the solutions they suggest to address the region's transportation planning needs.

Suggestions for Other Projects

Ten of the 334 comments were suggestions for projects that were not shown on the draft modal plan maps. The mode that received the most suggestions for new projects was Street/Highway, with six. Active Urban received three, and Active Regional received one. The most common category of response was "better bike/ped connections," with three. "Improve road safety" and "traffic back-up relief" each received two responses. The remaining responses were alone in their categories: "upgrade pedestrian facilities"; "increase in road capacity"; and "signal improvement."

Table 5: Suggestions for Other Projects

Active Regional	I would be interested in a nationwide, coast-to-coast bike trail.	Better bike/ped connections
Active Urban	Need bike connection between south Walmart and ShopKo, and Target South.	Better bike/ped connections
Active Urban	East-west facility in 7th St or 14th St NW would be good.	Better bike/ped connections
Active Urban	Sidewalk ends on 19th Street SW and lots of children in the neighborhood end up walking and riding their little bikes in the street	Upgrade pedestrian facilities
Street/Highway	CSAH 4 needs upgrading but also needs sight lines corrected.	Improve road safety
Street/Highway	CSAH 4 needs upgrading but also needs sight lines corrected.	Improve road safety
Street/Highway	Agree that Hwy 14 East needs to be 4-laned in the near future out to at least Eyota.	Increase in road capacity
Street/Highway	Collegeview Rd SE and E Circle Dr SE should have a left-turn-on-blinking-yellow-arrow signal.	Signal improvement
Street/Highway	37 St NW through IBM (offramp approach to Marketplace) needs better traffic control to prevent back-ups onto 37 St NW.	Traffic back-up relief

Street/Highway	65 St NW/US-52 interchange is difficult now at peak hour.	Traffic back-up relief

Survey 1-2-3 Comments

Part of the StoryMap gave users the opportunity to describe projects they would like to see that were not in the ROCOG draft modal plan. ROCOG received a total of 12 comments: nine regarding Street/Highway, two regarding Bike/Ped; and one regarding Transit. Users were invited to assign a priority level to their suggestions, and these can be seen in Table 6, below.

Table 6: Survey 1-2-3

Mode	No. of Comments	Highest Priority	Medium Priority	Low Priority	Not Assigned a Priority
Street/Highway	9	2	6	0	1
Bike/Ped	2	2	0	0	0
Transit	1	0	0	0	1
Total	12	4	6	0	2

The suggested projects could also be assigned a rationale. That is, what purpose would the project serve? Users could select all the rationales that applied, and could provide their own by choosing "other." The tally of suggested project rationales is as follows:

Safety: 7

Filling a gap in service/network: 5

Address underserved area/population: 3

Quality of life improvement: 3

Increase property values: 4

Upgrade of existing facility: 5

Other: 1

Much like the responses to the projects listed in StoryMaps, the Survey 1-2-3 users gave Safety as their highest priority in suggesting transportation projects.

Public Input Round Three: Summer 2020

2045 LRTP Outreach

Questions and Comments Received from July through September 2020

Citizens Advisory on Transit

July 23, 2020

- Comment: Would like to see a recommendation about ensuring curb-cuts for pedestrians, and especially wheelchair users, to have better access to sidewalks

  Staff Response (not during meeting, but later): The plan does have goals and objectives related to safety and increased accessibility throughout the pedestrian system, as well as planning the pedestrian and bicycle systems in coordination with surrounding land use planning. The 2045 LRTP is not likely to get into the level of detail that would be necessary for municipal policy on where curb-cuts should go, but jurisdictions that use this plan should be aware of its recommendations for the active transportation mode and their effect on land use.

- Question: Will financial information be available for review?

  Staff Response: Yes, that is a big part of the final chapters of the plan

- Question: Will Lime scooters and Nice Ride bikes be part of the transit hubs?

  Staff Response: There has been some discussion of how bicycles and especially bicycle parking fit into the transit villages. The shared mobility of Lime and Nice Ride certainly fit the vision and intent of multi-modal transit hubs.

Pedestrian and Bicycle Advisory Committee

August 12, 2020

- Question: When visiting the StoryMaps, do you want us to rank the projects?

  Staff Response: No need to rank; just give comments. However, feel free to tell us if you think a particular project is important, a high priority, etc.

Transportation Technical Advisory Committee

August 27, 2020

- Committee voted unanimously to recommend adoption of the 2045 LRTP

Citizens Advisory on Transit

August 27, 2020

- Comment: I like the cost breakdown [by mode and across 25 years]. It makes everything more understandable, and it makes the total costs less shocking.

  Staff Response: Yes, the totals are big, but it is important to remember that they are over 25 years.

- Question: Does ROCOG revisit this plan from time to time.

  Staff Response: Yes, updates are required at least every 5 years. If conditions change in such a significant way between updates that what is described in the current plan is no longer accurate, the plan can be amended before the next update.

Virtual Open House #1

Date: September 8, 2020

Subject: ROCOG 2045 Long Range Transportation Plan – Virtual Outreach

Attendees: Bryan Law, Jennifer Garness, Mark Engel, Ben Griffith, Marty Cormack, Brett Ostby, Steve Jorgensen, Paul Claus, Matt Lynch, and Dave (Guest)

[11:58 AM] Law Bryan

This meeting will be recorded, and available for later review on the ROCOG website.

Edited

Matt Lynch (Guest)

Hi Bryan! Knowing that active transportation and recreation are key goals for ROCOG's LRTP, what is the plan to communicate that among all types of users to be mindful of eachother to coexist? Specifically, what is the ROCOG communication plan so that people respect that these roadways are meant for both recreation and transportation, by foot, by bike, and by motorized vehicle?

Staff Response

One of ROCOG's main roles is to foster communication among different agencies and road authorities. Avoiding conflicts between different modes is a big part of road design and ROCOG works with road authorities to make sure safe use of different modes is incorporated into their projects. This Plan has goals and objectives about ensuring strategies like Complete Streets are followed, as a way of reducing conflicts between different modes.

Brett Ostby (Guest)

how are these ped and public transit priorities aligned with lower income areas and BIPOC community areas traditionally underfunded?

we recently saw that the Public School District ISD 535 completely ignored these communities in selection of a new school location

Staff Response

ROCOG is in the process of updating its Title VI plan, which assesses how plans may or may not disproportionately affect areas with high concentrations of low-income and/or populations of racial and ethnic minorities. This is part of our planning at ROCOG, and after doing a Title VI analysis, we can say that areas in the ROCOG planning area with higher concentrations of low-income and/or populations of racial and ethnic minorities are not adversely affected by the final projects, such as a rebuilt road.

Paul Claus (Guest)

Will the BRT phase 1 be two lanes east and west?

Staff Response

It will be one lane in each direction for general traffic, and one lane in each direction that will be a BAT lane, or Business Access and Turns. This will be between US-52 and the Civic Center/Government Center/Library loop. The inside lanes will be for general traffic, and the outside, or curb-side, lanes will be BAT lanes, only for transit vehicles and for general traffic making a right turn onto a side street or into a driveway.

Marty Cormack (Guest)

When you see the huge volume of cars coming in from Kasson/Byron and Stewartville, how will transit be addressed to replace part of that volume of cars?

Staff Response

This is a big consideration in the siting of the large park and ride facilities. For example, a park and ride facility doesn't currently exist on US-14 west of Rochester, and establishing one there has been a high priority for Rochester Public Transit for many years. They are planned in areas where we hope to be able to entice commuters to park their car on the outskirts of the City, rather than in downtown where parking is scarce. On the edges of town, where land is plentiful and less expensive, the geometry of sprawl works in our favor, and it is preferable to park cars there than in the center of the City.

Paul Claus (Guest)

I'm guessing the BRTs will create choke points for single vehicles and make it more desirable to use alternate transportation.

Staff Response

That's about ¾ of the strategy. Transit vehicles don't cause congestion; single-occupant vehicles cause congestion. If all the people in single-occupant cars rode a bus instead, that would free up a lot of space on the roadways. That said, there will be more traffic downtown as employment there grows, and every strategy we can use to make it more desirable for people to choose an alternate form of transportation will relieve that much more congestion on the roads.

Marty Cormack (Guest)

What part of the plan is motivated to reduce carbon emissions, and how much is just downtown congestion motivated?

Staff Response

This is another question where part of the strategy of getting people out of their cars and using an alternate mode of transportation will help reduce carbon emissions. Some transit is being planned with electric buses. They don't have a carbon footprint of zero, but they do have zero tailpipe emissions. So they're a step in the right direction. Also, the bus garage will be fitted with solar panels to help with the charging of the electric buses, which will further reduce the use of fossil fuels in operating the transit system.

You said the plan would not further disadvantage BIPOC, How will it fix current disadvantages?

Staff Response

Transit and road projects are designed to serve all areas of the City and region. I happen to know that transit takes a lot of care to site bus stops in areas with higher transit propensity (i.e., areas with high poverty, low income, low rates of car ownership, etc.).

Wouldn't it be better to start the transit in Kasson or Stewie to avoid car use.

Staff Response

The Plan does address park and ride facilities served by Rochester City Lines in the communities outside Rochester. We expect this part of the system will grow in the future.

Brett Ostby (Guest)

not adversely affecting BIPOC and low income is insufficient. These areas need above average funding to make up for past inequities. How do we move from not-adverse to providing these areas more investment?

Staff Response

That is an important consideration, and it is in the plan, but I can't call to mind the exact way to answer that at the moment. I'll get a better answer to this question.

[Staff Response later: Chapter 9 addresses this, especially with regard to environmental justice. Some active transportation and transit projects will improve mobility options for environmental justice populations in Rochester. The overall goals in the Plan are set based on USDOT Planning Factors, which include planning for accessibility and mobility; protecting and enhancing the environment; and improving the economic vitality of the area.]

Marty Cormack (Guest)

My issue on the carbon, is if folks still drive 80% and transit the last mile or 2, you don't substantially reduce carbon.

Staff Response

This is one of the reasons why the strategy of having park and rides in communities outside Rochester is an important part of the transit solutions in this Plan. There are a lot of incremental steps we have to take in reducing carbon.

Matt Lynch (Guest)

Thank you for fielding this discussion and gathering responses to get back to us.

So how do you integrate the Park and Ride from Kasson and Stewie to the plan?

Staff Response

This Plan mostly addresses publicly funded transit. Since the park and ride facilities in communities outside Rochester are served by a private, for-profit company, Rochester City Lines, they aren't part of a publicly funded system. The Plan does include them, and of course those facilities could one day be served by a publicly funded transit service.

Regional Public Transit?

Staff Response

Rochester Public Transit fixed route doesn't operate outside the City limits, and if you're talking about even crossing county lines, the operation of such a system gets pretty complicated. You would need something like a Regional Transit Authority, and the state legislature has been reluctant to establish such authorities in recent years.

Brett Ostby (Guest)

How can Mayo policy help facilitate these plans, how much are you working with Mayo?

Staff Response

We get feedback from Mayo. Their main transit attention has been on the park and ride facilities and the development of Downtown Rapid Transit. They operate their own shuttles, and they are pretty open about wanting to get out of the transportation business. Mayo wants its employees, patients, and other visitors to be able to rely on public transit. Part of that public transit is funded by the Mayo Clinic. They have a lot of direct involvement in the projects like Downtown Rapid Transit and other projects in the DMC district.

Would they pay Olmsted to do that?

Staff Response

They might, but they seem fairly satisfied right now with the transportation planning they are seeing from the City of Rochester.

Matt Lynch (Guest)

I'm noticing some of the participants' in today's call are avid cyclists and people that enjoy recreation outdoors. How might ROCOG be willing to partner with community groups to offer specific amenity planning (e.g. rumble strip placement on a shoulder), policy (e.g. ordinances to prevent dogs from chasing people) and connectivity to regional parks/points of interest (e.g. Oxbow, Whitewater, Chester Woods)?

Staff Response

That last part is what you'll see more of in the Plan. We identify more needs having to do with infrastructure – for example, bike connections from Rochester to Chester Woods, or Gamehaven. We have more direct and concrete things to say about those projects, because one of ROCOG's main roles is to enumerate and help plan where federal transportation dollars will be spent in the area. There are mentions in the Plan about what individual communities can do to improve their roads, pedestrian, bicycle, and transit facilities; but ROCOG doesn't have a lot of direct say in how those get done. ROCOG's role is more about supporting such efforts and perhaps helping to convene the different entities in a planning effort.

Steve Jorgensen (Guest)

In glancing at the Planned Projects on the website, I'm encouraged to see very many routes adding 5 - 8 foot shoulders on many county road projects. This would be greatly appreciated. Salem road existing shoulders are amazing and a great example for other projects. Thanks for including those updates. I highly support those plans.

Staff Response

Thank you very much.

Marty Cormack (Guest)

Do you know when the bike trail to Gamehaven will get built?

Staff Response

I don’t off the top of my head. It is in the plan, but I don’t remember a specific schedule for it.

Brett Ostby (Guest)

Matt, much of that used to be the role of BPAC in ROCOG. How much are the present planners working with PBAC at the city.

Staff Response

ROCOG works with PBAC, usually when invited, and usually during a big planning effort like this one. We have presented this Plan to them for their input. So we work with them when planning for pedestrians and bicycles. Similarly, we work with the Citizens Advisory on Transit.

Marty Cormack (Guest)

Will reconstruction of Valley High County 4 have a bicycle friendly shoulder?

Staff Response

I don’t know off the top of my head. That would be a great question that could be answered by checking the StoryMaps.

Steve Jorgensen (Guest)

Project #7 on the site

Staff Response

Thank you.

Matt Lynch (Guest)

How cool would it be to ride your bike to see a black bear from safe distance?

Staff Response

Safe distance is important.

Oxbow!

:)

Staff Response

Ah, yes, I like the idea of seeing one at Oxbow on my bike. One project I've been interested in is the bicycle trail connection to Chester Woods, because I like to ride my bicycle, and I like to fish, and I'd really like to combine the two pursuits.

Brett Ostby (Guest)

Thank you for your work Bryan et al. I hope we see most of these plans take shape!

Staff Response

Thanks.

Matt Lynch (Guest)

That sounds awesome, Bryan.

Staff Response

Thanks.

Marty Cormack (Guest)

Thanks for taking the time for us.

Staff Response

Thanks.

Steve Jorgensen (Guest)

bike fishing!

Staff Response

Matt Lynch (Guest)

Thank you all!

Staff Response

Thanks.

Paul Claus (Guest)

thank you!

Staff Response

Thanks.

Steve Jorgensen (Guest)

Thanks Bryan - great information!

Staff Response

Thanks.

Let's all add our comments on the story map. Many of the projects only have one comment!

Staff Response

I would encourage you to contact us if you have further questions and comments, and spread the word to others who might like to learn more about the Plan. The StoryMaps are a great way to get comments on individual projects.

Marty Cormack (Guest)

Thanks

Staff Response

Thanks.

Ben Griffith

Good Job Bryan!

Staff Response

Thanks.

Virtual Open House #2

Date: September 9, 2020

Subject: ROCOG 2045 Long Range Transportation Plan – Virtual Outreach

Attendees: Bryan Law, Jennifer Garness, Ben Griffith, Charlie Reiter, Unknown User (Guest), Ken (Guest), Michael O'Connor (Guest), Kelly (Guest)

Kelly (Guest)

What is the red dotted line running on 3rd Ave SE? – relating to Rapid Transit System

Staff Response

That dotted line is showing a possible corridor for Phase 2 of the Downtown Rapid Transit. It's unclear at the moment if it would travel on S. Broadway or on 3 Ave SE. There are several considerations about Business Access and Transit (BAT) lanes, how that will shift traffic, and where the southeast transit village might be located. The development of the southern leg and the southeastern transit village got more complex, and so the City decided to phase in the 2 St SW/SE leg of the project first, and continue working toward a solution for Phase 2.

Question

Wasn't the design already presented to and approved by the City Council?

Staff Response

There was a locally preferred alternative (LPA) for both the 2 St leg and the southern leg that the Council adopted. But this was amended very recently, and the Council adopted a new LPA that phases in the development.

Michael O'Connor (Guest)

Any plans for bike to work facilities, where cyclists can clean up, and also secure their bike

Staff Response

Securing bikes and bike parking is definitely in the Plan. As for wash-up facilities, other cities have looked into that in their bicycle planning and have had varying levels of success with it. Facilities like that may not be called for directly in this Plan. It's a level of detail that this long-range plan might not typically get into. As more finer-grain bicycle planning is done, recommendations for such facilities might be the type of thing you could see in those plans.

Further Staff Response to last two questions

The City has been looking at the Fullerton lot, AMPI site, and the K-Mart site for the southeast transit village, and including the railroad corridor as a possibility for the Downtown Rapid Transit to use as its alignment. If a bridge is built at 6 St SE, it could figure into the plans, too.

As for bike facilities, the City has a bicycle master plan which gets into the details about facilities that are complementary to the infrastructure.

Michael O'Connor (Guest)

Have you considered impact of electric bikes!

Staff Response

I'm not sure if there's anything in the plan specifically about electric bikes.

Follow-Up Question (mostly inaudible)

Staff Response

It sounded like you were saying that electric bikes could give people the opportunity to ride longer distances or through terrain that they might find too challenging without the electric assist, and that there is a need for more charging facilities for electric bikes throughout the region. Those questions would have answers very similar to what we said earlier, about other bicycle plans getting into that level of detail more than this one does. More infrastructure for charging electric bikes would encourage more people to ride.

Kelly (Guest)

If 3 Ave SE is chosen for the Downtown Rapid Transit, and especially if there are BAT lanes, that will make it harder for people in the Sunnyside neighborhood to get into and out of the neighborhood.

Staff Response

That's definitely part of what made the southern leg of the Downtown Rapid Transit planning so complex, and the needs of Sunnyside are never far from planners' minds when discussing the southeastern transit village and Rapid Transit service to it.

StoryMaps

(comments made between August 19 and September 14, 2020)

Streets and Highways

- Project #22: Rebuild, inc improvements to bike/ped movements; 14 St NE Intersection w/North Broadway Comments

This is one of the most dangerous intersections for walkers, scooters and bikers in the city. It should be a very high priority. I agree with eliminating right turns onto 14th when heading north on Broadway.
Edited on 8/26/20 at 8:46 PM

- Project #24: Reconstruct; Ph 1 of Broadway: Civic Cntr Dr to 9 St SE, In DMC
  Comments
  Definitely needs pedestrian and bicycle facilities, preferably protected.
  Edited on 8/26/20 at 8:53 PM
- Project #25: Reconstruct; Ph 2 of Broadway: Civic Cntr Dr to 9 St SE, In DMC
  Comments
  Needs protected bike and pedestrian facilities.
  Edited on 8/26/20 at 8:55 PM
- Project #27: Reconstruct; Broadway: 9 St SE to 16 St SE
  Comments
  Must add bike and ped facilities either lanes or trail along side. It is far too dangerous the way it is with all the speeding traffic on Broadway.
  Edited on 8/26/20 at 8:59 PM
- Project #35: Reconstruct to 6 lanes fr TH 52 to Broadway; Civic Center Dr
  Comments
  Do not go to 6 lanes. It will make getting across too dangerous plus more lanes will just make traffic worse. Hasn't Los Angeles shown you can't build you way out of traffic problems by adding more lanes?
  Edited on 8/26/20 at 9:10 PM

Active Transportation – Regional

- Regional Project #1; Provide 5’-6’ asphalt shoulders along CSAH 1 from 97th ST SE south to the TH 30
  Comments
  - This would have been ideal this year as there are detours for many from the I90/Hwy 63 construction. It still gets used today.

  - I frequently ride this road, and from MN 30 to 97th is the scariest part especially around the curves near Pleasant Grove. A should would be great!
  - can we provide a protected bike lane a shoulder is not safe

- Regional Project #2; Correct shoulder width deficiency under Canadian Pacific Railroad Overpass on TH14 east of the entrance to Chester Woods Park.
  Comments

  - Yes, please,

- Regional Project #3; Construct off-road trail or path connecting west end of Chester Woods Regional Trail near Meadow Dr SE with Rochester Trail system at the intersection of East Circle Dr and TH 14.
  Comments

  - I hope that the Chester Woods trail gets built soon so I can ride it before I die. (I'm 64). I've been waiting more than a decade for this.

- Regional Project #4; Construct off road trail connecting Chester Woods County Park with Eyota and Dover.
  Comments

  - Paved or "off-road?"
  - Fishing, hiking, kayaking (yes!) would all be accessible by bike - very awesome! Thanks!
  - Long overdue; please add.

- Regional Project #5; Provide 4’-5’ asphalt shoulders on CSAH 14 from TH 63 east to CSAH 11.
  Comments

  - This is now CSAH 33. Please add a shoulder.
  - is there a separate bike multiuse path alongside the highway is preferable to use of shoulders

- Regional Project #6; Provide 7’-8’ paved shoulders on MN 247 from east of TH 63 east to Wabasha County line.

Comments

- Can coordination be made with Wabasha County so there is safe access all the way to the Great River Ridge Trail via Plainview? This is great!
- Yes please add; especially needed near Potsdam for folks riding CSAH 11.

- Regional Project #7; Provide a minimum of 6’ asphalt shoulders on CSAH 4 from CSAH 5 to CR 104.
  Comments
  - This is fantastic - I NEVER ride Valley High because of the lack of shoulder however an ideal destination is Oxbow Park for me - especially by bike.
  - Yes, please; CSAH 4 is way too busy to ride a bike past 60th Ave without a safe shoulder. This is a very pretty ride, we just have never been able to ride it on a bike.
- Regional Project #8; Provide a minimum of 4’ asphalt surface along CSAH 16 starting from CSAH 20 to 31st Ave SW.
  Comments
  - See: rochesterendurance.com/library and https://www.strava.com/heatmap will show how these routes are frequented by people on bikes. Please consider wider shoulder - not only for recreation but pulling cars off of roadway as well - for safety!
  - Yes a shoulder there is very much needed with the increased traffic with the MN 30 re-route. 4' would be the minimum required; wider would be better.
- Regional Project #9; Provide a minimum of 4’ asphalt shoulders along CR 104 from CR 117 to CSAH 34.
  Comments
  - Part of this is now CSAH 44. Shoulders are needed as use increases.
- Regional Project #10; Provide 5’-6’ paved shoulders on CSAH 3 from south of CSAH 25 to CSAH 34.
  Comments
  - This is a very frequent road bicycle route that could benefit from shoulders.

- Regional Project #11; Provide a minimum 4’ asphalt shoulders along CSAH 15 from State Highway 30 to CR 117.
  Comments
  - Shoulders make me feel safer - rumble strips help keep a motorist in their lane - frequently see texting and driving on this stretch of road with a lot at stake. Please consider rumble placement to maximize shoulder width to keep us vulnerable ones safe!
- Regional Project #12; Provide 6’-8’ asphalt shoulders along CSAH 35 from ¼ mile west of TH63 to CSAH 8.
  Comments
  - This is especially needed with the increased traffic due to the MN 30 re-route.
- Regional Project #13; Provide 5’-6’ asphalt shoulders along Highway 30 from Stewartville to Chatfield.
  Comments
  - Can these shoulders be even wider? Ideally 8' so two cyclists can ride comfortably side-by-side? These routes are frequented by group rides. See: rochesterendurance.com/library for more routes
  - There are limited E-W bicycle routes in that part of the County, so this would make for a safe route to Cummingsville and Chatfield.
- Regional Project #14; Provide 5’-6’ asphalt shoulders along CSAH 10 from Interstate 90 to Maple St in Dover.
  Comments
  - CSAH 10 has great shoulders everywhere else. This would complete it.
- Regional Project #15; Provide a minimum of 4’ asphalt shoulders along CSAH 2 between CSAH 10 and Highway 42.
  Comments
  - Yes please.
  - can we consider making a protected bike lane or totally separate way for cyclists to safely use these county highways? a simple shoulder is very dangerous for cyclists

- Regional Project #16; Construct off road trail or path to connect south end Great River Ridge Trail to future Chester Woods Trail.
  Comments
  - I want to be able to ride this before I die (I'm 64). It's been talked about for years. Please do it.
- Regional Project #17; Provide 7'-8' asphalt shoulders along CSAH 12 /100th Street NW between from 50th Ave NW to CSAH 3 to connect Oronoco with Douglas Trail.
  Comments
  - Yes please add, I avoid this road on my bike because of high volume and no shoulder.
  - Is the asphalt to be located on the North or South side of CSAH 12/100th St? Like the idea. Thanks
- Regional Project #19; Provide 7'-8' asphalt shoulders along CSAH 11 from CSAH 36 (Marion Rd) to TH 14.
  Comments
  - Would be great to continue it north from Hwy 14 to Viola Rd where it would meet similar East/West shoulders. At least get rid of the rumble strips on Co. 11. They force cyclists into the traffic lanes.
  - Will this continue all the way to Hwy 247? That is the only North to South connector near Rochester city limits and permits shorter loops from Rochester. That will encourage entry-level cyclists to give it a go.
  - is there a plan for protected bike path

Active Transportation – Urban

- Urban Project # 28: Pedestrian-Bicycle Facility; Construct Willow Creek Trail from north of Willow Creek Middle School to Gamehaven Regional Park
  Comments
  - We need a safe alternate to Gamehaven from SE Rochester via bicycle. Please expedite this.
- Urban Project # 404: Future Study Area; Conduct study of how to create on-street north-south bicycle corridor on east side of central Rochester area

Comments

- Can the study look at additional east-west routes too? The existing trail that hops the tracks isn't the fastest route most times, Center or 4th SE would be better for a bike system.

- Urban Project # 405: Future Study Area; Conduct study of options for pedestrian and bicycle facility along Salem Rd and 12th St SW from Fox Valley Dr SW to Zumbro River
  Comments

  - Something that connects the two sides of the highway for bikes and peds would be very good.

Transit – Park and Ride

- Project #1: North P&R Study Area to eventually locate a Park & Ride surface lot or ramp
  Comments

  - This would be very useful to have. We live in Oronoco but come to Rochester nearly daily and would make use of this to help get us back and forth to work.

- Project #3: East P&R Study Area to eventually locate a Park & Ride surface lot or ramp
  Comments

  - Perfect location for a P&R, especially after CSAH 9 project is complete and the road can handle added traffic

- Project #6: IBM TOD P&R Study Area to eventually locate a Park & Ride surface lot or ramp
  Comments

  - I like the idea of having a park & ride and future TOD on the north side of IBM, especially if it makes connections to Target, Mayo NW, and other stores easier for pedestrians.

Transit – Primary Transit Network

- No comments on these projects

Phone Calls Directly to ROCOG Staff

(August 19 through September 23, 2020)

- On September 16, 2020, Jerry West called Bryan Law and left a voice message. In the voice mail, West said that he wanted County Road 101 between St Bridget's Road and CR 1/11 Ave SE to be paved, as it is a busy roadway used by residents of SE Rochester to get to the Shoppes on Maine shopping area. Law called West back later on the 16th. West repeated his desire to see that road improved and expressed worry that the project wasn't scheduled for construction. Law explained that it is an important candidate for future programming, but it still needs funding to be secured and needs to be fit into the schedule of projects, along with other worthy construction projects. West indicated that this project should be a high priority, and Law assured him that its importance was understood by the planning community in the region.

Emails Directly to ROCOG Staff

(August 19 through September 23)

- From: julie gay
  Sent: Wednesday, September 16, 2020 11:23 AM
  To: Griffith Ben
  Subject: from Julie Gay
  I am looking for someone who in 30-60 minutes can educate me on transportation financing is done.

  I mean educate - just by your answering this email doesn't mean you have to do it.

  For example one question: on forecasts for long-range even five years out how reliable are the numbers?

  Please let me know if you can think of anybody?

- On September 16, 2020, Bryan Law replied:
  Julie –

I could probably answer your questions. One thing that might help is to look at the presentation I gave to the Citizens Advisory on Transit on August 27. That presentation was all about the financial information in the Long Range Transportation Plan, especially as it relates to transit. The agenda packet for that meeting is here:

http://rochestercitymn.iqm2.com/Citizens/calendar.aspx

I see that the recording of the meeting isn't uploaded yet, but my PowerPoint presentation is included in the packet.

That would be a good start. If you still have questions, let me know when I could schedule a Skype or Teams call with you (I'm still working from home, so I don't have my office phone for outgoing calls).

Bryan Law, AICP
Principal Planner
Olmsted County (MN) Planning Department
Rochester-Olmsted Council of Governments

- **From:** julie gay
  Sent: Wednesday, September 16, 2020 3:47 PM
  To: Law Bryan
  Subject: from Julie Gay
  Questions - Are parking, ramps and lots included in Planning?

  I can understand figuring numbers five years out, but 10 years or more? How are those numbers even considered to be reliable?

  I consider a fine point to be cost of moving people from transit hubs to downtown - costs are buses, maintenance, congestion. Yet it is not known yet how many will be working from home?

  In figuring costs at times bid numbers don't match allocation and the process is either put off or restarted. When this happens any chance the city or county should have figured differently?

  My quest started when I saw a proposed budget for DMC through the end of its 20-year time period. Transit was just over $17 billion. How is putting a number of that amount even possible or reasonable?

Finally - what is the secret to the city seemingly getting all the state or federal dollars wanted over time?

A little brownie working somewhere?

I remember a consultant making a presentation which was like just a few pages. Within a few weeks a 315-page report appeared with same title and different numbers. Hmmmmmmmm.

With all the master plans for transit is there any way any of them can be considered applicable at least through 2022? Planners do what with numbers under these conditions which can be seriously impacted?

- On September 17, 2020, Bryan Law replied:
  Julie –
  Thanks for the chance to answer your questions. My responses are below, in red.
  Please let me know if you have other questions.

  Bryan Law, AICP
  Principal Planner
  Olmsted County (MN) Planning Department
  Rochester-Olmsted Council of Governments

- From: julie gay
  Sent: Wednesday, September 16, 2020 3:47 PM
  To: Law Bryan
  Subject: from Julie Gay

  Questions - Are parking, ramps and lots included in Planning?

  Most of the parking considerations in the 2045 Long Range Transportation Plan (LRTP) have to do with large park and ride facilities on the edges of downtown Rochester (to serve the Downtown Rapid Transit BRT service), farther out on the edges of the City (to be served by Rochester Public Transit Direct routes, as happens today), and in other communities outside of Rochester (served today by Rochester City Lines).

The expansion of park and ride service is a crucial strategy for achieving the desired mode shift called for in DMC and City Comprehensive Plans, from having about 70% of commuter trips into downtown Rochester today made in single-occupant cars to having only 43% to 50% of all peak period commuter trips made by single-occupant cars 20 years from now. Attracting more downtown workers to park and ride facilities served by express bus will be key to help manage the growth in traffic as the downtown sees increased employment and economic activity while still assuring adequate street capacity and parking availability for expected patient, customer and visitor growth.

Our main focus is to think about how to move a growing number of people in and out of downtown within the capacity of the existing street system, which will require more use of transit. There will still be a need to add parking, but as long as the amount of added commuter traffic during the peak hours is minimized the street system should function reasonably well and others, including the City as well as private developers, can plan with some flexibility for where parking is best located.

I can understand figuring numbers five years out, but 10 years or more? How are those numbers even considered to be reliable?

The way we think about planning for 20 to 25 years in the future is to look at it as an example of what-if planning, where we ask a question or define a scenario and then assess changes that could result if that scenario comes to pass. In the case of the LRTP, the primary what-if question for us to assess is what changes may be needed in terms of transportation if the city grows from a population of 120,000 people today to 150,000 or 160,000 people and employment grows from 110,000 today to 150,000 in 20 to 25 years. Those are the fundamental assumptions that drive the planning project. Those assumptions lead the planners to think about where more housing will be located, where the additional jobs will be located, where services and retail may be located, all of which then go into thinking about the travel implications these assumptions will have and what new transportation needs that generates.

Once the anticipated needs are identified, the financial analysis in the plan uses past construction cost and funding trends to estimate the level of future funding needed for transportation projects in the plan, adjusted for inflation, based on what projects are anticipated to be built, and when. Most projects costs can be estimated for planning purposes using similar past projects as a guide, with adjustments for expected inflation in future years. So we can have a fairly good idea of how costs will change, based on past experience.

Obviously, economic conditions change over long periods of time, and nothing in the future repeats past patterns exactly. We have a better idea of what costs and funding will be like in the short-term than two decades from now. But that is one of the reasons for LRTPs like this to be updated every 5 years. The recommended projects get reviewed, re-evaluated, and costs are recalculated. Moreover, the Transportation Improvement Program (TIP), which lists the projects scheduled to happen in the next 4 years, gets updated annually. Projects in the TIP, especially in the first year of scheduled projects, have real commitments of funding to them, and the annual update process gives the jurisdictions and ROCOG the chance to carefully examine the upcoming projects and how they fit in with the long-range planning.

I consider a fine point to be cost of moving people from transit hubs to downtown - costs are buses, maintenance, congestion. Yet it is not known yet how many will be working from home?

The long-term impact of remote working during the COVID-19 pandemic response is a question that planners have been considering since stay-at-home orders began in March 2020. There is no way for us to know yet if this pandemic is going to result in long-term changes to the way Americans work, or if commuting to a physical workplace every day will become the norm again once public health is no longer jeopardized by gathering people in denser environments such as on a bus or at an office. For now, the 2045 LRTP transportation recommendations are based on the assumption that things will largely return to the way they were before the pandemic, which from the perspective of transportation investment would reflect a high-cost scenario. Course corrections that dial back what is needed certainly can happen as time passes, and we would imagine that when the next plan update is due in five years, we will have a much better idea of the lasting impacts of this time, and the way COVID-19 has changed commuting and other travel will figure prominently in that next plan update.

It is important to recognize that the long range plan is a strategic tool, not a budget document; decisions still need to be made on a regular basis as to whether to move ahead with recommendations in the plan. Also, the plan can be amended before the next update is due. So, if the COVID-19 response has clearly changed the way we all commute so drastically and permanently that it makes our analyses and recommendations obsolete, then the plan may need amending. Such a drastic change in decades-old commuting patterns within 5 years is difficult to imagine right now.

In figuring costs at times bid numbers don't match allocation and the process is either put off or restarted. When this happens any chance the city or county should have figured differently?

Costs for projects often change, for many reasons, most of which are outside the control of the city. We believe every public entity tries to generate realistic project cost estimates with the best information they have available at the time, but everyone recognizes that conditions or prices can change. This is one of the major reasons for amendments that we have to make to our plans, especially the TIP.

My quest started when I saw a proposed budget for DMC through the end of its 20-year time period. Transit was just over $17 billion. How is putting a number of that amount even possible or reasonable?

I'm not familiar with a number that high for anything involved in DMC. The original plan called for an investment of $585 million in public money to stimulate the private-sector investment of $5.6 billion. Transit was a big part of the DMC plan, but only a part of that total (there was also a lot for street improvements, pedestrian and bicycle facilities, property development, etc.). The 2045 LRTP examines DMC-related transit costs and funding, along with all the other parts of public transit in Rochester. That analysis is in Chapter 16 of the Plan which you can link to here: (https://www.co.olmsted.mn.us/planning/rocog/Documents/2045%20Plan%20Update/Chapter16_508.pdf).

The total estimated cost for all types of transit service across the entire City for the 2021-2045 period are estimated at about $1.2 billion, and that includes the Downtown Rapid Transit, neighborhood fixed route service, direct service to the park and rides, ZIPS dial-a-ride paratransit, and the Primary Transit Network.

Finally - what is the secret to the city seemingly getting all the state or federal dollars wanted over time?

A little brownie working somewhere?

I'm sure the City could offer up examples of grants and other funding opportunities from the state and federal governments that the City did not get, or for which they got an amount lower than they had requested. Just in the last few years we can think of examples, such as the North Broadway reconstruction, safety improvements at the TH 14/TH 52 interchange, funding to build the Willow Creek Trail, among other grant requests that the city was unsuccessful in getting selected.

I remember a consultant making a presentation which was like just a few pages. Within a few weeks a 315-page report appeared with same title and different numbers. Hmmmmmmmm.

We are not in a position to comment on the work that prompts this question, and would defer to the author to respond to your question about different numbers. In general terms, it's not uncommon to see a presentation of study

results that focuses on the findings of a study without presenting all the background work and data that went into developing those findings, which might be the case in the situation you cite.

With all the master plans for transit is there any way any of them can be considered applicable at least through 2022? Planners do what with numbers under these conditions which can be seriously impacted?

Staff Response

It is important to note that the various plans by design focus on different timeframes, different geographies and different levels of detail. The LRTP is intended to look at the long term and address questions like whether new services should be considered, to what extent existing service would need to be expanded, or what magnitude of costs these changes would imply. When thinking about the short term, one of the most important transit plans is RPT's Transit Development Plan (TDP), which is intended to look at changes needed in next 5 to 7 years, thus reflecting what is happening now and what can be expected in the next few years. The TDP plays a much bigger role in terms of deciding what to actually budget for in the near term. The TDP was last updated in 2017 and is due for another update in 2022. This document gets into more details about the short-term planning for transit in the City, including where routes should go, how often they should operate, what fares should cost, etc.

Appendix C • Governance

The Rochester-Olmsted Council of Governments (ROCOG) is the county-wide Metropolitan Planning Organization (MPO), for the Rochester, Minnesota Urbanized Area. ROCOG is responsible for conducting long- and short-range planning, programming federal and state transportation funds, and prioritizing transportation projects which receive federal funding. This work is done on a continuing and cooperative basis with local jurisdictions and agencies responsible for providing transportation service within the ROCOG area.

The ROCOG organization is established as a Joint Powers Board as defined by Minnesota Statute. Formed in 1972, ROCOG's planning area originally consisted of Rochester and the five townships abutting the city. In 2001, under an agreement with the Office of the Governor of Minnesota and the Minnesota Department of Transportation (MnDOT), the agencies responsible for the designation and establishment of MPO organizations within Minnesota, the ROCOG planning area was expanded to include all of Olmsted County.

ROCOG's governing body, or "Policy Board", is composed of representatives from local jurisdictions as follows:

ROCOG Policy Board	
Local Jurisdiction	**Number of Representatives**
City of Rochester	5
Olmsted County	3
Small Cities	2
Townships	2
School District (ISD #535)	1
Resident Representatives	2
MnDOT Central Office	1
MnDOT District 6	1
Total	**16**

ROCOG receives staff support from the Olmsted County Planning Department, located at 2122 Campus Drive, Suite 100, in Rochester, Minnesota. Meetings are typically held once per month (usually the 4th Wednesday of the month at noon) in Conference Room "A" in the 2122 Building at the Olmsted County Campus—north of Rochester Community and Technical College off Collegeview Road (County Road/CSAH 9).

ROCOG's Transportation Technical Advisory Committee (TTAC) is composed of representatives from the local road authorities and MnDOT personnel as follows:

Transportation Technical Advisory Committee	
Local Jurisdiction	**Number of Representatives**
ROCOG staff	4
Rochester Public Transit	1
MnDOT Central Office	2
MnDOT D6	2
Township Maintenance	1
Olmsted County Public Works	2
Rochester Public Works	2
FHWA	1
Total	**15**

TTAC serves in an advisory function to the ROCOG Policy Board and makes no final decisions on transportation matters. They meet as needed, generally prior to ROCOG Policy Board meetings, with no set meeting date. ROCOG representatives on TTAC consists of the ROCOG Executive Director and 3 transportation planners, with administrative support from the Olmsted County Planning Department. City of Rochester Public Works Department representatives include the City Engineer and Traffic Engineer, while Rochester Public Transit is represented by the Physical Development Manager. Olmsted County Public Works representatives include the Public Works Director/County Engineer and the Assistant County Engineer.

With work on the development and adoption of the 2045 Long Range Transportation Plan Update over 2019-2020, several items related to the organization and governance of ROCOG activities have been identified which will need to be updated as well. Following is a list and brief explanation of the items that have been identified for the ROCOG Policy Board to consider, in no particular order of preference.

Update to By-Laws

ROCOG's current by-laws were last updated in 2006 and need to be updated. Some specific items which need to be discussed include:

- Consider revising the title "Citizen" representative in the by-laws to either "Resident" or "Community" representative. The Policy Board has indicated by motion, an intent to change from "citizen" to "resident" but may want to consider "community representative" to be more inclusive and reflective of the community.
- Include TTAC membership and responsibilities as a subcomponent of the overall by-laws.
- Add a policy on attendance and ability for jurisdictions to identify substitute members who can stand in for appointed members at regularly scheduled Policy

Board meetings, when an appointed member is unable to attend.

- Conduct of regularly scheduled Policy Board meetings during time of emergency.
- Use of video conferencing for regularly scheduled Policy Board meetings.

Updates to Public Involvement Plan

Although updated and adopted in 2019, the plan needs to be updated to include lessons learned from the COVID-19 Pandemic. Topics include:

- Use of virtual public involvement and engagement methods as a regular order of business for ROCOG
- Use of virtual public open houses and other outreach activities and events
- Other transportation informational and outreach activities

Update of ROCOG Website and Social Media

As part of Olmsted County's overall website update and redevelopment, the ROCOG website will also be updated and social media outlets continually improved and updated as well. Included with this is the development of an informational "dashboard" for display and dissemination of information and project updates.

Creation of Orientation and Informational Materials

Taking a cue from other MPOs around the state, ROCOG staff will develop materials which can be printed as well as posted on the website to inform the general public about ROCOG activities and what an MPO's responsibilities are. These materials would also be helpful for onboarding new members of the Policy Board.

Administrative Review

ROCOG staff will need to follow up with MnDOT/FHWA/FTA staff on the use of administrative review of Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) amendments. There appears to be conflicting interpretations of administrative reviews and how/when they are used. The use of administrative review for TIP/UPWP amendments may need to be memorialized in the by-laws.

Summary

With the conclusion of the 2045 Long Range Transportation Plan, Planning staff would like to initiate the process of addressing the items above. A subcommittee of the Policy Board is recommended to begin review and update of the current by-laws, involving a process facilitated by staff, working with TTAC, and

bringing items to the Policy Board for feedback and guidance, eventually leading to formal adoption.

Appendix D • Travel Demand Forecasting

Introduction

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.

Appendix D reports on the assumptions and traffic model specifications that were developed to support preparation of the 2045 Long Range Plan. For purposes of this Plan, updates of land use assumptions and future network links were completed to extend the target year for the model from 2040 to the year 2045. While ROCOG's model has historically been a simple Average Daily Traffic "three-step" model (trip generation, trip distribution, traffic assignment), the model has been modified to incorporate a mode choice element as well as parking allocation functionality. These changes occurred in conjunction with other studies that included 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 usage is expected to occur over the next 25 years
- 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 2019. The model inputs and assumptions were revisited and updated. The updated model was validated to 2015 observed traffic data available from MnDOT's Traffic Forecasting and Analysis website and travel

patterns extracted from Census Transportation Planning Products (CTPP) data.

In addition to these elements, housing and employment forecasts were updated to reflect a modest redistribution of growth to reflect the transit-oriented development vision adopted in P2S 2040. The potential impact of enhanced transit service was also reflected in some adjustments to trip generation categories, and walk links were added as the first or last leg in the travel route to reflect that vehicle trips destinated to downtown are often directed to parking ramps and not to the block on which a person's eventual destination is located.

Preparation of the regional traffic forecasts were also completed, based primarily on study of 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 Plan, 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.

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. In developing the urban area travel demand model, a series of model input files were updated and/or developed to reflect the changes described earlier in this section 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 highway network
- Addition of downtown and commuter parking sites
- Addition of walk links
- Traffic model calibration

On the following pages, a brief synopsis of each of these data inputs is provided.

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 D-1 summarizes projected levels of growth by traffic model land use category.

Table D-1: ROCOG Urban Area Land Use Scenario

Land Use Category	Category Measure	2,015	2,045	Growth
Urban Single Family	Housing Unit	18,961	24,732	5,771
Suburban Single Family	Housing Unit	12,724	12,866	142
Suburban Multi-Family	Housing Unit	3,069	11,182	8,113
Urban Multi-Family	Housing Unit	8,154	14,036	5,882
Townhome Development	Housing Unit	4,558	9,723	5,165
General Business	Square Ft (1,000s)	4,608	7,868	3,260
Industrial	Square Ft (1,000s)	13,557	17,382	3,824
Office	Square Ft (1,000s)	5,492	8,409	2,916
Social and Recreational	Square Ft (1,000s)	764	764	0
Entertainment/Arenas	Seats	20,767	21,267	500
Secondary/Higher Education	Students	13,429	17,479	4,050
Elementary Ed / Day Care	Students	16,827	16,827	-
Hotels	Rooms	5,342	6,936	1,594
Hi-Int Retail	Square Ft (1,000s)	225	231	6
Drive Thru Bank	Square Ft (1,000s)	141	157	16
Active Recreation Parkland	Acres	3,262	4,883	1,622
Shopping Center	Square Ft (1,000s)	2,553	2,827	274
Big Box / Strip Mall	Square Ft (1,000s)	1,276	1,276	0
Nursing Home / Senior Apts	Residents	4,632	6,493	1,861
Mayo Medical Center	Square Ft (1,000s)	6,962	12,420	5,458
Hospital	Square Ft (1,000s)	3,850	5,093	1,243
Airport Terminal	Enplanements	463	945	482
Air Cargo	Square Ft (1,000s)	96	296	200
Mobile Homes	Housing Unit	1,263	1,263	-
BioTech Industry	Square Ft (1,000s)	-	1,020	1,020

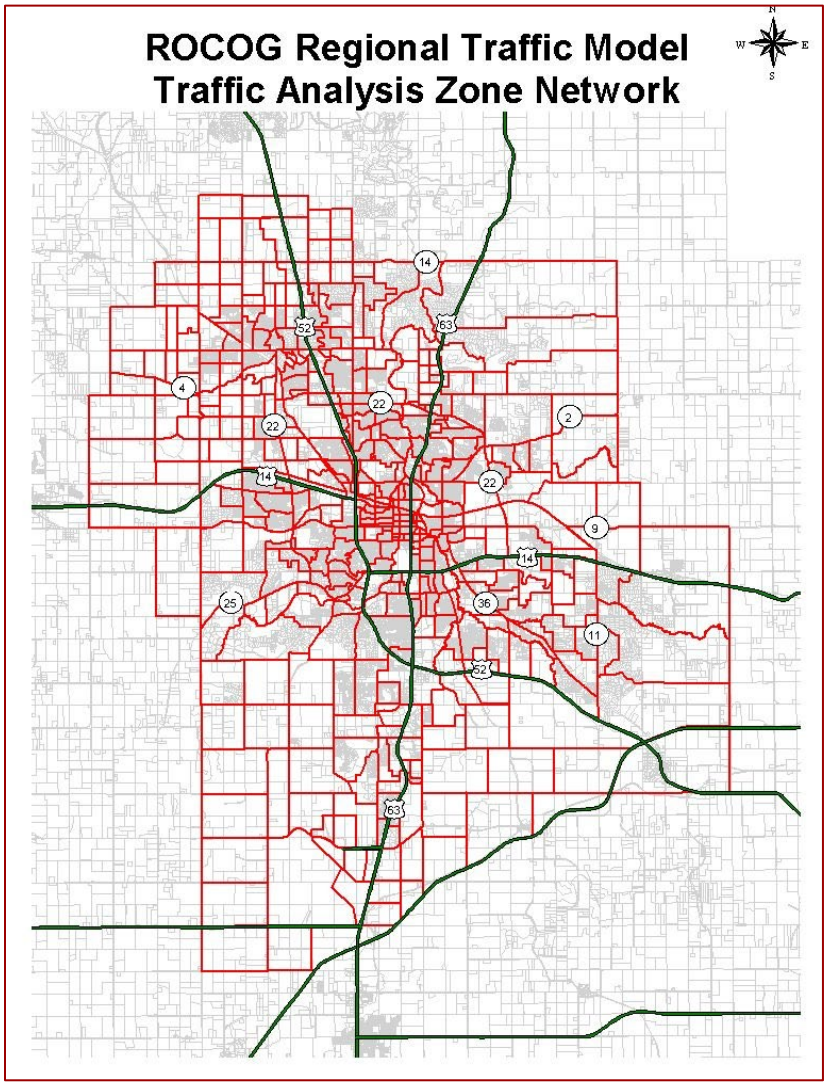
Chapter 2 reported on projected 2045 population forecasts and employment forecasts. For the Rochester urban area, population is expected to grow to approximately 176,000 by 2045, up from a current level of approximately 133,500 persons. Employment is expected to grow from a level of 119,000 jobs in 2019 to approximately 154,000 by the year 2045. 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 development.

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 input into the land use forecasts.

Traffic Analysis Zones

Figure D-1 highlights the traffic analysis zone (TAZ) network for the Rochester urban area. It contains a total of 466 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.

Figure D-1: Traffic Analysis Zone Network



While not used specifically for the Plan, a revised traffic analysis zone network has been developed for use in work related to the proposed Downtown Rapid Transit Network associated with the DMC plan. This network provides for block level detail within the central business district. This TAZ network will be incorporated into future ROCOG model work as part of the updated traffic forecasting model for the 2025 Metropolitan Plan Update.

Assignment of Land Use to Traffic Analysis Zones

Following estimation of total growth in terms of housing units and square footage of non-residential development, development must be allocated spatially across the urban study area in order to complete the traffic projections.

Figures D-2 and D-3 illustrate the general assumptions regarding the distribution of new growth for single family and multifamily residential development (Figure D-3) and for business and medical/education development (Figure D-4) through the year 2045. 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.

Figure D-2: Residential Growth Assumptions

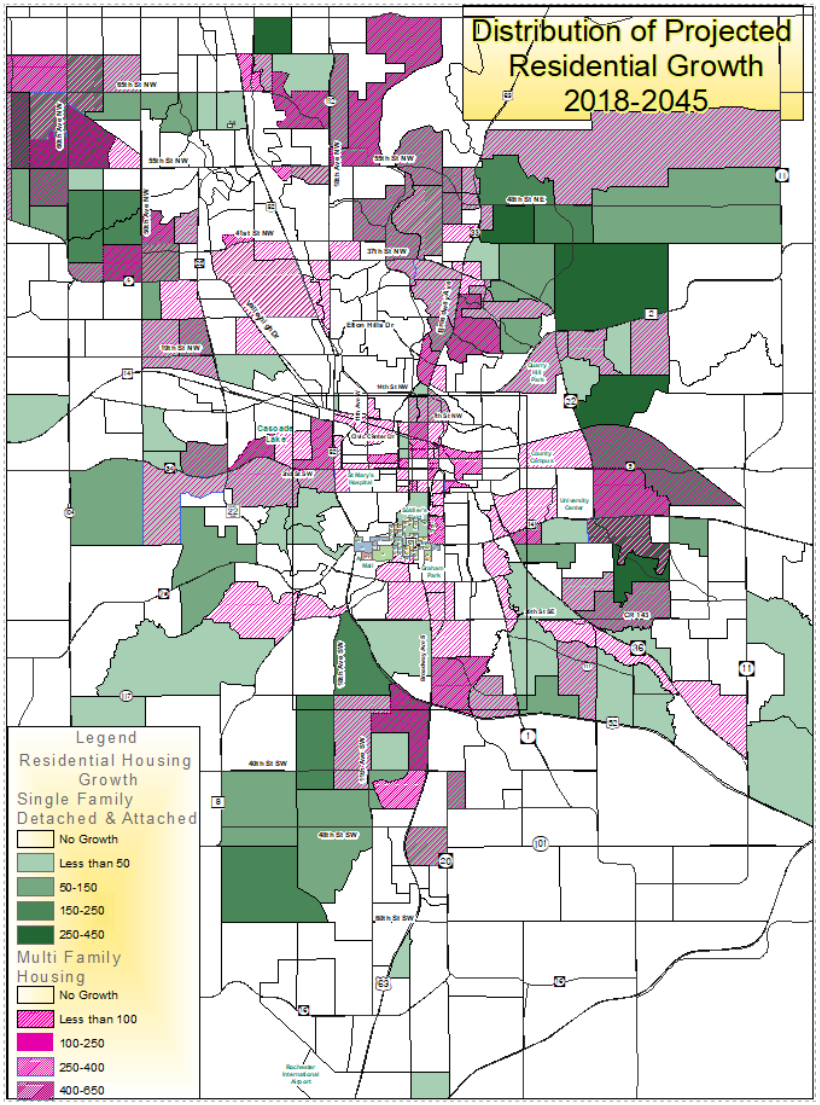
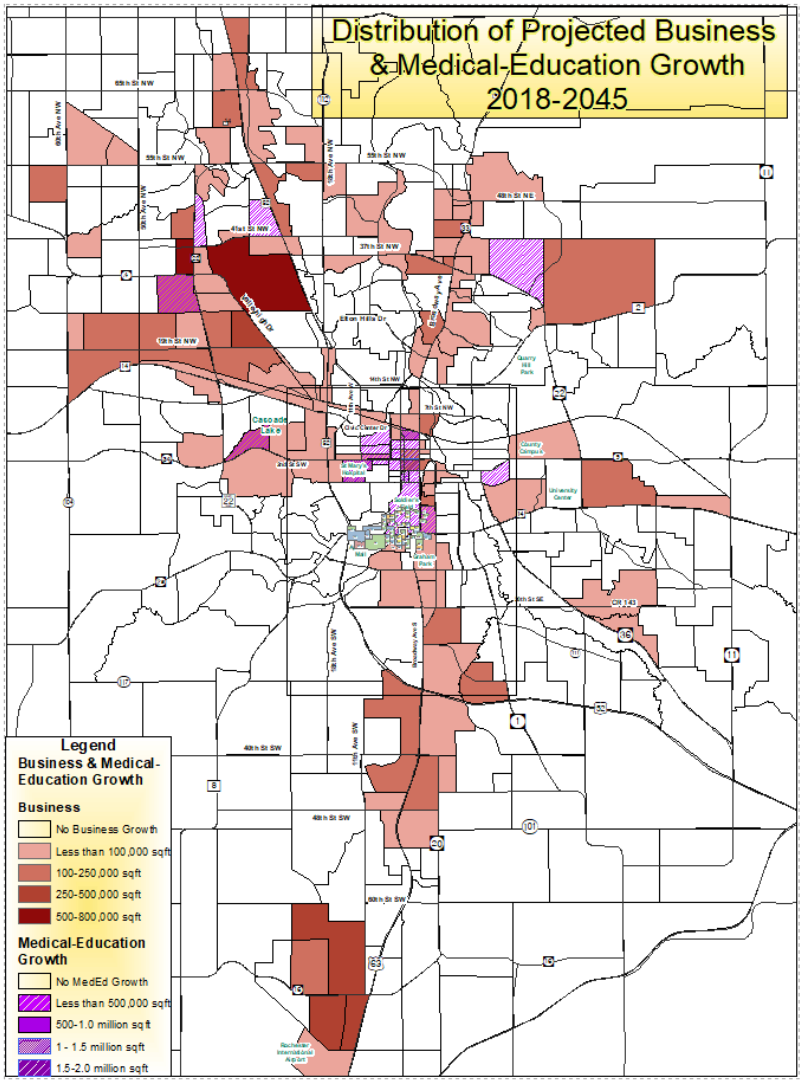


Figure D-3: Business and Medical/Educational Growth Assumptions



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 Medical Center.

Trip Generation Categories

Each land use type is a assigned a trip rate which identifies the number of daily trips that are expected to be produced by each unit of development. Table D-2 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", "Home Based Other", and "Non-Home Based" trips.

No new trip generation categories were added to the model for use in the 2045 plan. Certain daily trip rates were adjusted to reflect newer information available from the Institute of Transportation Engineers Trip Generation Manual as well as newer trip generation studies from around Minnesota.

Traffic Model Network

The traffic model network is illustrated in Figure D-4 and consists of freeways, arterials and collector streets found in the Rochester urban area. Figure D-4 illustrates the base year network. Various alternative networks incorporating future committed or proposed improvement projects that would affect speed or capacity of a corridor

Table D-2: Trip Generation Rates

Land Use Type	Unit	Daily Trips	Home Based		Home Based		Non-Home	
			Prod.	Attr.	Prod.	Attr.	Prod.	Atrr.
Suburban single family	DU	10.50	2.76	0.01	6.91	0.04	0.39	0.39
Urban single family	DU	9.52	2.47	0.1	6.2	0.03	0.36	0.36
Suburban multi-family unit	DU	8.01	2.08	0.09	5.21	0.03	0.3	0.3
Urban multi-family unit	DU	6.65	1.73	0.07	4.32	0.03	0.25	0.25
Twin and town homes	DU	8.90	2.1	0.12	5.27	0.25	0.58	0.58
General commercial	Sq FT (1000s)	30.00	0	3	0	16.78	5.11	5.11
Industrial	Sq FT (1000s)	5.50	0	2.2	0	2.32	0.49	0.49
Office	Sq FT (1000s)	15.40	0	5.39	0	6.59	1.71	1.71
Church and health clubs	Sq FT (1000s)	38.00	0	6.65	0	27.13	2.11	2.11
Public entertainment arenas	Seats	0.09	0	0.01	0	0.06	0.01	0.01
Secondary schools and college	Students	1.71	0	0.17	0	1.16	0.19	0.19
Elementary schools and day care	Students/ Child	1.29	0	0.14	0	0.87	0.14	0.14
Hotel motel	Lodging Units	6.20	0	0.62	0	3.46	1.06	1.06
High intensity commercial	Sq FT (1000s)	500	0	25	0	234.5	120.25	120.25
Drive through bank	Sq FT (1000s)	148.15	0	13.17	0	74.08	30.45	30.45
Developed parkland	Acres	8.00	0	0.8	0	5.42	0.89	0.89
Shopping center	Sq FT (1000s)	42.70	0	4.27	0	23.89	7.27	7.27
Big box retail	Sq FT (1000s)	90.00	0	9	0	50.56	15.22	15.22
FMC and senior city apartments and nursing homes	Residents	2.74	0.85	0	1.6	0.11	0.09	0.09
Mayo medical center	Sq FT (1000s)	9.66	0	3.86	0	3.86	0.97	0.97
St Mary's medical center	Sq FT (1000s)	13.22	0	5.29	0	5.29	1.32	1.32
Airport passenger terminal	Enplanements	3.00	0	0.45	0	1.53	0.51	0.51
Air cargo	Sq FT (1000s)	10.00	0	2	0	2.82	2.59	2.59
Mobile homes	DU	5.00	1.28	0.04	3.2	0.06	0.21	0.21
Biotech	Sq FT (1000s)	8.11	0	3.23	0	3.42	0.73	0.73

or would provide a new corridor were tested against future land use assumptions to determine the final improvement needs identified in the Plan.

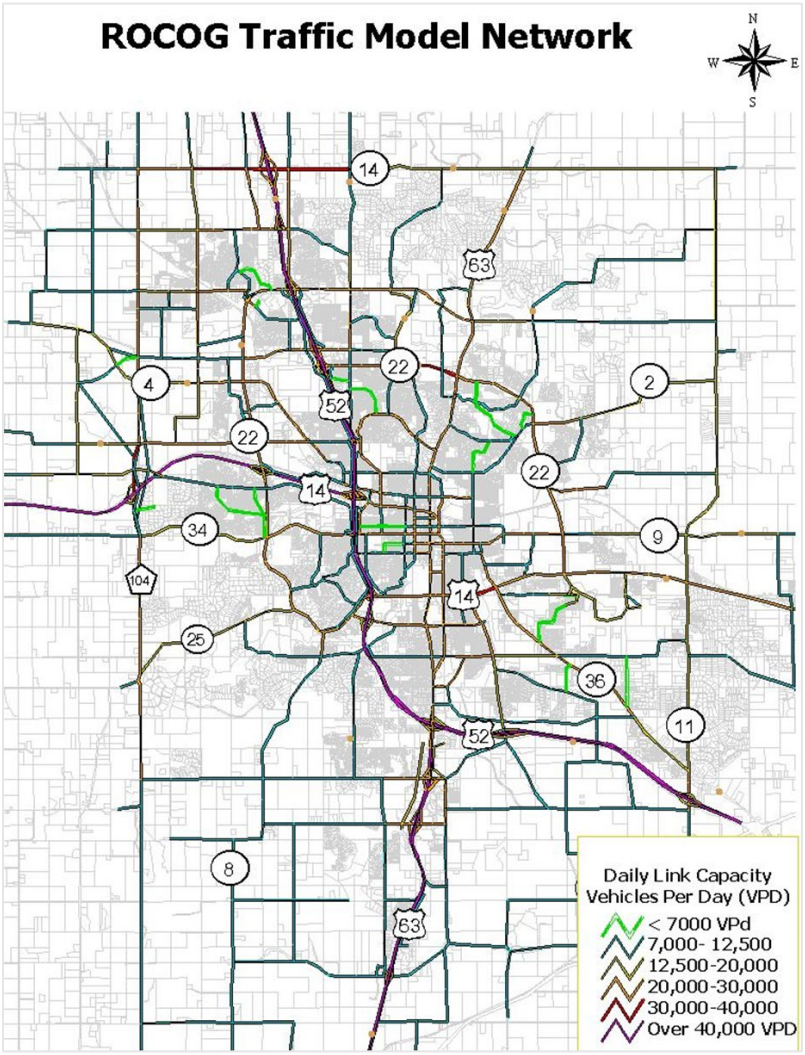
Free Flow Speeds

Free flow speeds are based on area type and facility class as shown in Table D-3. The free flow speeds were reviewed and updated and incorporated into the CUBE VOYAGER script.

Table D-3: Traffic Model Speeds

Class Name	Rural Area Type	Urban Area Type
Freeways	56	51
Narrow ramps	32	35
Wide ramps	37	37
Divided Arterials	37	31
Undivided	38	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

Figure D-4: Traffic Model Network



Roadway Capacity

Like free flow speeds, the highway network link free flow capacities are based on area type and facility class. The free flow capacities were updated and now reflect peak hour free flow capacity per lane, adjusted for the total number of directional through lanes on a roadway facility. The capacities are shown in Table D-4.

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 mid-day is 5.0, and daily traffic is set to 8.0.

Mode Choice and Parking Trips Diversions

A mode choice model is now incorporated in the ROCOG model. The mode choice module is comprised of the following three major components

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

Table D-4: Roadway Capacities

Rural Area Free Flow Capacity (per hour per lane)			
Class Name	**1 Lane**	**2 Lanes**	**3+ Lanes**
Freeways	1,750	1,750	1,750
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	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
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	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

These trips are estimated and removed from the vehicle trip tables of the respective trip purpose.

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 (on street, 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.

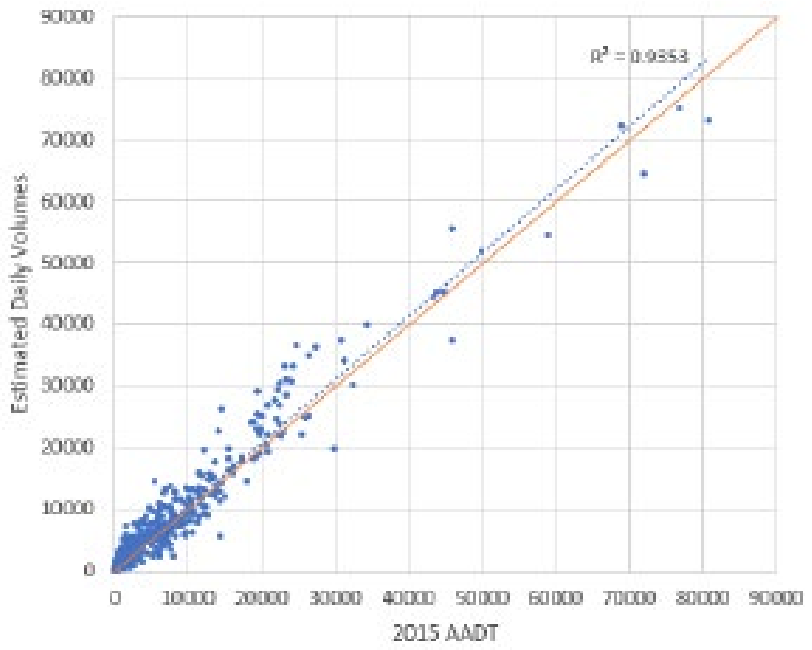
Model Calibration

A final model building step prior to generating new forecasts is the calibration phase, in which base year land use (2015 in this case) is used in the model to see how well existing traffic counts are replicated by the model. The goal of calibration is to match within certain tolerances traffic flows generated by the model with existing traffic flows on different classes of streets. As shown in Figure D-5, the deviation in corridors flows generated by the model when compared to existing counts was well within desired guidelines for all classes of roadways.

Trip Assignments

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

Figure D-5: Calibration Goodness of Fit



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 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 facilities 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.

Urban Travel Demand Forecasts

Figures D-6 through D-8 illustrate the various outputs from the 2045 ROCOG traffic model incorporating the various changes and adjustments described on the previous pages. This includes:

- Figure D-6, which illustrates traffic volumes estimated for the year 2018 based on existing land use and used in Figure D-5 to estimate the goodness of fit of

the model to existing traffic counts collected in the field

- Figure D-7, which reports projected traffic volumes for the year 2045 using the land use assumptions and model refinements described previously
- Figure D-8, which illustrates the projected growth in traffic between the base year model and 2045

Forecasts were analyzed to determine where 1) 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 improvements. Improvement needs based on this analysis are discussed in Chapter 10.

Urban Congestion Analysis

The traffic forecasts illustrated in Figure D-7 were also used to analyze future congestion needs as reported in Chapter 14 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 cutoff 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 where there may be corridors as opposed to individual

Figure D-6: Existing/Base Year Modeled Traffic Volumes

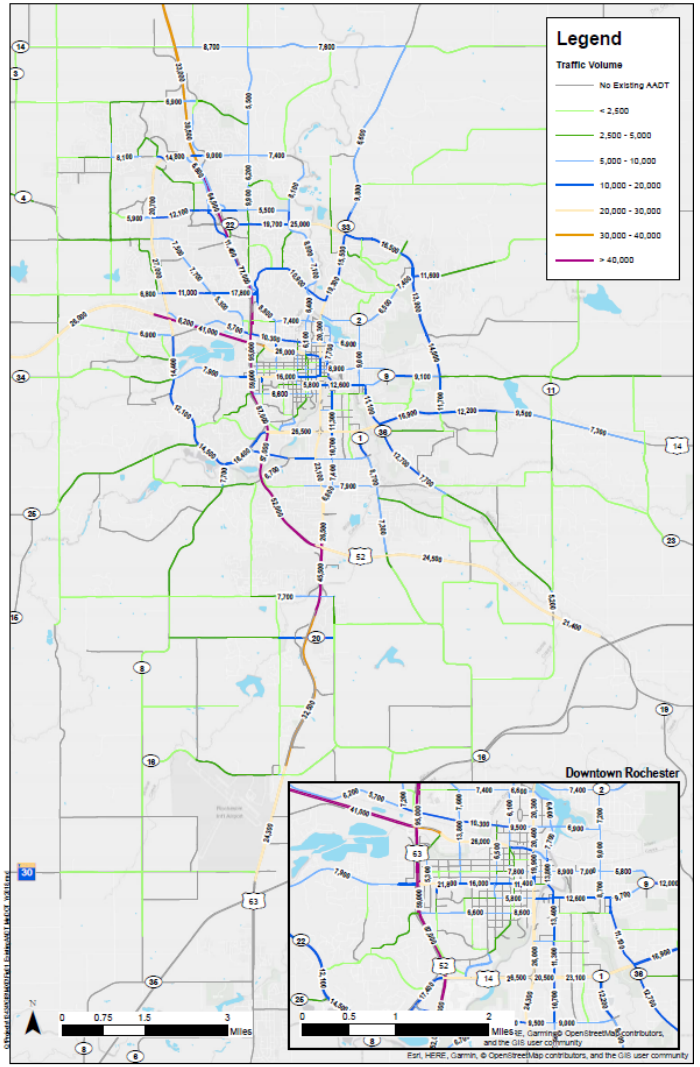


Figure D-7: Projected 2045 Traffic Volumes

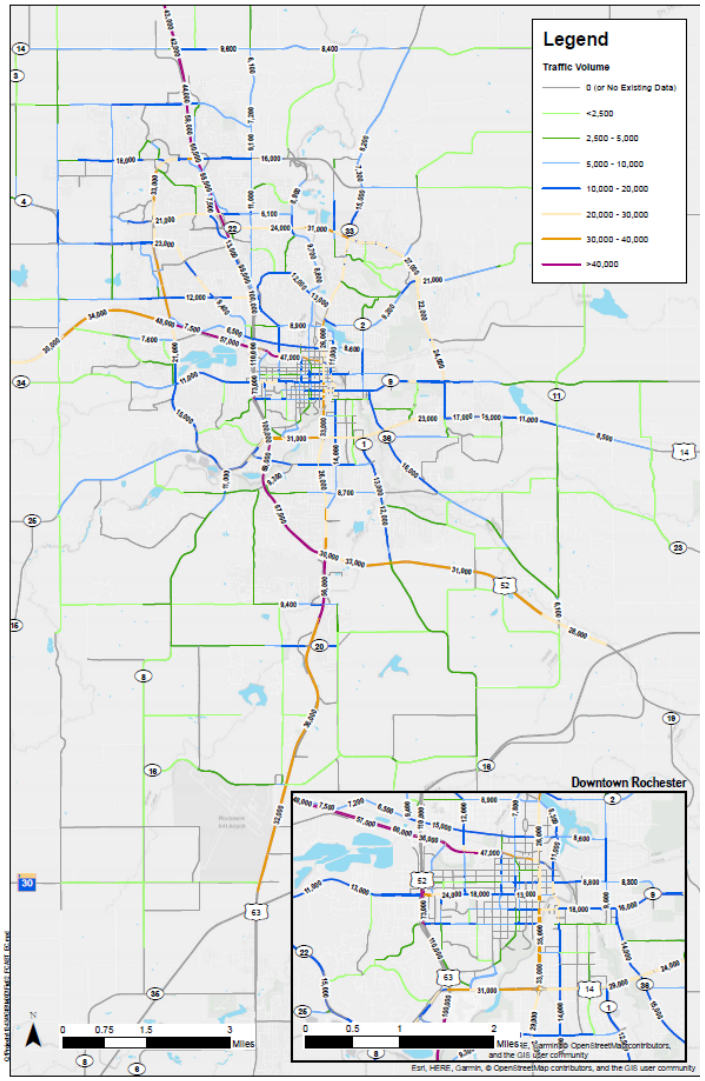
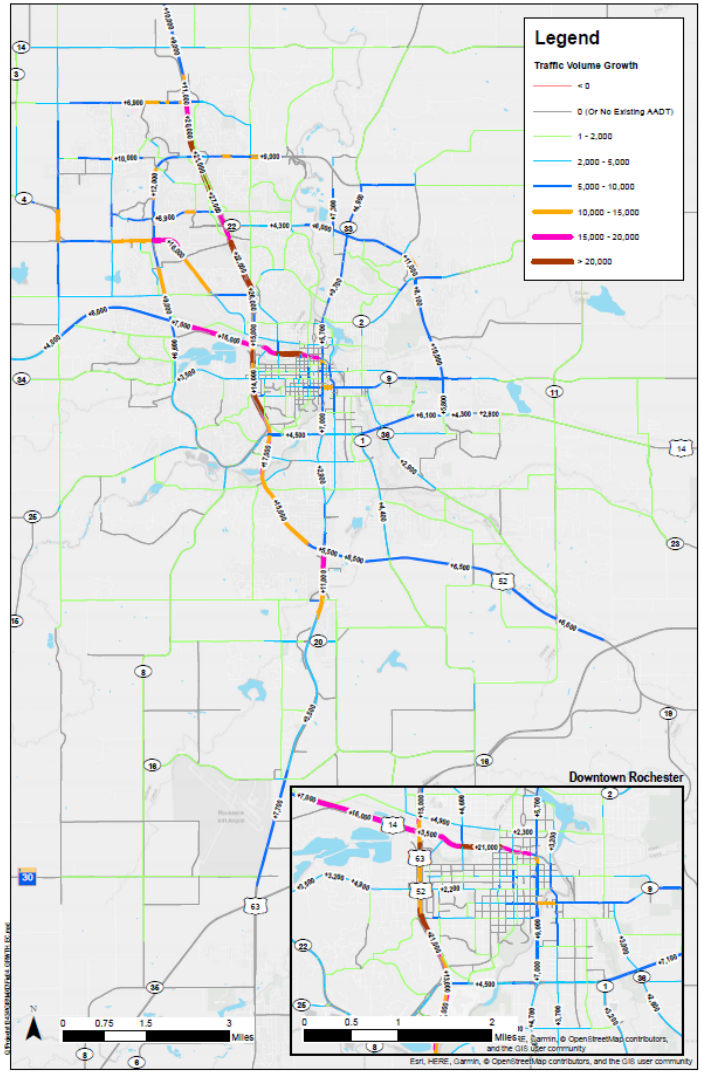


Figure D-8: Projected Traffic Growth 2018-2045



segments or intersections that may warrant consideration for future 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 D-5.

Table D-5: Urban Traffic Congestion Thresholds in Vehicles Per Day Per Lane (vpdpl)

Facility Type	Freeway	Arterial
Conditions not Congested (vpdpl)	<15,000	< 5,500
Infrequent Congestion (vpdpl)	15,000-17,500	5,500-7,000
Periodic Congestion (vpdpl)	17,500-20,000	7,000-8,500
Frequent Congestion (vpdpl)	20,000-25,000	8,500-10,000
Severe Congestion (vpdpl)	>25,000	>10,000

This analysis was applied to both baseline traffic forecasts and projected 2045 traffic forecasts. Figures D-9 and D-10 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 Chapter 14.

Figure D-9: Modeling Base Year Congestion

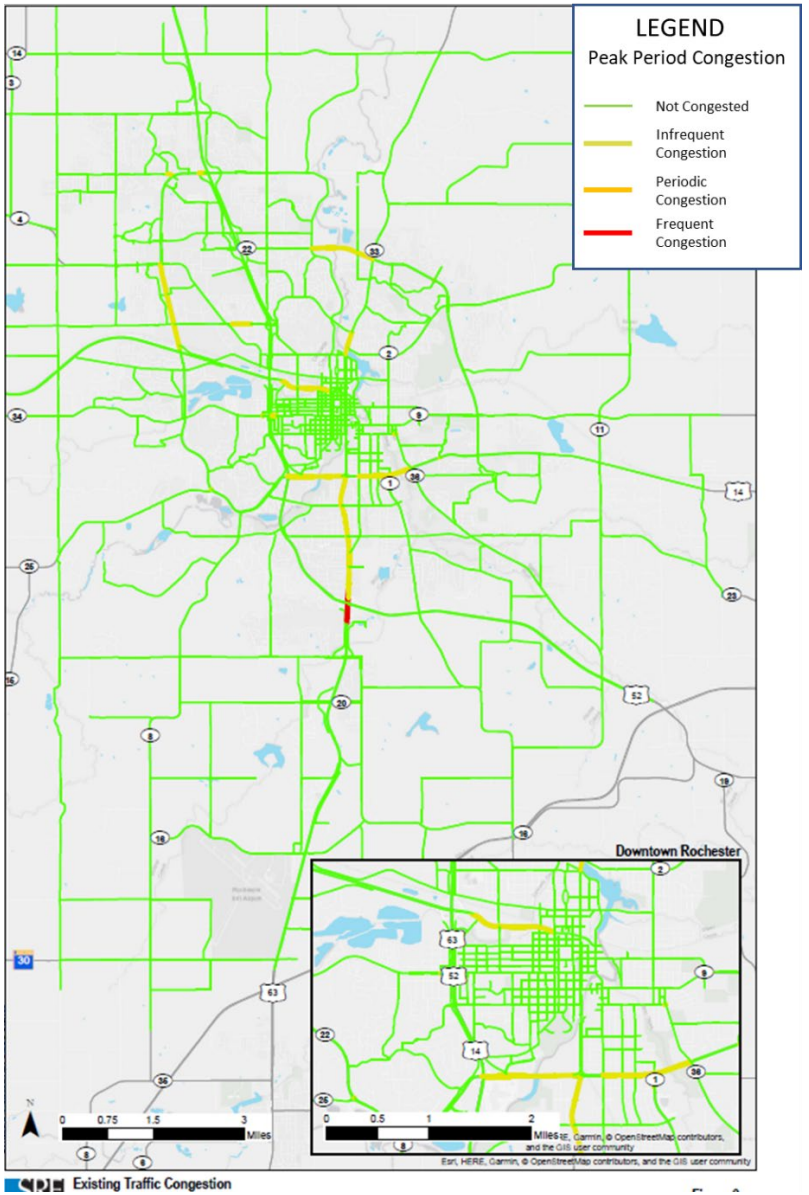
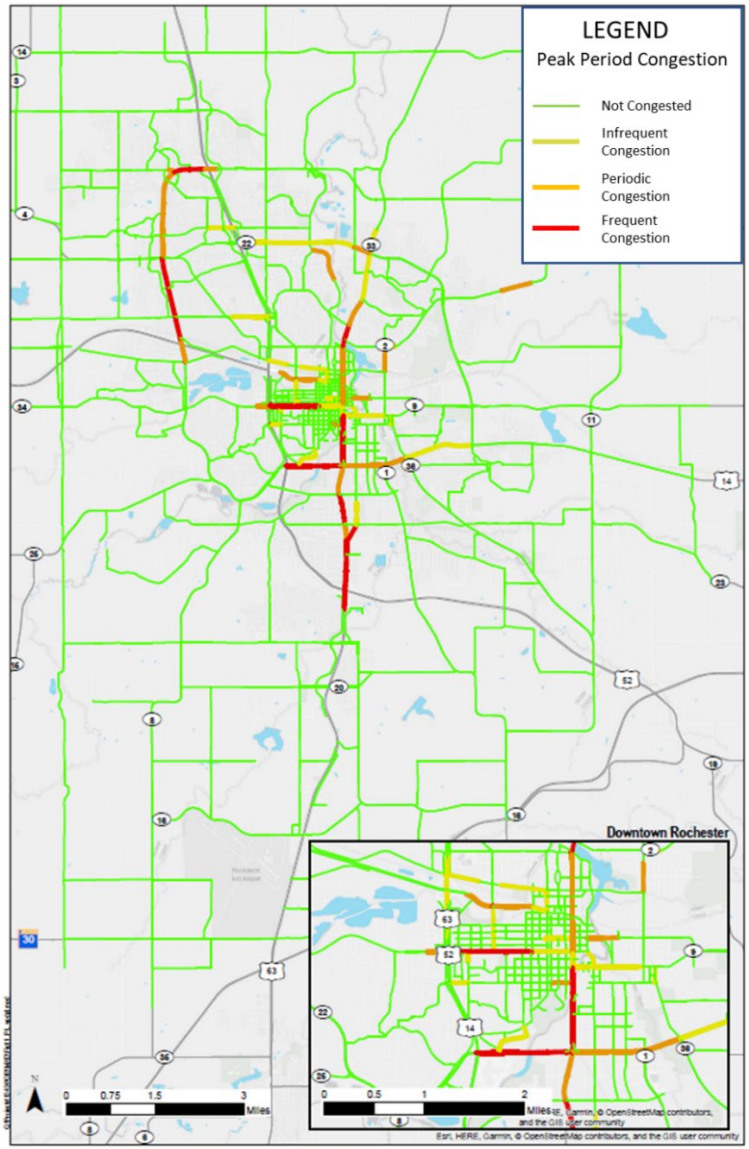


Figure D-10: Projected 2045 Congestion Levels

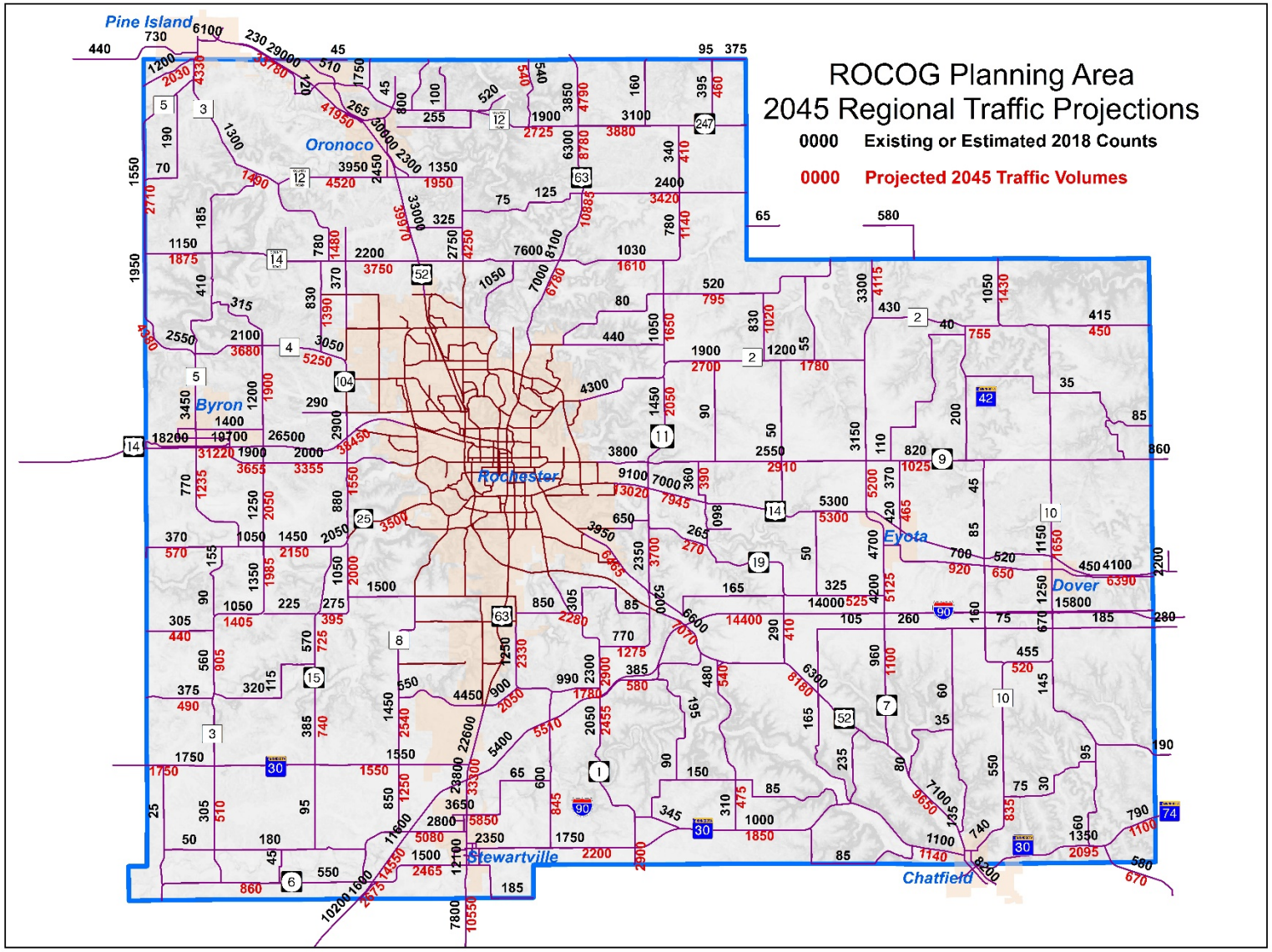


Regional Area Traffic Forecasts

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

Figure D-11 illustrates the results of the regional traffic forecasting work.

Figure D-11: Projected 2045 Regional Traffic Volumes



Appendix E • Environmental Mitigation & Inventory

Environmental Mitigation

CFR Title 23 Section 450.322(f)(7) requires that potential environmental mitigation activities – whether policies, programs or strategies – shall be discussed and developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.

The 2nd section of Appendix E identifies an extensive set of environmental resources that need to be considered at different stages of the transportation planning continuum. Identified features include cultural, biological, groundwater, surface water and landform resources. Certain types of resources and planning for the avoidance, minimization, or mitigation of impact to such resources is more appropriately studied at the project level. To encourage the timely and thoughtful consideration of impacts to site-specific resources such as historical sites, fens, existing parks, etc., the plan recommends and supports completion of Early Project Development Process (EPDP) studies as described in Chapter 4 of the plan. This will likely be the most appropriate vehicle for considering environmental mitigation for many resource types, and the process as structured and executed by ROCOG attempts to draw in all local, state and federal agencies with involvement in resource protection.

Planning for the protection of certain other resources, such as groundwater, rivers and streams, or floodplains, is most appropriately addressed at the system level, and typically uses a definable ecosystem, such as a watershed, as the basis for planning. Olmsted County Planning Department (OCPD) and ROCOG staff have worked with local, state and federal agencies on a number of plans for definable ecosystem areas that identify policies and investment opportunities for protecting water based resources in the ROCOG planning area. Since these efforts are not led by ROCOG, the development of such plans do not coincide directly with preparation of the Long Range Transportation Plan, but the policies and recommendations of these plans are recognized in the Long Range Plan. Prominent among these plans are:

- The South Zumbro Watershed Stormwater and Transportation Management Plan
- The Olmsted County and Rochester Stormwater Pollution Prevention Plans (SWPPP)
- Rochester Regional Stormwater Management Plan
- The Decorah Edge management initiative
- The Minnesota Statewide Conservation and Preservation Plan
- South Zumbro Watershed Stormwater and Transportation Management Plan (SZWS)

The SZWS is a watershed-based plan that integrates storm water management with transportation planning to address the problem of bridges historically being designed to pass flows quickly downstream—a practice that results in hydraulic overloading, channel instability, degradation of recreational waters, and diminished wildlife habitat. This plan was completed in 2003 for the purpose of promoting the integration of multi-agency surface water management objectives with the planning, design and programming of improvements to the transportation related drainage network, including work bridges, culverts and ditch improvements. The plan covers an area of 297 square miles in the Zumbro River watershed in Olmsted and Dodge Counties as illustrated in Figure E-1.

This plan identifies targeted strategies to protect watersheds and investment in roadway infrastructure by:

- Encouraging the protection and restoration of sensitive areas such as wetlands, floodplains, recharge areas and steep slopes
- Providing peak flow reduction facilities such as temporary ponding and flow control structures
- Encouraging a watershed approach to the sizing of bridges and culverts throughout the watershed
- Promote the use of Best Management Practices in terms of stormwater management and erosion control to minimize impact of runoff in the watershed.

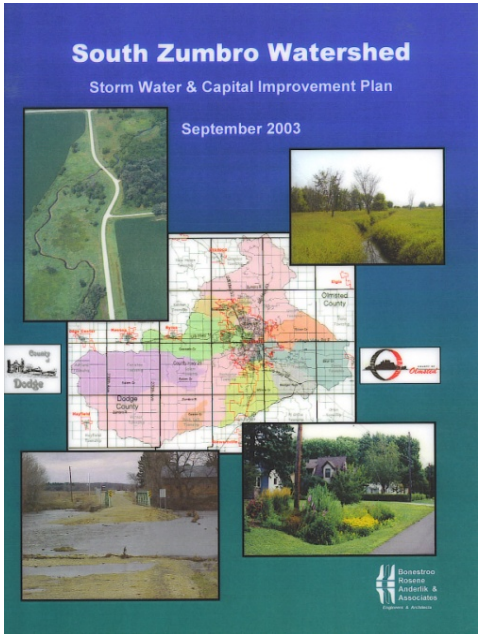
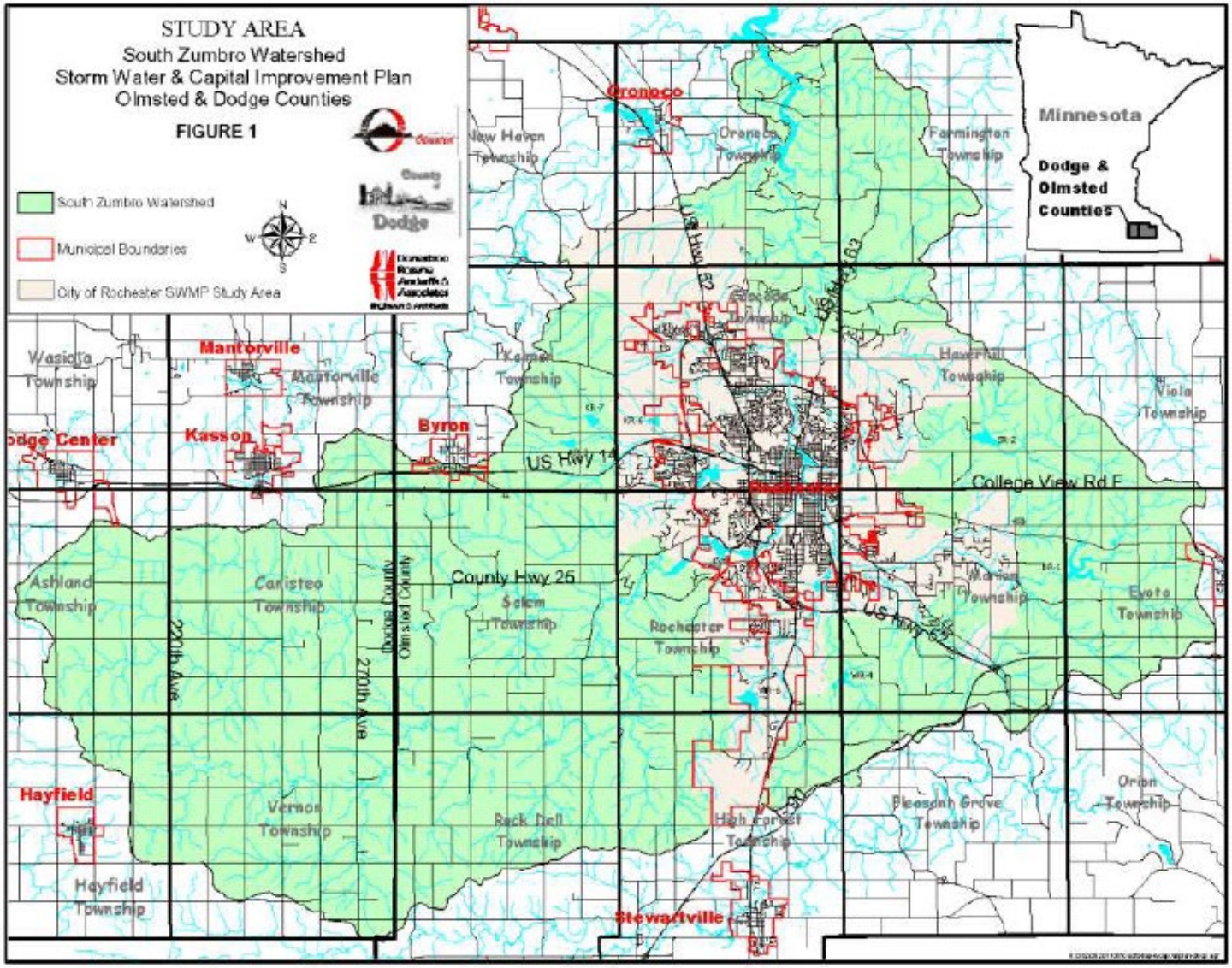


Figure E-1: South Zumbro Watershed Stormwater and Transportation Study Area



Olmsted County and Rochester Stormwater Pollution Prevention Plans (SWPPP)

The city of Rochester, Olmsted County, Mn/DOT District 6, the Rochester University Center and the townships of Cascade, Haverhill, Marion and Rochester abutting Rochester are all subject to the requirements of the National Pollutant Discharge Elimination System (NPDES). Each permit holder individually or in partnership with others must develop an SWPPP. OCPD/ROCOG staff and officials are involved in the development and administration of the program recommendations and strategies. An importan component of this program is the management of stormwater runoff from transportation facilities, and the implementation of Best Management Practices including installation of settling ponds or rate control structures as part of roadway projects, and operational practices related to activities such as the timing and frequency of street sweeping, to reduce impact to surface water resources.

Rochester Regional Stormwater Management Plan

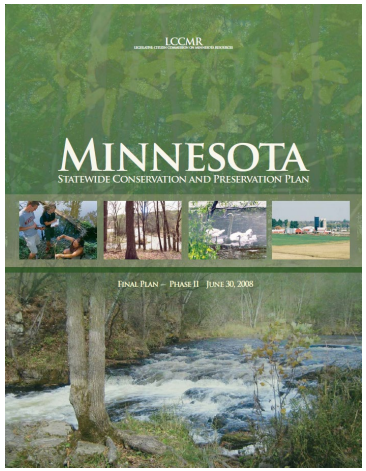
A regional approach to stormwater has been developed in the Rochester urbanized area that takes advantage of the economies of scale to provide for storage and treatment of stormwater runoff through a planned system of stormwater infrastructure. This plan is updated periodically, and OCPD/ROCOG staff are one of a large number of stakeholders involved in its updating. Co-location of many stormwater facilities along or abutting transportation corridors has proved to be cost effective in reducing land acquisition and maintenance costs.

The Decorah Edge Management Initiative

This initiative was led by the OCPD, with the assistance of the Olmsted County Environmental Services Division, to address the impact of development including road construction on this critical groundwater recharge resource. OCPD/ROCOG staff were involved in the development of policies and ordinance requirements to protect this resource along with a number of other state and local water resource agencies. Both development and environmental interest groups were heavily involved in discussions leading up to the adopted regulations.

State Conservation Plan

The Minnesota Statewide Conservation and Preservation Plan includes recommended policies to address the impact of surface transportation development on the critical resources of the state. The report contains three recommendations that outline a near-term strategy with long term effects to integrate



transportation system development more effectively with other statewide and local planning and decision-making. These are:

- **Recommendation 1:** Align transportation planning across state agencies and integrate transportation project development and review across state, regional, metropolitan and county/local transportation, land use and conservation programs.
- **Recommendation 2:** Reduce per capita vehicle miles of travel (VMT) through compact mixed-use development and multi- and intermodal transportation systems
- **Recommendation 3:** Develop and implement sustainable transportation research, design, planning, and construction practices, regulations, and competitive incentive funding that minimize impacts on natural resources, especially habitat fragmentation and non-point source water pollution

Other Measures

Measures such as soil erosion and stormwater runoff control and wetland protection are most appropriately addressed through policy, regulation, and the establishment of performance guidelines which land disturbing activities such as roadway improvements must meet. The development of these regulations has been led by OCPD/ROCOG staff through joint efforts with local resource and public works agencies. OCPD staff administer local ordinances in partnership with building officials (for erosion control), public works agencies (stormwater infrastructure) and the local soil and water conservation district (wetland regulations). These regulations all require consideration of the impact of transportation projects either through individual permits or as part of the NPDES project permits.

A final area of emerging environmental mitigation strategies that ROCOG partners are actively investigating can be referred to as "green" construction initiatives. Probably the most common among these is the use of recycled pavement materials in reconstruction projects. Other examples include the Rochester Public Works Department investigation of permeable pavements as an option for lower volume roads, as well as the potential integration of rain gardens into the stormwater management system. Olmsted County Public Works also participated in an experimental public road paving project involving the use of "warm-mix" asphalt, a type of asphalt production that results in 40% to 50% reduction in fossil fuel use and VOC emissions. Olmsted County is working with the local Soil and Water Conservation District to test the use of different types of native plantings that tolerate harsh environmental conditions along roadsides, and their potential to reduce maintenance costs. Rochester, Olmsted County and Mn/DOT are also investigating the use alternative de-icing materials to reduce the environmental impact of this important safety strategy.

Resource Plans and Inventories of Existing Resources

CFR Title 23 Section 450.322(g) states that MPO's shall "consult, 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." **This consultation shall involve (as appropriate) a comparison of transportation plans with state conservation plans or maps, and inventories of natural or historic resources, if available.**

ROCOG has built an extensive database of resource mapping in GIS format in cooperation with the City of Rochester and Olmsted County that is utilized throughout the transportation planning process.

This second section of Appendix E provides an inventory of resources categorized into five groups. For each group, a Summary Matrix is provided that highlights key resource information, and mapping is provided highlighting the location of candidate projects for federal transportation funding (from Chapters 10/15) in relation to various resources, showing areas of potential impact that will need to be considered in subsequent project development efforts. The groups include:

- Surface Water Resources
  - Rivers / Streams / Lakes / Flood Control Reservoirs
  - Floodplains / Floodprone Areas
  - Shoreland Areas
  - Stormwater Management System
- Groundwater Related Resources
  - Wetlands
  - Seeps and Springs
  - Fens
  - Wellhead Protection Areas
  - Decorah Edge
- Biological Resources
  - Endangered, Threatened and Species of Special Concern
  - Rare & Native Plant Communities
- Cultural Resources
  - Parks and Trails
  - Historic Properties
  - Archaeological Resources
  - Contaminated Sites
- Landform Features of Importance

- Sinkholes
- Karst
- Steep Slopes
- Erodible Soils
- Aggregate Resources

Specific data elements listed in each Summary Matrix include:

- Is there an adopted plan for the resource of interest?
- Are there adopted regulations addressing impact to the resource of interest?
- What is the typical process for considering the resource in the planning process?
- Is there mapping of the resource available in a GIS format?
- Is the resource a factor included in the CLUES Model? The Comprehensive Land Use Evaluation System (CLUES) model is a technical analysis tool utilized by Olmsted County to assist in identification of Resource Protection and Suburban Development Areas in the General Land Use Plan.
- What is the AUAR Significance Rating? As part of recent Alternative Urban Areawide Reviews conducted under the rules of the Minnesota Environmental Quality Board in the Rochester area, resources were assigned a High/Medium/Low rating that highlights the significance of each resource as a factor in limiting future development and the level of stewardship protection that should be afforded to each resource.

Table E-1: Surface Water Resource Data

Resource	Adopted resource plan?	Adopted regulations?	Typical process for considering plans or regulations	Available mapping?	Factor in CLUES model?	AUAR Significance Rating
Rivers, Lakes, & Streams including Public Waters		Floodplain & shoreland regulations are primary controls	Typically, project level review involves approval of MNDNR Permit for work in Public Waters	ROCOG GIS Map Inventory	Shoreland areas are identified as a protected area	High
Floodway, Floodplain, & Floodprone Corridors	MnDNR Floodplain Management Program	Primarily local responsibility, with regulations contained in City & County zoning ordinances	Local Government permit needed for work in floodplain; on highway projects, 401 Water Quality Certification (MnDNR) Section 404 Permit (US Corp of Engineers) and Permit for work in Public Waters (MnDNR) typically required	ROCOG GIS Map Inventory; includes FEMA mapping and soils data to identify floodprone areas	Not directly except through shoreland and wetland factors	High (Floodway) Moderate (Flood Fringe) Moderate (Flood Prone/rural areas)
Shoreland Areas	MnDNR Shoreland Management Program	Primarily local responsibility, with regulations in City/County Zoning Ordinance	Local government permit needed to permit work in shoreland area	ROCOG GIS Map Inventory	Yes	None assigned
Stormwater Runoff	City of Rochester Stormwater Management Plan (SWMP) Rochester & Olmsted County Stormwater Pollution Prevention Programs (SWPPP)+	Local requirements for runoff control included in grading & site disturbance regs NPDES and Section 404 requirements at state and federal level	At local level, grading plans typically required along with site drainage plans (City of Rochester); For highway projects, a NPDES permit required from MPCA and Section 404 permit required from US Army Corp of Engineers	ROCOG GIS Map Inventory has locations of existing ponds SWMP includes targeted locations for future stormwater management ponds & structures	NA	NA

Figure E-2: Mapping of Surface Water Resources

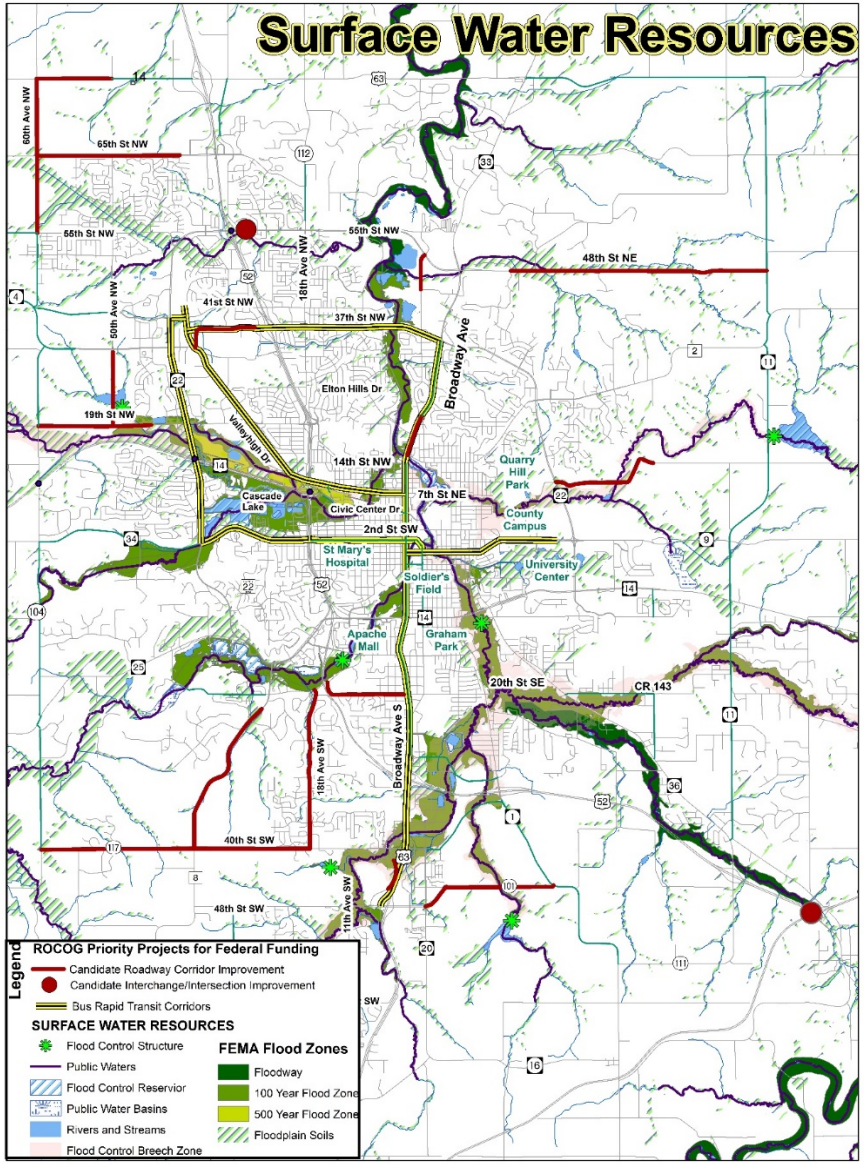


Table E-2: Groundwater Resource Data

Resource	Adopted resource plan?	Adopted regulations?	Typical process for considering plans or regulations	Available mapping?	Factor in CLUES model?	AUAR Significance Rating
Wetlands	City of Rochester has developed a Comprehensive Wetland Management Guide	• State Wetland Conservation Act • Rochester - Chap 59 in Code of Ordinances • Olmsted County Wetland Conservation Ordinance	• Section 404 permit from US Army Corp of Engineers typically required for highway projects • Olmsted County Soil and Water Conservation District must approve Exemption, no-loss or replacement plans where wetland impacts are anticipated • Rochester Wetland Permit requires City Council action	ROCOG GIS Map Inventory includes • NWI mapping • Mapping of wetland indicator soils	Yes	Moderate (NWI mapped areas)
Seeps/Springs	No	Regulated through wetland or Decorah Edge req.	Wetland or Decorah Edge process will apply to seeps or springs where those regulations apply	ROCOG GIS Map Inventory	Yes	Moderate
Fens	No	Fens are protected under Minnesota Wetland Conservation Act	In additional to wetland requirements, Section 401 and 404 permits needed to address impact; and NPDES permit to limit pollution reaching fen resource	Inventory list only – identified to nearest ¼ mile (quarter-quarter section)	No	High
Wellhead Protection	Rochester Wellhead Protection Plan	Wellhead Protection Rules administered by MN Dept of Health	As new community or municipal wells are drilled, they come under State Wellhead Protection Rule requiring emergency response zone and water supply management delineation; vulnerability assessment and source protection BMPs	Rochester Public Utilities	No	NA
Decorah Edge	Available information on Olmsted County Planning Dept. website	Regulation of edge areas integrated in City and County wetland ordinances	City of Rochester requires consideration of Decorah Edge as part of Wetland Permit process; Olmsted County provides plan-based review of Decorah Edge impact	ROCOG GIS Map Inventory	Yes	Moderate-Low
Geologic Sensitivity to Groundwater Pollution	No	No	Geologic Atlas features are map based planning tool utilized in development of County Land Use Plan and Water Resource Plans	ROCOG GIS Map Inventory (derived from MN Geologic Survey)	Yes	Low (in areas where mapping indicates shallow depth to bedrock)

Figure E-3: Mapping of Groundwater Resources

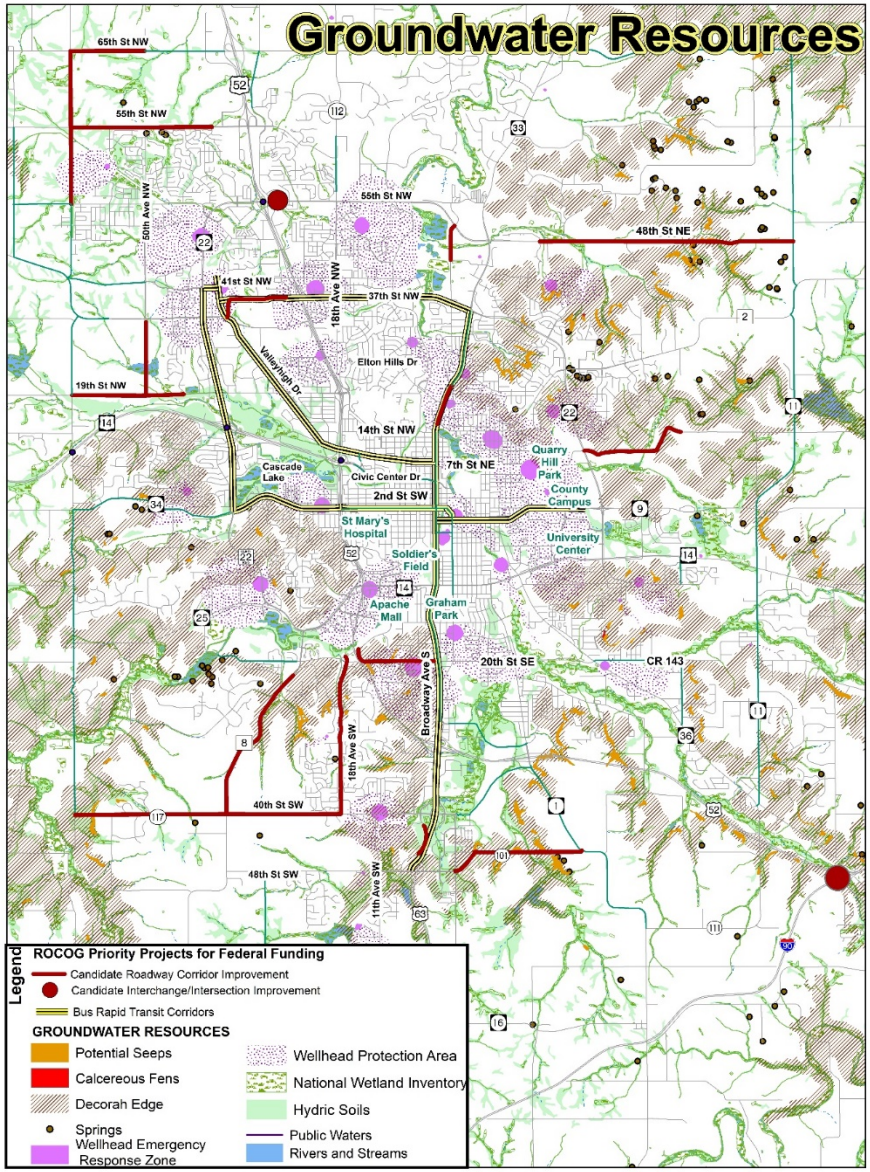


Table E-3: Biological Resource Data

Resource	Adopted resource plan?	Adopted regulations?	Typical process for considering plans or regulations	Is there available mapping?	Factor in CLUES model?	AUAR Significance Rating
Endangered, Threatened & Species of Special Concern	No	Federal Endangered Species Act and State Statute 84.0895 – Protection of Endangered & Threatened species	MnDOT will act as agent for FHWA and USFWS in determination of impact on T&E resources; if impact potential exists MnDOT coordinates with USFWS. Documentation in Biological Opinion or T&E Species Permit.	County Biological Survey Mapping available from MnDNR identifies general locations of T&E species	Yes	High (Endangered) Moderate (Threatened) Low-Moderate (Special Concern)
Native plant communities.	No	No	Assessment of vegetation present is conducted in scoping phase with Vegetation Management Plan developed in areas where high value resources are present.	Resources mapped in Minnesota County Biological Survey by MnDNR	Yes (Unique habitats, biodiverse areas considered)	Low to Moderate
Agricultural Lands/Crop Equivalency Rating	No	Federal Farmland Protection Act and State Agricultural Preservation and Conservation Policy Act	On a highway project, a farmland conversion impact rating will typically be prepared and submitted to Natural Resources Conservation Service for consideration of Farmland Conversion Approval.	Derived from USGS Soils Survey, available through ROCOG GIS	Yes	NA

Figure E-4: Mapping of Biological Resources

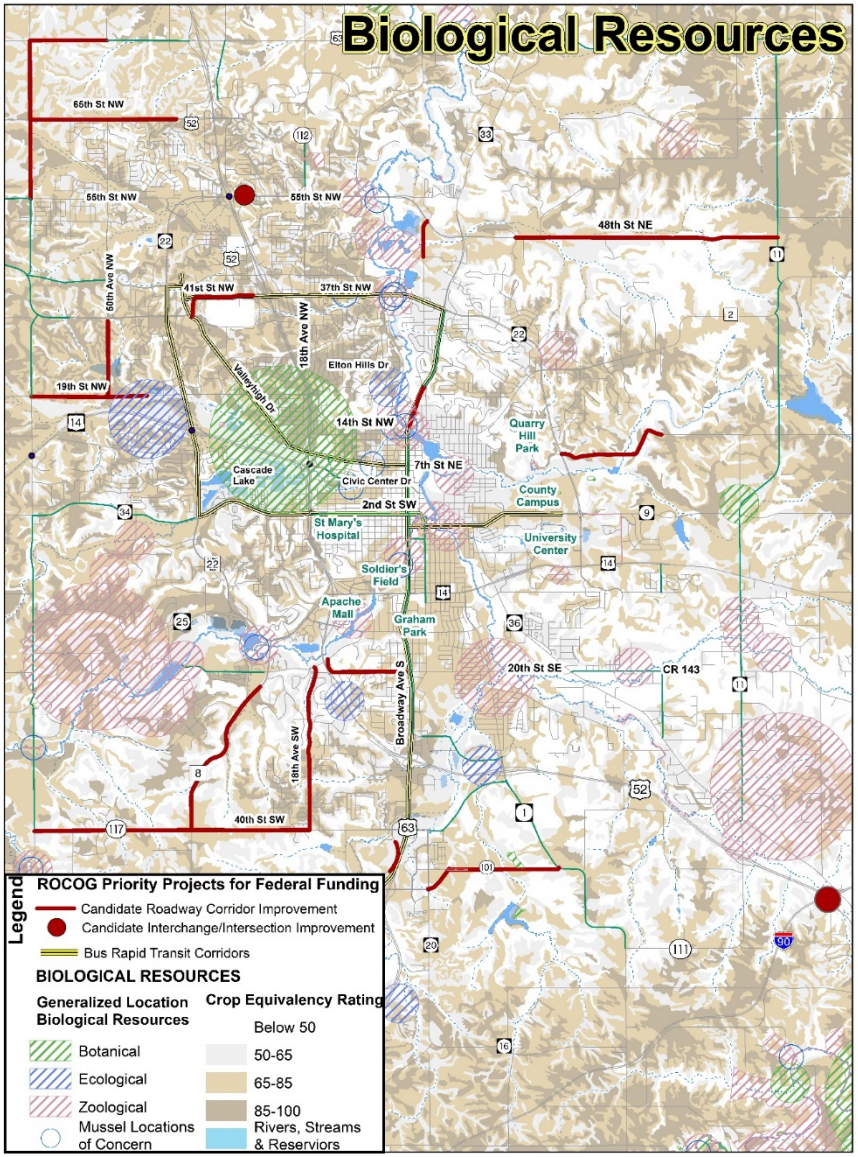


Table E-4: Cultural Resource Data

Resource	Adopted resource plan?	Adopted regulations?	Typical process for considering plans or regulations	Is there available mapping?	Factor in CLUES model?	AUAR Significance Rating
Historic Properties		Federal Section 106 regulations administered by SHPO Office	Section 106 Permit process for determination of No Effect or subsequent Resource Protection Plan	ROCOG GIS Map Inventory	No	Moderate-low
Parks & Trails	City of Rochester P2S 2040 and City Parkland Acquisition Plan	Federal 4(f) and 6(f) regs apply to conversion of parkland or lands for outdoor recreation to transportation purposes	• A typical highway project impacting a park or open space resource will require 4(f) of no significant impact by MnDOT with FHWA approval • 6(f) assessment requires mitigation / replacement plan for any affected resource	ROCOG GIS Map Inventory of city and county parks and trails	Yes	High
Archaeological Resources	No	Section 10 of National Historic Preservation Act; Minnesota Field Archaeological Act; Minnesota Historic Sites Act	On a typical highway project MnDOT Cultural Resources Unit will make a determination as to no effect/potential effect on archaeological resources and mitigation plan if needed	MnModel (MnDOT) for identifying potential presence of archaeological resources	No	NA
Contaminated Sites	No	Federal CERCLA - Comprehensive Environmental Response, Compensation, and Liability Act; State MERLA – MN Environmental Response Liability Act; Petroleum Tank Release Cleanup Act	Typical process involves screening based on information in MPCA Inventory of Contaminated Properties and other databases; Phase I study conducted where potential site contamination is identified. Soil/groundwater cleanup plan required where sites confirmed.	Mapping and database information available on MPCA web site	No	NA

Figure E-5: Mapping of Cultural Resources

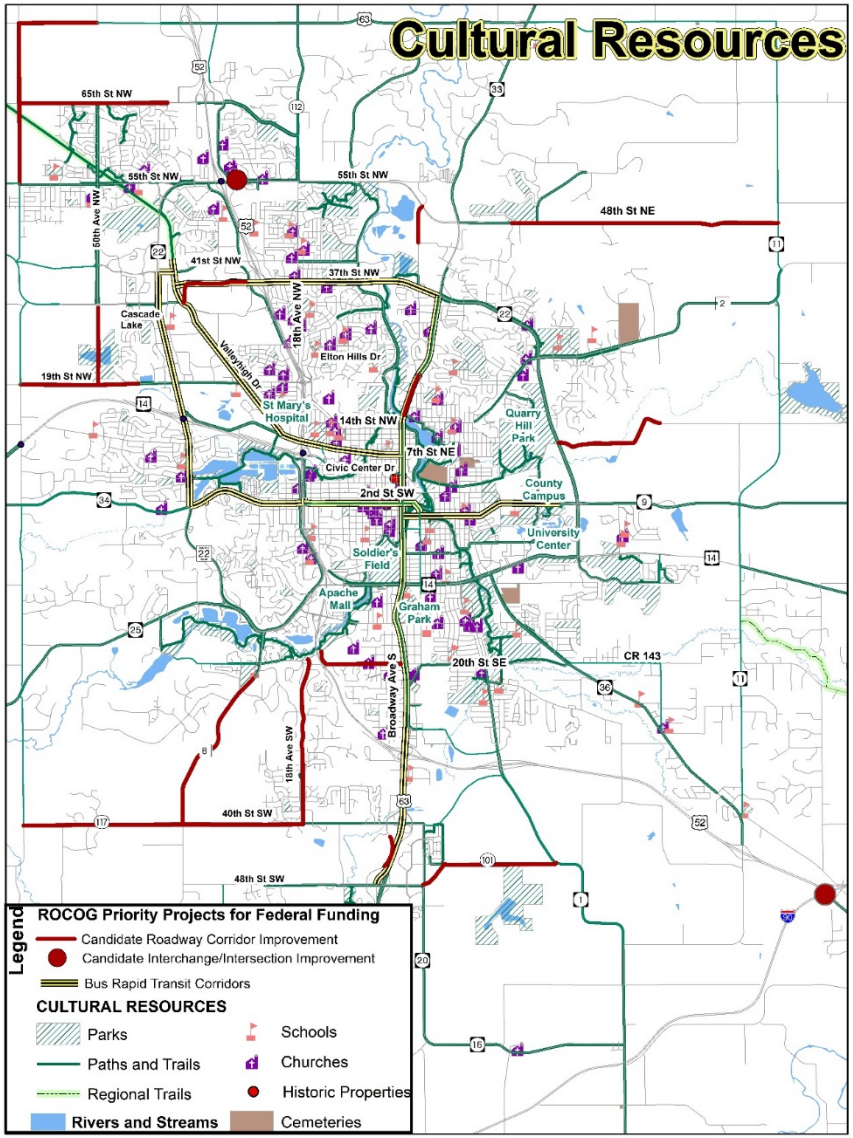
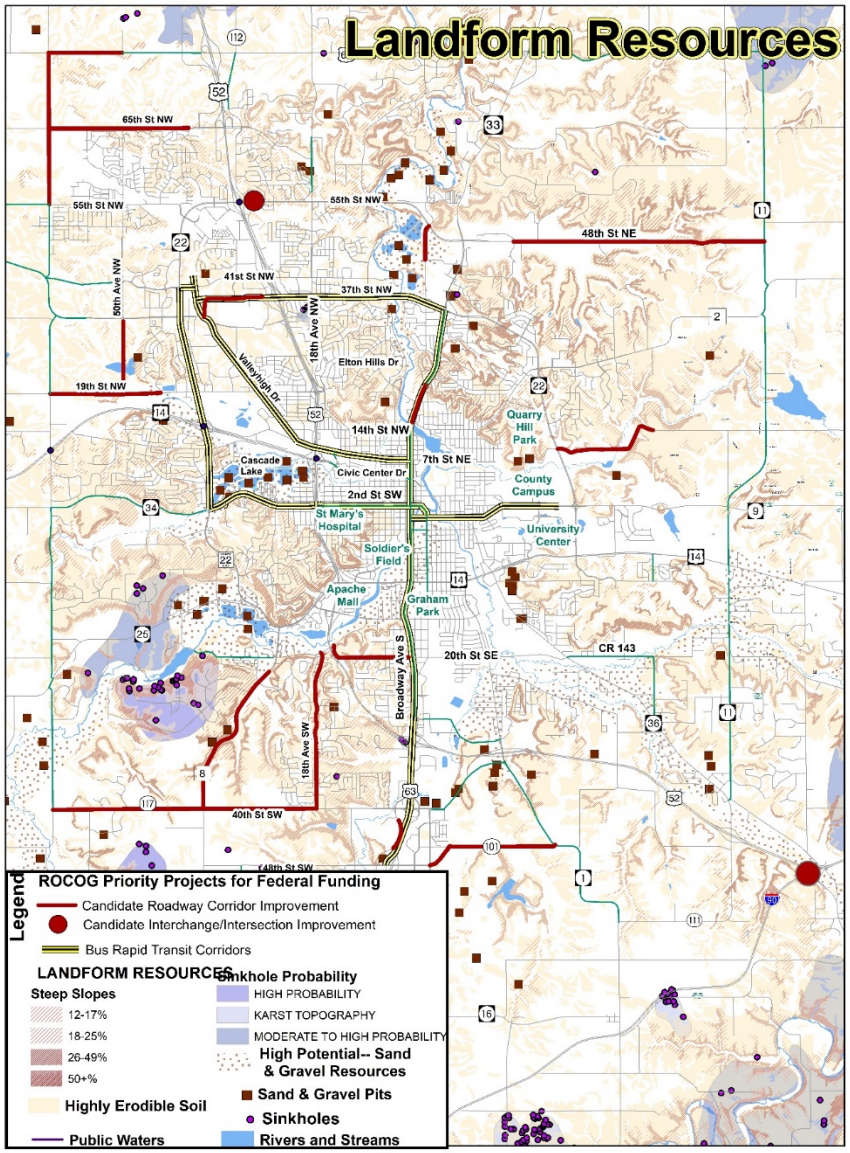


Table E-5: Landform Resource Data

Resource	Adopted resource plan?	Are there adopted regulations?	Typical process for considering plans or regulations	Is there available mapping?	Factor in CLUES model?	AUAR Significance Rating
Sinkholes	No	No	Sinkhole information typically considered in planning and environmental review process as a restriction on development	ROCOG GIS Map Inventory	Yes	Moderate
Karst	No	No	Karst information typically considered in planning for infrastructure planning where potential for spills could result in groundwater contamination	Derived from Minnesota Geological Survey, available in ROCOG GIS Map Inventory	Yes	NA
Steep Slopes	No	City and County sedimentation, erosion control and runoff ordinances and City Hillside Development ordinance; NPDES requirements	Critical issues with steep slopes are potential for erosion and sedimentation along with stormwater runoff, which will be considered in NPDES permits as well as local grading permit requirements and conditional use permit requirements	Derived from USGS Soils Survey, available in ROCOG GIS Map Inventory	Yes	High (> 18% in Shoreland area) High (>26% in other areas) Moderate (18-26% outside shoreland areas)
Erodible Soils	Erosion control addressed in Stormwater Pollution Prevention Programs	Same as for steep slopes – adopted city and county ordinances	Control of erosion is considered in 404 permit (federal), NPDES permit (state) and local permit requirements on grading and site disturbance	Derived from USGS Soils Survey, available in ROCOG GIS Map Inventory	No	NA
Aggregate Resources	No	City/County permits required to establish aggregate mining operations	Location of aggregate resources is a general planning consideration as a protection of resource for future community needs.	Derived from MN Geological Survey and Land Cover Mapping, available in ROCOG GIS Map Inventory	Yes	Moderate-low

Figure E-6: Mapping of Landform Resources



Appendix F • Glossary

Access/Accessibility — The opportunity to reach a given end use within a certain time frame, or without being impeded by physical, social, or economic barriers.

Alternative Modes of Transportation — Forms of transportation that provide transportation alternatives to the use of single-occupant automobiles. Examples include rail, transit, carpools, bicycles, and walking.

Amendment — A major change in the approved TIP or Plan that requires public review and comment and approval by ROCOG.

American Association of State Highway and Transportation Officials (AASHTO) — A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico.

Americans with Disabilities Act (ADA) — Federal civil rights legislation for persons with disabilities, signed into law in 1990, that prohibits discrimination specifically in the areas of employment, public accommodation, public services, telecommunications and transportation. Transportation requirements include the provision of "comparable paratransit service" that is equivalent to general public fixed-route service for persons who are unable to use regular bus service due to a disability.

Arterial Street — A class of street serving major traffic movements (higher-speed, high volume) for travel between major points.

Attainment Area — An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. Non-attainment areas are areas considered not to have met these standards for designated pollutants. An area may be an attainment area for one pollutant and a non-attainment area for others. ROCOG is in attainment.

Capacity — A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period. The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or

uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour or persons per hour.

Capital Improvement Program (CIP) — A plan for future capital infrastructure and program expenditures which identifies each capital project, its anticipated start and completion, and allocates existing funds and known revenue sources for a given period of time. Most local governments have a CIP.

Citizen Advisory Committee (CAC) – Selected for a specific issue, project or process, a group of citizens volunteer or are appointed by ROCOG to represent citizen interests on regional transportation issues.

Clean Air Act (CAA) — Federal statutes established by the United States Congress which set the nation's air quality goals and the process for achieving those goals. The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 version of the law. The 1990 Clean Air Act Amendments are the most far-reaching revisions of the 1970 law.

Congestion — A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) — A categorical Federal-aid funding program created with the ISTEA. It directs funding to projects that contribute to meeting national air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single occupant vehicles).

Consensus Process — A collaborative decision-making process in which a large group, broadly representative of the widest possible range of opinion on an issue, meet in large and small groups to identify issues and reach decisions reflective of all the interests represented.

Context Sensitive Solution (CSS) — A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

Design Standards — Standards that are met when a new road is constructed, or when a deficient section is improved. These standards pertain to all relevant geometric and structural features required to provide a desired level of service over the life of the project. The life of the project is generally 20 years beyond its implementation.

Environmental Assessments (EA) — Prepared for federal actions under the National Environmental Policy Act (NEPA) where it is not clearly known how significant the environmental impact might be. If, after preparing an environmental assessment, it is determined that the project impact is significant, an Environmental Impact Statement (EIS) is then prepared. If not, a "finding of no significant impact" (FONSI) is documented.

Environmental Impact Statements (EIS) — Prepared for federal actions that have a significant effect on the human and natural environment. These are disclosure documents prepared under the National Environmental Policy Act (NEPA) that provide a full description of the proposed project, the existing environment and analysis of the anticipated beneficial and adverse environmental effects of all reasonable alternatives. There are various stages — Draft EIS and Final EIS.

Environmental Justice (EJ) — Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

Environmental Protection Agency (EPA) — The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act and others. EPA is the source agency of air quality control regulations affecting transportation.

Federal Highway Administration (FHWA) — A branch of the U.S. Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads and bridges.

Federal Transit Administration (FTA) — A branch of the U.S. Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development and improvement of public or mass transportation systems.

Financial Planning — The process of defining and evaluating funding sources, sharing the information and deciding how to allocate the funds.

Financial Programming — A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Program (see TIP).

Fiscal or Financial Constraint — Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

Fixing America's Surface Transportation Act (FAST Act) — Authorizes the Federal surface transportation programs for highways, highway safety, and transit for the five-year period 2016 through 2020.

Forum — A public meeting in which a panel presents divergent opinions on an issue, followed by a public discussion either as questions and answers or in small group discussions with reporting to the larger group

Geographic Information System (GIS) — Computerized data management system designed to capture, store, retrieve, analyze and display geographically referenced information.

High-Occupancy Vehicle (HOV) — Vehicles carrying two or more people. The number that constitutes an HOV for the purposes of HOV highway lanes may be designated differently by different transportation agencies.

Intelligent Transportation Systems (ITS) — The application of advanced technologies to improve the efficiency and safety of transportation systems.

Intermodal — The ability to connect and the connections between modes of transportation.

Level of Service (LOS) — A qualitative rating of how well a unit of transportation supply (e.g. street, intersection, bikeway, etc.) serves its current or projected demand. LOS A = free-flow condition (32 percent of capacity); B = reasonably free-flow conditions (51 percent); C = operation stable but becoming more critical (75 percent); D = lower speed range of stable flow (92 percent); E = unstable flow (100 percent); F = forced flow; >100 percent of capacity, stop–and-go operation.

Long Range Transportation Plan (LRTP) – The official intermodal transportation plan developed and adopted thorough the metropolitan transportation planning process for the metropolitan planning area which provides guidance in the development of an efficient transportation system over a period of 20 years (see also Metropolitan Transportation Plan).

Maintenance Area — Maintenance area is any geographic region of the United States previously designated non-attainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

Metropolitan Planning Organization (MPO) — An MPO is a planning agency established by federal law to assure a continuing, cooperative, and comprehensive transportation planning process takes place that results in the development of plans, programs, and projects that consider all transportation modes and supports the goals of the community. Any urbanized area or contiguous urbanized areas, as defined by the U.S. Census Bureau, containing a population of greater than 50,000 are required to have an MPO. ROCOG is the MPO for Rochester and Olmsted County.

Metropolitan Transportation Plan (MTP) – Alternative name for Long Range Transportation Plan.

Minnesota Department of Transportation (MnDOT) — The state agency that manages the highway system within Minnesota. MnDOT's mission is to plan, implement, maintain, and manage an integrated transportation system for the movement of people and products, with emphasis on quality, safety, efficiency, and the environment for citizens. MnDOT is the administrative agency that responds to policy set by the Minnesota Legislation.

Mode; Intermodal, Multimodal — Form of transportation, such as automobile, transit, bicycle and walking. Intermodal refers to the connections between modes and multimodal refers to the availability of transportation options within a system or corridor.

National Environmental Policy Act of 1969 (NEPA) — An established national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

National Historic Preservation Act (NHPA) — Law requiring federal agencies to consider the potential effect of a project on a property that is registered on or eligible for the National Register of Historic Places. If effects are identified, federal and state agencies and the public must identify means to mitigate the harm.

Non-attainment — Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990. An area can at the same time be classified as in attainment for one or more air pollutants and as a non-attainment area for another air pollutant.

Open House — A poster session providing an opportunity for distributed question and answer exchanges and for direct recording of citizen concerns.

Paratransit — Alternative known as "special or specialized" transportation, which often includes flexibly scheduled and routed transportation services. These services use low capacity vehicles such as vans to operate within normal urban

transit corridors or rural areas. Services usually cater to the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

Planning Funds (PL) — Primary source of funding for metropolitan planning designated by the FHWA.

Public Hearing — A more or less formal public meeting hosted by the project oversight committee at which testimony for the record is submitted. In the ROCOG area, public hearings are still fairly informal.

Public Information Meeting — An informal public meeting hosted by the project oversight committee featuring a presentation followed by an opportunity for public questions (which are answered if possible) and other testimony.

Right-of-Way (ROW) — Public space legally established for the use of pedestrians, vehicles, or utilities. Right-of-way typically includes the street, sidewalk, and buffer strip areas.

Rural Planning Organization (RPO) — An organization similar to an MPO, composed of representatives of rural local governments and appointed representatives from the geographic area covered by the organization with the purpose of involving local officials in multi-modal transportation planning through a structured process.

Sample Survey — A questionnaire administered to a large group of citizens selected scientifically so as to be representative of the population of citizens of interest. ROPD surveys (whether by mail or phone) typically have response rates ranging from 50% to 75%.

Stakeholders — Individuals and organizations involved in or affected by the transportation planning process, including federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.

Surface Transportation Block Grant Program (STBGP) — Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

Task Force — An advisory committee established for a defined term for a specific purpose, after which accomplishing the committee is disbanded.

Title VI — Title VI of the Civil Rights Act of 1964. The legislation prohibits discrimination in any program receiving federal assistance.

Transportation Conformity — Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Transportation Demand Management (TDM) — "Demand-based" techniques that are designed to change travel behavior in order to improve the performance of transportation facilities and to reduce the need for additional road capacity. Methods include the use of alternative modes, ride sharing and vanpool programs, and trip-reduction programs and/or ordinances.

Transportation Disadvantaged/Persons — Potentially underserved by the transportation system are identified in the SAFETEA-LU planning regulations as those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability. This includes, but is not limited to, low-income and minority households. Persons who are unable to own and/or operate a private automobile (e.g., youth, the elderly and the disabled) also may be included in this category.

Transportation Improvement Program (TIP) — A staged, multiyear (typically three to five years) listing of surface transportation projects proposed for federal, state and local funding within a metropolitan area. MPOs are required to prepare a TIP as a short-range programming document to complement its long-range transportation plan. The TIP contains projects with committed funds over a multiyear period (five years).

Transportation Management Area (TMA) — All urbanized areas over 200,000 in population and any other area that requests such designation. The MPO is responsible for transportation planning with a TMA.

Transportation Planning — A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time and evaluates alternatives for the transportation system of the area and the most expeditious use of local, state and federal transportation funding. Long-range planning is typically done over a period of 25 years; short-range programming of specific projects usually covers a period of 3 to 5 years.

Transportation Planning Work Program (TPWP) — The management plan for the (metropolitan) planning program, its purpose is to coordinate the planning activities of all participants in the planning process.

Transportation Technical Advisory Committee (TTAC) — A standing committee established by ROCOG with wide representation of local and state transportation planners, engineers, and transit operators who provide technical input regarding transportation plans and programs and make recommendations to the ROCOG Policy Board.

Urbanized Area — Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.

Vehicle Miles of Travel (VMT) — The sum of distances traveled by all motor vehicles in a specified region.