



STATE BICYCLE ADVISORY COMMITTEE

Annual Newsletter
2007



December 2007

SBAC hosts Leadership Workshop in St. Cloud

-Lisa Austin, Co-Chair and Bicycle Club Rep

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One of the SBAC's goals, and my personal interest, for 2006-07 was to increase communication between bicycle organizations, professionals and citizens in Minnesota. To facilitate this goal the SBAC (with support from Mn/DOT, the University of Minnesota's Center for Transportation Studies (CTS) and the Hubert Humphrey Institute) hosted the Bicycle Leadership Workshop on June 7, 2007.

The purpose of the event was explore what issues, concerns, goals, and dreams bicycle leaders share for the future of bicycling in Minnesota. Professionals and citizens from government agencies, bicycle clubs, advocacy groups, and other related industries were invited. 55 attended the event at St. John's University in St. Cloud. The proceedings were skillfully facilitated by Laurie McGinnis, Associate Director of CTS and Dawn Hegland from the Upper Minnesota Valley Regional Development Commission (UMV RDC).

Panel and Conversation Circle Discussions

The day started with a panel discussion with representatives from a full spectrum of bicycle champions, enthusiasts, and advocates. In the afternoon, the attendees had an opportunity to voice their ideas in a conversation circle.

The panel included: Dawn Hegland: UMV RDC; Charlie Quigg: Rochester-Olmsted Council of Governments advisory board; Jon Wertjes: planner for City of Minneapolis; Neil King: Itascatur Bike Club; Scott Thayer: product manager for Quality Bicycle Product and president of Minnesota Off-road Bicyclists.

Questions that were addressed:

- ~Where do you see bicycling in Minnesota in the future?
- ~What are the barriers to this vision?
- ~What do bicyclists want and need to better integrate bicycling into their everyday lives and communities?
- ~What actions can professionals and community leaders take to address these needs?

Outcomes:

At the end of the day and when all the results had been analyzed, five major areas of focus for improvement arose.

1. Safety: education of bicyclists and motorists.
2. Infrastructure: on-road and off-road facilities, funding and maintenance.
3. Quality of Life: health and the environment.
4. Communication and influence: between professionals and citizens, and uniting the diverse group of bicyclists from commuters, trail users, mountain bikers, BMX, recreational road riders, triathletes and more.
5. Participation and acceptance of bicycling and bicyclists by expanding the number of bicyclists and changing the image of bicyclists as more than the 'spandex clad athlete', 'hippy -biker' or 'reckless mountain biker'.

Communication is Key

All agreed that a method to share information and experiences with each other throughout Minnesota was very important. Furthermore, all of the above issues would improve if our communication methods improved. Ideas for how to communicate more effectively included a state-wide bicycling group, on-line communication tools such as a website or list-serve, annual meetings or workshops and maintaining mail and email lists of interested parties.

In 2007-08, the SBAC is looking forward to participating with bicycle leaders throughout the state to continue the good work that began here and improve the future of bicycling in Minnesota.



Bicycling Around Minnesota

-Mary Nelsestuen, Former Metro Rep

Bicycling Around Minnesota (BAM) is a non-fundraising/non-profit tour that showcases Minnesota's scenic bikeways and promotes tourism, fitness and bicycle travel. The second annual ride, August 22-25, hosted 90 riders from Minnesota, California, Michigan, Nebraska, and Iowa, and began in Park Rapids. Riders rode 275 miles as they traveled through Bemidji, Walker, Wadena and then back to Park Rapids.

A bicycle ride offers opportunities for riders to explore new communi-

ties so rider packets included tourism brochures from the towns we visited. Then, to make communities more aware of the ride, BAM fact sheets were distributed to businesses on the route prior to the ride.

To promote further interaction between riders and the communities we visited, Nick Mason of Dero Bike Racks presented the mayors of the overnight towns with two bicycle racks on behalf of the State Bicycle Advisory Committee.

Riders had positive comments and

Bob Works, Mn/DOT Office of Transit Bike/Ped Section said, "BAM is a wonderful opportunity to let people know more about the recreational treasures we have in Minnesota via the seat of a bike. This ride is fast becoming a tradition that does just that."

Watch for information for BAM, 2008, and please join us.



Bicycle Commuting

- Kurt Franke, Co-Chair and District 3 Rep

Bicycle commuting is often viewed as one of the main measures of a bicycle transportation system. While there are many components to such a system, almost all of them support bike commuting to some degree. In other words: If it's good for bicycling, it's good for bicycle commuting.

The SBAC continues to champion the campaign to "Share the Road"! This is an effort that came out of this committee several years ago and continues to be a mainstay of our efforts in general. The upcoming year should see even greater emphasis here as our transportation systems become even more crowded. It's all about shared rights and responsibilities.

A very new and exciting project has been the development of **Arrive Minnesota** and the accompanying website: <http://www.arrivemn.com>. The stated goal of ArriveMN is to "assist Minnesota commuters and travelers with transportation options and benefits." To accomplish this, "Arrive Minnesota offers

commuters (and those traveling to Minnesota) a single point of reference for information and assistance." I think we can look for great things from this collaborative effort. It's multi-modal!

"Bike To Work Day" has traditionally been the premier event in the commuting calendar. Over the years, the SBAC has had various levels of involvement in promoting the event. This last year saw BTW Day events locally organized in Minneapolis, Saint Paul, Duluth, and Park Rapids. Several employers held "Bike To Work" events as well.

This year also saw the preparation of an educational packet on bike commuters. The contents of this packet should allow you to present a class on bike commuting to a general audience. This idea stems from a breakout session on Commuting, given at the Bike Expo the last two years. The packet currently consists of some printed materials along with a Power Point presentation.

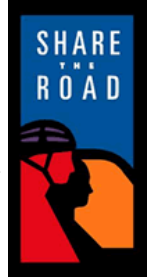
Another aspect that is often overlooked is the effect that citizens can have on their own transportation systems. People need to be made aware of the Open Houses and Public Meetings scheduled just for this reason. In the upcoming months, many municipalities and governmental subdivisions will be going through the planning process. Bike/Ped plans are updated on a regular basis. These plans greatly benefit from citizen input.

While difficult to measure, there is evidence that riding a bike is becoming an ever more popular commuting option. If trends continue, maybe Minnesota could be the number one bicycle commuting state in the country. Let's keep pedaling towards that goal.

Share the Road Bicycle Safety Program

-Mary Nelsestuen, Former Metro Rep

In 2007, the Minnesota SBAC continued to market the word about Share the Road, a safety campaign for both motor vehicle drivers and bicyclists launched in May, 2005. As in 2006, we distributed Share the Road materials at over 20 bicycle events and conferences. This summer the Department of Public Safety again featured the Share the Road logo with the message, "Safety is a two-way street" in their Minnesota Registration Renewal Guides. KARE 11's "Whatever" show's July 2006 interview with Bob Works about bicycle safety was rebroadcast this spring. Sixty backlit panels featuring the Share the Road poster with a take-away brochure were featured in skyway locations in Minneapolis, St. Paul, Duluth and Rochester.



We expanded our interaction with the Minnesota Driver and Traffic Education Association (MDTEA) by sending them a DVD on bicycle safety and the Supplemental Teacher's Guide. We evaluated two DVDs on bicycle safety and selected one produced by the League of Illinois Bicyclists, "Share the Road-Same Road, Same Rules, Same Rights." The League of Illinois Bicyclists gave us permission to make copies of the DVD to distribute to all MDTEA members. Making copies available to Commercial Driver Education Teachers is a goal for this year.

A new focus group that the Share the Road message was delivered to this year was peace officers throughout the state of Minnesota. Our message was supported by the MN Chiefs Association and the MN Sheriffs Association. We delivered the information via emails, conference presentations and through the two most popular MN law enforcement magazines- *Minnesota Police Journal* and *Minnesota Police Chief*. Many departments across the state have assisted in spreading the word by ordering posters, pamphlets and other items from the Share the Road website to distribute to their citizens.

The Share the Road message is an important message for all citizens in Minnesota and to reach a greater audience, the brochure was translated into Spanish by Maria J. Lobo de Murphy. Thank you, Maria. Copies can be ordered from our website www.sharetheroadmn.org or by calling 651-366-3017.

A key person in developing and promoting the Share the Road safety education campaign was Bob Works of MNDOT's Bike and Pedestrian section who retired in September. Thanks, Bob, for your work and support. Reducing bicycle and vehicle crashes will continue to be our goal as we distribute Share the Road messages to motor vehicle drivers and bicyclists.

Reflections from MN/DOT's Bicycle and Pedestrian Section Manager - Bob Works

And then it was over, a career in public transportation that spanned 40 years of bus driving, research coordination, operations management, legislative hearings, promotional campaigns and, along the way, the chance to work with the State Bicycle Advisory Committee (SBAC). That was the assignment that resulted in the most life changing impacts for me.

I had been a regular bus rider since my move from Ann Arbor to Bloomington in 1979. This new assignment opened the door for me to renew my 50's bicycle riding days long remembered from a rural newspaper route in Bessemer, MI.

That first two-mile bike ride to the bus seems like yesterday. Unknowingly, it was that simple commute that would eventually grow to long distance fund raising rides to Chicago and across a part of Alaska, a ride across Colorado's Rocky Mountains, commutes from Bloomington to St. Paul via the LRT, and riding the 2nd annual Bicycling Around Minnesota (BAM) tour two weeks before my last day at Mn/DOT.

Along those paths, were individual SBAC members issuing challenges and offering support that continued to push me further. One SBAC member coached me toward adopting a balanced fitness regime that included pool-side lap instruction. Another said, "Bob, let's B-BOP from Virginia, MN to St. Paul for the SBAC meeting, that'll get you ready for Chicago." That same member, a bike racer, once said, "you set the pace, I'm just happy to be able to get to ride!"

So, I leave this work being so grateful for how the SBAC, and the work centered around it, has changed the way I now experience life and for the impact the SBAC has had on bicycling in Minnesota. All of you are making important contributions and to every single one of you.....Thank You!

Bob Works



League of American Bicyclists National Bike Summit 2007

-Nick Mason, Industry Rep

The 2007 National Bike Summit provided another great opportunity for national, state, and local advocates, industry and professionals to come together in Washington, DC to learn the issues and help Congress think: Bike. This year's Summit saw a significant increase to over 430 attendees from across the country. Inspirational speakers like Mayor Abramson from Louisville, KY to Trek Bicycles President John Burke delivered the message that we can, and need to, do more for bicycling in a country faced with problems concerning health and congestion.

Minnesota had one of its best turnouts ever with 13 people attending from nearly every district in the state. Minnesota delegates visited every house office and both senators to discuss the importance of national

issues such as Complete Streets and the Bicycle Commuter Act. The message from our elected officials this year was overwhelmingly positive. Delegates also thanked members for past support and found strong support with some new members including District Five Rep Keith Ellison and Senator Amy Klobuchar. Both of these new members enjoy recreational bicycling back in their home state. Eighth District Congressman Jim Oberstar, now chair of the House Transportation Committee, pledged his continuing leadership for bicycling in the U.S.

Two Minnesota companies, Quality Bicycle Products of Bloomington, and Dero Bike Rack Company of Minneapolis, showed their support by sponsoring the Summit this year. National industry representatives

met with President Bush for one hour in the Oval office to discuss bicycling's economic, environmental, and health benefits to the country.

As the National Bike Summit continues to grow, it proves to be critical to the growth of bicycling as a mode of transportation and healthy choice for recreation. The Summit provides attendees with a chance to learn the challenges and opportunities facing bicycling, connect with other experienced bicycle industry experts and advocates, and visit their members of Congress. To find out more about the Summit visit:

<http://www.bikeleague.org/>. Join us next year for the 2008 National Bike Summit, March 5-7, 2008.

Non-Motorized Transportation Pilot Project

-Nick Mason, Industry Rep

The Non-Motorized Transportation Pilot Program (NTP) has had a busy year in 2007. The NTP, now known as Bike/Walk Twin Cities, was established in 2005 as part of the six-year federal transportation law known as SAFETEA-LU. The law provides \$21.5 million to four communities nationwide to evaluate how investments in planning, infrastructure, and public education increase rates of bicycling and walking and reduce driving.

Although the program primarily focuses on Minneapolis, consideration is also given to projects that improve access by bicycle, transit, and walking into and out of Minneapolis. The communities also eligible for funding share a physical border with Minneapolis and include: Brooklyn Center, Columbia Heights, Edina, Fridley, Golden Valley, Lauderdale, Metropolitan Airports Commission, Fort Snelling State Park, Richfield, Robbinsdale, Roseville, St. Anthony, St. Louis Park, and St. Paul.

Transit for Livable Communities (TLC), in consultation with its advisory committee and agency partners, decide how the program funds are to be used. The advisory committee (BWAC) to the TLC Board met monthly to provide important feedback with the first round of solicitation for projects.

Under Bike/Walk Twin Cities, TLC's board of directors awarded \$7 million to make innovative projects a reality on Twin Cities streets. Among the projects are Minnesota's first bicycle roundabout, and four to three lane road

conversions that make neighborhoods more welcoming for pedestrians. Also, colored bicycle lanes, never before used in Minnesota, are designed to make city streets safer for bicyclists.

As many people know, the Twin Cities is home already home to some great bicycling infrastructure. However, something that has been lacking is public education. Bike/Walk Twin Cities will be launching a Bicycle and Pedestrian Ambassador program by spring of 2008. The program has already been funded and is in the final stages of strategic planning. The Ambassadors will go to schools, other community locations, and events in the Twin Cities to talk about the benefits of bicycling and walking and help people overcome barriers to making trips by bike and by foot.

To find out more about Bike/Walk Twin Cities visit: <http://www.bikewalktwincities.org/>

Law Enforcement Representative says good-bye - Cory Manthei, Former Law Enforcement Rep

Time Well Spent

One of the amazing things about bicycling is the extreme range of people who all enjoy the same activity. It's an activity of personal goals mixed into the fun and companionship of a small group of friends or 10,000 riders over a week long ride. As I have met bicyclists from across the county, very often we discover little about their personal or professional lives. The conversations and discussions focus on the success of "keeping the rubber down," also known as arriving safely to our destinations.

It is organizations such as the Minnesota State Bicycle Advisory Committee which are behind the safe arrivals and the development of an infrastructure to support our adventures. When I was first "shanghaied" into becoming a member of the SBAC, my thought was "Okay, attend a few meetings, answer a few law enforcement questions and that's about it." Little did I know how diverse and dynamic the board members were. Their influence on decisions made within the state by the MN Department of Transportation was impressive.

First, the support by the State of Minnesota is incredible. Departments from each and every facet of state government assign individuals to the SBAC. These are dedicated individuals, who are experts in their fields and have an interest in bicycling. Some department representative could rival a professional rider and others were thinking about dusting off that old bike in the corner of the garage. But they all had the attentiveness to provide the most up to date information, patience to explain the technical jargon and the creativity to "think outside the box."

Second, the citizen and at-large members are very dedicated. These representatives devoted their time and energy to work on projects within their communities and across the state. All agreed on the priority of educating bicyclists and motorists on safety issues related to recreational and transportation use of bicycles. They used personal and professional experiences to motivate and support one another.

Finally, the unique perspectives each board member brought to the discussions is phenomenal. Because of the lengthy development process for this type of planning, our biggest challenge was seeing our current situation realistically and at the same time project well in to the future. We also had the opportunity at times to express our desires for "the perfect bike route."

Even though I initially felt I had been "shanghaied," this was one of the best, most effective and professional teamwork situations I have participated in. As the saying goes, it only takes a few dedicated people to make positive changes. I thank each member of the MN State Bicycle Advisory Board for sharing with me their enthusiastic spirit while dealing with formidable challenges.

SBAC Sets Priorities for 2007-2008 - Michelle Natrop, SBAC Coordinator

The SBAC Committee met September 14, 2007 in Arden Hills to discuss priorities for 2007-2008. The group brainstormed different issues to work on in the next year. These issues were grouped into seven topics. The group then voted on the top 5 topics as their priorities. Subcommittees were formed for each topic and members will determine which issues under the topic heading the committee will engage in for 2007-2008. The topics chosen for 2007-08 are Laws, Outreach, Promotion, Infrastructure, and Safety.

The Law subcommittee will consider the following issues: Statewide bicycle registration, SBAC Law issues, bikes on sidewalks, repealing law that bans bicycles riding on sidewalks in business districts, reviewing bike laws, and the National Commuter Act

The Outreach subcommittee will look into these issues: Friends network, public meetings, recognition thanks award, leadership development and advocacy, interaction with Metropolitan Planning Organization and Bicycle/Pedestrian Advisory Committees, metro planning, Regional Development Commissions, and the new MN/DOT plan.

The Promotion subcommittee will be dealing with the following issues: Bike/Walk to Work Day, BAM 2008, media utilization, display at capitol, commuting education packet, health and wellness, and scenic bikeways.

The Infrastructure subcommittee will explore the following issues: Infrastructure inventory by district, scenic bikeways, Complete Streets, trail linkages, and understanding decisions on roads

The Safety subcommittee will look at these issues in 2007-08: Share the Road (STR) Lottery Scratch off, continuing STR campaign, continuing STR in Spanish, STR in other languages, driver's test question regarding bike laws, tech use and bike issues, helmets for children, bike safety event for adults, enforcement, and trail crossing intersections.



Meeting Schedule

- **9/14/07** Planning meeting—Arden Hills
- **11/15/07** Bi-monthly meeting—St. Paul
- **2/7/2008** Bi-monthly meeting—St. Paul
- **4/10/08** Bi-monthly meeting—St. Paul
- **6/12/08** Bi-monthly meeting—St. Paul
- **8/20-8/23/08** Bicycling Around Minnesota Ride

Second Annual Bicycle, Travel and Fitness Expo

- Anna Kerr, PCA Rep

The 2nd Annual Bicycle, Travel and Fitness Expo was held at the Minneapolis Convention Center March 3 and 4, 2007. Although a snowy weekend, approximately 15,000 people attended the two-day event. The group consisted of a mix of those new to riding, weekend warriors, and seasoned cyclists. The expo aims to promote cycling among all audiences and encourages riders to explore new components of the sport.

The State Bicycle Advisory Committee was again well represented this year. The committee presented two of the weekend's many seminars, "Bicycle Commuting" and "Fun in the Snow: The Basics of Winter Cycling." The SBAC also hosted three informational booths. The booths provided expo-goers with information on becoming involved with SBAC, Share the Road, Safe Routes to school, and more. About 25 SBAC volunteers were involved in making the weekend a success.

The 2007 event included many of the same components as the previous year's expo, as well as the addition of several new exhibits. Included in the mix were a children's bike rodeo, a test track, tourism information, and countless vendors. Resources of all kinds were available to attendees. Everything from bike maintenance to trip planning and unicycles to antique collectables could be found. Unfortunately an Expo will not be held in 2008.

The SBAC says Goodbye and Welcome to Members

This year the committee said good-bye to 3 metro representatives who completed 6 year terms. Mary Nelsestuen, chair of the committee, Louis Moore, and Steve Sanders have been replaced by Dan Breva, Joe Vacek, and Benita Warns. Mary and Louis will be missed by the committee for all their contributions. Steve, however, has agreed to represent Higher Education, a new position created by the committee, so his involvement with the committee will continue.

Mike Heikes, the district 4 representative, completed a 3 year term and has turned his attention back to providing helmets for kids. Patricia Puetz has taken over for Mike. The Law Enforcement position has also seen a change on the committee. Cory Manthei of the St. Paul Police Department is retiring to Florida and leaving the committee. We welcome Heidi Miller of the Bloomington Police Department as her replacement. Grant Scholen has also been appointed the new DNR representative. He has replaced Dennis Thompson.

The committee will miss all of our members as they move onto new things. We look forward to all of the opportunities our new members will bring to the committee.

Safe Routes to School

-Kristie Billiar, Safe Routes to School Coordinator

Safe Routes to School (SRTS) is a new program in the federal transportation bill, SAFETEA –LU, designed to improve the conditions and quality of bicycling and walking to school. The goal of the program is to reverse the 30 year decline in the numbers of children walking to school and reintroduce opportunities for regular physical activity.

At present fewer than 15% of children K-8 walk or bike to school and nearly 50% of school aged children are regularly driven to school by their parents. Coinciding with the declining numbers of children walking and biking to school is an increase in childhood obesity and Type II diabetes. Using a multidisciplinary approach Safe Routes programs works with schools, students, and parents, at a grass roots level, to identify improvements that will make biking and walking to and from school a routine part of Minnesota's students' experience.

The second solicitation was held in early 2007. Thirteen infrastructure projects totaling \$1,329,011 were awarded along with ten non-infrastructure projects totaling \$225,515.

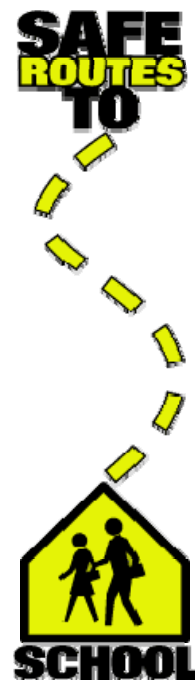
The solicitation for 2008 monies opened in August and closed November 16th. One hundred and three applications were received. The awards for this solicitation will be announced in early spring 2008.

For more information about the Safe Routes to School program visit

<http://www.dot.state.mn.us/saferoutes/index.html> or

contact Kristie Billiar, the SRTS coordinator at

kristie.billiar@dot.state.mn.us.



Bike To Work Week: Park Rapids

-Irene Weis, District 2 Rep

A committee of 8-10 people organized in March, 2007 to start to plan the 2nd annual bike event. The committee members represented various interests including area bike club members; recreational riders; local businesses like the bike shop, coffee shop, and Bed & Breakfast; and the District 2 SBAC representative.

The committee decided to extend the Bike to Work day to a week instead of one day. The local design advisory committee stepped up and again made wonderful buttons which we gave out. This year the buttons said many things i.e. Bike like a Rabbit; (kids favorite) Bike for Health; Bike for Ever; Bike for Fun and others. The Mayor of Park Rapids proclaimed the week as Bike Safely Week. A Bike Rodeo was set for the 22nd.

From 7 am to 9 am on the 18th, the destination was Bella Café for coffee, juice and muffins. Time was spent talking and sharing experiences, and also meeting and making new friends.

Since Park Rapids has a diverse population, not everyone has to ride into the city before 9:00, so we designated the Red Bridge Inn as the place to go from 9 am to 11 am. There we were served Beauty Smoothies and other appetizers while we lolled on the deck watching the Fish Hook River roll by.

The ItascaTur Bike, Ski & Run Club sponsored a Mileage Log for prizes supplied by the local bike shop. We also put a short survey out asking riders what kind of obstacles they encountered while riding into or around the city.

On the 18th we had participation of at least 135 riders with approximately 40 middle school children doing a great job of riding from the east end of the city to the west side where the Century School is located. One of the Century School teachers is an all season bike commuter, so we followed him.

On Saturday, we ended the Bike Week with a community ride down the Heartland Trail to Dorset where ice cream cones were waiting.

Bike To Work Day: Duluth

-Susan Koschak, District 1 Rep

The 2007 Duluth Bike to Work Day event was led by James Gittemeier from Arrowhead Regional Development Commission's Metropolitan Interstate Council. The core group included key members from the 2006 planning team plus a few emerging bicycle advocates. Our focus was simple: Ride a bike part or all of the way to work.

Cyclists began arriving in the Civic Center Plaza about 7:15 AM and we were cleared out by 9:15 AM. There were no speeches, no agenda and no conflicts. Some people rode up, enjoyed a snack and got going to work. Some arrived and stayed to visit the whole time. The message and atmosphere were festive, simple and uncomplicated.

The Duluth Transit Authority marketing director, a member of the core group, arranged for free bus rides for anyone riding with a bicycle on BTW day. He also arranged for a bus with a bike rack to be parked at the event to demonstrate use. The Ski Hut (bike shop) participated by doing on-site bicycle safety checks/adjustments and several riders left with safer bikes and bigger smiles. Radisson Hotel staff arrived in a van, set up a table, loaded it with fruit, bagels, scones, water and juice and greeted participants throughout the event. Two core group members met the Mayor of Duluth at a neighborhood community center near his home and rode to work/the event with him.

Riders shared stories about their commute, shared route ideas and encouraged each other to continue the effort. Duluth is a bicycle friendly city and even with our challenging geography more bicycles seem to be on the streets and roads each year. We are hopeful for continuing and new leadership in promoting this event and cycling as transportation in upcoming years.



Duluth Mayor Herb Bergson rides a bike to work with two core group member escorts.

Citizen and Agency Representatives

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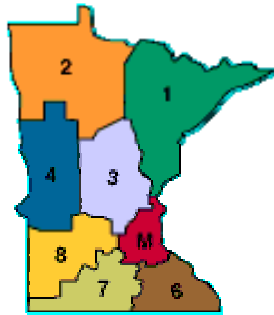
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Mn/DOT Bicycle and Pedestrian Staff Changes

The Mn/DOT Bicycle and Pedestrian Section saw a number of staff changes in 2007. Bob Works, section manager, retired in September, and Jim Dustrude began his retirement in December. To prepare for their upcoming departures, Liz Walton, a landscape architect, was hired in July and Ben Christensen began

working for the section in September as a planner. Liz has been involved in numerous activities including project reviews, Share the Road, and bicycle design manual training. Ben has been working on advancing the scenic bikeways project, is representing the section on the Bike/Walk Twin Cities Advisory

Committee and assisting with the Safe Routes to School program. We will miss Jim and Bob, but look forward to working with Liz and Ben.



MINNESOTA STATE BICYCLE
ADVISORY COMMITTEE

*Promoting bicycling and its acceptance in
Minnesota*



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SBAC Coordinator

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Appropriation law instituted the State Bicycle Advisory Committee in the mid 1980's to advise the Commissioner of Transportation and other state officials on issues pertaining to bicycle transportation in Minnesota. Over the ensuing years, it has operated under its own bylaws and with registration by the Secretary of State. The committee currently has 15 citizen members and 11 agency members and conducts 5 meetings per year. The executive committee and various short-term issue committees work on specific priority projects. The SBAC and Mn/DOT bike staff work to coordinate work plans and objectives.