



# TRANSPORTATION POLICY PLAN

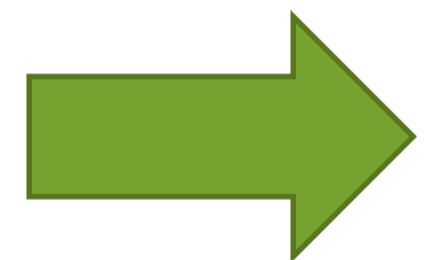
## Bicycle and Pedestrian Chapter TPP Update Overview

TAB

September 20, 2017

# Bicycling & Walking in the Twin Cities

- Where are we now?
  - The Bike-Pedestrian “system”
  - Current trends
  - New developments
- Where are we headed?
- How will we get there?



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- What changes are expected in this update?





# **TRANSPORTATION** **POLICY PLAN**

## **Where are we now?**

### **Bicycling & Walking in the Twin Cities**

# Current TPP

## Purpose of Bike/Ped Chapter to:

- Describe trends in biking/walking for transportation
- Report new developments in planning and infrastructure
- Set region's vision for bicycle infrastructure planning and investment.
- Provide/highlight pedestrian/bike planning best practices
- Provide regional guidelines for investment through city, county, state & Regional Solicitation funds.

# Bicycle System Facilities

Bicycle Infrastructure consists of:

- Protected bikeways
- On-street bike lanes (incl. buffered)
- Off-road trail networks (paved)
- Designated bike parking facilities
- Route & wayfinding signage
- Bike-specific traffic signals

# Pedestrian Facilities

- Infrastructure consists of
  - Sidewalks, curb ramps, & streetscaping
  - Street intersection treatments (crosswalks, curb extensions, signals, medians, etc.)
- Multi-use trails play vital role in accommodating pedestrians
  - Regional trails
  - Local, street-adjacent trails
  - Local off-road trails

# Biking & Walking Trends

- Will reiterate 2000-2010 trends from Travel Behavior Inventory
- Include recent updates from federal, city, and/or state data reports
- More people actively walking & biking for transportation and recreation
- More biking occurring in winter months

# Biking & Walking Trends

- Pedestrians overrepresented in region's traffic fatalities
- FHWA emphasis on ADA compliance – Title II requirements for public agencies with self-evaluations or transition plans



# Regional Bicycle System Inventory

## Regional Bicycle System Mileage Summary

Type	On-Street Bikeways	Off-Street Trails	Undefined	Total
Existing	1,878	2,030	--	3,908
Planned	1,032	820	1,013	2,865
Total	2,910	2,850	1,013	6,773

# New Developments

## Bicycle Infrastructure

Protected “separated” bikeways are being planned and implemented by cities and counties

- Minneapolis

- Amended Bicycle Master Plan with Protected Bikeways Update (2015)
- Goal to construct 30 miles by 2020

- Saint Paul

- Amended city Bicycle Plan to include the downtown “Capital City Bikeway” (partly constructed)
- Complete 4-mile loop of Downtown to be implemented with connections to other bikeways

# New Developments

## Bicycle Infrastructure

- Hennepin & Ramsey Counties have included protected or separated bike facilities in their updated bike & pedestrian plans
- Other counties and suburban cities are updating plans and may consider protected bikeway components
- Major bridges over the Mississippi & Minnesota Rivers were constructed with new bikeways
  - Lafayette Bridge, St Paul
  - US 169 Bridge, Shakopee & Eden Prairie
  - New TH 36 Bridge

# New Developments

## Pedestrian/Bike Data Collection

- MnDOT's Bicycle and Pedestrian Counting Initiative
  - Training
  - Permanent monitoring stations (10-12 in Twin Cities)
  - Encouragement to do automated counts – equipment loan program
  - Published a data collection manual to supplement the federal Traffic Monitoring Guide



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# Where are we headed?

**Bicycle & Pedestrian**  
**TPP Planning Framework**

# TPP Planning Framework

Goals	Objectives (Bike/Ped-related Only)
Transportation System Stewardship	<ul style="list-style-type: none"> <li>• Preserve and maintain bike/ped system in a <u>state of good repair</u></li> </ul>
Safety and Security	<ul style="list-style-type: none"> <li>• <u>Reduce crashes &amp; improve safety</u> for bike/ped modes</li> </ul>
Access to Destinations	<ul style="list-style-type: none"> <li>• Increase share of trips taken using biking or walking</li> <li>• Improve bike/ped options for all ages &amp; abilities</li> </ul>
Competitive Economy	<ul style="list-style-type: none"> <li>• Improve bike/ped <u>access to job</u> concentrations</li> <li>• Invest in bike/ped infrastructure to <u>attract and retain</u> businesses and residents</li> </ul>
Healthy Environment	<ul style="list-style-type: none"> <li>• <u>Reduce air emissions</u> from transportation sources</li> <li>• Increase availability and attractiveness of biking &amp; walking to <u>encourage healthy communities &amp; car-free lifestyles</u></li> </ul>
Leveraging Investments to Guide Land Use	<ul style="list-style-type: none"> <li>• <u>Focus growth</u> to support full range of multimodal travel</li> <li>• Encourage local land use/design to <u>integrate all modes</u></li> </ul>



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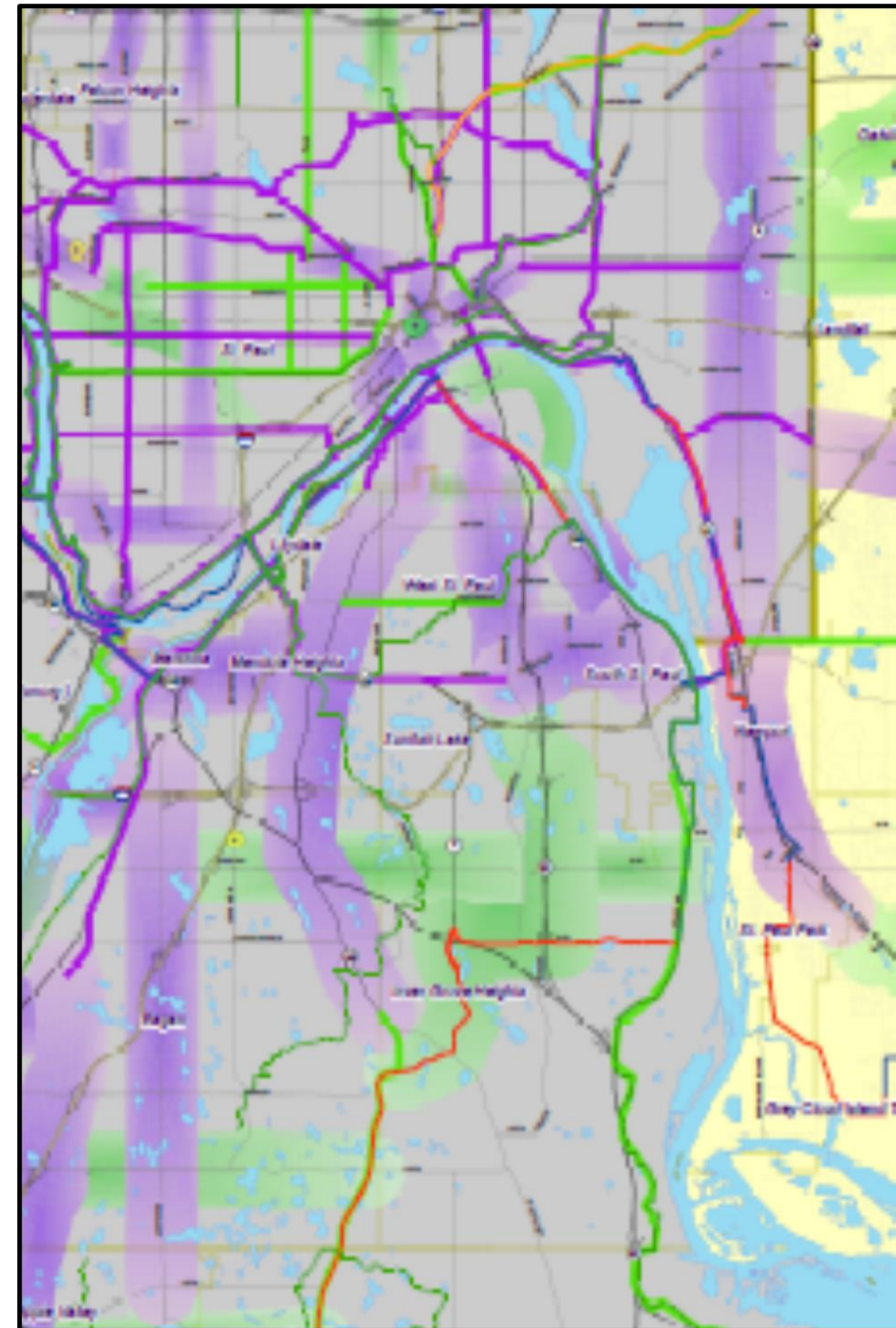
# How will we get there?

## Bicycle & Pedestrian Investment Direction

# Current TPP

## Regional Bicycle Trans. Network (RBTN) Goals

- Establish an integrated/seamless network of on- and off-street bikeways
- Provide vision for a “backbone” arterial network for daily bicycle transportation
- Encourage cities, counties, parks agencies, and the state to plan and implement future bikeways





# Current TPP

## RBTN Guiding Principles

- *Overcome physical barriers & eliminate system gaps*
- *Facilitate safe and continuous trips to regional destinations*
- *Accommodate a broad range of cyclist abilities and preferences*
- *Integrate &/or supplement existing & planned infrastructure*
- *Consider opportunities to enhance economic development*


# Current TPP

## RBTN Guiding Principles (cont.)

- *Function as arteries* to connect regional destinations & transit system year round
- Provide improved opportunities to *increase bicycle mode share*
- Connect to local, state & national bikeways
- Be *equitably distributed* throughout the region
- Consider regional priorities reflected in adopted bicycle plans
- Follow spacing guidelines to reflect established development and transportation patterns

# Regional Bicycle Transportation Network Vision

## RBTN Alignments

-  Tier 1 Alignments
-  Tier 2 Alignments

## RBTN Corridors (Alignments Undefined)

-  Tier 1 Priority Regional Bicycle Transportation Corridor
-  Tier 2 Regional Bicycle Transportation Corridors






## Other Trail Systems

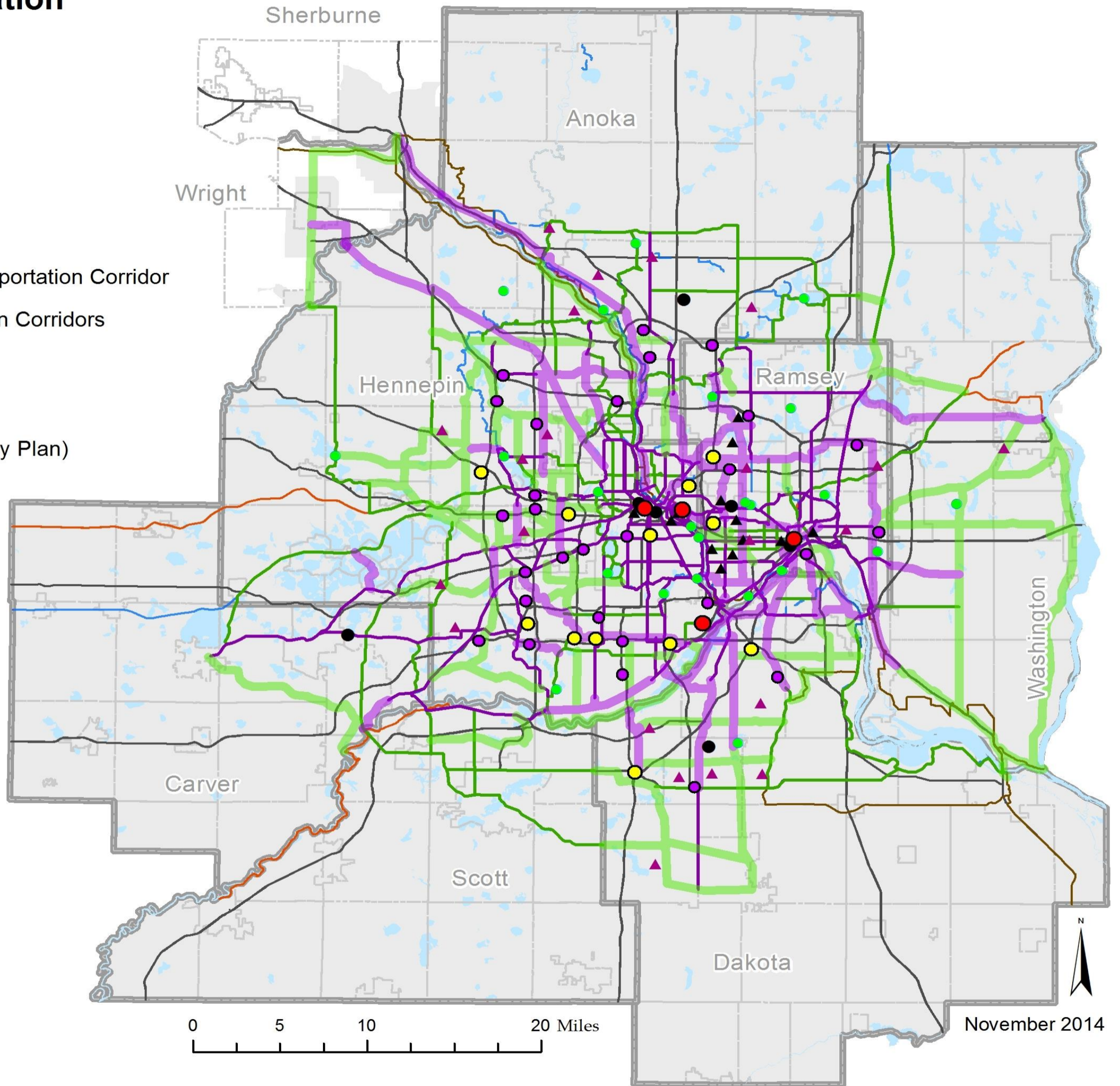
-  Regional Trails (Regional Parks Policy Plan)
-  Mississippi River Trail (US Route 45)
-  State Trails (DNR)

## Regional Destinations

-  Metropolitan Job Centers
-  Regional Job Centers
-  Subregional Job Centers
-  Large High Schools
-  Colleges & Universities
-  Major Sport & Entertainment Centers
-  Highly Visited Regional Parks

## Reference Items

-  Principal Arterial Roads
-  Lakes and Rivers
-  City Boundary
-  County Boundary
-  2040 Municipal Urban Service Area MPO Area



November 2014

# Investment Direction

## Regional Priorities

- RBTN investment
  - Proposed projects that “enhance or complete new segments or connections of the RBTN”
- Critical bicycle transportation links
  - Closes a gap in RBTN
  - Improves continuity/connections between jurisdictions  
(on or off RBTN)
  - Removes a physical barrier (e.g., river, rail line, freeway) & can be on or off RBTN

# Investment Direction

## Regional Priorities

- Other key prioritization factors
  - Stand-alone pedestrian projects connecting to transit or regional job centers
  - Safety enhancements
  - Cost effectiveness for construction and/or maintenance
  - Multimodal benefits incorporated in roadway projects
  - Bicycle connections to transit
  - Upgrades through existing facility reconstruction



# TRANSPORTATION POLICY PLAN

**What Changes are expected  
for Bike/Pedestrian chapter?**

# TPP Changes

## Incorporation of Studies

### Regional Bicycle Barriers Study

- Map of regional barriers
  - Includes streams & rivers, major rail lines, freeways & expressways
- Map of ~ top 150 regional barrier crossing improvement locations (tiered)
- Map of major rivers with existing/planned bikeway crossings
- Update guidelines for regional investment

# TPP Changes

## RBTN Updates

- Designated alignments within existing corridors will be added
- Other changes resulting from county/city meetings and other communications since last update
- RBTN Corridor and Alignment adjustments will be proposed
  - New proposed RBTN map to show changes
  - List of changes and planning rationale



# TPP Changes

## Funding Sources Update

- Federal TAP conversion to Surface Transportation Program Block Grant Set-aside Program (STPBG Set-aside)
- State Active Transportation grant program was established in trans. appropriations bill
  - No funds were authorized through the legislation
  - Framework for future state funds to be appropriated by legislature & administered through MnDOT

# TPP Changes

## Other Text Revisions

- Bike/ped safety related to traffic speeds
- Add best practice references:
  - Complete streets design & policy/planning guides
  - Bike & ped data collection & applications
- Direction for local bikeways data updates for regional system inventory
- Information on improving pedestrian safety
- Reinforcement of the need for ADA compliance

# Possible Work Plan Items

- RBTN Protected Bikeway Corridors Study
- Analysis of RBTN & local bikeway connections to regional transit system
- Analysis of pedestrian connections to regional transit system
- Updates to regional bicycle system inventory
- Regional pedestrian and bicycle crash data analysis

Thank you

Questions?

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