

TRAFFIC CODE AMENDMENTS

2008 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: James A. Dunnigan

Senate Sponsor: Scott K. Jenkins

LONG TITLE

General Description:

This bill modifies the Traffic Code by amending provisions relating to the operation of a motor vehicle.

Highlighted Provisions:

This bill:

- ▶ authorizes the Department of Transportation to establish a posted speed limit that exceeds 75 miles per hour if the speed limit is based on a traffic engineering and safety study and is located between certain mile posts on a portion of the interstate;

- ▶ requires the Department of Transportation to consider the roadway geometry and population density when establishing a speed limit that exceeds certain maximum speed limits;

- ▶ requires the Department of Transportation to analyze the results and impacts of imposing a higher speed limit;

- ▶ requires the Department of Transportation to report its evaluation results to the Transportation Interim Committee of the Legislature;

- ▶ provides that an operator of a vehicle that is exempt from minimum speed regulations while operating on a grade is not exempt from the requirement to promptly pass an overtaken vehicle on the left at a safe distance; and

- ▶ makes technical changes.

Monies Appropriated in this Bill:



28 None

29 **Other Special Clauses:**

30 None

31 **Utah Code Sections Affected:**

32 AMENDS:

33 **41-6a-602**, as last amended by Laws of Utah 2007, Chapter 52

34 **41-6a-704**, as last amended by Laws of Utah 2007, Chapter 52



36 *Be it enacted by the Legislature of the state of Utah:*

37 Section 1. Section **41-6a-602** is amended to read:

38 **41-6a-602. Speed limits established on state highways.**

39 (1) (a) The Department of Transportation shall determine the reasonable and safe speed
40 limit for each highway or section of highway under its jurisdiction.

41 (b) For each highway or section of highway, each speed limit shall be based on a traffic
42 engineering and safety study consistent with the requirements and recommendations in the
43 most current version of the "Manual on Uniform Traffic Control Devices."

44 (c) The traffic engineering and safety studies shall include:

- 45 (i) the design speed;
- 46 (ii) prevailing vehicle speeds;
- 47 (iii) accident history;
- 48 (iv) highway, traffic, and roadside conditions; and
- 49 (v) other highway safety factors.

50 (2) In addition to the provisions of Subsection (1), the Department of Transportation
51 may establish different speed limits on a highway or section of highway based on:

- 52 (a) time of day;
- 53 (b) highway construction;
- 54 (c) type of vehicle;
- 55 (d) weather conditions; and
- 56 (e) other highway safety factors.

57 (3) (a) Except as provided in Subsection (3)(b) and (c), a posted speed limit may not
58 exceed 65 miles per hour.

59 (b) ~~[A]~~ Except as provided in Subsection (3)(c), a posted speed limit on a freeway or
 60 other limited access ~~highways~~ highway may not exceed 75 miles per hour.

61 (c) (i) The department may establish a posted speed limit on a freeway or other limited
 62 access highway that exceeds the maximum speed limit in Subsection (3)(b) if the speed limit
 63 is:

64 (A) based on a highway traffic engineering and safety study; and

65 (B) is located on a portion of ~~H→~~ ~~the~~ ~~←H~~ interstate ~~H→~~ 15 ~~system~~ ~~←H~~ that is
 65a between milepost 222 and
 66 milepost 64.

67 (ii) The department shall consider the roadway geometry and population density that
 68 may be appropriate for a higher speed limit when establishing a speed limit under this
 69 Subsection (3)(c).

70 (iii) If the department establishes a posted speed limit that exceeds the limit under
 71 Subsection (3)(b), the department shall evaluate the results and impacts of increasing a speed
 72 limit under Subsection (3)(c).

73 (iv) The department shall report the findings of an evaluation conducted under
 74 Subsection (3)(c)(iii) to the Transportation Interim Committee no later than one year after a
 75 speed limit has been imposed under this Subsection (3)(c).

76 ~~[(e)]~~ (d) This Subsection (3) is an exception to the provisions of Subsections (1) and
 77 (2).

78 (4) When establishing or changing a speed limit, the Department of Transportation
 79 shall consult with the following entities prior to erecting or changing a speed limit sign:

80 (a) the county for state highways in an unincorporated area of the county;

81 (b) the municipality for state highways within the municipality's incorporated area;

82 (c) the Department of Public Safety; and

83 (d) the Transportation Commission.

84 (5) The speed limit is effective when appropriate signs giving notice are erected along
 85 the highway or section of the highway.

86 Section 2. Section **41-6a-704** is amended to read:

87 **41-6a-704. Overtaking and passing vehicles proceeding in same direction.**

88 (1) (a) On any highway:

89 ~~[(a)]~~ (i) the operator of a vehicle overtaking another vehicle proceeding in the same

90 direction shall:

91 ~~[(†)]~~ (A) except as provided under Section 41-6a-705, promptly pass the overtaken
92 vehicle on the left at a safe distance; and

93 ~~[(†)]~~ (B) enter a right-hand lane or the right side of the roadway only when safely clear
94 of the overtaken vehicle;

95 ~~[(b)]~~ (ii) the operator of an overtaken vehicle:

96 ~~[(†)]~~ (A) shall give way to the right in favor of the overtaking vehicle; and

97 ~~[(†)]~~ (B) may not increase the speed of the vehicle until completely passed by the
98 overtaking vehicle.

99 (b) The exemption from the minimum speed regulations for a vehicle operating on a
100 grade under Section 41-6a-605 does not exempt the vehicle from promptly passing a vehicle as
101 required under Subsection (1)(a)(i)(A).

102 (2) On a highway having more than one lane in the same direction, the operator of a
103 vehicle traveling in the left general purpose lane:

104 (a) shall, upon being overtaken by another vehicle in the same lane, yield to the
105 overtaking vehicle by moving safely to a lane to the right; and

106 (b) may not impede the movement or free flow of traffic in the left general purpose
107 lane.

108 (3) An operator of a vehicle traveling in the left general purpose lane that has a vehicle
109 following directly behind the operator's vehicle at a distance so that less than two seconds
110 elapse before reaching the location of the operator's vehicle when space is available for the
111 operator to yield to the overtaking vehicle by traveling in the right-hand lane is prima facie
112 evidence that the operator is violating Subsection (2).

113 (4) The provisions of Subsection (2) do not apply to an operator of a vehicle traveling
114 in the left general purpose lane when:

115 (a) overtaking and passing another vehicle proceeding in the same direction in
116 accordance with Subsection (1)(a);

117 (b) preparing to turn left or taking a different highway or an exit on the left;

118 (c) responding to emergency conditions;

119 (d) avoiding actual or potential traffic moving onto the highway from an acceleration
120 or merging lane; or

121 (e) following the direction of a traffic-control device that directs the use of a designated
122 lane.

Legislative Review Note
as of **1-31-08 12:22 PM**

Office of Legislative Research and General Counsel

H.B. 406 - Traffic Code Amendments

Fiscal Note

2008 General Session
State of Utah

State Impact

Enactment of this bill will not require additional appropriations.

Individual, Business and/or Local Impact

Enactment of this bill likely will not result in direct, measurable costs and/or benefits for individuals, businesses, or local governments.
