

Legislative Analysis



RIGHT-OF-WAY WHEN VEHICLE IS TURNING LEFT

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<http://www.house.mi.gov/hfa>

House Bill 4036 as introduced
Sponsor: Rep. Scott VanSingel
Committee: Transportation
Revised 9-28-21

Analysis available at
<http://www.legislature.mi.gov>

SUMMARY:

House Bill 4036 would amend the Michigan Vehicle Code to add a provision to govern who has the right-of-way when a vehicle is turning left across a lane of oncoming traffic somewhere other than at an intersection. (The section amended by the bill already addresses left turns by a vehicle at an intersection.)

Under the bill, the driver of a vehicle not in an intersection who intends to turn left across a lane of oncoming traffic would have to yield the right-of-way to a vehicle approaching from the opposite direction that is close enough to create an immediate hazard, but after yielding and signaling as required under the act, the driver could make the left turn and the drivers of all other vehicles approaching from the opposite direction would have to yield the right-of-way to the vehicle making the left turn.

A person who violated these provisions would be responsible for a civil infraction.

MCL 257.650

FISCAL IMPACT:

House Bill 4036 would have an indeterminate fiscal impact on the state and on local units of government. The number of individuals who would be responsible for a civil infraction under provisions of the bill is not known. Under section 909(1) of the Michigan Vehicle Code, civil fine revenue would be applied to the support of public and county law libraries. In addition, under section 907(13) of the Michigan Vehicle Code, for any civil fines ordered to be paid, the judge or district court magistrate is required to order the defendant to pay a justice system assessment of \$40 for each civil infraction determination, except for parking violations. Revenue deposited into the state's Justice System Fund supports various justice-related endeavors in the judicial branch; the Departments of State Police, Corrections, Health and Human Services, and Treasury; and the Legislative Retirement System. There is not a practical way to determine the number of violations that would occur under provisions of the bill, so there is not a way to estimate the amount of additional revenue that would be collected. The fiscal impact on local court systems would depend on how provisions of the bill affected court caseloads and related administrative costs.

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