



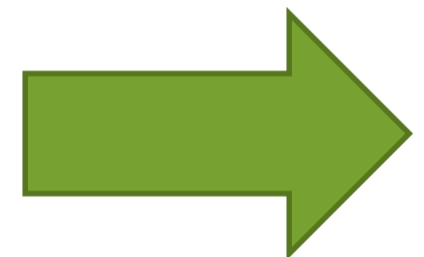
TRANSPORTATION POLICY PLAN

Bicycle and Pedestrian Chapter TPP Update Overview

TAC Planning
August 10, 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?





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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
 - Others planned for adding new bikeways (I-35W)

New Developments

Pedestrian/Bike Data Collection

- MnDOT's Bicycle and Pedestrian Counting Initiative
 - Training
 - Permanent monitoring stations (three 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"> • Preserve and maintain bike/ped system in a <u>state of good repair</u>
Safety and Security	<ul style="list-style-type: none"> • <u>Reduce crashes & improve safety</u> for bike/ped modes
Access to Destinations	<ul style="list-style-type: none"> • Increase share of trips taken using biking or walking • Improve bike/ped options for all ages & abilities
Competitive Economy	<ul style="list-style-type: none"> • Improve bike/ped <u>access to job</u> concentrations • Invest in bike/ped infrastructure to <u>attract and retain</u> businesses and residents
Healthy Environment	<ul style="list-style-type: none"> • <u>Reduce air emissions</u> from transportation sources • Increase availability and attractiveness of biking & walking to <u>encourage healthy communities & car-free lifestyles</u>
Leveraging Investments to Guide Land Use	<ul style="list-style-type: none"> • <u>Focus growth</u> to support full range of multimodal travel • Encourage local land use/design to <u>integrate all modes</u>



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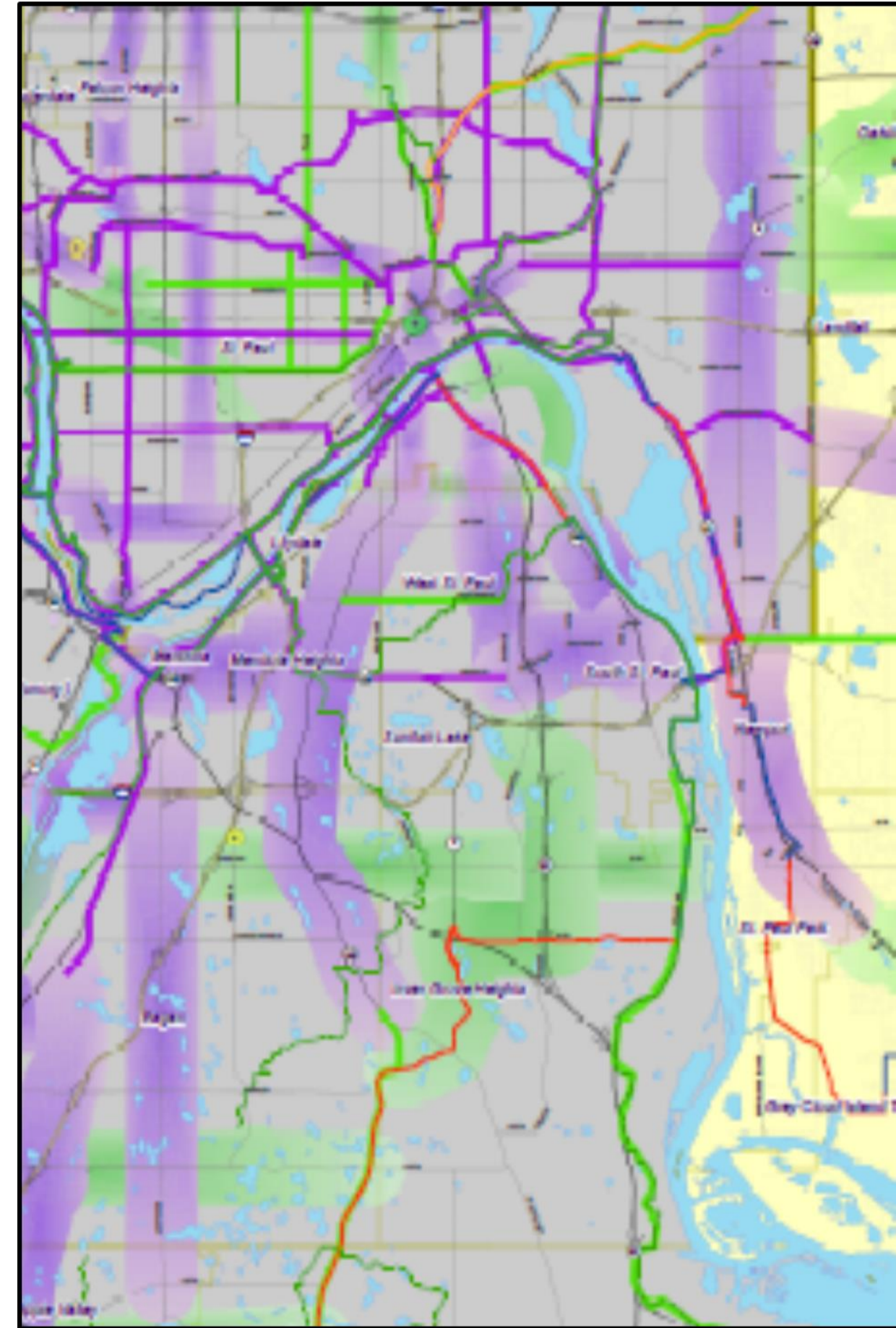
How will we get there?

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

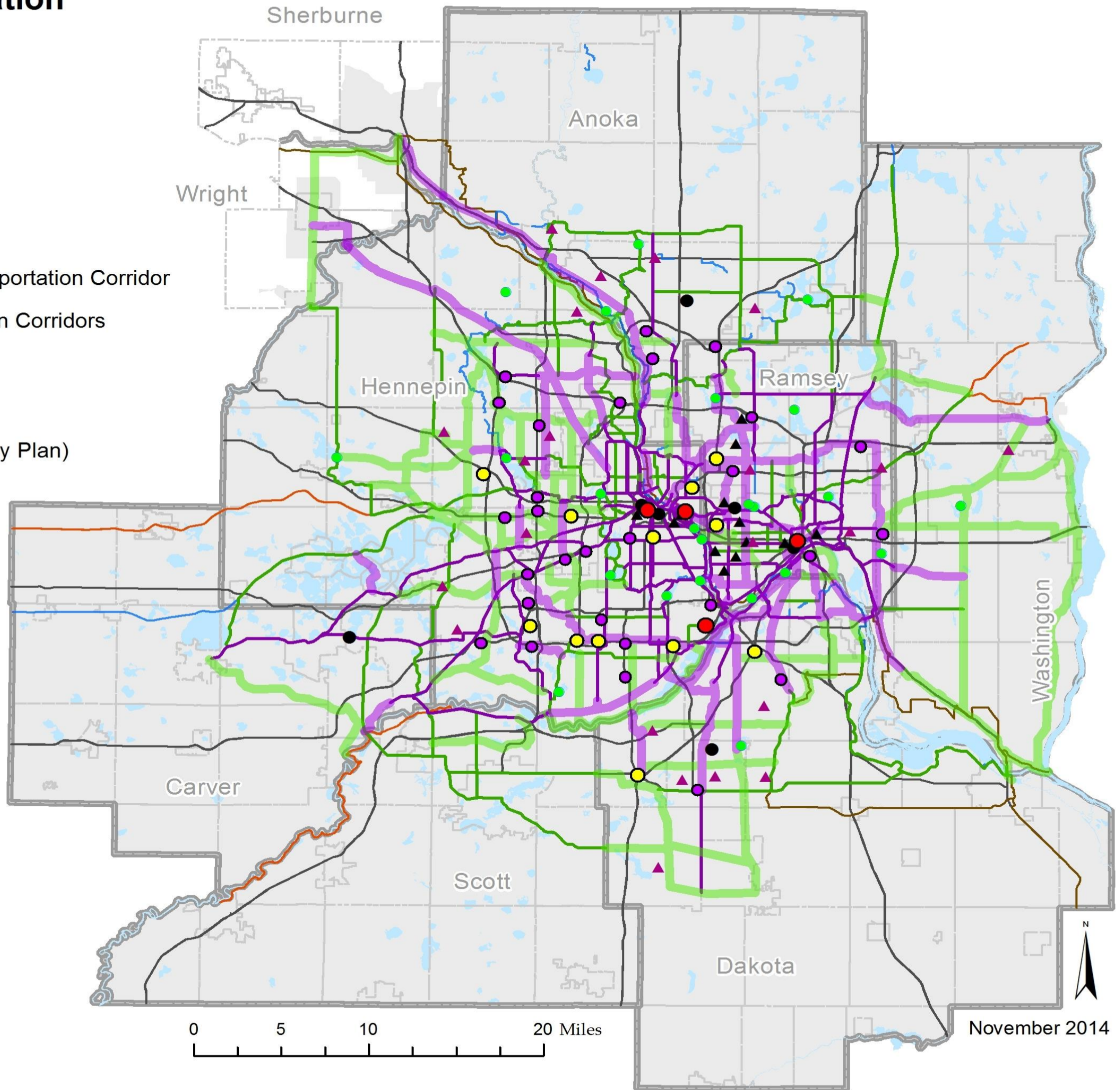
-  Regional Trails (Regional Parks Policy Plan)
-  Mississippi River Trail (US Route 45)
-  State Trails (DNR)

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”
 - Tier 1: Priority regional transportation corridors & alignments
 - Tier 2: RBTN corridors/alignments = 2nd highest priority for transportation investment

Investment Direction

Regional Priorities

- 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



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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 w/in existing corridors will be added
- Other changes resulting from county/city meetings and other communications since last update
- RBTN Corridor and/or Alignment adjustments will be proposed
 - New proposed RBTN map will show proposed 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 established in trans. appropriations bill
 - No funds authorized through the legislation
 - Framework for future state funds to be appropriated by legislature & administered through MnDOT

TPP Changes

Funding Sources Update

Regional Solicitation Funding Bike/Ped & SRTS Projects (in \$Millions)

Year	Funded	Requested	% Funded	STP Total to Region	% Total to Bike/Ped
2011	\$ 26.23	\$ 74.95	35.0%	\$ 177.89	14.7%
2014	\$ 27.70	\$ 63.33	43.7%	\$ 189.50	14.6%
2016	\$ 36.22	\$ 86.43	41.9%	\$ 221.17	16.4%

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
- Incorporating other relevant work such as Minnesota Walks (joint MnDOT/MDH) & MnDOT SRTS

Possible Work Plan Items

- RBTN Protected Bikeway Corridors Study
- Analysis of RBTN and local bikeways 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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