

2025 RBTN and Regional Bicycle Barrier Updates

TAC Planning



September 2025

metro council.org

Regional Bicycle Barrier Updates

Proposed Updates Received

- 1 application for 3 new regional bicycle barriers received from Scott County
- 1 application for adjusting the location of a designated regional bicycle barrier crossing improvement area received from the City of Medina to align with a planned trail crossing
- All 4 requests (see Table A for details) were found to be consistent with the definitions established in the Regional Bicycle Barriers Study and are all recommended for approval.

Regional Bicycle Trans. Network Measures

Relevant Measures – Quick Review

Connectivity

Number of new direct connections to:

1. Reg. Bicycle Barrier crossings
2. State/regional trails (not on RBTN)
3. Local bicycle network access points
4. Connections with adjacent city and/or county bike networks

Corridor spacing

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

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

Prox. to jobs & pop

Forecast total pop + jobs per sq mi w/in ½ - mile by Imagine 2050 Community Designation:

- Urban cities: 5,000
- Urban Edge cities: 3,000
- Suburban cities: 1,300
- Rural/suburban edge areas (jobs/pop are per mile of length): 800 pop + jobs per mile

Regional Bicycle Trans. Network Measures (2)

Social/Economic Equity Measure

- Review of qualitative self-agency assessments of benefits to disadvantaged or vulnerable populations due to improving RBTN access with the proposed change
- Includes RBTN access benefits to:
 - BIPOC populations
 - People in poverty
 - Immigrant communities
 - People with physical disabilities
 - Youth (ages 5 to 15)
 - Senior citizens

RBTN Update Results

Summary of update proposals

- Received 78 requests from 6 counties, 3 cities, and 5 regional park/trail implementing agencies
- A few proposed corridors/alignments were divided into discrete segments for more balanced assessments
- 8 proposals (refer to Table B) involved minor adjustments or additions within buffer areas (quarter-mile or ½-mile) for that location that would typically be addressed through an administrative adjustment; all proposals are accepted and will be implemented as administrative adjustments.
- 16 proposals to connect the RBTN to rural centers or other rural/out-of-region trails (see Table C) are being deferred to the Met Council's forthcoming RBTN rural connections analysis set to begin in 2026

RBTN Update Results (2)

Summary of update proposals

Out of 58 RBTN alignment/corridor additions or extensions reviewed:

- 48 proposals are recommended for approval (see Table D)
- 6 more proposals were discussed with the Bike-Ped Planning Technical Working Group and are recommended for approval with exceptions to preferred spacing guidelines (Table E)
- 4 proposals are not recommended for approval (Table F)

RBTN Update Results (3)

RBTN Tier Assignment Considerations

- Connections with existing RBTN route tiers
- Connections to regional destinations & regional transit nodes
- Connections across regional bicycle barriers
- Length & continuity of route across city/county limits

RBTN Updates

Next Steps

- Present action to recommend changes at TAC Planning (Oct. 8th)
- Present actions to recommend/accept RBTN changes at TAC and TAB in November for inclusion in draft Regional Solicitation application packet released for public comment



Thank you

Steve Elmer

Metropolitan Transportation Services
steven.elmer@metc.state.mn.us

