

Subject Bicycle and active transportation policy

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Overview

This bill makes a variety of policy changes related to bicycles and active transportation.

Article 1: Bill Dooley Bicycle Safety Act

This article names the act the “Bill Dooley Bicycle Safety Act.”

Article 2: School-Related Active Transportation

This article amends provisions on pupil transportation safety, to (1) require student training on safe active transportation (e.g., walking and biking); and (2) authorize local units of government to set speed limits that differ from the statutory defaults, in school speed zones, safe routes to school corridors, and specified areas near schools.

Section Description – Article 2: School-Related Active Transportation

- 1 Student training.**
Makes a conforming change.
- 2 [Adds § 123B.935] Active transportation safety training.**
Establishes requirements for school districts to provide active transportation safety training and directs the Minnesota Department of Transportation (MnDOT) to maintain training materials.
- 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. (A traffic and engineering study is still required.)

Section Description – Article 2: School-Related Active Transportation

4 School-related speed limits.

Authorizes cities to set a speed limit on roads in the area of school speed zones as well as along designated safe routes to school corridors, regardless of which authority has jurisdiction over the road. Sets a floor for the speed limit of at least 20 miles per hour.

Article 3: Active Transportation Policy

This article contains various policy provisions, including modifications related to state bikeway designations, revisions to bicycle operating rules, and re-establishment of an advisory committee.

Section Description – Article 3: Active Transportation Policy

1 Cooperation among agencies and governments.

Directs MnDOT to provide bikeway design information and advice, as well as technical assistance to local governments regarding bikeways and bicycle routes.

2 State bicycle routes.

Requires consultation with the Active Transportation Advisory Committee (being established in the bill) regarding establishment of state bicycle routes.

3 Mississippi River Trail.

Clarifies that the Mississippi River Trail is a state bicycle route.

4 Jim Oberstar Bikeway.

Establishes a Jim Oberstar Bikeway as a designated state bicycle route, from St. Paul to the U.S. border with Canada in Cook County.

5 Passing.

Requires clearance when passing a bicycle of the greater of three feet or half of the passing vehicle's width, unless passing in a separate lane. Makes technical changes, to modernize language.

6 Riding rules.

Amends various operating rules for bicyclists, including to permit bicyclists to proceed straight through an intersection from the left side of a dedicated right-hand turn lane.

Section Description – Article 3: Active Transportation Policy

7 Stopping requirements.

Paragraph (b) permits a bicycle operator, after slowing and under some circumstances, to proceed past a stop sign without stopping.

Paragraph (c) permits a bicycle operator, after slowing and under some circumstances, to (1) stop at a red traffic signal and then proceed through before the light turns green; or (2) make a turn at a red traffic signal without stopping.

8 [Adds § 174.375] Active Transportation Advisory Committee.

Reinstates and revises an advisory committee (which had expired in 2018). Renames it the Active Transportation Advisory Committee, specifies membership and tasks, directs MnDOT staffing support, provides for expenses, requires reporting, and sets an expiration of June 30, 2033. Effective the day after enactment.

9 Use of funds.

Establishes a \$500,000 annual set-aside of funds available under the active transportation program, for grants to develop and maintain transportation safety curriculum.

10 Effective date.

Makes the article effective August 1, 2023.

Article 4: Appropriations

This article contains a total of \$70 million in appropriations for the fiscal years 2024-25 biennium for programs administered by MnDOT.

Section Description – Article 4: Appropriations

1 Appropriation; safe routes to school program.

Appropriates \$10 million in each of fiscal years 2024 and 2025 for the safe routes to school program. Sets the base at \$10 million annually.

2 Appropriation; active transportation program.

Appropriates \$25 million in each of fiscal years 2024 and 2025 for the active transportation program. Sets the base at \$25 million annually.



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