

CONFIDENTIAL
LEGISLATIVE BILL REVIEW FORM: 2015

Bill Number: H.383 **Name of Bill:** Motor vehicles; passing

Agency/Dept: Vermont State Police **Author of Bill Review:** Lt. Garry Scott

Date of Bill Review: 03-12-2015 **Related Bills and Key Players:** VTrans, Local Motion, Farming and logging

Status of Bill: (check one)

☒ **Upon Introduction** ☐ **As passed by 1st body** ☐ **As passed by both bodies**

Recommended Position:

☐ **Support** ☒ **Oppose** ☐ **Remain Neutral** ☐ **Support with modifications identified in # 8 below**

Analysis of Bill

1. Summary of bill and issue it addresses.

This bill proposes to prohibit drivers from crossing double yellow lines on Vermont highways.

2. Is there a need for this bill?

No. Vermont has numerous farms throughout the state and the farming equipment uses the roadway infrastructure system frequently. Vermont also relies on the logging industry and Vermont is also in the process of developing bicycle lanes. This law would create numerous problems for Law Enforcement and the motoring public. These slow moving vehicles back traffic up unnecessarily by not allowing traffic to pass. Vehicle would also not be able to pass bicycles due to the width of most of Vermont's roads. Passing on all class II town highways will be illegal under all circumstances. Unless.... VTrans were to drive all class II town highways and set up passing zones where appropriate. This is not possible with current staffing levels.

Vermont has been installing center line rumble stripes throughout the state which has dramatically reduced the number of offset head-on collisions. This Bill is not needed.

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

The State Police would be dealing with motor vehicle complaints continuously of vehicles crossing over the double yellow lines. This would very difficult to enforce. The current law is working.

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?

VTrans would be required to set up passing zones where appropriate and advise that with their current staffing levels that would not be possible.

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

The one thing that does reconcile with this law is the MUTCD language. MUTCD language presumes or implies that passing is not allowed on double yellow centerlines. Our current laws does not follow that.

6. Other Stakeholders:

Please return this bill review as a Microsoft Word or PDF document to laura.gray@state.vt.us and Jessica.mishaan@state.vt.us

6.1 Who else is likely to support the proposal and why? Manual on Unified Traffic Control Devices

The one thing that this Bill does reconcile with this law is the MUTCD language. MUTCD language presumes or implies that passing is not allowed on double yellow centerlines. Our current laws does not follow that.

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

VTrans

7. Rationale for recommendation:

As mentioned to above, Vermont's infrastructure is not designed to support this Bill. There are numerous slow moving vehicles that travel on Vermont's roadways every day. For example, farmers use tractors to travel from field to field. This Bill would cripple traffic in most communities not allowing traffic to pass a slow moving vehicle. Traffic would not be able to pass bicycles as most roads are less than 24 feet wide. VTrans does not have the staffing to support the changes required to implement this Bill. There would be enormous costs associated with re-signing most of Vermont's roads.

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

None.

9. Gubernatorial appointments to board or commission? No

Secretary/Commissioner has reviewed this document



Date: 4/30/15