

1.1 Senator moves to amend the delete-everything amendment (SCS5284A-3)
1.2 to S.F. No. 5284 as follows:

1.3 Page 6, delete lines 25 to 30 and insert:

1.4 "\$100,000 in fiscal year 2025 is appropriated
1.5 from the motorcycle safety account in the
1.6 special revenue fund to the commissioner of
1.7 public safety for the Office of Traffic Safety
1.8 to conduct a study on motorcycle lane splitting
1.9 and lane filtering, in consultation with the
1.10 Advisory Council on Traffic Safety."

1.11 Page 55, delete section 55

1.12 Page 103, after line 1, insert:

1.13 "Sec. 122. **ADVISORY COUNCIL ON TRAFFIC SAFETY; MOTORCYCLE LANE**
1.14 **SAFETY STUDY.**

1.15 (a) For purposes of this section:

1.16 (1) "lane splitting" means the practice of riding a motorcycle between clearly marked
1.17 lanes for traffic traveling in the same direction;

1.18 (2) "lane filtering" means the practice of riding a motorcycle between stopped or slowed
1.19 motor vehicle traffic; and

1.20 (3) "staff" means those legislative employees who are identified in any of the following
1.21 roles for the legislative committees: committee administrator, committee legislative assistant,
1.22 caucus research, fiscal analysis, counsel, or nonpartisan research.

1.23 (b) By October 1, 2025, the Advisory Council on Traffic Safety under Minnesota Statutes,
1.24 section 4.076, must study and make recommendations on whether to amend motorcycle
1.25 operation rules in Minnesota Statutes, section 169.974, subdivision 5, and analyze the safety
1.26 of riding a motorcycle between clearly marked lanes. The study must include the following
1.27 aspects of motorcycle riding:

1.28 (1) an analysis of the safety implications of lane splitting or lane filtering for motorcycle
1.29 riders;

1.30 (2) an analysis on traffic safety for other road users;

1.31 (3) its effectiveness in reducing traffic congestion;

- 2.1 (4) a comparison of other states' laws on permitting lane splitting or filtering;
- 2.2 (5) public perception, awareness, or attitude toward lane splitting or lane filtering;
- 2.3 (6) suggested changes to road design or signage to improve visibility of motorcycles
- 2.4 when lane splitting or lane filtering; and
- 2.5 (7) any other recommendations or potential legislative changes to Minnesota Statutes,
- 2.6 section 169.974, subdivision 5.
- 2.7 (c) In preparing the study, the Advisory Council on Traffic Safety must consult with
- 2.8 motorcycle safety experts, traffic engineering experts, the State Patrol and local law
- 2.9 enforcement, and representatives from motorcycle rider organizations.
- 2.10 (d) The Advisory Council on Traffic Safety must submit the study in a report to the
- 2.11 chairs, ranking minority members, and staff of the legislative committees with jurisdiction
- 2.12 over transportation finance and policy. The report must include whether any legislative
- 2.13 changes are needed to ensure the safe operation of motorcycles on Minnesota roadways and
- 2.14 detail the efforts to educate the driving public about lane splitting and lane filtering.
- 2.15 (e) The study expires upon submission of the report to the legislature.
- 2.16 **EFFECTIVE DATE.** This section is effective the day following final enactment."
- 2.17 Page 115, delete section 130
- 2.18 Renumber the sections in sequence and correct the internal references