



**TRANSPORTATION**  
**POLICY PLAN**

# Regional Bicycle Barriers Study & TPP Bike/Ped Guidelines

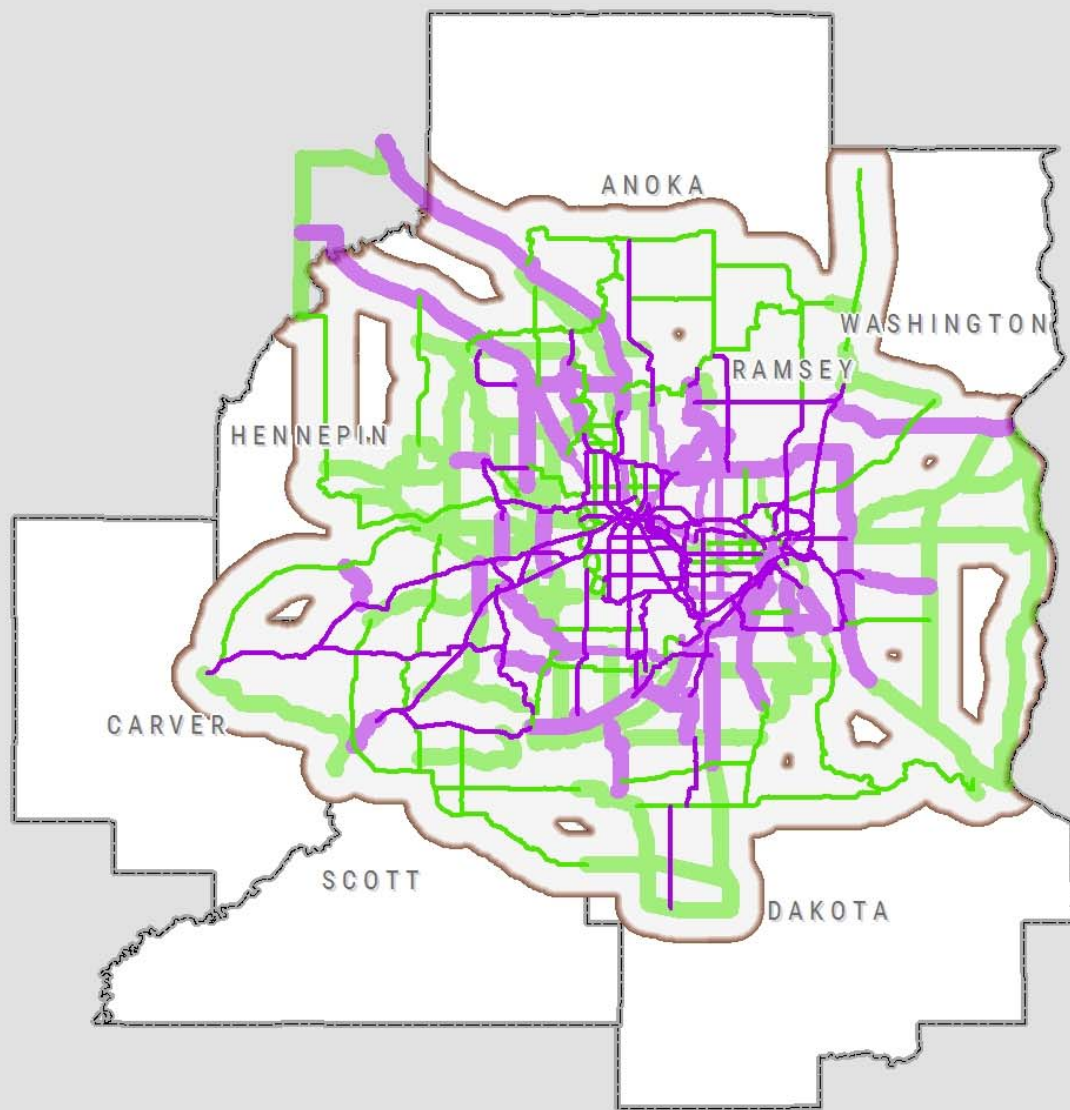
TAC Funding & Programming  
January 18, 2018

# Regional Bicycle Barriers Study - Purpose

- Analyze region's physical barriers to bicycling
- Assess where barriers impact continuity of regional and local bicycle networks
- Evaluate existing and potential bicycle crossing opportunities of regional barriers
- Inform TPP and Regional Solicitation

# Technical Advisory Work Group

- Metropolitan Council, MnDOT
- Each of 7 counties
- Saint Paul & Minneapolis
- Suburban Cities: Richfield, Maplewood, Chaska, New Brighton
- Bloomington Bicycle Alliance
- Transit for Livable Communities
- Regional Park Agencies: Anoka County, Three Rivers Park Dist., Carver County

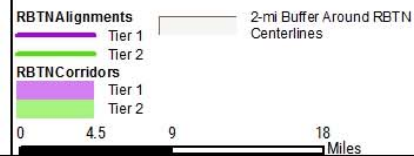


Twin Cities Metro Region



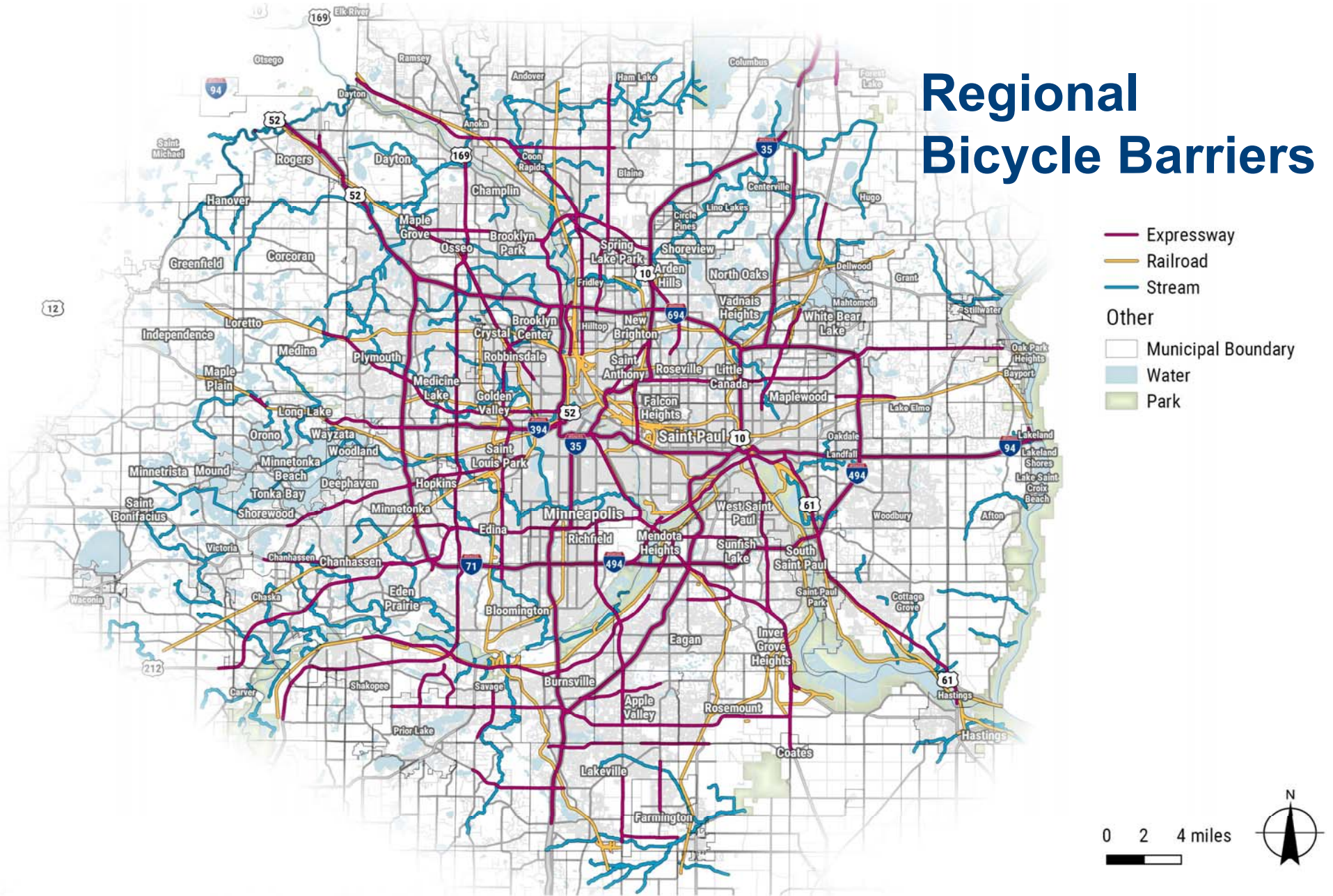
## Study Area

### Regional Bicycle Barriers Study



Date: 11/1/2016

# Regional Bicycle Barriers



Galen Dmerso November 27, 2017 H:\A000\A039\_P\_MET\_TwinCity\_Regional\_Bicycle\_Barriers\_Study\PRODUCTION\GIS\QGS\201710\_October\Crossings Basemap (2).qgs

# RBBS Analysis Factors

## Connectivity

48%

- Local network connections
- RBTN/Reg. trail connections

## Bicycle Trip Demand

24%

- Population/employment densities
- Transit ridership
- Schools & colleges

## Safety/Existing Conditions

15%

- Bike & Ped crashes within 500 feet
- Bike/walk mode share
- Wiki map problem crossings

## Social Equity

12%

- Minority population density
- Zero car households
- ACPs & ACP-50s

# Bike Barrier Crossing Spacing

Thrive Planning Area	Preferred Maximum Spacing	Example Cities
Urban Center	1/2-mile	Minneapolis, St Paul, Richfield, Hopkins, South St Paul
Urban	3/4-mile	Golden Valley, Roseville, Maplewood, Crystal, Edina
Suburban, Suburban Edge, Emerging Suburban Edge	1 mile	Blaine, Woodbury, Maple Grove, Eagan, Lakeville
Diversified Rural, Rural Residential, Agricultural	2 miles	Grant, Afton, Ham Lake, Lake Elmo, Independence

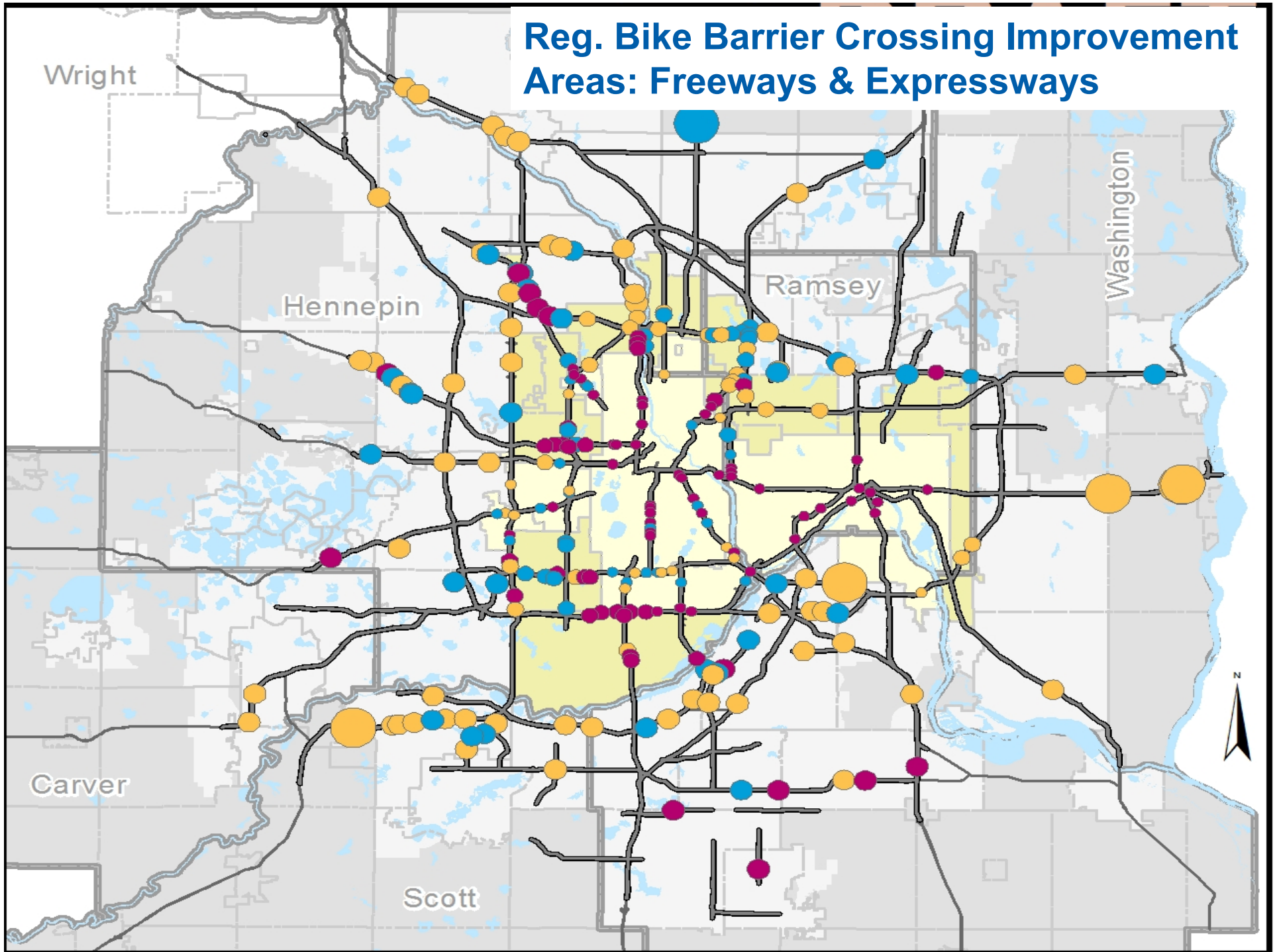
# Regional Barrier Crossing Improvement Areas

## Study analysis

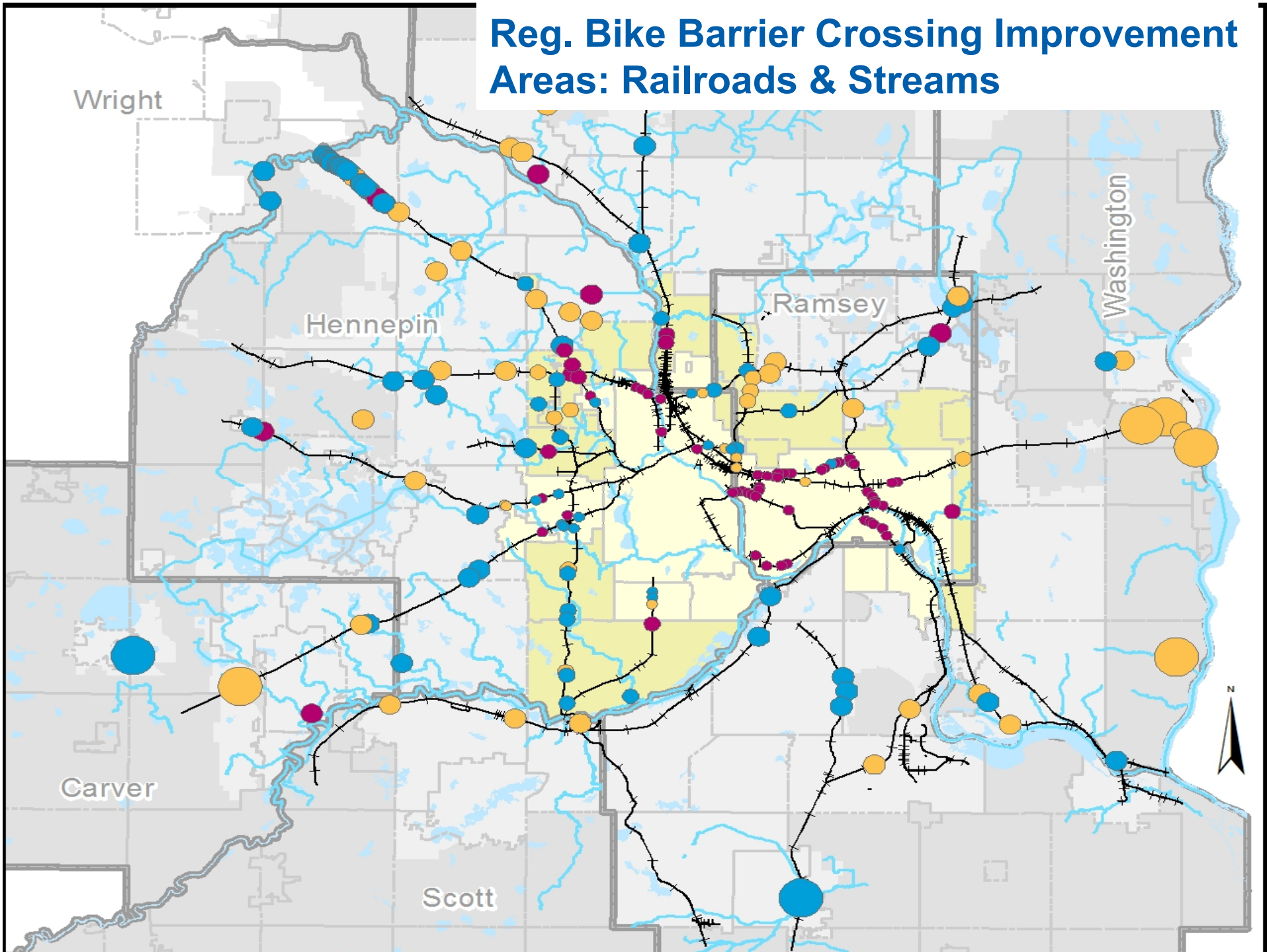
- About 675 barrier crossing points in final analysis (winnowed down from ~ 1200 points)
- Created three priority tiers from top 450 ranked points
- “Barrier Crossing Improvement Areas” created by buffering points shown as small, medium, & large circles



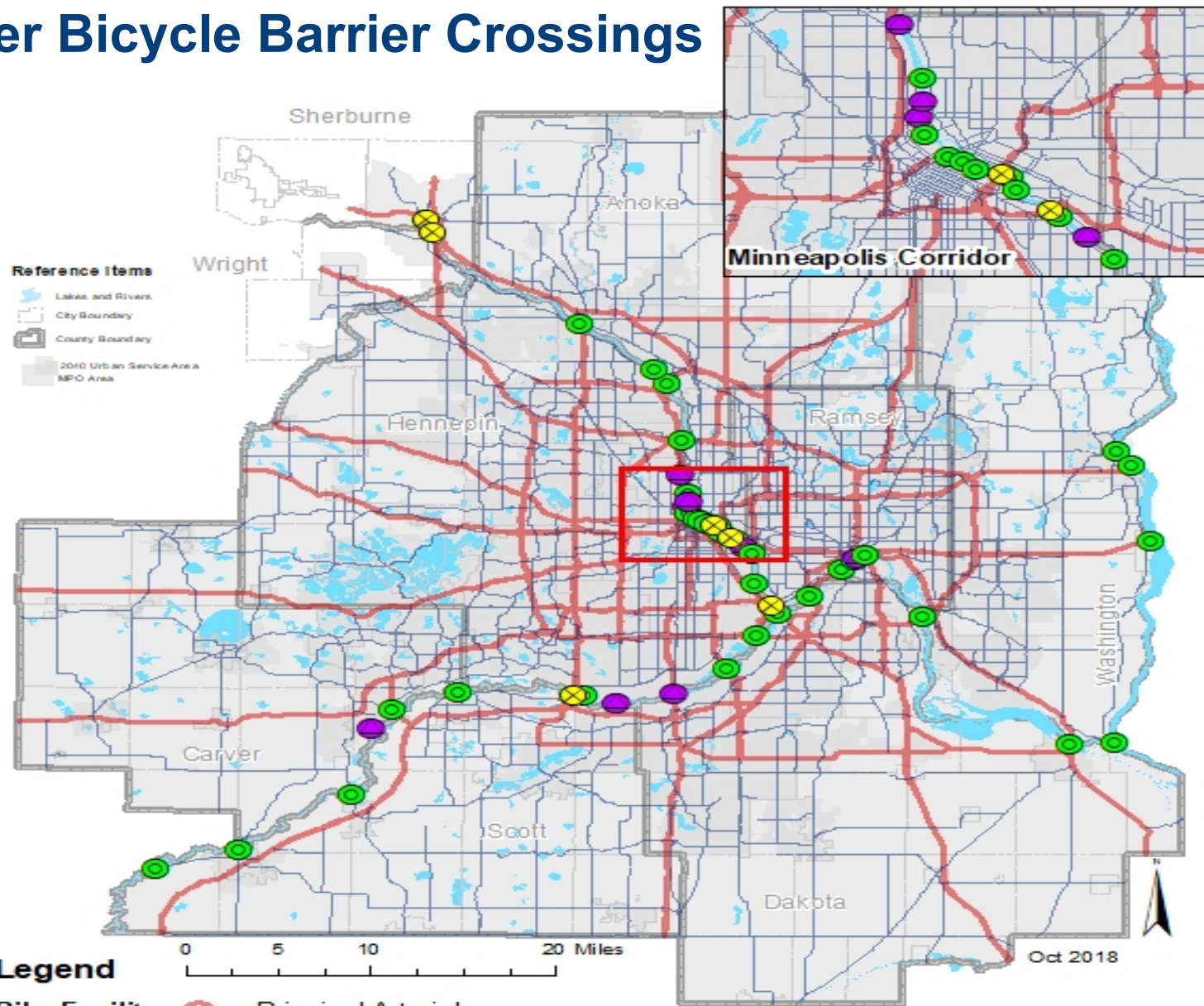
## Reg. Bike Barrier Crossing Improvement Areas: Freeways & Expressways



# Reg. Bike Barrier Crossing Improvement Areas: Railroads & Streams



# Major River Bicycle Barrier Crossings



Minneapolis Corridor

Notes: Major rivers include Minnesota, Mississippi, and St. Croix

\* TH 5 (Ford Rd) Mississippi River Bridge sidewalk only with stairs on both ends, not a bikeway.

# TPP Guidelines for Regional Solicitation

## Major River Bicycle Barrier Crossings

- *“Projects that add new or upgrade existing bicycle facilities to current standards on roadway bridges crossing the region’s major rivers should be given additional points in the regional scoring process...”*
- *“Projects applying for regional funds in the ‘Multi-use Trails and Bicycle Facilities’ category should be given the highest priority for federal transportation funds within this category.”*

# TPP Guidelines for Regional Solicitation

## Regional Barrier Crossing Improvement Areas

- *“Roadway bridge projects that add new or upgrade existing bicycle facilities to current standards....should be given additional points in the regional scoring process for federal trans. funding.”*
- *“Projects...in the ‘Multi-use Trails and Bicycle Facilities’ category that construct new, or upgrade existing, stand-alone bicycle-pedestrian bridges....should be given a high priority for federal transportation funds within this category, and scored relative to the Tier 1, Tier 2, or Tier 3 barrier crossing improvement circle designations defined in the Regional Bicycle Barriers Study.”*