

**CONFIDENTIAL**  
**LEGISLATIVE BILL REVIEW FORM: 2016**

Bill Number: H.511 Name of Bill: Motor Vehicles; town highways; speed limits

Agency/Dept: VSP Author of Bill Sgt. Aimee Nolan  
Review: \_\_\_\_\_

Date of Bill Review: 1/21/2016 Related Bills and Key Players: Representative Fagan – Rutland

Status of Bill: (check one)

Upon Introduction       As passed by 1<sup>st</sup> body       As passed by both bodies

Recommended Position:

Support       Oppose       Remain Neutral       Support with modifications identified in # 8 below

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**Analysis of Bill**

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**1. Summary of bill and issue it addresses.**

This bill proposes to eliminate the requirement for a municipality to conduct a traffic and engineering investigation in order to set speed limits which abut residential property.

**2. Is there a need for this bill?**

This proposed bill attempts to clarify the existing wording of Title 23 VSA 1007, and adds only one section regarding town highway segments which abut residential property. The proposed changes seem to do little to clarify the wording of this law; and to completely eliminate traffic and engineering studies because sections of roadways are deemed "residential" does not seem reasonable.

**3. What are likely to be the fiscal and programmatic implications of this bill for this Department?**

This bill would not affect the Vermont State Police fiscally as this is for local speed limits, and only municipalities would be affected. It can be argued that the Vermont State Police would be programmaticly affected by this bill, in that VSP provides coverage for the majority of the land mass of the State of Vermont (any towns or cities which do not have their own law enforcement) and VSP would be expected to enforce the speed limits set by the municipalities without the research (traffic and engineering investigations) behind them.

**4. What might be the fiscal and programmatic implications of this bill for other departments in state government, and what is likely to be their perspective on it?**

This bill would have low implications on other state government departments, as this is for local speed limits, and only municipalities would be affected.

**5. What might be the fiscal and programmatic implications of this bill for others, and what is likely to be their perspective on it?**

Fiscal implications for this bill would fall upon the municipalities to properly sign new speed zones, and also to enforce them. Since there are systems in place via the Vermont Agency of Transportation, to assist any towns which lack the technical ability and resources to conduct engineering studies, it seems that removing the necessity of traffic studies is unreasonable, and perhaps, attempts by municipalities to more easily deal with

taxpayer and resident complaints about speeders.

**6. Other Stakeholders:**

**6.1 Who else is likely to support the proposal and why?**

Municipalities

**6.2 Who else is likely to oppose the proposal and why?**

VTRANS – It is unlikely that VTRANS would support removing the requirement for traffic and engineering investigations, as the purpose of the investigations is to promote safe and efficient movement of traffic.

**7. Rationale for recommendation:**

The rationale for this bill being opposed, is based primarily on the fact that the change to the law is minor and does not seem to clarify definitions of “residential” or “neighborhood character”.

Furthermore, allowing municipalities to set speed limits and make changes without conducting traffic engineering studies seems to be irresponsible, and perhaps setting up municipalities to be caught in a struggle between drivers and residents of the roadways.

**8. Specific modifications that would be needed to recommend support of this bill.**

Clarification of definitions and removal of proposed exception (2) (A).

**9. Will this bill create a new board or commission AND/OR add or remove appointees to an existing one?**

If so, which one and how many?

Unknown

Secretary/Commissioner has reviewed this document



Date: 01/29/16