Overview / Summary
The ROCOG 2040 Long Range Transportation Plan (LRTP) represents another step in the ongoing evolution of regional planning for the transportation in the Olmsted County area that began in 1972 with the creation of the Rochester-Olmsted Council of Governments. While the LRTP is important in establishing policy and a strategic vision, it needs to be supplemented with follow-up project development or implementation studies to bring the recommendations contained in the plan to fruition. Other key pieces of planning include Land Use Plans, which are developed at both the County level and municipal level, and small city Thoroughfare Plans which have been prepared at the municipal level to guide investment in each of the seven communities outside the Rochester area. Most of the small city Thoroughfare Plans have been updated in the last 3-5 years, and recognize the intentions of state and county agencies regarding the regional facilities located in each of those jurisdictions.

Along with system level plans, ROCOG is responsible for, or participates in the preparation of many other plans that help to set the direction of transportation investment. Chief among these include corridor and subarea transportation studies, which take the general recommendations of the LRTP and through detailed analysis and extensive public involvement recommend corridor improvement concepts. A number of integrated master plans which consider transportation as one element along with other factors such as land use or environmental resource protection are another implementation tool. Chief among these include the Mayo Medical Center master plan, which is updated on a five year cycle, and the Downtown Rochester Master Plan, which was adopted in 2010. The Downtown Master Plan includes a mobility plan element which establishes a new paradigm for downtown travel, with much greater emphasis on alternative modes supported by revised parking pricing and travel demand management policies, all aimed at a goal of reducing single occupant vehicle travel destined for downtown locations by
20 percentage points over 20 years. This vision is further supported by a Downtown Bikeway Study completed in 2008, and upcoming transit service studies.

The federal transportation program, which provides a significant level of support to local transportation planning, project development and construction efforts, has placed renewed emphasis on safety and system management in recent years. On the safety side, a focus on reducing fatalities and critical injuries has supplemented a historic focus on infrastructure deficiencies addressed largely through engineering solutions. Greater emphasis is now placed on behavioral measures including education, enforcement and encouragement in an effort to change driver performance.

Using the framework established in the Minnesota Strategic Highway Safety Plan, which reflects this approach, an Olmsted County Safety Plan has been prepared cooperatively by local jurisdictions and state agencies to address the critical crash factors contributing to fatal or serious injury crashes in Olmsted County. In terms of Transportation System Management & Operations (TSM&O), actions such as adoption of a county Access Management Ordinance, a Rochester Neighborhood Traffic Management Program, and the Rochester Transportation Operations Center Strategic Plan have helped shaped investment and identified strategies to maximize the capacity and improve the safety of the existing roadway network.

While no formal demand management studies have been completed as of this point, the Mayo Clinic works with the City of Rochester transit and parking operations staff to expand existing services and develop new service strategies in an ongoing effort to reduce vehicular travel and off-street parking demands in the downtown area.

Modes typically associated with commercial travel, including air travel and intercity rail travel, are also of high interest to the community. An updated Rochester Airport Master Plan was completed in 2009, EA work is completed on terminal location, and a high speed rail Tier 1 EIS study is now underway for corridor analysis between Rochester and the Twin Cities.

The City of Rochester adopted a Complete Streets Policy in 2009 to supplement/implement the Rochester Active Living Blueprint, a multi-faceted strategic program to introduce the opportunity for greater physical activity into the everyday lives of local residents. Olmsted County has also adopted Complete Streets Policy recently.
Introduction

While the Long Range Transportation Plan establishes a framework for the transportation system, it is primarily a policy and high level planning document that relies on more focused follow-up activities to achieve its goals. As important to success as the LRTP is in setting the stage, follow-up actions between plan updates have the biggest impact on the ground. The MPO plan depends in large measure on the use of a range of tools to help implement the vision for transportation outlined in the long range plan.

Given today’s financial environment, it is critical that efforts are made to maximize utilization of the existing transportation network, to implement measures that will preserve the capacity and safety of the network, and to preserve options for future improvement. Examples include Transportation System Management efforts, which seek to improve the efficiency and safety of the current transportation system, or Land Use Management tools, which can be used to encourage desirable development patterns that can make alternative modes of travel more desirable and reduce demand for vehicular travel. Various funding strategies also exist to help implement the recommendations of the long range plan.

This chapter presents an overview of the many recent refinement studies that are completed and tools that ROCOG and its partners have utilized to implement recommendations from past long range plans. Many of these efforts are still relevant and will continue to guide implementation efforts of the 2040 Plan. For that reason, it is important to acknowledge these tools in the Plan. The important implementation mechanisms described in this chapter include:

- Planning Studies
  - Subarea/Corridor Transportation Studies
  - Integrated Community Plans—AUAR’s / Framework Plans / Master Plans
  - Transit Studies
  - Bike and Pedestrian Studies
- Safety Studies
- System Management & Operations
  - Arterial Roadway Management
  - Access Management Ordinances
  - ITS Implementation
  - Mobility Management / Travel Demand Management Programs
- Air and Rail Travel
- Livability and Sustainability Programs
- Environmental Consultation
- Land Use Management
  - Land Development Ordinances
  - Official Mapping
  - Orderly Annexation Agreements
- Programming / Financing Mechanisms
  - Adequate Public Facilities Ordinances
  - Capital Improvement Programs
  - Cost Sharing Programs
- State Transportation Plans

A Short History of ROCOG Long Range Plans Updates

Prior to the organization of ROCOG in 1972 most transportation system planning in the Rochester area was done on the jurisdictional level. For example, the City of Rochester developed transportation plans in 1947 and 1960 as part of broader comprehensive planning efforts, and in 1968 through a joint effort with MNDOT. Since ROCOG was organized in 1972, the following comprehensive transportation plan reports have been prepared under the auspices of the ROCOG:
## Table 4-1: Past ROCOG Plans

<table>
<thead>
<tr>
<th>Transportation LONG RANGE PLANS</th>
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<tbody>
<tr>
<td>ROCOG Thoroughfare Plan (1977)</td>
<td></td>
</tr>
<tr>
<td>ROCOG Thoroughfare Plan Update (1982) <em>Downtown and Medical Campus amendments</em></td>
<td></td>
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<tr>
<td>ROCOG Thoroughfare Plan Update (1985) <em>Northwest Rochester amendments</em></td>
<td></td>
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<tr>
<td>ROCOG Thoroughfare Plan Update (1995) <em>Willow Creek amendments</em></td>
<td></td>
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<tr>
<td>ROCOG Long Range Transportation Plan Update (June 1997) <em>Comprehensive LRTP update</em></td>
<td></td>
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<tr>
<td>ROCOG Interim Long Range Transportation Plan Update (June 2003)</td>
<td></td>
</tr>
<tr>
<td>ROCOG 2035 Long Range Transportation Plan (2005) <em>Comprehensive LRTP update</em></td>
<td></td>
</tr>
<tr>
<td>ROCOG 2040 Long Range Transportation Plan (2010) <em>Comprehensive LRTP update</em></td>
<td></td>
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</tbody>
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<table>
<thead>
<tr>
<th>Transportation POLICY PLANS</th>
<th></th>
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<tbody>
<tr>
<td>ROCOG Transportation Plan Policies (1977)</td>
<td></td>
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<tr>
<td>ROCOG Policy Directions Report (1996)</td>
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</table>

<table>
<thead>
<tr>
<th>Comprehensive LAND USE PLANS</th>
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</thead>
<tbody>
<tr>
<td>Rochester Urban Service Area Land Use Plan (1979)</td>
<td></td>
</tr>
<tr>
<td>Rochester Urban Service Area Land Use Plan Update <em>(under development)</em></td>
<td></td>
</tr>
<tr>
<td>Olmsted County General Land use Plan update (2011)</td>
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</table>

## Small City Thoroughfare Plans

Most of the small cities in Olmsted County have prepared and adopted major street plans, which are illustrated in this section. In instances where a city does not have an adopted plan, an illustrative Major Street Plan has been developed by ROCOG for the purpose of identifying a local major street network consistent with ROCOG’s System Development Guidelines (see Chapter 6) and access management principles (See Chapter 13), and in taking into consideration the land use plans for the community. It is recommended that those communities without an adopted or recognized plan utilize the illustrative plans included herein as a starting point for review and discussion, and eventually consider developing a major street plan.
FIGURE 4-1: BYRON AREA THOROUGHFARE PLAN (updated)
FIGURE 4-2: CHATFIELD AREA THOROUGHFARE PLAN (updated)
Dover Long Range Thoroughfare Plan
(Developed by staff as part of 2035 Plan)
FIGURE 4-4: EYOTA AREA THOROUGHFARE PLAN

Long-Range Thoroughfare Plan
City of Eyota

Legend
- Expressway
- Collector Roads
- Arterial Roads
- Proposed Collector Roads
- Proposed Arterial Roads
- Local Roads
- DM&E At-Grade Railroad Crossing

(Developed by Staff as part of the 2035 ROODG Transportation Plan)

City of Eyota - Comprehensive Plan - 2009

2.29
FIGURE 4-5 ILLUSTRATIVE ORONOCO AREA THOROUGHFARE PLAN (updated)
FIGURE 4-6: PINE ISLAND AREA THOROUGHFARE PLAN
FIGURE 4-7: STEWARTVILLE AREA THOROUGHFARE PLAN
Corridor and Subarea Transportation Studies

Corridor and Subarea transportation studies provide an opportunity to study improvement plans at a richer level of detail than is possible to achieve in the Long Range Transportation Plan. Corridor studies typically provide detailed information on the purpose and need of recommended improvements, will include development of preliminary layout information and an environmental study component, and typically include sufficient information to identify future right of way needs. Within their defined boundaries, adopted Corridor and Subarea studies should be referred to as a primary source of information regarding plans for future transportation improvements.

**TH 63 South / Rochester International Airport (RST) Subarea Transportation Study / TH 63 Corridor Preservation Study (anticipated completion 2014)**

Prepared by SRF Consulting Group & Kimley-Horn Associates for Olmsted County and MNDOT

This study is evaluating transportation needs for the area generally within a one mile radius of RST and along TH 63 South between 48th St SW and I-90 in. Key objectives are to address safety and access management needs along arterial and collector roads in the area, as well as assessing capacity and access needs to serve future development in area. Two key aspects of the project are to develop a plan to maintain quality access to passenger & freight terminals at RST, and to identify options for replacing the current at-grade connection of MN 30 to TH 63. Geometric layouts, an Environmental Assessment and adoption of Official Right of Way maps will be prepared.

Web Site: [http://www.co.olmsted.mn.us/planning/TH63_RIA_Subarea_Study.asp](http://www.co.olmsted.mn.us/planning/TH63_RIA_Subarea_Study.asp)

Recommendations for the area south of 48th St are being further refined as part of the Rochester International Airport Subarea Transportation Study

Web Site: None / Contact ROCOG for information

**CR 104 / 60th Ave NW Corridor Preservation Study and Official Map (2009)**

Prepared by SRF Consulting Group for Olmsted County

The study developed a future improvement plan for the CR 104 corridor from CSAH 34 to CSAH 14 on the west side of Rochester, including a section of CSAH 14 from 50th Ave NW to 60th Ave NW. Preliminary layouts, an Environmental Assessment and adoption of Official Right of Way maps were completed for this future 4 lane expressway, which will include a proposed interchange at the intersection of TH 14 and CR 104.

Web Site: [http://www.co.olmsted.mn.us/planning/cr_104_corridor_study.asp](http://www.co.olmsted.mn.us/planning/cr_104_corridor_study.asp)

**Highway 63 South Corridor Study (1995)**

Prepared by Short Elliot Henrickson, Inc for ROCOG and MNDOT

The TH 63 South Corridor Study developed a schematic plan for the eventual upgrading of TH 63 to a freeway-type facility from TH 52 to I-90 in south Rochester. Elements of this study’s recommendations have been implemented with the construction of interchanges at 40th and 48th St SW.
Prepared by Parsons Transportation Group for ROCOG
The TAMP evaluated traffic operations along the Circle Drive corridor and developed a series of recommendations related to traffic operations in this corridor under projected traffic increases through the year 2025. Signal spacing, access modifications, through lane and turn lanes needs were identified as part of this study. The Policy Guide adopted by local jurisdictions adopted a set of principles for managing implementation of the plan.

Web Site: http://www.co.olmsted.mn.us/upload_dir/planning/circledrivepolicyguidefinal.pdf

Prepared by HK Group for MnDOT, Olmsted & Dodge Counties and the cities of Byron and Kasson
This study updated the 1997 MNDOT Corridor Management Plan for the TH 14 West Corridor from CR 104 to Kasson. While the 1997 study established a path that eventually would result in conversion of TH 14 to a full freeway over a 25-30 year period, significant changes in the growth expectations for the cities along the corridor led MNDOT and the local jurisdictions to agree in 2002 to pursue a comprehensive update of the 1997 Plan. The scope was expanded to include consideration of the entire major road system for the area extending from approximately 1 mile south of TH 14 to CSAH 4 on the north in order to assess improvement needs along parallel reliever routes to TH 14.

The final study report recommended a major road network for the study area which is reflected in the ROCOG Functional Designation Map, but left the question of final interchange locations in the Byron / Kasson area unresolved pending further detailed design analysis.

Web Site: None / Contact ROCOG for information

TH 52 North / Pine Island to Oronoco Corridor Study (2003)
Prepared by SRF Consulting Group for Olmsted County and MNDOT
This plan addressed safety, community access and capacity needs on TH 52 from 85th St NW south of Oronoco to 520th St north of Pine Island. The plan recommended conversion of TH 52 to an access controlled freeway, identifying future interchange locations, access replacement needs and improvements to county and local road systems to support the land use plans for the area. A preliminary geometric design plan, Environmental Assessment and Official Right-of-Way Map were completed.

North Rochester Transportation Study (2010)
Prepared by SRF Consulting Group for the City of Rochester and MNDOT
The North Rochester Transportation Study focuses on an area bound by 75th Street NW on the north, 55th Street NW on the south, 50th Avenue NW on the west, and 18th Avenue NW on the east. The overall goal of this effort is to develop a unified transportation improvement plan for the area, including consideration of interchange improvement needs at 55th St and 65th St NW along TH 52 North in Rochester.

Web Site: http://www.northernrochesterstudy.com/
Integrated Master Plans

Integrated Master Plans are typically comprehensive studies that include at a minimum a land use and transportation component with consideration of additional issues including urban design, economic development, parking management or environmental impact. Unlike corridor and subarea studies, which typically are led by ROCOG, these plans are typically commissioned by local elected officials or community organizations that have identified a need to investigate issues of interest in order to establish a broad vision of the future for a particular sub-area.

<table>
<thead>
<tr>
<th>Rochester Downtown Master Plan and Downtown Mobility Plan (2010)</th>
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<tbody>
<tr>
<td>The Rochester Downtown Master Plan creates a vision and framework for the development of downtown Rochester over the next twenty years or more. It seeks to capitalize on the opportunities created by the expansion of the Mayo Clinic and University of Minnesota Rochester. An important component of this project is the Downtown Mobility Element, which identifies a set of balanced transportation options including enhanced transit service and pedestrian &amp; bike friendly complete streets to provide access to downtown businesses, jobs and housing. A key part of the Mobility Element is the identification of parking management policies and other Travel Demand Management measures that offer the prospect of reducing private vehicular travel into the downtown area.</td>
</tr>
</tbody>
</table>

Web Site: [http://www.rochesterdowntownplan.org/](http://www.rochesterdowntownplan.org/)

<table>
<thead>
<tr>
<th>Mayo Clinic Master Plan (latest update 2011)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepared by Ellerbe Becket for Mayo Medical Center</td>
</tr>
<tr>
<td>The Mayo Clinic Master Plan provides a guide to anticipated facility and operational expansion across the Mayo Clinic facilities in Rochester over the next 25 years, with a focus on its downtown and St. Mary’s campus areas. Central to the master plan is the projected level of employment growth and the need to develop new facilities for research, education, and outpatient care and administration. A number of transportation issues, including campus parking and circulation to serve employees, patients and visitors, and materials handling including truck route access and loading areas, are addressed in the master plan. The master plan provides a guide future development decisions that with likely impact on future mobility.</td>
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<table>
<thead>
<tr>
<th>Second Street Corridor Framework Plan (2009)</th>
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</thead>
<tbody>
<tr>
<td>Author: Bonestroo, Inc. (for the City of Rochester and the Rochester Area Foundation)</td>
</tr>
<tr>
<td>The 2nd Street Corridor Framework Plan is a study with a 20 year time horizon commissioned by business leaders and property owners along the 2nd St SW Corridor in Rochester. The plan provides a guide for a future growth scenario along the 2nd St corridor, and a vision for multi-modal access on 2nd St and auxiliary streets involving facilities for bicyclists, pedestrians, transit, and automobiles. An important part of the study is its discussion of managing parking in ways that promote transit and safety for pedestrians.</td>
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</tbody>
</table>

The 2nd Street Corridor will promote active transportation with bicycle, pedestrian and transit infrastructure.

Web Site: Contact ROCOG for information

Imagine Kutzky (2006)

Author: McGhie & Betts, Inc. (for the Kutzky Park Neighborhood Association)

Imagine Kutzky is a neighborhood vision plan seeking to enhance the existing neighborhood by establishing goals for land use, urban design and transportation. Key objectives relating to mobility and the downtown core include implementing a neighborhood-wide traffic calming program, installing bicycle lanes, promoting non-motorized transportation, and creating parking management strategies.


Prepared by Earth Tech Inc. for the City of Rochester

The Marion Township AUAR was a study required by the State of Minnesota in order for the City of Rochester to gain approval of a proposal to extend sanitary sewer into the Marion Township area as part of the Groundwater Protection Program of the city. Among the planning issues studied in this project were traffic impacts that would result from the resultant infill development of lands in the area that could be developed once sewer and water service are made available. Improvements to TH 14, Eastwood Road, Marion Road, 20th St SE and an extension of 40th Ave were identified. Individual projects will require further review once monitoring identifies the need for improvements to be implemented.


Prepared by Earth Tech Inc. for the City of Rochester

The Water Reclamation Plant EAW was a study required by the State of Minnesota in order for the City of Rochester to gain approval for a proposal to expand the capacity of the city’s Water Reclamation Plant and extend trunkline sanitary sewer to serve areas of Hadley Valley, King’s Run and the Northwest Territory on the north side of Rochester. This study included a detailed planning level evaluation of street system needs to handle projected traffic growth resulting from urban development in these areas. Individual projects will require further review once the need for improvements to be implemented has been confirmed.

Web Site: http://www.rochestermn.gov/departments/publicworks/waterreclamation/wrpeaw.asp
Transit Studies

The primary transit refinement studies done in the ROCOG area are periodic Transit Development Plan updates, the most recent of which was completed in 2006 by Abrams-Cherwony Associates for the City of Rochester. The Transit Development Plan provides a systematic view of Rochester’s public transportation system utilizing a performance based assessment process relying on service standards, route diagnostics and service quality criteria. The study also evaluated existing park and ride facilities. The Transit Development Plan is generally intended to serve as a short term (1-10 year) service improvement plan. Some of the major recommendations in the 2006 study include:

- Changes to route alignments and frequency for several existing routes
- Initiation of a branding and marketing campaign to make public transit more visible and user-friendly
- Expansion of the Downtown Transfer Area and improved access to the subway and skyway system
- Development of a new park and ride facility in the vicinity of TH 14 West and West Circle Drive
- Improve existing park and ride sites with more signage and protected waiting areas

The TDP also includes other elements important to the operation of the system, including a Bus Fleet Replacement Program, a Capital Improvements Funding Program, marketing and communications recommendations, a Downtown Transfer Area plan, a Financial Plan and a Management and Organization Framework Review.

The City of Rochester as manager of the transit system has also completed other targeted transit studies to address important issues related to operation of the system. These have included the ZIPS/Dial-a-Ride Eligibility Report (updated in 1996), and an ADA Paratransit Plan (1996).

Bicycle and Pedestrian Planning Activities

Bicycle and Pedestrian planning in the ROCOG area took a significant step forward after adoption of the 2005 Long Range Plan with the establishment of the ROCOG Bicycle – Pedestrian Advisory Committee (BPAC), as was recommended in the 2005 Plan. BPAC has been active in a range of activities including the education and promotion of non-motorized travel in the Rochester urban area, and was critical to advancing development of the Downtown Rochester Bicycle Plan.

Among the key activities BPAC is involved in include:

- Annual Review of non-motorized Capital Improvements Programs
- Event sponsorship such as the Rochester Ride4Fun outing
- Sponsoring training events such as Bicycle Friendly Design Workshop
- Members serving as facilitators for regional trail planning activities
- Members becoming League of American Bicyclists (LAB) League Certified Instructors (LCI)
- Promotion of improved Bike Signage downtown and on the Rochester River Trails network
• Providing assistance in development of an application for LAB Bicycle Friendly Community Designation

In 2010 Rochester became the 2nd city in Minnesota to achieve recognition from the League of American Bicyclists when it was awarded Bronze level designation for its continued efforts at system development as well as education and promotion efforts and local policy changes including adoption of the first municipal Complete Streets Policy in Minnesota.

The following studies have provided the framework for bicycle and pedestrian network development in the ROCOG Planning area.

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<tr>
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<tr>
<td>Prepared by ROCOG</td>
<td>Author: Rochester Bicycle and Pedestrian Advisory Committee and ROCOG</td>
</tr>
<tr>
<td>The Bikeway Facilities Policy Plan identified a set of goals and objectives for the development of bikeway facilities to serve the Rochester urbanized area. A set of principles were identified to guide decision making related to capital improvement projects as well as accommodations within public and private development projects.</td>
<td>The Downtown Bicycle Study was completed in 2009. The study recommended a plan for providing a connected system of on-road improvements to improve access to downtown locations and to provide travel routes across the downtown area.</td>
</tr>
<tr>
<td>Web Site: None / Contact ROCOG for information</td>
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<table>
<thead>
<tr>
<th>Bikeway Facilities Plan (1997)</th>
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<tbody>
<tr>
<td>Prepared by ROCOG</td>
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<tr>
<td>The first network level Bikeway Facilities Plan was prepared as part of the 1997 ROCOG Long Range Transportation Plan, which established a vision for an expanded network of facilities beyond the River Trails system that was developed beginning in the late 1970’s as part of the Rochester Flood Control project.</td>
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<td>Web Site: None / Contact ROCOG for information</td>
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<table>
<thead>
<tr>
<th>Neighborhood Connector Trails (2000)</th>
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<tbody>
<tr>
<td>Prepared by ROCOG</td>
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<tr>
<td>The Neighborhood Connector Trails study extended the vision and framework of the 1997 Bikeway Facilities Plan throughout the 25 and 50 Urban Service Area established in the Rochester Urban Service Area Land Use Plan. The foundation of the Neighborhood Connector Trails concept was establishing the expectation that parallel detached pathways would be developed along all future and upgraded arterial corridors to connect existing and new residential development areas to the system of River Corridor Trails that has been developed in the City of Rochester.</td>
</tr>
<tr>
<td>Web Site: None / Contact ROCOG for information</td>
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<thead>
<tr>
<th>City of Rochester Skyway Plan and Policy</th>
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<tbody>
<tr>
<td>Author: City of Rochester</td>
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<tr>
<td>In the early 1980’s, Rochester developed a plan to direct the expansion of the city’s skyways. The skyways were seen as an integral enhancement to the pedestrian environment and a means to stimulate future commercial development. Due to the high cost of such infrastructure, the city introduced a set of innovative financing policies to ease the cost of</td>
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</table>
In addition to these trail studies and the leadership of BPAC, there are additional groups with a role in advancing the cause of non-motorized travel in the ROCOG planning area. These include:

- Southeastern Minnesota Association for Regional Trails (SMART), representing the eleven county area of southeastern Minnesota whose mission statement is to advance the development of regional trail systems in the area.
- The Rochester Inter-Agency Bike Group, which conducts annual or bi-annual meetings of local agency staff to discuss trail and path development improvement needs in the Rochester urban area.
Safety Plans

An in-depth discussion of safety planning and initiatives aimed at improving transportation safety is included in Chapter 12. Key studies related to safety include:

**City of Rochester Crash Studies (Periodic starting in mid-1970's)**
Prepared by City of Rochester
The city of Rochester has historically maintained a local crash database to supplement the statewide database based on accident reports filed with the State Patrol. Rochester would typically supplement these filings with additional police reports where the threshold for state filing had not been met in order to provide greater level of detail. The city historically has prepared 5 Year system-wide Crash Studies, but has moved towards an annual review process in recent years.

**ROCOG Safe Routes to School Plan**
Done by ROCOG 2012
ROCOG received a Safe Routes to School Grant in 2009 to prepare a Safe Routes to School Plan for the Rochester urban area. This plan is a policy and strategy plan, with a focus on identifying a set of best practices that individual schools can follow, and will seek to build the capacity with the school community for leading the implementation of projects.

**Olmsted County Safety Plan (2009)**
Prepared by CH2mHill for Olmsted County and MNDOT
Olmsted County was recipient of Highway Safety Fund grant to prepare a County Safety Plan patterned on the framework and principles of the 2007 Statewide Highway Safety Plan. The county safety plan focuses on system-wide issues contributing to fatal and injury crashes, and includes an evaluation of countermeasures and identification of high priority strategies for addressing rural and urban safety issues.

In addition to these safety studies, there are some key partnerships and initiatives that are actively pursuing strategies in the Rochester area to advance the cause of highway safety. These include:

- The Southeast Minnesota Towards Zero Death Regional Task Force
- The Fatal and Serious Crash Review Committees organized under the Safe Communities Initiative
- Active Living Rochester, which undertook a Safety Awareness Campaign to improve awareness of pedestrian and bicyclists safety in the Rochester area

These initiatives are discussed in more detail in Chapter 12.
System Management & Operations

An in-depth discussion of Transportation System Management & Operations (TSM&O) planning initiatives aimed at improving the operation and efficiency of the transportation safety is included in Chapter 13. Key studies related to TSM&O include:

<table>
<thead>
<tr>
<th>Study Name</th>
<th>Prepared By</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Olmsted County Access Management Ordinance</td>
<td>ROCOG</td>
<td>Adopted by Olmsted County, the ordinance was developed based on the recommendations of the 2005 ROCOG Long Range Plan. The ordinance requires access permits or access plans for all development where new or modified access is proposed, and establishes criteria on spacing and connections. Web Site: <a href="http://www.co.olmsted.mn.us/planning/olmsted_county_access_management_ordinance_.asp">http://www.co.olmsted.mn.us/planning/olmsted_county_access_management_ordinance_.asp</a></td>
</tr>
<tr>
<td>City of Rochester Neighborhood Traffic Management Program</td>
<td>City of Rochester</td>
<td>The City of Rochester prepared a Neighborhood Traffic Management Handbook and Design Appendix to assist in responding to the large number of traffic calming requests it was receiving. The program establishes a phased study and implementation process, with an emphasis on using various education / enforcement measures before engineering measures are use. Web Site: <a href="http://www.rochestermn.gov/departments/publicworks/hottopics/index.asp">http://www.rochestermn.gov/departments/publicworks/hottopics/index.asp</a></td>
</tr>
<tr>
<td>Chatfield TH 52 Access Management Plan</td>
<td>MNDOT District 6</td>
<td>MNDOT prepared an Access Management Plan for the TH 52 corridor through Chatfield, which includes a set of policies and principles for responding to access requests and the impact of growing traffic volumes on TH 52 through Chatfield. Web Site: None / Contact ROCOG for information</td>
</tr>
<tr>
<td>North Highway 63 Access Management Plan (in progress)</td>
<td>ROCOG for MNDOT and Olmsted County</td>
<td>FHWA and MNDOT requested preparation of an Access Management Plan for the TH 63 North corridor in Rochester from CSAH 22 to 48th St NE to support development of the 55th St NE Extension and TH 63 North upgrade in northeast Rochester. The goal of the study is to establish an access plan blueprint that can be implemented over time to improve safety and maintain traffic flow in this principal arterial corridor. Web Site: <a href="http://www.co.olmsted.mn.us/planning/63northaccessstudy.asp">http://www.co.olmsted.mn.us/planning/63northaccessstudy.asp</a></td>
</tr>
<tr>
<td>Rochester Transportation Operations Center (RTOC) Strategic Plan (1999)</td>
<td>MNDOT, City of Rochester, and Olmsted County</td>
<td>The RTOC plan was cooperatively developed by MNDOT, the City of Rochester, and Olmsted County along with emergency responders and public safety agencies for the Rochester area. The main goal of the plan was to develop a package of improvements that could be implemented prior to the start of the TH 52 Reconstruction project to support work zone management objectives during the project. The project also sought to assure that short-term improvements associated with the TH 52 reconstruction would mesh long-term ITS deployments in the Rochester area. The outcome of this study was identification of a system architecture and a capital improvement program. Most elements of the 1-2 year deployment phase have been installed. Web Site: None / Contact ROCOG for information</td>
</tr>
</tbody>
</table>
Other Transportation System Management Activities

Signal Coordination Studies:

The City of Rochester budgets $50,000 per year to review and optimize signal timing. The goal is to review and retime signals in Rochester on a 5 year schedule. Priority is given to the major corridors, though there have been instances on collectors where joint jurisdictional signals are involved.

The city has the ability to change the timing of signals on all major corridors remotely from the city Traffic Operations Center. The city has 139 traffic signals on its system of which 127 are now interconnected and all of them are wired with emergency vehicle preemption.

Examples of Corridors that have been retimed:

- TH 63 from TH 14 to Elton Hills Drive,
- 2nd St SW from TH 52 to Broadway
- Civic Center Drive from TH 52 to Broadway,
- West Circle Drive from 9th St NW to the east ramps of TH 52
- 4th St SW from 4th Ave SW to 3rd Ave SW
- 3rd Ave W from 4th St SW to Civic Center Drive
- 4th Ave W from 4th St SW to Civic Center Drive
- 16th St SW from Salem Road to Apache Mall Road SW

Corridors on the list that were not retimed due to joint jurisdictional funding issues:

- 19th St NW interchange
- 37th St NW from TH 52 to Broadway
- 41st St NW from West Frontage Road to 18th Ave NW

Corridors that are managed by and are the responsibility of MnDOT:

- TH 14 E from TH 52 to the east
- TH 63 from TH 52 to TH 14 E
- TH 63 from Elton Hills Drive to the north

Travel Time Studies

The City of Rochester conducts travel time studies on corridors during the signal optimization process and collects traffic data on a systematic basis (6 locations monthly) to track and evaluate traffic growth in the city. The city also has the capability to count traffic at many intersections through the use of cameras, as well as viewing the traffic at those locations remotely through the cameras used for detection.
**Intelligent Transportation Systems ITS Implementation**

The Rochester Area Transportation Operations Center Scoping Study (November 1998) was completed as part of a “Quick Start” process under the MNDOT NOVA project, which focused on kick-starting the deployment of ITS initiatives in urban and rural areas of Greater Minnesota. Table 4-2 lists the ITS components identified for deployment in the plan, the current implementation status of these deployments and, for those not yet implemented, whether they are currently programmed.

**TABLE 4-2: Status of ITS Implementation in Rochester Urban Area**

<table>
<thead>
<tr>
<th>Proposed Rochester Area ITS Component</th>
<th>Deployed?</th>
<th>Program Status or Current Deployment Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FREEWAY MANAGEMENT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Operations Center established at State Patrol Communication Center ($0.4k)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Vehicle Detection sensors installed on TH 52,14 and 63 to collect volume / speed data for identifying congestion ($0.4 k)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Closed Circuit Television cameras installed at key locations to monitor freeway traffic condition / 4 in initial phase and 4 additional in second phase ($0.48k)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Freeway Variable Message Signs at 8 locations on TH 52 and TH 14 ($1.6m)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Portable Traffic Management System acquired for use in highway work zones; 1st deployment on 14/52 construction project</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>TRAVELER INFORMATION</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automated Telephone System to provide real-time, route specific, on-demand information via telephone managed from TOCC</td>
<td>Yes 511</td>
<td></td>
</tr>
<tr>
<td>Pavement Condition Reporting system / Maintenance vehicles equipped with mobile data terminal to transmit information observed/entered into MDT by maintenance personnel</td>
<td>No</td>
<td>Currently being field tested in Albert Lea area by MNDOT</td>
</tr>
<tr>
<td>Real time travel condition information accessible through the Internet / managed by TOCC</td>
<td>No</td>
<td>Under consideration by MNDOT</td>
</tr>
<tr>
<td>Cable Television Broadcast of traffic channel providing 24 hour information on congestion, travel speeds, accidents, construction and special events</td>
<td>No</td>
<td>Was targeted to assist in 52 reconstruction but not completed; low priority under typical network congestion conditions</td>
</tr>
<tr>
<td>Establish Highway Advisory Radio channel</td>
<td>No</td>
<td>Low Priority</td>
</tr>
<tr>
<td><strong>PUBLIC TRANSIT SERVICES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Computer aided scheduling and dispatch software system to provide dial-a-ride type service to general public during off-hours</td>
<td>No</td>
<td>Low Priority but may be raised through transit / human service agency coordination efforts</td>
</tr>
</tbody>
</table>
# Proposed Rochester Area ITS Component

<table>
<thead>
<tr>
<th>Proposed Rochester Area ITS Component</th>
<th>Deployed?</th>
<th>Program Status or Current Deployment Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Installation of information kiosks at key locations throughout Rochester to provide information on transit services (8 sites)</td>
<td>No</td>
<td>Low Priority / Kiosks deployed under FTA programs at main bus transfer centers</td>
</tr>
<tr>
<td><strong>RAILROAD INTERSECTION SAFETY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail/Traffic Signal Coordination; system established to recognize trains and implement special signal timing plans to minimize disruption to traffic flow (7 crossings/13 signals)</td>
<td>No</td>
<td>Not a priority given uncertain status of DM&amp;E Powder River Basin Project</td>
</tr>
<tr>
<td>Arterial Roads Variable Message Signs (used to alert motorists to approaching trains, construction diversion, travel conditions operated from Rochester Traffic Operations Center (6 core/7 secondary locations)</td>
<td>DOT Yes</td>
<td>At City level, not programmed but Rochester has under consideration</td>
</tr>
<tr>
<td>Automatic Tracking of Trains using sensors with information transmitted to law enforcement /fire/ambulance dispatchers and RTOC to implement signal coordination</td>
<td>No</td>
<td>Not a priority given uncertain status of DM&amp;E Powder River Basin Project</td>
</tr>
<tr>
<td><strong>TRAFFIC SIGNAL CONTROL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emergency Vehicle Pre-emption</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
| Traffic Signal Interconnection, Control, Monitoring & Timing for arterial street network in Rochester – focus to be connecting signals (36 identified in 1998) not linked master control system. Includes:  
- Prepare concept plan to document need and investigate alternative technologies  
- Prepare construction documents  
- Deployment of systems  
- Development of signal timing plans | In progress | A high priority for the city on critical corridors with money allocated throughout timeframe of six year CIP to link remaining isolated signals to master control system |
| **PUBLIC SAFETY SERVICES** | | |
| Automatic Vehicle Location – equipping State Patrol vehicles with AVL | Yes | |
| Mobile Data Terminal (MDT) system for State Patrol Rochester office | Yes | |

## Traveler Information

The key deployment in terms of traveler information systems in the Rochester area is a series of variable message signs along TH 52, TH 14 and TH 63 to alert motorists to difficult travel conditions or incidents that may be impacting traffic operations. MNDOT also provides for distribution of regional traffic and road condition information via its website, including access to information from fifteen traffic cameras sited at various locations in the city, as part of its statewide 511 system.
Work Zone and Temporary Operational Changes

The City of Rochester, Olmsted County and MNDOT work with contractors on larger highway projects to implement work zone traffic operation plans in order to facilitate the safe flow of traffic during construction. All permit applications for construction within the right of way are also reviewed to determine their impact on traffic, and if necessary measures such as limiting the hours of construction, instituting temporary signal retiming, adjusting transit routes and implementing detour routes are considered as mitigation measures. For major projects information about temporary changes and work zone areas is disseminated through the local newspaper, on the City of Rochester website, and through Public Service Announcements sent to all TV and radio stations serving the area.

Travel Demand Management

Travel Demand Management efforts by the City of Rochester are largely focused on working with the Mayo Clinic, the major employer in the city with approximately over 25,000 working in their downtown campus area. In order to manage the potential impact created by the travel of these employees into downtown on a daily basis, the city, in partnership with Mayo has instituted a number of programs or initiatives to encourage alternate modes of travel. These include:

<table>
<thead>
<tr>
<th>TDM Measure</th>
<th>What is currently done</th>
<th>Planned or Potential Enhancements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park-and-Ride Service</td>
<td>City of Rochester has organized a series of park and ride lots throughout the city along existing transit routes to permit downtown workers to park outside of downtown and ride the bus into downtown. MnDOT in cooperation with small cities throughout the regions has established a series of park and ride lots along state highways that are used as carpool points and in some instances used for commuter bus service pick up points.</td>
<td>City of Rochester plans to continue development of park and ride lots in the future, preferably as part of joint use development projects. Right of Way has been secured for a location on TH 52 north at 75th St NW Other potential corridors of interest include TH 14 West and TH 63 South.</td>
</tr>
<tr>
<td>Shuttle Lots and Shuttle Buses</td>
<td>Mayo Medical Center operates shuttle lots for employees on 2nd St SW west of TH 52 and on the Fullerton Lot southeast of the Central Business District off 4th St SE. Shuttle buses circulate during peak shift periods to shuttle employees to and from lots. Mayo Medical Center also operates employee and patient shuttle between downtown campus and St. Mary’s campus on 2nd St SW. Shuttle operates continuously during the day moving individuals between campuses.</td>
<td>Enhancement or replacement of downtown shuttle services through either revisions to the operations plan for local bus service or possible development of a public circulator system is being discussed as part of the recommendations in the Downtown Master Plan: Mobility Element.</td>
</tr>
<tr>
<td>Pedestrian Enhancements</td>
<td>Downtown Skyway / Subway system ties together over 20 blocks of Mayo Medical Campus with Central Business District and Mayo Civic Center and downtown fringe parking ramps.</td>
<td>A limited number of skyway/subway extensions are expected in the future which will extend the system to more of the core area as well as a larger reach throughout the downtown Mayo Medical campus.</td>
</tr>
<tr>
<td>TDM Measure</td>
<td>What is currently done</td>
<td>Planned or Potential Enhancements</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td><strong>Bicycling</strong></td>
<td>A program to install bike racks on buses has been undertaken and currently 28 vehicles have been outfitted. All new buses are equipped with bike racks. Plans include installation of bike racks on all new buses and increased promotion and consumer training.</td>
<td>The Downtown Mobility Plan includes a comprehensive set of recommendations to encourage consideration of additional high quality bike parking, a “bike oasis” near the Downtown Transit Transfer Center, and implementation of on-road bike enhancements on a number of downtown streets (either lanes or sharrows) to increase visibility and encourage bike travel.</td>
</tr>
<tr>
<td><strong>Employer Transit Subsidies or Support Programs</strong></td>
<td>Mayo Clinic provides subsidies to employees towards the purchase of bus passes, including in-city and commuter bus service. Mayo also provides route sponsorships for dedicated service to park and ride lots.</td>
<td>Recommendations in the Downtown Mobility Plan encourage consideration of the phased implementation of parking cash-out or other more aggressive parking pricing in an effort to encourage model alternatives.</td>
</tr>
<tr>
<td><strong>Guaranteed Ride Home Program</strong></td>
<td>The City and Mayo Clinic provide Guaranteed Ride Home (GRH) Programs for employees enrolled in the bus subsidy program.</td>
<td></td>
</tr>
<tr>
<td><strong>Staggered Work Shifts</strong></td>
<td>The two largest employers in the City of Rochester, the Mayo Clinic and IBM (located in northwest Rochester) spread out start times of employees in order to help alleviate peak period, localized traffic congestion.</td>
<td></td>
</tr>
<tr>
<td><strong>Parking Pricing</strong></td>
<td>City of Rochester uses a differential parking rate structure to encourage preservation of CBD on–street and ramp parking for customers, clients and other short-term needs of businesses in the CBD. Lower daily and monthly rates are available in lots located on the fringe of the CBD targeted to employee parking needs.</td>
<td>Through various efforts including remote parking/shuttle bus service, transit programs, convenient bicycle parking and homeownership assistance programs targeted to neighborhoods in the immediate proximity of the medical campus (thereby permitting walking to work as an option), Mayo attempts to moderate the demand for vehicular travel into the core area of Rochester.</td>
</tr>
<tr>
<td><strong>Parking Supply</strong></td>
<td>Mayo Medical Center voluntarily undertakes parking supply management as part of its Campus Master Planning efforts and works with the City of Rochester to balance supply so that all patient parking along with a percentage of employee parking needs are met on-site.</td>
<td></td>
</tr>
</tbody>
</table>
Chapter 4  Planning & Management Initiatives

Air and Rail Studies

Though ROCOG is the not lead agency in local airport and regional passenger and freight rail studies, it actively participates in the plans for these modes at both the technical and policy committee level. The management company of the Rochester International Airport (RST) is the lead agency for development of Airport Master Plan studies. In regards to freight rail service, the line serving Rochester, owned by the Canadian Pacific Railroad Company, is subject to federal regulation under the Interstate Commerce Commission Termination Act of 1995, which is administered by the Surface Transportation Board (STB). ROCOG has participated in the STB process throughout the last 15 years as request for approvals of service changes by the Dakota, Minnesota and Eastern Railroad have been filed and reviewed. ROCOG has also participated in various studies related to high speed passenger rail, serving as project manager for certain local studies as well as providing review and comment on studies conducted by others such as the Minnesota State Rail Plan.

### Airport Master Plan / Rochester International Airport (2009)

Prepared RSH and McGhie and Betts Aviation Services for Rochester Airport Management Co.

In 2009 an updated Airport Master Plan was prepared (which updated its 1997 study). The plan contains recommendations for future capital and operating improvements at the facility over a 20 year planning horizon, including a new midfield passenger terminal, potential runway extensions, expansion of the Airport Business Park area along with the General Aviation Area. Associated improvement needs which the road authorities are addressing in the RIA Subarea Transportation Study include access for the proposed terminal and upgrading the current primary access road (CSAH 16) and the CSAH 16/TH63 interchange, which are designated as part of the National Highway System.

**Web Site:** [http://www.flyrst.com/about/plan.html](http://www.flyrst.com/about/plan.html)

### Tri-State III High-Speed Rail Study (2009)

Transportation Economics and Management Systems, Inc. (for the Southeastern Minnesota Rail Alliance)

This is an update of the Tri-State I & II High-Speed Rail Studies which have assessed the need and route alternatives for high speed passenger rail service between Chicago and the Twin Cities. The 2009 report by TEMS focused in particular on the Minnesota segment of this route, evaluating alternatives including a River Route alignment and a Rochester alignment. Evaluation results make a strong economic argument for developing an alignment that included Rochester on the route. In part due to the findings of this report, development of high speed rail service to Rochester was identified as a high priority in the 2009 Minnesota State Rail Plan.

**Web Site:** [http://www.semnrail.org/studies.html](http://www.semnrail.org/studies.html)
Livability and Sustainability

With growing interest in the health, climate and energy impacts of transportation and its role in shaping the livability of the community, there has been growing interest in enhancing and encouraging the use of alternative modes in the City of Rochester. Two recent policies and programs adopted have sought to improve the livability of the community and the sustainability of travel.

**Complete Streets Policy (2009)**

**Author:** City of Rochester

In 2009, Rochester’s City Council passed a resolution adopting a Complete Streets Policy applicable to new construction, reconstruction or preservation projects in the city, seeking to encourage the provision of improved accommodations for all users including cyclists, pedestrians, those with disabilities, transit users and motorists. Policy implementation will occur in the design and planning phases of projects.

**Rochester Active Living Blueprint (2009)**

Prepared by City of Rochester with funding from Blue Cross / Blue Shield Active Community Planning Grant

This initiative laid the groundwork for developing a complete streets policy for the City of Rochester as well as a series of amendments to the Land Development manual to encourage pedestrian-oriented and bike-friendly development in order to provide the opportunity for incorporating more physical activity into daily routines.

An interdisciplinary partnership was created including the Mayo Clinic and local governments to support the Active Living program. A policy / strategy document was adopted which has provided a framework for further Active Living initiatives such as public education efforts targeting ped/bike safety, and sponsorship of workshops on bicycle and pedestrian friendly design with noted experts in the field.

Web Site: [http://www.co.olmsted.mn.us/departments/planning/active_community_planning_registration.asp](http://www.co.olmsted.mn.us/departments/planning/active_community_planning_registration.asp)

Environmental Consultation

ROCOG utilizes a Resource and Referral Agency Review Process on plans and projects in order to provide the opportunity for review and comment during plan implementation activities. Project workshops are typically conducted early in a project study to provide the opportunity for early input. This initiative reflects an effort to implement the concept of conducting Early Environmental Project Development reviews which was recommended in the 2040 ROCOG Long Range Transportation Plan. Agencies invited to participate include the following state and federal agencies and local staff with environmental responsibilities:
Chapter 4 Planning & Management Initiatives

MnDOT Office of Environmental Services
- Federal Threatened & Endangered Species Specialist
- Cultural Resource Specialist

Minnesota Dept. of Natural Resources
- Water Management Division
- Threatened & Endangered Species
- Natural Resources of Interest
- Parks & Trails Manager, Rochester

Minnesota Pollution Control Agency Regional Water Specialist

Minnesota State Historic Preservation Office

State Board of Soil & Water Conservation (BWSR)

Federal Agencies
- U.S. Dept. of Agricultural – Natural Resources Conservation Service
- U.S. Fish and Wildlife Service/ Minneapolis Field Office

Zumbro Valley Land Conservancy

Olmsted County
- Soil & Water Conservation Board
- Health Department
- Environmental Resources Service
- Public Works Environmental Analyst
- Wetland Specialist

City of Rochester
- Rochester Public Works Environmental Coordinator
- Parks and Recreation Division
- Rochester Public Utilities Water Division
- Rochester Public Utilities Environmental Services Division
- Committee on Urban Design & Environment

ROCOG, through funding provided by Olmsted County, has been able to conduct Early Environmental Project Development (EEPD) activities under the auspices of a Corridor Preservation Program that the Olmsted County Board of Commissioners initiated per recommendation in the ROCOG 2035 Long Range Plan. The 2040 Plan lists key corridors where EEPD efforts should be targeted, with completion of Purpose and Need statements, identification and screening of alternatives, screening of environmental impacts and early identification of possible mitigation needs. This program is consistent with the discussion in the federal planning rules encouraging early consideration of environmental issues on projects identified in the long range plan.

ROCOG’s partner agencies on the MPO Transportation Technical Advisory Committee have also worked with environmental and resource agencies on major watershed or areawide studies such as the South Zumbro Watershed Management Plan and local Stormwater Pollution Prevention Programs, both of which have significant highway related elements. These studies are discussed further in the sustainability section of Chapter 14.

Land Use Management Tools

Land use management ordinances and policies provide important tools for developing many of the basic transportation infrastructure elements necessary for functioning of a multi-modal transportation system. Sidewalk and path development, bus stop improvements and application of access management principles all
occur on a routine basis as a result of requirements found in local land use ordinances and policies. Among the primary tools routinely in use include:

**Land Development Ordinances**

Unlike zoning ordinances, which regulate land use types and the intensity of development, subdivision and land development ordinances regulate the improvement standards and processes to be followed when proposing the subdivision or land development of property. By regulating transportation elements such as the width and construction of roadways, street connectivity (cul-de-sac regulations), lot configurations, driveways, sidewalks, and other facilities, they are an ideal means of implementing the policies and recommendations of the Long Range Transportation Plan. Among the specific requirements of the City of Rochester Land Development Ordinance include:

- **Adequate Public Facility Ordinance Policy**: The APFO policy links the infrastructure standards found in the Comprehensive Plan of the city and requires a demonstration that adequate facilities or capacity can be provided before development of a property can proceed. This includes not only on-site or facilities adjacent to the site, but can address to a certain extent off-site improvements as well.
- **Traffic Impact Studies**: the City of Rochester and Olmsted County as well as MNDOT require Traffic Impact Studies to be completed for developments of certain size or intensity. The TIS requires analysis of capacity and safety issues and identification of mitigation measures where standards identified in the ordinance are not able to be met by a proposed development plan.
- **Access Management Ordinances**: the City of Rochester, Olmsted County and MNDOT all have access management ordinances in place to control the connection and spacing of access points to public streets and highways. Chapter 13 of the Long Range Plan establishes policies on access management which, with adoption of the plan by Rochester and Olmsted County as part of their respective Comprehensive Plans, become the policy basis for access management regulations.

**Development Agreements**

The City of Rochester uses Development Agreements to secure the development or upgrading of transportation infrastructure to address needs generated by the development of a site. As part of a standard development agreement the following issues are addressed:

- **Pedestrian and Trail Facilities Agreement**: Developers will be required to install sidewalk and either provide the base grading or paving for bike paths identified in the Long Range Transportation Plan.
- **Substandard Street Agreements**: on existing streets that do not meet minimum design or structural requirements, the developer will be expected to make a contribution towards bringing those streets up to standards.
- **Transportation Improvement District contributions**: to prepare for the road network infrastructure investment that will be needed to support growth in development area, the City of Rochester has implemented a Transportation Improvement District (TID) initiative that identifies the needed major street improvement needs in subareas that would be funded through a joint partnership of the city and landowners in each area. TID projects that have been identified represent a significant list of growth-related needs in the areas that have been studied by the city.
- **Noise/Air space Easements**: in select cases the City has secured noise or airspace easements during the development process as a means to protect itself from future claims for mitigation where potentially incompatible uses (such as residential housing) is proposed for development adjacent to high volume roadways.
Official Maps

Both the City of Rochester and Olmsted County have made extensive use of Official Maps to protect right of way needed for future highway facilities from development. Over twenty maps have been prepared and adopted by one or both jurisdictions. Maps are used either for long term protection purposes, such as in preserving corridors for development of the Circle Drive network in Rochester, or for short term protection, such as when layout and environmental assessment documents have been prepared but right of way acquisition has not been initiated, an example being the 40th and 48th St interchange on TH 63 South in Rochester.

Capital Improvements Programs

Regular preparation and adoption of Capital Improvement Programs to support comprehensive plans is a critical implementation tool to ensure that the improvements included in the plan can be reasonably implemented from a fiscal perspective. The city, county and state all use CIP programming in some form or fashion to plan for the next 4 to 6 years of construction activity.