

Subject E-bikes and active transportation

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Overview

This bill makes various changes related to electric-assisted bicycles and other forms of active transportation, including to:

- modify electric-assisted bicycle categorization, regulations, and sales practices;
- ban citations for jaywalking in some circumstances;
- revise driver's education and knowledge exam requirements related to vulnerable road users (such as pedestrians and bicyclists);
- create a statutory default speed limit of 15 miles per hour in school zones; and
- direct the Minnesota Department of Transportation (MnDOT) to revise its complete streets policy and guidance with additional specification on: (1) road project analysis to support safety and mobility of vulnerable road users; (2) speed limit reduction analysis to support active transportation; and (3) consultation on active transportation network connections.

Summary

Section	Description
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| 1 | Electric-assisted bicycle.
Modifies the definition of an electric-assisted bicycle in the chapter of statutes governing traffic regulations, including to add a multiple mode electric-assisted bicycle. |
| 2 | Multiple mode electric-assisted bicycle.
Defines a "multiple mode electric-assisted bicycle" in the chapter of statutes governing traffic regulations, to be a type of e-bike that is capable of switching modes to operate as a class 1, class 2, or class 3 e-bike. |

Section	Description
3	<p>Vulnerable road user.</p> <p>Defines “vulnerable road user” in the chapter of statutes governing traffic regulations, to specify pedestrians and various individuals in vehicles, devices, and animals on or adjacent to the road.</p>
4	<p>Traffic-control signal.</p> <p>Prohibits a peace officer from stopping or issuing a citation to a pedestrian who violates restrictions on crossing the road against a red light or after a light turns yellow. Provides for exceptions involving unrelated offenses or if a vehicle is approaching in a way that creates a hazard of collision. Makes technical changes.</p>
5	<p>Pedestrian control signal.</p> <p>Prohibits a peace officer from stopping or issuing a citation to a pedestrian who violates restrictions on crossing the road against a “don’t walk” pedestrian signal. Provides for exceptions involving unrelated offenses or if a vehicle is approaching in a way that creates a hazard of collision. Makes technical changes.</p>
6	<p>Speed limits.</p> <p>Establishes a statutory default speed limit of 15 miles per hour in school zones, which applies when children are present. Sets requirements on erecting new speed limit signs in the course of normal sign replacement. Provides that the statutory limit does not override a speed limit previously set for a stretch of road (under other school zone or general speed limit adjustment authority).</p>
7	<p>Crossing between intersections.</p> <p>Prohibits a peace officer from stopping or issuing a citation to a pedestrian who violates restrictions on crossing the road mid-block of intersections that each have traffic-control signals. Provides for exceptions involving unrelated offenses or if a vehicle is approaching in a way that creates a hazard of collision.</p>
8	<p>Driver education; vulnerable road users.</p> <p>Broadens driver education curriculum rulemaking requirements of the Department of Public Safety to address additional considerations related to vulnerable road users.</p>
9	<p>Electric-assisted bicycle; equipment.</p> <p>Revises labeling and operating equipment and capability requirements for e-bikes, including to modify labeling to accommodate multiple mode electric-assisted bicycles.</p>

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10	<p>Driver’s manual; vulnerable road users.</p> <p>Broadens direction to the Department of Public Safety on information to include in the driver’s manual, to specify traffic laws related to vulnerable road users. Effective the day after enactment, for editions of the manual published after that date.</p>
11	<p>Examination subjects and locations; provisions for color blindness, disabled veterans.</p> <p>Broadens the driver knowledge exam to include testing on traffic laws related to vulnerable road users.</p>
12	<p>Definitions. (Complete streets)</p> <p>Defines a term in the complete streets statute, by cross reference.</p>
13	<p>Implementation. (Complete streets)</p> <p>Specifies additional elements that MnDOT must include in their complete streets policy, including methods to evaluate potential inclusion of active transportation facilities in a project.</p>
14	<p>Implementation guidance. (Complete streets)</p> <p>Directs MnDOT to maintain guidance on the department’s complete streets policy. Specifies analysis to incorporate in it, including on supporting safety and mobility of vulnerable road users.</p>
15	<p>[Adds § 325F.661] Sale of electric-assisted bicycles and powered cycles.</p> <p>Regulates sale and some advertising of electric-assisted bicycles and powered cycles (which are defined as electric motorized devices with less than four wheels and characteristics that prevent it from meeting any e-bike classification or allow it to be easily configured to no longer meet any e-bike classification).</p> <p>Subd. 1. Definitions. Defines terms.</p> <p>Subd. 2. Electric-assisted bicycle. Sets written disclosure requirements on sales of e-bikes, including to provide the device’s power, maximum speed, and type.</p> <p>Subd. 3. Powered cycle. Prohibits selling a powered cycle as an e-bike. Sets written disclosure requirements on sales and advertising of powered cycles, including to provide (1) the vehicle’s likely classification in state law, and (2) a specified statement on the status of the device.</p> <p>Subd. 4. Unlawful practices. Establishes that advertising or sale of a powered cycle as an electric-assisted bicycle is a deceptive trade practice.</p>

Section	Description
16	Revisor instruction. Makes a technical change, to centralize a provision on driver education rulemaking.



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