

NEW RAPID TRANSIT FOR A GROWING, EQUITABLE ROCHESTER



TRANSIT-ORIENTED DEVELOPMENT PLANNING STUDY Phase 2 Public Engagement



APRIL 7, 2020

Thank You for Participating during this time of Change

The City of Rochester and its partners are committed to addressing immediate community needs. We are also committed to our resilience and success in the future, and advancing work that supports these goals.

This engagement process began in February 2020. We are starting the next step in ongoing engagement of community members. Multiple platforms to learn about the project and provide feedback have been provided.

We thank everyone for their flexibility and willingness to adapt in an ever-evolving time of change.

Engagement and Feedback

Engagement: Learning More!

Future Webinars: Thursday, April 16th, Tuesday, April 21st. 6:00 PM

City of Rochester project webpage: tiny.cc/RochesterTOD

- Background on the rapid transit proposal and future steps
- Sign up for webinars.
- Station Area Plans PDF: area by area analysis and ideas
- Interactive “Open House” [Webpage and Survey](#): area by area analysis and ideas using interactive maps
- Project [Frequently Asked Questions](#) page

Engagement and Feedback

Feedback: We Need Your Input!

- Interactive “Open House” [Webpage and Survey](#) : area by area analysis and ideas using interactive maps
- Send us an email at: rapidtransit@rochestermn.gov
- Leave us a voicemail: [507-328-2025](tel:507-328-2025)

Contents

1. Introduction to the Study
2. Rochester's growth and the key role of transit
3. Rapid Transit Corridor Segments
 - A. **West Gateway 2nd St SW:** West Lot to Hwy 52
 - B. **City Corridor 2nd St SW:** St Mary's to 6th Ave
 - C. **Broadway Corridor:** 4th Street – 10th Street
4. Ways to Stay Involved

01 INTRODUCTION TO THE STUDY

Introduction: The Transit-Oriented Development Planning Study

The City of Rochester and Destination Medical Center (DMC) are completing a comprehensive assessment and analysis of **economic development opportunity, transit-supportive land use possibilities, public realm improvement options and infrastructure** that will enhance access and ridership on a planned Rochester Rapid Transit system.

The proposed Rochester Rapid Transit corridor runs along 2nd Street SW and South Broadway Avenue. This new investment has the potential to add mobility options for residents, employees and businesses, guide future growth and development in a smart way, and enhance well-being.

What is Transit-Oriented Development (TOD)?

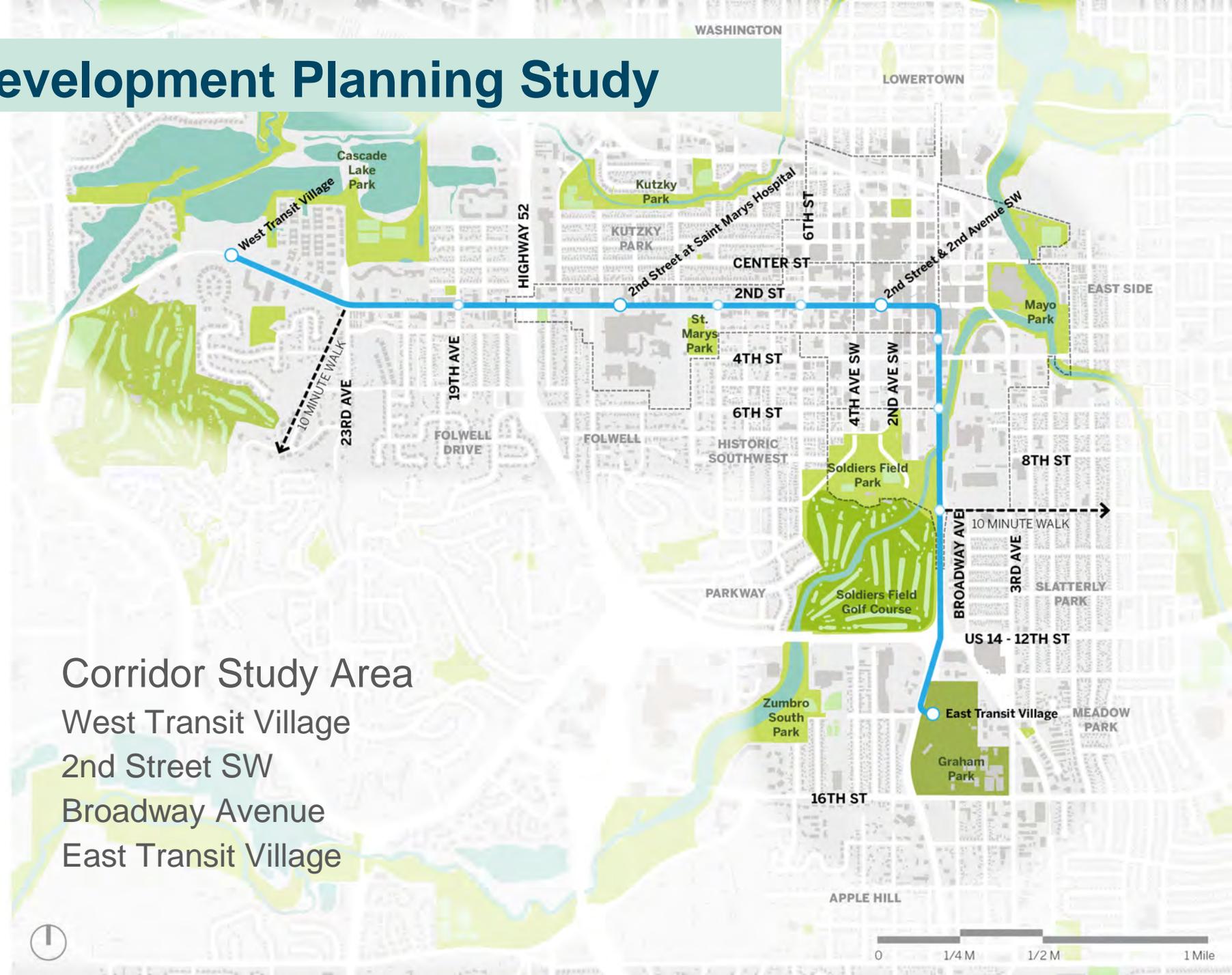
- Places where development and transit support each other.
- Found in railroad towns, historic suburbs, downtowns and big cities.
- Compact, walkable, mixed-use communities.
- Density, heights, uses linked to scale and type of transit.
- Stations can be destinations.
- Reduced single occupancy car trips and parking demand.



Transit-Oriented Development Planning Study

Purpose of the Study

- Enable Rochester's growth
- Enhance economic development
- Improve well-being
- Enhance quality of life
- Improve access to transit
- Facilitate multi-modal connectivity
- Support neighborhood vitality
- Encourage a mix of uses
- Enhancing the public realm



Corridor Study Area

West Transit Village
2nd Street SW
Broadway Avenue
East Transit Village

--- DESTINATION MEDICAL CENTER

■ RAPID TRANSIT ROUTE

Transit-Oriented Development Planning Study

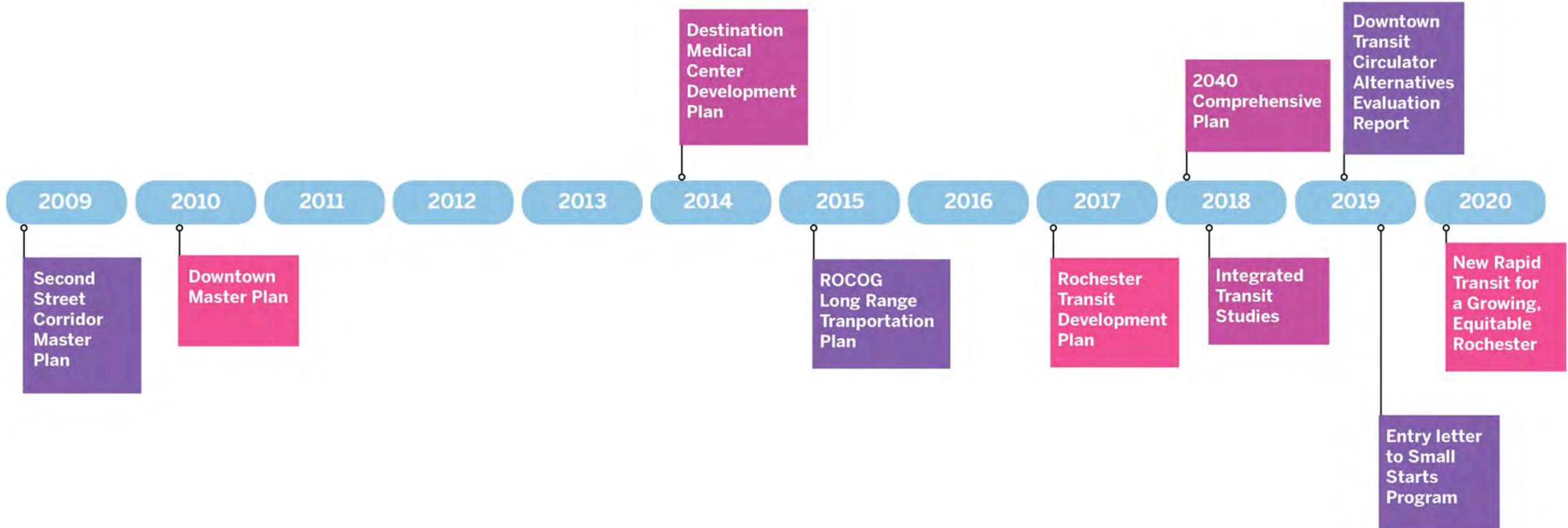
Study Goals

- Link transit and growth locations
- Dynamic downtown supported by rapid transit
- Livable neighborhoods
- Range of housing types and affordability levels
- 30% commuter trips to downtown by transit by 2040
- A “park once” culture – with transit, biking and walking for other trips



Transit Planning Timeline

A Long Term Strategy



Where we are in the Study Process

Project Timeline



Community Engagement

February 2020 Feedback

- A vibrant downtown
- Resident amenities, retail, destinations
- Improved pedestrian experience
- Housing options: income, job type, age
- Family-oriented communities
- Homes for long-term residents
- Transit and development works in winter
- Managing transit and traffic
- High-quality transit: service, vehicles and stations
- Placing stations for residents and commuters



Topics for this Round of Engagement

Corridor Segments

- West Gateway: 2nd St SW - West Lot to Hwy 52
- City Corridor: 2nd St SW - St Mary's to 6th Ave
- Broadway Corridor: 4th Street – 10th Street

Connectivity: station locations, walking and bike routes

Land uses: housing, jobs, retail, entertainment, community services

Heights and density: the scale of future development

Public realm: Parks, riverfronts, plazas, streetscape

Please join future webinars on each Corridor Segment

Transit-Oriented Development Planning Study

Key Milestones

- Feb 2020: Transit-Oriented Development (TOD) Corridor Public Engagement
- **April 2020: Station Area Plans Public Engagement (Digital platform)**
- June 2020: Station Area Concepts Public Engagement
- July 2020: Final Plan and Implementation Plan
- July 2020: City Council Adoption
- Sept 2020: Federal Transit Administration, Small-Starts Funding Application

02 ROCHESTER'S GROWTH AND THE KEY ROLE OF TRANSIT

A Growing Community: Population

Olmsted County is projected to see annual increase of over 2,400 people through 2040

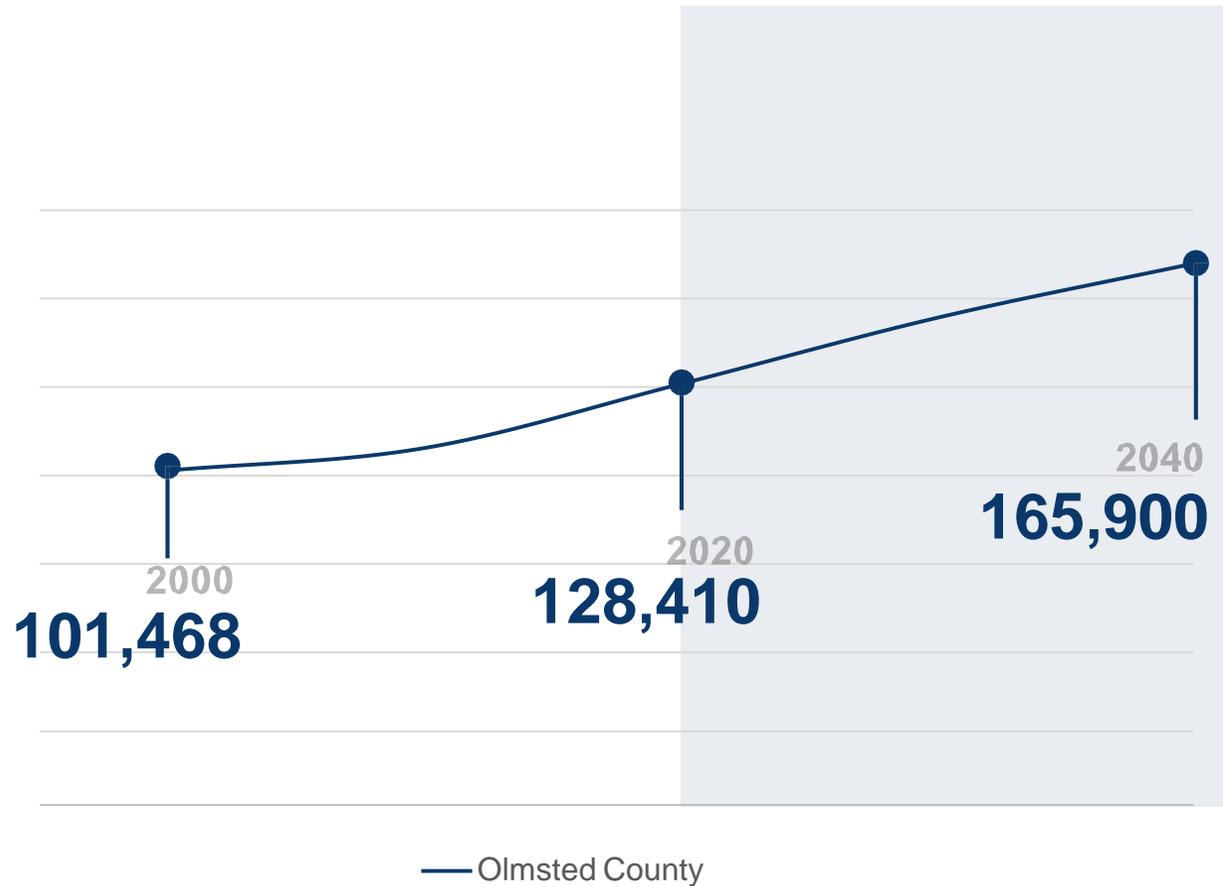


OLMSTED COUNTY
+48,300 RESIDENTS

CITY OF ROCHESTER
+38,900 RESIDENTS

A Growing Community: Employment

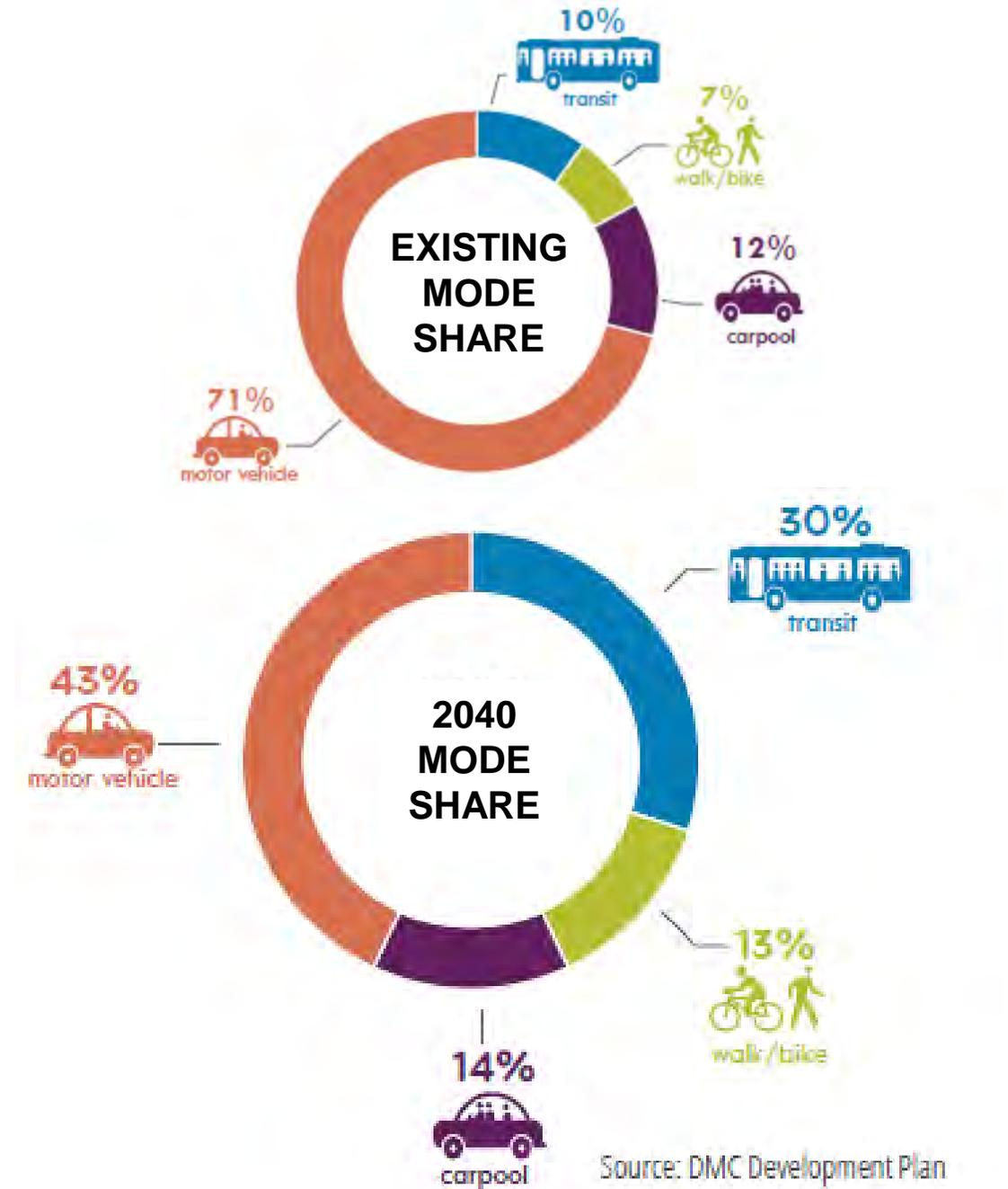
Olmsted County is projected to see an annual increase of over 1,900 employees through 2040



OLMSTED COUNTY
+37,500 EMPLOYEES

Why Rapid Transit?

- New transportation capacity - help whole city reach economic and growth goals
- Enhanced movement around corridor
- More people moving, limit traffic growth
- Mobility options for residents, employees, and businesses
- Transition surface parking to better uses



Source: DMC Development Plan

What is Rochester Rapid Transit?

- New Bus rapid transit (BRT)
- 2nd Street SW and S. Broadway Avenue
- Extended buses
- 100-120 riders, every 5 minutes at peak
- 18 hours of service per day
- New transit villages - multimodal hubs
- Dedicated stations along route
- Platforms, shelters, real time information



Rapid Transit in Peer Cities



Cleveland Health Line



Eugene Emerald Express



Indianapolis Red Line



Grand Rapids Silver Line

03

RAPID TRANSIT CORRIDOR SEGMENTS

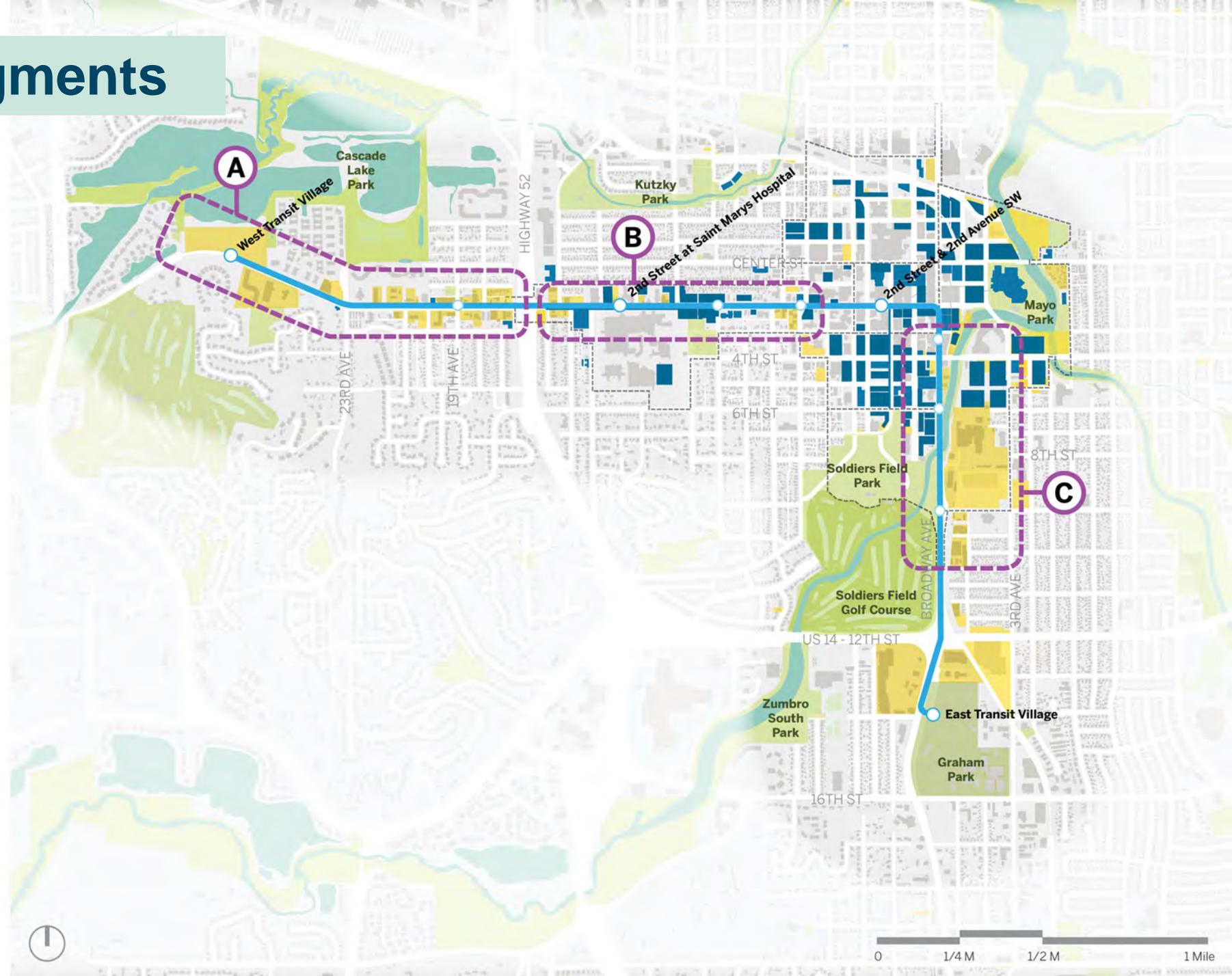
TOD Corridor Segments

A. West Gateway
2nd St SW
Mayo West Lot/ West
Transit Village to Hwy 52

B. City Corridor
2nd St SW
St Mary's to 6th Ave

C. Broadway Corridor:
4th Street – 10th Street

- STATION AREA PLAN ZONES
- DESTINATION MEDICAL CENTER
- OPPORTUNITY SITES
- DMC MASTER PLAN
- RAPID TRANSIT ROUTE



A. THE WEST GATEWAY

2ND ST SW: WEST LOT TO HIGHWAY 52

The West Gateway

2nd Street SW: West of Highway 52

West Transit Village

23rd Avenue to Highway 52

2ND ST SW

23RD AVENUE

19TH AVENUE

HIGHWAY 52

An Activated Urban Corridor
A Point of Arrival for Employees and Visitors

The West Gateway

2nd Street SW: West of Highway 52

Plan Concept

An Activated Urban Corridor

A Point of Arrival for Employees and Visitors

Development

New West Transit Village

Residential and small business infill on 2nd St SW

Low to moderate densities

Movement

Transit Station at East Transit Village

Transit Station at 19th Street

Walkable streets, multi-use paths

Extend 2nd St SW "urban street" character to west

Open Space

New space at West Transit village

On-site plazas on larger sites

Public Realm

Extend 2nd St SW streetscape to Transit Village

Enhanced bike and pedestrian connections

Urban Design

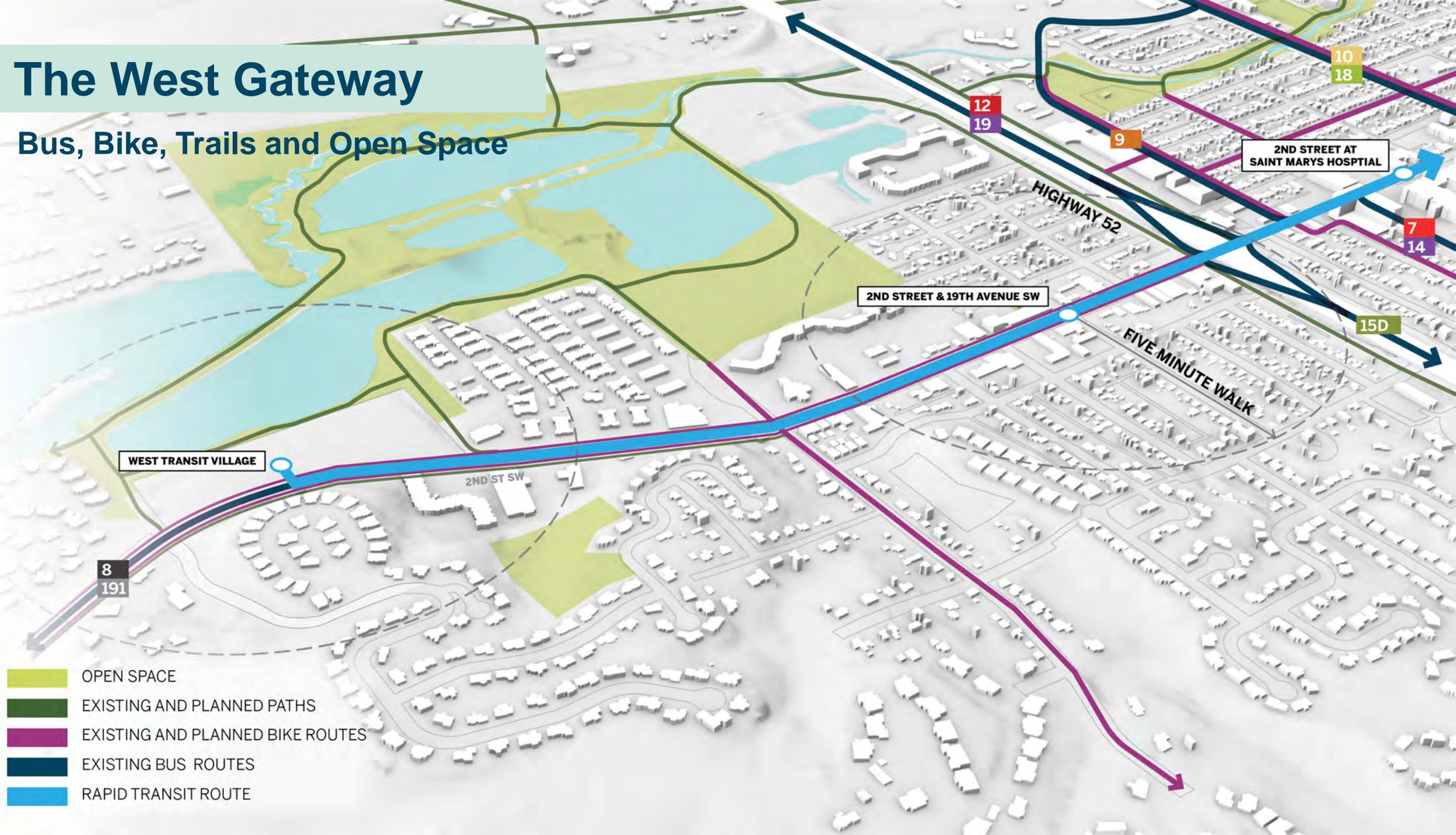
Buildings at the back of sidewalk

A more consistent street-wall

Active frontages

The West Gateway

Bus, Bike, Trails and Open Space

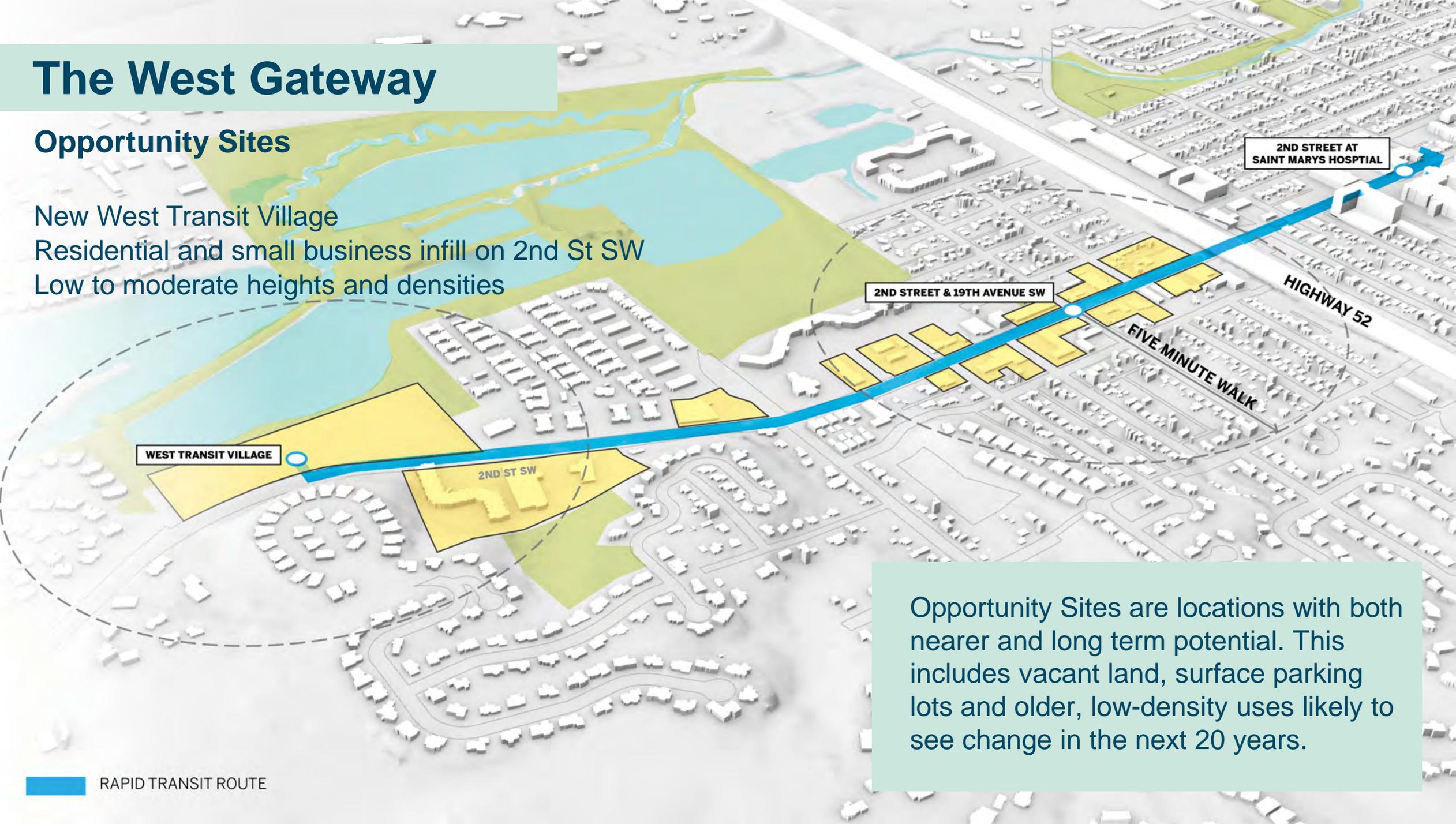


-  OPEN SPACE
-  EXISTING AND PLANNED PATHS
-  EXISTING AND PLANNED BIKE ROUTES
-  EXISTING BUS ROUTES
-  RAPID TRANSIT ROUTE

The West Gateway

Opportunity Sites

New West Transit Village
Residential and small business infill on 2nd St SW
Low to moderate heights and densities



Opportunity Sites are locations with both nearer and long term potential. This includes vacant land, surface parking lots and older, low-density uses likely to see change in the next 20 years.

RAPID TRANSIT ROUTE

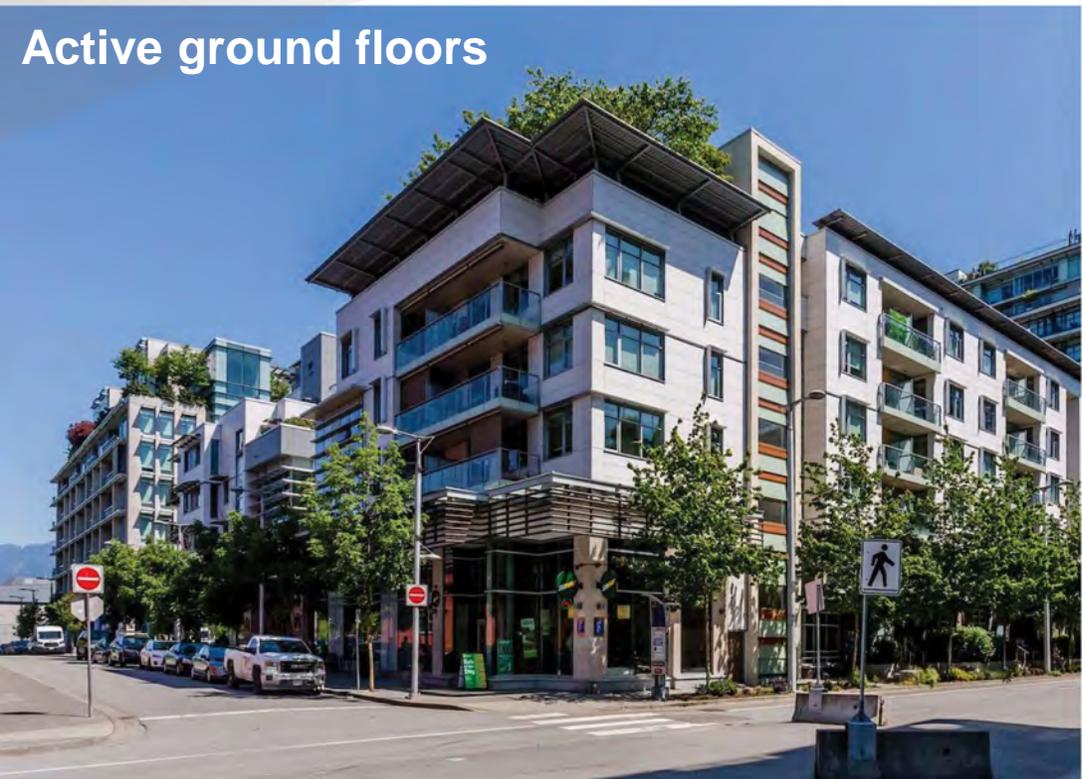
THE WEST TRANSIT VILLAGE



Landscaped streets



Mid-rise homes



Active ground floors

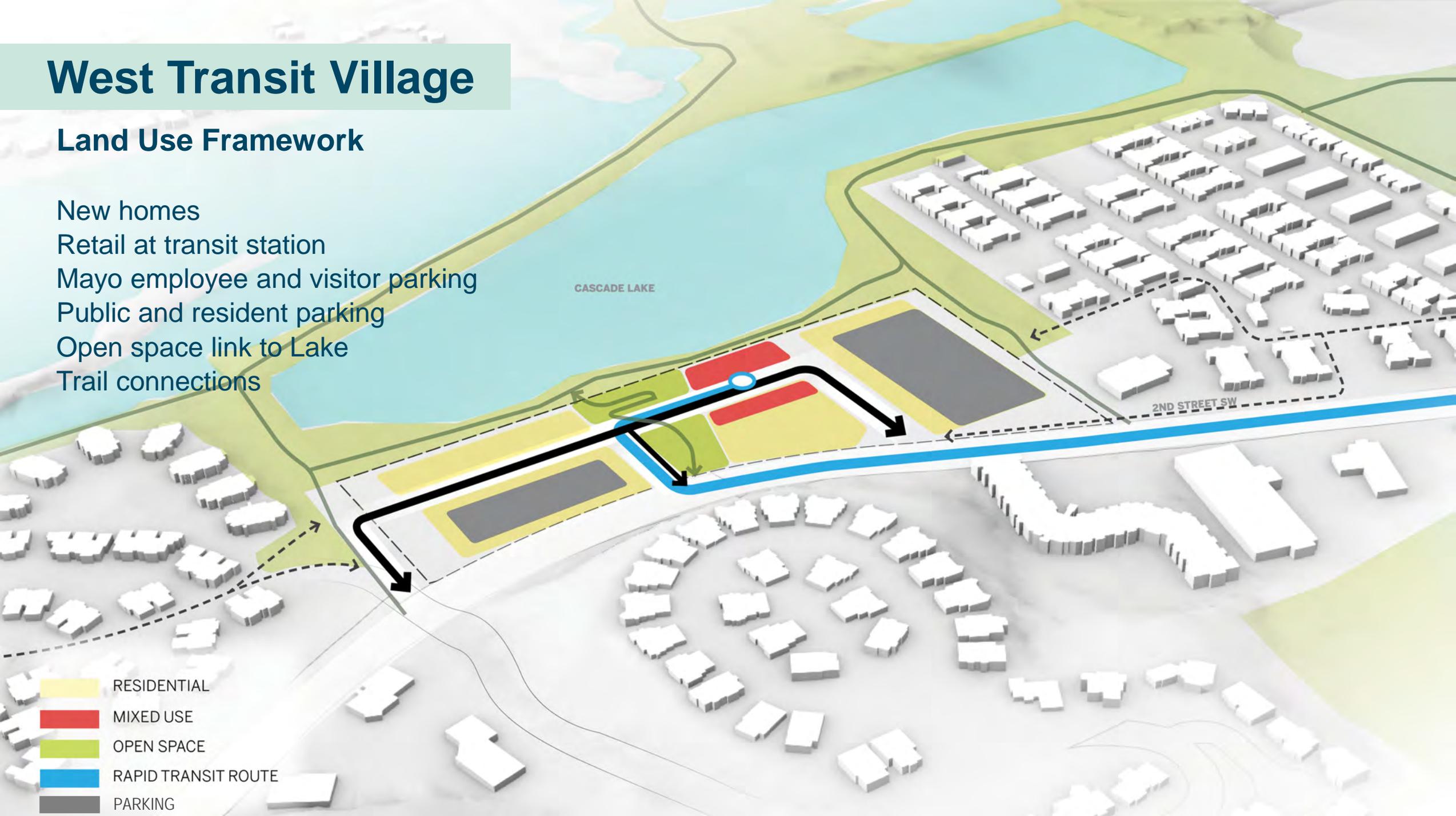


Pedestrian, bike, transit

West Transit Village

Land Use Framework

- New homes
- Retail at transit station
- Mayo employee and visitor parking
- Public and resident parking
- Open space link to Lake
- Trail connections

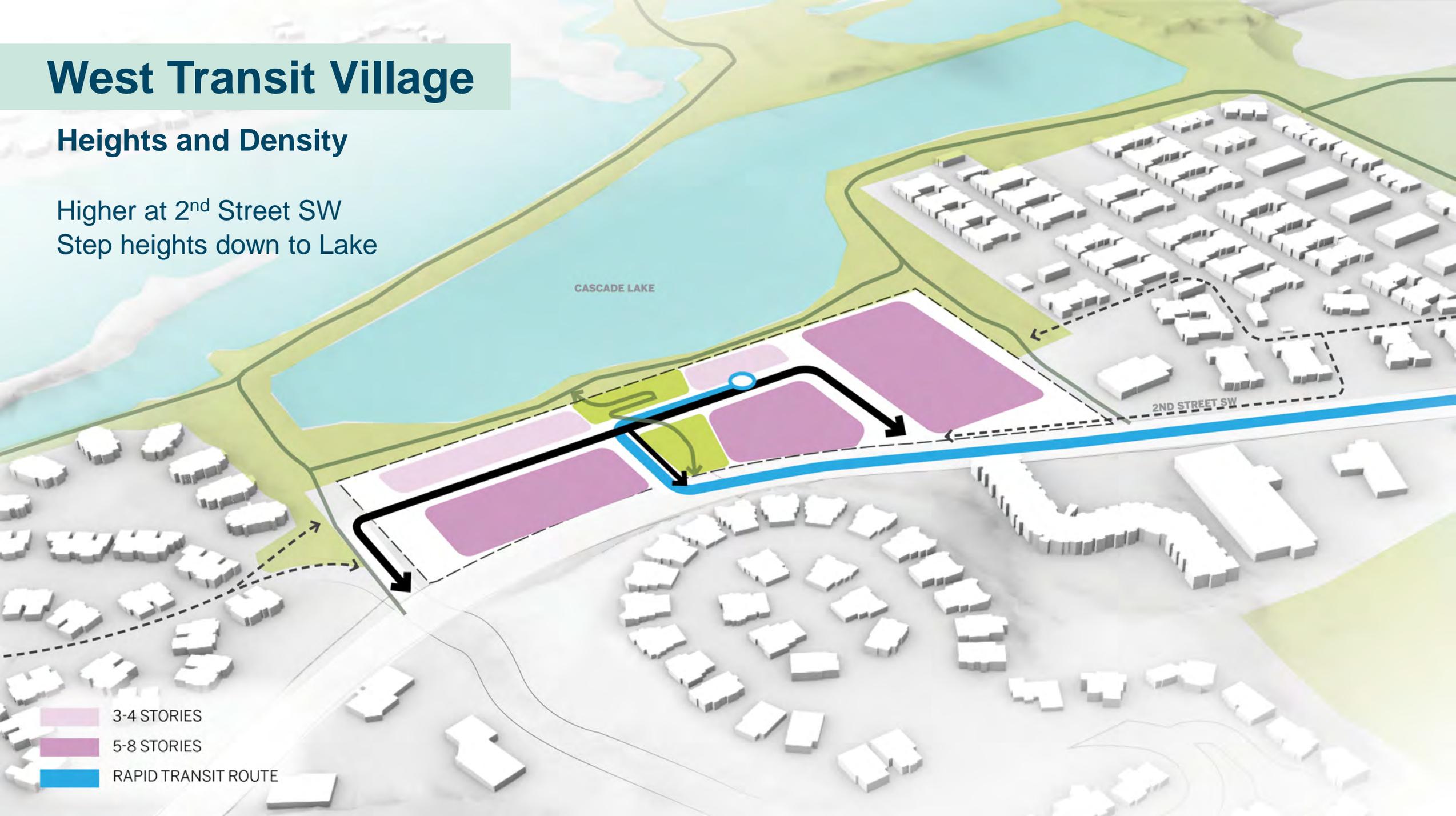


- RESIDENTIAL
- MIXED USE
- OPEN SPACE
- RAPID TRANSIT ROUTE
- PARKING

West Transit Village

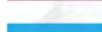
Heights and Density

Higher at 2nd Street SW
Step heights down to Lake



CASCADE LAKE

2ND STREET SW

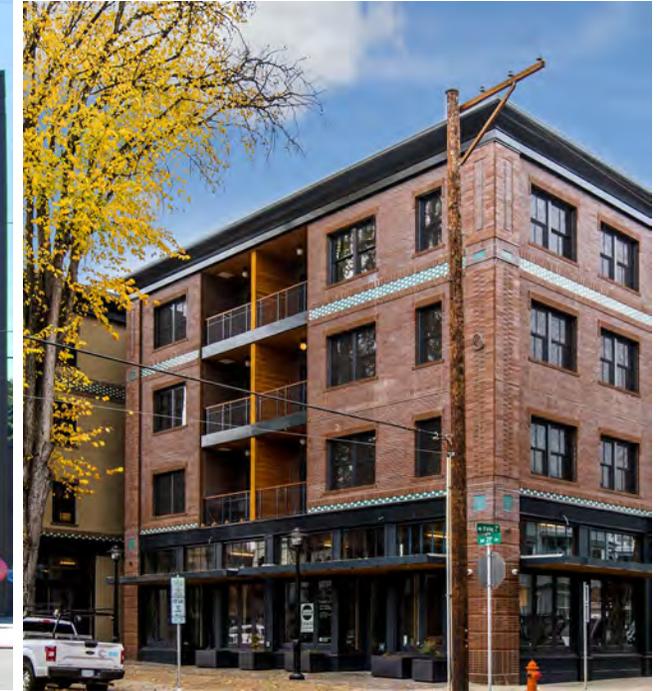
-  3-4 STORIES
-  5-8 STORIES
-  RAPID TRANSIT ROUTE

2ND STREET SW:

23RD AVENUE TO HIGHWAY 52

23rd Avenue to Highway 52

Suburban Corridor Scale: 3 – 4 Stories



23rd Avenue to Highway 52

Transit-Oriented Development Station Scale: 5-8 Stories

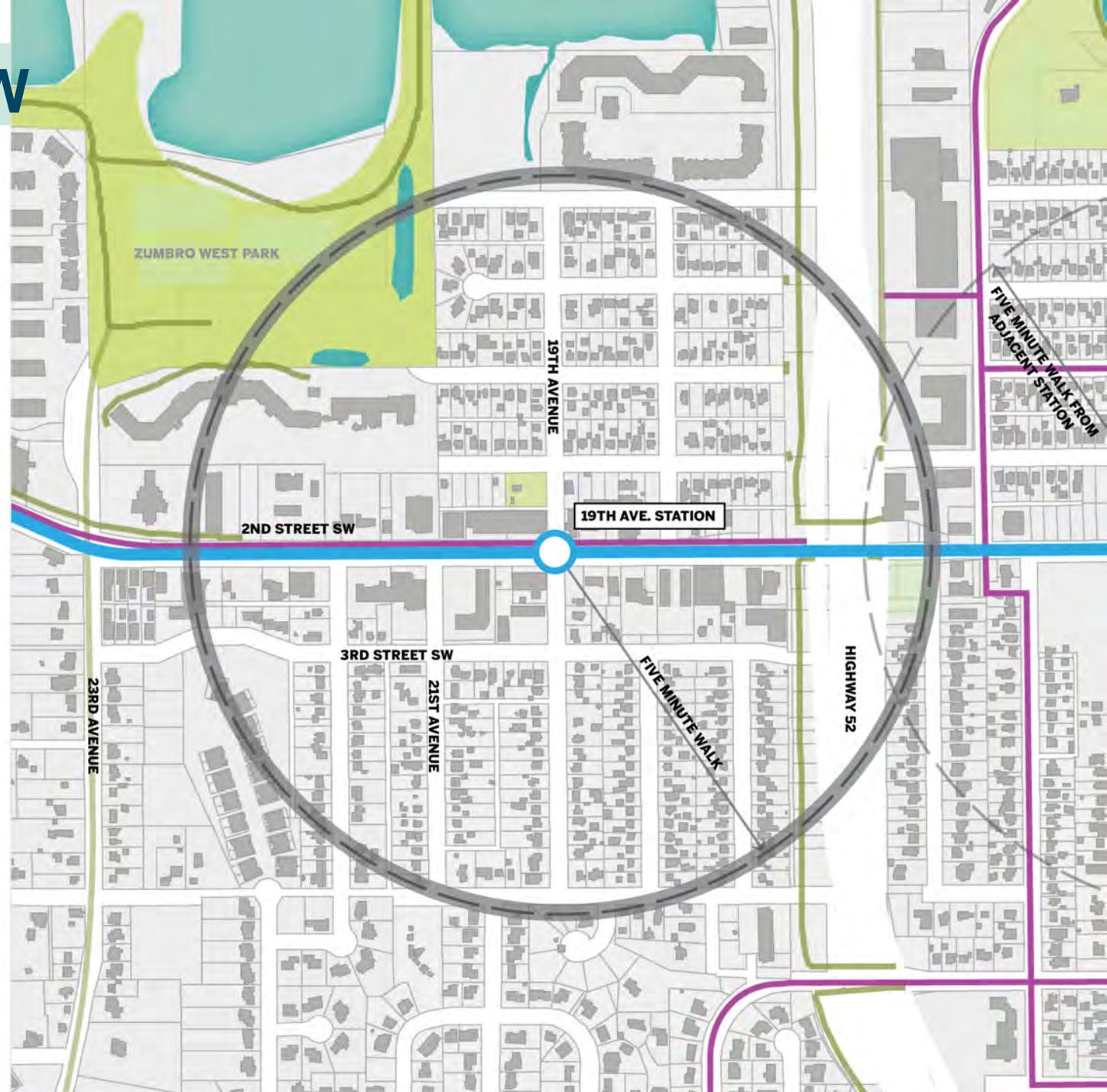


2nd Street & 19th Avenue SW

Location Factors

- Serves existing residents
- Close to development opportunities
- Pedestrian infrastructure: marked crosswalks, high-quality streetscape
- Existing traffic signal can be linked to transit signal priority
- Suburban corridor station spacing standard
- 1/2 mile from West Transit Village
- Popular among open house attendees – access to Shorewood senior housing complex, Thesis Brewing.

-  PROPOSED OPEN SPACE
-  EXISTING AND PLANNED PATHS
-  EXISTING AND PLANNED BIKE ROUTES
-  RAPID TRANSIT ROUTE



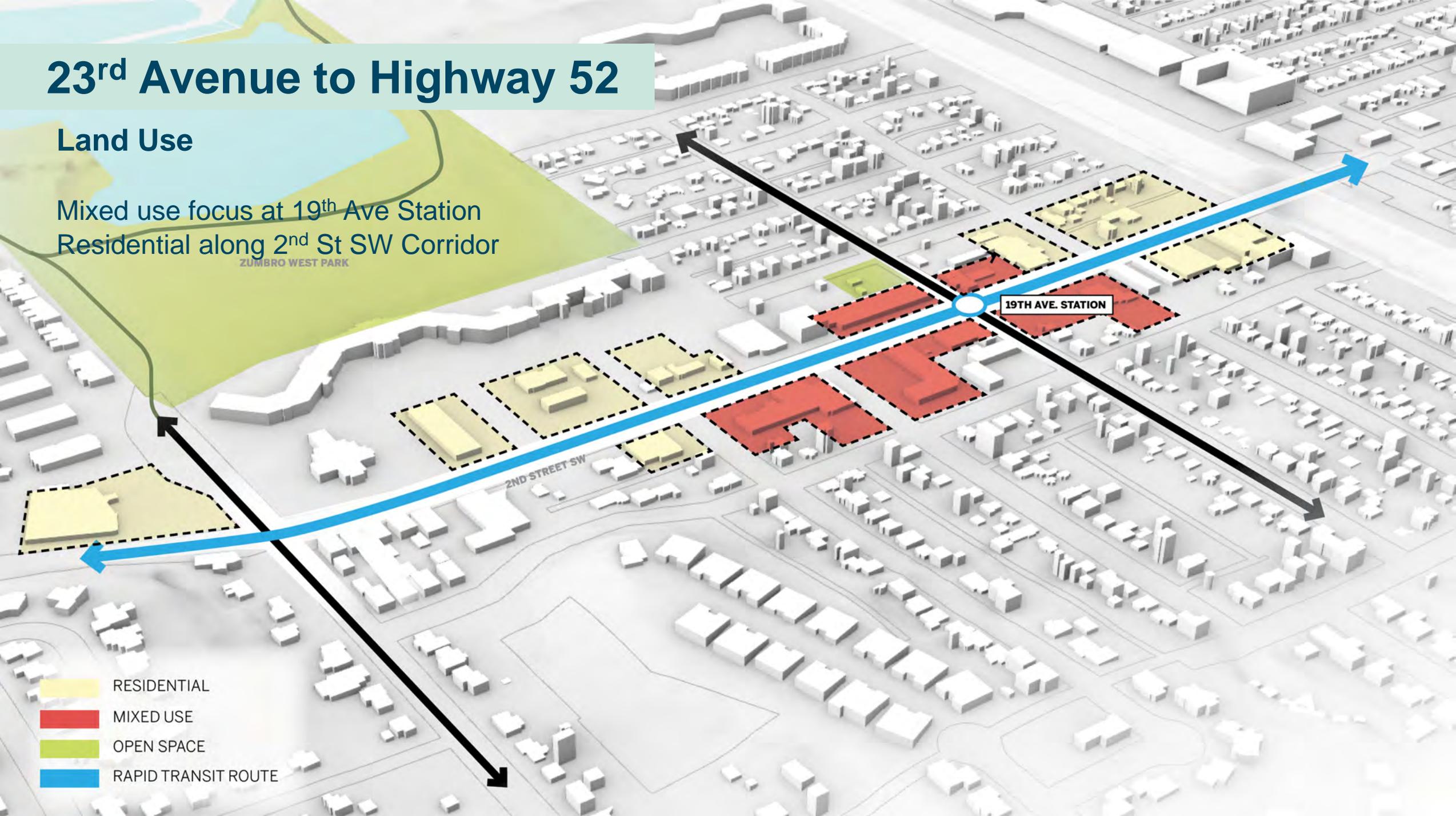
23rd Avenue to Highway 52

Land Use

Mixed use focus at 19th Ave Station
Residential along 2nd St SW Corridor

ZUMBRO WEST PARK

- RESIDENTIAL
- MIXED USE
- OPEN SPACE
- RAPID TRANSIT ROUTE



23rd Avenue to Highway 52

Heights and Density

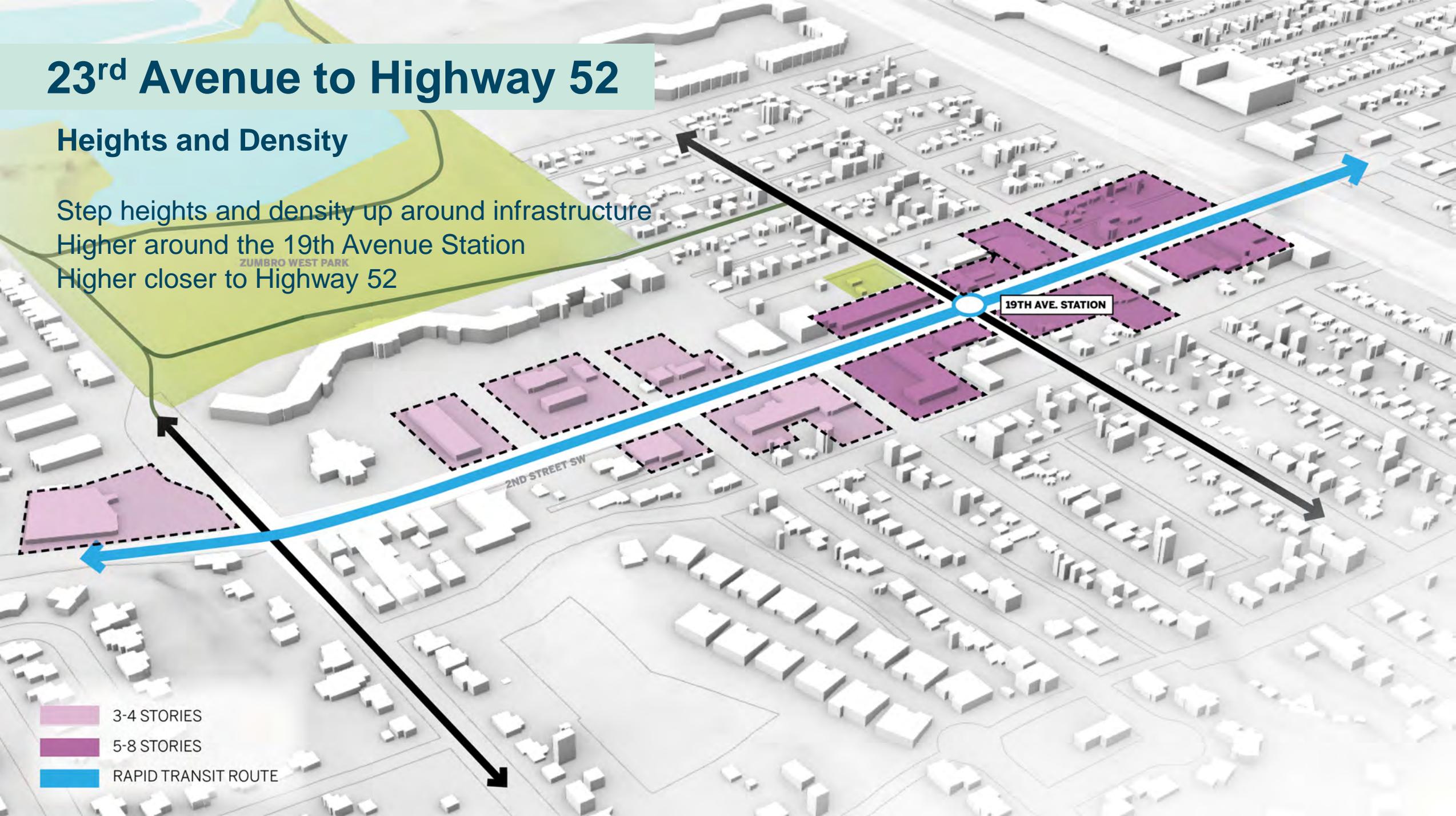
Step heights and density up around infrastructure
Higher around the 19th Avenue Station
Higher closer to Highway 52

ZUMBRO WEST PARK

2ND STREET SW

19TH AVE. STATION

-  3-4 STORIES
-  5-8 STORIES
-  RAPID TRANSIT ROUTE



The West Gateway

Some Questions to Think About as you Review Website Materials and Join Webinars

1. Should more homes, stores and jobs be focused around future rapid transit stations
2. What do you think about locating stations at the Mayo West Lot and 19th Street?
3. What other activities or uses would you like at these locations?
4. What bike and walking improvements are needed in this area as a whole?

B. THE CITY CORRIDOR

2ND ST SW: SAINT MARYS TO 6TH AVENUE

The City Corridor

-2nd St SW: Saint Marys To 6th Avenue

HIGHWAY 52

St. Marys Campus

11th Avenue to 6th Avenue

11TH AVENUE

2ND ST SW

6TH AVENUE

A Diverse City Scale Corridor

Enhanced Connection between St Marys and Downtown

The City Corridor

2nd St SW: St Marys to 6th Avenue

Plan Concept

A Diverse City Scale Corridor
Enhanced Connection: St Marys and Downtown

Development

An Expanded St Marys district
Bio-science, health, housing, hotel
Infill development between 9th and 6th Avenue
A higher density cluster at 6th Avenue

Movement

Primary station at St Marys entrance 2nd St SW
Stations at 9th and 6th Avenues
Walkable streets

Open Space

Enhanced access to St Marys Park
Plaza at station / 2nd Street SW - south side

Public Realm

Enhanced 2nd St SW streetscape
Enhanced pedestrian crossings at Stations
Plazas at stations

Urban Design

Signature buildings at 11th and 6th Avenues
Mixed use gateways at 11th and 6th Avenues
Lower heights between 9th and 7th Avenues

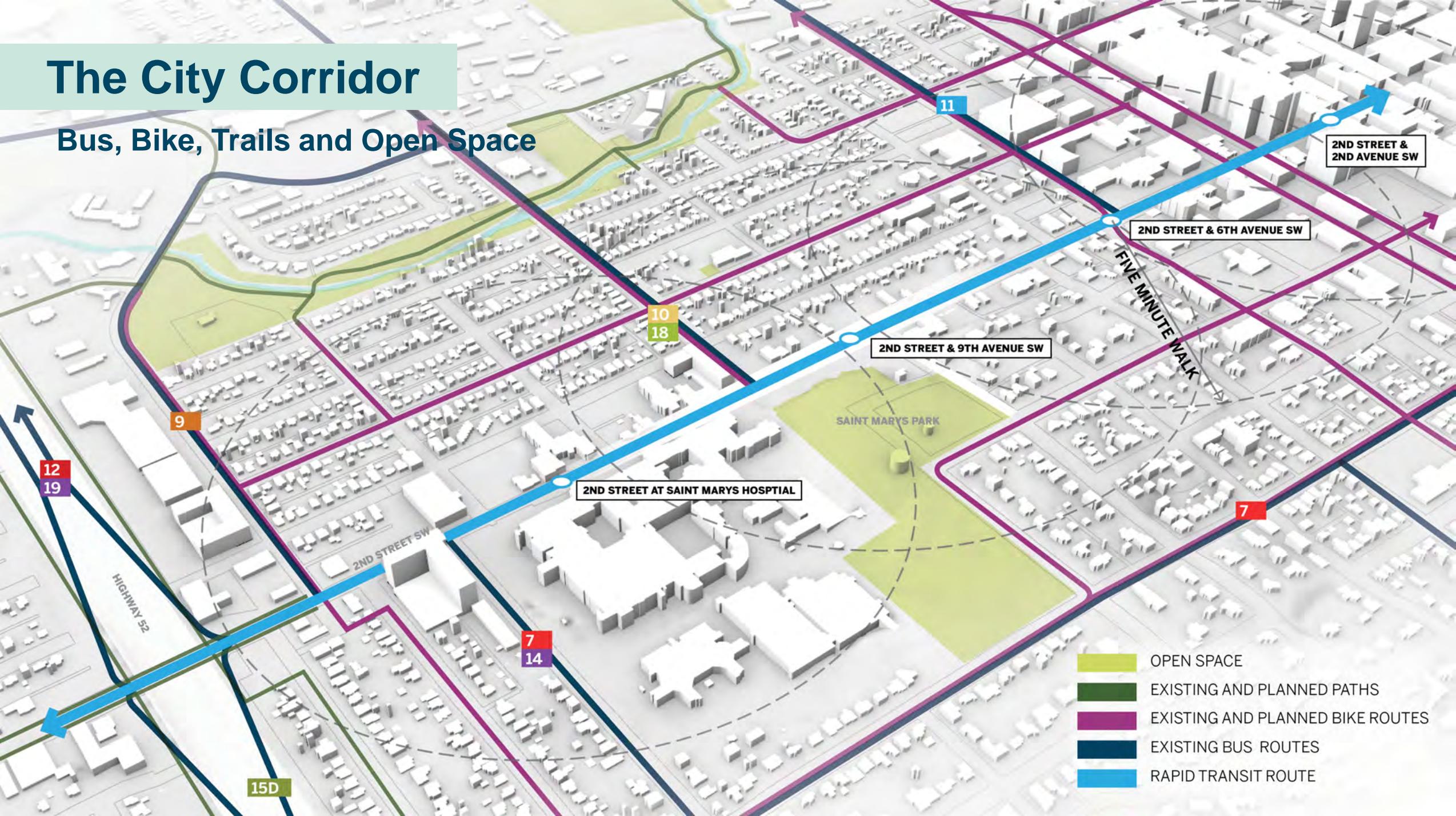
The City Corridor

Higher Density Mixed-Use



The City Corridor

Bus, Bike, Trails and Open Space

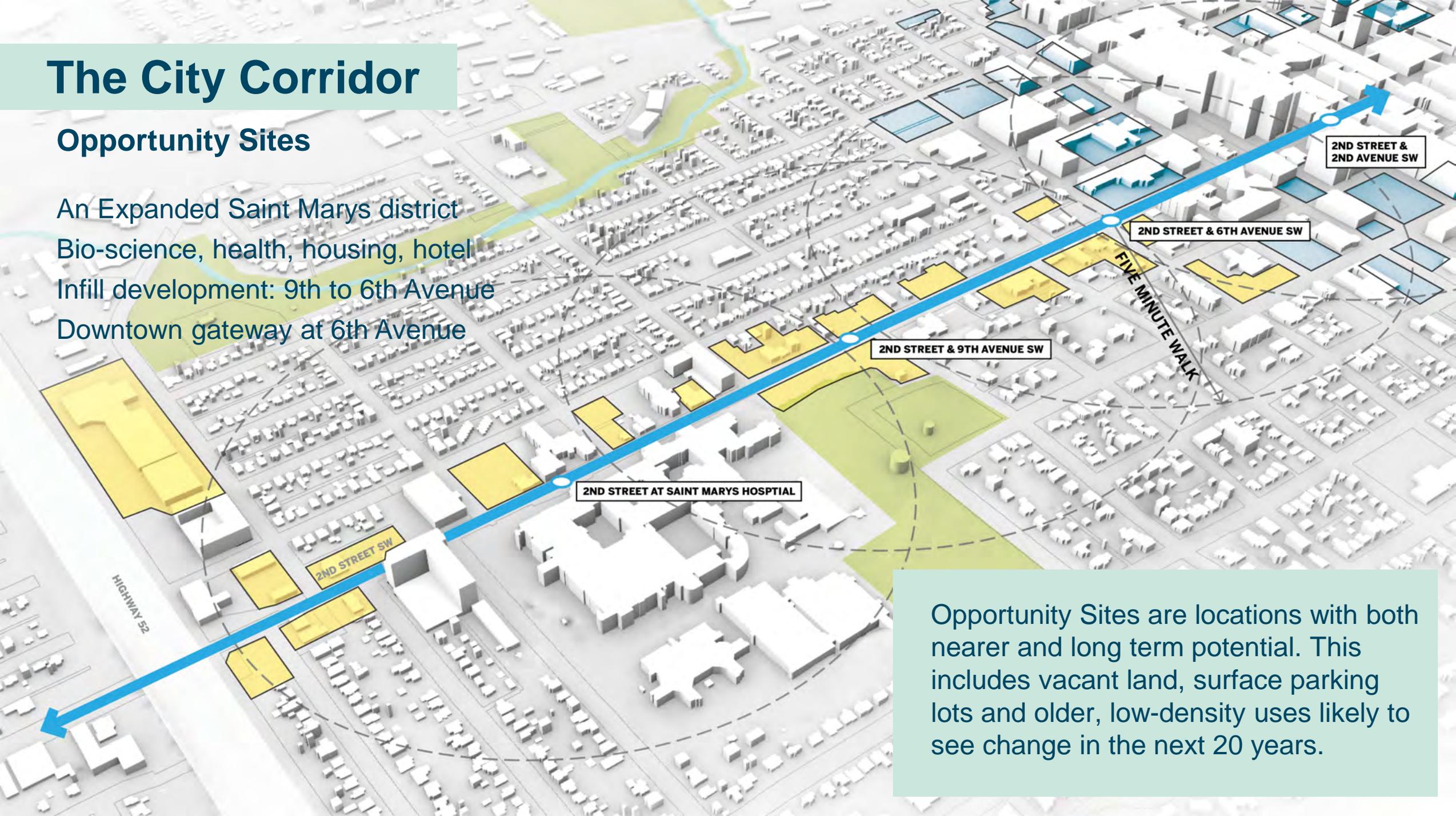


- OPEN SPACE
- EXISTING AND PLANNED PATHS
- EXISTING AND PLANNED BIKE ROUTES
- EXISTING BUS ROUTES
- RAPID TRANSIT ROUTE

The City Corridor

Opportunity Sites

An Expanded Saint Marys district
Bio-science, health, housing, hotel
Infill development: 9th to 6th Avenue
Downtown gateway at 6th Avenue



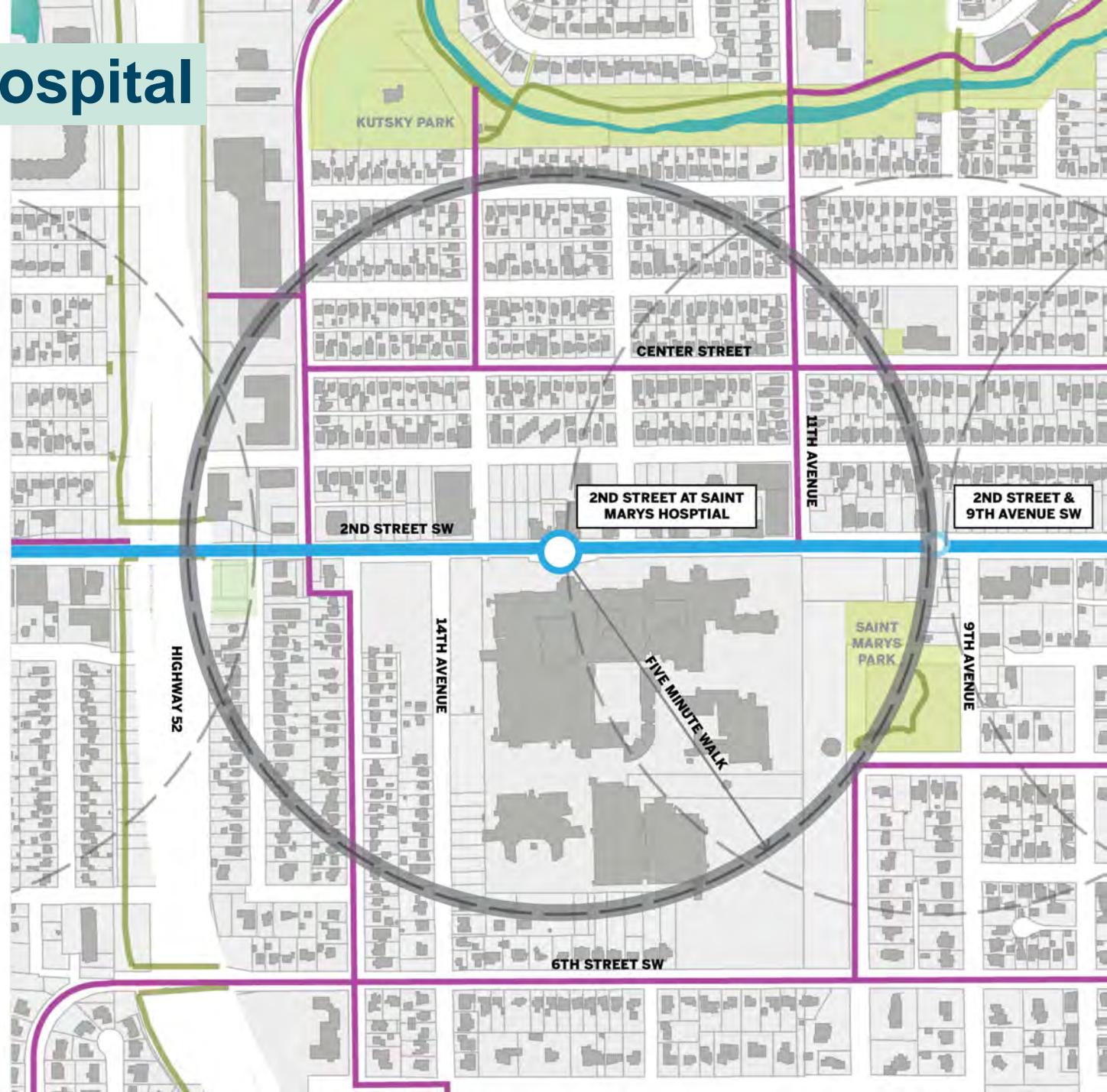
Opportunity Sites are locations with both nearer and long term potential. This includes vacant land, surface parking lots and older, low-density uses likely to see change in the next 20 years.

2nd Street at Saint Marys Hospital

Location Factors

- Serves existing and new residents
- Serves St Mary's east
- High-density employment area
- Health care destination
- Existing hotel district
- Marked crossings; pedestrian access in three directions

-  PROPOSED OPEN SPACE
-  EXISTING AND PLANNED PATHS
-  EXISTING AND PLANNED BIKE ROUTES
-  RAPID TRANSIT ROUTE

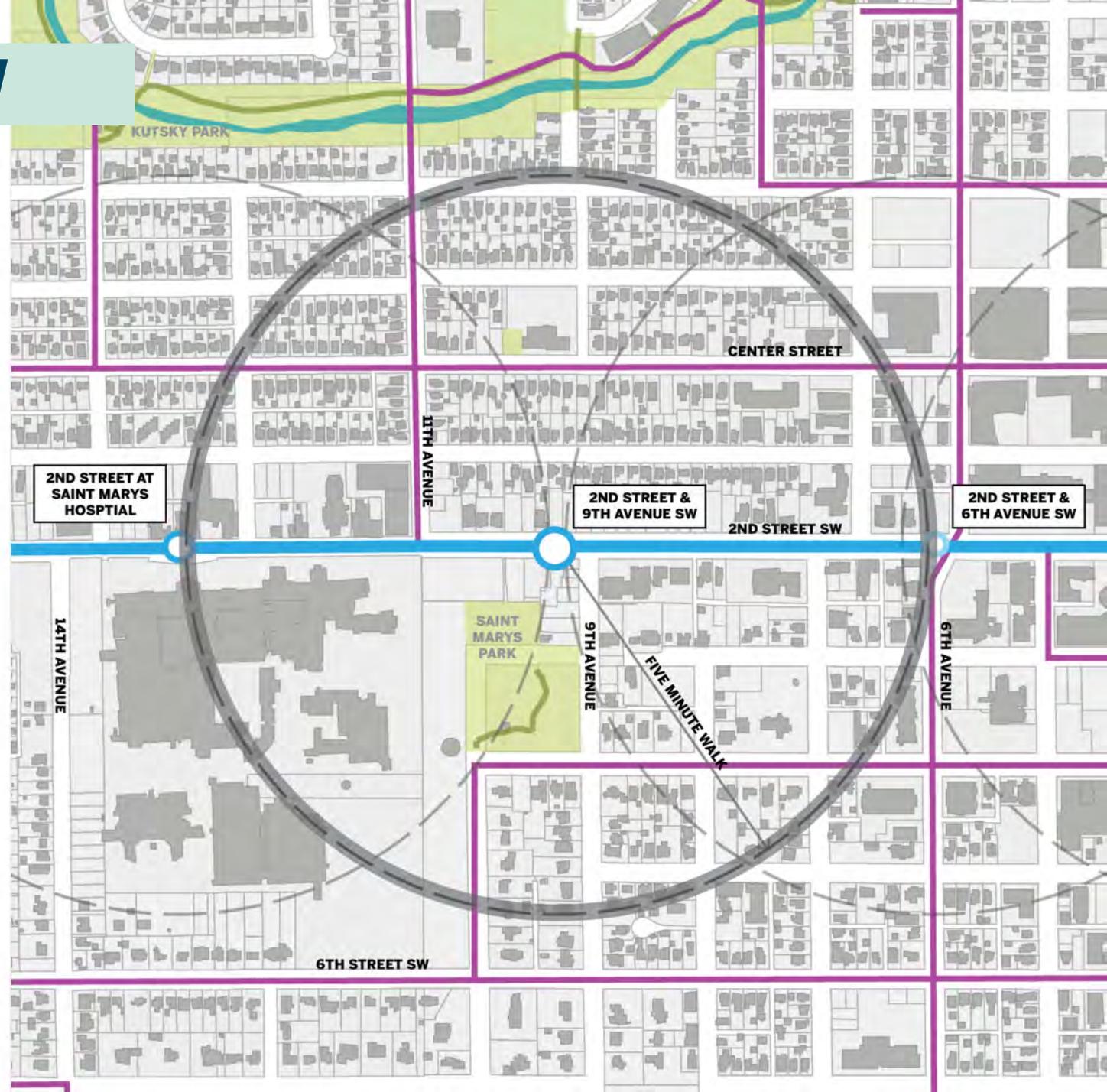


2nd Street & 9th Avenue SW

Location Factors

- Serves existing residents
- Serves St Mary's Campus east
- Adjacent to future Saint Marys Park development
- 1.5 million square feet approx.
- Marked crossings; pedestrian access in three directions
- Open House support - access to Ronald McDonald House

-  PROPOSED OPEN SPACE
-  EXISTING AND PLANNED PATHS
-  EXISTING AND PLANNED BIKE ROUTES
-  RAPID TRANSIT ROUTE

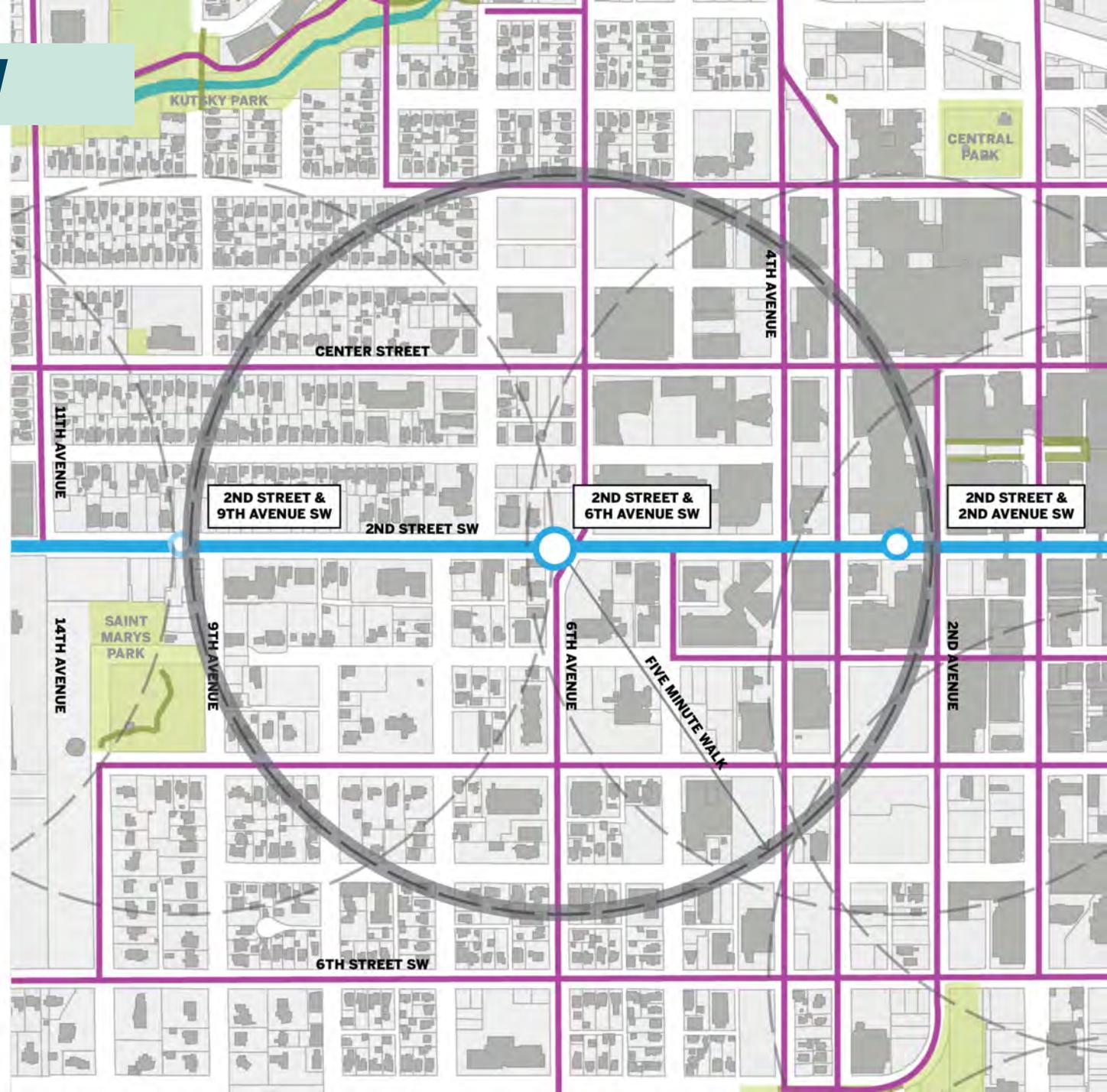


2nd Street & 6th Avenue SW

Location Factors

- Serves multiple job destinations
- Serves existing residents
- Lower income and transit dependent households
- Multiple future growth locations
- Marked crossings and pedestrian access in all four directions
- Adjacent to planned bike lanes
- Connects to Rochester Public Transit route 11
- Open House support - serves existing development

-  PROPOSED OPEN SPACE
-  EXISTING AND PLANNED PATHS
-  EXISTING AND PLANNED BIKE ROUTES
-  RAPID TRANSIT ROUTE



The City Corridor

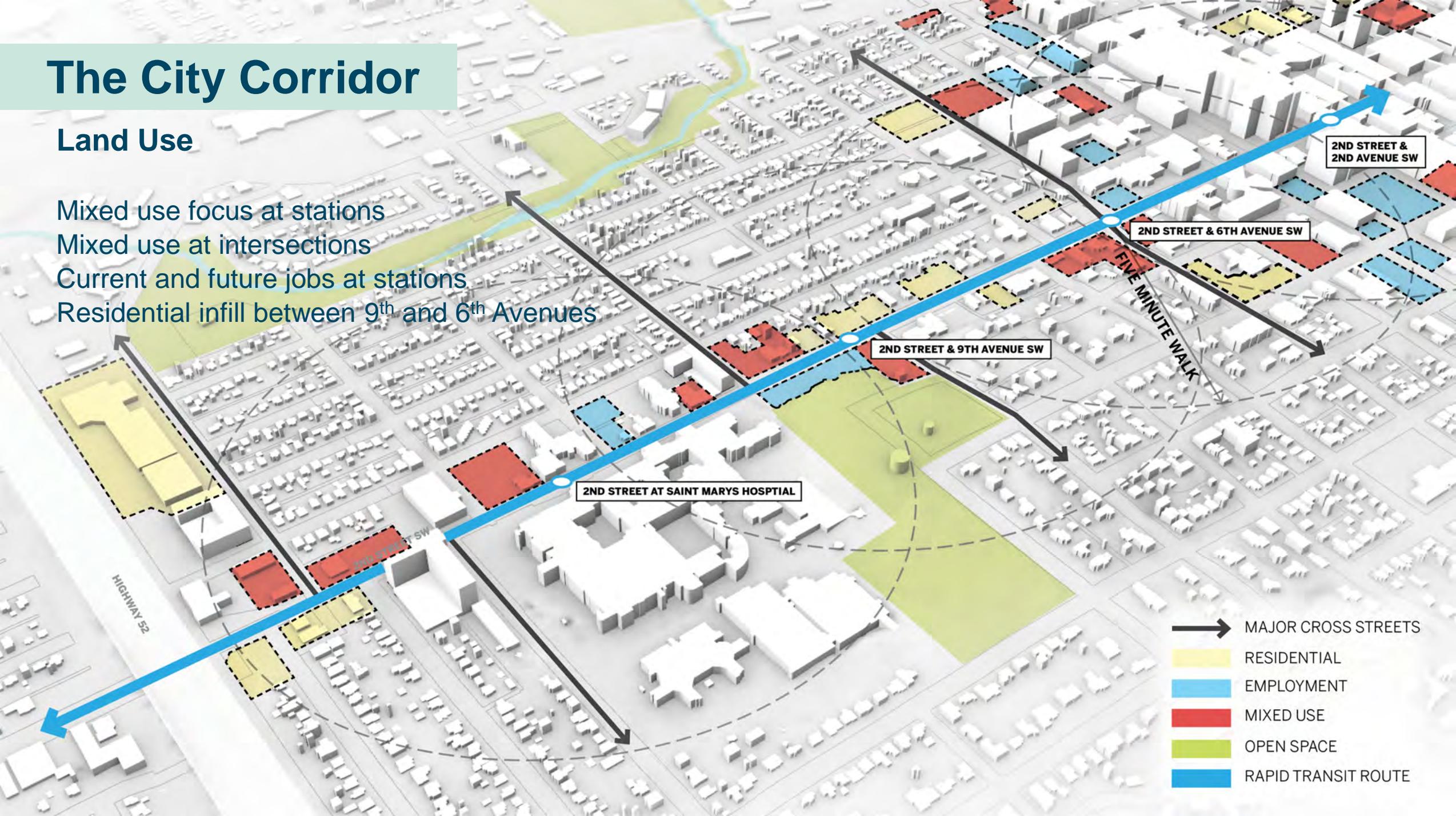
Land Use

Mixed use focus at stations

Mixed use at intersections

Current and future jobs at stations

Residential infill between 9th and 6th Avenues



- MAJOR CROSS STREETS
- RESIDENTIAL
- EMPLOYMENT
- MIXED USE
- OPEN SPACE
- RAPID TRANSIT ROUTE

The City Corridor

Heights and Density

Taller buildings at stations
Taller buildings at intersections
Stepping down in between
Lowest heights between 9th and 7th



2ND STREET & 2ND AVENUE SW

2ND STREET & 6TH AVENUE SW

2ND STREET & 9TH AVENUE SW

2ND STREET AT SAINT MARYS HOSPITAL

FIVE MINUTE WALK

HIGHWAY 52

- MAJOR CROSS STREETS
- 3-4 STORIES
- 5-8 STORIES
- 9-14 STORIES
- RAPID TRANSIT ROUTE

The City Corridor

Some Questions to Think About as you Review Website Materials and Join Webinars

1. What activities could be added to benefit existing residents near future rapid transit stations at St Marys, 9th Avenue and 6th Avenue?
2. What kinds of public spaces are needed for residents and workers at these station locations?
3. How could St Marys open space be used in the future?
4. What bike and walking improvements are needed?

C. BROADWAY AVENUE CORRIDOR

4TH STREET TO 10TH STREET

Broadway Avenue Corridor

DMC

4TH ST SE

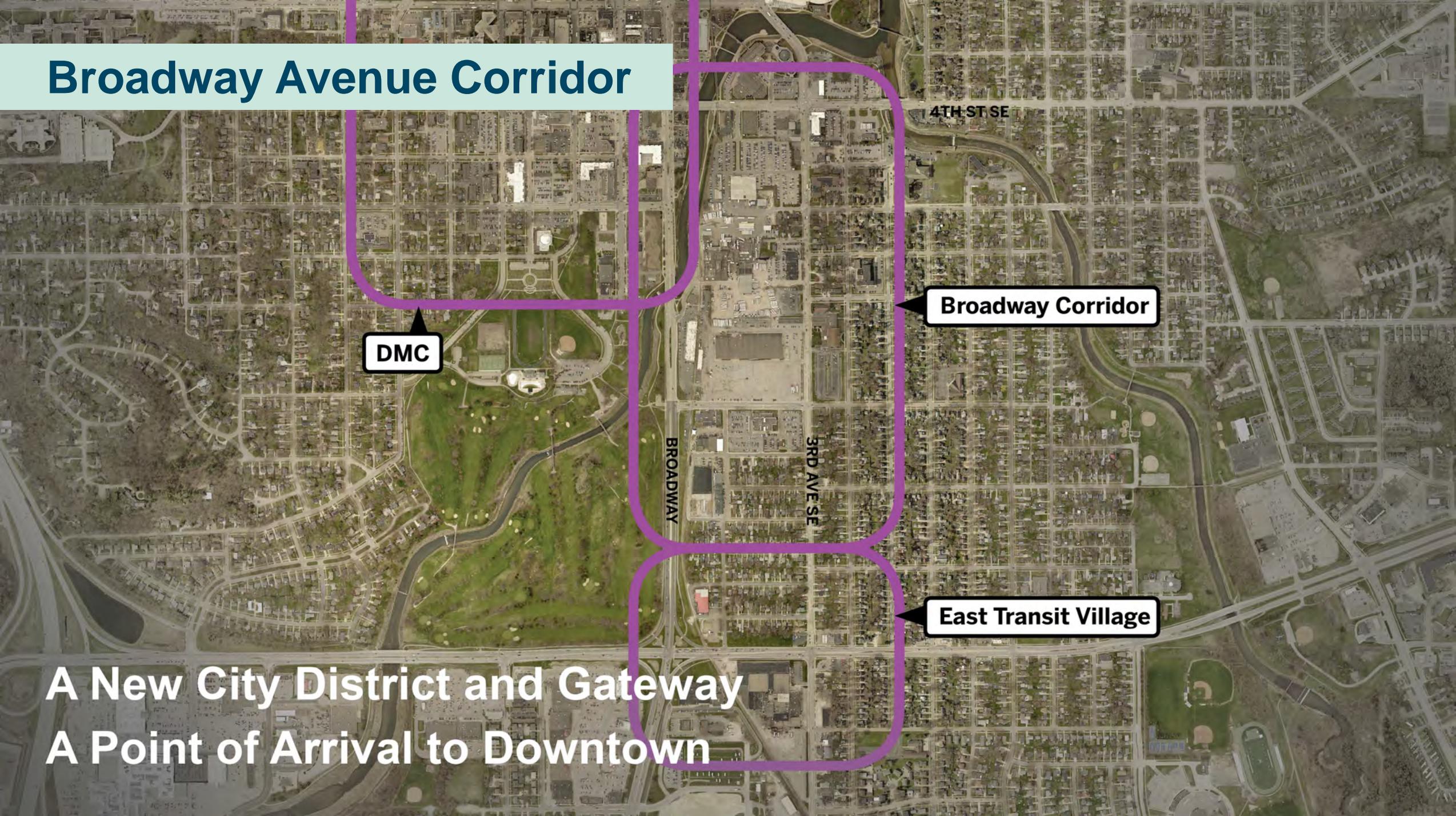
Broadway Corridor

BROADWAY

3RD AVE SE

East Transit Village

A New City District and Gateway
A Point of Arrival to Downtown



Broadway Avenue Corridor

A future land use and neighborhood study of the neighborhoods to the East of Broadway is planned to begin Summer 2020.

Plan Concept

A New City District and Gateway

A Point of Arrival to Downtown

Development

Major residential, employment and retail

New community services and amenities

A range of heights and densities

Movement

Three BRT stations in corridor

Integration with Rochester street grid

Enhanced crossing across the Zumbro River

East Transit Village to the South

Open Space

A new neighborhood park / multi-use open space

Enhanced river-corridor

New connections to Soldiers Field

Public Realm

Enhanced Broadway, 3rd Ave and 9th St SE

New high quality, walkable streets

New plazas at higher density locations

Urban Design

High quality, walkable streets

Transition in heights to east neighborhoods

Residential addressing 3rd Avenue SE

Mixed use at intersections

Broadway Avenue Corridor

A Townhome Scale to Transition to Neighborhoods



Broadway Avenue Corridor

TOD Station Area Scale: 5-8 Stories



Broadway Avenue Corridor

Taller Buildings Along Primary Streets



Creating Great Streets



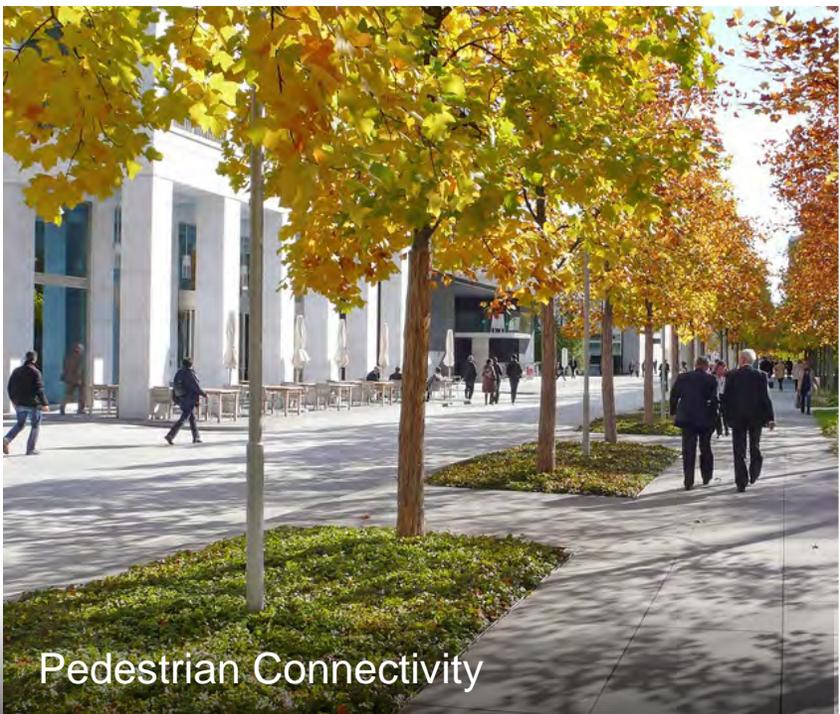
Transit, Cars, Pedestrians



Bikes and Pedestrians



Activated Edges



Pedestrian Connectivity



Multi-Modal



Active ground floors

Larger Public Spaces – Multi use



Smaller Public Spaces



Café Space



Places to meet



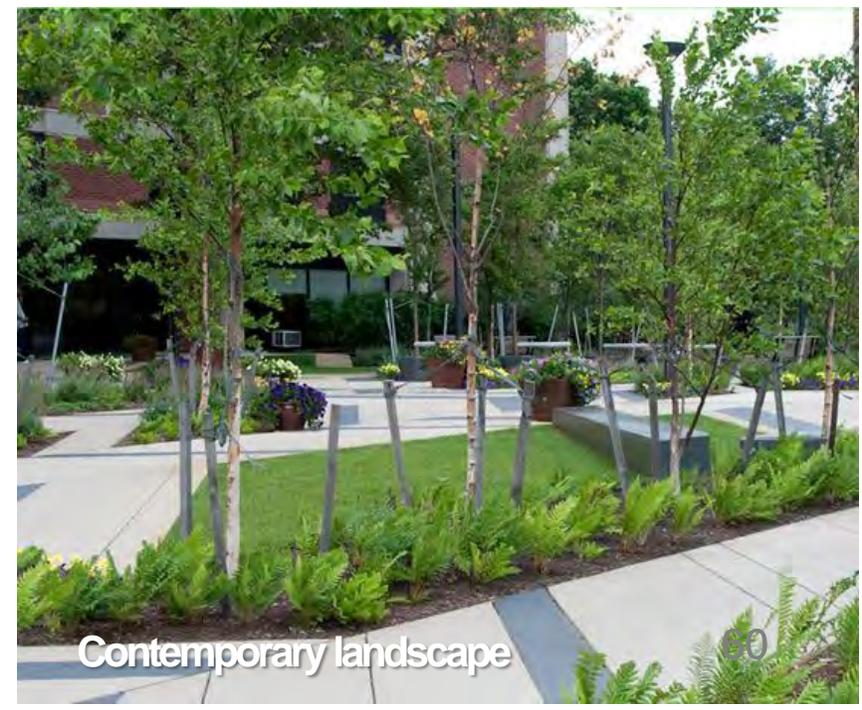
Shaded spaces



Lunch spots



Water features



Contemporary landscape

Broadway Avenue Corridor

Bus, Bike, Trails and Open Space



- OPEN SPACE
- EXISTING AND PLANNED PATHS
- EXISTING AND PLANNED BIKE ROUTES
- EXISTING BUS ROUTES
- RAPID TRANSIT ROUTE

Broadway Avenue Corridor

Opportunity Sites

Collection of larger sites
Residential, employment and retail growth
New community services and amenities
A range of densities
Transit Village with parking and mix of uses

Opportunity Sites are locations with both nearer and long term potential. This includes vacant land, surface parking lots and older, low-density uses likely to see change in the next 20 years.

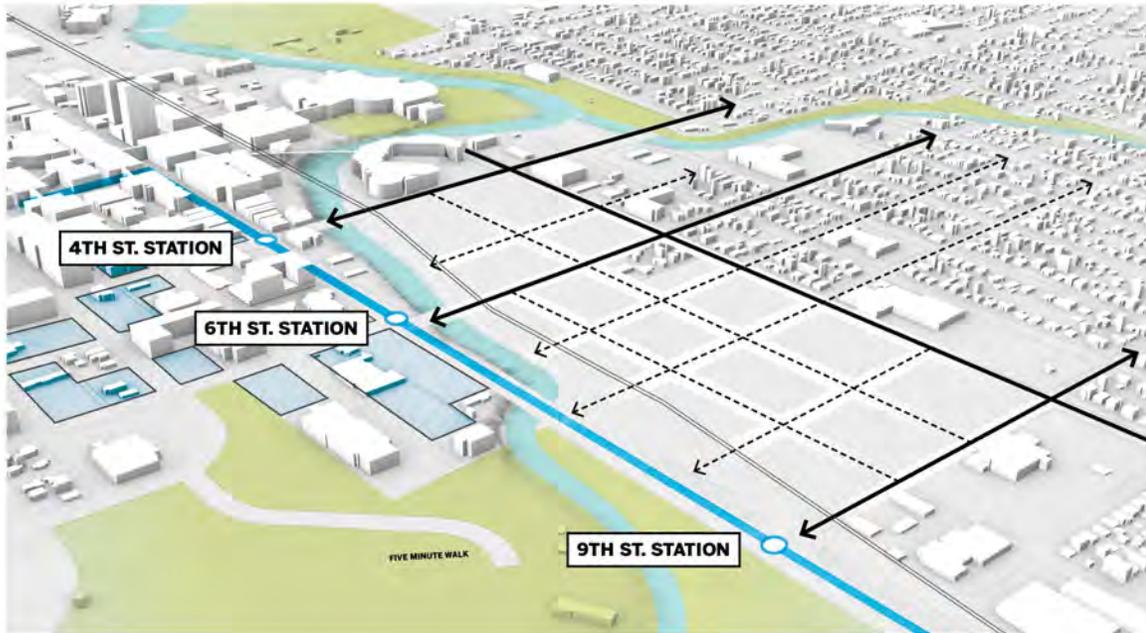
A future land use and neighborhood study of the neighborhoods to the East of Broadway is planned to begin Summer 2020.

EAST TRANSIT VILLAGE

Broadway Avenue Corridor Scenarios

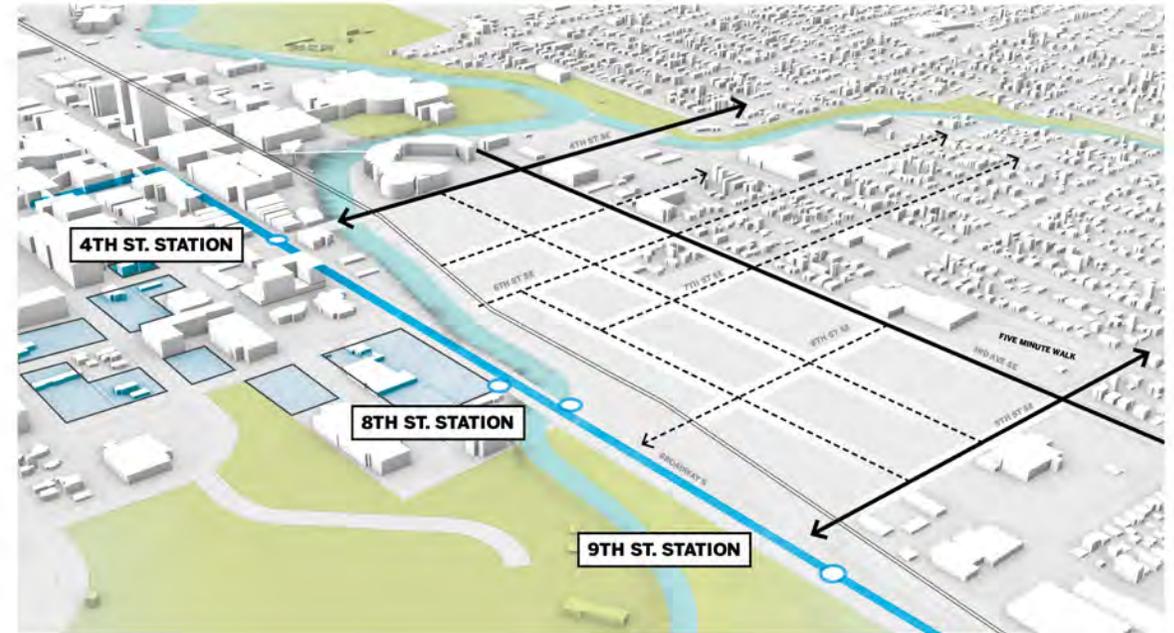
The scale of opportunity means a longer term approach, with the potential for multiple scenarios.

Scenario 1



- Three transit stations: 4th, 6th, 9th Streets
- New 6th street bridge: pedestrian, bike, traffic
- Extension of existing neighborhood streets

Scenario 2



- Three transit stations: 4th, 8th, 9th (south)
- No 6th Street bridge
- Station platforms at Zumbro Bridge
- East-west Streets relate to larger site property lines

BROADWAY AVENUE CORRIDOR:

SCENARIO 1

Scenario 1

Stations at 4th, 6th and 9th Streets



4TH ST. STATION

6TH ST. STATION

9TH ST. STATION

FIVE MINUTE WALK

EAST TRANSIT VILLAGE

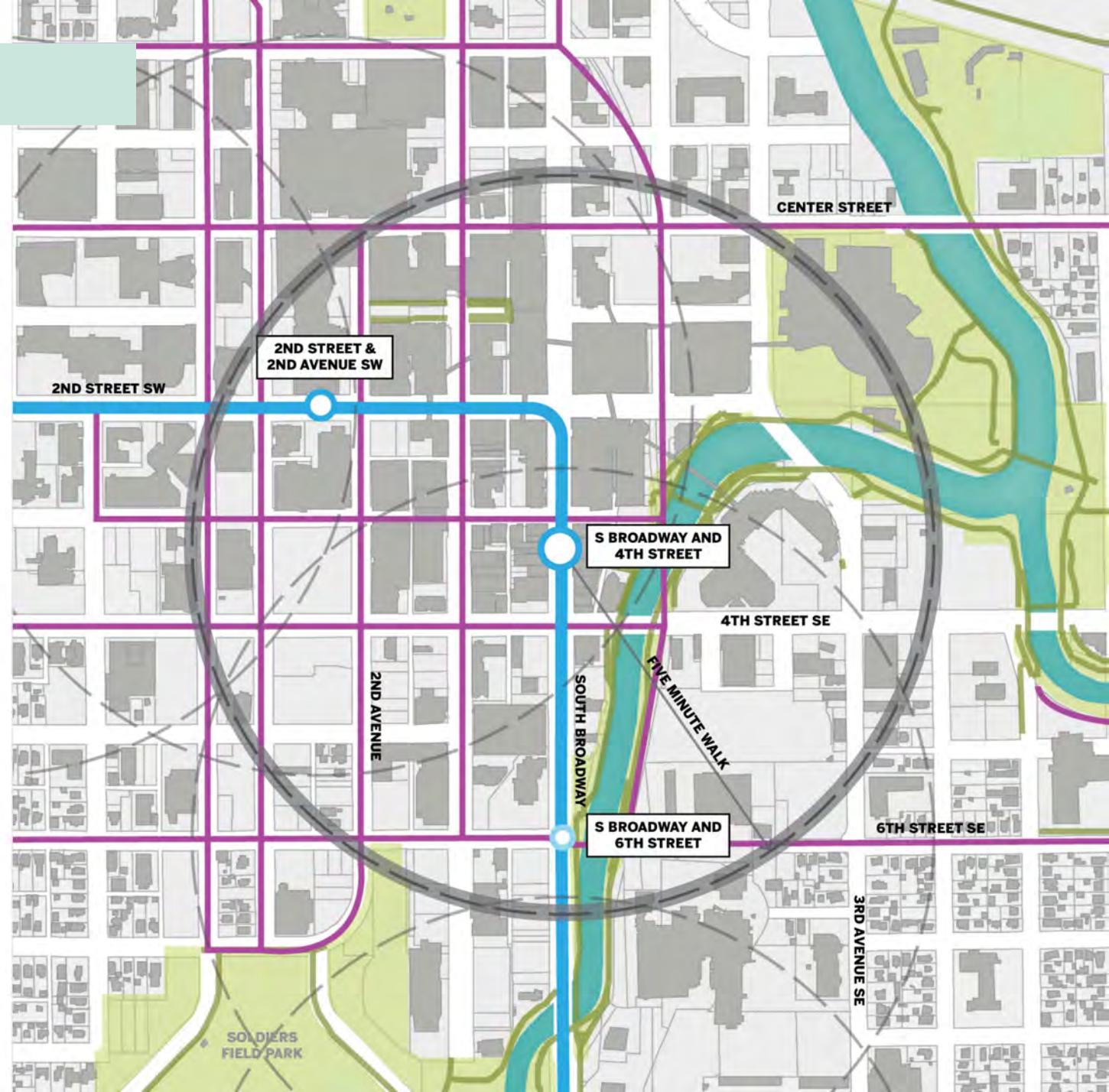
RAPID TRANSIT ROUTE

S Broadway and 4th Street

Location Factors

- Existing employment, homes and destinations
- Serves low-income and transit dependent households
- Connects with Rochester Public Transit routes 3 and 6
- Good pedestrian infrastructure
- Recent intersection and street upgrades
- Close to recent developments
- Access to multiple redevelopment opportunities
- Open house support – access to jobs and destinations

-  PROPOSED OPEN SPACE
-  EXISTING AND PLANNED PATHS
-  EXISTING AND PLANNED BIKE ROUTES
-  RAPID TRANSIT ROUTE

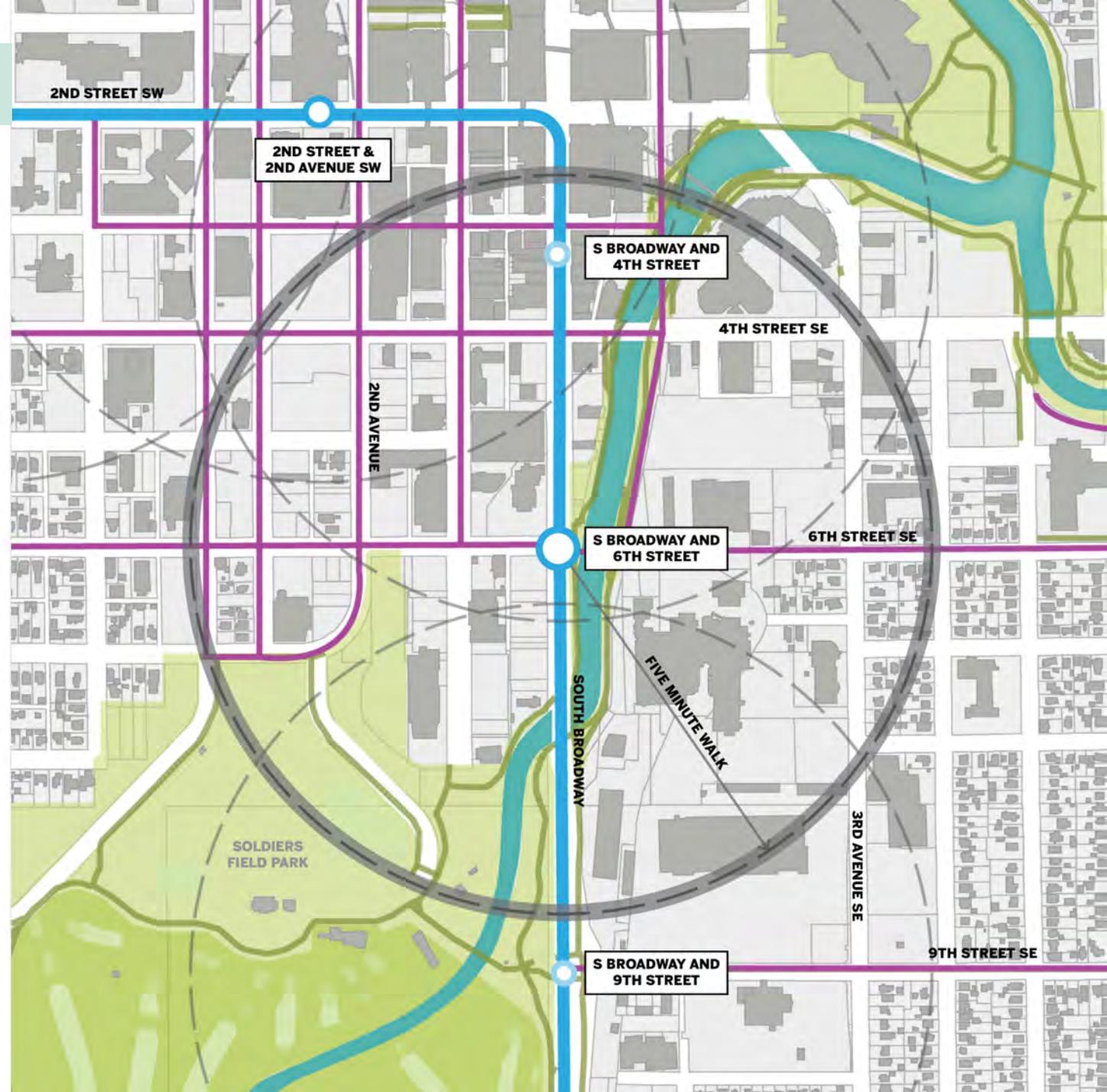


S Broadway and 6th Street

Location Factors

- Near to existing jobs and homes
- Access to future University of Minnesota-Rochester campus
- Close to larger redevelopment sites east of Broadway
- Connects neighborhoods east and west
- Connects with Rochester Public Transit route 7
- Bike lanes planned for 6th Street
- Open House support – serves future UMR and Broadway Corridor sites

-  PROPOSED OPEN SPACE
-  EXISTING AND PLANNED PATHS
-  EXISTING AND PLANNED BIKE ROUTES
-  RAPID TRANSIT ROUTE

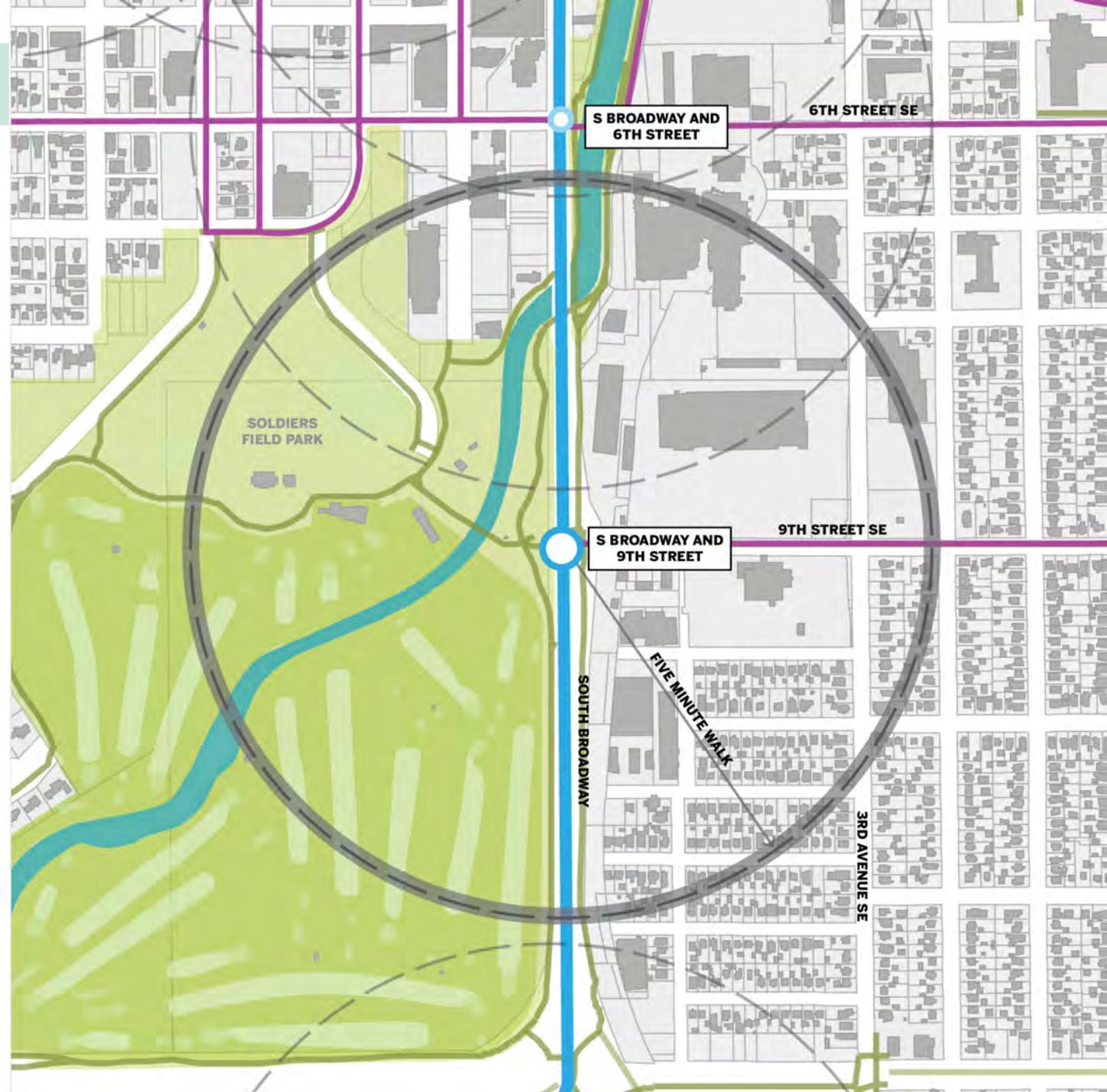


S Broadway and 9th Street

Location Factors

- Connection to Slatterly Park neighborhood via 9th Street
- Close to large redevelopment and infill sites east of Broadway
- Serves Soldiers Field
- Support among open house attendees: proximity to Soldiers Field and redevelopment opportunities

-  PROPOSED OPEN SPACE
-  EXISTING AND PLANNED PATHS
-  EXISTING AND PLANNED BIKE ROUTES
-  RAPID TRANSIT ROUTE



Scenario 1

Street Connectivity Framework

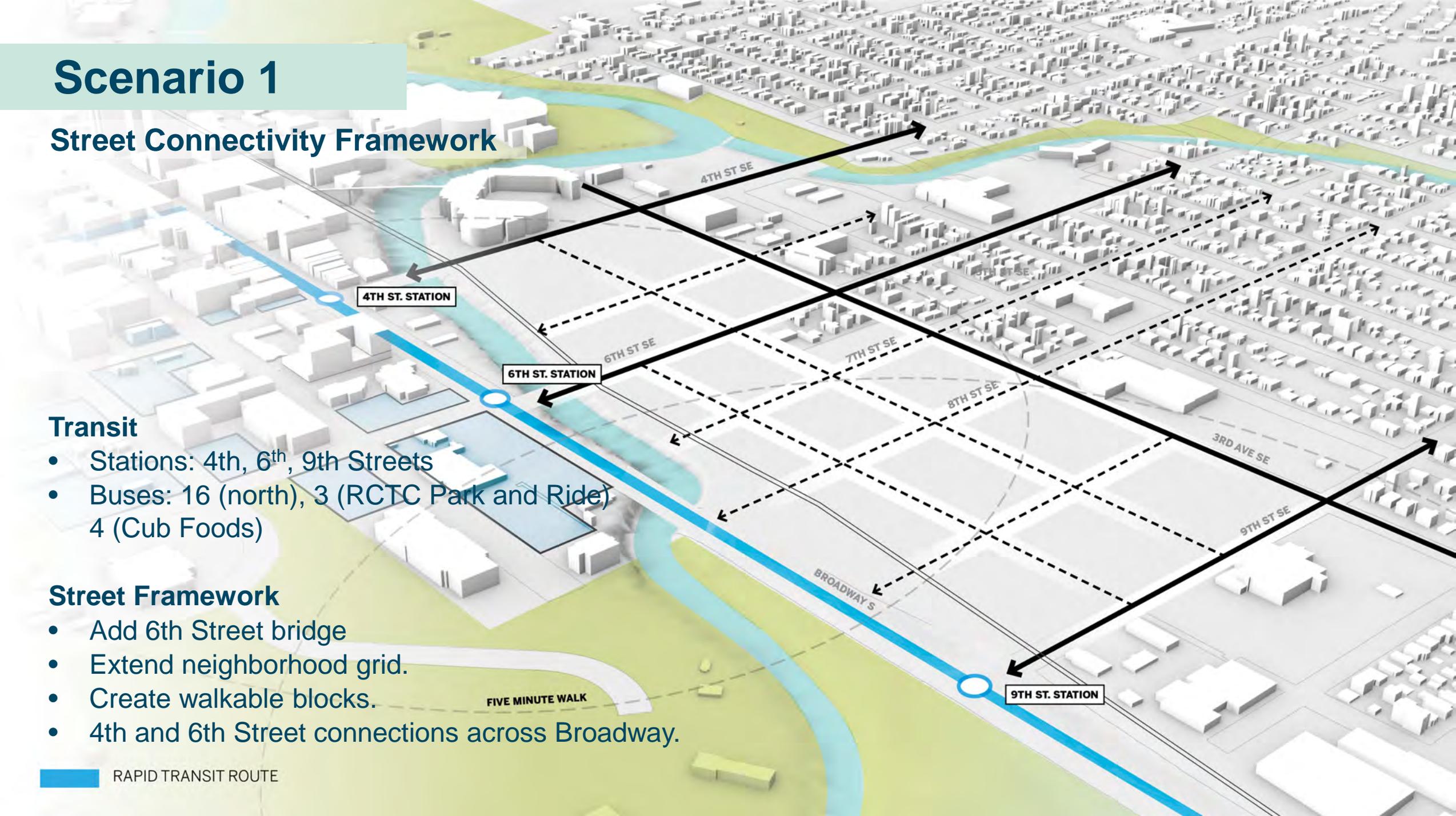
Transit

- Stations: 4th, 6th, 9th Streets
- Buses: 16 (north), 3 (RCTC Park and Ride)
4 (Cub Foods)

Street Framework

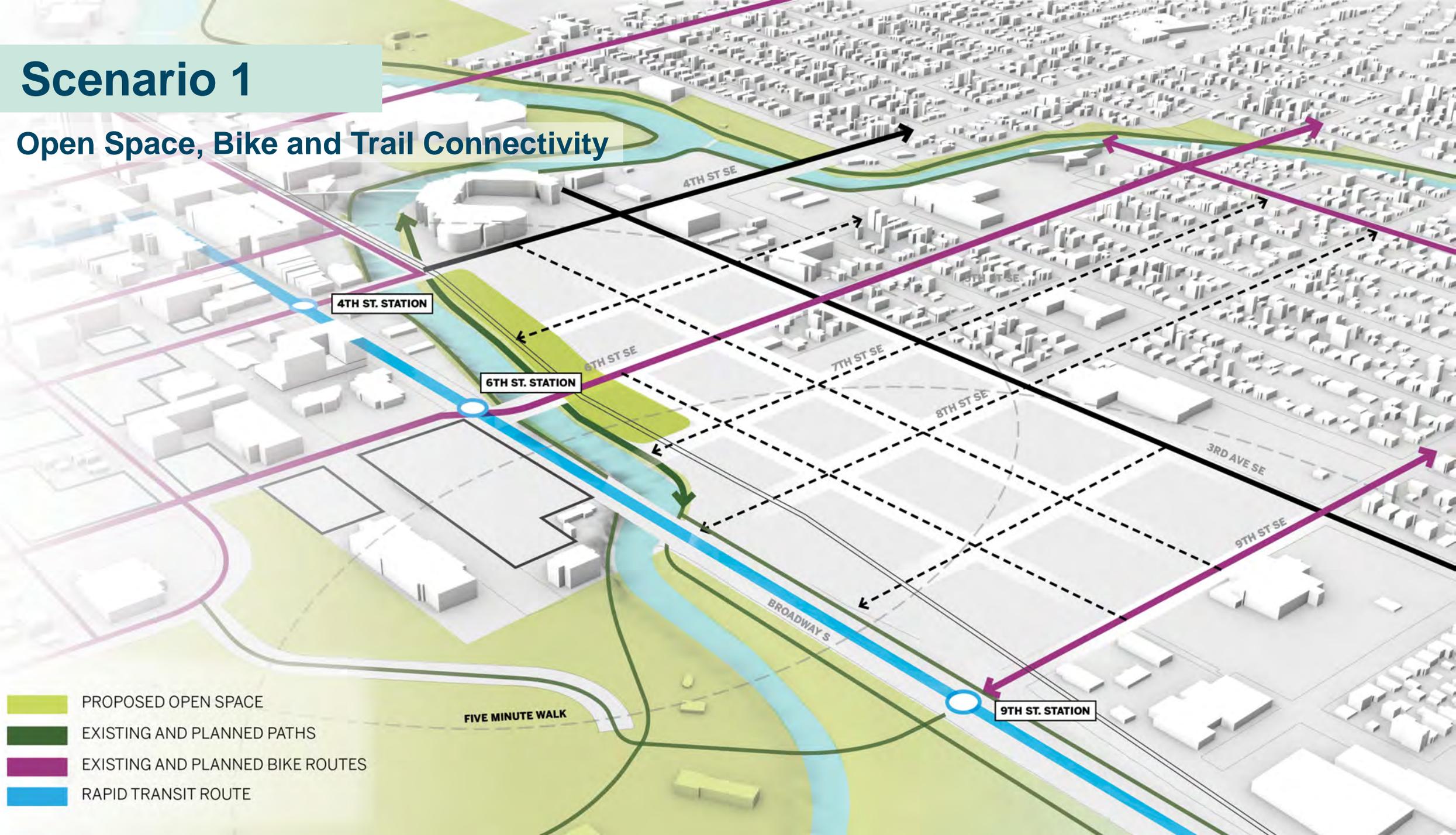
- Add 6th Street bridge
- Extend neighborhood grid.
- Create walkable blocks.
- 4th and 6th Street connections across Broadway.

RAPID TRANSIT ROUTE



Scenario 1

Open Space, Bike and Trail Connectivity



A Riverfront Park for Rochester



Calgary East Village Riverwalk



Cincinnati Riverwalk



Cumberland Park Nashville



Chicago Riverwalk

Scenario 1

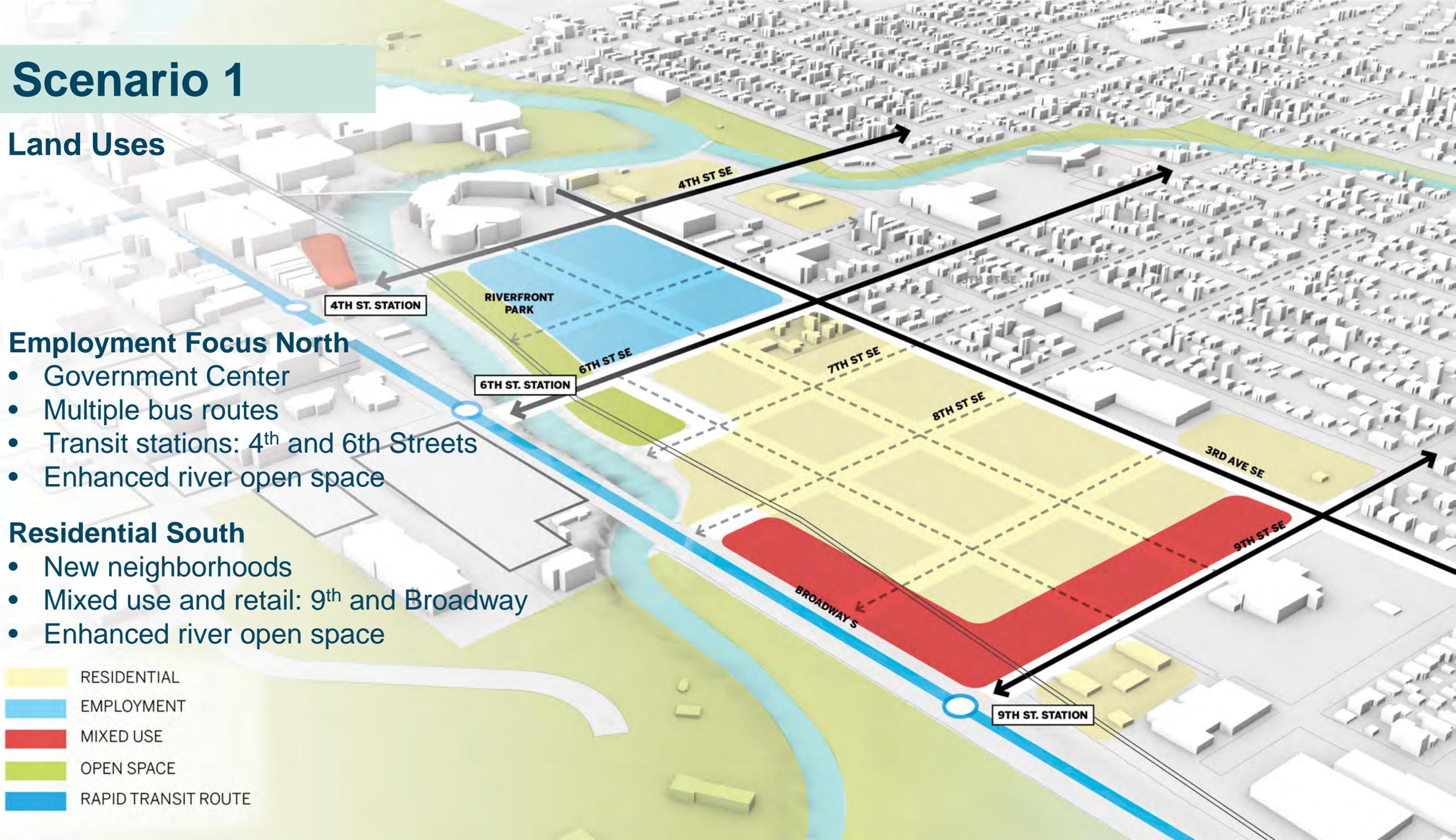
Land Uses

Employment Focus North

- Government Center
- Multiple bus routes
- Transit stations: 4th and 6th Streets
- Enhanced river open space

Residential South

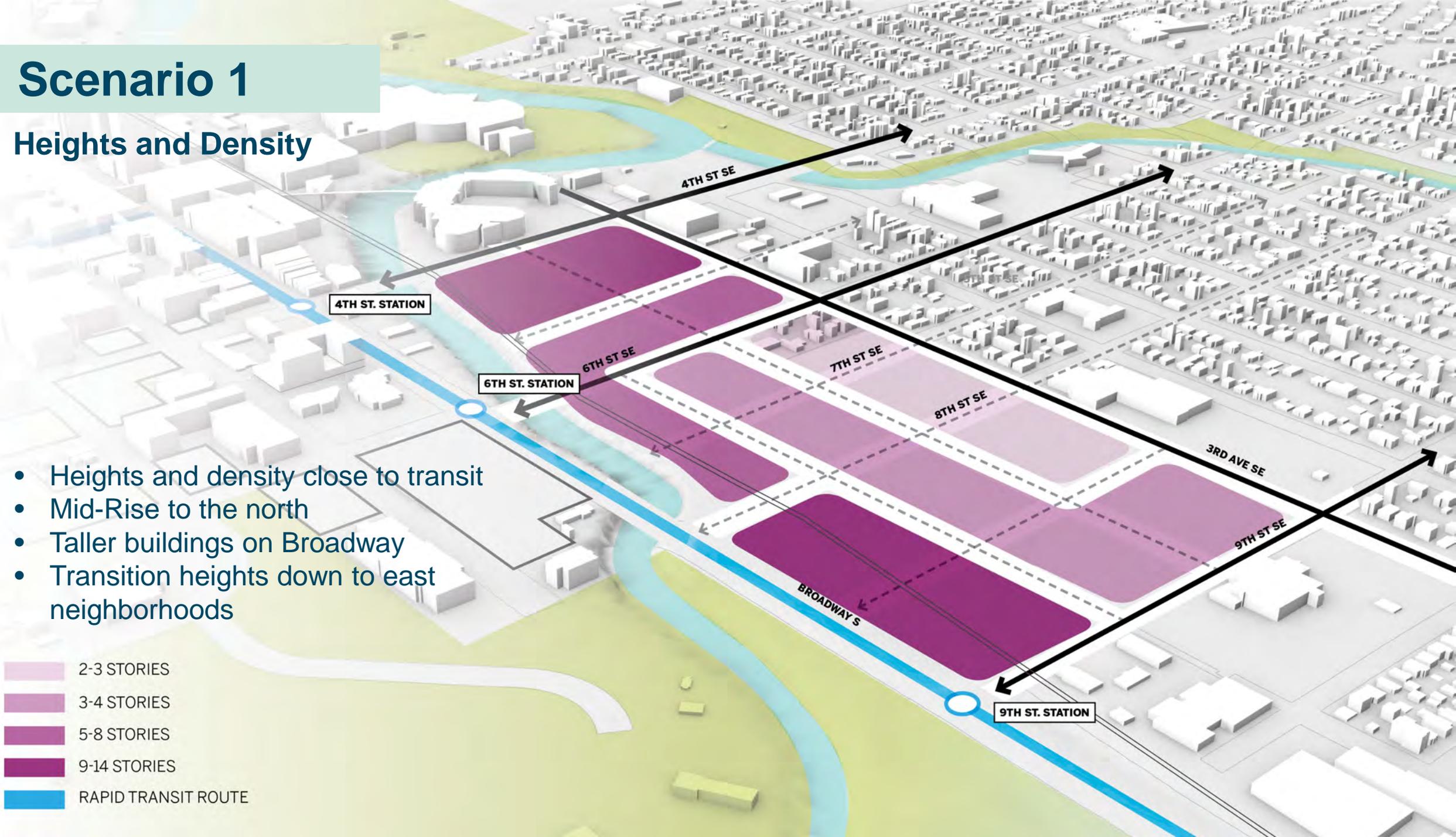
- New neighborhoods
- Mixed use and retail: 9th and Broadway
- Enhanced river open space



Scenario 1

Heights and Density

- Heights and density close to transit
- Mid-Rise to the north
- Taller buildings on Broadway
- Transition heights down to east neighborhoods



BROADWAY AVENUE CORRIDOR:

SCENARIO 2

Scenario 2

Stations at 4th, 8th and 9th Streets



RAPID TRANSIT ROUTE

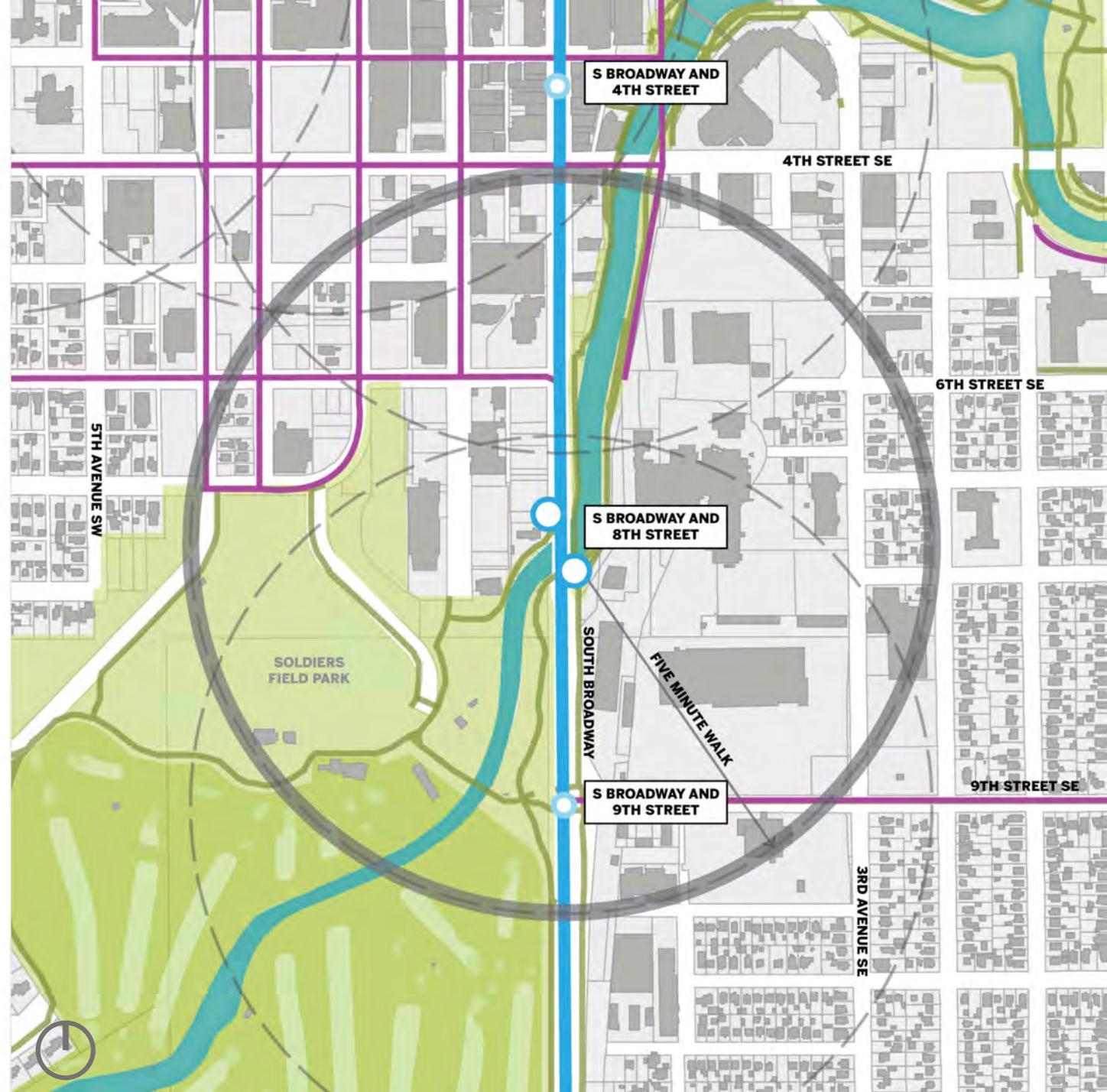
EAST TRANSIT VILLAGE

S Broadway and 8th Street

Location Factors

- Access to future UM-R campus and Soldiers Field
- Connects to river shared-use paths
- East-west connection via bridge and shared-use paths
- Close to redevelopment sites east of Broadway
- Future 8th Street connection to Slatterly Park
- Open house attendee support: proximity to Soldiers Field and development opportunities

-  PROPOSED OPEN SPACE
-  EXISTING AND PLANNED PATHS
-  EXISTING AND PLANNED BIKE ROUTES
-  RAPID TRANSIT ROUTE



Scenario 2

Street Connectivity Framework

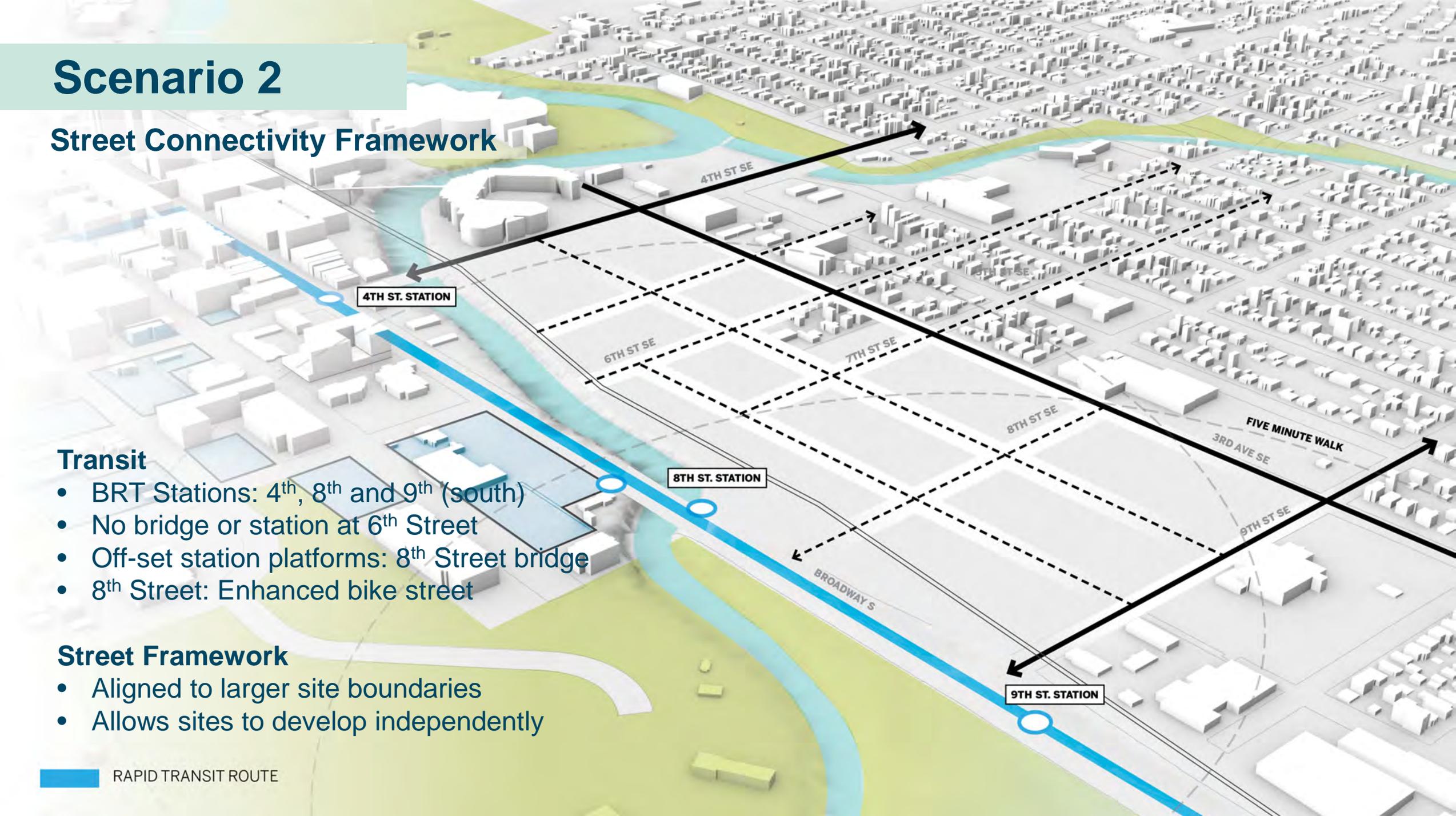
Transit

- BRT Stations: 4th, 8th and 9th (south)
- No bridge or station at 6th Street
- Off-set station platforms: 8th Street bridge
- 8th Street: Enhanced bike street

Street Framework

- Aligned to larger site boundaries
- Allows sites to develop independently

RAPID TRANSIT ROUTE



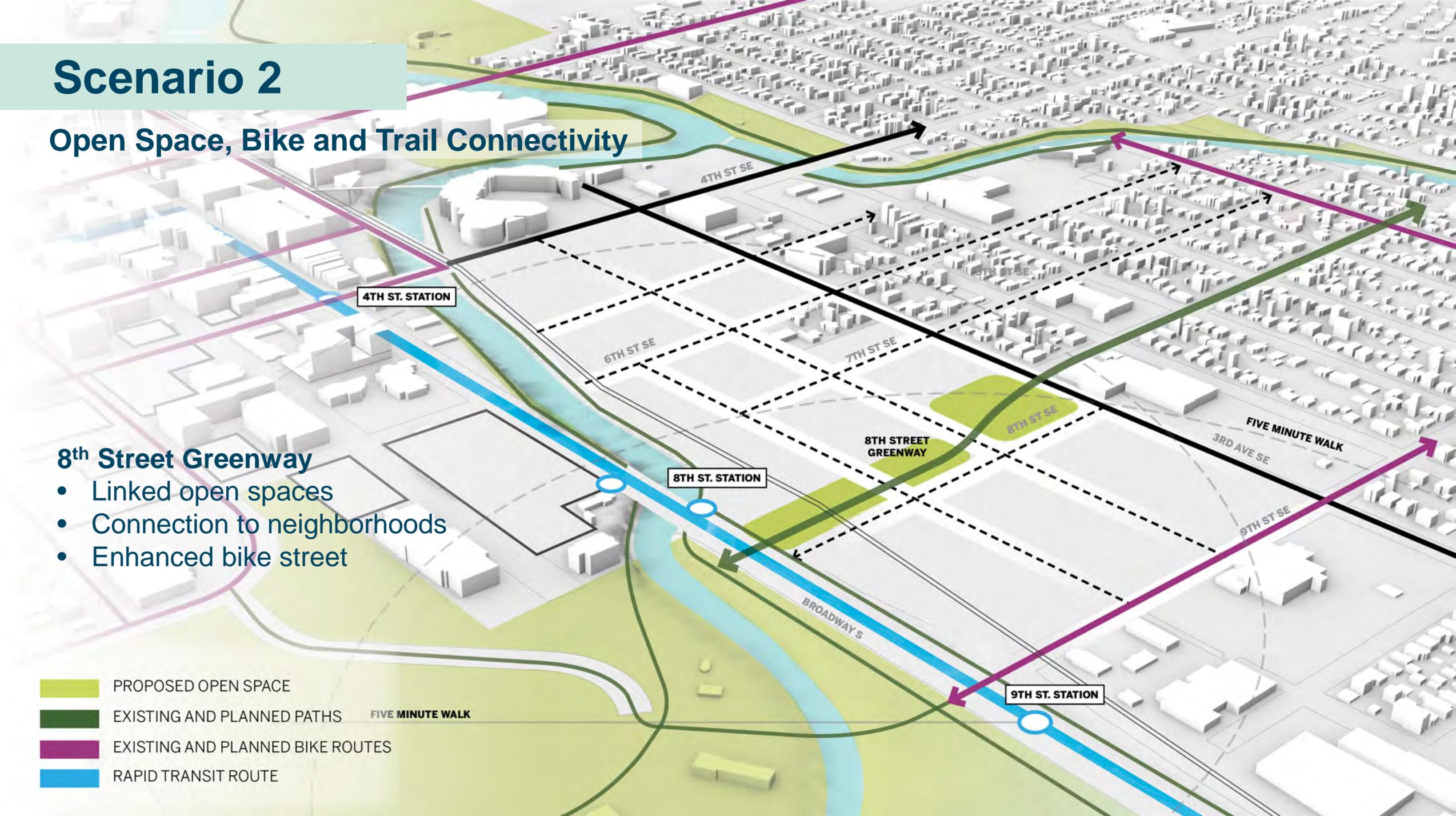
Scenario 2

Open Space, Bike and Trail Connectivity

8th Street Greenway

- Linked open spaces
- Connection to neighborhoods
- Enhanced bike street

- PROPOSED OPEN SPACE
- EXISTING AND PLANNED PATHS FIVE MINUTE WALK
- EXISTING AND PLANNED BIKE ROUTES
- RAPID TRANSIT ROUTE

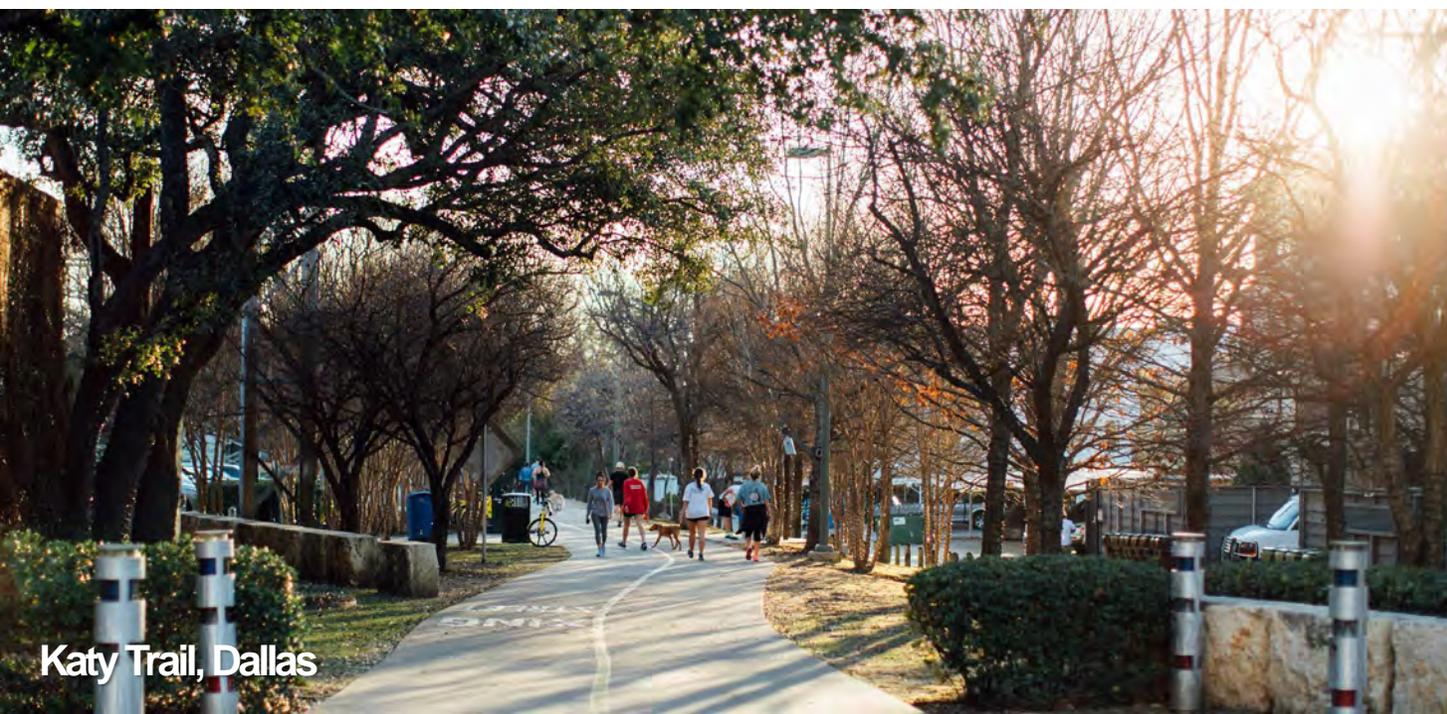


The 8th Street Greenway

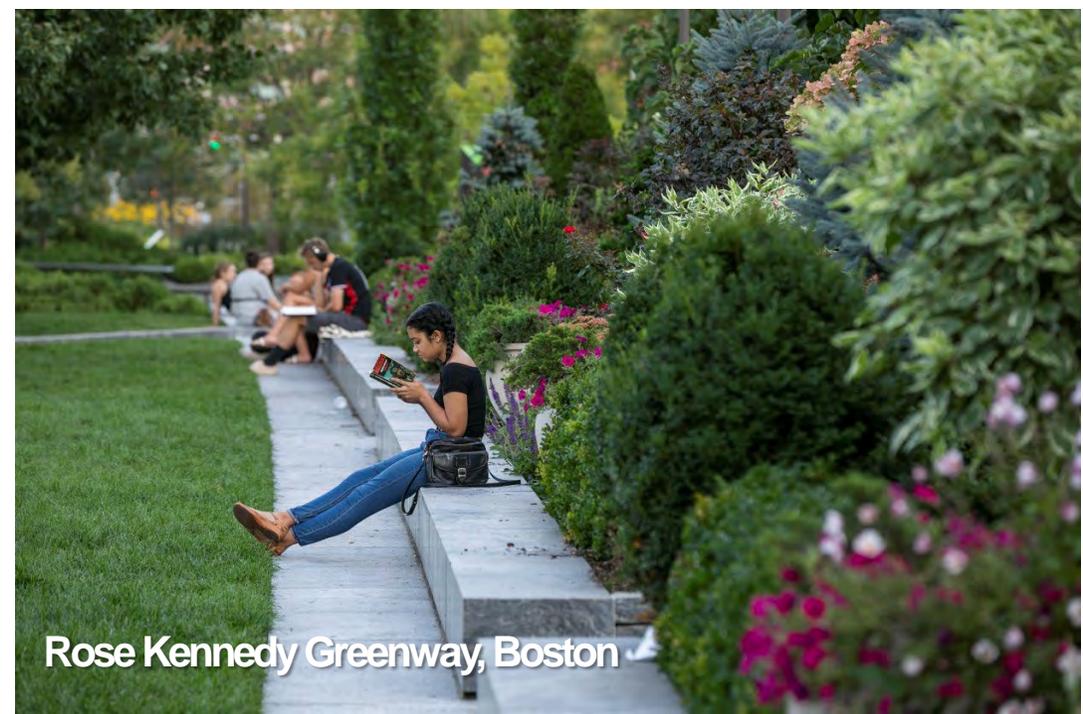


Atlanta Beltline

Klyde Warren Park, Dallas



Katy Trail, Dallas



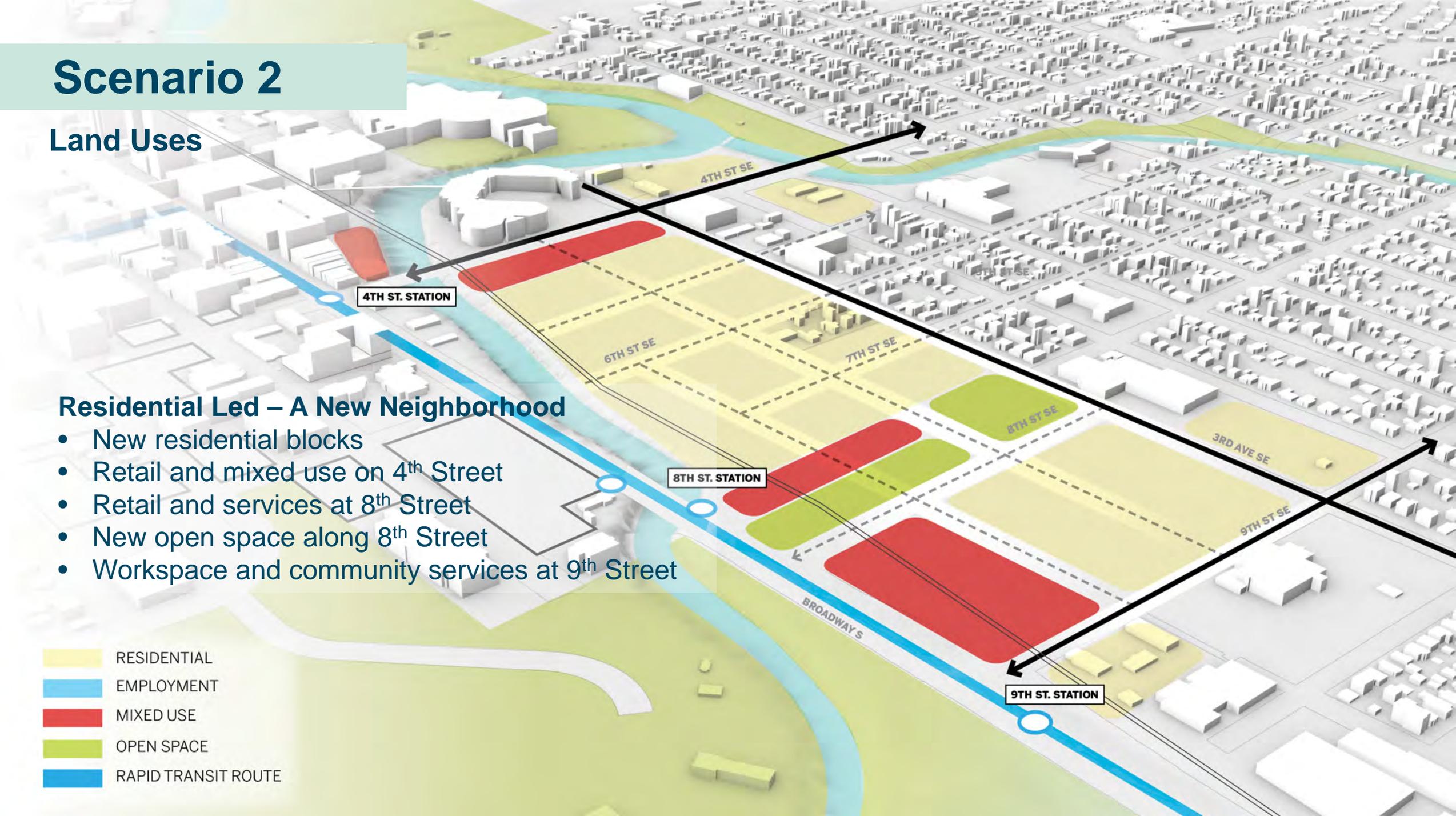
Rose Kennedy Greenway, Boston

Scenario 2

Land Uses

Residential Led – A New Neighborhood

- New residential blocks
- Retail and mixed use on 4th Street
- Retail and services at 8th Street
- New open space along 8th Street
- Workspace and community services at 9th Street

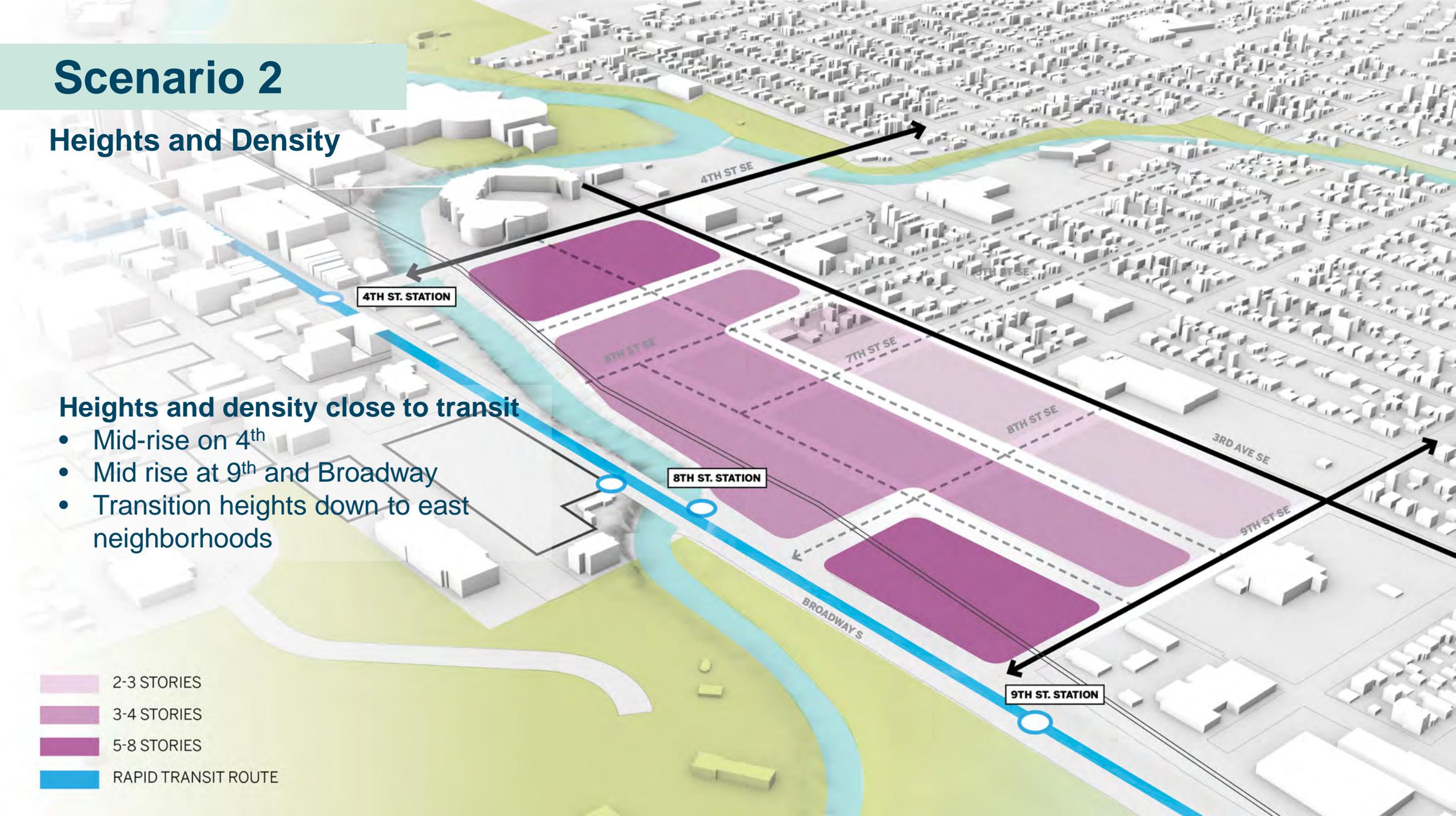


Scenario 2

Heights and Density

Heights and density close to transit

- Mid-rise on 4th
- Mid rise at 9th and Broadway
- Transition heights down to east neighborhoods



The Broadway Avenue Corridor

Some Questions to Think About as you Review Website Materials and Join Webinars

1. What do you think about options for a rapid transit station at either 6th Street, or at 8th Street around the Zumbro River Bridge
2. Should the area between Broadway and 3rd Avenue provide new jobs, or lean more towards being a residential neighborhood?
3. Should new open spaces be along the Zumbro River or create a new connection to the neighborhoods to the east?

04 WAYS TO STAY INVOLVED

Engagement and Feedback

Engagement: Learning More!

Future Webinars: Thursday, April 16th, Tuesday, April 21st. 6:00 PM

City of Rochester project webpage: tiny.cc/RochesterTOD

- Background on the rapid transit proposal and future steps
- Sign up for webinars.
- Station Area Plans PDF: area by area analysis and ideas
- Interactive “Open House” [Webpage and Survey](#): area by area analysis and ideas using interactive maps
- Project [Frequently Asked Questions](#) page

Engagement and Feedback

Feedback: We Need Your Input!

- Interactive “Open House” [Webpage and Survey](#) : area by area analysis and ideas using interactive maps
- Send us an email at: rapidtransit@rochestermn.gov
- Leave us a voicemail: [507-328-2025](tel:507-328-2025)