

BICYCLE ALLIANCE OF MINNESOTA

TZD 2017: Session 39 The MN Cycling Handbook

Nick Mason, Deputy Director, BikeMN

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BikeMN Mission & Vision



To unite and strengthen bicycle advocacy, provide education and work for a more bicycle friendly Minnesota.

Minnesota is a place where bicycling is easy, safe and fun for everyone

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State Snapshot

Minnesota's Bicycle Friendly Communities



State Ranking

Minnesota #2

+2 Million residents

+ 82 Businesses

+80,000 employees

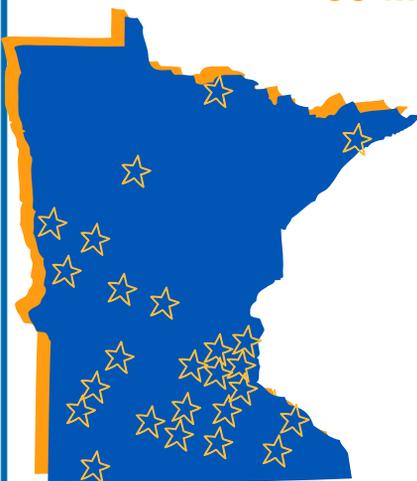
+50,000 students



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Mayoral Active Transportation Caucus

55 Mayors Strong!

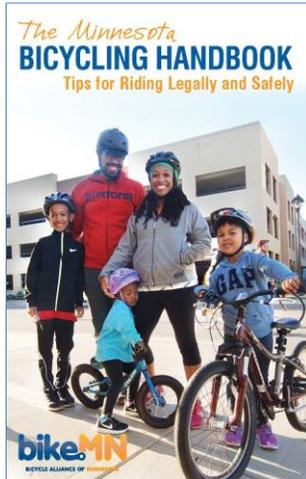


- Apple Valley
- Baxter
- Bemidji
- Birchwood Village
- Center City
- Coon Rapids
- Edina
- Eyota
- Falcon Heights
- Fergus Falls
- Frazee
- Glenwood
- Golden Valley
- Grand Marais
- Granite Falls
- Hawley, Hopkins
- International Falls
- Inver Grove Heights
- La Crescent
- La Sueur
- Long Lake
- Maplewood
- Marshall
- New Ulm
- North Mankato
- Olivia
- Owatonna
- Perham
- Redwood Falls
- Rochester
- Royalton
- Shoreview
- Saint Louis Park
- Wabasha
- White Bear Lake
- Willmar
- Winona
- Worthington



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What is the handbook?



The Minnesota Bicycling Handbook, created by BikeMN, is a free 40-page resource for all Minnesotans about riding safely and legally in Minnesota.

It's a resource for bicyclists and motorists.



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History

- Problem identified in 2014: There's no all-inclusive bicycling education resource for Minnesotans.
- Michigan's guide used as a jumping-off point.
- Three years of effort.
- Alignment with the new BikeMN Strategic Plan.



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Content Creation and Curation

- BikeMN Education Committee
- LCI Network
- MnDOT
- Minnesota State Non-Motorized Transportation Advisory Committee (SNTC)
- The League of American Bicyclists
- City of Minneapolis Department of Public Works



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Section Review

TABLE OF CONTENTS

⚠ SAFETY EQUIPMENT	1
⚠ ANATOMY OF A BIKE	2
⚠ BEFORE YOU RIDE — ABC QUICK CHECK	3
⚠ HAND SIGNALS	4
⚠ DANGEROUS BEHAVIOR	4
⚠ RULES OF THE ROAD	5
⚠ DANGERS OF SIDEWALK RIDING	8
⚠ COMMERCIAL VEHICLES	8
⚠ BICYCLE ROAD MARKINGS & SIGNS	9
⚠ STATE PARKS & BIKE ROUTES	13
⚠ NIGHT RIDING	14
⚠ WEATHER CONSIDERATIONS	14
⚠ RULES FOR PATHS & TRAILS	15
⚠ DEALING WITH ROAD RAGE	16
⚠ THEFT PREVENTION	16
⚠ DEALING WITH DOGS	18
⚠ WHAT IF THERE'S A CRASH?	19
⚠ GUIDE TO BUYING A BICYCLE	20
⚠ PROPER BIKE FIT	22
⚠ TIPS FOR FITTING A BIKE HELMET	23
⚠ MINNESOTA BICYCLE LAWS—FAQ	24
⚠ FIXING A FLAT	32

WALK! BIKE! FUN!
Also Available from BikeMN:
Walk! Bike! Fun!
 This fun-part curriculum helps children ages five to thirteen learn traffic rules and regulations, the potential hazards to traveling, and the handling skills needed to bike and walk effectively, appropriately, and safely through their community. It is designed and structured to meet Minnesota education standards. For more Walk! Bike! Fun! information or for a free download of this curriculum, visit www.walkbikefun.org.

11

The Handbook contains lots of information. Our hope is that people don't read it cover-to-cover, but use it as questions come up on specific bike-related guidelines.

A few section previews...



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Rules of the Road

RULES OF THE ROAD

Motorists who don't follow the rules of the road endanger bicyclists. They often "don't see" bicyclists, or understand the road hazards and conditions that bicyclists face. Motorists also often misjudge the speed of bicyclists, help protect yourself by riding smart, following all traffic laws, and riding predictably, consistently, and alertly.

First Come, First Served
Just like other vehicles, bicyclists have a right to space on the road. Other vehicles must yield space to bicyclists that occupy a space first just as bicyclists must yield space to motor vehicles that occupy space first. This rule applies both between intersections and at intersections. Like motor vehicles, bicyclists must also yield when changing lanes.

Yield to Crossing Traffic
Drivers on less important roads, including driveways and important roads. Yielding means looking until you see no traffic. Before changing lanes, bicyclists must check to see if they must yield to a car in that space before making a move.

Direction of Travel
Always ride in the direction of traffic. Never ride against traffic (on the left side of the road). You may, however, ride with traffic in the far left lane on city streets when preparing to make a left turn.

Sidewalk Riding
Sidewalk riding is more than dangerous (and in some cases illegal) on city streets. Drivers do not notice you if you do ride on sidewalks. Always yield to pedestrians, and always yield to police officers.

Speed Positioning and Passing
The slowest vehicle should be in the right-most position and the fastest on the left. That puts parked drivers at the curb, slower drivers next to them, and fast drivers next to them. Passing should take place on the left. There are a few exceptions, such as a vehicle ahead turning left, when passing happens on the right. This is why caution should ALWAYS be used when passing slow or stopped traffic on the right, such as in a bike lane or on a shoulder. Motorists are not expecting to be passed on the right. Also, passing on the right means passing in blind spot. Always watch a vehicle's front right wheel to see if it may make a sudden move to the right.





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Bicycle Road Markings & Signs

Green Bike Lanes
Green bike lanes are pavement markings often used to highlight locations where motorists merge across or turn across a bike lane. To draw attention and increase safety at these locations, bike lanes are painted green to alert motorists that they must yield to bicyclists.

Advisory Bike Lanes
An advisory bike lane is similar to a regular bike lane. They are marked with a solid white line. These markings give bicyclists and motorists a clear space is needed to pass or merge into the bike lane when it is an advisory bike lane. Bicyclists should be more prepared for a motorist to enter the bike lane than on typical streets.

Buffered Bike Lane
A buffered bike lane is similar to a regular bike lane, but also includes a marked buffer between the bike lane and adjacent travel lanes. The purpose of a buffered bike lane is to provide extra elbow room for bicyclists and increase safety. The buffer is placed between the bike lane and travel lane. The buffer may be marked with chevrons to indicate that no vehicles are allowed to travel in the buffered area.

A buffered bike lane is restricted to bicycle traffic, except in instances when to turn, enter, or leave the roadway. Whenever motorists must cross a bike lane to prepare for a turn, they must yield if a bicyclist is approaching and let them pass. Bicyclists should not ride the wrong way in a buffered bike lane, and they yield to vehicles already in adjacent travel lanes when they enter or exit a buffered bike lane.

Protected Bikeway (AKA cycletracks and separated bike lanes)
A protected bikeway is an exclusive area for bicyclists that is physically separated from motor vehicle traffic. Protected bikeways may be one-way or two-way and will be marked appropriately. Protected bikeways may be located within street corners and separated from traffic lanes by painted curbs, curbs, medians, bollards or flexible traffic posts, planters, or other physical features. This design provides a space within the public right-of-way for bicyclists and provides additional control and separation from motor vehicle lanes.

When protected bikeways are present, it is extremely important for motorists to be cautious at intersections. Motorists should watch for and expect bicyclist traffic behind them in protected bikeways and yield when appropriate. As bicyclists approach an intersection, they should use caution and assume turning or merging vehicles do not see them due to potential obstructions and their unconventional position in the public right-of-way. Bicyclists using protected bikeways with parked cars between the protected bikeway and the motor vehicle lanes should watch for passenger car doors and pedestrians crossing the bike lane.

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A buffered bike lane is restricted to bicycle traffic, except in instances when motorists need to turn, enter, or leave the roadway. Whenever motorists must cross a bike lane to prepare for a turn, they must yield if a bicyclist is approaching and let them pass. Like all bike lanes, bicyclists should not ride the wrong way in a buffered bike lane, and they should signal and yield to vehicles already in adjacent travel lanes when they enter or exit a buffered bike lane.



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Minnesota Bicycle Laws FAQ

27. Is there any law against motorists opening their doors into bicyclists?

Yes, Minnesota Statute 169.216:
No person shall open any door on a motor vehicle unless and until it is reasonably safe to do so and can be done without interfering with the movement of other traffic. No person shall allow any door on the side of a vehicle adjacent to moving traffic to remain open for a period of time longer than necessary to use the vehicle.
*A bicycle would be included under this statute.
Minnesota Statute 169.212, Chapter 169.

28. Does a bicyclist have to stop for a flashing parked school bus? Can a bicyclist pass?

Yes, a bicyclist must stop and they can not pass, Minnesota Statute 169.444:

Subdivision 1: When a school bus is stopped on a street or highway where signs have been erected and is displaying an extended stop-signal arm and flashing red lights, the driver of a vehicle approaching the bus shall stop at least 20 feet away from the bus. The vehicle driver shall not move until the school bus stop-signal arm is retracted and the red flashing lights are extinguished.
Subdivision 2: No person may pass or attempt to pass a school bus on the right-hand, passenger-door side of the bus when the school bus is displaying flashing amber signals.

28. Does a bicyclist have to stop for a flashing parked school bus? Can a bicyclist pass?

Yes, a bicyclist must stop and they can not pass, Minnesota Statute 169.444:

Subdivision 1: When a school bus is stopped on a street or highway where signs have been erected and is displaying an extended stop-signal arm and flashing red lights, the driver of a vehicle approaching the bus shall stop the vehicle at least 20 feet away from the bus. The vehicle driver shall not allow the vehicle to move until the school bus stop-signal arm is retracted and the red lights are no longer flashing.

Subdivision 2: No person may pass or attempt to pass a school bus in a motor vehicle on the right-hand, passenger-door side of the bus when the school bus is displaying the prewarning flashing amber signals.

29. Is it legal to use a cell phone while riding a bike?

Yes. However, Bicycle Alliance of Minnesota strongly discourages any kind of distracted driving.

30. Is it legal to text while cycling?

Technically, it is legal. However, all motor vehicle drivers are prohibited from driving while using a handheld mobile phone. BikeMN discourages bicyclist drivers from any distracted driving.

31. Can you be charged with a DUI while riding your bicycle?

No. Although it would be dangerous to ride a bicycle while intoxicated, it is not a motor vehicle according to Minnesota state law. DUI and vehicle operators. Other laws may apply however, such as Public Intoxication. The Bicycle Alliance of Minnesota strongly discourages bicyclist intoxication.

32. If a bicyclist is cited for a violation, does it go on their driving record?

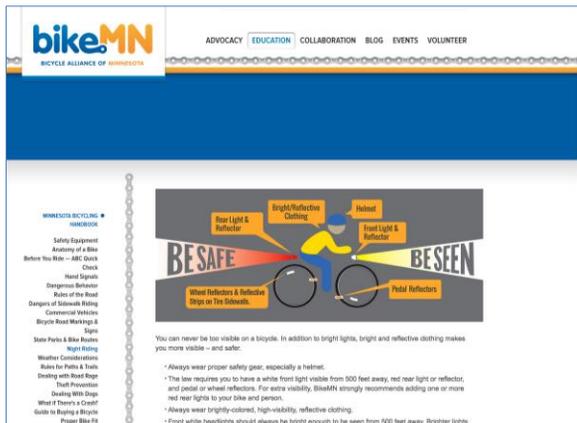
Sometimes. Depending on the law enforcement agency and location, law-enforcement may be administrative or statutory. If administrative, it does not go on a person's driving record. If statutory, (usually on a roadway not a trail) and a moving violation, it does go on a person's driving record.

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Also at bikemn.org



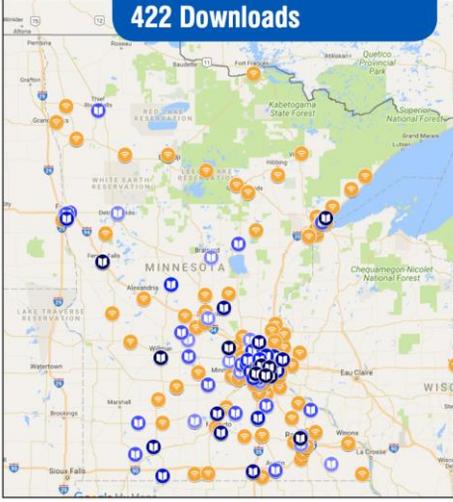
A complete PDF of the Handbook can be downloaded or each section can be viewed individually.



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2017 Reach

20,000 Copies Distributed
10,300 Online Views
422 Downloads



Initial Reception

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2018 Supporters & Sponsors

- Seeking support to distribute a minimum of 30,000 copies in 2018
- Multiple levels of support available
- Let us know if you have contacts at any organizations (nick@bikemn.org)

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Promotions

- Statewide news release
- Focused media pitches
- Handbook distribution to legislators
- In-hand and distributed in April.
- Launch www.mnbikelaw.org
 - Our Bike Law webpages are in the top 3 of our most visited pages.
- Social media
- BikeMNPaper and e-newsletters



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Distribution

- Distribute 30,000 annually
 - Events
 - Classes
 - Individuals
 - Organizations
 - Clubs
 - Schools
 - Etc.
- Fulfill online requests of 10 or fewer Handbooks for free; requests of 25+ charge shipping and handling fee.
 - Pickup at BikeMN office would be free.



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Quiz Time!



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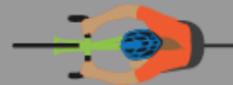
It is safe and legal to ride your bike on the sidewalk?



A Yes

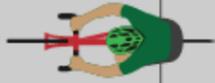
B No

C It depends



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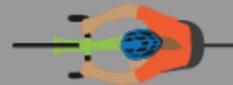
It is safe and legal to ride your bike on the sidewalk?



A Yes

B No

C It depends



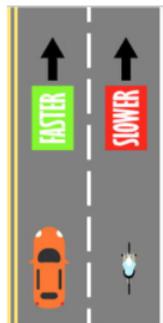
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2. When lanes are too narrow to share, including when safe to cross a double yellow line, a motorist should change lanes to pass a bicyclist.

A Yes

B No

C It depends



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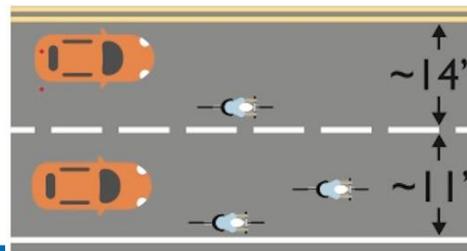
3. On a roadway, where exactly should a bicyclist ride?

A As far to the right as deemed safe by the cyclist.

B The middle of the left lane.

C The right most lane that serves their destination.

D All of the above.

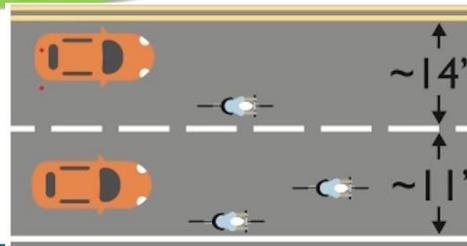


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4. On a roadway, where exactly should a bicyclist ride?

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- D All of the above.



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4. Bicyclists riding two abreast should always single up to avoid impeding traffic.

- True
- False



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4. Bicyclists riding two abreast should always single up to avoid impeding traffic.

True

False



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5. When preparing for a right turn next to a solid line marked bike lane, a motorist should yield to bikes and proceed to turn right from their current travel lane.

True

False



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5. When preparing for a right turn next to a solid line marked bike lane, a motorist should yield to bikes and proceed to turn right from their current travel lane.

True
False



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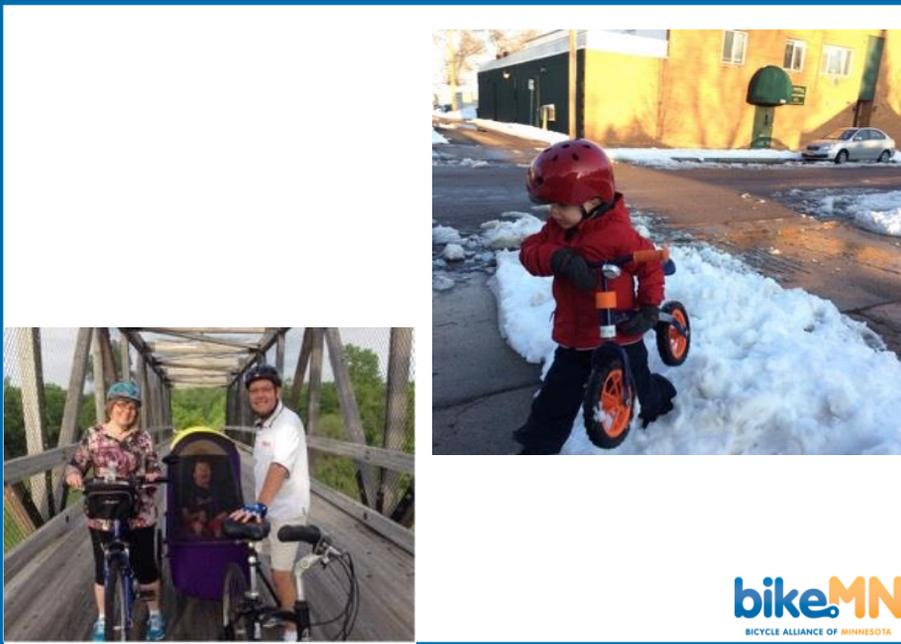
Thanks!

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