PlanIt

Webinar Series for Comprehensive Plan Updates

Local Plans, the RBTN, and Regional Trails

Presented by Steve Elmer and Jan Youngquist
October 13, 2016
Introduction

• Transportation Policy Plan defines the Regional Bicycle Transportation Network (RBTN)

• Regional Parks Policy Plan includes the region’s vision for a system of Regional Trails
Outline

• Regional Bicycle Transportation Network (RBTN)
• Regional Trails System Planning
• Comparison of RBTN and Regional Trails
• RBTN & Regional Trails in Local Comp Plans
• Other Planning Efforts & Resources
Regional Bicycle Transportation Network
Background & Characteristics
Regional Bicycle Planning Roles

• Develop regional policy through Transportation Policy Plan
• Coordinate with local agencies on RBTN implementation
• Identify & address opportunities and conflicts
• Ensure connectivity/continuity in bikeways crossing between jurisdictions
Regional Bicycle System Study

Project Advisory Committee

- Met Council/MnDOT
- Counties, cities & parks
- Bike/transit advocates
- University of Minnesota

Community Engagement

- Suburban “Listening Sessions”
- Public workshops/open houses
- On-line route preference tool
Regional Bicycle Corridor Guiding Principles

1. Overcome physical barriers & eliminate gaps
2. Facilitate safe and continuous trips to regional destinations
3. Function as arteries to connect regional destinations to the transit system
4. Accommodate a broad range of cyclist abilities/preferences
5. Integrate and/or supplement existing and planned infrastructure
6. Provide opportunities to increase bicycle mode share
Regional Bicycle System Study

Bicycle Corridor Analysis Factors:

- Existing/future population density
- Connectivity to regional destinations
- Regional & sub-regional job & activity centers
- Bicycle travel demand
- Connectivity to regional transitway stations and bus transit centers
- Regional system balance and social equity
Purpose of the RBTN

- Establish an integrated/seamless network of on- and off-street bikeways
- Provide vision for a “backbone” arterial network for daily bicycle transportation
- Encourage cities, counties, parks agencies, and the state to plan and implement future bikeways
Regional Bicycle Transportation Network

**RBTN Alignments**
- Align w/existing or planned trails or on-street bikeways
- Include Tiers 1 & 2

**RBTN Corridors**
- Indicate existing or potential high transportation demand
- Mid & long-range connections to & between regional destinations
- Where specific alignments have not been designated
- Include Tiers 1 & 2
Regional Trails System Planning
Regional Trails System Planning

Met Council Roles:

• Develop policy via Regional Parks Policy Plan
• Identify which trails in the metro area are designated as “regional”
• Review and approve regional trail master plans
• Provide funding assistance for acquisition and development of regional trail corridors
Regional Trails System

- 40 regional trails
- Link regional parks, park reserves, and trails
- 360 miles open to the public
- Multi-use: walking, biking, inline skating, commuting

Mississippi River Regional Trail—Anoka County
Regional Trails

Destination Trails

• Connect regional parks and trails
• Wide corridors located near high quality natural resources and water
• Trail itself is a destination

Linking Trails

• Primary intent to connect regional parks and trails
• 10 foot wide trail with 3 foot wide clear zones
• At least 1.5 mile spacing between parallel trails

Minnehaha Parkway Regional Trail—Minneapolis Park & Recreation Board

Highway 96 Regional Trail—Ramsey County
Regional Park Implementing Agencies
Regional Park Implementing Agency Roles

• Develop master plans for regional trails
• Acquire land, develop, and rehabilitate regional trails
• Operate and maintain the regional system
• Coordinate with local communities
Regional Trail Master Plans

• Developed by regional park implementing agencies

• Master plans identify:
  — General trail alignments
  — Land acquisition needs
  — Cost estimates

• Approval by Met Council
  — Eligible for regional parks funding
  — Trail alignments acknowledged in comp plans
Regional Trails

- **Existing**—360 miles
- **Planned**—145 miles

have Council approved master plan and in stages of acquisition and/or development
• Rum River Regional Trail
  • City of Anoka to Isanti County
  • Existing and planned segments
  • Linking and destination trail
Anoka County Parks & Recreation
Open Spaces in Nearby Places

Segment 3

Segment 4

Legend
RUM RIVER REGIONAL TRAIL
- EXISTING
- PROPOSED

OTHER TRAILS
- PARK TRAIL, EXISTING
- REGIONAL TRAIL, EXISTING
- REGIONAL TRAIL, PROPOSED
- EXISTING CITY TRAILS
- CITY PARKS
- REGIONAL AND COUNTY PARKS
- CITY BOUNDARY

Legend
RUM RIVER REGIONAL TRAIL
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- CITY BOUNDARY
North Creek Regional Trail—Dakota County

North Creek Greenway
MASTER PLAN

PlanIt

METROPOLITAN COUNCIL
Regional Trail Search Corridors

- 500 miles
- Connect regional parks and trails
- Alignments to be planned in future
- Include “proposed” trails from 2030 RPPP
Regional Trail Search Corridor (from 2030 Regional Parks Policy Plan)

Subsequent Planned Alignment

ThreeRivers PARK DISTRICT

PlanIt METROPOLITAN COUNCIL
2040 Regional Trail Search Corridor System Additions

- 111 miles
- Connect regional parks and trails
- Alignments to be planned in future
- Added to system with 2040 RPPP
State Trails in the Metropolitan Area

- Luce Line State Trail—MN DNR
- Brown’s Creek State Trail—MN DNR
2040 Regional System Plan

1,100 miles of regional trails
Key Changes in 2040 Regional Parks Policy Plan

- All proposed regional trails identified as regional trail search corridors

- New 2040 Regional Trail Search Corridor System Additions
RBTN & Regional Trails Comparison
## RBTN/Regional Trails Comparison

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>RBTN</th>
<th>Regional Trails System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facility Type</td>
<td>On-street bikeways and off-road trails</td>
<td>Primarily off-road trails</td>
</tr>
<tr>
<td>Character</td>
<td>Directness of route valued over aesthetics</td>
<td>Aesthetics valued over directness of route</td>
</tr>
<tr>
<td>Connections</td>
<td>Regional destinations</td>
<td>Regional parks and trails</td>
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<tr>
<td>Mode</td>
<td>Biking</td>
<td>Biking, walking, inline skating</td>
</tr>
<tr>
<td>Constructed/Operated By</td>
<td>Cities and counties</td>
<td>Regional park implementing agencies</td>
</tr>
<tr>
<td>Future Alignments</td>
<td>Must be within and along RBTN corridors</td>
<td>Not required to be within regional trail search corridors</td>
</tr>
</tbody>
</table>
RBTN & Regional Trail Overlap

Regional Bicycle Transportation Network (RBTN) Corridors

Regional Trail System
- Regional Trails (Regional Parks Policy Plan)
- Planned Regional Trails

Regional Destinations
- Major Job & Activity Centers
- Regional Job & Activity Centers
- Subregional Job & Activity Centers
- Large High Schools
- Colleges & Universities
- Major Sport & Entertainment Centers
- Highly Visited Regional Parks

DRAFT

Reference Items
- Principal Arterial Roads
- Lakes and Rivers
- City Boundary
- MPO Area

September 2014
Transportation Funding for RBTN Facilities

- Local funds support on-road bikeways/off-road trails
- MnDOT funds applied to on and off-road bikeways
- Implemented with federal transportation funds (Regional Solicitation)
- Regional trails also eligible if tied to a transportation purpose
- RBTN bikeways given priority in Regional Solicitation
Funding for Regional Trails

- Implemented with Federal, State, Met Council, and Local Funds
- With a Council-approved master plan, a regional park implementing agency is eligible for funding from the Council
  - Park Acquisition Opportunity Fund
  - Regional Parks Capital Improvement Program
  - Parks and Trails Legacy Fund

Sam Morgan Regional Trail—Saint Paul
RBTN & Regional Trails in Local Comp Plans
Comprehensive Plan Requirements: Regional Trails

- Describe, map and label all existing/planned regional trails and regional trail search corridors

Make sure to use up to date mapping in your comprehensive plan
Regional System

The City is fortunate to have two regional trails that loop through the City and extend for miles east and west. The Cedar Lake LRT Regional Trail stretches from Hopkins to the Midtown Greenway in Minneapolis. The North Cedar Lake Regional Trail starts at Highway 169 and Excelsior Boulevard (intersecting with the Cedar Lake LRT) and connects to downtown Minneapolis. Both trails link up with the celebrated Minneapolis Grand Rounds Scenic Byway that encircles most of Minneapolis with 50 miles of off-street trails.

A possible third future regional trail is being studied by Three Rivers Park District. It would follow the Canadian Pacific (CP) railroad corridor and could stretch from the Minnesota River in Bloomington to Hopkins.

The regional trail system is the backbone of the City’s bicycle system. It also provides great recreational walking/jogging routes. The regional system has the highest level of use and is the highest priority for snow removal and other maintenance of the pedestrian and bicycle systems.
Change in Trail Mapping Example

2030 System Statement
Proposed trails

2040 System Statement
Regional trail search corridors
The Dakota County North/South Regional Trail search area is shown to connect Lebanon Hills Regional Park to the South Urban Regional Trail to Sun Fish Lake through Inver Grove Heights. A potential route for the regional trail is depicted on the trail master plan and the City should work with the County to develop this regional trail as development happens in the NW area.
Comprehensive Plan
Requirements: Regional Trails

• If there are no regional trails in your community, state that fact in your comprehensive plan.

• Describe, map, and label the State trails that are located in your community.

Minnesota Valley State Trail—Minnesota DNR
Gateway State Trail—Minnesota DNR
Comprehensive Plan Requirements: Regional Trails

• Depict parcels that are part of regional trail corridors with a land use of “Park” on your Existing Land Use Map

• Guide these parcels with a land use of “Park” on your Future Land Use Map

Rice Creek North Regional Trail—Ramsey County
Comprehensive Plan Requirements: Regional Trails

Rice Creek North Regional Trail Corridor

2030 Comprehensive Plan
Comprehensive Plan Considerations: Regional Trails

- Collaborate with regional park implementing agency staff
- Plan local trail connections to regional parks and trails
- Coordinate with adjacent communities in planning for local trails that cross jurisdictional boundaries
Comprehensive Plan Requirements: RBTN

- Map how RBTN corridors & alignments relate to your city’s existing/planned trails & on-street bikeways.
- Highlight local bikeway segments that run within, or intersect with, RBTN corridors, or follow in line with or intersect an RBTN alignment.
Comprehensive Plan Requirements: RBTN

• Show the Tier 1/Tier 2 designations for all RBTN corridors & alignments.
• Show all regional employment clusters and activity centers identified on the official RBTN map.
• Analyze need for bikeway connections to remove major physical barriers on RBTN/local networks.
RBTN Corridors & Alignments

Designation of RBTN Alignments within RBTN Corridors

• For a proposed designation, highlight alignment on RBTN map and note in text that alignment is “proposed for RBTN designation.”

• These local bikeway segments must fall within and run along the directional orientation of the RBTN corridor.
RBTN Corridors & Alignments

Refinement of RBTN Corridors or Alignments

Two ways to propose Corridor or Alignment refinements:

1. Coordinate with Council staff for inclusion in draft TPP Update, or
2. Propose in local Comp Plan for later Council adoption via TPP amendment or update.
Other Considerations

Application of RBTN Guiding Principles:

1. Explore need to eliminate physical barriers and system gaps
Other Considerations

Application of RBTN Guiding Principles:

2. Facilitate safe & continuous trips to regional destinations
Other Considerations

Application of RBTN Guiding Principles:

3. Plan to accommodate a broad range of cyclist abilities and preferences
Other Considerations

Application of RBTN Guiding Principles:

4. Integrate and/or supplement existing & planned infrastructure
Other Considerations

Application of RBTN Guiding Principles:

5. Improve opportunities to increase bicycle mode share
Other Considerations

Application of RBTN Guiding Principles:

6. Consider opportunities to enhance economic development through bikeway planning
Other Regional Planning Efforts & Resources
Council Ongoing Planning Efforts

Regional Bicycle System Inventory

• Met Council compiling a regional dataset
• Data assembled from cities by each of seven counties
• Regional attributes have been applied
• Roll-out in early 2017
Regional Bicycle Barriers Study

- 9-month regional study just starting
- Will analyze the region’s physical barriers to bicycling
- Will develop a ranked list of potential barrier crossing improvement sites, including six demonstration sites for concept development
Resources


https://gisdata.mn.gov/
Questions?

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Upcoming Events

Housing Requirements Discussion
Presented by Lisa Barajas
Thursday, October 27, 2016

Comprehensive Planning for Solar Energy Systems
Presented by Eric Wojchik and Brian Ross
Thursday, November 10, 2016

Economic Data – What’s out there (and How can it Enhance the Comp Plan)
Presented by Todd Graham
Thursday, December 1, 2016