SENATE
COUNSEL, RESEARCH, & FISCAL ANALYSIS

BILL SUMMARY

# S.F. No. 3236 – Requiring helmets for operators of electric-assisted bicycles (as proposed to be modified by the A-9 amendment)

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**Section 1 [Micromobility device]** limits micromobility devices to a maximum speed of 20 miles per hour and a maximum unloaded weight of 100 pounds, and removes motorized bicycles from the definition of micromobility devices.

**Section 2 [Motorcycle]** modifies the definition of motorcycle to expressly include vehicles with a seat and not more than three wheels and an electric or liquid or fuel motor. Section 20 also expressly includes a bicycle or other vehicle that satisfies the definition of motorcycle if it has an electric motor of at least 1,500 watts, or if it is capable of being propelled by a motor in excess of 30 miles per hour on flat ground. Section 20 also excludes a motorized foot scooter from the definition of motorcycle.

**Section 3 [Motorized bicycle]** modifies the definition of motorized bicycle to include certain two wheeled motorized vehicles that do not have pedals, and to include those with electric motors of between 750 and 1,500 watts. Under current law, motorized bicycles must have operable pedals, and the power of the electric motor is not specified.

**Section 4 [Application to persons, places, vehicles]** prohibits operating a vehicle on the public roads of Minnesota unless, at the time of operation, the vehicle satisfies the definition of one of the vehicles defined in section 169.011, and clarifies that satisfying the broad definition of "vehicle" in section 169.011 is not sufficient.

**Section 5 [Officer to report accident to commissioner]** requires peace officers to report accidents involving an electric-assisted or motorized bicycle that result in a fatality, bodily injury that requires immediate medical treatment, disabling damage to one or more vehicles, or damage to fixtures or property alongside a highway.

**Section 6 [Traffic laws apply]** makes technical changes.

**Section 7 [Electric-assisted bicycle; riding rules]** requires a person under the age of 18 to wear a helmet when operating an electric-assisted bicycle.

**Section 8 [Electric-assisted bicycle; equipment]** requires a person who modifies an electric-assisted bicycle such that it satisfies the definition of motorized bicycle to re-label it as a motorized-bicycle.

**Section 9 [Motorized bicycle]** prohibits operation of a motorized bicycle on shared use paths, bicycle paths, and bicycle lanes intended for non-motorized use. Section 28 also requires manufacturers to affix a label to a motorized bicycle that contains the top assisted speed and motor wattage and requires a motorized bicycle's electric motor to be certified as complying with certain engineering and safety standards.

**Section 10 [Motorized bicycle safety coordinator]** establishes a motorized bicycle safety coordinator position in the Department of Public Safety, Office of Traffic Safety, and defines the coordinator's responsibilities, including educating the public and law enforcement officers about laws governing electric-assisted bicycles, motorized bicycles, motorized foot scooters, micromobility devices, and motorcycles.

**Section 11 [Electric safety standards]** requires manufacturers of motorcycles powered by an electric motor to certify that they comply with certain engineering and safety standards.

**Section 12 [Public education campaign; electric-assisted and motorized bicycle safety]** requires DPS to implement a statewide information campaign regarding the safe and lawful operation of electric-assisted and motorized bicycles.

**Section 13 [Appropriations; Department of Public Safety]** appropriates money to the Department of Public Safety:

- $121,000 in FY27 from the active transportation account in the special revenue fund for a motorized bicycle safety coordinator;
- $200,000 one-time in FY27 from the active transportation account for a public education campaign for electric-assisted and motorized bicycle safety;
- $26,000 one-time in FY27 to update the statewide crash reporting system to support the change in section 5; and
- $2,000 one-time in FY27 to update the driver's manual related to requiring helmets for electric-assisted bicycle riders under 18.