



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Regional Bicycle Working Group

DATE: April 7, 2009

FR: Sean Co

W. I.

RE: Proposed Criteria for Regional Bikeway Network Update

Background

The Regional Bikeway Network (RBN) was developed in 2001 to define bicycling corridors of regional significance. The network includes high priority projects in county or local bicycle plans that fulfilled the criteria, to provide connectivity to transit as well as major activity centers. The network was revised in 2004 with the submittal of new projects.

In the recent Regional Bicycle Plan 2009 Update, the criterion for the RBN was not updated as the plan provided only a current inventory of the built and unbuilt segments and not a revision of the network. The mileage and costs were mapped and put into a GIS database to serve as the basis of future route finding maps once projects are completed.

As priorities have shifted for city and county agencies, the criteria for the RBN is undergoing a revision as the first step in a process to amend projects on the network. In the Draft Transportation 2035 plan, \$1 billion is identified to complete the network. This amount will not change as new projects are amended on the network but agencies will have the flexibility to submit high priority projects to be funded in a future program.

Process

Input was solicited from the Congestion Management Agencies (CMAs), local agencies and the bicycle coalitions. Comments were integrated and the proposed new criteria are listed below.

The RBN criteria are organized in three categories which define the types of connections made by bicycle that have impacts on the accessibility of cycling on a regional level. Projects that are accepted as part of the RBN will be weighted according to the goals of providing a regional system of bikeways. The proposed weighting is shown below each of the criteria.

Regionally Destinations – Regionally significant trips provide connections to and through major activity center and central business districts. A bicycle trip to regional transit may appear to be local in nature, but the end destination of the trip is regional even though the mode has changed. The person will arrive via transit but having accessed transit with a bicycle. Many of the projects currently on the RBN are serving regional destinations.

Regional Connections – Providing connections over county lines and jurisdictional boundaries are often the hardest projects to complete. Funding sources unique to a county or city may not apply for projects that stretch across borders. Projects that cross barriers such as freeways, railroads and rivers are expensive and require multiple funding sources to complete. Funds from the Regional Bicycle Program would be extremely beneficial to these types of projects.

Regional Routes – Despite the name of a regional system, the RBN does not share a common class of bikeway or signage. A few regional systems such as the San Francisco Bay Trail and Iron Horse, Delta De Anza trail and others are paths that provide connections to and through cities and counties. Completing these trails and providing safe and convenient access is important to link residential areas for bicycle trips. Many of these connections are local in nature but the overall effect results in trips that are regionally significant.

Proposed Regional Bikeway Network Selection Criteria

General Criteria:

1. Projects submitted to the program must be reviewed by a Bicycle and Pedestrian Advisory Committee (BPAC)
2. Bicycle facilities should be designed for all level of users.
3. Project is well defined and results in a usable segment. A usable segment is a section of public improvements that has defined start and end points and allows continuous travel from the start point to the end point.

Regional Destinations (segments of one to two miles in length)

- 1) Create connections to the regional transit system – including transit centers, ferry terminals, bus rapid transit, and rail stations (including BART stations, light rail stations and commuter rail) – from the four directions surrounding each station.
- 2) Provide access to and through the major central business districts of the region or sub region.
- 3) Establish connections to regionally significant activity centers, including selected commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues.

Weighting (40%)

Regional Connections (segments of one-half to one mile in length)

- 4) Selected connections across county lines.
- 5) Selected connections across barriers created by the regional transportation system (e.g., freeways, railroads) and natural barriers (e.g., rivers, creeks and bays.)

Weighting (35%)

Regional Routes

- 6) The spine and connector trails of the San Francisco Bay Trail.
- 7) Other regional routes that serve multiple jurisdictions or connect to adjoining regions (e.g., Iron Horse Trail, Pacific Coast Bikeway, SMART corridor).
- 8) Other major bicycle routes, trails or paths

Weighting (25%)

Schedule

The Regional Bicycle Working Group will approve the RBN criteria at the April meeting. At the end of April, a call will be issued for new projects to be included on the RBN that meet the new criteria. Since the commission has not programmed funds from the \$1 billion outlined in Transportation 2035, this call will be to identify projects NOT to fund them. The full program criteria and guidelines will be developed once a funding source has been identified. The process to amend projects on the RBN will be discussed at the June meeting. A subcommittee will be developed to review projects and determine which projects are included on the RBN in between the June and August RBWG meeting. The final list of projects will be approved by the RBWG at the August meeting.

2001 Regional Bikeway Network Link Selection Criteria

1. Provide connections to every incorporated town and city and to unincorporated areas with populations of over 5,000 people, and between the Bay Area and surrounding regions.
2. Provide connections to the regional transit system, including multimodal terminals, ferry terminals, BART stations, commuter rail stations and Amtrak.
3. Provide connections to major activity centers such as universities, hospitals, parks, athletic venues and shopping malls.
4. Provide access within or through the major central business districts of the region.
5. Comprise part of the existing, planned or proposed Bay Trail system (an interconnected system of routes ringing San Francisco and San Pablo bays being implemented by the Association of Bay Area Governments).

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