

HB

91

<TARGET><BILL>HB 91</BILL><SUBJECT>HB
91</SUBJECT><COMM>HTRA29</COMM></TARGET>

ALASKA STATE LEGISLATURE

SESSION ADDRESS:
Alaska State Capitol
Juneau Alaska 99801
Phone: 907-465-3743
Toll-free: 1-800-565-3743
Fax: 907-465-2381
Rep.Shelley.Hughes@akleg.gov



INTERIM ADDRESS:
600 E Railroad Avenue
Wasilla AK 99654
Phone: 907-376-3725
Fax: 907-376-4768

Representative Shelley Hughes
House District 11 ~ Greater Palmer

February 17, 2015

Honorable Representative Foster, Co- Chair
Transportation Committee
State Capitol Room 434
Juneau, AK 99801

Dear Representative Foster,

I respectfully request a hearing date for HB91 Relating to Operating a Motor Vehicle in Lanes of Traffic in the House Transportation Committee at your earliest convenience.

HB 91 aims to make multilane roadways in Alaska safer and more efficient by reserving the left lane for passing only. Current regulation allows for drivers to stay in the left lane while traveling at or below the speed limit which causes unsafe congestion on our roads.

If you have any questions with regard to scheduling the bill, please contact Stuart Krueger at 465-5025.

Sincerely,

A handwritten signature in blue ink that reads "Shelley S. Hughes".

Shelley Hughes
Representative
District 11~Greater Palmer

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Representative Shelley Hughes
House District 11 ~ Greater Palmer

HB91 Relating to Operating a Motor Vehicle in Lanes of Traffic Version P

Sponsor Statement

February 23, 2015

With tens of thousands of Alaskans commuting on a daily basis, it is vital that we do everything we can to ensure safe and efficient travel on our roads. Drivers who linger in the left lane create unsafe conditions for other vehicles around them by increasing congestion, road rage, and slowing down response time for emergency responders. Alaska's current regulations allow drivers who are traveling at or below the posted speed limit to remain in the left lane, while the right lane is reserved for slower moving traffic.

HB 91 designates the left lane for passing only by adding a new subsection to AS 28.35.140, that requires any person operating a motor vehicle on a roadway with two or more lanes traveling in the same direction to drive in the right lane(s) of the roadway except when passing, preparing for a left turn, being directed otherwise, or when road conditions make it unsafe to operate in the right lane.

This bill aims to increase safety on Alaska's multilane roadways by keeping the furthestmost left lane free of slow-moving traffic. Alaska's road system is relatively young and provides limited route options for drivers, making it important to allow traffic to move efficiently. The risks associated with congestion on roadways are only compounded by our state's extreme weather conditions.

This bill does not encourage drivers to speed, nor does it have any effect on what constitutes a speeding violation.

It is time that Alaska join the 45 other states that implement a version of "keep right" law. The provisions in this bill are enforced by a citation of at least \$100.

ALASKA STATE LEGISLATURE

SESSION ADDRESS:

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Representative Shelley Hughes
House District 8--Greater Palmer

February 24, 2015

Honorable Representative Neal Foster, Co-Chair
Transportation Committee
State Capitol Room 434
Juneau, AK 99801

HB91 Relating to Operating a Motor Vehicle in Lanes of Traffic Summary of changes to Ver P

HB91 ver E

Section 1, subsection (c) Line 4-6 amended to read: "A person operating a motor vehicle on a roadway consisting of two or more lanes traveling in the same direction may not drive in the left lane of the roadway except when"

This change made to emphasize this bill's intention to reserve the left lane for passing, with exceptions, on *multilane* roadways.

Section 1, subsection, (c), (4) Line 11: Amended to add an exception to driving in the left lane when road conditions make it unsafe to drive in the right lane. This can include unsafe weather conditions or obstacles in the roadway.

Section 1, subsection (d) Line 12-14: This subsection was removed.

29-LS0182P
Martin
2/23/15

CS FOR HOUSE BILL NO. 91()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-NINTH LEGISLATURE - FIRST SESSION

BY

Offered:
Referred:

Sponsor(s): REPRESENTATIVES HUGHES, Kito, Keller

A BILL
FOR AN ACT ENTITLED

1 **"An Act relating to operating a motor vehicle in lanes of traffic."**

2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

3 *** Section 1.** AS 28.35.140 is amended by adding new subsections to read:

4 (c) A person operating a motor vehicle on a roadway consisting of two or
5 more lanes traveling in the same direction may not drive in the left lane of the
6 roadway except when

7 (1) being directed otherwise;

8 (2) overtaking and passing another vehicle proceeding in the same
9 direction;

10 (3) preparing for a left turn at an intersection or into an alley, private
11 road, or driveway; or

12 (4) road conditions make driving in the right lane unsafe.

13 (d) A person who violates (c) of this section is guilty of an infraction as
14 described in AS 28.90.010(d) and shall be punished by a fine of at least \$100.

ALASKA STATE LEGISLATURE

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Representative Shelley Hughes
House District 11 ~ Greater Palmer

HB91 Relating to Operating a Motor Vehicle in Lanes of Traffic Version E

Sponsor Statement February 3, 2015

With tens of thousands of Alaskans commuting on a daily basis, it is vital that we do everything we can to ensure safe and efficient travel on our roads. Drivers who linger in the left lane create unsafe conditions for other vehicles around them by increasing congestion, road rage, and slowing down response time for emergency responders. Alaska's current regulations allow drivers who are traveling at or below the posted speed limit to remain in the left lane, while the right lane is reserved for slower moving traffic.

HB 91 reserves the left lane for passing only by adding a new subsection to AS 28.35.140, that requires any person operating a motor vehicle to drive in the right lane of the roadway except when passing, preparing for a left turn, or being directed otherwise. It also prohibits drivers in the left lane from impeding or blocking a vehicle from overtaking slower traffic on roadways with two or more lanes traveling in the same direction.

This bill aims to increase safety on Alaska's multilane roadways by keeping the furthestmost left lane free of slow-moving traffic. Alaska's road system is relatively young and provides limited route options for drivers, making it important to allow traffic to move efficiently. The risks associated with congestion on roadways are only compounded by our state's extreme weather conditions.

This bill does not encourage drivers to speed, nor does it have any effect on what constitutes a speeding violation.

It is time that Alaska join the 45 other states that implement a version of "keep right" law. The provisions in this bill are enforced by a citation of at least \$100.

Fiscal Note

State of Alaska
2015 Legislative Session

Bill Version: HB 91
Fiscal Note Number: _____
() Publish Date: _____

Identifier: HB091-DOA-DMV-2-20-15
Title: OPERATING MOTOR VEHICLES IN TRAFFIC
LANE
Sponsor: HUGHES
Requester: House Transportation

Department: Department of Administration
Appropriation: Motor Vehicles
Allocation: Motor Vehicles
OMB Component Number: 2348

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2016 Appropriation Requested	Included in Governor's FY2016 Request	Out-Year Cost Estimates				
			FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
OPERATING EXPENDITURES	FY 2016	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Personal Services							
Travel							
Services							
Commodities							
Capital Outlay							
Grants & Benefits							
Miscellaneous							
Total Operating	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fund Source (Operating Only)

None							
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time							
Part-time							
Temporary							

Change in Revenues							
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Estimated SUPPLEMENTAL (FY2015) cost: 0.0 (separate supplemental appropriation required)
(discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY2016) cost: 0.0 (separate capital appropriation required)
(discuss reasons and fund source(s) in analysis section)

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? No
If yes, by what date are the regulations to be adopted, amended or repealed?

Why this fiscal note differs from previous version:

Not applicable. Initial version.

Prepared By: Amy Erickson, Director
Division: Motor Vehicles
Approved By: Sheldon Fisher, Commissioner
Agency: Department of Administration

Phone: (907)269-5574
Date: 02/20/2015 09:19 AM
Date: 02/20/15

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2015 LEGISLATIVE SESSION

BILL NO. HB 91

Analysis

House Bill 91 amends AS 28.35.140 to establish a fine of at least \$100 for motor vehicle operators who drive in the left traffic lane for reasons other than the following:

- Being directed otherwise;
- Passing another vehicle;
- Taking a left hand turn at an intersection, alley, driveway or private road;

Additionally, motor vehicle operators may not prohibit or block a driver in the left lane from merging into the right lane.

DMV will update its driver manual. However, there will be no fiscal impact.

Fiscal Note

State of Alaska
2015 Legislative Session

Bill Version: HB 91
Fiscal Note Number: _____
() Publish Date: _____

Identifier: HB091-DPS-AST-02-20-15
Title: OPERATING MOTOR VEHICLES IN TRAFFIC
LANE
Sponsor: HUGHES
Requester: House Transportation

Department: Department of Public Safety
Appropriation: Alaska State Troopers
Allocation: Alaska State Trooper Detachments
OMB Component Number: 2325

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2016 Appropriation Requested	Included in Governor's FY2016 Request	Out-Year Cost Estimates					
			FY 2016	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
OPERATING EXPENDITURES								
Personal Services								
Travel								
Services								
Commodities								
Capital Outlay								
Grants & Benefits								
Miscellaneous								
Total Operating	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fund Source (Operating Only)

None							
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time							
Part-time							
Temporary							

Change in Revenues							
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Estimated SUPPLEMENTAL (FY2015) cost: 0.0 (separate supplemental appropriation required)
(discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY2016) cost: 0.0 (separate capital appropriation required)
(discuss reasons and fund source(s) in analysis section)

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? No
If yes, by what date are the regulations to be adopted, amended or repealed?

Why this fiscal note differs from previous version:

Not applicable, initial version.

Prepared By: <u>Lt. Rodney Dial</u>	Phone: <u>(907)247-4480</u>
Division: <u>Alaska State Troopers</u>	Date: <u>02/20/2015 03:30 PM</u>
Approved By: <u>Gary Folger, Commissioner</u>	Date: <u>02/20/15</u>
Agency: <u>Public Safety</u>	

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2015 LEGISLATIVE SESSION

BILL NO. HB 91

Analysis

This bill requires a person operating a motor vehicle on a roadway to drive in the right lane of the roadway except when passing another vehicle, preparing for a left turn, or being directed otherwise, and prohibits a person operating a motor vehicle from impeding or blocking an overtaking vehicle in the left lane. The bill also provides for a fine of at least \$100 for a person who violates these provisions.

This bill would have no fiscal impact on the Department of Public Safety's Division of Alaska State Troopers.

Lane Courtesy Fact Sheet

What Is Lane Courtesy?

Simply put, lane courtesy is the practice of yielding to or moving over for faster moving traffic.

The current concept of lane courtesy, which is also called lane discipline, evolved in the United States with the development of the Interstate Highway System. However, the idea that slower traffic should yield to faster vehicles is even older.

Most states have rarely enforced traffic laws that require slower traffic, upon being signaled by a following vehicle, to pull to the right so the faster vehicle can pass.

Before 1973, rural speed limits were more likely to reflect realistic travel speeds. That meant that slower vehicles were driving under the speed limit and had no excuse to block the progress of faster traffic. The 55-mph National Maximum Speed Limit changed all that.

The 55-mph speed limit caused a total breakdown in lane courtesy.

Slower drivers that would have stayed in the right hand lane before, felt they could drive wherever they wanted now because they would still be go the speed limit or faster. This process was reinforced for more than two decades and it left an impression on a whole generation of new drivers.

In 1995, through the efforts of the National Motorists Association, the 55-mph limit was repealed.

Since then, several states have raised their speed limits and some even reflect actual travel speeds. Unfortunately, almost a quarter of century of poor lane courtesy had a lasting, negative impact.

4 Key Benefits Of Lane Courtesy

When drivers choose to block the left lane, whether intentionally or not, they are making the roads less safe and efficient for everyone. Here are some of the benefits you and the other drivers on the road will notice if you keep the left lane open for passing:

1) You're Less Likely To Be In An Accident

By not obstructing other drivers, traffic is able to flow more smoothly. When traffic flows smoothly, there is less tailgating, less weaving in-and-out of traffic, and therefore fewer accidents.

2) You'll Get Better Gas Mileage

Lane courtesy promotes the smooth flow of traffic and helps drivers maintain an even pace. Vehicles use the most gas when accelerating. Less braking followed by acceleration will improve fuel economy.

3) You'll Get To Your Destination Faster

Yielding to faster traffic reduces congestion. When traffic is flowing smoothly, highway capacity can be utilized to the fullest extent.

4) You Will Not Have To Deal With Road Rage

There's little doubt that "left lane hogs" are a source of irritation for many drivers. The courteous act of moving to the right can eliminate driver stress and conflict.



NATIONAL MOTORISTS ASSOCIATION

Empowering Drivers Since 1982

402 West 2nd Street
Waunakee, Wisconsin 53597-1342

Telephone: 608-849-6000

Fax: 888-787-0381

E-mail: nma@motorists.org

Website: www.motorists.org

February 17, 2015

To: Members of the Alaska House Transportation Committee

Subject: Support for HB 91 – An act relating to operating a motor vehicle in lanes of traffic

The National Motorists Association (NMA) fully supports the passage of HB 91, which promotes keeping the left lane of non-urban, multi-lane roadways clear for faster moving traffic except for specific instances such as being directed otherwise, overtaking and passing another vehicle moving in the same direction, preparing for a left turn, or as dictated by unsafe conditions in the right lane.

We are a national drivers' advocacy organization consisting of 9,000 members residing in all 50 states. Our membership believes strongly that one of the most important principles of highway safety is lane courtesy, which is the term we have designated to signify the act of keeping or moving right to allow overtaking traffic to pass on the left.

The benefits of endorsing lane courtesy by passing HB 91 are many:

- **Drivers are less likely to be in accidents**
Letting faster traffic pass creates smoother traffic flow, minimizing stress and aggressive tactics like tailgating;
- **Fuel economy will increase**
Efficient traffic flow results in less braking and accelerating as well as fewer forced lane changes;
- **Yielding to faster traffic reduces congestion**
Motorists get to their destinations on schedule more consistently;
- **Keeping right is the law in most states**
The driver who camps in the left lane and holds up traffic, regardless of speed, frequently is violating the law.

If we can instill a "keep right" mindset among motorists, our highways will be safer to travel and more pleasant to drive. Your support of HB 91 will be another important step in this direction.

Thank you,

Gary Biller
President

America Keep Right™

P.O. Box 595
Hemet, CA 92546

Representative Hughes,

Slower Traffic Keep Right is the law in most states. Failure to “Keep Right” has a negative effect on traffic safety, traffic congestion, emergency response, aggressive driving, road rage, air pollution, fuel consumption, direct and indirect medical costs and much more.

There are many traffic safety laws. Slower Traffic Keep Right may be the most important. Not only is it a law, but also a guide on how to maintain order on today’s busy roads and freeways. With an ever increasing amount of vehicles and usually between two and four lanes, this is the only way that motorists of differing speeds can share the road safely and orderly.

If all motorists obeyed the Slower Traffic Keep Right laws at all times, there would be a reduction in traffic accidents, traffic fatalities, and traffic congestion. Emergency response would also be improved, resulting in even more lives being saved.

The main argument against enforcing this law is that it promotes speeding. The fact is that this is not a speed issue, but a safety issue. It is the responsibility of the police to enforce the speeding laws, not other motorists. Motorists that impede the free flow of traffic force faster motorists to pass on the right. This is a very dangerous practice. The left lane should be for passing only.

Undisciplined motorists that impede the free flow of traffic through ignorance, inattention, or just being inconsiderate, show a disregard for public safety and the normal practice of defensive driving. Driving is a privilege, not a right.

To truly make a significant difference, a highly visible public awareness campaign coupled with stronger Keep Right laws and targeted law enforcement is the only answer. A study on the effectiveness of the “Slower Traffic Keep Right” law in regards to public safety would go a long way in convincing people that there is a reason that there is some type of “Keep Right” law in almost every state.

Slower Traffic Keep Right!

Sincerely,

Jesse Ray Breedlove*
Founder
America Keep Right™

*Jesse Ray Breedlove founded America Keep Right™ in 2004. His mission is to raise public awareness and advocate for increased enforcement of the “Slower Traffic Keep Right” laws. The America Keep Right™ traffic safety campaign has been endorsed by several Fire and EMS Chiefs.

Letter In Support of HB91
February 21, 2015

Representative Shelley Hughes
Alaska State Legislature
Juneau, Alaska

Dear Representative Hughes:

I live in Wasilla but work in Anchorage. I have held a commercial driver's license for many years, and work for a transportation company in Anchorage driving semi-truck/trailers. My commute takes me back and forth at least four times a week, and at varying hours of the day or evening, which gives me a fairly broad view of the road situation on our local freeway.

As best as I can determine, there is only one state in the U.S. (South Dakota) that does not have a "slow moving vehicle keep right" law, and only three other states (Maryland, North Carolina, Ohio) that allow drivers to stay in the left lane at or below the speed limit regardless of traffic conditions.

I welcome the advent of this bill to allow traffic enforcement to end the anarchy imposed by drivers who insist on traveling only in the left lane, and to help eliminate the unsafe acts of other drivers who try to pass on the right. Many times I have seen this, and the near-misses that result, and many times I have seen how drivers refuse to move over, even after being signaled by drivers behind them. Often times these drivers are well below the speed limit, in road conditions that are not adverse, but for no good reason refuse to allow others to pass normally.

Our two and three-lane freeway is very congested during rush hours, and the truth of the matter is, that without this law and appropriate enforcement, it wouldn't matter how many lanes we had: the left lanes would still be plugged up by drivers that remain inconsiderate of others.

This change in the law, appropriate signage along the roadway (stating the minimum penalty) as well as enforcement will, without doubt in my mind, mean safer roads and safer travel for all.



George Sahlstrom
Wasilla, Alaska

Alaska Trucking Association, Inc.

3443 Minnesota Drive · Anchorage, Alaska 99503 · Phone (907) 276-1149 · Fax (907) 274-1946

www.aktrucks.org

The authoritative voice of the trucking industry in Alaska

House Transportation Committee

1:00 pm, February 24, 2015

Aves D. Thompson, Executive Director

Alaska Trucking Association

Thank you. Co-Chair's Foster and Hughes and members of the committee, I am Aves Thompson, Executive Director of the Alaska Trucking Association. The Alaska Trucking Association is a state wide organization representing the interests of our nearly 200 member companies from Barrow to Ketchikan. Freight movement represents a large chunk of our economy and impacts all of us each and every day. The simple truth is that "if you got it, a truck brought it."

HB91 provides, generally, that on multi-lane highways, vehicles stay out of the left lane except to pass. As a general rule, this seems to accomplish the purpose of keeping slower moving vehicles out of the way of those vehicle that want to travel faster. In discussing this with my counter parts in 12 western states, half have a similar law and the other half have no similar legislation. Those with the law state that it has not been a problem for the trucking industry. A couple stated that



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the law works well away from urban congested areas but in those urban congested areas, the law is pretty much unenforceable because there are so many vehicles. One of our members commented that sometimes, at night, it is good to be in a lane other than the far right lane so as to have a better chance to see wildlife crossing the highway to be able to take evasive action.

The sense of the ATA membership seems to be that while we don't want to be viewed as encouraging speeding or other unsafe acts, we have no objection to HB91. We would expect that enforcement actions would be taken rarely and only in the most egregious situations. There currently is a law that requires slow moving vehicles to move over when five or more vehicles build up behind them.

Thank you for the opportunity to provide input on this bill.



If you got it, a truck brought it...

From: annette.mullen@addthis.com [mailto:annette.mullen@addthis.com] **On Behalf Of**
annette.mullen@gmail.com
Sent: Saturday, January 31, 2015 4:10 PM
To: Rep. Shelley Hughes
Subject: [Office Contact] via housemajority.org from annette.mullen@gmail.com

I want to THANK you for HB91, this bill will make our commute so much safer and make the drive so much smoother. Left lane driving causes so much road rage and also creates such large bottlenecks. I am thrilled to think that the commute could be better!

Sent from page: <http://www.housemajority.org/members/hughes/#.VM180opCYXY.email>

-----Original Message-----

From: George Sahlstrom [mailto:gsahlstrom@icloud.com]
Sent: Saturday, January 31, 2015 2:49 PM
To: Rep. Shelley Hughes
Subject: HB91

Hello Shelley,

That is great news about legislation concerning drivers that have "left-lane-itis", since Alaska is one of the few states that doesn't have this specific legislation. I am one of thousands that commute to work in Anchorage from the valley, and appreciate your work on this.

I am interested in transportation issues, and have a couple of ideas for your consideration:

1. An effort to control the proliferation of high intensity LED lights on motor vehicles, which due to their nature are very detrimental to oncoming drivers.
2. I am amazed at how badly rutted the freeway has become so far this season, and I think people that want to run with studded tires should pay extra fees which would go into a highway maintenance fund. \$25/tire would be a good place to start!

Best regards,

George Sahlstrom
907-982-8480

State "keep right" laws

All states allow drivers to use the left lane (when there is more than one in the same direction) to pass. Most states restrict use of the left lane by slow-moving traffic that is not passing. The table below describes the law in effect in each state.

A few states permit use of the left lane **only** for passing or turning left. These have "yes" in the "keep right" column. Some states require drivers to move right if they are blocking traffic in the left lane. These have "yield" in the "keep right" column. Most states follow the Uniform Vehicle Code and require drivers to keep right if they are going slower than the normal speed of traffic (regardless of the speed limit; see below). These are listed as "slower". A few states either do not require vehicles to keep right ("no"), or permit vehicles moving at the speed limit to drive in the left lane regardless of traffic conditions (" $< SL$ ").

State "Keep Right" Laws

State	Keep Right?	Law	Comments
Alabama	Slower	32-5A-80(b)	
Alaska	< SL	13 AAC 002.50(b)	
Arizona	Slower	28-721(B)	
Arkansas	Other	27-51-301(b)	Law prohibits obstructing traffic by driving continuously in the left lane.
California	Slower	CVC 21654(a)	The duty of slower traffic to keep right applies "notwithstanding the prima facie speed limits."
Colorado	Slower	42-4-1001(2), 42-4-1103(3), 42-4-1013	The left lane is reserved for passing where the speed limit is 65 or higher. A state police brochure discusses the law.
Connecticut	Slower	14-230(b)	Passing on right on Interstate prohibited when only two lanes: 14-233(4) .
Delaware	Slower	21-4114(b)	
Florida	Yield	316.081(2) and (3)	Slower traffic keep right and all traffic yield left lane to traffic approaching from behind.

Georgia	Yield	40-6-40(b), 40-6-184, HB 459 of 2013-2014	Slower traffic keep right and all traffic yield left lane to traffic approaching from behind.
Hawaii	Slower	291C-41(b)	Honolulu prohibits driving more than 5 MPH under the limit in the left lane.
Idaho	Slower	49-630(2)	
Illinois	Yes	625 ILCS 5/11-701 (b), (d)	Keep right except to pass on limited access highways since January 1, 2004.
Indiana	Slower	9-21-8-2(b)	
Iowa	Slower	321.297(2)	
Kansas	Yes	8-1522(c), 8-1514 (b)	Keep right except to pass since July 1, 2009.
Kentucky	Yes	189.340(7)	Keep right except to pass where speed limit is at least 65.
Louisiana	Yes	R.S. 32:71	On multilane highways keep right except to pass and move right if blocking overtaking traffic.
Maine	Yes	29A-2052(6)	Keep right except to pass where speed limit is at least 65.
Maryland	< SL	21-301	Keep right if driving 10 MPH under speed limit, or slower than speed of traffic if conditions require speed below limit
Massachusetts	Yes	MGL 89-4B	Passing on right prohibited on undivided two-way road, MGL 89-2 .
Michigan	Maybe	257.634	Keep right except to pass except in heavy traffic or on freeways with three or more lanes.
Minnesota	Slower	169.18(10)	
Mississippi	Slower	63-3-603(d)	
Missouri	Slower	305.015(3)	305.151 prohibits "obstruct[ing] the regular flow of traffic on...any state highway.
Montana	Slower	61-8-321(2)	

Nebraska	Slower	60-6,131(2)	
Nevada	Slow	484B.627	Slow- moving vehicles must move right if "imped [ing] ... movement of traffic."
New Hampshire	Slower	RSA 265:16	
New Jersey	Yes	39:4-88	Keep right except to pass. Passing on right prohibited unless vehicles are in "substantially continuous lines." 39:4-85.
New Mexico	Slower	66-7-308(b)	
New York	Slower	V&TL 1120	
North Carolina	< SL	20-146(b),(e)	Keep right if below speed limit.
North Dakota	Slower	39-10-08(2)	
Ohio	< SL	4511.25	
Oklahoma	Slower	47-11-301 , 47-11-309	One law requires vehicles below the speed limit to keep right. Another requires vehicles below the normal speed of traffic to keep right.
Oregon	Slower	811.315	
Pennsylvania	Usually	75-3313(d), 75-3301(b)	May also use left lane to allow traffic to merge or "when traveling at a speed greater than the traffic flow."
Puerto Rico	< SL	Title 9 §5123	
Rhode Island	Slower	31-15-2	No passing on right on two-way street. 31-15-5 .
South Carolina	Slower	56-5-1810	
South Dakota	No	32-26-1	Only "slow moving vehicles" need to keep right.
Tennessee	Slower	55-8-115(b)	
Texas	Slower		

		545.051(b)	Most rural interstates are posted "left lane for passing only" pursuant to 544.011 . Passing on right prohibited except on one-way roadways. 545.057 .
Utah	Yield	41-6a-701 , 41-6a-704	Must move right to let faster traffic pass.
Vermont	Slower	23-1031(b)	
Virginia	Yield	46.2-804(1) , 46.2-842.1	Yield left lane to faster traffic on signal. State police say this applies even when faster traffic is speeding.
Washington	Usually	46.61.100	May also use left lane to allow traffic to merge or "when traveling at a speed greater than the traffic flow."
West Virginia	Slower	17C-7-1(b)	
Wisconsin	Slower	346.05(3)	
Wyoming	Slower	31-5-201(b)	Since July 1, 2005, it is illegal to block traffic moving within the speed limit by driving in the left lane for a long time.

The Uniform Vehicle Code states:

Upon all roadways any vehicle proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic ...

This law refers to the "normal" speed of traffic, not the "legal" speed of traffic. The 60 MPH driver in a 55 MPH zone where everybody else is going 65 MPH must move right. Contrast Alaska's rule, 13 AAC 002.50, allowing vehicles driving at the speed limit to use the left lane, and Colorado rev. stat. 42-4-1103, prohibiting blocking the "normal and reasonable" movement of traffic.

Enforcement is inconsistent. Toledo police used to ticket truck drivers for driving at the 60 MPH speed limit in the left lane. Police looking for criminal activity frequently use the "keep right" law as a pretext to stop a suspicious car. On the other hand, a New York judge announced that he would not convict drivers for blocking speeding traffic, *People v. Ilieveski*, 175 Misc. 2d 943; 670 N.Y.S.2d 1004 (Monroe County N.Y. 1998).

See also the [speed law](#) list.

[Do the right thing!](#): June is lane courtesy month.

This page by [John Carr](#).

Hits since last counter reset: **552959**



February 24, 2015

Transportation Committee,

I oppose HB 91.

Right now, the State of Alaska is in a Financial Crisis. The crime of the century is taking place right before our very eyes. If the legislature is not dedicating 100% of their time trying to cut spending and rid this state of unconstitutional programs, they are negligent in their elected position and an their Oath of office.

HB91 is not a safety issue; it is a desired betterment and a liberty issue. This is a "do gooder" bill. This degrades individual liberty. This increases government powers and only tries to force a desired outcome. This will have negative effects and sends the wrong message. Forcing proper driving habits of courtesy is wrong. Teaching proper driving habits and courtesy provides lasting effects that span generations.

For those who feel this bill is a good idea, have they contacted the driving schools to find out if this is being taught? Have they been on the radio stations discussing it? Have they written op-eds talking about it? What have these people personally done to achieve an out come they could be happy with instead of running to the government to help them with their personal inconveniences.

I agree that one should drive in the right hand lane until passing the car in front of them. There are often times reasons why this cannot be done including people forgetting and never being taught. Regardless, this should not be a crime or penalty.

We need to start doing things as a society because it is the right thing to do, NOT because the government demands it under penalty of law.

Do not pass this bill and do not bring it up again.
Please spend your time addressing our states financial crisis.

Regards,
Pamela Goode

-----Original Message-----

From: Rainbow Chaser [<mailto:svrainbowchaser@yahoo.com>]

Sent: Tuesday, February 24, 2015 12:20 PM

To: Rep. Neal Foster; Rep. Shelley Hughes

Subject: URGENT- HB 91 - AGAINST Please put on the record.

HOUSE BILL 91

February 24, 2015

11:53 AM

Representative Foster

Representative Hughes

Other Members of the House Transportation Committee:

Please place this letter on the record in opposition to House Bill 91, what some of us have been jokingly referring to as the "Autobahn Bill." We really do not need more laws on the books than are absolutely necessary. Even though you may have the authority to regulate the people of Alaska this way does not mean you should. - LIMITED GOVERNMENT.

This legislature should be spending more time working on the Fiscal Crisis taking place at this moment when the State of Alaska is losing 10 million dollars a day then taking time deliberating on the merits of this bill. The FISCAL NOTE on this bill has already begun with the cost of running this bill through the legislative process which is what, over \$75,000 per bill? What ever that dollar amount is exactly, is substantial. If this traffic situation is an issue in a certain part of the State a lot could have already been done by a public awareness campaign vs. creating legislation that affects the whole State. As a response to the Fiscal Crisis I understand the Troopers are cutting a number Troopers who specialize in traffic. This bill puts an additional burden on the remaining Troopers for enforcement. PUBLIC AWARENESS AND COURTESY is the answer. Please kill the Bill.

Sincerely,

James Squyres

HB91 Opposing Documents – emails

From: Fitch, Rob A. [<mailto:FitchRA@ci.anchorage.ak.us>]
Sent: Monday, February 02, 2015 8:05 AM
To: Rep. Shelley Hughes
Subject: RE: News From Hughes

HB 91 has got to be the stupidest thing ever proposed, are you kidding me? We sent you there not to make more laws but to stream line the government and make it more effective.

From: Miriam L. Huling [<mailto:knmlhuling@gmail.com>]
Sent: Monday, February 02, 2015 12:53 AM
To: Rep. Shelley Hughes
Subject: Re: News From Hughes

Dear Rep. Hughes,

We look forward to your news letters.

I'm really concerned about HB91 re: driving in the right lane only. If we drive in Anchorage traffic, we need to stay in the lane needed for left turn, perhaps as much as three blocks ahead. We can't all stay in the right lane, and then suddenly pull out for a left hand turn in heavy traffic! This bill presents more problems than solutions. Why "fix" something with a solution that isn't needed? It seems like "big brother" on the state level. I'm very conservative, and think this bill goes too far in micro-managing peoples' lives. Perhaps a better approach would be to create zones in certain defined areas of the Glenn and Seward Highways, etc., rather than to subject drivers to added restrictions where not needed. Your intentions are good, but create more nuisance than help if enacted on a state-wide level. Other concerns need more time and energy.

HB8, HB9 and HJR5 are urgently needed, and are worthy of your energy. I need more information re: HB12 before I can decide whether to support it. Thanks for keeping us informed. We listen to the legislative sessions on 360 North, and tape them for later viewing when needed. We appreciate that the sessions and committee meetings are aired twice. We wish the cameras could get more than the one angle so we could see all of the speakers in the legislative room. I've been in that room, so realize that it would probably require another camera to cover the entire room. (The posts in the room are quite substantial.)

We realize that not all transportation projects can be immediately funded,

and that personal energy as well as funds have to be prioritized. We're noticing a better tone this year in all of the discussions, as Alaska's needs are a priority above party pettiness. (Last year we were not pleased with the attitudes in some of the discussions.) Continue to take the "high road"!

Sincerely,

(Mrs.) Miriam Huling

From: [Jerry matthews](mailto:Jerry.matthews)

Sent: Sunday, February 08, 2015 3:52 PM

To: Rep.Paul.Seaton@akleg.gov

Cc: Representative.Shelly.Hughes@akleg.gov ; Representative.Neil.Foster@akleg.gov ; Representative.Sam.Kito@akleg.gov ; Representative.Charisse.Millett@akleg.gov ; Representative.Benjamin.Nageak@akleg.gov ; Representative.Louise.Stutes@akleg.gov ; Representative.Matt.Claman@akleg.gov ; Representative.Dan.Ortiz@akleg.gov

Subject: HB91

Mr. Paul Seaton,

House Bill 91, as proposed by Rep Shelley Hughes would not accomplish anything useful. This bill will not have any effect on drivers that are inconsiderate of others on the road AS 28.35.140 as it is now prohibits obstructing or blocking traffic on any roadway by any means. The problem is that there are people that would like to drive the Glen highway between Anchorage and Wasilla Palmer at speeds in excess of the posted speed and others that would like to drive it a slower pace. It may be appropriate to have slower traffic keep right signs posted for this road in certain areas. This type of regulation should be based on the specific road or section of road not a general traffic law. It seems that there are times and places that driving in the right lane would be a greater hazard. Some examples would be on any multilane roadway that have limited access and on ramps, Any highway that has passing lanes in the winter months when the plows have not completely cleared all lanes of snow, or snowpack and ice. It should be the responsibility of the driver to decide the safest lane for driving.

I have been retired for a year and a half, after working in Anchorage and at the same time living in Kasilof for 23 years. I have done a bit of driving over the years and I have seen may times that driving in the right lane would been unsafe and at times discourteous.

I appreciate your consideration.

Sincerely

Jerrold Matthews

P.O. Box 265

Kasilof AK 99610

From: Kent Kelley [<mailto:ekkelley@gci.net>]

Sent: Friday, February 13, 2015 5:35 PM

To: Rep. Shelley Hughes

Subject: lanes

Dear representative Hughes,

I was travelling home today from Anchorage to Eagle River at 5:00 PM and was pondering your plan to change our 3 lane highway into a 2 lane highway. I know this is not your intent but that will be the result. During heavy traffic hours the three lanes available will be down to two lanes with a passing lane that is not legally available for travel, just passing. Right now all three lanes are full and those of us doing 65 in the fast lane will be breaking the law. I can only see this new law as yet another Juneau fund raiser. There are only about 20 miles of 3 lane roads available in Alaska so the law will have very little effect anyway. If the troopers decide to pull a fast lane miscreant over in the fast lane at rush hour the resulting traffic jam and string of accidents will be monumental.

I realize that not all representatives have the committee assignments to take on the massive budget problems our state is facing but I am sure there are some very effective tasks available. If you are on the transportation committee you could look at stopping future expenditures on things like the million dollar signs that light up two or three times a year to tell us the roads are icy...in Alaska...in the winter. Repeal some unnecessary laws, stop the highway department from buying more new vehicles, consolidate some of the many maintenance and repair facilities, stop hiring people the state can't afford.

I realize you are trying to fix a vexing problem but more laws are not a good solution. I am sure someone going 60 in the fast lane is already breaking the law. Maybe try keeping big rigs and people with passenger vehicles towing trailers out of the 3rd lane.

Thank you for your time,

Kent Kelley, Eagle River

PS. If I lived in your district I would probably vote for you. I am just writing because I think you are making a mistake.