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State of Minnesota  
HOUSE OF REPRESENTATIVES

EIGHTY-EIGHTH SESSION

H. F. No. 530

02/13/2013 Authored by Kahn, Hornstein, Hausman, Falk and Allen  
The bill was read for the first time and referred to the Committee on Transportation Policy

1.1 A bill for an act  
1.2 relating to public safety; traffic regulations; prohibiting motor vehicles from  
1.3 driving in designated bicycle lanes except under certain conditions; requiring  
1.4 that drivers yield to bicycles before crossing a bicycle lane in order to turn;  
1.5 amending Minnesota Statutes 2012, sections 169.18, subdivisions 4, 7; 169.19,  
1.6 subdivision 1.

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

1.8 Section 1. Minnesota Statutes 2012, section 169.18, subdivision 4, is amended to read:

1.9 Subd. 4. **Passing on the right.** The driver of a vehicle may overtake and pass upon  
1.10 the right of another vehicle only upon the following conditions:

1.11 (1) when the vehicle overtaken is making or about to make a left turn;

1.12 (2) upon a street or highway with unobstructed pavement not occupied by parked  
1.13 vehicles of sufficient width for two or more lines of moving vehicles in each direction;

1.14 (3) upon a one-way street, or upon any roadway on which traffic is restricted to one  
1.15 direction of movement, where the roadway is free from obstructions and of sufficient  
1.16 width for two or more lines of moving vehicles;

1.17 (4) when the driver of a vehicle may overtake and pass another vehicle upon the  
1.18 right only under conditions permitting such movement in safety. In no event shall such  
1.19 movement be made by driving in a bicycle lane or onto the shoulder, whether paved or  
1.20 unpaved, or off the pavement or main-traveled portion of the roadway.

1.21 Sec. 2. Minnesota Statutes 2012, section 169.18, subdivision 7, is amended to read:

1.22 Subd. 7. **Laned highway.** When any roadway has been divided into two or more  
1.23 clearly marked lanes for traffic, the following rules, in addition to all others consistent  
1.24 herewith, shall apply:

2.1 (a) A vehicle shall be driven as nearly as practicable entirely within a single lane  
2.2 and shall not be moved from such lane until the driver has first ascertained that such  
2.3 movement can be made with safety.

2.4 (b) Upon a roadway which is not a one-way roadway and which is divided into three  
2.5 lanes, a vehicle shall not be driven in the center lane except when overtaking and passing  
2.6 another vehicle where the roadway is clearly visible and such center lane is clear of traffic  
2.7 within a safe distance, or in preparation for a left turn or where such center lane is at the  
2.8 time allocated exclusively to traffic moving in the direction the vehicle is proceeding, and  
2.9 is signposted to give notice of such allocation. The left lane of a three-lane roadway which  
2.10 is not a one-way roadway shall not be used for overtaking and passing another vehicle.

2.11 (c) Official signs may be erected directing slow-moving traffic to use a designated  
2.12 lane or allocating specified lanes to traffic moving in the same direction, and drivers of  
2.13 vehicles shall obey the directions of every such sign.

2.14 (d) Whenever a bicycle lane has been established on a roadway, any person  
2.15 operating a motor vehicle on such roadway shall not drive in the bicycle lane except to  
2.16 perform parking maneuvers in order to park where parking is permitted, to enter or leave  
2.17 the highway, or to prepare for a turn as provided in section 169.19, subdivision 1.

2.18 Sec. 3. Minnesota Statutes 2012, section 169.19, subdivision 1, is amended to read:

2.19 Subdivision 1. **Turning at intersection.** The driver of a vehicle intending to turn  
2.20 at an intersection shall do so as follows:

2.21 (a) Both the approach for a right turn and a right turn shall be made as close as  
2.22 practicable to the right-hand curb or edge of the roadway.

2.23 (b) Approach for a left turn on other than one-way roadways shall be made in that  
2.24 portion of the right half of the roadway nearest the centerline thereof, and after entering  
2.25 the intersection the left turn shall be made so as to leave the intersection to the right of the  
2.26 centerline of the roadway being entered. Whenever practicable the left turn shall be made  
2.27 in that portion of the intersection to the left of the center of the intersection.

2.28 (c) Approach for a left turn from a two-way roadway into a one-way roadway shall  
2.29 be made in that portion of the right half of the roadway nearest the centerline thereof and  
2.30 by passing to the right of such centerline where it enters the intersection.

2.31 (d) A left turn from a one-way roadway into a two-way roadway shall be made  
2.32 from the left-hand lane and by passing to the right of the centerline of the roadway being  
2.33 entered upon leaving the intersection.

2.34 (e) Where both streets or roadways are one way, both the approach for a left turn and  
2.35 a left turn shall be made as close as practicable to the left-hand curb or edge of the roadway.

3.1 (f) Local authorities in their respective jurisdictions may cause markers, buttons, or  
3.2 signs to be placed within or adjacent to intersections and thereby require and direct that a  
3.3 different course from that specified in this section be traveled by vehicles turning at an  
3.4 intersection, and when markers, buttons, or signs are so placed no driver of a vehicle shall  
3.5 turn a vehicle at an intersection other than as directed and required by such markers,  
3.6 buttons, or signs.

3.7 (g) Whenever it is necessary for the driver of a motor vehicle to cross a bicycle  
3.8 lane adjacent to the driver's lane of travel to make a turn, the driver shall first signal the  
3.9 movement, then drive the motor vehicle into the bicycle lane prior to making the turn,  
3.10 and shall make the turn, but only after it is safe to do so. The driver shall then make the  
3.11 turn consistent with any traffic markers, buttons, or signs, yielding the right-of-way to any  
3.12 vehicles or bicycles approaching so close thereto as to constitute an immediate hazard.