



METROPOLITAN
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COMMISSION

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Memorandum

TO: Regional Bicycle Working Group

DATE: June 9, 2009

FR: Sean Co

W. I.

RE: Proposed Criteria for Regional Bikeway Network Update Version 2

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. In 2004, the network was revised and new projects were evaluated and included as part of the RBN.

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. Congestion Management Agencies (CMAs) submitted updated route and cost updates for projects on the network. While this updated information will not be included in the final bicycle plan, the updated route information will be updated 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 some of the projects on the network. MTC has committed to completing the 2,100 mile long network by committing \$1 billion in Transportation 2035, the Regional Transportation Plan. The amount committed to the network as well as the mileage 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 by the RBN program once funds are available. New project submittals will be required to fit within the dollar and mileage amount as outlined for each county within the Regional Bicycle Plan. This specific process will be determined as more details for the program are developed.

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.

Regional 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

Regional Destinations

- 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, airports 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

- 4) Selected connections across county lines.
- 5) Selected connections across barriers created by the regional transportation system (e.g., freeways, interchanges, railroads) and natural barriers (e.g., rivers, creeks and bays.)
- 6) Within current or planned Priority Development Areas (PDAs)

Weighting (35%)

Regional Routes

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

Weighting (25%)

Schedule

The Regional Bicycle Working Group will approve the RBN criteria at the June meeting. Agencies will be asked to submit changes to projects in July. 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. The final list of projects will be approved by the RBWG at the October meeting in order to provide time for the projects to be reviewed by the Bicycle and Pedestrian Advisory Committees (BPACs).

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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