

2025-26 Active Transportation Advisory Committee Annual Report

To: Commissioner Daubenberger

Commissioner Daubenberger,

On behalf of the Active Transportation Advisory Committee (ATAC) members and the Minnesota Department of Transportation staff who assist in coordinating our group, we are pleased to share our 2025-2026 annual report as well as the enclosed ATAC 2025-2026 Summary Memo with you.

Since ATAC was enacted by the 93rd Minnesota Legislature in 2023, the agency and appointed members have continued to take numerous steps to establish the committee as an informed, effective, and connected body. Our charge is to provide guidance to and oversight of Minnesota's statutory Safe Routes to School (SRTS) and Active Transportation (AT) programs, as well as overall topics related to active transportation, including safety, education, and development programs. We are thankful for the opportunity to update you on our work and make formal recommendations regarding these important topics.

Formal Recommendations

1. Seek general funds instead of bond funds for the Safe Routes to School and Active Transportation programs to ensure tribal eligibility in programming and advocate to revise state statute 174.38 regarding the Active Transportation Program to designate the first ten percent up to \$500,000 per year for programming to develop, maintain, and implement active transportation safety curriculum for youth ages five to 14 years old, and if remaining funds are available, for (1) youth ages 15 to 17 years old, (2) adult active transportation safety programs, and (3) adult learn-to-ride programs.
2. Continue to enhance MnDOT's scoping process to identify and include active transportation components within a project's initial base project scope and funding level. MnDOT's Statewide Pedestrian System Plan and the forthcoming Statewide Bicycle+ System Plan infrastructure expectations are grounded in community engagement and should provide a starting point for project scoping going forward.
3. Implement the E-bike Youth Study recommendations and recommend to the Legislature that they take additional measures to increase the awareness, understanding and clarity of existing laws relating to e-bikes, e-scooters, e-motos, and other personal mobility devices. ATAC recommends moving forward with Strategy 1: Create a broad awareness and understanding of e-bikes in Minnesota, specifically the actions listed below, as they could likely be started without a significant impact on existing staff and financial resources. Starting this work in 2027 will allow MnDOT staff to further develop the scope, process and funding needs in preparation for full inclusion in the 2028 work plan and budget:

- i. Develop and e-bike education toolkit.
- ii. Develop and deploy and e-bike awareness and education campaign.
- iii. Develop the e-bike component of the education program required for school districts to provide to students.
- iv. Require biking safety awareness to be included in drivers' education programs.

ATAC also supports modifying the state statute to better designate the differences of and, where appropriate for safety reasons, regulate e-bikes, e-motos, and other personal mobility devices—including but not limited to requiring bicycles with motors over 750 watts to have working lights, turn signals, and other safety equipment.

4. Review all MnDOT grant programs to ensure inclusion and prioritization of project components that support people walking, biking and rolling. Where eligibility and prioritization of active transportation components is not apparent, but appropriate, direct staff to adjust funding eligibility and scoring metrics to include active transportation components. As an example, the investment outcomes of the Corridors of Commerce (CoC) funding program often serve as major active transportation barriers as it prioritizes the needs of one transportation function at the expense of the public right-of-way's most vulnerable users: people walking, biking and rolling. By adjusting the scoring metrics to better reflect the importance of active transportation, which is an eligible funding expense of the CoC program, the funded projects will provide a more balanced transportation solution which better meets the needs of all transportation users and modes.
5. Develop a streamlined process to support and allow for alternative uses within MnDOT public right-of-way which support and increase active transportation, complete streets, and vibrant communities by allowing wayfinding, bicycle and other personal mobility storage, rest areas/gathering places, outdoor dining/picnic space, landscaping, decorative lighting, public events and programs or other aesthetic improvements that do not necessarily serve a direct highway purpose. Further, ATAC recommends that the duration of associated agreements and permits not be governed by the standard ten-year duration but rather by the level and type of community investment and benefit.

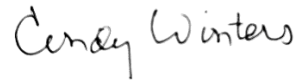
Your consideration and distribution of these recommendations with MnDOT senior leadership as well as the Governor and Legislature is appreciated and appropriate given the Legislatures role in establishing the ATAC.

Further, the ATAC respectfully requests a follow up as to how MnDOT may consider and implement these recommendations and further ensure active transportation is a viable, safe and comfortable option for any Minnesotan that relies on or chooses to walk, bike, or roll for transportation purposes.

Kind Regards,



Kelly Grissman, ATAC Chair



Cindy Winters, ATAC Vice Chair

2025-26 ATAC Summary Memo

Membership

Public Members	Appointed Members
- Kelly Grissman, Three Rivers Park District (Chair) *Ω - Cindy Winters, Greater Mankato Bike and Walk Advocates (Vice Chair) *Ω - Bob Bierscheid, AARP ◇ - Robert Byrnes, City of Marshall ‡ - Sarah Ciochetto, St. Louis & Lake Counties Regional Railroad Authority* - Jeffrey Flaten, City of Dennison ‡ - James Foldesi, St. Louis County ‡ - Marion Greene, Hennepin County ‡ - Glen Kajewski, Bike Thief River Falls Ω - Andy Lageson, Cyclehoop - CJ Lindor, Bicycle Alliance of Minnesota ◇ - Jennifer Lowry, City of Roseville Ω - Alex McKenzie, St. Cloud APO ◇ - Edna Mckenzie, Midwest Select Contracting LLC Ω - Matt Moore, People for Bikes - Bianca Newell, West Central Initiative - Kyle Shelton, University of Minnesota Center for Transportation Studies ◇¥ - Katherine White, City of Minneapolis ¥	- Gina Hermann, Dept. of Administration - Terri Swartout, Dept. of Education ◇ - Ellen Pillsbury, Dept. of Health ◇ - Wade Miller, Dept. of Natural Resources - Lauren Dickerson, Dept. of Pollution Control - Michael Hanson, Dept. of Public Safety - Sarah Ghandour, Dept. of Transportation * - Chelsea Fey, Dept. of Tourism - Joe Widing, Metropolitan Council Ω * Denotes participation in Executive Working Group ‡ Denotes participation in AT/SRTS Infrastructure Working Group Ω Denotes participation in AT Non-Infrastructure Working Group ◇ Denotes participation in the SRTS Non-Infrastructure Working Group ¥ Denotes participation in a liaison role or similar to another organization or body

Topics

As members continue to learn about and recommend changes to the agency's operations and the relevant program areas, MnDOT staff have coordinated various presentations and discussion topics for ATAC, including but not limited to:

- Statewide Health Improvement Plan (SHIP) 6
- E-Bike Rebates
- E-Bike Injury Surveillance Data
- Active Transportation Community of Practice
- Safe Routes to School (SRTS) Strategic Plan
- Active Transportation (AT) Program Strategic Plan
- Transportation Funding
- On My Way! bicycle education curriculum
- Alternative Use of MNDOT Right-of-way
- Local Complete Street Project Examples

Meetings

ATAC meets on the third Thursday of every other month from 2:00-4:00 p.m. Between July 1, 2025 and June 30, 2026 our meeting dates were July 18, 2025; September 17, 2025; November 20, 2025; January 15, 2026; March 19, 2026; and May 20, 2026.

In January 2025, ATAC voted to transition from hybrid meetings to virtual-only meetings (except for September meetings) to improve meeting quality.

Per the ATAC Charter adopted in May 2024, every September ATAC will hold a hybrid/in-person and include optional programming to learn more about walking and bicycling in Minnesota. In September of 2024, the committee held their first in-person meeting in MnDOT's District 1 (Eveleth, MN). The September 18th, 2025 meeting was held in MnDOT District 4 (Fergus Falls, MN) and included a guided walking tour of a Complete Streets project along TH59 in Pelican Rapids and a tour of active transportation facilities in Fergus Falls. We are grateful to our partners at West Central Initiative Foundation (WCIF) for hosting the committee. The September 17th, 2026 meeting in MnDOT District 6 (Lake City, MN) also included a guided walking tour of a local Complete Streets project on TH61 that was completed in 2020 and met several local community requests. With 1.75 miles of redone roadway, this corridor made bicycling and walking more accessible on the Lake City lakefront and downtown, which has led to the addition of small businesses along the corridor and boosted the local economy.



Figure 1: ATAC members and guests with Pelican Pete following the September 18, 2025 Complete Streets Tour in Pelican Rapids.



Figure 2: ATAC members and MnDOT staff visiting the Lake City, MN statue commemorating the "Home of Waterskiing" after the Complete Streets tour at the September 2026 in-person meeting.

Looking Ahead

For the upcoming year, 2026-2027, ATAC intends to continue to track, discuss and/or develop recommendations on the following items:

- [Active Transportation Program Strategic Plan](#) review/update (if needed), implementation, priorities, and progress
- E-bike, e-moto, e-scooter and other personal mobility trends, use, safety concerns, and areas for improvement
- Sustainable active transportation funding and project inclusion
- US Bicycle Route 30 planning
- Review and approval of the Bike+ Plan
- School siting for Safe Routes to School