

## **ACTION TRANSMITTAL – 2017-38**

**DATE:** November 3, 2017  
**TO:** TAC Planning  
**PREPARED BY:** Steven Elmer, Planning Analyst, (651) 602-1756  
**SUBJECT:** Regional Bicycle Transportation Network (RBTN) Proposed Changes  
**REQUESTED ACTION:** Met Council requests that the updated RBTN map with new alignment designations and new or changed alignments and corridors be recommended for use in 2018 Regional Solicitation project selection.  
**RECOMMENDED MOTION:** That TAC Planning recommend approval of the RBTN Update Map for use in the 2018 Regional Solicitation.

### **BACKGROUND AND PURPOSE OF ACTION:**

The RBTN was established in the 2040 Transportation Policy Plan in 2015 as the region's official bicycle network for transportation. The RBTN sets the region's priorities for bicycle planning and investment. The goal of the RBTN is to develop an integrated seamless network of on-street bikeways and off-road trails to effectively improve conditions for daily bicycle transportation and to encourage planning and implementation of future RBTN bikeways by local and state agencies.

The Met Council is the responsible government agency to designate the various corridors and alignments through the development and adoption of TPP updates. In 2017, Met Council staff initiated meetings with planning and engineering staff from all metro counties to review and discuss alignment designations and potential new alignment/corridor revisions or additions to the RBTN. Staff from key cities and/or MnDOT were also in attendance at several meetings. Follow-up meetings and communications by phone/e-mail were used to clarify issues or select between multiple options; additional cities were contacted during this phase to verify the proposed changes that had been agreed upon at county/city meetings.

The following specific types of administrative and substantive changes were considered through the RBTN review and TPP development process:

1. Designating alignments within existing corridors – Administrative change
2. Shifting existing corridors or alignments – Substantive change
3. Extending/truncating/removing an existing corridor/alignment – Substantive change
4. Adding new corridors or alignments – Substantive change

The purpose of this action is to approve the use of the revised RBTN Map in the 2018 Regional Solicitation project selection.

**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.

**STAFF ANALYSIS:**

Staff assessed consistency with and support for the RBTN guiding principles (as established in the 2040 TPP, adopted in 2015) to ensure that proposed changes and additions met regional policy intent. All changes proposed herein met this general assessment.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Planning Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Accept	



**TRANSPORTATION**  
POLICY PLAN

# **RBTN Proposed Changes for Regional Solicitation**

TAC Planning

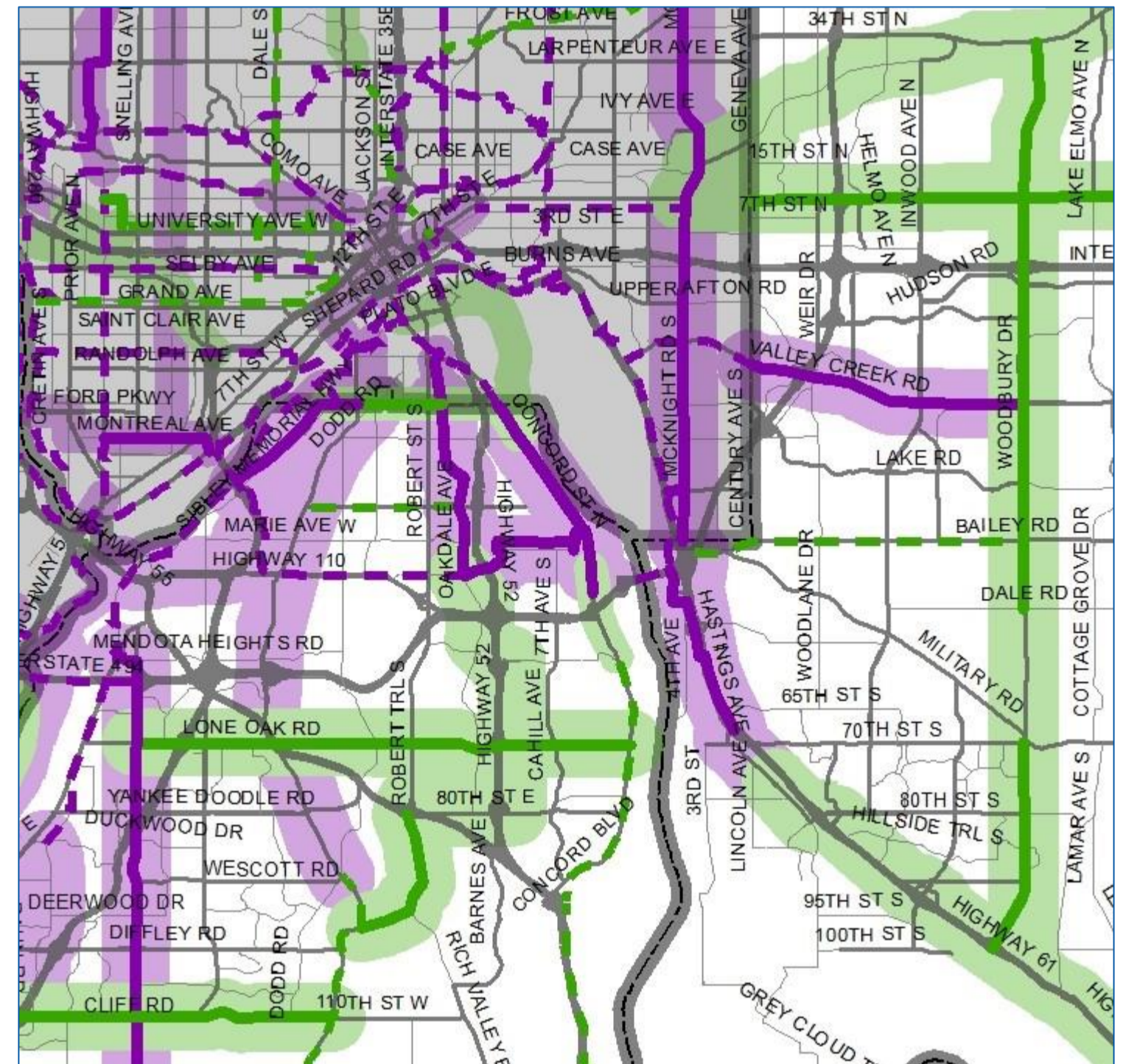
November 9, 2017



# RBTN Changes

## Administrative Changes

- Designation of alignments within established Tier 1 and Tier 2 corridors

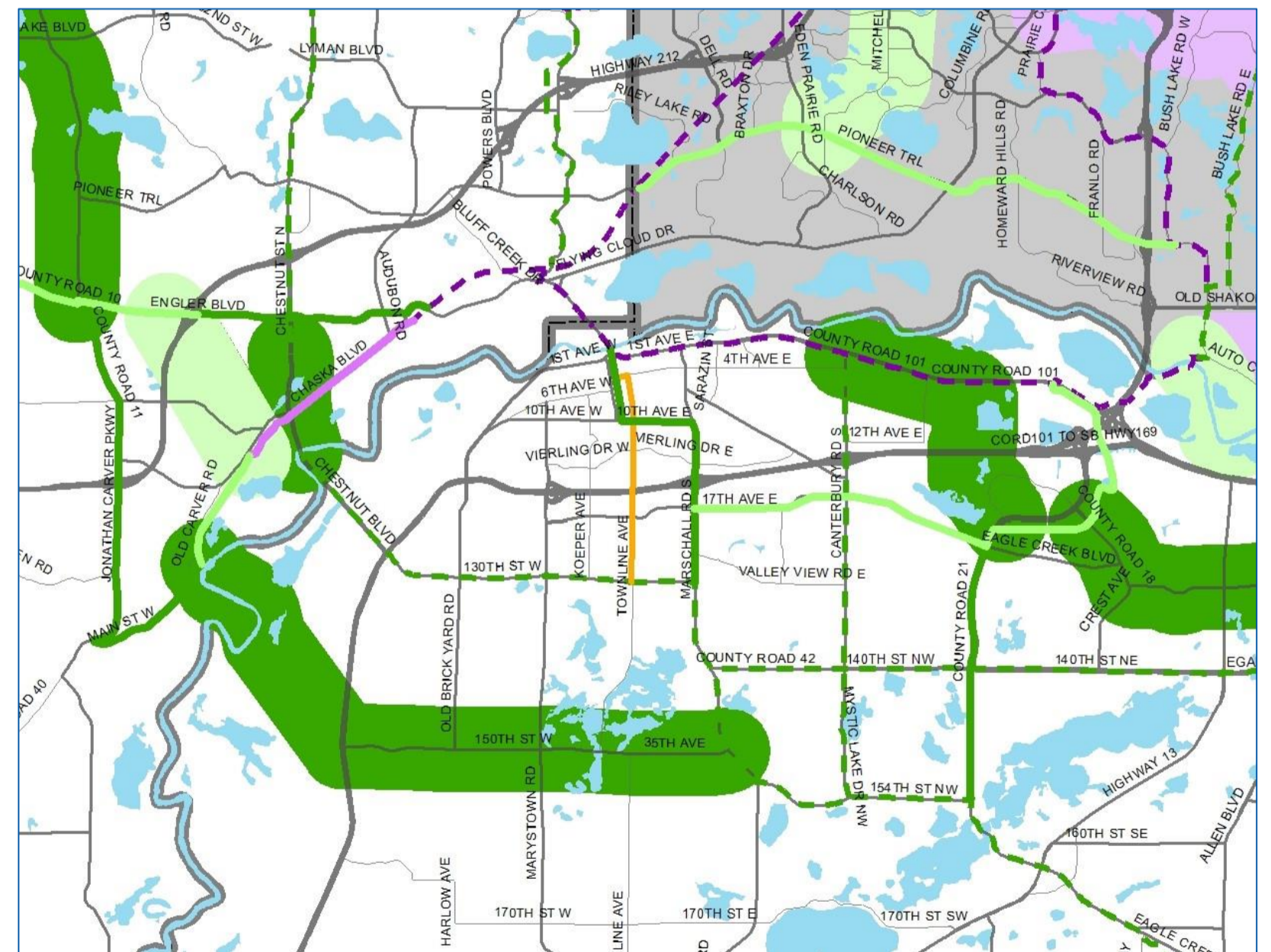




# RBTN Changes

## Substantive Changes

- Shifting corridors or alignments in response to implementation challenges
- Extending/truncating corridors or alignments to improve connectivity of the overall RBTN
- Adding new corridors or alignments to better connect regional destinations or to better align with local bike plans



# Current TPP

## RBTN Guiding Principles

- *Facilitate safe and continuous trips* to regional destinations
- *Overcome physical barriers & eliminate system gaps*
- *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

# RBTN Changes

Proposed changes derived from:

- Review meetings with county and/or city planning & engineering staff
- Last Regional Solicitation process
- Other communications with local agencies since last TPP update
- Reviewed & supported by ad hoc bike/ped peer group





# 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

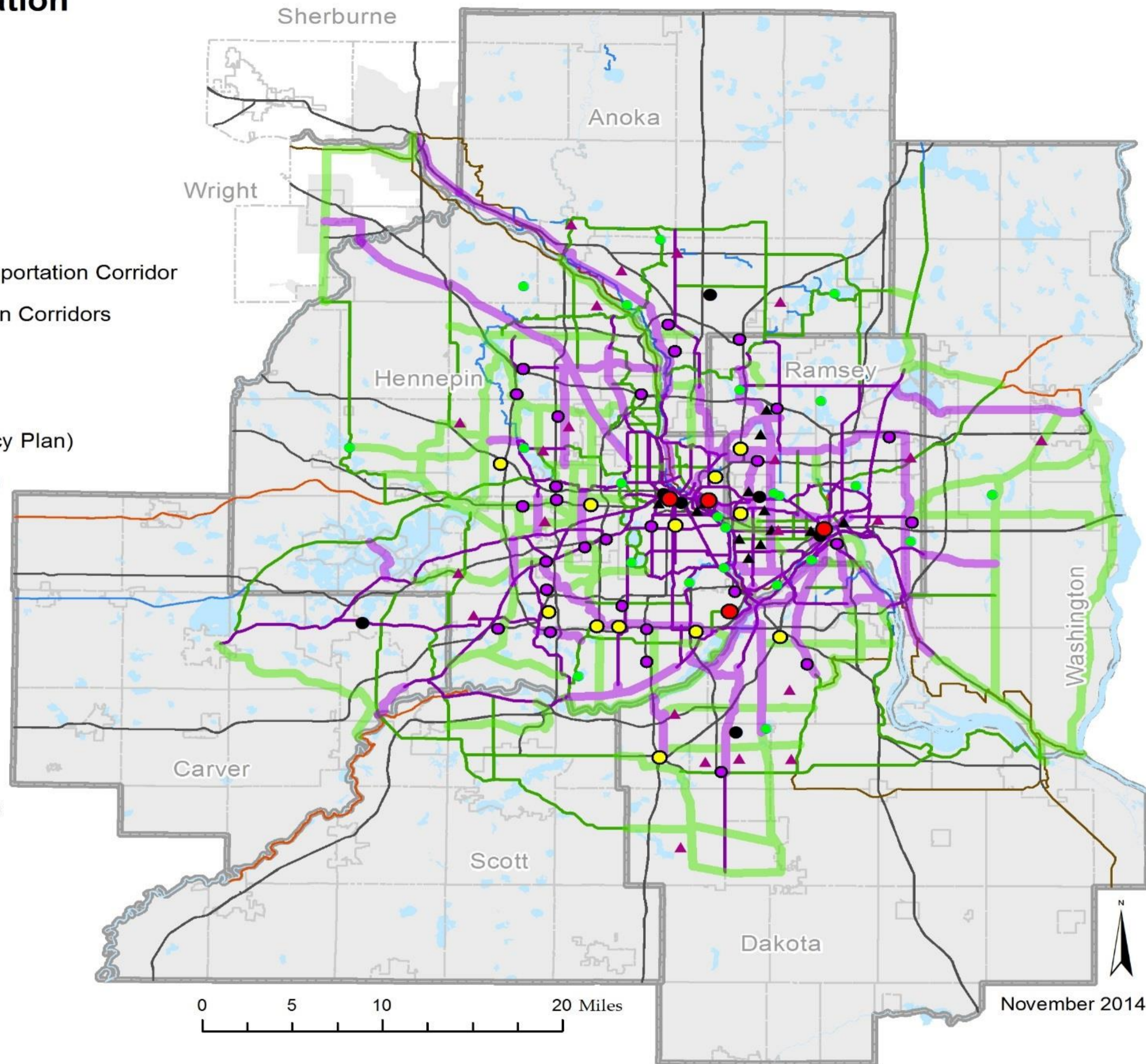
-  Regional Trails (Regional Parks Policy Plan)
-  Mississippi River Trail (US Route 45)
-  State Trails (DNR)

## 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

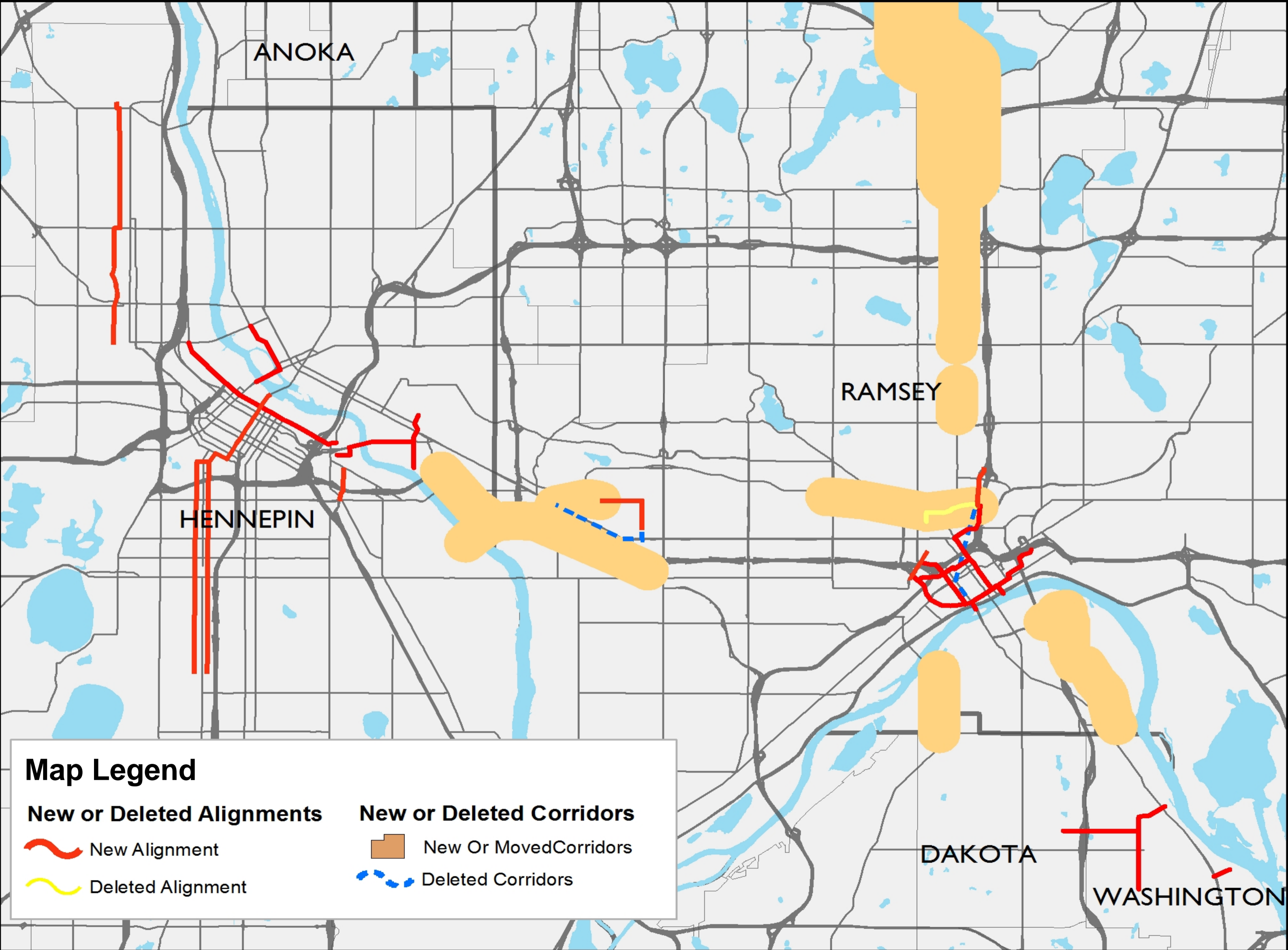
-  Principal Arterial Roads
-  Lakes and Rivers
-  City Boundary
-  County Boundary
-  2040 Municipal Urban Service Area MPO Area



November 2014



# RBTN Proposed Changes – Core Cities






# RBTN Proposed Changes


## Map Legend


### New or Deleted Alignments

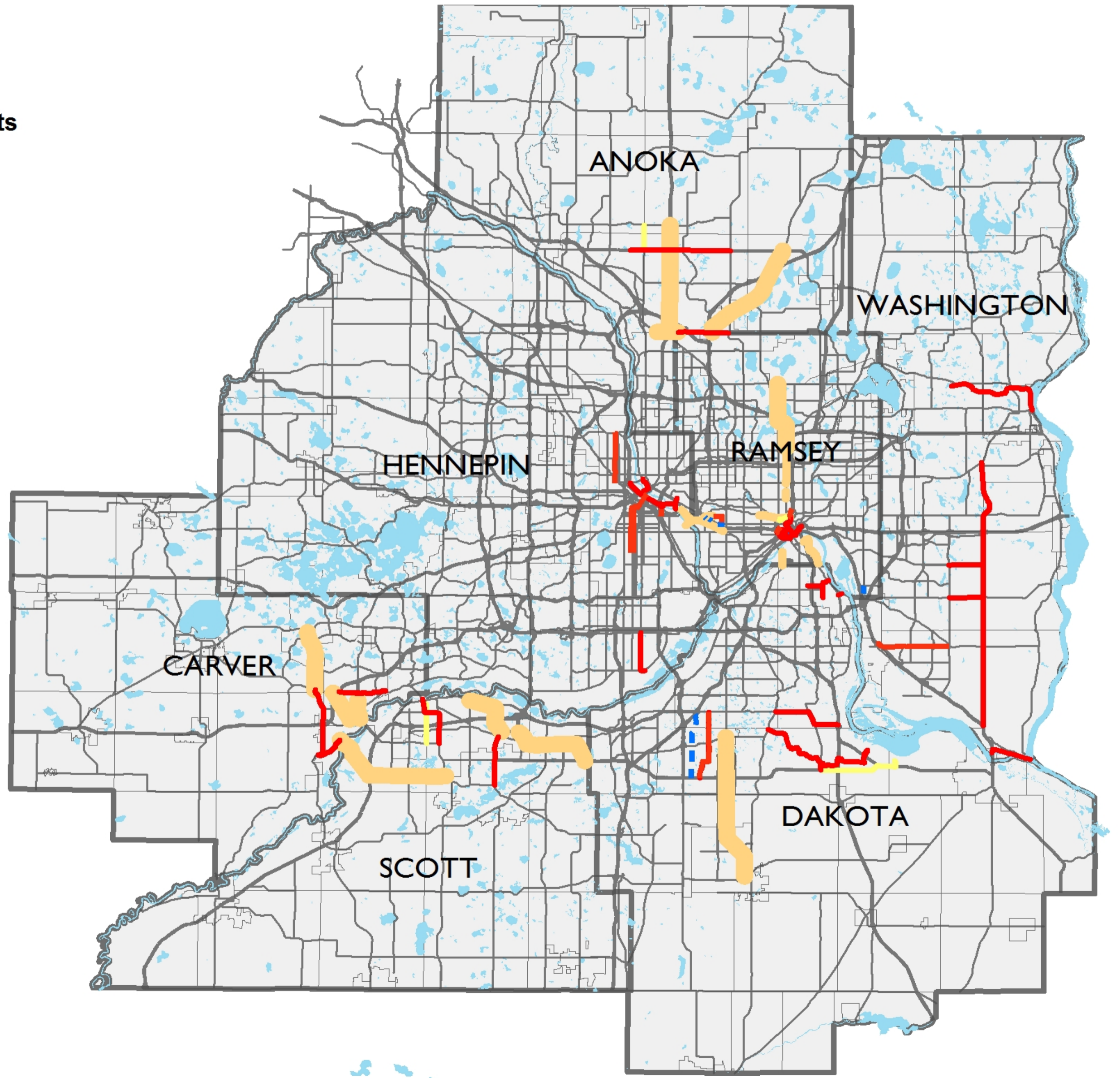
 New Alignment

 Deleted Alignment

### New or Deleted Corridors

 New Or Moved Corridors

 Deleted Corridors





# RBTN Update Map

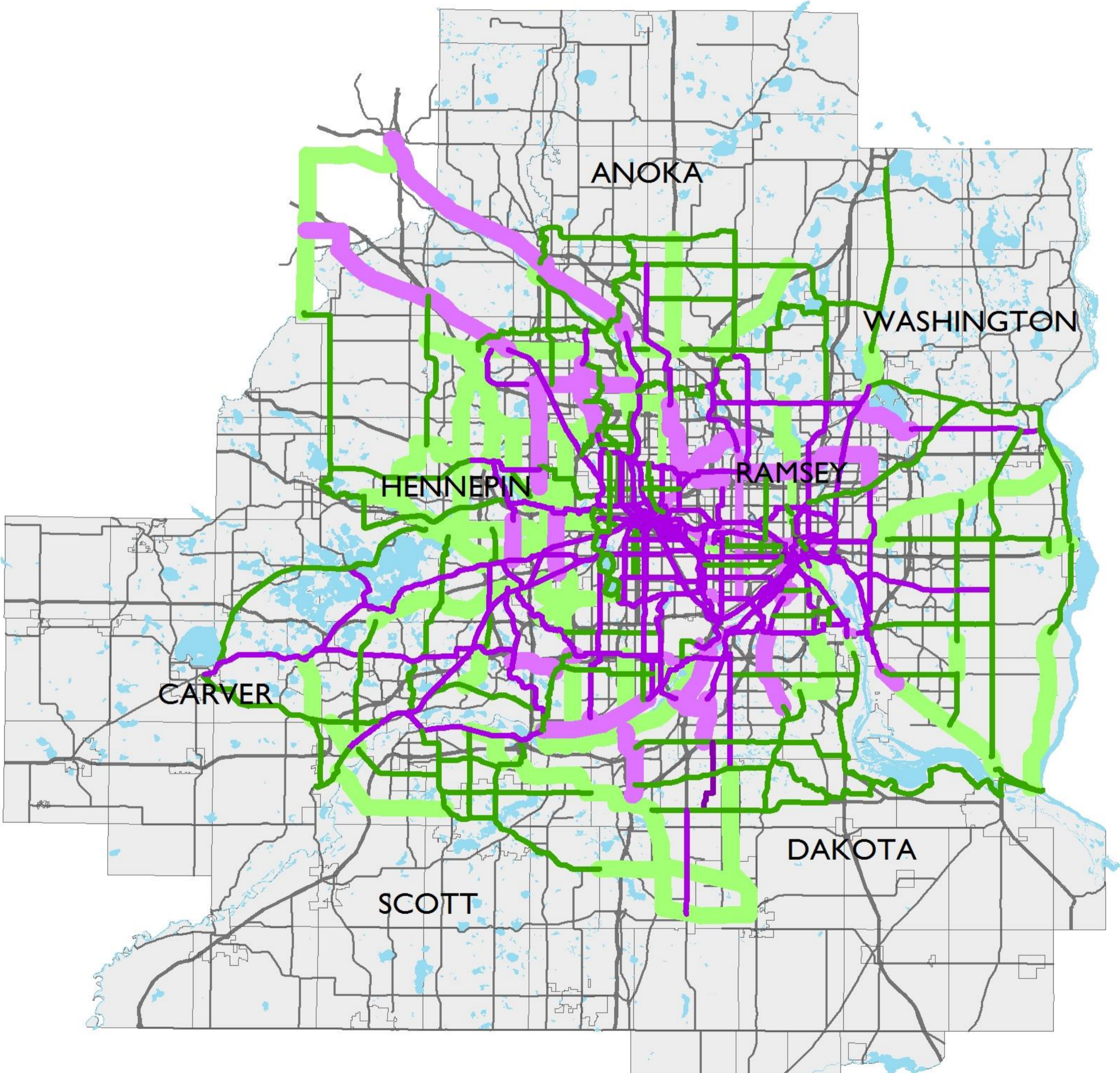
## Map Legend

### RBTN Alignments

- Tier 1 Alignment
- Tier 2 Alignment

### RBTN Corridors

- Tier 1 Corridor
- Tier 2 Corridor





Thank you

Questions or Comments?

Steven Elmer, AICP

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