

Bicycle Investment Plan

2050 TPP Technical Working Group

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metro council.org



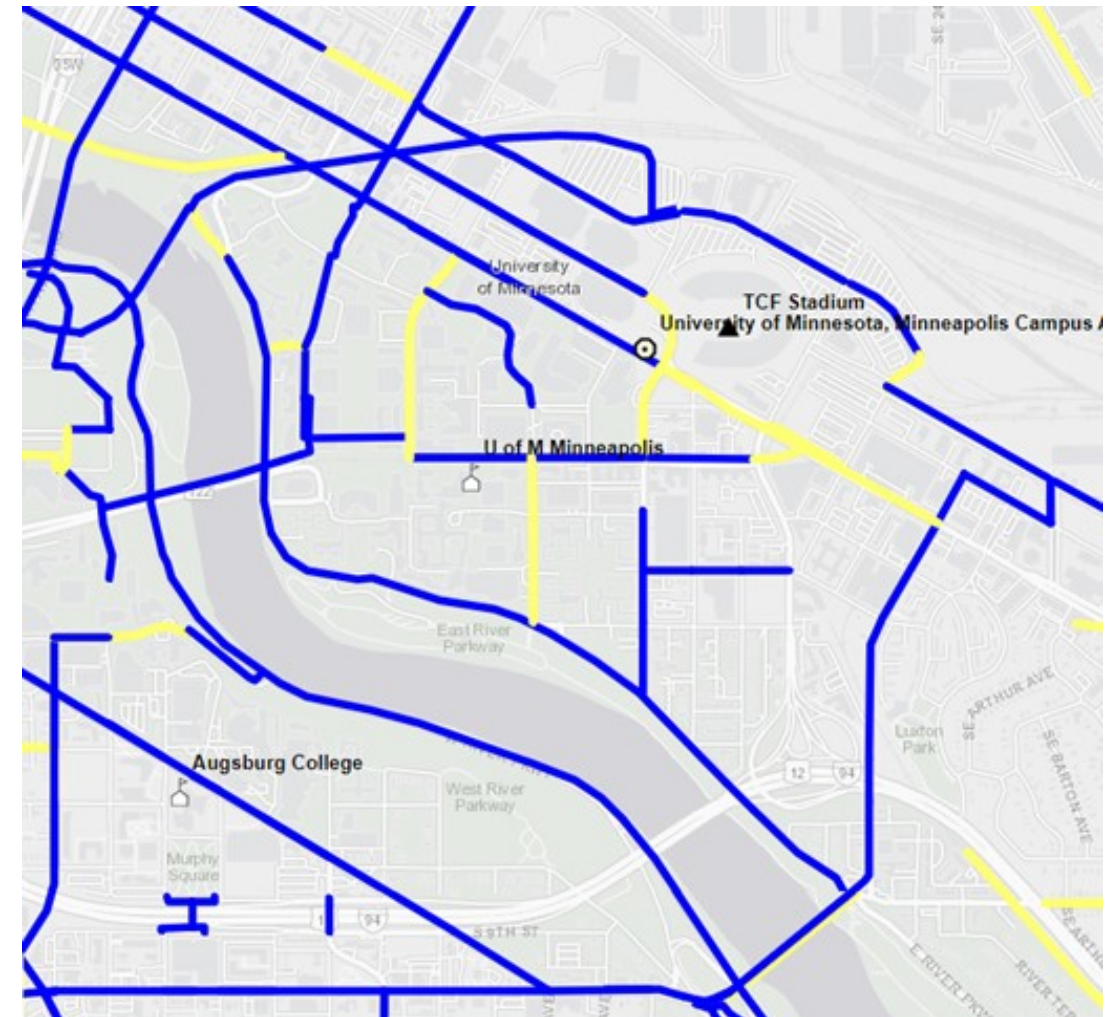
Introduction and Existing System

Introduction

- Brief overview
- Met Council roles in bicycle planning
- Relationship of bicycle system investment to 2050 regional goals and objectives
- Implications for planning from continued growth in use of electric bikes

Existing Bicycle System

1. Existing Facilities
2. System Supporting Elements
 - Regional Bicycle System Inventory – planned update of regional dataset will be included in TPP Work Program
 - Shared Mobility/Mobility Hubs (placeholder)



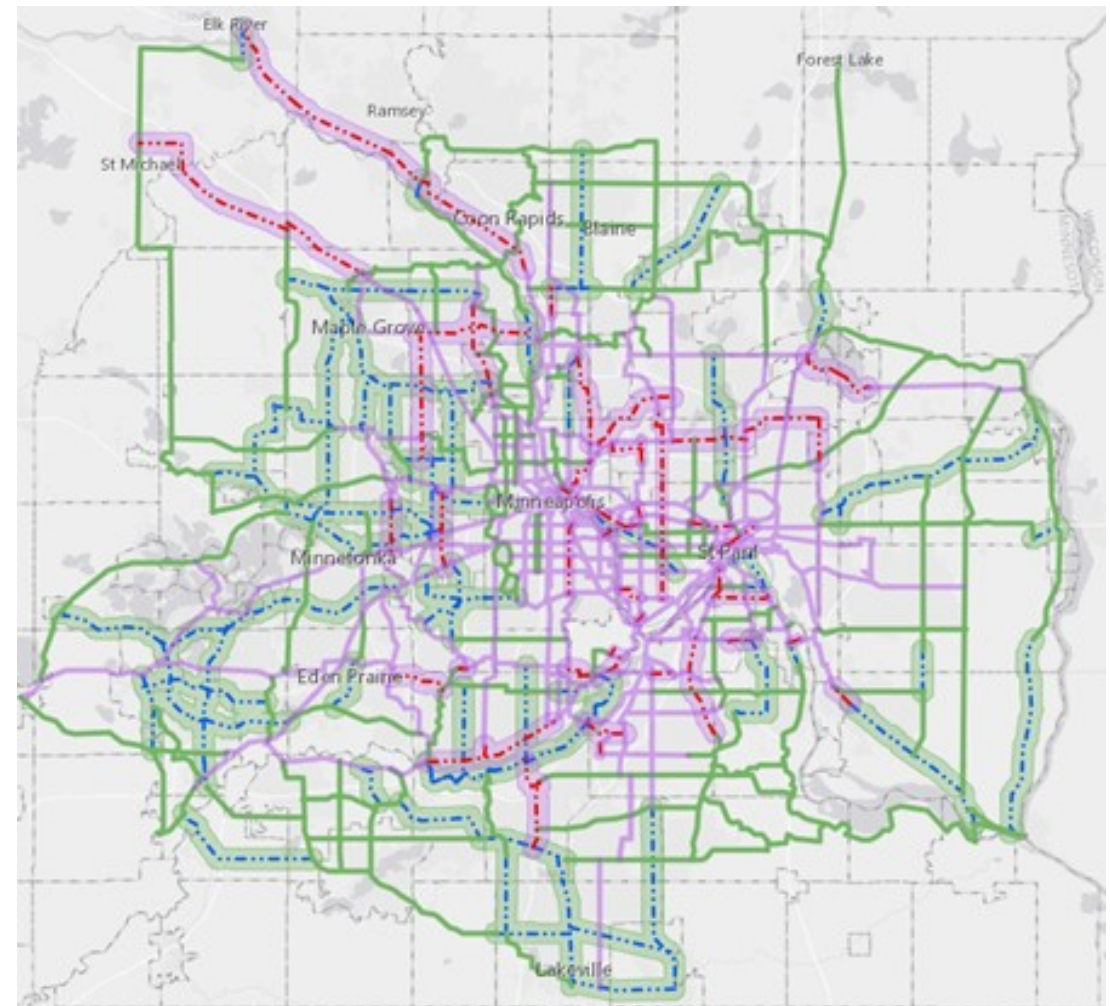
Regional Bicycle System Inventory (2016)

Bicycle Plan and Investment Direction (1)

Key Changes - Regional Bicycle Transportation Network

Significant updates to the RBTN section include:

- Incorporation of all additions, changes and corrections from 2021 update process and 2023 administrative adjustments
- New sub-section describing Regional Destinations with list of new destinations added
- New measures from RBTN Guidelines and Measures Study



Regional Bicycle Transportation Network Map (2023)

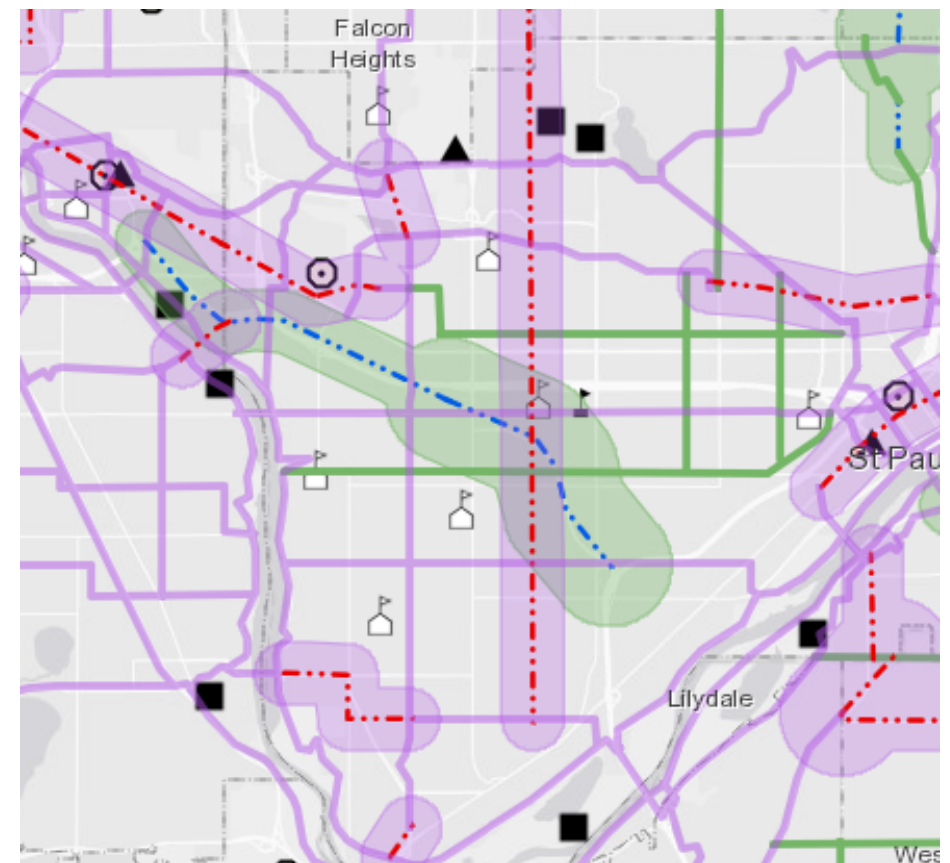
Bicycle Plan and Investment Direction (2)

Key Changes - RBTN

Regional Destinations – Existing

Regional Destinations are the major development and activity nodes between which the RBTN corridors and alignments are intended to provide connections and include the following:

- Major employment centers at a metropolitan, regional, and sub-regional scale
- Universities and colleges (at least 2000 students)
- Large high schools (at least 2000 students)
- Major sport and entertainment centers
- Highly-visited Regional Parks (more than 400,000 annual visits)



RBTN Regional Destinations

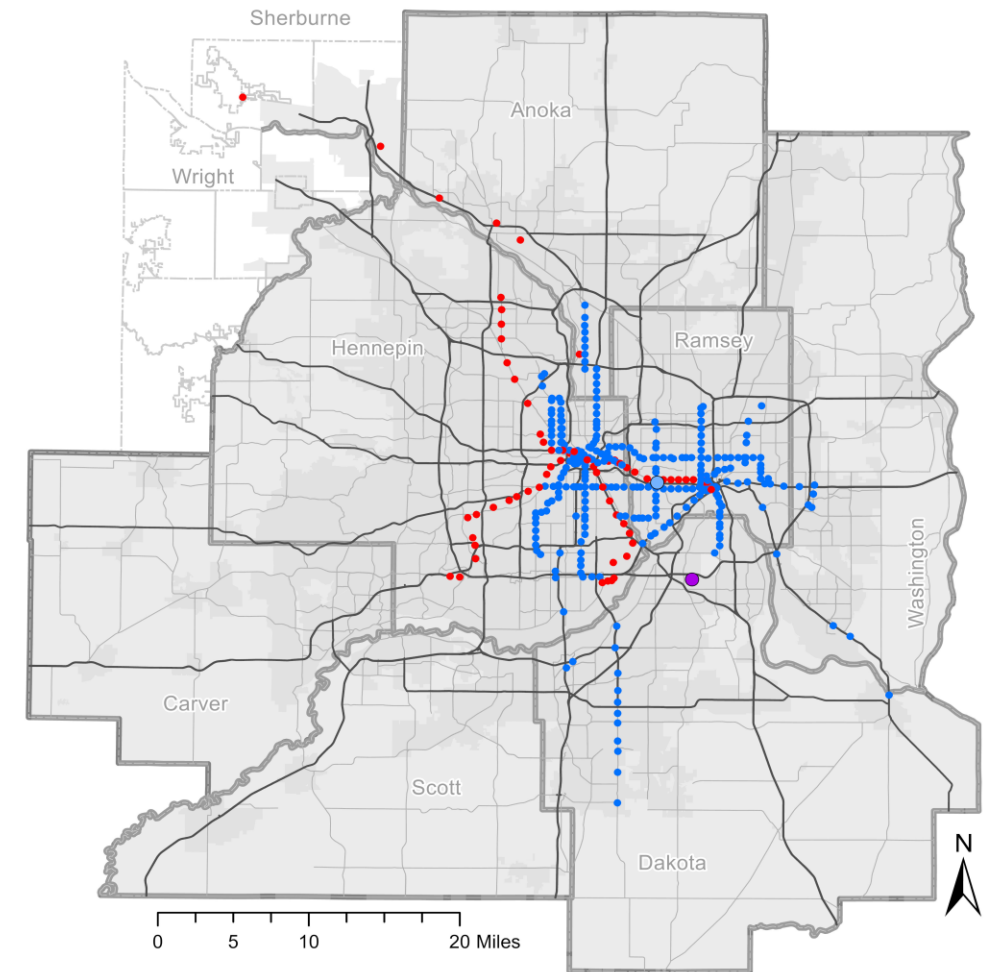
Bicycle Plan and Investment Direction (3)

Key Changes - RBTN

Regional Destinations – New

Several new sports venues have been constructed in the region and regional transit nodes were a key factor in developing the original RBTN corridors. Therefore, the following transportation nodes are added as new Regional Destinations:

- Allianz Field soccer stadium in Saint Paul
- Minnesota Vikings TCO Stadium in Eagan
- All existing and planned light rail transit stations
- All existing and planned highway and arterial bus rapid transit stations



New RBTN Regional Destinations

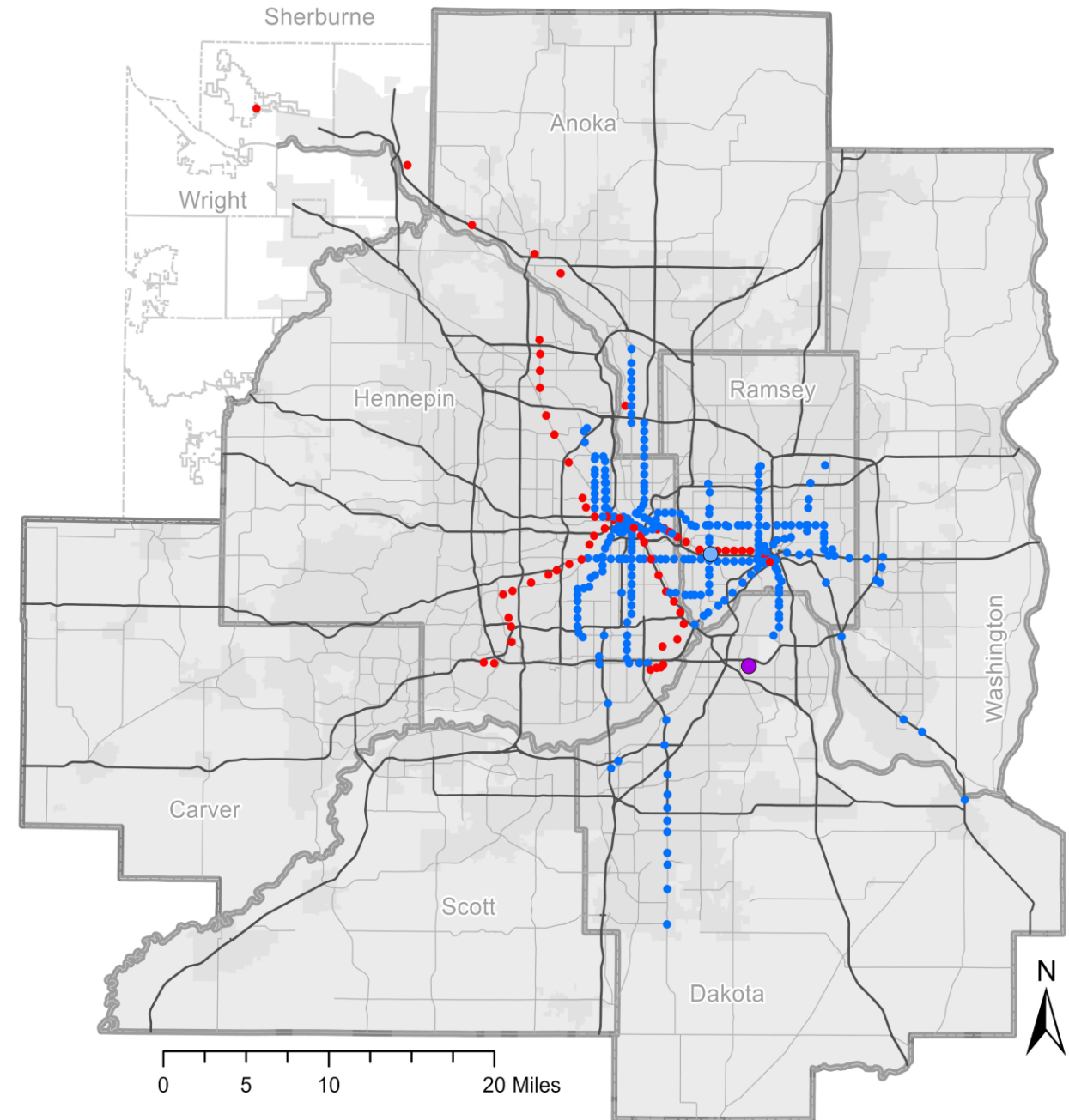
New RBTN Regional Destinations



Vikings TCO Stadium (photo: Crawford Architects)



Allianz Field (photo: StadiumDB.com)



Sports Entertainment Complexes

- Allianz Field
- Vikings TCO Stadium

Transit Stations

- Commuter Rail/Light Rail Transit
- Bus Rapid Transit

Reference Items

- Principal Arterials
- A Minor Arterials
- County Boundary

Bicycle Plan and Investment Direction (4)

Key Changes - RBTN

RBTN Review Measures

A formal process was established in 2021 to allow local/state agency partners to propose significant updates to RBTN corridors and alignments. To assist in the review of these proposed updates, a set of RBTN measures was developed through the RBTN Guidelines and Measures Study. These measures apply to the following metric categories and are used as a “before and after” comparison for the proposed RBTN route addition or change:

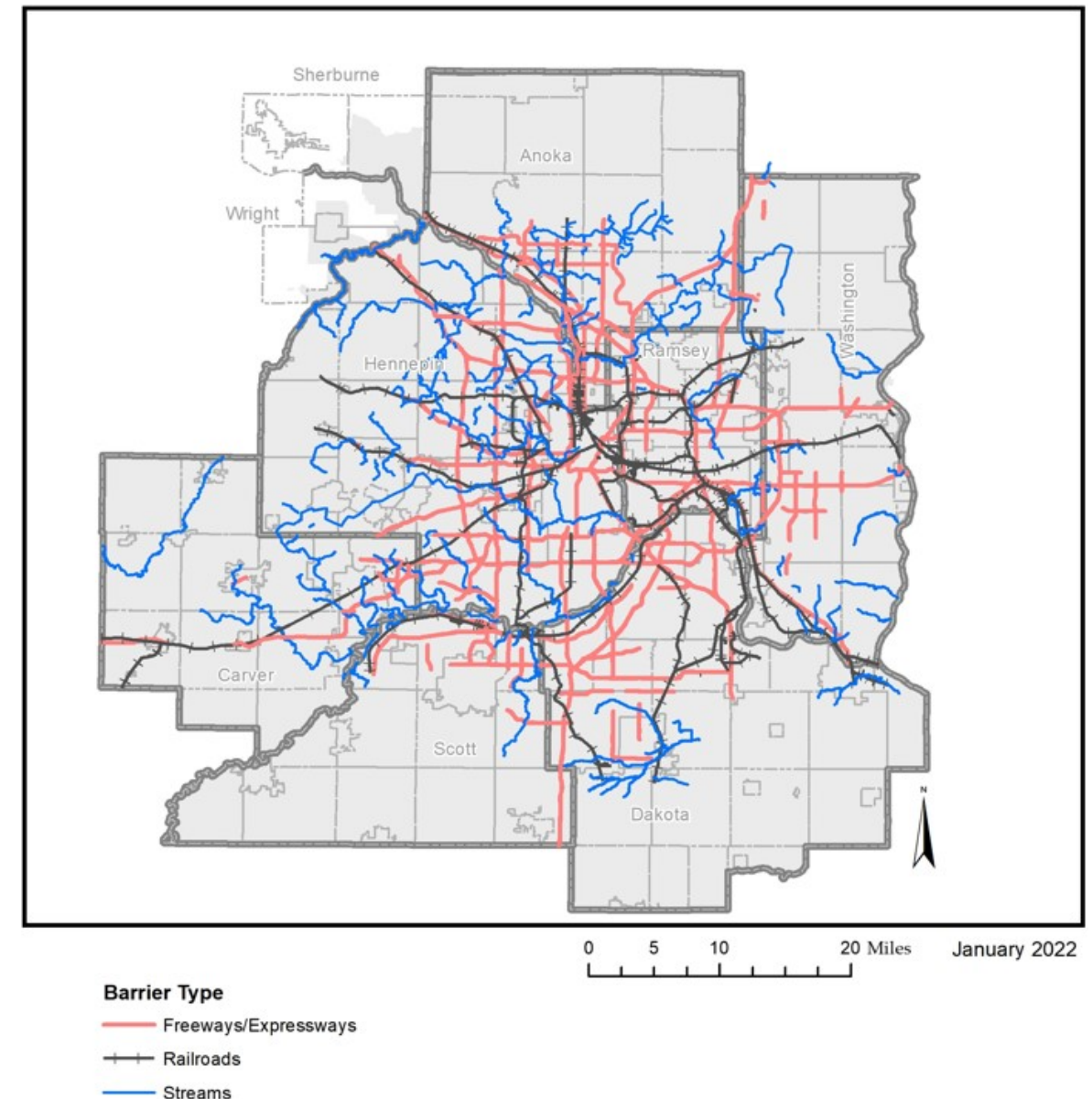
- Route directness (destination proximity, out-of-direction ratio)
- Corridor spacing (spacing buffers)
- Connectivity/continuity (connections to regional bike barrier crossings, local bicycle networks, state and regional trails; continuity with adjacent city or county bicycle networks)
- Social and economic equity (access to BIPOC population and people in poverty, benefits to disadvantaged and vulnerable populations)
- Proximity/density (proximity to population and jobs, activity per mile ratio)

Bicycle Plan and Investment Direction (5)

Regional Bicycle Barriers

Key changes include

- Added text to describe the process for updating regional destinations
- Updated regional barriers map with all additions and corrections from last update (2021) and TPP administrative modification (2022)
- Any new barriers that are brought to our attention (new expressways or freeway segments, for example) can also be incorporated



Regional Bicycle Barriers, 2023

Funding Programs (1)

New Federal Programs

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- \$2.3 billion allocated via Infrastructure Investment and Jobs Act (IIJA)
- Recent project grant recipients mentioned
 - Dakota County, Mississippi River Greenway Trail, \$8.8 million
 - City of St Paul, Rondo Neighborhood Streets Improvement Study, \$1.4 million

American Transportation Infrastructure Investment Program (ATIIP)

- First-time dedicated funding program for Active Transportation investments
- Authorizes up to \$200 million per year for 5 years for state/local agencies to construct projects that provide safe and connected facilities that are part of an active transportation network
- To date only \$45 million has been appropriated by FHWA

Funding Programs (2)

Regional, State and Local Programs

Regional Solicitation

- Basic background funding info included

New Active Transportation Funding (Met Council)

- 2023 Omnibus Transportation Finance Bill establishes new metro area sales tax (3/4 of one cent) to be administered by Met Council
- Provides an estimated \$24 million per year for action transportation projects in the metro region, to be distributed through the Transportation Advisory Board
- An additional estimated \$50 million per year will go to metro area counties for local active transportation

Active Transportation Program (MnDOT)

- Dedicated grant program initially funded in 2021
- To date about \$8 million has been distributed for local active transportation projects and programs, statewide (\$1.6 million in region)
- \$13 million available via 2023 Active Transportation Infrastructure Solicitation

Thank you!

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