

Rochester's Neighborhood Resource Center

RNeighbors

Providing tools to grow GREAT neighborhoods

**Rochester
Minnesota's
Neighborhood
Resource
Center**

Vision

RNeighbors works toward a future in Rochester when community life is rooted in neighborhood networks that nurture citizen involvement for positive community change.

Mission

RNeighbors empowers citizen leaders to create sustainable neighborhood networks that promote a vibrant, healthy and livable community.

Board of Directors

Mark Bilderback
Kelly Corbin
Keith Cousins
Jeff Ellerbusch
Tara Freimund
Tim Hawkins
Michael LaPlante
Ahmed Makkawy
Bob Nowicki
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Samantha Rossi
Paul Sims
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Staff

René Lafflam
Executive Director

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Mayor's Council on Neighborhoods (MCN) Meeting Notes

Tuesday, February 21, 5:30-7 pm • Government Center, Room 104

Mission of the Mayor's Council on Neighborhoods

To strengthen connections between neighborhood leaders and give neighborhoods a collective voice.

Welcome

RNeighbors update from René

- A Citizen's Guide to Working with the City Council & The Planning and Zoning Commission is (finally!) in final format with recent updates. Will be posted online at RNeighbors.org and email to neighborhood leaders.
- Updated neighborhood association map completed and online
 - Worked with Planning Department
 - Map went from 45 NAs to 19
 - Now only active NAs are included on map
 - The Planning Department will send out Development Informational Meeting requests to the neighborhoods on the updated list
- Neighborhood Project Grants applications due on March 15
 - \$7,000 total to grant out, up to \$1,000 per grant
- RNeighbors is working with the Public Works Department to finalize Creative Crosswalks guidelines
 - A Revocable Permit will be required for each crosswalk, filled out by RNeighbors working with the NA
 - Designated intersections must be less than 2,000 vehicles per day

Introductions

Megan Moeller, Public Works; **Paul Sims**, VP of Downtown NA & RNeighbors board, DNA is adding members and just enjoyed Social Ice; **Ahmed Makkawy**, Slatterly Park NA & RNeighbors board, SPNA recently had a well-attended board meeting with a realtor and discussed housing trends; **Christine Schultz**, Historic SW NA, their NA is planning on making/serving dinner at Ronald McDonald's house (Prepared at Pasquale's) for families; **Kelly Dungan**, Sunnyside NA, getting kids involved in projects (caroling, etc.) and snow removal for older neighbors; **Dick Denny**, Sunnyside; **Barb Virning**, NW NA, working on development challenges; **Barbara Hudson**, Indian Heights NA, grant restoration work on park continues; **Bob Sixta**, Folwell Neighborhood; **Dennis Davey**, Historic SW NA, partnered with Park and Rec during Winterfest for skating at Soldier's Field park with s'mores and fire pit;



Introductions (continued from Page 1)

Julie Hatch, Olmsted County Public Health, funding for creative crosswalks, working with neighborhoods to connect with people in neighborhood Park & Rec trailer (Super Bowl funds), ready - Fall 2017; **Erin Gomez**, Public Health Intern; **Beth Bartz**, SRF Consulting Group, working on integrated transit plan; **Christine Kellor & Kelly Noser**, unofficial neighborhood, Folwell Drive across 52, traffic concerns including volume/speed on Folwell Dr.; **Brent Ostby**, We Bike Rochester board; **Michael Wojcik**, City Council and Bamber Valley PTA; **Barry Scolnek**, Historic SW and Downtown NA, pedestrian concerns; **Tara Freimund**, Kutzky Park NA, bike and pedestrian concerns; **Mike Henry**, Eastside NA; **René Lafflam**, RNeighbors.

Integrated Transit Studies Input (attendees could give input via electronic devices, input attached)

Megan Moeller, Communication Director, Public Works, public works communication director working with DMC Transportation Infrastructure Program Management.

- Megan can get public session information out to neighbors, answer Q&A, etc., mmoeller@rochestermn.gov

Beth Bartz, SRF Consulting Group

- Questionnaire on DMC district (Frequency traveling downtown, live/work in DMC district)
- Defining the DMC district (map)
- Looking at transportation principles as part of the DMC plan (Getting to/from downtown and getting around district during the day)
- Issues with transportation - capacity of downtown roads is about 50,000 vehicles (currently approx. 30,000 vehicles)
- Streets will get more congested in future
- DMC plans to add 35k jobs downtown - Parking needs. We would need 12 Graham ramp size parking structures downtown.

DMC plan has 10 transportation principles

1. Easy, affordable, convenient to get downtown (dt)
2. Bring 30% of workforce to dt by transit
3. Park once dt environment
4. Build shared parking prioritized for economic development (uses 8-5 m-f, also use for evening spaces)
5. Create world-class streets, designed for people
6. Create exceptional place for healthy, human-powered transportation
7. Form a downtown Rochester access authority
8. Invest in sustainable transportation infrastructure and programs that reduce ecological impact
9. Leverage public/private financing
10. Establish and maintain a transportation network that is accessible and inclusive of all ages, abilities, and states of wellness

How to Accomplish

- Strategically locate parking structures/places
- Connecting parking areas by good, convenient transit (streetcar, tram, vehicles)
- Shift more people to use transit, bike, walk, carpool
- Look at street network as a whole
- Look at loop trail (usable all-seasons) connects perimeter of downtown and throughout

Four Transit Studies

1. Transit Circulation
2. Street Use and Operations Study
3. Parking and TDM Study
4. City Loop Study

Portal Capacity Analysis

- Entry points into dt are the first to get congested
- Already seeing this today
- Look at how to most efficiently address issues

Range of Parking Needs

- Add 30K dt employees
- Mayo patients and their companions

EDA partnered with DMC board. Hired by the city to give concepts on dt and renderings

Transit Circulator (purpose)

Three Distinct Markets

- Mayo passengers between St. Mary's and downtown
- Peripheral parking for St. Mary's and downtown employees
- Internal circulation within downtown for employees, residents, patients, visitors, and students

Transit Modes

3 levels (physically)

- Elevated (moving sidewalks, tram, moving pods, autonomous vehicles, elevated buses, etc.)
- Surface (buses, light rail/tram, autonomous vehicles, street car)
- Below grade - Subterranean (Moving sidewalks, small autonomous vehicles/carts)

Route Options

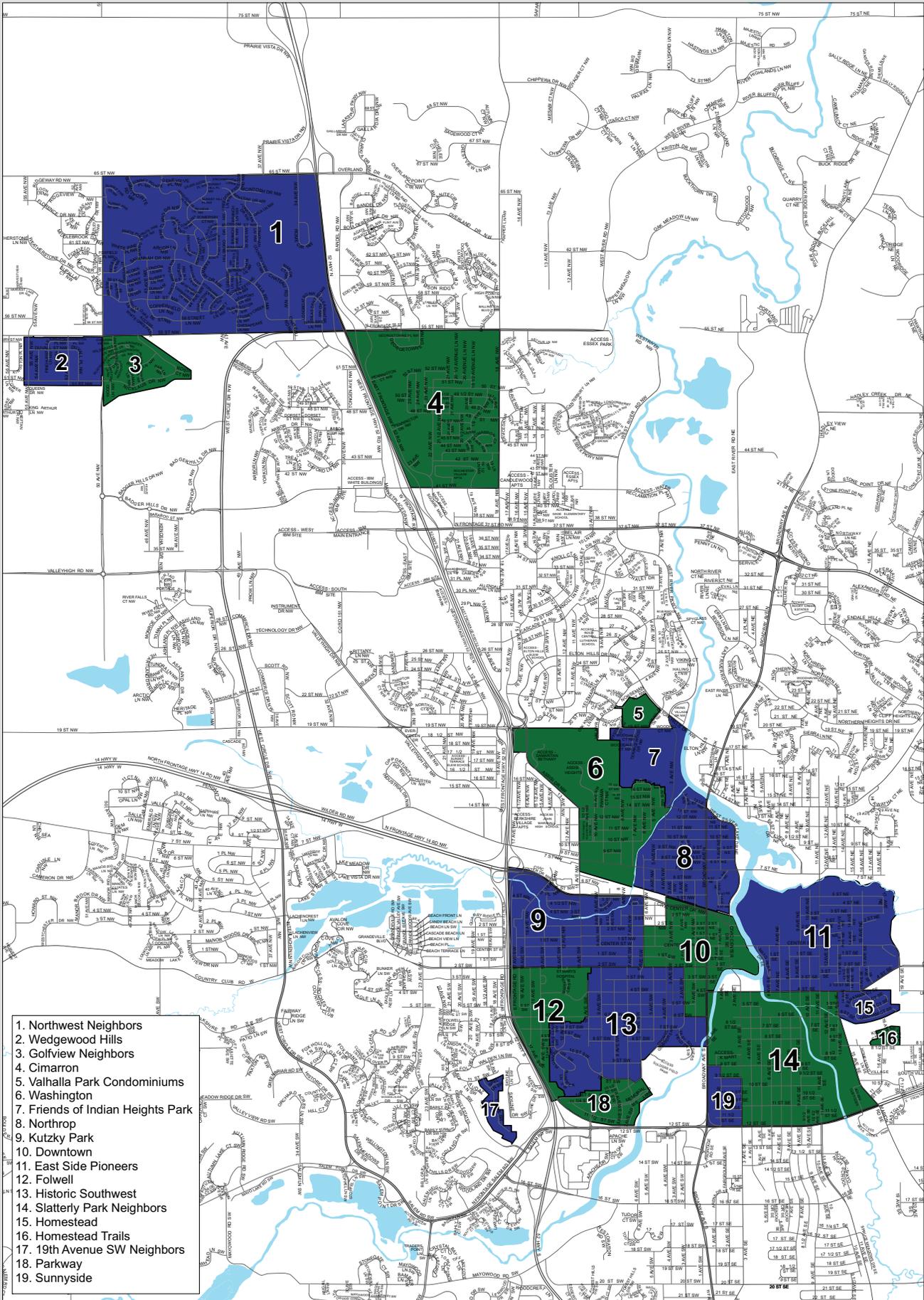
City Loop

Questions/Dismissal

Upcoming MCN Meetings

- Tuesday, April 18, 5:30-7 pm
- Location, TBD
- Topic, suggestions encouraged

ROCHESTER, MN NEIGHBORHOOD ASSOCIATIONS



1. Northwest Neighbors
2. Wedgwood Hills
3. Golfview Neighbors
4. Cimarron
5. Valhalla Park Condominiums
6. Washington
7. Friends of Indian Heights Park
8. Northrop
9. Kutzky Park
10. Downtown
11. East Side Pioneers
12. Folwell
13. Historic Southwest
14. Slatterly Park Neighbors
15. Homestead
16. Homestead Trails
17. 19th Avenue SW Neighbors
18. Parkway
19. Sunnyside

Shown are neighborhood associations formally registered with RNeighbors. To register your neighborhood group go to www.RNeighbors.org.

PREPARED BY: ROCHESTER - OLMTSTED COUNTY PLANNING DEPT
GEOGRAPHIC INFORMATION SYSTEMS DIVISION
FEBRUARY 2017

0 0.25 0.5 1 Miles

Olmtsted County is not responsible for omissions or errors contained herein. If discrepancies are found within this map please notify the GIS Division at (507) 328-7100, Rochester-Olmtsted Planning Department, 2122 Campus Drive S.E., Ste. 100, Rochester, Minnesota 55904.

Map Size: 22" x 34"

CITY OF ROCHESTER INTEGRATED TRANSIT STUDIES: ADVANCING THE DMC VISION

WHAT DID THE DMC PLAN RECOMMEND FOR TRANSPORTATION?

The DMC Plan was developed with the goal of creating the highest quality employee, resident, patient, companion and visitor experience that will attract the new jobs, private investment and tax revenue needs to make Mayo Clinic and City of Rochester as the world's premiere medical destination center. Transportation and parking is a critical element of that vision; the DMC plan identified the need for over \$1.2 billion in potential transportation infrastructure investment including:

- A transit circulator to improve downtown transit service
- A coordinated system of downtown and remote parking facilities that addresses both short-term (1-4 hour) and long-term (8+ hour) daily parking needs
- A system of world-class streets that benefit all types of users, not just people in cars
- A safe and accessible, pedestrian and bicycle trail network designed for recreation and transportation

WHAT'S GOING ON IN 2017?

The DMC plan was not a blueprint but a concept for future development. The DMC plan was based on a high level assessment of conceptual needs and feasibility. The City of Rochester is conducting four **integrated transit studies** to refine the concepts identified in the DMC Plan, generate confidence in selected projects, and answer key questions that will allow the projects to advance to the design phase. Specifically, the integrated transit studies will:

- Explore how the DMC concepts can be built within public right of way with minimal impact to adjacent private property
- Determine the most cost-effective use of public dollars to realize the DMC's transportation vision
- Allow additional opportunity for public agencies, property owners, businesses and residents to participate in the development of alternatives to implement the DMC plan concepts
- Lay the ground work to seek federal funding for some of these projects

TRANSIT CIRCULATOR STUDY:

Evaluate potential types, locations and days/time of service for transit improvements to determine which will best serve current and future transit riders. Develop a plan for future transit operations and facilities and identify the most promising funding sources for implementation.

CITY LOOP STUDY:

Design and locate a high-amenity bicycle and pedestrian trail circling downtown that serves both a recreational use as well as a transportation option between Rochester neighborhoods and downtown.

PARKING AND TRANSPORTATION MANAGEMENT AUTHORITY (TMA) STUDY:

Evaluate the current parking supply against what will be needed in the future, while taking into account where new parking can be built to best serve downtown shoppers, diners, visitors, Mayo patients and other downtown employees. Identify strategies to reduce the need for additional parking and manage how people travel to, from and within the downtown.

STREET USE AND OPERATIONS STUDY:

Look at how streets in downtown currently function and determine what changes are necessary to enhance downtown character, while addressing the diverse needs of vehicles, transit, bikes and pedestrians.

WHAT'S THE TIMELINE? WHEN DOES THE PUBLIC GET TO WEIGH IN?

There will be four opportunities for public input during the studies, coordinated with key milestones in the study process. At each of these four checkpoints, there will be materials available through the city website (www.rochestermn.gov/integratedtransit) as well as presented at an open house for the public to review and provide comment on in-person or online. In addition, the city is reaching out to neighborhood groups, city advisory committees, business organizations and community groups throughout the process. (If your group is interested please contact Megan Moeller at 507-328-2436).

Public Input Opportunities

January 24, 2017
4-8pm, 4th Floor of the UMR
University Center:

Provide your perspective on downtown transportation needs, potential concerns, and alternatives to be studied further

May
2017*

Provide your feedback on the initial alternatives and which should be retained for final study

September
2017*

Voice your opinion on which of these options should be selected

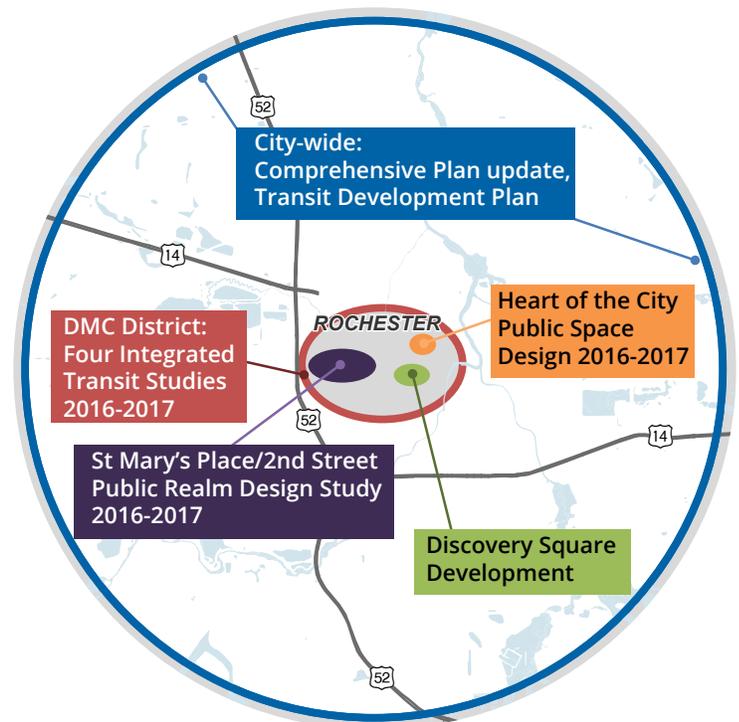
December
2017*

Explore the preferred option, how/when the elements will be built and provide feedback

*Exact dates and locations are to be determined

HOW DOES THIS RELATE TO OTHER EFFORTS THAT ARE GOING ON?

Work is going on at many levels to plan for city-wide transportation needs as well as move forward on the DMC initiatives. These efforts vary in both the geographic area they cover as well as the level of detail for each study. The City of Rochester, Olmsted County and DMC leaders are coordinating efforts to ensure that information and public comments are shared, that plans are complementary, and that outcomes will result in the highest quality results for the community.



For further information contact:

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Untitled

Current run (last updated Feb 22, 2017 9:32am)

8

Polls

17

Participants

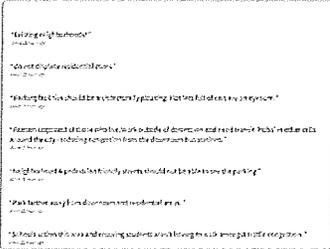
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Average responses



Average engagement

What issues need to be addressed in placing new parking facilities?



Responses

Trends in autonomous cars should also be considered in the planning process

could parking spur neighborhood enhancement, like better shopping and dining and cultural attractions ?

What about the cost of parking

How does remote parking analysis tie into the nodes and transit of P2S?

Streets designed for pedestrians requires many streets & many intersections, with active building fronts at virtually all locations. The analysis of off site parking should not occur in DMC district @ all, or in any existing viable neighborhood locations surrounding downtown.

We live on Folwell Drive and walk with small children to Folwell Elementary School. Many Mayo or downtown employees race through our Folwell residential street toward downtown far exceeding speed limits with no regards to pedestrians. We feel our residential street is not safe to be used as a cut through to downtown and St. Mary's. They are not meant to carry so much speeding traffic with so many children walking to school.

do not use areas that could be green space or parkland

Do not subsidize parking for any one.

What about groceries, senior citizens who work disabled, those who are needing care at Baldwin building

Don't waste prime real estate on parking

Traffic structures don't create boundaries between neighborhoods.

1. Critical to have integrated coordination with Mayo "out-of-town" employees that are transported to Rochester for work. 2. Moving consolidated parking further out of the perimeter should be further considered.

Mixed use parking facilities that have 3rd party investment to add businesses/amenities built into those structures

Stay out of core neighborhoods

Transient car traffic through core neighborhoods as it relates to or stifles multimodal transportation accessibility for core neighborhoods.

Keep the Core neighborhoods residential

Maximize parking outside of core.

Schools within this area and ensuring students aren't having to walk amongst traffic congestion.

Park farther away from downtown and residential areas.

Neighborhood & pedestrian friendly streets should not be able to see the parking

Remain cognizant of those who live/work outside of downtown and need transit 'hubs' in other cells around the city - reducing congestion from the downtown bus stations.

Parking facilities should be architecturally pleasing. Flat lots full of cars are an eyesore.

do not displace residential zones

Existing neighborhoods!

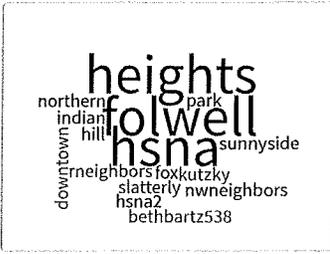


Engagement

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Responses

What neighborhood do you live in?



- Responses
- Folwell
- Fox Hill
- Kutzky
- Sunnyside
- RNeighbors
- BETHBARTZ538
- Indian Heights
- Folwell
- northern heights
- B
- hsna2
- Nwneighbors
- Downtown
- HSNA
- HSNA
- Slatterly Park

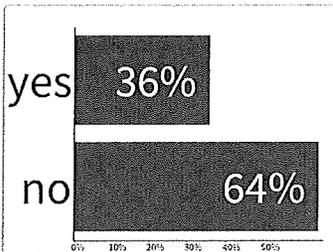


Engagement

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Responses

Do you work within the DMC district? (Downtown + 2nd Street to St. Marys)



Response options	Count	Percentage
yes	5	36%
no	9	64%

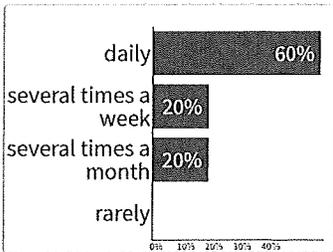


Engagement

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Responses

How frequently do you go to the DMC district?



Response options	Count	Percentage
daily	9	60%
several times a week	3	20%
several times a month	3	20%
rarely	0	0%

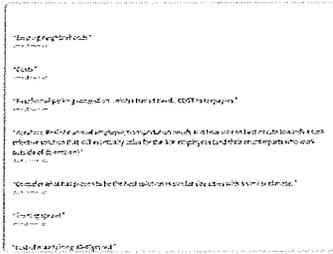


Engagement

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Responses

What things should we keep in mind when considering transit options for Rochester?



Responses

Keep the focus on one level, for best value and concentrated access to resources, public & private, commercial & noncommercial.

Since Mayo is the driving force for DMC and the "need" for improved transit they should incur a significant cost of the transit overhaul.

Intense \$ value scrutiny of physical investment for transit choices, given dramatic change in transit modes and unpredictability of long term investment values.

how to shift costs to developers and off public ledgers

Consider the environmental impact of each concept.

do we need to build our way out? or penalize poor driving behavior (eg. single person trips)

Core neighborhood walking and biking trends.

Pedestrian traffic and small children walking to school

Projections for multimodal transportation options.

Transit hub to keep buses outside of the immediate downtown area

Looking at congestion points around the suggested parking facilities and roadway construction/expansion needed to make them a responsible idea.

Keeping flow with what is currently in place; skyway and subway.

School transport

cost of maintaining 30-40yrs out

limiting sprawl

Consider what has proven to be the best solution in similar size cities with a similar climate.

Iteration. Realistic annual employee/transportation needs and how we can best iterate towards a cost-effective solution that will eventually solve for the 30K employees (and their counterparts who work outside of downtown)

Residential parking congestion...winter transit need...COST to taxpayers

Costs

Existing neighborhoods



Engagement

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Responses

As a neighborhood resident, what else do you want the City to know as they plan for DMC transportation?



Responses

0%

Engagement

0

Responses

