

REPORT TO THE LEGISLATURE PURSUANT TO ACT 165 SECTION 47

Review of Vermont's Active Transportation Law

Date:

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Submitted to:

**House Committee on Transportation
Senate Committee on Transportation**

**Vermont Agency of Transportation
Highway Division
Operations & Safety Bureau
Safe Systems Section – Active Transportation**



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AUTHORIZING LEGISLATION

Act 165, Sec. 47 AGENCY OF TRANSPORTATION; ACTIVE TRANSPORTATION POLICY REPORT.

The Agency of Transportation shall prepare an Active Transportation Policy Report that provides a comprehensive review of Vermont statutes, including those in Titles 19 and 23, relating to the rights and responsibilities of vulnerable road users, in order to inform best practices and policy outcomes.

The Agency shall develop the Report in consultation with relevant stakeholders identified by the Agency, which shall include bicycle safety organizations.

On or before January 15, 2025, the Agency shall submit the written Active Transportation Policy Report, which shall include a summary of the Agency's review efforts and any recommendations for revisions to Vermont statutes, to the House and Senate Committees on Transportation.

REPORT PREPARATION

This report was prepared by the Vermont Agency of Transportation, Highway Division, Operations & Safety Bureau staff.

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EXECUTIVE SUMMARY

This report is submitted pursuant to Act No. 165 (2024), in which the Vermont General Assembly directed¹ the Vermont Agency of Transportation (AOT) to conduct a comprehensive review of state statutes, including those in Titles 19 and 23, relating to the rights and responsibilities of vulnerable road users. To inform the review and research of statutes, the Agency gathered comments from both internal and external stakeholders. A complete review of Title 19 and Title 23 has been conducted (Appendix A) and a summary of review findings are provided in this report.

Section 1.0 states the purpose was to gain an understanding of the current regulatory framework in Vermont that governs active transportation users and their modes of travel as well as identify areas of misalignment between statutes that can happen over time. Section 2.0 provides additional background on the state of active transportation regulations in Vermont. Section 3.0 provides a list of subjects and provisions that require further investigation to determine whether the Agency would support further action to amend statutes. Section 4.0 reviews the activity the Agency will initiate in the calendar year 2025 to consult with stakeholders, continue assessment of the components identified in this report, and to ascertain the need to advance a future recommendation and proposal for amendments to statute.

¹ Act 165, Sec. 47 Agency of Transportation, Active Transportation Policy Report.

1.0 INTRODUCTION

1.1 PURPOSE

In the 2024 legislative session, the Vermont General Assembly passed Act 165 relating to miscellaneous changes to laws related to the Department of Motor Vehicles (DMV), motor vehicles, and vessels. In Section 47, the Legislature directed the Vermont Agency of Transportation (AOT) to complete a comprehensive review of state statutes, including those in Titles 19 and 23, relating to the rights and responsibilities of vulnerable road users. The Agency was then asked to provide a summary of the Agency's efforts to conduct the review and any potential recommendations for revisions to statute.

Regulatory provisions for all road users should be periodically reviewed and amended to keep pace with changes in technology, infrastructure, demographics and roadway safety. The intent of this report was to gain an understanding of the current regulatory framework in Vermont that governs active transportation users, generally referred to as pedestrians and bicyclists, and their modes of travel. This effort expands the 2022 report by Vermont Legislative Council which summarized statutes specific to the operation of bicycles.² In addition, the Agency recognized the importance of a comprehensive review of current regulations to identify areas of misalignment between statutes that can happen over time.

1.2 STAKEHOLDER ENGAGEMENT

To inform the assessment phase of current laws, the Agency requested feedback from stakeholders on areas of law and subject matter to be considered in the review. This information was gathered from stakeholders engaged in the monthly partner meetings, facilitated by AOT, of stakeholders actively engaged in the implementation of the Vermont Bicycle and Pedestrian Strategic Plan. Since Act 165 was enacted on June 6, 2024, the partners met eight times on topics that pertained to active transportation regulation, policy, and programming. Stakeholders in attendance at these meetings represent the following entities: Local Motion, AARP, Transportation for Vermonters (T4VT), Vermont Natural Resources Council, Sierra Club, Vermont Public Transit Authority, Vermont Department of Health, Vermont Agency of Transportation, Old Spokes Home, Vermont Department of Housing and Community Development, Vermont Association of Planning and Development Agencies, and Vermont League of Cities and Towns. In addition, the Agency also consulted with individual members representing these stakeholder entities.

² Anthea Dexter-Cooper. February 4, 2022. Report to VT Senate Transportation Committee titled, "Summary of Key Laws on the Operation of Bicycles." <https://legislature.vermont.gov/Documents/2022/WorkGroups/SenateTransportation/BicycleLaws/Drafts,Amendments,andLegalDocuments/W~AntheaDexter-Cooper~SummaryofKeyLawsontheOperationofBicycles~2-4-2022.pdf>

This review was focused on developing a framework to then inform future actions which will rely on additional stakeholder engagement. It is the intent of the Agency to further engage these stakeholders and others in the next steps as stated in Section 4.

2.0 BACKGROUND

Vermont laws serve as the official framework for the rules and responsibilities of individuals that access public roadways as well as the intended use of infrastructure. These laws provide uniform instruction to control the order of movement along public highways and ensure the safe and efficient travel of all users. The Uniform Vehicle Code (UVC), a national standard, has served as a model for state vehicle codes and traffic laws to convey the actions required of road users to obey regulatory devices and travel on public highways. Nationally, traffic laws were written for the perspective of motor vehicles as the dominant mode of transportation. A reflection of the times as the UVC was first released in the 1920s and last amended in 2000. However, national standards and state laws will continue to evolve over time to address changing conditions and needs of the transportation system and its users (Chapman, 2011; FHWA, 1992; Hartman et al., 2007).

In Vermont's statutes, there are two main titles that address the transportation system which are organized by subject. **Title 19. Highways** encompasses provisions pertaining to highway infrastructure (type, construction, maintenance, etc.) and **Title 23. Motor Vehicles** covers provisions pertaining to an operator (type, rights, responsibilities, etc.). The language concerning pedestrian rights and responsibilities in statute was first introduced in 1971 with an effective date of 1973 and remains largely as originally written (Title 23, Subchapter 5: Pedestrian Rights and Duties). Statutes related to the operation of bicycles were similarly introduced in 1971, however these statutes have been regularly updated to keep pace with the needs of the system (Title 23, Subchapter 12: Operation of Bicycles, Electric Personal Assistive Mobility Devices and Play Vehicles). For example, 23 V.S.A. § 1139 pertaining to riding on roadways and bicycle paths, has been amended seven times since the provision's original effective date of 1973.

3.0 SUMMARY OF LEGISLATIVE REVIEW

The following section summarizes the comprehensive review conducted by AOT on Vermont's laws that are directly and indirectly applicable to active transportation defined here as vulnerable road users. The primary effort to conduct a review of state statute produced a compilation of Vermont laws which relate to active transportation; this document (Appendix A) serves to provide an awareness of the provisions in Vermont law and serves as a reference to aid planning level activity. The following tasks were performed during the information gathering phase of this effort:

- Compiled references of state statutes related to the rights and responsibilities of vulnerable road users as well as provisions that address interaction among all road users (pedestrians, bicyclists and motor vehicles).
- Gathered feedback from relevant stakeholders on statutory subject areas to consider in the review.

Upon completion of the review, an initial assessment of current language was conducted with a focus on the clarity of provisions as well as alignment with current state practices and national standards. The following tasks were performed during the compilation and summary phase of this effort:

- Reviewed literature that synthesized individual or multi-state assessments of state law for pedestrians and operators of bicycles.
- Reviewed national standards and guidelines such as the Uniform Vehicle Code (NCUTLO, 2000).
- Identified areas of opportunity that require further review to reflect on regulatory intent and best practice.

The following section catalogues the regulatory subject areas and/or specific statutes identified in the initial assessment. These items draw attention to potential ambiguities and/or conflicts in statute as well as areas where active transportation laws may be improved. NOTE: These findings are based on the understanding of the staff conducting this review and may not be another's understanding and/or interpretation of statute.

3.1 LOCATION OF BASE DEFINITIONS

- A. To uphold the current statute categorization by subject matter, establish the primary location for a definition of infrastructure in Title 19 and of operators/road users or modes of transport in Title 23 (23 V.S.A. § 4). This structure is generally adhered to, the following definitions are exceptions to this practice.
1. The term “bicycle” is only defined in Title 19 (19 V.S.A. § 2301), no definition is included in Title 23.
 2. In 2023, legislation that established electric vehicle and bicycle incentive programs identified two new sub-categories of electric bicycles (19 V.S.A. § 2901). The primary location for definitions and provisions pertaining to electric bicycles is in Title 23, as such 19 V.S.A. § 2901 refers to the existing definition for “electric bicycles” (23 V.S.A. § 4) however, the two new mode definitions were incorporated into Title 19 definitions for “adaptive electric cycle” and “electric cargo bicycle”.
 3. Four infrastructure related definitions are provided in Title 23 (23 V.S.A. § 4) that include: roadway, edge of roadway, sidewalk and crosswalk.

3.2 MODE OF TRAVEL CLASSIFICATION

- A. **Classification of “Other” Modes.** Identify a strategy to aid the categorization of personal mobility devices and assignment of rules and responsibilities that can accommodate the changing landscape of personal mobility device technology. Further consideration is needed to determine the appropriate approach to pursue, such as to define each individual device or group like devices into a generalized category under one definition (Fang et al. 2019).
1. Ensure compliance between definitions (Vulnerable User, EPAMD, etc.) and categories of devices that assign rules and responsibilities (Pedestrian, Bicycle or Vehicle).
 2. Clarify the classification of “other nonmotorized” means of transportation as listed in line four of the vulnerable user definition. This statement provides the sole reference to other non-motorized modes in statute and as stated one may interpret the intent is for these modes to be classified as an operator of a bicycle.

VERMONT STATUTES - <u>23 V.S.A. § 4 DEFINITIONS</u>
23 V.S.A. § 4(67) - Vulnerable User. A person operating a bicycle or other nonmotorized means of transportation (such as roller skates, rollerblades, or roller skis);

- B. **Identify Best Practice for Use of Term “Personal Mobility Device”.** At present, this term is utilized in provisions without a definition. Review to ensure a clear interpretation of what “personal mobility device” is meant to encompass. The review of this term should coincide with other provisions identified in this report such as the classification of “other modes” and determinations made for the use of the terms Electric Personal Assistive Mobility Device (EPAMD) and Other Power-Driven Mobility Device (OPDMD).

1. The following are provisions with the term “personal mobility device”:

- i. 23 V.S.A. § 4(81) incorporates the following provision, “A person operating a wheelchair or other personal mobility device, whether motorized or not.”
- ii. Additionally this term is utilized in 32 VSA § 5930aa(3) under the provisions for a “Qualified code improvement project”.

C. Identify Best Practice to Refer to Persons with Ambulatory Disabilities in Traffic Law.

The reference to persons with an ambulatory disability in the definitions for “vulnerable user” and “pedestrian” should be reviewed in conjunction with considerations of mode classification to ensure that all references to “personal mobility devices” are in alignment. As the intent in both provisions is to specifically accommodate those with an ambulatory disability, a review should consider the need to incorporate the term “ambulatory disability” in the definitions of “vulnerable user” or “pedestrian”.

- 1. The term “ambulatory disability” (defined under 23 V.S.A. § 304a(a)(1)³) was previously included in the definition of pedestrian, but reference was dropped with the 2024 amendment of the pedestrian definition.
- 2. As both provisions are currently stated, the reference to “mobility devices” is mixed with EPAMD, which is a mode that can be used by any individual.

VERMONT STATUTES - 23 V.S.A. § 4 DEFINITIONS
23 V.S.A. § 4(67) - Vulnerable User. A person operating a wheelchair or other personal mobility device, whether motorized or not;
23 V.S.A. § 4(81) – Pedestrian. Any individual afoot or operating a wheelchair or other personal assistive mobility device, whether motorized or not, and including an electric personal assistive mobility device.

D. Motor-Assisted Bicycle Versus Electric Bicycle. Clarify the distinction between a “motor-assisted bicycle” and an “electric bicycle” based on the definition of each mode in Title 23 and informed by the devices accessing the system today. As shown in Table 1, motor-assisted bicycles with an electric motor can have a maximum power of 1000 watts, while the three classes of electric bicycles have a stated maximum power of 750 watts.

³ Ambulatory disability is defined similarly with minor wording variation in 20 VSA § 2900(2) if reference to accessibility standards for public buildings and parking.

TABLE 1. SUMMARY OF VERMONT LAWS ACROSS CONVEYANCE TYPES FOR MOTORCYCLES AND MICROMOBILITY DEVICES.

Type of Device	Device Category	Operator Requirements						Restrictions		Prohibited Users ⁴			Vermont Statute
		Minimum Age	License	Registration & Insurance ⁵	Helmet	Lights & Reflectivity	Operable Pedals	Speed	Motor	Sidewalk	Bike Path ⁶	Bike Lane	
<i>Motorcycle</i>	Vehicle	16	Yes ⁷	Yes	Yes	Headlight and taillight	No	-	-	Yes	Yes	Yes	23 VSA §§ 4(18)(A), 1114-1117, 1243, 1256-1257, 1307
<i>Motor Driven Cycle (moped or scooter)</i>	Vehicle	16	Yes	Yes	No	Same as motorcycle	No	30 MPH	2 brake hp or 50 cc	Yes	Yes	Yes	23 VSA §§ 4(45)(A), 364a, 601, 1114-1117, 1243, 1307
<i>Bicycle</i>	Bicycle	-	No	No	No	Front white light, rear red light and/or min. reflectivity	Yes	-	-	No	No	No	19 VSA §2301, 23 VSA §1139, 24 VSA §2291(1)
<i>Motor Assisted Bicycle</i>	Bicycle	16	No	No	No	Same as bicycle	Yes	20 MPH by motor alone	1000 watts	Yes	No	No	23 VSA §§ 4(45)(B)(i), 1136(b)(1), 1136(d)(1)-(2)
<i>Class 1 Electric Bike</i>	Bicycle	-	No	No	No	Same as bicycle	Yes	20 MPH by pedal assist motor	750 watts	No	No	No	23 VSA §4(46)(A)(i)
<i>Class 2 Electric Bike</i>	Bicycle	-	No	No	No	Same as bicycle	Yes	20 MPH by motor alone	750 watts	No	No	No	23 VSA §4(46)(A)(ii)
<i>Class 3 Electric Bike</i>	Bicycle	16	No	No	No	Same as bicycle	Yes	28 MPH by pedal assist motor	750 watts	No	No	No	23 VSA §4(46)(A)(iii)
<i>Electric Personal Assistive Mobility Device (segway)</i>	Pedestrian	-	No	No	No	Front white light Front, rear and side reflectors.	No	8 MPH on a sidewalk	750 watts (average)	No	No	No	23 VSA §§ 311, 1132, 1141a
<i>Other Non-motorized (rollerblades, skateboard, etc.)</i>	Not classified	-	-	-	-	-	-	-	-	-	-	-	23 VSA §4(81) listed in definition

⁴ Municipalities have power to restrict by location and regulate use (such as based on age); base statutory allowances provided which may not reflect action by local authority to restrict operation.

⁵ VT "Maintenance of Financial Responsibility" law (23 VSA §800) requires an individual be covered by liability insurance. Coverage must be at least: \$25,000 for death or injury of one person, \$50,000 for death or injury of 2 or more persons, and \$10,000 for property damage.

⁶ As the standard term in practice has changed to "shared-use path", this category of facility is meant to apply to a bike path, multiuse path, and shared-use path.

⁷ License plus motorcycle endorsement and/or permit

3.3 RIGHTS OF FACILITY USERS

- A. **Operation of Bicycles on Sidewalks.** Clarify if the definitions provided for “sidewalk” facilities result in a potential conflict for the allowance of facility use by bicycles. Both definitions allude to pedestrians being the primary intended user.

VERMONT STATUTES – TITLE 19 AND TITLE 23 DEFINITIONS
<p>19 V.S.A. § 2301 - Sidewalk The portion of a street or highway right-of-way designated for primary or exclusive pedestrian use.</p> <p>23 V.S.A. § 4(35) - Sidewalk That portion of a street between the curb lines or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.</p>

- B. **Enhance Interpretation of Where Devices May Travel.** The assignment of a travel mode (device such as bicycle, human-powered scooter, and EMPAD) to a road user category, is the process which informs how the devices intend to be regulated, whether categorized as a Pedestrian, Bicycle or Vehicle. This can become more complicated than a decision to classify a mode as a pedestrian or bicyclist as further action is warranted to aid the interpretation of how to accommodate devices together on facilities.

1. The following excerpt of UVC provisions provide an example of language to further define roles and responsibilities of a bicycle operating on a sidewalk.

UVC § 11-1209. BICYCLES AND HUMAN POWERED VEHICLES ON SIDEWALKS
<p>(a) A person propelling a bicycle upon and along a sidewalks, or across a roadway upon and along a crosswalk shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.</p> <p>(b) A person shall not ride a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, where such use of bicycles is prohibited by official traffic-control devices.</p> <p>(c) A person propelling a vehicle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances.</p>

- C. **Bicycle Lanes and Paved (road) Shoulders.** Compare the definitions of and considerations for bicycle lanes and paved road shoulders to ensure alignment with current state practice and compliance with the MUTCD 11th Edition standards⁸ (FHWA 2023). Nationally the standard interpretation of these facilities is that a bicycle lane is intended for the preferential or exclusive use of bicycles whereas a road shoulder is maintained for and can accommodate moving or stopped vehicles as well as travel by pedestrians and bicycles in the absence of other facilities.

⁸ MUTCD establishes uniform national criteria for traffic control devices and referenced in statute (23 V.S.A §1025) as the standards for all traffic control signs, signals, and markings within the State. This provision further states applicability “shall apply for both State and local authorities as to traffic control devices under their respective jurisdiction.”

1. Statutes include a statement in the definition of a bike lane that state paved road shoulders are considered bicycle lanes (19 V.S.A. § 2301). This statement can lead to general confusion when interpreting the intended user of a facility.
2. The MUTCD states it is a requirement to provide markings for bicycle lanes; the prior edition included relevant provisions as optional. The intent for the change in standard was to improve conveyance to road users and better inform road users of the bicycle lane presence. The 2023 provisions further state that a portion of the travel way cannot be established as both a shoulder AND a bicycle lane because each serves a different use and has differing regulations that apply.

MUTCD, SECTION 9E.01 BICYCLE LANES (MUTCD 11th Edition - Part 9)
<p>Support: 01 Pavement markings designate that portion of the roadway for preferential use by bicyclists. Markings inform all road users of the restricted nature of the bicycle lane.</p> <p>Standard: 07 The bicycle symbol or BIKE LANE pavement word marking and the pavement marking arrow shall not be used in a shoulder. 08 A portion of the roadway shall not be established as both a shoulder and a bicycle lane.</p> <p>Support: 09 Where a shoulder is provided or is of sufficient width to meet the expectation of a highway user in that it can function as a space for emergency, enforcement, or maintenance activities, or avoidance or recovery maneuvers, Section 9B.16 contains information regarding the Bicycles Use Shoulder Only sign that can be used to denote locations on a freeway or expressway where bicycles are permitted on an available and usable shoulder</p>

D. **Pedestrian Clearance Area.** Determine the applicability of the provision to prohibit operation of a vehicle in a pedestrian “safety zone” as stated in of 23 V.S.A. § 1059; if retained then a definition of a “safety zone” in 23 V.S.A. § 4 should be established.

1. 23 V.S.A. § 1059 states, “No vehicle shall at any time be driven through or within a safety zone”. This provision originates from UVC (§ 11-508) and intends to bolster the safety of vulnerable users, however as no other reference to “safety zone” is provided in Vermont statute, there is no reference to a what or where for this provision.

UNIFORM VEHICLE CODE (2000) – SAFETY ZONE
<p>DEFINITION.</p> <p>§ 1—188—Safety zone.</p> <p>The area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is so marked or indicated by official traffic control devices as to be plainly visible at all times as set apart as a safety zone.</p> <p>APPLICABLE PROVISIONS</p> <p>§ 4-S-City traffic engineer to designate crosswalks and establish safety zones</p> <p>The city traffic engineer is hereby authorized:</p> <ol style="list-style-type: none"> 1. To designate and maintain, by appropriate devices, marks, or lines upon the surface of the roadway, crosswalks at intersections where in his opinion there is particular danger to pedestrians crossing the roadway, and at such other places as he may deem necessary; 2. To establish safety zones of such kind and character and at such places as he [or she] may deem necessary for the protection of pedestrians.

UNIFORM VEHICLE CODE (2000) – SAFETY ZONE

APPLICABLE PROVISIONS

§ 11-1003-Stopping, standing or parking prohibited in specified places

1. Stop, stand or park a vehicle: a. On the roadway side of any vehicle stopped or parked at the edge or curb of a street; b. On a sidewalk; c. Within an intersection; d. On a crosswalk; e. Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by signs or markings;...

§ 11-508-Driving through safety zone prohibited

No vehicle shall at any time be driven through or within a safety zone.

E. **Clarify expectations of road users to “exercise due care”.** Review the present use and intent of the phrase “exercise due care” and consider if further provisions or definitions could be provided to clarify intent and anticipated action by road user.

1. Vermont statutes currently utilize this phrase in provisions for motorists passing vulnerable users (23 V.S.A. § 1033(b)) and for bicyclists when passing a vehicle (23 V.S.A. § 1139).
2. It is of the best interest and expectation that all road users should exercise due care when traveling within or along a roadway. UVC provides an example of provisions that clarify the expectations for conducting due care.

UNIFORM VEHICLE CODE (2000)

§ 11-504 - Drivers to exercise due care.

Notwithstanding other provisions of this chapter or the provisions of any local ordinance, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian or any person propelling a human powered vehicle and shall give an audible signal when necessary, and shall exercise proper precaution upon observing any child or any obviously confused, incapacitated or intoxicated person.

3. A provision should be considered to state the responsibility of pedestrians to similarly exercise due care. The State of Washington in 2022 incorporated provisions for pedestrians following a recommendation provided by the Cooper Jones Active Transportation Safety Council (ATSC, 2020).

WASHINGTON STATE LAW (RCW 46.61.250: PEDESTRIANS ON ROADWAYS.)

RCS 46.61.205 Pedestrians on roadways.

(4) When walking or otherwise moving along and upon an adjacent roadway, a pedestrian shall exercise due care to avoid colliding with any vehicle upon the roadway.

3.4 MODERNIZATION OF PROVISIONS

- A. **Acknowledge All Road Uses as Traffic.** Include a definition for traffic that conveys that all users are being considered and included. A definition for “traffic” has been taken by 43 other states (Hartman et al., 2007); the UVC provides an example of this provisions.

UNIFORM VEHICLE CODE (2000) - § 1-201. DEFINITION OF TRAFFIC
Pedestrians, ridden or herded animals, vehicles, streetcars and other conveyances either singly or together while using any highway for purposes of travel

- B. **Bicycle-Control Signals.** Incorporate a provision to define a bicycle-control signal to inform required right-of-way per signal indicators (RYG bicycle signal indication per MUTCD Chapter 4H. Bicycle Signals).

1. A bicycle-control signal was erected in 2024 in the Town of Hartford at the junction of U.S. Route 4, U.S. Route 5 and North Main Street. This is the first deployment of this signal type in Vermont. Consideration should be given to the inclusion of a description of road user right-of-way assignment for this type of signal.

- C. **Pedestrian-Control Signals.** Update the provisions in 23 V.S.A. § 1023 for a pedestrian-control signal to acknowledge signals may have additional configurations and not limited to conveying the symbols for “Walk”/“Don’t Walk” to indicate how a road user is to obey the signal.

- D. **Terminology and User Evolution of Shared-Use Path.** Identify if the term “bicycle path” should be amended and/or a reference incorporated for “shared-use path” to reflect national practice. As currently defined, a bicycle path is for the preferential or exclusive use of bicycles. This term does not capture how this facility type has evolved. If this term is to encompass a shared-use path facility, then it is not properly identifying it with the intent of a shared facility for bicycles and pedestrians.

23 V.S.A. § 2301. DEFINITION OF BICYCLE PATH
A separate trail or path that is for the preferential or exclusive use of bicycles, when authorized by State law or municipal ordinances. Where a trail or path forms a part of a highway, it is separated from the roadway for motor vehicle traffic by an open space or barrier.

- E. **Facility Type Requiring a Vehicle to Yield to Pedestrians.** Based on current practice, facilities other than sidewalks may be constructed along public highways. Confirm if provisions specific to sidewalks apply to shared-use paths (bicycle paths) and if there is a need to modify this provision for broader applicability to pedestrian facilities. For example, 23 V.S.A. § 1074 provisions are specific to vehicles crossing sidewalk facilities.

23 V.S.A. § 1074. VEHICLE ENTERING ROADWAY

A driver of a vehicle emerging from an alley, private road, legal trail, class 4 town highway, class 3 town highway serving only one residence, or driveway shall stop immediately prior to driving onto a **sidewalk or onto the sidewalk area** extending across any alleyway or driveway, shall yield the right of way to any pedestrian as may be necessary to avoid contact, and upon entering the roadway shall yield the right of way to all vehicles approaching on the roadway.

- F. **Operating Impaired.** Consider the impacts for establishing provisions on impaired bicycling. A 2021 NHTSA report stated that twenty-four states prohibit bicycling under the influence impaired (Jackson et al., 2021).
- G. **Operation of Bicycles at Controlled Intersections.** Based on the information presented in the Agency's legislative report, *Report on the Operation of Bicycles at Controlled Intersections*⁹, consider amendments, as applicable, for incorporation with other identified amendments to ensure alignment of related provisions.
- H. **Parking Near Pedestrian and Bicycle Facilities.** Review the list of existing provisions regarding where vehicles are prohibited from stopping and/or parking under 23 V.S.A. § 1104(a) to identify if listed facility types and scenarios are properly addressed to aid the visibility and safety of all road users. The following two subject areas were identified by stakeholders for consideration of applicability.
1. Bicycle lanes.
 2. A clear distance for mid-block crosswalk akin to provisions applicable to crosswalks at intersections (23 V.S.A. § 1104(a)(2)(c)).

23 V.S.A. § 1104. STOPPING PROHIBITED (SUBCHAPTER 10: STOPPING, STANDING AND PARKING)

(a) Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of an enforcement officer or official traffic-control device, no person may:

(1) Stop, stand, or park a vehicle:

(A) on the roadway side of any vehicle stopped or parked at the edge or curb of a street; **(B) on a sidewalk**; (C) within an intersection; **(D) on a crosswalk**; (E) alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic; (F) upon any bridge or other elevated structure or within a highway tunnel; (G) on any railroad tracks; or (H) at any place where official signs prohibit stopping.

(2) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger:

(A) in front of a public or private driveway; (B) within six feet of a fire hydrant; **(C) within 20 feet of a crosswalk at an intersection**; (D) within 30 feet upon the approach to any flashing signal, stop sign, or traffic control light located at the side of a roadway; (E) within 20 feet of the driveway entrance to any fire station and on the side of a street opposite and within 75 feet of the entrance to any fire station, when properly signposted; (F) at any place where official signs prohibit standing.

⁹ VAOT. (2024). Act 165 of 2024 Section 46 Idaho Stop Study Report. (December 15, 2024). Vermont Agency of Transportation. Retrieved from https://legislature.vermont.gov/assets/Legislative-Reports/FINAL_LegReport_AOT_Act165.Sec46-Report-12.13.2024.pdf

23 V.S.A. § 1104. STOPPING PROHIBITED (SUBCHAPTER 10: STOPPING, STANDING AND PARKING)

(3) Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading merchandise or a passenger:

(A) within 50 feet of the nearest rail of a railroad crossing; (B) at any place where official signs prohibit parking; (C) at any place where official signs restrict parking at an electric vehicle charging station and the vehicle violates the restrictions.

3.5 HARMONIZATION AMONG STATE AGENCIES

A. **Bridging Language used for Trails and Highways.** Consider whether to incorporate reference and/or a definition of Other Power-Driven Mobility Device (OPDMD). This term is utilized in national ADA standards, national guidance resources, and the VT Agency of Natural Resources (VANR) policy on use of mobility devices on Agency lands¹⁰.

1. Engage in a coordinated review of definitions used by the Agency of Transportation and Agency of Natural Resources in regulation and policy to ensure consistency in interpretation by the Agencies and the public on the definition and classification of mobility devices. While the allowances for device use on facilities can vary based on jurisdictional authority, consistency among state agencies will aid compliance and user safety. As VANR's policy pertaining to mobility devices on state land was adopted in 2015, which is prior to the incorporation of electric bicycle provisions into statute (23 V.S.A. §1136a), it is recommend that all "Class 1" device definitions, which include electric bicycles, mobility scooters, and motor-driven cycles, are included in the review.

B. **Consider Findings from Related Efforts.** Confer with the three state agencies engaged in the *Report on Motor Vehicle Offenses per Act 106 of 2022*¹¹ on the recommendations in the 2023 final report (Vermont Department of Public Service, Vermont Department of Motor Vehicles and Vermont Office of Racial Equity). Through the lens of reviewing statutes to simplify, modernize and reduce systematic inequities in traffic code, the report identified two considerations for statutory language changes (23 VSA §§ 1054, 1055) and a consideration for the Traffic Committee to assess the "timing for pedestrians crossing with persons with mobility-related disabilities in mind".

¹⁰ ANR Policy (2015) "Use of Mobility Devices on ANR Fee-Owned Lands by Persons with Mobility Disabilities."

¹¹ Act 106 of 2022 Section 1 Motor Vehicle Offenses Report. (December 22, 2023). Vermont Department of Public Service, Vermont Department of Motor Vehicles and Vermont Office of Racial Equity. Retrieved from <https://legislature.vermont.gov/assets/Legislative-Reports/12222023-H.635-No.-106.-An-act-relating-to-secondary-enforcement-of-minor-traffic-offenses-FINAL-Report.pdf>

4.0 NEXT STEPS

To facilitate the assessment of items recommended for further review in Section 3.0, the Agency will continue this effort in the calendar year 2025 to carry out the following activities:

4.1 STAKEHOLDER CONSULTATION

To gather comments and build consensus, the Agency will continue to engage with bicycle and pedestrian safety organizations by way of the monthly Active Transportation Partner meetings, led by the Agency. Additionally, the Agency will engage relevant state agencies (Department of Public Service, Department of Motor Vehicles, Agency of Natural Resources, Department of Health, etc.) as needed for consultation on relevant provisions.

4.2 INCORPORATION OF RESOURCES

To inform discussion and deliberation of statutory changes, the Agency will continue to assess national standards for best practices, review available literature synthesizing state motor vehicle standards as well as confer with related efforts in Vermont on transportation regulation, policy and planning.

4.3 IMPLEMENTATION

To advance recommendations for statutory amendments, presuming the Agency identifies and intends to take a lead role in drafting language, the Agency would aim to develop a legislative proposal for consideration in a subsequent session.

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APPENDIX A. COMPILATION OF VERMONT LAWS: ACTIVE TRANSPORTATION

The following section provides excerpts from statutes obtained from the online database of the Vermont Statutes and reflect information posted as of January 15, 2025. Please refer to the Vermont Statutes for the official text at <https://legislature.vermont.gov/statutes/>.

Appendix A.

Compilation of Vermont Laws Which Relate to Active Transportation

Prepared by Vermont Agency of Transportation

Purpose: This document provides a compilation of the primary laws in Vermont which relate to active transportation (vulnerable users, non-motorized modes, pedestrian, bicyclist) for use as a reference to aid planning level activity. The document is intended to be a living document, current as of January 15, 2025.

Note: The statutes in this document have been generated from the online database of the Vermont Statutes but may not be an exact duplication. Please refer to the Vermont Statutes for the official text.

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1.0 DEFINITIONS IN STATUTE.

Note: The definitions below are stated to be specific to the chapter and title cited.

1.1. DEFINITIONS APPLICABLE TO ROAD USERS AND MODES OF TRANSPORT

Table 1. Definitions in Vermont Statutes That Pertain to Road Users and Modes of Transport

Term	Definition	Statute Citation
Vulnerable User <i>Defined as any of the following:</i>	A pedestrian; An operator of highway building, repair, or maintenance equipment or of agricultural equipment; A person operating a wheelchair or other personal mobility device, whether motorized or not; A person operating a bicycle or other nonmotorized means of transportation (such as roller skates, rollerblades, or roller skis); A person operating a motor-assisted bicycle or an electric bicycle;* A person riding, driving, or herding an animal.	23 V.S.A. § 4 (81) *Added: 2021, No. 40 , § 5
Pedestrian	<u>As of 7/1/24</u> Any individual afoot or operating a wheelchair or other personal assistive mobility device, whether motorized or not, and including an electric personal assistive mobility device. <u>Preceding 7/1/24:</u> Any person afoot and shall also include any person 16 years of age or older operating an electric personal assistive mobility device. The age restriction of this subdivision shall not apply to a person who has an ambulatory disability as defined in section 304a of this title.	23 V.S.A. § 4 (67)
Electric Personal Assistive Mobility Device (EPAMD)	A self-balancing, two-nontandem-wheeled device, designed to transport only one person, with an electric propulsion system with average power of 750 watts (1 horsepower).	23 V.S.A. § 4 (66)
Bicycle	Every pedal-driven device propelled by human power having two or more wheels on which a person may ride, including a so-called pedal vehicle that may have an enclosed cab.	19 V.S.A. § 2301 No definition for bicycle in Title 23
Bicycle <i>As defined by Consumer Product Safety Commission</i>	(1) A two-wheeled vehicle having a rear drive wheel that is solely human-powered; (2) A two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.	Code of Federal Regulations (CFR) Title 16, Part 1512
Motor-assisted bicycle	Any bicycle or tricycle with fully operable pedals and equipped with a motor that in itself is capable of producing a top speed of not more than 20 miles per hour on a paved level surface when ridden by an operator who weighs 170 pounds and either: (I) has an internal combustion motor with a power output of not more than 1,000 watts or 1.3 horsepower; or (II) has an electric motor with a power output of not more than 1,000 watts and does not meet the requirements of one of the three classes in subdivisions (46)(A)(i)-(iii) of this section.	23 V.S.A. § 4 (45)(B)(i) Modified: 2021, No. 40 , § 3

Term	Definition	Statute Citation
Electric bicycle <i>Broadly defined as:</i>	(A) A bicycle equipped with fully operable pedals, a saddle or seat for the rider, and an electric motor of less than 750 watts that meets the requirements of the following three classes... (B) An electric bicycle is not a motor vehicle and is a vehicle to the same extent that a bicycle is a vehicle. (C) Shall be regulated in accordance with section 1136a of this title.	23 V.S.A. § 4 (46) Added: 2021, No. 40 , § 4
Electric bicycle: Class 1	An electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.	23 V.S.A. § 4 (46)(A)(i)
Electric bicycle: Class 2	An electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour	23 V.S.A. § 4 (46)(A)(ii)
Electric bicycle: Class 3	An electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.	23 V.S.A. § 4 (46)(A)(iii)
Adaptive electric cycle	An electric bicycle or an electric cargo bicycle that has been modified to meet the physical needs or abilities of the operator or a passenger.	19 V.S.A. § 2901
Electric cargo bicycle	A motor-assisted bicycle, as defined in 23 V.S.A. § 4(45)(B)(i), with an electric motor, as defined under 23 V.S.A. § 4(45)(B)(i)(II), that is specifically designed and constructed for transporting loads, including at least one or more of the following: goods, one or more individuals in addition to the operator, or one or more animals. A motor-assisted bicycle that is not specifically designed and constructed for transporting loads, including a motor-assisted bicycle that is only capable of transporting loads because an accessory rear or front bicycle rack has been installed, is not an electric cargo bicycle.	19 V.S.A. § 2901
Ambulatory disability <i>Defined as any of the following:</i>	An impairment that prevents or impedes walking. An individual shall be considered to have an ambulatory disability if... (A) cannot walk 200 feet without stopping to rest; (B) cannot walk without the use of, or assistance from, a brace, cane, crutch, another individual, prosthetic device, wheelchair, or other assistive device; (C) is restricted by lung disease to such an extent that the individual's forced (respiratory) expiratory volume for one second, when measured by spirometry, is less than one liter, or the arterial oxygen tension is less than 60 mm/hg on room air at rest; (D) uses portable oxygen; (E) has a cardiac condition to the extent that the individual's functional limitations are classified in severity as Class III or Class IV according to standards set by the American Heart Association; (F) is severely limited in his or her ability to walk due to an arthritic, neurological, or orthopedic condition.	23 V.S.A. § 304a(a)(1)
Blind	The visual impairment of an individual whose central visual acuity does not exceed 20/200 in the better eye with corrective lenses or whose visual acuity, if better than 20/200, is accompanied by a limit to the field of vision in the better eye to such a degree that its widest diameter subtends an angle of no greater than 20 degrees.	23 V.S.A. § 304a(a)(2)

Appendix A. Compilation of Vermont Laws: Active Transportation

Term	Definition	Statute Citation
Operate, Operating, or Operated	As applied to motor vehicles shall include “drive,” “driving,” and “driven” and shall also include an attempt to operate and shall be construed to cover all matters and things connected with the presence and use of motor vehicles on the highway, whether they be in motion or at rest.	23 V.S.A. § 4 (24)
Operator	Shall include all persons 18 years of age or over properly licensed to operate motor vehicles.	23 V.S.A. § 4 (25)
Motor Vehicle	Includes all vehicles propelled or drawn by power other than muscular power, EXCEPT farm tractors, vehicles running only upon stationary rails or tracks, motorized highway building equipment, road making appliances, snowmobiles, tracked vehicles, motor-assisted bicycles, electric bicycles, or electric personal assistive mobility devices.	23 V.S.A 4(21)
Vehicle	A motor vehicle as defined in section 4 of this title and, when on a public highway: (A) a snowmobile as defined in section 3201 of this title; and (B) an all-terrain vehicle as defined in section 3501 of this title.	23 V.S.A. 1200(6)
Motocycle	Any motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, and includes autocycles but excludes motor-driven cycles, motor-assisted bicycles, electric bicycles, golf carts, track driven vehicles, tractors, and electric personal assistive mobility devices.	23 V.S.A. § 4 (18)(A)
Motor-Driven Cycle	Any vehicle equipped with two or three wheels, a power source providing up to a maximum of two brake horsepower and having a maximum piston or rotor displacement of 50 cubic centimeters if a combustion engine is used, which will propel the vehicle, unassisted, at a speed not to exceed 30 miles per hour on a level road surface, and that is equipped with a power drive system that functions directly or automatically only, not requiring clutching or shifting by the operator after the drive system is engaged. As motor vehicles, motor-driven cycles shall be subject to the purchase and use tax imposed under 32 V.S.A. chapter 219 rather than to a general sales tax. Electric personal assistive mobility devices, motor-assisted bicycles, and electric bicycles are not motor-driven cycles.	23 V.S.A. § 4 (45)(A)
All-terrain vehicle (ATV)	Any nonhighway recreational vehicle, except snowmobiles, motor-assisted bicycles, or electric bicycles, when used for cross-country travel on trails or on any one of the following or a combination thereof: land, water, snow, ice, marsh, swampland, and natural terrain.	23 V.S.A. § 3501 (1)
	<i>Per public use of VT Fish and Wildlife Department Lands:</i> Any non-highway recreational vehicle, except snowmobiles, having no less than two low pressure tires (10 pounds per square inch, or less) or tracks, not wider than 60 inches with two-wheel ATVs having permanent, full-time power to both wheels, and having a dry weight of less than 1,700 pounds, when used for cross-country travel on trails or on any one of the following or a combination thereof: land, water, snow, ice, marsh, swampland, and natural terrain.	10 App. V.S.A. § 15 (3.23)

1.2. DEFINITIONS APPLICABLE TO INFRASTRUCTURE

Table 2. Definitions in Vermont Statutes That Pertain to Transportation Infrastructure Utilized by Vulnerable Road Users.

Term	Definition	Statute Citation
Complete Street	Streets that provide safe and accessible options for multiple travel modes for individuals of all ages and abilities, including walking, cycling, public transportation, and motor vehicles.	19 V.S.A. § 2401 Added 2023, No. 62, §35, eff. 7/1/2023
Highway	“Highways” include all facilities defined in subdivisions 1(12), (20), and (23) of this title.	19 V.S.A 2301(5)
Roadway	Portion of a highway improved, designed, or ordinarily used for vehicular traffic, exclusive of the shoulder	23 V.S.A. § 4 (32)
Edge of roadway	The extreme right-hand limit of any improved area within the right-of-way of the highway.	23 V.S.A. § 4 (9)
Bicycle lane	A portion of a roadway that has been designated for the preferential or exclusive use of bicycles. It is distinguished from the portion of the roadway for motor vehicle traffic by a paint stripe or similar device. Paved road shoulders are considered bicycle lanes.	19 V.S.A. § 2301
Bicycle route	Any lane, way, or path, designated by appropriate signs, that explicitly provides for bicycle travel.	19 V.S.A. § 2301
Bicycle path	A separate trail or path that is for the preferential or exclusive use of bicycles, when authorized by State law or municipal ordinances. Where a trail or path forms a part of a highway, it is separated from the roadway for motor vehicle traffic by an open space or barrier.	19 V.S.A. § 2301
Sidewalk	The portion of a street or highway right-of-way designated for primary or exclusive pedestrian use.	19 V.S.A. § 2301
	That portion of a street between the curb lines or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.	23 V.S.A. § 4 (35)
Crosswalk	That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; or Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.	23 V.S.A. § 4 (7)
Audible	<i>Per traffic signals with audible warnings:</i> A signal that is sufficiently loud as to be heard when the traffic conditions in a particular location are considered.	19 V.S.A. § 905c
Trail	A public right-of-way that is not a highway and that: (A) previously was a designated town highway having the same width as the designated town highway, or a lesser width if so designated; or (B) a new public right-of-way laid out as a trail by the selectmen for the purpose of providing access to abutting properties or for recreational use.	19 V.S.A. § 301(8)
	Land used for hiking, walking, bicycling, cross-country skiing, snowmobiling, all-terrain vehicle riding, horseback riding, and other	10 V.S.A. § 442(3)

Term	Definition	Statute Citation
	similar activities. Trails may be used for recreation, transportation, and other compatible purposes.	
Vermont Trails System	<p>Statement of purpose.</p> <p>(a) In order to provide access to the use and enjoyment of the outdoor areas of Vermont, to conserve and use the natural resources of this State for healthful and recreational purposes, and to provide transportation from one place to another, it is declared to be the policy of this State to provide the means for maintaining and improving a network of trails to be known as the “Vermont trails system.”</p> <p>(b) It is the intent of the Legislature that trails be established within and without boundaries of State parks and forests and, when feasible, to interconnect units of the State Park and forest system, as well as such federal and municipal lands as may be appropriate.</p>	10 V.S.A. § 441
Limited Access Highway	<p>A highway or street over, from, or to which owners, or occupants of abutting land, or any other person have no right or easement, or only a limited right or easement, of access, light, air, or view by reason of the fact that their property abuts upon the limited access facility or for any other reason.</p> <p>The purpose of a facility is for “the preservation of the public peace, health, and safety, and for the promotion of the general welfare.”</p>	<p><u>19 V.S.A. § 1702</u> Added 1985, No. 269 (Adj. Sess.), § 1</p> <p><u>19 V.S.A. § 1701</u></p>

2.0 RIGHTS & RESPONSIBILITIES OF ROAD USERS

KEY AREAS	TITLE 23: MOTOR VEHICLES – CHAPTER 13: OPERATION OF VEHICLES SUBCHAPTER 5: PEDESTRIANS’ RIGHTS & DUTIES SUBCHAPTER 12: OPERATION OF BICYCLES, EPAMDS, AND PLAY VEHICLES
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2.1. PEDESTRIAN OPERATORS:

APPLICABILITY OF LAWS

- All pedestrians shall obey the instructions of all traffic control devices which are applicable to them, and all instructions of enforcement officers relating to control of traffic. *See 23 V.S.A. § 1058*

HOW AND WHERE TO TRAVEL

- [TRAVEL FACING TRAFFIC](#). Any pedestrian walking along and upon a highway shall, when practicable, walk only on the left side of the roadway or its shoulder facing the direction of possible oncoming traffic. *See 23 V.S.A. § 1055(b)*
- [USE THE SIDEWALK](#). Statutes are silent.

EXCERPT OF REPEALED STATUTE, 23 V.S.A. § 1055

23 V.S.A § 1055 was amended in 2023 (No. 165 (Adj. Sess.), § 45, Eff. 7/1/2024). Prior language (below) stated conditions for use of the sidewalk by pedestrians. The impetus to amend the statement was to remove mandate that a pedestrian use a sidewalk if present to acknowledge that present conditions may prohibit safe use of the facility.

23 V.S.A. § 1055. Pedestrians on Roadways

- (a) Where public sidewalks are provided, no person may walk along or upon an adjacent roadway.
- (b) Where public sidewalks are not provided, any pedestrian walking along and upon a highway shall, when practicable, walk only on the left side of the roadway or its shoulder facing the direction of possible oncoming traffic.

VISIBILITY

- Vermont statutes regarding requirements for operator to ensure visibility with lights or reflectivity do not apply to pedestrians.

2.2. BICYCLE OPERATORS (HUMAN-, ELECTRIC- OR MOTOR- POWERED):

APPLICABILITY OF LAWS

- Bicyclists are granted all the rights and subject to all the duties applicable to operators of vehicles, except if a provision is inconsistent with a specific statute or can have no application. *See 23 V.S.A. § 1136(c)*
- “Motor-assisted” and “electric” bicycles are governed as bicycles (some limitations on operation). *See 23 V.S.A. § 1136(d) and 23 V.S.A. § 1136a(a)*
- **SUBCHAPTER 12** applies if a bicycle is operated on a highway or path set aside for the exclusive use of bicycles. *See 23 V.S.A. § 1136(b)*
- Parent/guardian of child/ward may not authorize or knowingly permit child/ward to violate provisions of **SUBCHAPTER 12**. *See 23 V.S.A. § 1136(a)*

HOW AND WHERE TO TRAVEL

- [EXERCISE DUE CARE](#). A person operating a bicycle upon a roadway shall exercise due care when passing a standing vehicle or one proceeding in the same direction.
- [TRAVEL ON THE RIGHT](#). Ride as near to the right of the improved area of the highway ROW as possible (exceptions for turning/passing/avoiding hazards). See [23 V.S.A. § 1139\(a\)](#).

EXCERPT 23 V.S.A. § 1139(A)

...Bicyclists generally shall ride as near to the right side of the improved area of the highway right-of-way as is safe, except that a bicyclist:

(1) Shall ride to the left or in a left lane when:

- (A) preparing for a left turn at an intersection or into a private roadway or driveway;
- (B) approaching an intersection with a right-turn lane if not turning right at the intersection; or
- (C) overtaking another vulnerable user.

(2) May ride to the left or in a left lane when taking reasonably necessary precautions to avoid hazards or road conditions. Examples include objects on the road, parked or moving vehicles, pedestrians, animals, surface conditions that may impair the bicyclist's stability, or safety hazards caused by a narrow road or steep embankment, road geometry, or unfavorable atmospheric conditions.

- [SIGNALING DIRECTION OF TRAVEL](#). Not specific to bicycles, but required to be done “by hand or by signal [,]” in accordance with the hand signals specified in See [23 V.S.A. § 1065](#) and document section [3.0 Signaling to Other Road Users](#).
- [2 ABREAST](#). Not more than two abreast (location/time exceptions). See [23 V.S.A. § 1139\(b\)](#).

EXCERPT 23 V.S.A. § 1139(B)

(b) Persons riding bicycles upon a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles or except as otherwise permitted by the Commissioner of Public Safety in connection with a public sporting event in which case the Commissioner shall be authorized to adopt such rules as the public good requires. Persons riding two abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane.

- [NO CLINGING](#). Bicyclists may not cling to a motor vehicle. See [23 V.S.A. § 1138](#).
- [CARRYING ARTICLES](#). Bicyclists prohibited from carrying anything that prevents the bicyclist from keeping at least one hand upon the handlebars. See [23 V.S.A. § 1140](#).

EQUIPMENT

- [SEATS](#). Bicyclists must ride on or astride a permanent regular seat and the bicycle may only carry individuals as designed/equipped for. See [23 V.S.A. § 1137](#).
- [SIRENS](#). Prohibited. See [23 V.S.A. § 1141\(b\)](#).
- [BRAKES](#). Bicycles must be equipped with a brake that will enable the bicyclist to make braked wheels skid on dry, level, clean pavement. See [23 V.S.A. § 1141\(c\)](#).
- [HELMETS](#). Statutes are silent (not required).
- [LIGHTS AND/OR REFLECTORS](#). See provisions below under visibility.
- [ELECTRIC-POWERED & MOTOR-ASSISTED BICYCLES](#). See additional specific provisions below.

VISIBILITY

- [LIGHTS AT NIGHT](#). At night (30 minutes after sunset to 30 minutes before sunrise), as stated in [23 V.S.A. § 1141\(a\)](#), the bicycle or the bicyclist shall have:
 - **FRONT**: a white light visible from a distance of at least 500 feet to the front;
 - **REAR**: a flashing or steady red light or at least 20 square inches of reflective rear-facing material or reflectors visible from a distance of at least 300 feet to the rear.

PROVISIONS SPECIFIC TO ELECTRIC BICYCLES

EBIKES	2021-2022 SESSION EXPANDED DEFINITIONS AND CLASSES, SEE ACT SUMMARY - 2021, Act 40 (S.66)
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See [23 V.S.A. § 1136a\(c\), \(d\), \(f\) and \(g\)](#).

- [FEDERAL SAFETY REQUIREMENTS](#). Shall comply with equipment and manufacturing requirements for bicycles as promulgated by the U.S. Consumer Product Safety Commission, including [16 C.F.R. Part 1512](#). See definition of bicycle in CFR for applicability to
- [STOPPING](#). The electric motor must disengage or cease to function when the operator stops pedaling or applies the brakes.
- [CLASS 3 ELECTRIC BICYCLES](#). Shall be equipped with a speedometer that displays the speed the bicycle is traveling in miles per hour.
- [VISIBLE LABEL](#). A label must be affixed and visible that provides the classification number, top assisted speed, and motor wattage of the electric bicycle.
 - Manufacturers and distributors must label each bicycle.
 - If aftermarket modifications are made to change to motor-powered speed capability or engagement of an electric bicycle, the label must be replaced after modification to convey the modified classification and power.

PROVISIONS SPECIFIC TO MOTOR-ASSISTED BICYCLES

See [23 V.S.A. § 1136\(d\)1 and 2](#)

- (1) A person shall not operate a motor-assisted bicycle on a sidewalk in Vermont.
- (2) A person under 16 years of age shall not operate a motor-assisted bicycle on a highway.

2.3. ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE OPERATORS

EPAMD	ACRONYM FOR ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES OPERATORS
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APPLICABILITY OF LAWS

- A person operating an EPAMD shall have the rights and duties of **pedestrians**.¹ See [23 V.S.A. § 1141a\(b\)](#)

HOW AND WHERE TO TRAVEL

- A person operating an EPAMD should travel according to provisions provided to pedestrians in [See 23 V.S.A. § 1055\(a\) and See 23 V.S.A. § 1055\(b\)](#).
- [CARRYING ARTICLES](#). No person shall carry or transport on an EPAMD any hazardous materials as defined in [5 V.S.A § 2001](#). See [23 V.S.A. § 1141a\(c\)](#)

EQUIPMENT

- [REFLECTORS](#). EPAMDs must be equipped with front, rear, and side reflectors. See [23 V.S.A. § 1141a\(a\)\(1\)](#)
- [BRAKES](#). EPAMDs must be equipped with a system that will enable the operator to make a controlled stop. See [23 V.S.A. § 1141a\(a\)\(2\)](#)
- [LIGHTS AND/OR REFLECTORS](#). See provisions below under visibility.

¹ As set forth in Title 23, Chapter 13, Subchapter 5.

VISIBILITY

- **BE SEEN AT NIGHT.** At night (30 minutes after sunset to 30 minutes before sunrise), the device shall be equipped with: *See 23 V.S.A. § 1141(a)(3)*
 - **FRONT:** A white light that shall illuminate the area in front of the operator.
 - **REAR:** Statutes are silent (not required)

2.4. MOTOR VEHICLE OPERATORS

KEY AREA	TITLE 23: MOTOR VEHICLES – CHAPTER 13: OPERATION OF VEHICLES SUBCHAPTER 3: USE OF ROADWAY <i>See 23 V.S.A. § 1033 and 23 V.S.A. § 1039</i>
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HOW AND WHERE TO TRAVEL

- **OPERATING NEAR VULNERABLE USERS:**
 - An operator of a vehicle approaching or passing a vulnerable user:
 - Shall exercise due care, which includes reducing speed and increasing clearance to a **distance of at least four feet**, to pass the vulnerable user safely. *See 23 V.S.A. § 1033(b)².*
 - Shall cross the center of the highway only as provided in [23 V.S.A. § 1035](#).
 - Shall not in a careless or imprudent manner, approach, pass, or maintain speed unnecessarily close to a vulnerable user *See 23 V.S.A. § 1039(a)*
 - An occupant of a vehicle **shall not throw any object** or substance at a vulnerable user. *See 23 V.S.A. § 1039(a)*
 - No vehicle shall at any time be driven through or within a safety zone. *See [23 V.S.A. § 1059](#)*
- **OPENING AND CLOSING VEHICLE DOORS:**
 - No person shall open the door of a motor vehicle on the side nearest to moving traffic unless it is reasonably safe to do so and can be done without interfering with the movement of traffic, nor may any person leave a door open on the side of a vehicle nearest to moving traffic for a period of time longer than necessary to load or unload passengers. *See [23 V.S.A. § 1119](#)*
- **STOPPING AND PARKING ON AND NEAR FACILITIES:**
 - **SIDEWALK OR CROSSWALK.** No person may (exceptions for avoiding traffic conflict or compliance with law/enforcement officer/traffic-control device). *See [23 V.S.A. § 1104\(a\)](#) and [23 V.S.A. § 304a\(d\)\(3\)](#).*
 - Stop, stand or park a vehicle on a sidewalk or on a crosswalk.
 - Stand or park a vehicle, whether occupied or not, within 20 feet of a crosswalk at an intersection (exception for momentarily to pick up or discharge a passenger).
 - **BICYCLE LANE.** Statutes are silent.

² 23 V.S.A. § 1033 Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2009, No. 114 (Adj. Sess.), § 2; 2015, No. 158 (Adj. Sess.), § 39; 2017, No. 158 (Adj. Sess.), § 40; 2023, No. 165 (Adj. Sess.), § 44, eff. July 1, 2024.). Amendment in 2023 removed the word “recommended” from § 1033(b).

3.0 SIGNALING TO OTHER ROAD USERS

3.1. SIGNALING CHANGE IN SPEED AND DIRECTION OF TRAVEL:

KEY AREA	TITLE 23: MOTOR VEHICLES – CHAPTER 13: OPERATION OF VEHICLES SUBCHAPTER 6: TURNING AND STARTING AND SIGNALS ON STOPPING AND TURNING
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COMMUNICATE MOVEMENT CHANGES BY SIGNAL

- Statutes state obligations for individuals to indicate planned changes in speed and/or direction of travel to facilitate safe mobility movements.
- A right or left turn shall not be made without first giving a signal of intention either by hand or by signal (mechanical or lighting device), *See 23 V.S.A. § 1064.*

EXCERPT 23 V.S.A. § 1064
<p>(a) Before changing direction or materially slackening speed, a driver shall give warning of his or her intention with the hand signals as provided in section 1065 of this title, or with a mechanical or lighting device approved by the Commissioner of Motor Vehicles. <u><i>A bicyclist shall give such hand signals unless he or she cannot do so safely.</i></u></p> <p>(b) A person shall not turn a vehicle at an intersection unless the vehicle is in proper position upon the roadway as required in section 1061 of this title, or turn a vehicle to enter an alley, private road, or driveway, or otherwise turn a vehicle from a direct course or move right or left upon a roadway unless such movement can be made with reasonable safety.</p> <p>(c) A person shall not stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal in the manner provided in this section to the driver of any vehicle immediately to the rear when there is opportunity to give such signal.</p> <p>(d) A signal of intention to turn right or left when required shall be given continuously during not less than the last 100 feet traveled by the vehicle before turning. <u><i>A bicyclist shall comply with this subsection unless he or she cannot do so safely.</i></u></p>

- **HAND SIGNALS.** Not specific to bicycles, all signals to indicate change of speed or direction, when given by hand, shall be given from the left side of the vehicle and in the following manner, *See 23 V.S.A. § 1065.*
 - **LEFT TURN:** Left hand/arm extended horizontally.
 - **RIGHT TURN:** Left hand/arm extended upward. *A bicyclist may also signal this movement from the right side of the vehicle by extending the right hand/arm horizontally.*
 - **STOP OR DECREASE SPEED:** Left hand/arm extended downward.

PREPARE FOR DIRECTIONAL CHANGES (TURNING) BY LOCATION ON ROADWAY

- **MOTOR VEHICLES.** A driver intending to turn at an intersection or into an alley, private road, or driveway shall proceed as described in *23 V.S.A. § 1061.*

EXCERPT 23 V.S.A. § 1061
<p>(1) Right turn. Both the approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway.</p> <p>(2) Left turns on two-way roadways. At any intersection where traffic is permitted to move in both directions on each roadway entering the intersection, an approach for a left turn shall be made in that portion of the right half of the roadway nearest the centerline thereof and by passing to the right of such centerline where it enters the intersection and after entering the intersection the left turn shall be made so as to leave the intersection to the right of the centerline of the roadway being entered. Whenever practicable the left turn shall be made in that portion of the intersection to the left of the center of the intersection.</p>

- [BICYCLIST](#). A bicyclist can ride to the left when preparing for a left turn. *See 23 V.S.A. § 1139(a).*

3.2. RIGHT OF WAY FOR PEDESTRIANS CROSSING A ROADWAY

KEY AREA	TITLE 23: MOTOR VEHICLES – CHAPTER 13: OPERATION OF VEHICLES SUBCHAPTER 5: PEDESTRIANS' RIGHTS AND DUTIES
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CROSSING AT CROSSWALKS (MARKED)

- [PEDESTRIANS](#)
 - [TRAVEL ON THE RIGHT](#). Pedestrians may move, whenever practicable, upon the right half of crosswalks only. *See 23 V.S.A. § 1054*
 - [RIGHTS IN A CROSSING](#). No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close that it is impossible for a driver to yield. *See 23 V.S.A. § 1051(b)*
- [VEHICLES](#)
 - If traffic-control signals are not in operation, the driver of a vehicle shall yield the right of way, slowing down or stopping if necessary, to a pedestrian crossing the roadway within a crosswalk. *See 23 V.S.A. § 1051(a)*
 - If a vehicle is stopped at a marked crosswalk...at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear may not overtake and pass the stopped vehicle. *See 23 V.S.A. § 1051(c)*

CROSSING EXCEPT AT CROSSWALKS

- [PEDESTRIANS](#)
 - Every pedestrian crossing a roadway at any point other than within a marked crosswalk shall yield the right of way to all vehicles upon the roadway. *See 23 V.S.A. § 1052(a)*
 - Every pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right of way to all vehicles upon the roadway. *See 23 V.S.A. § 1052(b)*
 - Between adjacent intersections at which traffic-control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk. *See 23 V.S.A. § 1052(c)*
 - No pedestrian may cross a roadway intersection diagonally unless authorized by official traffic control devices or an enforcement officer. When authorized to cross diagonally, pedestrians may cross only in accordance with the official traffic control devices or signal of an enforcement officer. *See 23 V.S.A. § 1052(d)*
- [VEHICLES](#)
 - If a vehicle is stopped at...any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear may not overtake and pass the stopped vehicle. *See 23 V.S.A. § 1051(c)*

OTHER

- Whenever a pedestrian is crossing or attempting to cross a public street or highway, guided by a guide dog or carrying in a raised or extended position a cane or walking stick, white in color or white tipped with red, the driver of every vehicle approaching the intersection, or place where the pedestrian is attempting to cross, shall bring their vehicle to a full stop before arriving at the intersection or place of crossing and before proceeding shall take such

precautions as may be necessary to avoid injuring the pedestrian. See [23 V.S.A. § 1057\(a\)](#)

CROSSING AT A CONTROLLED INTERSECTION WITH A PEDESTRIAN SIGNAL

- [SIGNAL TIMING](#). Traffic signals at intersections with exclusive pedestrian walk cycles shall be of sufficient duration to allow a pedestrian to leave the curb and travel across the roadway before opposing vehicles receive a green light. Determination of the length of the signal shall consider the circumstances of persons with ambulatory disabilities. See [23 V.S.A. § 1025\(e\)](#)
- [PEDESTRIANS](#)
 - [WHEN TO CROSS](#). For pedestrian-control signals exhibiting the words “Walk” or “Don’t Walk” are in place the signals indicate as follows: See [23 V.S.A. § 1023](#)
 - “Walk”: pedestrians facing the signal may proceed across the roadway in the direction of the signal and shall be given the right of way by all drivers.
 - “Don’t Walk”: no pedestrian shall start to cross the roadway in the direction of the signal, but any pedestrian who has begun crossing on the “Walk” signal shall proceed while the “Don’t Walk” signal is showing.
- [VEHICLES](#)
 - Shall yield the right of way to pedestrians lawfully withing an adjacent crosswalk during the “Walk” interval. See [23 V.S.A. § 1023](#)

CROSSING AT A CONTROLLED INTERSECTION WITHOUT A PEDESTRIAN SIGNAL

- [TRAFFIC SIGN](#). At a yield or a stop sign a operator of a vehicle shall yield the right-of-way to: See [23 V.S.A. § 1048](#).
 - Any vehicle in the intersection or approaching so closely as to constitute an immediate hazard to proceed.
 - Any pedestrian lawfully in or approaching the intersection.
 - If two vehicles approach at approximately the same time, the driver on the right has the right-of-way to proceed.
- [TRAFFIC SIGNAL](#). Traffic signal exhibiting different colored lights or colored lighted arrows shall indicate and apply to drivers and pedestrians according to [23 V.S.A. § 1022\(a\)](#).

EXCERPT 23 V.S.A. § 1022(A) TRAFFIC-CONTROL SIGNALS

(1) Green signal.

(A) Vehicular traffic facing a circular green signal may proceed straight through or turn right or left unless a sign prohibits either turn. Vehicular traffic, including vehicles turning right or left, shall yield the right of way to other vehicles or to pedestrians lawfully within the intersection or on an adjacent crosswalk at the time the signal is exhibited. (B) Vehicular traffic facing a green arrow signal, shown alone or in combination with another signal, may cautiously enter the intersection only to make the movement indicated by the arrow, or such other movement as is permitted by other signals shown at the same time. Vehicular traffic shall yield the right of way to pedestrians lawfully within an adjacent crosswalk or to other traffic lawfully using the intersection. (C) Unless otherwise directed by a pedestrian-control signal, as provided in section 1023 of this title, pedestrians facing a green signal may proceed across the roadway within any marked or unmarked crosswalk, but not when the sole green signal is a turn arrow.

(2) Steady yellow signal.

(A) Vehicular traffic facing a steady yellow signal is thereby warned that the related green signal is being terminated or that a red signal will be exhibited immediately thereafter, when vehicular traffic shall not enter the intersection. (B) Pedestrians facing a steady yellow signal, unless otherwise directed by a pedestrian-control signal as provided in section 1023 of this title, are advised that there is insufficient time to cross the roadway before a red signal is shown, and no pedestrian shall then start to cross the roadway.

(3) Steady red signal.

(A) Vehicular traffic facing a steady circular red signal alone shall stop at a clearly marked stop line,

but if none, shall stop before entering the crosswalk on the near side of the intersection. (B) Except when a sign is in place prohibiting a turn, vehicular traffic facing any steady red signal may cautiously enter the intersection to turn right, or to turn left from a one way street into a one way street, after stopping as required by subdivision (A) of this subdivision (3). This traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection. No motorist shall turn right when facing a red arrow signal indication unless a regulatory sign is present that permits this movement. (C) Unless otherwise directed by a pedestrian-control signal as provided in section 1023 of this title, pedestrians facing a steady red signal alone shall not enter the roadway.

4.0 ALLOWED ROAD USER BY FACILITY TYPE

KEY AREAS	TITLE 19: HIGHWAYS – CHAPTER 23: BICYCLE ROUTES AND SIDEWALKS TITLE 23: MOTOR VEHICLES – CHAPTER 13: OPERATION OF VEHICLES SUBCHAPTER 5: PEDESTRIANS’ RIGHTS & DUTIES SUBCHAPTER 11: MISCELLANEOUS RULES SUBCHAPTER 12: OPERATION OF BICYCLES, EPAMDs, AND PLAY VEHICLES
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Table 3. Allowed Road Users of Transportation Facilities as Inferred from Vermont Statutes.

Type of Facility ³	Allowed Facility Users (Y = Allowed, N = Prohibited, E = Exceptions, ‘-’ = Not Addressed)							
	Pedestrian	EMAPD ⁴	Bicycle	Electric Bicycle Class 1-2 ⁵	Electric Bicycle Class 3	Motor-Assist Bicycle	ATV	Motor Vehicle
<i>Paved Shoulder</i>	Y	Y	Y	Y	Y	Y	E ⁶	Y
<i>Bicycle Lane</i>	Y	Y	Y	Y	Y	Y	N	N
<i>Bicycle Path</i>	Y	Y	Y	E ⁷	E ⁸	-	N	N
<i>Sidewalk</i>	Y	Y	Y	Y	Y	N	E ⁹	N
<i>Crosswalk</i>	Y	Y	E ¹⁰	E ¹⁰	E ¹⁰	-	N	N
<i>Trail</i>	Y	Y	Y	E ¹¹	E ¹¹	-	E ¹²	N
<i>Limited Access Highway</i>	N	N	N	N	N	N	E ¹³	Y
<i>Partially Controlled Access Highway</i>	N	N	N	N	N	N	E ¹³	Y

PAVED (ROAD) SHOULDER

- “Paved road shoulders are considered bicycle lanes[,]” which the statute defines as for preferential or exclusive use by bicycles. See [19 V.S.A. § 2301\(3\)](#).
- “[I]t is the policy of the State to provide paved shoulders on major State highways with the intent to develop an integrated bicycle route system and make the shoulders safer for pedestrian traffic. This shall not apply to the interstate highway and certain other limited access highways.” See [19 V.S.A. § 2310\(a\)](#).

³ The following assumptions are applicable for the purposes Table 3. A “bicycle lane” is as defined in 19 V.S.A. § 2301(3) minus the statement “paved road shoulders are considered bicycle lanes” as these facilities are considered separately. Bicycle path is as defined in 19 V.S.A. § 2301(4) and include facilities currently designated as “shared-use paths” or SUP.

⁴ Presumed allowances based on mode classified as “Pedestrian”.

⁵ 23 V.S.A. § 1136(e)(1) may be ridden in places where bicycles are allowed, including highways, bicycle lanes, and bicycle or multiuse paths.

⁶ 23 V.S.A. § 3506(b)(1) allowed along public highways if one or more exceptions apply.

⁷ 23 V.S.A. § 1136(e)(2) local or state authority may prohibit operation of class 1 or 2 on path under its jurisdiction.

⁸ 23 V.S.A. § 1136(e)(3) local or state authority may prohibit operation of class 3 on path under its jurisdiction

⁹ 23 V.S.A. § 3506(b)(12) unless permitted by the municipality where facility is located.

¹⁰ Vermont state law does not prohibit bicycles. Pedestrians have the priority right-of-way in a crosswalk.

¹¹ 23 V.S.A. § 1136(e)(4) local or state authority with jurisdiction over facility may regulate use by electric bicycle.

¹² 23 V.S.A. § 3506(b)(15) as it relates to use of trails outside the boundaries of trails established by VASA.

¹³ 23 V.S.A. § 3506(b)(11) unless in alignment with these provisions and permitted by the Traffic Committee.

- “Any construction, or reconstruction, including upgrading and resurfacing projects on these highways, shall maintain or improve existing access and road surface conditions for bicycles and pedestrians along the shoulders of these highways, unless the area is adequately served by bicycle and pedestrian paths that are not located along the shoulders of these highways, or unless the Agency deems it to be cost-prohibitive.” See [19 V.S.A. § 2310\(b\)](#).

BICYCLE LANE

- Bicycle lanes are portions of roadways that have “been designated for the preferential or exclusive use of bicycles.” See [19 V.S.A. § 2301\(3\)](#).

BICYCLE ROUTE

See document section “5.2 Establishment of Bicycle Routes”.

BICYCLE PATH

- Municipalities are provided authority under the provisions of 24 V.S.A. § 2291(1), (4), and (5) to regulate the use and operation of bicycle paths. See document section “5.0 Authority & Duties of Local Government”.
- Bicyclists are permitted to use the road, even where there is a separated path adjacent to the highway.

EXCERPT OF REPEALED STATUTE, 23 V.S.A. § 1139(c)
23 V.S.A § 1139(c) was repealed in 2004 (No. 160, § 38). See 2004 Acts and Resolves No. 160, Sec. 38 Repealed language as follows: 23 V.S.A § 1139(c). (Requirement for using bike paths) Whenever a usable path for bicycles has been provided adjacent to a state roadway, bicycle riders shall use the path.

SIDEWALK

- Municipalities are provided authority under the provisions of 24 V.S.A. § 2291(1), (4), and (5) to regulate the use and operation of sidewalks. See document section “5.0 Authority & Duties of Local Government”.
- **ALLOWED USERS:**
 - **PEDESTRIANS & BICYCLES.** There is no state law that prohibits bicyclists from riding on sidewalks.
 - **EPAMD.** An electric personal assistive mobility device can operate on a sidewalk if at a speed not to exceed eight miles per hour and person who is at least 16 years of age or who has an ambulatory disability as defined in section 304a of this title. See [23 V.S.A. § 1132](#)
- **PROHIBITED USERS:**
 - **MOTOR-ASSISTED BICYCLE.** A person shall not operate a motor-assisted bicycle on a sidewalk in Vermont. [23 V.S.A. § 1136\(d\)\(1\)](#).
 - **MOTOR VEHICLES.** Motor vehicles are prohibited from driving on a sidewalk or on any area designated exclusively for pedestrian traffic, except while crossing a driveway. [23 V.S.A. § 1132](#).

CROSSWALK

- Pedestrians are granted the priority to proceed first in a crosswalk. Motorists (and bicyclists) shall yield to pedestrians in crosswalks. See [23 V.S.A. § 1051](#) and document section “3.2 Right-of-Way for Pedestrians Crossing a Roadway”.

- Bicyclists do not have priority of right-of-way in crosswalks under state law unless they dismount and walk.

TRAIL

- A municipality, local authority, or State agency having jurisdiction over a trail, specifically designated as nonmotorized and is as described in this subdivision, may regulate the use of an electric bicycle on that trail. *See 23 V.S.A. § 1136a(e)(4).*

LIMITED ACCESS HIGHWAY

- Prohibited from riding on limited access highways (including with motor). *See § 1.8.b(3) in State Agency Rules: [CVR 14-053-004. Regulations Governing the Use of State Highways with Limited Access Facilities.](#)*
- May ride on the shoulders of partially controlled access highways (as described in subsection) unless the Traffic Committee determines that it is unsafe and closes the highway, or a portion of the highway, to bicyclists. *See [23 V.S.A. § 1139\(d\)](#)*

EXCERPT 23 V.S.A. § 1139(D)
(d) Bicycles may be operated on the shoulders of partially controlled access highways, which are those highways where access is controlled by public authority but where there are some connections with selected public highways, some crossings at grade, and some private driveway connections. The Traffic Committee may determine that any portion of these highways is unsafe and therefore closed to bicycle operation.

- No person may pass to, from, or across limited access facilities from or to abutting lands, except at such designated points as the Agency may permit and upon such terms and conditions as it may specify. *See 19 V.S.A. § 1704*

5.0 AUTHORITY & DUTIES OF LOCAL GOVERNMENT

5.1. LOCAL AUTHORITY TO REGULATE USE, OPERATION AND MAINTENANCE

KEY AREAS	<p>TITLE 19: HIGHWAYS – CHAPTER 9: REPAIRS, MAINTENANCE, AND IMPROVEMENTS SUBCHAPTER 1: GENERAL DUTIES OF TOWNS</p> <p>TITLE 23: MOTOR VEHICLES – CHAPTER 13: OPERATION OF VEHICLES SUBCHAPTER 1: GENERAL PROVISIONS</p> <p>TITLE 24: MUNICIPAL AND COUNTY GOVERNMENT – CHAPTER 61: REGULATORY PROVISIONS; POLICE POWER OF MUNICIPALITIES SUBCHAPTER 11: MISCELLANEOUS REGULATORY POWERS</p>
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TITLE 24: MUNICIPAL AND COUNTY GOVERNMENT

The following authority, relevant to active transportation, is granted to municipalities in Title 24 for the purposes of promoting the public health, safety, welfare, and convenience.

PER [24 V.S.A. §2291](#) ENUMERATION OF POWERS

- (1) To set off portions of public highways of the municipality for sidewalks and bicycle paths and to regulate their installation and use.
- (2) To provide for the removal of snow and ice from sidewalks by the owner, occupant, or person having charge of abutting property.
- (3) To provide for the location, protection, maintenance, and removal of trees, plants, and shrubs and buildings or other structures on or above...sidewalks...of the municipality.
- (4) To regulate the operation and use of vehicles of every kind including the power to erect traffic signs and signals, to regulate the speed of vehicles subject to 23 V.S.A. §1136, §1136a, §1141a, to implement traffic-calming devices, to regulate or exclude the parking of all vehicles.
- (5) To establish rules for pedestrian traffic on public highways and to establish crosswalks.

EXAMPLES OF MUNICIPALITIES THAT REGULATE USE OF SIDEWALKS
<p>These municipalities limit riding on sidewalks in downtown areas:</p> <ul style="list-style-type: none"> - Burlington restricts riding a bicycle on the sidewalk based on age (adults) and location within the city, see Burlington Code of Ordinances § 6-3. - Montpelier restricts riding a bicycle on the sidewalk based on location within the city, see Montpelier Code of Ordinances § 10-807.

TITLE 23: MOTOR VEHICLES

The following authority, relevant to active transportation, is granted to municipalities in Title 23 to regulate the operation or vehicles.

PER [23 V.S.A. §1008](#). REGULATIONS IN MUNICIPALITIES.

- The legislative body of a municipality may establish special regulations on non-state highways regarding:
 - The use of lights at night on motor vehicles at rest or in motion on well lighted streets.
 - The operation, use, and parking of motor vehicles, including angle parking,
 - The location, design, and structure of traffic-controlled intersections
 - The direction of travel and the turning and passing of vehicles; accompanied by markers, buttons, or signs to direct travel movement.

- As pertain to state highways:
 - The parking on state highways along a thickly settled area of the municipality, if authorization granted by the Traffic Committee (23 V.S.A. §1003).
- The board of school directors of a union high school district may regulate the operation, use, and parking of motor vehicles within the boundaries of its school property.

PER [23 V.S.A. §1007](#). LOCAL SPEED LIMITS

- The legislative body of a municipality may establish on the basis of an engineering and traffic investigation, a speed limit within its jurisdiction on all or part of any:
 - Local highway as provided for in *23 V.S.A. § 1007(a)*
 - State highway (limited access excluded) as provided for in *23 V.S.A. § 1007(b),(f),(g)*

TITLE 19: HIGHWAYS

The following authority, relevant to active transportation, is granted to municipalities in Title 19 to regulate the maintenance and construction of facilities in highway right-of-way.

PER [19 V.S.A. § 901](#). REMOVAL OF ROADSIDE GROWTH

- A person, other than the Agency, the abutting landowner, the municipality, or the tree warden, shall not conduct the following activities within the state or local right-of-way without prior consent from the Agency or legislative body:
 - Remove shade trees; or
 - Cut, trim, remove, or otherwise damage any grasses, shrubs, vines, or trees growing within the highway limits.
 - A person may incur a penalty if deemed to have “willfully or maliciously cuts, trims, removes, or otherwise damages”. See *19 V.S.A. § 902*

PER [19 V.S.A. § 905](#). CONSTRUCTION OF SIDEWALKS, BICYCLE PATHS, AND FOOTPATHS

- A municipality may construct and maintain suitable footpaths, bicycle paths, or sidewalks, or any combination of these, within the limits of town highways where they do not conflict with travel on the highway. Permission may be granted by the Agency for the construction and maintenance of these facilities on State highways.
 - Facility Specific Provisions are further provided for curb cuts and ramps, crosswalks and audible traffic signals.

5.2. ESTABLISHMENT OF BICYCLE ROUTES

KEY AREAS	TITLE 19: HIGHWAYS – CHAPTER 9: REPAIRS, MAINTENANCE, AND IMPROVEMENTS SUBCHAPTER 23: BICYCLE ROUTES & SIDEWALKS (Link Full text)
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POWERS & DUTIES ASSIGNED TO THE AGENCY (VTRANS)

As stated in [19 V.S.A. § 2302](#):

- May establish and maintain bicycle routes separately or in conjunction with the construction, reconstruction, or maintenance of an existing or new highway. In so doing, the Agency may use funds from any available source.

As stated in *19 V.S.A. § 2303*:

- The Secretary may adopt rules concerning the development and use of bicycle routes, pursuant to the provisions of *3 V.S.A. Chapter 25*.

As stated in [19 V.S.A. § 2305](#):

- (1) may acquire...any real property or interest in real property that shall be necessary or appropriate for the development of bicycle routes; and
- (2) shall assist and cooperate with regional planning commissions, municipal

governments, other State agencies, and citizens' groups in the development and construction of local and regional bicycle projects and in the application for any funds available for these projects.

POWERS & DUTIES ASSIGNED TO A MUNICIPALITY

As stated in 19 V.S.A. § 2307:

- Legislative bodies of municipalities shall have the same powers granted the Agency under sections 2302, 2303, and 2305 of this title relating to highways under their jurisdiction, and funds appropriated to municipalities under section 306 of this title may be used for the establishment of bicycle routes.

6.0 OPERATOR REQUIREMENTS FOR NON-MOTORIZED MODES (BICYCLES, ELECTRIC BICYCLES, & EPAMDS)

6.1. REGISTRATION

- Vermont does not require registration for these modes intended for use by a bicyclist or pedestrian.
 - Statute does specifically state the following exemptions:
 - Electric bicycles and their operators shall be exempt from motor vehicle registration, inspection, and certificate of title requirements (*23 V.S.A Chapter 7, 23 V.S.A. §1222, and Chapter 21/Sub.Ch. 2*), operator’s license requirements (*23 V.S.A Chapter 9, Sub.Ch. 1*), and financial responsibility requirements (*23 V.S.A. Chapter 11*). See *23 V.S.A. § 1136a(a)(1)*
 - Motor-assisted bicycles and their operators shall be exempt from motor vehicle registration and inspection and operator's license requirements. See *23 V.S.A. § 1136(d)1*
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6.2. OPERATOR LICENSING

- Vermont does not require operators of these modes to obtain a permit or license to operate these modes intended for use by a bicyclist or pedestrian.
- Statute does specifically state this exemption for electric- and motor-assisted bicycles.
- Statute also provides conditions for equipment categorized as motorized wheelchairs or EPAMD. See *23 V.S.A. § 311*

EXCERPT 23 V.S.A. § 311. PERMITS FOR NON-REGISTERABLE VEHICLES
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| <ul style="list-style-type: none">(a) The Commissioner, for an annual fee of \$2.00 and under such conditions as he or she may prescribe, may permit licensed operators to operate motor vehicles not otherwise registerable across a public highway; however, an unlicensed person may so operate a motorized wheelchair or an electric personal assistive mobility device as defined by this title without obtaining a permit.(c) The Commissioner may permit the operation of a specially equipped motor vehicle, not otherwise registerable, by a person with a disability who holds an operator’s license permitting the operation of that vehicle. |
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6.3. INSURANCE

- Liability insurance is not required for operators of modes that are exempt from registration and operator licensing.
 - For modes that do fall under the requirement to register and obtain licensing, operators are to meet the minimum coverage for liability insurance.
 - The Vermont “Maintenance of Financial Responsibility” law (*23 VSA §800*) requires an individual to carry at least a minimum amount of coverage defined as at least \$25,000 for death or injury of one person; \$50,000 for death or injury of 2 or more persons; \$10,000 for property damage.
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7.0 OPERATING DISTRACTED OR UNDER THE INFLUENCE

7.1. OPERATING UNDER THE INFLUENCE

Vermont statutes regarding operating a vehicle while under the influence do not apply to bicycles and EPAMDs.

BICYCLES.

- A bicycle **cannot be** drawn by power other than muscular power so it **is** excluded from the definition of “motor vehicle” under [23 V.S.A. § 4\(21\)](#) and would **not** fall under the definition of “vehicle” in [23 V.S.A. § 1200\(6\)](#) (driving under the influence).

ELECTRIC BICYCLES & MOTOR-ASSISTED BICYCLES.

- Electric and motor-assisted bicycles **can be** drawn by power other than muscular power and **are** excluded from the definition of “motor vehicle” under [23 V.S.A. § 4\(21\)](#), so they would **not** fall under the definition of “vehicle” in [23 V.S.A. § 1200\(6\)](#) (driving under the influence).

DEFINITIONS IN 23 V.S.A. § 4	DEFINITIONS IN 23 V.S.A. § 1200
<p>(21) “Motor vehicle” includes all vehicles propelled or drawn by power other than muscular power, EXCEPT farm tractors, vehicles running only upon stationary rails or tracks, motorized highway building equipment, road making appliances, snowmobiles, tracked vehicles, motor-assisted bicycles, electric bicycles, or electric personal assistive mobility devices.</p> <p>(13) “Highway,” “road,” “public highway,” or “public road” shall include all parts of any bridge, culvert, roadway, street, square, fairground, or other place open temporarily or permanently to public or general circulation of vehicles, and shall include a way laid out under authority of law.</p>	<p>(6) “Vehicle” means a motor vehicle as defined in section 4 of this title and, when on a public highway: (A) a snowmobile as defined in section 3201 of this title; and (B) an all-terrain vehicle as defined in section 3501 of this title.</p> <p>(7) “Highway” has the same meaning as in subdivision 4(13) of this title, EXCEPT that for purposes of this subchapter, “highway” does not include the driveway that serves only a single-family or two-family residence of the operator. THIS EXCEPTION SHALL NOT APPLY IF a person causes the death of a person, causes bodily injury to a person, or causes damage to the personal property of another person, while operating a motor vehicle on a driveway in violation of section 1201 of this subchapter.</p>

7.2. DISTRACTED OPERATION

23 V.S.A. § 1099
<p>As used in this section, “texting” means the reading or the manual composing or sending of electronic communications, including text messages, instant messages, or e-mails, using a portable electronic device as defined in subdivision 4(82) of this title. Use of a global positioning or navigation system shall be governed by section 1095b of this title.</p>

Vermont statutes regarding operating a moving or temporarily stationary vehicle while texting does not apply to pedestrians, bicycles and EPAMDs. See [23 V.S.A. § 1099](#)

- [PEDESTRIANS](#). Statutes are silent.
- [BICYCLES & EPAMDs](#). As previously stated, these modes do not fall under the definition of “motor vehicle” under [23 V.S.A. § 4\(21\)](#).

8.0 LANDOWNER LIABILITY

PER [19 V.S.A. § 2309](#). LIABILITY OF LANDOWNER.

- No landowner shall be liable for any property damage or personal injury sustained by any person who is using, for any purpose permitted by State law or by a municipal ordinance, bicycle routes or sidewalks constructed on the landowner's property pursuant to this chapter, unless the landowner charges a fee for the use of the property.
- Landowner immunity from liability with regard to sidewalks under this section shall not extend to damage or injury to the extent that it arises from negligent, reckless, or willful acts of the landowner.

REFERENCE: VIOLATION OF STATUTE & AMENDED DATE

This section provides a list of the statutory references identified in this document which are grouped by Title and in sequential order. The tables provide information on applicable fees and penalties incurred if a specific statute is violated to serve as a point of reference; please refer to the official text of the Vermont Statutes.

TITLE 19: HIGHWAYS

Statutory Reference	Heading	Associated Fee and/or Penalty for Violation of Statute	History of Statute Modifications
Chapter 3: Town Highways			
19 V.S.A. § 301	Definitions	NA	Added 1985, No. 269 (Adj. Sess.), § 1; amended 1991, No. 47, § 1; 2009, No. 50, § 89.
Chapter 9: Repairs, Maintenance, and Improvements - Subchapter 1: General Duties of Towns			
19 V.S.A. § 901	Removal of roadside growth	See 19 V.S.A. § 902	Added 1985, No. 269 (Adj. Sess.), § 1; amended 2019, No. 171 (Adj. Sess.), § 3, eff. Nov. 1, 2020; 2021, No. 20, § 99.
19 V.S.A. § 902	Penalty for Removal (of roadside growth)	§ 902(a) – Trees: fined pursuant to 13 V.S.A. § 3602. § 902(b) – Grasses/shrubs/vines: in violation of section 901 of this title shall be fined not more than \$100.00 nor less than \$10.00, for each offense.	Added 1985, No. 269 (Adj. Sess.), § 1; amended 2019, No. 171 (Adj. Sess.), § 3, eff. Nov. 1, 2020.
19 V.S.A. § 905	Construction of sidewalks, bicycle paths, and footpaths	NA	Added 1985, No. 269 (Adj. Sess.), § 1; amended 1993, No. 61, § 14, eff. June 3, 1993.
19 V.S.A. § 905a	Curb cuts and ramps	NA	Added 1985, No. 138 (Adj. Sess.), § 3; amended 2013, No. 96 (Adj. Sess.), § 118.
19 V.S.A. § 905b	Crosswalks	NA	Added 1985, No. 138 (Adj. Sess.), § 2; amended 2003, No. 151 (Adj. Sess.), § 4.
19 V.S.A. § 905c	Audible traffic signals	NA	Added 1985, No. 138 (Adj. Sess.), § 1.
19 V.S.A. § 906	Penalties (impeding use of sidewalk or footpath)	A person who willfully drives over or parks or otherwise impedes normal use on a sidewalk or footpath, except where it is necessary to cross the sidewalk for the purpose of entering private grounds, shall be fined not more than \$25.00 nor less than \$5.00.	Added 1985, No. 269 (Adj. Sess.), § 1; amended 2021, No. 20, § 100.
19 V.S.A. § 996	Highway construction, maintenance, and repair best management practices	NA	Added 2009, No. 110 (Adj. Sess.), § 17, eff. May 18, 2010; amended 2021, No. 184 (Adj. Sess.), § 62, eff. July 1, 2022.

Statutory Reference	Heading	Associated Fee and/or Penalty for Violation of Statute	History of Statute Modifications
Chapter 17: Limited Access Highways			
19 V.S.A. § 1701	Declaration of policy	NA	Added 1985, No. 269 (Adj. Sess.), § 1.
19 V.S.A. § 1702	Definition of a limited access facility	NA	Added 1985, No. 269 (Adj. Sess.), § 1.
19 V.S.A. § 1704	Design of limited access facility	NA	Added 1985, No. 269 (Adj. Sess.), § 1; amended 1989, No. 246 (Adj. Sess.), § 16.
19 V.S.A. § 1711	Unlawful use of limited access facilities	NA	Added 1985, No. 269 (Adj. Sess.), § 1; amended 2021, No. 105 (Adj. Sess.), § 366, eff. July 1, 2022.
19 V.S.A. § 1712	Penalty	A person who violates section 1711 (of this title shall be imprisoned for not more than 90 days or fined not more than \$100.00, or both.	Added 1985, No. 269 (Adj. Sess.), § 1.
Chapter 23: Bicycle Routes and Sidewalks			
19 V.S.A. § 2301	Definitions	NA	Added 1985, No. 269 (Adj. Sess.), § 1; amended 1993, No. 61, § 15, eff. June 3, 1993; 2009, No. 50, § 93.
19 V.S.A. § 2302	Establishment and maintenance	NA	Added 1985, No. 269 (Adj. Sess.), § 1; amended 1993, No. 61, § 16, eff. June 3, 1993.
19 V.S.A. § 2303	Rules	NA	Added 1985, No. 269 (Adj. Sess.), § 1; amended 1993, No. 61, § 16, eff. June 3, 1993.
19 V.S.A. § 2305	Agency powers and duties	NA	Added 1985, No. 269 (Adj. Sess.), § 1; amended 1993, No. 61, § 18, eff. June 3, 1993; 1997, No. 38, § 16, eff. May 28, 1997; 2021, No. 105 (Adj. Sess.), § 369, eff. July 1, 2022.
19 V.S.A. § 2307	Municipalities; legislative bodies	NA	Added 1985, No. 269 (Adj. Sess.), § 1; amended 1991, No. 175 (Adj. Sess.), § 12, eff. May 15, 1992; 1993, No. 61, § 19, eff. June 3, 1993.
19 V.S.A. § 2309	Liability of landowner	NA	Added 1985, No. 269 (Adj. Sess.), § 1; amended 1993, No. 61, § 20, eff. June 3, 1993; 2009, No. 50, § 95.
19 V.S.A. § 2310	Pavement of highway shoulders	NA	Added 1985, No. 269 (Adj. Sess.), § 1; amended 1993, No. 61, § 21, eff. June 3, 1993; 1995, No. 140 (Adj. Sess.), § 3; 2007, No. 209 (Adj. Sess.), § 10.
19 V.S.A. § 2311	Cooperating agencies	NA	Added 1993, No. 61, § 22, eff. June 3, 1993; amended 1995, No. 190 (Adj. Sess.), § 1(a).
Chapter 24: Complete Streets			
19 V.S.A. § 2401	Definition	NA	Added 2023, No. 62, § 35, eff. July 1, 2023.
Chapter 29: Vehicle Incentive Programs; Electric Vehicle Supply Equipment			
19 V.S.A. § 2901	Definitions	NA	Added 2023, No. 62, § 19, eff. July 1, 2023; amended 2023, No. 148 (Adj. Sess.), § 23, eff. July 1, 2024.

TITLE 23: MOTOR VEHICLES

Statutory Reference	Heading	Associated Fee and/or Penalty for Violation of Statute	History of Statute Modifications
Chapter 1: General Provisions			
23 V.S.A. § 4	Definitions	NA	<p>Amended 1961, No. 137, § 1; 1963, No. 32; 1963, No. 54; 1963, No. 90, § 1; 1963, No. 206, § 1; 1963, No. 223, § 2; 1964, No. 19 (Sp. Sess.), § 1, eff. March 9, 1964; 1965, No. 91; 1965, No. 106, § 1, eff. Feb. 1, 1966; 1965, No. 119, eff. Sept. 1, 1965; 1965, No. 120, § 2; 1965, No. 204, § 1; 1966, No. 40 (Sp. Sess.), §§ 1-4, eff. March 11, 1966; 1967, No. 252 (Adj. Sess.), § 1; 1967, No. 341 (Adj. Sess.), § 12; 1969, No. 258 (Adj. Sess.), § 1, eff. May 1, 1970; 1969, No. 259 (Adj. Sess.), §§ 1, 12; 1971, No. 14, § 6, eff. March 11, 1971; 1971, No. 258 (Adj. Sess.), § 4, eff. March 1, 1973; 1973, No. 25, § 1, eff. March 15, 1973; 1975, No. 71, § 1, eff. April 17, 1975; 1975, No. 135 (Adj. Sess.), § 1, eff. Feb. 17, 1976; 1975, No. 149 (Adj. Sess.), § 1; 1975, No. 192 (Adj. Sess.), § 1; 1975, No. 214 (Adj. Sess.); 1975, No. 234 (Adj. Sess.), § 2; 1977, No. 20, §§ 1, 8; 1977, No. 102, §§ 2, 3, eff. Sept. 1, 1977; 1977, No. 193 (Adj. Sess.), eff. April 5, 1978; 1977, No. 249 (Adj. Sess.), §§ 1, 6, eff. April 19, 1978; 1979, No. 19, eff. April 6, 1979; 1979, No. 46, §§ 6, 7, eff. April 26, 1979; 1979, No. 125 (Adj. Sess.), §§ 1, 3, eff. April 15, 1980; 1979, No. 129 (Adj. Sess.), §§ 1, 2, eff. April 18, 1980; 1983, No. 6, eff. Feb. 23, 1983; 1983, No. 96 (Adj. Sess.), § 1; 1983, No. 102 (Adj. Sess.), §§ 1, 4, 5; 1983, No. 108 (Adj. Sess.); 1983, No. 134 (Adj. Sess.), § 2; 1983, No. 212 (Adj. Sess.), § 1; 1985, No. 12, § 1; 1985, No. 85, § 1; 1985, No. 104 (Adj. Sess.); 1985, No. 124 (Adj. Sess.), §§ 7, 9, eff. April 18, 1986; 1985, No. 239 (Adj. Sess.), §§ 1, 2; 1987, No. 11; 1987, No. 18; 1987, No. 62, § 2; 1987, No. 145 (Adj. Sess.), § 1, eff. May 13, 1988; 1987, No. 190 (Adj. Sess.), § 1; 1987, No. 209 (Adj. Sess.), § 5; 1989, No. 51, § 7; 1989, No. 127 (Adj. Sess.), § 1, eff. March 15, 1990; 1989, No. 179 (Adj. Sess.), § 7, eff. May 14, 1990; 1989, No. 204 (Adj. Sess.), § 1; 1989, No. 239 (Adj. Sess.), § 2; 1991, No. 72, § 1; 1991, No. 88, § 1; 1991, No. 143 (Adj. Sess.); 1991, No. 165 (Adj. Sess.), § 1; 1993, No. 18, § 2, eff. Jan. 1, 1994; 1993, No. 64, §§ 1, 2; 1993, No. 212 (Adj. Sess.), §§ 1, 2, 4; 1995, No. 112 (Adj. Sess.), § 1; 1997, No. 32, § 1; 1997, No. 50, § 44, eff. June 26, 1997; 1997, No. 55, § 1, eff. June 26, 1997; 1999, No. 18, § 41i, eff. May 13, 1999; 1999, No. 31, § 1, eff. May 19, 1999; § 2, eff. July 1, 1999; 1999, No. 34, § 6; 1999, No. 110 (Adj. Sess.), §§ 1, 1a, 2; 1999, No. 148 (Adj. Sess.), § 49, eff. May 24, 2000; 2001, No. 38, § 2; 2001, No. 91 (Adj. Sess.), §§ 1-4; 2001, No. 139 (Adj. Sess.), § 2; 2003, No. 8, § 1; 2003, No. 56, § 69, eff. June 4, 2003; 2003, No. 66, § 217b; 2003, No. 109 (Adj. Sess.), § 8; 2005, No. 29, § 1; 2005, No. 175 (Adj. Sess.), § 40; 2005, No. 188 (Adj. Sess.), § 1; 2007, No. 20, §§ 1, 2; 2007, No. 61, § 1; 2007, No. 75, § 32; 2007, No. 153 (Adj. Sess.), § 37; 2007, No. 164 (Adj. Sess.), § 49; 2007, No. 184 (Adj. Sess.), §§ 1, 2; 2007, No. 188 (Adj. Sess.), § 1; 2009, No. 114 (Adj. Sess.), § 1; 2009, No. 150 (Adj. Sess.), § 1, eff. June 1, 2010; 2009, No. 152 (Adj. Sess.), § 19a, eff. Sept. 1, 2010; 2011, No. 17, § 2, eff. May 11, 2011; 2011, No. 17, § 4, eff. July 1, 2013; 2013, No. 57, §§ 1, 2, 3; 2013, No. 57, § 25, eff. Jan. 1, 2014; 2013, No. 64, § 7; 2013, No. 96 (Adj. Sess.), § 141; 2013, No. 189 (Adj. Sess.), §§ 12, 34; 2013, No. 189 (Adj. Sess.), § 39, eff. Oct. 1, 2014; 2015, No. 47, §§ 1, 2; 2015, No. 50, § 1; 2015, No. 147 (Adj. Sess.), § 18; 2015, No. 153 (Adj. Sess.), § 37; 2015, No. 158 (Adj. Sess.), §§ 54, 56; 2017, No. 113 (Adj. Sess.), § 151; 2017, No. 132 (Adj. Sess.), § 6; 2019, No. 59, § 29, eff. June 14, 2019; 2019, No. 121 (Adj. Sess.), § 13; 2019, No. 131 (Adj. Sess.), §§ 130, 131, 132, 133; 2019, No. 149 (Adj. Sess.), § 37; 2021, No. 20, §§ 223, 224, 225, 226; 2021, No. 40, §§ 1, 2, 3, 4, 5; 2021, No. 105 (Adj. Sess.), §§ 411, 412, eff. July 1, 2022; 2023, No. 41, § 2, eff. June 1, 2023; 2023, No. 41, § 41, eff. July 1, 2023; 2023, No. 165 (Adj. Sess.), §§ 1, 3, 22, 43, eff. July 1, 2024.</p>

Statutory Reference	Heading	Associated Fee and/or Penalty for Violation of Statute	History of Statute Modifications
Chapter 7: Registration – Subchapter 1: General Registration			
23 V.S.A. § 304a	Special registration plates and placards for individuals with disabilities	NA	Added 1987, No. 268 (Adj. Sess.), § 9, eff. June 21, 1988; amended 1989, No. 51, § 12; 1989, No. 56; 1991, No. 131 (Adj. Sess.), § 1, eff. Jan. 1, 1993; 1999, No. 34, § 5; 1999, No. 155 (Adj. Sess.), § 1, eff. May 29, 2000; 2003, No. 151 (Adj. Sess.), § 7; 2003, No. 160 (Adj. Sess.), § 60, eff. June 9, 2004; 2005, No. 188 (Adj. Sess.), § 2; 2007, No. 61, § 4; 2009, No. 82 (Adj. Sess.), § 1; 2009, No. 154 (Adj. Sess.), § 238; 2011, No. 62, § 39; 2013, No. 57, § 4; 2013, No. 96 (Adj. Sess.), § 142; 2015, No. 23, § 121; 2015, No. 50, § 7; 2017, No. 71, § 1; 2017, No. 132 (Adj. Sess.), § 7; 2017, No. 206 (Adj. Sess.), § 1; 2019, No. 131 (Adj. Sess.), § 140.
23 V.S.A. § 311	Permits for nonregisterable vehicles	NA	Added 1963, No. 46, §§ 1, 2, eff. April 19, 1963; amended 1971, No. 228 (Adj. Sess.), § 32; 1977, No. 156 (Adj. Sess.), eff. March 29, 1978; 1983, No. 5; 1989, No. 51, § 14; 2001, No. 91 (Adj. Sess.), § 5; 2013, No. 96 (Adj. Sess.), § 143.
Chapter 11: Financial Responsibility and Insurance – Subchapter 1: General Provisions			
23 V.S.A. § 800	Maintenance of financial responsibility	NA	Added 1985, No. 77, § 1, eff. Jan. 1, 1986; amended 1987, No. 163 (Adj. Sess.), eff. April 29, 1988; 1989, No. 84, § 5; 1997, No. 117, § 33, eff. Jan. 1, 1999; 2011, No. 46, § 6; 2013, No. 67, § 14; 2013, No. 189 (Adj. Sess.), § 13; 2015, No. 50, § 6; 2019, No. 14, § 62, eff. April 30, 2019; 2023, No. 85 (Adj. Sess.), § 279, eff. July 1, 2024.
Chapter 13: Operation of Vehicles – Subchapter 1: General Provisions			
23 V.S.A. § 1004a	Interstate highway rules	Prohibited from riding. No minimum or maximum civil penalties specified so defaults to a minimum of \$0 (\$47 with surcharges) and maximum of \$1,000 (\$1,197 with surcharges)). <i>See</i> 23 V.S.A. § 2302(c); 13 V.S.A. § 7282(a); Judicial Bureau Waiver Penalties (waiver penalty is \$162). Assessed two points. 23 V.S.A. § 2502(a)(1)(G).	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 1973, No. 16, § 2, eff. March 1, 1973; 2003, No. 109 (Adj. Sess.), § 6; 2009, No. 123 (Adj. Sess.), § 41, eff. May 26, 2010
23 V.S.A. § 1003	State speed zones	NA	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2003, No. 151 (Adj. Sess.), § 3; 2009, No. 50, § 100; 2009, No. 123 (Adj. Sess.), § 40, eff. May 26, 2010.
23 V.S.A. § 1007	Local speed limits	NA	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 1973, No. 239 (Adj. Sess.), § 2; 1975, No. 232 (Adj. Sess.), § 9, eff. April 7, 1976; 1989, No. 261 (Adj. Sess.), § 1, eff. June 16, 1990; 1995, No. 133 (Adj. Sess.), § 2; 1997, No. 120 (Adj. Sess.), § 7; 1999, No. 32, § 1.

Statutory Reference	Heading	Associated Fee and/or Penalty for Violation of Statute	History of Statute Modifications
23 V.S.A. § 1008	Regulations in municipalities	NA	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 1971, No. 258 (Adj. Sess.), § 13, eff. March 1, 1973; 2017, No. 74, § 61.
23 V.S.A. § 1013	Authority of enforcement officers	NA	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973.
23 V.S.A. § 1017	Speed limit in school zones	Notwithstanding the maximum penalty established in subsection 2302(c) of this title and the waiver penalties established pursuant to 4 V.S.A. § 1102(d), the civil penalty for violating a State or municipal speed limit in a school zone designated with signs in accordance with 19 V.S.A. § 921 shall be twice the penalty for a non-school zone speed limit violation.	Added 2019, No. 149 (Adj. Sess.), § 31.)
Chapter 13: Operation of Vehicles – Subchapter 3: Use of Roadway			
23 V.S.A. § 1022	Traffic-control signals	Violation applicable, two points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 1975, No. 144 (Adj. Sess.), eff. Feb. 25, 1976; 1977, No. 8; 2007, No. 75, § 28; 2019, No. 131 (Adj. Sess.), § 174.
23 V.S.A. § 1023	Pedestrian-control signal	Violation applicable, no points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973.
Chapter 13: Operation of Vehicles – Subchapter 3: Use of Roadway			
23 V.S.A. § 1033	Passing motor vehicles and vulnerable users	As specified for 23 V.S.A. § 1033(b). A person who violates this subsection shall be subject to a civil penalty of not less than \$200.00. See also 13 V.S.A. § 7282(a) (minimum is \$277 with surcharges and maximum, at default of \$1,000, is \$1,197 with surcharges); Judicial Bureau Waiver Penalties (waiver penalty is \$392), and three points. 23 V.S.A. § 2502(a)(2)(A).	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2009, No. 114 (Adj. Sess.), § 2; 2015, No. 158 (Adj. Sess.), § 39; 2017, No. 158 (Adj. Sess.), § 40. 2023, No. 165 (Adj. Sess.), § 44, eff. July 1, 2024.
23 V.S.A. § 1035	Limitations	Violation applicable, three points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 1995, No. 73 (Adj. Sess.), § 2; 2015, No. 158 (Adj. Sess.), § 40.
23 V.S.A. § 1039	Following too closely, crowding, and harassment	No minimum or maximum civil penalties specified so defaults to a minimum of \$0 (\$47 with surcharges) and maximum of \$1,000 (\$1,197 with surcharges). See 23 V.S.A. § 2302(c); 13 V.S.A. § 7282(a); Judicial Bureau Waiver Penalties (waiver penalty is \$277 for crowding and \$392 for throwing objects). Assessed three points. 23 V.S.A. § 2502(a)(2)(E).	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2009, No. 114 (Adj. Sess.), § 3.
Chapter 13: Operation of Vehicles – Subchapter 4: Right of Way			
23 V.S.A. § 1048	Stop or yield intersections		Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 1995, No. 73 (Adj. Sess.), § 3.

Statutory Reference	Heading	Associated Fee and/or Penalty for Violation of Statute	History of Statute Modifications
Chapter 13: Operation of Vehicles – Subchapter 5: Pedestrian’s Rights and Duties			
23 V.S.A. § 1051	Pedestrians’ right of way in crosswalks	Violation applicable, four points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 1985, No. 138 (Adj. Sess.), § 6.
23 V.S.A. § 1052	Crossing except at crosswalks	Violation applicable, no points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2003, No. 151 (Adj. Sess.), § 6.
23 V.S.A. § 1054	Pedestrians to use right half of crosswalks	Violation applicable, no points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973.
23 V.S.A. § 1055	Pedestrians on roadways	Violation applicable, no points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973.
23 V.S.A. § 1057	Duty toward persons who are blind	Violation applicable, four points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2013, No. 96 (Adj. Sess.), § 146.
23 V.S.A. § 1058	Duties of Pedestrians	Violation applicable, no points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973.
23 V.S.A. § 1059	Driving through safety zone	Violation applicable, two points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973.
Chapter 13: Operation of Vehicles – Subchapter 6: Turning & Starting & Signals on Stopping & Turning			
23 V.S.A. § 1061	Turning at intersections	Violation applicable, no points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973.
23 V.S.A. § 1064	Signals required; general obligation to turn and move safely	Violation applicable, two points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2015, No. 158 (Adj. Sess.), § 43; 2017, No. 132 (Adj. Sess.), § 11.
23 V.S.A. § 1065	Hand Signals	No minimum or maximum civil penalties specified so defaults to a minimum of \$0 (\$47 with surcharges) and maximum of \$1,000 (\$1,197 with surcharges). <i>See</i> 23 V.S.A. § 2302(c); 13 V.S.A. § 7282(a); Judicial Bureau Waiver Penalties (waiver penalty is \$93). Assessed two points. 23 V.S.A. § 2502(a)(1)(BB).	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2009, No. 114 (Adj. Sess.), § 4, eff. May 20, 2010.
Chapter 13: Operation of Vehicles – Subchapter 9: Violations & Penalties			
23 V.S.A. § 1096	General Penalties	NA	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2019, No. 131 (Adj. Sess.), § 181.
23 V.S.A. § 1099	Texting prohibited	<i>See</i> 23 V.S.A. § 1099(c) for provisions	Added 2009, No. 150 (Adj. Sess.), § 2, eff. June 1, 2010; amended 2013, No. 57, § 24; 2015, No. 50, § 13; 2019, No. 149 (Adj. Sess.), § 34.

Statutory Reference	Heading	Associated Fee and/or Penalty for Violation of Statute	History of Statute Modifications
Chapter 13: Operation of Vehicles – Subchapter 10: Stopping, standing or parking			
23 V.S.A. § 1104	Stopping prohibited	Violation applicable, no points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2017, No. 139 (Adj. Sess.), § 15.
Chapter 13: Operation of Vehicles – Subchapter 11: Miscellaneous Rules			
23 V.S.A. § 1119	Opening and closing vehicle doors	Violation applicable, two points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973
23 V.S.A. § 1132	Driving on sidewalk	Violation applicable, two points assigned.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2001, No. 91 (Adj. Sess.), § 6.
Chapter 13: Operation of Vehicles – Subchapter 12: Operation of Bicycles, Electric Personal Assistive Mobility Devices, and Play Vehicles			
23 V.S.A. § 1136	Application of subchapter; rights and obligations of bicyclists under other laws	<i>As specified in 23 V.S.A. § 1142,</i> “A person who violates any provision of sections 1136 through 1141 and subsection 1141a(a) of this title shall be assessed a civil penalty of not more than \$25.00 for each offense...” Maximum of \$25 works out to a minimum of \$47 and a maximum of \$76 with surcharges. <i>See</i> 13 V.S.A. § 7282(a) (currently \$47 plus 15% of the civil penalty); Judicial Bureau Waiver Penalties (waiver penalty is \$76). No points assessed.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2015, No. 158 (Adj. Sess.), §§ 44, 57; 2017, No. 132 (Adj. Sess.), § 13.
23 V.S.A. § 1136a	Electric bicycles		Added 2021, No. 40, § 6; amended 2021, No. 40, § 7, eff. Jan. 1, 2022.
23 V.S.A. § 1137	Riding on bicycles		Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2019, No. 131 (Adj. Sess.), § 187.
23 V.S.A. § 1138	Clinging to motor vehicles	<i>As specified in 23 V.S.A. § 1143,</i>	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973.
23 V.S.A. § 1139	Riding on roadways and bicycle paths	“A violation of any provision of sections 1136 through 1141 of this title by any person under 16 years of age is not negligence or evidence of negligence.” <i>As specified in 23 V.S.A. § 1096(b),</i> “A parent or guardian who knowingly permits a child under 16 years of age, in his or her custody, to violate any provision of sections 1136 through 1141, inclusive, of this title shall be assessed a civil penalty of not more than \$25.00.” No points assessed.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 1989, No. 178 (Adj. Sess.), § 1, eff. May 12, 1990; 1991, No. 175 (Adj. Sess.), § 22, eff. April 1, 1993; 1993, No. 8, § 1; 1999, No. 18, § 41u, eff. May 13, 1999; 2003, No. 160 (Adj. Sess.), § 38, eff. June 9, 2004; 2009, No. 114 (Adj. Sess.), § 6; 2015, No. 158 (Adj. Sess.), § 44.)
23 V.S.A. § 1140	Carrying articles		Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973.
23 V.S.A. § 1141	Equipment on bicycles		Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 1979, No. 22; 2009, No. 114 (Adj. Sess.), § 7.
23 V.S.A. § 1139(b)	Riding two abreast	<i>As specified in 23 V.S.A. § 1142,</i> “[A] person who violates subsection 1139(b) of this title [(riding abreast)] shall be assessed a civil penalty of not more than \$100.00.” Maximum of \$100 works out to a minimum of \$47, a maximum of \$162. <i>See</i> 13 V.S.A. § 7282(a); Judicial Bureau Waiver Penalties (waiver penalty is \$105). No points assessed.	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2009, No. 114 (Adj. Sess.), § 3.

Statutory Reference	Heading	Associated Fee and/or Penalty for Violation of Statute	History of Statute Modifications
23 V.S.A. § 1141a	EPAMD; required equipment; operation	NA	Added 2001, No. 91 (Adj. Sess.), § 8; amended 2019, No. 131 (Adj. Sess.), § 188.
23 V.S.A. § 1142	Penalties	NA	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2001, No. 91 (Adj. Sess.), § 9; 2015, No. 158 (Adj. Sess.), § 44; 2019, No. 131 (Adj. Sess.), § 189.
23 V.S.A. § 1143	Not evidence of negligence	NA	Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973.
Chapter 13: Operation of Vehicles – Subchapter 13: Drunken Driving			
23 V.S.A. § 1200	Definitions	NA	Added 1989, No. 68, § 1, eff. Dec. 1, 1989; amended, 1991, No. 55, § 1; 1997, No. 117 (Adj. Sess.), §§ 10, 11; 1997, No. 117 (Adj. Sess.), § 12, eff. April 29, 1998; 1999, No. 20, § 1; 2007, No. 170 (Adj. Sess.), § 1; 2009, No. 126 (Adj. Sess.), § 3, eff. July 1, 2011; 2011, No. 90 (Adj. Sess.), § 1; 2015, No. 158 (Adj. Sess.), § 45; 2017, No. 83, § 153; 2019, No. 164 (Adj. Sess.), § 21, eff. Jan. 1, 2022.
23 V.S.A. § 1201	Operating vehicle under the influence	See 23 V.S.A. § 1210. Does not apply to Pedestrians, Bicycles and EPAMDs.	Added 1969, No. 267 (Adj. Sess.), § 1; amended 1973, No. 16, § 1, eff. March 1, 1973; 1973, No. 79, § 1, eff. May 23, 1973; 1975, No. 10, § 2, eff. April 9, 1975; 1981, No. 103, §§ 2, 2a; 1983, No. 212 (Adj. Sess.), § 5; 1989, No. 68, § 2, eff. Dec. 1, 1989; 1991, No. 55, § 2; 1997, No. 56, § 1, eff. Aug. 1, 1997; 1999, No. 116 (Adj. Sess.), § 2; 1999, No. 160 (Adj. Sess.), § 15; 2001, No. 146 (Adj. Sess.), § 1; 2005, No. 37, § 1; 2007, No. 195 (Adj. Sess.), § 4; 2011, No. 56, § 3; 2013, No. 169 (Adj. Sess.), § 1, eff. June 3, 2014; 2017, No. 83, § 161(4); 2019, No. 59, § 27; 2019, No. 164 (Adj. Sess.), § 22, eff. Jan. 1, 2022.
Chapter 24: Traffic Violations			
23 V.S.A. § 2302	Traffic violation defined	(a) As used in this chapter, “traffic violation” means: (1) a violation of any provision of this title or rule adopted under this title for which no term of imprisonment is provided by law and for which a penalty of no more than \$1,000.00 is provided; (2) a violation of this title with a maximum penalty set at not more than \$1,000.00 and for which no term of imprisonment is provided by law; (3) a violation of this title with a scheduled penalty of not more than \$1,000.00 established pursuant to 4 V.S.A. § 1102(d) and for which no term of imprisonment is provided by law; (4) a violation of any municipal ordinance relating to the operation or use of motor vehicles or to the use of highways by pedestrians or by the operation of any other vehicle. Violations of municipal ordinances relating to parking of motor vehicles	Added 1989, No. 109, § 2, eff. July 1, 1990; amended 1991, No. 193 (Adj. Sess.), § 3, eff. May 19, 1992; 1993, No. 211 (Adj. Sess.), § 26, eff. June 17, 1994; 1995, No. 181 (Adj. Sess.), § 12; 1997, No. 121 (Adj. Sess.), § 10; 1999, No. 156 (Adj. Sess.), § 14, eff. May 29, 2000; 1999, No. 160 (Adj. Sess.), § 22; 2003, No. 109 (Adj. Sess.), § 13; 2005, No. 166 (Adj. Sess.), § 9; 2015, No. 158 (Adj. Sess.), §§ 17, 70.

Statutory Reference	Heading	Associated Fee and/or Penalty for Violation of Statute	History of Statute Modifications
		shall not be considered traffic violations; (b) A traffic violation is not a crime and shall be treated as a civil action. (c) A violation of a traffic law in this title for which no penalty is otherwise provided shall be subject to a penalty of not more than \$1,000.00.	
Chapter 31: All-Terrain Vehicles			
23 V.S.A. § 3501	Definitions		Added 1983, No. 240 (Adj. Sess.), § 1; amended 1987, No. 76, § 18; 2001, No. 69, § 9; 2001, No. 91 (Adj. Sess.), § 10; 2003, No. 66, § 217a; 2007, No. 184 (Adj. Sess.), § 4; 2009, No. 50, § 82; 2015, No. 50, § 25; 2019, No. 121 (Adj. Sess.), § 17; 2019, No. 149 (Adj. Sess.), § 24; 2021, No. 40, § 8.

TITLE 24: MUNICIPAL AND COUNTY GOVERNMENT

Statutory Reference	Heading	Associated Fee and/or Penalty for Violation of Statute	History of Statute Modifications
Chapter 61: Regulatory Provisions; Police Power of Municipalities			
24 V.S.A. § 2291	Enumeration of powers	NA	Added 1969, No. 170 (Adj. Sess.), § 9, eff. March 2, 1970; amended 1977, No. 61, § 2; 1987, No. 70, eff. June 2, 1987; 1991, No. 108, § 1; 1993, No. 211 (Adj. Sess.), § 15, eff. June 17, 1994; 1997, No. 94 (Adj. Sess.), § 2, eff. April 15, 1998; 1999, No. 82 (Adj. Sess.), § 1; 2001, No. 82 (Adj. Sess.), § 1; 2003, No. 42, § 2, eff. May 27, 2003; 2003, No. 63, § 51, eff. June 11, 2003; 2005, No. 173 (Adj. Sess.), § 3, eff. May 22, 2006; 2007, No. 79, § 14, eff. June 9, 2007; 2007, No. 121 (Adj. Sess.), § 19; 2009, No. 45, § 15g; 2009, No. 160 (Adj. Sess.), § 9, eff. June 4, 2010; 2011, No. 53, §§ 14a, 14d(2), eff. May 27, 2011; 2011, No. 138 (Adj. Sess.), § 15, eff. May 14, 2012; 2011, No. 155 (Adj. Sess.), § 8; 2013, No. 16, § 6, eff. May 6, 2013; 2013, No. 122 (Adj. Sess.), § 2; 2013, No. 162 (Adj. Sess.), § 11; 2015, No. 56, § 26e, eff. June 11, 2015; 2017, No. 4, § 3, eff. March 6, 2017; 2017, No. 74, § 99; 2017, No. 79, § 15, eff. June 14, 2017; 2019, No. 131 (Adj. Sess.), § 255; 2019, No. 179 (Adj. Sess.), § 3, eff. Oct. 12, 2020; 2021, No. 157 (Adj. Sess.), § 1, eff. July 1, 2022; 2023, No. 121 (Adj. Sess.), § 6a, eff. January 1, 2028; 2023, No. 160 (Adj. Sess.), § 10, eff. July 1, 2024; 2023, No. 171 (Adj. Sess.), § 21, eff. June 10, 2024.

TITLE 10: CONSERVATION AND DEVELOPMENT

Statutory Reference	Heading	Associated Fee and/or Penalty for Violation of Statute	History of Statute Modifications
Chapter 20: Vermont Trail System			
10 V.S.A. § 441	Statement of Purpose	NA	Added 1993, No. 211 (Adj. Sess.), § 28.
10 V.S.A. § 442	Definitions	NA	Added 1993, No. 211 (Adj. Sess.), § 28.