

The Florida Senate
BILL ANALYSIS AND FISCAL IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: The Professional Staff of the Committee on Transportation

BILL: CS/SB 332
INTRODUCER: Transportation Committee and Senator Altman
SUBJECT: Traffic Safety
DATE: January 27, 2016 REVISED: _____

ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1. Eichin	Eichin	TR	Fav/CS
2.		CJ	
3.		FP	

Please see Section IX. for Additional Information:

COMMITTEE SUBSTITUTE - Substantial Changes

I. Summary:

CS/SB 332 seeks to increase the safety of “vulnerable users of a public roadway.” The bill:

- Revises and creates various statutory provisions and penalties relating to traffic control laws and vulnerable users, such as pedestrians and bicyclists;
- Clarifies provisions relating to overtaking and passing vulnerable users, particularly with respect to maintaining required distance between a passing vehicle and a vulnerable user;
- Sets requirements for making turns at certain locations when passing a vulnerable user;
- Allows drivers to cross the centerline in an identified no-passing zone when passing a vulnerable user;
- Requires appearance at a mandatory hearing for certain infractions contributing to the bodily injury of a vulnerable user;
- Provides a mandatory fine of \$2,500 for reckless driving infractions contributing to the bodily injury of a vulnerable user;
- Requires law enforcement officers issuing certain citations to note if the violation contributed to the bodily injury of a vulnerable user; and
- Revises cross-references to conform definitions.

The bill has an indeterminate impact on state and local government (see Section V.)

II. Present Situation:

Definitions

Current law defines certain relevant terms for purposes of ch. 316, F.S., relating to traffic control laws, as follows:

- “Vehicle” means every device, in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices used exclusively upon stationary rails or tracks.¹
- “Bicycle” means every vehicle propelled solely by human power, and every motorized bicycle propelled by a combination of human power and an electric helper motor capable of propelling the vehicle at a speed of not more than 20 miles per hour on level ground upon which any person may ride, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels. The term does not include such a vehicle with a seat height of no more than 25 inches from the ground when the seat is adjusted to its highest position or a scooter or similar device.²
- “Roadway” means that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the berm or shoulder.³

The term “bodily injury,” is defined identically in various sections of Florida Statutes to mean:

- A cut, abrasion, bruise, burn, or disfigurement;
- Physical pain;
- Illness;
- Impairment of the function of a bodily member, organ, or mental faculty; or
- Any other injury to the body, no matter how temporary.⁴

The term “vulnerable road user,” as used in provisions relating to crashes involving death or personal injuries, is defined to mean:

- A pedestrian, including a person actually engaged in work upon a highway, upon utility facilities along a highway, or engaged in the provision of emergency services within the right-of-way;
- A person operating a bicycle, motorcycle, scooter, or moped lawfully on the roadway;
- A person riding an animal;
- A person lawfully operating on a public right-of-way, crosswalk, or shoulder of the roadway;
- A farm tractor or similar vehicle designed primarily for farm use;
- A skateboard, roller skates, or in-line skates;
- A horse-drawn carriage;
- An electric personal assistive mobility device; or
- A wheelchair.⁵

¹ Section 316.003(75), F.S.

² Section 316.003(2), F.S.

³ Section 316.003(42), F.S.

⁴ See ss. 501.001(1)(c), F.S., 831.03(1), F.S., and 914.21(1), F.S.

⁵ Section 316.027(1), F.S.

Driving on Right Side of Roadway

Vehicles must generally be driven up the right half of the roadway, with certain exceptions, such as when overtaking and passing another vehicle proceeding in the same direction and when an obstruction exists making it necessary to drive to the left of the center of the highway.⁶ Additionally, any vehicle traveling at less than the normal speed of traffic under existing conditions must be driven in the right-hand lane or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway.⁷ A violation is a noncriminal traffic infraction, punishable as a moving violation, the penalty for which is \$60.^{8, 9}

Similarly, any person operating a bicycle upon a roadway at less than normal speed of traffic under existing conditions must be ridden in the lane marked for bicycle use or, if no marked lane exists, as close as practicable to the right-hand curb or edge of the roadway except when:

- Overtaking and passing another bicycle or vehicle traveling in the same direction;
- Preparing for a left turn at an intersection or into a private road or driveway; or
- Reasonably necessary to avoid any condition or potential conflict, including a fixed or moving object, parked or moving vehicle, bicycle, pedestrian, animal, surface hazard, turn lane, or substandard-width lane, which makes it unsafe to continue along the right-hand curb or edge or within a bicycle lane.¹⁰

Overtaking and Passing

Section 316.083, F.S., requires the driver of a vehicle overtaking another proceeding in the same direction to appropriately signal,¹¹ pass to the left at a safe distance, and not again drive to the right side of the roadway until safely clear of the overtaken vehicle.¹² When overtaking a bicycle or other nonmotorized vehicle, the driver of the overtaking vehicle must pass at a safe distance of not less than three feet between the vehicle and the bicycle or nonmotorized vehicle.¹³

Right Turns on Red

Generally, a vehicle facing a red signal must stop before entering a crosswalk on the near side of an intersection or, if none, then before entering the intersection, and remain stopped until a green indication is shown. Right turns on red are authorized, but a driver must yield the right-of-way to pedestrians and other traffic. Cities and counties may prohibit right-turns-on-red at any

⁶ Section 316.081(1), F.S.

⁷ Section 316.081(2), F.S.

⁸ Sections 316.081(5) and 318.18(3), F.S.

⁹ A person convicted of a noncriminal violation may not be sentenced to a term of imprisonment or to any other punishment more severe than a fine, forfeiture, or other civil penalty, except as provided in ch. 316, F.S., or by ordinance of any city or county. Section 775.082(5), F.S.

¹⁰ Section 316.2065(5)(a), F.S.

¹¹ Generally, by means of the hand and arm or by signal lamps. See ss. 316.155, 316.156, and 316.157, F.S.

¹² Section 316.083(1), F.S.

¹³ Id.

intersection with notice of the prohibition erected in a location visible to traffic approaching the intersection.¹⁴

No-Passing Zones

A driver is prohibited from driving on the left side of a roadway if signs or markings are in place to define a no-passing zone, or on the left side of any pavement striping designed to mark such no-passing zone throughout its length.¹⁵ The prohibition does not apply when an obstruction exists making it necessary to drive to the left of the center of the highway, or to the driver of a vehicle turning left into or from an alley, private road, or driveway.¹⁶ A no-passing zone violation is a noncriminal traffic infraction, punishable as a moving violation, the penalty for which is \$60.¹⁷

Infractions Requiring Mandatory Hearing

Current law requires appearance at a mandatory hearing for any person cited for the following:

- Any infraction resulting in a crash that causes the death of another;
- Any infraction resulting in a crash that causes “serious bodily injury” of another as defined in s. 316.1933(1), F.S.;
- Any infraction for passing a school bus displaying a stop signal, when passing on the side that children enter or exit;
- Any infraction for failure to secure the load being hauled on a vehicle; or
- Any infraction for exceeding certain speed limits by 30 miles per hour or more.¹⁸

III. Effect of Proposed Changes:

Section 1 amends s. 316.003, F.S., to re-define the term “vulnerable user of a public roadway” or “vulnerable user” as:

- A pedestrian, including a person actually engaged in work upon a highway, work upon utility facilities along a highway, or the provision of emergency services within the right-of-way;
- A person operating, or who is a passenger on, a bicycle, motorcycle, scooter, or moped lawfully on the roadway;
- A person riding an animal;
- A person lawfully operating on a public roadway, crosswalk, or shoulder of the roadway;
- A farm tractor or similar vehicle designed primarily for farm use;

¹⁴ Section 316.074(1), F.S., and s. 316.075(1)(c), F.S.

¹⁵ Section 316.0875(2), F.S. Section 316.0875(1), F.S., authorizes the Florida Department of Transportation and local authorities to determine those portions of any highway where overtaking and passing or driving to the left of the roadway would be hazardous and, by appropriate signs or markings on the roadway, to indicate the beginning and end of such zones.

¹⁶ Section 316.0875(3), F.S.

¹⁷ Sections 316.0875(4) and 318.18(3), F.S.

¹⁸ Section 318.19, F.S. Section 316.1933(1)(b), F.S., defines “serious bodily injury” to mean an injury to any person, including the driver, which consists of a physical condition that creates a substantial risk of death, serious personal disfigurement, or protracted loss or impairment of the function of any bodily member or organ.

- A horse-drawn carriage;
- An electric personal assistive mobility device; or
- A wheelchair.

The section also renumbers all of the definitions found in s. 316.003, F.S., to allow for them to be listed in alphabetical order.

Section 2 amends s. 316.027(1)(b), F.S., to repeal the current definition of “vulnerable road user,” and strike “road” from the term to conform to the redefined “vulnerable user” in the broader definition created in s. 316.003, F.S.

Section 3 amends s. 316.083, F.S., to require the driver of *a motor vehicle overtaking a person operating a bicycle or other vulnerable user* to pass at a safe distance of no less than three feet¹⁹ *as measured from anything extending from the motor vehicle or trailer or other item towed by the motor vehicle*. A law enforcement officer issuing a citation for a violation must note on the citation if the violation contributed to the bodily injury of a vulnerable user of a public roadway.

Section 4 revises s. 316.084, F.S., to clarify that the criteria controlling when a vehicle may overtake another vehicle on the right do not prohibit a bicyclist in a bike lane or on the shoulder from passing another vehicle on the right.

Section 5 amends s. 316.0875(3), F.S., to add an additional exclusion from the provisions relating to no-passing zones. The bill allows drivers to “safely and briefly” cross a double yellow striped centerline when passing a vulnerable user in order to provide at least three feet between the motor vehicle and the vulnerable user.

Section 6 revises s. 316.151, F.S., to prohibit a driver overtaking and passing a vulnerable user traveling in the same direction from making a right or left turn unless the turn can be made at a safe distance from the vulnerable user and will not impede the travel of the vulnerable user. The provisions also require the driver to signal as provided in s. 316.155, F.S., and to yield right of way to a bicycle or pedestrian when crossing a sidewalk, bicycle lane, or bicycle path. A law enforcement officer issuing a citation for a violation must note on the citation if the violation contributed to the bodily injury of a vulnerable user of a public roadway.

Section 7 amends s. 316.1925, F.S., relating to careless driving, to require a law enforcement officer issuing a citation for a violation to note on the citation if the violation contributed to the bodily injury of a vulnerable user of a public roadway.

Section 8 amends s. 316.2065, F.S., regarding bicycle regulations, to clarify that a bicycle is a vehicle to be operated in the same manner as other vehicles with all of the rights and all of the duties incumbent upon operators of other vehicles inured by ch. 316 except where regulations state otherwise or are clearly not applicable. The bill also extends the prohibition on riding

¹⁹ Section 316.209, F.S., provides that motorcycles are entitled to full use of a lane and no motor vehicle shall be driven in such a manner as to deprive any motorcycle of the full use of a lane.

bicycles more than two abreast in the road to bicycle lanes. A new provision is added allowing a group of four or more cyclists to proceed through a stop sign *as a group*, after coming to a complete stop.

Section 9 creates s. 318.142, F.S., to require the designated official to impose a fine of not more than \$2,500 for any violation that contributes to the bodily injury of a vulnerable user, in addition to any other penalties imposed under s. 316.192, F.S., (reckless driving.)

Section 10 amends s. 318.19, F.S., to require appearance at a mandatory hearing for any infraction of s. 316.083, s. 316.0833, or s. 316.1925, F.S. that contributes to the bodily injury of a vulnerable user of a public roadway.

Sections 11 through 35 amends multiple sections of Florida Statutes, to revise cross-references related to the relocated and revised definitions.

Section 36 provides the bill takes effect on October 1, 2016.

A number of editorial and grammatical revisions to existing statutes are also made in the bill.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

Offenders of the revised statutes will be subject to penalties including a fine of \$60 per violation. If an infraction of reckless driving results in bodily injury, a fine of up to \$2,500 is imposed. A decrease in personal injury and death for vulnerable users may be experienced, as well as a reduction in costs associated with litigating claims for such injury or death.

C. Government Sector Impact:

According to the DHSMV, the bill's revisions to penalties associated with the rights and safety of vulnerable users for violations contributing to bodily injuries may result in positive fiscal impacts to local government. The amount of additional fines and resulting positive fiscal impact, as well as any negative fiscal impact due to the need for reprogramming local e-citation systems, is indeterminate at this time.

Similarly, the DHSMV suggests that the bill's revisions to penalties associated with the rights and safety of vulnerable users of public roadways and for violations contributing to bodily injuries may result in positive fiscal impacts to state government. The amount of additional fines and resulting revenues is indeterminate at this time. The DHSMV estimates that the bill will require program and software updates, costing \$57,520.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Statutes Affected:

This bill substantially amends the following sections of the Florida Statutes: 316.003, 316.027, 316.083, 316.084, 316.0875, 316.151, 316.1925, 316.2065, and 318.19.

This bill creates the following sections of the Florida Statutes: 316.318.142

This bill corrects cross-references in the following section of the Florida Statutes: 215.05, 316.1303, 316.235, 316.545, 316.605, 316.6105, 316.613, 316.622, 316.650, 316.70, 320.01, 320.08, 320.084, 320.38, 322.0261, 322.031, 450.181, 559.903, 655.960, 732.402, 860.065, and 316.072.

The bill reenacts the following sections of the Florida Statutes for the purpose of incorporating amendments made by the act: 318.14, and 318.18.

IX. Additional Information:**A. Committee Substitute – Statement of Substantial Changes:**

(Summarizing differences between the Committee Substitute and the prior version of the bill.)

CS by Transportation on January 27, 2016:

The CS:

- Renumbered all of the definitions in 316.003, F.S., to accommodate alphabetization which resulted in numerous cross-reference corrections;
- Deleted the definition of "bodily injury";

- Deleted provisions creating 316.0833 related to turns by motor vehicles, instead revising s. 316.151 to prohibit certain turns;
- Added revisions s. 316.084, related to bicyclists ability to pass on the right;
- Added revisions to 316.2065 allowing groups of cyclists to proceed from a stop sign; and
- Removed the \$2000 fine for violations involving bodily injury of ss.316.083, 316.0833, or 316.1925, replacing it with a \$2500 fine for violations of 316.192.

B. Amendments:

None.

This Senate Bill Analysis does not reflect the intent or official position of the bill's introducer or the Florida Senate.
