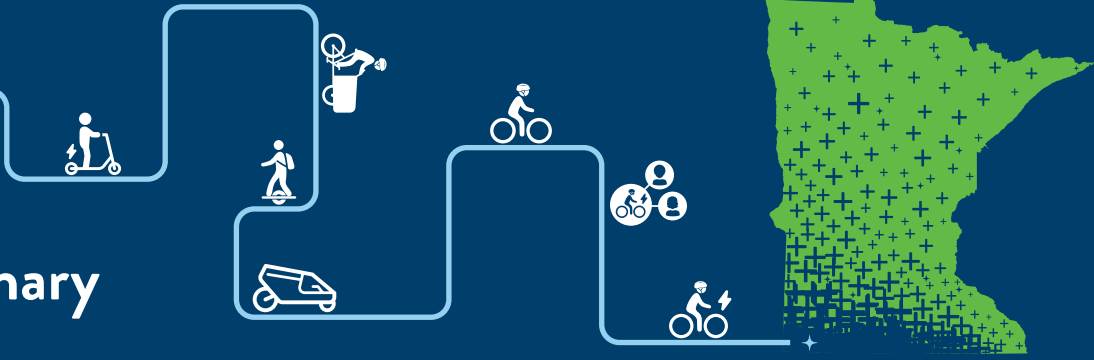




# Engagement Summary



## WHAT IS THE 2025 BICYCLE+ SYSTEM PLAN UPDATE?

*The Statewide Bicycle+ System Plan represents MnDOT’s vision and goals for bicycle transportation, implementation strategies, and performance measures to evaluate progress toward achieving this vision.*

Since the plan was last updated in 2016, a lot has changed. More people began bicycling for transportation and recreation during the COVID-19 pandemic, and more people are using newer transportation devices like scooters, e-bikes, and e-skateboards in communities across Minnesota. The updated Statewide Bicycle+ System Plan will develop vision, goals, and strategies for MnDOT’s role in supporting bicycling and bike-like modes statewide.

## PUBLIC ENGAGEMENT REVIEW

*Phase 1 of public engagement focused on understanding who currently bikes in Minnesota, who does not, and the reasons behind those choices. The goal of this phase was to capture a broad range of experiences and perspectives that describe how people engage with bicycling in their daily lives.*

Through online surveys, in-person engagement, and interactive pop-up events, the project team gathered feedback from communities across the state. This feedback provided insight into what motivates people to bike, what prevents them from doing so, and how conditions could be improved to support safe, comfortable, and equitable bicycling opportunities for all Minnesotans. The engagement tools were implemented with a focus on reaching communities that have been traditionally underrepresented in the transportation planning process.



*Students share why they bike or do not bike at a pop-up.*



## Interactive online tools and project website

The Bike+ Plan website outlined the project process and goals, and highlighted upcoming engagement opportunities. Community members could take part in interactive activities, review project updates, and sign up for email notifications.

- **Online Surveys:** The project used an online survey to explore key questions, including why people bike and what prevents them from doing so. This approach complemented in-person engagement by reaching a broader audience across Minnesota and filling participation gaps.



Interactive project website.



## Diverse Bicycling Perspectives (DBP) Focus Group

The DBP brought together a group of 10–20 individuals from underrepresented communities, including Black, Indigenous, and People of Color, as well as people with disabilities. The group was convened to ensure perspectives that have historically been underrepresented in statewide transportation planning efforts were meaningfully included.



Minnesotans providing feedback at a pop-up event.



## Pop-up events

The project team engaged communities at 15 events across the state, reaching people who bike frequently, those who bike occasionally or not at all, and communities that are often underrepresented. Events were selected to balance rural and urban locations, prioritize community-led spaces that were not bicycle-focused, and reach areas within or near Environmental Justice (EJ) communities.

Early events informed refinements to the engagement approach to better distinguish why people bike and why they do not. While initial open-ended discussions generated meaningful feedback, they did not consistently capture participant rider type.



Revised tabletop and board activity engagement materials.

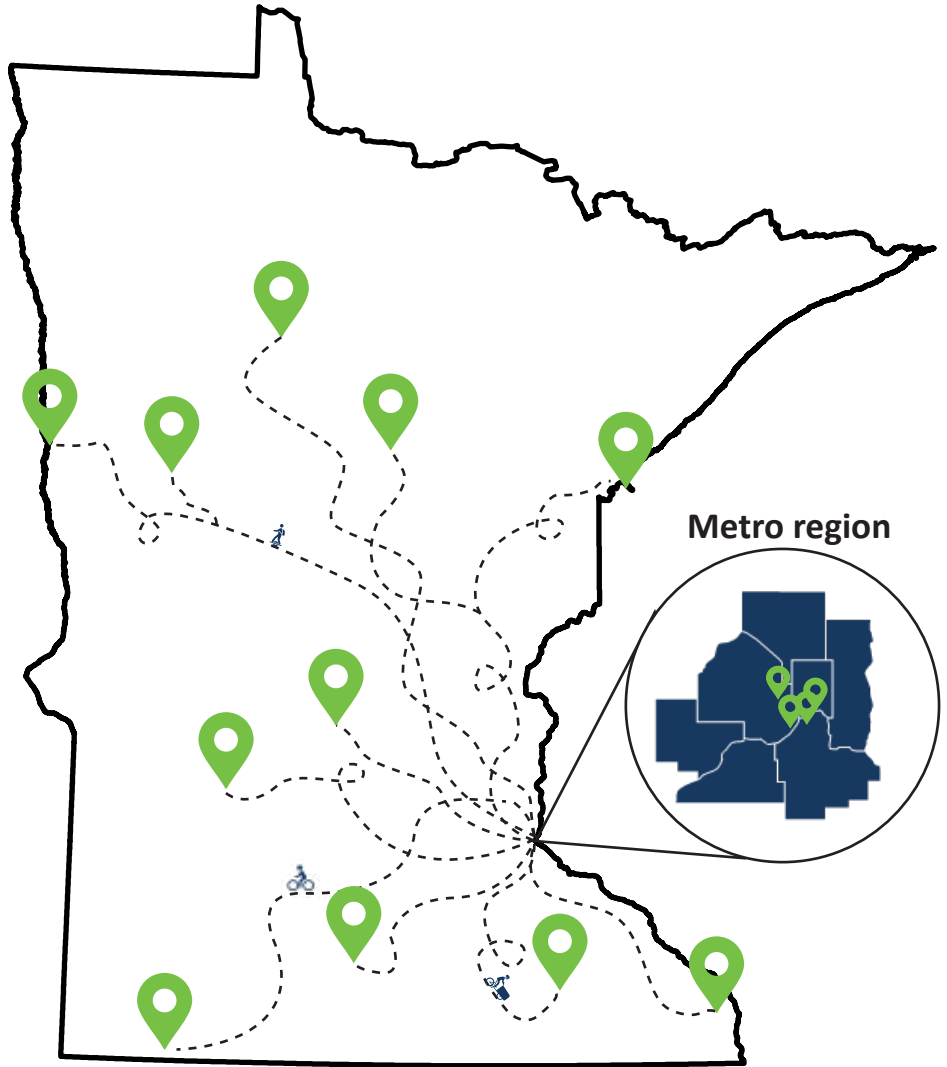
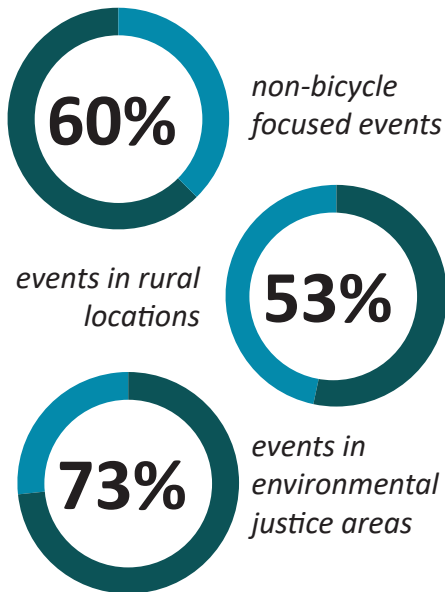
In response, the team introduced a simple two-step activity that allowed participants to identify their rider type and then indicate factors that encouraged or discouraged biking. This adjustment improved consistency and enabled clearer connections between motivations, barriers, and rider types across events.

# ENGAGEMENT BY THE NUMBERS

A snapshot of in-person engagement from Phase 1, May through September 2025.

## Pop-Ups

To reach a wide range of Minnesotans, the project team hosted 15 pop-up engagement events across all eight MnDOT districts. Events were geographically distributed statewide and designed to gather input through informal discussions and interactive polling, informing the key themes summarized below.



## TOP FEEDBACK THEMES FROM IN-PERSON EVENTS

### Why people bike

- Health and well-being
- Experiencing nature
- Social connection
- Expanded access
- Affordability
- Freedom and independence

Approximately **1,403** feedback points were collected and coded into primary themes. The top six themes for why people bike or do not bike are shown left and right in descending order.

### Why people do not bike

- Safety
- Cost and access
- User awareness
- Network gaps
- Maintenance
- Social and cultural factors

## ENGAGEMENT BY THE NUMBERS, CONTINUED

A snapshot of feedback from the online survey for Phase 1, May through September 2025. More detail on the survey is provided in Appendix A.

### Online survey

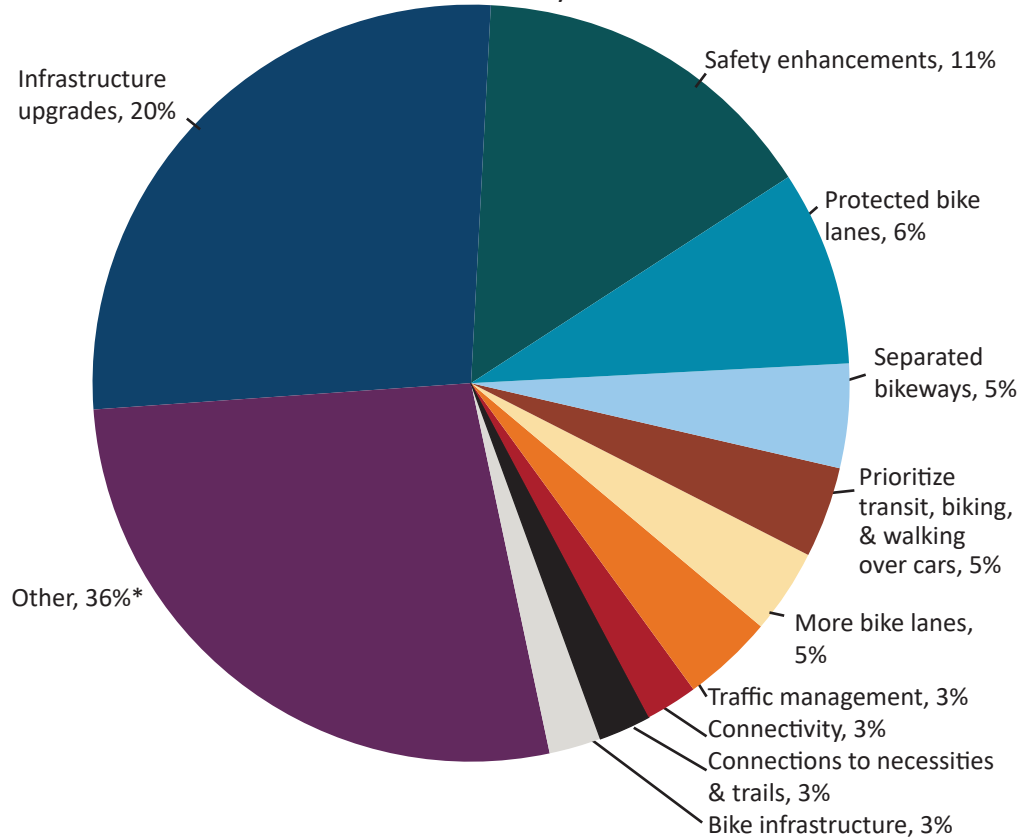
The online survey included a series of questions, including two open-ended prompts that were collected at in-person engagement events. Responses to one of these open-ended questions are shown on the right.

Feedback from the online survey closely aligned with in-person input, reinforcing and validating the themes identified through community events and pop-up activities. The following page summarizes the key themes that emerged from online responses.



**1,176**  
online survey  
responses

What is one change that would make transportation work better for you?




\*Responses categorized as "other" consist of individual topics that represent less than two percent of the total.


## TOP FEEDBACK THEMES FROM ONLINE FEEDBACK

The themes shown below emerged most frequently. Among these, bike parking and amenities that support bike travel convenience were of particular importance to Minnesotans.


 **More safe and dedicated bike infrastructure is in demand:** Community members emphasized that physical separation from vehicle traffic will help improve comfort and encourage biking for everyday trips.

 **Continuous and connected networks are essential:** Community members desire a fully connected statewide network of trails and on-street facilities to make biking reliable and convenient.

 **Safer street and intersection design is needed:** Community members support traffic calming, protected intersections, and visibility improvements to make streets safer for people biking, walking, and driving.

 **Regular and seasonal maintenance remains a priority:** Community members expressed that maintaining existing facilities year-round is just as important as building new ones.

 **Secure bike parking and amenities support convenience:** Community members identified that a lack of secure bike parking, lockers, and bike storage options limits biking as a practical travel mode.

 **Education and enforcement improves safety for everyone:** Community members support broader education efforts to improve understanding, safety, and respect between drivers and bicyclists.

Across Phase 1 engagement, clear patterns emerged around what encourages people to bike or use bike-like modes and what prevents them from doing so. The key takeaways below reflect the most common motivators and barriers heard statewide.

### Barrier: Safety



Safety concerns remain the most significant barrier to bicycling and using bike-like modes to travel. Community members described discomfort on busy roads, unsafe highway crossings, and gaps in protected bicycle networks. Suggestions include reduced vehicle speeds, improved separation and visibility, and infrastructure that supports rider confidence.

"We need concrete barriers between bike and car lanes. Safety is the number one reason my family and I don't bike more."

"Separated and protected bike lanes should be the first choice for designs."

### Barrier: Access



Owning, maintaining, and securely storing bicycles is a critical barrier for many community members. Some noted that lack of access to affordable bikes, repair services, or safe bicycle parking limited their ability to ride. Expanding bicycle access and education programs and local infrastructure, such as bike racks and fix-it repair stations, would make biking a more feasible option.

"Safe bike parking is as important as safe bike routes."

"Build access to bike stations with simple tools for repairs and inflating tires."

### Barrier: Connectivity



A lack of continuous bicycle trails and bicycle infrastructure is a significant barrier for community members. A complete bicycle network that connects to workplaces, schools, parks, and commercial areas, is essential for daily travel and recreational use. Expanding the recreational trail system to link urban and rural areas would also make bicycling a stronger option.

"Connections between systems MUST be prioritized. Too many bike paths are isolated and have bad connections to other paths."

"I would like to bike on trails that connect to other communities, businesses, and fun places."

### Motivators: Health



Community members associated biking with feeling physically active, healthy, and mentally refreshed. Many described it as stress-relieving because it is physically active and supports a connection to nature.

"I definitely ride for mental health, and getting family and friend time."

"A new bike connection made my 12 mile commute to work totally car free. My bike commute does wonders for my mental and physical health."

### Motivators: Fun



Community members highlighted biking as a social activity that allows them to spend time outdoors with friends and family. Many described it as a relaxing, enjoyable way to travel, and emphasized that routes where people can bike together comfortably, such as trails or low-stress streets, help sustain interest in biking.

"I ride every week with a group, we'll take all of the trails around here and then go for brunch, it's a great way to meet people, get outside, and stay healthy."

### Motivators: Convenience



Community members shared that high-quality, well-maintained trails and bicycle facilities supported biking as a comfortable and enjoyable option. Many community members shared that using electric "e-bikes" made it easier, faster and more enjoyable to bike further distances as well as to navigate challenging terrain.

"I got an electric bike a few years ago. I don't ride it all the time but I go a lot further than I used to, it's easier on hills!"

"I bike as main form of transportation and got a cargo bike for kids, now I carry stuff all around and use it for my everyday travel."

# Next steps for engagement



## Timeline

### + Phase 1 (Spring - Fall 2025)

Gather Minnesotans' experiences and desires around bicycling and bike-like modes.

### + Phase 2 (Spring - Fall 2026)

Share how Phase 1 input shaped the plan and its outcomes.

## Stay informed



Keep up-to-date and sign up for email updates on the project website or social media.

## Contacts



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## APPENDIX A

Below is a list of all questions asked on the online survey. For multiple choice questions, the three answers selected most often are shown. For open-ended questions, the three themes which appear most often in community members' responses are shown.

### How often do you ride a bike or bike-like mode today?

- I ride more than once per week (81%)
- I ride more than once per month (9%)
- I ride more than once per year (5%)

### What type of riding do you typically do? Select all that apply.

- Ride for recreation (56%)
- Ride for transportation to specific destinations (43%)

### How familiar are you with electric bikes (e-bikes)?

- I don't currently ride an electric bike, but I am curious about them (32%)
- I am familiar with them but not very interested (30%)
- I have an electric bike that I use often (27%)

### Where do you typically ride a bike or bike-like mode? Select all that apply.

- On bike trails and shared bike paths (30%)
- On streets and roads without bike infrastructure (26%)
- On streets and roads with bike infrastructure (25%)

### Where would you like to ride a bike (or bike-like mode) but are currently unable to? Share details about what makes it challenging. (Open ended)

- Uncomfortable to bike in urban, suburban, and rural streets without protected bicycle facilities
- Challenging to bike along highways and experience arterial barriers and network gaps
- Desire to ride more off-street trails and bike facilities with inter and intra-city connections

### We want to understand what motivates you to bike. Rank the following in order of how much they affect your interest in riding, 1 being most relevant, 9 being least relevant.

- It's good for my physical and mental health
- It's fun
- It's good for the environment

### We also want to understand what concerns and barriers affect your experience with biking. Rank the following in order of how much they affect you, 1 being most relevant, 9 being least relevant.

- I'm worried about being hit by a car while riding
- The places I want to go are too far or have barriers
- Riding takes too much time compared to driving

### What else do you want MnDOT to know as we plan for improvements to biking throughout the state?

- Bike Infrastructure (25%)
- Connections to necessities/trails (6%)
- Safety from cars (6%)

### What is one change that would make transportation work better for you?

- Infrastructure Upgrades (27%)
- Safety Enhancements (13%)
- Protected bike lanes (6%)