

RBTN Bikeway Facility Guidelines & Measures Study

Transportation Advisory
Committee
March 3, 2021



0

Study Background

- Prior to each Regional Solicitation local agencies have requested minor changes to RBTN corridors or alignments
- Agencies have expressed need for more opportunities to consider more significant RBTN changes
- Developed new process to allow for more significant RBTN changes to be considered on a biannual basis, starting this year
- Proposed changes have been reviewed qualitatively in context with RBTN Guiding Principles
- Needed study to develop set of quantitative measures to help evaluate proposed changes
- Measures developed in this study will allow flexibility to consider a broad range of RBTN proposed changes (i.e., RBTN route extensions, new additions, or spatial adjustments)



1

Study Scope of Work

Conducted in two phases

Phase 1: Development of Quantitative Measures

- Purpose: to develop recommended measures with guidelines for their application in evaluating proposed RBTN changes

Phase 2: Development of Bikeway Facility Types for RBTN

- Purpose: to develop and recommend a set of preferred facility treatments on RBTN alignments that vary across the region's urban, suburban, and rural sub-areas

2



2

Study Schedule

- Phase I Technical Memo is being finalized
- Phase II begins in April & concludes this summer
- Details of process for proposing RBTN changes to be presented at TAC & TAB in April

3



3

Study Technical Review

Bicycle-Pedestrian Peer Discussion Group

- Informal work group used since 2016 to be 'sounding board' for technical studies and draft policy relating to bike-ped transportation.
- Acted as technical review committee for Regional Bicycle Barriers Study (2018) and Technical Addendum (2019)
- Group consists of staff planners & engineers representing
 - Metro counties
 - Metro cities
 - Regional Park Implementing Agencies
 - MnDOT
 - Metro Transit
 - Met Council Parks



4

4

Phase I Scope of Work

Phase 1: Development of Measures

1. Corridor Spacing measure
2. Route Directness measure
3. Other Measures to support adherence to the Guiding Principles
 - *System Connectivity & Continuity*
 - *Social & Economic Equity*
 - *Proximity to Development*



5

5

RBTN Guiding Principles

1. Overcome physical barriers and eliminate critical system gaps
2. Facilitate safe and continuous trips to regional destinations
3. Function as arteries to connect regional destinations and the transit system year round
4. Accommodate broad range of cyclist abilities & preferences to attract wide variety of users
5. Integrate and/or supplement existing and planned infrastructure
6. Provide improved opportunities to increase the share of trips made by bicycle
7. Connect to local, state, and national bikeway networks
8. Consider opportunities to enhance economic development
9. Be equitably distributed throughout the region
10. Follow spacing guidelines that reflect established development & transportation patterns
11. Consider priorities reflected in adopted plans

6



6

Recommended Measures

Application Guidelines

Qualifiers:

1. RBTN change proposals will be assessed against the Guiding Principles, not relative to other proposals
2. Each measure will be evaluated in context with other measures
3. Measure thresholds will be applied as guidelines, rather than 'make-or-break lines'
4. Some measures may not apply to a proposed route change due to atypical circumstances (e.g., converging routes near major urban & suburban centers)
5. Measures will be applied in context with sub-regional or local conditions

7

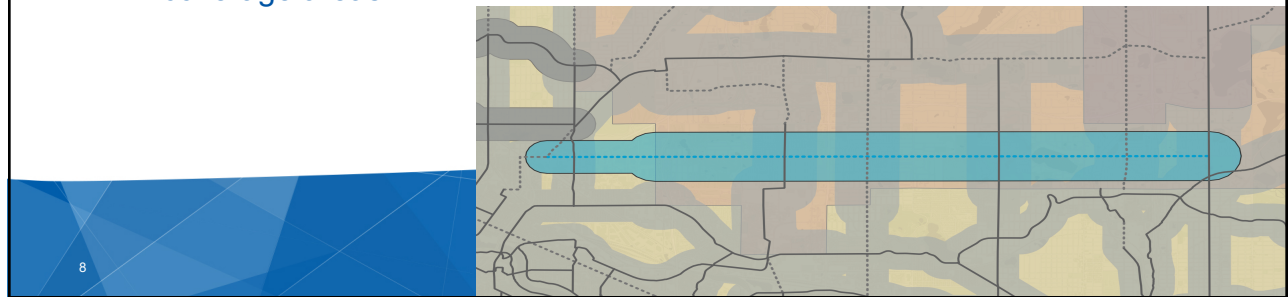


7

Recommended Measures

Spacing Measure

- Buffered corridor method: maps route alignments with corridors buffered to correspond to preferred minimum spacing distances that vary by Thrive community designation type (i.e., urban center, urban, suburban, rural)
- Applied as a visual check for spacing gaps and overlapping corridor coverage areas

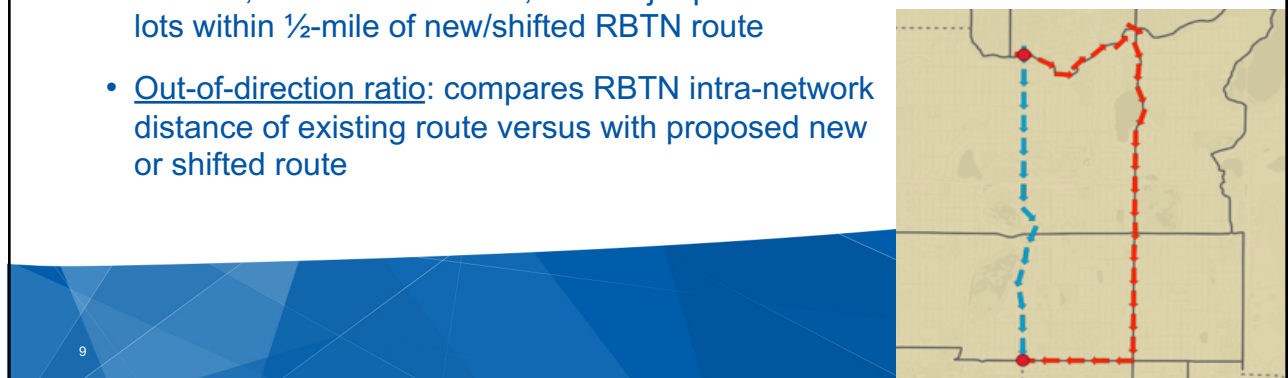


8

Recommended Measures

Directness Measures

- Directness to regional destinations & transit: counts number of added regional destinations, LRT/BRT stations, bus transit centers, and major park-and-ride lots within ½-mile of new/shifted RBTN route
- Out-of-direction ratio: compares RBTN intra-network distance of existing route versus with proposed new or shifted route

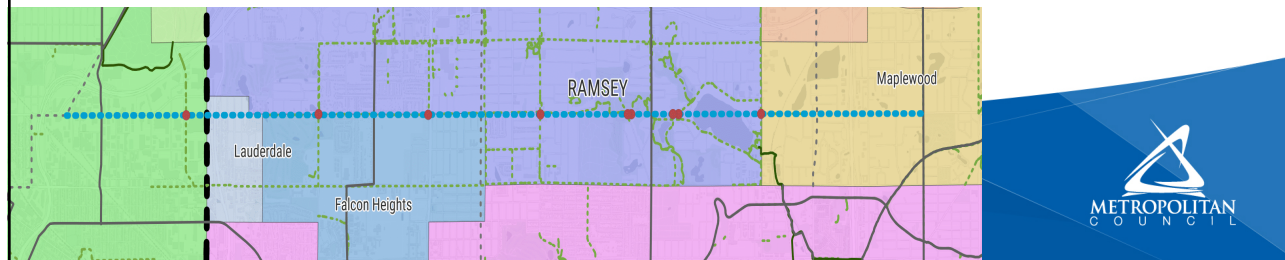


9

Recommended Measures

Connectivity/Continuity Measures

- New direct connections to state and regional trails (# of intersections points)
- New connections with local bikeway networks (# of intersection pts)
- Continuous connections between one or more adjacent city and/or county bikeway networks (# of jurisdictions connected)



10

Recommended Measures

Equity Measures

- Access to BIPOC individuals and people in poverty: only applied to RBTN route shifts; compares access of current route to proposed route
- Qualitative assessment of benefits to disadvantaged & vulnerable populations: agencies provide self-assessment of probable benefits to BIPOC, people in poverty, immigrant communities, disabled individuals, youth and senior citizens

Proximity to Development Measures

- Proximity to people & jobs: measures density of projected population + jobs within ½-mile of proposed route; applied only in urban & suburban communities
- Activity per mile Ratio: applied specifically to new or extended routes in rural areas; combines distance w/total pop + jobs on route

11



11

Next Steps

- RBTN update process to TAC/TAB in April
- Release notice to propose RBTN changes late April
- Phase II of Study to develop bicycle facility type guidelines completed by Aug. 1, 2021