



Walk! Bike! Fun!

LESSONS IN ACTIVE TRANSPORTATION



INSIDE

- > Transportation equity in Rochester
- > Mankato's two-wheel weekend
- > Twin Cities Bike Tour heads to Hopkins



Influence and Impact

BIKEMN BUILDS RELATIONSHIPS STATEWIDE



Legislative Wins and Losses

Calling it “one of the more challenging sessions in [Minnesota’s] legislative history,” BikeMN Executive Director Michael Wojcik details the significant wins — and painful losses — during the 2025 legislative session, which ended less than a month before a deadly attack on two lawmakers, including the murder of former House Speaker Melissa Hortman (DFL-Brooklyn Park).

Sen. Scott Dibble (DFL-Minneapolis), pictured, was among the legislative leaders who provided bipartisan support for reducing greenhouse gas emissions, ensuring that the popular E-Bike Rebate is distributed more equitably and securing ongoing funding for the Safe Routes to School program.

Read Michael’s full legislative wrap-up on page 10.



Mankato Rides Again!

Since losing the Mankato River Ramble in 2024 after its owner pulled out, Greater Mankato Bike and Walk Advocates (GMBWA), a chapter of BikeMN, has been ruminating about how to replace the popular ride. Its decision: Go bigger, go better!

The inaugural Kato Bike Fall Fest will run September 27–28, a “weekend of cycling fun” that will feature road riding, interactive cycling games, as well as introductions to gravel, cyclocross, bike polo and BMX riding. Mount Kato will be the hub of activity during a fall season that showcases the region’s beauty.

And, yes, beloved Dam Store pie will be available. Learn more on page 9.



Ride with Pride

Collaboration is a key value — and tool — of the Bicycle Alliance’s work, and over Pride weekend in Minneapolis, we were delighted to collaborate with Bonesaw Cycling Collective and Queermunity to support the People’s Pride event in Powderhorn Park on Saturday, June 28.

Our circuitous, 7-mile bike route from Queermunity in Uptown, through downtown and then to Powderhorn Park was a fundraiser for Queermunity’s work on behalf of our LGBTQ neighbors. About 100 people joined the ride.

Let's Talk Transit

Board Chair Reyna Lopez (right, with her husband, Marco Mejia, a BikeMN volunteer) was one of three panelists for a June event called Transit Visions Abroad. The event was co-sponsored with Move Minnesota, a transit-focused advocacy group.

Reyna described how the car-focused infrastructure in her hometown of Monterrey, Mexico, produces a “cultural assumption that a car is how you get around.” She shifted that paradigm when she moved to Minnesota in 2018, becoming active with cycling groups and creating Latino en Bici mn for Latin riders.

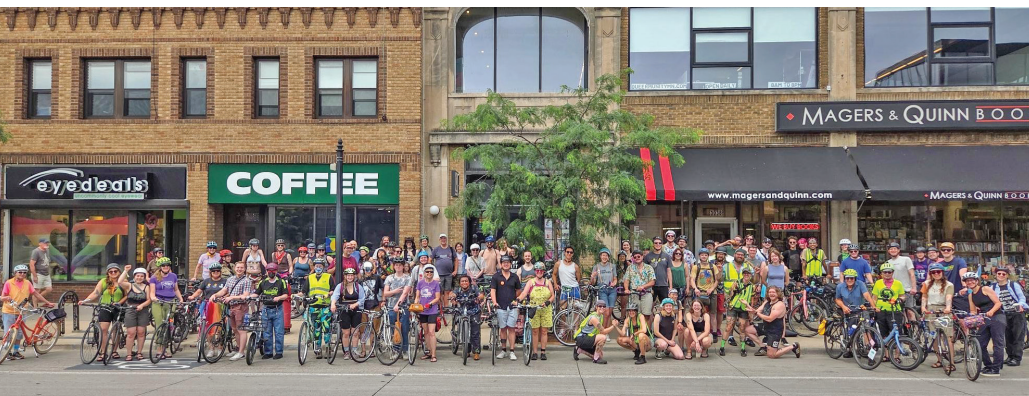
“Biking builds community,” Reyna explained, describing her annual outings with a team for The Ride Across Minnesota, part of the BikeMS series. “It’s a family that others do not see.”

Asked about the ways they would “center” transit in people’s lives, Lopez’s co-panelists said “safety” and “convenience.” Her answer: “belonging.”



Learn and dig deeper:

- Bonesaw (bonesawcycling.bike) is a community-centered collective that creates a safe and inviting space for those new to cycling, with a focus on skill shares to strengthen everyone’s knowledge.
- Queermunity (queermunitymn.com) is a gathering and event space and café in the Uptown neighborhood of Minneapolis.
- Minneapolis People’s Pride (mplspeoplespride.com) is an annual pride event that provides a sex-positive, sober-friendly, no policing alternative to the corporate-sponsored Pride event in Loring Park.



Our Statewide Reach

The Bicycle Alliance of Minnesota now has 13 chapters across the state. Our members can opt to share their annual dues with the chapter(s) of their choice.

Our 12 geographically based chapters are in: Albert Lea, Cannon Falls, Duluth, Fargo-Moorhead, Fergus Falls, Grand Marais, Hopkins, Mankato, Rochester, St. Paul, Thief River Falls and Willmar. Another chapter, Bicycling Around Minnesota (BAM), sponsors an annual bike ride and supports bicycle safety initiatives.



SAINT PAUL
BICYCLE COALITION



BikeMN's Rochester Chapter Sets the Pace

By Amy Gage

The oldest of the Bicycle Alliance of Minnesota's 13 chapters, We Bike Rochester was founded in 2012 and became BikeMN's first chapter four years later.

It is also among the busiest of the now 13 chapters, judging by the group's email feed, which goes to about 1,000 people.

Among recent activities:

- A series of early-evening Legislative Rides in June “designed to bring together community members, elected officials and public agency staff.”
- Morning monthly Coffee Rides for a “relaxed-pace ride on local trails and low-traffic roads” with a coffee-shop stop afterward for socializing.
- Monthly Family Rides for “little legs and big smiles.”
- Growing participation in the national Bicycle Benefits program, with 32 local businesses — including bicycle shops and breweries, a skatepark and a Pilates studio — offering discounts to patrons with a Bicycle Benefits sticker on their helmets.
- Hosting the second annual Med City Meander in May, with 700 riders participating — a bump of 100 people over the inaugural ride in 2024. Bicyclists spent an average of \$75 each in the community, according to a post-ride survey.

Most significant is the initiative to move We Bike Rochester beyond the stereotypes associated with its name — namely, that it deals only with bicycling events and infrastructure — and to build a framework for what the organization calls “a strong, normalized multimodal culture in Rochester.”



The group finalized new bylaws in May 2024, after “significant input” from partner organizations, according to We Bike Rochester board member Matt Lynch, a League Cycling Instructor (#7318). “We want to take on human-scale transportation,” he explains.

Pauline Kirschner (left) and Steve Schmitt staffed a table for the Rochester Downtown Alliance. “Rochester was boring when I was a teenager,” Steve recalls, “but now it’s got good bike infrastructure. The bike paths are amazing.”



BIKE, WALK AND ROLL

A growing number of people in Rochester may not drive due to choice or circumstances, and they want a safe, connected system for walking, bicycling and rolling of all forms — from skateboards and baby carriages to wheelchairs.

“It’s strategic,” says Lynch. “We want to broaden our perception from angry bike advocates. It’s harder to ignore more diverse voices when we all say the same thing: that we want safer, more connected transportation routes at street level.”



Gabrielle Wilson of Savage and Bob Fier of Nisswa (where he’s active with Paul Bunyan Cyclists) returned to Rochester for the second Meander. “It’s a good early-season ride,” Bob says.



Douglas Demers of Minneapolis says the Meander is a chance “to relax and ride” — and learn more about Rochester beyond Mayo Clinic.

Med City Motion



Ray Fisher, 53, of La Crosse, Wisconsin, rode this year’s Med City Meander — the second annual — with his daughter, Brianna Kammel, of nearby Byron, Minnesota. Also shown in his selfie are Brianna’s husband, Ben Kammel, and their daughter, Kayleigh, 11 (foreground), and son, Sutton, 9.

A statement online (webikerochester.com) touts the board of directors’ diversity:

- Board members range in age from their 20s to 70s.
- All board members have a different take on cycling, with some everyday commuters, others recreational and a few identifying as athletes.
- Board members are also active in other social justice and environmental movements.

Three committees — for advocacy, education and programming —

“have more diverse representation than our board does,” says Lynch. The board has specifically sought out allies and partners in the disability community.

A strategic plan, crafted in collaboration with the city’s Destination Medical Center initiative, laid out priorities for 2025. An extensive member survey also asked for areas of focus. Lynch says the details make up an ambitious whole: We Bike Rochester seeks a “safer, more connected transportation network that prioritizes people over cars.”

The Meander “is pretty relaxed,” says Ray. “All the people working there are friendly, with the knowledge you need. We check in, get our free doughnuts.” He enjoyed the variety of Rochester’s parks and trails.



Emma Fink and Brody Stam staffed a table with bananas from People’s Food Co-op.

Respect the Trails!

“A little trail etiquette goes a long way in keeping our paths safe, clean and welcoming for everyone,” said a recent We Bike Rochester email blast.

Their tips:

1. **Respect Personal Space.** Give others plenty of room when passing or stopping.
2. **Leave No Trace:** Pack out all trash, including water bottles, gel packets and pet waste bags.
3. **Leash Your Dog:** Loose dogs can startle other trail users and create hazards.
4. **Use Headphones Responsibly:** Keep music at a level that allows you to hear others.

SOURCE: WE BIKE ROCHESTER, WEBIKEROCHESTER.COM

Walk! Bike! Fun!

BIKEMN IS NATIONALLY RECOGNIZED FOR BRINGING MULTI-MODAL TRANSPORTATION SKILLS TO CHILDREN

Jennifer Engelken teaches physical education at Battle Creek Elementary School on the east side of St. Paul. Eighty-four percent of students there are children of color, and 43% are English language learners. Before free lunch was mandated across Minnesota, 73% of the Battle Creek students qualified for free or reduced lunch.

Given that a safe, reliable bicycle is likely not in their family's budget, how do the students learn to ride?

The answer is Walk! Bike! Fun!, a nation-leading program created in Minnesota with far-reaching roots — and routes — throughout the state, thanks to the early and ongoing

engagement of BikeMN. Funded by the Minnesota Department of Transportation's Safe Routes to School initiative, the program has records of teacher training workshops that date back to 2013.

Schools in Duluth, Henderson, Sartell and Mankato were early adopters. Greater Mankato Bike and Walk Advocates, a BikeMN chapter, has two of its own bike fleets that it loans to 10 elementary schools in the district. Rochester, Moorhead, Woodbury, Worthington, Plymouth, New York Mills, Stillwater and McGregor are among the dozens of school districts statewide whose teachers BikeMN has trained to teach bike and pedestrian safety skills to kids.



PE teacher Jennifer Engelken, Battle Creek Elementary School (right), and Sarah Stewart, Safe Routes to School lead, Saint Paul Public Schools, with student cyclists. "They learn the independence and the life skill of biking," Engelken says.

"I love being able to give this gift to students who may not always get this opportunity," says Battle Creek's Engelken. "It's absolutely my favorite unit that I teach. It brings a lot of joy."

Too few adult volunteers to help with group rides is an ongoing challenge. So is quality control, according to CJ Lindor, education manager at BikeMN.

"Anybody can download the curriculum and use it how they want," he says. "But we've trained over 1,200 teachers, most of whom are still in their jobs teaching our programs to this day."

LEARNING BY DOING

A team led by BikeMN developed the extensive curriculum back in the 2012-13 school year. Funding came from a federal Safe Routes to School grant provided by MnDOT in collaboration with the Center for Prevention at Blue Cross and Blue Shield of Minnesota.

"Train the trainer" programs were piloted in Northfield, Rochester, St. Paul and Minneapolis in 2013, and by the following year, MnDOT put the Bicycle Alliance on contract — since renewed every two years — to bring the Walk! Bike! Fun! curriculum to school districts across the state.



Policewoman and League Cycling Instructor Dana Wallace is the school resource officer in Windom. She teaches biking skills to middle schoolers every spring. "I want kids to learn to love biking and be safe on our roads," she says.

Designed for children ages 5 to 13, the 216-page curriculum (available at walkbikedefun.org) includes over 100 pages of resources:

- Lesson plans (“Yielding to Others,” “Controlling Your Bike”).
- Safety flashcards (“What color does the traffic light have to be when you can go?”).
- A list of physical or mental challenges along with an adaptive toolkit.
- Colorful illustrations such as traffic signals and street signs.

Walk! Bike! Fun! helps school districts conform to the Minnesota requirement that students from kindergarten through eighth grade receive bicycle and pedestrian safety education, which the state Legislature mandated in 2023.

“Other states reach out to MnDOT and BikeMN to try to replicate Walk! Bike! Fun!,” says Kelly Corbin, the Safe Routes to School coordinator at MnDOT. “It’s proof of the great work that BikeMN does. The curriculum is what it is because of their efforts.”

BikeMN modified and updated the curriculum four years ago to expand bicycling education from eight lessons to 12 and to further segment lessons by age and grade. Twelve pedestrian lessons are also part of the package.

“We’re not asking first graders to negotiate traffic on their own,” says Lindor, who joined BikeMN in 2014 to help implement the program. “But fifth graders are asked to ride on a street with an adult. These are meant to be independence-building transportation skills.”

One of Lindor’s early tasks was assembling the fleet of 40 adjustable-size bikes and picking up the van that would deliver the



BikeMN Education Manager CJ Lindor works directly with teachers and volunteers on-site. “We tell the teachers: ‘This program is a toolbox. It’s not prescriptive,’” he says. “Anything they do with their students is more than they would have done otherwise.”

bikes to schools. Providing bicycle fleets to teachers for a set amount of time is key to keeping Walk! Bike! Fun! accessible for children and adolescents across various income levels and physical abilities.

“Offering bike fleets is leveling the playing field,” says MnDOT’s Corbin, whose Safe Routes to School program is the umbrella for Walk! Bike! Fun! “No one has a bike that’s cooler or older than anyone else.”

To learn more about Walk! Bike! Fun!, email BikeMN Education Manager CJ Lindor: cj@bikemn.org.



Hutchinson middle-schoolers have received bike education for years. “It’s a great curriculum,” says PE and health teacher Kelly Hagstrom, who completed the Walk! Bike! Fun! course in June. “I’ve talked with parents who want their kids to learn.”

Why Active Transportation?

Minnesota Walk! Bike! Fun! lists six benefits of helping children walk and bike safely:

1. **Increase academic achievement.** Students who exercise before school concentrate better in class.
2. **Promote exercise.** The Centers for Disease Control and Prevention (CDC) recommends that children and adolescents get an hour of “moderate to vigorous” physical activity every day.
3. **Boost happiness.** Physically active children tend to enjoy better moods.
4. **Foster independence.** Children who walk or bike to school are more likely to walk or bike to other destinations.
5. **Improve safety.** Schools that teach walking and bicycling skills see up to a 49% decrease in vehicles colliding with young pedestrians and bicyclists.
6. **Lower carbon footprint.** A school committed to walking and biking can reduce carbon dioxide and pollutants.

Source: walkbikedefun.org/program-overview/

Metro-Wide Metro Ride

SECOND ANNUAL TWIN CITIES BIKE TOUR EXPANDS TO THE WESTERN SUBURBS

Ask Ted Duepner what went right for the inaugural Twin Cities Bike Tour (TCBT) last September, and he lights up. “We brought a ride back to Minneapolis!” says Duepner, operations and supporter relations manager at BikeMN, who for years co-managed the Saint Paul Classic Bike Tour for the Bicycle Alliance.

TCBT is now BikeMN’s premier fundraising ride, with major sponsors including AARP Minnesota, Dero Bike Racks and the McKnight Foundation. This year’s event is scheduled for Sunday, September 14, at Wabun Park in Minneapolis.

From there, the 34- and 41-mile routes will head west to Hopkins and St. Louis Park. “Arguably one of the most popular routes in the Twin Cities includes the Hopkins loop, out to Hopkins and back to the Chain of Lakes,” says Duepner, who co-directs TCBT along with Kerri Kolstad, founder of Wahoo! Adventures.

HIGHLIGHT 2024

“The rest stops were a fun opportunity to visit businesses and parks that were new to me.”

Highlighting cycling amenities in Minneapolis and the western suburbs was a priority for this year’s ride. “We aim to showcase infrastructure that is new, world-class and at home in communities of many sizes,” says Erik Noonan, BikeMN’s communications manager.

The three TCBT routes include:

- The **Westbound 34- or 41-Miler**, with an optional 6-mile loop on the crushed-limestone Minnesota River Bluffs Trail, will take riders on the rejuvenated Cedar Lake Trail to Hopkins. “It’s hard to

over-emphasize how much safer the Cedar Lake Trail is, now that you don’t have to navigate the four-lane at-grade crossings,” Duepner says

- The **TCBTtwenty** is a relaxed 20-mile route along the recently resurfaced Minnehaha Creek trail, the separate bike paths along Bryant Avenue, the uninterrupted 5.5-mile Midtown Greenway and East River Parkway in St. Paul.
- A **Bike Buddies Ticket**, available on the TCBTtwenty, will gather up to 12 riders who are new to group rides or want a slow pace, so they can learn to ride together under the guidance of TCBT ride leaders.



On Saturday, September 13, BikeMN is hosting a free, family-friendly warm-up ride, the 4.5-mile **Loons Loop**.

Registration is capped at 100 riders.

HEADING WEST

Chris Nelson and Chris Polston biked to LTD Brewing in Hopkins on a chilly, rainy Friday in June. The two Chris’s braved the bad weather to

talk up Access Hopkins, a scrappy and visionary nonprofit that recently became a BikeMN chapter.

Nelson, founder of Access Hopkins, dates the group’s origins back to 2019, when the City of Hopkins hosted a bike-ability workshop facilitated by BikeMN. The city’s community development coordinator, Jan Youngquist, invited community members with the goal of starting a bike-advocacy group.

HIGHLIGHT 2024

“A bald eagle few with us for a bit!”

Quarterly meetings, usually at a brewery, are augmented by topically focused monthly groups, where the real work gets done. “My metric for growth is connections,” says Polston, a coach for the Hopkins Mountain Bike Club. “Who is coming? Who is listening? Two City Council members are very active.”

Six years after that initial meeting, Nelson aims to have the Twin Cities Bike Tour “show off and share how bike-friendly Hopkins is. We have five regional trails connecting in Hopkins and so many businesses that make biking easy,” he says.



Chris Polston, shown at Dead Horse Point State Park in Moab, Utah, says the growing bicycling infrastructure in Hopkins makes it easy to live car lite.



Chris and Lisa Nelson are long-time supporters of BikeMN and avid tandem riders. He is a board member of Access Hopkins, one of 13 Bicycle Alliance chapters.

Running adjacent to the coming Green Line light-rail extension, the improved Cedar Lake Trail has made Hopkins more accessible for both recreational cyclists and bike commuters. “Hopkins is a small town that happens to be next to Minneapolis,” says Polston. “I can go for weeks without having to get in a car.”

HIGHLIGHT 2024

“The DJ made it so much fun. Since having a baby, we haven’t gone to concerts due to bedtime now being 1800 hours.”

Adds Nelson: “Hopkins is becoming a cohesive, dynamic city with leadership that gets it.” And on September 14, the “community ride that celebrates the Twin Cities biking community” will introduce bicyclists from across Minnesota to Hopkins’ multi-modal amenities.

**TWIN CITIES
BIKE TOUR**
SCAN TO REGISTER



Weekend Warriors

MANKATO TRANSFORMS ITS ONE-DAY RIDE INTO A FESTIVAL

For the nearly 2,000 bicyclists who rode the Mankato River Ramble every October, memories of the picturesque ride endure.

- Stunning fall colors along the off-road wooded trails.
- Double waterfalls at the Minneopa State Park rest stop.
- Best of all, flaky-crust pie from the Rapidan Dam Store (since reopened in downtown Mankato after a flood demolished it in 2024).

Shortly after the 2023 River Ramble, its owner parted ways with the Bicycle Alliance, leaving Greater Mankato Bike and Walk Advocates (GMBWA) to figure out what’s next.

Their answer is a two-day event, September 27 and 28, that aims to draw every type of bicyclist — road, gravel, bike polo, cyclo-cross, BMX, mountain bike, e-bike — and inspire visitors to spend the weekend.

“We wanted more of a festival atmosphere,” says Chris Corley, a board member and past president of GMBWA, a BikeMN chapter. “Wouldn’t it be nice if people decided to come a day early? Or had something to do when they got back from their ride?”

Highlights of the inaugural Kato Bike Fall Fest include:

- A sunset mountain bike ride on Saturday, September 27, at Mount Kato, followed by an evening bonfire.
- On Sunday, September 28 — the primary ride day — enjoy two gravel routes (11 and 38 miles) or two road routes (12 and 37 miles).
- The final rest stop for the longer road route will be at Javens Winery, where cyclists can buy bottles of wine to be delivered later.
- Mount Kato will host BMX and bike polo demonstrations and Kato Cross Cyclocross Racing on Sunday. Dam Store pie, food and coffee trucks, and adult beverages will be available, too.

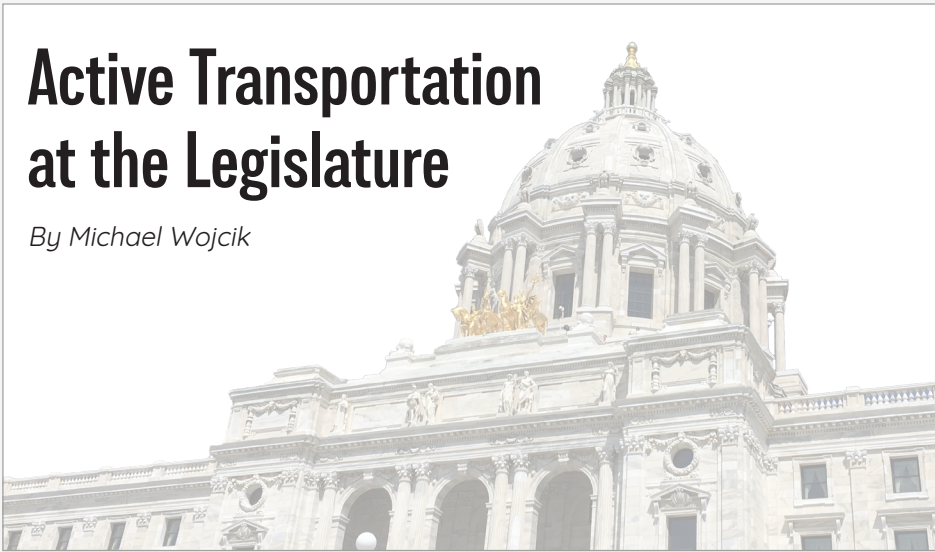
“We hope people will hang out after they’re done riding,” says GMBWA board secretary Becky (Davis) Brooks.

The League of American Bicyclists has designated Greater Mankato a Bicycle-Friendly Community. For a full schedule, visit bikemn.org/kbff.



Active Transportation at the Legislature

By Michael Wojcik



Last spring, we emerged from one of the more challenging legislative sessions in Minnesota history with losses, especially in transit funding, but also significant wins.

First, some context:

- The biennium, a two-year budgetary cycle, begins on July 1 of each odd-numbered year. That means the Minnesota Legislature had to submit a biennial budget in 2025.
- Most of BikeMN's legislative agenda focused on policy, but budget was the priority in the transportation omnibus bill.
- Active transportation and transit funding lives in the General Fund, which frequently gets cut to balance a state budget. By contrast, dedicated constitutional funds (such as the gas tax) pay for the highway system.

Bipartisan support was crucial this session given Republican gains in both the House and Senate. Coupled with the forecast for a budget deficit based on Minnesota Management and Budget (MMB) forecasting, we were not optimistic about passing transformative walking and biking legislation.

STRATEGIC COLLABORATION

BikeMN developed a three-part legislative agenda that resulted in 19 different bills being introduced.

1. **Responsibility in Transportation Investments:** Employ cost/benefit analysis and institute long-term sustainability for one of the largest public investments we have.
2. **Safer By Design:** Design a transportation system that works for users of all modes.
3. **Freedom to Move:** Support safe and responsible choices for how walkers, cyclists and others move around and through vehicular traffic.



"I support BikeMN because I love the coalition that I see — people of all backgrounds working together for the good of all," says Day on the Hill volunteer Jeanne Kudrajik.

Nobody got everything they wanted this year. But ultimately, BikeMN helped secure a few key victories and advance policy ideas for upcoming sessions.

Among our wins:

- Both Safe Routes to School (SRTS) and the Minnesota Department of Transportation's Active Transportation Program — which BikeMN lobbied to create in 2012 — were funded in the final transportation bill signed by Governor Tim Walz.
- Although the appropriations were below the historic 2023 levels, the final dollar amount exceeded the governor's proposed budget, thanks to allies such as Transportation Committee Chair Sen. Scott Dibble (DFL-Minneapolis) and Co-chair Rep. Erin Koegel (DFL-Spring Lake Park).



Michael Wojcik at Day on the Hill on February 27, 2025, our annual opportunity to enable members to meet and lobby their legislators.

One of our key legislative accomplishments from 2023 — creation of the state's first E-Bike Rebate program — was at risk of losing its funding. With bipartisan leadership from Sen. Jim Abeler (R-Anoka), Sen. Omar Fateh (DFL-Minneapolis) and Rep. Lucy Rehm

(DFL–Chanhassen), BikeMN helped rework the program to make it more effective and equitable, with a focus on low-income individuals or those with a physical disability.

We also helped develop and advocate for bills advanced by our allies, including the Minnesota Environmental Partnership, Move Minnesota, Neighbors 4 More Neighbors, Our Streets and Sierra Club North Star Chapter.

EYES ON NEXT YEAR

Many of our policy proposals weren't in the final transportation bill but got discussed and debated in committees, strengthened by BikeMN's expert testimony.

We believe these proposed bills, some highlighted here, are more likely to pass in a future session:

- **Jaywalking:** Allow pedestrians to cross a street when and where they feel it is safe for them to do so.
- **Idaho Stop:** The 2023 "Stop as Yield" law allows bicyclists to slow down and yield at stop signs rather than coming to a full stop. An upgraded law would allow bicyclists to proceed through a clear intersection at a red light.

- **Daylight at intersections:** To improve visibility for drivers and pedestrians, prevent parking within 25 feet of all intersections.
- **Highway purpose:** Clarify in state statute that Minnesota roadways must support users of any transportation mode.

Finally, we protected the landmark 2023 legislation aimed at reducing greenhouse gas emissions by lowering Minnesotans' cumulative vehicle miles traveled (VMT). These policies are critical to advance active transportation and transit and arrest our current climate crisis.

Through it all, we stayed focused on our mission of working toward a Minnesota where everybody — regardless of age, ability or location — can safely and conveniently choose the mobility option that best fits their needs. The legislation we advanced this year was bold and ambitious, and we thank every one of our members, allies and partner organizations, along with our friends who testified and wrote letters. Together, we moved the needle on what is possible here at home and across the nation.

Michael Wojcik is executive director of the Bicycle Alliance of Minnesota (BikeMN).



Brian Martinson (left), Metropolitan Council Transportation Advisory Board, non-motorized member, and Saint Paul Planning Commission; and Tim Brackett, Safe Routes to School coordinator, Richfield Public Schools.

Photos by Amy Sundby Jeanchaiyaphum, eyelovephoto.com

Board of Directors 2025



Reyna Lopez, 2025 board chair

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BOARD TALK...

WHY I VOLUNTEER

"BikeMN is much bigger than just biking. It's the whole concept of creating an easier way for people to move and get around."

— DON CHECOTS,
BOARD MEMBER

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Intentional Giving

National Estate Planning Week is October 20–26, 2025. A will or trust isn't just for folks with significant wealth or quarrelsome and acquisitive children. Establishing an estate plan is one way to envision a legacy memorializing a life well lived, and we all can agree that biking and walking make life better for us and the people and communities we love.

Walking and biking give weight and shape to the rhythms of our days and the turning of the seasons: A brisk bike ride to school with the kids frames a fall day with the sounds of leaves under wheels and wisps of breath condensing as your second grader finally makes it up that big hill.

So, even if your budget is tight today because that kid keeps growing, naming BikeMN as a beneficiary in your will or trust is an expression of your values and a vision for the future.

Contact Development Manager Dan Nemes, dan@bikemn.org, if you've already named BikeMN in your will or to find out how to include Minnesota's only statewide active transportation nonprofit in your estate planning.