



Support SB24-100: Commercial Vehicle Highway Safety Measures

SB24-100 contains a variety of safety measures related to commercial motor vehicles (CMVs) that CDOT and Colorado State Patrol have identified as critical provisions to keep Colorado drivers safe.

Chain Carrying Requirements

In 2019, HB19-1207 was signed into law, which created Colorado's first chain-carrying requirement from Dotsero to Morrison between September and May. SB24-100 updates this geographic boundary to include I-70 from I-25 to the Utah Border and all US Routes west of I-25.

On the I-70 Corridor, from 2017-2022, CDOT recorded 2,163 crashes, 1,016 involving CMVs. While CMVs only represent about 7.4% of traffic, they accounted for more than 52% of the incidents. Of those incidents, 354 involved trucks failing to chain up. CMV incidents typically take nearly twice the time to clear as passenger vehicle incidents, resulting in exponential impacts and delays.

HB19-1207 was a critical first step in bolstering a chain-carrying culture in Colorado. Still, CDOT staff and State Patrol officers continue to witness unchained CMVs when chain law is in place. These issues persist beyond the I-70 corridor. From July 2020 to June 2023 Chain Law has gone into effect:

- 225 Times on Vail Pass, Interstate 70
- 199 Times on Red Mountain Pass, US 550
- 159 Times on Monarch Pass, US 50
- 148 Times on Molas Pass, US 550
- 88 Times on Blue Mesa Pass, US 50
- 81 Times on Wolf Creek Pass, US 160
- 80 Times on Cero Pass, US 50
- 78 Times on Kenosha Pass, US 285

SB 100 aims to expand Colorado's chain carrying requirements to be an easily understandable law for in state and out of state CMV drivers throughout Western Colorado. The new requirements communicate that drivers must come prepared when driving on I-70 and any US Route West of I-25, as chain-up requirements can go into effect any any time during inclement weather.

A universal chain carrying requirement for CMVs has been established in Washington, Montana, British Columbia, and thirteen European countries in mountainous regions. Oregon has adopted a partial requirement. Colorado has more treacherous mountain passes than many of these areas and SB 100 helps close the gap.

I-70 Left Lane Restrictions

As written, Section 3 makes it a traffic offense for any commercial vehicle to be driving in the farthest left lane on I-70 between Glenwood Springs and Morrison. Forthcoming amendments will update this provision to codify certain existing no-pass zones into law. Currently, Commercial Motor Vehicles must stay in the right lane on Georgetown Hill, Vail Pass, Glenwood Canyon, and in the Eisenhower Johnson Memorial Tunnel. While these zones are appropriately signed, their existence is not widely known to drivers. Codifying these requirements into statute will bring additional awareness to these no-pass zones. The amendment will also expand the requirement to vehicles with over a 16,001 gross vehicle weight rating.

Other Provisions in the Bill

- **Double fines for Speeding Trucks in Glenwood Canyon:** The bill allows CDOT to establish a heightened speed limit enforcement zones on I-70 eastbound from milepost 116.0 to milepost 131.0.
- **Study of New Chain Stations:** Requires CDOT's Freight Mobility and Safety Branch to study the feasibility of funding additional locations of chain-up stations.
- **Port of Entry Officer Powers:** Ensures that a port of entry officer has all the powers of a peace officer when enforcing highway closures and the state's winter traction device law.

Please vote Yes on SB24-100

