

ACTION TRANSMITTAL – 2022-06

DATE: January 19, 2022

TO: Transportation Advisory Board

PREPARED BY: Steven Elmer, Planning Analyst (651) 602-1756

SUBJECT: Regional Bicycle Transportation Network (RBTN) & Regional Bicycle Barrier Final Maps for 2022 Regional Solicitation

REQUESTED ACTION: Approve the Regional Bicycle Transportation Network (RBTN) and regional bicycle barrier final maps for the 2022 Regional Solicitation.

RECOMMENDED MOTION: That the Transportation Advisory Board approve the RBTN and regional bicycle barrier final maps for the 2022 Regional Solicitation.

BACKGROUND AND PURPOSE OF ACTION:

The Regional Bicycle Transportation Network (RBTN) was established in the 2040 Transportation Policy Plan (TPP) in 2015 as the region's official prioritized bicycle network for transportation, setting the region's priorities for bicycle planning and investment. Regional bicycle barriers were adopted into the TPP in 2018. Both the RBTN and regional bicycle barriers are used in the project selection process for federal transportation funds distributed through the Regional Solicitation.

In May 2021 local agencies were given an opportunity to propose additions or changes to the RBTN or regional bicycle barriers within their jurisdictions. Through an extensive process to review and evaluate agency proposals, and work with several agencies to work out mutually agreeable revisions to initial proposals, preliminary updated maps were developed. At its September 15, 2021, meeting the TAB approved the preliminary draft updated maps of the RBTN and regional bicycle barriers to be included with the draft Regional Solicitation application packet released for public comment (see [2021-24 AT RBTN and Regional Bike Barriers](#)). This Action Transmittal documents the public comments and responses relating to the two networks.

The purpose of this action is to approve the RBTN final map (as adjusted in response to public comments) and the final regional bicycle barriers map for the 2022 Regional Solicitation.

RELATIONSHIP TO REGIONAL POLICY:

The RBTN was established in the 2040 Transportation Policy Plan, adopted in January 2015. The RBTN sets the region's priorities for bicycle planning and investment. Regional bicycle barriers were introduced in the 2018 TPP update, defining the region's most significant physical barriers to daily bicycle travel. Both the RBTN and regional bicycle barriers are used as selection criteria in the Regional Solicitation. The final maps considered in this action will be considered by the Council for inclusion in the TPP through an administrative modification later this month.

COMMENTS AND ANALYSIS:

The one-month public review period ended on October 18, 2021. With respect to the RBTN and regional bicycle barriers maps, a total of 37 comments were received from 18 individual

commenters. A complete listing and summary of the comments and responses can be found in the attached “RBTN/Regional Bicycle Barriers 2021 Update Public Comment Report.”

Major themes within the comments included:

- 11 commenters lent strong support for extending the Midtown Greenway into Saint Paul
- 6 commenters noted the need and/or expressed support for a separated bicycle facility in the Snelling Ave corridor in St Paul, particularly across the rail corridor and I-94
- 5 commenters offered suggestions for improved bicycle facilities along specific bicycle routes
- 4 commenters noted safe biking routes are missing/limited due to major bicycle barriers

It is worth noting that the Midtown Greenway extension across the Mississippi River is an existing RBTN corridor and the river itself is designated as a Major River Bicycle Barrier in the TPP. Regarding the Snelling Ave corridor in St Paul, the I-94 freeway and BNSF rail corridor are established regional bicycle barriers. The vast majority of the specified locations suggested for improved bicycle facilities were on existing RBTN routes, while a few were not included in the host city’s bicycle plan. Location specific comments regarding safety issues and/or need for improvements have been forwarded to the corresponding agency’s staff.

One comment received from Scott County required a change to the preliminary RBTN map due to an oversight error. The proposed alignment for a regional trail submitted by Dakota County, had not been included in the Council’s final adopted regional trail master plan. A meeting between staff from Scott and Dakota Counties and Three Rivers Park District yielded the agreed upon revision shown in the attached “Map of RBTN alignment change.” None of the comments relating to regional bicycle barriers warranted a change in the final map considered in this action.

Attachments to this transmittal include the following items:

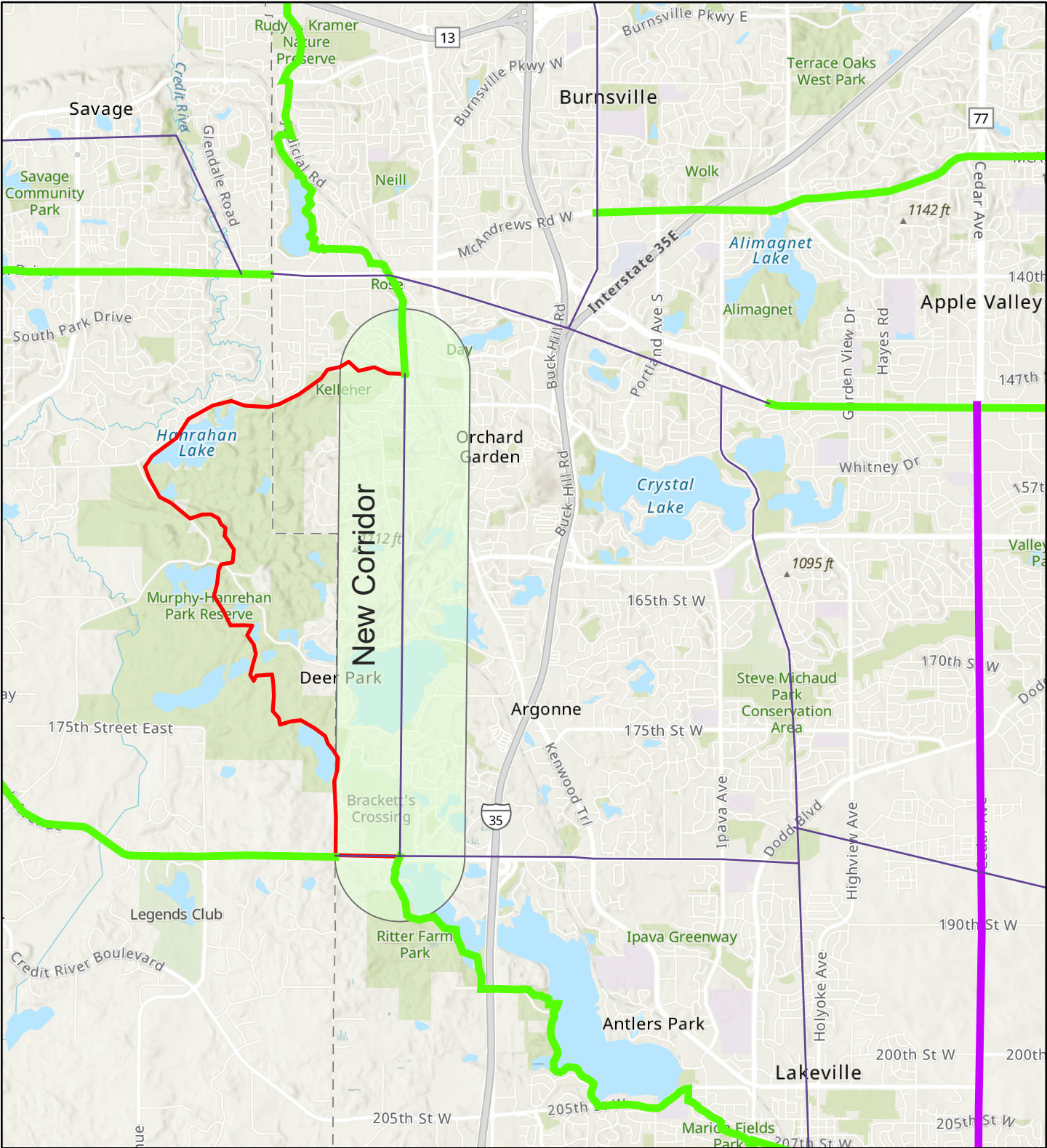
- Map of RBTN alignment change
- Final RBTN Map with 2021 Updates
- Final Regional Bicycle Barriers Map with 2021 Updates
- RBTN/Regional Bicycle Barriers 2021 Updates Public Comment Report

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review and recommend	August 12, 2021
Technical Advisory Committee	Review and recommend	September 1, 2021
Transportation Advisory Board	Review & approve for public comment	September 15, 2021
Transportation Advisory Board	Review and Approve	January 19, 2022

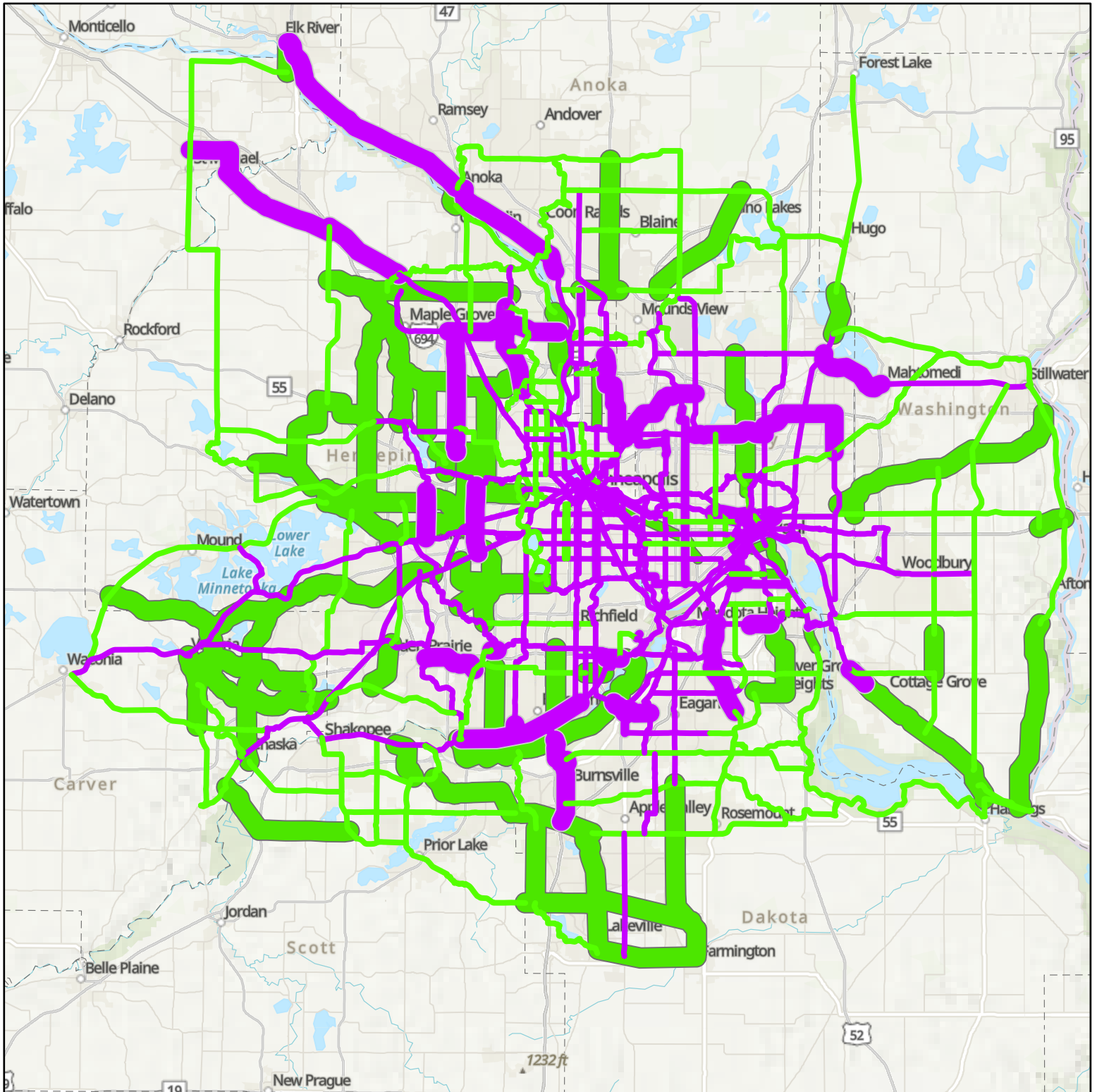
RBTN Alignment Correction

December 2021



- 2021 RBTN Alignments
- TIER
 - 1
 - 2
 - Removed Segment

- 2021 RBTN Corridors
- Tier
 - 1
 - 2



RBTN System with all Updates

Alignments

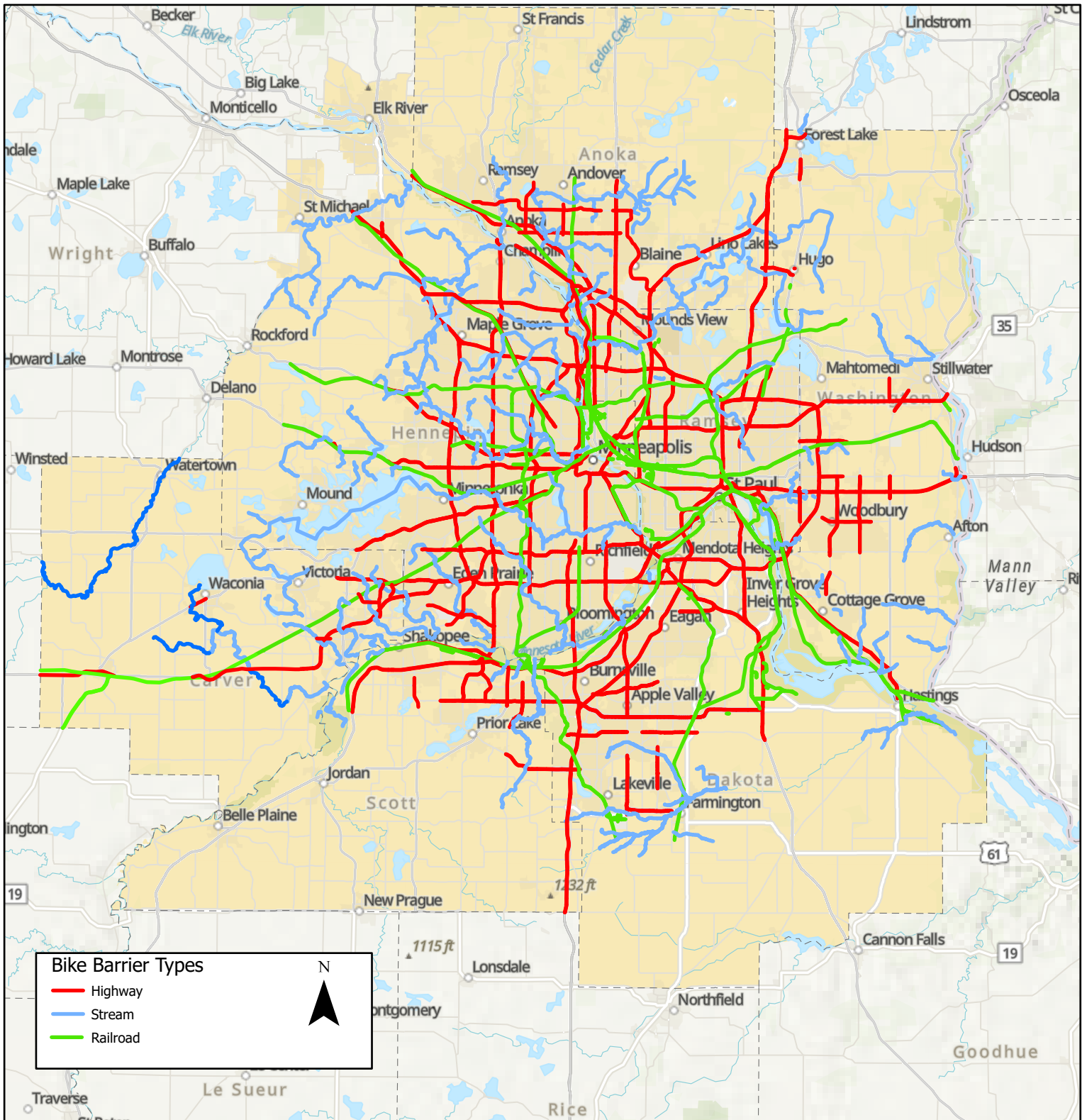
- Tier 1
- Tier 2

Corridors

- Tier 1
- Tier 2

Final Regional Bicycle Barriers Map with 2021 Updates

January 2022



REGIONAL BICYCLE TRANSPORTATION NETWORK AND REGIONAL BICYCLE BARRIERS 2021 UPDATES

Public Comment Report



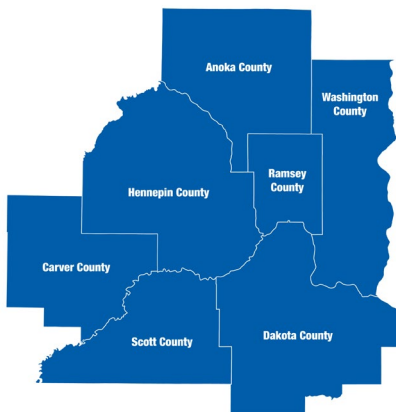
METROPOLITAN
C O U N C I L

January 2022

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Comment Overview

This report summarizes comments received during the public review period for the draft Regional Solicitation application packet relating to the Regional Bicycle Transportation Network (RBTN) and Regional Bicycle Barriers maps through the 2021 update process. The draft updated RBTN and Regional Bicycle Barriers maps were posted for public comment on September 16, 2021. Comments were accepted through October 18, 2021. During this period, the draft maps were available via the Metropolitan Council's website.

This report includes a spreadsheet summarizing the comments received, the commenting agency or individual, and staff responses. Overall, 37 comments were received from 18 individuals, agencies, or interest groups. The comments were grouped into 11 key comment themes shown in Table A.

Number of Commenters	18
Methods used	Web announcement and web page noticed Facebook Twitter
Comments received through	Email Web form

Key Comment Themes

Public comments produced the themes described in Table A. The rightmost columns indicate the number and percent of commenters mentioning a theme. Full comments and staff responses are displayed in Table B.

Table A: Public Comment Theme Summary

Category	Comment Theme	Number of Commenters	Percent of Commenters
RBTN/Regional Bicycle Barriers	Support extension of Midtown Greenway into Saint Paul	11	61%
RBTN/Regional Bicycle Barriers	Support for separated bicycle facility in Snelling Ave corridor in St. Paul, particularly across rail corridor	6	33%
RBTN	Suggested improvements needed along specific routes	5	28%
Regional Bicycle Barriers	Safe biking routes are missing/limited due to major bicycle barriers.	4	22%
RBTN/Regional Bicycle Barriers	Improve connectivity between downtown Saint Paul and surrounding neighborhoods	3	17%
RBTN	Expanding separated/safe bicycle facilities for commuter transportation should be a priority	2	11%
RBTN	Make connectivity between bike trails a priority	1	6%
Other	Bike paths negatively impact traffic; stop making roads less efficient for biking minority.	1	6%
RBTN	Importance of regional/state trails to commuting & recreational biking	1	6%
RBTN	Opposition to proposed alignment through Murphy-Hanrahan Park Preserve	1	6%
Other	Push for updated bicycle facility design standards	1	6%
Regional Bicycle Barriers	Significance of temporary bicycle route closures as barriers	1	6%

Comments and Responses

Table B: Full Comments and Responses

Commenter	Category	Summary	Original Comment	Response
Nicholas Schuetz	Other	Bike paths negatively impact traffic; stop making roads less efficient for biking minority.	Please stop making our roads less efficient for a theoretical and seasonal bike riding minority. The arrogant placement of these bike paths through busy areas negatively impacts traffic as a whole. The build it and they will come mentality is a pipe dream. Especially in our climate.	Comments acknowledged.
Thaddeus Austin	RBTN, Regional Bicycle Barriers	Extend Midtown Greenway into St. Paul. Safe biking routes are missing/limited due to major bicycle barriers.	I wish to express my strong support for an extension of the Minneapolis Bicycle Greenway into Saint Paul over the CP Rail Bridge by the addition of a walkway or deck of some kind. This would tie the two bicycle trail systems together into a cohesive whole and make it more viable as a pleasure or commuting network. There are too few Mississippi River crossings available to bicyclists in general, and the ones that exist are not particularly safe or pleasant. I'd love it if the Greenway extended into Saint Paul over the CP bridge.	The CP Rail bridge over the Mississippi River is along an RBTN Tier 1 corridor, and the Mississippi River is a major river bicycle barrier in the Transportation Policy Plan; these designations make a new Midtown Greenway extension bicycle crossing here a good candidate for future regional transportation funding.
Darcie Vandegrift & Victor Tonelli	Regional Bicycle Barriers	Safe biking routes are missing/limited due to major bicycle barriers.	White Bear Ave is an additional barrier for bike transportation. Currently, between 61 and McKnight Ave, there are no safe transportation routes for bikes on the East Side. Our family has quit riding bikes for transportation to errands because of near misses on White Bear and Ruth. East-West crossing of 61 on Burns Ave is also amidst heavy traffic. 61 is like crossing a freeway with a stoplight.	While White Bear Ave is a physical barrier for bicycle travel on a local scale, Regional Bicycle Barriers (as defined in the Regional Bicycle Barriers Study and Technical Addendum) included freeways and expressways with the latter defined to include highways that have 4 or more through lanes divided by a median barrier with posted speeds of at least 45 mph. U.S. Highway 61 is a regional bicycle barrier expressway and the Burns Ave intersection is a Tier 1 priority barrier crossing improvement area. This designation in the Transportation Policy Plan makes it a high priority (on one criterion) and a good candidate for regional transportation funding for a future local agency-proposed improvement project.

Commenter	Category	Summary	Original Comment	Response
Renee Spillum	Regional Bicycle Barriers	Safe biking routes are missing/limited due to major bicycle barriers.	<p>I am a half time bike commuter, living west of Snelling, north of University in the Midway and working on the U of M East Bank. Half of the trip is on the U of M transitway trail, which is lovely. But the industrial nature of most of the land use between home and access to that trail is problematic. I'm experienced enough to manage having to navigate University Ave, but I feel like I'm taking my life in my hands every time I jostle with cars for the full lane to get under the railroad bridge between Prior and Transfer Road. Then the pavement on Territorial and Westgate is awful, with lots of truck traffic that doesn't necessarily expect me there (though I'm less afraid of trucks actually than I am of a typical car driver). I could cut out that piece by going a little over a mile out of my way on Pierce Butler and Territorial, but honestly I'd rather deal with 1/2 block of danger than crossing that huge street and going up the gravelly hill when trucks are speeding by because it's so wide.</p> <p>The route to go way backwards and farther north is much safer and more pleasant - Lexington's bridge is great, and the paths on Energy Park or Como work great. I just have two little kids, and am always in a hurry, and can't add 15 minutes to my trip just for it to be a bit more comfortable.</p> <p>I will never understand why we couldn't have done University Avenue better when we did the light rail. I would, even as a person who also drives, be thrilled to see the outside lanes get turned into protected bike lanes. My starting point and ending point are both just off University 3.5 miles apart, but because bikes aren't welcome on that street, I have to go .5 miles further to have half my commute be safe or 2.5 miles further to actually be safe. For a really strong/fast biker who doesn't have parenting responsibilities, that's probably really fine. But it stinks for me and causes me to bike less often.</p>	<p>University Ave is the centerline of an RBTN Tier 1 Corridor between Hampden and NE Central Avenues making future bikeway improvement projects along University and/or along parallel routes a high priority for future regional transportation funding. A future east-west bikeway connection between Pierce Butler route and University is possible as the Canadian-Pacific rail tracks running north/south are a designated regional bicycle barrier and the area just north of University at the rail corridor is a Tier 1 bike barrier crossing improvement area which is also a project selection criterion for regional funding. Your comments will be forwarded to planning staff at Cities of Minneapolis and St Paul for consideration in developing future bike plans and projects.</p>

Commenter	Category	Summary	Original Comment	Response
Robert Straughn	RBTN, Regional Bicycle Barriers	<p>Extend Midtown Greenway into St. Paul.</p> <p>Suggested improvements needed along specific routes.</p> <p>Support for separated bicycle facility in Snelling Ave corridor in St. Paul, particularly across rail corridor.</p> <p>Expanding separated/safe bicycle facilities for commuter transportation should be a priority.</p>	<p>The following are some suggested bike transit routes to improve access and safety in and around the northwestern part of Saint Paul:</p> <ol style="list-style-type: none"> 1. Territorial Road from Berry to Green Fourth Street in Mpls. University Avenue is unsafe. 2. Need off-road trail along Energy Park Drive from the Saint Paul Grand Round on Raymond to the University Transitway and extending to Kasota Avenue in Minneapolis. Heavy truck traffic on Energy Park Drive hampers use of on-road bike lanes. 3. Safe bike route from Como to University on or near Snelling. 4. Safe bike route from Hampden to Prior on or near University 5. Extension of Midtown Greenway from Mpls. to connect to Ayd Mill Road bike trail, with connection to the Saint Paul Grand Round at Pelham. 6. Adding the "Prospect Park Spur" connecting the extended Midtown Greenway in Desnoyer Park to Stadium Village using the RR R/W. 7. Connection from the Saint Paul Grand Round at Pelham to the new Westgate Park and Franklin Avenue using the RR R/W along Wabash. 8. Connection from Raymond at or near Robbins to Pierce Butler Route at Transfer Rd. <p>I also suggested the priority going forward should be safe commuting routes, including connections to neighboring communities. Not everyone is going to the park.</p>	<p>Thank you for your suggestions. Many of these routes are on alignments or within corridors on the RBTN, making them good candidates for future regional funding for local-agency proposed projects. Your comments are being forwarded to planning staff at Minneapolis and St Paul for consideration in future bicycle plans and projects.</p>

Commenter	Category	Summary	Original Comment	Response
<p>Andrew Singer, Saint Paul Bicycle Coalition</p>	<p>RBTN, Regional Bicycle Barriers</p>	<p>Extend Midtown Greenway into St. Paul.</p> <p>Suggested improvements needed along specific routes.</p> <p>Improve connectivity between downtown Saint Paul and surrounding neighborhoods.</p>	<p>Family-Friendly bicycle Connections between Minneapolis and St Paul are poor. The Lake Street Bridge and Marshall Avenue are most popular but data shows that this route has unusually high numbers of bicycle and pedestrian crashes. There isn't a westbound bike lane on Marshall west of Cretin so bikes are expected to mingle with high-speed motor vehicle traffic. The Met Council needs to take the lead on extending the Midtown Greenway across the Mississippi River into St Paul, at least as far as Cleveland Avenue but, preferably, as far as St Paul's new Ayd Mill Trail. This would provide an amazing multi-use connection between the two cities and would provide a regional trail in an area of St Paul (the southeast corner of the Midway) that lacks park space and is gradually converting from a warehouse and manufacturing area into a more residential and retail area. Extending the Greenway is a complex, multi-county, multi-city project that involves negotiation with CP Rail ...but it is entirely doable with adequate funding and organization. The railroad once offered to sell the bridge to Hennepin County for a dollar if the county assumed liability for it. At the time, Hennepin County balked (at the costs). But now, there are potentially federal dollars or other funding sources and an engineering study commissioned by the Midtown Greenway Coalition showing that the bridge can be safely shored up or rebuilt on the existing piers to accommodate both trains and bicycles/pedestrians for a cost of \$15-\$25 million. Only the MET Council or MnDOT have the multi-jurisdictional ability to lead this project and close one of the largest bicycle barriers in the Twin Cities.</p> <p>The MET Council also needs to help to fix the doughnut hole in the bicycle network around downtown St Paul and I-35E. This includes connecting downtown to its neighborhoods via planned bikeways on St Peter Street (from 10th to John Ireland Blvd), from the end of 10th Street to Kellogg via the MN History Center parking lot, and via Kellogg (from 7th Street up to John Ireland Blvd). In addition, the MET Council should make a nice connection across the freeway trench between the Capitol and downtown so capital workers can easily bike to downtown and visa versa. This could be done on Cedar Street or Minnesota Street (across the Green Line LRT). Finally, as part of the Rush Line BRT project, the MET Council needs to put a multi-use pathway on Pennsylvania from L'Orient to Como. It currently has no sidewalk.</p>	<p>The Midtown Greenway extension route is within an RBTN Tier 1 corridor (CP Rail bridge over Mississippi River) and a Tier 2 corridor (through St Paul to Ayd Mill trail) making it a good candidate for future regional transportation funding. Historically, Met Council has not initiated projects for major bikeways unless they are along planned regional transitways and are included as elements of the larger transitway project; the Council defers to the local government host agency(ies) and/or MnDOT to plan, design and construct major bikeway projects. Council staff may participate in discussions with railroad officials if desired and requested by the project-sponsoring agencies. Specific comments relating to future bikeway improvements in St Paul are being forwarded to City of St Paul planning staff for consideration in future plans and projects.</p>

Commenter	Category	Summary	Original Comment	Response
Amy Michael	RBTN	Suggested improvements needed along specific routes.	<p>In St. Paul Marshall Avenue between Western and Lexington is hazardous for bicycle riders. There is a bike route from Summit/Kellog up Marshall that ends on Western and then starts again at Lexington. Please repave Marshall Ave from Western to Lexington and repaint the bicycle route lines. The city, Metropolitan Council and the County should be ashamed of the state of Marshall Ave and the hazardous bike path (which can be seen faintly in some spots)</p> <p>This portion of Marshall Ave is neglected.</p>	Comment acknowledged. Marshall Ave east of Lexington Ave is a City of St Paul owned street. Your comment will be forwarded to St Paul Public Works staff for consideration in future bicycle and capital improvement plans and projects.
Bailey Waters	RBTN, Regional Bicycle Barriers	Extend Midtown Greenway into St. Paul.	A greenway extension into St. Paul - or even just a rail greenway corridor would be greatly beneficial to the people of the Westgate area/Saint Anthony Park area, and connecting to downtown via Ayd Mill Road.	Comment acknowledged. The Midtown Greenway extension route is within an RBTN Tier 1 corridor (CP Rail bridge over Mississippi River) and a Tier 2 corridor (through St Paul to Ayd Mill trail) making it a good candidate for future regional transportation funding.

Commenter	Category	Summary	Original Comment	Response
Karen Nelson	RBTN, Regional Bicycle Barriers	<p>Extend Midtown Greenway into St. Paul.</p> <p>Suggested improvements needed along specific routes.</p> <p>Importance of regional/state trails to commuting & recreational biking.</p>	<p>Please support the Midtown Greenway Extension.</p> <p>Trails are so important to regional connections. I am able to ebike from St. Paul Westgate station area to my work in Oakdale on separated trails almost the entire way because of regional/state Gateway Trail and Grand Round trails along Wheelock and Como Ave. As a 50+ yr old woman, I would never do this bike commute if not for those trails.</p> <p>The Midtown Greenway Extension could provide similar wonderful, appealing, safe biking infrastructure connections of St. Paul and Minneapolis. The biggest obstacle seems to be negotiations with the RRs. They often ask for things from the state, metro area but are not asked for concessions in return. We need help getting RR to all Midway Greenway Extension to happen. Midtown Greenway Extension could St. Paul and south of river Mpls to the U of MN campus via the add on of Prospect Park spur.</p> <p>Regional Bicycle Transportation isn't just transportation infrastructure, regional trails are huge amenity to the metro area. Trails are the most used parts of our parks/green space, and sour development and economic activity around them. Trails become a destination themselves. Such would be the case with the Midtown Greenway Extension on the bridge over the MS River, it would be a beloved attraction.</p> <p>Please support this Extension, it would be a star as a part of our wonderful regional bike network.</p>	<p>Comments acknowledged. The Midtown Greenway extension route is within an RBTN Tier 1 corridor (CP Rail bridge over Mississippi River) and a Tier 2 corridor (through St Paul to Ayd Mill trail); the Prospect Park spur connection is also an RBTN Tier 2 corridor. These regional designations make these corridors good candidates for future regional transportation funding.</p>
Keith Heiberg	RBTN	<p>Make connectivity between bike trails a priority</p>	<p>Thanks for the online maps. It looks like many of the bike trails do not connect to one another. Of course that limits their usefulness. Imagine if you were driving in a car, and the road suddenly ended! Please make connectivity a priority.</p>	<p>Comment acknowledged. Connectivity between regional destinations and the regional transit system was a highly weighted criterion in the development of the RBTN. Local connections and continuity of bicycle facilities are the responsibility of cities and counties.</p>

Commenter	Category	Summary	Original Comment	Response
Victor Henao Navarro	RBTN, Regional Bicycle Barriers	<p>Extend Midtown Greenway into St. Paul.</p> <p>Support for separated bicycle facility in Snelling Ave corridor in St. Paul, particularly across rail corridor.</p> <p>Improve connectivity between downtown Saint Paul and surrounding neighborhoods.</p>	<p>I would like to see the Midtown Greenway extended across the Mississippi River into Saint Paul through the Ayd Mill Corridor. Also, I would like to see the agency help improve connectivity between downtown Saint Paul and its neighborhoods across the various freeways and rail lines, and I'd like to see something done all through Snelling Ave; this major artery should be less center around cars, and give more space for biking, walking and commerce.</p>	<p>Comments acknowledged. The Midtown Greenway extension route is within an RBTN Tier 1 corridor (CP Rail bridge over Mississippi River) and a Tier 2 corridor (through St Paul to Ayd Mill trail) making it a good candidate for future regional transportation funding. Also, all freeways and rail corridors are designated regional bicycle barriers which helps to prioritize projects that improve crossings of these barriers for receiving future regional transportation funding.</p>
Andy Luft, Ordway Center for the Arts	RBTN, Regional Bicycle Barriers	<p>Extend Midtown Greenway into St. Paul.</p>	<p>Extend the Greenway into Saint Paul</p>	<p>The Midtown Greenway extension route is within an RBTN Tier 1 corridor (CP Rail bridge over Mississippi River) and a Tier 2 corridor (through St Paul to Ayd Mill trail) making it a good candidate for future regional transportation funding.</p>
Will Jones	RBTN, Regional Bicycle Barriers	<p>Extend Midtown Greenway into St. Paul.</p> <p>Safe biking routes are missing/limited due to major bicycle barriers.</p> <p>Support for separated bicycle facility in Snelling Ave corridor in St. Paul, particularly across rail corridor.</p>	<p>Please try to extend the Midtown Greenway across the MS River into St. Paul. We also need more bikeways across I-94. I live in Mac/Groveland, and have no safe crossings between Prior and Griggs. The Snelling corridor is particularly bad.</p>	<p>The Midtown Greenway extension route is within an RBTN Tier 1 corridor (CP Rail bridge over Mississippi River) and a Tier 2 corridor (through St Paul to Ayd Mill trail) making it a good candidate for future regional transportation funding. In addition, all freeways are designated regional bicycle barriers in the TPP which helps to prioritize projects that improve crossings of these barriers for receiving future transportation funding.</p>

Commenter	Category	Summary	Original Comment	Response
Kyle Hoff	RBTN, Regional Bicycle Barriers	<p>Extend Midtown Greenway into St. Paul.</p> <p>Suggested improvements needed along specific routes.</p> <p>Support for separated bicycle facility in Snelling Ave corridor in St. Paul, particularly across rail corridor.</p> <p>Expanding separated/safe bicycle facilities for commuter transportation should be a priority.</p> <p>Push for updated bicycle facility design standards.</p>	<p>In general the Met Council should focus on expanding separate bicycle facilities for commuter travel throughout the region. The long term benefits of increasing transportation modes other than single occupancy vehicles will pay off in the long run, in safety, construction costs and economic viability in the transportation sector. Continuously expanding roads, just to watch induced demand fill the increased capacity within a matter of years or even months is not a good strategy for long term transportation development. If the council can fund projects that make short commutes more feasible and safe for bicycles in the area, then that will reduce further congestion increases in the future. It won't stop congestion, but it will reduce the growth of it at a lower cost.</p> <p>For the Council, a few areas to consider for these projects would be expanding the Midtown Greenway into St. Paul via the Short Line Bridge (I know railroad companies are tough to work with, but just keep working on it); aiding in creating a separated bike path along Summit Ave in St. Paul; pushing for some sort of bicycle infrastructure along Snelling Ave in St. Paul; and perhaps pushing for the regions' cities to update their bike facility standards.</p> <p>I'm not sure the Met Council's role in influencing design standards and details in the area, but the U.S. just doesn't do a good job of promoting bike commuting. If the Met Council looked to the Netherlands for their bike facility standards and construction details and promoted them to the region's cities, the Twin Cities could set themselves apart from other metros by vastly reducing short commutes taken by motor vehicles.</p>	<p>Comments acknowledged. The CP Rail bridge over the Mississippi River is along an RBTN Tier 1 corridor, and the Mississippi River is a major river bicycle barrier in the Transportation Policy Plan; these designations make a new Midtown Greenway extension bicycle crossing a good candidate for future regional transportation funding.</p> <p>Local bicycle facility design standards are based on MnDOT's "Bikeway Facility Design Manual" which was updated in 2021, as well as other national sources such as the National Association of City Transportation Official's "Urban Bikeway Design Guide, Second Edition," and the Federal Highway Administration's "Separated Bike Lane Planning and Design Guide." The development of the NACTO guide included a worldwide literature search and is based on the collective experience of the foremost cycling cities in the world. The Council performs a review & comment role on draft guidelines such as these when they are updated. Specific comments relating to Summit and Snelling Avenues are being forwarded to Saint Paul and MnDOT planning staff for consideration in future bicycle plans and projects.</p>
Luke Peterson	RBTN, Regional Bicycle Barriers	<p>Support for separated bicycle facility in Snelling Ave corridor in St. Paul, particularly across rail corridor.</p>	<p>The lack of shared path on Snelling from Hewitt to Como is astounding. We allow a half mile of highway smack in the middle of the city, with stoplights on both ends for what? People to speed up only to use those brakes? There are phenomenal resources on both sides of this corridor with no way to get to them without a car. A shared use path there not only makes sense, but was promised and not delivered.</p>	<p>Comments acknowledged. That segment of Snelling Ave in St Paul was the subject of a planning study in 2013 to develop & evaluate options for a future bridge/roadway reconstruction project that would add facilities to accommodate safer walking and biking; the project concept is currently not funded, but will remain an emphasis for a future project when the existing bridges approach the end of their usable life cycles.</p>

Commenter	Category	Summary	Original Comment	Response
Austen Zuege	RBTN, Regional Bicycle Barriers	<p>Extend Midtown Greenway into St. Paul.</p> <p>Significance of temporary bicycle route closures as barriers.</p>	<p>I would like to see the midtown greenway extended east across the Mississippi river.</p> <p>In addition to "permanent" physical barriers like rivers that limit bicycle access, "temporary" barriers like construction shutdowns, mudslides, flooding, etc. also limit bicycle access. And much if not most bicycle infrastructure is "brittle" in the sense that there are limited options and no safe alternative routes available. If one bicycle route becomes blocked there may be no safe alternative available. Sometimes "temporary" barriers for bicycle routes last years due to disregard for bicycle access (including pro-automobile bias), lack of funding priority, or simply neglect.</p>	<p>Comments acknowledged. The CP Rail bridge over the Mississippi River is along an RBTN Tier 1 corridor, and the Mississippi River is a major river bicycle barrier in the Transportation Policy Plan; these designations make a new bicycle crossing here a good candidate for future regional transportation funding.</p>
Jon Ulrich, Scott County	RBTN	<p>Opposition to proposed alignment through Murphy-Hanrahan Park Preserve.</p>	<p>Scott County and Three Rivers Park District did not request a change to the RBTN in Scott County, this was a Dakota County request only. The proposed changes show an alignment across Murphy Hanrehan Park Reserve. It was Scott County's understanding that Dakota County was requesting a corridor across the park and not an alignment. This change should not be approved as an alignment but a corridor in Scott County.</p>	<p>This was due to an overlooked error in the proposed RBTN alignment for the Lake Marion Greenway. As a result of a meeting between Council, Scott County, Dakota County and Three Rivers Park District planning staff to review this issue, the alignment through Scott County and Murphy-Hanrehan Park Reserve will be removed and replaced by an RBTN corridor running entirely within Dakota County.</p>
Ian R Buck, Saint Paul Bicycle Coalition	RBTN, Regional Bicycle Barriers	<p>Extend Midtown Greenway into St. Paul.</p> <p>Support for separated bicycle facility in Snelling Ave corridor in St. Paul, particularly across rail corridor.</p> <p>Improve connectivity between downtown Saint Paul and surrounding neighborhoods.</p>	<p>The most significant bicycle barriers that I have to navigate across on a regular basis include the Mississippi River, inner-city highways, and the railroad tracks north of the Frogtown/Midway neighborhoods. Met Council should assist in connecting the Midtown Greenway across the river, building bikeways between downtown St Paul and the surrounding neighborhoods, and creating a bike facility on Snelling Ave across the train tracks.</p>	<p>The Midtown Greenway extension route is within an RBTN Tier 1 corridor (CP Rail bridge over Mississippi River) and a Tier 2 corridor (through St Paul to Ayd Mill trail) making it a good candidate for future regional transportation funding. Historically, Met Council has not initiated or led projects for major bikeways unless they are along planned regional transitways and are included as elements of the larger transitway project; the Council defers to the local government host agency(ies) and/or MnDOT to plan, design and construct major bikeway projects. Specific comments relating to future bikeway improvements in St Paul are being forwarded to city and MnDOT planning staff for consideration in future plans and projects.</p>



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