



Rochester Comprehensive Plan 2040

Transit System and Market Analysis - DRAFT

April 2015



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Introduction

This memo describes the existing operating environment, characteristics, and performance of publicly available transit offerings in Rochester as well as service connecting Rochester to the region. The City of Rochester is the largest community in Olmsted County, with a total population of approximately 110,000¹, and covers approximately 55 square miles. The City is comprised of an urban setting within the downtown core, with more suburban patterns outside of the city center.

Rochester Public Transit (RPT) is the primary local transit service provider within the City of Rochester and is managed by the Transit and Parking Division of the City's Public Works Department. RPT provides traditional all-day service, direct park-and-ride based service, and evening service (select routes) on weekdays and all-day service on Saturdays. Other public transportation services provide mobility for ADA-eligible patrons while privately operated services connect regional communities outside Rochester to downtown Rochester, and provide connections between Mayo Clinic campuses.

Current and potential future transit market demand are reviewed to understand where areas may be under or over served, and to identify corridors that may be candidates for improvements to the transit operating environment. The memo includes:

- An overview of existing and future transit market demand in Rochester based on land use patterns, population and employment densities, transit dependency, and street design.
- An assessment of existing transit service conditions in the Rochester area, including local fixed-route service provided by RPT, ADA paratransit service provided by ZIPS Dial-a-Ride, regional commuter express service provided by Rochester City Lines, and Mayo Shuttle service between campuses.

Transit Demand Assessment

Introduction and Purpose

Transit's success in Rochester is due in part to the alignment of route services with supportive land uses and demand generators, the provision of safe and secure pedestrian access to stops, and service that provides a competitive travel time for local and regional commuter trips. As the highest density employment center in the region and the seat of RPT's hub-and-spoke system, downtown Rochester generates the majority of the passenger destination demand in the RPT system. Transit generating corridors and activity centers outside downtown are generally much lower in density and exhibit a limited mix of uses. Examples include:

- Broadway between 16th Street SW and 20th Street SW, US 52 and 40th Street SW and at 14th Street NE and East Circle Drive NE
- US 14 at 15th Avenue SE and between Salem Road SW to Broadway (i.e., Apache Mall)

¹ US Census Bureau 2013 American Community Survey 1-Year Estimates.

- Development emerging along US 52 at 55th Street NW, 41st Street NW, and Civic Center Drive NW
- Local colleges and high schools (e.g., Rochester Community and Technical College, John Marshall High School, Mayo High School, Lourdes High School, among others)

Ridership is also increased on routes serving areas with transit dependent populations, particularly where residents are connected to service sector employment. Routing transit through linear street networks promotes safe, convenient and fast service transit service with direct access to transit for people walking and riding bicycles to transit.

This section reviews the current transit market attributes of the Rochester service area and evaluates projected land use and density changes in the region. It identifies existing regional and local market opportunities where transit investment may be warranted to grow ridership in the near and long terms.

What are Existing Land Use Patterns?

Existing land use patterns guide our understanding of the type and level of transit that is most appropriate today and in the future. Areas with a mix of uses, particularly commercial, retail, office, and higher-density residential tend to be more supportive of traditional fixed-route transit because of the potential of these land uses to generate transit trips. Lower density land use is more supportive of flexible types of services, providing lifeline coverage to dependant populations in low-productivity environments. However, when built with a compact, well connected street grid, relatively low- to moderate-density residential neighborhoods can generate relatively high levels of peak period work commute transit demand. The relationship between the density of land uses and the types and attributes of transit service supported will be explored in the Transit Framework memo.

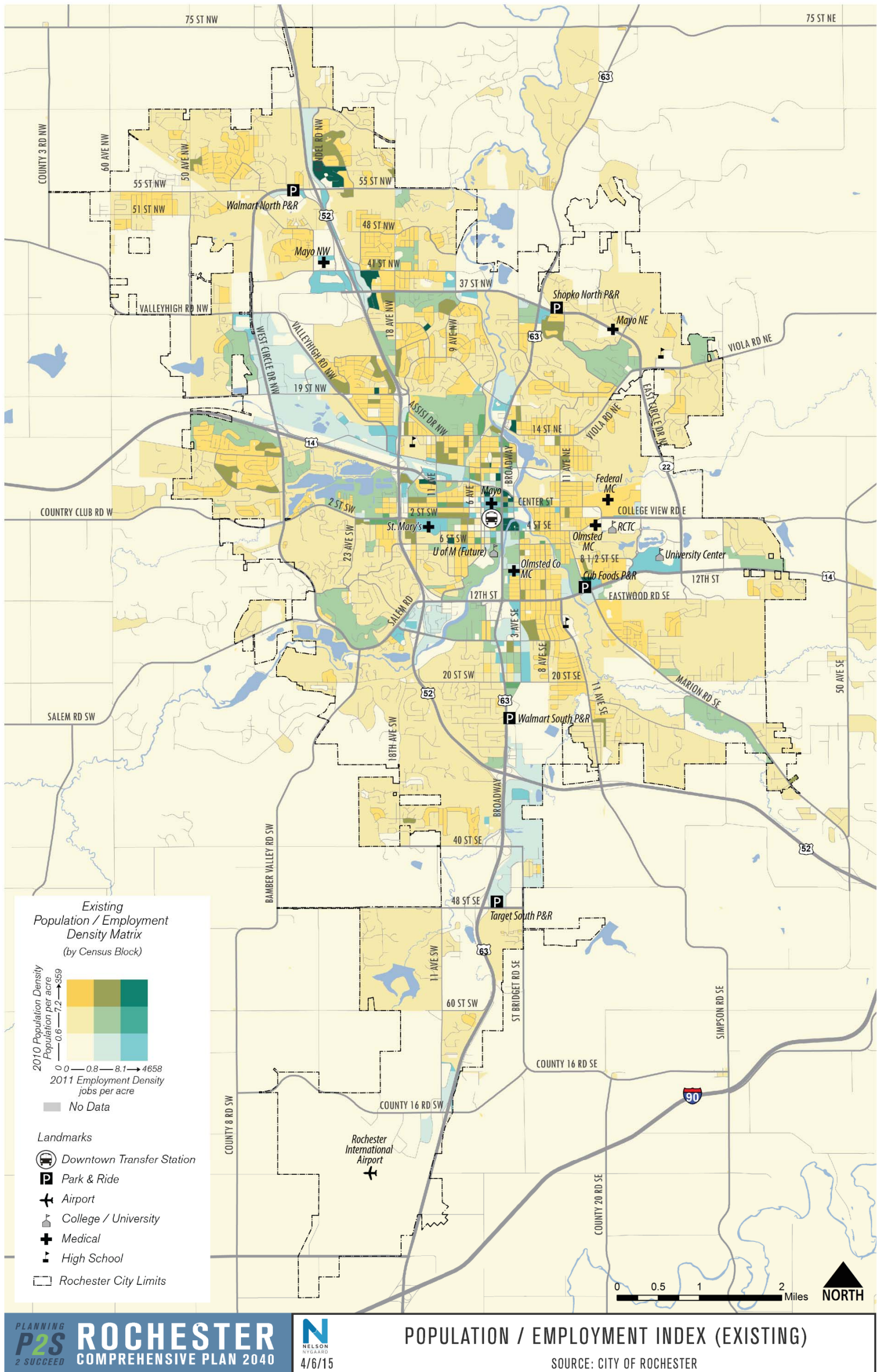
Figure 1 illustrates the current land use patterns in Rochester. The predominant land use is single-family residential and significant land is devoted to institutional, civic, and medical uses. Industrial uses are considerably more concentrated in NW Rochester between Highway 52 and Highway 14. Retail uses are primarily clustered along major travel corridors such as Highway 52 and Broadway/Highway 63. Industrial, retail uses typically offer a mix of land use types necessary to support high-quality transit service. Other notable mixed-use corridors include 2nd Street SW, 4th Street SE, 37th Street NW, and Marion Road SE.

Where Do People Live and Work in Rochester Today?

Figure 2 illustrates household and employment densities in Rochester. Areas with the highest densities of both household and employment are located within the city center and adjacent neighborhoods. Concentrations of residential living are greatest in neighborhoods adjacent to the downtown core, such as Kutzky Park, Slatterly Park, and to the north of downtown. Employment is largely focused on downtown, with additional lower-density employment centers located along key arterial corridors. The city's major employment centers include:

- **Downtown:** Houses much of the administrative, research, and primary care functions of the Mayo Clinic as well as the University of Minnesota at Rochester, hotels, and mixed use retail. The Government Center, immediately east of Downtown, includes a large number of civic jobs.
- **St Marys Hospital:** Located east of Hwy 52 along 2nd Street, this sub-district of downtown includes Mayo Clinic in-patient bed care, hotels, and small shopping centers.
- **IBM:** Located in northwest Rochester at 37th Street, this major employment hub has steadily reduced its workforce over the past 10 years, but the addition of other employers such as Charter Communications in facilities no longer needed by IBM results in this area still representing the second most dense employment center in the city.
- **Mayo Clinic satellite campuses:** The Mayo Clinic operates many of its administrative, laboratory, and storage functions in peripheral facilities outside downtown. This includes the Mayo Medical Laboratories (Valleyhigh Drive NW), Northwest Family Clinic (Valleyhigh Road NW), Northeast Family Clinic (East Circle Drive NE), and Mayo Support Center Campus (41st Street NW).
- **Olmsted Medical Center:** This community medical center has facilities located at the intersection of 4th Street and 19th Avenue SE, 3rd Avenue and 9th Street SE, and a new clinic at 55th Street and 51st Avenue NW.
- **Olmsted County Government Center:** Located at the intersection of 3rd Avenue and 4th Street SE, this is the primary home of City of Rochester and Olmsted County department offices and the community Law Enforcement Center.
- **Olmsted County East Campus:** Located along 4th Street SE/Collegeview Road adjacent to Federal Medical Center, this site houses the county's social service functions including Public Health, Public Housing and Social Services departments along with Planning and Public Works staff.

Figure 2 – Household and Employment Density, 2010



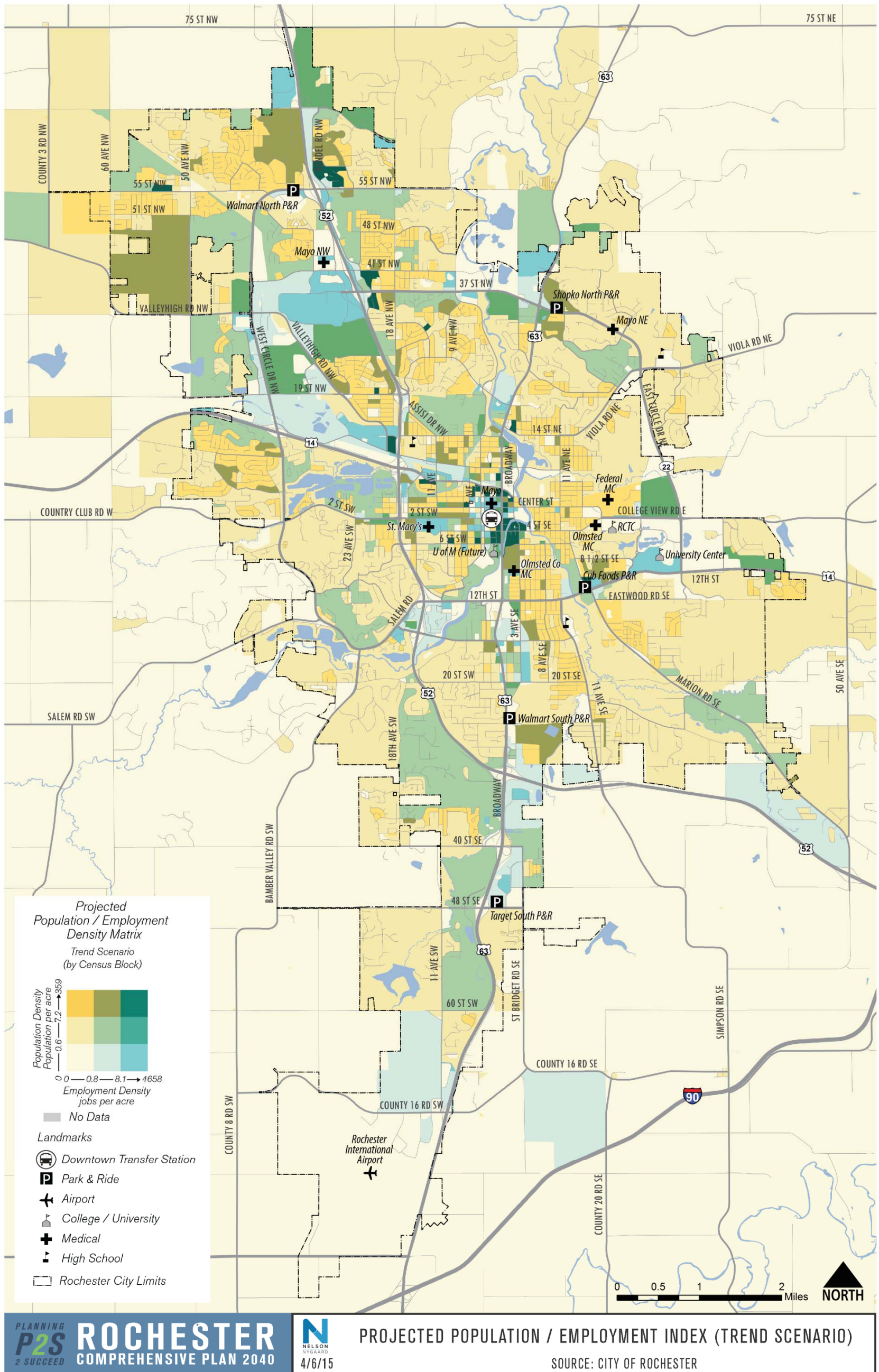
How Will Population and Employment Change by 2040?

Households and employment in the Rochester-Olmsted Council of Governments (ROCOG) Urban Study Area² is expected to grow significantly over the next 25 years. While high growth is projected in the Rochester City limits, housing development and employment is also project to grow outside city limits. Capturing higher percentages of growth in the City’s established neighborhoods will improve transit’s viability. Residential growth outside of the city, including outside the ROCOG Urban Study Area, will generate trips to Rochester that will be difficult to capture with fixed-route transit but could be captured at park-and-ride lots.

Figure 3 illustrates household and employment densities in Rochester as projected as part of the Trend Scenario for this comprehensive planning process. Over the next three decades, population and employment density and the mix of land uses are expected to increase in the Downtown area and in the vicinity of St Marys Hospital. Areas projected for significant residential growth surround the downtown and are focused in the northwest region, both within and outside of the Rochester city limits.

² The ROCOG Urban Study Area includes the City of Rochester and adjacent townships, including Cascade, Havenhill, Marion, and Rochester.

Figure 3 – Projected Household and Employment Density, 2040 Trend Scenario



Where are People Most Likely to be Transit Dependent?

A Transit Dependency Index (TDI) is used to predict dependency on transit. The TDI aggregates densities of seniors aged 65 and over, youth aged 10 to 17, and college students aged 18 to 21 using 2010 Census information at the census block level, and densities of low-income and zero-vehicle households using 2008-2012 American Community Survey data at the census block group level.

Figure 4 provides a summary of TDI factors. Compared to the state of Minnesota, the overall proportion of typical transit dependant populations in Rochester is slightly lower, although senior and zero-vehicle population proportions are comparable. Relative to national levels, Rochester has a comparable senior share of the population, but lower shares of youth/college student and poverty populations.

Figure 4 – Summary of TDI Demographic Characteristics in Rochester

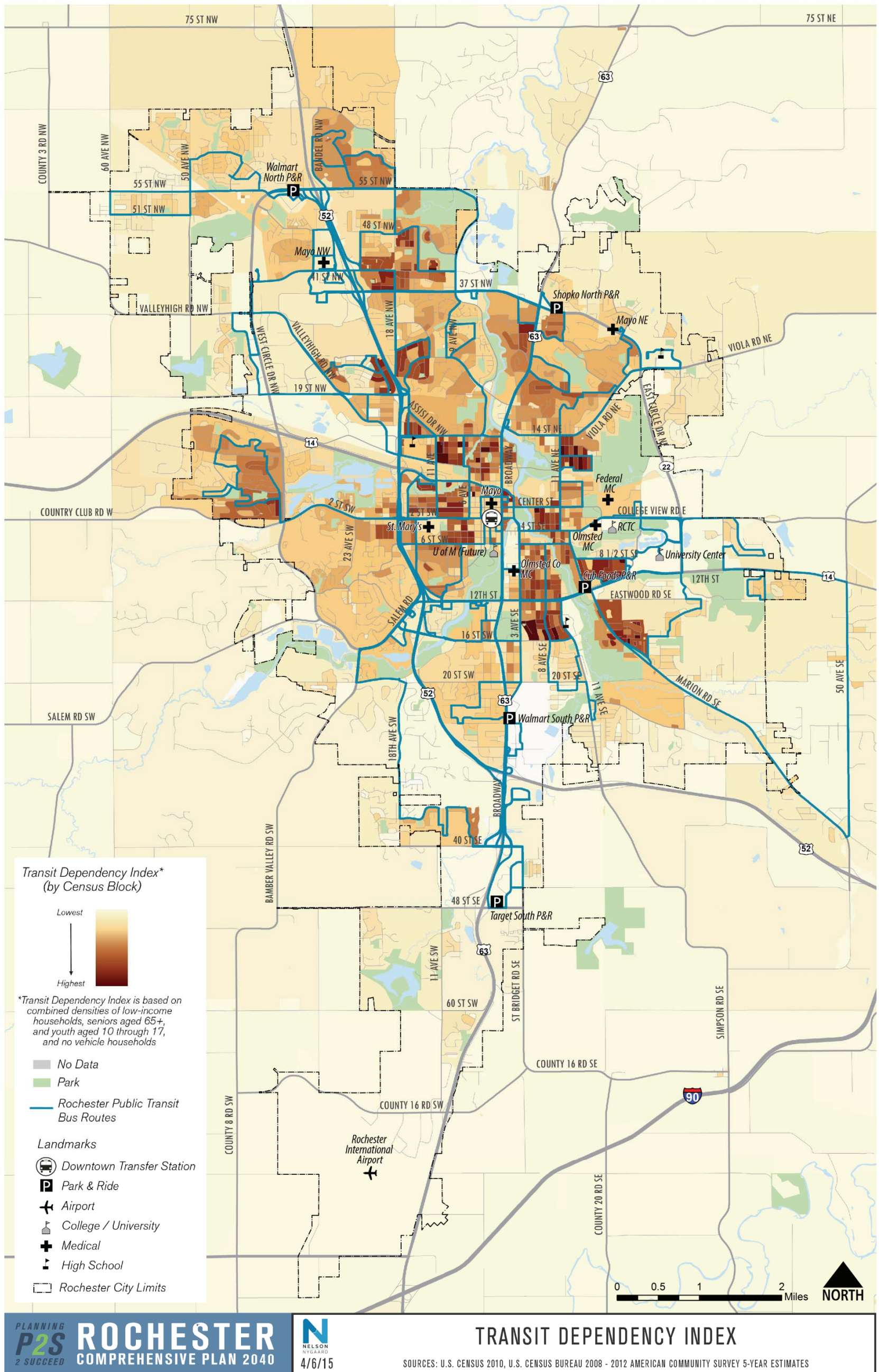
Demographic Category	City of Rochester		Minnesota		United States	
	Number	Percent	Number	Percent	Number	Percent
Total population [1]	108,179	-	5,347,740	-	311,536,594	-
Senior (65+) [1]	14,169	13%	708,867	13%	41,851,042	13%
Youth (10-17) [1]	10,406	10%	572,771	11%	33,416,306	11%
College age (18-21) [1]	4,485	4%	294,836	6%	18,337,993	6%
Population below poverty level [2]	9,769	9%	598,391	12%	46,663,433	15%
Zero-vehicle households	3,048	7%	149,666	7%	10,483,077	9%

Notes: (1) Table presents latest available data from American Community Survey; the geographic TDI analysis in Figure 5 uses more detailed 2010 Census data available at the census block level. (2) Of population for whom poverty status is determined.

Source: U.S. Census Bureau, 2009-13 American Community Survey 5-year Estimates.

Figure 5 illustrates TDI densities in the Rochester study area. Rates of transit dependency in Rochester align with areas of higher residential density. Areas of Rochester with the highest TDI rates are neighborhoods surrounding the downtown core and southeast of downtown. Other concentrations of high density transit dependent populations exist west and north of the downtown core.

Figure 5 – Transit Dependency Index (2010)

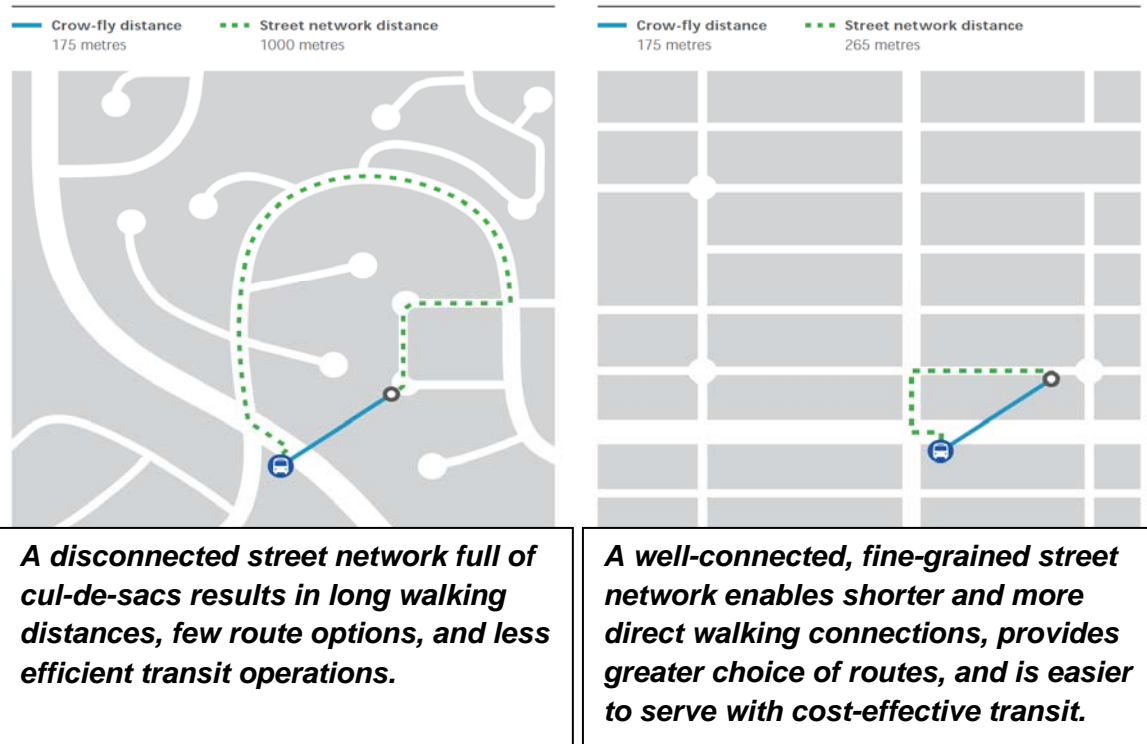


How Does Street Design Encourage Transit Use?

Street connectivity and block length have strong relationships with transit use as they affect the ease and directness with which pedestrians can reach a stop and how efficiently a bus route can move through a neighborhood. Interconnected streets organized in a grid pattern tend to shorten distances for walking and biking trips. Neighborhoods where all roads are designed to connect to arterials or collector streets also allow transit customers to reach bus stops without walking out of their way and provide more efficient routing options that can support efficient transit service. Short blocks and well-connected streets contribute to a higher-quality pedestrian experience and they often occur in places where other elements of good design, such as adequate sidewalks, are also in place.

Figure 6 below illustrates how suburban, disconnected street layouts can penalize transit customers interested in walking to arterial transit stops.

Figure 6 – Street Design and Transit Access



Source: TransLink "Transit-Oriented Communities Design Guidelines"

Demand for Transit Access to Downtown Rochester

The Rochester Downtown Master Plan and the Destination Medical Center (DMC) Development Plan call for significant employment growth in the downtown. Both plans call for transit to carry an increasing percentage of job access trips as the downtown grows. The DMC plan calls on transit to carry 23% to 30%³ of peak commute trips in 2035 compared with a 10% transit mode share today. A well managed and priced parking system and complementary transportation demand management (TDM) programs are key to achieving the City's transit mode share target. Anticipated local, regional, and district growth will necessitate high-quality transit service and facility enhancements in the downtown Rochester area to ensure convenient and effective access to transit.

Growth in jobs, services, housing, and educational opportunities is expected to increase demand for transit services as follows:

- **Local transit trips:** Additional all-day localized and peak commute trips to downtown destinations as a result of TDM programs and parking supply limitations
- **Park-and-ride transit trips:** New park-and-ride transit trips into downtown as a result of the DMC 'park once' parking strategy to limit the number of personal vehicles traveling into and out of downtown
- **Regional transit trips:** Longer-distance commute trips to downtown employment destinations
- **Trips within the DMC District:** Short trips circulating within the downtown core, made up of medical facility patients, staff, and visitors; people with disability challenges; trips between downtown destinations; and peripheral park-and-ride commute trips (i.e., "last mile" trips)

The Destination Medical Center (DMC) Development Plan (not yet adopted) developed a series of strategies for accommodating anticipated levels of transit demand including:

- Regional transit center to accommodate expanded regional commuter coach services (assumes operations will expand with increased workforce) and regional intercity coach service between the Twin Cities and Rochester. The center is positioned to facilitate the potential for future rail access between the Twin Cities and Rochester, but the strategy is not dependent upon that use.
- Downtown transit pathways that consolidate bus services on fewer streets, provide proximate access to employment centers, and include improved, climate controlled passenger facilities.
- Development of a modern streetcar circulator that provides high frequency, reliable connections between Saint Marys Place, Heart of the City, Downtown Waterfront, the Government Center, Barcelona Corner (residential neighborhood), Discovery Square, and Central Station (Transit Terrace).
- Improved pedestrian access to transit and high quality transit stops and stations with weather protection and climate control.

³ The *Rochester Downtown Master Plan* (2010) set the transit mode share target at 23% for 2030 conditions; the DMC has set a policy transit mode share target of 30% for 2035.

Existing Service Assessment

Introduction and Purpose

Current Rochester public transportation services include local service operated by Rochester Public Transit (RPT), local ADA paratransit service referred to as Zumbro Independent Passenger Service (ZIPS), peak-period regional express service operated by Rochester City Lines (RCL) destined for downtown, and Mayo Clinic shuttle service connecting the various medical campuses and destinations within downtown and other city neighborhoods. According to the *2010 Downtown Rochester Master Plan*, about 10 percent of local and regional commuters traveling to downtown arrive by bus, an impressive rate of transit use for a city of Rochester's size. The City and Mayo Clinic have been able to sustain a high transit mode share with a robust local and regional transit system supported by work commute programs and parking policies that encourage and subsidize transit access. Some of these policies include managed employee parking supply (both Mayo Clinic campuses have waiting lists for parking in excess of 10 years) and a Mayo-subsidized transit pass program available to all Mayo Clinic employees.

This section reviews the existing transit services available in Rochester and evaluates how effective these services are at capturing existing demand. A review of ridership and performance will assist in identifying primary transit corridors that could merit additional future service investment. Existing and planned facilities will also be reviewed to understand the capacity for transit growth in the short and long terms.

Existing Rochester Public Transit (RPT) Fixed-Route Service

Rochester Public Transit (RPT) provides local transit service in Rochester. RPT is a municipal transit operation. Service is currently provided under a contract with First Transit. Operated by the City of Rochester, the service operates all-day, peak only, and nightly routes on weekdays and Saturdays. Service connections are available at park-and-ride lots located throughout the city. A single ride on the bus for adults costs \$2.00 (includes one free transfer), with discounts offered for youth (ages 6-18), seniors (65 and over), Medicare Card holders, and persons with disabilities. 10-ride and 20-ride ticket books, student semester passes, monthly passes, annual passes, and employee program passes are available at discounted rates.

Figure 7 details the current fixed-route service operated by RPT.

Figure 7 – Existing RPT Fixed-Route Service

Route	Geographic Markets Served	Route Type	Service Days	Peak / Off-Peak Frequency
1	N Broadway, Shopko North P&R	Local	Mon-Fri	30 / 60
1D	N Broadway, 2nd St SW, Shopko N P&R	Direct	Mon-Fri	30 / -
1N	N Broadway, 2nd St SW, Shopko N P&R	Night	Mon-Fri	- / 30
2	N Broadway, East Center St, Silver Lake Center	Local	Mon-Fri	30 / 60
3	2nd St SW, 4th St SE, Collegeview Rd E	Local	Mon-Fri	30 / 30
3N	2nd St SW, 4th St SE, Collegeview Rd E, Cub Foods P&R	Night	Mon-Fri	- / Limited
4D	2nd St SW, 3rd Ave SE, Cub Foods P&R	Direct	Mon-Fri	30 / -
4A	2nd St SW, 3rd Ave SE, 6th St SE, Cub Foods P&R	Local	Mon-Fri	30 / -
4B	S Broadway, Hwy 14, Marion Rd SE	Local	Mon-Fri	30 / -
4MD	6th St SE, Marion Rd SE, Cub Foods P&R	Local	Mon-Fri	- / 60
5	2nd St SW, 3rd Ave SE, 6th St. SE, 8th Ave SE	Local	Mon-Fri	30 / 60
6 MD	3rd Ave SE, S Broadway, Walmart S P&R, Target S P&R	Local	Mon-Fri	- / 60
6A	S Broadway, Walmart S P&R	Peak Only	Mon-Fri	30 / -
6B	3rd Ave SE, Fairgrounds	Peak Only	Mon-Fri	30 / -
6D	3rd Ave SE, S Broadway, Walmart S P&R	Direct	Mon-Fri	15 / -
7A	S Broadway, Crossroads College	Local	Mon-Fri	60 / 60
7N	S Broadway, 2nd St SW, 3rd Ave SE, Walmart S P&R, Target S P&R	Night	Mon-Fri	- / 30
7	2nd St SW, Apache Mall	Local	Mon-Fri	60 / 60
8	2nd St SW, Country Club Gold Course	Local	Mon-Fri	60 / 45 & 60
9	2nd St SW, Valley High Dr NW	Local	Mon-Fri	30 / 60
10	2nd St SW, 18th Ave NW, Target NW	Local	Mon-Fri	10 & 30 / 60
11	2nd St SW, 6th Ave NW, Summet Square, IBM	Local	Mon-Fri	30 / 60
12	2nd St SW, Omsted Medical Center, Walmart N P&R	Local	Mon-Fri	30 / Limited
12N	41st NW, Walmart N P&R	Night	Mon-Fri	- / 30
12MD	Mayo NW Family Medicine, Walmart N P&R	Local	Mon-Fri	- / 20 & 25
14	S Broadway, Target S P&R	Local	Mon-Fri	30 / 60
15D	S Broadway, Target S P&R	Direct	Mon-Fri	20 / -
16	4th St SW, 11th Ave NE, Viola Heights Dr NE	Local	Mon-Fri	45 / 45 & 60
17	Marion Rd, 50th Ave SE, Cub Foods P&R	Local	Mon-Fri	30 & 60 / -
18D	2nd St SW, Walmart N P&R	Direct	Mon-Fri	12 / -
18	2nd St SW, Walmart N P&R, Menards	Local	Mon-Fri	20 & 30 / -
19	55th St NW, OMC Clinic	Local	Mon-Fri	15 & 30 / Limited
55	Shopko N P&R, Walmart S P&R	Shopper	Tues & Fri	- / 90
21	N Broadway, Shopko N	Local	Sat	60
22	Cub Foods, Parkside, Marion Rd	Local	Sat	60
23	S Broadway, Shopko S P&R	Local	Sat	60
24	S Broadway, Target S P&R	Local	Sat	60
25	2nd St SW, Walmart N P&R	Local	Sat	60
26	2nd St SW, Walmart N P&R	Local	Sat	60

Source: Rochester Public Transit, 2014 Service.

Figure 8 illustrates the RPT network and the existing peak frequency, along with current park-and-ride locations. RPT service is designed as a “radial” system, where routes traveling throughout the city connect at the 2nd Street SW Transit Center. Most of the service traveling to downtown arrives and departs (“pulses”) with similar intervals at the Transit Center, to create convenient transferring opportunities for passengers. The system is designed so that most routes travel end-to-end in less than 15 minutes, creating round-trip cycle times that support an efficient use of deployed buses and service hours. Many routes interline⁴ with other routes at the 2nd Street SW Transit Center, which improves efficiency by limiting vehicle staging and minimizing vehicle requirements. Interlines also allow passengers traveling through downtown (e.g., from the eastside to St Marys Hospital) to reach their destination without transferring.

The current transit system is well designed to serve the commute market traveling to and from downtown Rochester and to St Marys Hospital. The “Existing Travel Demand” section in the Travel Patterns and Link Analysis Memo reviewed travel patterns for both home-based work and non-work trips, and revealed that the majority of work trips are focused on downtown. The hub and spoke design of the transit system presents challenges for riders needing to travel to and from destinations outside of downtown. The 2006 *Transit Development Plan* recommended two new “crosstown” routes to serve this type of demand, one in the north (Route 19) along and one in the south (Route 20), although neither has been implemented yet.

Figure 9 details the route-level frequencies and service spans for weekday and Saturday service. The RPT system operates primarily with 30-minute frequencies during typical peak commute times, with a reduction in frequency during off-peak times. A handful of routes operate with inconsistent frequencies during peak times. A few routes provide frequent, 15-minute or better service during peak times, a service level typical in attracting discretionary riders while maintaining quality service for transit dependant riders. RPT’s most frequent route is 18D, which provides peak non-stop service between the Wal-Mart North Park & Ride to downtown along Highway 52. Route 6D also operates frequent service connecting the Wal-Mart South Park & Ride to downtown during peak times along 3rd Avenue SE.

The span of service on weekdays is primarily between 6 AM and 7 PM, with more frequent service operating at typical commute times. This presents a challenge in attracting potential transit riders seeking to travel during off-peak times (e.g., Mayo employees with evening work shifts or students taking evening classes).

⁴ Interlining involves combining two or more routes end-to-end with the same vehicles, typically when routes share the same frequency.

Figure 8 – Existing RPT Weekday Peak Frequency Map

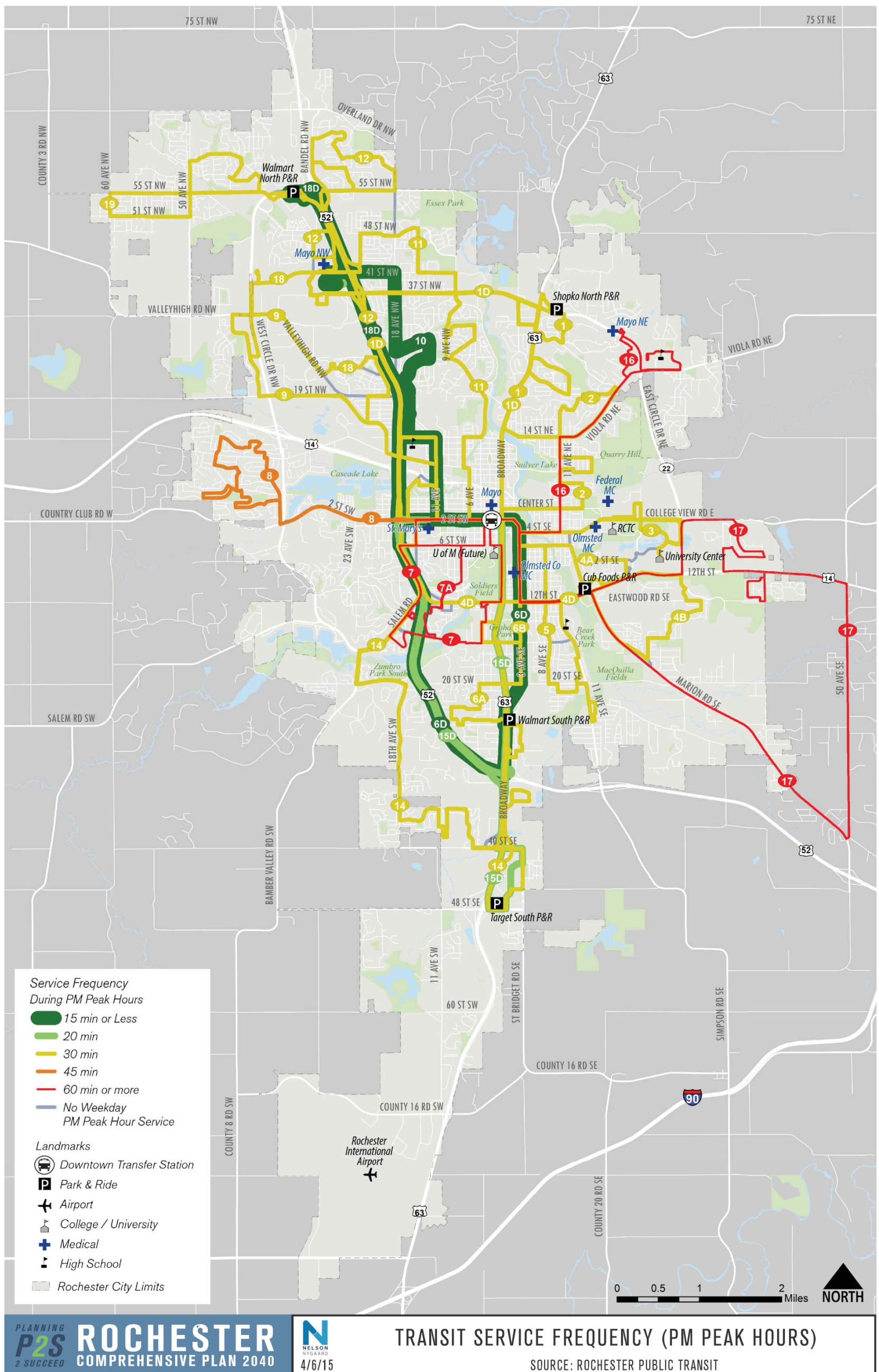
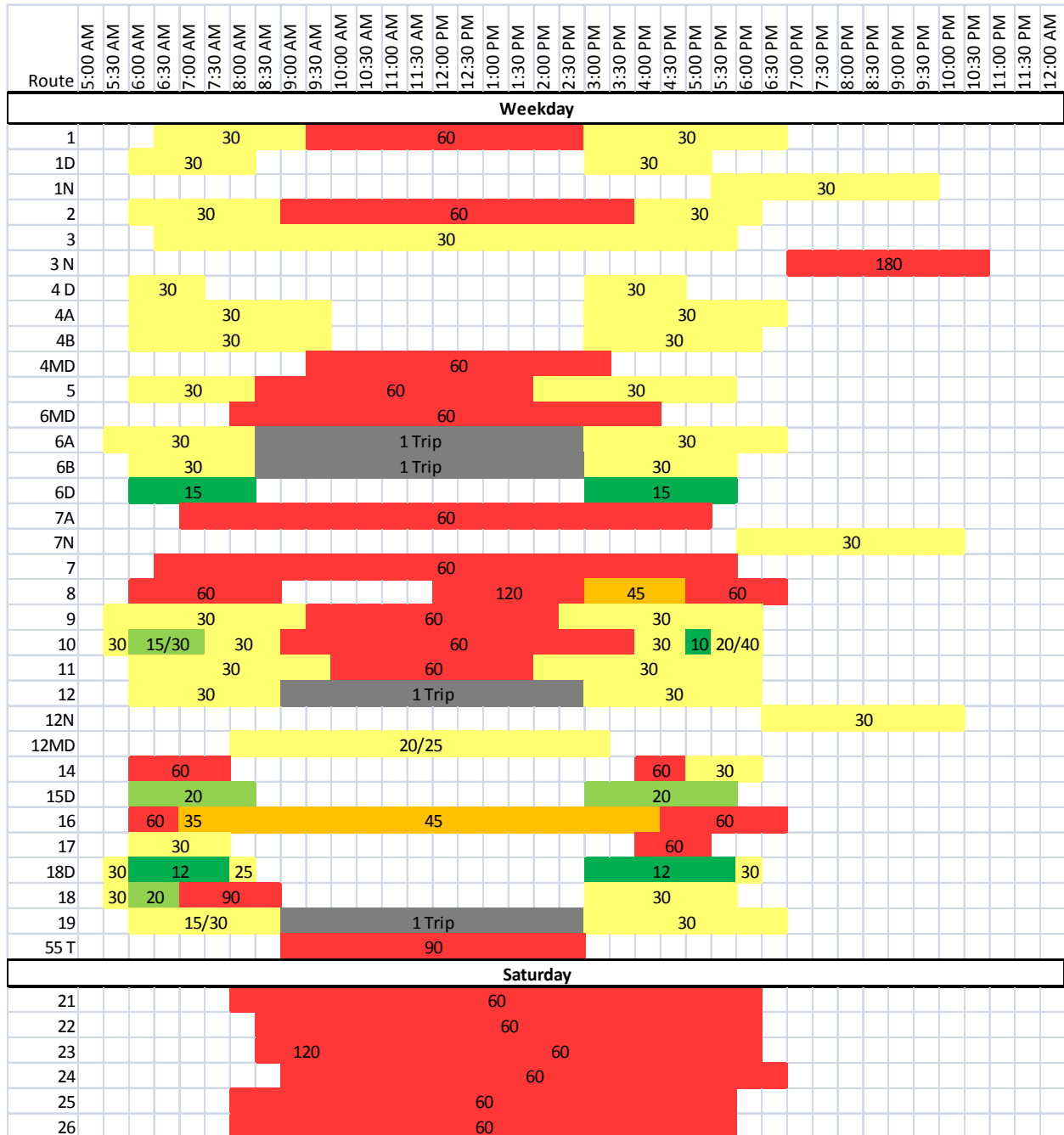


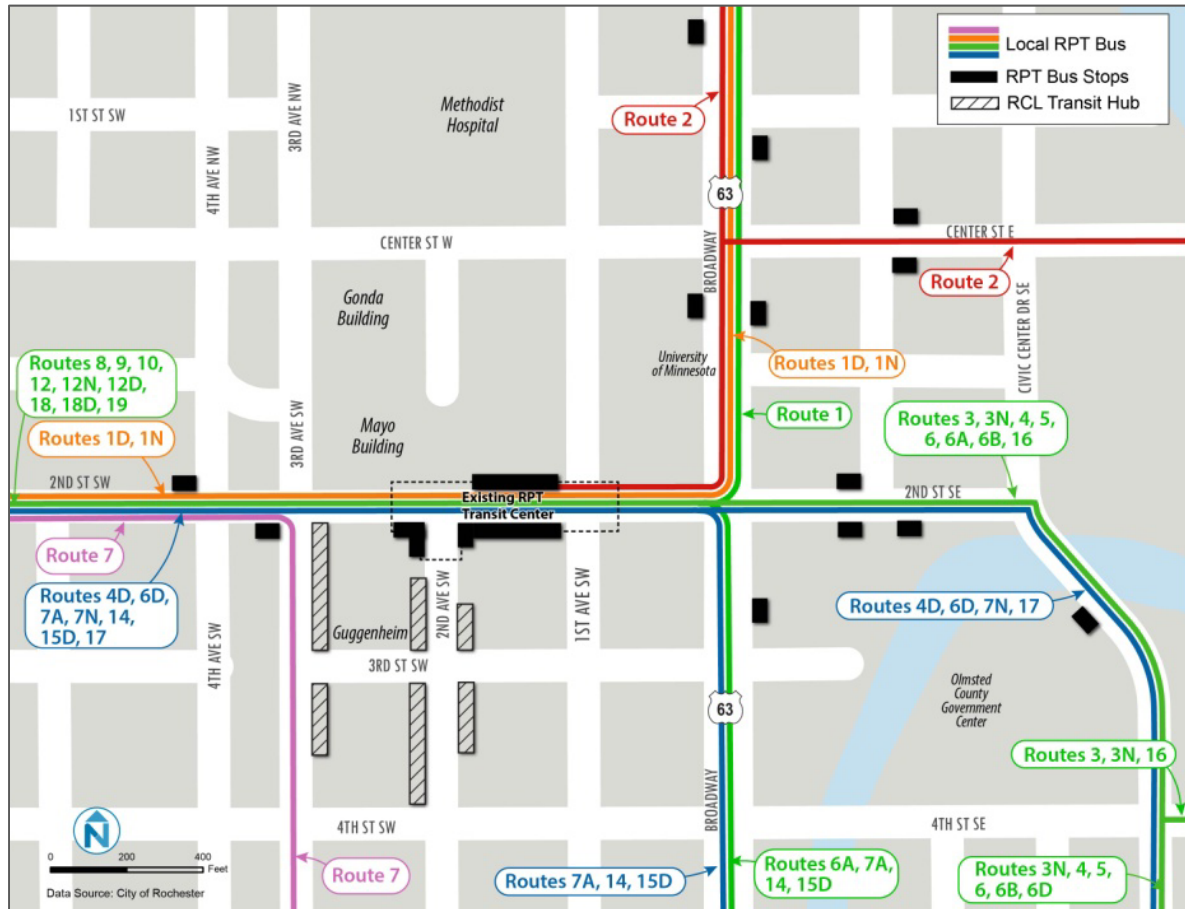
Figure 9 – Frequency by Route and Time of Day



Source: Rochester Public Transit, 2014 Service.

RPT transit routing within the vicinity of the RPT Transit Center is illustrated in Figure 10. Transit service in downtown Rochester is highly concentrated along the 2nd Street SW approach to the Transit Center. This provides high levels of localized transit service within the downtown core, but limits the opportunity to grow the transit system given the spatial constraints associated with adding vehicles to the transit center.

Figure 10 – Existing Downtown RPT Bus Circulation



Source: Rochester Public Transit, 2014

RPT Rolling Stock and Facilities

Fleet

RPT currently owns and operates a fleet of 45 fixed-route buses, 37 of which are 40 feet in length with a 38-person seated capacity, and the remaining 8 are 35 feet in length. The current level of fixed-route service requires 37 vehicles during the weekday peak and 5 vehicles on Saturday. All RPT fixed-route buses are equipped with a bike rack that can carry up to two bikes. All are low-floor, kneeling vehicles with wheelchair access. The ZIPS paratransit service owns and operates a fleet of 6 buses, all 25 feet in length, low-floor, and wheelchair accessible.

Operations & Maintenance Facility

RPT's Public Works & Operations Center serves as the maintenance facility for all vehicles and the headquarters for all service operations. The facility houses all 45 fixed-route buses indoors and has capacity for 60 40-foot vehicles (four rows of 15) in the center of the facility. An additional 10 vehicles could fit along the perimeter of the facility if needed. The facility is designed to expand capacity to store and an additional 30 fixed-route vehicles. A total of eight vehicle maintenance bays are used for regular vehicle maintenance, including one "super bay" designed to handle a 60-foot articulated vehicle.

Bus Stops

The location, design, and amenities of bus stops often define the first impression of transit and are important for retaining existing riders and attracting new ones. RPT serves a total of 566 active stops throughout the city, 11% of which have shelters, and 22% of which have posted time tables. Many Rochester neighborhoods have good sidewalk coverage, though as described elsewhere in this memo, directness of access due to street design can be an issue. Stops on major streets are not always near marked pedestrian crossings. Trunk roads such as US 63 south of downtown originally planned without pedestrian accommodation remain challenging due to lack of sidewalks and protected places to wait for a bus.

The 2006 *Transit Development Plan* recommended several improvements to bus stops within the RPT service area:

- Installation of 10 additional bus passenger waiting shelters, each with a bench, map and timetable. Each shelter was estimated to cost \$5,000 at the time of the Plan.
- Place 50 new bus stop signs throughout the service area to correspond with recommended service changes, each estimated to cost approximately \$75 at the time of the Plan. All RPT bus stop signs were replaced in 2012.

Downtown Transit Center

The 2nd Street SW Transit Center downtown is centrally located and acts as the main hub for all fixed-routes service, providing a single point for passenger boarding alighting, and transfer activity. It also provides a location for vehicles to layover to give operators a scheduled break. Based on existing levels of service, twenty-five vehicles are scheduled to be at the Transit Center during the peak service times (4:00 p.m. – 4:15 p.m. and 5:00 p.m. – 5:15 p.m.).

Projected long-term ridership growth will create capacity challenges given the spatial constraints at the existing Transit Center. A proposed transit circulator on 2nd Street SW could also necessitate the relocation of the Downtown Transit Center, but not for the next five to ten years.

Park-and-Ride Facilities

Park-and-ride lots provide employees and visitors an opportunity to travel into the downtown core, decreasing traffic congestion and limiting parking supply needs. RPT leases six park-and-ride lots throughout the city, each providing direct connections to transit service (see the location of the park-and-ride lots in Figure 8 above). It is free to park at the park-and-rides.

RPT park-and-ride lots are served by a mix of all-day local, direct/peak only, and evening service. These lots are typically located at large commercial shopping areas in which certain spaces are designated for park-and-ride use (e.g., Wal-Mart). Figure 11 below shows the total number of parking spaces available and utilization. There are approximately 1,100 parking spaces and on average 62 percent of these spaces are occupied. The most utilized park-and-ride facility is at the Wal-Mart North Park & Ride, which served approximately 375 vehicles per day on average between January and August of 2014 (75 percent of the lot’s capacity) and connects to the highest ridership route in the system (Route 18D). Shopko North/Chateau Theater park-and-ride lot has the highest utilization rate, at 86 percent. Cub Foods (15th Avenue SE) has the lowest utilization rate, at about 19 percent. RPT has established strong working relationships with a number of major retailers, providing cost effective park-and-ride lot capacity. Studies and retailer experience shows that accommodating park-and-riders in their lots increases retail sales. However, retail store lot leases are not guaranteed over the long-term and the City has an interest in establishing more permanent facilities in higher-demand locations.

Figure 11 – RPT Park-and-Ride Utilization

Park-and-ride Lot	Parking Capacity	Utilization Rate	RPT Route Served
Cub Foods (15 th Ave SE)	100	19%	3N, 4, 4D, 17
Shopko North/ Chateau Theater (Hwy 63 North)	150	86%	1, 1N, 1D, 55
Wal-Mart North (55 th St. NW)	500	75%	12, 12MD, 12N, 18D, 18, 55
Target South (48 th St SE)	190	56%	6MD, 7N, 14, 15D
Wal-Mart South (25 th St SE)	160	75%	6MD, 6A, 6D, 7N

Source: Rochester Public Transit, 2014

The 2006 *Transit Development Plan* recommended several new park-and-ride locations within the RPT service area:

- A western location in the vicinity of Highway 14 West and County Route 22 (West Circle Drive). This location is expected to serve about 80 cars per day.
- A northern location in the vicinity of US 52 and 75th Street NW to supplement the current Wal-Mart North P&R location.
- A southern location in the vicinity of US 63 South and 48th Street to supplement the current Wal-Mart South P&R location. This recommendation was implemented at the current Target South P&R location.

Public Information

In addition to the time tables displayed at select bus stops, RPT operates a system website that details route-level maps and time tables, major destinations, fares, park-and-ride locations, information on detours, and a link to a Google Trip Planner site. The site does not include real-time bus information.

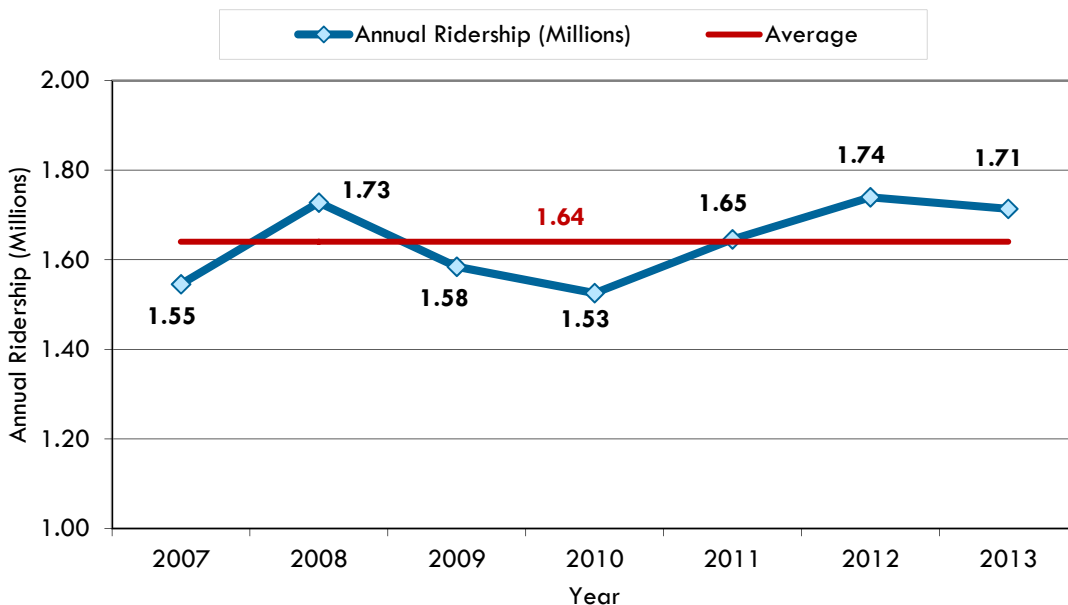
The 2006 Transit Development Plan recommended new individual route timetables, new bus stop signs (including system logo, telephone number, and website), and updated system maps to improve and update public information.

Existing RPT Fixed-Route Ridership and Productivity

Fixed-Route Ridership

RPT carried approximately 1.71 million passengers in 2013 and averaged over 6,700 passengers on a typical weekday. This is slightly lower than the 1.74 million passengers in 2012, which was the highest ridership seen over the last 7 years. Historical RPT fixed-route annual ridership is illustrated in Figure 12.

Figure 12 – Historical RPT Fixed-Route Ridership

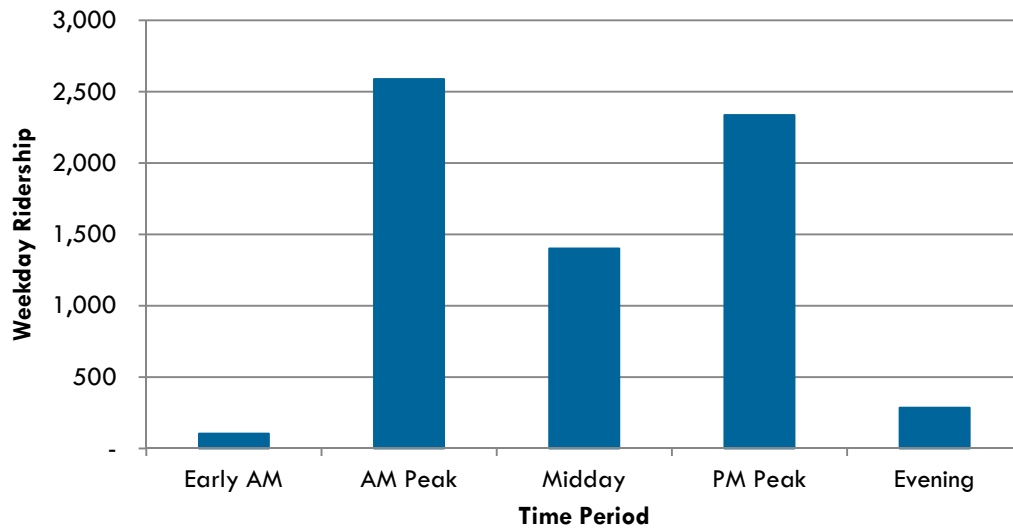


Source: Rochester Public Transit

Fixed-Route Ridership by Time Period

Weekday ridership by time period is illustrated in Figure 13. Ridership aligns with the level of service offered during the peak and off-peak time periods. Ridership during the AM and PM peak times account for approximately 73% of total weekday ridership. The peak ridership is consists primarily of employees traveling into and out of downtown Rochester, largely attributable to the high number of Mayo Clinic employees who utilize RPT transit services⁵ and other riders traveling to destination in downtown (e.g., University of Minnesota Rochester students). For that reason, the RPT service is structured to provide the highest levels of service between residential neighborhoods and Downtown Rochester.

Figure 13 – Weekday Ridership by Time Period⁶



Source: Rochester Public Transit, 2013.

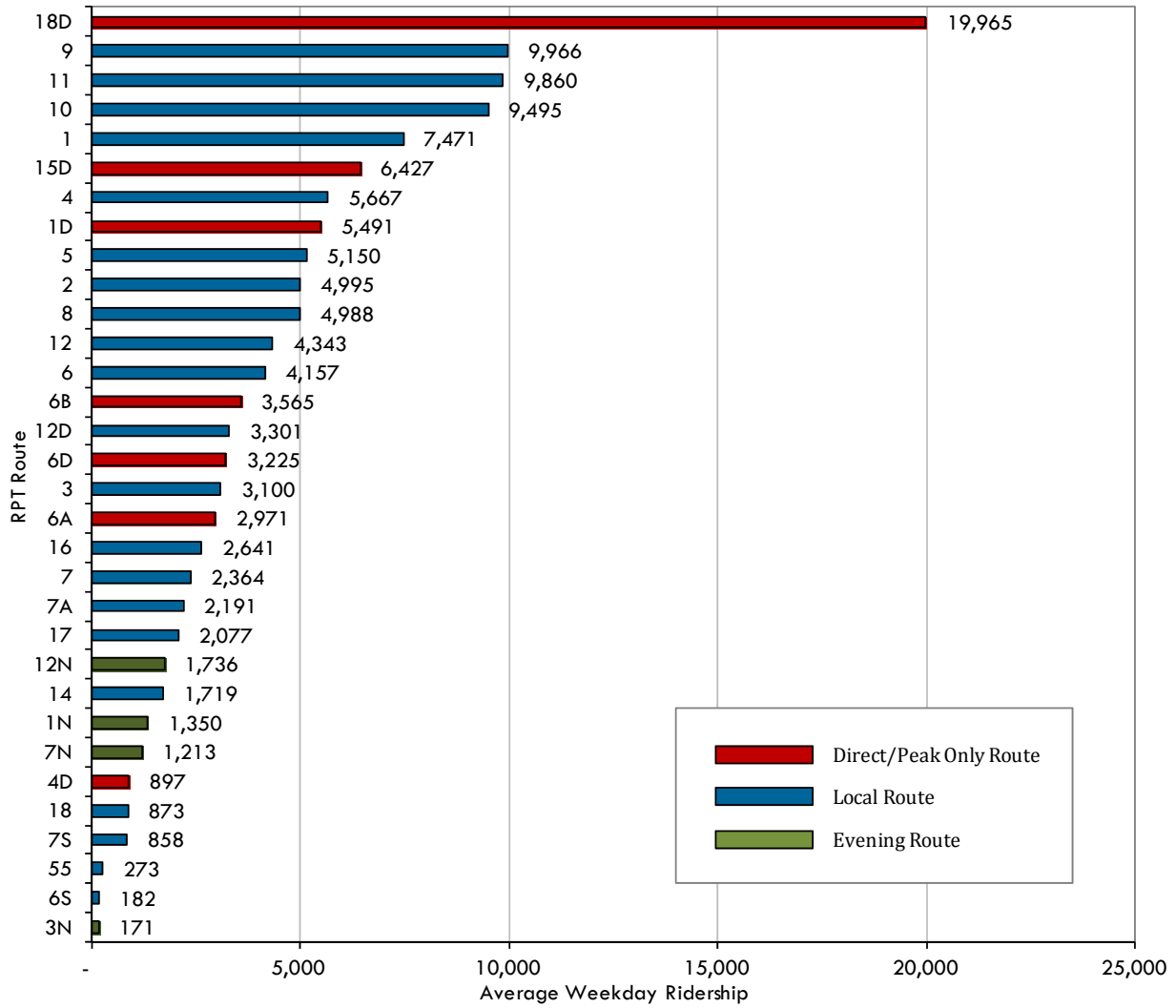
Fixed-Route Ridership by Route

Weekday ridership by route is depicted in Figure 14. Approximately 56% of total weekday ridership is generated on the top eight routes in the RPT local system (see Figure 14). These eight routes account for only 40% of total weekday revenue hours, suggesting the importance of these routes as strong contributors to the network. Route 18D alone carries approximately 15% of total weekday ridership, which reveals how attractive direct and frequent service connecting to a park-and-ride is for downtown Rochester employees.

⁵ Source: 2006 RTP *Transit Development Plan*

⁶ Early AM: Trips starting before 6 AM; AM Peak: Trips starting between 6 AM and 9 AM; Midday: Trips starting between 9 AM and 3 PM; PM Peak: Trips Starting between 3 PM and 6 PM; Evening: Trips starting after 6 PM.

Figure 14 – Weekday Ridership by Route



Source: Rochester Public Transit, 2013.

Fixed-Routes Ridership by Geographic Area

To review ridership by geographic area, each weekday RPT route was categorized into service corridors within Rochester based on its geographic routing, as shown below in Figure 15. Service is most concentrated in the north, northwest, and south corridors, which contain 22 of the 32 total weekday routes.

Figure 15 – RPT Service Corridor Ridership

Service Corridor	RPT Routes	Weekday Ridership	Percent of Total	Weekday Service Hours	Percent of Total
North	1, 1D, 1N, 10, 11, 55	1735.2	26%	65.7	25%
Northeast	2, 16	410.1	6%	20.0	8%
Northwest	9, 12, 12D, 12N, 18, 18D	1953.4	29%	60.7	23%
South	6, 6A, 6B, 6D, 6S, 7A, 7N, 7S, 14, 15D	1245.5	19%	59.9	23%
Southeast	4, 4D, 5, 17	714.7	11%	25.8	10%
Southwest	7	116.9	2%	8.8	3%
East	3, 3N	290.2	4%	12.4	5%
West	8	249.5	4%	7.3	3%

Source: Rochester Public Transit (2013) & Nelson\Nygaard.

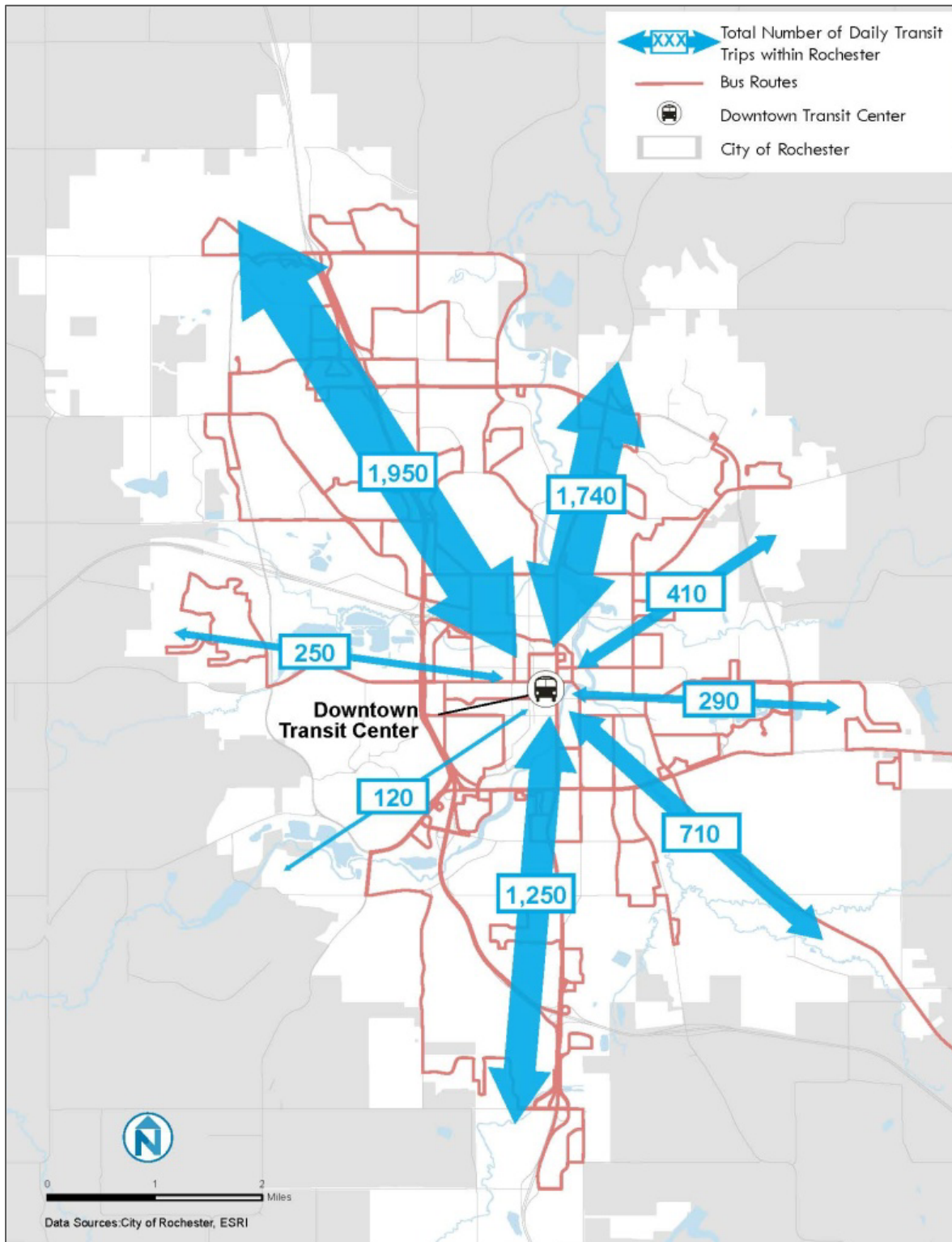
Average weekday ridership for each RPT fixed route is illustrated in Figure 16. Ridership is highly concentrated on routes traveling in the north, northwest, and south directions, making up nearly three-quarters of total daily ridership. This is a result of above average population density as compared to the rest of the city,⁷ high park-and-ride utilization, commute demand,⁸ and transit dependent populations,⁹ all of which contribute to high transit ridership demand. Routes within these major corridors make up approximately 70% of total weekday service hours.

⁷ Based on Olmsted County data, population densities within proximity of routes traveling within these three corridors equate to about 1.46 persons per acre, or nearly 45% higher than the total service area average.

⁸ The 2006 RTP *Transit Development Plan* indicated that nearly half of total weekday ridership is made up of “choice” riders, which is largely attributable to the high number of Mayo Clinic employees commuting via transit.

⁹ US Census-based transit dependant populations (low-income, seniors, youth, and zero-vehicle households) within proximity of routes within these corridors make the majority of the total transit dependent population within the service area.

Figure 16 – Existing RPT Ridership by Service Corridor



Source: Rochester Public Transit (2013) & Nelson\Nygaard.

Fixed-Route Productivity

Service productivity is a measure of passengers per revenue hour of service. It is an indicator of how effective resources spent on transit operations are at capturing ridership. The RPT fixed-route system operated with an average of approximately 26.5 passengers per total annual revenue hour in 2013. The RPT system is highly productive for a system of its size when compared to peer agencies. As shown in Figure 17, RPT local service is more productive than 8 of 9 peer systems reviewed in the 2006 RPT *Transit Development Plan*. The high productivity is largely due to the high transit mode share of trips traveling into downtown Rochester.

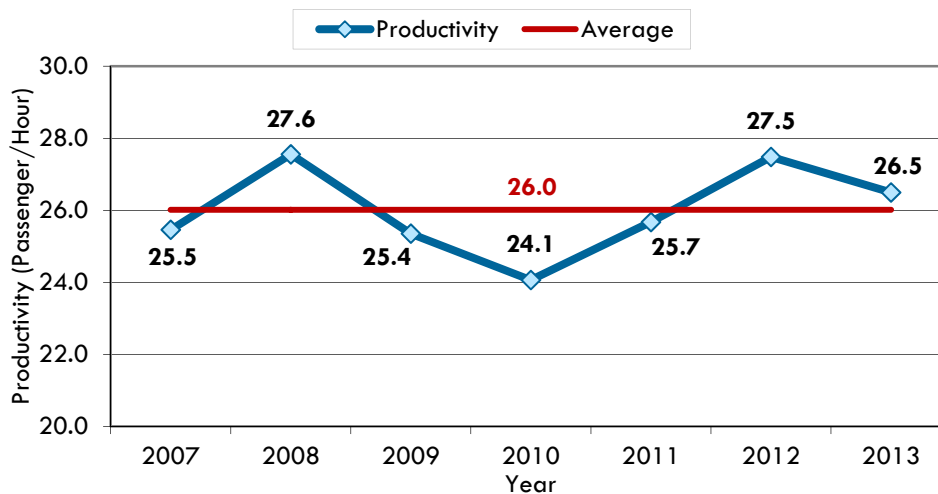
Figure 17 – Peer Productivity Review

City Agency	2013 Annual Productivity
Muncie, IN	34.0
Rochester, MN	26.5
St. Cloud, MN	25.9
Yakima, WA	23.3
Fayetteville, NC	23.0
Evansville, IN	21.4
Sioux Falls, SD	18.4
Battle Creek, MI	16.6
Billings, MT	15.9
Great Falls, MT	13.2

Source: National Transit Database, 2013 & Rochester Public Transit

Historical productivity for RPT is illustrated in Figure 18 below. RPT fixed-route service has averaged 26.0 passengers per hour over the last 7 years. The annual trend in productivity is very similar to the ridership trend (shown above in Figure 12) due to very limited changes in revenue service hours over this time period.

Figure 18 – Historical Fixed-Route Productivity

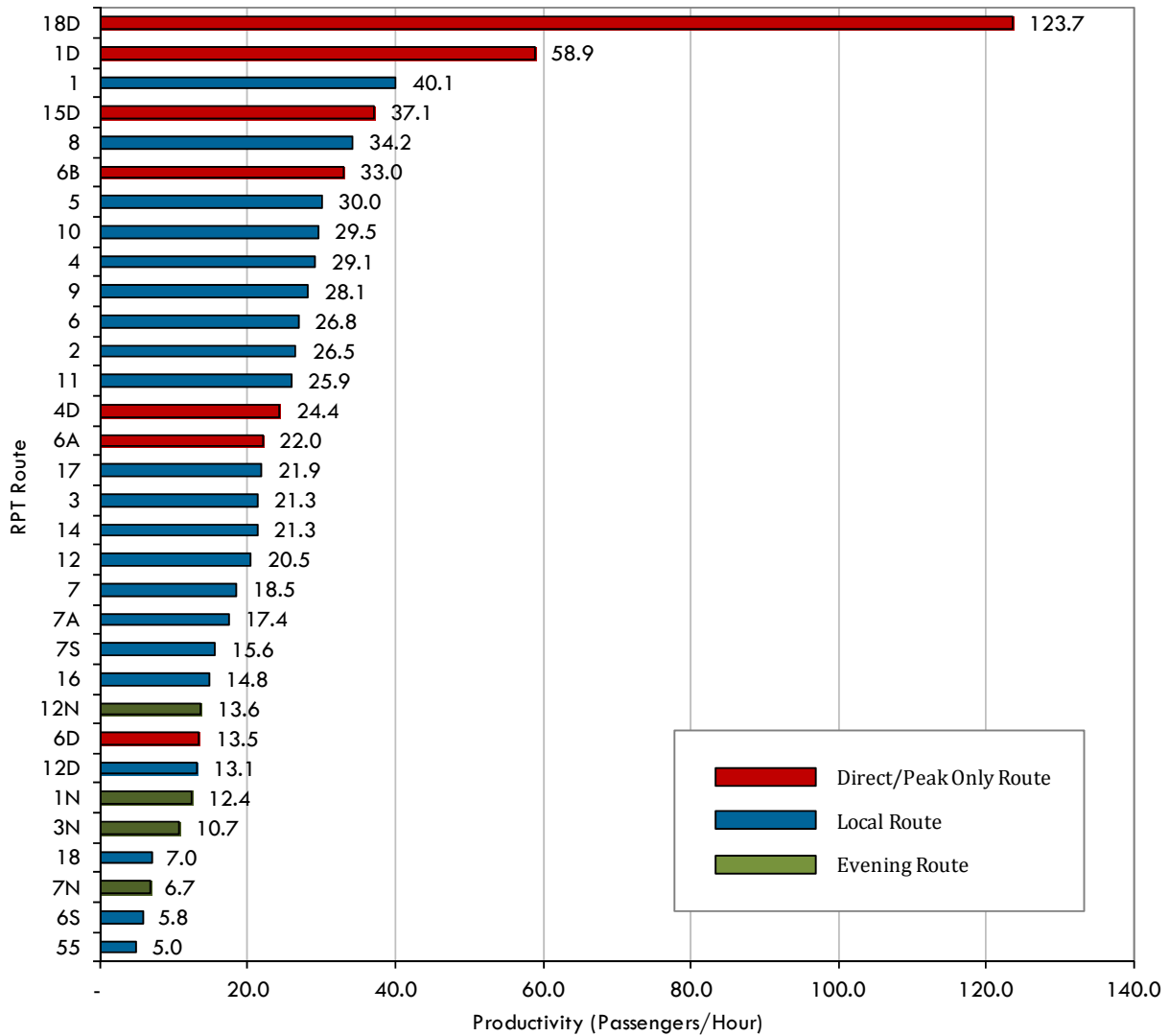


Source: Rochester Public Transit

Fixed-Route Productivity by Route

Weekday productivity by route is depicted in Figure 19. Weekday productivity is slightly higher (26.9 passengers per revenue hour) than the annual productivity discussed above. Ten of the 32 weekday routes are above the system average, including Route 18D, which operates with productivity nearly 5 times higher than the weekday average.

Figure 19 – Weekday Route Productivity

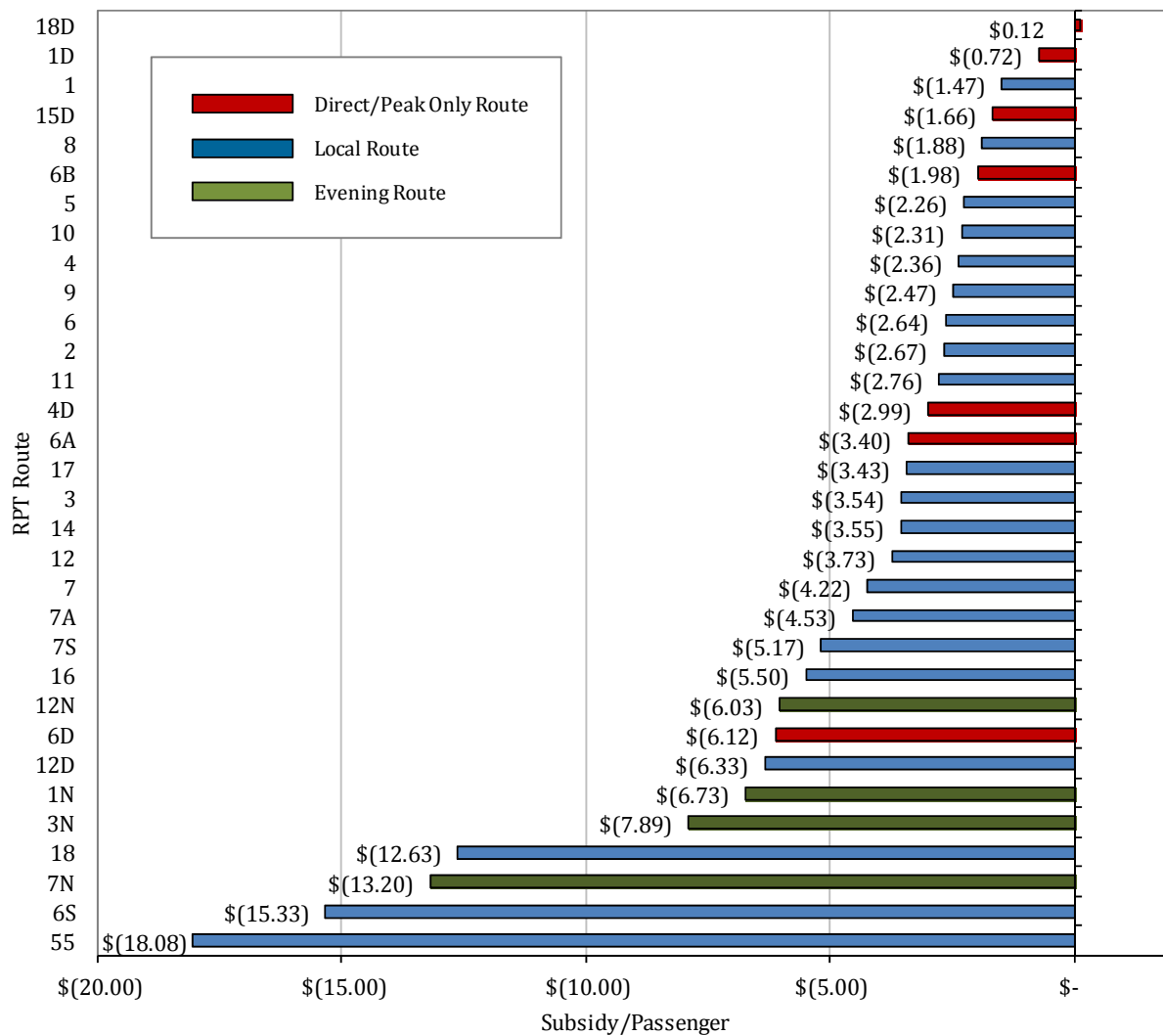


Source: Rochester Public Transit, 2013.

Fixed-Route Financial Effectiveness by Route

The measure of public funding for each trip compared to funding generated through fare, pass, and bulk pass sales is commonly referred to as “farebox recovery” or “subsidy per passenger.” This is an important key indicator of financial effectiveness of individual routes and the fixed route system overall. Other than high-ridership services in dense urban areas, most public transit routes do not generate revenue, so the measure of success is how low the level of subsidy is per passenger trip. Route 18D recovers more revenue than is used to operate the service, a relatively rare condition in a city of Rochester’s size. As shown in Figure 20, the financial effectiveness ranking is inversely related to productivity since there is no variability in average fare per passenger or cost per hour among RPT routes.

Figure 20 – Weekday Financial Effectiveness (Subsidy per Passenger)



Source: Rochester Public Transit, 2013.

Fixed-Route Finances

RPT receives funding from a number of sources. Service income comes from farebox revenue (purchased onboard), pass sales (e.g., monthly and annual), advertising, and route sponsorships. Figure 21 details program costs and incomes for RPT fixed-route service. Other funding comes from Federal (FTA), State, County, and local sources. The FY 2013 FTA Section 5307 formula funding totaled \$1.96 million, which can be used for planning, capital projects, and/or operations¹⁰. The State of Minnesota requires 50% of the FTA apportionment to be dedicated to operations. RPT dedicates almost 100% of its annual FTA formula funding to operations.

Figure 21 – 2013 Fixed-Route Financial Summary

		2013 Annual Figures	
Revenue	Annual Riders		1,713,733
	Farebox Revenue		\$165,847
	Pass Sales		\$1,342,412
	Total Fare Revenue		\$1,508,259
	Advertising		\$70,691
	Route Sponsorship		\$457,436
	Total Program Revenue		\$2,036,386
Expenses	Annual Revenue Hours		64,681
	Operating Costs		\$6,097,544
Financial Effectiveness	Farebox Recovery ¹¹		25%
	Cost/Revenue Hour		\$94.27
	Subsidy/Passenger ¹²		\$2.68

Source: Rochester Public Transit, 2013.

¹⁰ FTA Section 5307 can only be used to subsidize operations if the urbanized area has a population of between 50,000 and 200,000, and the transit agency operates no more than 100 peak buses.

¹¹ Total Fare Revenue (Farebox Revenue + Pass Sales)/Operating Costs

¹² (Operating Costs – Total Fare Revenue)/Annual Riders

City of Rochester Paratransit Service

ZIPS ADA Paratransit Service

The Zumbro Independent Passenger Service (ZIPS) is the local Americans with Disabilities Act (ADA) complementary paratransit service for the Rochester service area. It offers an alternative mobility option for those who are unable to navigate the fixed-route system. Eligibility to use ZIPS is determined using federal ADA guidelines. The operation is contracted at a per vehicle hourly rate with R&S Transport. The contracted operator provides drivers, vehicle maintenance and storage, dispatching, and customer service. Figure 22 shows the ZIPS service levels and base fare.

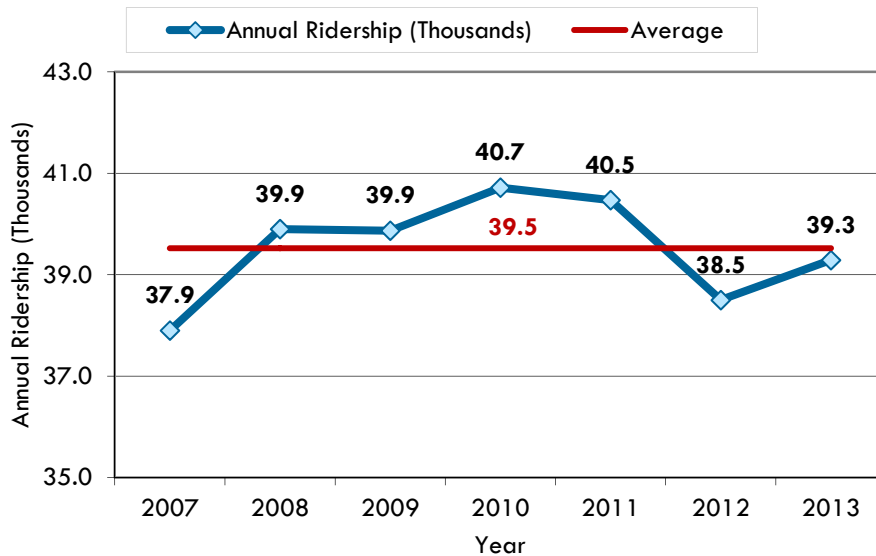
Figure 22 – Existing ZIPS Service Levels

Service Day	Service Hours	Fare
Weekday	5:30 a.m. – 10:00 p.m.	\$3.00 single ride
Saturday	7:00 a.m. – 7:00 p.m.	

Source: Rochester Public Transit

ZIPS carried more than 39,300 passengers in 2013, which is nearly identical to the average of the last seven years, as shown in Figure 23.

Figure 23 – Historical ZIPS Ridership



Source: Rochester Public Transit

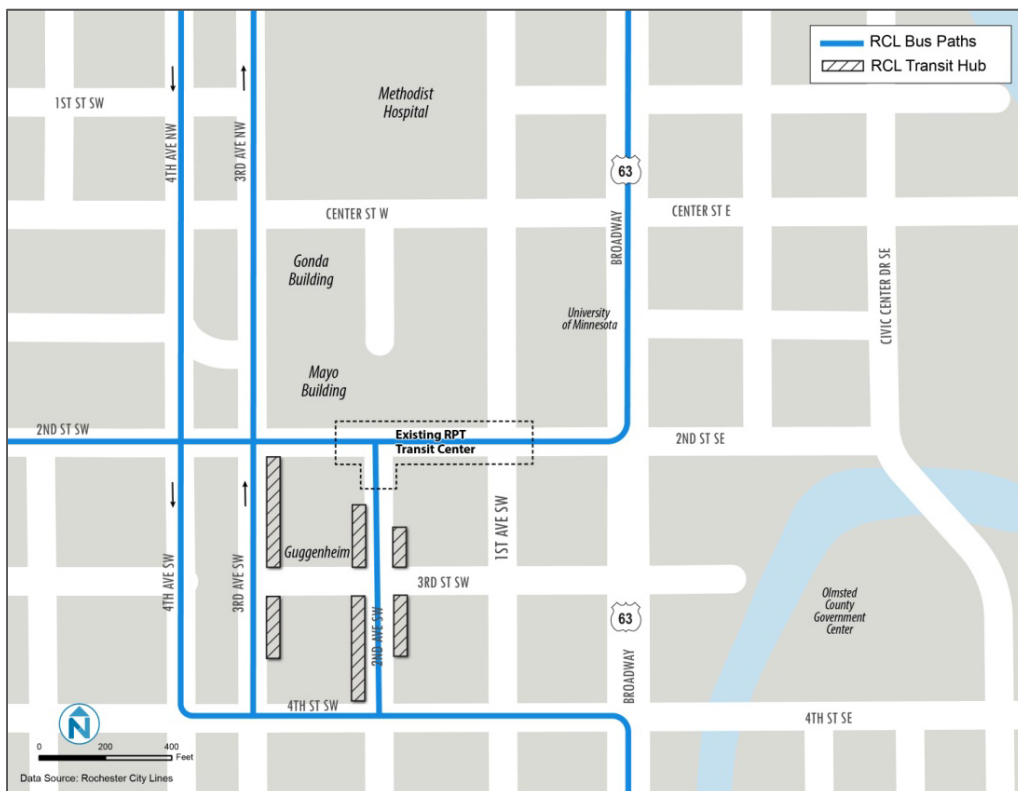
Existing Rochester City Lines (RCL) Commuter Express Service

Rochester City Lines (RCL) is a privately-owned regional commuter express service. Operating at typical peak commute times on weekdays only (see Figure 25), the service is designed primarily for the regional commuter market traveling to downtown Rochester.

RCL service operates from 40 regional communities, with each route operating between one and four round trips per weekday. Nearly all of the RCL routes make two stops within downtown: one at St Marys Hospital on 2nd Street SW and one at the RCL transit hub in the downtown core located on 2nd and 3rd Avenues SW between 2nd Street SW and 4th Street SW. The RCL transit hub is separate from the RPT transit center.

RCL bus service currently utilizes several routes in, out, and through downtown Rochester, with a designated RCL transit hub is used for passenger loading and vehicle staging. The hub requires the equivalent of four city blocks for passenger loading and vehicle staging. The RCL transit hub is centrally located and convenient to access all major employment centers within downtown and RPT service. Figure 24 illustrates the existing routing used in downtown to access the RCL transit hub.

Figure 24 – Existing Downtown RCL Bus Circulation



Details of RCL service are illustrated in Figure 25, which identifies route origins in each service corridor, the number of one-way trips into and out of downtown Rochester, and the range in passenger fares. RCL operates a total of 102 daily one-way trips.

Figure 25 – RCL Service Summary

Service Corridor	RCL Route Origins	Number of Daily One-Way Trips	Operating Hours ¹³	Fare ¹⁴
North	Lake City, Oak Center, Reinke's Corners, Zumbro Falls	4	Arrive: 6:40 a.m. – 7:40 a.m. Depart: 4:10 p.m. – 5:10 p.m.	\$10-\$12 (cash fare) \$173-\$208 (monthly)
Northeast	Elgin, Kellogg, Plainview, Viola, Wabasha	11	Arrive: 6:40 a.m. – 7:40 a.m. Depart: 4:10 p.m. – 5:10 p.m.	\$10-\$14 (cash fare) \$173-\$251 (monthly)
Northwest	Bloomington, Cannon Falls, Hampton, Inver Grove Heights, Pine Island, Zumbrota	24	Arrive: 6:40 a.m. – 8:40 a.m. Depart: 3:35 p.m. – 5:15 p.m.	\$10-\$25 (cash fare) \$173-\$304 (monthly)
South	Grand Meadow, LeRoy, Racine, Spring Valley, Stewartville	8	Arrive: 6:40 a.m. – 7:40 a.m. Depart: 3:40 p.m. – 5:12 p.m.	\$10-\$14 (cash fare) \$173-\$251 (monthly)
Southeast	Chatfield, Fountain, Marion, Preston	15	Arrive: 6:15 a.m. – 7:40 a.m. Depart: 3:40 p.m. – 5:10 p.m.	\$10-\$12 (cash fare) \$173-\$208 (monthly)
Southwest	Austin, Dexter	6	Arrive: 6:40 a.m. – 7:40 a.m. Depart: 3:45 p.m. – 5:15 p.m.	\$12-\$14 (cash fare) \$208-\$251 (monthly)
East	Dover, Eyota, Lewiston, St. Charles, Stockton, Utica, Winona	12	Arrive: 6:40 a.m. – 7:40 a.m. Depart: 3:40 p.m. – 5:10 p.m.	\$10-\$14 (cash fare) \$173-\$251 (monthly)
West	Byron, Claremont, Dodge Center, Hayfield, Kasson, Owatonna	22	Arrive: 6:30 a.m. – 7:40 a.m. Depart: 3:40 p.m. – 5:15 p.m.	\$10-\$14 (cash fare) \$173-\$251 (monthly)

Source: Rochester City Lines, 2014

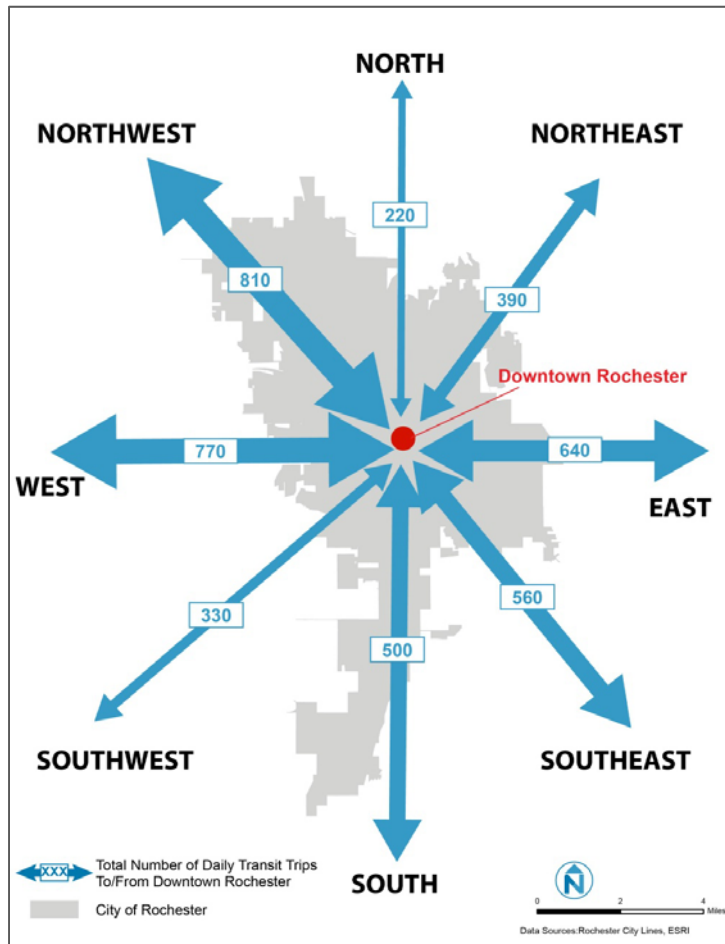
¹³ Times show arrivals to and departures from downtown Rochester.

¹⁴ Fares are based on distance depending on the designated RCL zones.

RCL service is unique in that most vehicles are driven by licensed operators who also work at various locations in downtown Rochester, minimizing the operations costs for added travel time typical in most express transit operations.¹⁵ This presents a constraint, however, given the space required to keep the vehicles in downtown during regular work hours. RCL service will need additional curb/staging space in downtown if it expects to accommodate future increases in transit travel demand over the next 20 years following the existing operating model.

Figure 26 illustrates total daily ridership traveling along express routes in each regional corridor. RCL carried approximately 4,200 passengers per average weekday between May 2013 and April 2014. Ridership is highly concentrated along regional routes traveling in the northwest, southeast, east, and west directions, making up nearly two-thirds of total daily ridership. This is largely a result of communities in these corridors making up 83% of total population and 84% of total working individuals served by all RCL routes.¹⁶ Most RCL riders are employees of the Mayo Clinic, who receive a monthly commute subsidy that covers a portion of their monthly transit fare. Transfers between RCL and RPT service are rare since the transit hub is located in close proximity to all Mayo Clinic buildings.

Figure 26 – Existing RCL Ridership by Service Corridor



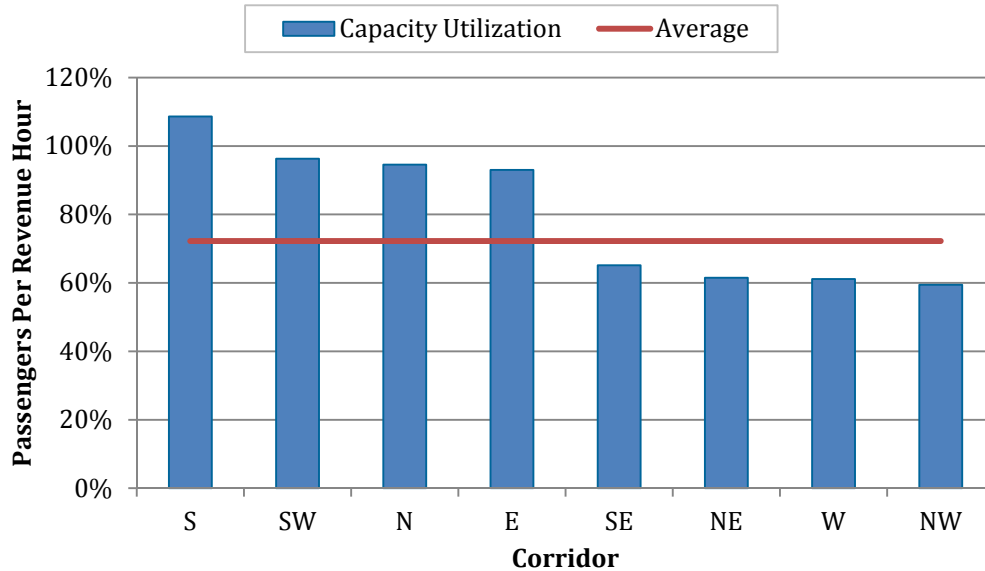
¹⁵ Express service often requires “deadhead” time, or time between the last destination (e.g., downtown employment area) and the bus garage.

¹⁶ Source: US Census

Source: Rochester City Lines & Nelson\Nygaard, 2014.

RCL is a for-profit business and does not receive public subsidy. Service is funded through passenger fares exclusively. RCL will introduce new trips to downtown Rochester only if between 35 and 45 passengers sign up for the service. This makes the RCL system highly productive, limiting unused seated capacity. As shown in Figure 27, the regional express system operates on average at approximately 72% capacity.¹⁷

Figure 27 – Existing RCL Service Corridor Utilization



Source: Rochester City Lines, 2013-14

¹⁷ RCL operates over-the-road coach vehicles with capacity of 57 seats.

Existing Mayo Clinic Intercampus Shuttle Service

The Mayo Clinic funds and operates six weekday shuttles to move the large number of Mayo Clinic employees and visitors between Mayo facilities and to various parking lot locations. Two shuttles are designated to take employees from two off-site parking lots (“east lot” and “west lot”) to various Mayo Clinic buildings. All shuttle services are free for patients, visitors, or employees. Many of the shuttles utilize 2nd Street SW to connect Mayo Clinic buildings with other destinations the shuttles serve, duplicating many of the RPT and RCL services along this corridor. Mayo shuttle stop locations and service hours are highlighted in Figure 28 below.

Figure 28 – Mayo Shuttle Service Summary

Shuttle Name	Availability	Stop Locations	Service Hours	No. of Vehicles Operating
Intercampus (2nd St SW)	Patients/Visitors	St Marys – Mayo Clinic via 2nd Street SW	4:30 a.m. – 8:00 p.m.	4
East Lot	Employees	East Park-and-Ride Lot – Guggenheim & St Marys	5:30 a.m. – 8:10 p.m.	4
West Lot	Employees	West Park-and-Ride Lot – Guggenheim, St. Mary’s, NW Clinic & Downtown Mayo Clinic	4:30 a.m. – 12:40 a.m.	6
MSC Red	Employees	NW Clinic, South Mayo, Valley High Drive, Technology Drive, Mayo Clinic Support, Superior Drive Support Center	6:05 a.m. – 6:27 p.m.	1
MSC Grey	Employees	NW Clinic, South Mayo, Valley High Drive, Technology Drive, Mayo Clinic Support, Superior Drive Support Center	6:29 a.m. – 6:47 p.m.	1
NE Clinic	Employees	NE Clinic, Assisi Heights, South Mayo	6:00 a.m. – 5:30 p.m.	1

Source: Mayo Clinic, 2013

The average daily ridership for each of the six shuttles is described in Figure 29 below. The shuttles carry nearly 7,000 daily passengers, with more than half traveling on the Intercampus shuttle along 2nd Street SW.

Figure 29 – Mayo Clinic Shuttle Employee Ridership

Shuttle	Average Daily Ridership
Intercampus (2nd St SW)	3,538
East Lot	977
West Lot	1,951
MSC Red	196
MSC Grey	191
NE Clinic	98
Total	6,952

Source: Mayo Clinic, 2013

Key Findings and Transit Needs Assessment (Gap Analysis)

This section provides a summary of key findings with regards to demand and transit system performance, followed by a list of needs to improve transit in Rochester.

Demand

- Downtown is the largest destination for transit trips in Rochester. Demand for transit access downtown includes local transit trips to downtown, park-and-ride transit trips, regional transit trips, and trips within the DMC District. Approximately 10 percent of local and regional commuters traveling to downtown arrive by bus, an impressive rate for a city of Rochester's size.
- Transit dependent populations¹⁸ are most concentrated in neighborhoods surrounding the downtown core and southeast of downtown.
- Key employment areas include downtown, St Marys Hospital, IBM, Mayo Clinic satellite campuses, Olmsted Medical Center, Olmsted County Government Center, and Olmsted County East Campus.
- Households and employment are expected to grow significantly over the next 25 years. Employment is projected to grow faster than households which will result in increased commuting to Rochester.
- Existing land use patterns influence how effectively different parts of Rochester can be served. The most transit supportive land uses are found in downtown, with other activity centers found in areas outside of downtown such as along Broadway, 12th St SW and in the vicinity of the US 52 corridor, as well as near schools and colleges.
- Street design influences the ease of accessing transit; by increasing walking distances, suburban, disconnected street layouts can penalize transit customers interested in walking to arterial transit stops.

Performance

- Public transportation services include:
 - Fixed-route service operated by Rochester Public Transit (RPT)
 - ADA paratransit Zumbro Independent Passenger Service (ZIPS)
 - Peak-period regional express service operated by Rochester City Lines (RCL)
 - Mayo Clinic shuttle service connecting the various medical campuses and destinations within downtown
- RPT
 - RPT service is a "radial" system, which connects at the 2nd Street SW Transit Center, which is well designed to serve the commute market traveling to and from downtown Rochester and St Marys Hospital. Downtown is reachable from many of Rochester's neighborhoods in fifteen minutes or less by transit.

¹⁸ Seniors, youth, college age, people below the poverty level and zero-vehicle households

- RPT operates primarily with 30-minute frequencies during peak commute times, with reduced frequency during off-peak times. A few routes provide frequent, 15-minute or better service during peak times.
- Weekday service hours are primarily between 6 AM and 7 PM. There is no service on Sunday or holidays.
- Stops and amenities: 566 stops; 11% have shelters; 22% have posted time tables.
- Website details route-level maps and time tables, major destinations, fares, park-and-ride locations, information on detours, and a link to a Google Trip Planner site.
- RPT leases six park-and-ride lots throughout the city, where it is free to park. There are approximately 1,100 parking spaces; on average 62 percent are occupied.
- RPT carried approximately 1.71 million passengers in 2013 and averaged over 6,700 passengers on a typical weekday. Ridership during AM and PM peak times account for approximately 73% of total weekday ridership. The peak ridership consists primarily of employees traveling into and out of downtown Rochester.
- Ridership varies by route, with eight routes accounting for 56% of total weekday ridership. Route 18D alone carries approximately 15% of total weekday ridership.
- Ridership and service are highly concentrated on routes traveling in the north, northwest, and south corridors, making up 22 of the 32 total weekday routes and nearly three-quarters of total daily ridership. High transit demand in these areas is a result of above average population density (compared to rest of city), high park-and-ride utilization, commute demand, and transit dependent populations.
- RPT system is highly productive for its size when compared to peer agencies, with an average of approximately 26.5 passengers per total annual revenue hour in 2013. Ten of the 32 weekday routes are above the system average, including Route 18D, which operates with productivity nearly 5 times higher than the weekday average.
- ZIPS
 - Americans with Disabilities Act (ADA) paratransit service for Rochester service area.
 - Operations is contracted at a per vehicle hourly rate with R&S Transport.
 - Carried more than 39,300 passengers in 2013, which is nearly identical to the average of the last seven years.
- RCL
 - Privately-owned regional commuter express service.
 - For-profit business with service funded exclusively through passenger fares.
 - Highly productive, operating on average at 72% capacity; as a result of its policy to introduce new trips to downtown only if between 35 and 45 passengers sign up.
 - Operates at typical peak commute times on weekdays only; service designed primarily for the commuter market traveling to downtown Rochester (RCL transit hub is separate from the RPT transit center).

- Operates from 40 regional communities; each route operating between one and four round trips per weekday.
- Served approximately 4,200 passengers per average weekday between May 2013 and April 2014. Ridership highly concentrated along regional routes traveling in the northwest, southeast, east, and west directions.
- Most riders are employees of the Mayo Clinic, who receive a monthly commute subsidy that covers a portion of their monthly transit fare.
- Mayo Clinic Shuttle
 - Funds and operates six weekday shuttles to move the large number of Mayo Clinic employees and visitors between Mayo facilities and to various parking lot locations.
 - Six shuttles carry an average of nearly 7,000 daily passengers, with more than half traveling on the Intercampus shuttle along 2nd Street SW.

Needs Assessment

- Service Delivery
 - RPT service hours (primarily between 6 AM and 7 PM) present a challenge in attracting potential transit riders seeking to travel during off-peak times (e.g., Mayo employees with evening work shifts, students taking evening classes, or choice riders¹⁹).
 - The 'radial' nature of the RPT system results in longer travel times for trips that do not begin or end downtown. RPT has in the past and continues to explore the viability of implementing "crosstown" routes, including those recommended in the 2006 Transit Development Plan.
 - The areas of Rochester with higher concentrations of transit dependent populations tend to be located near existing transit corridors. The utility of the system for these populations may be limited by the service hours and ease of accessing destinations outside of downtown as described above. These issues will be explored in an upcoming Transit Development Plan.
- Transit Capital and Access
 - Passenger amenities such as shelters, seating, lighting, posted time tables, and real-time information vary throughout the system. For example, the Downtown Transit Center has large enclosed, heated shelters while other arterial stops have very little amenity.
 - Projected long-term ridership growth will create capacity challenges given the spatial constraints to add vehicles at the existing Downtown Transit Center. A proposed transit circulator on 2nd Street SW could also necessitate the relocation of the Downtown Transit Center, but not for the next five to ten years.

¹⁹ 'Choice riders' refers to people with other transportation options that choose to take transit.

- Park-and-ride retail store lot leases are not guaranteed over the long-term; the City has an interest in establishing more permanent facilities in higher-demand locations.
- Additional park-and-ride locations are likely required to serve the projected increase in local and regional commuters to downtown.
- Future development patterns (e.g., mixed land uses) will influence transit demand and the productivity of providing service.
- Future street design will influence the ease of accessing transit, as street layouts impact the walking distance to access arterial transit stops.
- Bicycle parking proximate to transit stops is generally lacking outside of downtown; sufficient, secure, weather-protected bicycle parking would extend the range from which residents could access transit routes.