

PLAN OVERVIEW

Why update the Statewide Bicycle System Plan?

Minnesota's commitment to a multimodal transportation system is well-reflected in Minnesota Department of Transportation's (MnDOT's) Minnesota GO Vision and its Statewide Multimodal Transportation Plan. MnDOT and the successful responder will develop an updated Statewide Bicycle+ System Plan that advances MnDOT's commitment to safe, comfortable, and convenient bicycling in alignment with existing state transportation policy. The primary users of this project's deliverables will be MnDOT staff. The Plan will be developed at a statewide level, though recommendations will be targeted to local-level impacts that provide benefits at the community level.

Bicycling and related modes have undergone a significant shift since MnDOT's last bicycle planning effort in 2016. The emergence of numerous human-scale devices that travel at the same relative speed as bicycles (scooters, e-bikes, OneWheels, etc.) has proliferated across contexts in Minnesota. These personal mobility devices often use bicycle infrastructure and must be accounted for in MnDOT's bicycle planning work, hence the name Bicycle+ plan.

Description of MnDOT's Family of Plans and expectations

The Plan must be developed with the understanding that it will fall under the Minnesota GO brand. The plan will also become a modal plan within MnDOT's Family of Plans. MnDOT staff will coordinate with MnDOT's Office of Transportation System Management which oversees Minnesota GO and the Family of Plans. The successful responder will participate in this coordination, but MnDOT will lead it.

While the Statewide Bicycle+ System Plan is not an investment plan in the traditional sense, it is critical that funding and investment be addressed. With direction from Minnesota State Highway Investment Plan (MnSHIP) and from the Statewide Bicycle+ System Plan, districts will need to account for investments in bicycle infrastructure. The successful responder will be responsible for assisting with the development of analyses that identify outstanding bicycle investment needs and the costs of making identified improvements. This information will be used to inform and influence future MnSHIP investment targets for bicycle infrastructure.

Past work and other context

The statutes, policies, and plans described in this section create the context for this project. The successful responder is expected to become familiar with this context. Improving the state's bicycle system is a critical part of MnDOT's mission. Minnesota's 16 state transportation goals (MN Statute 174.01) include numerous items that oblige MnDOT to invest in bicycle systems, including the following:

1. To minimize fatalities and injuries for transportation users throughout the state
2. To provide multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community
4. To enhance economic development and provide for the economical, efficient, and safe movement of goods to and from markets by rail, highway, and waterway
5. To encourage tourism by providing appropriate transportation to Minnesota facilities designed to attract tourists and to enhance the appeal, through transportation investments, of tourist destinations across the state
10. To ensure that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state
14. To promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation
15. To reduce greenhouse gas emissions from the state's transportation sector

MnDOT's [Minnesota GO Vision](#) and Statewide Multimodal Transportation System emphasize the importance of Minnesota's bicycle system. The 50-year Minnesota GO Vision calls for a multimodal transportation system that maximizes the health of people, the environment, and our economy. This multimodal system:

1. Will connect Minnesota's primary assets – the people, natural resources, and businesses within the state – to each other and to markets and resources outside the state and country
2. Provides safe, convenient, and effective movement of people and goods
3. Is flexible and nimble enough to adapt to changes in society, technology, the environment, and the economy

The [Statewide Multimodal Transportation Plan](#) further defines this vision into specific strategies for transportation agencies throughout the state. Many of these strategies apply to making Minnesota a better place to bike. Of critical importance is the agency's target to reduce Vehicle Miles Traveled (VMT) per capita 14% by 2040. Increasing trips by bicycle or bicycle-speed devices is a useful tool to reduce the number of miles traveled in single occupancy vehicles.

MnDOT's [2016 Statewide Bicycle System Plan](#) solidified a vision for long-distance bicycle travel in Minnesota, establishing statewide priority corridors that have provided a foundation for Minnesota's work in continuing to designate US Bicycle Routes. Since the Plan's adoption, MnDOT has designated [US Bicycle Route 41](#) (North Star Route) and [US Bicycle Route 20](#) (Prairie Lakes Route). Further refinement to long-distance bicycle investment is delivered in the [2019 District Bicycle Plans](#), which identified the most appropriate roadway or trail corridor for investment within MnDOT's priority corridors. Public preference from the last plan indicated that MnDOT should invest in facilities within communities rather than along long-distance rural networks.

In 2020 MnDOT adopted a new [Bicycle Facility Design Manual](#). MnDOT's Bicycle Facility Design Manual is a resource for MnDOT planners and designers to plan for and implement context-appropriate bicycle facilities within MnDOT right-of-way. This manual provides the information necessary to develop safe, consistent and predictable bicycle facilities along MnDOT's trunk highway system. The Statewide Bicycle+ System Plan is used alongside with and will inform potential changes necessary to the Bicycle Facility Design Manual.

Currently being updated, Chapter 13 of the [MnDOT Traffic Engineering Manual](#) focuses on Active Transportation Facilities. The purpose of the chapter is to provide guidance to Traffic and Design Engineers of best practices for: How to select and evaluate active transportation facilities as part of project development, how to determine the appropriate treatment for active transportation crossings at signalized intersections, unsignalized intersections, and mid-block crossings, and other treatments that improve active transportation networks and conditions such as road reconfigurations and traffic calming. The Bike Plan, and its prioritization tool assist project staff in evaluating the level of need, or latent demand for Active Transportation facilities which feeds into Traffic Engineering Manual (TEM) tools, guidance, and requirements.

In 2013 MnDOT was one of the first DOTs in the country to develop a statewide policy for Complete Streets. A Complete Streets approach is required on all eligible projects and ensures compliance with [Minnesota Statutes §174.75](#). This means addressing the safety and access needs of all transportation users, including people who bike of all ages and abilities. The [MnDOT Complete Streets Handbook](#), updated in 2022, is a companion to the Complete Streets policy that provides guidance for staff and partners on how to implement and comply with reporting requirements of the Policy. The Statewide Bicycle+ System Plan is and will continue to be relied upon in the Complete Streets Handbook to help understand relative user priorities and project level transportation user hierarchy.

To improve the safety of vulnerable road users in the state of Minnesota and satisfy new federal requirements, MnDOT's Office of Traffic Engineering commissioned a Vulnerable Road User Safety Assessment (VRUSA), including development of a High Injury Network (HIN) for the state and separate studies of bicycling and pedestrian crashes in urban and rural areas within the state. In Minnesota, the [VRUSA](#) was developed with an intentional focus on integrating the [FHWA Safe System Approach](#) and the [Towards Zero Deaths program](#). The analysis in this first VRUSA centered around actionable findings and strategies related to three of the Safe System Approach elements: safe roads, safe speeds, and, to a lesser extent, safe road users. Safety will be a priority in the Statewide Bicycle+ System Plan and these approach, programs, and analysis should play a role in the Plan's development.

MnDOT is [committed](#) to create an equitable transportation system through its [Advancing Transportation Equity Initiative](#). MnDOT acknowledges the past harms of its transportation system and decisions. To MnDOT, transportation equity means the benefits and burdens of transportation systems, services and spending are fair and just, which historically has not been the case. Transportation equity requires ensuring underserved communities, especially Black, Indigenous and People of Color, share in the power of decision making. The Statewide Bicycle+ System Plan has a role in advancing transportation equity. MnDOT will partner with community members, community-based organizations, Tribal Nations, and government institutions to change outcomes for our communities.

Since the adoption of the last Statewide Bicycle System Plan, the use of electric bicycles (e-bikes) is growing rapidly in the United States. This Plan will incorporate the latest research and policy related to E-bikes. E-bikes present an opportunity to reduce car travel, improve health, and increase access for traditionally underserved populations; however, the relationship between e-bikes and safety, infrastructure, equity, and the environment is not fully understood and remains of interest to decision makers and potential riders. The Federal Highway Administration (FHWA) is [advancing research on e-bikes](#) to better understand e-bike trends and impacts, and how jurisdictions around the country are managing them. Electric-assist or pedal-assist bicycles (e-bikes) are allowed wherever normal bicycles are allowed in Minnesota if they meet the definition of [Minnesota Statutes 169.011, Subdivision 27](#):

1. 2 or 3 wheels
2. A saddle and fully operable pedals for human propulsion
3. Equipped with an electric motor that has a power output of not more than 750 watts; and
4. Meets the requirements of a class 1, class 2, or class 3 electric-assisted bicycle (further defined in Statute)
5. Note that the law does not permit anyone under the age of 15 years to operate any electric-assist bike

Shared micromobility is the deployment of traditional bike, e-bike, and e-scooter fleets in the public space available for short term rental for A-to-B trips. Minnesota has experienced large market change and instability in shared micromobility in recent years, which has been mirrored in the national marketplace. A non-profit station-based bike and e-bike system in Minneapolis and one of the oldest systems in the United States (US), announced it was closing operations in early 2023. At the same time, private vendors have struggled to reach profitability despite rising trip fees charged to riders. There has been large market consolidation and mergers. A workgroup of public and private stakeholders has begun work researching the potential for a regional public bike share system for the Twin Cities Metro area. In Greater Minnesota, MnDOT has begun an initiative to support the growth of new shared mobility projects to meet transportation needs including micromobility. In September 2023, the agency launched [Moving Greater Minnesota Forward](#), the first shared mobility incubator in the country to focus on the unique needs of rural, tribal, and small urban communities. The program works with local project teams around the state to develop shared mobility projects and offers annual pilot grants for new shared mobility initiatives.

PLAN DIRECTION

The project direction provides a high-level overview of what the Statewide Bicycle+ System Plan sets to accomplish. The direction is organized around exploratory words to help guide the MnDOT and the successful responder to develop a complete Statewide Bicycle+ System Plan that fits the needs of people living, working, and visiting Minnesota. The direction can be referred to throughout the plan development process to ground decision making in complex and emotional situations.

1. **Why and Who:** Communicate why bicycle networks are an important part of the state's transportation system now and in the future and who benefits from a safe, convenient, and comfortable bicycle network.
2. **What:** Create a framework that eliminates barriers to safe, convenient, and comfortable bicycling, particularly barriers created by the State's trunk highway system, that enables equitable development of local, regional, and statewide bicycling networks. Identify performance measures to gage progress towards the plan's goals.
3. **How:** Create bicycle facility project development and investment decision making guidance that navigates within MnDOT's existing policy, planning, and practice context. Create inputs that facilitate effective evaluation of tradeoffs and impacts as they relate to the application of MnDOT's Complete Streets Policy.

4. **Where:** Develop a bicycle investment prioritization tool that is complementary to other MnDOT active transportation tools (Priority Areas for Walking Score, Suitability for Pedestrian and Cycling Environment, Vulnerable Road User Safety Assessment High Injury Network, etc.) for the trunk highway system that relies on equity considerations, land use context, overcoming physical barriers, and public engagement results among other factors.
5. **When:** Develop investment planning scenarios tied to the timeframe and vision of Minnesota Go and the Statewide Multimodal Transportation Plan. Investment scenarios should consider capital costs associated with realizing at least two investment directions within the identified highest priority areas. Scenarios may include (but are not limited to) the following:
 - a. a context-sensitive scenario for improving conditions for people bicycling along and across MnDOT roadways
 - b. a mode-shift scenario that builds on the context-sensitive scenario to understand how conditions could be improved along and across MnDOT roadways to increase the percent of everyday trips made by bicycling by making bicycle facilities convenient and attractive.

SCHEDULE

Work on the Plan is anticipated to begin in Fall 2024. The anticipated completion date of the Plan is Spring 2026. Task 5 Capacity Building Resources are anticipated to occur in Summer 2026.

TASKS

Task 1: Project Management and Coordination Activities

Task 1.1: Kick-off Meeting

Lead: Successful responder, in coordination with MnDOT Office of Transit and Active Transportation (OTAT) and support from MnDOT's Office of Transportation System Management (OTSM)

- a. The successful responder will participate in a project management team kickoff meeting to review the process and establish communication protocols, file sharing platforms, and workflow with MnDOT's project personnel
- b. The successful responder will conduct a Kick-off meeting to be held within the first month of the project
- c. OTSM will provide education and requirements for updated plan to align with MnDOT's Plan Development Guidelines

The Successful Responder's Deliverable:

- a. Kick-off meeting with core project staff to be held in St. Paul, Minnesota

Task 1.2: Project Management Team (PMT) Meetings

Lead: The Successful Responder

- a. The successful responder will conduct virtual meetings with MnDOT's project management team and occasionally others (as needed) every-other week.
- b. Ongoing e-bike research and legislation coordination with the PMT will be included as a part of this task.

The Successful Responder's Deliverable:

- a. PMT meetings held every-other week

Task 1.3: Lead/Participate in Project Advisory Committee (PAC) Meetings

Lead: The Successful Responder/MnDOT's OTAT

- a. MnDOT will identify and select PAC members
- b. Lead party will depend on content being discussed at each meeting

- c. The successful responder will provide presentation materials
- d. Anticipated that meetings will occur no more often than once every two months
- e. Meeting format will be primarily virtual, but may include hybrid opportunities based upon meeting content

The Successful Responder's Deliverable:

- a. Development of materials for, participation in, and shared leadership of project advisory committee meetings

Task 1.4: Lead/Participate in District Advisory Committee (DAC) meetings

Lead: The Successful Responder/MnDOT's OTAT

- a. MnDOT will identify and select DAC members from each MnDOT District
- b. Lead party will depend on content being discussed at each meeting
- c. Presentation materials will be developed by the successful responder
- d. Anticipated that meetings will occur no more often than once every two months
- e. Meeting format will be primarily virtual, but may include hybrid opportunities based upon meeting content

The Successful Responder's Deliverable:

- a. Development of materials for, participation in, and shared leadership of technical advisory committee meetings

Task 1.5: Lead/Participate in Diverse Bicycling Perspectives Advisory Committee (DiBiPAC) meetings

Lead: The Successful Responder/MnDOT's OTAT

- a. The Successful Responder and MnDOT will both solicit members for the DiBiPAC
- b. DiBiPAC membership will consist of at least six members, but no more than 15 (not including alternates)
- c. DiBiPAC membership should focus on being representative of people who bike, or would like to bike, in diverse and underserved communities, especially Black, Indigenous, People of Color, and people with disabilities.
- d. DiBiPAC members will be paid a fee for service (if outside of members' regular paid duties) by the successful responder for attending DiBiPAC meetings as well as work as assigned by the successful responder and MnDOT which may include, but not limited to, identification of barriers to bicycling, story sharing, amplifying the Plan in their community, and reviewing select Plan deliverables outside of scheduled meetings.
- e. A minimum of \$10,000 (total) of the successful responder's budget will be reserved for DiBiPAC member fee for service payment
- f. Proposed meetings will include both 1:1 touch-point and full committee meetings and should reflect a level of innovation that meets MnDOT's standards for connecting with Minnesotans in a variety of times and settings
- g. Lead party will depend on content being discussed at each meeting
- h. Presentation materials will be developed by the successful responder
- i. Anticipated full committee meetings will occur no more often than once every two months and no more than a total of six times.
- j. Anticipated 1:1 touch-point meetings with individual committee members will occur no more than four times per DiBiPAC member (<60 meetings).

The Successful Responder's Deliverable:

- a. Development of materials for, participation in, and shared leadership of DiBiPAC meetings

Task 2: Statewide Bicycle+ System Plan Public Engagement

Task 2.1: Update Public Participation Plan (PPP)

The successful responder will update the MnDOT-produced PPP (attached) to reflect outreach activities included in the responders' proposal and negotiated in the scope of work.

Lead: The Successful Responder, supported by MnDOT's OTAT

- a. Public engagement activities should be tailored to reflect the Project's goals and purposes
- b. Proposed engagement activities should reflect a level of innovation that meets MnDOT's standards for connecting with Minnesotans in a variety of times and settings
- c. Proposed public engagement activities should place extra focus on connecting with priority populations as defined in the PPP
- d. The DiBiPAC will review PPP and oversee its implementation.

The Successful Responder's Deliverables:

- e. Updated PPP to direct public engagement activities as part of the project

Task 2.2: Develop and Deliver Stakeholder Presentations

The successful responder will develop presentation materials and make occasional presentations to stakeholder groups, as available.

Lead: The Successful Responder, supported by MnDOT's OTAT

- a. MnDOT's OTAT will provide guidance on which stakeholder groups to engage with. The successful responder will create presentation materials and deliver presentations as needed.
- b. Stakeholder groups may include, but are not limited to, advocacy groups; community groups; MnDOT districts and internal groups; and local, state, and federal partners. Groups represented by the PAC, DAC, and DiBiPAC may be included.
- c. Anticipate no more than 10 stakeholder group presentations.

The Successful Responder's Deliverables:

- a. Presentation materials and any applicable event plans to be used in engagement activities and during stakeholder meetings

Task 2.3: Develop and Implement Public Engagement

The successful responder will develop and implement public and stakeholder engagement in partnership with the MnDOT Project team and identified community groups around the state to meet the goals of the PPP, including both in-person and online engagement opportunities.

Lead: The Successful Responder, supported by MnDOT's OTAT

- a. Any events should provide meals, child-friendly spaces and activities, interpreters, and other appropriate services as applicable, to facilitate participation from as many Minnesotans as possible. The successful responder should be responsive to emergent community needs for public participation.
- b. Use plain language in community engagement activities and ensure all engagement materials meet required Americans with Disabilities Act (ADA) standards.
- c. Bring engagement opportunities to the people by hosting activities at existing community gatherings and use other innovative public engagement strategies, as appropriate
- d. Engagement opportunities should include supplemental activities that are accessible, hands-on, and help people envision bicycling in their communities. These may include but are not limited to:
 - i. Bicycle, e-bicycle, e-scooter rodeo events throughout the state for experienced and novice riders to try out different modes of bicycle/bike-like transportation and to experience mock-up safety improvements
 - ii. Demonstration projects that offer an opportunity for people to experience potential improvements on a short-term basis

The Successful Responder's Deliverables:

- a. Innovative public engagement strategies that result in meaningful engagement with priority populations identified in the PPP

Task 2.4: Develop and Update Project Webpage Content

Lead: The Successful Responder, in coordination with MnDOT's OTAT

- a. The webpage will be hosted by MnDOT
- b. The successful responder will be responsible for developing content and providing content updates and page edits to MnDOT in an appropriate format
- c. Webpage content updates will be tied to community engagement deliverables and timelines in Task 2 as well as other Plan deliverables

The Successful Responder's Deliverable:

- a) Project webpage that is regularly updated with content developed through partnership between MnDOT and the successful responder

Task 2.5: Evaluate Public Engagement

The successful responder will conduct periodic evaluation of public engagement activities tied to engagement phases to document as part of plan contents.

Lead: The Successful Responder

- a. Produce regular summaries of engagement activities including who was reached, whether engagement targets outlined in the PPP have been met, feedback themes, and how feedback will be incorporated into the plan. Summaries should be developed at the end of each phase and at the end of project
- b. DiBiPAC in partnership with MnDOT's Project Team will review engagement summaries and suggest changes to engagement strategies to meet targets outlined in the PPP

The Successful Responder's Deliverables:

- a. Summaries documenting results of public engagement activities
- b. Infographic summarizing engagement process

Task 3: Statewide Bicycle+ System Plan Preparation

Tasks 2 & 3 will occur concurrently, and the results of public engagement activities will inform most of the sub-tasks below. Responders are encouraged to identify specifically how they plan to integrate the two tasks over the course of the project.

Task 3.1: Context Review

The successful responder will review internal and external plans, policies, and MnDOT's OTAT facilitated programs related to bicycling in Minnesota, including MnDOT's Statewide Multimodal Transportation Plan, MnDOT District Bicycle Plans (2019), Complete Streets Handbook, the Greater Minnesota Transit Investment Plan, and the Safe Routes to School and Active Transportation Programs to identify areas for coordination and consistency.

Lead: The Successful Responder, supported by MnDOT's OTAT

- a. Review of ongoing e-bike research and legislation will be included as a part of this task.

The Successful Responder's Deliverables:

- a. A summary of relevant internal and external plans, policies, and programs related to bicycling in Minnesota

Task 3.2: Understand Who Bikes

The successful responder will develop an understanding of who bikes or uses bike-like modes in Minnesota. Build a (or build upon an existing) typology of people who bike, or who may want to bike, and use bike-like modes of transportation and identify their needs related to bicycle mobility, safety, and comfort. The typology must include (but is not limited to) the needs of diverse and underserved communities, especially Black, Indigenous, People of Color, and people with disabilities.

Lead: The Successful Responder, supported by MnDOT's OTAT

- a. Leverage community engagement to inform
- b. Leverage advisory committees and stories shared by members of the DiBiPAC to inform

The Successful Responder Deliverables:

- a. A technical memorandum articulating who bikes, uses bike-like modes, and who wants to bike in Minnesota. A typology of people who bike, or who may want to bike, and use bike-like modes.

Task 3.3: Make the Case for Bicycle Investment

Using qualitative and quantitative information, the successful responder describe the importance of bicycling and bicycle networks in the state of Minnesota and for MnDOT. Informed by Task 3.2, include information about who benefits from a safe, convenient, and comfortable bicycle network and how bicycling investment advances MnDOT's other goals, such as reducing transportation carbon emissions and improving safety.

Lead: The Successful Responder, supported by MnDOT's OTAT

- a. Statewide, regional, and local bicycling networks should all be included as a part of this task with a recognition that they each can have unique benefits.
- b. An outcome of this task may include developing a hierarchy of investment need by network scale

The Successful Responder's Deliverables:

- a. A technical memorandum describing the importance of bicycling and bicycle networks in the state of Minnesota

Task 3.4: Identify Barriers to Bicycling

Informed by Task 3.2, the successful responder will identify major physical barriers to bicycling for people who bike, or who may want to bike in Minnesota. Barriers may include, but are not limited to the trunk highway system, other arterial roadways, railroad corridors, and bodies of water.

Lead: The Successful Responder, supported by MnDOT's OTAT

- a. Leverage community engagement to inform
- b. Leverage technical advisory and stories shared by members of the DiBiPAC to inform

The Successful Responder's Deliverables:

- a. A technical memorandum identifying major physical barriers to bicycling for people who bike, or who may want to bike in Minnesota.

Task 3.5: Develop Bicycling Investment Prioritization Tool

The successful responder will develop a bicycling investment prioritization tool that relies on equity considerations, land use context, overcoming physical barriers, local and regional bike plans, the planned and existing United States Bicycle Route (USBR) system, and public engagement results among other factors to be determined.

Lead: The Successful Responder, supported by MnDOT's OTAT & OTE

- a. Leverage, complement or potentially combine other MnDOT active transportation tools (Priority Areas for Walking Score, Suitability for Pedestrian And Cycling Environment, Vulnerable Road User Safety Assessment High Injury Network, etc.)
- b. Informed by outcomes of Tasks 3.2
- c. Complement the Complete Streets Transportation Hierarchy Framework Tool

- d. Provide tools and resources to MnDOT's OTAT/OTE needed to update the established prioritization tool/scores on a regular basis

The Successful Responder's Deliverables:

- a. A bicycling investment prioritization tool

Task 3.6 Develop Infrastructure Expectations

The successful responder will develop and illustrate an expected level of bicycling system improvements and supportive elements based upon MnDOT project types (e.g. preservation, preservation plus, reconstruction, etc.) including low-cost, high-benefit improvements that can be made on a stand-alone or quick build basis.

Lead: MnDOT OTAT, supported by the Successful Responder

- a. Leverage community engagement to inform

The Successful Responder's Deliverables

- a. A technical memorandum that illustrates an expected level of bicycling system improvements and supportive elements based upon MnDOT project types

Task 3.7: Investment Scenario Planning

Informed by Task 3.5 and 3.6, the successful responder will use scenario planning to identify the amount of investment needed to complete statewide, regional, and local bicycle networks along and across MnDOT's Trunk Highway System based on prioritization factors. Investment scenarios should consider capital costs associated with realizing at least 2 investment directions within the identified highest priority areas and links between the highest priority areas.

Lead: The Successful Responder, supported by MnDOT's OTAT and OTSM

- a. This information will be used to inform and influence future MnSHIP investment targets for bicycle infrastructure.
- b. The successful responder, MnDOT's OTAT, and MnDOT's OTSM should review current methods of tracking bicycle infrastructure investments and suggest strategies for improvement.

The Successful Responder's Deliverables:

- a. A technical memorandum that utilizes scenario planning to identify the amount of investment needed to build out MnDOT's bicycle system based on prioritization factors

Task 3.8: Bicycle Need Identification and Delivery

The successful responder will develop a clear and transparent process through which the extent of bicycle network needs are identified in the MnDOT Transportation Project Development Process (TPDP) (including the National Environmental Policy Act [NEPA] process) and corridor study process and how those needs can be addressed on and off the Trunk Highway.

Lead: The Successful Responder, supported by MnDOT's OTAT

- a. Leverage the Complete Streets Handbook to inform

The Successful Responder Deliverables:

- a. A technical memorandum detailing a clear and transparent process through which the extent of bicycle network needs are identified and addressed to be used by MnDOT Staff (e.g. planning and environmental documentation)

Task 3.9: Develop Policy Recommendations

In collaboration with MnDOT, the successful responder will analyze how MnDOT's policies (including but not limited to the Cost Participation Policy and Manual) impact decisions to invest in, operate, and maintain bicycling infrastructure on a project and system-wide level and make recommendations to better align MnDOT's policies with Minnesota's

State Transportation Goals, the Minnesota Go Vision, and the Statewide Multimodal Transportation Plan commitments.

Lead: The Successful Responder, supported by MnDOT OTAT & Districts, MnDOT State Aid

The Successful Responder's Deliverables:

- a. A technical memorandum analyzing how MnDOT's policies impact decisions to invest in, operate, and maintain bicycling infrastructure on a project and system-wide level and make recommendations to better align MnDOT's policies with Minnesota's State Transportation Goals, the Minnesota Go Vision, and the Statewide Multimodal Transportation Plan commitments.

Task 3.10: Develop Goals, Strategies, Actions, and Performance Measures

The successful responder will develop a list of goals, strategies, and actions to plan, program, and maintain the existing and future bicycling network along and across the MnDOT Trunk Highway system. Recommend performance/progress measures for MnDOT to track success against the Plan's goals, strategies, and actions over the 20-year planning horizon.

Lead: The Successful Responder, supported by MnDOT's OTAT & OTSM

The Successful Responder's Deliverables:

- a. A list of goals, strategies, and actions to plan, program, and maintain the existing and future bicycling network along and across the MnDOT Trunk Highway system and recommended performance measures to track progress

Task 3.11: Conduct Environmental Justice Analysis

The successful responder will conduct an Environmental Justice analysis of the draft plan recommendations developed in the above components of Task 3.

Lead: The Successful Responder, supported by MnDOT's OTAT

The Successful Responder's Deliverables:

- a. Draft environmental justice analysis. The analysis must:
 - i. Identify the location of environmental justice communities. This can include tables, maps, or other analysis that show the environmental justice populations in comparison to other populations in the state.
 - ii. Discuss potential positive and negative impacts of plan recommendations on environmental justice communities
 - iii. Discuss any mitigation activities that may be undertaken to avoid and reduce disparate impacts on environmental justice communities
 - iv. Discuss the public outreach activities that were used to ensure environmental justice communities had opportunities to participate throughout the plan development process

Task 4: Statewide Bicycle+ System Plan Production and Approval

Task 4.1: Document Production

In coordination with MnDOT staff, the successful responder will compile engagement results in Task 2 and planning activities and recommendations completed through Task 3 into a cohesive, plain-language, ADA-accessible document that adheres the Minnesota GO Family of Plans brand guidelines.

Lead: The Successful Responder

The Successful Responder's Deliverables:

- a. Draft plan document

Task 4.2: Executive Summary

The successful responder will draft and publish an executive summary of the plan. This document should be concise and easy to read while summarizing the plan and recommendations. The document will also be published in multiple languages for broader accessibility.

Lead: The Successful Responder

The Successful Responder's Deliverables:

- a. Draft executive summary document

Task 4.3: Document Review

The draft and final plan and executive summary will first be approved by the PMT, PAC, DAC, and DiBiPAC. The plan will then follow the appropriate review process from the Planning Managers Group (PMG), MnDOT Leadership, MnDOT District Planners, and others. Consulting the Plan Development Guidelines will provide specific direction.

Lead: The Successful Responder, supported by MnDOT's OTAT

The Successful Responder's Deliverables:

- a. A schedule for the draft plan document review process and related activities

Task 4.4: Public Review

The successful responder will conduct one round of public feedback to review the draft plan. The comments received from the public will be compiled by the successful responder and presented to the PAC for review. The PAC will work collaboratively to develop responses to the comments. Based on the direction from the PAC the plan will be revised if necessary.

Lead: The Successful Responder, supported by MnDOT's OTAT

The Successful Responder's Deliverables:

- a. Memo on public review including but not limited to schedule, compilation of comments received, responses, and recommended edits to the plan

Task 4.5: Response to Comments

The successful responder will track all comments received and provide written responses for all comments, and compile all comments into one summary document.

Lead: The Successful Responder, supported by MnDOT's OTAT

The Successful Responder's Deliverables:

- a. A response to the comments document

Task 4.6: Final Document Edits

The successful responder will edit the draft plan document as needed to address comments.

Lead: The Successful Responder

The Successful Responder's Deliverables:

- a. Final plan document

Task 5: Statewide Bicycle+ System Plan Capacity Building Resources

Task 5.1: Develop Quick-Reference Materials

The successful responder will develop a set of accessible and concise quick-reference materials that can be used by MnDOT staff to reference plan guidance throughout all stages of the MnDOT TPDP and other identified processes.

Lead: The Successful Responder, supported by MnDOT's OTAT

The Successful Responder's Deliverables:

- a. A set of accessible and concise quick reference materials

Task 5.2: Develop Workshop Curriculum

The successful responder will develop a curriculum for a virtual and in-person workshop geared towards MnDOT staff that will cover the guidance provided by the Statewide Bicycle+ System Plan. The successful responder will include high-level plan 20-min summary presentations that can be universally shared within and outside the agency.

Lead: The Successful Responder, supported by MnDOT's OTAT

The Successful Responder Deliverables:

- a. A curriculum for a virtual and in-person workshop and a high-level plan 20-min summary presentation

Task 5.3: Develop Project and Corridor Study Public Engagement Resources

The successful responder will develop public engagement resources focused on making places better for bicycling to be used by planners, engagement coordinators, and project managers for both transportation project development and corridor study process.

Lead: The Successful Responder, supported by MnDOT's OTAT and Districts

The Successful Responder's Deliverables:

- a. Public engagement resources

Task 5.4: Host Training Workshops

The successful responder will host 6 workshops (2 virtual, 4 in-person in 4 different MnDOT Districts) of the training referenced in Task 5.2 with MnDOT staff, gather feedback, and make changes to the curriculum as highlighted by workshop evaluations.

Lead: The Successful Responder

The Successful Responder's Deliverables:

- a. Host 6 workshop occurrences (2 virtual, 4 in-person)

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