



Big Rides Are Back!

We hope you will be too.

Every River Rambler loves the big downhill after the Minneopa Falls Rest Stop.

The **SAINT PAUL CLASSIC BIKE TOUR — LIMITED EDITION!** is on Sunday, September 12.

The **MANKATO RIVER RAMBLE — Come One, Come All** is on Sunday, October 10, 2021



We're getting the bands (live music at every stop) and the baked goods (lemon bars, donuts and muffins, oh my) and bicyclists back together for our two favorite fall rides. The Classic was Minnesota's largest for many a year - we peaked at 7,600 riders in 2004 - and we still aim to be the best. But this year's ride has been completely reimagined. We're starting at Como Lakeside Pavillion, limiting attendance to 1,850 riders and enjoying the splendid Grand Round parkway system of paved trails, protected bikeways and bike lanes. There will be almost no closed roads. At rides end Dock and Paddle will be ready to serve you a bite to eat with your favorite beverage or simply stick around for a slice of watermelon and the joyous tunes of the Roe Family Singers.

All are welcome at the 11th annual Mankato River Ramble. Maybe this will be the year that more riders will take a daycation than come to the Capitol City. It's 2021, the pandemic has loosened it's grip and we're ready to ride. Join us!

Turn to pages 2,3 and 8. More at BikeMN.org

SAINT PAUL CLASSIC BIKE TOUR 2.0

A New Ride for the New Post-COVID World



This year's Classic celebrates the rebirth of the Saint Paul Grand Round -- the scenic and historic parkway system that circles the city. Over the last several years, \$60 million dollars has been invested in making the route as beautiful and bike-friendly as can be. With work nearing completion we're showcasing this tremendous City asset. We are excited about this year's ride but it will be very different from past Classics.

1. The Classic will start at Como Lakeside Pavilion. Beverages and boxed lunches will be available for purchase at Dock & Paddle (part of the Pavilion) post ride.
2. **We are limiting attendance to 1,850 registered riders.** There will be no day of ride registration.
3. Riders will enjoy riding on paved trails, bicycle lanes and protected bikeways. **Almost no roads will be closed to traffic.** Bicyclists must follow the rules of the road.
4. **The Grand Round route will be 29 or 32 miles** (including a lap around Lake Phalen) and feature two new rest stops: the Mississippi River Gorge Scenic Overlook and the picnic shelter across from the ancient Indian Mounds.
5. **The Short Route will be a Lollipop Loop to Lake Phalen.** Enjoy the rest stop and a loop around lovely Lake Phalen for a 14-mile tour.

As always, the Saint Paul Classic will feature plenty of tasty treats plus live music at Lake Como, and the three new rest stops. The ride will be fully supported by sag wagons, bike mechanics and strategically located officers to direct bicyclists at key intersections.

We are excited to showcase the **new protected bikeways** on Johnson Parkway, Wheelock Parkway and along the State Fairgrounds. We know you'll love the new Classic; the new trails, the new ride start and the new rest stops. Join us!

Discover more and register at BikeClassic.org



Ride starts at Como Lakeside Pavilion



Riders at 25th Annual Saint Paul Classic Bike Tour in 2019. Pictured below: View of Lake Como from Pavilion, New bikeway on Johnson Parkway, Mississippi River Blvd.





The Mankato River Ramble Rides Again!

Sunday, October 10, 2021

Minnesota's favorite fall ride returns on Sunday, October 10, 2021. The 11th annual Mankato River Ramble features fall colors on three scenic routes; from a 12-mile, mostly trail tour to Minneopa Falls, to a 42-mile countryside ride out to Lake Crystal. Our most popular tour — the 26-mile Pie Run — takes cyclists to Rapidan Dam and a delectable spread of 150 home baked pies.

The Ramble features the best bicycling routes, refreshments (bagels to barbecued pork skewers) and live music (at the start and all four rest stops) to be found in southern Minnesota. Besides waterfalls and river views, riders can enjoy the new ten-story-tall silo mural by Guido van Helten that highlights and honors Native Americans. Some 1,800 cyclists from throughout the region are expected at this community-wide celebration.

The ride is a benefit for the Greater Mankato Bike & Walk Advocates and the Bicycle Alliance of Minnesota. The Ramble has generated over \$100,000 to fund local bicycle safety programs, purchased bicycles for girls through the YWCA and helped build mountain bike trails. **It's worth noting that the ride is free for youth (accompanied by an adult) ages one to 17!**

Presented by:

RIVER'S EDGE

ORTHO
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ONE GREAT RIDE THREE SCENIC ROUTES

12-mile Minneopa Falls Loop — Mostly trails and perfect for riders of all abilities. The 40-foot-tall double waterfall at Minneopa State Park is a highlight.

26-mile Pie Run — Our most popular route has homemade pie and a spectacular visit of the Blue Earth River gorge at Rapidan Dam.

42-mile Lake Crystal Loop — Cyclists savor quiet country roads and quaint towns on this loop. After the Minnemishinona Falls Rest Stop, Riders go through North Mankato to a panoramic view of the giant silo mural. This route includes all four rest stops.

Visit BikeRiverRamble.org for more information on the ride and registration.



Riders relish two of the 1,200 pieces of homemade pie. Bison at Minneopa state park.

Top of Minneopa Falls in the state park.

In Washington D.C. and Saint Paul Better Biking and Walking Makes Progress

by Dorian Grilley, Executive Director

The Minnesota House, Senate, and Governor's Office reached an agreement and passed the state transportation bill the last days of June. It includes some great news for active transportation, safe routes to school, and e-bike riders and dealers.

Things are different, but in this case similar, in Washington, D.C. On June 24th President Biden and the U.S. Senate reached a bipartisan deal for an infrastructure package that focuses on roads and bridges, transit, water, and broadband. Critics say it falls far short of the President's American Jobs plan which included more for transit, transportation equity, climate change, and many other priorities including social programs. But with the President's endorsement and strong bipartisan support the infrastructure deal is likely to move forward with the hope that a strategy to address the other priorities will be found. If an agreement is reached with the House the outcome is likely to mean a lot more funding for the Transpor-

tation Alternatives and Safe Routes to School programs. The U.S. Senate bill also has some incredible new vulnerable user safety requirements that will impact the way much of Minnesota's federal transportation and public safety funds are used. Fortunately those changes should be easy to implement since there will be 20% more money overall and perhaps 60% more for Transportation Alternatives!

In May, the Minnesota House and Senate passed vastly different transportation finance and policy bills, appointed members to a conference committee to combine the two bills into one, and met a few times before the session ended. But without financial targets from leadership they were unable to discuss much except policy. The good news is that the e-bike update language was the same in both bills and will be included. The Senate bill had no other active transportation policy provisions. The House Omnibus Transportation Bill did, thanks to Representative Connie Bernardy, but very little of it made its way into the final deal.

Now for the good news, the House bill also included \$5 million each for active transportation and safe routes to school. The active transportation grant program has existed since 2017 but it has never been funded. It is being funded with unrestricted money meaning it can be spent on programs as well as infrastructure. The same is true for the safe routes funding. BikeMN is looking forward to working with MnDOT and other advocates to set priorities for these funds. Local advocates should make sure their cities, counties, and schools have identified their priorities and are ready to apply when MnDOT, the Met Council, and the other Metropolitan Planning Organizations issue requests for proposals for both programs using the state and federal funding.

Special thanks are due to representatives Connie Bernardy, Steve Elkins, and Leon Lillie for authoring and championing the policy and e-bike language with extra thanks to Representative Bernardy for authoring an omnibus bill that also included the

funding for Active Transportation and Safe Routes. Thanks are also due to House Transportation Committee Chair Frank Hornstein for hearing all these bills, including much from them in his omnibus transportation bill, and, most importantly, insisting that they be included in the final deal. Special thanks to Senators Dibble, Johnson Stewart, and Howe for authoring the e-bike updates, omnibus policy and funding, and bike policy language. Thanks to Bill Dooley, the BikeMN Advocacy Committee chair and Vic Moore, BikeMN's lobbyist for championing these issues and to all those that contacted legislators in support of BikeMN's legislative agenda.

Stay tuned for more updates on what is happening in Washington D.C. and more details on Minnesota's transportation bill when it finally passes.

Dorian Grilley
Executive Director

The 2021 Bicycling Handbook Is Back!

More people than ever before are riding bicycles in Minnesota. That's why the Bicycle Alliance of Minnesota is rolling out the 2021 edition of the Minnesota Bicycling Handbook to support people riding their bike for the first time or the first time in years. The handbook is a comprehensive informational resource that equips bicyclists of all skill levels to safely enjoy Minnesota's roads and trails; and to know their rights and responsibilities. Plus you'll learn useful tips on fixing a flat, buying a bicycle, getting a good fit with your helmet and dealing with loose dogs.

BikeMN printed a record 50,000 handbooks and is distributing them across the state.

Order your own copy or download the PDF version at
www.bikemn.org/handbook



Conducting Bikable Community Workshops Through COVID

by Karl Hedlund, GreenCorps Member

The pandemic has changed the way we live, work, and play. This includes how BikeMN supports communities and offers our Bikeable Community Workshops statewide. As we rebuild systems, capturing the bike boom momentum will be crucial in reestablishing healthy and resilient communities. With this opportunity, BikeMN alongside the Minnesota Departments of Health and Transportation, adapted the eight-year-old Bikeable Community Workshop program to continue remotely.



Bikeable Community Workshop in Fergus Falls



Fridley's Community Bike Audit portion of the Bikeable Community Workshop

Workshop Agenda

Day 1

Welcome & Introductions

Benefits of Becoming a Bikeable Community

The First 4 E's:

- ▶ Equity
- ▶ Evaluation and Planning
- ▶ Engineering
- ▶ Education

Bike Basics

May 11th - 6:00pm

Community Bike Audit

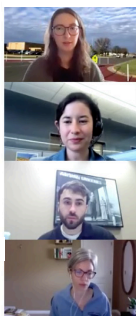
Day 2

Bike Audit Discussion

The Last 2 E's

- ▶ Engagement
- ▶ Encouragement

Your Community: Next Steps



In addition to adherence to MDH and CDC guidelines, remote adaptation prioritized reducing barriers to entry for local communities. With professionals facing limited capacity and funding, BikeMN minimized the application process and expanded selection criteria. For the first time, repeat workshop hosts and existing Bicycle Friendly Communities were encouraged to apply. Working remotely allowed our team to use this year to meet communities where they are, adapting to the scope of local opportunity. Through this transition, the application process resulted in five communities being selected to host workshops; spanning from urban to rural, covering all edges of the state and including three already ranked Bicycle Friendly Communities. During the months of May and June, the Bikeable Community Workshop team worked alongside Fridley, Fergus Falls, Grand Marais, Jackson and Mahtomedi!

In the past, a workshop included presentations from BikeMN, MDH and MnDOT, a community bike audit and action planning throughout an eight-hour day. Reflecting on previous success, preserving workshop value in connecting stakeholders towards a tangible short term action plan was the priority. In pursuit of easy access and engagement of participants, the single day model transitioned to span two Zoom sessions, each being two hours. The bike audit was preserved as it continually proves most influential in connecting stakeholders. Adjusting to reduced workshop time, action planning was centered while best practice education was trimmed to better suit online engagement.

Within presentations, this year saw the elevation of content focusing on strategies to engage more people in bicycling. We believe engagement opportunities are a key area for growth in our own transportation advocacy. Paralleled, Bikeable Community Workshops no longer include material centering on enforcement. Our team believes that value-add opportunities for stakeholders serving traditional enforcement roles exists within broader strategies such as encouragement and education. Our previous focus on enforcement unnecessarily accentuated underlying disparities in hierarchical transportation enforcement. This transition mirrors actions of Safe Routes to School programs and the League of American Bicyclists.

Like many longstanding programs, bittersweet remote adjustment has revealed unexpected benefits. Reflecting on limited sample size, our team has found value in reducing necessary time commitment for workshop attendance. Two-hour sessions greatly expanded potential stakeholders compared to eight-hour days. In the need to adapt online, we've been able to polish our material and create accessible online content. The Bikeable Community Workshop Team is optimistic that a year of remote workshops has reshaped the program for the better, with adjustments and material that will grow beyond the pandemic.



Mahtomedi Bikeable Community Workshop



Walk Bike Fun

Educating Minnesota During and After COVID

Dr. Lauren Wheeler and BikeMN show Edison High School students safe biking and walking skills

by Michelle Kiefer

Since the fall of 2019, the Walk! Bike! Fun! (WBF) team has learned to be quite flexible and determined – more than we ever have. As this past year progressed, the WBF team developed new resources and learned new technologies to keep teachers educating and kids learning about pedestrian and bicycle safety. It has been a trying year for all.

We are excited to share that COVID-19 did not stand in the way of creating Distance Learning guides for teachers and educators, students and parents/caregivers, and Kids Fun! activities that can be downloaded from our new website. Phew! That's a lot, right?! But wait, there's more! The student and parent/caregiver guides were translated into three languages: Hmong, Spanish and Somali and were placed on our website free to download. This made it possible for teachers and educators to continue using the WBF curriculum in a format that they needed because the pandemic was keeping kids from attending school. It also made it possible for parents to download and use learn-at-home activity guides. This was a task that the WBF Team had to complete quickly and deliver proficiently. Deliver, we did!

The eight-hour in-person educator trainings we have offered since 2013 and delivered sixty times were

halted and revamped. Our last in-person, full day training happened during the fall 2019 and we were ready to continue with distance learning in late spring 2020. The WBF team met often in March of 2020 to begin the large task of taking a "well-oiled machine" and redesigning it to meet the needs of teachers and educators in a virtual format, and possible in-person trainings, all while adhering to MDH COVID-19 guidelines.

Our solution was to develop a three-part training divided between asynchronous learning and synchronous learning. Part One is asynchronous learning delivered via a learning management system called "Thinkific." It provides the teachers and educators online, self-paced learning and contains an introduction to Safe Routes to School (SRTS), discussion on how equity and social justice is impacted by SRTS, a curriculum overview, and dives into some of the lessons and Minnesota bike laws and rules of the road. Along the way, teachers and

educators are answering quizzes, participating in a scavenger hunt, and providing feedback.

Developing Part One was a fast track learning experience for CJ Lindor, BikeMN Education Coordinator, and me. The first task was to develop videos – mind you neither of us are trained in video production. We set up our phone's camera on a tripod, created a script to scroll on a teleprompter app, all while doing a powerpoint presentation, and in CJ's case, also manipulating toy cars and a little plastic bicycle on a rug with city streets on it to illustrate



An Educator training in Saint Paul

intersection positioning. Maya Sheikh, BikeMN's Communication Manager, took our amateur videos and edited and spliced them and inserted closed captioning. This provided us with educational videos worthy of sharing for Part One asynchronous learning.

In Part Two, CJ and I host a live virtual meeting for teachers and educators who have completed Part One. We meet for about 90 minutes to review content from Part One and flip through more pages of the curriculum including learning about the Adaptive Toolkit. We have heard comments like, "I feel like I know you already after watching all your videos," or "Wow! You went through a lot of work making all those videos." It was rewarding to hear these positive comments.

During Part Two trainings teachers and educators use multiple interactive tools to keep them engaged. They complete polls designed to show retention of information from Part One, use annotation tools in Zoom to draw the infrastructure their students face while trying to walk or bike safely to school, and, among other things, provide answers in the chat box on how to choose an adaptive bike that would best fit the needs of a child with mobility limitations. The ninety minute sessions fly by, and we all feel ready to meet for the in-person, on-bike Part Three training.

Part Three introduces the teachers and educators to four activities from the Bike Fun unit in the WBF curriculum and includes a casual three to four-mile bike ride around town using bikes from our fleet. This final training has been welcomed and anticipated. Many have not met in person to experience an experiential learning opportunity since the pandemic began.

We are excited to once again be hosting trainings with a receptive audience of motivated teachers and educators eager to learn more about how to teach their students about pedestrian and bicycle safety skills.

And so, we have learned a lot. Our WBF training that existed as an eight hour, in person learning engagement, a "well-oiled machine," has morphed into a three-part training series of various multimedia programs. This experience has provided the WBF Team with the additional tools needed to continue delivering high quality educational, and engaging trainings and learn-at-home materials. More importantly, it provides teachers, educators, and parents with the knowledge and perspective they need to help children to become safe walkers and bikers and enjoy these healthy activities for the rest of their lives.



A Walk Bike Fun ride at Edison High School

Our first Walk Bike Fun Educator training since 2019 in Saint Paul



Learn more about
our programs and
stay up to date on
the latest news at
[WalkBikeFun.org!](https://WalkBikeFun.org)



Ride4Reparations

Tour the Hidden History of Racial Covenants in Minneapolis

by Ted Duepner, Supporter Relations Manager

Unless you've been living under a rock for the last few years then you're likely very aware of the reckoning that has been confronting our state and even our nation. That reckoning being, our need to come to terms with our racist past and our racist present, in hopes that it will guide us towards a more just future. Some may even be asking what any of this reality has to do with bicycle and pedestrian advocacy, and as it turns out, a lot.

During the League of American Bicyclist's 2021 National Summit, Charles Brown's Keynote presentation, *Arrested Mobility*, illustrated the profound social, political, economic and health impacts of racial disparities in transportation. He clarified that "We are not in the same boat, but we are in the same storm." I strongly encourage you to view his entire presentation on YouTube.

Acknowledging the inequity in transportation justice has seen the rising of many important BIPOC voices in the bicycle world such as Liv Rider Ayesha McGowan, advocate "The Brown Bike Girl" Courtney Williams,

Minnesota equity champions like Stamina Racing, Anthony Taylor's Melanin in Motion, Raequan Wilson and many more. Enter Harold Huggins and his vision and bicycle tour, Ride4Reparations.

Harold Huggins is a retired Minneapolis resident who wanted to combine his love of bicycling with his desire to:

1. Raise the consciousness of Americans regarding how important slavery and enslaved people were in making America the prosperous and powerful country it is today.
2. Recognize that systemic American racism, a legacy of slavery, is a disease in America and that both the cure and the vaccine for racism is honest, in-depth education.
3. Give people transformational, educational bicycle rides intended to raise awareness and bring about individual change through highlighting sites of importance in America's Black communities, and
4. Donate to agencies and institutions whose mission is to uplift members of these communities.



On August 21st, the Ride4Reparations (R4R) 15 mile tour of the Twin Cities will take place highlighting the history of Black communities in Minneapolis. The educational component of the ride will be led by Penny Petersen, of the University of Minnesota's Mapping Prejudice Project. Proceeds beyond expenses will benefit the Northside Achievement Zone. For more information go to Ride4Reparations.org.

Crafting A New Mission & Vision for BikeMN

This year marks the start of a new five year Strategic Plan for BikeMN! We're excited about where we are headed. Our Strategic Plan Working Group, composed of staff, board, and partner stakeholders has been working hard over the past months to assemble the plan. We're thrilled to announce brand new versions of our mission and vision statements.

The new mission and vision statements (and the rest of the strategic plan) came from a process that started by looking deeply at feedback from our stakeholders. BikeMN worked through our board chair, Steph Jacobs, and her Humphrey School of Public Affairs class to conduct stakeholder interviews. BikeMN staff assembled a stakeholder survey for more input.

The working group reviewed feedback from dozens of stakeholders compiling more than 100 pages of data on how BikeMN is doing and where we should be going. BikeMN's commitment to anti-racism and equity heavily influenced this process to ensure there was representation from BIPOC stakeholders and across gender identities; stakeholders for whom BikeMN has not focused engagement efforts but who often walk and ride bikes out of necessity.

The Working Group looked deeply at this feedback as it prepared a new direction for BikeMN. This was subsequently reviewed and confirmed with the board and staff. We're proud to present our new mission and vision today, and give some explanation for how we got here.

Mission

The Bicycle Alliance of Minnesota engages people, provides education, and advocates for biking and walking.

After a start at being a more "vision-y" statement without clarity of action, the Working Group returned to action oriented language. It reflects:

- Putting people at the center/beginning
- The Focus areas of our strategic plan: engagement, education, and advocacy
- The direction of the organization affirmed by BikeMN's 2019 Theory of Change to add "walking" to our core work.

It is worth noting that "rolling" was consciously excluded from the mission statement. The term has ambiguity that to insiders has meaning in accessibility and inclusivity. But, to most people "rolling" generally connotes all wheels including skaters and scooters, which BikeMN is not directly working towards. In addition, though there are a number of organizations working towards the accessibility meaning of rolling, there is an absence of organizations prioritizing walking statewide. Everyone agreed that BikeMN desires to be a leader in walking over the next five years, and we will continue advocating and supporting organizations already doing the work for stronger accessibility statewide.

Vision

We envision a Minnesota where every person everywhere can easily walk, bike, and roll as ways to move in daily life.

BikeMN will have an extended descriptive vision as a part of the strategic plan. The Working Group also felt maintaining a traditional, short statement was important. The statement again prioritizes putting people – and in this case individuals – first. We move to include "rolling" in this vision because it is a future and outcome that will include work that we both do and work we support. It became important to get back to a softer

"choice" wording because we want those underserved communities without as many resources to be able to walk, bike, or roll. We removed other adverbs (previous ones were safe and fun) to focus on what was most important and tighten the statement. If walking, biking, and rolling are easy, more people are more likely to be doing them regularly than if they were simply safe and fun. Lastly, the group prioritized that movement every day is important, and again is reflective of BikeMN's Theory of Change.

We hope you're as excited as we are about BikeMN's new direction. We look forward to sharing more of our 2021-26 Strategic Plan with you over the coming months. Have feedback for us on this? Reach out to Info@bikemn.org.

thank you NEW AND RENEWING MEMBERS

We extend our heartfelt thanks to all of the members, donors, volunteers, and supporters who make the Bicycle Alliance of Minnesota a great and effective organization.

Carbon Level \$1,000+

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