



BICYCLE FRIENDLY STATE REPORT CARD

MINNESOTA

RANKED

3

OF 50

STATE ADVOCACY GROUP:
BICYCLE ALLIANCE OF MINNESOTA

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. 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.

The Minnesota Department of Transportation has a well-deserved reputation for caring about the needs of people who bike and walk. One way this is shown is the Scoping Field Walks conducted by MnDOT, which facilitate collaboration on solutions between planners, engineers, and project managers. More training and experiences like these Walks would be great for MnDOT staff.

Congratulations on implementing the state's first curb separated bikeway on a state roadway as part of a community main street conversion in Glenwood, MN. Lessons from that community engagement can inform further improvements throughout the state.

It is great to hear that MnDOT is developing its first statewide Pedestrian Plan. As this moves forward it will be important for the Minnesota legislature to provide funding for Active Transportation Program grants that will facilitate projects for people who bike and walk.

Congratulations to the Minnesota legislature for providing funding for a Safe Routes to School program so that the Minnesota DOT and/or other state agencies can help communities successfully seek and implement grants.

The Minnesota legislature should provide additional funding for the state's Active Transportation Grant program and provide funding so that the Minnesota DOT can help communities successfully seek and implement grants.

Adopt the NACTO Urban Bikeway Design Guide in order to ensure that guidance on a wide variety of bicycle facilities is available to all staff within your state DOT.

Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.

The state should spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.

Allow photo enforcement of speed limits and red lights. Minnesota currently has no laws or programs that enable these life saving enforcement approaches. Consider authorizing a pilot program for school zones or other areas with high concentrations of people bicycling and walking.

Continue to improve Minnesota DOT's strong bicycle count program to more accurately document bicycle traffic statewide and coordinate bicycle facility design with cyclist feedback to ensure quality facilities.

	Infrastructure & Funding	B
	Education & Encouragement	B
	Legislation & Enforcement	B
	Policies & Programs	B
	Evaluation & Planning	B+

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	0.8% of commuters biking to work	12/50
Safety	3.4 fatalities per 10K bike commuters ⁱⁱ	4/50
Spending	\$3.55 per capita FHWA spending on biking and walking ⁱⁱⁱ	10/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown: MINNESOTA

 Infrastructure & Funding Ranked 9 of 50 States	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	B
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	B-
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	B-
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	B

 Policies & Programs Ranked 7 of 50 States	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	B
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	B+
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	C
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	B

 Education & Encouragement Ranked 5 of 50 States	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	B

 Evaluation & Planning Ranked 8 of 50 States	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	A
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	C+
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	B
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	F

 Legislation & Enforcement Ranked 15 of 50 States	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	B-
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	B
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	B

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey 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.



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TOGETHER!**

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