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.
State Snapshot

State Ranking
Minnesota #2
+2 Million residents
+82 Businesses
+80,000 employees
+50,000 students

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
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.

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.
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

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...
Rules of the Road

Bicycle Road Markings & Signs

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 a buffer that separates cyclist and motor vehicle traffic. The buffer is placed between the bike lane and travel lane. This buffer may be marked with white 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 motorists need to turn, enter, or leave the roadway. Whenever motorists must cross a bike lane to prepare for a turn, they must yield to a bicyclist who 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

Also at bikemn.org

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

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)
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

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.
Quiz Time!

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

A Yes
B No
C It depends
It is safe and legal to ride your bike on the sidewalk?

A Yes
B No
C It depends

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
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

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.
4. 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.

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

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

True  
False

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
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

Thanks!

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