

S.F. No. 912 – Bill Dooley Bicycle Safety Act

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Article 1 – Bill Dooley Bicycle Act

Section 1 [Title] states that this act may be cited as the “Bill Dooley Bicycle Safety Act.”

Article 2 – School-related Active Transportation

Section 1 [Student training] strikes language that allows schools to provide student safety education for bicycling and pedestrian safety. This is replaced by language in **section 2**.

Section 2 [Active transportation safety training] requires public school districts to provide age-appropriate active transportation safety training for students in kindergarten through eighth grade. Nonpublic schools may provide the same training. The commissioner of transportation must maintain a comprehensive collection of training safety materials.

Section 3 [Speed zoning in school zone; surcharge] allows a local road authority with jurisdiction over a street or highway within a school zone to establish a school speed limit on the street or highway within that zone, regardless of jurisdiction over the road. The requirement for the commissioner of transportation to consent to establishing a school speed limit is stricken.

Section 4 [School-related speed limits] allows a city to establish speed limits for any road in the city if the road is near a school or part of a safe routes to school corridor.

Article 3 – Active Transportation Policy

Section 1 [Cooperation among agencies and governments] requires the active transportation advisory committee to provide information and advice for the bikeway designation guidelines. The commissioner of transportation must provide technical assistance to local governments related to

planning and developing bikeways, connecting state bicycle routes, and implementing statewide bicycle plans.

Section 2 [State bicycle route] requires the active transportation advisory committee to participate in the identification of state bicycle routes.

Section 3 [Mississippi River Trail] designates the existing Mississippi River Trail bikeway as a state bicycle route.

Section 4 [Jim Oberstar Bikeway] establishes the Jim Oberstar Bikeway as a state bicycle route. The route starts in St. Paul and ends on Minnesota's boundary with Canada in the northeast part of the state.

Section 5 [Passing] requires that a driver of a vehicle passing a bicycle on a road must maintain a distance of at least three feet or half the width of a vehicle or completely enter another lane of the roadway. Makes technical changes to improve readability.

Section 6 [Riding rules] requires a bicyclist on a road to ride as close to the right-hand curb or edge of the road as the bicyclist deems safe. Exceptions are provided. A bicyclist must give an audible signal before passing another bicycle or individual. Allows a bicyclist to cross an intersection from the left side of a dedicated right turn lane. Makes technical changes to improve readability.

Section 7 [Stopping requirements] requires a bicyclist approaching a stop sign to slow down when approaching the intersection. If there is not a vehicle in the vicinity, the bicyclist is not required to come to a complete stop. A bicyclist approaching a red traffic light must slow down when approaching the intersection. If there is not a vehicle in the vicinity the bicyclist may make a turn without stopping. Otherwise the bicyclist must come to a complete stop but may proceed through the red light.

Section 8 [Active transportation advisor committee] requires the commissioner of transportation to establish an active transportation advisory committee. The committee must make recommendations to the commissioner on the safe routes to school program, bicycling, pedestrian activities, and other forms of nonmotorized transportation. The commission is comprised of public members, various state agency commissioners, and others. The committee must submit an annual report to the commissioner of transportation.

Section 9 [Use of funds] requires that \$500,000 of the active transportation grants are for active transportation safety curriculum.

Article 4 – Appropriations

Section 1 [Appropriation; Safe Routes to School program] appropriates \$10,000,000 each in fiscal years 2024 and 2025 from the general fund to the commissioner of transportation for the safe routes to school program. \$10,000,000 is added to the annual base.

Section 2 [Appropriation; Active Transportation Program] appropriates \$25,000,000 each in fiscal years 2024 and 2025 from the general fund to the commissioner of transportation for the active transportation program. The appropriation is available until June 30, 2027. The annual base for this activity is \$25,000,000.