



EDWARD BROOKS

STATE REPRESENTATIVE

Testimony – Senate Bill 379
Senate Committee on Transportation and Veterans Affairs
January 7, 2016

Chairman Petrowski and Committee Members,

Thank you for the opportunity to testify today in support of Senate Bill 379, the “cut large vehicles some slack in a roundabout” bill.

Like them or not, Wisconsin’s hundreds of roundabouts are here to stay so we better figure out how to maneuver through them safely.

Last summer I was contacted by the Safety Director for Skinner Transfer of Reedsburg. Skinner Transfer had a driver cited for lane deviation causing an accident within a roundabout. The accident occurred because an automobile attempted to pass the truck as it maneuvered through the roundabout. Maneuvering into and through a roundabout can be challenging enough in a regular size vehicle, now add 50 or more feet of length and it’s nearly impossible to stay in your lane. We looked at several options to make it less likely for a truck to be cited if they should happen to deviate from their lane in a roundabout.

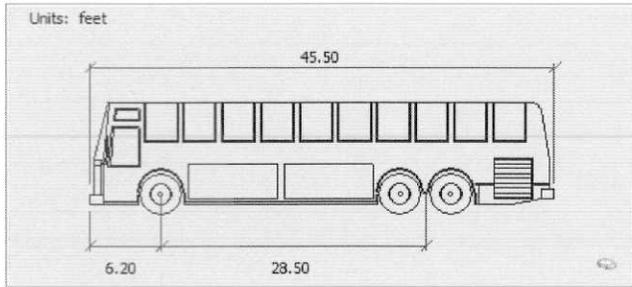
SB 379 will allow a person operating a large vehicle within a roundabout to deviate from the lane in which they are travelling in order to navigate the roundabout. And, an operator of a small vehicle shall yield the right-of-way to the large vehicle. Under current law, a small vehicle means: automobile, motorcycle, moped, motor bicycle, or bicycle. SB 379 is strictly written for vehicles maneuvering within a roundabout. This bill does not allow for lane deviation on a regular roadway.

The substitute amendment was requested by the Department of Transportation as a little cleaner way to address the issue. Attached are examples of vehicles that are 40 feet or greater in length.

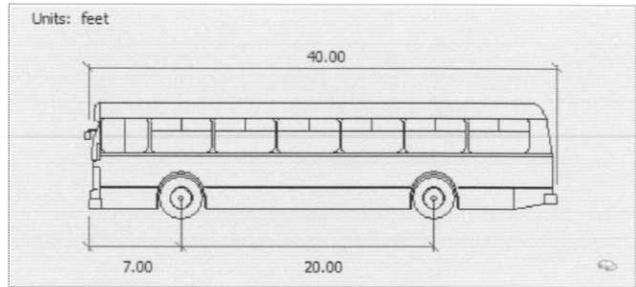
Thank you for hearing SB 379 today. I hope you will support passage of the bill.

EXAMPLES OF VEHICLES THAT ARE 40 FT or GREATER

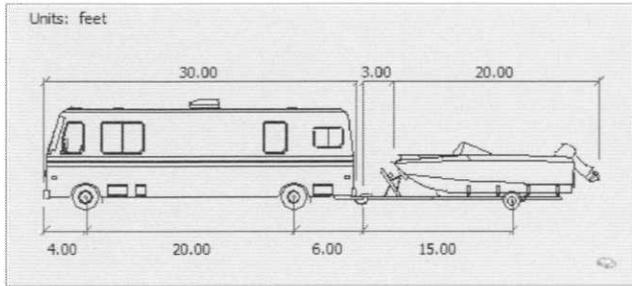
COACH BUS



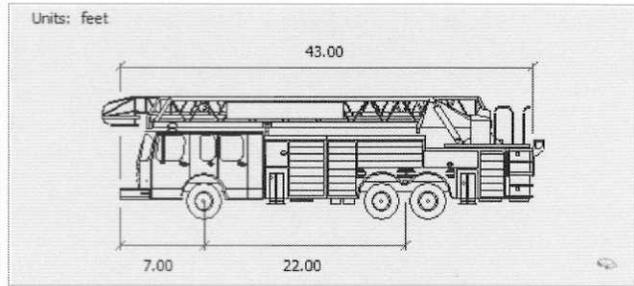
SCHOOL BUS



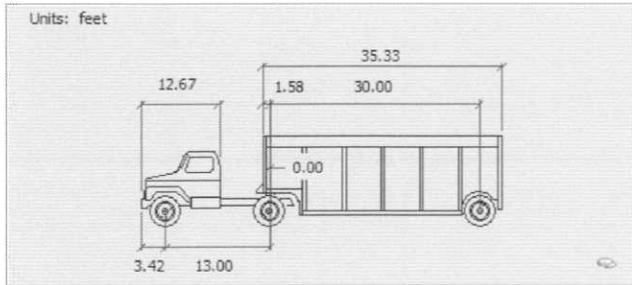
Motor home with trailer



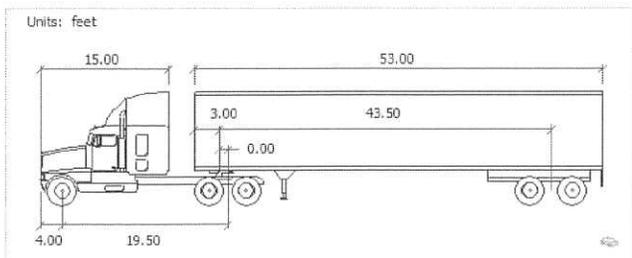
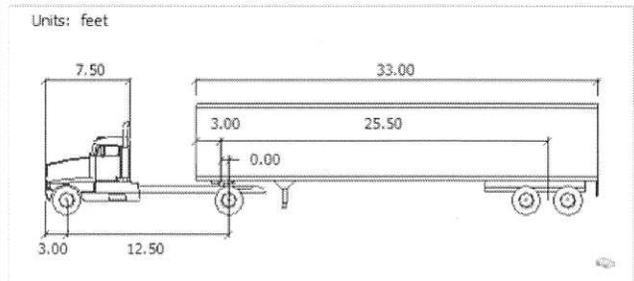
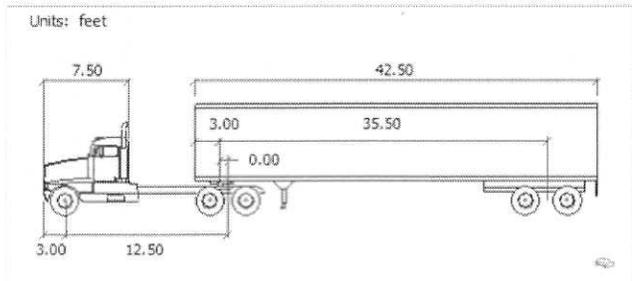
Ladder fire truck



Beverage Truck

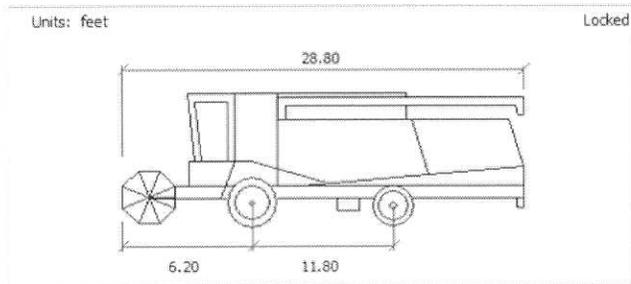
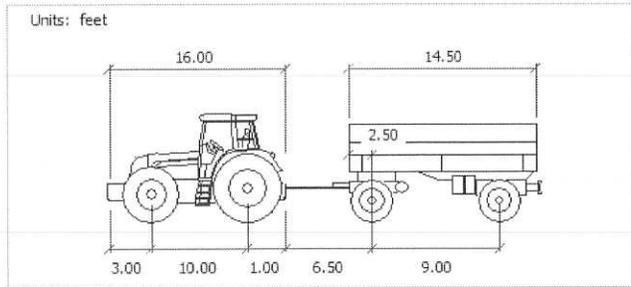


ALL semi-trailers



EXAMPLES OF VEHICLES THAT ARE IN EXCESS OF 10 FT

Generally agricultural equipment and “wide” loads





HOWARD MARKLEIN

STATE SENATOR • 17TH SENATE DISTRICT

Senator Howard Marklein Testimony in Support of Senate Bill 379

Good morning Senators, and thank you for the opportunity to testify in favor of Senate Bill 379. This bill seeks to address a serious issue with roundabouts in our communities. Roundabouts can be difficult for large semi-trucks, AG vehicles, motor coaches, and other large vehicles to navigate. Large vehicles, at times, need two lanes to safely navigate a roundabout.

Current law does not allow any driver to deviate between lanes for any reason. Drivers of large vehicles are left vulnerable when trying to safely navigate through roundabouts.

Representative Ed Brooks and I were approached by Skinner Transfer of Reedsburg Wisconsin after one of their drivers had been cited for lane deviation in a roundabout. This citation occurred after an accident, when the driver of a passenger car attempted to pass a semi in a roundabout. This citation occurred after an accident, when the driver of a car attempted to pass a semi in a roundabout.

This bill makes clear that large vehicles have the right to change lanes in a roundabout and that smaller vehicles must yield the right of way for safety. This aligns the law with the reality of driving and gives certainty to our many semi and agricultural vehicle drivers trying to navigate through roundabouts.

Thank you again for allowing me the opportunity to testify in support of this bill, and I would welcome any questions.



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January 6, 2016

RE: Support for SB379 and AB451

Dear Transportation and Veterans Affairs Committee Members:

The manufactured and modular housing industry in Wisconsin is just starting to rebound from nearly a 90% decline in home production and shipments during the housing crisis.

One of the issues that negatively affects the transportation of home sections throughout Wisconsin is navigating the abundance of roundabouts. This is a serious problem for our industry due to the size of the load and the fact that drywall and homebuilding components are not meant to be bent while utilizing the apron within the roundabout. While this bill does not eliminate additional roundabouts, it does at least recognize that large loads need special consideration.

This bill makes sense and will be helpful to many industries in the state. We strongly urge you to support this legislation. Thank you!

Sincerely,

Amy Bliss
Executive Director

Senate Committee on Transportation and Veterans Affairs
Thursday, January 7, 2016
Testimony on Senate Bill 379, Right-of-Way in Roundabouts

Good afternoon Chairman Petrowski and members of the committee –

My name is Rob Richard and I am Senior Director of Governmental Relations for the Wisconsin Farm Bureau Federation (WFBF). I am here to submit WFBF's support for Senate Bill 379. This includes our support for Senate Substitute Amendment 1 offered by Senator Marklein.

It's no secret that many drivers have a hard time maneuvering through a roundabout. They are a relatively new traffic device in the state and many drivers are still adjusting to their presence on Wisconsin's roadways and the operability of vehicles through them.

WFBF believes Senate Bill 379 is a common sense approach for moving large vehicles through a multi-lane roundabout in a safe and efficient manner, especially the larger pieces of farm equipment that operate on our roads.

Requiring smaller vehicles yield to larger farm machinery and trucks is a good idea to ensure safety for everyone trying to drive through a multi-lane roundabout. We think it will also lessen any further impediment to traffic flow that could already be caused by longer and wider vehicles navigating a roundabout.

While we believe the DOT and the trucking industry have done a good job of educating drivers on the purpose and use of the truck apron, it can still be a little bit of a novelty for those in the agricultural community. Not everyone knows that the truck apron is meant to be driven upon by large vehicles and so I still have to explain this concept to some of our members. As we continue educating our members on this technique, Senate Bill 379 is the right approach moving forward for safer and more efficient traffic flow.

On behalf of WFBF, I urge your support for passage of Senate Bill 379 and I'd be happy to answer any questions the committee may have at this time.