



# 2025 RBTN Update Evaluation Measures

TAC Planning



May 8, 2025

[metro council.org](http://metro council.org)

# RBTN & Regional Bicycle Barriers Updates – Review

## General Timeline

- Publish notification to propose RBTN changes Tentative: May 5th
- **Deadline to submit change requests** **June 30<sup>th</sup>, 5 pm**
- Council staff review applications July
- Review staff recommendations with BPPWG Late July/Aug
- TAC/TAB approval process for updated maps TBD
- Public Comment period for Reg. Solicitation/TPP modification TBD
- Final maps approved by TAB & Met Council TBD

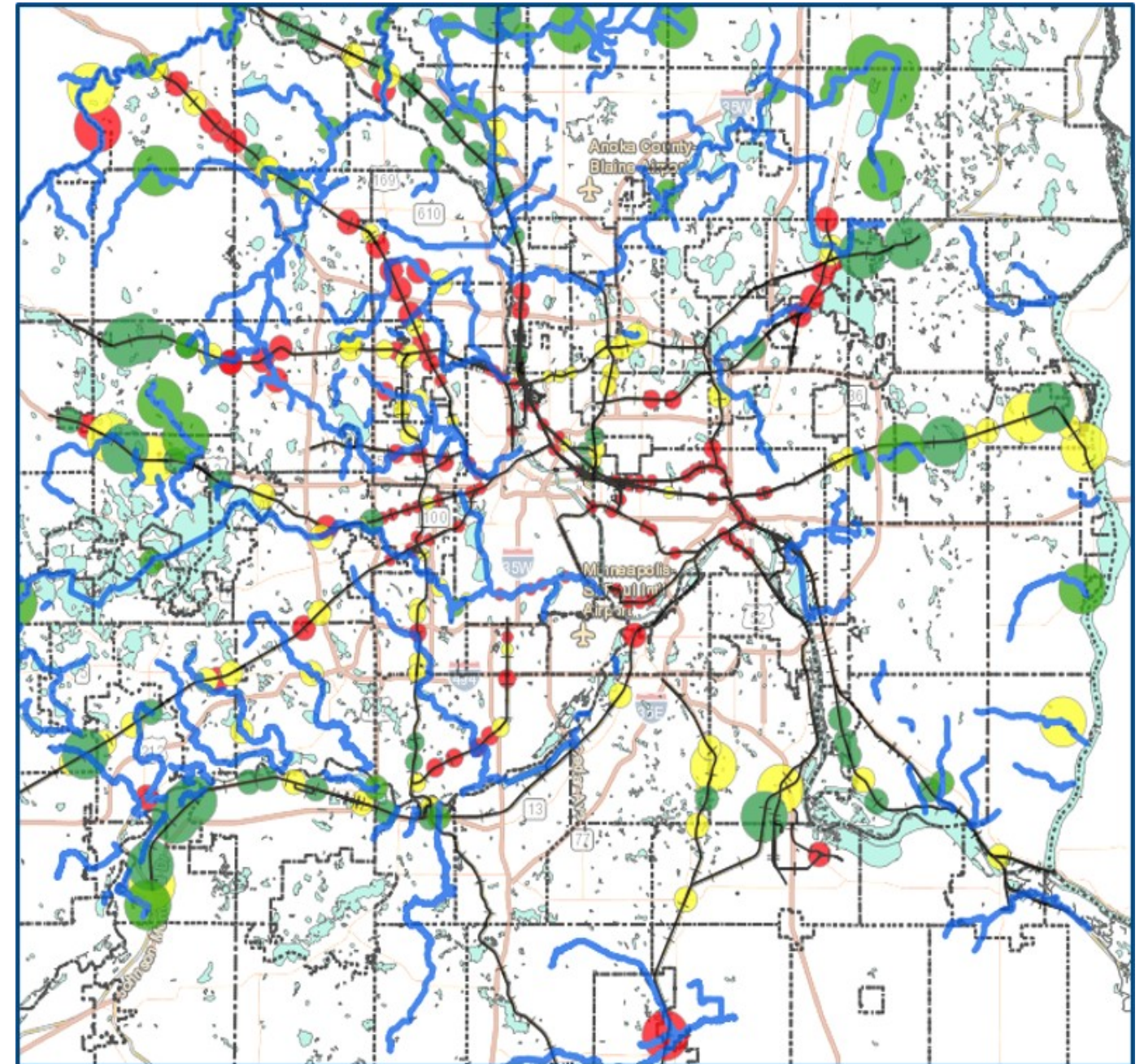
# RBTN & Regional Bicycle Barriers Updates – Review (2)

## Regional Bicycle Barriers

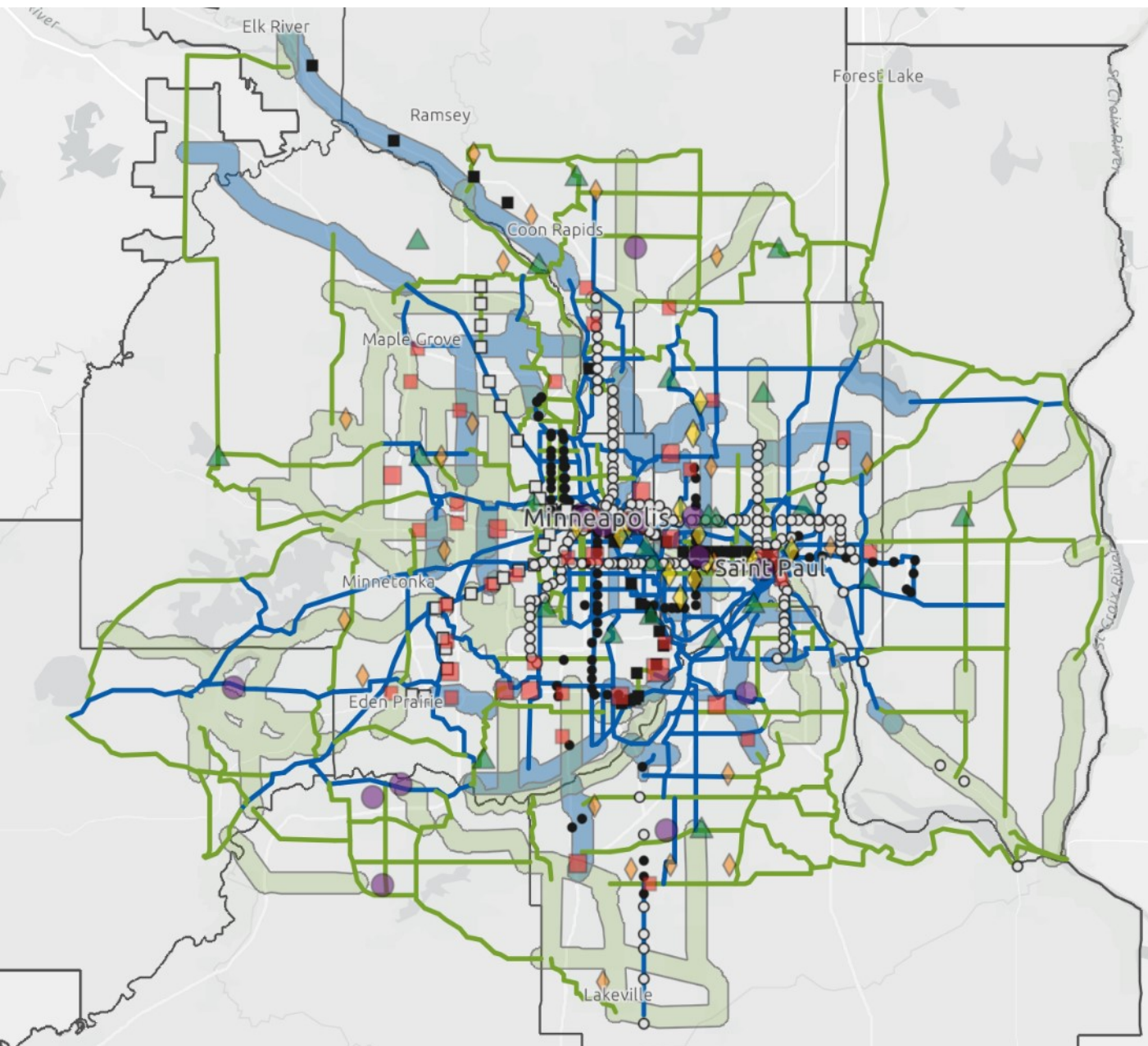
Agencies will be given **option to propose** the following:

- **Adding a new regional bicycle barrier** consistent with definitions provided
- **Adding a planned bicycle crossing improvement location\*** that crosses a regional bicycle barrier and is not currently included within a prioritized *regional bicycle barrier crossing area*

\* Planned regional bicycle barrier crossing improvement locations must be *described or mapped in an adopted local bicycle or transportation plan or an adopted study, or a funded improvement project in a capital improvement plan.*



# RBTN & Regional Bicycle Barriers Updates – Review (3)



From 2050 TPP Bicycle Investment Plan

## Regional Bicycle Transportation Network

Agencies will be given **option to propose** the following change types:

- **Addition** of a new RBTN corridor or alignment
- **Re-alignment (shift)** of an existing RBTN corridor or alignment
- **Extension** of an existing RBTN corridor or alignment

# RBTN Guidelines and Measures Study



## Quantitative measure categories

- Route Directness
- Corridor Spacing
- Proximity to Development
- Social and Economic Equity
- System Connectivity

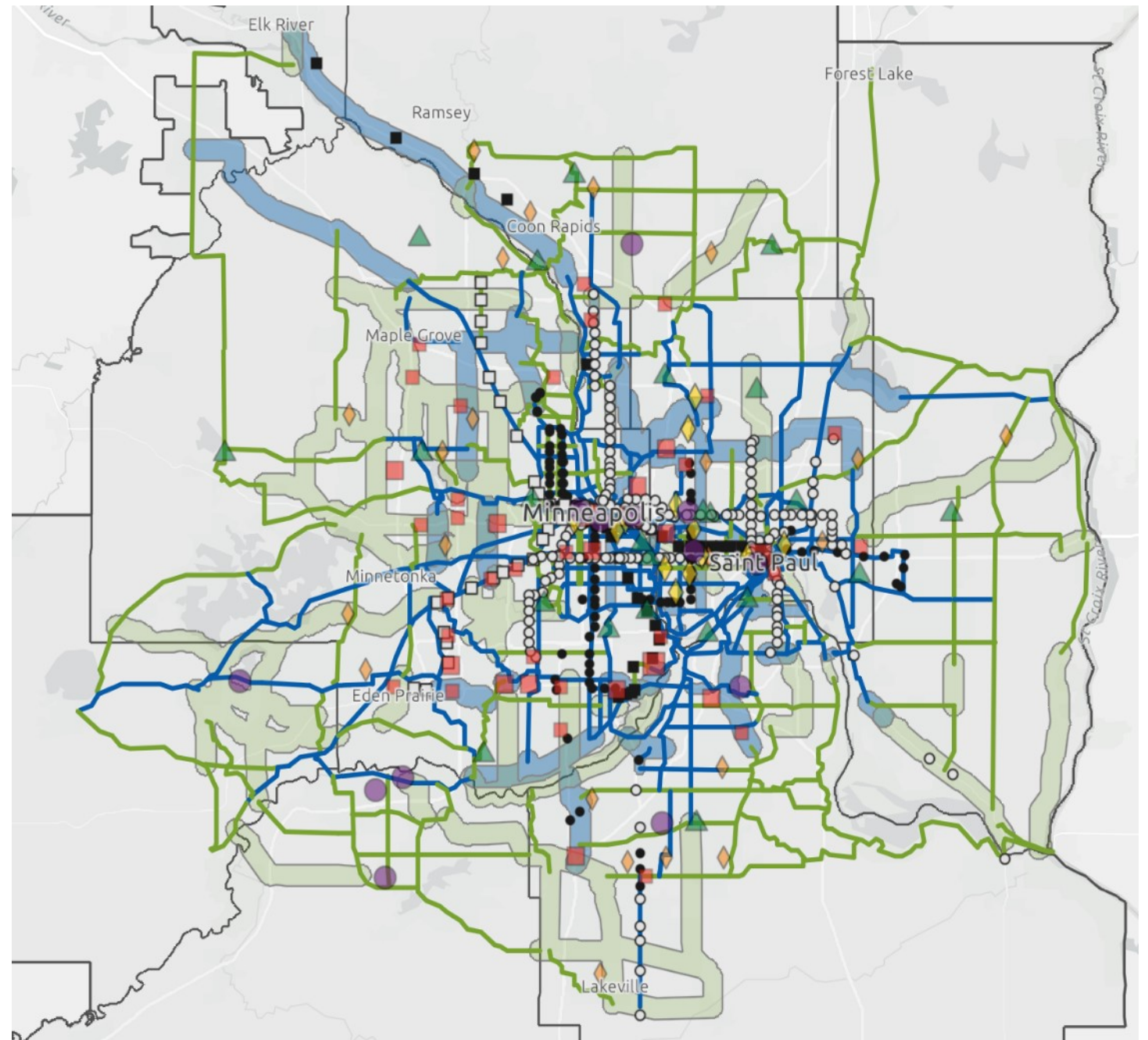
## Measure qualifiers

- Measure thresholds are not 'absolute' with respect to RBTN change request evaluations
- Each measure will be evaluated in the context of the other measures
- Some measures may not apply to a specific proposed route change due to unique circumstances
- Some measures are only case specific

# Route Directness Measures

## 1. Destination Proximity

- Application: Mainly applies to shifts in alignments or corridor centerlines
- Comparison: Proximity to RBTN Regional Destinations (RD)s within a buffered area for proposed route versus existing route
- Measure: Net change in number of RDs (including regional transitway stations) within
  - 1/10<sup>th</sup> mile buffer for alignments
  - ¼-mile or ½-mile buffer for corridors
- Preferred impact: Net zero reduction in number of nearby regional destinations





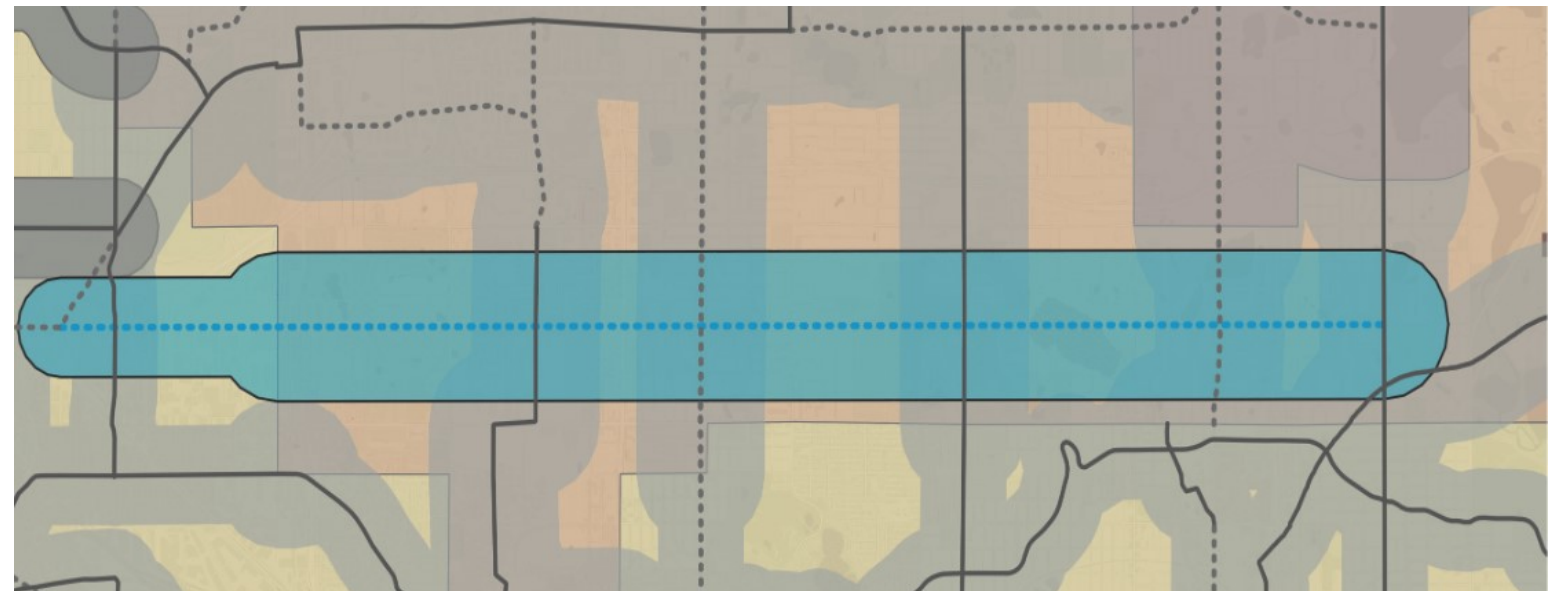
# Corridor Spacing Measure

## 1. Buffered Corridor Method

- Application: used primarily in Urban and Suburban communities
- Comparison: spacing gaps/overlaps of parallel existing routes vs. proposed route
- Measure: Applies buffers of one-half the recommended minimum spacing distance for each Community Designation to existing/proposed alignments or corridor centerlines
- Preferred result: No significant overlaps of buffered routes, except where routes converge or divert to follow roads or avoid obstacles

**Preferred minimum spacing\*** between RBTN routes by Imagine 2050 Community Designation:

- Urban cities: ½ mile
- Urban Edge cities: ¾ mile
- Suburban/Sub. Edge communities: 1 mile
- Rural areas: 2 miles



\* From RBTN Guidelines and Measures Study (2021)



# Proximity to Development Measures

## 1. Proximity to Population + Jobs

- Application: used in Urban and Suburban communities
- Comparison: proximity to people and jobs along proposed route compared to minimum preferred densities for appropriate Imagine 2050 Community Designation category
- Measure: Sum of forecast population and jobs within a ½-mile of the proposed RBTN alignment or corridor centerline

**Minimum preferred densities\*** by Imagine 2050 Community Designation:

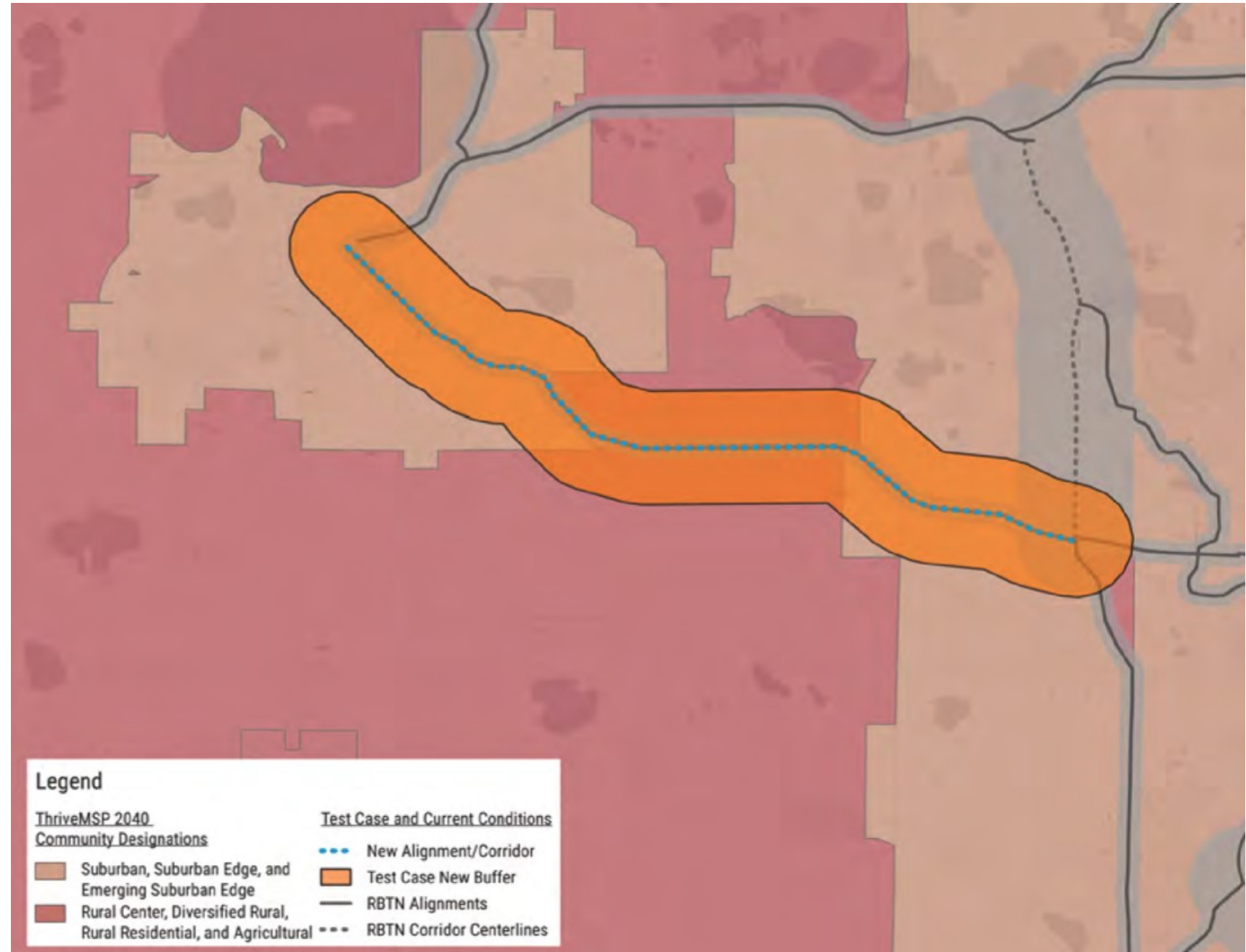
- Urban cities: 5,000 forecast population + jobs per square mile
- Urban Edge cities: 3,000 forecast population + jobs per square mile
- Suburban communities: 1,300 forecast population + jobs per square mile

\* From RBTN Guidelines and Measures Study (2021)

# Proximity to Development Measures (2)

## 2. Activity-per-mile Ratio

- Application: used only for proposed extensions and additions that connect suburban communities and/or rural centers through rural areas
- Measure: Sum of forecast population and jobs within a ½ - mile of the proposed alignment or corridor centerline divided by the length of the new route
- Minimum preferred ratio: 800 population + jobs per linear mile



# Social/Economic Equity Measures



## 1. Access to BIPOC Population and People in Poverty

- Application: used only to assess alignment and corridor shifts
- Comparison: Population measure within one-mile buffered area of existing RBTN alignment/corridor versus area of proposed route alignment/corridor
- Measure: Net change in total BIPOC and below poverty threshold populations within 1 mile of proposed RBTN route
- Threshold result: RBTN access should not be reduced for BIPOC and below poverty threshold populations

# Social/Economic Equity Measures (2)



## 2. Qualitative assessment of benefits to disadvantaged or vulnerable populations

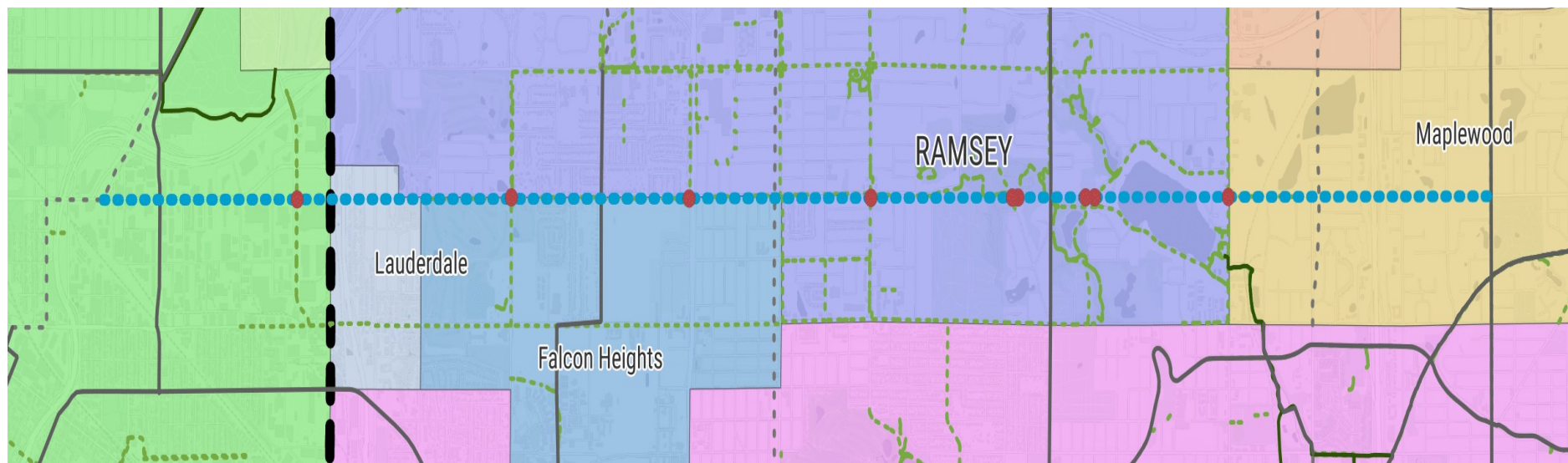
- Application: Agencies provide self-assessment of probable benefits due to improving RBTN access for disadvantaged populations with the proposed change
- Comparison: with other proposed change requests from agencies in similar communities
- Assessment: description of RBTN access benefits of the proposed change to
  - BIPOC populations
  - People in poverty
  - Immigrant communities
  - People w/physical disabilities
  - Youth (ages 5 to 15)
  - Senior citizens
- Evaluation impact: change requests having positive access benefits to BIPOC and/or disadvantaged populations will be viewed favorably

# System Connectivity Measures

## Connectivity Measures

1. New connections to Regional Bicycle Barrier crossings
2. New connections to state and regional trails (only pertains to trails that are not on the RBTN)
3. New connections to local bicycle network access points
4. Continuity/connections with adjacent city and/or county bicycle networks

Preferred impact: more is better; net number of direct connections should not be reduced for RBTN shifts





Thank you

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