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S.F. No. 3993 - Active transportation, vulnerable road users, and electric-assisted bicycle provisions (as proposed to be amended by SCS3993A-6 amendment)

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S.F. 3993 amends a variety of provisions relating to electric-assisted bicycles (“e-bikes”) and creates new guidance and requirements around vulnerable road users and other methods of active transportation.

Section 1 amends the definition of electric-assisted bicycle in the traffic regulations chapter of law to add a multiple mode electric-assisted bicycle.

Section 2 defines a multiple mode electric-assisted bicycle as an e-bike that is capable of switching between modes to operate as a class 1, class 2, or class 3 e-bike.

Section 3 defines the term ‘vulnerable road user’ in the chapter of law governing traffic regulations to specify pedestrians and individuals in certain vehicles, devices, and animals on or adjacent to the road.

Section 4 requires driver’s education curriculum requirements to address vulnerable road users.

Section 5 makes a conforming change to the electric-assisted bicycle riding rules to add a reference to multiple mode electric-assisted bicycles.

Section 6 amends labeling requirements for e-bikes, including modifying labeling to accommodate multiple mode electric-assisted bicycles. Prohibits modification of an electric-assisted bicycle so that it no longer meets the requirements of the applicable class. Prohibits a multiple-mode electric-assisted bicycle from being capable of exceeding 20 miles per hour on motor power alone when the throttle is engaged.

Section 7 requires the driver’s manual published by DVS to include information on vulnerable road users.

Section 8 expands the driver’s written examination to include testing on traffic laws that relate to vulnerable road users.

Section 9 adds the definition of “vulnerable road users” to the definition section of the complete streets policy in statute.

Section 10 requires MnDOT to incorporate additional elements into their complete streets policy including methods to evaluate the inclusion of active transportation facilities in a project.

Section 11 requires MnDOT to maintain complete street policy guidance and specifies what must be include in an analysis framework for projects to incorporate different road user contexts and analyze potential speed limit reductions and roadway design modifications for safety and active transportation purposes.

Section 12 creates new regulations for the sale and advertising of electric-assisted bicycles and the newly-created powered cycles.

Subdivision 1 provides definitions.

Of note, a powered cycle is defined as a vehicle with an electric motor, fewer than four wheels, and (1) does not meet the requirements of an e-bike as sold due to modifications made by any person or (2) is designed, manufactured, or intended by a manufacturer or seller to be readily modified so to not meet the requirements of an e-bike.

Subdivision 2 establishes written disclosure requirements on the sale of electric-assisted bicycles, including to provide the e-bike’s power, maximum speed, and type.

Subdivision 3 prohibits the sale of a powered cycle as an e-bike. Institutes written disclosure requirements on the sale and advertising of powered cycles, including its classification under state law and its status as a motor vehicle.

Subdivision 4 designates the advertising or sale of a powered cycle as an e-bike is a deceptive trade practice.

Sections 13 and 14 appropriates money for complete streets implementation training. **Section 13** amends the fiscal year 2025 transfer to the active transportation account from the general fund. **Section 14** appropriates money from the general fund to the commissioner of transportation for complete streets implementation training in the same amount of the transfer specified in **section 13**.

Section 15 is a Revisor’s instruction.