

**ACTION TRANSMITTAL – 2021-24**

**DATE:** August 12, 2021

**TO:** TAC Planning Committee

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

**SUBJECT:** Regional Bicycle Transportation Network (RBTN) & Regional Bicycle Barrier Updates for Regional Solicitation

**REQUESTED ACTION:** Accept the updated Regional Bicycle Transportation Network (RBTN) and regional bicycle barriers and recommend their release for public comment with the 2022 Regional Solicitation packet.

**RECOMMENDED MOTION:** That TAC Planning recommend that Technical Advisory Committee recommend to the Transportation Advisory Board to accept the updated RBTN and regional bicycle barriers and release for public comment as part of the 2022 Regional Solicitation packet.

**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. The goal of the RBTN is to develop an integrated seamless network of on and off-street bikeways to effectively improve conditions for daily bicycle transportation and to encourage planning and implementation of RBTN bikeways by local and state agencies. Regional bicycle barriers were defined in the Regional Bicycle Barriers Study (2017) as the major physical barriers to bicycle transportation and include the region’s freeways, expressways, rail corridors, and streams; these barriers were later adopted into the TPP in 2018. RBTN Tier 1 and Tier 2 priority corridors and alignments have been used in the Regional Solicitation project selection criteria since 2014; regional bicycle barriers were first used as project selection criteria in 2020.

In late April local and state agencies were notified of the opportunity to propose additions or changes to the RBTN or to propose new regional bicycle barriers. A set of new measures recommended by the RBTN Guidelines and Measures Study was posted as the primary criteria to be used in evaluating the proposals. Proposal applications were due on May 28<sup>th</sup>. Staff reviewed the applications and developed recommendations to accept each application as proposed, or to accept with adjustments based on the evaluation. In July, staff presented their recommendations to the Bicycle-Pedestrian Peer Discussion Group (BPPDG), for discussion and feedback, focusing particularly on the proposals that included staff-suggested adjustments which had been discussed with and mutually agreeable to the proposing agency. The BPPDG consists of bicycle planners and engineers from cities, counties, regional park implementing agencies, and MnDOT, and this group has assisted staff in technical study reviews and provided feedback on bicycle and pedestrian policy issues since 2016. All proposals for adding regional bicycle barriers are recommended by staff for acceptance.

The purpose of this action is to: 1) accept the RBTN as updated to include the agency-proposed additions and changes recommended by staff with adjustments, and as reviewed and consented to by the BPPDG, for inclusion in the 2022 Regional Solicitation that is being

released for public comment, and 2) accept the regional bicycle barriers as updated to include new barriers proposed by local agencies for inclusion in the 2022 Regional Solicitation that is being released for public comment.

**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. Updates considered in this action will be incorporated into the TPP by early 2022.

**STAFF ANALYSIS:**

Met Council received 27 proposals to add or modify RBTN corridors and/or alignments from six local agencies. The proposals were assessed according to the measures recommended in the RBTN Guidelines and Measures Study (presented to TAC Planning in March 2021) and to their consistency with RBTN goals and intent. Of the 27 requested additions/changes, 18 were accepted as proposed and 9 proposals were accepted with mutually agreeable adjustments. For adjustments that included additions or extensions into adjacent cities of the proposing agencies, city staff were consulted and were in agreement. The BPPDG agreed with all but one staff recommendation which was changed to reflect the group’s preferred alignment.

Local agencies were given the opportunity to propose new regional bicycle barriers and/or newly planned regional bicycle barrier crossing locations. Three proposals were received to add regional bicycle barriers from two agencies; no proposals to add planned barrier crossing locations were submitted. The proposed barrier segments (one rail corridor, one stream, and one expressway) were evaluated based on whether the definitions developed through the Regional Bicycle Barriers Study (RBBS, 2017) and updated in the RBBS Technical Addendum (2019), were met. Based on staff reviews, all of the proposed regional bicycle barriers met those criteria.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Planning	Review & recommend	
Technical Advisory Committee	Review & recommend	
Transportation Advisory Board	Review & release for public comment	
Transportation Advisory Board	Review & adopt	
Transportation Committee	Review & recommend	
Metropolitan Council	Concurrence	

**Proposed RBTN Route Additions & Changes**

Agency	Proposed Change	Staff Recommendation	Consented Adjustments	Rationale for Adjustment	Assigned Tier	Rationale for Tier Assignment
Carver County	CSAH 18 Extension	Accept as proposed	None	NA	Tier 2	Extension of existing T-2 corridor.
Carver County	CSAH 13/14 Extension	Accept as proposed	None	NA	Tier 2	Extension of existing T-2 corridor.
Carver County	TH 7 East Only Extension	Accept as proposed	None	NA	Tier 2	Extension of existing T-2 corridor.
Carver County	TH 7 Full Extension	Accept as proposed	None	NA	Tier 2	Extension of existing T-2 corridor.
Dakota County	CSAH 4 New Corridor	Accept as proposed	None	NA	Tier 1	Connects bet 2 existing Tier 1 routes; high assessment rating on equity.
Dakota County	CSAH 28 New Alignment	Accept w/adjustments	Moved existing T-1 align on local roads to TH 13 bet Letendre Rd & Blackhawk Dr.	Logical extension of exist T-1 align on TH 13 to create direct connect to CR 28 align W terminus.	Tier 1	Connects bet existing Tier 1 routes and regional destinations.
Dakota County	CSAH 30 New Alignment	Accept w/adjustments	Moved W terminus to Nichols Rd; added align on Nichols & local roads to TH 13 at Silver Belle Rd.	Provides direct connection to existing BRT station (Cedar Grove) and to T-1 corridor centerline.	Tier 1/Tier 2	Tier 1 bet. TH 13 & Braddock Trail Tier 2 bet Braddock Tr & TH 3; based on connections bet existing route tiers & to regional destinations, lower demand expected W/of Braddock.
Dakota County	CSAH 63 New Align	Accept as proposed	None	NA	Tier 2	Connects bet 2 existing Tier 2 alignments.
Dakota County	Marion Greenway New Align	Accept as proposed	None	NA	Tier 2	Connects bet existing Tier 2 corridors.
Dakota County	Soo Line New Align	Accept as proposed	Added new corridor connection to 494 trail W/of Pilot Knob Rd	Provides connection bet major planned mixed use dev't & Bloomington/MSP via 494 MN River bridge.	Tier 1	Connects bet existing Tier 1 alignments & to major planned development.
Dakota County	Veterans Greenway New Align	Accept as proposed	None	NA	Tier 2	Connects bet existing Tier 2 alignments.
Dakota County	CSAH 26 Align Extend	Accept as proposed	None	NA	Tier 1	Connects bet existing Tier 1 alignments.
Fridley	Univ Ave NE New Align	Accept w/adjustments	Extend align as new corridor bet Osborn Rd & Northtown Transit Ctr.	Allows for future alignment connecting along planned F-Line BRT route.	Tier 1	Connects bet regional BRT stations (F-Line) & established regional destinations.
Fridley	7th Street NE New Align (as adjusted)	Accept w/adjustments	Make 57th Ave north terminus.	Allows route termini to connect bet existing RBTN alignments & maintains N/S route to avoid 694 interchanges at Central & Univ Ave	Tier 2	Provides short connection bet 2 proposed align's & key part of alternate route to avoid a freeway interchange.
Fridley	44th Ave NE New Align	Accept	None	NA	Tier 1	Combined w/Main St proposed alignment will connect bet two Tier 1 align's & across two regional bike barriers.
Fridley	53rd Ave NE New Align	Accept	None	NA	Tier 2	Provides short connection bet 2 proposed recommended Tier 1 align & existing Tier 2 corridor.
Fridley	57th Ave NE New Align	Accept w/adjustments	Add new align on Medtronic Pkwy W/of 7th St NE	Provides connection to existing T-2 corridor and major emp headquarters.	Tier 1	Provides existing/planned crossings of 2 regional bicycle barriers connects bet 2 Tier 1 routes across city's entire width.
Fridley	Main St NE New Align	Accept w/adjustments	Make 57th Ave north terminus.	Allows route termini to connect bet existing RBTN alignments & maintains N/S route to avoid 694 interchanges at Univ Ave	Tier 1	Combined w/44th Ave proposed align w/connect bet 2 Tier 1 align's & across two regional bike barriers.

### Proposed RBTN Route Additions & Changes

Agency	Proposed Change	Staff Recommendation	Consented Adjustments	Rationale for Adjustment	Assigned Tier	Rationale for Tier Assignment
Fridley	Rice Crk Rd Extension	Accept w/adjustments	Replace w/align on Mississippi St bet E River Rd & Silver Lake Rd	Provides greater connectivity bet existing T-1 align's & continuity to adjacent city (New Brighton)	Tier 1	Connects bet existing Tier 1 & Tier 2 alignments.
Hennepin County	Minnetonka-Lake St New Align	Accept as proposed	None	NA	Tier 1	Connects bet existing Tier 1 alignments.
Hennepin County	Cedar Ave Corridor	Accept w/adjustments	Make Franklin Ave north terminus of corridor.	Existing alignments N/of Franklin already satisfy preferred spacing; avoids redundancy of added align.	Tier 1	Connects bet. three existing Tier 1 alignments w/very high assessment metrics.
Minneapolis	Dowling Ave New Align	Accept w/adjustment	Make W River Parkway east terminus of alignment.	Allows route termini to connect bet existing RBTN alignments.	Tier 2	Connects bet Tier 2 and Tier 1 alignments, but assessment scores lower than for 34th Ave proposed alignment.
Minneapolis	34th Ave N New Align	Accept as proposed	None	NA	Tier 1	Connects bet Tier 1 and Tier 2 align's and assessed scores higher than for Dowling Ave alignment.
Minneapolis	34th St W New Align	Accept as proposed	None	NA	Tier 1	Connects bet existing Tier 1 & Tier 2 align's across the city's entire width.
Minneapolis	38th Ave S New Align	Accept as proposed	None	NA	Tier 1	Provides direct alignment bet. 2 existing Tier 1 align's (incl MT Grnwy) & proposed rec'd Tier 1 align (34th St W).
Minneapolis	Lyndale-Align-Extension	Accept as proposed	None	NA	Tier 1	Connects & provides shortcut bet existing Tier 1 alignments.
Roseville	Old Snelling-Hamline Corridor Shift	Accept as proposed	None	NA	Tier 1	Shift of existing Tier 1 corridor.