



BICYCLE FRIENDLY STATE REPORT CARD



29% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
BICYCLE ALLIANCE OF MINNESOTA

MINNESOTA

#5 NATIONAL RANK (OF 50)

#1 REGIONAL RANK (OF 13) MIDWESTERN

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	Infrastructure & Funding					A	Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement					A	Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices			C-			Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs					A	Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning				B		Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for Minnesota, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Minnesota.

In 2019, 16.5% of traffic deaths in Minnesota were people outside of vehicles. Under the Bipartisan Infrastructure Law, any state where people outside vehicles make up 15% or more of traffic deaths is required to spend 15% or more of Highway Safety Improvement Program funds on projects to improve nonmotorized user safety. Minnesota should prepare to implement this requirement and use the required Vulnerable Road User Safety Assessment to engage its district offices, localities, and other partners.

As in the United States as a nation, transportation is the largest source of greenhouse gas emissions in Minnesota. The Next Generation Energy Act requires the state to reduce greenhouse gas emissions in the state by 80% between 2005 and 2050. Increasing investments to non-emitting modes of transportation like biking and walking, and reducing or increasing scrutiny of projects that increase motor vehicle capacity will be key to achieving reductions in greenhouse gas emissions.

Minnesota's \$7 Billion transportation bill passed in 2021 provides a \$5 million appropriation to both the Active Transportation Account and Safe Routes to School program. The transportation bill also created a task force that, among other things, reviewed the use of funds for the creation, construction, expansion, or maintenance of bikeways. Despite not providing a final recommendation, it is critical that elected officials in Minnesota not limit the use of transportation funding for bikeway purposes.

The Minnesota DOT recently adopted its first pedestrian plan and published new guidance on separated bike lanes. It is great to see this continued planning and support for active transportation and we hope the Minnesota legislature and MNDOT provide the funding to advance those plans.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	Yes
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership 0.68% of commuters biking to work	14/50
Safety 3.1 fatalities per 10K bike commuters	6/50
Spending \$4.55 per capita FHWA spending on biking and walking	7/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202) 822-1333 or ken@bikeleague.org.