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State of Minnesota

HOUSE OF REPRESENTATIVES

NINETY-FIRST SESSION

H. F. No. **1568**

02/21/2019 Authored by Youakim and Runbeck

The bill was read for the first time and referred to the Transportation Finance and Policy Division

03/14/2019 Adoption of Report: Amended and re-referred to the Public Safety and Criminal Justice Reform Finance and Policy Division

1.1 A bill for an act

1.2 relating to transportation; subjecting light rail transit operators to the reckless or
1.3 careless driving law; requiring light rail transit safety features study; requiring a
1.4 report; amending Minnesota Statutes 2018, sections 169.13, subdivisions 1, 2;
1.5 473.4056, subdivision 2.

1.6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.7 Section 1. Minnesota Statutes 2018, section 169.13, subdivision 1, is amended to read:

1.8 Subdivision 1. **Reckless driving.** (a) A person who drives a motor vehicle or light rail
1.9 transit vehicle while aware of and consciously disregarding a substantial and unjustifiable
1.10 risk that the driving may result in harm to another or another's property is guilty of reckless
1.11 driving. The risk must be of such a nature and degree that disregard of it constitutes a
1.12 significant deviation from the standard of conduct that a reasonable person would observe
1.13 in the situation.

1.14 (b) A person shall not race any vehicle upon any street or highway of this state. Any
1.15 person who willfully compares or contests relative speeds by operating one or more vehicles
1.16 is guilty of racing, which constitutes reckless driving, whether or not the speed contested
1.17 or compared is in excess of the maximum speed prescribed by law.

1.18 (c) A person who violates paragraph (a) or (b) is guilty of a misdemeanor. A person who
1.19 violates paragraph (a) or (b) and causes great bodily harm or death to another is guilty of a
1.20 gross misdemeanor.

1.21 (d) For purposes of this section, "great bodily harm" has the meaning given in section
1.22 609.02, subdivision 8.

2.1 Sec. 2. Minnesota Statutes 2018, section 169.13, subdivision 2, is amended to read:

2.2 Subd. 2. **Careless driving.** (a) Any person who operates or halts any vehicle upon any
2.3 street or highway carelessly or heedlessly in disregard of the rights of others, or in a manner
2.4 that endangers or is likely to endanger any property or any person, including the driver or
2.5 passengers of the vehicle, is guilty of a misdemeanor.

2.6 (b) Any person who operates or halts a light rail transit vehicle carelessly or heedlessly
2.7 in disregard of the rights of others, or in a manner that endangers or is likely to endanger
2.8 any property or any person, including the operator or passengers on the light rail transit
2.9 vehicle, is guilty of a misdemeanor.

2.10 Sec. 3. Minnesota Statutes 2018, section 473.4056, subdivision 2, is amended to read:

2.11 Subd. 2. **Minimum standards.** Standards adopted under this section must include, but
2.12 are not limited to:

2.13 (1) two dedicated spaces for wheelchair users in each car;

2.14 (2) seating for a companion adjacent to at least two wheelchair-dedicated spaces; ~~and~~

2.15 (3) further specifications that meet or exceed the standards established in the Americans
2.16 with Disabilities Act; and

2.17 (4) a camera that is capable of recording the light rail transit vehicle operator and the
2.18 interior of the vehicle in the vicinity of the operator.

2.19 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
2.20 final enactment and applies for light rail transit vehicles procured on and after August 1,
2.21 2018. This section applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
2.22 Scott, and Washington.

2.23 Sec. 4. **LIGHT RAIL TRANSIT SAFETY FEATURES STUDY.**

2.24 By November 15, 2019, the Metropolitan Council must submit a report on light rail
2.25 transit safety features to the members and staff of the legislative committees with jurisdiction
2.26 over transportation policy and finance. At a minimum, the report must:

2.27 (1) evaluate additional safety features that are not currently incorporated into design and
2.28 specifications of the Southwest light rail transit (green line extension) project, including
2.29 review of:

2.30 (i) equipment and features of light rail transit vehicles; and

3.1 (ii) infrastructure related to the interaction of light rail transit vehicles with motor vehicles,
3.2 nonmotorized traffic, and pedestrians; and

3.3 (2) based on the evaluation under clause (1), identify changes incorporated into or
3.4 proposed for the Southwest light rail transit project.

3.5 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
3.6 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
3.7 Scott, and Washington.