

Subject Active transportation

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Overview

This bill governs active transportation policy and finance.

Article 1: Active Transportation Finance

This article contains fiscal provisions and provides for active transportation funding.

Section	Description
1	<p>[Adds § 168.1285] Pedal Minnesota Plates.</p> <p>Establishes a new Pedal Minnesota special plate. Sets requirements for eligibility, plate design, and transfer of plates, and provides exemptions from new plate applications. Requires an annual \$20 donation and allocates the funds to the active transportation account.</p>
2	<p>Funding requirement.</p> <p>Revises a calculation for the minimum amount that the Minnesota Department of Transportation (MnDOT) must annually allocate from federal funds to transportation alternatives projects (e.g., bicycle, pedestrian, and trail-related work).</p>
3	<p>Deposit of revenues.</p> <p>Redirects state general sales tax revenue from bicycle parts and maintenance, to go to the active transportation program.</p>
4	<p>Active transportation funding.</p> <p>Directs the Metropolitan Council to annually allocate at least ten percent of revenue if it imposes a sales tax (which is not authorized in the bill).</p>
5	<p>Safe routes to school; appropriation and bond sale authorization.</p> <p>Authorizes \$3 million in general obligation (G.O.) bonds and appropriates the proceeds for the safe routes to school program.</p>

Section	Description
6	Velodrome plans; appropriation. Appropriates \$250,000 from the General Fund for planning for a new velodrome.

Article 2: School-Related Active Transportation

This article contains provisions relating to transportation and schools.

Section	Description
1	Student training. Makes a conforming change.
2	[Adds § 123B.935] Active transportation safety training. Requires school districts to provide active transportation safety training for kindergarten through grade 8. Specifies training content and deadlines. Directs MnDOT to maintain model curriculum.
3	Speed zoning in school zone; surcharge. Permits any local road authority (e.g., a county or city) to set the speed limit on all roads that are within a school zone, regardless of whether the road authority has jurisdiction over the road. Eliminates mandatory consent of MnDOT for speed limit setting on affected trunk highways (and a traffic and engineering study is still required).
4	School-related speed limits. Provides authority for cities to set a speed limit on roads surrounding school speed zones and on designated safe routes to school corridors, regardless of which authority has jurisdiction over the road.
5	Use of funds. Directs the first \$500,000 from donations under the Pedal Minnesota special plate (established in article 1) to go to active transportation training curriculum.

Article 3: Electric-Assisted Bicycles

This article revises various aspects of electric-assisted bicycle (e-bike) regulations.

Section	Description
1	<p>Off-highway motorcycle.</p> <p>Establishes that electric-assisted bicycles are not included in the definition of “off-highway motorcycle” in the chapter of state statutes governing Department of Natural Resources regulation of vehicles operated off-road.</p>
2	<p>Off-road vehicle.</p> <p>Establishes that electric-assisted bicycles are not included in the definition of “off-road vehicle” in the chapter of state statutes governing Department of Natural Resources regulation of vehicles operated off-road.</p>
3	<p>All-terrain vehicle or vehicle.</p> <p>Establishes that electric-assisted bicycles are not included in the definition of “all-terrain vehicle” in the chapter of state statutes governing Department of Natural Resources regulation of vehicles operated off-road.</p>
4	<p>Motor vehicle.</p> <p>Clarifies that electric-assisted bicycles are not included in the definition of “motor vehicle” in the chapter of state statutes governing motor vehicle registration. Makes technical changes, to centralize a list of excluded vehicle types.</p>
5	<p>Class 1 electric-assisted bicycle.</p> <p>Creates a classification of electric-assisted bicycle, “class 1,” for e-bikes with a motor that only assists when the rider is pedaling and does not assist at speeds of 20 m.p.h. or higher.</p>
6	<p>Class 2 electric-assisted bicycle.</p> <p>Creates a classification of electric-assisted bicycle, “class 2,” for e-bikes with a motor that can assist when the rider is not pedaling and does not assist at speeds of 20 m.p.h. or higher.</p>
7	<p>Class 3 electric-assisted bicycle.</p> <p>Creates a classification of electric-assisted bicycle, “class 3,” for e-bikes with a motor that only assists when the rider is pedaling and does not assist at speeds of 28 m.p.h. or higher.</p>
8	<p>Electric-assisted bicycle.</p> <p>Revises the definition of electric-assisted bicycle, to reduce the maximum power capability of the motor (from 1,000 to 750 watts); require that the device fits the class 1, 2, or 3 category; and no longer reference federal regulations for motor vehicles (regulations for consumer products continue to apply).</p>

Section	Description
9	Motor vehicle. Clarifies that electric-assisted bicycles are not included in the definition of “motor vehicle” in the chapter of state statutes governing traffic regulation.
10	Riding rules. Removes a provision permitting e-bike operation on roads and trails, which is replaced by similar authorization in a separate subdivision (see the next section).
11	Electric-assisted bicycle; riding rules. Establishes revised operating rules specifically for electric-assisted bicycles, including to (1) generally allow operation on roads and trails where nonmotorized bicycles are permitted, and (2) provide for restriction or regulation by state and local authorities under some circumstances.
12	Electric-assisted bicycle; equipment. Sets equipment requirements on electric-assisted bikes. This includes requiring (1) e-bike labeling by the manufacturer (effective January 1, 2022); (2) updated labeling by a person who modifies the e-bike motor capabilities; (3) that the motor disengages when braking; and (4) that a class 3 e-bike has a speedometer.
13	Effective date. Makes the article effective August 1, 2021.

Article 4: Active Transportation Policy

This article has various provisions on bicycle and active transportation policy, including on state bicycle routes, MnDOT administration, and bicycle traffic laws.

Section	Description
1	Bikeway. Centralizes bicycle-related definitions.
2	Cooperation among agencies and governments. Directs MnDOT to provide bikeway design information and advice, as well as technical assistance to local government regarding bikeways and bicycle routes.

Section	Description
3	State bicycle routes. Requires consultation with the Active Transportation Advisory Committee (being established in the bill) regarding establishment of state bicycle routes.
4	Mississippi River Trail. Clarifies that the Mississippi River Trail is a state bicycle route.
5	Jim Oberstar Bikeway. Establishes a Jim Oberstar Bikeway as a state bicycle route, from St. Paul to the U.S. border in Cook County.
6	Bicycle lane. Establishes that bicycle lanes are part of the roadway (that is, the main traveled portion of a road) and not a shoulder (the contiguous portion of the road that is not traveled upon).
7	Bikeway. Broadens a definition of “bikeway” for the chapter of statutes on traffic regulations (which substantially matches the definition being centralized in section 1 of this article).
8	Narrow-width lane. Defines “narrow-width lane” for the chapter of statutes on traffic regulations.
9	Passing. Requires clearance when passing a bicycle that is at least three feet or half of the passing vehicle’s width, whichever is greater, unless passing in a separate lane. Makes technical changes, to modernize language.
10	Traffic laws apply. Clarifies that bicyclists operating on a shoulder have the same rights and duties as when operating on the road generally. Makes a technical change, to substantially reproduce language on sidewalk and crosswalk operating authority that is being moved from another subdivision in the statute.
11	Riding rules. Amends various operating rules for bicyclists. Allows a bicyclist to operate the bike away from the right-hand edge of the road as the person determines is safe. Permits bicyclists to proceed straight through an intersection from the left side of a dedicated right-hand turn lane. Eliminates a prohibition on impeding the normal and reasonable movement of traffic. Requires audible signaling when passing an individual or another bicycle on a bicycle lane or path. Makes technical changes,

Section	Description
	including to eliminate language that is being moved to another subdivision in the statute.
12	[Adds § 174.375] Active transportation advisory committee. Reinstates and revises an advisory committee (which that had expired). Renames it the Active Transportation Advisory Committee, specifies membership and tasks, directs MnDOT staffing support, provides for expenses, and sets an expiration of June 30, 2031.
13	Effective date. Explicitly makes the article effective August 1, 2021.
14	Revisor’s instruction. Provides technical direction to the Revisor of Statutes to make a conforming change to centralize bicycle-related definitions.



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