

TPP Administrative Modification for RBTN, Regional Bicycle Barriers and Regional Truck Corridors Network Updates

Transportation Committee

January 10, 2022



Background

TPP Administrative Modifications

- Do not impact fiscal constraint or significantly change the Plan's funded projects
- Cover minor project updates and incorporate study results and recommendations that do not directly impact the list of funded projects
- Do not require a reanalysis of the Plan's impact on air quality, fiscal constraint, or environmental justice
- Do not require an official public comment process
- Required to be adopted by the Council as the Metropolitan Planning Organization (MPO)

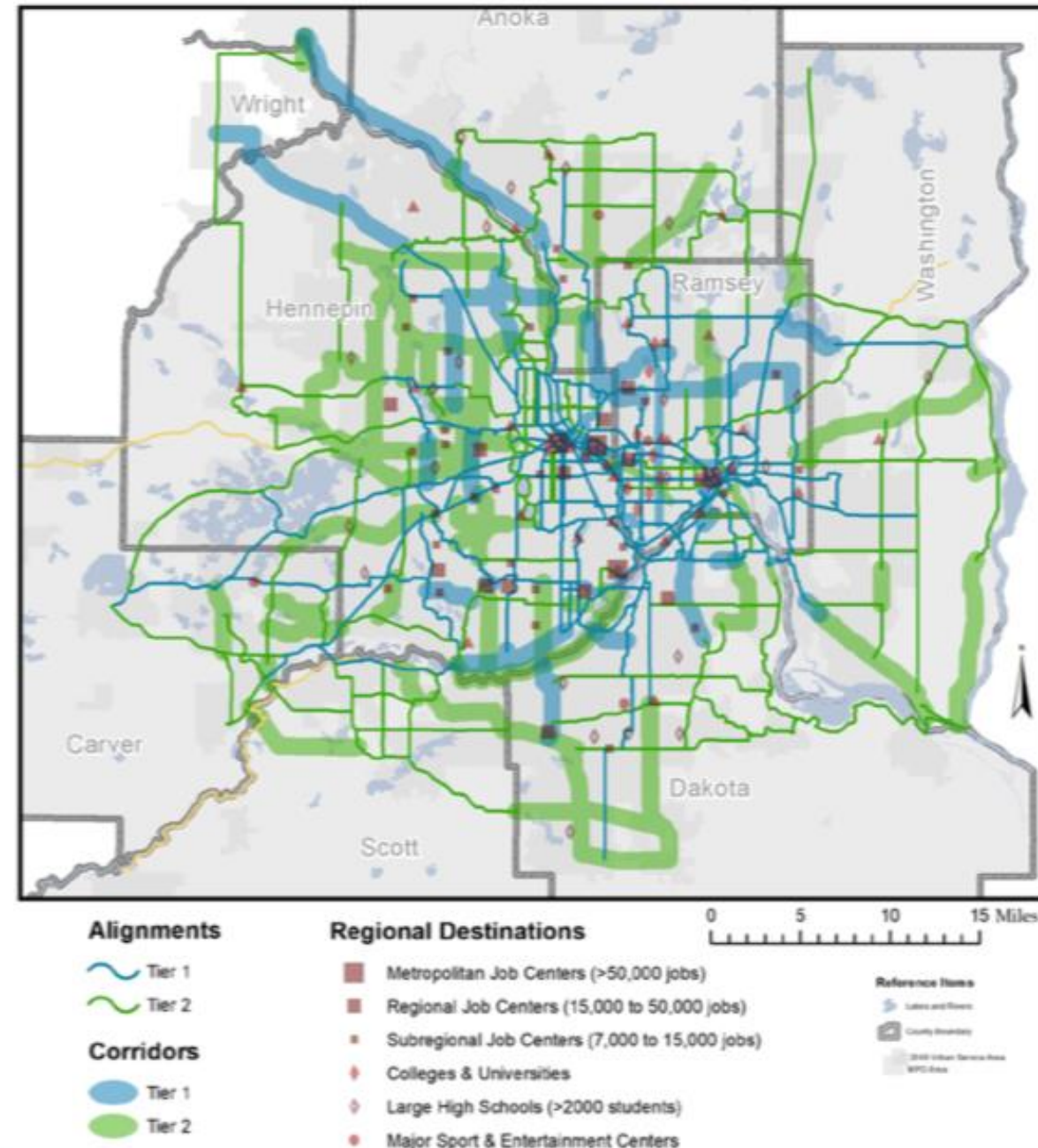
Background

- From 2014-2019, three new regional transportation modal networks were developed through regional studies:
 1. The Regional Bicycle Transportation Network (RBTN) developed in Regional Bicycle System Study (2014)
 2. Regional Truck Freight Corridors identified through Regional Truck Highway Corridors Study (2017)
 3. Regional Bicycle Barriers defined in Regional Bicycle Barriers Study & Technical Addendum (2018 & 2019)
- These modal networks are adopted and included in the Transportation Policy Plan as regional investment priorities
- Networks used for project prioritization and scoring in the Regional Solicitation process and other competitive funding programs

Background

Regional Bicycle Transportation Network

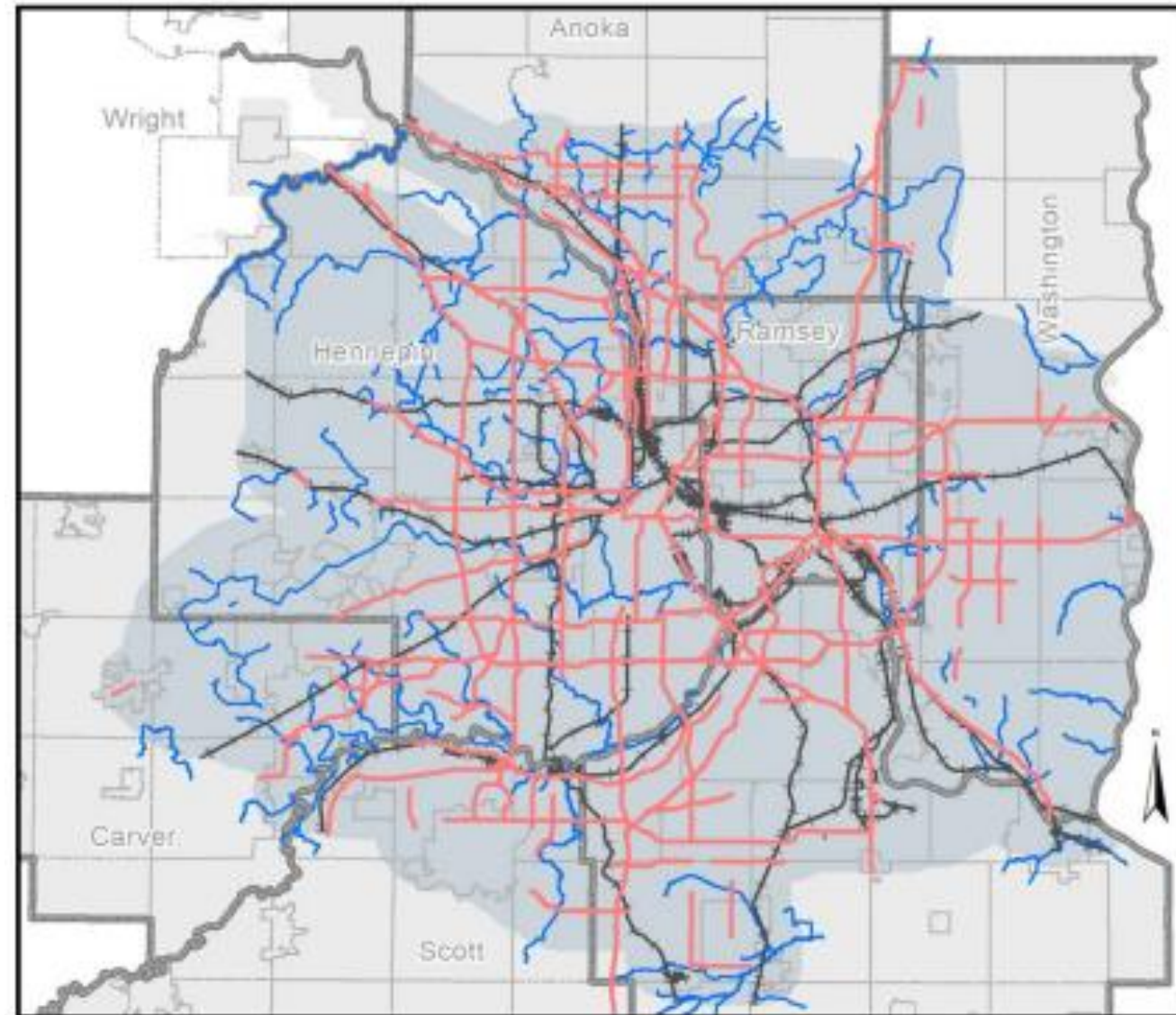
- RBTN introduced in 2014 TPP update
- Vision for a “backbone” arterial network of bicycle transportation corridors
- Corridors accommodate daily bicycle trips by connecting to regional destinations, transit and local bike networks
- RBTN corridors & alignments used to help prioritize Regional Solicitation investments since 2014



Background

Regional Bicycle Barriers

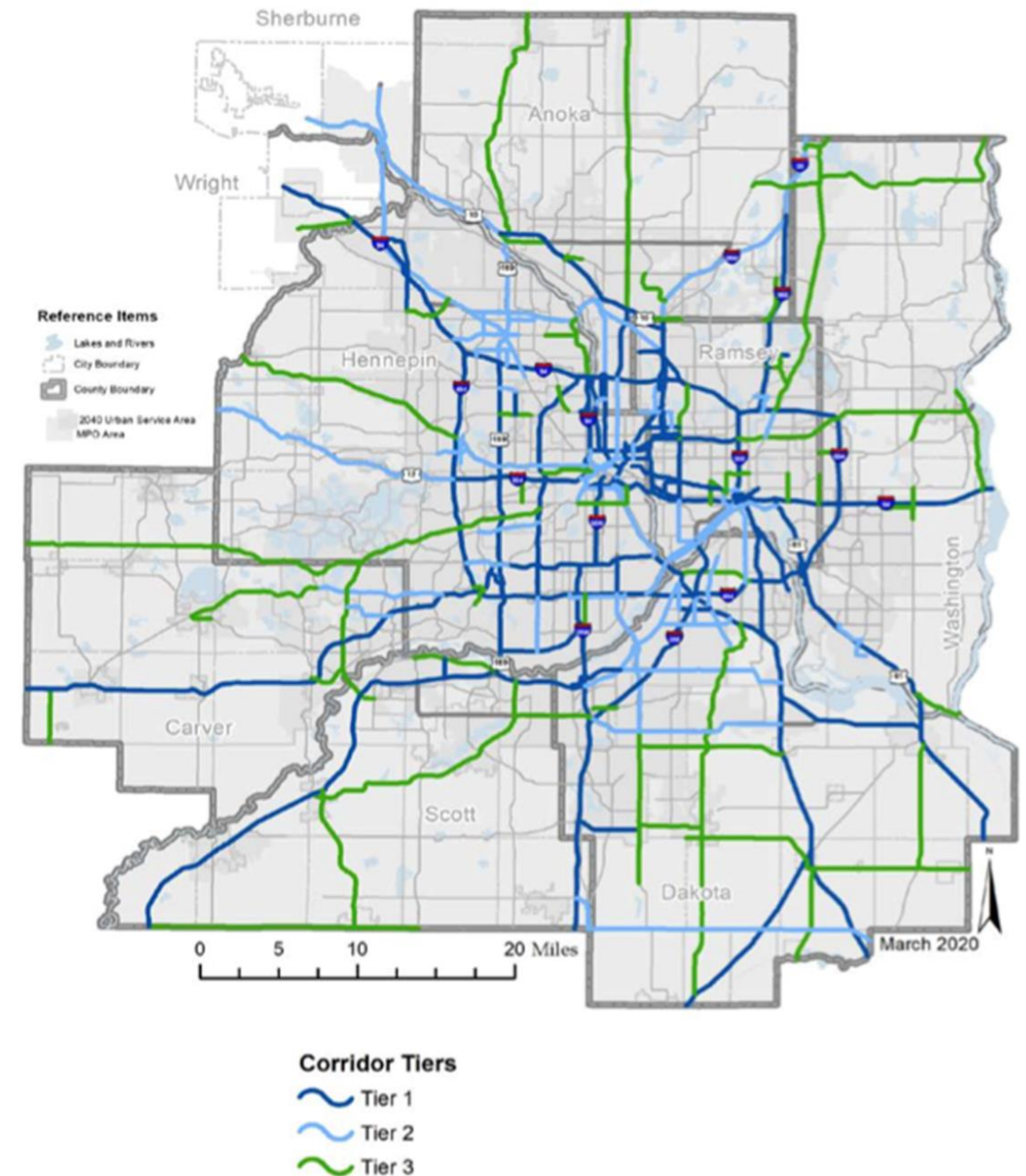
- Introduced in 2018 TPP; updated in 2020
- Identifies the most significant physical barriers to bicycle transportation:
 - Freeways & Expressways
 - Rail corridors
 - Rivers and Streams
- Used to prioritize locations for improving bicycle facilities in Regional Solicitation since 2020



Background

Regional Truck Corridors

- Defined as the set of Twin Cities' major highways most heavily relied upon by the trucking industry for delivering the region's freight and goods
- Added to TPP in 2018 update
- Used as a prioritization criterion for Regional Solicitation since 2018

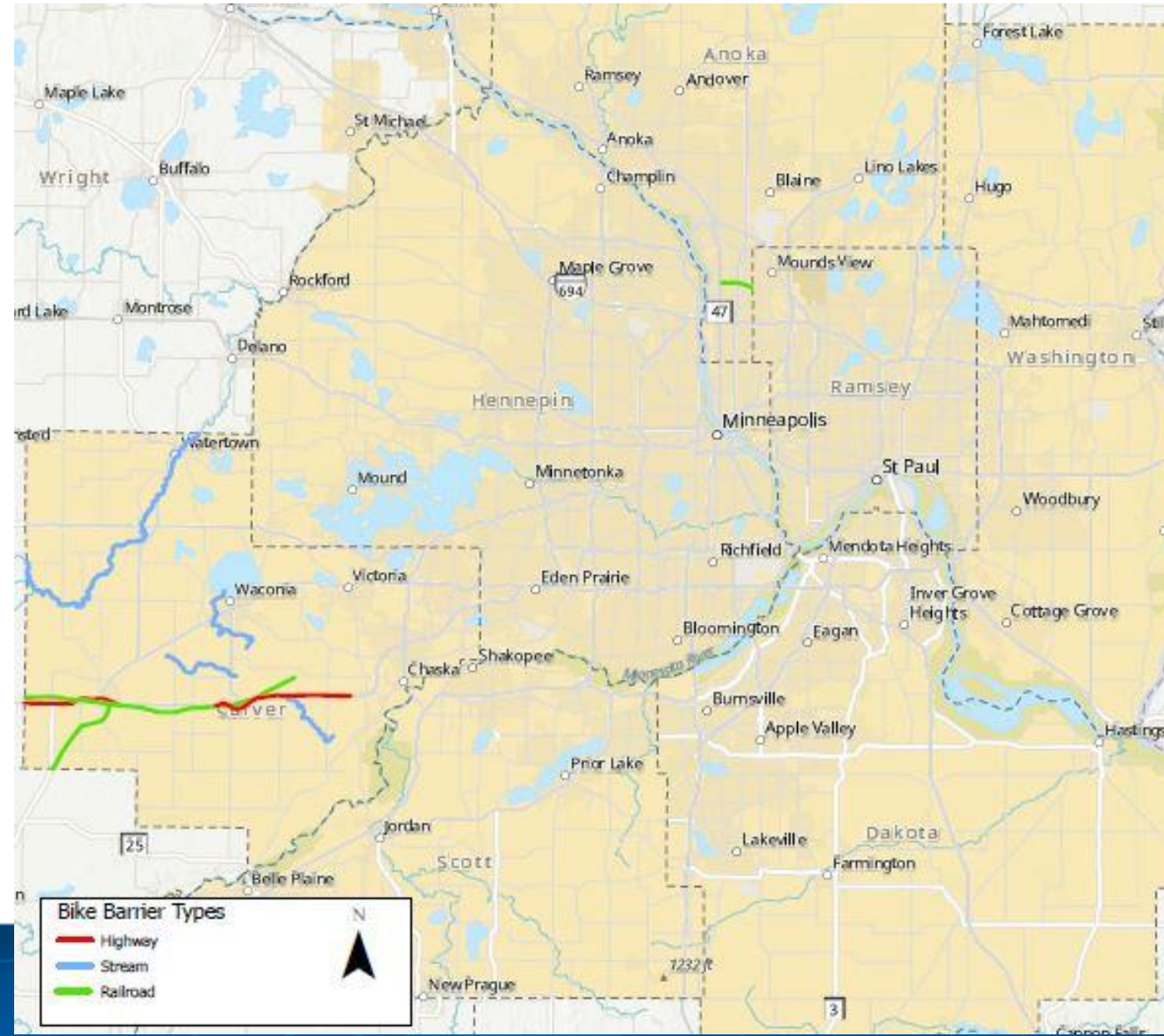


Regional Modal Network Updates

- Agency comments received during 2020 TPP update process included requests to identify and implement a process to update these networks on a regular basis
- In 2021, new processes were initiated for local agencies to propose updates to these three modal networks
- First major opportunity to be updated since being adopted into TPP
- Will be repeated every two years prior to each cycle of the Regional Solicitation

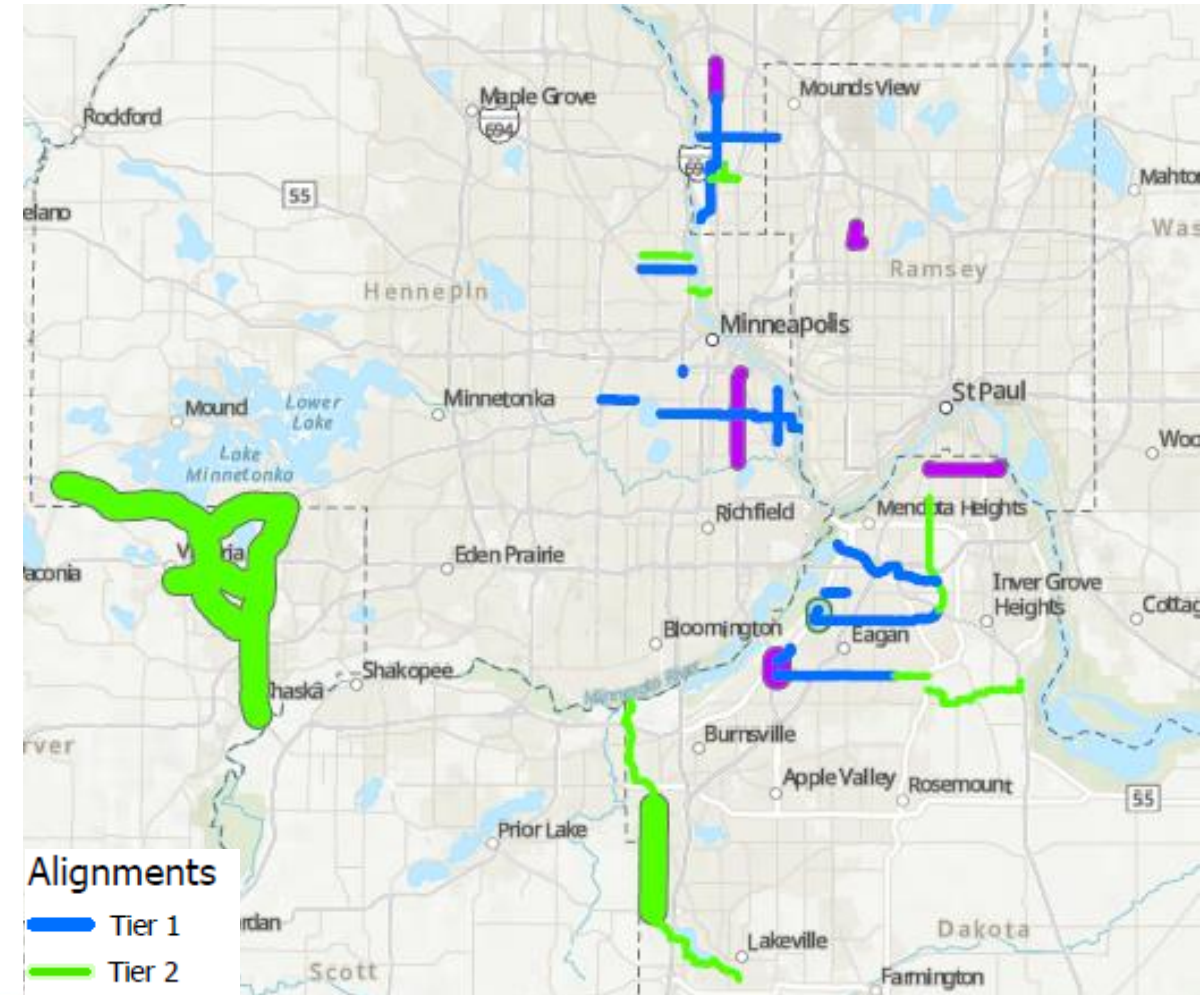
Regional Bicycle Barriers Updates

- May 2021 local agencies' opportunity to propose new bicycle barriers
- Five proposals for new barriers received from 2 agencies
- Reviewed to ensure consistency with barrier definitions
- All five proposed changes accepted by TAB for Regional Solicitation



Regional Bicycle Transportation Network Updates

- May 2021 local agencies opportunity to propose new RBTN corridors and/or alignments
- Reviewed using RBTN Guidelines/Measures Study for:
 - connectivity
 - route directness
 - corridor spacing
 - social/economic equity
 - proximity to development



Regional Bicycle Transportation Network Updates

Proposal Review Process

- Staff recommendations provided to technical review team of agency planners/engineers
- Reviewed for consistency with RBTN goals and intent, measures

Update Results

- 27 proposals received from six counties and cities:
 - 18 accepted as proposed for the 2022 Regional Solicitation
 - 9 accepted with adjustments adjusted and agreed to with proposing agency staff
 - For adjustments extending into adjacent cities, city and/or MnDOT staff were consulted

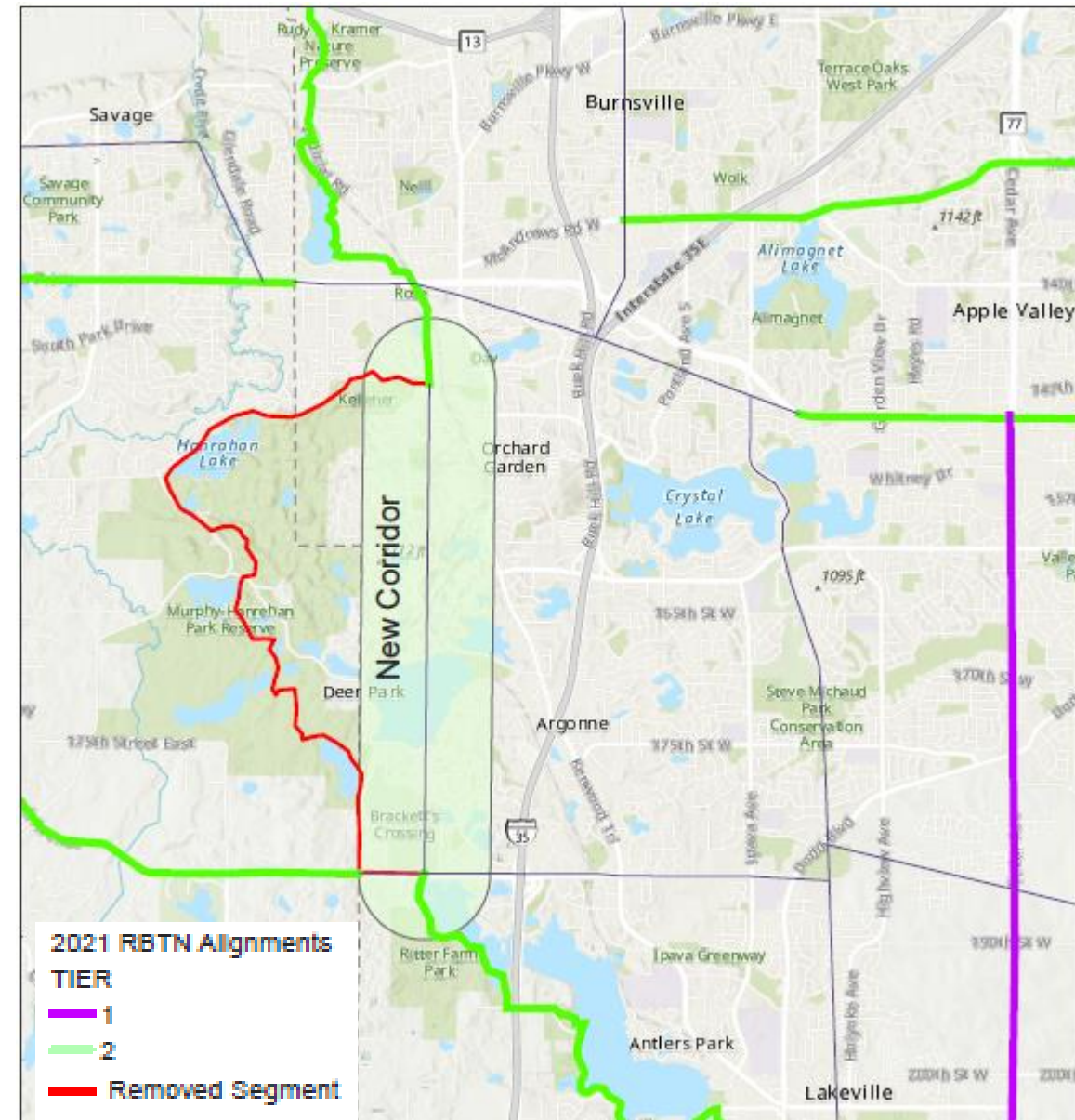
Public Comment

- Draft updated maps of the RBTN and Regional Bicycle Barriers released for public comment in September
- 37 comments received from 18 individual commenters
- Top comment themes:

Comment Theme	Number of Commenters
Support extension of Midtown Greenway into St Paul	11
Need/support for separated bicycle facility in Snelling Ave Corridor, St Paul	6
Suggestions for improvements needed along multiple routes	5
Safe biking routes are missing/limited due to major bicycle barriers	4
Need to improve connectivity between downtown St Paul & nearby neighborhoods	3
Expanding separated/safe bicycle facilities for commuter transportation should be a priority	2

Changes in Response to Comments

- One comment from Scott County, resulted in a change to the RBTN map
- Change worked out with planning staff from Scott County, Dakota County, and Three Rivers Park District



Regional Truck Corridor Updates

- Datasets from 2017 study updated with improved and most recently available truck volume data
- Preliminary corridor prioritization results and subsequent iterations reviewed with counties/cities technical review group (subset of original study TAC)
- Updated data analysis resulted in changed prioritization (tiering) of existing highway corridors

Regional Truck Corridor Updates

- Received proposals for 14 new regional truck corridors & 2 new regional freight facilities
- Proposals reviewed against minimum thresholds for daily truck volumes
- Of the 14 proposed corridors:
 - 11 met minimum thresholds for average daily truck volume and were accepted
 - 2 had partial corridor segments that met minimum thresholds & were accepted
 - 1 corridor did not meet thresholds
- Of the 2 proposed major freight facilities:
 - 1 met minimum threshold for truck trips generated & was accepted
 - 1 did not meet threshold



Next Steps for TPP Administrative Modification

- January 24th Transportation Committee recommends adoption of updated RBTN, Bicycle Barriers and Truck Corridor networks
- January 26th Council adopts updated RBTN, Bicycle Barriers and Truck Corridor networks for inclusion in the 2040 Transportation Policy Plan



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