

Appendix D. Stakeholder Input to Network Development

The development of the final network was guided by significant contributions from local stakeholders.

Stakeholder Input

Through listening sessions, public workshops, on-line engagement and meetings with the Project Management Team (PMT) and Project Advisory Committee (PAC), the project team received a wealth of input that is reflected in the final Regional Bicycle Transportation Network and Priority Regional Bicycle Transportation Corridors as proposed in section 6 of this report.

Project Management Team (PMT). The PMT was comprised of staff representing several departments of the Metropolitan Council, Metro Transit, and MnDOT, who provided technical review and assistance and to the consultant team. This team also provided ongoing direction to the project throughout its duration.

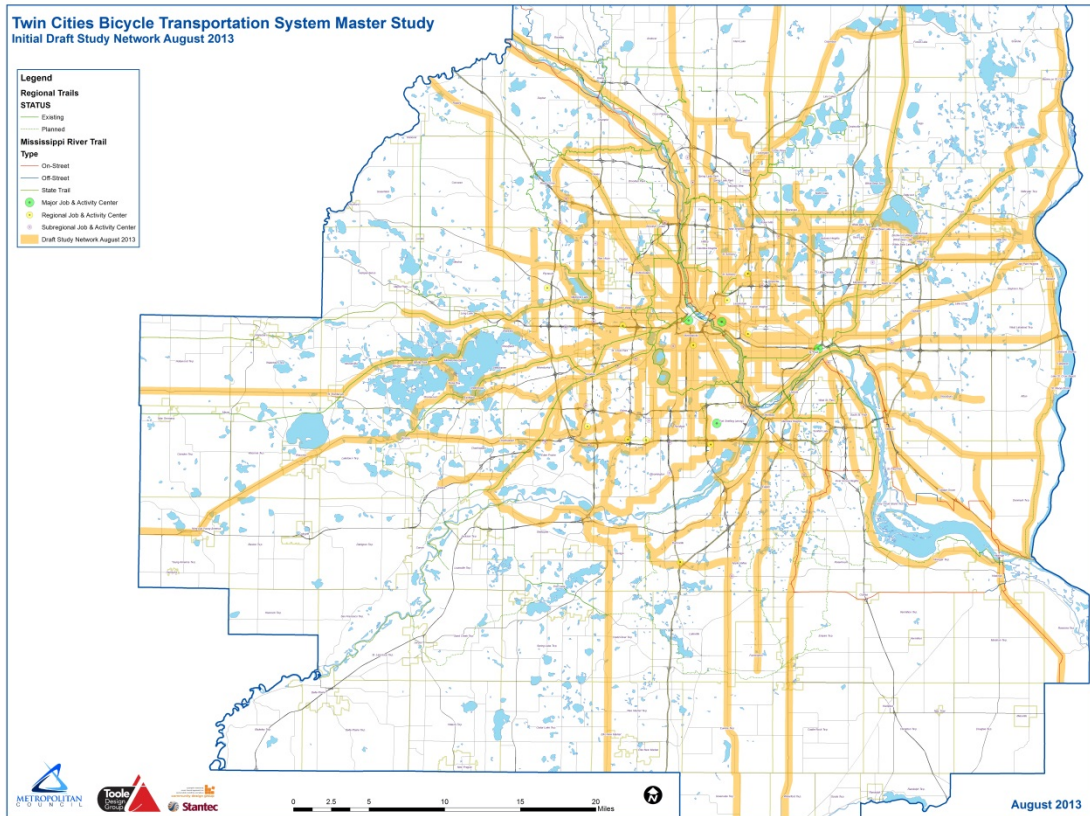
Project Advisory Committee (PAC). The PAC was comprised of agency staff from cities, counties, regional and state government, as well as bicycle advocacy groups. The PAC met five times during the project's duration and played a valuable role in providing essential feedback to the PMT at critical junctures. The PAC included representatives from the following organizations:

- Met Council
- MnDOT
- Anoka County
- Carver County
- Dakota County
- Hennepin County
- Ramsey County
- Scott County
- Washington County
- City of Bloomington
- City of Fridley
- City of Minneapolis
- City of Saint Paul
- City of West St Paul
- Three Rivers Park District
- University of Minnesota
- Active Living Ramsey County
- Bicycle Alliance of Minnesota
- Transit for Livable Communities

Network Development

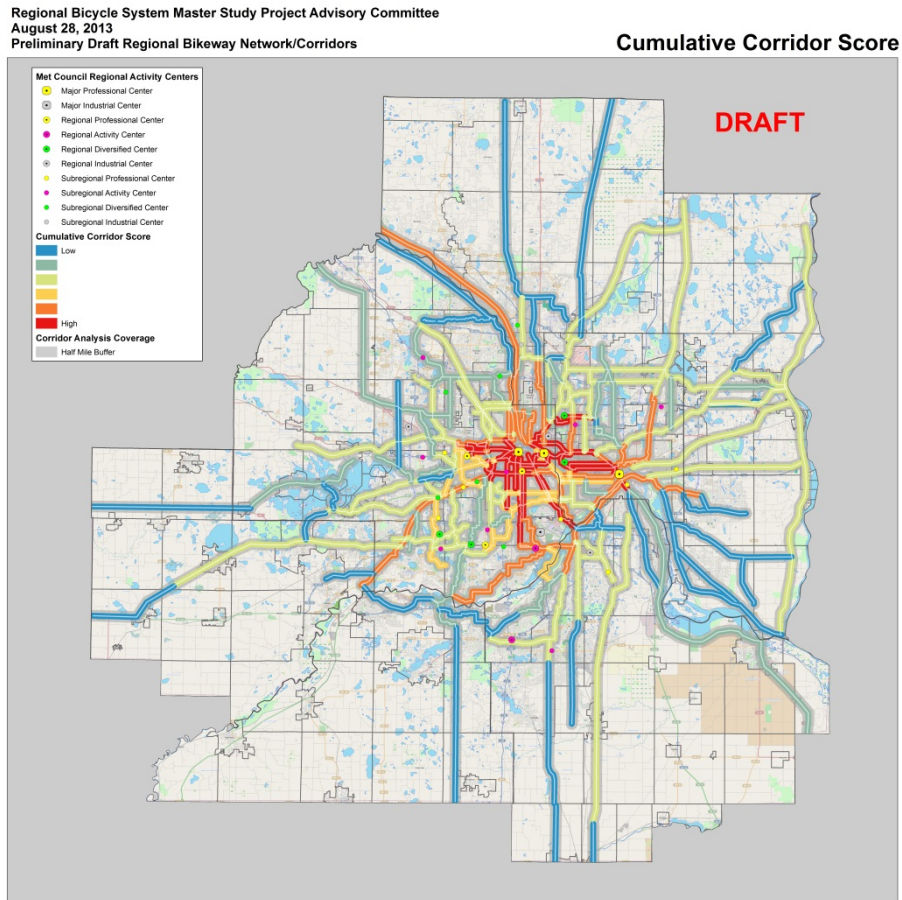
After presenting a set of candidate corridors (see Figure I) and corridor scoring approach to the PMT and PAC in August 2013, the team developed multiple iterations of the proposed network.

Figure I - Initial Candidate Corridors Presented to PAC August 2013



The initial round of scoring (see Figure 2) and input from stakeholders helped the project team refine the study network to enhance connectivity to and between regional destinations in developed and developing areas.

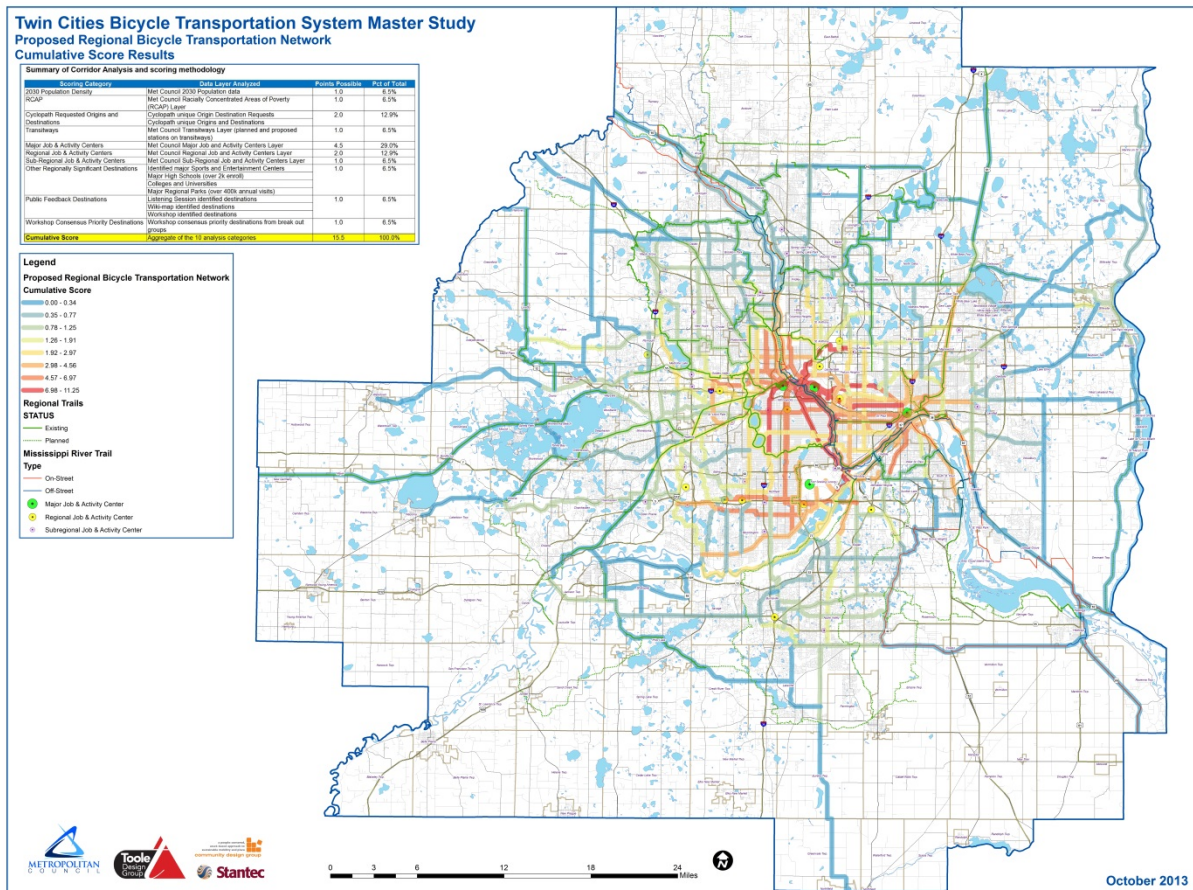
Figure 2 - Preliminary Scoring of Initial Draft Study Network Presented to PAC August 2013



The initial study network included a wide range of corridor lengths (ranging from 2 to 30 miles). The revised network focused on developing segments with more consistent length (averaging about 5 miles) with section breaks based on logical termini or transitions of land use intensity.

The revised network was scored using a refined methodology (see Appendix E - Scoring Methodology). The revised, scored network (see Figure 3) along with the proposed Regional Bicycle Transportation Network and Priority Regional Bicycle Transportation Corridors were presented to the PMT, PAC and the public for review and comment.

Figure 3 - Final Study Network Scoring Presented to PAC and Public Workshops October 2013



In addition to the score, corridor prioritization was based on several considerations, including the following key factors:

- Connectivity - provide connections to and between destinations
- Metropolitan Council’s 2030 Regional Development Framework – serve the developed and developing areas to reach the highest density of potential users (see Figure 5)
- Regional Geographic Equity - distribute the priority corridors throughout the developed and developing areas

In the 2030 Regional Development Framework, **developed areas** are those where most of the land has been developed and infrastructure is well established. Because the developed area for the region is quite large and includes much of the suburban developed area with the core cities, an additional level was used to isolate the corridors that serve the highest density developed areas of Minneapolis and Saint Paul.

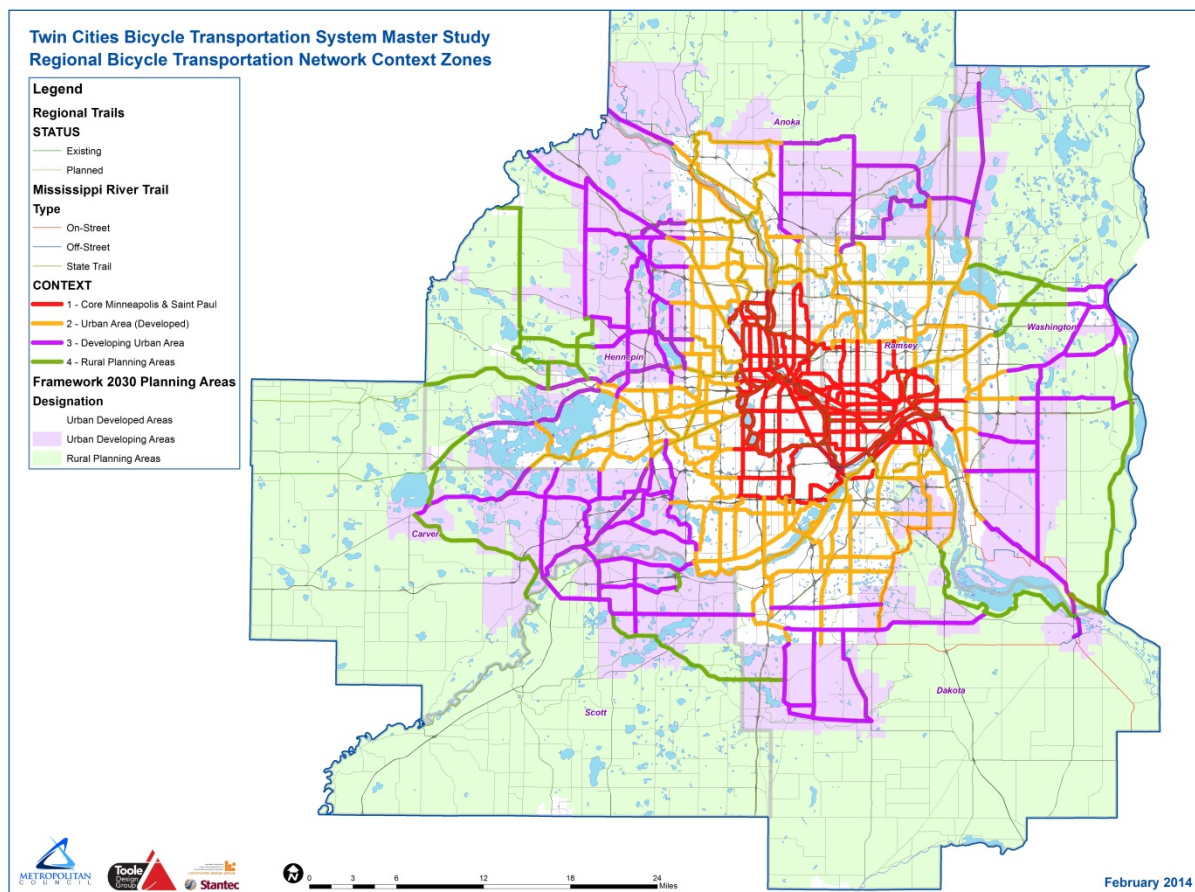
Developing areas are those where the most substantial amount of new growth is expected to occur in the coming decades. **Rural areas** are those that are dominated by cultivated farmland, nurseries,

tree farms, orchards and vineyards, scattered individual home sites or clusters of houses, hobby farms, small towns, gravel mines, and woodlands and are not expected to change.

The final analysis and development of draft Priority Regional Bicycle Transportation Corridors reflected a comparison of corridors based on the planning area designations with an additional category added for the Minneapolis and Saint Paul urban core as follows:

- Zone 1 – Urban Core of Minneapolis and Saint Paul (subset of the Developed Urban Area)
- Zone 2 – Remaining Urban Areas that are currently developed
- Zone 3 – Developing Urban Areas
- Zone 4 – Rural Planning Areas

Figure 4 - Proposed Regional Bicycle Transportation Network Context Zones



Proposed Network

The final proposed Regional Bicycle Transportation Network reflects significant changes based on a series of meetings with representatives from cities, counties, and MnDOT. The proposed network provides for a regional bicycle transportation system that mainly serves the developed and developing areas of the region. These corridors as presented are not intended to define specific facility alignments, but rather to identify the general corridors for implementation of a regional bicycle network. Corridors generally represent mile-wide bandwidths (1/2 mile in the urban core) where existing or planned facilities may or may not be known and identifiable. In cases where there is no existing or planned facility within a network corridor, the Met Council will continue to work with local stakeholders to identify appropriate routes and alignments.

The proposed Regional Bicycle Transportation Network is composed of two tiers of corridors (see Figure 6).

Definition: Regional Bicycle Transportation Network and Priority Regional Bicycle Transportation Corridors

Regional Bicycle Transportation Network. The entire set of proposed network corridors or facilities that serve as the “backbone” arterial system that will connect city and county bikeways with regional destinations.

Priority Regional Bicycle Transportation Corridors. A subset of the Regional Bicycle Transportation Network that have been identified as high priority based on the network scoring (described in Section 5.3) and the degree to which the corridors connect population centers with key regional destinations and the regional transit system. The “priority” corridors or designated alignments are intended to serve the highest potential bicycle demand based on the Met Council’s urban/suburban development context reflecting the existing and planned population and employment densities in the region.

Summary Statistics

The Proposed Regional Bicycle Transportation Network includes 1,270 miles of proposed network. Within the overall network there are 573 miles of Priority Regional Bicycle Transportation Corridor, or about 45% of the proposed network. Through the stakeholder engagement process 689 miles, or 54% of the corridors have a defined alignment. The miles of network within each county is shown in Table 1. Information about the land area and population of each county is shown in Table 2.

Table 1 - Network Summary Statistics

County	Network Mileage	Priority Bicycle Transportation Corridor (Miles)	Defined Network Alignment (Miles)
Anoka	98	36	65
Carver	49	22	34
Dakota	168	60	57
Hennepin	561	271	326
Ramsey	218	165	142
Scott	50	8	42

Washington	127	17	23
Seven County Total	1,270	579	688

Table 2 – County Land Area and Population

County	Land Area	Population (2012)	Population Density
Anoka	423.61	336,414	794.16
Carver	357.04	93,707	262.46
Dakota	569.58	405,088	711.20
Hennepin	556.62	1,184,576	2,128.16
Ramsey	155.78	520,152	3,339.02
Scott	356.68	135,152	378.92
Washington	391.46	244,088	623.53
Seven County Total	2,811	2,919,177	1,039

Figure 5 - Final Proposed Regional Bicycle Transportation Network & Priority Regional Bicycle Transportation Corridors

Twin Cities Regional Bicycle System Study

Regional Bicycle Transportation Network with Priority Regional Bicycle Transportation Corridors

Legend

Regional Trails

STATUS

— Existing

- - - - - Planned

Mississippi River Trail

Type

— On-Street

— Off-Street

— State Trail

● Major Job & Activity Center

● Regional Job & Activity Center

● Subregional Job & Activity Center

Regional Bicycle Transportation Network

Corridor Status

— Defined Alignment

Priority Bicycle Transportation Corridor

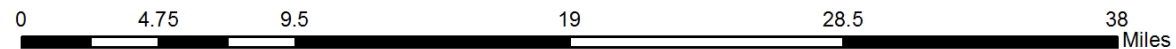
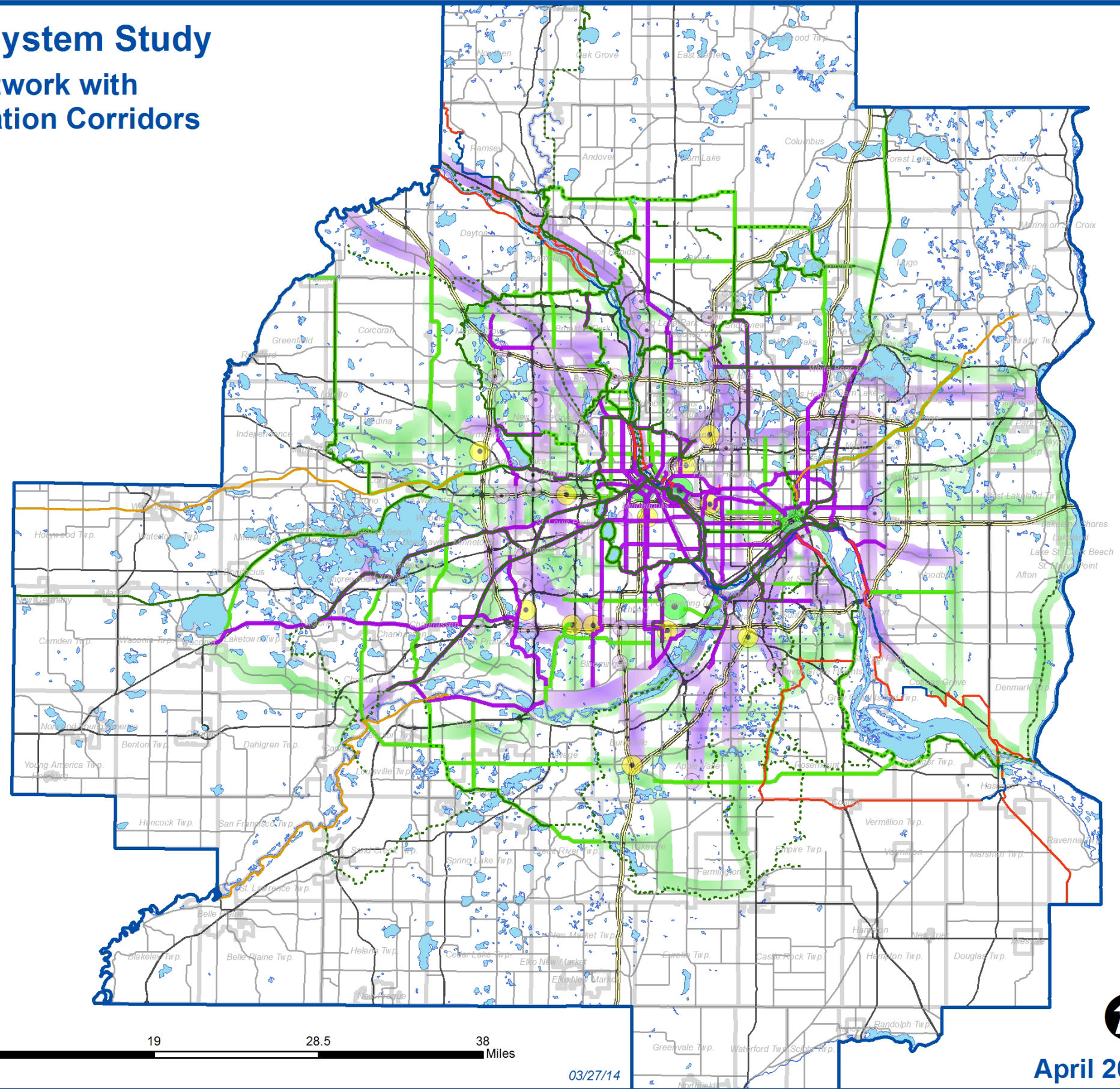
Corridor Status

— Defined Alignment

Corridor Alignments not defined

Regional Bicycle Transportation Network

Priority Regional Bicycle Transportation Corridors



03/27/14



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