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Move Over Laws Across The Eastern Transportation Coalition: Assessment, Outreach, Enforcement, and Implementation Final Report

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Move Over Laws Across The Eastern Transportation Coalition: Assessment, Outreach, Enforcement, and Implementation Final Report

This report presents a comprehensive assessment of Move Over Laws across member agencies of The Eastern Transportation Coalition, including legal requirements, public outreach practices, enforcement challenges, campaign development, and member-specific implementation recommendations. The report is intended to support more consistent, accurate, and practical Move Over Law communication, enforcement support, and implementation across the TETC region.

Move Over Laws Across The Eastern Transportation Coalition: Assessment, Outreach, Enforcement, and Implementation

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The views, findings, conclusions, and recommendations presented in this report are those of the author and do not necessarily reflect the official policies, positions, or views of The Eastern Transportation Coalition, its member agencies, or affiliated organizations.

The Eastern Transportation Coalition is a partnership of 20 states and the District of Columbia focused on connecting public agencies across modes of travel to increase safety and efficiency. Additional information on the Coalition, including other project reports, can be found on the Coalition's website: www.tetcoalition.org

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Executive Summary

Move Over Laws share a common safety purpose across The Eastern Transportation Coalition region: protecting people who work on, respond to, assist with, or are stopped along the roadway. This includes emergency responders, transportation personnel, towing and recovery operators, service patrol personnel, maintenance and utility workers, sanitation workers, disabled motorists, and other roadside users who may be exposed to passing traffic. Across all member jurisdictions, the basic expectation is that approaching drivers should recognize roadside risk and take appropriate action to create space, reduce speed, and proceed safely.

At the same time, this report shows that Move Over Law implementation is not uniform across the region. State laws differ in their covered vehicle categories, roadside situations, required driver actions, speed language, disabled-vehicle provisions, and penalty structures. Public outreach practices also vary in visibility, continuity, message framing, communication channels, partner involvement, funding support, and evaluation capacity. Enforcement practices differ as well, reflecting variation in staffing, roadway conditions, legal language, evidentiary needs, enforcement tactics, interagency coordination, and available operational support.

These differences do not reduce the importance of Move Over Laws. Rather, they show why effective implementation requires both regional consistency and state-specific accuracy. A common regional message can reinforce the shared safety expectation that drivers should slow down, move over when safe, and stay alert near roadside activity. However, the legal details of that message must be customized to reflect each jurisdiction's current law. The central conclusion of this report is therefore that TETC and its member agencies should pursue a unified but adaptable approach to Move Over Law communication, enforcement support, and implementation.

This report brings together five related areas of work. First, it synthesizes existing Move Over Laws across TETC member jurisdictions. Second, it assesses public outreach and education practices among participating member agencies. Third, it evaluates enforcement practices and enforcement-related challenges. Fourth, it presents a unified public awareness campaign framework built around the regional message "Slow Down. Move Over. Stay Alert." and the secondary human-centered theme "Everyone Gets Home." Fifth, it provides individualized member-state implementation recommendations to help agencies communicate and implement their existing laws more accurately and effectively.

Overall Findings

Several findings emerged across the full report:

- Move Over Laws are established across TETC member jurisdictions, but their provisions are not uniform. Emergency response vehicles are covered consistently, but coverage for towing and recovery vehicles, service patrol and roadside assistance vehicles, maintenance and utility vehicles, sanitation vehicles, disabled vehicles, and broader stationary roadside situations varies by state.
- Public-facing messages should not assume that every state protects the same vehicles or requires the same driver action. Some states allow broad roadside-safety messaging, while others require more targeted language tied to specific vehicle categories, warning signals, emergency scenes, disabled-vehicle conditions, or roadway context.
- Speed language is one of the most important implementation differences. Some states use numeric speed-reduction requirements, which can be easier to communicate but must be stated precisely. Other states use reasonable, prudent, safe, reduced, careful, or due-

caution speed language, which requires more practical explanation for drivers and more contextual documentation for enforcement.

- Penalty language should be used carefully. States vary in how they classify violations, structure repeat-offense penalties, and address crash-related consequences such as injury, fatality, license suspension, misdemeanor charges, or felony charges. Public-facing penalty statements should be reviewed before use.
- Move Over outreach is active across participating agencies, but the structure and maturity of outreach efforts vary considerably. Agencies use social media, dynamic message signs, websites, traditional media, public events, school outreach, driver-facing materials, partner campaigns, and safety observances, but no single outreach model is used consistently across the region.
- Public misunderstanding remains a central challenge. Drivers may recognize the phrase “Move Over” without fully understanding which vehicles are protected, whether slowing down is required, or what to do when moving over is not possible. Confusion is especially common for amber-light vehicles, tow trucks, DOT and maintenance vehicles, service patrols, utility vehicles, sanitation vehicles, and disabled vehicles where covered by law.
- Move Over enforcement is widely viewed as important, but it is difficult to conduct consistently in active roadway environments. Enforcement is affected by staffing, roadway risk, traffic conditions, officer safety, legal language, evidentiary needs, public understanding, judicial outcomes, interagency coordination, and funding or operational support.
- Enforcement is most practical when supported by coordination, visibility, training, tactical flexibility, and operational tools. Multi-unit or leapfrog-style enforcement, work zone observation, DMS/CMS messaging, digital alerting, service patrol coordination, traffic management center support, and public information alignment can all strengthen enforcement visibility and feasibility.
- Public awareness campaigns should not be treated as proof of behavior change or safety effectiveness unless supported by evaluation data. Outreach activity, social media engagement, DMS/CMS deployment, partner participation, warnings, and citations can help document implementation, but they should not be overinterpreted as direct evidence of improved compliance or reduced crashes.

Unified Campaign Framework

The report recommends a unified Move Over Law public awareness campaign framework that can be adapted by each member agency. The framework is built around a regional umbrella message:

Slow Down. Move Over. Stay Alert.

This message is intended to provide a clear, behavior-focused foundation that can be used across the coalition. It avoids attempting to summarize every state law in one detailed legal statement. Instead, it establishes the shared safety behavior that drivers should associate with roadside activity.

The recommended secondary theme is:

Everyone Gets Home.

This theme supports human-centered outreach that emphasizes the people working or stopped near traffic. It can be used in campaign materials that feature responders, roadway workers, tow operators, service patrol personnel, maintenance crews, utility workers, sanitation workers, disabled motorists, and other roadside users where appropriate under state law.

The campaign framework is intentionally modular. It provides a shared regional structure while allowing each jurisdiction to customize the legal details of the campaign. Each state can pair the regional message with a state-specific legal subline, protected-vehicle examples, slow-down fallback language, partner materials, and implementation tools that reflect its own law.

The recommended minimum campaign package includes:

- A campaign headline and state-specific legal subline.
- A protected-vehicle reference graphic or list.
- A slow-down fallback message explaining what drivers should do when moving over is not possible or safe.
- Website or landing-page language.
- Social media message templates.
- DMS/CMS message options where available and appropriate.
- Partner toolkit materials.
- Press or earned-media templates.
- A simple implementation tracking checklist.

Implementation Priorities

The most immediate implementation priority is to review and align existing Move Over Law materials before developing new materials. Many agencies already have webpages, social media posts, DMS/CMS messages, press releases, safety-week materials, partner content, or driver-facing references. These materials should be checked against each jurisdiction's current law to confirm that they accurately describe covered vehicles, required driver actions, speed language, disabled-vehicle provisions, and penalty references.

Near-term implementation priorities include:

- Review existing public-facing materials for legal accuracy.
- Identify any language that may overstate protected vehicles, disabled-vehicle coverage, speed requirements, or penalties.
- Confirm the preferred state-specific wording for what drivers should do when moving over is not safe or possible.
- Use numeric speed language only where supported by state law.
- Use reasonable, prudent, safe, reduced, careful, or due-caution speed language where numeric requirements do not apply.
- Include protected-vehicle examples that match each state's law.
- Explain warning-signal, disabled-vehicle, emergency-scene, or stationary-vehicle conditions where those conditions affect coverage.
- Share reviewed campaign language with communications, safety, traffic operations, enforcement, legal, and partner staff.
- Prepare partner-ready materials so roadside safety partners can distribute consistent messages.
- Begin tracking basic implementation activity, including materials updated, partners contacted, DMS/CMS messages used, social media posts distributed, and outreach periods completed.

Over the medium and long term, agencies can use the campaign framework and individualized Implementation Briefs to support more structured implementation. This may include developing state-specific partner toolkits, integrating Move Over content into driver education or licensing materials where feasible, coordinating outreach with safety observances or enforcement periods,

using human-centered stories or responder testimonials, exploring in-vehicle or navigation alerts where available, and documenting campaign activity using a simple post-campaign reporting template.

Role of TETC

TETC can support member agencies by maintaining shared regional campaign resources, facilitating peer exchange, and helping agencies adapt common materials to state-specific legal requirements. The Coalition is well positioned to support regional consistency without requiring uniform legal language.

TETC's most useful support roles include maintaining the regional campaign platform, providing adaptable message templates, supporting state-specific legal customization, developing shared partner toolkit materials, encouraging consistent implementation reporting, and facilitating peer exchange among states with similar legal structures or implementation challenges. For example, states with numeric speed-reduction requirements may benefit from sharing speed-specific messaging and enforcement documentation practices. States with broad warning-signal or disabled-vehicle coverage may benefit from shared visual examples. States with narrower or conditional coverage may benefit from legal-review checklists for public-facing materials.

Conclusion

Move Over Laws are essential to protecting people on and along the roadway, but effective implementation requires more than the existence of a statute. Drivers must understand who is protected, what action is required, and how to respond when approaching roadside activity. Agencies must be able to communicate the law accurately, support enforcement visibility, coordinate with partners, and document implementation activity in a practical way.

This report shows that TETC member agencies have already undertaken meaningful work to improve Move Over Law awareness, outreach, enforcement support, and implementation. It also shows that important gaps remain. Public understanding is uneven, statutory provisions vary, enforcement is difficult to sustain, outreach resources differ by state, and campaign evaluation is often limited.

The recommended path forward is a unified but adaptable implementation approach. TETC and its member agencies should use the shared regional message "Slow Down. Move Over. Stay Alert." while tailoring legal sublines, protected-vehicle examples, speed language, partner roles, and implementation materials to each jurisdiction. By combining regional consistency with state-specific accuracy, TETC and its member agencies can strengthen Move Over Law communication, improve support for enforcement and roadside partners, and advance the shared goal behind every Move Over Law: helping everyone working, responding, assisting, or stopped near traffic get home safely.

1. Introduction

Move Over Laws are intended to protect people who work on, respond to, or are stopped along the roadway by requiring approaching drivers to change lanes, reduce speed, proceed with caution, or take other protective action when passing covered vehicles or roadside situations. These laws are an important part of responder safety, traffic incident management, roadway operations, and public safety. They are especially important because emergency responders, transportation personnel, towing and recovery operators, service patrol personnel, utility workers, sanitation workers, maintenance crews, and stranded motorists may be exposed to high-speed traffic while performing essential roadside activities.

Although the safety purpose of Move Over Laws is generally consistent across jurisdictions, the laws themselves are not uniform. State statutes differ in the types of vehicles and roadside situations covered, the actions required of motorists, the speed language used when a driver cannot move over, the treatment of disabled or stationary vehicles, and the penalties associated with violations. These differences can affect how the laws are communicated to the public, how enforcement is supported, how partner agencies participate in outreach, and how drivers understand their responsibilities when traveling across state lines.

The Eastern Transportation Coalition provides a useful regional context for examining these issues because its member agencies include a large, diverse, and highly connected group of jurisdictions. Drivers routinely travel across state boundaries within the coalition region and may encounter different statutory requirements, roadway environments, enforcement practices, and public awareness messages. As a result, a common safety expectation must be balanced with state-specific legal accuracy. A regional Move Over message can help reinforce the shared expectation that drivers should slow down, move over when safe, and stay alert near roadside activity; however, the details of that message must remain consistent with each jurisdiction's law.

This report presents the results of a multi-task assessment of Move Over Laws across member agencies of The Eastern Transportation Coalition. The report brings together a legal synthesis, an assessment of public outreach and education practices, an evaluation of enforcement practices, a unified public awareness campaign framework, and member-specific implementation recommendations. The overall purpose is to support more consistent, accurate, and practical Move Over Law communication, enforcement support, campaign development, and implementation across the TETC region.

1.1. Purpose of the Report

The purpose of this report is to provide TETC and its member agencies with a consolidated resource for understanding how Move Over Laws are written, communicated, enforced, and implemented across the coalition region. The report does not seek to rank state laws, evaluate the adequacy of individual statutes, or recommend legislative changes. Instead, it focuses on how agencies can better communicate and implement the laws as written.

The report is intended to support several related objectives. First, it documents key differences in Move Over Law coverage, motorist action requirements, speed language, and penalty structures across member jurisdictions. Second, it summarizes how participating agencies are currently conducting public outreach and education related to Move Over Laws. Third, it identifies practical enforcement challenges, support needs, and promising enforcement-related practices. Fourth, it presents a unified public awareness campaign framework that can be adapted to each state's law. Finally, it provides individualized implementation recommendations to help member agencies

strengthen public communication, partner coordination, enforcement support, and implementation measurement.

Together, these elements provide a foundation for a coordinated regional approach that remains legally accurate at the state level. The report emphasizes that consistency and customization are both necessary. TETC member agencies can benefit from a shared regional safety message, but public-facing materials, enforcement-support tools, and implementation plans must reflect the specific requirements and limitations of each jurisdiction's Move Over Law.

1.2. Scope of the Report

The scope of this report includes all TETC member states and the District of Columbia. The analysis addresses Move Over Law requirements, outreach practices, enforcement practices, campaign development needs, and implementation considerations across the coalition region. The report draws on statutory review, structured interviews with participating agency representatives, national best-practice examples, and implementation-focused synthesis.

The legal review focuses on the statutory provisions most relevant to public communication and implementation. The outreach and enforcement assessments focus on participating agencies that were available for interviews during the study period. The findings from those interviews should therefore be interpreted as a synthesis of participating agency perspectives rather than as a complete census of every current outreach or enforcement activity across the region.

The campaign framework and implementation recommendations are intended to support practical implementation. They are not final creative materials, legal opinions, enforcement policies, or legislative recommendations. Public-facing campaign language, penalty references, disabled-vehicle language, numeric speed language, and protected-vehicle examples should be reviewed by the appropriate agency, legal, or policy staff before use.

1.3. Report Organization

This report is organized into six main chapters, followed by supporting appendices.

Chapter 2 provides a synthesis of existing Move Over Laws across TETC member jurisdictions. It compares covered vehicles and roadside situations, statutory speed requirements, and penalty structures. The chapter establishes the legal foundation for the outreach, enforcement, campaign, and implementation work presented later in the report. Appendix A provides state-specific statutory reference material associated with this chapter.

Chapter 3 assesses Move Over Law public outreach and education practices among participating member agencies. It summarizes interview findings related to outreach activity, communication channels, campaign themes, audience targeting, partnerships, funding models, notable practices, and recurring gaps or limitations. The chapter also includes a comparative matrix of member agency outreach efforts. Appendix B provides the outreach and education interview instrument, and Appendix C provides the outreach and education interview summaries.

Chapter 4 evaluates Move Over Law enforcement practices across participating member agencies. It summarizes law enforcement interview findings and supplemental enforcement-related information from DOT interviews. The chapter addresses the general enforcement environment, enforcement operations, coordination, training, technology, compliance barriers, enforcement limitations, and notable practices. Appendix D provides the law enforcement interview instrument, Appendix E provides the direct law enforcement interview summaries, and Appendix F provides supplemental enforcement-related information from DOT interviews.

Chapter 5 presents a framework for a unified Move Over Law public awareness campaign. The chapter builds on the legal review, outreach assessment, enforcement assessment, and national best-practice scan to develop a regional campaign approach organized around the message “Slow Down. Move Over. Stay Alert.” and the secondary human-centered theme “Everyone Gets Home.” The chapter also presents campaign development principles, state-specific legal sublines, message pillars, audience and communication strategies, partner roles, implementation planning guidance, measurable objectives, and measurement cautions. Appendices G through J provide the legal baseline summary, state-specific implementation matrix, sample message templates, and measurement reporting template associated with this chapter.

Chapter 6 provides member-specific Move Over Law implementation recommendations. The chapter translates the findings from the prior chapters into practical implementation guidance for each member jurisdiction. It explains how agencies can use individualized Implementation Briefs to review public-facing materials, coordinate with partners, support enforcement, and document implementation activities. Appendix K contains the individualized member-state Implementation Briefs for each TETC member state and the District of Columbia.

1.4. Intended Use

This report is intended to serve as a practical reference for TETC, member agencies, transportation officials, public information staff, highway safety offices, law enforcement partners, service patrol programs, towing and recovery organizations, maintenance and utility partners, and other stakeholders involved in Move Over Law communication and implementation. Member agencies can use the report to review existing outreach materials, identify gaps in public messaging, coordinate with partner organizations, support enforcement-related communication, and document implementation activity. TETC can use the report to support regional coordination, peer exchange, shared campaign development, and future updates to Move Over Law resources. The individualized Implementation Briefs can also help agencies identify which messages, partners, and measurement activities are most appropriate for their specific legal and operational context.

Ultimately, the report supports a practical and legally accurate approach to improving Move Over Law awareness and implementation. The shared regional goal is clear: drivers should recognize roadside risk, understand what action is required, and take steps to protect the people working or stopped near traffic. Achieving that goal requires both consistent regional communication and careful state-specific implementation.

2. Synthesis of Existing Move Over Laws

This chapter provides a synthesis of Move Over Laws across member agencies of The Eastern Transportation Coalition (TETC). The purpose of the analysis is to document and compare the legal requirements, coverage scope, driver action requirements, speed language, and penalty structures associated with these laws in each jurisdiction. Move Over Laws are intended to protect emergency responders, transportation personnel, towing and recovery operators, safety service patrol and roadside assistance personnel, utility workers, sanitation workers, disabled motorists, and other roadside users who may be exposed to passing traffic.

The research process involved collecting and reviewing the statutory language associated with Move Over Laws for each member agency. The reviewed statutes are compiled in the Appendix A associated with this chapter. Following the collection of statutes, the project team extracted and categorized key provisions related to covered vehicles and roadside situations, required motorist actions, speed reduction requirements, and penalties for noncompliance. These findings were then organized into comparative matrices to support cross-jurisdictional review.

This chapter is organized into three primary analytical sections, followed by a summary of key findings and implementation implications. The first section summarizes the vehicles and roadside situations that require motorists to move over, slow down, proceed with caution, or take other required action. This section compares coverage across categories such as emergency response vehicles, towing and recovery vehicles, safety service patrol and roadside assistance vehicles, maintenance and utility vehicles, waste and sanitation vehicles, and disabled vehicles. The second section reviews statutory speed requirements, including whether each jurisdiction uses safe, reasonable, prudent, reduced, or due-care speed language, or whether it establishes a numeric speed requirement. The third section reviews statutory penalties, including penalties based on first, second, and subsequent violations, as well as crash-severity consequences where those consequences are identified in the reviewed law.

Appendix A provides state-specific reference material for each member agency, including statute citations, summarized coverage and motorist action requirements, speed criteria, penalties, and the reviewed statutory language. Together, the matrices and appendix provide a structured reference for understanding how Move Over Laws are written and applied across TETC member jurisdictions.

This chapter is intended to support consistent understanding, communication, enforcement support, and implementation of Move Over Laws as written. Because the statutory language varies across jurisdictions, the findings should be used to support accurate state-specific messaging while also reinforcing the shared regional safety expectation that motorists should move over, slow down, and protect people on the roadside.

2.1. Vehicles Requiring Motorists to Move Over or Slow Down

The specific requirements of Move Over Laws vary by state; however, motorists are generally required to take action when approaching covered emergency, service, maintenance, utility, towing, sanitation, disabled, or other roadside vehicles or situations. In some states, coverage is based on specific vehicle categories. In others, coverage is based more on the roadside situation, such as an emergency scene, a collision or mechanical breakdown, a disabled vehicle, a blocked lane, a stationary vehicle displaying warning signals, or a properly marked emergency response area. This section summarizes the vehicle and roadside-situation categories used to compare Move Over Law coverage across TETC member agencies.

The review examined the statutory language for each TETC member agency, focusing on the types of vehicles or roadside situations covered under each law. Each statute was analyzed to determine whether a vehicle category was explicitly named, implicitly covered through broader statutory language, or conditionally covered based on the activity being performed, the warning signals displayed, or the roadside situation involved. Based on this review, six general coverage categories were identified:

1. Emergency Response Vehicles
 - Police
 - Fire
 - Ambulances
 - Emergency medical services (EMS)
 - Rescue squads
2. Towing and Recovery Vehicles
 - Tow trucks
 - Wreckers
 - Recovery vehicles
3. Safety Service Patrol and Roadway Assistance Vehicles
 - Safety service patrol vehicles
 - Incident response vehicles
 - Roadside assistance vehicles
4. Maintenance and Utility Vehicles
 - Highway maintenance vehicles (state and local agencies)
 - Work zone or construction vehicles
 - Utility vehicles (electric, water, gas, communication, etc.)
5. Waste and Sanitation Vehicles
 - Garbage, refuse, trash, recycling, solid waste, compost, or sanitation vehicles
6. Disabled Vehicles
 - Passenger or commercial vehicles that are disabled, stopped, or standing and that meet the applicable statutory conditions, such as displaying hazard lights, emergency flashers, road flares, reflective triangles, caution signs, or other qualifying warning signals

Table 2-1 summarizes each member agency's requirements for drivers to move over or slow down for these vehicle and roadside-situation categories. The matrix lists the member agencies along the rows and the six coverage categories along the columns. An "X" indicates that the state's Move Over Law explicitly applies to that vehicle category. An "O" indicates that the vehicle type appears to be implicitly or conditionally covered through broader statutory language, such as emergency-scene provisions, disabled-vehicle assistance, public service vehicle definitions, warning-signal requirements, or incident-response language. Where both explicit and conditional elements apply within a category, the table may show both markings. A blank cell indicates that the vehicle category was not clearly identified as covered in the reviewed statute. The matrix provides a concise comparison of coverage across states while recognizing that several laws are activated by roadside conditions or warning signals rather than by vehicle category alone.

Table 2-1: Vehicles Requiring Motorists to Move Over or Slow Down

Member State	Emergency Response Vehicles	Towing and Recovery Vehicles	Service Patrol and Roadside Assistance Vehicles	Maintenance and Utility Vehicles	Waste and Sanitation Vehicles	Disabled Vehicles
Alabama	X	X	X	X	X	
Connecticut	X	X	O	X		X
Delaware	X	X	X	X	O	X
District of Columbia	X	O	O			X
Florida	X	X	X	X	X	X
Georgia	X	X	O	X		
Kentucky	X	O	X			X
Maine	X	X	X	X	X	
Maryland	X	X	X	X	X	X
Massachusetts	X	X	X	X		
New Hampshire	X	X	X	X	O	X
New Jersey	X	X	X	X	X	X
New York	X	X	X	X	O	X
North Carolina	X	X	X	X	X	
Pennsylvania	X	O	X	O		X
Rhode Island	X	X	X	X	O	X
South Carolina	X	X	O			
Tennessee	X	X	X	X	X	X
Vermont	X	X	O	X		
Virginia	X	X	X	X	O	X
West Virginia	X	O	O	O	O	X

The review and classification effort identified several key patterns in how Move Over Laws define covered vehicles and roadside situations across TETC member jurisdictions. Some vehicle categories are covered broadly across the region, while others are covered only when specific conditions are met, such as displaying warning lights, assisting with a disabled vehicle, operating at an emergency scene, or working within a defined roadway incident context. As a result, Table 2-1 should be read as a comparison of explicit, implicit, and conditional coverage rather than as a simple list of universally covered vehicle types.

Emergency response vehicles, including law enforcement, fire, ambulance, EMS, and rescue vehicles, are covered across all TETC jurisdictions. This represents the most consistent category of coverage and provides a common foundation for Move Over Law messaging and enforcement.

Towing and recovery vehicles are also included in most jurisdictions, either explicitly or through broader emergency, recovery, public service, or incident-response language. However, the conditions that activate coverage vary. Some statutes require tow trucks, wreckers, or recovery vehicles to be actively performing recovery, loading, towing, or roadside assistance activities. Others require the vehicle to display qualifying warning lights, such as amber, red, white, blue, or other authorized flashing lights. In several states, towing and recovery vehicles are covered only when operating within a specific emergency, disabled-vehicle, or traffic-incident response context.

Coverage for Safety Service Patrol and roadside assistance vehicles is more variable and often depends on how each statute defines emergency vehicles, public service vehicles, roadside assistance vehicles, recovery vehicles, or incident-response activities. Some states explicitly include these vehicles or include them through public service or roadside assistance language. In other states, coverage is implied or conditional because Safety Service Patrol vehicles are typically assisting disabled vehicles, responding to traffic incidents, supporting emergency scenes, or operating with warning lights. For this reason, Table 2-1 distinguishes between explicit coverage and implied or conditional coverage.

Maintenance and utility vehicle coverage also varies across the region. Some statutes directly name highway maintenance vehicles, construction vehicles, utility service vehicles, or public service vehicles. Others cover these vehicles only when they are performing specified work, displaying qualifying warning lights, operating within an emergency response area, or responding to utility-related incidents. Pennsylvania and New Hampshire are examples of statutes that rely more on situation-based coverage, including emergency response areas, utility work, highway emergencies, or blocked-roadway conditions, rather than only naming vehicle categories.

Waste and sanitation vehicles, including garbage, refuse, recycling, compost, solid waste, or sanitation vehicles, are included in some jurisdictions but not others. In some states, these vehicles are directly named. In others, they may be covered through broader public service vehicle definitions or warning-signal provisions. Where they are not named or clearly included through broader statutory language, they are not treated as clearly covered in Table 2-1.

Disabled-vehicle coverage varies significantly across the region. Some jurisdictions directly include disabled vehicles when they are displaying hazard lights, emergency flashers, road flares, reflective triangles, caution signs, or other qualifying warning signals. Other states protect disabled motorists indirectly when assistance is being provided by a covered tow truck, recovery vehicle, public service vehicle, roadside assistance vehicle, or emergency responder. Some statutes also cover broader stopped, standing, or stationary vehicle conditions rather than using the term “disabled vehicle” directly.

Several jurisdictions use approaches that are more situation-based than vehicle-category-based. New Hampshire focuses on highway emergencies, traffic stops, blocked lanes, warning signals, and stopped or standing vehicles. Pennsylvania focuses on emergency response areas and

disabled vehicles. The District of Columbia includes collision and mechanical-breakdown conditions and stationary authorized emergency vehicles. These approaches require careful interpretation because coverage may depend more on the roadside condition, warning signals, or incident context than on the specific vehicle type.

Overall, the analysis shows that Move Over Law coverage is most consistent for emergency response vehicles and generally strong for towing and recovery vehicles. Coverage for Safety Service Patrols, maintenance and utility vehicles, sanitation vehicles, and disabled vehicles depends more heavily on statutory definitions, warning-signal requirements, and roadside context. These differences are important for public communication and enforcement support because campaign materials should accurately reflect whether a vehicle category is explicitly covered, conditionally covered, or covered only through broader incident-response or warning-signal provisions.

2.2. Statutory Speed Reductions

Individual member agencies' laws were reviewed to identify the driver actions required under each statute. This analysis focused on two key aspects: whether motorists are required to slow down even when they are able to move over, and whether statutes specify a numeric speed requirement when a lane change is not possible, unsafe, or otherwise not required.

The first phase of the review examined whether each statute requires motorists to move over, slow down, or do both. Most states require drivers to move into a nonadjacent lane when it is safe and practical to do so, and to slow down when a lane change cannot be made safely. However, several statutes are structured differently. Connecticut, Massachusetts, New Hampshire, South Carolina, and West Virginia require speed reduction or reduced-speed behavior as part of the required response even when a driver may also be able to move over. These laws are better characterized as including a "slow down and move over" element rather than only a "move over or slow down" requirement. New Hampshire is also distinct because it focuses on reduced speed, wide berth, traffic-control compliance, and vacating blocked lanes rather than only requiring a full lane change away from a specific vehicle.

The second phase of the review examined whether statutes define a specific speed requirement for motorists who cannot move over. The results, shown in Table 2-2, classify each state's approach based on whether the law uses safe, reasonable, prudent, reduced, or due-care speed language, or whether it establishes a specific numeric requirement. Most TETC jurisdictions use nonnumeric language requiring drivers to proceed with due caution, reduce speed, maintain a safe speed, or travel at a reasonable and prudent speed based on roadway, traffic, weather, and incident conditions. These standards provide flexibility across different operating environments, but they may also require greater judgment by drivers, law enforcement officers, and courts when determining whether a driver's speed was appropriate.

A smaller group of states establishes numeric speed requirements when a lane change is not possible or safe. Alabama, Delaware, Florida, and Pennsylvania require drivers to reduce speed by a specified amount below the posted speed limit under defined conditions. West Virginia uses a different approach by establishing maximum passing speeds of 15 mph on nondivided highways and 25 mph on divided highways when a lane change cannot be made. These numeric provisions provide clearer public-facing instructions and may support more objective enforcement, but they still depend on the specific roadway, lane-change, warning-signal, and vehicle or incident conditions identified in each statute.

Table 2-2: Statutory Speed Reduction Matrix

State	Slow Down to a Safe/Reasonable Speed/Due Care	Specific Speed Reduction
Alabama		If unable to move over, reduce speed by at least 15 mph below the posted speed limit. On two-lane roads, slow to 15 mph below the posted speed limit when the posted speed is 25 mph or greater, or travel at 10 mph when the posted speed is 20 mph or less.
Connecticut	X	
Delaware		If changing lanes is impossible or unsafe and the posted speed limit is 50 mph or above, reduce speed to a safe speed at least 20 mph below the posted speed limit. No specific numerical reduction identified in the reviewed text for posted speeds below 50 mph.
District of Columbia	X	
Florida		If unable to move over, slow to 20 mph below the posted speed limit when the posted speed limit is 25 mph or greater, or travel at 5 mph when the posted speed limit is 20 mph or less.
Georgia	X	
Kentucky	X	
Maine	X	
Maryland	X	
Massachusetts	X	
New Hampshire	X	
New Jersey	X	
New York	X	
North Carolina	X	
Pennsylvania		If unable to pass in a nonadjacent lane, slow to 20 mph below the posted speed limit and pass at a speed reasonable for safely passing the emergency response area or disabled vehicle.
Rhode Island	X	
South Carolina	X	
Tennessee	X	
Vermont	X	
Virginia	X	
West Virginia		Reduce speed to a safe level for road conditions and if moving over is not possible or unsafe, the driver must slow to a speed not to exceed 15 mph on a non-divided highway and not to exceed 25 mph on a divided highway, depending on road conditions the driver must reduce speed and proceed with caution.

Five states, Alabama, Delaware, Florida, Pennsylvania, and West Virginia, define a numeric speed requirement for motorists when moving over is not possible, unsafe, illegal, or otherwise not required under the specific statutory conditions. Alabama, Delaware, Florida, and Pennsylvania use reductions tied to the posted speed limit. Alabama generally requires a reduction of at least 15 mph below the posted speed limit when moving over is not safe and includes a 10 mph passing requirement on roads posted 20 mph or less. Delaware and Pennsylvania require a 20 mph reduction below the posted speed limit under defined conditions, while Florida requires drivers to slow to 20 mph below the posted speed limit when the posted speed is 25 mph or greater, or travel at 5 mph when the posted speed is 20 mph or less. West Virginia uses a different numeric approach by establishing maximum passing speeds when a lane change cannot be made: generally not more than 15 mph on nondivided highways or streets and 25 mph on divided highways, depending on road conditions.

New York and the District of Columbia take a different approach. New York's Move Over provision requires motorists to exercise due care and, on parkways and controlled-access highways, move from the lane containing or adjacent to the shoulder when safe and legal. The statute does not establish a Move Over-specific numeric speed reduction. The District of Columbia requires motorists to proceed with due caution, reduce speed as appropriate for road conditions in collision or mechanical-breakdown situations, and move over or maintain a safe speed when approaching stationary authorized emergency vehicles, depending on the roadway context. These approaches rely more heavily on due care, road conditions, and driver judgment than on a fixed numerical threshold.

Across TETC jurisdictions, the specific application and level of enforcement clarity vary. Connecticut, Massachusetts, New Hampshire, South Carolina, and West Virginia are notable because their statutes include reduced-speed behavior even when a driver may also be able to move over. Most other jurisdictions require drivers to move over when safe and practical and to slow down when a lane change is not possible or unsafe. States with numeric speed requirements provide more specific public-facing instructions, while states using safe, reasonable, prudent, reduced, or due-care language provide flexibility for different roadway, traffic, weather, and incident conditions. These differences are important for enforcement support and public communication because driver-facing materials should reflect the type of speed requirement used in each jurisdiction rather than assuming a single regional standard.

2.3. Review of Statutory Penalties

A review of statutory penalties for Move Over Law violations shows that penalty structures vary substantially across TETC member jurisdictions. Some states define penalties based on the number of offenses, with separate consequences for first, second, and third or subsequent violations. Other states identify a general fine, classify the violation as an infraction, misdemeanor, traffic infraction, or noncriminal traffic infraction, or do not state a detailed penalty structure within the reviewed Move Over Law provision. For purposes of this review, states without a more specific penalty structure identified in the reviewed provision are summarized in Table 2-3 using the general infraction-based classification reflected in the matrix.

Several states also include enhanced penalties when a Move Over Law violation results in a crash or more severe outcome. These crash-severity provisions vary by state. Some statutes address property damage, injury, serious injury, or fatality as separate categories, while others address only injury or fatality consequences. Enhanced penalties may include higher fines, misdemeanor or felony classifications, license suspension, or other consequences depending on the specific statute and circumstances.

To better understand how penalties are structured, this section presents two comparative matrices. Table 2-3 summarizes penalties by infraction, including first, second, and third or subsequent offenses where those categories are identified. Table 2-4 summarizes penalties by crash severity, including property damage, injury, and fatality consequences where those categories are identified in the reviewed law.

Table 2-3: Penalty by Infraction

State	First Infraction	Second Infraction	Third Infraction
Alabama	\$200 fine	\$250 fine	\$300 and at least 90-day driver license suspension
Connecticut	Infraction		
Delaware	Up to \$250 fine or equivalent community service	Up to \$500 fine or equivalent community service	Up to \$1,000 fine or equivalent community service
District of Columbia	Infraction		
Florida	Noncriminal traffic infraction		
Georgia	\$500 for emergency vehicle violations and up to \$250 for covered nonemergency stationary vehicle violations		
Kentucky	Infraction		
Maine	Minimum fine of \$275		
Maryland	Infraction		
Massachusetts	Up to \$100 fine		
New Hampshire	\$75 fine plus penalty assessment	\$250 fine plus penalty assessment	
New Jersey	\$100 - \$500 fine		\$100 to \$500 fine; two motor vehicle penalty points if three or more offenses occur within 12 months
New York	Infraction		
North Carolina	\$250 infraction; property damage/injury triggers Class 1 misdemeanor, and serious injury/death triggers Class F felony		
Pennsylvania	Up to \$500 fine	Up to \$1,000 fine	Up to \$2,000 fine
Rhode Island	\$95 fine		
South Carolina	Misdemeanor; fine of \$300 to \$500		
Tennessee	Class B misdemeanor; fine of \$250 to \$500, imprisonment up to 30 days, or both	Class B misdemeanor and up to \$1,000 fine	Class A misdemeanor and up to \$2,500 fine
Vermont	Infraction		
Virginia	Subsection A violations constitute reckless driving; subsection B violations are traffic infractions		
West Virginia	Up to \$500 fine or 60 days in jail		

Note: For purposes of this matrix, “Infraction” is used for states where the reviewed Move Over Law provision identifies the violation as an infraction or where no more specific penalty structure was identified in the reviewed Move Over Law provision. This table is intended to summarize penalties identified in the reviewed Move Over Law provisions and does not necessarily capture penalties that may be located elsewhere in state code.

Table 2-4: Penalty by Crash Severity

State	Property Damage Only	Injury Crash	Fatality Crash
Alabama		Class A misdemeanor if collision results in physical injury; Class C felony if collision results in serious physical injury	Class B felony if collision results in death
Connecticut		\$2,500 fine	\$10,000 fine
Delaware		Class F felony if responder is struck	
District of Columbia			
Florida			
Georgia			
Kentucky			
Maine			
Maryland			
Massachusetts			
New Hampshire			
New Jersey			
New York			
North Carolina	Class 1 misdemeanor if violation causes property damage over \$500 in the immediate area of the authorized emergency vehicle or public service vehicle	Class 1 misdemeanor for injury; Class F felony and possible license suspension up to six months if serious injury occurs.	Class F felony; license may be suspended up to six months
Pennsylvania		Bodily injury: fine up to \$1,000; serious bodily injury: fine up to \$5,000; suspension may apply, including six months for serious bodily injury to an emergency responder or person in/near a disabled vehicle	One-year suspension for death of an emergency service responder or person in/near a disabled vehicle, plus fine up to \$10,000.
Rhode Island			
South Carolina			
Tennessee			If violation results in death, driver may also be prosecuted for criminally negligent homicide, reckless homicide, or vehicular homicide, depending on circumstances
Vermont			
Virginia	Court may suspend license up to 1 year	Court may suspend license up to 2 years	Court may suspend license up to 2 years
West Virginia	License suspension for 90 days	License suspension for 6 months	License suspension for 2 years

2.3.1. Penalty Structure by Infraction

Table 2-3 provides an overview of penalties structured by the number of offenses. It highlights differences in how TETC member states classify and escalate penalties for Move Over Law violations. Some states, including Alabama, Delaware, Pennsylvania, and Tennessee, have clearly defined penalty progressions for first, second, and third or subsequent offenses. Other states identify a general fine or classify the violation as an infraction, traffic infraction, noncriminal traffic infraction, or misdemeanor without establishing a detailed repeat-offense structure in the reviewed Move Over Law provision.

First-offense penalties vary considerably across the region. Some states treat the violation as an infraction or traffic infraction, while others specify monetary fines, fine ranges, misdemeanor classifications, or possible jail time. In states where the reviewed Move Over Law provision did not identify a more specific penalty structure, Table 2-3 uses the general infraction-based classification described in the table note. New Hampshire identifies a \$75 fine plus penalty assessment for a first offense. Several states fall within a general \$100 to \$500 fine range, including New Jersey, which provides a \$100 to \$500 fine range, and Georgia, which identifies fines up to \$500 for emergency vehicle violations and up to \$250 for covered nonemergency stationary vehicle violations. Tennessee classifies a first violation as a Class B misdemeanor with a fine range of \$250 to \$500, possible imprisonment up to 30 days, or both. West Virginia also allows a fine up to \$500 or confinement up to 60 days, or both.

Repeat-offense structures are not uniform. Alabama, Delaware, Pennsylvania, and Tennessee provide clear escalation for subsequent violations. Delaware increases the maximum fine or equivalent community service amount from \$250 for a first offense to \$500 for a second offense and \$1,000 for subsequent offenses. Pennsylvania increases the maximum fine from \$500 for a first offense to \$1,000 for a second offense and \$2,000 for a third or subsequent offense. Tennessee increases penalties from a Class B misdemeanor and \$250 to \$500 fine for a first violation to a \$1,000 fine for a second violation and a Class A misdemeanor with a \$2,500 fine for a third or subsequent violation. New Jersey does not use the same first, second, and third fine structure, but it does assess two motor vehicle penalty points when a person is convicted of three or more qualifying offenses within a 12-month period.

Overall, Table 2-3 shows that penalty structures vary not only in dollar amount, but also in legal classification, repeat-offense treatment, and whether additional consequences such as license points, suspension, or jail time may apply. States with detailed tiered penalty systems provide clearer repeat-offense consequences, while states that classify violations more generally as infractions or traffic infractions provide less detail in the Move Over Law provision itself. These differences are important for public education and enforcement-support materials because penalty language should be stated carefully and should reflect the specific structure used in each state.

2.3.2. Penalty Structure by Crash Severity

Table 2-4 organizes penalties based on whether a Move Over Law violation resulted in property damage, injury, serious injury, or fatality, where those crash-severity consequences are identified in the reviewed law. Unlike the offense-based penalties summarized in Table 2-3, the penalties in Table 2-4 are tied to the outcome of the violation. These provisions are not present in every state's Move Over Law, and the level of detail varies substantially across jurisdictions.

A subset of states identifies enhanced consequences when a violation results in a crash or more serious outcome. Alabama establishes criminal penalties when a violation is the proximate cause

of a collision involving a covered vehicle, including a Class A misdemeanor for physical injury, a Class C felony for serious physical injury, and a Class B felony for death. North Carolina identifies a Class 1 misdemeanor when a violation causes property damage over \$500 or injury to covered personnel in the immediate area, and a Class F felony when a violation causes serious injury or death to covered personnel. West Virginia identifies license suspensions that increase with crash severity, including 90 days for property damage, six months for injury, and two years for death.

Other states address injury or fatality consequences without providing a full property-damage, injury, and fatality framework. Connecticut identifies enhanced fines when a violation involving an emergency vehicle results in injury or death. Pennsylvania includes enhanced fines for bodily injury, serious bodily injury, and death, along with operating privilege suspension provisions for certain serious-injury or fatality circumstances involving emergency service responders or persons in or near disabled vehicles. Delaware identifies a Class F felony when a violation involving the stationary-vehicle provision results in an emergency responder being struck and physically injured. Virginia identifies potential license suspension consequences when a violation results in property damage, injury, or death. Tennessee does not create a separate Move Over Law injury table in the same way, but the statute notes that a fatal violation may also support prosecution for criminally negligent homicide, reckless homicide, or vehicular homicide depending on the circumstances.

Many states do not identify crash-severity penalties in the reviewed Move Over Law provision. In those cases, Table 2-4 is left blank rather than assuming additional consequences from other parts of state law. Overall, the table shows that crash-related penalty structures vary widely across the region. Some states provide detailed statutory consequences for property damage, injury, serious injury, or death, while others rely on general penalty provisions or do not state crash-specific consequences in the reviewed Move Over Law language. These differences are important for public-facing materials because injury, fatality, suspension, misdemeanor, and felony language should only be used where it is supported by the applicable state provision.

2.4. Summary and Implications

The comprehensive review and classification of Move Over Laws across TETC member jurisdictions revealed significant variation in how these laws are structured. While all jurisdictions require motorists to take some form of action when approaching covered vehicles or roadside situations, the scope of coverage, required driver actions, speed language, and penalty structures differ considerably. These differences affect how the laws are communicated to the public, how violations are documented, and how enforcement-support materials should be developed.

One of the most consistent findings was the universal coverage of emergency response vehicles, including law enforcement, fire, ambulance, EMS, and rescue vehicles. This provides a common foundation for Move Over Law messaging across the region. Beyond emergency response vehicles, coverage becomes more variable. Towing and recovery vehicles are covered in most jurisdictions, but the specific conditions vary, including whether the vehicle must be actively performing recovery, loading, towing, or roadside assistance work, and whether specific warning lights must be displayed.

Safety Service Patrol and roadside assistance vehicles are also included in many states, either explicitly or through broader emergency response, public service, recovery, disabled-vehicle assistance, or incident-response language. In some states, their coverage is direct. In others, coverage is implied or conditional because these vehicles are typically assisting disabled motorists, responding to emergency scenes, or supporting traffic-incident management activities. Table 2-1 therefore distinguishes between explicit coverage and implied or conditional coverage.

Maintenance, utility, waste, and sanitation vehicle coverage is less uniform. Some statutes directly identify highway maintenance vehicles, utility service vehicles, solid waste vehicles, garbage or recycling vehicles, or similar public service vehicles. Other statutes cover these vehicles only when they are performing specified work, displaying qualifying warning lights, or operating within an emergency response area or incident scene. In states where these categories are not clearly named or supported by broader statutory language, they are not treated as clearly covered in Table 2-1.

Coverage for disabled vehicles also varies across the region. Some states directly include disabled vehicles when they display hazard lights, emergency flashers, flares, reflective triangles, caution signs, or other qualifying warning signals. Other states protect disabled motorists indirectly when assistance is being provided by a covered tow truck, recovery vehicle, service patrol, public service vehicle, or emergency responder. Several statutes are situation-based rather than vehicle-category-based, meaning coverage depends on the roadside condition, warning signals, emergency response area, collision, mechanical breakdown, blocked lane, or other incident context.

The review of speed reduction requirements in Table 2-2 showed that states use different approaches to required driver behavior. Some jurisdictions require drivers to move over when safe and slow down only when a lane change is not possible, unsafe, or illegal. Connecticut, Massachusetts, New Hampshire, South Carolina, and West Virginia are notable because their statutes include reduced-speed behavior even when a driver may also be able to move over. New Hampshire is also distinct because it emphasizes reduced speed, wide berth, traffic-control compliance, and vacating blocked lanes rather than only requiring a full lane change away from a specific vehicle.

Most jurisdictions use safe, reasonable, prudent, reduced, or due-care speed language rather than a numeric speed requirement. This provides flexibility for different roadway, traffic, weather, and incident conditions, but it also requires judgment by drivers, officers, and courts when determining whether a driver's speed was appropriate. In contrast, Alabama, Delaware, Florida, Pennsylvania, and West Virginia establish numeric speed requirements under defined conditions. Alabama, Delaware, Florida, and Pennsylvania use reductions tied to the posted speed limit, while West Virginia uses maximum passing speeds when a lane change cannot be made. These numeric standards may be easier to communicate in public-facing materials, but they still depend on the specific statutory conditions that trigger the requirement.

Penalty structures also vary across TETC jurisdictions. Table 2-3 summarizes penalties by infraction, including first, second, and third or subsequent offenses where those categories are identified. Some states have clear tiered penalty structures, while others classify the violation as an infraction, traffic infraction, noncriminal traffic infraction, or misdemeanor without providing a detailed repeat-offense structure in the reviewed Move Over Law provision. Table 2-4 summarizes crash-severity consequences where they are identified, including property damage, injury, serious injury, fatality, license suspension, misdemeanor, or felony consequences. Many states do not identify crash-severity penalties in the reviewed Move Over Law provision.

The findings from this analysis suggest several important implementation considerations. First, public-facing materials should accurately reflect whether a vehicle category is explicitly covered, conditionally covered, or covered through broader incident-response or warning-signal language. Second, speed-related messaging should match the state's statutory language, particularly where a law uses due care or reasonable-speed language rather than a numeric threshold. Third, penalty language should be used carefully because states vary widely in how they classify violations, structure repeat-offense penalties, and apply crash-severity consequences.



Overall, Move Over Laws exist across all TETC member jurisdictions, but their provisions are not uniform. Differences in vehicle coverage, roadside-situation coverage, speed requirements, and penalty structures can affect public understanding, enforcement documentation, and campaign consistency. A coordinated regional approach can support a common safety message, but state-specific legal details remain important for accurate communication and implementation.

3. Assessment of Move-Over Law Public Outreach and Education

This chapter assesses existing public outreach and education initiatives related to Move Over Laws across TETC member agencies. Consistent with the project scope, the assessment is based on structured interviews with state agency officials and is intended to document current outreach efforts, assess public education practices, and identify trends, gaps, and opportunities for improvement. The resulting analysis provides a clearer understanding of how member agencies are currently communicating Move Over requirements to the public and where stronger or more coordinated outreach may be warranted.

This chapter synthesizes the findings from those agency interviews into a regional assessment of public outreach and education efforts. In addition to summarizing the range of campaign approaches, communication methods, and institutional practices described by participating agencies, the chapter highlights recurring themes, noteworthy practices, and common challenges observed across states. A comparative matrix is also included to summarize member agency outreach initiatives and campaign details. Together, these findings provide a foundation for the later chapters of this report, including the assessment of enforcement practices, the development of a unified public awareness framework, and the preparation of member-specific implementation recommendations.

3.1. Purpose and Scope of the Outreach and Education Assessment

The purpose of this section is to assess existing public outreach and education initiatives related to Move Over Laws across member agencies of TETC. The assessment began with finalization of the interview instrument and proceeded through structured interviews with agency officials to gather information on current outreach efforts, communication practices, and campaign activities. The interview responses were then analyzed to assess public education practices and to identify trends, gaps, and opportunities for improvement across the coalition region.

The scope of this chapter is both descriptive and comparative. It is descriptive in that it documents the range of public awareness, education, and outreach efforts currently being undertaken by participating member agencies. It is comparative in that it examines how those efforts vary across states in terms of campaign structure, communication channels, implementation practices, and overall maturity. This approach allows the chapter to move beyond a simple inventory and toward a broader understanding of regional patterns in how Move Over Law information is communicated to the public.

This chapter presents two primary products from the outreach and education assessment: a summary of public outreach and education findings and a matrix outlining outreach initiatives and campaign details for participating member agencies. Together, these materials support the broader report by documenting current outreach practices and identifying issues that inform the enforcement assessment, unified campaign framework, and member-specific implementation recommendations.

3.2. Outreach and Education Interview Methodology

Data for this chapter were collected through structured agency interviews conducted with representatives from member agencies of TETC. The data collection process began by contacting TETC member agencies to identify appropriate points of contact who were knowledgeable about

Move Over Law awareness, outreach, education activities, communication practices, and related implementation issues.

Once an appropriate and knowledgeable agency representative was identified, a 30-minute interview was scheduled. Interviews were conducted virtually using Microsoft Teams. In many cases, interviews were recorded with the permission of the interviewee to support accurate documentation and later synthesis of responses. This approach provided a practical and consistent means of collecting information across a large multi-state study area while allowing for direct engagement with agency personnel who are involved in, or familiar with, Move Over Law implementation and public communication.

An interview instrument was developed to guide the discussion and provide a consistent framework across interviews. The instrument included questions related to agency role, public outreach and education efforts, communication methods, campaign practices, enforcement responsibilities, interagency coordination, compliance challenges, and opportunities for improvement. The outreach and education interview instrument used for these discussions is provided in Appendix B.

Although the interview instrument established a common structure, the interviews were conducted in a semi-structured format rather than as rigid question-and-answer sessions. In practice, interviewees frequently expanded on topics they considered most important, offered state-specific context, and introduced issues not fully anticipated by the guide. This flexibility was valuable because it allowed respondents to provide richer detail and more nuanced insight than would likely have been obtained through a strictly standardized format. Because most interviews were recorded, it was possible to revisit these open-ended responses and synthesize them carefully after the interviews were completed.

Interview recordings and notes were subsequently reviewed and synthesized into summary narratives for each participating agency. These synthesized interview responses form the basis of the analysis presented in this chapter. The compiled outreach and education interview syntheses are provided in Appendix C.

3.3. Interview Results

This section presents the results of the outreach and education assessment of Move Over Law public awareness efforts. Results are based on the agency interviews conducted during the data collection period and reflect the perspectives and information provided by participating state transportation agency representatives. All TETC member agencies were contacted and invited to participate in the study. However, not all agencies were available to meet during the data collection period. As a result, the findings presented in this section are based on the agencies that were able to participate within the study timeframe.

A total of 15 TETC member agencies were included in this effort:

- Alabama DOT,
- Connecticut DOT,
- Delaware DOT,
- Florida DOT,
- Georgia DOT,
- Kentucky Transportation Cabinet,
- Maine DOT,
- Maryland DOT,
- New Hampshire DOT,

- New York State DOT,
- North Carolina DOT,
- Pennsylvania DOT,
- Tennessee DOT,
- Vermont Agency of Transportation,
- Virginia DOT.

Agencies were not excluded by design; rather, they were unavailable for interview during the designated data collection period.

The results presented in this chapter should therefore be interpreted as a synthesis of findings from participating agencies rather than a complete census of all TETC members. Even so, the participating agencies provide a broad geographic cross-section of the coalition and offer substantial insight into the range of public outreach and education practices currently being used to support Move Over Law awareness.

The remainder of this chapter is organized to present the findings in a logical and comparative manner. Section 3.3.1 provides an overview of the general outreach environment observed across participating agencies. Subsequent sections summarize key results related to outreach methods and communication channels, campaign themes and audience targeting, partnerships and implementation approaches, notable practices, funding models, and recurring gaps, challenges, and limitations. Section 3.3 concludes with a synthesis of the major findings emerging from the outreach and education interviews.

3.3.1. Overview of Outreach Activity

Interview results indicated that Move Over Law outreach was an active area of attention across the participating agencies, although the overall intensity, structure, and continuity of those efforts varied across states. In several cases, agencies described outreach activity that appeared to be well established and visible within broader highway safety or public information efforts. In other cases, outreach was described in more limited or intermittent terms, with greater reliance on periodic visibility efforts or targeted campaign periods rather than a consistently maintained year-round initiative.

The results also showed that outreach activity was not organized around a single common model across participating states. Rather, agencies described a range of approaches, from states with more deliberate and recognizable public awareness efforts to states where Move Over messaging appeared to be incorporated into broader safety programming. In some states, such as New Hampshire, Maryland, and Vermont, interview results reflected sustained or intentionally structured outreach approaches tied to broader public safety communication efforts. In other states, the interview results suggested a more episodic or event-driven outreach pattern. Taken together, these findings indicate that while participating agencies were generally engaged in Move Over awareness, they were doing so with differing levels of campaign maturity and continuity.

A further theme that emerged from the interviews was that outreach activity was often supported through shared institutional responsibility rather than a single dedicated program operating in isolation. Several agencies described Move Over awareness as part of a larger safety communication environment involving coordination across agency offices or with external partners. At the same time, the degree to which that structure was formalized varied from state to state, and not all interviews provided the same level of detail on how outreach responsibilities were assigned or maintained. As a result, the interview results point to a region in which Move Over awareness is broadly recognized as important, but where the visibility, organization, and persistence of outreach efforts remain uneven across agencies.

Overall, the interview results reflected a spectrum of outreach activity ranging from more mature and sustained awareness efforts to approaches that were narrower in scope or more dependent on timing, events, or existing safety programming. This variation is an important result in itself, as it frames the broader discussion of how agencies are communicating Move Over requirements and where outreach activity appears more or less developed. The next section examines these findings in greater detail by focusing on the outreach methods and communication channels identified through the interviews.

3.3.2. Outreach Methods and Communication Channels

Interview results indicated that participating agencies used a multi-channel approach to support Move Over Law outreach, although the breadth and intensity of those methods varied across states. Several states described communication strategies built around a combination of digital outreach, roadway-based messaging, traditional media, and physical educational materials rather than relying on a single outlet. At a broad level, the results suggest that agencies were generally attempting to place Move Over messaging in locations where drivers would encounter it either while actively traveling or while interacting with transportation and driver-information systems.

Among the methods reported most frequently were roadway message signs and related on-road messaging tools. Several participating agencies described the use of dynamic or variable message signs as part of Move Over outreach, including New Hampshire, Georgia, Connecticut, Maryland, New York, Alabama, and Virginia. In North Carolina, interview results also identified rear-mounted message boards on IMAP vehicles as an on-road communication tool, while Maryland described Move Over messaging displayed on Safety Service Patrol vehicle mudflaps. These results suggest that roadway-based communication was one of the more visible and recurring outreach tools described across the participating agencies.

Digital communication methods were also widely reported, though the form and apparent emphasis varied from state to state. Several agencies identified social media as a regular part of their outreach activity. In some cases, interview results also referenced websites, landing pages, or broader safety portals used to host supporting information. Virginia, Maryland, North Carolina, Delaware, and Alabama each described some form of web-based or online information presence, although the degree to which these functioned as dedicated Move Over resources was not consistent across states. New Hampshire, by contrast, reported relying on partner-hosted digital resources rather than maintaining a dedicated internal webpage. Taken together, the interview results indicate that digital communication was common, but not implemented through a uniform model.

Traditional media and physical outreach materials were also reported in several states, though not with the same consistency as sign-based or social media methods. Georgia, Virginia, Delaware, and Alabama described the use of radio, television, press-based, or public service announcement approaches, while Connecticut reported professionally developed PSA content. Several states also described the use of printed or physical materials in public-facing settings. North Carolina reported flyers and posters at rest stops and welcome centers, Georgia reported flyers and posters in community and government spaces, Maryland described flyer distribution at public events and trade shows, and Maine referenced physical collateral distributed at conference and outreach settings. In Connecticut, outreach also extended to family-oriented public engagement settings such as community events and games. These results suggest that while media and print-based methods were not universal, they remained important supporting elements within several state outreach programs.

Institutional communication channels tied to driver education or licensing were described in some, but not all, participating states. North Carolina reported inclusion of Move Over content in the driver's manual and use of DMV waiting-area videos. Maryland described integration of the law

into mandatory driver's education materials, and Virginia also referenced DMV or driver-information-related pathways. Georgia and Alabama, however, explicitly reported no formal integration with the state driver education system. This uneven pattern indicates that formal educational channels were present in some states but were not a consistent feature across the participating agencies.

Overall, the interview results show that participating states used a varied mix of communication channels, with roadway messaging and digital outreach appearing most frequently and other methods used more selectively depending on agency structure, campaign design, and available outreach platforms. At the same time, the results indicate that agencies differed in how broadly they diversified their communication efforts and in how strongly Move Over messaging was embedded within driver education, physical public outreach, or broader safety communication systems. The next section examines how these communication methods were paired with campaign themes, message framing, and audience targeting approaches.

3.3.3. Campaign Themes, Messaging, and Audience Targeting

Interview results indicated that participating agencies did not rely on a single uniform messaging model for Move Over outreach. Several states described message frameworks that combined legal instruction with broader behavioral and safety framing. In some states, agencies also emphasized the need to clarify expected driver behavior in more complex roadside situations, particularly where a lane change might not be feasible or where public understanding of protected vehicles was incomplete. As a result, the reported message content often extended beyond a simple legal reminder and instead sought to describe what drivers were expected to do in realistic roadside conditions.

One of the clearest recurring themes was the pairing of "Move Over" with "Slow Down" or similarly framed secondary instructions. Interview results from Maine, New Hampshire, Vermont, Connecticut, Florida, and New York clearly reflected some form of this combined framing, and Pennsylvania also emphasized the importance of transitioning from a move-over expectation to a slow-down requirement in constrained conditions. In these states, the message was not presented solely as a lane-change instruction, but as a more flexible behavioral directive intended to account for congestion, limited maneuvering space, or uncertainty about how drivers should respond. This repeated use of dual framing indicates that several participating agencies viewed a stand-alone "Move Over" message as insufficient for complete public communication.

A second theme evident in several states was movement beyond purely compliance-based messaging toward more human-centered safety framing. Connecticut and Maryland provided especially clear examples of this approach, with interview results describing efforts to humanize roadside workers and responders rather than relying exclusively on legal warning language. Vermont similarly framed its campaign around mutual care and community responsibility. New Hampshire emphasized mutual safety between the motoring public and highway workers, while Georgia described public-facing interactions that helped humanize the risks faced by roadside personnel. Taken together, these results indicate that some participating agencies were attempting to influence driver behavior not simply through rule repetition, but by making the people at risk more visible and relatable.

Audience targeting was described less consistently than message themes, but several states did identify particular populations or communication contexts of interest. In many cases, interview results suggested that outreach was directed broadly toward the general motoring public. At the same time, some states reported more specific audience strategies. Delaware described messaging intended to reach both local residents and transient drivers, including beach-bound travelers. North Carolina reported efforts designed to reach both new and renewing drivers through the DMV environment. Maine and Georgia each described youth-oriented or school-

connected outreach intended to influence future drivers or indirectly shape current household driving behavior. These examples suggest that while broad public messaging remained the dominant pattern, a smaller number of participating states were also pursuing more targeted audience strategies.

Overall, the interview results show that campaign framing across participating agencies generally centered on driver responsibility, roadside safety, and practical behavioral compliance, but varied in tone and emphasis from state to state. Several agencies relied on direct instructional messaging, particularly where the goal was to clarify what drivers should do in the moment. Others supplemented that approach with empathy-based, community-based, or human-centered framing intended to improve message retention and encourage safer decision-making. Audience targeting appeared to be present in selected states, but was not described as a uniformly developed feature across the participating agencies. The next section examines how these messaging approaches were supported through partnerships and broader implementation structures.

3.3.4. Partnerships and Implementation Approaches

Interview results indicated that Move Over Law outreach was rarely described as a stand-alone effort managed by a single office acting in isolation. Instead, participating agencies frequently reported implementation models that depended on coordination across transportation, safety, communications, and partner organizations. In several states, outreach appeared to be implemented through broader traffic incident management, highway safety, or public information structures rather than through a stand-alone Move Over program.

Several participating states described formal or semi-formal interagency structures that helped organize implementation. Maine reported a Traffic Incident Management committee involving Maine DOT, Maine State Police, the Department of Public Safety, and the Maine Sheriff's Association. Georgia identified the TIME Task Force and the Governor's Office of Highway Safety as important parts of its institutional framework, while Vermont described a particularly integrated model in which the State Highway Safety Office is housed within VTrans. New York also reported a multi-entity environment in which the DOT, State Police, Thruway Authority, Governor's Traffic Safety Committee, and other transportation authorities all contribute to the broader outreach structure. These examples indicate that, in several states, Move Over outreach was implemented through established safety networks rather than through a single-purpose campaign office alone.

In other states, interview results pointed to implementation models in which transportation agencies worked closely with enforcement or highway safety partners while maintaining different divisions of responsibility. Florida described a multi-agency arrangement in which the Florida Highway Patrol served as the lead enforcement agency and FDOT provided primary communication support through its communications office. Tennessee similarly described a partnership between TDOT and the Tennessee Highway Safety Office, with the highway safety office taking a leading role in broad public messaging while TDOT contributed operational context. Delaware reported coordination among DelDOT, the Delaware State Police, and the Office of Highway Safety, indicating that Move Over communication and implementation occurred within a broader interagency structure. Kentucky also described coordination involving the Office of Highway Safety and law enforcement agencies, particularly in relation to how Move Over efforts are communicated and operationalized.

Interview results also suggested that implementation often relied on existing operational programs, internal units, or public-facing service structures to carry messaging into practice. In Maryland, interview results described close coordination between MDOT/SHA and responder-facing TIM structures, including a dedicated Maryland State Police TIM Unit that communicated directly with SHA regarding daily operations. Virginia reported close coordination among VDOT public information staff, Virginia State Police, fire programs, emergency medical services

partners, and selected tolling operators. Connecticut described alignment among DOT, State Police, and the Fire Administration, along with grant-supported development of PSA materials and continued efforts to integrate Move Over education more fully into driver education systems. At the same time, implementation capacity was not uniform across participating states. Alabama, for example, described collaboration with state troopers but also noted institutional gaps, including the absence of a dedicated Governor's Office of Highway Safety and limited connection to DMV-based education pathways. These results suggest that while partnership-based implementation was common, the degree of formalization, stability, and institutional support varied considerably across states.

Overall, the interview results show that partnerships were a central feature of Move Over outreach implementation across the participating agencies, but the form those partnerships took differed from state to state. Some states relied on formal task forces, embedded highway safety offices, or multi-agency committees, while others operated through more functional coordination among transportation agencies, enforcement partners, and communications staff. This variation shaped not only how outreach was organized, but also how consistently it could be delivered and sustained over time. The next section identifies notable practices and promising approaches that emerged from these differing implementation models.

3.3.5. Notable Practices and Promising Approaches

Interview results identified several outreach practices that stood out because they appeared to move beyond basic awareness messaging and toward more deliberate, visible, or institutionally supported implementation. These practices were not reported uniformly across participating states. Even so, several states described approaches that appeared especially developed in terms of message design, delivery structure, audience reach, or integration with broader safety efforts.

One notable pattern was the use of messaging that translated the law into clearer driver action under real-world roadway conditions. As discussed in the preceding section, several states, including Maine, New Hampshire, Vermont, Connecticut, Florida, and New York, reported framing that paired "Move Over" with "Slow Down" or otherwise clarified driver expectations when a lane change could not be safely completed. Interview results suggest that this type of dual instruction represented more than a slogan adjustment; in these states, it appeared to function as a practical communication strategy intended to reduce confusion and improve the usability of the message for motorists. Pennsylvania also described a similar need to move beyond a simplified move-over instruction when roadside conditions did not allow that response.

A second notable practice involved the use of human-centered and empathy-based outreach rather than exclusive reliance on statutory language. Connecticut provided a clear example of this approach by shifting toward human-centric storytelling in PSA materials that portrayed DOT workers, police, and EMS personnel as real people and family members trying to get home safely. Maryland similarly moved away from purely legal messaging through a more personal, story-driven approach, including its "I Want to Come Home" series featuring struck-by survivors and responders. Vermont framed its campaign around mutual care and community responsibility, using real responders and roadway workers rather than actors and emphasizing that these were ordinary people working close to traffic who wanted to return home safely. New Hampshire likewise emphasized mutual safety between motorists and highway workers, presenting compliance as a shared responsibility rather than only a legal obligation. Georgia supported this same humanizing effect through school visits, Truck Days, career days, and direct public interaction with HERO and CHAMP personnel and vehicles, helping make roadside risk more personal and visible. These practices are notable because they suggest an effort to influence behavior through recognition of human consequences rather than through legal reminder alone.

Interview results also highlighted several examples of outreach being embedded within visible operational systems or recurring public-facing platforms. North Carolina described the use of IMAP vehicle message boards and DMV-based communication settings, while Maryland reported Move Over messaging displayed on Safety Service Patrol vehicle mudflaps and integration into driver education materials. Connecticut described grant-supported development of PSA content, and Georgia reported a wide range of outreach touchpoints, including school visits, Truck Days, and public events. In Maine, outreach was supported through conference and public education settings, while Delaware described messaging tailored to seasonal and transient travel conditions. These examples indicate that, in several states, notable outreach practices involved not only the content of the message, but also the use of public-facing settings where agencies believed driver attention could be more effectively reached.

Another notable theme was the degree to which some states had connected Move Over outreach to broader institutional frameworks rather than treating it as an isolated communication effort. Vermont's placement of the State Highway Safety Office within VTrans, Maine's TIM committee structure, Georgia's TIME Task Force, and New York's multi-agency coordination environment each reflected a level of organizational integration that appeared to support continuity and shared responsibility. Florida and Tennessee also described implementation models in which communication responsibilities were linked to broader highway safety or agency partnership structures. Interview results suggest that these kinds of arrangements may help sustain outreach visibility over time by embedding Move Over messaging within existing organizational systems rather than depending on one-time or ad hoc efforts.

Overall, the interview results indicate that notable practices were less about a single outreach tool and more about the combination of clear behavioral messaging, relatable public framing, visible delivery mechanisms, and durable institutional support. While not all participating states described outreach at this level of development, several did report practices that appear especially useful for understanding how Move Over communication can become more actionable, more visible, and more consistently implemented. The next section examines the funding models and resource structures that participating agencies reported using to support Move Over outreach and enforcement efforts.

3.3.6. Funding Models Supporting Move Over Outreach and Enforcement

Interview results indicated that funding for Move Over law awareness and enforcement was drawn from a mix of federal grants, state legislative appropriations, agency operating budgets, and, in a smaller number of cases, alternative revenue or partnership-based models. Rather than reflecting a single standard funding structure, the results showed that participating states often assembled support for Move Over efforts through existing highway safety, traffic operations, or work zone safety funding streams. In several states, this meant that Move Over activities were funded indirectly through broader safety initiatives rather than through a dedicated, stand-alone program.

Federal funding was one important source of support, particularly through highway safety programs. Vermont and Kentucky reported the use of National Highway Traffic Safety Administration (NHTSA) funds within their broader highway safety efforts. At the same time, interview results indicated that Move Over does not always align neatly with the most consistently funded national emphasis areas, such as seat belt use or impaired driving. As a result, some states described the need to position Move Over messaging within broader traffic safety campaigns in order to access available grant funding. North Carolina reported a different federal funding mechanism through a \$1.5 million SMART grant intended to support automated roadway anomaly reporting and the transmission of responder-location information to navigation providers

such as Waze and Google. Virginia officials also noted that Highway Safety Improvement Program funds may sometimes be available to support coordination and related safety efforts.

State and legislative funding models also played a significant role in several states. Connecticut reported a recurring legislative allocation of approximately \$120,000 annually for Operation Big Orange, which funds state police presence in work zones to address speeding and Move Over violations. Connecticut also described the use of a separate \$200,000 grant, secured in partnership with a local fire department, to support the filming and airing of Move Over public service announcements. New York reported that the DOT has historically provided approximately \$5 million to the State Police to support work zone safety activities that include Move Over enforcement. Maryland described the use of general operating funds to support a dedicated traffic incident management unit and to pay for targeted state police overtime associated with Move Over enforcement details. Virginia reported that Highway Safety Improvement funds may be used in connection with some coordination and related safety efforts, although the interview did not identify a single dedicated Move Over funding stream.

Interview results also identified several alternative or innovative funding models. In New York, officials described a statutory revenue-sharing mechanism under which 60 percent of automated work zone speed enforcement revenue must be directed back into work zone safety activities, including public awareness and education related to Move Over. New Hampshire reported a different model in which the Safety Service Patrol, a significant source of Move Over visibility, is supported through partnership funding from GEICO. These examples suggest that some states have been able to tie Move Over support to broader operational or revenue-generating systems rather than relying solely on traditional agency appropriations.

Despite these examples, funding challenges remained a recurring theme. Several states indicated that Move Over enforcement is resource-intensive, in part because effective enforcement may require multiple officers to safely identify and stop violators while preserving roadside safety. Interview results from Maine, Alabama, and Delaware indicated that no dedicated Move Over funding mechanism was in place, with efforts instead relying on general operating budgets, limited grant opportunities, or broader traffic safety resources. Taken together, the results suggest that while a range of funding mechanisms exists, sustained Move Over outreach and enforcement often depend on agencies' ability to integrate the issue into larger safety, operational, or legislative funding structures. The next section examines the gaps, challenges, and limitations that participating agencies reported in carrying out these efforts.

3.3.7. Gaps, Challenges, and Limitations

Interview results indicated that, despite active outreach efforts across many participating agencies, substantial gaps and limitations remained in the implementation of Move Over awareness initiatives. One of the most frequently described challenges was the persistence of low or uneven public understanding of the law, particularly when protected vehicles did not fit the public's narrow association with police or fire response. Several states reported that drivers were more likely to recognize and respond appropriately to red and blue emergency lights than to amber-light vehicles associated with transportation, towing, maintenance, or service patrol operations. This issue was noted explicitly in Georgia and North Carolina and was also reflected in interview results from Tennessee and Pennsylvania.

A second recurring challenge involved the difficulty of translating general awareness into consistent real-world compliance, especially under congested or operationally constrained roadway conditions. Several participating agencies described situations in which drivers may understand the law in principle but still fail to respond correctly when traffic density, limited lane availability, or uncertainty about the appropriate maneuver interferes with decision-making. Maine, Pennsylvania, Kentucky, and New Hampshire each identified forms of this challenge,

whether through the need to clarify “if you can” messaging, the operational difficulty of lane shifts in heavy traffic, or ambiguity surrounding what constitutes prudent or lawful driver behavior when moving over is not feasible. These findings suggest that awareness alone does not fully resolve the practical complexities motorists face in active roadway environments.

Interview results also pointed to institutional and resource limitations that constrained the scale and continuity of outreach. Several states described funding as limited, indirect, or tied to broader traffic safety programs rather than to dedicated Move Over initiatives. As discussed in Section 3.3.6, Maine, Alabama, and Delaware reported no dedicated Move Over funding mechanism, while Kentucky emphasized the difficulty of securing federal support because Move Over is not treated as a formal NHTSA-eligible campaign priority in the same way as seat belt or impaired driving enforcement. Staffing constraints were also reported in several contexts. New Hampshire and Maine both emphasized the manpower burden associated with effective Move Over enforcement, while Delaware described institutional and process limitations that affected implementation support. These constraints affect not only enforcement, but also the ability of agencies to sustain outreach visibility over time.

Another limitation evident in the interview results was uneven institutional integration of Move Over messaging into driver education, licensing, and long-term behavioral training systems. While some participating states described integration with DMV materials, driver manuals, or education curricula, others identified clear gaps in these pathways. Delaware specifically noted limited direct engagement with high school driver education, Maine described curriculum saturation within DMV and private driving school settings, and Alabama reported limited connection to DMV-based education pathways. These findings suggest that, in some states, agencies viewed early driver education as important but encountered structural barriers to embedding Move Over content consistently in those systems.

Finally, several agencies reported limitations related to evaluation and long-term performance measurement. Although many participating states described active campaigns, recurring outreach, or visible communication practices, interview results were less consistent in identifying formal mechanisms for measuring campaign effectiveness or isolating the impact of specific outreach strategies on driver behavior. In some cases, agencies pointed to operational indicators or anecdotal observations, but the overall results suggest that evaluation capacity was uneven and often secondary to implementation. Taken together, the interview results indicate that the principal challenges facing participating agencies were not limited to message creation alone, but also included driver misunderstanding, difficult roadway conditions, institutional barriers, constrained resources, and limited evaluative feedback. The next section synthesizes these results into an overall summary of the major findings emerging from the Task 2 interviews.

3.3.8. Synthesis of Findings

Interview results showed that Move Over outreach across participating agencies was active, but uneven in structure, visibility, and maturity. Participating states generally described some form of public awareness activity, but the scale and continuity of those efforts varied considerably. In some cases, outreach appeared to be sustained through established safety programs, recurring communication practices, or embedded institutional structures. In others, efforts appeared more episodic, more dependent on specific campaigns or safety observances, or more closely tied to broader highway safety programming rather than a dedicated Move Over initiative. Taken together, the results suggest that participating agencies generally recognized Move Over awareness as an important public safety issue, but they differed substantially in how systematically that recognition had been translated into outreach practice.

Across the participating states, outreach methods were similarly varied. Interview results indicated that participating states used a wide range of communication methods, including roadway

message signs, social media, web-based information, traditional media, print materials, and public-facing events. At the same time, no single communication model was applied consistently across the region. Several agencies also reported messaging approaches that moved beyond simple legal instruction and instead emphasized practical driver behavior, including the now-common pairing of “Move Over” with “Slow Down” when a lane change could not be safely completed. In a smaller number of states, outreach also incorporated more human-centered framing by presenting roadside workers, responders, and service personnel as people at personal risk rather than abstract symbols of authority or compliance. These findings suggest that the most developed outreach efforts tended to combine clear behavioral guidance with messaging intended to improve driver understanding and empathy.

The results also showed that implementation was often shaped by institutional structure and available partnerships. In many states, Move Over outreach was not managed through a stand-alone office or campaign, but instead operated through combinations of DOT communications staff, highway safety offices, law enforcement partners, TIM programs, and related public safety networks. Some states described more integrated organizational arrangements, including formal task forces, embedded safety offices, or recurring interagency coordination mechanisms. Funding models were similarly diverse. Agencies described reliance on federal highway safety funds, legislative appropriations, agency operating budgets, work zone safety revenue streams, and, in some cases, corporate partnership support. At the same time, funding was frequently described as indirect, limited, or tied to broader safety priorities rather than dedicated specifically to Move Over outreach.

Despite many examples of active outreach, the interviews also identified several recurring limitations. Public misunderstanding emerged as a central issue, particularly with respect to vehicles using amber lights or vehicles not commonly associated with emergency response. Participating agencies also described the difficulty of translating awareness into correct driver behavior under congested, high-speed, or otherwise constrained roadway conditions. Additional challenges included uneven integration of Move Over content into driver education systems, limited dedicated funding, resource-intensive enforcement environments, and a general lack of formal evaluation mechanisms capable of measuring campaign effectiveness. To further synthesize these findings, Table 3-5 groups the common challenges reported across participating states and identifies the corresponding practices agencies described using to address them.

Table 3-5: Common Outreach Challenges and Response Practices

Common Challenge	How the Challenge Was Described Across States	Practices States Have Used to Address the Challenge	Example States using Practices
Public misunderstanding of the law's scope and applicability	States commonly reported that drivers do not fully understand which vehicles or personnel are protected. In several states, drivers appeared to associate the law primarily with police and fire vehicles. Several states reported that even when drivers know the law exists, they may not know how to respond correctly in congested traffic or high-speed environments.	Explicitly naming protected vehicle categories in outreach materials; showing amber-light and non-traditional roadside vehicles in campaigns; broadening message framing beyond emergency responders; emphasizing that the law applies to all stopped roadside vehicles.	North Carolina, New York, Vermont, Georgia, Maryland
Difficulty translating awareness into correct driver behavior in real roadway conditions	Challenges included uncertainty about what to do when a lane change is not possible, overcorrection, unsafe stopping, and failure to slow adequately.	"Move Over / Slow Down" dual messaging; "if you can" phrasing; "prepare to stop" language; statutory clarification of speed reduction requirements; demonstrations and training-track videos showing correct driver behavior.	Maine, New Hampshire, Vermont, Connecticut, Florida, New York, Pennsylvania, North Carolina
Weak driver attention, emotional engagement, or message retention	States described driver distraction, impatience, indifference, and message fatigue as barriers to compliance. In some cases, agencies felt legal reminders alone were not sufficient to change behavior or sustain attention over time. A recurring issue was the weak or inconsistent integration of Move Over content into formal driver education, DMV processes, or youth-oriented safety learning. Some states also noted difficulty reaching tourists, seasonal visitors, new drivers, or other groups with limited familiarity with the law.	Human-centered storytelling; survivor and responder testimony; authenticity-based campaigns using real workers rather than actors; demonstrations featuring injured responders; school and family outreach; humorous or themed DMS messages; rotating message content to avoid habituation.	Connecticut, Maryland, Vermont, Virginia, Georgia, Maine, New York, Delaware, Alabama
Limited reach into driver education and targeted audiences	Many states reported that Move Over outreach and enforcement are constrained by limited staffing, lack of dedicated funding, and the high manpower demands of effective enforcement. In some states, Move Over does not fit neatly into standard national	DMV videos and waiting-room materials; integration into mandatory driver education; elementary and school-based programs; mascots and child-focused campaigns; youth safety organizations; localized or seasonal messaging for tourists and transient drivers. Embedding Move Over within broader highway safety programs (NHTSA funds); legislative appropriations; agency operating support; PPP; revenue reinvestment models; pensionable overtime; dedicated enforcement programs; use of service patrol	North Carolina, Maryland, Connecticut, Maine, Georgia, Delaware, Virginia, New Hampshire
Resource, funding, and enforcement capacity limitations			Vermont, Kentucky, Connecticut, Maryland, New Hampshire, New York, Florida, Delaware, Maine, Alabama

Common Challenge	How the Challenge Was Described Across States	Practices States Have Used to Address the Challenge	Example States using Practices
Institutional, legal, and evaluation limitations	funding priorities, making sustained support more difficult.	or maintenance personnel to increase roadside visibility.	
	Some states reported that weak penalty structures, ambiguous statutory language, fragmented institutional arrangements, or limited performance measurement reduced the effectiveness of outreach and enforcement.	More explicit statutory requirements; prescriptive fine structures; formal TIM committees or task forces; embedded highway safety offices; campaign reach metrics; cone-strike tracking; AVL and exposure data; camera access studies; operational indicators.	Pennsylvania, Connecticut, Kentucky, Maryland, Maine, Georgia, Vermont, New York, North Carolina, Florida, Tennessee

As shown in Table 3-5, many of the challenges reported by participating agencies were widely shared, but states varied in the strategies they used to respond. In several cases, multiple states described different practices aimed at the same underlying problem, suggesting that no single approach has emerged as universally sufficient. Instead, the findings point toward the value of combining clearer behavioral messaging, broader protected-vehicle framing, human-centered communication, stronger partnerships, and more durable funding and evaluation structures. Overall, the findings from this chapter suggest that member agencies have established a meaningful base of Move Over outreach activity, but that important gaps remain in consistency, clarity, institutional support, and long-term performance measurement. These findings provide a foundation for the enforcement assessment, unified campaign framework, and member-specific implementation recommendations presented later in this report.

3.4. Comparative Matrix of Member Agency Outreach Efforts

This section presents the comparative matrix developed for Task 2 to organize and compare the Move Over Law outreach and education practices reported by participating member agencies of TETC. Whereas Section 3.3 synthesized the interview findings thematically, the purpose of this section is to present those same results in a structured state-by-state format that allows for clearer comparison across agencies. The matrix is intended to serve as a concise reference tool that documents how participating agencies are approaching Move Over awareness, what communication and partnership structures are being used, what notable practices are emerging, and what limitations continue to affect implementation.

The matrix, Table 3-6, was developed from the agency interview results and is designed to support the broader objectives of this report. In addition to documenting existing outreach initiatives and campaign details, the matrix provides a framework for identifying common patterns, state-specific practices, resource differences, and recurring implementation barriers. In this way, it functions not only as an appendix-style comparison table, but also as a bridge between the descriptive findings presented in Section 3.3 and the later enforcement, campaign development, and implementation recommendation chapters.

To support consistent interpretation, the matrix includes the following columns:

- **State / Member Agency:** Identifies the participating TETC member agency represented in the interview results.
- **Campaign / Program Name:** Lists the formal campaign name, branded initiative, or associated outreach program reported by the agency, where one was identified.
- **Main Messaging Theme:** Summarizes the primary way the agency framed Move Over outreach, such as Move Over / Slow Down, responder safety, human-centered safety, or behavior-focused compliance messaging.
- **Primary Communication Channels:** Identifies the principal methods used to communicate Move Over messages to the public, such as social media, dynamic message signs, websites, television, radio, public events, school outreach, or driver education settings.
- **Target Audience(s):** Identifies the primary public groups the outreach was intended to reach, including the general traveling public, youth drivers, school-aged audiences, tourists, or other targeted populations.
- **Key Partners:** Identifies the principal agencies, organizations, or stakeholder groups involved in the delivery or support of outreach efforts, such as law enforcement, highway safety offices, fire and EMS organizations, towing groups, schools, or private partners.
- **Funding / Support Model:** Summarizes the primary funding source or support structure identified for outreach or related implementation, including agency operating funds,

legislative appropriations, grant funding, revenue-sharing mechanisms, or partnership support.

- Notable Practice(s): Highlights one or two outreach features that appeared distinctive, especially developed, or potentially informative to other agencies.
- Main Gap(s) / Limitation(s): Summarizes the principal challenge, weakness, or implementation barrier reported by the agency, such as limited funding, weak driver awareness, inadequate driver education integration, manpower shortages, or limitations in enforcement support.

Table 3-6: Comparative Matrix of Member Agency Outreach Efforts

State / Member Agency	Campaign / Program Name	Main Messaging Theme	Primary Communication Channels	Target Audience(s)	Key Partners	Funding / Support Model	Notable Practice(s)	Main Gap(s) / Limitation(s)
Alabama / ALDOT	Crash Responder Safety Week	Move over or slow down; 15 mph reduction	Radio, television, DMS, social media	Traveling public; young drivers	State Troopers	Legislatively required trooper funding	DMS calendar scheduled a year in advance	Manpower for enforcement; limited driver's education integration
Delaware / DeIDOT	Slow Down, Move Over; beach outreach	Humanizing troopers; move over or reduce speed	Social media, radio, DMS, toll plaza banners, community events, digital ads	Residents; seasonal visitors; elementary students	State Police; Office of Highway Safety	Not specified	Radio PSAs with seagull sounds; trooper stings using dump trucks	Limited school engagement; penalties often reduced
Georgia / GDOT	Move Over Law awareness campaign	Move over for all workers on the shoulder	Social media, television, radio, DMS, school visits	Drivers; school children	Governor's Highway Safety Office; TIME Task Force	Not specified	Biannual safety conferences with Move Over emphasis	Limited DMV / driver's education collaboration
Maryland / MDOT SHA	"I Want to Come Home" series; "Thank a Responder" Day	Humanizing responders through personal stories; all roadside vehicles count	Website, social media, news ride-alongs, touch-a-truck events, mudflap ads	General public; driving school students	State Police; Motor Vehicle Administration	MDOT operating funds; overtime funds	Mudflap advertising; dedicated traffic unit coordination	Limited awareness for non-emergency vehicles; low conviction rates
Tennessee / TDOT	National Move Over Day	Move Over awareness; behavioral compliance	Social media, television, DMS	General public	Highway Safety Office; Highway Patrol	Not specified	Monday-only DMS messaging; camera access studies	Penalties may not be a strong deterrent; limited awareness data
Florida / FDOT	Move Over Florida	Move over or slow down	Social media, DMS, vehicle message boards	Not specified	Highway Patrol	Not specified	Road Ranger tactical training; DIVAS / DFS data sharing	Outreach reach limitations; manpower shortage
Maine / MaineDOT	"Funny" messaging; Backseat Driver Program	Slow down and move over if you can	DMS, television, social media, stickers, press conferences	General public; young drivers; elementary students	State Police; Department of Public Safety	General operating budget	Humorous DMS messages; portable message signs for fire departments	Manpower shortage; no dedicated funding
Connecticut / CTDOT	Operation Big Orange; Flagman	Humanizing first responders; slow down and move over	Facebook, Instagram, Snapchat, TikTok, DMS, school	General public; school children	State Police; Fire Academy	\$120,000 annual legislative allocation;	Mascots (Safety Sam, Terry the Turtle); pensionable	Low first-offense fines; difficulty entering driver's education

State / Member Agency	Campaign / Program Name	Main Messaging Theme	Primary Communication Channels	Target Audience(s)	Key Partners	Funding / Support Model	Notable Practice(s)	Main Gap(s) / Limitation(s)
			handouts, press conferences			\$200,000 grant	overtime for troopers	
North Carolina / NCDOT	Annual Crash Responder Safety Week	Explicit inclusion of DOT and towing vehicles; prepare to stop	TikTok, Facebook, gas station TV, DMV videos, DMS, PSAs, community events	General public; young drivers	Highway Patrol; Towing Association	\$1.5 million SMART grant	Training-track videos; “one cone strategy” tracking cone strikes	Limited awareness of amber-light coverage; need for frequent messaging
New York / NYSDOT	Operation Hard Hat	Slow down and move over for flashing lights	Social media, VMS, news media	Traveling public	State Police; Thruway Authority	60% of automated work zone speed enforcement revenue	Plainclothes officers in work zones; humorous VMS themes	Driver awareness that the law applies broadly; driver behavior challenges
New Hampshire / NHDOT	Cheryl’s Law	Slow down and move over	Press conferences, fixed signs, DMS	Residents; tourists	State Police; GEICO	GEICO partnership support	Maintenance employees staff safety patrol on overtime	Manpower scarcity for enforcement; privacy-related constraints
Pennsylvania / PennDOT	Not specified	Move over or reduce speed by 20 mph in constrained conditions	CMS boards, 511 site, scheduled safety messages	Traveling public	State Police (PSP)	Not specified	Prescriptive fine structure; context-specific 20 mph reduction provision	Difficulty slowing down in heavily traveled corridors
Virginia / VDOT	Drive Smart Virginia; YOVASO	Humanizing responders; reasonable speed	Website, social media, radio, DMS, open houses, demonstrations, press releases	Youth drivers; general public	State Police; DMV; private toll operators	Not specified	Demonstrations featuring responders with line-of-duty injuries	“Should” versus “shall” language in law; manpower shortage
Kentucky / KYTC	National Move Over Day	Amber and orange lights mean move over; prudent speed reduction	Social media, television, DMS, radio, outreach events with rollover simulator	Middle and high school students; community audiences	State Police	Highway Safety Office funding; broader highway safety support	Rollover simulator with dummies; iHeart Media airtime contract	Subjective speed reduction language; no dedicated webpage
Vermont / VTrans	Drive Well Vermont	Authenticity using real professionals rather than actors	Instagram, Facebook, YouTube, gas station TV, PSAs	Vermonters	State Police; Fire; EMS; Towing industry	NHTSA funding	Use of real tow truck drivers for campaign authenticity	Public confusion about coverage for non-emergency responders

The comparative matrix provides a concise cross-state reference for the outreach practices reported by participating agencies. As displayed in the table, agencies differed in campaign naming, message framing, communication channels, partnership structures, funding approaches, and reported limitations. Some states described more fully developed and branded outreach efforts, while others reported less formal or more limited approaches embedded within broader safety programming.

The matrix also makes it easier to see where common patterns emerge across states. Move Over / Slow Down messaging appeared repeatedly, as did reliance on social media, dynamic message signs, law enforcement partnerships, and broader highway safety or public information structures. At the same time, the table shows that gaps were also recurring, particularly with respect to public understanding of amber-light and non-traditional responder vehicle coverage, limited driver education integration, manpower constraints, and uneven funding support. Viewed in this way, the matrix complements the thematic discussion in Section 3.3 by presenting the same information in a more compact comparative format. It provides a practical summary of how participating agencies are currently approaching Move Over outreach and highlights both the diversity of current practice and the recurring challenges that inform the later enforcement assessment, campaign framework, and implementation recommendation chapters.

3.5. Outreach and Education Findings and Implications

This chapter examined public outreach and education efforts related to Move Over Laws across participating member agencies of TETC. Based on interviews with agency representatives, the findings show that Move Over awareness is an active area of concern across the region, but that the visibility, structure, and maturity of outreach efforts vary considerably from state to state. Some agencies described recognizable campaigns, recurring messaging practices, and established partnership structures, while others reported more limited or less formal outreach embedded within broader safety programming.

The results indicate that agencies are using a wide range of communication methods to reach the public, including social media, dynamic message signs, websites, television and radio messaging, school outreach, community events, and driver-facing materials. Across these efforts, several common themes emerged. Many states emphasized the combined instruction to move over or slow down, particularly in situations where a lane change may not be possible. Others supplemented legal or behavioral messaging with more human-centered framing that emphasized the safety of responders, roadway workers, service patrol personnel, and other individuals working near traffic. The findings also show that outreach is rarely implemented by DOTs alone and instead often depends on partnerships with law enforcement, highway safety offices, towing groups, fire and EMS agencies, schools, and other stakeholders.

At the same time, this assessment identified recurring limitations that continue to affect the effectiveness and consistency of Move Over outreach. These include low public awareness of coverage for amber-light and non-traditional responder vehicles, difficulty translating awareness into correct driver behavior under congested or constrained roadway conditions, uneven integration of Move Over content into driver education systems, limited dedicated funding, manpower constraints, and limited formal evaluation of campaign effectiveness. Taken together, these findings suggest that the challenge is not simply one of producing more messaging, but of improving clarity, continuity, institutional support, and the ability to reach drivers in ways that influence actual roadway behavior.

The comparative matrix presented in this chapter further demonstrated that participating states share many common concerns while also pursuing a diverse set of outreach practices. This diversity provides both a challenge and an opportunity. It shows that there is no single existing



regional model, but it also highlights a body of practices, partnerships, and message approaches from which stronger and more consistent strategies may be developed. In that respect, the work completed under Task 2 establishes a useful foundation for later chapters of this report focused on identifying stronger practices, integrating outreach findings with enforcement perspectives, and supporting more coordinated Move Over public awareness efforts across the coalition region.

Overall, the results of this effort make clear that member agencies are engaged in meaningful work to improve Move Over awareness, but that important gaps remain in how that work is organized, supported, and sustained. Continued progress will depend not only on effective communication content, but also on stronger institutional alignment, clearer behavioral messaging, durable partnership structures, and improved attention to how outreach effectiveness is assessed over time. As such, this chapter provides a practical and evidence-based foundation for strengthening Move Over education and outreach across TETC.

4. Evaluation of Move Over Law Enforcement Practices

This chapter examines Move Over Law enforcement practices across TETC member agencies. The assessment is based on structured interviews with highway patrol officials and other enforcement-related representatives and is intended to document current enforcement strategies, identify barriers and successes, and highlight opportunities for improvement. The resulting analysis is designed to provide a clearer understanding of how member agencies are currently enforcing Move Over requirements, what operational and institutional challenges affect enforcement, and where stronger or more coordinated approaches may be warranted.

This chapter synthesizes the findings from those agency interviews into a regional assessment of Move Over Law enforcement practices. In addition to summarizing the range of enforcement strategies, interagency coordination models, operational challenges, and legal considerations described by participating agencies, the chapter highlights recurring themes, noteworthy practices, and common limitations observed across states. A comparative matrix is also included to summarize member agency enforcement approaches and related findings. Together, these deliverables support the later chapters of this report, including the unified public awareness framework and member-specific implementation recommendations.

4.1. Purpose and Scope of the Enforcement Assessment

This chapter focuses on evaluating enforcement practices related to Move Over Laws across member agencies of TETC. This assessment begins with finalization of the interview instrument for highway patrol officials and proceeds through structured interviews with enforcement-related representatives to gather information on current enforcement strategies, operational practices, barriers, and opportunities for improvement. The interview responses are then analyzed to document enforcement practices, identify recurring challenges and successes, and highlight best practices across the coalition region.

The scope of this chapter is therefore both descriptive and comparative. It is descriptive in that it documents the range of enforcement approaches currently being undertaken by member agencies, including issues related to legal interpretation, agency roles, staffing, technology, interagency coordination, and compliance monitoring. It is comparative in that it examines how those enforcement practices vary across states in terms of operational strategy, institutional structure, barriers to implementation, and perceived effectiveness. This approach allows the chapter to move beyond a simple inventory and toward a broader understanding of regional patterns in how Move Over Laws are enforced in practice.

This chapter presents two primary products from the enforcement assessment: a summary of enforcement practices and a matrix detailing enforcement strategies and findings from participating member agencies. Together, these materials support the broader report by documenting enforcement conditions and identifying issues that inform the unified campaign framework and member-specific implementation recommendations.

4.2. Enforcement Interview Methodology

Data for this chapter were collected through structured agency interviews conducted with law enforcement representatives from member agencies of TETC. The overall data collection approach was similar to the outreach and education interview process described in Chapter 3, but with the focus of interviews shifted from public outreach personnel to individuals

knowledgeable about Move Over Law enforcement practices, operational challenges, and related interagency coordination. Member agencies were contacted to identify the most appropriate law enforcement or enforcement-related point of contact for participation in the study.

Once an appropriate and knowledgeable representative was identified, an interview was scheduled and conducted virtually. Interviews were intended to gather information on how the Move Over Law is enforced in practice, how often violations are observed or cited, whether recurring enforcement campaigns are used, what role training and interagency coordination play, and what barriers limit enforcement effectiveness. In addition to enforcement topics, the interview process also sought to capture law enforcement perspectives on public understanding of the law, outreach practices, and opportunities for improvement. The enforcement interview instrument is provided in Appendix D.

The enforcement interview instrument was organized into four primary sections: interviewee and agency information; public outreach and education related to the Move Over Law; enforcement practices and campaigns; and compliance challenges and improvement ideas. Within these sections, respondents were asked open-ended questions regarding agency role, enforcement frequency, officer training, recurring campaigns, interagency cooperation, technology and resource needs, barriers to compliance, and potential policy or operational improvements. The instrument also asked respondents what they hoped to gain from the study and whether they would be willing to participate in follow-up discussion. This structure provided a consistent framework across interviews while allowing respondents to elaborate on state-specific enforcement conditions and institutional practices.

As with the outreach and education interviews described in Chapter 3, interviews were conducted in a semi-structured format rather than as rigid question-and-answer sessions. Although the interview instrument established a consistent set of discussion topics, interviewees frequently expanded on issues they viewed as especially important, including enforcement limitations, roadway conditions, officer safety concerns, judicial or statutory issues, and coordination with transportation agencies. This flexibility proved valuable because it allowed respondents to provide richer operational context and more detailed observations than would likely have been obtained through a strictly standardized format.

When recording was permitted by the interviewee, interviews were recorded using Microsoft Teams to support accurate capture of responses. Notes were also taken during the discussions, and in some cases follow-up communication or supplemental information was provided after the interview. These materials were then reviewed and synthesized into state summary narratives that captured the key enforcement-related themes, practices, and concerns raised during the interviews. The synthesized enforcement interview summaries form the basis of the analysis presented in this chapter and are provided in Appendix E.

4.3. Enforcement Interview Results

This section presents the results of the enforcement assessment of Move Over Law practices. Results are based primarily on interviews conducted with law enforcement representatives from participating member agencies. In the current report structure, direct law enforcement interview summaries are provided in Appendix E for Connecticut, Florida, Maine, Massachusetts, New York, Vermont, and Virginia. In addition, some enforcement-related information also emerged during the interviews with state DOT representatives. This supplemental enforcement-related DOT context is provided in Appendix F.

Taken together, the interviews provide a practical view of how Move Over Laws are being enforced across participating agencies and the conditions that shape what enforcement can

realistically accomplish. The findings indicate that participating agencies generally regard Move Over enforcement as an important responder safety function, but one that is difficult to carry out consistently and intensively in active roadway environments. Across states, enforcement was shaped not only by statutory requirements, but also by staffing availability, roadway risk, traffic conditions, public understanding, interagency coordination, and the availability of funding and operational support.

The remainder of this section presents a consolidated synthesis of those findings. Section 4.3.1 summarizes the general enforcement environment observed across participating agencies. Section 4.3.2 summarizes enforcement operations and supporting practices, including coordination, training, and technology. Section 4.3.3 examines compliance barriers and enforcement limitations. Section 4.3.4 concludes the chapter by summarizing notable practices, funding patterns, and key takeaways emerging from the interviews.

4.3.1. General Enforcement Environment

Across participating agencies, the general enforcement environment was characterized by broad institutional support for Move Over enforcement but varying practical capacity to carry it out intensively. Agencies consistently described the law as important to responder safety, yet also emphasized that enforcement occurs in high-risk, highly variable roadway environments where officers must balance roadside protection, staffing limitations, traffic conditions, and evidentiary or legal considerations. In many cases, the same conditions that make the law necessary also make it difficult to enforce.

A consistent pattern across the interviews was that Move Over enforcement is rarely treated as a fully standalone mission. Instead, it is usually carried out through a combination of routine patrol activity, targeted high-visibility details, work zone or responder safety operations, and broader traffic safety efforts such as speed or aggressive driving enforcement. This means that enforcement is often selective and tactical rather than continuous and comprehensive. Agencies described the need to identify operational opportunities where enforcement can be conducted safely and visibly rather than relying on blanket saturation.

The interviews also indicate that effective enforcement depends heavily on institutional coordination. In most cases, the state police or highway patrol serves as the primary enforcement lead, while DOT partners, service patrols, TIM programs, traffic management centers, and other responder organizations help provide operational visibility, message support, scene protection, and funding or logistical assistance. As a result, Move Over enforcement is best understood as part of a larger responder safety system rather than as an isolated citation function.

At the same time, public understanding remains an important challenge in the overall enforcement environment. Many agencies described a gap between recognizing the general “Slow Down, Move Over” message and understanding the law’s actual requirements. Confusion about which vehicles are covered, what to do when a lane change is not possible, and how much speed reduction is expected appeared repeatedly across the interviews. Agencies also described distracted driving, driver apathy, congestion, and unfamiliarity among out-of-state or tourist drivers as additional contributors to noncompliance. Together, these findings suggest that the general enforcement environment is shaped not only by what officers can do, but also by the extent to which drivers understand and internalize the law in the first place.

4.3.2. Enforcement Operations and Supporting Practices

Across participating agencies, enforcement operations were generally characterized by a combination of routine patrol-based enforcement, targeted high-visibility details, and integrated operations conducted alongside other traffic safety or incident management activity. Routine

patrol remains an important baseline mechanism, particularly where staffing or funding limitations make recurring dedicated details difficult to sustain. At the same time, many agencies emphasized that routine patrol alone is often insufficient because a single officer engaged in a stop or roadside response may not be able to safely observe and pursue a secondary violator.

As a result, several agencies described tactical enforcement models designed to improve detection while reducing exposure for officers. These included tandem or leapfrog-style details, downstream interception, work zone-based observation, and other multi-unit approaches in which one officer remains with a primary stop or roadside activity while another monitors passing traffic for Move Over violations. Connecticut, Florida, Massachusetts, New York, and Virginia each described variations of this basic model. These approaches reflect a broader effort to adapt enforcement tactics to the physical realities of high-speed roadside environments.

Interagency coordination was also a central operational theme. The interviews consistently portrayed enforcement as taking place within a broader institutional setting involving law enforcement, DOTs, safety service patrols, TIM structures, traffic management centers, towing organizations, and other responder groups. In many states, DOT partners support enforcement through work zone coordination, roadway messaging, incident management, traffic operations resources, and funding or grant administration. Safety service patrols and roadway assistance units were also described as important operational partners because they expand roadside visibility, stabilize scenes, and provide field awareness even when they do not possess citation authority.

Training, tools, and technology were described as important supporting elements of this broader enforcement system. Several agencies emphasized TIM training, academy instruction, roll-call updates, or legal communication channels that help align responder expectations and improve enforcement practice. At the roadside, basic physical tools such as cones, arrow boards, electronic flares, warning lights, and portable message signs were repeatedly described as essential for creating a safer and more visible workspace. Agencies also described the use of digital alerting systems, navigation-linked warnings, automated vehicle location, traffic management cameras, speed measurement tools, and other technologies that support warning, monitoring, coordination, and in some cases enforcement evidence.

Taken together, these findings suggest that enforcement operations are most effective when they are supported by coordination, training, and practical operational tools rather than treated as a purely citation-based activity. The interviews indicate that agencies are generally working to strengthen enforcement by combining visibility, tactical positioning, responder training, and operational support, even though the specific mix of strategies varies across states.

4.3.3. Compliance Barriers and Enforcement Limitations

The interviews indicate that compliance barriers and enforcement limitations are closely linked. Agencies repeatedly described public misunderstanding as a persistent problem, but also emphasized that enforcement itself is difficult to sustain because of staffing, roadway risk, and institutional constraints. As a result, noncompliance appears to reflect not a single issue, but an overlap of knowledge, behavioral, situational, and operational barriers.

One of the clearest public understanding problems involved confusion about the scope of the law. Several agencies indicated that motorists often assume Move Over requirements apply only to traditional emergency vehicles and do not realize that the law may also cover tow trucks, maintenance vehicles, disabled vehicles, service patrols, or other stopped roadside users depending on state statute. Other interviews described confusion about what drivers are expected to do when they cannot safely move over, particularly the requirement to slow down even when a lane change is not possible. Agencies also identified distraction, driver inattention, congestion,

tourist or out-of-state traffic, and in some cases driver apathy or disregard as recurring contributors to noncompliance.

At the same time, agencies described major practical limits on enforcement. Manpower was one of the most frequently cited challenges, especially because effective Move Over enforcement often requires two-officer or multi-unit details to be conducted safely. Physical risk was another major limitation. Several agencies noted that stopping or pursuing a violator on a high-speed roadway may expose officers to additional danger, particularly in narrow-shoulder or congested environments. These realities mean that officers may observe violations without always being able to intervene immediately or safely.

Legal and evidentiary issues also emerged as recurring barriers. Agencies described challenges associated with subjective statutory language, difficulty proving inadequate speed reduction, and the broader problem of translating clearly unsafe behavior into a citation that will withstand judicial scrutiny. Several interviews also raised concerns about weak penalties, dismissal of citations, or limited judicial follow-through, suggesting that the downstream treatment of violations may reduce the deterrent value of enforcement. Funding limitations and incomplete integration with driver education or licensing systems further compound these problems.

Overall, the findings suggest that enforcement limitations are multi-dimensional. Agencies must contend simultaneously with public misunderstanding, staffing shortages, roadside risk, traffic constraints, evidentiary demands, and uneven institutional support. This means that stronger enforcement alone is unlikely to fully resolve the problem unless it is paired with clearer public communication, safer operational conditions, stronger legal backing, and better integration into driver education and broader responder safety systems.

4.3.4. Notable Practices, Funding, and Chapter Takeaways

Despite these constraints, the interviews identified a number of notable practices and promising approaches. One recurring theme was the value of human-centered and authentic public messaging. Agencies in several states described campaigns that moved beyond simple legal reminders and instead emphasized responders, tow operators, maintenance personnel, and the families waiting for them to return home. Other agencies highlighted the value of aligning enforcement with social media, DOT messaging, work zone activity, or statewide responder safety observances in order to increase visibility and public impact. These approaches suggest that public messaging may be more effective when it is tied to real people, real risk, and visible enforcement activity.

The interviews also pointed to promising operational practices, including tandem or leapfrog-style enforcement, work zone-based observation, digital alerting, targeted outreach to specific driver groups, youth-focused messaging, and resource-sharing across agencies. Some states described the distribution of equipment or shareable campaign materials to smaller partners, while others emphasized navigation-linked warnings, rental car outreach, or structured statewide campaign branding. Although these examples differ by state, they reflect a common effort to make enforcement more visible, more adaptable, and more meaningful within existing resource constraints.

Funding and support models were also varied. Agencies described a mix of federal grants, state legislative appropriations, DOT support, agency operating funds, overtime-based selective enforcement, partner contributions, and in some cases revenue-based or technology-related support mechanisms. In many states, Move Over enforcement was not funded through a dedicated stand-alone line item, but instead supported through broader traffic safety, work zone safety, or transportation operations programs. This means that the form and intensity of

enforcement are often shaped by how well agencies can position Move Over activity within larger institutional and funding frameworks.

Overall, the chapter suggests several broader conclusions. First, Move Over enforcement is widely viewed as an important responder safety function, but one that is difficult to carry out consistently in hazardous and dynamic roadway environments. Second, enforcement is generally most viable when supported by coordination, training, tactical flexibility, and operational tools rather than treated as a purely standalone citation effort. Third, public understanding remains a central challenge, particularly with respect to vehicle coverage, required driver behavior, and the need to slow down when moving over is not possible. Finally, the findings suggest that improving compliance will likely require more than enforcement alone. Stronger results appear more likely where enforcement is supported by clearer communication, sustained coordination, practical operational support, and funding structures that allow agencies to move beyond purely incidental enforcement. Together, these findings provide a foundation for the comparative matrix, unified campaign framework, and member-specific implementation recommendations presented later in this report.

4.3.5. Comparative Matrix of Move Over Law Enforcement Practices

This section presents the comparative matrix developed from the Task 3 interview findings in Table 4-7. The matrix is intended to provide a structured cross-state summary of the enforcement environment, strategies, support systems, and recurring issues identified through the law enforcement interviews, supplemented where appropriate by enforcement-related observations provided through DOT interviews. While Section 4.3 synthesized these findings in narrative form, the matrix is designed to organize the same information in a concise and comparable format so that similarities, differences, and notable state-specific practices can be more easily identified across participating agencies.

The matrix includes key information related to the primary enforcement lead, main enforcement strategy, recurring campaigns or operations, major coordination partners, tools and technology, funding or support models, main barriers or limitations, and notable practices. In doing so, it provides a side-by-side view of how participating agencies approach Move Over enforcement in practice. The matrix is not intended to reduce each state to a single uniform model, but rather to capture the dominant themes and operational features described through the interviews in a format that supports comparison.

As with Chapter 3, the matrix is based primarily on the direct law enforcement interview summaries provided in Appendix E, with Appendix F used to preserve relevant enforcement-related context from DOT interviews where direct law enforcement interview material was not available. Accordingly, the matrix should be interpreted first and foremost as a comparative synthesis tool rather than as a substitute for the fuller narrative discussion in this chapter or the more detailed state summaries in the appendices.

Table 4-7: Comparative Matrix of Move Over Law Enforcement Practices

State / Agency	Source Type	Primary Enforcement Lead	Main Enforcement Strategy	Recurring Campaigns	Key Partners	Tools / Technology	Funding / Support Model	Main Barriers / Limitations	Notable Practices
Connecticut / CSP & CTDOT	Law enforcement interview	Connecticut State Police	Routine patrols, tandem enforcement, grant-funded work zone details	Operation Big Orange	CTDOT, Fire Academy, DMV, Flagman Campaign	HaasAlert, electronic flares, VMS, intrusion detection testing	\$120,000 annual allocation, PSA grant, federal grants, pensionable overtime	Distracted driving, low awareness, insufficient fines, manpower limits	Operation Big Orange, tandem enforcement, humanizing PSA campaign
Florida / FHP & FDOT	Law enforcement interview	Florida Highway Patrol (FHP)	Proactive saturation details, pace clocking	Move Over Awareness Month, Operation Southern Slowdown, Crash Responder Safety Week	FDOT, CFX, Road Rangers, RTMC	DIVAS/DFS, CMS, Pylights, Inrix/Florida Help, drones	CFX-funded units, FDOT overtime grants	Driver apathy, tourist confusion, nighttime risk, speed verification limits	Rental car rack cards, wrecker training mandate, AVL integration
Maine / Maine State Police & MaineDOT	Law enforcement interview	Maine State Police	MOL enforcement paired with speed details	Crash Responder Safety Week	Towing and Recovery Association, AAA, Sheriff's Association, local fire	Lane Blade, Travel Safely App, Road Commander LEDs, foldable VMS	State DOT / police budgets, towing association support	Officer shortage, two-officer details, driver distraction, message numbness	Backseat Driver program, equipment distribution, witty VMS messaging
Massachusetts State Police	Law enforcement interview	Massachusetts State Police	Message magnification: aligning DOT signs, social media, and active enforcement	Annual week-long November blitz; SPAD-integrated initiatives	MassDOT / Mass Highway, Fatal Crash Committee	Big Blue Cone, Radar/LIDAR, MassDOT message boards	PRD and SPAD federal grants	Public confusion over 'Slow Down AND Move Over,' judicial dismissals, subjective 'reasonable' speed	Leap-frog, construction-zone visibility, humanizing PSAs
New York / NYSP & NYSDOT	Law enforcement interview	New York State Police	Enforcement blitzes, leapfrog details, plainclothes spotters	Operation Hard Hat, Crash Responder Safety Week	NYSDOT, DMV, Thruway Authority, GTSC	VMS, high-riser beacons, HaasAlert/Waze, VTL 1180-e	60% automated work zone revenue, \$5M NYSDOT-	Congestion, distraction, out-of-state drivers, manpower, TIM optionality	Operation Hard Hat, civil Notices of Liability, revenue reinvestment

State / Agency	Source Type	Primary Enforcement Lead	Main Enforcement Strategy	Recurring Campaigns	Key Partners	Tools / Technology	Funding / Support Model	Main Barriers / Limitations	Notable Practices
Vermont / VTrans SHSO & State Police	Law enforcement interview	Vermont State Police / DPS	NHTSA-aligned campaigns and regional operations; enforcement level not specified	Annual NHTSA-aligned campaigns, regional operations	VTrans, State Police, Fire, EMS, towing	Drive Well Vermont media library, social media, radio, gas station TV	to-NYSP transfer NHTSA funding via SHSO, media contractor support	Amber-light confusion, road geometry, traffic density	Real responders in campaigns, shareable 'campaign in a box' assets
Virginia / VDOT & VSP	Law enforcement interview	Virginia State Police	Leapfrogging, incidental citations after crashes / near misses	Crash Responder Safety Week, PIO-coordinated VMS / social media blasts	VDOT, DMV, Transurban, MAA, Fire / EMS	Cones, Haas alerts, Lane Blades, Lift-and-Tow devices	VDOT annual support to VSP reported as \$20-25M; DMV selective enforcement overtime grants	Manpower crisis, shoulder risk, contractor immunity gaps	Judicial prosecution example, incident management priority
Alabama / ALDOT	DOT supplemental	State Troopers	15 mph speed reduction requirement	Crash Responder Safety Week	State Troopers	DMS, social media	Legislatively required trooper funding	Manpower shortages, driver education gap	DMS calendar scheduled a year in advance
Delaware / DelDOT	DOT supplemental	State Police, Office of Highway Safety	Trooper stings using DOT dump trucks	Slow Down, Move Over; beach outreach	State Police, OHS	Radio PSAs, digital ads	Not specified	Penalties reduced, limited school engagement	Tactical decoy stings, localized messaging
Georgia / GDOT	DOT supplemental	Law enforcement partners; supported by GHSO and TIME Task Force	School visits and safety conferences	Move Over Law awareness campaign	TIME Task Force, GHSO	DMS, TV, radio	Not specified / supported through GHSO coordination	Limited DMV / driver education collaboration	Biannual safety conferences
Kentucky / KYTC	DOT supplemental	State Police	Rollover simulator demonstrations	National Move Over Day	Highway Safety Office	Rollover simulator, DMS, iHeart Media	Highway Safety Office funding	Subjective 'prudent speed' language, no	Simulator demos, media airtime contract

State / Agency	Source Type	Primary Enforcement Lead	Main Enforcement Strategy	Recurring Campaigns	Key Partners	Tools / Technology	Funding / Support Model	Main Barriers / Limitations	Notable Practices
Maryland / MDOT SHA	DOT supplemental	State Police, MVA	Dedicated traffic unit coordination	'I Want to Come Home' series	State Police, MVA	Mudflap advertising	MDOT operating and overtime funds	dedicated webpage Low conviction rates, vehicle awareness gaps	Storytelling campaign, mudflap ads
New Hampshire / NHDOT	DOT supplemental	State Police	Seasonal winter messaging	Cheryl's Law awareness	Department of Safety, State Police	DMS, potential in-vehicle alerts	GEICO partnership, DOT overtime funds	Resource intensity, privacy limits, distracted driving	DOT maintainers staffing safety patrol
North Carolina / NCDOT	DOT supplemental	State Highway Patrol	Troopers in IMAP vehicles, one-cone tracking	Annual Crash Responder Safety Week	Towing Association, GHSP	SMART grant, TikTok, one-cone tracking	\$1.5M SMART grant, state funding	Amber-light understanding, staffing limits	Post-incident review board, IMAP sting operations
Pennsylvania / PennDOT	DOT supplemental	Pennsylvania State Police	20 mph speed reduction provision	October safety messages	State Police	511 site, CMS boards	Not specified	Heavy congestion, police requirement for quick clearance	Prescriptive fine structure, emergency response area framing
Tennessee / TDOT	DOT supplemental	Highway Patrol	Highway Patrol enforcement supported by TDOT messaging and camera-based compliance research	Monday-only DMS messaging	Highway Safety Office, Highway Patrol	DMS, social media, camera network	Highway Safety Office funding	Weak deterrence, limited awareness data	Camera-based compliance studies

Note: Law enforcement interview rows are based on direct law enforcement interview syntheses provided in Appendix E. DOT supplemental rows summarize enforcement-related information provided through DOT outreach and education interviews, which are provided in Appendix F, where no direct law enforcement interview was available.

4.4. Enforcement Findings and Implications

This chapter examined Move Over Law enforcement practices across participating member agencies of TETC through a combination of direct law enforcement interviews and supplemental enforcement-related information provided by state DOT representatives. Taken together, the findings show that Move Over enforcement is widely recognized as an important responder safety function, but one that remains difficult to carry out consistently in active and often hazardous roadway environments. Across agencies, the effectiveness of enforcement was shaped not only by the wording of the law itself, but also by staffing availability, roadway geometry, traffic conditions, public understanding, institutional coordination, and the availability of funding and operational support.

Several broad findings emerged from the enforcement assessment. First, Move Over enforcement is rarely a simple or fully standalone activity. Instead, it is most often carried out through a combination of routine patrol, targeted high-visibility details, work zone-based operations, and enforcement integrated into broader traffic safety or incident management activity. Second, interagency coordination plays an important role in making enforcement possible. In most states, law enforcement serves as the primary enforcement lead, but DOT partners, service patrols, traffic management centers, TIM programs, and other responder organizations provide important operational support that helps extend the reach and visibility of enforcement. Third, the findings indicate that public understanding remains a central challenge. Many drivers appear to recognize the “Slow Down, Move Over” message in general terms without fully understanding which vehicles are protected, what actions are required, or how to respond when traffic conditions prevent a lane change.

The findings also show that enforcement limitations are multi-dimensional. Agencies described persistent challenges related to manpower, roadside risk, evidentiary and legal hurdles, weak or inconsistent deterrence, and the difficulty of sustaining focused enforcement without stable support. These constraints help explain why many agencies rely on tactical and selective enforcement models rather than continuous saturation. At the same time, the interviews identified a number of promising approaches, including tandem and leapfrog-style details, work zone-centered operations, coordinated public messaging, digital alerting, youth-focused outreach, authentic responder-centered campaigns, and resource-sharing across agencies and partners. While no single strategy emerged as sufficient on its own, the findings suggest that the most promising approaches are those that combine enforcement with visibility, coordination, and stronger public communication.

The comparative matrix presented in Chapter 4 reinforces this conclusion by showing that, although state practices differ in form, many of the same core themes recur across participating agencies. These include the need for stronger public understanding, the importance of operational and institutional support, and the value of practical enforcement approaches that can be implemented safely in complex roadside settings. In this respect, the matrix and narrative findings together suggest that regional improvement does not depend on a single uniform model. Rather, it depends on identifying adaptable strategies that can be tailored to state-specific legal, operational, and institutional conditions while still advancing a more consistent regional safety message.

Overall, the findings from this chapter suggest that improving Move Over compliance will likely require more than stronger enforcement alone. More effective outcomes appear likely where enforcement is supported by clearer public education, better integration into driver training and licensing systems, sustained interagency coordination, practical operational tools, and funding structures that allow agencies to move beyond incidental enforcement. The results of this chapter

provide a foundation for the unified campaign framework and member-specific implementation recommendations presented later in this report.

5. A Framework for a Unified Move Over Law Public Awareness Campaign

This chapter builds on the findings from the earlier project tasks to develop a unified public awareness campaign framework for TETC member agencies. The campaign framework is intended to provide a consistent regional safety message while allowing each state to customize the legal details of the message to reflect its own Move Over Law. This distinction is important because a single rigid legal statement would not accurately reflect differences in protected vehicles, required driver actions, speed-reduction language, disabled-vehicle coverage, or penalties across the member agencies.

The recommended campaign platform developed through this task is organized around the regional umbrella message “Slow Down. Move Over. Stay Alert.” This message is intended to provide a clear, behavior-focused foundation that can be used across the coalition. The secondary human-centered theme, “Everyone Gets Home,” supports campaign materials that emphasize the people working or stopped near traffic, including responders, roadway workers, tow operators, service patrol personnel, and other roadside users where covered by state law.

5.1. Need for a Unified and Adaptable Campaign Framework

The need for a unified but adaptable campaign framework reflects several recurring issues identified in prior project tasks. Prior tasks noted that inconsistencies in legislation, enforcement practices, and public awareness efforts have contributed to uneven levels of compliance and effectiveness across member agencies. These disparities can compromise the safety of emergency responders, roadside workers, and stranded motorists and may create confusion for drivers, particularly those traveling across state lines.

Task 2 found that Move Over outreach is an active area of effort across participating agencies, but that the structure, visibility, maturity, and continuity of outreach efforts vary substantially. Agencies reported using a range of methods, including social media, dynamic message signs, websites, traditional media, public-facing events, and driver-facing materials. However, no single outreach model was applied consistently across the region. Task 2 also identified several recurring limitations, including public misunderstanding of which vehicles are protected, difficulty translating general awareness into correct driver behavior, uneven integration into driver education, limited dedicated funding, and limited formal evaluation of campaign effectiveness.

Task 3 showed that enforcement is also important but difficult to sustain consistently. Enforcement is affected by staffing availability, roadway risk, traffic conditions, evidentiary challenges, legal considerations, public understanding, interagency coordination, and funding or operational support. Law enforcement representatives and supplemental DOT findings indicated that many drivers may recognize the general “Slow Down, Move Over” message without fully understanding which vehicles are covered, what actions are required, or how to respond when moving over is not possible.

Taken together, these findings suggest that improving Move Over awareness requires more than repeating a general slogan. A stronger campaign should explain the required behavior, clarify who is protected, account for differences in state law, support enforcement visibility, and provide agencies with practical materials that can be implemented with varying levels of staffing and funding.

5.2. Purpose and Scope of the Unified Campaign Framework

The purpose of this chapter is to present a unified Move Over public awareness campaign framework for TETC member agencies. The framework builds on the findings from the assessment of public outreach efforts and enforcement practices, along with a review of national best practices, to develop a campaign framework with implementation plans specific to each member state. The chapter also presents measurable objectives for campaign implementation, driver engagement, and future evaluation.

The unified campaign framework is intended to support three related objectives. First, it provides a common regional message that can help improve consistency across the coalition. Second, it provides a structure for state-specific legal customization so that each member agency can align campaign language with its own law. Third, it provides practical implementation and measurement guidance that agencies can use to deploy, document, and improve Move Over outreach over time. This chapter does not provide final creative materials, legal advice, or detailed legislative and enforcement-policy recommendations. The framework focuses on campaign structure, implementation planning, message customization, communication channels, partner roles, and simple measurable objectives.

The remainder of this chapter describes the methodology, campaign development context, national best practices, unified campaign framework, state-specific implementation guidance, measurable objectives, and chapter findings. Appendices G through J provide the legal baseline summary, state-specific implementation matrix, sample message templates, and measurement reporting template associated with this chapter.

5.3. Unified Campaign Framework Development Methodology

This chapter was developed through a structured review and synthesis process that combined prior project findings, updated legal information, national best practices, and implementation-focused planning. The purpose of the methodology was to ensure that the proposed public awareness campaign was grounded in the earlier project work, consistent with current Move Over Law requirements, and practical for implementation across TETC member agencies.

The work was organized around four primary activities. First, prior task findings and updated legal information were reviewed to identify the campaign development context. Second, a National Best Practice Scan was conducted to identify transferable strategies for Move Over Law outreach. Third, the unified campaign framework and state-specific implementation plans were developed. Fourth, measurable objectives were prepared to help agencies document campaign deployment and improve future outreach.

5.3.1. Campaign Development Context

The campaign development context was established by reviewing prior task findings and updated legal information to identify the issues most relevant to public awareness campaign development. Rather than repeating the findings from the earlier reports, the review focused on how those findings should influence campaign structure, message customization, implementation planning, and measurement.

This review emphasized three questions. First, what legal differences across states affect how Move Over messages should be written? Second, what outreach gaps or promising practices from participating agencies should be reflected in the campaign framework? Third, what enforcement realities should be considered so the campaign supports compliance without relying on enforcement alone?

The updated legal information was used to identify where state-specific message customization was necessary, including differences in protected vehicle categories, required driver actions,

speed-reduction language, disabled-vehicle coverage, and penalty language. The outreach and enforcement findings were used to identify recurring communication needs, such as clarifying who is protected, explaining what to do when moving over is not possible, supporting enforcement visibility, and keeping implementation realistic for agencies with different levels of staffing and funding.

5.3.2. National Best Practice Scan

A national best-practices scan was conducted to identify public awareness strategies that could inform the Task 4 campaign framework. The scan included Move Over Law campaigns, responder safety campaigns, work zone safety campaigns, Traffic Incident Management outreach, and related highway safety communication efforts. Sources included federal agencies, national responder safety organizations, state DOTs, state highway safety offices, state police or highway patrol agencies, DMV or motor vehicle agencies, and official campaign toolkits.

The best-practices scan focused on identifying approaches that were transferable to the TETC context. These included behavior-first messaging, state-specific legal customization, protected-vehicle clarification, slow-down fallback messaging, human-centered storytelling, partner-ready toolkits, DMS/CMS messaging, DMV and driver education integration, enforcement-support messaging, and practical measurement approaches. The scan also emphasized that campaign activity should not be presented as evidence of safety effectiveness unless supported by evaluation data.

5.3.3. Campaign Framework and Implementation Planning

The unified campaign framework was developed by combining the prior task findings, updated legal baseline, and best-practices scan. The framework was designed around the regional umbrella message “Slow Down. Move Over. Stay Alert.” and the secondary human-centered theme “Everyone Gets Home.” These messages provide a common regional foundation while allowing each state to customize the legal details of the campaign.

The framework includes state-specific legal sublines, message pillars, priority audiences, communication channels, partner roles, enforcement-support opportunities, optional enhancement modules, and legal messaging guardrails. This modular structure allows the campaign to remain consistent across the coalition while recognizing that each state has different laws, partners, outreach practices, enforcement environments, and implementation capacity.

State-specific implementation guidance was then developed for all TETC jurisdictions. Each plan applies the unified framework while tailoring the legal message, protected-vehicle examples, slow-down fallback language, communication channels, partner roles, and optional enhancements to the state context. The implementation guidance is presented through summary tables and a state-specific implementation matrix to support cross-state comparison and practical use.

5.3.4. Development of Measurable Objectives

Measurable objectives were developed to support campaign tracking and continuous improvement. Because prior findings indicated that many agencies do not currently maintain formal Move Over campaign evaluation systems, the measurement approach was intentionally designed to be simple, low-effort, and based on information agencies may already collect.

The minimum measurement framework focuses on implementation and activity measures, such as whether campaign materials were developed, whether state-specific legal sublines were used, whether protected vehicles and slow-down fallback messages were included, whether agency webpages were updated, how many social media posts were distributed, whether DMS/CMS

messages were used, how many partners participated, and whether press or enforcement-support activities occurred. More advanced measures, such as awareness surveys, driver knowledge quizzes, in-vehicle alert tracking, observational compliance studies, or long-term safety trend analysis, were treated as optional future enhancements for agencies with additional capacity.

5.3.5. Limitations

Several limitations should be considered when interpreting the campaign framework and implementation guidance presented in this chapter. First, the prior task findings were not equally detailed for every TETC jurisdiction. Some states had direct interview findings from outreach or enforcement representatives, while others relied more heavily on supplemental information or public-source materials. As a result, the state-specific implementation plans should be interpreted as campaign planning guidance rather than a complete inventory of every current state practice.

Second, the legal review was used to support accurate campaign messaging, but this chapter does not provide legal advice. Public-facing campaign language should be reviewed by the appropriate state agency or legal staff before publication, particularly where penalty language, disabled-vehicle coverage, numeric speed requirements, or broad roadside-vehicle language is included.

Third, the best-practices scan identified many examples of campaign activity, but limited evidence was available to establish direct causal links between public awareness campaigns and changes in driver behavior, citations, crashes, or responder struck-by incidents. For this reason, the measurable objectives focus first on campaign deployment, reach, partner participation, and documentation of activity rather than claims of safety effectiveness.

Finally, this chapter is focused on development of a unified public awareness campaign framework and state-specific implementation planning. Broader legislative recommendations, penalty changes, enforcement-policy changes, and more detailed member-specific recommendations are outside the scope of this task and are addressed separately in the member-specific implementation recommendations presented later in this report, where applicable.

5.4. Campaign Development Context

The unified campaign framework was developed in response to three related findings from the earlier project work. First, Move Over Laws vary across the TETC region in ways that affect how public-facing messages should be written. Second, public outreach efforts are active but uneven across agencies, with recurring challenges related to message clarity, audience reach, funding, and evaluation. Third, enforcement remains important but difficult to sustain, which means public awareness materials should support enforcement visibility while also helping drivers understand the behavior expected of them before they encounter a roadside scene.

The campaign development context therefore centered on a practical question: how can TETC support a consistent regional Move Over safety message while still allowing each member agency to communicate the specific requirements of its own law? The approach presented in this chapter is a unified campaign framework built around a common regional message, supported by state-specific legal sublines, adaptable implementation materials, and simple measures that agencies can use to document campaign activity over time.

5.4.1. Key Findings from Prior Tasks

The prior task findings showed that Move Over public awareness is active across many agencies, but that campaign structure, message clarity, implementation support, and evaluation vary across

the region. Agencies use a range of outreach methods, including social media, dynamic message signs, websites, press events, traditional media, partner outreach, and safety observances. However, prior tasks also identified recurring challenges that affect campaign development, including public misunderstanding of protected vehicles, uncertainty about what to do when moving over is not possible, uneven driver education integration, enforcement constraints, and limited formal evaluation.

Table 5-8 summarizes the prior task findings most relevant to campaign development and identifies how those findings were carried forward into the Task 4 campaign framework.

Table 5-8: Campaign Development Findings and Implications

Finding Area	Campaign-Relevant Finding	Campaign Framework Implication
Legal variation	State laws differ by covered vehicles, required actions, speed language, disabled-vehicle coverage, and penalties.	Use a shared regional message with state-specific legal sublines.
Protected vehicles	Drivers may not understand which roadside vehicles are protected.	Include state-specific protected-vehicle examples.
Slow-down behavior	Drivers may not know what to do when moving over is not possible.	Include a clear slow-down fallback message.
Nontraditional vehicles	Confusion is common for tow, DOT, maintenance, utility, service patrol, and amber-light vehicles.	Use visuals and examples that reflect each state's law.
Outreach consistency	Outreach exists across agencies but varies in structure, visibility, and continuity.	Provide a minimum campaign package for all states.
Human-centered messaging	Responder and worker stories can make the issue more personal.	Use "Everyone Gets Home" to support storytelling.
Enforcement limits	Enforcement is important but constrained by staffing, roadway risk, and evidentiary issues.	Use public outreach to support, not replace, enforcement.
Partner delivery	Campaign reach depends on DOT, law enforcement, DMV/MVA, towing, service patrol, fire/EMS, and other partners.	Provide partner-ready materials.
Driver education	Move Over content is unevenly integrated into driver education and licensing channels.	Include DMV/driver education as an optional enhancement.
Evaluation	Formal campaign evaluation is limited.	Start with simple implementation and activity measures.

5.4.2. Legal Considerations for Campaign Messaging

The updated legal review confirmed that state-specific customization is necessary. TETC member jurisdictions differ in the types of vehicles covered, the actions required of drivers, the language used to describe slowing down, whether numeric speed reductions apply, whether disabled vehicles are covered, and how penalties are structured. Because of these differences, a single detailed legal statement should not be used across all states.

The recommended approach is to use a broad regional safety message supported by state-specific legal sublines. The regional message can remain consistent across the coalition, while the subline can be adjusted to reflect each jurisdiction's law. For example, some states can include specific numeric speed reductions, while others should use language such as "safe," "reasonable," or "prudent" speed. Some states can include disabled vehicles or broad roadside-vehicle coverage, while others should focus more narrowly on emergency, towing, maintenance, utility, service patrol, or other covered vehicle categories.

Penalty language should also be used carefully. While penalties may help communicate the seriousness of the law, they vary by state and may require final verification before use in public-facing materials. For Task 4, the primary emphasis is on clear, accurate behavior-based messaging rather than detailed penalty communication.

5.4.3. Implications for the Unified Campaign Framework

The campaign development context supports a unified but flexible campaign model. The regional umbrella message, "Slow Down. Move Over. Stay Alert." provides a common foundation for TETC member agencies, while state-specific legal sublines allow each jurisdiction to describe its own Move Over requirements accurately. This structure avoids the limitations of a single detailed legal message and helps account for differences in protected vehicles, required driver actions, speed language, disabled-vehicle coverage, and penalties.

The prior task findings also show that the campaign should do more than repeat a general slogan. It should clarify who is protected, explain what drivers should do when moving over is not possible, support partner participation, and remain realistic for agencies with different levels of staffing and funding. These needs shaped the campaign framework, the minimum implementation package, and the simple measurement approach presented in the following chapters.

5.5. National Best Practices for Move Over Public Awareness

The National Best Practice Scan identified several practices that are relevant to the development of a unified Move Over public awareness campaign for TETC member agencies. The practices summarized in this section are grounded in three types of sources: national guidance on Move Over and Traffic Incident Management practices, research on driver understanding and compliance, and examples of state and agency campaigns that have already applied similar strategies. Taken together, these sources support a campaign that is simple enough for drivers to understand quickly, flexible enough to account for differences in state law, and practical enough for agencies and partners to implement.

The scan also reinforced an important limitation. Public awareness campaigns are widely used, but evidence directly linking campaign activity to crash reductions, citation changes, or sustained behavior change is limited. For this reason, the practices described in this chapter should be understood as evidence-informed and implementation-oriented. They provide a defensible foundation for campaign design, but they should not be interpreted as proof that a campaign alone will improve compliance or reduce struck-by incidents.

5.5.1. Overview of National Best Practice Scan

The National Best Practice Scan included Move Over Law campaigns, responder safety campaigns, work zone safety campaigns, Traffic Incident Management outreach, and related highway safety communication efforts. Sources included federal agencies, national responder safety organizations, state DOTs, state highway safety offices, state police or highway patrol agencies, DMV or motor vehicle agencies, and official campaign toolkits.

The scan was not intended to identify one campaign that should be copied across the TETC region. Instead, it was used to identify transferable practices that could support a regional campaign framework. The most relevant practices were those that addressed the same issues identified in prior project tasks, including driver misunderstanding of protected vehicles, confusion about what to do when moving over is not possible, inconsistent awareness of nontraditional responder vehicles, limited campaign evaluation, and the need for stronger partner participation.

National guidance supports the need for legal flexibility. FHWA's national review of Traffic Incident Management quick clearance laws documented substantial variation in Move Over Law language, including differences in covered vehicles, required driver actions, and implementation considerations (Carson, 2008). NHTSA's national Move Over materials similarly recognize that every state has a Move Over law, but that some states have expanded coverage to additional stopped roadside vehicles, such as tow trucks, utility and construction vehicles, trash trucks, and disabled vehicles (National Highway Traffic Safety Administration [NHTSA], n.d.-a; NHTSA, n.d.-b). This variation supports the Task 4 approach of using a consistent regional campaign message with state-specific legal sublines rather than a single detailed legal statement used identically across all states.

Research also supports the need for clearer driver instruction. Benedick et al. (2025) found that compliance with Slow Down, Move Over laws is inconsistent and that many drivers are uncertain about which vehicles are protected and what actions are required. In observational work, the study found that 64 percent of vehicles subject to Slow Down, Move Over laws were observed changing lanes and/or reducing speed, while 36 percent did neither. The same research found that drivers were more likely to move over than to slow down, and that drivers in states with numeric speed-reduction requirements rarely reduced speed to the degree required by law. These findings indicate that a campaign should not assume that "Move Over" alone is self-explanatory.

5.5.2. Transferable Practices for the Unified Campaign Framework

The National Best Practice Scan identified several practices that can be transferred to the unified campaign framework. These practices are grounded in national guidance, AAA Foundation research, and documented agency campaign examples. They support a campaign approach that is behavior-focused, legally customizable, partner-ready, and practical for agencies with different levels of implementation capacity.

Table 5-9 summarizes the transferable practices identified through the scan and describes how each practice informed the proposed TETC campaign framework.

Table 5-9: Transferable Practices for the Unified Campaign Framework

Transferable Practice	Source or Agency Basis	Campaign Framework Application
Behavior-first messaging	NHTSA Move Over materials emphasize changing lanes or slowing when approaching stopped vehicles with flashing lights (NHTSA, n.d.-a). FHWA's Crash Responder Safety Week toolkit uses direct "Slow Down and Move Over" messaging (FHWA, 2025).	Use "Slow Down. Move Over. Stay Alert." as the regional umbrella message.
State-specific legal sublines	FHWA documented variation in state Move Over and quick clearance laws, including covered vehicles and required driver actions (Carson, 2008).	Pair the regional message with state-specific legal sublines.
Protected-vehicle clarification	AAA Foundation research found that drivers may not fully understand which vehicles are covered by Slow Down, Move Over laws (Benedick et al., 2025; Tefft et al., 2026).	Include state-specific protected-vehicle graphics or lists.
Slow-down fallback messaging	Benedick et al. (2025) found that drivers were more likely to move over than to slow down. Tefft et al. (2026) found that awareness of slow-down requirements was lower than awareness of move over requirements.	Include a clear "if you cannot move over, slow down" message in every state campaign package.
Human-centered storytelling	FHWA's Crash Responder Safety Week materials emphasize responder safety and shared responsibility (FHWA, 2025). State examples such as Maryland's "I Want to Come Home" and Vermont's use of real responder professionals show similar practice.	Use "Everyone Gets Home" as the secondary theme for stories, videos, and partner messaging.
Partner-ready materials	FHWA and NHTSA both provide campaign toolkits, social content, press materials, graphics, and message-board examples for agency and partner use (FHWA, 2025; NHTSA, n.d.-b).	Provide a minimum campaign package with website language, social posts, DMS/CMS options, press templates, and partner toolkit materials.
Roadway-facing messages	NHTSA Traffic Safety Marketing materials include variable-message-board examples for Move Over outreach (NHTSA, n.d.-b). Tefft et al. (2026) found that drivers rated roadside signs as a likely source for learning about new traffic laws.	Include DMS/CMS message options where available.
Practical evaluation	AAA Foundation studies demonstrate the value of survey and observational methods, but these approaches require more capacity (Benedick et al., 2025; Tefft et al., 2026).	Begin with simple activity measures and treat advanced evaluation as optional.

The practices summarized in Table 5-9 support three core campaign design decisions. First, the campaign should use clear driver actions rather than rely on a general awareness slogan alone. National Move Over and responder safety materials consistently emphasize slowing down, moving over when safe, and staying alert near roadside activity (FHWA, 2025; NHTSA, n.d.-a). Second, the campaign should allow state-specific legal customization because Move Over Laws vary by protected vehicles, driver actions, speed language, disabled-vehicle coverage, and penalties (Carson, 2008; NHTSA, n.d.-b). Third, the campaign should be easy for agencies and

partners to implement using common outreach channels, including websites, social media, DMS/CMS messages, press materials, partner toolkits, and safety observance campaigns.

The scan also reinforced the importance of slow-down fallback messaging. Research shows that drivers may be more familiar with the move over requirement than the slow-down requirement, and that compliance can vary by roadway context, traffic conditions, and driver understanding (Benedick et al., 2025; Tefft et al., 2026). For this reason, the unified campaign framework includes a clear message that drivers should slow down when moving over is not possible or safe. Numeric speed language should be used only where supported by state law.

Overall, the transferable practices support a modular campaign model. The regional campaign message provides consistency across TETC member agencies, while state-specific legal sublines, protected-vehicle examples, partner materials, and simple measurement tools allow each agency to adapt the campaign to its own law and implementation context.

5.6. Unified Public Awareness Campaign Framework

The unified public awareness campaign framework provides a common structure for Move Over Law outreach across TETC member agencies while preserving the flexibility needed for state-specific legal accuracy. The framework is intended to be practical, adaptable, and implementation-focused. It uses a shared regional message, state-specific legal sublines, behavior-based message pillars, priority audiences, communication channels, partner roles, enforcement-support opportunities, and legal guardrails.

5.6.1. Framework Purpose

The purpose of the framework is to give TETC member agencies a common campaign structure that can be implemented across the region without creating inaccurate or overly broad legal messages. The framework supports a unified safety message while allowing each jurisdiction to adjust the legal details based on its own Move Over Law.

The framework is not intended to replace state-specific public information, legal review, or agency-specific outreach. Instead, it provides a campaign architecture that agencies can adapt to their own legal requirements, partners, communication channels, and implementation capacity.

The recommended campaign structure is modular. As shown in Figure 5-1, the campaign begins with a common regional platform, “Slow Down. Move Over. Stay Alert.” This shared message provides a consistent identity for the campaign across TETC member agencies. The message is then supported by state-specific legal sublines that allow each jurisdiction to define covered vehicles, required driver actions, slow-down language, disabled-vehicle coverage, and penalty information where appropriate.

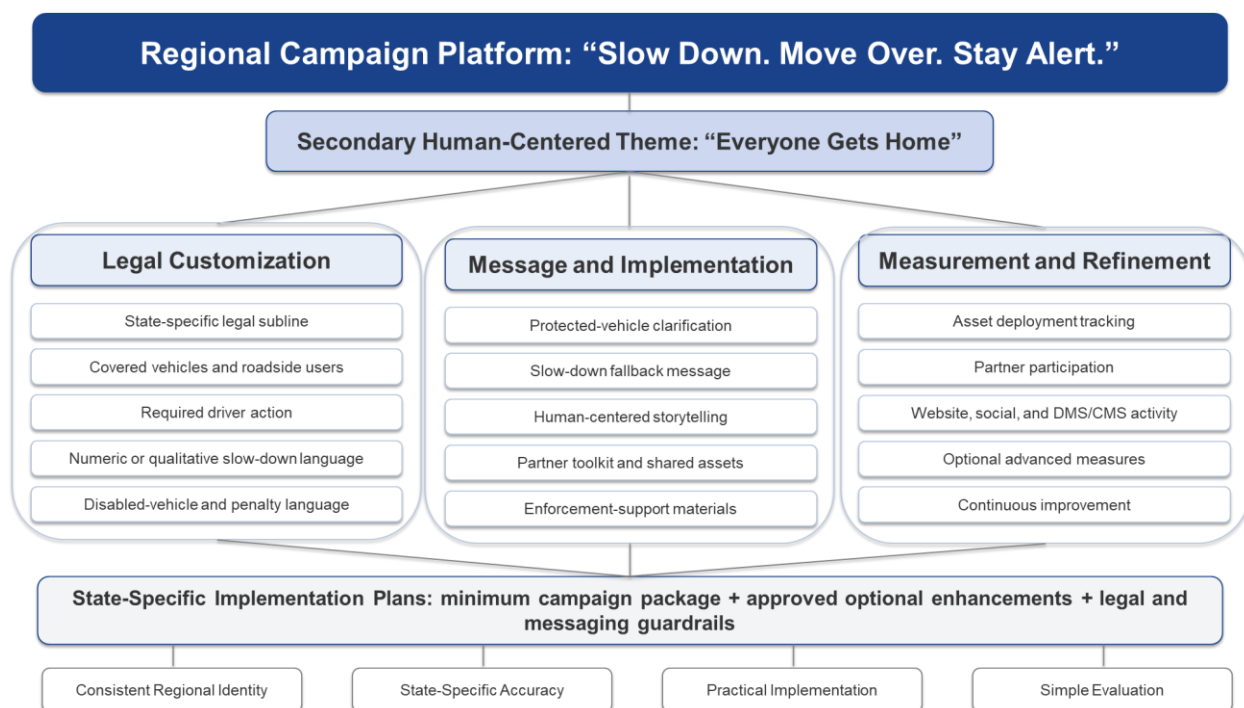


Figure 5-1: Modular Campaign Architecture

Figure 5-1 illustrates how the campaign framework balances regional consistency with state-specific flexibility. The regional message and human-centered theme provide the common foundation for the campaign. The legal customization layer ensures that each state can tailor the message to its own Move Over Law. The message and implementation layer identifies the practical campaign components, including protected-vehicle clarification, slow-down fallback messaging, human-centered storytelling, partner materials, and enforcement-support content. The measurement and refinement layer supports simple tracking of campaign deployment, partner participation, and future improvements.

This structure allows TETC to advance a unified public awareness campaign without requiring every state to use identical legal language, identical protected-vehicle examples, or identical implementation channels. It also provides a clear transition from the campaign framework to the state-specific implementation plans presented in Section 5.7.

5.6.2. Campaign Development Principles

The framework is guided by a set of campaign development principles that translate the prior task findings and best-practice scan into practical design requirements. Table 5-10 summarizes these principles and identifies how each is applied in the Task 4 campaign framework.

Table 5-10: Campaign Development Principles

Principle	Purpose	Campaign Use
Use a simple regional message	Provide a consistent message that drivers can understand quickly.	Use “Slow Down. Move Over. Stay Alert.” as the campaign umbrella.
Customize legal details by state	Avoid inaccurate or overly broad legal statements.	Use state-specific legal sublines for covered vehicles, driver actions, speed language, and disabled-vehicle coverage.
Clarify who is protected	Address public confusion about which vehicles and roadside users are covered.	Include state-specific protected-vehicle examples in campaign materials.
Explain the slow-down fallback	Help drivers understand what to do when moving over is not possible.	Include “if you cannot move over, slow down” messaging in every state campaign package.
Humanize roadside risk	Make the message more personal and memorable.	Use “Everyone Gets Home” to support responder, worker, tow operator, and service patrol stories.
Make materials partner-ready	Support implementation by agencies with different staffing and funding levels.	Provide adaptable website language, social media posts, DMS/CMS messages, press templates, and partner toolkit materials.
Support enforcement visibility	Reinforce compliance without making the campaign enforcement-only.	Align outreach materials with safety weeks, enforcement waves, and public information efforts.
Start measurement simply	Allow agencies to document campaign activity without requiring complex evaluation.	Track implementation measures such as materials used, partners involved, DMS/CMS activity, and outreach deployment.

Together, these principles support a campaign that is consistent in structure but flexible in application. The regional message provides the common identity, while state-specific legal sublines and protected-vehicle examples prevent the campaign from overstating or misrepresenting individual state laws. The principles also recognize that public awareness must be supported by partner participation, enforcement visibility, and simple implementation tracking rather than treated as a one-time messaging effort.

5.6.3. Regional Umbrella Message

The recommended regional umbrella message is “Slow Down. Move Over. Stay Alert.” This message was selected because it is clear, behavior-focused, and broad enough to be used across TETC member agencies without attempting to summarize every state law. It reflects the core actions drivers should take when approaching roadside activity and is consistent with national Move Over messaging that emphasizes slowing down and moving over when approaching stopped vehicles with flashing lights (NHTSA, n.d.-a).

The phrase “Slow Down” is included first because prior findings and driver research suggest that drivers may focus on moving over while giving less attention to reducing speed. The phrase “Move Over” preserves the widely recognized identity of these laws and campaigns. The phrase “Stay Alert” broadens the message to address distraction, late recognition, and the need for drivers to scan ahead for roadside activity.

The secondary human-centered theme is “Everyone Gets Home.” This theme is intended for campaign materials that emphasize the people working or stopped near traffic, including responders, roadway workers, tow operators, service patrol personnel, and other roadside users

where covered by state law. This theme supports the use of responder and worker stories, consistent with national responder safety messaging and state campaign examples that focus on the human consequences of roadside risk.

5.6.4. State-Specific Legal Sublines

The regional umbrella message should be supported by state-specific legal sublines. These sublines should explain the key legal details that vary by jurisdiction, including covered vehicles, required driver action, slow-down language, numeric speed requirements where applicable, disabled-vehicle coverage where applicable, and penalty language where appropriate.

The recommended structure is to use the regional message as the campaign headline and then add a concise state-specific legal subline below it. For example, a state with a numeric speed-reduction requirement may include a subline explaining the required speed reduction when a driver cannot safely move over. A state with broad coverage for stopped vehicles displaying warning signals may use language that identifies those vehicles. A state with narrower coverage should avoid broad “all roadside vehicles” language and instead name the vehicle categories covered by that state’s law.

Penalty language should be used selectively. Penalties can communicate seriousness, but they vary across states and may change over time. If penalties are included in public-facing materials, they should be verified by the appropriate state agency or legal staff before publication.

5.6.5. Message Pillars

The campaign message pillars organize the core ideas that should appear across campaign materials. Each pillar addresses a specific communication need identified through the prior task findings and best-practice scan. Table 5-11 summarizes the recommended pillars, their purpose, their use in the campaign, and the level of customization needed.

Table 5-11: Message Pillars

Message Pillar	Purpose	Core Campaign Use	Customization Need
Know who is protected	Clarify which roadside vehicles and users are covered.	Use graphics or lists showing covered vehicles and roadside personnel.	Must match each state’s law.
Move over when safe	Reinforce the lane-change action expected near roadside activity.	Show drivers that creating space protects people working or stopped near traffic.	Should reflect state-specific driver-action language.
Slow down when you cannot move over	Explain the fallback behavior when a lane change is not possible.	Use short messages such as “Can’t move over? Slow down.”	Numeric speed language should only be used where state law supports it.
Stay alert near roadside activity	Address distraction, late recognition, and driver inattention.	Remind drivers to scan ahead for lights, signs, cones, stopped vehicles, responders, and workers.	Minimal legal customization needed.
Everyone gets home	Humanize the campaign and connect the law to real people.	Support stories, videos, testimonials, and partner messaging.	Should feature only roadside users appropriate for each state’s campaign.

The first three pillars address the core behavioral and legal communication needs of the campaign: who is protected, when to move over, and what to do when moving over is not possible. These pillars should be included in every state-specific campaign package, but the wording and examples should be adjusted to reflect each state's law. The "Stay alert near roadside activity" pillar broadens the campaign to address distraction, late recognition, and the need for drivers to anticipate roadside activity before reaching the scene. The "Everyone gets home" pillar provides the human-centered foundation for stories, videos, and partner outreach.

This approach keeps the campaign message focused and repeatable while allowing states to adapt the details. It also prevents the campaign from relying on one slogan alone. Instead, the message pillars provide a structure for developing website language, social media content, DMS/CMS messages, partner toolkit materials, and human-centered outreach.

5.6.6. Audience Strategy

The campaign should be designed for multiple audiences because Move Over awareness challenges are not limited to one group of drivers. The primary audience is the general motoring public. This audience needs simple, repeated messages that explain the required behavior, the types of roadside activity that should trigger driver action, and the need to slow down when moving over is not possible.

Young and new drivers are also a priority audience. Driver education and DMV or motor vehicle agency materials provide opportunities to introduce Move Over expectations before unsafe habits develop. Because many agencies identified uneven integration into driver education, this audience should be addressed through optional DMV and driver education modules where state coordination allows.

Interstate and out-of-state drivers are another important audience for the TETC region. Drivers traveling across state lines may encounter different Move Over Law requirements from one jurisdiction to another. For these drivers, the campaign should use consistent regional messaging while making state-specific legal information easy to find through agency websites, traveler information systems, welcome centers, toll facilities, or other state-selected channels.

Professional and fleet drivers should also be considered. These drivers spend substantial time on the roadway and may regularly encounter work zones, incident scenes, stopped vehicles, or roadside assistance activity. Partner organizations, employers, public works agencies, utilities, towing associations, and contractor networks can help distribute campaign materials to these audiences where appropriate.

Finally, the campaign should consider the people and organizations that help deliver the message. Responders, DOT personnel, service patrol operators, tow operators, maintenance crews, and law enforcement officers are not only protected roadside users; they can also be trusted messengers. Human-centered campaign materials should allow these groups to communicate why driver behavior matters.

5.6.7. Communication Channel Strategy

The communication strategy should use a layered approach. No single channel is likely to reach all drivers or sustain awareness over time. The minimum campaign package should include agency website or landing-page language, social media materials, DMS/CMS message options where available, partner toolkit materials, press or earned-media templates, and a basic evaluation checklist.

Agency websites should provide a stable reference point for state-specific campaign information. These pages should include the regional message, state-specific legal subline, protected-vehicle

examples, slow-down fallback language, and links to partner or campaign materials. Website content is especially important because social media and DMS messages are brief and temporary.

Social media should be used for recurring outreach, short reminders, graphics, and video clips. Social media is useful for repetition and partner sharing, but engagement metrics should not be treated as proof of behavior change. Posts should rotate across the campaign pillars so that the message does not become repetitive or limited to a single slogan.

DMS/CMS messages should be used where available because they reach drivers in the roadway environment. Messages should be short, behavior-focused, and consistent with state law. Examples include reminders to slow down and move over, messages that emphasize roadside workers or responders, and state-specific numeric speed language where applicable.

Partner toolkits should be developed to support broader distribution. These toolkits should include adaptable social media posts, website language, talking points, graphics, press templates, DMS/CMS message options, and basic campaign FAQs. Toolkits allow multiple organizations to share consistent messages without each partner having to develop materials independently.

Optional channels may be added where state capacity allows. These include human-centered video PSAs, DMV or driver education modules, in-vehicle or navigation alerts, school or simulator demonstrations, and enforcement-wave media packages. These enhancements should be treated as modular options rather than minimum requirements for every state.

Sample message templates for social media, DMS/CMS messages, website language, partner materials, and press outreach are provided in Appendix I.

5.6.8. Partner Roles

State DOTs are expected to be central partners in campaign delivery because they operate many of the communication channels that can reach drivers, including websites, traveler information systems, DMS/CMS, service patrol programs, work zone messaging, and public information offices. DOTs can also coordinate with maintenance, construction, traffic operations, and safety partners.

Law enforcement agencies are important partners because they provide enforcement context, public credibility, and visibility during campaign periods or enforcement waves. However, the campaign should not be framed only as an enforcement effort. Law enforcement should help reinforce the seriousness of the law while the broader campaign explains the expected driver behavior.

DMV and motor vehicle agencies can support the campaign by incorporating Move Over information into driver manuals, licensing materials, waiting-room displays, online content, driver education materials, or renewal communications where feasible. These channels are especially important for reaching new and renewing drivers.

Towing and recovery organizations, service patrols, fire/EMS agencies, utility organizations, sanitation agencies, highway maintenance groups, and work zone partners can help clarify the range of roadside users who may be protected under state law. These partners can also provide human-centered stories that make the campaign more personal and memorable.

Highway safety offices, Traffic Incident Management programs, responder safety organizations, and private-sector or nonprofit partners can help expand campaign reach, coordinate safety observances, provide funding or media support where available, and distribute partner-ready materials.

5.6.9. Enforcement-Support Integration

The campaign should support enforcement visibility without relying on enforcement alone to improve compliance. Prior task findings indicated that enforcement can be difficult to sustain because of staffing limitations, roadside risk, evidentiary challenges, traffic conditions, and coordination needs. For that reason, the campaign should help drivers understand the law before enforcement occurs and should make enforcement messages clearer when enforcement waves or safety details are conducted.

Enforcement-support materials may include press releases, social media posts, DMS/CMS messages, partner talking points, and public information materials that align with enforcement waves, Crash Responder Safety Week, National Work Zone Awareness Week, Move Over awareness periods, or other safety observances. These materials should explain the behavior expected of drivers, not simply announce that enforcement is occurring.

Citation and warning counts may be useful as activity indicators, but they should not be treated as direct evidence of improved or worsened compliance unless enforcement intensity, location, timing, and exposure are also considered. The primary role of enforcement-support messaging in Task 4 is to reinforce awareness, improve public understanding, and increase the visibility of roadside safety risks.

5.6.10. Legal and Messaging Guardrails

The campaign should follow a small set of legal and messaging guardrails to preserve accuracy across TETC member agencies. The regional message, “Slow Down. Move Over. Stay Alert.” should be used as a broad safety message, not as a complete legal statement. Each state-specific campaign should include a legal subline or supporting text that reflects that jurisdiction’s current Move Over Law.

State-specific review is especially important for protected-vehicle examples, disabled-vehicle language, numeric speed-reduction language, and penalty references. Campaign materials should not imply that every state protects the same vehicles, requires the same driver action, applies the same speed reduction, or includes the same penalties. Numeric speed language should only be used where supported by state law, and disabled-vehicle or broad roadside-vehicle messaging should only be used where the law supports that approach.

The campaign should also avoid overclaiming effectiveness. Outreach activity, social media engagement, DMS/CMS deployment, press coverage, partner participation, warnings, and citations can help document implementation, but they should not be presented as proof of improved compliance or safety outcomes. These measures are most useful for tracking campaign deployment, identifying gaps, and improving future outreach.

5.7. State-Specific Implementation Plans

The state-specific implementation plans apply the unified campaign framework to each TETC jurisdiction while preserving the legal and operational flexibility needed for state-level implementation. The purpose of this chapter is not to create fully developed creative materials for each state. Instead, it provides an implementation planning framework that TETC member agencies can use to adapt the campaign to their own laws, partners, communication channels, and available resources. Detailed state-specific implementation information is provided in Appendix H.

5.7.1. Implementation Planning Approach

The state-specific implementation plans were developed using the campaign framework described in Section 5.6, the updated legal baseline, prior task findings, and the National Best Practice Scan. Each plan identifies how the regional message should be customized, which protected vehicles or roadside users should be emphasized, how the slow-down fallback should be described, which communication channels are most appropriate, and which partners may support implementation.

The implementation approach uses a common structure for all states, but it does not assume that every state has the same law, the same outreach capacity, or the same enforcement environment. Where prior task findings identified existing outreach practices, enforcement-support activities, or communication channels, those findings were used to shape the plan. Where prior task information was limited, the plan relies more heavily on the legal baseline and transferable best practices. In those cases, the plan should be interpreted as a recommended implementation approach rather than a description of existing state practice.

This approach allows the campaign to remain consistent at the regional level while still being accurate and usable at the state level. Each state can begin with the minimum campaign package, then add optional enhancements where capacity, funding, and partner support allow.

5.7.2. Minimum Campaign Package for All States

The minimum campaign package translates the Section 5.6 framework into a set of practical materials that each state can adapt and deploy. While the framework identifies the campaign principles and message structure, the minimum package identifies the specific products or tools that should be prepared for implementation. Each item should be customized to reflect the state's Move Over Law, available communication channels, and partner network.

Table 5-12 summarizes the recommended minimum campaign package. Each element should be customized to reflect the state's Move Over Law and implementation context.

Table 5-12: Minimum Campaign Package for All States

Campaign Package Item	What It Should Include	Primary Use
Campaign headline and state legal subline	“Slow Down. Move Over. Stay Alert.” paired with a state-specific subline describing the applicable legal requirement.	Provides the core public-facing message for all campaign materials.
Protected-vehicle reference graphic	A simple graphic or list showing the vehicle types covered under the state's law.	Helps drivers understand who the law protects.
Slow-down fallback message	Short language explaining what drivers should do when they cannot safely move over.	Reinforces that slowing down is still required when a lane change is not possible.
Website or landing-page text	Brief campaign description, state legal summary, protected-vehicle examples, and partner links.	Provides a stable source for public and partner information.
Social media post set	Short posts, graphics, and suggested captions organized around the campaign pillars.	Supports recurring low-cost outreach.
DMS/CMS message options	Short roadway-facing messages that can be used where signs are available and appropriate.	Reinforces the message in the driving environment.
Partner toolkit	Shareable graphics, talking points, sample posts, newsletter language, and campaign FAQs.	Helps partner agencies and organizations distribute consistent messages.
Press or earned-media template	Campaign launch release, safety-week language, and optional enforcement-support language.	Supports media outreach and coordinated public information efforts.
Implementation tracking checklist	A simple checklist documenting which materials were used, which partners participated, and which channels were deployed.	Supports basic measurement and future campaign refinement.

The minimum package is intended to create a consistent baseline across the TETC region without requiring every state to implement the campaign in the same way. States with limited resources can begin with the headline, legal subline, website language, social media posts, and partner materials. States with more communication capacity can expand the package through video, driver education, in-vehicle alerts, school demonstrations, or enforcement-wave media support.

Appendix I provides sample message templates that agencies can adapt when preparing the campaign materials included in the minimum package.

5.7.3. Optional Enhancement Modules

Optional enhancement modules may be added where they align with state capacity, existing practices, and partner support. These enhancements provide additional implementation pathways for agencies that are able to expand beyond the minimum campaign package. Table 5-13 summarizes the optional enhancement modules for the unified campaign framework.

Table 5-13: Optional Enhancement Modules

Optional Enhancement	Best-Fit Conditions	Implementation Use
Human-centered video PSAs	States with available responder, tow operator, service patrol, maintenance, or roadway worker stories.	Support the “Everyone Gets Home” theme through short videos, testimonials, or campaign clips.
DMV or driver education module	States where DMV/MVA coordination or driver education integration is feasible.	Add Move Over content to driver manuals, online materials, waiting-room displays, or driver education resources.
In-vehicle or navigation alerts	States with 511, Safety Cloud, Waze, AVL, service patrol, or related alert capability.	Reinforce the message near active incidents or roadside events where data-sharing systems support alerts.
School or simulator demonstrations	States with youth outreach, rollover simulators, safety demonstrations, or school visit programs.	Provide hands-on education for young drivers and community audiences.
Enforcement-wave media package	States coordinating outreach with law enforcement activity, safety weeks, or targeted enforcement periods.	Provide press, social media, and DMS/CMS messages that explain the law and reinforce visible enforcement.

These modules should be treated as enhancements rather than core requirements. For example, a human-centered video may be highly effective in states with strong responder or worker stories, but it may not be feasible for every agency. Similarly, in-vehicle alerts are appropriate only where the supporting technology and data-sharing partnerships already exist or can be developed.

5.7.4. State Groupings and Cross-State Implementation Themes

Although each state-specific implementation plan is customized, several cross-state patterns emerged from the legal review and prior task findings. These groupings help identify where similar campaign approaches may be useful across multiple jurisdictions. A state may appear in more than one group because the groupings reflect different implementation considerations, such as speed language, protected-vehicle coverage, outreach practices, enforcement-support opportunities, or partner roles. Table 5-14 summarizes the major state groupings and the campaign implications associated with each group.

Table 5-14: State Groupings and Cross-State Implementation Themes

Grouping Basis	Jurisdictions	Campaign Implication
Numeric speed-reduction language	AL, DE, FL, PA, WV	Materials may include state-specific numeric speed language where legally supported.
Qualitative slow-down language	CT, DC, GA, KY, ME, MD, MA, NH, NJ, NY, NC, RI, SC, TN, VT, VA	Materials should emphasize slowing down when moving over is not possible without adding a numeric standard.
Broad roadside or disabled-vehicle coverage	CT, DE, FL, KY, ME, MD, NH, NJ, NY, PA, RI, TN, VA, WV	Materials may include broader roadside, disabled-vehicle, or nontraditional responder examples where supported by state law.
More targeted protected-vehicle coverage	AL, DC, GA, MA, NC, SC, VT	Materials should focus on the specific protected vehicle categories identified in state law.
Established outreach or partner-delivery practices	AL, CT, DE, FL, GA, KY, ME, MD, NH, NY, NC, PA, TN, VT, VA	Materials can build from existing outreach channels, partner networks, safety observances, or agency communication practices.
Enforcement-support opportunities	CT, FL, ME, MA, NY, NC, PA, VT, VA	Outreach can be coordinated with enforcement waves, safety weeks, press events, and public information efforts where appropriate.

The groupings in Table 5-14 are intended to support campaign implementation rather than rank states or imply that one approach is preferred. They show where campaign materials may be reusable across states and where state-specific customization remains important.

5.7.5. Implementation Cautions

Several cautions should guide implementation of the state-specific campaign plans. The legal and messaging guardrails described in Section 5.6.10 should be applied before any materials are released publicly. State plans should be treated as campaign guidance rather than final public-facing copy, and each agency should confirm that proposed materials align with its law, communication practices, partner roles, and available resources.

Implementation should also remain realistic for agency capacity. Some states may be able to launch a multi-channel campaign with partner toolkits, DMS/CMS messaging, press outreach, and optional enhancements. Other states may need to begin with a smaller package focused on website language, social media, protected-vehicle examples, and partner distribution. Both approaches are consistent with the framework as long as the materials are accurate and clearly focused on the expected driver behavior.

Finally, the implementation plans are intended to support public awareness campaign deployment. They do not recommend legislative changes, penalty changes, or enforcement-policy reforms. Those issues may be appropriate for future project activities, but the Chapter 5 implementation plans should remain focused on campaign implementation, partner coordination, and practical measurement.

5.8. Measurable Objectives and Evaluation Approach

The measurement approach presented in this chapter is intended to help TETC member agencies document campaign implementation, track outreach activity, and identify opportunities for future improvement. Because prior project findings indicated that formal Move Over campaign evaluation is limited across many agencies, the recommended approach begins with simple measures that can be collected with relatively low effort. These measures focus on whether the campaign was implemented, which channels were used, which partners participated, and whether the materials were updated or refined over time.

The measurement approach should not be interpreted as a full safety-effectiveness evaluation. Campaign deployment, social media activity, DMS/CMS messages, press coverage, and partner participation can help document outreach effort, but they do not prove changes in driver behavior, citation patterns, crash outcomes, or responder struck-by risk. More advanced evaluation methods may be added by states with additional capacity, but the minimum approach is designed to support consistent tracking across the region.

5.8.1. Purpose of Measurement

The purpose of measurement is to support campaign accountability and continuous improvement. For this campaign framework, measurement focuses on practical implementation tracking, including whether state-specific legal sublines were used, whether protected-vehicle examples and slow-down fallback language were included, which communication channels and partners were used, and what should be improved before the next campaign cycle. This modest approach gives all states a common starting point while allowing agencies with greater capacity to add more advanced evaluation methods.

5.8.2. Minimum Objectives and Measurement Package

The minimum measurement package identifies a small set of objectives and measures that every state can use to document campaign implementation. These measures are designed to be practical, repeatable, and based on information agencies may already collect. They focus on whether campaign materials were prepared, which communication channels were used, which partners participated, and what should be improved before the next campaign cycle.

Table 5-15 provides the recommended simple objectives and minimum documentation measures. The table is intended to establish a common implementation baseline without creating a rigid performance standard. States may adjust timing, frequency, and channel selection based on their communication practices and available resources.

Table 5-15: Minimum Objectives and Measurement Package

Objective	Minimum Measure	Suggested Documentation Method
Prepare state-specific campaign language	State-specific campaign headline, legal subline, protected-vehicle examples, and slow-down fallback language prepared.	Campaign checklist or final campaign materials.
Maintain a public information source	Campaign information posted or updated on an agency website, landing page, or other stable public-facing platform.	Website record or screenshot.
Conduct recurring public outreach	Campaign messages distributed through social media or another recurring public communication channel.	Post log, social media platform records, or outreach summary.
Use roadway-facing messaging where available	DMS/CMS messages deployed during selected campaign periods, safety observances, or enforcement-support activities where operationally appropriate.	DMS/CMS message record or traffic operations summary.
Support partner distribution	Partner agencies or organizations provided with shareable campaign materials, talking points, or toolkit content.	Partner toolkit, distribution record, or partner participation log.
Coordinate press, safety observance, or enforcement-support activity	Campaign messaging aligned with press outreach, safety weeks, Move Over awareness periods, or law enforcement public information efforts where feasible.	Press office records, campaign calendar, media summary, or coordination notes.
Document optional module use	Optional enhancements such as video PSAs, driver education materials, in-vehicle alerts, school demonstrations, or enforcement-wave media packages recorded if used.	Campaign reporting checklist.
Complete a brief post-campaign summary	Materials used, channels deployed, partners involved, activity measures, lessons learned, and recommended improvements summarized after the campaign period.	Post-campaign reporting template.

The measures in Table 5-15 provide a practical baseline for tracking campaign deployment. They also help distinguish between campaign activity and campaign effectiveness. A state may complete many outreach activities without having enough information to determine whether driver behavior changed. For that reason, the minimum measurement package should be used to document implementation, compare outreach activity across campaign periods, and support future improvement rather than to claim safety outcomes.

5.8.3. Optional Advanced Measures

Some states may have the capacity to conduct more advanced evaluations. These measures can provide stronger information about driver knowledge, message reach, behavioral response, or safety trends, but they require more staff time, data availability, funding, or technical support. For that reason, they are recommended as optional enhancements rather than minimum requirements. Table 5-16 summarizes optional advanced measures, what each measure can show, and key implementation considerations.

Table 5-16: Optional Advanced Measures

Optional Measure	What It Can Show	Implementation Considerations
Driver awareness survey	Whether drivers recognize the campaign message and understand basic Move Over requirements.	Requires survey design, sampling approach, and administration support.
Driver knowledge quiz	Whether drivers understand protected vehicles, move over expectations, and slow-down fallback requirements.	Can be used through DMV, driver education, or online campaign materials.
Social media engagement review	Which posts, graphics, videos, or messages generated higher levels of engagement.	Engagement does not prove behavior change.
Website analytics	How many users accessed campaign information and which pages or resources were used.	Requires analytics access and consistent tracking periods.
In-vehicle or navigation alert tracking	Whether technology-supported alerts were issued and how often they reached drivers.	Requires data-sharing partnerships and alert-system capability.
Observational compliance study	Whether drivers moved over, slowed down, or failed to respond near selected roadside events.	Requires careful study design, safety protocols, and exposure context.
Enforcement activity review	Number of warnings, citations, or enforcement contacts during selected campaign periods.	Should be interpreted with caution because enforcement intensity affects counts.
Long-term safety trend review	Changes in crashes, struck-by incidents, or roadside safety outcomes over time.	Requires multiple years of data and should not be attributed to outreach alone without stronger evaluation design.

The optional measures in Table 5-16 should be selected based on the question an agency wants to answer. For example, surveys and quizzes are useful for understanding driver knowledge. Observational studies are more useful for assessing behavior near roadside scenes. Website and social media analytics are useful for understanding campaign reach and engagement, but they should not be treated as evidence of compliance.

5.8.4. Reporting Template

A simple reporting template is provided in Appendix J. The template is intended to help agencies summarize campaign activity in a consistent format. It includes fields for campaign period, materials used, communication channels, partner participation, DMS/CMS activity, press or enforcement-support activity, optional enhancements, and lessons learned.

The reporting template should be completed after each campaign period or major outreach effort. The purpose is not to create an administrative burden, but to preserve enough information to support future planning. A short post-campaign summary can help agencies identify which materials were used, which partners participated, which channels were most practical, and what improvements should be made before the next campaign cycle.

Consistent reporting may also help TETC identify regional patterns. For example, if multiple states report difficulty developing protected-vehicle graphics, TETC could provide a shared template. If several states report strong partner participation during a safety observance, that period may be

useful for future regional coordination. If states report limited use of advanced measures, TETC may consider whether shared evaluation support is needed in a later project phase.

5.8.5. Measurement Cautions

Several cautions should guide interpretation of the measurement results. First, campaign activity is not the same as campaign effectiveness. Social media posts, website updates, DMS/CMS messages, press events, and partner distribution show that outreach occurred, but they do not demonstrate that drivers changed their behavior.

Second, citation and warning counts should be interpreted carefully. An increase in citations may reflect increased enforcement activity rather than worse compliance. A decrease may reflect less enforcement activity rather than improved compliance. Citation data can be useful as an activity indicator, but it should not be used as a standalone measure of campaign success.

Third, engagement measures should not be overinterpreted. Social media likes, shares, views, and impressions can help agencies understand which messages reached audiences, but they do not show whether drivers understood the law or acted differently at roadside scenes.

Fourth, safety outcome measures require caution. Crashes, responder struck-by incidents, and roadside injury events are influenced by many factors, including traffic volume, roadway conditions, incident exposure, enforcement activity, reporting practices, weather, and chance variation. A public awareness campaign may contribute to improved safety, but changes in safety outcomes should not be attributed to the campaign without a stronger evaluation design.

Finally, measurement should be used to improve the campaign over time. The most immediate value of the measurement approach is that it helps agencies document implementation, identify gaps, and refine materials. As campaign practices mature, agencies may be able to move from simple activity tracking toward stronger measures of awareness, understanding, compliance, and safety outcomes.

5.9. Campaign Framework Findings and Implementation Implications

This chapter presents a unified public awareness campaign framework to support Move Over Law outreach across TETC member agencies. The framework responds to the central challenge identified across the project: TETC agencies need a consistent regional safety message, but that message must remain flexible enough to reflect differences in state laws, public outreach practices, enforcement environments, and implementation capacity.

The recommended campaign platform, “Slow Down. Move Over. Stay Alert.” provides a clear and behavior-focused message that can be used across the region. The secondary theme, “Everyone Gets Home,” supports human-centered outreach that emphasizes the people working or stopped near traffic. Together, these messages provide a common campaign foundation while allowing each state to use legal sublines, protected-vehicle examples, and slow-down language that reflect its own Move Over Law.

The implementation guidance developed in this chapter translates the campaign framework into practical tools for member agencies. The minimum campaign package, optional enhancement modules, state-specific implementation matrix, and sample message templates are intended to help agencies adapt the campaign to their own communication channels, partner networks, and available resources. The framework also recognizes that campaign materials should be reviewed for legal accuracy before public release, particularly where numeric speed reductions, disabled-vehicle coverage, broad roadside-vehicle language, or penalties are included.



The measurement approach provides a realistic starting point for documenting campaign activity and supporting continuous improvement. Rather than treating outreach activity as proof of behavior change or safety effectiveness, the recommended measures focus on implementation, channel use, partner participation, and lessons learned. Future implementation efforts can build on this foundation by developing final creative materials, supporting state-level legal review, coordinating regional outreach, and exploring more advanced evaluation methods where agency capacity allows.

6. Member-Specific Move Over Law Implementation Recommendations

This chapter presents member-specific recommendations for Move Over Law implementation across TETC member agencies. The recommendations are designed to help agencies strengthen public education, support enforcement, coordinate with partners, and measure implementation activities within the framework of their existing state laws.

This chapter includes all TETC member states and the District of Columbia. Recommendations are tailored to each jurisdiction's current Move Over Law, including vehicle coverage, disabled-vehicle or stationary-vehicle provisions, speed-reduction requirements, penalties, and crash-related consequences where applicable. The recommendations address public outreach, campaign messaging, enforcement-support materials, partner coordination, communication channels, and implementation measurement.

This chapter does not compare states, rank laws, or recommend legislative changes. Instead, it recognizes that each statute reflects its own legal and policy context and presents distinct implementation considerations. For example, numeric speed-reduction requirements may support clearer public messaging and more objective enforcement, while reasonable or prudent speed standards may offer greater flexibility across roadway conditions. Likewise, broad vehicle coverage can simplify outreach, whereas narrower coverage may require more targeted communication. Accordingly, this chapter focuses on helping agencies implement and communicate their existing laws effectively. Where statutes contain specific limitations, conditional coverage, or narrowly defined vehicle categories, the recommendations emphasize accurate communication, appropriate legal review of public-facing materials, and implementation strategies that align with the law as written.

6.1. Relationship to Prior Report Chapters

This chapter serves as the implementation-focused synthesis chapter for the report. Rather than repeating the detailed legal review, outreach assessment, enforcement assessment, or campaign framework developed in earlier tasks, this chapter uses those prior findings to develop practical recommendations for member agencies.

The prior chapters established the foundation for this member-specific implementation review by identifying how Move Over Laws vary across the TETC region, how agencies currently communicate these laws to the public, what enforcement and implementation challenges exist, and how a regional campaign framework can be adapted to state-specific needs. This chapter brings those elements together by translating the earlier findings into implementation guidance that is tailored to each member jurisdiction's legal structure and practical operating environment.

This chapter therefore functions as a synthesis and application document. The body of the chapter summarizes the methodology, key findings, and cross-cutting recommendations that emerged from the member-specific implementation review. The individualized member-state Implementation Briefs in Appendix K provide the state-specific recommendations for each TETC member jurisdiction.

This chapter is organized as a synthesis chapter with individualized member-state Implementation Briefs provided in Appendix K. Section 6.2 describes the methodology and source materials used to develop the recommendations. Section 6.3 summarizes key findings, including legal implementation profiles and recurring outreach and enforcement-support needs. Section 6.4 explains how member agencies and TETC can use the Implementation Briefs to support legally

accurate communication, coordination, enforcement support, and measurement. Section 6.5 summarizes the role of this chapter in supporting practical Move Over Law implementation across the TETC region.

6.2. Member-Specific Recommendation Development Methodology

This section describes the methodology and source materials used to develop the member-specific findings, cross-cutting recommendations, and individualized member-state Implementation Briefs. The member-specific review was designed as an implementation-focused synthesis task. The objective was not to conduct a new statutory review, outreach assessment, or enforcement assessment from the beginning, but to use the findings from Tasks 1 through 4 to develop practical, state-specific recommendations for Move Over Law implementation.

The methodology included five primary steps: compiling the source materials from prior tasks, reviewing the updated legal baseline, identifying legal implementation profiles, developing recommendation profiles, and preparing individualized Implementation Briefs for each TETC member jurisdiction.

This chapter relied on the products and findings developed through the prior project tasks. These materials provided the foundation for understanding the legal, outreach, enforcement, and campaign implementation context for Move Over Laws across TETC member agencies.

6.2.1. Legal Baseline Review

The updated legal baseline was reviewed to identify the implementation-relevant features of each jurisdiction's Move Over Law. The review focused on the elements most likely to affect public education, enforcement support, partner coordination, and measurement. These elements included:

- Types of vehicles or roadside situations covered by the law;
- Whether disabled vehicles, general stationary vehicles, or vehicles displaying warning signals are covered;
- Whether the law requires drivers to move over, slow down, proceed with due caution, maintain a safe speed, or take some combination of actions;
- Whether the law includes a numeric speed-reduction requirement;
- Whether the law uses a reasonable, prudent, safe, reduced, or due-caution speed standard;
- Whether penalties are structured as standard fines, escalating repeat-offense penalties, criminal penalties, license suspensions, or crash-severity consequences; and
- Whether specific vehicle categories appear to be directly covered, conditionally covered, or not clearly addressed.

This review was used to support implementation recommendations only. This chapter does not provide legal advice, does not rank or compare state laws, and does not recommend statutory changes. Where statutory language appeared conditional or where a vehicle category was not clearly named, recommendations were written conservatively and framed around accurate public communication and appropriate legal review before use in public-facing materials.

6.2.2. Legal Implementation Profiles

After reviewing the legal baseline, each jurisdiction was assigned a legal implementation profile. These profiles summarized how each law's structure affects implementation. The profiles

considered vehicle coverage, disabled-vehicle or stationary-vehicle coverage, speed language, penalty structure, enforcement implications, and messaging implications.

The profile process was used to organize jurisdictions into implementation categories based on key legal characteristics. These categories helped ensure that recommendations were tailored to the structure of each state's law while maintaining a consistent approach across the region. The resulting profiles informed the development of state-specific outreach, enforcement-support, partner coordination, and measurement recommendations presented later in this chapter and in Appendix K. The legal implementation profiles served as the bridge between the legal review completed in Chapter 1 and the recommendations developed in Chapter 5.

6.2.3. Recommendation Profile Development

A recommendation profile was then developed for each TETC member jurisdiction. Each profile translated the legal implementation profile into practical recommendations in four areas: outreach and education, enforcement support, partner coordination, and measurement.

The outreach and education recommendations focused on how each agency can communicate the law accurately and clearly. These recommendations considered whether the public message should emphasize a numeric speed reduction, a reasonable-speed standard, protected vehicle categories, warning signals, disabled vehicles, emergency response areas, work zones, or other state-specific features.

The enforcement-support recommendations focused on practical implementation needs rather than enforcement policy changes. These recommendations addressed documentation considerations such as posted speed, observed speed, lane-change feasibility, warning signals, vehicle type, incident type, roadway context, and whether a driver slowed or moved over as required.

The partner coordination recommendations identified the types of organizations that may be important to implementation in each jurisdiction. These partners may include transportation agencies, law enforcement, fire and EMS, towing and recovery operators, service patrols, utility providers, highway maintenance units, sanitation or waste-collection fleets, driver education partners, and public information offices.

The measurement recommendations focused on practical ways to track implementation activity. These may include documenting campaign materials, Dynamic Message Signs/Changeable Message Signs (DMS/CMS) message use, social media and website activity, partner participation, earned media, enforcement waves, citation or warning activity where available, and post-campaign summaries.

6.2.4. Development of Individualized Member-State Implementation Briefs

The individualized member-state Implementation Briefs provided in Appendix K were developed using a consistent structure so that each agency receives comparable but tailored implementation guidance. Each brief summarizes the jurisdiction's legal implementation context, identifies the primary implementation needs, and provides recommendations for outreach, enforcement support, partner coordination, and measurement.

The Implementation Briefs are intended to be practical tools for member agencies. They are designed to help agencies identify which messages are legally appropriate, which partners should be involved, what enforcement-support materials may be useful, and how implementation activities can be documented. The briefs are not intended to replace agency legal review or formal enforcement guidance. Instead, they provide a structured starting point for adapting the regional

Move Over Law campaign framework to each state's current law and implementation environment.

6.2.5. Limitations

Several limitations should be considered when interpreting the recommendations presented in this chapter and Appendix K. First, Move Over Laws differ substantially across jurisdictions, and some provisions include conditional or situation-based language. As a result, recommendations were written conservatively when a vehicle category or requirement was not clearly stated in the reviewed legal baseline.

Second, this chapter relies on the legal baseline, outreach findings, enforcement findings, and campaign framework developed in prior tasks. It does not independently evaluate the effectiveness of individual state laws, measure driver compliance, or assess the legal sufficiency of enforcement practices.

Third, available information varied by state. Some recommendations are supported by direct findings from prior outreach and enforcement tasks, while others are based primarily on the legal implementation profile and general implementation needs. Where state-specific information was limited, recommendations were kept broader and focused on foundational implementation activities.

Finally, the recommendations are intended to support implementation of existing laws as written. They do not recommend legislative changes, changes to penalty structures, or changes to agency enforcement policy. Agencies should review public-facing materials and enforcement-support resources with appropriate legal and policy staff before implementation.

6.3. Cross-Cutting Member-Specific Implementation Findings

The central finding from this member-specific review is that the unified public awareness campaign developed in Chapter 5 should be applied through state-specific implementation strategies. The overall safety message is broadly consistent; drivers should move over, slow down, and provide space for roadside responders, workers, and motorists. However, the specific implementation approach should reflect each state's law and operating context. Differences in vehicle coverage, disabled-vehicle provisions, speed requirements, penalty structures, and enforcement conditions affect how each agency should communicate the law, support enforcement, coordinate with partners, and measure implementation.

6.3.1. State Laws Create Distinct Implementation Profiles

The Task 5 review found that each jurisdiction's Move Over Law creates a distinct implementation profile. These profiles are shaped by the types of vehicles and roadside situations covered, the driver actions required, the way speed reduction is described, and the penalty structure associated with violations.

Some jurisdictions have broad laws that cover multiple roadside vehicle types or stationary vehicles displaying warning signals. These states may be able to support broad roadside-safety messaging, provided that public materials accurately describe the legal triggers. Other jurisdictions use narrower or more category-specific language. In those states, implementation should focus on the vehicle types and roadside situations clearly identified in the law.

The implementation profile approach was used to avoid one-size-fits-all recommendations. Rather than recommending the same implementation details, partner list, or enforcement-support approach for every state, Task 5 identifies the legal and practical features that should shape each

jurisdiction's implementation strategy. The Implementation Briefs in Appendix K apply this approach to each member state and the District of Columbia.

6.3.2. Vehicle Coverage Affects the Breadth of Public Messaging

Vehicle coverage was one of the most important factors affecting the individualized recommendations. Emergency vehicles are central to Move Over Law implementation across the region, but state laws vary in how they treat towing and recovery vehicles, maintenance vehicles, utility vehicles, sanitation or waste-collection vehicles, service patrols, public service vehicles, disabled vehicles, and general stationary vehicles.

Where a law includes broad vehicle coverage or applies to stationary vehicles displaying qualifying warning signals, agencies may be able to use inclusive roadside-safety messaging. These messages can show a wider range of roadside workers and roadway users, such as emergency responders, tow operators, maintenance workers, utility crews, sanitation workers, and disabled motorists. However, broad messaging should still be tied to the specific legal condition that activates the law, such as flashing lights, hazard lights, flares, cones, caution signs, warning signals, or the vehicle's location on the roadway or shoulder.

Where coverage is narrower or conditional, public-facing language should be more precise. For example, if service patrol vehicles, roadside assistance vehicles, disabled vehicles, or waste-collection vehicles are not clearly named in the statute, they should not be presented as universally protected. In these cases, wording such as "vehicles covered under state law" or "stationary vehicles displaying qualifying warning signals" may be more appropriate than listing every roadside vehicle type.

This finding is especially important for the individualized member-state Implementation Briefs. The state-specific recommendations in Appendix K use different levels of message breadth depending on whether the law supports broad, conditional, or narrow coverage.

6.3.3. Speed Requirements Affect How Driver Instructions Should Be Framed

The review also found that speed language is a major driver of implementation strategy. Some states use numeric speed-reduction requirements. Others require drivers to slow to a reasonable, safe, prudent, careful, reduced, or due-caution speed. Some laws include additional driver actions, such as being prepared to stop, giving a wide berth, obeying traffic-control directions, vacating a blocked lane, or maintaining a reduced speed until fully past the roadside scene.

States with numeric speed-reduction requirements have clearer public-facing instructions. These states can communicate messages such as slowing a specified number of miles per hour below the posted speed limit or observing a specific maximum passing speed under certain conditions. This clarity can help drivers understand what is expected. It can also support enforcement, but it creates a need to document posted speed, observed speed, lane-change feasibility, roadway type, and the qualifying roadside vehicle or warning signal.

States with reasonable, safe, prudent, reduced, or due-caution standards require a different approach. These standards provide flexibility across roadway, traffic, and weather conditions, but they can be harder to communicate in a simple public message. For these states, outreach should rely more heavily on practical examples and scenario-based language. Instead of only telling drivers to "slow down," agencies may need to show what slowing down means when approaching an emergency vehicle on the shoulder, a tow truck assisting a disabled motorist where covered,

a maintenance vehicle near an active lane, or an incident scene where traffic prevents a lane change.

Because the required driver action differs by state, the Implementation Briefs in Appendix A tailor the recommended driver instruction language to each jurisdiction's statute.

6.3.4. Penalty Structures Require Careful Treatment

Penalty structures also vary across the region. Some states have standard fines, while others include escalating penalties for repeat offenses, enhanced consequences for injury or fatality crashes, license suspension provisions, misdemeanor or felony penalties, or different penalties depending on the type of vehicle or roadside condition involved.

Penalty information can help communicate the seriousness of Move Over Law violations, but it should not dominate public outreach. The primary message should remain focused on the safety behavior: move over, slow down, provide space, and pass roadside scenes safely. Penalty language is most useful when it reinforces that the law is important and when it can be stated accurately.

The review found that penalty language should be used conservatively. In some jurisdictions, penalty provisions are located outside the primary Move Over Law statute or require interpretation across multiple statutory sections. In other cases, crash-related consequences apply only under specific conditions. For this reason, public-facing penalty statements should be reviewed carefully before use, especially when they describe injury, fatality, license suspension, misdemeanor, or felony consequences.

The Implementation Briefs therefore focus primarily on behavior-based recommendations and include penalty-related considerations only where they are useful for messaging, enforcement support, or implementation planning.

6.3.5. Enforcement-Support Needs Differ by Legal Structure

The enforcement-support needs identified through this review also vary by legal structure. Numeric speed-reduction laws may require documentation of posted speed, observed speed, lane-change feasibility, and the applicable speed threshold. Laws based on reasonable or prudent speed may require stronger narrative documentation of roadway conditions, traffic conditions, weather, vehicle location, warning signals, and observed driver behavior. Laws based on warning signals or stationary-vehicle status may require documentation of hazard lights, flashing lights, flares, cones, signs, reflective triangles, or other qualifying devices.

Across states, several documentation themes were common. Enforcement-support materials may need to help clarify:

- The type of vehicle or roadside condition involved;
- The warning signals or traffic-control devices present;
- The roadway and lane configuration;
- Whether a lane change was safe, legal, and possible;
- Whether the driver reduced speed or maintained a safe speed;
- Whether additional statutory actions applied, such as being prepared to stop, giving a wide berth, obeying directions, or vacating a blocked lane; and
- Whether the event involved property damage, injury, serious injury, or fatality consequences.

This chapter does not recommend changes to enforcement policy. Instead, it identifies practical areas where agencies may support enforcement through clearer public materials, partner briefings, scenario examples, and legally accurate implementation guidance.

6.4. Using the Individualized Member-State Implementation Briefs

This chapter includes individualized Move Over Law Implementation Briefs for each TETC member state and the District of Columbia. These briefs, provided in Appendix K, are the primary state-specific deliverable for this task. This section explains how TETC and member agencies can use those briefs to apply the findings from the prior tasks in a practical and legally accurate way.

6.4.1. Purpose of the Implementation Briefs

The Implementation Briefs are intended to help each member agency answer a practical question: given the structure of this state's current Move Over Law, what should the agency emphasize when communicating, supporting, coordinating, and measuring implementation?

Each brief provides a concise implementation profile for the jurisdiction. The briefs summarize the legal features most relevant to implementation, including vehicle coverage, disabled-vehicle or stationary-vehicle provisions, speed language, penalty structure, and crash-related consequences where applicable. They then identify recommendations for outreach and education, enforcement support, partner coordination, and measurement.

6.4.2. Recommended Use by Member Agencies

Member agencies can use their implementation brief as a practical implementation checklist. The brief can support review of existing outreach materials, development of new campaign content, coordination with partner agencies, and planning for future Move Over Law implementation activities.

A recommended first step is to compare existing public-facing materials against the implementation brief. This includes agency webpages, social media language, press releases, driver education references, DMS/CMS messages, partner materials, and talking points. The purpose of this review is to confirm that current materials accurately describe the state's covered vehicles, required driver actions, speed language, disabled-vehicle provisions, and penalties.

A second use is to identify whether current outreach materials may be too broad or too narrow. In some states, broad roadside-safety messaging is appropriate because the law covers multiple vehicle categories or stationary vehicles displaying warning signals. In other states, public-facing materials should be more precise because certain vehicle categories are conditional or not clearly named. The Implementation Briefs help agencies identify where legal wording should be reviewed before being used in public materials.

A third use is to guide coordination with enforcement and roadside partners. Each brief identifies partner groups that may be important for implementation based on the state's legal coverage and operating context. Agencies can use this information to determine which partners should be involved in campaign planning, message review, outreach distribution, enforcement-support discussions, or post-campaign evaluation.

A fourth use is to support measurement. The briefs identify practical measures that agencies may use to document implementation activity, such as campaign materials used, partner participation, DMS/CMS message deployment, web and social media activity, enforcement or warning activity where available, and post-campaign summaries.

6.4.3. Recommended Use by TETC

TETC can use the Implementation Briefs as a regional implementation resource. Because the briefs are organized consistently across jurisdictions, they allow TETC to compare implementation needs without ranking laws or recommending statutory changes. This can support future technical assistance, peer exchange, regional coordination, and updates to shared Move Over Law resources.

One important use is to group states by implementation profile. For example, states with numeric speed-reduction requirements may have similar needs related to speed-specific messaging and enforcement documentation. States with broad stationary-vehicle or warning-signal coverage may have similar needs related to partner coordination and warning-device examples. States with narrower or conditional vehicle coverage may have similar needs related to legal review of public-facing language.

TETC can also use the briefs to support peer exchange among states with similar implementation challenges. Agencies may benefit from sharing examples of reviewed public language, partner toolkits, DMS/CMS messages, enforcement-support materials, or measurement practices. These exchanges may be most useful when organized around implementation profiles rather than geography alone.

The briefs can also help TETC maintain a regional awareness of where shared campaign materials may need state-specific customization. A message, image, or vehicle example that works well in one state may require modification in another. The Implementation Briefs provide a reference point for identifying those customization needs before materials are distributed regionally.

6.4.4. Using the Implementation Briefs by Implementation Profile

Table 6-17 summarizes how member agencies can use the Implementation Briefs based on common implementation profiles. These profiles are not mutually exclusive. A state may fit more than one profile, and agencies should rely on their implementation brief for the final state-specific application.

Table 6-17: Using the Implementation Briefs by Implementation Profile

Implementation Profile	How to Use the Implementation Brief	Primary Review Question	Selected Example States
Numeric speed-reduction states	Confirm the exact speed-reduction language before updating campaign materials, DMS/CMS messages, enforcement-support materials, or partner talking points.	Does the message state the correct speed reduction and explain when it applies?	Alabama, Delaware, Florida, Pennsylvania, West Virginia
Reasonable, prudent, safe, reduced, or due-caution speed states	Use the brief to develop practical examples that explain expected driver behavior when no numeric speed reduction is provided.	Does the message help drivers understand what slowing down means in common roadside situations?	Connecticut, District of Columbia, Georgia, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Rhode Island, South Carolina, Tennessee, Vermont, Virginia
Broad stationary-vehicle or warning-signal states	Use the brief to identify which warning devices, vehicle locations, and roadside conditions should be included in outreach materials.	Does the message accurately identify the warning lights, hazard lights, flares, signs, cones, reflective triangles, or other signals or conditions that activate coverage?	Connecticut, Delaware, Florida, Kentucky, Maryland, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Tennessee, Virginia, West Virginia
Disabled-vehicle coverage states	Use the brief to confirm whether disabled vehicles are directly covered, conditionally covered, or covered only when properly marked, displaying qualifying warning signals, receiving assistance from a covered vehicle, or located in a specific roadway context.	Can disabled motorists be included as a central legal message, or should disabled-vehicle language be more limited or conditional?	Connecticut, Delaware, District of Columbia, Florida, Kentucky, Maryland, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, Tennessee, Virginia, West Virginia
Narrower or conditional vehicle-coverage states	Use the brief to review vehicle examples before including them in public-facing materials or partner toolkits.	Are only clearly covered vehicle categories being named directly, and are conditional categories described accurately?	District of Columbia, Kentucky, South Carolina, Vermont
Enhanced penalty or crash-severity states	Use the brief to determine whether penalty language should be included and how it should be reviewed before public use.	Does the penalty message avoid overstating fines, points, license suspension, misdemeanor, felony, injury, serious-injury, or fatality provisions?	Alabama, Connecticut, Delaware, New Hampshire, New Jersey, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia
Partner-heavy implementation states	Use the brief to identify which partners should be involved in message review, outreach distribution, enforcement-support discussions, and implementation tracking.	Which partners are directly reflected in the law, and which partners support the broader roadside-safety message?	Connecticut, Florida, Georgia, Maine, Maryland, New York, North Carolina, Tennessee, Virginia

6.4.5. Near-Term Implementation Priorities

The Implementation Briefs are most useful if they are applied through a manageable implementation process. In the near term, member agencies should focus on reviewing and aligning existing materials before developing new ones.

Recommended near-term actions include:

- Review existing Move Over Law webpages, campaign language, social media posts, press materials, and partner materials against the implementation brief;
- Identify any language that may overstate covered vehicles, disabled-vehicle coverage, speed requirements, or penalties;
- Confirm the preferred state-specific wording for required driver actions, especially when moving over is not safe or possible;
- Identify the partner groups that should review or distribute future outreach materials;
- Share the implementation brief with appropriate communications, safety, traffic operations, enforcement, legal, and partner staff; and
- Begin tracking basic implementation activity, such as materials updated, partners contacted, and campaign messages used.

These near-term actions can be completed without creating a new campaign from the beginning. They focus on improving the accuracy and consistency of materials already being used or planned.

6.4.6. Medium-Term and Long-Term Implementation Priorities

After existing materials have been reviewed, agencies can use the Implementation Briefs to support more structured implementation. Medium-term actions may include updating agency websites, preparing reviewed message language, developing state-specific partner materials, coordinating DMS/CMS message use where appropriate, preparing enforcement-support talking points, and aligning Move Over Law outreach with planned safety campaigns or enforcement periods.

Agencies may also use the briefs to identify opportunities for partner-specific outreach. For example, states with utility, sanitation, towing, highway maintenance, service patrol, or disabled-vehicle coverage may benefit from targeted coordination with those groups. States with narrower or conditional coverage may benefit from partner briefings that clarify what the law covers and how partners should describe it publicly.

Longer-term actions may include establishing a recurring review process for Move Over Law materials, integrating state-specific information into driver education or licensing materials, maintaining approved message language for partners, documenting annual campaign activity, and participating in peer exchanges with states that have similar implementation profiles.

These actions are intended to help agencies institutionalize Move Over Law implementation over time. Rather than treating outreach as a one-time campaign activity, agencies can use the Implementation Briefs as a reference for ongoing communication, coordination, and evaluation.

6.5. Member-Specific Implementation Findings and Implications

This chapter translates the legal review, outreach findings, enforcement findings, and campaign framework developed in the prior project tasks into practical implementation guidance for TETC member agencies. The task recognizes that Move Over Laws share a common safety purpose

across the region, but that implementation must be tailored to each jurisdiction's legal structure, outreach environment, enforcement context, partner network, and available resources.

The primary finding from this chapter is that a unified regional Move Over Law campaign is strongest when it is implemented with state-specific legal and operational customization. State laws differ in the vehicles and roadside situations covered, the requirements placed on drivers, the treatment of disabled or stationary vehicles, the use of numeric or nonnumeric speed language, and the structure of penalties or crash-related consequences. These differences do not diminish the value of a common regional campaign framework. Instead, they show why agencies need state-specific guidance to communicate the shared safety message accurately, support enforcement, engage the right partners, and track implementation activity.

At the same time, the review identified several common implementation needs across the region. Agencies should use legally accurate public-facing language, clearly explain what drivers should do when changing lanes is not possible, select vehicle examples carefully, coordinate with the roadside partners reflected in each state's law, and document campaign and outreach activities in a practical way. These needs are common across jurisdictions, but the exact language, examples, and partners should be customized by state.

The individualized member-state Implementation Briefs in Appendix K provide the primary state-specific output of this chapter. Each brief applies the common implementation framework to the jurisdiction's current law and implementation context. These briefs are intended to help member agencies review existing materials, update public messaging, coordinate with law enforcement and roadside partners, support consistent communication, and identify practical measurement activities.

This chapter does not recommend legislative changes, rank state laws, or evaluate the adequacy of individual statutes. Instead, it focuses on implementation of existing laws as written. This distinction is important because many implementation challenges can be addressed through clearer communication, better partner coordination, more accurate public materials, and stronger alignment between legal requirements and campaign messaging.

The results of this chapter also reinforce the value of a regional approach. TETC can support member agencies by maintaining shared campaign concepts, facilitating peer exchange among states with similar implementation profiles, and helping agencies adapt common materials to their own legal requirements. This approach allows agencies to benefit from regional coordination while preserving the state-specific accuracy needed for effective Move Over Law implementation.

Overall, this chapter provides a practical bridge between the prior project findings and future agency action. By combining a common regional framework with individualized state-specific guidance, TETC and its member agencies can continue strengthening Move Over Law outreach, enforcement support, partner coordination, and implementation measurement across the region.

7. Final Conclusions and Implementation Path Forward

Move Over Laws share a common safety purpose across The Eastern Transportation Coalition region: protecting people who work on, respond to, assist with, or are stopped along the roadway. This includes emergency responders, transportation personnel, towing and recovery operators, service patrol personnel, maintenance and utility workers, sanitation workers, disabled motorists, and other roadside users who may be exposed to passing traffic. Across all member jurisdictions, the basic expectation is that approaching drivers should recognize roadside risk and take appropriate action to create space, reduce speed, and proceed safely.

At the same time, this report shows that Move Over Law implementation is not uniform across the region. State laws differ in their covered vehicle categories, roadside situations, required driver actions, speed language, disabled-vehicle provisions, and penalty structures. Public outreach practices also vary in visibility, continuity, message framing, communication channels, partner involvement, funding support, and evaluation capacity. Enforcement practices differ as well, reflecting variation in staffing, roadway conditions, legal language, evidentiary needs, enforcement tactics, interagency coordination, and available operational support.

These differences do not reduce the importance of Move Over Laws. Rather, they show why effective implementation requires both regional consistency and state-specific accuracy. A common regional message can reinforce the shared safety expectation that drivers should slow down, move over when safe, and stay alert near roadside activity. However, the legal details of that message must be customized to reflect each jurisdiction's current law. The central conclusion of this report is therefore that TETC and its member agencies should pursue a unified but adaptable approach to Move Over Law communication, enforcement support, and implementation.

7.1. Integrated Findings Across the Report

The legal synthesis in Chapter 2 established that all TETC member jurisdictions have Move Over Law requirements, but the details of those requirements vary substantially. Emergency response vehicles are covered consistently across the region, providing a strong common foundation for public communication. Coverage becomes more variable for towing and recovery vehicles, safety service patrol and roadside assistance vehicles, maintenance and utility vehicles, waste and sanitation vehicles, disabled vehicles, and broader stationary or roadside conditions. In some jurisdictions, these categories are explicitly named. In others, coverage depends on warning lights, hazard signals, emergency response areas, blocked lanes, disabled-vehicle assistance, or other incident-specific conditions.

The legal review also showed that speed language is a major factor in implementation. Some states use numeric speed-reduction requirements, which can support clearer public messaging and more objective enforcement documentation. Other states use reasonable, prudent, safe, reduced, careful, or due-caution speed standards, which provide flexibility but require more explanation for drivers and more contextual documentation for enforcement. Penalty structures also vary widely, with some states using standard fines or infractions and others including escalating penalties, license suspension, misdemeanor or felony provisions, or crash-severity consequences. These differences reinforce the need for accurate state-specific public-facing language.

The outreach assessment in Chapter 3 showed that Move Over public education is an active area of effort across participating agencies, but that outreach maturity varies considerably. Many agencies use social media, dynamic message signs, websites, traditional media, public events, driver-facing materials, and safety observances. However, no single outreach model is used consistently across the region. Some states have recognizable campaigns, human-centered messaging, recurring partnerships, and established public information structures, while others rely more heavily on periodic, event-driven, or broader highway safety messaging.

Several outreach challenges were consistent across agencies. Public misunderstanding remains a central issue, especially with respect to amber-light vehicles, towing and recovery vehicles, DOT and maintenance vehicles, service patrols, utility vehicles, sanitation vehicles, and disabled vehicles where covered by law. Agencies also reported that awareness does not always translate into correct driver behavior, particularly when traffic congestion, limited lane availability, high speeds, or uncertainty about the required action make it difficult for drivers to respond appropriately. These findings indicate that Move Over outreach must do more than repeat a general slogan. It must clearly explain who is protected, what drivers should do, and how the law applies in real roadway conditions.

The enforcement assessment in Chapter 4 showed that Move Over enforcement is widely viewed as an important responder safety function, but one that is difficult to conduct consistently in active roadway environments. Enforcement is shaped by roadway risk, staffing availability, traffic conditions, evidentiary requirements, officer safety concerns, judicial outcomes, public understanding, and interagency coordination. Many agencies described enforcement as selective, tactical, and dependent on safe opportunities rather than continuous or comprehensive.

The enforcement findings also showed that Move Over enforcement is most effective when supported by coordination, visibility, training, technology, and practical operational tools. Multi-unit or leapfrog-style details, work zone observation, message boards, service patrol coordination, traffic management center support, and public information alignment can all help make enforcement more visible and practical. However, enforcement alone is unlikely to resolve compliance challenges. Stronger public understanding, clearer messaging, driver education integration, and partner coordination are also needed.

Chapter 5 translated these findings into a unified public awareness campaign framework. The recommended regional campaign platform, “Slow Down. Move Over. Stay Alert.” provides a clear and behavior-focused message that can be used across the coalition. The secondary theme, “Everyone Gets Home,” supports human-centered outreach that emphasizes the people working or stopped near traffic. This framework is intentionally modular. It provides a shared regional structure while allowing each jurisdiction to use state-specific legal sublines, protected-vehicle examples, slow-down language, partner roles, and implementation tools that match its own law.

Chapter 6 then applied the findings from the prior chapters through individualized member-state implementation recommendations. The Implementation Briefs in Appendix K provide practical guidance for each jurisdiction, including legal messaging considerations, outreach priorities, enforcement-support needs, partner coordination opportunities, measurement suggestions, innovation opportunities, and implementation cautions. These briefs are intended to help agencies review existing materials, develop legally accurate public messages, coordinate with partners, and document implementation activities.

7.2. Implications for Regional Move Over Communication

The findings from this report support a regional communication strategy that is consistent in its safety message but flexible in its legal details. A single detailed legal message cannot accurately

represent every TETC jurisdiction because the laws differ in coverage, speed language, disabled-vehicle provisions, and penalties. However, a shared behavioral message can still be used to reinforce the common expectation that drivers should slow down, move over when safe, and stay alert near roadside activity.

The most effective regional communication approach is therefore a layered message structure. The first layer should be a common regional platform that drivers can recognize across state lines. The second layer should be state-specific legal sublines that explain what the law requires in each jurisdiction. The third layer should include protected-vehicle examples, slow-down fallback language, visuals, stories, and partner materials that reflect each state's law and implementation context.

This approach allows TETC to support a more recognizable regional Move Over message without creating legal inaccuracies. It also helps agencies avoid two common problems: overly narrow messages that focus only on police or fire vehicles, and overly broad messages that imply coverage not supported by a particular state's law. The goal is to make the message clearer, more actionable, and more legally accurate.

Human-centered messaging should also remain an important part of regional communication. Several participating agencies described outreach that focuses on responders, workers, tow operators, service patrol personnel, and others as real people with families and communities. This type of framing can make the law more personal and may help overcome message fatigue. The "Everyone Gets Home" theme provides a practical way to support this approach while remaining adaptable to each state's covered roadside users.

7.3. Implications for Enforcement Support and Partner Coordination

The enforcement findings show that stronger Move Over implementation depends on more than law enforcement activity alone. Enforcement is important, but it is often constrained by roadway risk, staffing limitations, traffic conditions, and evidentiary requirements. A single officer stopped on the shoulder may not be able to safely observe, pursue, and stop a passing violator. For this reason, enforcement support should be understood as part of a broader roadside safety system.

Member agencies can support enforcement by improving public understanding before drivers reach the roadside scene. Clearer public materials can reduce confusion about covered vehicles, required driver actions, and slow-down expectations. State-specific campaign language can also help explain numeric speed requirements, reasonable-speed standards, warning-signal conditions, disabled-vehicle provisions, and emergency-scene requirements where applicable.

Agencies can also support enforcement through practical documentation and coordination tools. Depending on the state's law, enforcement-support materials may need to address posted speed, observed speed, lane-change feasibility, roadway type, warning signals, vehicle category, incident condition, and whether the driver proceeded with caution, maintained a safe speed, or was prepared to stop. These materials do not need to change enforcement policy, but they can help align public communication, officer documentation, and partner understanding.

Partner coordination is equally important. Move Over Laws often protect or involve a wide range of organizations, including DOTs, state police or highway patrol agencies, service patrols, towing and recovery operators, fire and EMS agencies, utility providers, sanitation fleets, maintenance crews, driver education partners, highway safety offices, and traffic incident management programs. These partners can help review messages, distribute materials, provide real-world

examples, support safety observances, and reinforce consistent language across multiple communication channels.

7.4. Implementation Priorities for Member Agencies

The findings from this report point to several practical implementation priorities for member agencies. First, agencies should review existing Move Over Law materials for legal accuracy. This includes websites, social media language, press releases, driver education content, DMS/CMS messages, partner materials, campaign graphics, and talking points. Public-facing materials should accurately reflect covered vehicles, required driver actions, speed language, disabled-vehicle provisions, and penalty references.

Second, agencies should adopt or adapt a clear slow-down fallback message. Many drivers may understand that they should move over but may be less certain about what to do when a lane change is not possible, unsafe, or illegal. Public materials should explain that slowing down remains a critical part of the required response, using numeric speed language only where supported by state law and reasonable or prudent speed language where appropriate.

Third, agencies should broaden public understanding of protected roadside users where the law supports doing so. Outreach should not rely exclusively on police, fire, or ambulance examples if the state's law also covers towing and recovery vehicles, service patrols, maintenance vehicles, utility vehicles, sanitation vehicles, disabled vehicles, or stationary vehicles displaying warning signals. At the same time, agencies should avoid listing vehicle categories that are not clearly covered or that are covered only under specific conditions unless those conditions are explained.

Fourth, agencies should use partner-ready materials. Many agencies have limited dedicated funding or staffing for Move Over outreach. A practical toolkit with reviewed language, graphics, social media posts, DMS/CMS options, website text, press templates, and frequently asked questions can help partners share consistent messages without developing their own materials independently.

Fifth, agencies should track implementation activity in a simple and repeatable way. Campaign deployment, partner participation, DMS/CMS use, social media activity, website updates, press outreach, enforcement-support activities, and optional enhancements should be documented after campaign periods or safety observances. These measures do not prove behavior change or safety effectiveness, but they help agencies understand what was implemented, where gaps remain, and how future outreach can be improved.

7.5. Role of TETC in Supporting Regional Implementation

TETC can play an important role in supporting regional Move Over Law implementation while preserving state-specific legal accuracy. The Coalition is well positioned to help member agencies share reviewed message examples, compare implementation approaches, identify common challenges, and coordinate around safety observances or regional campaign periods.

One useful role for TETC is maintaining shared campaign resources that member agencies can adapt. These resources may include the regional campaign platform, sample message templates, partner toolkit materials, DMS/CMS message examples, measurement templates, and guidance on state-specific legal customization. TETC can also help facilitate peer exchange among states with similar implementation profiles, such as states with numeric speed-reduction requirements, broad warning-signal coverage, disabled-vehicle provisions, or narrower emergency-scene-based laws.

TETC can also help support continuous improvement by encouraging consistent documentation of campaign activity. If member agencies use a common reporting template, the Coalition can identify regional patterns, common material needs, partner coordination opportunities, and areas where additional support may be useful. This type of shared implementation learning can help agencies improve over time without requiring a burdensome evaluation system.

7.6. Final Closing

Move Over Laws are an essential part of protecting people on and along the roadway. The people these laws are designed to protect often work in unpredictable, high-risk environments where passing traffic creates a constant threat. Improving Move Over Law awareness and compliance is therefore not only a legal or enforcement issue; it is a practical roadside safety issue that depends on communication, coordination, visibility, and sustained implementation.

This report shows that TETC member agencies have already undertaken meaningful work to communicate, enforce, and support Move Over Laws. It also shows that important gaps remain. Public understanding is uneven, statutory details vary, enforcement is difficult to sustain, outreach resources differ by state, and campaign evaluation is often limited. These challenges are significant, but they are also addressable through a coordinated approach that combines shared regional messaging with state-specific implementation.

The path forward is to use the common message “Slow Down. Move Over. Stay Alert.” as a regional foundation while ensuring that each jurisdiction communicates its own law accurately. Agencies should continue strengthening public education, supporting enforcement visibility, engaging roadside partners, integrating Move Over content into driver-facing systems where feasible, and documenting implementation activity over time. By combining regional consistency with legal and operational customization, TETC and its member agencies can continue advancing the shared goal behind every Move Over Law: helping everyone working, responding, assisting, or stopped near traffic get home safely.

Appendix A: Move Over Law by Member Agency

The appendix provides a comprehensive collection of Move Over Law statutes for member agency. This section serves as a reference for understanding the legal language, specific requirements, and penalties associated with Move Over Laws across different states. Each entry in the appendix is organized by member agency and includes the following information:

- **Statute Number and Most Recent Update** – The official designation of the Move Over Law in each state’s legal code and the most recent year in which the law was updated.
- **Vehicles Covered** – A breakdown of the types of vehicles that require motorists to move over or slow down when encountered in a stationary position on or near the roadway. Categories include emergency response vehicles, towing and recovery vehicles, utility service vehicles, safety service patrols, highway maintenance and sanitation vehicles, and disabled vehicles.
- **Motorist Action Requirements** – A summary of the legal requirements placed on motorists when approaching a covered vehicle, specifying whether the law mandates moving over, slowing down, or both. When applicable, the specific speed reduction required is also included.
- **Penalties for Noncompliance** – A detailed explanation of the penalties imposed for violations of the Move Over Law, including fines, license suspensions, and potential criminal charges. Where applicable, penalties are categorized based on the number of offenses (first, second, third) and the severity of the violation (e.g., noncompliance resulting in property damage, injury, or fatality).
- **Full Statute Text** – The exact legal language from each state’s statute, ensuring an authoritative reference for policymakers, enforcement agencies, and researchers.

Alabama Department of Transportation

Statute Number: 32-5A-58.2

Most Recent Year Updated: 2024

What Vehicles Must a Motorist Move Over For:

- Emergency response vehicle
- Towing (wrecker)
- Utility service vehicles
- Garbage, trash, refuse, or recycling collection vehicles
- Vehicle Displaying Flashing Lights while Conducting Official Duty

What Must the Motorist Do:

- Move over if driving on a highway with two or more lanes in the same direction.
- If unable to move over safely, reduce speed by at least 15 mph below the posted speed limit.

Speed Criteria:

- If unable to move over, reduce speed by at least 15 mph below the posted speed limit unless directed otherwise by law enforcement.
- On a two-lane road, slow to 15 mph below the posted speed limit when the speed limit is 25 mph or greater, or travel at 10 mph when the posted speed limit is 20 mph or less.

Penalties:

- First Offense: \$200 fine
- Second Offense: \$250 fine
- Third or Subsequent Offense: \$300 fine and 90 driver license suspension
- Additional enhancements for DWI, Reckless Driving, Work Zone, Cell Phone Use, and Racing.
- If violation results in a crash:
 - Physical injury only will be a Class A misdemeanor
 - Serious physical injury will be a Class C felony
 - Fatality will be a Class B felony

Statute Language:

Alabama Code Title 32. Motor Vehicles and Traffic § 32-5A-58.2

SECTION 32-5A-58.2 MOVING OVER OR REDUCING SPEED WHEN APPROACHING LAW ENFORCEMENT VEHICLES, EMERGENCY VEHICLES, ETC.

Current as of December 30, 2024 | Updated by FindLaw Staff

(a) This section shall be known as the “John Hubbard Move Over Act.”

(b) When an authorized law enforcement vehicle or emergency vehicle making use of any visual signals is parked, when a wrecker displaying amber rotating or flashing lights is performing a recovery or loading on the roadside or otherwise performing tasks associated with the provision of wrecker services, when a utility service vehicle operated by or on behalf of an entity providing utility services displaying any rotating lights, flashing lights, or other visual signals is parked on the roadside while performing tasks associated with the provision of utility services, when a vehicle displaying flashing lights is parked or engaged in the performance of official duties, including maintenance or activities related to construction or surveying, on or along a road, or when a garbage, trash, refuse, or recycling collection vehicle is actively collecting garbage, trash, refuse, or recycling materials on the roadside, the driver of every other vehicle, as soon as it is safe, shall do the following:

(1) When driving on an interstate highway or other highway with two or more lanes traveling in the direction of the law enforcement vehicle, emergency vehicle, wrecker, utility service vehicle, maintenance, construction, or survey vehicle displaying flashing lights, or garbage, trash, refuse, or recycling collection vehicle, the driver shall vacate the lane closest to the law enforcement vehicle, emergency vehicle, wrecker, utility service vehicle, maintenance, construction, or survey vehicle displaying flashing lights, or garbage, trash, refuse, or recycling collection vehicle, unless otherwise directed by a law enforcement officer. If it is not safe to move over, the driver shall slow to a speed that is at least 15 miles per hour less than the posted speed limit unless otherwise directed by a law enforcement officer.

(2) When driving on a two-lane road, the driver shall move as far away from the law enforcement vehicle, emergency vehicle, wrecker, utility service vehicle, maintenance, construction, or survey vehicle displaying flashing lights, or garbage, trash, refuse, or recycling collection vehicle as possible within his or her lane and slow to a speed that is 15 miles per hour less than the posted speed limit when the posted speed limit is 25 miles per hour or greater or travel at 10 miles per hour when the posted speed limit is 20 miles per hour or less, unless otherwise directed by a law enforcement officer.

(c)(1) A violation of this section is a misdemeanor punishable by a fine of two hundred dollars (\$200). Upon a second violation of this section, the fine shall be two hundred fifty dollars (\$250). Upon a third or subsequent violation, the fine shall be three hundred dollars (\$300) and, in addition, the court shall submit a copy of the violation to the Secretary of the Alabama State Law Enforcement Agency and order the secretary to suspend the driving privileges of the driver for a period of not less than 90 days.

(2) If a driver violates this section while also in violation any of the following sections, the driver shall receive, at a minimum, a fine or sentence double the minimum penalty otherwise provided by law:

a. Section 32-5A-191, relating to driving under the influence.

b. Section 32-5A-190, relating to reckless driving.

c. Section 32-5A-176.1, relating to construction zone moving violations.

d. Section 32-5A-350.1, relating to wireless telecommunications device violations.

e. Section 32-5A-178, relating to racing on public highways.

(d) If a violation of this section is the proximate cause of a collision with an authorized emergency vehicle, wrecker, or other vehicle performing duties as described under subsection (b), the driver shall be punished as follows:

(1) If the collision results in physical injury to any individual, the driver shall be guilty of a Class A misdemeanor.

(2) If the collision results in serious physical injury to any individual, the driver shall be guilty of a Class C felony.

(3) If the collision results in the death of any individual, the driver shall be guilty of a Class B felony.

(e) Article 4A of Chapter 18 of Title 15, relating to restitution for victims of crimes, shall apply to any collision described under subsection (d).

(f) The Alabama State Law Enforcement Agency shall provide an educational awareness campaign informing the motoring public about this section, including information to assist the drivers of motor vehicles to determine the best option of whether to move over or slow down as required under subsection (a). The agency shall provide information about this section in all newly printed driver license educational materials after January 1, 2025.

(g) This section shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway.

(Act 2009-577, p. 1695, §§1-3; Act 2012-409, p. 1114, §1; Act 2013-400, p. 1536, §1; Act 2018-459, §1; Act 2019-520, §1; Act 2024-295, §1.)

Connecticut Department of Transportation

Statute Number: Sec. 14-283b

Most Recent Year Updated: 2023

What Vehicles Must a Motorist Move Over For:

- Emergency Vehicle
- Maintenance vehicles
- Wreckers (tow trucks)
- Nonemergency vehicles that are stationary and located on the shoulder, lane, or breakdown lane.

What Must the Motorist Do:

- Immediately reduce speed to a reasonable level below the posted speed limit, and
- If traveling in the lane adjacent to the shoulder, lane, or breakdown lane containing such emergency vehicle, move such motor vehicle over one lane, unless such movement would be unreasonable or unsafe.

All motorists are first required to slow down and, if possible, change lanes. The statute implies that reducing speed is mandatory even when a motorist successfully vacates the adjacent lane. As such, this requirement may be more accurately described as a "slow down and move over" law.

Speed Criteria:

- No specific numeric speed-reduction threshold is provided. However, when approaching an emergency vehicle, drivers must immediately reduce speed to a reasonable level below the posted speed limit, regardless of whether they are able to vacate the adjacent lane. As a result, the emergency-vehicle provision functions as both a slow-down and move-over requirement.
- For nonemergency vehicles, the reviewed statute does not include the same explicit speed-reduction requirement. Instead, drivers traveling in the adjacent lane must move over when doing so is reasonable and safe.

Penalties:

- First Offense: Infraction
- If Violation Causes Injury: Fine up to \$2,500
- If Violation Causes Death: Fine up to \$10,000

Statute Language:

2024 Connecticut General Statutes

Title 14 - Motor Vehicles. Use of the Highway by Vehicles. Gasoline

Chapter 248 - Vehicle Highway Use

Section 14-283b. - Motor vehicle operator required to move over or reduce speed when

approaching emergency vehicle that is stationary or traveling significantly below speed limit and nonemergency vehicle that is stationary and located on shoulder.

Universal Citation:

CT Gen Stat § 14-283b. (2024)

(a) For the purpose of this section, “emergency vehicle” means any vehicle with activated flashing lights (1) operated by a member of an emergency medical service organization responding to an emergency call, (2) operated by a fire department or by any officer of a fire department responding to a fire or other emergency, (3) operated by a police officer, (4) that is a maintenance vehicle, as defined in section 14-1, or (5) that is a wrecker, as defined in section 14-1, “police officer” has the meaning set forth in section 7-294a, and “highway” has the meaning set forth in section 14-1, provided such highway has two or more travel lanes that proceed in the same direction.

(b)

(1) Any operator of a motor vehicle on a highway when approaching one or more emergency vehicles that are stationary or traveling significantly below the posted speed limit and located on the shoulder, lane or breakdown lane of such highway shall (A) immediately reduce speed to a reasonable level below the posted speed limit, and (B) if traveling in the lane adjacent to the shoulder, lane or breakdown lane containing such emergency vehicle, move such motor vehicle over one lane, unless such movement would be unreasonable or unsafe.

(2) Any operator of a motor vehicle on a road that provides for two lanes of undivided traffic proceeding in the opposite direction when approaching one or more emergency vehicles that are stationary or traveling significantly below the posted speed limit and located on the shoulder, lane or breakdown lane of such road shall immediately reduce speed to a reasonable level below the posted speed limit until safely clear of the emergency vehicle.

(c) Any operator of a motor vehicle on a highway when approaching one or more nonemergency vehicles that are stationary and located on the shoulder, lane or breakdown lane of such highway shall, if traveling in the lane adjacent to the shoulder, lane or breakdown lane containing such nonemergency vehicle, move such motor vehicle over one lane, unless such movement would be unreasonable or unsafe.

(d)

(1) Any person who violates the provisions of subsection (b) of this section shall have committed an infraction, except that if such violation results in the injury of the operator or any occupant of an emergency vehicle, such person shall be fined not more than two thousand five hundred dollars and, if such violation results in the death of the operator or any occupant of an emergency vehicle, such person shall be fined not more than ten thousand dollars.

(2) Any person who violates the provisions of subsection (c) of this section shall have committed an infraction.

(P.A. 09-121, S. 1; 09-187, S. 44; P.A. 12-19, S. 1; P.A. 16-151, S. 3; P.A. 17-230, S. 14; P.A. 23-40, S. 32.)

History: P.A. 09-187 redefined “police officer” in Subsec. (a); P.A. 12-19 amended Subsec. (a) to redefine “highway” and amended Subsec. (c) to rephrase provisions and make technical changes; P.A. 16-151 amended Subsec. (b) by replacing provision re stationary emergency vehicles with provision re emergency vehicles that are stationary or traveling significantly below posted speed limit, effective July 1, 2016; P.A. 17-230 added new Subsec. (c) re moving over for nonemergency vehicles that are stationary and redesignated existing Subsec. (c) re violation of Subsec. (b) as Subsec. (d)(1) and amended same by adding Subdiv. (2) re violation of Subsec. (c); P.A. 23-40 amended Subsec. (b) to designate existing provision as new Subsec. (1), redesignate existing Subdivs. (1) and (2) as Subparas. (A) and (B) and add Subdiv. (2) re reducing speed when approaching emergency vehicle on a road with two lanes of undivided traffic proceeding in opposite direction, amended Subsec. (d)(1) to add “or any occupant” and made a technical change.

Delaware Department of Transportation

Statute Number: § 4134

Most Recent Year Updated: 2024

What Vehicles Must a Motorist Move Over For:

- Emergency vehicles
- Department of Transportation vehicles (including safety service patrol)
- Tow trucks
- Public utility vehicles
- Vehicles displaying warning signals (hazard lights, road flares, traffic cones, caution signs)

Waste and sanitation vehicles are not specifically named, but may be covered when displaying qualifying warning signals.

What Must the Motorist Do:

- Move over if possible when approaching a stationary vehicle giving a warning signal.
- If unable to move over safely, reduce speed by at least 20 mph below the posted limit.

Speed Criteria:

- If changing lanes is impossible or unsafe and the speed limit is 50 mph or above, reduce speed to a safe speed at least 20 mph below the posted speed limit.

Penalties:

- First Offense: Fine up to \$250 or equivalent community service.
- Second Offense: Fine up to \$500 or equivalent community service.
- Subsequent Offenses: Fine up to \$1,000 or equivalent community service.
- If a driver strikes an emergency responder, causing injury: Class F felony.

Statute Language:

§ 4134. Operation of vehicles on approach of authorized emergency vehicles; stationary vehicles.

(a) On the immediate approach of an authorized emergency vehicle making use of audible or visual signals, or of a police vehicle properly and lawfully making use of an audible signal only, the driver of every other vehicle shall yield the right-of-way and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of the roadway, clear of any intersections, and shall relinquish the right-of-way until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

(b) (1) For purposes of this subsection, “stationary vehicle giving a warning signal” means any of the following:

- (a) A stationary authorized emergency vehicle, when the authorized emergency vehicle is giving a signal by displaying alternately flashing red, blue, blue and white, red and white, red and blue, or red, white, and blue lights.
- (b) A stationary authorized vehicle of the Department of Transportation, which is giving a signal by displaying alternately flashing amber or red and amber lights.
- (c) A stationary tow truck, which is giving a signal by displaying alternately flashing amber, white, or amber and white lights.
- (d) A stationary vehicle owned or operated by a public utility, which is giving a signal by displaying alternately flashing amber, white, or amber and white lights.
- (e) A stationary vehicle displaying warning signals, including vehicle hazard warning lights, road flares, traffic cones, caution signs, or any nonvehicular warning signs.

(2) A person driving a vehicle who is approaching a stationary vehicle giving a warning signal shall do one of the following:

- (a) Proceed with caution and yield the right-of-way by making a lane change into a lane not adjacent to that of a stationary vehicle described in this subsection, if possible with due regard to safety and traffic conditions, if on a roadway having at least 4 lanes with not less than 2 lanes proceeding in the same direction as the approaching vehicle.
- (b) Proceed with caution and reduce speed to a safe speed at least 20 miles per hour less than the posted speed limit, if the speed limit is 50 miles per hour or above, while passing a stationary vehicle described in this subsection, if changing lanes would be impossible or unsafe.

(c) This section does not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway.

(d) Any person violating subsection (b) of this section who hits, strikes, or in any way contacts an emergency responder, causing physical injury, with that person's vehicle is guilty of a Class F felony.

(e) A person who violates this section is subject to the following fine:

- (1) First offense: A fine of up to \$250, or community service equivalent in value to the fine, to be calculated utilizing the Delaware minimum wage.
- (2) Second offense: A fine of up to \$500, or community service equivalent in value to the fine, to be calculated utilizing the Delaware minimum wage.
- (3) Subsequent offenses: A fine of up to \$1,000, or community service equivalent in value to the fine, to be calculated utilizing the Delaware minimum wage.

Legal Citations:

- 21 Del. C. 1953, § 4134
- 54 Del. Laws, c. 160, § 1
- 59 Del. Laws, c. 351, § 1
- 70 Del. Laws, c. 186, § 1
- 75 Del. Laws, c. 366, § 1
- 76 Del. Laws, c. 345, § 1

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- 77 Del. Laws, c. 27, § 1
 - 77 Del. Laws, c. 465, § 1
 - 80 Del. Laws, c. 104, § 1
 - 83 Del. Laws, c. 288, § 1
 - 84 Del. Laws, c. 72, § 1
 - 84 Del. Laws, c. 404, § 1

District of Columbia Department of Transportation

Statute Number: 2210

Most Recent Year Updated: 2019

What Vehicles Must a Motorist Move Over For:

- Emergency vehicles
- Collision or mechanical breakdown conditions

The statute does not cover maintenance, construction, utility, or waste and sanitation vehicles. Additionally, it does not define "emergency vehicles," which leaves some ambiguity regarding the inclusion of safety service patrol vehicles and tow trucks/wreckers engaged in emergency services. However, based on the language of the statute it is likely that these vehicles are intended to be covered when assisting emergency incidents or a collision/mechanical breakdown.

What Must the Motorist Do:

- Make a lane change into a lane not adjacent to that of the authorized emergency vehicle, if the operator can do so safely
- If on a roadway with only one (1) lane of travel in the direction of the approaching vehicle, proceed with due caution, maintaining a safe speed for road conditions, until safely past the authorized emergency vehicle.
- For collision/mechanical breakdown: proceed with due caution, reduce speed as appropriate, and vacate blocked lanes when safe.

Speed Criteria:

- No specific speed reduction criteria provided

Penalties:

- Penalties for violation of these statute have not been explicitly stated.

Statute Language:

2210. EMERGENCY VEHICLES AND APPARATUS; TRAFFIC INCIDENTS

2210.1 Upon the immediate approach of an authorized emergency vehicle making use of audible and visual signals meeting the requirements of this title, or of a police vehicle properly and lawfully making use of an audible signal only, the driver of every other vehicle shall yield the right-of-way and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of the roadway, clear of any intersection, and shall stop and remain in such position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

2210.2 Upon the approach of an authorized emergency vehicle, the operator of a streetcar shall immediately stop the car clear of any intersection and keep it in such position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

2210.3 This section shall not operate to relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway.

2210.4 The driver of any vehicle other than one on official business shall not follow any fire apparatus traveling in response to a fire alarm closer than 500 feet or drive into or park such vehicle within the block where fire apparatus has stopped in answer to a fire alarm.

2210.5 No vehicle shall be driven over any unprotected hose of a fire department when laid down on any street, private driveway, or streetcar track to be used at any fire or alarm of fire without the consent of a police or fire department official.

2210.6 Upon approaching a collision or mechanical breakdown, every operator shall proceed with due caution, reduce speed as appropriate for road conditions, and, as soon as it is safe to do so, vacate any lane wholly or partially blocked.

2210.7 Upon approaching a stationary authorized emergency vehicle making use of audible or visual signals, an operator who drives an approaching vehicle proceeding in the same direction as the authorized emergency vehicle shall (unless directed otherwise by an authorized official directing traffic):

- (a) If on a roadway having at least two (2) lanes of travel in the direction of the approaching vehicle, make a lane change into a lane not adjacent to that of the authorized emergency vehicle, if the operator can do so safely and if traffic conditions permit, and in all events proceed with due caution, until safely past the authorized emergency vehicle; or
- (b) If on a roadway with only one (1) lane of travel in the direction of the approaching vehicle, proceed with due caution, maintaining a safe speed for road conditions, until safely past the authorized emergency vehicle.

2210.8 Notwithstanding Subsections 2210.6 and 2210.7, when at or approaching a collision, mechanical breakdown, or a stationary authorized emergency vehicle making use of audible or visual signals, every operator shall obey the directions of any authorized official directing traffic.

Legal Citation:

- Commissioners' Order 274, 310/949 effective September 1, 1949
- 17 DCRR § 50, 101,102 (October 19, 1970)
- Final Rulemaking 66 DCR 00056 (January 4, 2019)

Florida Department of Transportation

Statute Number: 316.126

Most Recent Year Updated: 2023

What Vehicles Must a Motorist Move Over For:

- Emergency vehicles
- Sanitation vehicle while conducting official duties
- Utility service vehicle while conducting official duties
- Wrecker displaying amber lights
- Maintenance or construction vehicle displaying warning lights
- Disabled motor vehicle displaying warning lights, roadside flares or signage or if one or more persons are visibly present on the roadside.

What Must the Motorist Do:

- Shall vacate the lane closest to the [vehicle] except when otherwise directed by law enforcement. If such movement cannot be safely accomplished:
- Slow to 20 mph below the posted speed limit when the posted speed limit is 25 mph or greater, or travel at 5 mph when the posted speed limit is 20 mph or less.

Speed Criteria:

- Multi-lane roads: Move over to the next lane if possible; if not, reduce speed by 20 mph below the posted speed limit.
- Two-lane roads: Reduce speed to 5 mph if the posted limit is 20 mph or lower, or 20 mph below the posted speed limit if it is 25 mph or higher.

Penalties:

- Treated as noncriminal traffic infraction.

Statute Language:

The 2025 Florida Statutes

Title XXIII

MOTOR VEHICLES

Chapter 316

STATE UNIFORM TRAFFIC CONTROL

316.126 Operation of vehicles and actions of pedestrians; approach of authorized emergency, sanitation, or utility service vehicle, wrecker, or road and bridge maintenance or construction vehicle; presence of disabled motor vehicle.—

(1)(a) Upon the immediate approach of an authorized emergency vehicle, while en route to meet an existing emergency, the driver of every other vehicle shall, when such emergency vehicle is giving audible signals by siren, exhaust whistle, or other adequate device, or visible

signals by the use of displayed blue or red lights, yield the right-of-way to the emergency vehicle and shall immediately proceed to a position parallel to, and as close as reasonable to the closest edge of the curb of the roadway, clear of any intersection and shall stop and remain in position until the authorized emergency vehicle has passed, unless otherwise directed by a law enforcement officer.

(b) If an authorized emergency vehicle displaying any visual signals is parked on the roadside, a sanitation vehicle is performing a task related to the provision of sanitation services on the roadside, a utility service vehicle is performing a task related to the provision of utility services on the roadside, a wrecker displaying amber rotating or flashing lights is performing a recovery or loading on the roadside, a road and bridge maintenance or construction vehicle displaying warning lights is on the roadside without advance signs and channelizing devices, or a disabled motor vehicle is stopped and is displaying warning lights or hazard lights; is stopped and is using emergency flares or posting emergency signage; or is stopped and one or more persons are visibly present, the driver of every other vehicle, as soon as it is safe:

1. Shall vacate the lane closest to the emergency vehicle, sanitation vehicle, utility service vehicle, wrecker, road and bridge maintenance or construction vehicle, or disabled motor vehicle when driving on an interstate highway or other highway with two or more lanes traveling in the direction of the emergency vehicle, sanitation vehicle, utility service vehicle, wrecker, road and bridge maintenance or construction vehicle, or disabled motor vehicle except when otherwise directed by a law enforcement officer. If such movement cannot be safely accomplished, the driver shall reduce speed as provided in subparagraph 2.
2. Shall slow to a speed that is 20 miles per hour less than the posted speed limit when the posted speed limit is 25 miles per hour or greater; or travel at 5 miles per hour when the posted speed limit is 20 miles per hour or less, when driving on a two-lane road, except when otherwise directed by a law enforcement officer.

(c) The Department of Highway Safety and Motor Vehicles shall provide an educational awareness campaign informing the motoring public about the Move Over Act. The department shall provide information about the Move Over Act in all newly printed driver license educational materials.

(2) Every pedestrian using the road right-of-way shall yield the right-of-way until the authorized emergency vehicle has passed, unless otherwise directed by a law enforcement officer.

(3) An authorized emergency vehicle, when en route to meet an existing emergency, shall warn all other vehicular traffic along the emergency route by an audible signal, siren, exhaust whistle, or other adequate device or by a visible signal by the use of displayed blue or red lights. While enroute to such emergency, the emergency vehicle shall otherwise proceed in a manner consistent with the laws regulating vehicular traffic upon the highways of this state.

(4) This section does not diminish or enlarge any rules of evidence or liability in any case involving the operation of an emergency vehicle.

(5) This section does not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway.

(6) A violation of this section is a noncriminal traffic infraction, punishable pursuant to chapter 318 as either a moving violation for infractions of subsection (1) or subsection (3), or as a pedestrian violation for infractions of subsection (2).

History.—s. 1, ch. 71-135; 5. 1, ch. 84-204; 5.122, ch. 99-248; 5.2, ch. 2002-217; 5.2, ch. 2004-20; . 3, ch. 2009-183; 5. 7, ch. 20144 Th ch. 2021-186; 5. 1, ch. 2023-197.

Georgia Department of Transportation

Statute Number: Title 40-6-16

Most Recent Year Updated: 2024

What Vehicles Must a Motorist Move Over For:

- Emergency vehicles
- Tow trucks
- Maintenance vehicles
- Utility service vehicles

What Must the Motorist Do:

- Approach with due caution and make a lane change when approaching a stationary emergency, towing, or highway maintenance vehicle displaying flashing lights.
- If unable to move over, reduce speed to a reasonable and proper speed below the posted limit.

Speed Criteria:

- No specific speed reduction is mandated, motorists must reduce speed to a reasonable and proper speed below the posted speed limit when moving over is not possible.

Penalties:

- Fine of up to \$500 for violations involving emergency vehicles.
- Fine of up to \$250 for violations involving towing/recovery, highway maintenance, or utility service vehicles.

Statute Language:

2023 CODE OF GEORGIA

Title 40 - MOTOR VEHICLES AND TRAFFIC (§§ 40-1-1 — 40-16-8)

Chapter 6 - UNIFORM RULES OF THE ROAD (§§ 40-6-1 — 40-6-397)

Article 1 - GENERAL PROVISIONS (§§ 40-6-1 — 40-6-17)

Section 40-6-16 - Procedure for passing certain stationary vehicles

Universal Citation:

GA Code § 40-6-16 (2023)

(a) This Code section shall be known and may be cited as the "Spencer Pass Law."

(b) The operator of a motor vehicle approaching a stationary authorized emergency vehicle that is displaying flashing yellow, amber, white, red, or blue lights shall approach the authorized emergency vehicle with due caution and shall, absent any other direction by a peace officer, proceed as follows:

(1) Make a lane change into a lane not adjacent to the authorized emergency vehicle if possible in the existing safety and traffic conditions; or

(2) If a lane change under paragraph (1) of this subsection would be impossible, prohibited by law, or unsafe, reduce the speed of the motor vehicle to a reasonable and proper speed for the existing road and traffic conditions, which speed shall be less than the posted speed limit, and be prepared to stop.

(c) The operator of a motor vehicle approaching a stationary towing or recovery vehicle, a stationary highway maintenance vehicle, or a stationary utility service vehicle that is utilizing traffic cones or displaying flashing or revolving yellow, amber, or white lights shall approach the vehicle with due caution and shall, absent any other direction by a peace officer, proceed as follows:

(1) Make a lane change into a lane not adjacent to the towing, recovery, highway maintenance, or utility service vehicle if possible in the existing safety and traffic conditions; or

(2) If a lane change under paragraph (1) of this subsection would be impossible, prohibited by law, or unsafe, reduce the speed of the motor vehicle to a reasonable and proper speed for the existing road and traffic conditions, which speed shall be less than the posted speed limit, and be prepared to stop.

(d)

(1) Violation of subsection (b) of this Code section shall be punished by a fine of not more than \$500.00.

(2) Violation of subsection (c) of this Code section shall be punished by a fine of not more than \$250.00.

(e) As used in this Code section, the term:

(1) "Utility service vehicle" means any vehicle being used by an employee or contractor of any entity, including, but not limited to, a political subdivision of this state or a local authority or commission related thereto, an electric cooperative, or a public or private corporation, in connection with the provision of utility services.

(2) "Utility services" means and includes electric, natural gas, water, waste-water, cable, telephone, or telecommunication services or the repair, location, relocation, improvement, or maintenance of utility poles, transmission structures, pipes, wires, fibers, cables, easements, rights of way, and associated infrastructure.

Amended by 2024 Ga. Laws 510, § 1, eff. 7/1/2024.

Amended by 2016 Ga. Laws 326, § 1, eff. 7/1/2016.

Amended by 2011 Ga. Laws 195, § 1, eff. 7/1/2011.

Amended by 2006 Ga. Laws 522, § 2, eff. 4/20/2006.

Added by 2003 Ga. Laws 181, § 1, eff. 7/1/2003.

Kentucky Transportation Cabinet

Statute Number: 189.930

Most Recent Year Updated: 2024

What Vehicles Must a Motorist Move Over For:

- Emergency response vehicles
- Public safety vehicles
- Disabled vehicles displaying warning signals

What Must the Motorist Do:

- **Move Over:** If on a highway with at least four lanes and two lanes traveling in the same direction, the driver must move over to a lane not adjacent to the stopped emergency or disabled vehicle, if it is safe to do so.
- **Slow Down:** If moving over is not possible or unsafe, the driver must reduce speed and proceed with caution.

Speed Criteria:

- If moving over is impossible or unsafe, the driver must reduce speed to a safe level for road conditions.
- No specific speed reduction requirement is provided.

Penalties for Violations:

- No penalties are stated in this statute.

Statute Language:

Kentucky Revised Statutes 189.930

(1) Upon the approach of an emergency vehicle equipped with, and operating, one (1) or more flashing, rotating, or oscillating red or blue lights, visible under normal conditions from a distance of five hundred (500) feet to the front of the emergency vehicle; or the driver is given audible signal by siren, exhaust whistle, or bell, the driver of every other vehicle shall yield the right-of-way, immediately drive to a position parallel to, and as close as possible to, the edge or curb of the highway clear of any intersection, and stop and remain stopped until the emergency vehicle has passed, except when otherwise directed by a police officer or firefighter.

(2) Upon the approach of any emergency vehicle, operated in conformity with the provisions of subsection (1) of this section, the operator of every vehicle shall immediately stop clear of any intersection and shall remain stopped until the emergency vehicle has passed, unless directed otherwise by a police officer or firefighter.

(3) No operator of any vehicle, unless he or she is on official business, shall follow any emergency vehicle being operated in conformity with the provisions of subsection (1) of this section closer than five hundred (500) feet, nor shall he or she drive into, or park the vehicle into, or park the vehicle within, the block where the vehicle has stopped in answer to an emergency call or alarm unless he or she is directed otherwise by a police officer or firefighter.

(4) No vehicle, train, or other equipment shall be driven over any unprotected hose of a fire department when the hose is laid down on any street, private driveway, or track for use at any fire or fire alarm unless the fire department official in command consents that the hose be driven over.

(5) The provisions of subsection (6) of this section shall apply to any driver approaching a stationary:

(a) Emergency vehicle or public safety vehicle, when the emergency vehicle or public safety vehicle is giving a signal by displaying alternately flashing yellow, red, red and white, red and blue, or blue lights; or

(b) Disabled vehicle, when the disabled vehicle is displaying some type of warning signal, such as emergency flashers, flares, or retroreflective signals.

(6) The driver of a vehicle that is approaching a vehicle described in subsection (5) of this section shall, while proceeding with due caution: (a) Yield the right-of-way by moving to a lane not adjacent to that of the vehicle, if: 1. The person is driving on a highway having at least four (4) lanes, with at least two (2) lanes proceeding in the same direction as the approaching vehicle; and 2. It is possible to make the lane change with due regard to safety and traffic conditions; or

(b) Reduce the speed of the vehicle, maintaining a safe speed to road conditions, if the road has less than four (4) lanes or if changing lanes would be impossible or unsafe.

(7) This section does not operate to relieve the person who drives an emergency vehicle from the duty to operate the vehicle with due regard for the safety of all persons using the highway.

Effective: July 15, 2024

History: Amended 2024 Ky. Acts ch. 198, sec. 14, effective July 15, 2024. -- Amended 2003 Ky. Acts ch. 63, sec. 1, effective June 24, 2003. -- Amended 2000 Ky. Acts ch. 215, sec. 1, effective July 14, 2000. -- Amended 1980 Ky. Acts ch. 371, sec. 2, effective July 15, 1980. -- Created 1970 Ky. Acts ch. 93, sec. 1.

Maine Department of Transportation

Statute Number: 29-A MRSA §2054, sub-§9

Most Recent Year Updated: 2019

What Vehicles Must a Motorist Move Over For:

- Emergency vehicles
- Public service vehicles
 - Vehicle used to assist members of the public or law enforcement officers with disabled vehicles or to remove debris from a roadway,
 - Refuse, garbage, compost, recycling or trash business vehicle
 - Vehicle used to construct, maintain, inspect or repair utility infrastructure
 - Wreckers

What Must the Motorist Do:

- Move Over: The driver must move into a lane not adjacent to the emergency or public service vehicle if possible.
- Slow Down: If moving over is not possible or unsafe, the driver must pass at a careful and prudent speed reasonable for the situation.

Speed Criteria:

- No specific speed reduction requirement is provided, only that the motorist must proceed at a careful and prudent speed.

Penalties for Violations:

- Minimum fine of \$275

Statute Language:

B. "Authorized emergency vehicle" means any one of the following vehicles:

- (1) An ambulance;
- (2) A Baxter State Park Authority vehicle operated by a Baxter State Park ranger;
- (3) A Bureau of Marine Patrol vehicle operated by a coastal warden;
- (4) A Department of Agriculture, Conservation and Forestry vehicle operated by a forest ranger;
- (5) A Department of Agriculture, Conservation and Forestry vehicle used for forest fire control;
- (6) A Department of Corrections vehicle used for responding to the escape of or performing the high-security transfer of a prisoner, juvenile client or juvenile detainee or a Department of Corrections vehicle operated by a person who is certified by the Board of Trustees of the Maine Criminal Justice Academy as a law enforcement officer;
- (7) A Department of Inland Fisheries and Wildlife vehicle operated by a warden;
- (8) A Department of Public Safety vehicle operated by a police officer appointed pursuant to Title 25, section 2908, a state fire investigator or a Maine Drug Enforcement Agency officer;
- (9) An emergency medical service vehicle;
- (10) A fire department vehicle;
- (11) A hazardous material response vehicle, including a vehicle designed to respond to a weapon of mass destruction;
- (12) A railroad police vehicle;
- (13) A sheriff's department vehicle;
- (14) A State Police or municipal police department vehicle;

- (15) A vehicle operated by a chief of police, a sheriff or a deputy sheriff when authorized by the sheriff;
- (16) A vehicle operated by a municipal fire inspector, a municipal fire chief, an assistant or deputy chief or a town forest fire warden;
- (17) A vehicle operated by a qualified deputy sheriff or other qualified individual to perform court security-related functions and services as authorized by the State Court Administrator pursuant to Title 4, section 17, subsection 15;
- (18) A Federal Government vehicle operated by a federal law enforcement officer;
- (19) A vehicle operated by a municipal rescue chief, deputy chief or assistant chief;
- (20) An Office of the Attorney General vehicle operated by a detective appointed pursuant to Title 5, section 202;
- (21) A Department of the Secretary of State vehicle operated by a motor vehicle detective;
- (22) A University of Maine System vehicle operated by a University of Maine System police officer;
- (23) A life support transport vehicle when parked on a Department of Transportation ferry vessel and being used to transport a person who requires constant medical support to survive; and
- (24) A municipal vehicle operated by a harbor master appointed by a municipal officer pursuant to Title 38, section 1 or a deputy harbor master appointed pursuant to Title 38, section 2.

“Public service vehicle” means a vehicle used to assist members of the public or law enforcement officers with disabled vehicles or to remove debris from a roadway, a refuse, garbage, compost, recycling or trash business vehicle used to transport refuse, garbage, compost, recycling or trash or a vehicle used to construct, maintain, inspect or repair utility infrastructure, including, but not limited to, electricity, water, sewer, cable, telephone, gas and natural gas infrastructure. “Public service vehicle” includes a wrecker.

Stationary vehicles. The operator of a vehicle passing a stationary authorized emergency vehicle using an emergency light or a stationary public service vehicle using its authorized lights, with due regard to the safety and traffic conditions, shall:

- A. Pass in a lane not adjacent to that of the authorized emergency vehicle or public service vehicle, if possible; or
- B. If passing in a nonadjacent lane is impossible or unsafe, pass the emergency vehicle or public service vehicle at a careful and prudent speed reasonable for passing the authorized emergency vehicle or public service vehicle safely.

A violation of this subsection is a traffic infraction for which a minimum fine of \$275 must be adjudged.

Maryland Department of Transportation

Statute Number: §21–405 (this was updated to all vehicles in 2022)

Most Recent Year Updated: 2022

What Vehicles Must a Motorist Move Over For:

- Emergency vehicles
- Tow trucks
- Service vehicles
- Waste or recycling collection vehicles
- Commercial motor vehicles providing emergency maintenance
- Vehicle displaying hazard warning light, flares or other caution signals

What Must the Motorist Do:

- **Move Over:** If possible, the driver must change lanes into an available lane not immediately adjacent to the stopped emergency or service vehicle.
- **Slow Down:** If moving over is not possible or unsafe, the driver must reduce their speed to a reasonable and prudent speed for the conditions.

Speed Criteria:

- No specific numerical speed reduction requirement, but the motorist must slow down to a reasonable and prudent speed based on road, weather, and traffic conditions.

Penalties for Violations:

- No penalties are explicitly stated in §21-405; penalty provisions may be addressed elsewhere.

Statute Language:

Maryland Transportation Article § 21-405

§ 21-405.

(a) On the immediate approach of an emergency vehicle using audible and visual signals that meet the requirements of § 22-218 of this article or of a police vehicle lawfully using an audible signal, the driver of every other vehicle, unless otherwise directed by a police officer, shall yield the right-of-way.

(b) On the immediate approach of an emergency vehicle using audible and visual signals that meet the requirements of § 22-218 of this article or of a police vehicle lawfully using an audible signal, the driver of every other vehicle, unless otherwise directed by a police officer, shall drive immediately to a position parallel to and as close as possible to the edge or curb of the roadway, clear of any intersection.

(c) On the immediate approach of an emergency vehicle using audible and visual signals that meet the requirements of § 22-218 of this article or of a police vehicle lawfully using an audible signal, the driver of every other vehicle, unless otherwise directed by a police officer, shall stop and stay in this position until the emergency vehicle has passed.

(d) A driver, when proceeding in the same direction as an emergency or police vehicle, may not pass an emergency vehicle using audible and visual signals that meet the requirements of § 22-218 of this article or a police vehicle lawfully using an audible signal unless:

(1) The emergency vehicle has stopped; or

(2) Otherwise directed by a police officer.

(e) (1) This subsection applies to a stopped, standing, or parked vehicle that is:

(i) 1. On a highway;

Using a visual signal that meets the requirements of § 22-218 or § 22-218.2 of this article; and

A. A commercial motor vehicle providing emergency maintenance to a disabled vehicle;

B. An emergency vehicle;

C. A service vehicle as defined under § 22-201 of this article;

D. A tow truck that is properly registered in accordance with § 13-920 of this article; or

E. A waste or recycling collection vehicle; or

(ii) 1. On a highway; and

Displaying:

A. Hazard warning lights;

B. Road flares; or

C. Other caution signals, including traffic cones, caution signs, or nonvehicular warning lights.

(2) Unless otherwise directed by a police officer or a traffic control device, the driver of a motor vehicle that approaches from the rear a stopped, standing, or parked vehicle to which this subsection applies shall:

(i) If practicable and not otherwise prohibited and with due regard for safety and traffic conditions, make a lane change into an available lane not immediately adjacent to the stopped, standing, or parked vehicle; or

(ii) If the driver of the motor vehicle is unable to make a lane change in accordance with item (i) of this paragraph, slow to a reasonable and prudent speed that is safe for existing weather, road, and vehicular or pedestrian traffic conditions.

(f) This section does not relieve the driver of an emergency vehicle from the duty to drive with due regard for the safety of all persons.

Massachusetts Department of Transportation

Statute Number: Part I, Title XIV, Chapter 89, Section 7C

Most Recent Year Updated: 2009

What Vehicles Must a Motorist Move Over For:

- Emergency response vehicles
- Disaster response vehicles
- Highway maintenance vehicles
- Recovery vehicles including tow

What Must the Motorist Do:

- Proceed with due caution, reduce the speed of the vehicle to that of a reasonable and safe speed for road conditions, and, if practicable and on a highway with at least 4 lanes, make a lane change into a lane not adjacent to that of the emergency response vehicle, highway maintenance vehicle, or recovery vehicle.
- If changing lanes is impracticable, proceed with due caution and reduce the speed of the vehicle to a reasonable and safe speed for road conditions.

All motorists are first required to slow down and, if possible, change lanes. The statute implies that reducing speed is mandatory even when a motorist successfully vacates the adjacent lane. As such, this requirement may be more accurately described as a "slow down and move over" law.

Speed Criteria:

- No specific numerical speed reduction requirement, but the motorist must slow down to a reasonable and safe speed based on road, weather, and traffic conditions.

Penalties for Violations:

- Fine of up to \$100.

Statute Language:

Massachusetts General Laws, Part I, Title XIV, Chapter 89, Section 7C

Lane change upon approaching a stationary emergency response vehicle, highway maintenance vehicle or recovery vehicle; penalty

Section 7C. (a) As used in this section the following words shall, unless the context clearly requires otherwise, have the following meanings:

"Emergency response vehicle", a fire apparatus, police vehicle, ambulance, or disaster vehicle.

"Highway maintenance vehicle", a vehicle used for the maintenance of highways and roadways: (1) that is owned or operated by the executive office of transportation and public works, a county, a municipality or any political subdivision thereof; or (2) that is owned or operated by a person under contract with the executive office of transportation and public works, a county, a municipality or any political subdivision thereof.

"Operator", any person who operates a motor vehicle as defined in section 1 of chapter 90.

"Person", a natural person, corporation, association, partnership or other legal entity.

"Recovery vehicle", a vehicle that is specifically designed to assist a disabled vehicle or to tow a disabled vehicle.

(b) Upon approaching a stationary emergency vehicle, highway maintenance vehicle or recovery vehicle with flashing lights an operator shall:

(1) proceed with due caution, reduce the speed of the vehicle to that of a reasonable and safe speed for road conditions, and, if practicable and on a highway having at least 4 lanes with not less than 2 lanes proceeding in the same direction as the operator's vehicle, yield the right-of-way by making a lane change into a lane not adjacent to that of the emergency response vehicle, highway maintenance vehicle or recovery vehicle; or

(2) if changing lanes is impracticable, proceed with due caution and reduce the speed of the vehicle to that of a reasonable and safe speed for road conditions.

(c) Violation of this section shall be punished by a fine of not more than \$100.

New Hampshire Department of Transportation

Statute Number: RSA 265:37-a

Most Recent Year Updated: 2025

What Vehicles Must a Motorist Move Over For:

- Incidents involving
 - Fire
 - Collision
 - Disaster
 - Utility construction or maintenance
 - Other emergencies that result in partial or complete blockage of a highway
- Locations where
 - Traffic stop
 - Stopped vehicle displaying warning signals
 - Nonvehicular warning signs

What Must the Motorist Do:

- Maintain a reduced speed.
- Obey the directions of any authorized person directing traffic and of all applicable emergency signals and traffic control devices.
- Vacate as soon as possible any lane wholly or partially blocked.
- Give a wide berth, without endangering oncoming traffic, to public safety personnel, any persons in the roadway, and vehicles displaying blue, red, or amber emergency/warning lights.

Unlike other states that require drivers to move to a non-adjacent lane, this state's law first mandates that all vehicles slow down, creating a "slow down and move over" situation. Drivers must then vacate any blocked lane as soon as possible and give a wide berth to public safety personnel, individuals in the roadway, and vehicles displaying emergency or warning lights. Rather than requiring a full lane shift, the law allows travel in the adjacent lane if safe, making it distinct from traditional move-over laws.

Speed Criteria:

- No specific speed reduction requirement is provided, but the driver must reduce speed appropriately for the road and traffic conditions.

Penalties for Violations:

- First Offense: Fine of \$75 plus penalty assessment.
- Subsequent Offenses (within 12 months): Fine of \$250 plus penalty assessment.

Statute Language:

2025 New Hampshire Revised Statutes

Title XXI - Motor Vehicles

Chapter 265 - Rules of the Road

Section 265:37-a - Motorist Duties When Approaching Highway Emergencies.

Universal Citation:

NH Rev Stat § 265:37-a (2025)

265:37-a Motorist Duties When Approaching Highway Emergencies. —

I. When in or approaching an incident involving a fire, collision, disaster, utility construction or maintenance, or other emergency resulting in partial or complete blockage of a highway, or a location where a police officer has made a traffic stop, or a stopped or standing vehicle displaying warning signals, including vehicle hazard warning lights, road flares, traffic cones, caution signs, or any nonvehicular warning signs, every driver other than the driver of an emergency response vehicle, shall:

(a) Maintain a reduced speed and if practical give a wide berth, without endangering oncoming traffic, to public safety personnel, any persons in the roadway, and vehicles displaying blue, red, or amber emergency, warning lights, or a stopped or standing vehicle.

(b) Obey the directions of any authorized person directing traffic and of all applicable emergency signals and traffic control devices.

(c) Vacate as soon as possible any lane wholly or partially blocked.

II. Any person violating this section shall be fined \$75 plus penalty assessment for a first offense and \$250 plus penalty assessment for a subsequent offense in a 12-month period.

Source. 2004, 193:3. 2008, 146:1, eff. Aug. 5, 2008. 2015, 112:2, eff. Aug. 7, 2015; 202:3, eff. Jan. 1, 2016. 2019, 11:1, eff. July 9, 2019. 2025, 254:2, eff. Sept. 13, 2025.

New Jersey Department of Transportation

Statute Number: N.J.S.A. 39:4-92.2

Most Recent Year Updated: 2023/Effective 2024

What Vehicles Must a Motorist Move Over For:

- Emergency vehicles
- Tow trucks
- Highway maintenance
- Emergency service vehicles
- Stationary sanitation vehicles
- Disabled vehicle that is flashing hazard warning signal lights or utilizing road flares or reflective triangles

What Must the Motorist Do:

- **Move Over:** If possible, the driver must make a lane change into a lane not adjacent to the stopped emergency, maintenance, or sanitation vehicle.
- **Slow Down:** If moving over is impossible, prohibited by law, or unsafe, the driver must reduce speed to a reasonable and proper speed for road and traffic conditions and be prepared to stop.

Speed Criteria:

- No specific numerical speed reduction is required. The motorist must slow to a reasonable and proper speed.

Penalties for Violations:

- **First and Subsequent Offenses:** Fine between \$100 and \$500.
- A person convicted of three or more offenses under this section that occur within a 12-month period shall be assessed two motor vehicle penalty points

Statute Language:

2025 New Jersey Revised Statutes

Title 39 - Motor Vehicles and Traffic Regulation

Section 39:4-92.2 - Procedure for motorist approaching certain stationary vehicles.

Universal Citation:

NJ Rev Stat § 39:4-92.2 (2025)

39:4-92.2. Procedure for motorist approaching certain stationary vehicles.

1. a. The operator of a motor vehicle approaching a stationary authorized emergency vehicle as defined in R.S.39:1-1 that is displaying a flashing, blinking, or alternating red or blue light, or any configuration of lights containing one of these colors, shall approach the authorized emergency vehicle with due caution and shall, absent any other direction by a law enforcement officer, proceed as follows:

(1) make a lane change into a lane not adjacent to the authorized emergency vehicle if possible in the existing safety and traffic conditions; or

(2) if a lane change pursuant to paragraph (1) of subsection a. of this section would be impossible, prohibited by law or unsafe, reduce the speed of the motor vehicle to a reasonable and proper speed for the existing road and traffic conditions, which speed shall be less than the posted speed limit, and be prepared to stop.

b. The operator of a motor vehicle approaching a stationary tow truck as defined in section 1 of P.L.1999, c.396 (C.39:3-84.6) that is displaying a flashing amber light, a stationary highway maintenance or emergency service vehicle that is operated by the State, an authority, or a

county or municipality and displaying flashing yellow, amber, or red lights, or a stationary sanitation vehicle displaying a flashing amber warning light pursuant to section 1 of P.L.2011, c.3 (C.39:3-54.27) shall approach the vehicle with due caution and shall, absent any other direction by a law enforcement officer, proceed as follows:

(1) make a lane change into a lane not adjacent to the tow truck, highway maintenance or emergency service vehicle, or sanitation vehicle if possible in the existing safety and traffic conditions; or

(2) if a lane change under paragraph (1) of subsection b. of this section would be impossible, prohibited by law or unsafe, reduce the speed of the motor vehicle to a reasonable and proper speed for the existing road and traffic conditions, which speed shall be less than the posted speed limit, and be prepared to stop.

c. The operator of a motor vehicle approaching a disabled vehicle that is flashing hazard warning signal lights or utilizing road flares or reflective triangles shall approach the disabled vehicle with due caution and shall, absent any other direction by a law enforcement officer, proceed as follows:

(1) make a lane change into a lane not adjacent to the disabled vehicle if possible in the existing safety and traffic conditions; or

(2) if a lane change pursuant to paragraph (1) of subsection c. of this section would be impossible, prohibited by law or unsafe, reduce the speed of the motor vehicle to a reasonable and proper speed for the existing road and traffic conditions, which speed shall be less than the posted speed limit, and be prepared to stop.

d. A person who violates this section shall be fined not less than \$100 and not more than \$500. In addition to the fine imposed pursuant to this subsection, a person convicted of three or more offenses under this section that occur within a 12-month period shall be assessed two motor vehicle penalty points pursuant to section 1 of P.L.1982, c.43 (C.39:5-30.5).

A motor vehicle operator shall not be assessed motor vehicle penalty points unless the stationary vehicle is displaying flashing, blinking, or alternating lights or utilizing road flares or reflective triangles in accordance with this section at the time of the third or subsequent violation.

L.2009, c.5, s.1; amended 2017, c.43, s.2; 2019, c.370, s.1; 2023, c.325, s.1.

New York State Department of Transportation

Statute Number: NY VAT § 1144-a

Most Recent Year Updated: 2024

What Vehicles Must a Motorist Move Over For:

- Authorized emergency vehicles
- Hazard vehicles
- Vehicle displaying a blue light
- Certain parked, stopped, or standing motor vehicles on parkways and controlled-access highways

What Must the Motorist Do:

- Motor vehicle shall exercise due care
- Moving from a lane adjacent to where the emergency vehicle is parked, if possible and safe to do so.

Speed Criteria:

- No specific numerical Move Over speed reduction is provided in §1144-a. The statute requires motorists to exercise due care to avoid colliding with covered stopped, standing, or parked vehicles. Section 1180 separately requires drivers to operate at a reasonable and prudent speed under existing and potential hazards, but it does not establish a Move Over-specific speed reduction.

Penalties for Violations:

- No penalty are explicitly stated in the statute

Statute Language:

New York Vehicle and Traffic Law § 1144-a

Operation of vehicles when approaching a parked, stopped or standing authorized emergency vehicle, hazard vehicle, vehicle displaying a blue or green light or certain other motor vehicles.

(a) Every operator of a motor vehicle shall exercise due care to avoid colliding with an authorized emergency vehicle which is parked, stopped or standing on the shoulder or any portion of such highway and such authorized emergency vehicle is displaying one or more red or combination red and white lights pursuant to the provisions of paragraph two of subdivision forty-one of section three hundred seventy-five of this chapter or is displaying one or more blue, combination blue and red or combination blue, red and white lights pursuant to the provisions of subparagraph b of paragraph four of subdivision forty-one of section three hundred seventy-five of this chapter. For operators of motor vehicles on parkways or controlled access highways, such due care shall include, but not be limited to, moving from a lane which contains or is immediately adjacent to the shoulder where such authorized emergency vehicle displaying one or more red, blue or white or any combination of red and white lights or blue or combination blue and red or combination blue, red and white lights pursuant to the provisions of paragraph two or subparagraph b of paragraph four, as applicable, of subdivision forty-one of section three hundred seventy-five of this chapter is parked, stopped or standing to another lane, provided that such movement otherwise complies with the requirements of this chapter including, but not limited to, the provisions of sections eleven hundred ten of this title and eleven hundred twenty-eight of this title.

(b) Every operator of a motor vehicle shall exercise due care to avoid colliding with a hazard vehicle which is parked, stopped or standing on the shoulder or on any portion of such highway and such hazard vehicle is displaying one or more amber lights pursuant to the provisions of paragraph three of subdivision forty-one of section three hundred seventy-five of this chapter or, if such hazard vehicle is designed for the towing or pushing of disabled vehicles such hazard vehicle is displaying one or more amber lights or one or more blue or combination blue and amber lights pursuant to the provisions of paragraph three or subparagraph b-1 of paragraph four, as applicable, of subdivision forty-one of section three hundred seventy-five of this chapter or, if such hazard vehicle owned and operated by the state or by a county, city, town or village is designed for the removal of ice and snow such hazard vehicle is displaying one or more amber lights or one or more green or combination green and amber lights pursuant to the provisions of paragraph three or subparagraph (c) of paragraph five, as applicable, of subdivision forty-one of section three hundred seventy-five of this chapter. For operators of motor vehicles on parkways or controlled access highways, such due care shall include, but not be limited to, moving from a lane which contains or is immediately adjacent to the shoulder where (i) such hazard vehicle displaying one or more amber lights pursuant to the provisions of paragraph three of subdivision forty-one of section three hundred seventy-five of this chapter or (ii) such hazard vehicle designed for the towing or pushing of disabled vehicles displaying one or more amber lights or one or more blue or combination blue and amber lights pursuant to the provisions of paragraph three or subparagraph b-1 of paragraph four, as applicable, of subdivision forty-one of section three hundred seventy-five of this chapter or (iii) such hazard vehicle owned and operated by the state or by a county, city, town or village is displaying one or more amber lights or one or more green or combination green and amber lights pursuant to the provisions of paragraph three or subparagraph (c) of paragraph five, as applicable, of subdivision forty-one of section three hundred seventy-five of this chapter, is parked, stopped or standing to another lane, provided that such movement otherwise complies with the requirements of this chapter including, but not limited to, the provisions of sections eleven hundred ten and eleven hundred twenty-eight of this title.

(c) Every operator of a motor vehicle shall exercise due care to avoid colliding with a vehicle displaying a blue light pursuant to the provisions of paragraph four or a green light pursuant to the provisions of paragraph five of subdivision forty-one of section three hundred seventy-five of this chapter which is parked, stopped or standing on the shoulder or any portion of such highway. For operators of motor vehicles on parkways or controlled access highways, such due care shall include, but not be limited to, moving from a lane which contains or is immediately adjacent to the shoulder where such vehicle displaying a blue light pursuant to the provisions of paragraph four or a green light pursuant to the provisions of paragraph five of subdivision forty-one of section three hundred seventy-five of this chapter is parked, stopped or standing to another lane, provided that such movement otherwise complies with the requirements of this chapter including, but not limited to, the provisions of sections eleven hundred ten and eleven hundred twenty-eight of this title.

(d) Every operator of a motor vehicle on a parkway and on a controlled-access highway shall exercise due care to avoid colliding with a motor vehicle which is parked, stopped or standing on the shoulder or any portion of such parkway or controlled-access highway. For the purposes of this subdivision, such due care shall include, but not be limited to, moving from a lane which contains or is immediately adjacent to the shoulder where such motor vehicle is parked, stopped or standing to another lane, provided that such movement otherwise complies with the requirements of this chapter including, but not limited to, the provisions of sections eleven hundred ten and eleven hundred twenty-eight of this title.

North Carolina Department of Transportation

Statute Number: N.C. General Statutes § 20-157

Most Recent Year Updated: 2022

What Vehicles Must a Motorist Move Over For:

- Emergency vehicles
- Public service vehicles
 - Vehicle used to assist motorist or law enforcement officers with wrecked or disabled vehicles
 - Vehicle used to install, maintain, or restore utility services
 - Vehicle used to collect refuse, solid waste, or recycling
 - A highway maintenance vehicle

What Must the Motorist Do:

- **Move Over:** If the roadway has two or more lanes in the same direction, drivers must change lanes away from the stationary emergency or public service vehicle if possible.
- **Slow Down:** If moving over is not possible or unsafe, drivers must reduce speed and be prepared to stop.

Speed Criteria:

- No specific numerical speed reduction requirement is provided, but drivers must reduce speed appropriately when they cannot change lanes.

Penalties for Violations:

- Infraction with a fine of \$250.
- If Property Damage Exceeds \$500 or Injuries Occur: Driver is guilty of a Class 1 misdemeanor.
- If Serious Injury or Death Occurs: Driver is guilty of a Class F felony and may have their license suspended for up to six months.

Statute Language:

North Carolina General Statutes § 20-157

Approach of law enforcement, fire department or rescue squad vehicles or ambulances; driving over fire hose or blocking fire fighting equipment; parking, etc., near law enforcement, fire department, or rescue squad vehicle or ambulance.

(a) Upon the approach of any law enforcement or fire department vehicle or public or private ambulance or rescue squad emergency service vehicle, or a vehicle operated by the Division of Marine Fisheries of the Department of Environmental Quality, or the Division of Parks and Recreation of the Department of Natural and Cultural Resources, or the North Carolina Forest Service of the Department of Agriculture and Consumer Services when traveling in response to a fire alarm or other emergency response purpose, giving warning signal by appropriate light and by audible bell, siren or exhaust whistle, audible under normal conditions from a distance not less than 1000 feet, the driver of every other vehicle shall immediately drive the same to a position as near as possible and parallel to the right-hand edge or curb, clear of any intersection of streets or highways, and shall stop and remain in such position unless otherwise directed by a law enforcement or traffic officer until the law enforcement or fire department vehicle, or the vehicle operated by the Division of Marine Fisheries of the Department of Environmental Quality, or the Division of Parks and Recreation of the Department of Natural and Cultural

Resources, or the North Carolina Forest Service of the Department of Agriculture and Consumer Services, or the public or private ambulance or rescue squad emergency service vehicle shall have passed.

Provided, however, this subsection shall not apply to vehicles traveling in the opposite direction of the vehicles herein enumerated when traveling on a four-lane limited access highway with a median divider dividing the highway for vehicles traveling in opposite directions, and provided further that the violation of this subsection shall be negligence per se. Violation of this subsection is a Class 2 misdemeanor.

(b) It shall be unlawful for the driver of any vehicle other than one on official business to follow any fire apparatus traveling in response to a fire alarm closer than one block or to drive into or park such vehicle within one block where fire apparatus has stopped in answer to a fire alarm.

(c) Outside of the corporate limits of any city or town it shall be unlawful for the driver of any vehicle other than one on official business to follow any fire apparatus traveling in response to a fire alarm closer than 400 feet or to drive into or park such vehicle within a space of 400 feet from where fire apparatus has stopped in answer to a fire alarm.

(d) It shall be unlawful to drive a motor vehicle over a fire hose or any other equipment that is being used at a fire at any time, or to block a fire-fighting apparatus or any other equipment from its source of supply regardless of its distance from the fire.

(e) It shall be unlawful for the driver of a vehicle, other than one on official business, to park and leave standing such vehicle within 100 feet of law enforcement or fire department vehicles, public or private ambulances, or rescue squad emergency vehicles which are engaged in the investigation of an accident or engaged in rendering assistance to victims of such accident.

(f) When an authorized emergency vehicle listed in subsection (a) of this section, or a public service vehicle, is parked or standing within 12 feet of a roadway and giving a warning signal by appropriate light, the driver of every other approaching vehicle shall, as soon as it is safe and when not otherwise directed by an individual lawfully directing traffic, do one of the following:

(1) Move the vehicle into a lane that is not the lane nearest to the parked or standing authorized emergency vehicle or public service vehicle and continue traveling in that lane until safely clear of the authorized emergency vehicle or public service vehicle. This subdivision applies only if the roadway has at least two lanes for traffic proceeding in the direction of the approaching vehicle and if the approaching vehicle may change lanes safely and without interfering with any vehicular traffic.

(2) Slow the vehicle, maintaining a safe speed for traffic conditions, and operate the vehicle at a reduced speed and be prepared to stop until completely past the authorized emergency vehicle or public service vehicle. This subdivision applies only if the roadway has only one lane for traffic proceeding in the direction of the approaching vehicle or if the approaching vehicle may not change lanes safely and without interfering with any vehicular traffic.

For purposes of this section, "public service vehicle" means a vehicle that is (i) being used to assist motorists or law enforcement officers with wrecked or disabled vehicles, (ii) being used to install, maintain, or restore utility service, including electric, cable, telephone, water, wastewater, communications, and gas, (iii) being used in the collection of refuse, solid waste, or recycling, or

(iv) a highway maintenance vehicle owned and operated or contracted by the State or a local government and is operating an amber-colored flashing light authorized by G.S. 20-130.2.

Violation of this subsection shall be negligence per se.

(g) Except as provided in subsections (a), (h), and (i) of this section, violation of this section shall be an infraction punishable by a fine of two hundred fifty dollars (\$250.00).

(h) A person who violates this section and causes damage to property in the immediate area of the authorized emergency vehicle or public service vehicle in excess of five hundred dollars (\$500.00), or causes injury to a law enforcement officer, a firefighter, an emergency vehicle operator, an Incident Management Assistance Patrol member, a public service vehicle operator, or any other emergency response person in the immediate area of the authorized emergency vehicle or public service vehicle is guilty of a Class 1 misdemeanor.

(i) A person who violates this section and causes serious injury or death to a law enforcement officer, a firefighter, an emergency vehicle operator, an Incident Management Assistance Patrol member, a public service vehicle operator, or any other emergency response person in the immediate area of the authorized emergency vehicle or public service vehicle is guilty of a Class F felony. The Division may suspend, for up to six months, the drivers license of any person convicted under this subsection.

If the Division suspends a person's license under this subsection, a judge may allow the licensee a limited driving privilege for a period not to exceed the period of suspension, provided the person's license has not also been revoked or suspended under any other provision of law. The limited driving privilege shall be issued in the same manner and under the terms and conditions prescribed in G.S. 20-16.1(b). (1937, c. 407, s. 119; 1955, cc. 173, 744; 1971, c. 366, ss. 1, 2; 1985, c. 764, s. 31; 1985 (Reg. Sess., 1986), c. 852, s. 17; 1993, c. 539, s. 372; 1994, Ex. Sess., c. 24, s. 14(c); 2001-331, s. 1; 2005-189, s. 1; 2006-259, s. 9; 2007-360, s. 1; 2010-132, s. 12; 2012-14, s. 1; 2013-415, s. 1(e); 2015-26, s. 3; 2015-241, s. 14.30(ii); 2019-157, s. 2; 2022-68, s. 6(a).)

Pennsylvania Department of Transportation

Statute Number: 75 Pa. C.S. § 3327

Most Recent Year Updated: 2020

What Vehicles Must a Motorist Move Over For:

- Unlike other states, this law identifies situations rather than specific vehicles. Drivers must take caution when approaching emergency response areas and disabled vehicles.
- Public utility providing disaster emergency-related services within 72 hours of a disaster.

What Must the Motorist Do:

- **Move Over:** If possible, the driver must change lanes away from the stopped emergency, maintenance, or disabled vehicle.
- **Slow Down:** If moving over is impossible, illegal, or unsafe, the driver must reduce speed to at least 20 mph below the posted speed limit and proceed with caution.

Speed Criteria:

- If changing lanes is impossible, illegal, or unsafe, the driver must slow to 20 mph below the posted speed limit.

Penalties for Violations:

- **First Offense:** Fine of up to \$500.
- **Second Offense:** Fine of up to \$1,000.
- **Third or Subsequent Offense:** Fine of up to \$2,000.
- **If the violation causes bodily injury:** Fine of up to \$1,000.
- **If the violation causes serious bodily injury:** Fine of up to \$5,000.
- **If the violation causes death:** Fine of up to \$10,000.
- **Operating privilege suspension:** The driver's operating privilege may be suspended for 90 days if the violation results in serious bodily injury to or death of another person, or if the violation is the driver's third or subsequent conviction.
- **Enhanced operating privilege suspension:** The driver's operating privilege may be suspended for six months if the violation results in serious bodily injury to an emergency service responder or a person in or near a disabled vehicle, and for one year if the violation results in the death of an emergency service responder or a person in or near a disabled vehicle.
- **Fines for certain other traffic violations committed in an emergency response area manned by emergency service responders are doubled.**

Statute Language:

75 Pa. C.S. § 3327

Duty of driver in emergency response areas and in relation to disabled vehicles.

(a) Emergency response areas.--When approaching or passing an emergency response area, a person, unless otherwise directed by an emergency service responder, shall:

(1) pass in a lane not adjacent to that of the emergency response area, if possible; or

(2) if passing in a nonadjacent lane is impossible, illegal or unsafe, pass the emergency response area at a speed of no more than 20 miles per hour less than the posted speed limit and reasonable for safely passing the emergency response area.

(a.1) Disabled vehicles.--When approaching or passing a disabled vehicle, a person shall:

(1) if it is possible to do so, pass in a lane not adjacent to that of the disabled vehicle; or

(2) if it is impossible, illegal or unsafe to comply with paragraph (1), pass the disabled vehicle at a rate of speed that is no more than 20 miles per hour less than the posted speed limit and reasonable for safely passing the disabled vehicle.

(b) Penalty.--Any person violating subsection (a) or (a.1) commits a summary offense and shall, upon conviction, pay:

(1) For a first offense, a fine of not more than \$500.

(2) For a second offense, a fine of not more than \$1,000.

(3) For a third or subsequent offense, a fine of not more than \$2,000.

(b.1) Suspension of operating privilege.--

(1) Except as otherwise provided in paragraph (2), in accordance with section 1540 (relating to surrender of license), the department shall suspend the operating privilege of any person for 90 days upon receiving a certified record of the driver's conviction, adjudication of delinquency or admission into an Accelerated Rehabilitative Disposition program or a preadjudication program for a violation of subsection (a) or (a.1), if the certified conviction:

(i) indicates the violation resulted in serious bodily injury to or death of another person; or

(ii) is the driver's third or subsequent conviction for a violation of subsection (a) or (a.1).

(2) Upon receiving a certified record of the driver's conviction, adjudication of delinquency or admission into an Accelerated Rehabilitative Disposition program or a preadjudication program for a violation of subsection (a) or (a.1), in accordance with section 1540, the department shall suspend the operating privilege of the driver in accordance with the following:

(i) For a period of six months if the certified conviction, adjudication of delinquency or admission into an Accelerated Rehabilitative Disposition program or a preadjudication program indicates the violation resulted in the serious bodily injury of an emergency service responder or a person in or near a disabled vehicle.

(ii) For a period of one year if the certified conviction, adjudication of delinquency or admission into an Accelerated Rehabilitative Disposition program or a preadjudication program indicates the violation resulted in the death of an emergency service responder or a person in or near a disabled vehicle.

(b.2) Penalties for bodily injury or death in emergency response areas.--In addition to any other penalty prescribed by law, a driver who violates subsection (a) and causes bodily injury to, serious bodily injury to or the death of an emergency service responder or another person commits an offense and shall, upon conviction, as follows:

(1) For causing bodily injury as defined in 18 Pa.C.S. § 2301 (relating to definitions), pay a fine of not more than \$1,000.

(2) For causing serious bodily injury, pay a fine of not more than \$5,000.

(3) For causing death, pay a fine of not more than \$10,000.

(b.3) Penalties for bodily injury or death in relation to disabled vehicles.--In addition to any other penalty prescribed by law, a driver who violates subsection (a.1) and causes bodily injury to, serious bodily injury to or the death of another person commits an offense:

(1) For causing bodily injury as defined in 18 Pa.C.S. § 2301, pay a fine of not more than \$1,000.

(2) For causing serious bodily injury as defined in 18 Pa.C.S. § 2301, pay a fine of not more than \$5,000.

(3) For causing death, pay a fine of not more than \$10,000.

(c) Marking.--

(1) An emergency response area shall be clearly marked with road flares, caution signs or any other traffic-control device which law enforcement officials may have at their immediate disposal or visual signals on vehicles meeting the requirements of Subchapter D of Chapter 45 (relating to equipment of authorized and emergency vehicles).

(2) A disabled vehicle shall use at least two of the following markings:

(i) Vehicular hazard signal lamps as provided in section 4305 (relating to vehicular hazard signal lamps).

(ii) Caution signs or other traffic-control device.

(iii) Road flares.

(d) Reports by emergency service responders.--

(1) An emergency service responder observing a violation of subsection (a) or (a.1) may prepare a written, signed report which indicates that a violation has occurred. To the extent possible, the report shall include the following information:

(i) Information pertaining to the identity of the alleged violator.

(ii) The license number and color of the vehicle involved in the violation.

(iii) The time and approximate location at which the violation occurred.

(iv) Identification of the vehicle as an automobile, station wagon, motor truck, motor bus, motorcycle or other type of vehicle.

(2) Within 48 hours after the violation occurs, the emergency service responder shall deliver a copy of the report to a police officer having authority to exercise police power in the area where the violation occurred. If the police officer believes that the report established a sufficient basis for the issuance of a citation, the officer shall file a citation and a copy of the report with the issuing authority.

If the issuing authority determines that the report and citation establish a sufficient basis for the issuance of a summons, a summons shall be issued in accordance with general rules governing the institution of proceedings in summary traffic offense cases. The issuing authority shall send the defendant a copy of the citation, together with a statement that it was filed by the police officer named in the citation on the basis of information received.

(3) A person may institute a proceeding pursuant to this subsection or in accordance with any means authorized by the Pennsylvania Rules of Criminal Procedure.

(e) Fines to be doubled.--In addition to any penalty as provided in subsections (b), (b.2) and (b.3), the fine for any of the following violations when committed in an emergency response area manned by emergency service responders shall be double the usual amount:

Section 3102 (relating to obedience to authorized persons directing traffic).

Section 3111 (relating to obedience to traffic-control devices).

Section 3114 (relating to flashing signals).

Section 3302 (relating to meeting vehicle proceeding in opposite direction).

Section 3303 (relating to overtaking vehicle on the left).

Section 3304 (relating to overtaking vehicle on the right).

Section 3305 (relating to limitations on overtaking on the left).

Section 3306 (relating to limitations on driving on left side of roadway).

Section 3307 (relating to no-passing zones).

Section 3310 (relating to following too closely).

Section 3312 (relating to limited access highway entrances and exits).

Section 3323 (relating to stop signs and yield signs).

Section 3325 (relating to duty of driver on approach of emergency vehicle).

Section 3361 (relating to driving vehicle at safe speed).

Section 3707 (relating to driving or stopping close to fire apparatus).

Section 3710 (relating to stopping at intersection or crossing to prevent obstruction).

Section 3714 (relating to careless driving).

Section 3736 (relating to reckless driving).

Section 3802 (relating to driving under influence of alcohol or controlled substance).

(e.1) Public awareness.--The department shall educate the public of the provisions of this section periodically throughout the year and maintain information on the department's publicly accessible Internet website. The department shall refer to the education effort as the "Move Over" campaign.

(f) Definitions.--As used in this section, the following words and phrases shall have the meanings given to them in this subsection unless the context clearly indicates otherwise:

"Disabled vehicle." A vehicle that is in a traffic lane or on the side of a traffic lane and is clearly marked with at least two of the markings specified in subsection (c)(2).

"Emergency response area." Any of the following:

(1) The area in which emergency service responders render emergency assistance to individuals on or near a roadway or a police officer is conducting a traffic stop or systematic check of vehicles or controlling or directing traffic as long as the emergency vehicle is making use of visual signals meeting the requirements of Subchapter D of Chapter 45.

(2) The area in which contractors or employees of a public utility, a municipally owned utility or an electric cooperative provide disaster emergency-related services, including, but not limited to, the repair, renovation, installation, construction and activities related to damaged, impaired or destroyed infrastructure, within the first 72 hours after a declared emergency or until the expiration of a declared emergency, whichever is later, as long as the vehicles used to provide disaster emergency-related services are making use of visual signals as authorized under section 4572(b) (relating to visual signals on authorized vehicles).

(June 26, 2001, P.L.734, No.75, eff. 60 days; Sept. 30, 2003, P.L.120, No.24, eff. Feb. 1, 2004; July 10, 2006, P.L.1086, No.113, eff. 60 days; Oct. 19, 2010, P.L.557, No.81, eff. 60 days; Nov. 4, 2015, P.L.227, No.61, eff. 60 days; Nov. 24, 2015, P.L.431, No.70, eff. 6 months; July 7, 2017, P.L.301, No.20, eff. 60 days; Oct. 29, 2020, P.L.1057, No.105, eff. 180 days)

2020 Amendment. Section 2 of Act 105 provided that Act 105 may be referred to as the Move Over Law.

Rhode Island Department of Transportation

Statute Number: R.I. Gen. Laws § 31-14-3

Most Recent Year Updated: 2023

What Vehicles Must a Motorist Move Over For:

- Emergency vehicles
- Tow trucks
- Transporter trucks
- Highway maintenance vehicles
- Roadside assistance vehicles
- Any non-emergency vehicle that is stationary and located on the shoulder or breakdown lane

What Must the Motorist Do:

- **Move Over:** If the roadway has two or more lanes, the driver must move into a lane not adjacent to the stationary vehicle, if it is safe to do so.
- **Slow Down:** If moving over is not possible or unsafe, the driver must reduce speed and operate at a safe and prudent speed while passing the stopped vehicle.

Speed Criteria:

- No specific numerical speed reduction is required, but the motorist must slow to a reasonable and safe speed for traffic conditions.

Penalties for Violations:

- **First and Subsequent Offenses:** Fine as enumerated in § 31-41.1-4 (currently set at \$95).

Statute Language:

R.I. Gen. Laws § 31-14-3

Conditions requiring reduced speed.

(a) The driver of every vehicle shall, consistent with the requirements of § 31-14-1, drive at an appropriate reduced speed when approaching and crossing an intersection or railroad grade crossing; when approaching and going around a curve; when approaching a hill crest; when traveling upon any narrow or winding roadway; when a special hazard exists with respect to pedestrians or other traffic or by reason of weather or highway conditions; and in the presence of emergency vehicles displaying flashing lights as provided in § 31-24-31, tow trucks, transporter trucks, highway maintenance equipment displaying flashing lights (while performing maintenance operations), roadside assistance vehicles displaying flashing amber lights while assisting a disabled motor vehicle, and any nonemergency vehicle that is stationary and located on the shoulder or breakdown lane of a roadway or highway. Violations of this section are subject to fines enumerated in § 31-41.1-4.

(b) When an authorized vehicle, as described in subsection (a), is parked or standing within twelve feet (12') of a roadway and, if required pursuant to subsection (a), is giving a warning signal by appropriate light, the driver of every other approaching vehicle shall, as soon as it is safe, and when not otherwise directed by an individual lawfully directing traffic, do one of the following:

(1) Move the vehicle into a lane that is not the lane nearest the parked or standing authorized highway maintenance equipment displaying flashing lights (while performing maintenance operations), tow truck, transporter trucks, roadside assistance vehicles, emergency vehicle, or nonemergency vehicle and continue traveling in that lane until safely clear of the authorized highway maintenance equipment displaying flashing lights (while performing maintenance operations), tow truck, transporter trucks, roadside assistance vehicles, emergency vehicle, or nonemergency vehicle. This paragraph applies only if the roadway has at least two (2) lanes for traffic proceeding in the direction of the approaching vehicle and if the approaching vehicle may change lanes safely and without interfering with any vehicular traffic; or

(2) Slow the vehicle, maintaining a safe speed for traffic conditions, and operate the vehicle at a reduced speed until completely past the authorized highway maintenance equipment displaying flashing lights (while performing maintenance operations), tow truck, transporter trucks, roadside assistance vehicle, emergency vehicle, or nonemergency vehicle. This paragraph applies only if the roadway has only one lane for traffic proceeding in the direction of the approaching vehicle or if the approaching vehicle may not change lanes safely and without interfering with any vehicular traffic.

Violations of this section are subject to fines enumerated in § 31-41.1-4.

History of Section.

P.L. 1950, ch. 2595, art. 25, § 1; G.L. 1956, § 31-14-3; P.L. 2002, ch. 292, § 109; P.L. 2005, ch. 63, § 2; P.L. 2005, ch. 65, § 2; P.L. 2008, ch. 131, § 1; P.L. 2008, ch. 194, § 1; P.L. 2014, ch. 49, § 1; P.L. 2014, ch. 56, § 1; P.L. 2023, ch. 49, § 1, effective June 12, 2023; P.L. 2023, ch. 50, § 1, effective June 12, 2023.

South Carolina

Statute Number: Section 56-5-1538

Most Recent Year Updated: 2024

What Vehicles Must a Motorist Move Over For:

- Emergency scene
- Authorized emergency vehicles stopped on or near the right-of-way with lights flashing
 - Ambulance,
 - Police,
 - Fire,
 - Rescue,
 - Recovery, or
 - Towing vehicle authorized by the State, county, or municipality to respond to a traffic incident.

While not explicitly mentioned in the statute, SSP vehicles are likely covered when responding to an emergency scene.

What Must the Motorist Do:

- Proceed with due caution and significantly reduce the speed of the vehicle, and
- Yield the right-of-way making a lane change if possible with due caution
- And maintain a safe speed for road conditions, if changing lanes is impossible or unsafe

Speed Criteria:

- Proceed with due caution and significantly reduce the speed

Penalties for Violations:

- Misdemeanor offense and pay a fine of \$300-500

Statute Language:

South Carolina Code of Laws

Title 56 - Motor Vehicles

Chapter 5 - Uniform Act Regulating Traffic on Highways

SECTION 56-5-1538. Emergency scene management; definitions

(A) An emergency scene is a location designated by the potential need to provide emergency medical care and is identified by emergency vehicles with flashing lights, rescue equipment, or emergency personnel on the scene.

(B) An emergency scene is a special hazard.

(C) An emergency scene is under the authority of the first arriving emergency personnel, which includes emergency medical services personnel, until the arrival of the fire or law enforcement officials having jurisdiction. All motor vehicles passing through an emergency scene and pedestrians observing an emergency scene must obey and not interfere with the duties of emergency personnel. Motor vehicles and bystanders may not block access to or exit from an emergency scene.

(D) The management authority of emergency medical services is limited to managing patient care and preventing further injury to the patients and on-scene personnel. This authority may be delegated by emergency personnel to provide an adequate level of safety.

(E) A paid or volunteer worker at an emergency scene has proper authority to be at and control the scene in a manner consistent with his training.

(F) The driver of a vehicle shall ensure that the vehicle is kept under control when approaching or passing an emergency scene or authorized emergency vehicle stopped on or near the right-of-way of a street or highway with emergency lights flashing.

The exercise of control required for a driver to comply with this section is that control possible and necessary by the driver to prevent a collision, to prevent injury to persons or property, and to avoid interference with the performance of emergency duties by emergency personnel, or interfering with the operation of an authorized emergency vehicle.

(G) A person driving a vehicle approaching a stationary authorized emergency vehicle that is giving a signal by displaying alternately flashing red, red and white, blue, or red and blue lights, or amber or yellow warning lights shall proceed with due caution, significantly reduce the speed of the vehicle, and:

(1) yield the right-of-way by making a lane change into a lane not adjacent to that of the authorized emergency vehicle, if possible with due regard to safety and traffic conditions, if on a highway having at least four lanes with not less than two lanes proceeding in the same direction as the approaching vehicle; or

(2) maintain a safe speed for road conditions, if changing lanes is impossible or unsafe.

(H) A person who violates the provisions of this section is guilty of the misdemeanor of endangering emergency services personnel or operators of authorized emergency vehicles and, upon conviction, must be fined not less than three hundred dollars nor more than five hundred dollars.

(I) For purposes of this section:

(1) "Authorized emergency vehicle" means any ambulance, police, fire, rescue, recovery, or towing vehicle authorized by this State, county, or municipality to respond to a traffic incident.

(2) "Emergency services personnel" means fire, police, or emergency medical services personnel (EMS) responding to an emergency incident.

HISTORY: 1996 Act No. 256, SECTION 1; 2002 Act No. 348, SECTION 8; 2024 Act No. 174 (H.4436), SECTION 1, eff May 20, 2024.

Effect of Amendment

2024 Act No. 174, SECTION 1, in (F), in the second sentence, added ", or interfering with the operation of an authorized emergency vehicle" at the end; and in (H), inserted "or operators of authorized emergency vehicles" following "emergency services personnel".

Tennessee Department of Transportation

Statute Number: Tenn. Code Ann. § 55-8-132

Most Recent Year Updated: 2023

What Vehicles Must a Motorist Move Over For:

- Authorized emergency vehicles
- Recovery vehicles
- Highway maintenance vehicles
- Solid waste vehicles
- Utility service vehicles
- Stationary vehicles giving a signal by flashing hazard lights
- Stationary motor vehicles located on the shoulder, emergency lane, or median and giving a signal by flashing lights

What Must the Motorist Do:

- Move over if possible and safe when approaching a covered stationary vehicle on a highway with at least four lanes and at least two lanes proceeding in the same direction.
- If changing lanes is impossible or unsafe, proceed with due caution and reduce speed while maintaining a safe speed for road conditions.

Speed Criteria:

- No specific numerical speed reduction requirement is provided, but the motorist must slow to a safe speed when unable to change lanes.

Penalties for Violations:

- First violation: Class B misdemeanor, fine of \$250 to \$500, or imprisonment up to 30 days, or both.
- Second violation: Class B misdemeanor, fine of \$1,000.
- Third or subsequent violation: Class A misdemeanor, fine of \$2,500.
- If the violation results in death, the driver may also be prosecuted for criminally negligent homicide, reckless homicide, or vehicular homicide, depending on the circumstances. The statute does not separately identify "serious injury" in subsection (g).

Statute Language:

Tennessee Code Annotated § 55-8-132

Operation of vehicles and streetcars on approach of emergency vehicle and when approaching certain stationary vehicles

(a) Upon the immediate approach of an authorized emergency vehicle making use of audible and visual signals meeting the requirements of the applicable laws of this state, or of a police vehicle properly and lawfully making use of an audible signal only:

(1) The driver of every other vehicle shall yield the right-of-way and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of the roadway clear of any intersection, and shall stop and remain in that position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer; and

(2) Upon the approach of an authorized emergency vehicle, as stated above, the operator of every streetcar shall immediately stop the streetcar clear of any intersection and keep it in that position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

(b) Upon approaching a stationary authorized emergency vehicle, when the vehicle is giving a signal by use of flashing lights, a person who drives an approaching vehicle shall:

(1) Proceeding with due caution, yield the right-of-way by making a lane change into a lane not adjacent to that of the authorized emergency vehicle, if possible with due regard to safety and traffic conditions, if on a highway having at least four (4) lanes with not less than two (2) lanes proceeding in the same direction as the approaching vehicle; or

(2) Proceeding with due caution, reduce the speed of the vehicle, maintaining a safe speed for road conditions, if changing lanes would be impossible or unsafe.

(c)

(1) Upon approaching a stationary recovery vehicle, highway maintenance vehicle, solid waste vehicle, or utility service vehicle, when the vehicle is giving a signal by use of authorized flashing lights, a person who drives an approaching vehicle shall:

(A) Proceeding with due caution, yield the right-of-way by making a lane change into a lane not adjacent to the stationary recovery vehicle, highway maintenance vehicle, solid waste vehicle, or utility service vehicle if possible with due regard to safety and traffic conditions, if on a highway having at least four (4) lanes with not less than two (2) lanes proceeding in the same direction as the approaching vehicle; or

(B) Proceeding with due caution, reduce the speed of the vehicle, maintaining a safe speed for road conditions, if changing lanes would be impossible or unsafe.

(2) Upon approaching a stationary vehicle that is giving a signal by use of flashing hazard lights, a person who drives an approaching vehicle shall:

(A) Proceeding with due caution, yield the right-of-way by making a lane change into a lane not adjacent to the stationary vehicle if possible with due regard to safety and traffic conditions, if on a highway having at least four (4) lanes with not less than two (2) lanes proceeding in the same direction as the approaching vehicle; or

(B) Proceeding with due caution, reduce the speed of the vehicle, maintaining a safe speed for road conditions, if changing lanes would be impossible or unsafe.

(d) For the purpose of this section unless the context otherwise requires:

(1) "Highway maintenance vehicle" means a vehicle used for the maintenance of highways and roadways in this state and is:

(A) Owned or operated by the department of transportation, a county, a municipality or other political subdivision of this state; or,

(B) Owned or operated by a contractor under contract with the department of transportation, a county, a municipality or other political subdivision of this state;

(2) "Recovery vehicle" means a truck that is specifically designed for towing a disabled vehicle or a combination of vehicles; and

(3) "Utility" means any person, municipality, county, metropolitan government, electric cooperative, telephone cooperative, board, commission, district or any entity created or authorized by public act, private act, or general law to provide electricity, natural gas, water, waste water services, telephone services, or any combination thereof, for sale to consumers in any particular service area.

(e)

(1) The first violation of this section is a Class B misdemeanor punishable by a fine of not less than two hundred fifty dollars (\$250) nor more than five hundred dollars (\$500), or imprisonment not longer than thirty (30) days, or both.

(2) A second violation of this section is a Class B misdemeanor punishable by a fine of one thousand dollars (\$1,000).

(3) A third or subsequent violation of this section is a Class A misdemeanor punishable by a fine of two thousand five hundred dollars (\$2,500).

(f) This section shall not operate to relieve the driver of a stationary motor vehicle, authorized emergency vehicle, recovery vehicle, solid waste vehicle, or highway maintenance vehicle from the duty to operate the vehicle with due regard for the safety of all persons using the highway.

(g)

(1) A person violating this section may also be prosecuted and convicted for the offense of:

(A) The Class E felony of criminally negligent homicide under § 39-13-212, if the conduct giving rise to the violation of this section is criminally negligent, as defined in § 39-11-302(d), and results in the death of another;

(B) The Class D felony of reckless homicide under § 39-13-215, if the conduct giving rise to the violation of this section is reckless, as defined in § 39-11-302, and results in the killing of another; and

(C) The Class C felony of vehicular homicide under § 39-13-213, if the conduct giving rise to the violation of this section is reckless, as defined in § 39-11-302(c), proximately results in the killing of another and the conduct created a substantial risk of death to another.

(2) Nothing in subdivision (g)(1) shall be construed as precluding a person who violates this section from being prosecuted and convicted under any other applicable offense.

(h) Upon approaching a stationary motor vehicle that is located on the shoulder, emergency lane, or median and the vehicle is giving a signal by use of flashing lights, a person who drives an approaching vehicle shall:

(1) Proceeding with due caution, yield the right-of-way by making a lane change into a lane not adjacent to that of the motor vehicle, if possible with due regard to safety and traffic conditions, if on a highway having at least four (4) lanes with not less than two (2) lanes proceeding in the same direction as the approaching vehicle; or

(2) Proceeding with due caution, reduce the speed of the vehicle, maintaining a safe speed for road conditions, if changing lanes would be impossible or unsafe.

Amended by 2023 Tenn. Acts, ch. 354, s 2, eff. 7/1/2023.

Amended by 2023 Tenn. Acts, ch. 354, s 1, eff. 7/1/2023.

Amended by 2017 Tenn. Acts, ch. 95, s 2, eff. 7/1/2017.

Amended by 2017 Tenn. Acts, ch. 95, s 1, eff. 7/1/2017.

Amended by 2015 Tenn. Acts, ch. 368, s 2, eff. 7/1/2015.

Amended by 2015 Tenn. Acts, ch. 368, s 1, eff. 7/1/2015.

Acts 1955, ch. 329, § 31; T.C.A., § 59-832; Acts 2003, ch. 384, § 1; 2006, ch. 653, § 1; 2008, ch. 869, §§ 1, 2; 2011, ch. 40, §§ 1-3.

Vermont Agency of Transportation

Statute Number: 23 V.S.A. § 1050

Most Recent Year Updated: 2019

What Vehicles Must a Motorist Move Over For:

- Emergency vehicles
- Rescue operation vehicles
- Towing and repair vehicles
- Motor vehicle used in rescue operations
- Properly designated work zones, including situations where workers are present

While not explicit, a motor vehicle used in rescue operations would likely cover a SSP vehicle within and incident scene.

What Must the Motorist Do:

- **Move Over:** Move away from stationary emergency/towing vehicles when safe, and move away from workers in a properly designated work zone when safety conditions permit.
- **Slow Down:** If moving over is not possible or unsafe, the driver must reduce speed to a reasonable and safe level for road conditions.

Speed Criteria:

- No specific numerical speed reduction requirement is provided, but the motorist must slow to a safe and prudent speed when unable to change lanes.

Penalties for Violations:

- Fines as determined by the Vermont Judicial Bureau.

Statute Language:

23 V.S.A. § 1050

Operation on approach of law enforcement and emergency vehicles or when approaching stationary law enforcement and emergency vehicles or work zone

(a) Approach of law enforcement and emergency vehicles. Upon the approach of a law enforcement vehicle sounding a siren or displaying a blue or blue and white signal lamp, or both, or upon the approach of an ambulance, fire apparatus, vehicle operated by a volunteer firefighter, EMS personnel, or motor vehicle used in rescue operations as set forth in section 1252 of this title sounding a siren or displaying a red or red and white signal lamp, or both, all other vehicles shall pull to the right of the lane of traffic and come to a complete stop until the law enforcement or emergency vehicle has passed.

(b) Approaching law enforcement, emergency, and towing and repair vehicles. The operator of a vehicle approaching a stationary law enforcement vehicle displaying a blue or blue and white signal lamp; a stationary ambulance, fire apparatus, vehicle operated by a volunteer firefighter, or motor vehicle used in rescue operations as set forth in section 1252 of this title displaying a red or red and white signal lamp; or a stationary towing and repair vehicle displaying an amber signal lamp shall proceed with caution and, if traveling on a multilane highway and safety conditions permit, make a lane change into a lane farther away from the stationary vehicle.

If the operator of the approaching vehicle must remain in the lane adjacent to the stationary vehicle, then the operator shall slow down to a reasonable, safe, and prudent speed given the safety conditions and posted speed limit.

(c) Approaching work zone. The operator of a vehicle approaching a properly designated work zone shall proceed with caution and slow down to a reasonable, safe, and prudent speed given the safety conditions and posted speed limit. If workers are only present on one side of a multilane highway and safety conditions permit, the operator shall remain in or make a lane change into a lane farther away from the workers.

(d) Authority of law enforcement. This section does not relieve the operator of an authorized law enforcement or emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway or the authority of law enforcement to regulate traffic irrespective of the foregoing provisions.

(Added 1971, No. 258 (Adj. Sess.), § 3, eff. March 1, 1973; amended 2001, No. 84 (Adj. Sess.), § 1; 2005, No. 175 (Adj. Sess.), § 54; 2019, No. 149 (Adj. Sess.), § 36.)

Virginia Department of Transportation

Statute Number: Va. Code Ann. § 46.2-861.1

Most Recent Year Updated: 2023

What Vehicles Must a Motorist Move Over For:

- Stationary vehicles displaying flashing, blinking, or alternating blue, red, or amber lights as provided in the referenced Virginia Code sections.
- Vehicles used for towing or servicing disabled vehicles.
- Vehicles used in constructing, maintaining, or repairing highways or utilities.
- Vehicles assisting with roadside or traffic incident management or performing traffic management services.
- Public utility vehicles used for repairing, installing, or maintaining electric or natural gas utility equipment or service.
- Stationary vehicles displaying hazard warning flashers, caution signs, or properly lit flares or torches.

What Must the Motorist Do:

- **Move Over:** If on a highway with at least four lanes, at least two of which travel in the same direction, the driver must move into a lane not adjacent to the stopped vehicle if it is safe to do so.
- **Slow Down:** If moving over is not possible or unsafe, the driver must reduce speed and proceed with caution.

Speed Criteria:

- No specific numerical speed reduction is provided, but the law requires motorists to slow down to a safe speed for highway conditions when unable to change lanes.

Penalties for Violations:

- Violations involving stationary vehicles covered under subsection A constitute reckless driving.
- Violations involving stationary vehicles covered under subsection B are punishable as traffic infractions.
- If the violation results in damage to property of another person, the court may suspend the driver's privilege to operate a motor vehicle for up to one year.
- If the violation results in injury or death to another person, the court may suspend the driver's privilege to operate a motor vehicle for up to two years

Statute Language:

Virginia Code Annotated § 46.2-861.1 – Drivers to Yield Right-of-Way or Reduce Speed When Approaching Stationary Vehicles Displaying Certain Warning Lights on Highways; Penalties

(A) The driver of any motor vehicle, upon approaching a stationary vehicle that is displaying a flashing, blinking, or alternating blue, red, or amber light or lights as provided in §§ 46.2-1022, 46.2-1023, or 46.2-1024, shall:

1. If on a highway with at least four lanes, at least two of which are intended for traffic proceeding in the direction of the approaching vehicle, move into a lane not adjacent to

- the stationary vehicle, if reasonable and with due regard for safety and traffic conditions;
or
2. If changing lanes would be unreasonable or unsafe, proceed with due caution and maintain a safe speed for highway conditions.

A violation of any provision of this subsection constitutes reckless driving.

(B) The driver of any motor vehicle, upon approaching a stationary vehicle that (i) is displaying a flashing, blinking, or alternating amber light or lights as provided in §§ 46.2-1025, (ii) has activated the vehicular hazard warning signal flashers, (iii) is displaying caution signs, or (iv) is marked with properly lit flares or torches shall:

1. On a highway with at least four lanes, at least two of which are intended for traffic proceeding in the direction of the approaching vehicle, move into a lane not adjacent to the stationary vehicle, if reasonable and with due regard for safety and traffic conditions;
or
2. If changing lanes would be unreasonable or unsafe, proceed with due caution and maintain a safe speed for highway conditions.

A violation of any provision of this subsection shall be punishable as a traffic infraction.

(C) If the violation results in damage to property of another person, the court may, in addition, order the suspension of the driver's privilege to operate a motor vehicle for not more than one year.

(D) If the violation results in injury or death to another person, the court may, in addition to any other penalty imposed, order the suspension of the driver's privilege to operate a motor vehicle for not more than two years.

(E) The provisions of this section shall not apply in highway work zones as defined in § 46.2-878.1.

History:

- Amended 2023.
- Previous amendments: 2019.

Referenced Virginia Code Provisions:

The following referenced provisions help identify the vehicle types and exclusions incorporated into § 46.2-861.1:

§ 46.2-1025, subdivision A 1 or 2, identifies vehicles that may use certain amber warning lights, including vehicles used for towing or servicing disabled vehicles and vehicles used in constructing, maintaining, and repairing highways or utilities on or along public highways, assisting with roadside and traffic incident management, or performing traffic management services along public highways.

§ 46.2-1026, subsection B, identifies public utility vehicles using amber warning lights for repairing, installing, or maintaining electric or natural gas utility equipment or service.

§ 46.2-878.1 defines highway work zones for purposes of the exclusion in § 46.2-861.1.

West Virginia Department of Transportation

Statute Number: W. Va. Code § 17C-14-9a

Most Recent Year Updated: 2025

What Vehicles Must a Motorist Move Over For:

- Stationary vehicle flashing red, white, blue or amber lights or
- Stationary vehicle displaying qualifying warning lights, emergency flashers, hazard lights, flares, or retroreflective warning signs.”

What Must the Motorist Do:

- **Move Over:** If on a highway with at least four lanes, at least two of which travel in the same direction, the driver must move into a lane not adjacent to the stopped emergency, utility, or maintenance vehicle, if it is safe to do so and reduce speed to a safe level for road conditions
- **Slow Down:** Reduce speed to a safe level for road conditions and if moving over is not possible or unsafe, the driver must slow to a speed not to exceed 15 mph on a non-divided highway and not to exceed 25 mph on a divided highway, depending on road conditions the driver must reduce speed and proceed with caution.

Speed Criteria:

- Reduce speed to a safe level for road conditions, even when passing in a non-adjacent lane and if passing in an adjacent lane (unable to move over), the driver must slow to a speed not to exceed 15 mph on a non-divided highway and not to exceed 25 mph on a divided highway, depending on road conditions.

Penalties for Violations:

- **First Offense:** Misdemeanor, fine of up to \$500, or up to 60 days in jail, or both.
- **If Violation Causes Property Damage:** Driving privileges suspended for 90 days.
- **If Violation Causes Injury to Another Person:** Driving privileges suspended for six months.
- **If Violation Causes Death to Another Person:** Driving privileges suspended for two years.
- **If violation is committed while also violating §17C-5-2 (DUI Offenses):** Additional fine between \$1,000 and \$5,000, or up to six months in jail, or both.

Statute Language:

West Virginia Code

Chapter 17C. Traffic Regulations and Laws of the Road.

Article 14. Miscellaneous Rules.

§17C-14-9a. Approaching stationary vehicles; penalties.

(a) The driver of any vehicle approaching a stationary vehicle, when the stationary vehicle is giving a signal by displaying alternately flashing red, red and white, blue, or red and blue lights or amber or yellow warning lights, emergency flashers or hazard lights, flares, or retroreflective warning sign shall:

(1) Proceed with due caution, yield the right-of-way by making a lane change not adjacent to that of the stationary vehicle, if possible with regard to safety and traffic conditions, if on a highway having at least four lanes with not less than two lanes proceeding in the same direction as the approaching vehicle and reduce speed to a safe level for road conditions; or

(2) Proceed with due caution, reduce the speed of the vehicle, maintaining a safe speed not to exceed 15 miles per hour on any nondivided highway or street and 25 miles per hour on any

divided highway depending on road conditions, if changing lanes would be impossible or unsafe.

(b) (1) Any person who violates any subsection of this section is guilty of a misdemeanor and, upon conviction thereof, shall be fined not more than \$500 or confined in the county or regional jail not more than 60 days, or both fined and confined.

(2) If violation of this section results in property damage in addition to any other penalty imposed, driving privileges of the persons causing the property damage shall be suspended for 90 days.

(3) If violation of this section results in injury to another person in addition to any other penalty imposed, the driving privileges of the person causing the injury shall be suspended for six months.

(4) If violation of this section results in the death of another person in addition to any other penalty imposed, the driving privileges of the person causing the death shall be suspended for two years.

(5) Any person who violates any provision of this section and while doing so also violates §17C-5-2 of this code is guilty of a misdemeanor and, upon conviction thereof, shall, in addition to the penalties set out in §17C-5-2 of this code and this section, be fined not less than \$1,000 nor more than \$5,000, or confined in jail for a period not more than six months, or both fined and confined.

Appendix B: Outreach and Education Interview Instrument

Interview Instrument: Move Over Law Public Outreach & Enforcement

Instructions for Interviewer:

- Introduce the purpose of the interview: *"This interview is part of a study assessing Move Over Law outreach, enforcement, and compliance efforts across member states of the Eastern Transportation Coalition (TETC). We aim to understand your agency's role in publicizing and enforcing the law, as well as to identify best practices and potential improvements."*
- Ensure the respondent understands that their responses will contribute to a broader report but will not be directly attributed to them unless they give permission.
- Record responses verbatim where possible.

Section 1: Interviewee & Agency Information

1. **Interviewee's Name:**
2. **Job Title & Role Related to Move Over Law Efforts:**
3. **Agency Name:**
4. **State/Region of Operation:**
5. **Email Address:**
6. **Phone Number:**
7. ***"I am now going to read your state's Move Over Law statute. Please help me verify I have the correct information".*** (read statute)

Section 2: Public Outreach & Education Efforts

8. **Does your agency have a webpage or online resources dedicated to the Move Over Law?**
 - Yes
 - No
 - If yes, can you provide the URL or describe where the public can find this information?
9. **What outreach methods does your agency use to publicize the Move Over Law?** (Select all that apply and describe any additional details.)
 - Social media (e.g., Facebook, Twitter, Instagram, YouTube)

- Press releases / News articles
 - Public service announcements (TV, radio, digital ads)
 - Printed materials (brochures, flyers, posters)
 - Website banners or alerts
 - Highway message signs (e.g., Dynamic Message Signs, DMS)
 - Outreach at community events
 - Collaboration with driver education programs or DMV offices
 - Other (please describe):
10. **Besides your agency, are there other organizations in your state that promote the Move Over Law?**
- Yes
 - No
 - If yes, who are they and where can their outreach efforts be found?
11. **Does your agency do anything unique or novel in publicizing the Move Over Law that you believe could serve as a best practice?**
12. **Are there outreach strategies you wish your organization used but currently does not?**
13. **What suggestions do you have for improving Move Over Law outreach efforts within your state or nationwide?**
14. **What type of information from this project would be most beneficial to your agency in improving Move Over Law awareness?**
-

Section 3: Move Over Law Enforcement

15. **Who in your state or region is responsible for Move Over Law enforcement?** *(Select all that apply.)*
- State Police / Highway Patrol
 - Local law enforcement agencies
 - Transportation department enforcement officers
 - Other (please specify):
16. **Do you have a point of contact for Move Over Law enforcement efforts in your state that we may reach out to?**
- Name:
 - Agency:

- Contact Information (email/phone):
- 17. **Are you aware of any specific enforcement initiatives or campaigns related to the Move Over Law in your state?** *(e.g., targeted enforcement weeks, citations issued, special training for officers, etc.)*
 - Yes – Describe:
 - No
- 18. **What role, if any, does your state’s Department of Transportation (DOT) play in Move Over Law enforcement?**
- 19. **If your DOT does not currently assist with enforcement, do you see a potential role for them?**
 - Yes – What could they do?
 - No
- 20. **What specific actions could DOT take to support enforcement efforts?** *(Select all that apply and describe any additional details.)*
 - Providing traffic data to law enforcement (e.g., high-risk zones for violations)
 - Deploying Dynamic Message Signs (DMS) with targeted Move Over Law messages
 - Integrating Move Over Law reminders into traffic alert systems (e.g., Waze, 511)
 - Supporting officer training on Move Over Law enforcement
 - Increasing collaboration between DOT and law enforcement agencies
 - Other (please describe):
- 21. **In your opinion, what could be done to improve Move Over Law enforcement efforts in your state?**

Section 4: Compliance & Future Improvements

- 22. **In your experience, what are the biggest challenges in getting drivers to comply with the Move Over Law?** *(Select all that apply.)*
 - Lack of awareness among drivers
 - Inconsistent enforcement / lack of penalties
 - Difficulty enforcing the law on high-speed roadways
 - Lack of clear signage or messaging on highways
 - Distracted driving / lack of driver attention
 - Other (please describe):

- 
23. **Beyond outreach and enforcement, what else could be done by your agency or others within your state to improve compliance?**
24. **Are there any other organizations, technologies, or legislative changes that could help improve compliance?**
25. **Is there anything else you would like to share regarding your agency's Move Over Law efforts or potential improvements?**
-

Survey Completion & Next Steps

26. **Would you be willing to participate in a follow-up discussion or review draft recommendations?**
- Yes – Provide preferred contact method:
 - No

Closing Statement:

"Thank you for your time and insights. Your responses will contribute to a regional assessment of Move Over Law practices, and we hope the findings will support improved safety and compliance efforts across all member agencies. If you have any additional thoughts, please feel free to reach out."

APPENDIX C: INTERVIEW SUMMARIES

The interview summaries presented in Appendix C were developed from multiple source materials generated during the data collection process. These materials included recovered interview transcripts, follow-up email correspondence, supplemental information provided by interviewees, and notes taken during the discussions. When recording was permitted, transcripts were generated through Microsoft Teams and used as a primary source for summary development.

The summaries included in this appendix were prepared from the source materials described above using Google NotebookLM, Google's AI-supported research and summarization tool, and were subsequently reviewed by the author for accuracy, clarity, and consistency. The author assumes sole responsibility for the content of these summary files and affirms, to the best of the author's ability, that they accurately reflect the perspectives, observations, and information provided by the interviewees.

Alabama

1. Statutory Framework and Legislative Overview

Alabama Move Over Law Specifications (Code Section 32-5A-58.2)

Provision, Details

Protected Vehicle Types, "Emergency vehicles; towing and utility services; garbage, trash, refuse, and recycling collection; any vehicle displaying flashing lights or conducting official duty."

Speed Reduction Requirements (Two-Lane Roads), "Reduce speed by at least 15 mph below the posted limit. If the limit is 20 mph or less, travel at 10 mph."

Speed Reduction Requirements (Multi-Lane Highways), "Vacate the lane closest to the stationary vehicle. If moving over is unsafe or impossible, a tiered speed reduction is required. Note: Current oral testimony regarding specific reductions for high-speed zones contains statutory ambiguities requiring formal verification against the Alabama Code to resolve non-logical figures."

Penalty Structure, First offense: \$100 fine. Second offense: \$150 fine. Third offense: \$200 fine.

2. Public Awareness and Communication Strategies

Diversified communication channels are essential for reaching a broad demographic of drivers, as a single-medium approach often fails to saturate the diverse traveling public. The Alabama Department of Transportation (ALDOT) plays a strategic role in disseminating safety information, ensuring the Move Over Law remains a priority in the public consciousness. ALDOT utilizes several specific outreach methods to maintain public awareness:

Broadcast Media: Deployment of dedicated radio and television spots to reach drivers during peak commute times.

Digital Messaging: Strategic use of Dynamic Message Signs (DMS). These campaigns are scheduled on a consistent cycle, typically every four to five weeks, to prevent message fatigue while maintaining visibility.

Owned Media: The "ALDOT News" website (launched circa late 2024) serves as a repository for safety articles, supplemented by social media "filler posts" to maintain consistent digital engagement.

Targeted Safety Weeks: Intensive coordination during "Crash Responder Safety Week" to highlight the acute risks faced by personnel. Effective message design is critical for minimizing cognitive load on drivers. ALDOT's experience indicates that "vanilla" or high-clarity text messaging—such as "Move Over, It's the Law"—is more effective than graphic-heavy or "cute" messaging. Public feedback revealed that complex graphics on DMS are difficult to interpret at highway speeds, often increasing driver distraction. Consequently, the agency prioritizes brief, clear text to ensure the core safety message is absorbed without creating additional operational hazards. While general public outreach is established, significant institutional gaps remain, particularly in the foundational education of new drivers.

3. Institutional Practices and Inter-agency Collaboration

Achieving high compliance rates requires a unified front between DOTs, law enforcement, and educational bodies. In Alabama, this collaboration is primarily centered on the relationship between ALDOT and the Alabama Law Enforcement Agency (ALEA), specifically the State Troopers. The State Troopers serve as the primary enforcement body; however, this partnership is currently hampered by severe resource constraints. In some counties, manpower shortages are so acute that only a couple of troopers are available to cover an entire jurisdiction. This lack of personnel makes dedicated "Move Over" enforcement details nearly impossible to sustain on a routine basis.

Driver Education: There is no formal Move Over Law curriculum in high school driver education programs.

Regulatory Alignment: There is no current collaborative link with the DMV, and notably, Alabama lacks a dedicated Governor's Office of Highway Safety, an entity that often coordinates multi-agency safety campaigns in other states. Alabama's institutional "wish list" focuses on "plugging into" driver education for young motorists. The goal is to instill proper roadside approach behavior before driving habits become fixed. However, these collaborative efforts face significant practical difficulties when theoretical safety laws meet the reality of modern traffic conditions.

4. Implementation Experience and Operational Challenges

Real-world driving conditions and human factors frequently complicate the application of safety laws. Even well-intentioned drivers can create hazards through over-correction or a misunderstanding of operational priorities.

The "Move Over vs. Slow Down" Conflict

A critical operational challenge is driver over-correction. In an attempt to comply with the "Move Over" mandate, some drivers will come to a near-complete stop in a live travel lane while waiting for a gap in traffic. This creates a dangerous speed differential and increases the likelihood of secondary rear-end collisions. Furthermore, "target fixation" can occur when a driver focuses so intently on the response scene that they inadvertently steer toward it while attempting to move over, resulting in Struck-By-Vehicle (SBV) incidents.

Primary Barriers to Compliance

Distracted Driving: This is the leading cause of SBV incidents. Research indicates a four-fold increase in responder strikes between 2:00 AM and 4:00 AM on weekends, a window where both distraction and impairment are at their peak.

Congestion: High traffic density often makes it physically impossible to vacate the lane, forcing a reliance on the speed reduction rule which is frequently ignored.

Manpower Shortages: As noted, the limited number of troopers per county prevents the consistent enforcement necessary to change long-term driver behavior. Innovative strategies and peer-state lessons are currently being explored to overcome these behavioral and resource-based barriers.

5. Best Practices and Transferable Lessons

Alabama serves as a valuable case study for peer-to-peer knowledge exchange. By examining innovative enforcement concepts and operational adaptations, the state can refine its approach to responder safety.

Innovative Enforcement and Operational Concepts

The "Dummy Car" Strategy: Utilizing salvaged or decommissioned cruiser shells equipped with flashing lights in stationary work zones. This creates a perceived law enforcement presence, leveraging the "halo effect" to encourage compliance without taxing active-duty personnel.

Automated Enforcement: Evaluating the legislative feasibility of technology-based citations. Using cameras to capture license plate data and vehicle speeds could allow for automated ticketing, reducing the need for high-risk roadside stops.

Tactical Stopping (Operational Adaptation): A recognized best practice involves troopers or responders delaying the activation of emergency lights until they reach an exit or a wider shoulder. This "tactical stopping" mitigates the Move Over risk entirely by moving the interaction away from active travel lanes.

Pensionable Overtime (Peer-State Lesson): Based on successful models in other jurisdictions, Alabama may consider making off-duty enforcement details "pensionable." This serves as a significant incentive for trooper participation, ensuring higher staffing levels for dedicated safety details.

Information Needs

Alabama has identified specific data needs for future study, including:

Speed Uniformity Impact: Comparative research on whether moving to a uniform 20-mph or 25-mph reduction across all states would decrease driver confusion.

Digital Integration: Assessing the impact of "HAAS" alerts and other digital notifications that warn drivers of approaching emergency vehicles via in-car technology, and determining if this leads to statistically significant increases in compliance.

Connecticut

1. Legislative Framework and Statutory Evolution

While the majority of U.S. jurisdictions utilize an "either/or" requirement—mandating that drivers either move over or slow down—Connecticut is statutorily unique as one of only 21 states to enforce a dual obligation. Under current law, motorists are required to both reduce their speed to a reasonable level and, if traveling in an adjacent lane, vacate that lane when possible. This "Move Over AND Slow Down" mandate ensures that even when a driver successfully changes lanes, they must still maintain a reduced speed to protect personnel on the shoulder, effectively mitigating the risks of "brush-by" incidents. The following table illustrates the evolution of the state's Move Over legislation, highlighting the 2015 shift from a responder-centric law to a "Move Over for Everyone" standard:

- Protected Entities
 - 2009 Statute (14-283b): Primary focus on emergency vehicles and responders.
 - 2015 Update: Explicitly expanded to include disabled vehicles and "any vehicle" on the shoulder.
- Operational Mandate
 - 2009 Statute (14-283b): Established the "Move Over AND Slow Down" requirement.
 - 2015 Update: Maintained the dual mandate, contrasting the national "Move Over OR Slow Down" standard.
- Scope of Compliance
 - 2009 Statute (14-283b): Limited to specific emergency and maintenance personnel.
 - 2015 Update: Universal protection for all roadside vehicles, regardless of their operational status.

A critical component of this mandate is the specific speed reduction requirement. Even if a driver moves over to an adjacent lane, the law requires a reduction in speed below the posted limit to a "reasonable level." This is circumstance-dependent; for instance, if traffic volume prevents a lane change, the driver remains legally obligated to reduce speed significantly. By mandating both actions, Connecticut addresses the cognitive and physical realities of high-speed travel, ensuring a wider safety margin for those on the fog line.

2. Public Awareness Initiatives and "Humanization" Branding

A cornerstone of Connecticut's strategy is the deliberate shift in discourse from "compliance-based" messaging to "human-centric" storytelling. By humanizing first responders, the state aims to influence driver behavior through empathy rather than the threat of a fine. This strategic branding is supported by significant investment, including a \$200,000 grant used to produce high-quality Public Service Announcement (PSA) messaging filmed in partnership with the Colchester Fire Department. These campaigns showcase DOT workers, police, and EMS personnel not as faceless entities, but as family members whose primary goal is to return home safely. The state utilizes a sophisticated multi-platform communication strategy to disseminate this message:

Social Media Channels: Active engagement across Facebook, Instagram, and Snapchat, with TikTok currently being integrated to capture younger demographics.

Variable Message Signs (VMS): Signage is deployed on a weekly or bi-weekly cycle using a "fatality correlation" strategy. One panel displays the current year-to-date highway death count,

while the second panel provides a direct "Slow Down, Move Over" command to link the behavior to the consequence.

Mascots and Engagement: To reach families, the state utilizes "Safety Sam" (a traffic cone) and "Terry the Turtle." These mascots attend "Touch-a-Truck" events and baseball games to distribute educational materials, including unique window clings featuring the Connecticut State Police emblem and bold "Move Over" text. A vital element of this outreach is the "Flagman" campaign. Established by the sister of tow operator Corey I-Dice—who was tragically killed in the line of duty in 2020—this initiative focuses on elementary-level driver education. By instilling the "Slow Down, Move Over" mantra in children, the state seeks to influence current parental driving habits while building a safer culture for the next generation of motorists.

3. Institutional Practices and Inter-Agency Collaboration

Achieving statewide safety goals requires high-level alignment between the Department of Transportation (DOT), State Police, and the Fire Administration. This unified front ensures that all agencies operate under a singular safety protocol, providing consistency for both responders and the public. The primary vehicle for this institutionalization is the Traffic Incident Management (TIM) program. Connecticut has moved beyond viewing TIM as a "best practice," instead passing legislation that mandates TIM training for all law enforcement officers. This legal requirement has driven a massive rollout, resulting in over 8,000 responders trained across 350 classes. This ensures that every responder on a scene is equipped to set up work zones that provide maximum physical protection and clear direction to motorists. Despite these successes, a "Strategic Bottleneck" remains regarding the Department of Motor Vehicles (DMV). While DOT and State Police have engaged in persistent inter-agency advocacy to integrate Move Over education into the official driver's education curriculum, high agency turnover has delayed full implementation. Addressing this gap is essential to institutionalizing safety knowledge at the earliest possible stage of a driver's tenure.

4. Enforcement Mechanisms and "Operation Big Orange"

Effective enforcement relies on a sustainable funding structure that addresses the broader challenges of manpower and recruitment. In Connecticut, the use of "pensionable" details — assignments where the earnings contribute to an officer's future pension—serves as a high-value incentive. This specific financial structure is critical to ensuring that safety zone details are consistently filled by motivated officers. The flagship of this effort is "Operation Big Orange," a program specifically designed for maintenance force protection:

Funding: Supported by a dedicated \$120,000 annual allocation.

Strategic Objective: Targeted enforcement within active DOT maintenance work zones, pairing State Police with maintenance crews to deter speeding and Move Over violations.

Efficacy: The program maintains high productivity, with troopers typically issuing 10 to 15 tickets per 8-hour shift. While enforcement is active, officials note that the current penalty structure may lack sufficient deterrent power. The standard fine for a first offense is \$181, a figure advocates argue is too low to bring the law to the "forefront of the cognitive brain" of a distracted driver. Connecticut officials have pointed to the "Illinois/Indiana model"—which features \$10,000 fines and mandatory jail time for striking a responder—as a legislative benchmark that would more effectively communicate the gravity of the violation.

5. Technological Integration and Hazard Pre-Warning

Technological "Early Warning Systems" are critical for reducing both "struck-by" and "brush-by" incidents by providing motorists with the lead time necessary to comply with the dual "Move Over

and Slow Down" mandate. The state is currently deploying or evaluating the following technologies:

HAAS Alert: This digital alerting system is integrated into three-quarters (3/4) of the state's snowplow fleet and the entirety of the service patrol fleet. It pushes real-time alerts to motorists via in-car navigation systems like Waze.

Electronic Flares/Pilots: These devices function as high-visibility "message boards." They are highly favored by responders for increasing scene visibility while simultaneously limiting an officer's physical exposure to traffic during deployment and retrieval.

Digital Integration (CT Roads): The state's CT Roads platform feeds real-time operational data into 511 and Waze, ensuring a seamless flow of hazard information to the driving public.

Work Zone Intrusion Warning Systems: The state is currently conducting an Experimental Pilot Program for systems designed to alert workers the moment a vehicle breaches a protected zone.

6. Transferable Lessons and Best Practices for Multi-State Application

The Connecticut experience offers three primary transferable lessons for other jurisdictions seeking to enhance responder safety:

The Incentive-Based Enforcement Model: By utilizing pensionable funding for programs like "Operation Big Orange," states can solve recruitment challenges and ensure a dedicated enforcement presence in high-risk maintenance zones.

Strategic Humanization of Responders: Shifting from legalistic warnings to human-centric PSAs—supported by multi-agency grants (e.g., the Colchester Fire/State Police partnership)—effectively changes the public perception of the law from a nuisance to a moral necessity.

Cross-Generational Safety Advocacy: Utilizing elementary-level outreach (the Flagman campaign) and public mascots (Safety Sam) creates a "bottom-up" pressure on current drivers while establishing a foundational safety culture in the drivers of tomorrow.

Research Gaps: Specific year-over-year citation statistics for "Operation Big Orange" were not available during the initial interview; these data points have been identified as a priority for follow-up analysis to quantify the program's long-term impact on driver behavior.

Delaware

1. Public Awareness and Communication Channels

In a small, high-traffic state like Delaware, a multi-modal communication strategy is a operational necessity. As a transit hub for beach-bound tourists and interstate commerce, DelDOT utilizes a variety of channels to ensure the Move Over message reaches both local residents and transient drivers. The effectiveness of Delaware's current communication methods is analyzed below:

Social Media Engagement: DelDOT maintains a robust presence on social media, supported by a dedicated community relations team of five to six personnel. Facebook remains the primary platform for high-engagement safety campaigns, while platforms like X (formerly Twitter) are utilized less frequently for these specific initiatives.

Broadcast Media: Delaware maintains a DOT-owned radio station for travel alerts, though leadership notes this may become obsolete in the near future. Current Public Service Announcements (PSAs) utilize psychographic targeting ; for instance, recordings often feature environmental cues like seagulls to subconsciously trigger the attention of vacationers in resort areas.

Physical Infrastructure Advertising: To reach "captured" audiences, DelDOT utilizes toll plazas. Large banners and vinyl stickers are placed in cash lanes, ensuring that drivers stopping to pay tolls are directly exposed to Move Over and work zone safety directives.

Digital Presence: The department employs website banners and frequent press releases to maintain a steady stream of information. This is supplemented by "quirky messaging" on Dynamic Message Signs (DMS) designed to combat driver habituation and grab attention on major interstates. These broad outreach efforts provide a foundation of awareness that is further localized through targeted community-level engagement.

2. Education and Community Outreach Strategies

Localized community engagement is a cornerstone of Delaware's safety strategy, reinforced by the state's unique political scale. The close proximity between citizens and political stakeholders means that constituent concerns often lead to direct engagement between political representatives and DelDOT leadership. The state employs a "catch-all" approach to community events to maximize outreach efficiency:

Legislative Town Halls: DelDOT participates in town halls hosted by political representatives. These forums allow the department to address constituent concerns while simultaneously disseminating safety campaign data.

Community Festivals: The Community Relations division utilizes local festivals to set up booths featuring physical collateral, such as brochures and data tables, to engage the public in a low-pressure environment.

Driver Education Programs: Move Over Law education is currently integrated into the DMV-managed driver education curriculum. However, a significant gap exists at the high school level. To address this, there is institutional interest in the "**Flag Man**" program—a social engineering tactic that utilizes elementary-age children to advocate for safer driving behaviors to their parents. Transitioning from education to physical implementation, Delaware relies on specific infrastructure and technology to reinforce behavioral expectations on the roadway.

3. Implementation Experience and Infrastructure

Physical signage and technological monitoring serve as the frontline for Move Over Law compliance. Delaware has invested in both traditional infrastructure and advanced pilot programs to manage traffic flow and enhance responder safety. Key implementation details include:

Signage Upgrades: DelDOT has deployed 36-inch "State Law" signs at state lines and high-traffic corridors. These signs provide clear legal directives: "Move Over or Reduce Speed for Stopped Emergency and Maintenance Vehicles."

Technological Monitoring: The state utilizes Waveic and Bluetooth sensors to monitor traffic speeds. This data integrates with Variable Speed Limit Signs (VSLs), allowing TMC supervisors to manually reduce speed limits (e.g., from 65 to 55 or 45 mph) during inclement weather or incidents.

Automated Enforcement Pilot: Legislation recently authorized a speed camera pilot in work zones, specifically at the I-95/SR-896 project. Initial data revealed an extreme volume of violations—approximately 600 tickets per hour—with some speeds exceeding 130 mph.

Public Acceptance and Security Challenges: The automated enforcement program has faced significant friction, including the systematic vandalism of camera equipment by individuals using four-wheelers and baseball bats. Furthermore, there is a strong legislative desire to expand this technology beyond work zones to include Move Over and general Traffic Incident Management (TIM) violations. These tools provide the data and infrastructure necessary to support active law enforcement efforts across the state.

4. Enforcement Practices and Interagency Collaboration

Effective Move Over Law compliance is dependent on a high-functioning partnership between DelDOT, the Delaware State Police (DSP), and the Office of Highway Safety (OHS). These agencies collaborate on tactical operations to identify and cite violators despite significant resource constraints. The state's enforcement strategy focuses on:

Tactical Cooperation (Sting Operations): A high-value practice involves placing state troopers in the cabs of DelDOT maintenance trucks (typically dump trucks). This elevated vantage point allows troopers to identify **precursor violations**—such as cell phone use and seatbelt non-compliance—which often correlate with Move Over violations. Violation data is then radioed to "chase cars" positioned down-road.

Data Sharing: DelDOT provides live speed data from its Waveic/Bluetooth sensors to the DSP, allowing law enforcement to identify zones of chronic non-compliance for prioritized deployment.

Training Initiatives: Efforts are underway to integrate abbreviated (2–3 hour) Traffic Incident Management (TIM) training into police academies to improve officer safety and decision-making during high-speed roadside stops. While these collaborations are productive, institutional and social hurdles continue to impede full compliance.

5. Implementation Challenges and Shortfalls

Despite robust efforts, Delaware faces systemic barriers to achieving full Move Over Law awareness and compliance. These challenges range from educational gaps to judicial inconsistencies. The following hurdles have been identified:

The School-Age Education Gap: There is currently a lack of direct DelDOT interaction with high school driver education programs. Closing this gap is seen as essential for long-term behavioral change.

Judicial Hurdles and Data Integrity: A major concern is the "pleading down" of citations in the court system. When a Move Over violation is reduced to a generic traffic infringement, it becomes impossible to track recidivism or accurately assess the law's impact on safety.

Resource and Personnel Constraints: A "staffing crisis" within the DSP academy has created a significant process bottleneck. The requirement for troopers to manually review automated camera footage has resulted in a 4–5 month backlog for mailing citations, undermining the immediacy of the enforcement deterrent.

Driver Behavior: "Low law acuity" and cognitive overload remain prevalent. Drivers in high-density areas often suffer from distraction, failing to process Move Over signage despite its prevalence.

6. Best Practices and Transferable Lessons

Delaware's experience offers several high-value takeaways for other state DOTs looking to improve Move Over Law compliance through innovative outreach and enforcement.

Hyper-Local Physical Advertising: Utilizing toll lane signage captures a "captured" audience at a moment of low speed and high attention, proving more effective than high-speed DMS messaging alone.

Maintenance Vehicle Stings: The strategic use of non-traditional vehicles (dump trucks) for enforcement observation provides a tactical vantage point to identify distracted drivers and Move Over violators who typically only self-correct for marked cruisers.

Demographic-Specific Outreach: Successful messaging involves partnering with the Office of Highway Safety and university partners to target unique demographics, such as the **international summer workforce** in resort areas, who may be unfamiliar with U.S. Move Over statutes.

Social Engineering through Education: Implementing programs like "Flag Man" to reach parents through their children offers a novel way to bypass traditional driver apathy. In summary, Delaware has established a strong foundation through advanced signage and interagency data sharing. However, the path forward requires transitioning from periodic campaigns to year-round, consistent messaging and resolving the personnel shortages that currently delay enforcement actions. Core leadership expresses a clear desire for more frequent "stings" and the expansion of automated enforcement to broader TIM applications.

Florida

1. Move Over Law: Outreach and Public Awareness Initiatives

Florida's Move Over Law is managed through a multi-agency partnership where the Florida Highway Patrol (FHP) serves as the lead enforcement agency, and FDOT provides primary communication support. This relationship ensures that the legal mandate is reinforced by the state's vast transportation infrastructure. FDOT's outreach strategy focuses on multi-channel awareness:

Dynamic Message Signs (DMS): Leveraging overhead infrastructure to broadcast safety reminders.

Communications Coordination: The FDOT Communications Office manages social media synchronization, focusing on Move Over Awareness Month (January) and National Crash Responder Safety Week.

Regulatory Nuance: Per MUTCD Chapter 6, FDOT ensures that awareness messaging is always actionable. For instance, messages like "Crash Responder Safety Week" cannot stand alone; they must be paired with direct safety instructions such as "Move Over, Slow Down" to remain compliant with traffic control regulations. While FDOT actively supports these campaigns, it is important to note that specific granular metrics on campaign reach or official FHP enforcement statistics were not available for this report. Despite these efforts, the effectiveness of physical signage is inherently limited by driver attention, necessitating a move toward digital layers of notification.

2. Data Fusion and Advanced Technological Strategies

Digital integration transforms passive roadside awareness into active, real-time motorist alerts. By pushing data directly into consumer navigation tools, FDOT provides advanced warning before a driver even establishes a line of sight with a responder. Innovation in this space has been led by District-level initiatives. Their work resulted in the Digital Integration Video Aggregation System (DIVAS) and the Data Fusion System (DFS). This architecture ingests Automatic Vehicle Location (AVL) data from Road Rangers. When a vehicle is marked as "active" and "assisting a motorist," the system automatically shares that position with third-party apps like Waze and Google Maps. This automated process provides a high-return safety benefit at no additional cost to the state. Beyond passive data sharing, FDOT is exploring the "Florida Help" solution (Inrix), which offers:

Geofencing: TMC operators can draw a "polygon" around a specific roadway segment to push alerts to all mobile devices within a 10th of a mile.

Bidirectional Communication: Unlike standard alerts, this solution allows for motorist acknowledgment and consent, facilitating two-way interaction during major evacuations or detours. Additionally, the **Sun Guide** software has been enhanced to capture granular data. Operators now track specific attributes such as whether the ranger was inside or outside the vehicle, their specific activity at the time of a strike, and the MOT equipment deployed. This searchable data allows for the creation of safety heat maps, though these insights continue to highlight the limits of current outreach against the "D-Driver."

3. Implementation Experience: Challenges and Lessons Learned

The primary challenge to 100% compliance remains the "D-Driver." Statistical analysis indicates a bleak reality for this demographic: research shows that for suspected distracted, drowsy, or drunk drivers, there is nothing in the data to suggest that TTC deployment provides a statistically

significant safety benefit. This risk is underscored by the cases of Christopher Stewart , who lost a leg in a Tampa strike, and Scott Atkins , who was killed in District 4. In both instances, responders utilized "textbook perfect" TTC, yet motorists drove directly through the tapers. This underscores that while technology and TTC mitigate risk, they cannot fully neutralize an impaired driver. Florida has addressed the "Incentive Gap" in training through a "Carrot and Stick" approach:

The Stick: Under Florida Administrative Code 15B-9 , all wrecker operators on the FHP rotation are legally required to complete TIM training. Linking training to the ability to remain on rotation has led to massive enrollment surges.

The Carrot: By partnering with the Department of Health, FDOT established TIM training as a Continuing Education (CE) credit for EMS and health professionals, encouraging voluntary participation.

Transferable Lessons and Policy Milestones

Legal Designations: Road Ranger vehicles were designated as "Emergency Vehicles" by former Secretary Jim Boxold . This was a critical policy shift necessitated by FHP Troopers who were previously citing Road Rangers for using median turnarounds. This designation grants legal authority for U-turns, reducing response times.

AVL Integration: Automated sharing of AVL data with consumer apps provides significant safety ROI with minimal overhead. **Conclusion:** To achieve a national standard of safety, the interviewee recommends the establishment of a "National TIM Directive" modeled after NIMS/ICS. Such a directive would move TIM training from a voluntary best practice to a mandated, funded, and accredited professional requirement across all state and local agencies.

Georgia

1. Institutional Framework and Agency Roles

The efficacy of Georgia's Move Over Law is predicated on a highly coordinated institutional ecosystem where inter-agency cooperation is a strategic imperative. By establishing a clear division of labor between communication, enforcement, and education, the state produces a unified response that leverages the unique statutory authorities of various entities. This structural synergy ensures that the mandate to protect roadside personnel is not merely a statutory requirement but a multi-faceted operational priority supported by the state's transportation and safety infrastructure. The key institutional stakeholders involved in this framework include:

Georgia Department of Transportation (GDOT): Oversees broader communication strategies and manages specialized roadside safety units.

Governor's Office of Highway Safety (GOHS): Serves as the central state repository for highway safety information and coordinates high-level professional education.

Department of Public Safety (DPS): The primary umbrella agency for enforcement, housing the Georgia State Patrol, the Capitol Police, and the Motor Carrier Compliance Division.

Georgia TIME Task Force (Traffic Incident Management Enhancement): A multi-agency collaborative focused on incident management, inter-agency training, and the advancement of safety protocols. Within this framework, specialized GDOT units such as HERO (Highway Emergency Response Operators) and CHAMP (Coordinated Highway Assistance & Maintenance Program) serve as critical operational components. While their primary mission involves lane clearance and motorist assistance, they function as the visible face of the Move Over Law. Their constant presence on the highway shoulders provides a direct point of public interaction, humanizing the safety risks faced by roadside workers. Professional and public access to Move Over Law resources is centralized through two primary digital repositories: the Governor's Office of Highway Safety website and timetaskforce.com. These sites function as the technical hubs for policy data, educational materials, and task force updates. This robust institutional structure provides the necessary foundation for the state to deploy its multi-channel communication strategies to the motoring public.

2. Public Awareness Initiatives and Communication Channels

Georgia maintains an aggressive communication strategy designed to combat driver complacency and ensure the Move Over Law remains a high-priority concern for the public. The state utilizes a saturated messaging approach across diverse media to maintain visibility and reinforce driver vigilance. The following details the primary outreach channels and their implementation status:

Public Outreach Channels and Implementation Status

Channel Type, Implementation Details

- Social Media, "Managed centrally by the GDOT Communications department (rather than individual units); utilizes Facebook, X (formerly Twitter), and Instagram for law updates and project-specific safety reminders."
- Dynamic Message Signs (DMS), Electronic highway boards are utilized with near-constant frequency to remind motorists of their legal obligation to move over for workers on the right shoulder.
- Traditional Media (Broadcast), Strategic deployment of television and radio public service announcements to reach a broad demographic of motorists.

- Traditional Media (Digital), Use of targeted digital advertisements and press releases to provide nuanced information on law changes and safety initiatives.
- Physical Materials, Production and distribution of flyers and posters to serve as tangible safety reminders in community and government spaces.

Notably, there is currently no direct integration with the Department of Driver Services (DDS) or formal driver education programs. This represents a significant institutional boundary, as Move Over Law messaging is primarily targeted at active drivers through public information channels rather than through the formal state licensing curriculum. This broad-based public outreach is further refined through targeted community engagement and rigorous professional development.

3. Education, Community Engagement, and Professional Development

The Georgia strategy recognizes the importance of longitudinal education—influencing future drivers before they enter the licensing system—and fostering professional knowledge exchange. This dual approach ensures that safety culture is cultivated both at the grassroots level and among transportation policy practitioners. A tactical highlight of Georgia's approach is the "backpacking" strategy employed by HERO and CHAMP units. Because these units lack a formal seat within the DDS licensing curriculum, they utilize school visits, "Truck Days," and career day events to bypass institutional gaps. By bringing safety vehicles directly to students, GDOT performs an informal educational "backdoor" maneuver, humanizing roadside workers and instilling Move Over awareness in children long before they become motorists. On a professional level, the state ensures continuous engagement through a strategic conference rotation. Georgia alternates between the Governor's Office of Highway Safety Conference and the TIME Task Force Conference on opposite years. This schedule prevents professional over-saturation while ensuring that Move Over safety remains a consistent, biennial topic for multi-agency representatives from both within Georgia and across state lines. These platforms are essential for technical presentations and the exchange of best practices between neighboring jurisdictions. This high-level professional coordination informs the practical, on-road application of the law through state-wide enforcement coordination.

4. Enforcement Practices and Agency Coordination

While GDOT drives public awareness, the legal enforcement of the Move Over Law is a specialized function of law enforcement partners. This division is a strategic necessity, as the DOT relies on the authority of the police to provide the "teeth" required for behavioral compliance. Enforcement responsibility is concentrated within the specific divisions housed under the Department of Public Safety (DPS) :

- Georgia State Patrol
- Capitol Police
- Motor Carrier Compliance Division

In addition to these state-level entities, city and county law enforcement agencies enforce the law within their local jurisdictions. It is critical to note that GDOT maintains a strictly non-enforcement role. The department does not share compliance data for the purpose of issuing citations. Furthermore, while leadership acknowledges hearing of such tactics in the past, GDOT does not currently engage in, nor witness, "sting" operations (such as using a DOT vehicle as bait). GDOT relies entirely on the DPS for tactical enforcement and compliance campaigns. Despite this structured enforcement, a critical gap remains between legal mandate and driver behavior, necessitating an analysis of current implementation hurdles.

5. Implementation Challenges and Strategic Insights

The primary challenge in Georgia's implementation is the "red and blue" light perception gap. While motorists demonstrate high compliance for police and fire vehicles, there is a distinct disconnect regarding other roadside personnel. Specifically, motorists frequently fail to move over for electrical workers, maintenance crews, HERO units, and tow trucks. This suggests that the legal "umbrella" of protection is not yet viewed as universal by the motoring public. From a policy perspective, Georgia faces a desensitization challenge. Although messaging is aggressive, there is a strategic risk that the law is being treated as "background music"—a phenomenon where high-frequency messaging loses efficacy as drivers become over-exposed and fail to prioritize the law unless an emergency vehicle is present. The objective is to move public perception from passive awareness to active, informed compliance for all entities covered under the statute.

Strategic Insights and Future Directions

GDOT leadership is actively seeking "Transferable Lessons" from the I-95 corridor to refine its messaging and outreach. Future strategic interests include:

Refining Messaging for Non-Emergency Personnel: Identifying how peer states successfully communicate the necessity of moving over for electrical and maintenance workers.

Data-Driven Outreach: Learning unique or high-impact tactics from other states to improve compliance rates for the entire scope of roadside workers.

In summary, Georgia possesses a comprehensive framework for Move Over Law implementation, yet the state remains focused on closing the compliance gap between emergency and non-emergency roadside personnel. The ultimate goal is to move beyond mere awareness and provide a truly inclusive "umbrella" of protection for all individuals working on the state's highways.

Kentucky

1. Statutory Framework and Legal Provisions (KRS 189.930)

A robust and unambiguous legal framework is the primary prerequisite for responder safety, providing the essential mandate for motorist behavior and the necessary leverage for effective enforcement. For a state's Move Over initiatives to move beyond mere suggestion, the statutory language must be precise enough to withstand judicial scrutiny while broad enough to protect all vulnerable parties on the roadway. In Kentucky, KRS 189.930 establishes the standard of care for motorists approaching stationary vehicles, seeking to mitigate the catastrophic risks inherent in roadside incidents through a combination of mandatory lane changes and speed adjustments.

Kentucky Statutory Requirements

Provision Category, Legal Specification

Last Statutory Update, 2024

Covered Vehicles, "Emergency response vehicles, public safety vehicles, and any disabled vehicle displaying indicators."

Required Indicators, "Must display flashing lights, flares, or retroreflective signals/indicators (as specified in Section 5B)."

Primary Driver Action, "On highways with four or more lanes (at least two in the same direction), drivers must move into a lane not adjacent to the stopped vehicle."

Secondary Driver Action, "If a lane change is impossible or unsafe, the driver must reduce speed and proceed with caution."

Speed Reduction Standard, "Drivers are required to reduce to a ""prudent speed"" (no fixed mileage-under-limit defined)."

The current reliance on the term "prudent speed" represents a significant strategic vulnerability. Unlike jurisdictions that mandate a specific reduction (e.g., 20 mph below the posted limit), Kentucky's subjective terminology complicates both driver compliance and the ability of law enforcement to successfully prosecute violations. From a research and policy perspective, "prudence" is difficult to quantify in a courtroom. While this flexibility allows for varying road conditions, it often results in motorists maintaining speeds that are still dangerously high for responders on the shoulder. This legal ambiguity necessitates a more aggressive public communication strategy to define "prudence" through education.

2. Public Awareness and Outreach Multi-Channel Strategy

In the absence of rigid numerical speed mandates, a diversified and persistent communication strategy is vital to influence driver culture across varied demographics. The Kentucky Department of Transportation (DOT) serves as the strategic anchor for this messaging, ensuring that Move Over requirements are integrated into the broader safety narrative rather than treated as an isolated or seasonal concern. To maintain this presence, the state deploys a mix of digital assets and physical infrastructure:

Web Presence: Rather than siloing information on a standalone site that may receive limited traffic, Move Over guidelines are integrated directly into the high-visibility Work Zone Safety and Highway Safety pages.

Social Media and Press Media: Outreach follows a rhythmic schedule, peaking during National Moveover Day and Crash Responder Safety Week. The DOT also utilizes press releases and

organic social media during inclement weather events, when the frequency of stranded "disabled vehicles" (protected under Section 5B) increases.

Dynamic Messaging Signs (DMS): Electronic interstate and parkway signage are utilized for real-time safety reminders, providing high-impact "point-of-contact" messaging to drivers currently on the road.

Roadside Signage: Permanent physical infrastructure provides the most consistent reminder. These signs utilize a distinct two-tone specification: a yellow top section featuring the "Move Over Law" text and a white bottom section. A high-value tactical engagement tool in the state's arsenal is the Rollover Simulator. This self-contained, self-propelled unit is a sophisticated piece of equipment featuring a truck cab mounted on a trailer. Utilizing hydraulics and a joystick control system, the unit demonstrates the physics of a crash using life-sized dummies. While designed for seatbelt education, its presence at middle schools, high schools, and corporate campuses provides a "foot in the door" for safety leads to engage the public on Move Over Law requirements, effectively turning a general safety demonstration into a specific behavioral intervention. These educational efforts lay the groundwork for the institutional collaboration required to move the public from awareness to compliance.

3. Institutional Collaboration and Enforcement Mechanics

Achieving data-driven safety outcomes is contingent upon the synergy between the Kentucky Office of Highway Safety (OHS) and Law Enforcement Agencies (LEA). This partnership is essential for bridging the gap between legislative intent and roadside reality, particularly regarding the collection of crash data and the execution of enforcement details. The OHS maintains a primary partnership with the Kentucky State Police (KSP). Because Kentucky does not utilize a traditional Highway Patrol model, the KSP serves as the lead enforcement body on state and federal routes, while also acting as the central clearinghouse for all crash data, including fatalities, injuries, and citations. This jurisdictional overlap is evident on routes like the Mary Turner Parkway, where motorists may encounter KSP troopers or local agencies like the Clark County Sheriff or Winchester Police Department. However, the current enforcement model is hindered by two primary factors:

Resource Intensity: Effective enforcement often requires "sting" operations, where a DOT or police vehicle is staged with lights activated to identify non-compliant drivers. This necessitates a minimum of two officers—one to act as the "bait" and another positioned downstream to perform the stop.

The Funding Gap: Move Over initiatives currently lack the status of a formal NHTSA-eligible campaign, such as "Click It or Ticket." This prevents the state from accessing federal grants for paid media and dedicated overtime enforcement, forcing agencies to rely on sporadic, organic outreach rather than sustained, high-visibility enforcement. The lack of dedicated resources limits the frequency of these high-effort stings, leaving responders to face the practical hazards of the roadway with fewer defensive measures.

4. Implementation Challenges and Operational Barriers

The effectiveness of any safety statute is frequently compromised by environmental variables and the unpredictable nature of human behavior. These barriers necessitate a strategic pivot toward more inclusive safety protocols and clearer legal definitions. The primary operational challenges in Kentucky include:

Visibility and Environmental Factors: Low-light conditions, mist, and poor weather significantly degrade a driver's reaction time. If a motorist cannot identify a flashing indicator or a vehicle's

"Section 5B" reflectors until they are in close proximity, the window for a safe lane change closes rapidly.

The "Partnership" Requirement: Compliance is often a collaborative effort between drivers. A motorist in the right lane may have the intent to move over but be physically blocked by heavy traffic in the adjacent lane. Without a "partnership" from the driver to the left, the first motorist is often forced to pass the responder at a higher speed than safety dictates.

Subjective Legal Language: As previously noted, the lack of a fixed-mileage speed reduction makes it difficult for drivers to gauge their own compliance and for officers to secure convictions in court, as "prudent" remains a matter of individual interpretation.

5. Strategic Findings and Transferable Lessons for Multi-State Application

Kentucky's approach offers several high-value lessons for states seeking to modernize their Move Over legislation and outreach. The state has demonstrated leadership by evolving its statute toward "General Distress" coverage, ensuring protections extend beyond emergency vehicles to the everyday citizen. Key takeaways for multi-state application include:

Legislative Inclusivity: Kentucky's 2024 update represents a best practice by protecting all disabled vehicles that display indicators (flares, flashers, or reflectors per Section 5B). This broader scope acknowledges that any person on the shoulder is at risk, regardless of their vehicle type.

The Funding Imperative: To achieve cultural saturation comparable to seatbelt or impaired driving laws, Move Over initiatives must be elevated to formal NHTSA-eligible status. This is the only path to unlocking the federal funding necessary for sustained paid media and large-scale enforcement grants.

Tactical and Agile Innovations: The state's use of iHeart Media airtime contracts represents a modern, agile approach to public service announcements. This allows safety leads to "jump on the air" with popular hosts at a moment's notice to discuss roadside safety—a highly transferable model for rapid-response public education. Additionally, the state's openness to DOT-staged vehicle "stings" provides a blueprint for resource-strapped agencies to maximize their visibility. Kentucky remains committed to refining these strategies and exploring regional best practices. These findings will be integrated into the forthcoming research report to support national efforts in improving responder and motorist safety.

Maine

1. Agency Profile and Strategic Context

The Maine Department of Transportation (Maine DOT) serves as a critical lead in statewide traffic safety, focusing heavily on the evolution of "Move Over" law compliance. Strategically, the department has transitioned toward a balanced messaging approach that pairs the "Move Over" mandate with a "Slow Down" instruction. This semantic nuance is vital for operational safety on Maine's congested interstates; the department recognizes that a strict "Move Over" command without the "Slow Down" alternative can lead to hazardous scenarios where motorists stop in active travel lanes because they cannot safely merge. Implementation is managed through a multi-agency framework centered on the Traffic Incident Management (TIMS) committee. This committee facilitates collaboration between the Maine DOT, Maine State Police, the Department of Public Safety, and the Maine Sheriff's Association. Beyond mere policy discussion, the TIMS committee functions as a practical hub for equipment distribution, ensuring that smaller municipal departments have the tools necessary to implement on-scene safety. From an analytical perspective, Maine's program maintains a high benefit-cost ratio despite lower traffic volumes compared to larger states. Maine DOT records approximately 30 to 40 Safety Service Patrol (SSP) stops per week.

2. Public Awareness and Communication Strategies

Maine DOT's communication strategy leverages a "Psychological Hybrid" model that balances traditional safety alerts with humorous, non-traditional messaging. The agency observes a significant "Regulatory Tension" regarding the use of humor on Changeable Message Signs (CMS). While federal oversight often prefers standard signage uniformity, Maine has found that "serious" messaging often falls victim to driver "numbness." In contrast, funny or themed messages generate high public engagement, confirming that the message has been read and retained. To maintain effectiveness, the department rotates CMS messaging every two weeks. This frequency prevents sign fatigue and ensures that safety reminders remain a conscious part of the driving experience.

Comparison of Messaging Strategies

Message Type, Examples, Public Engagement Level, Frequency/Rotation

Funny/Themed, "Santa sees you when you're speeding", High: Drives social media interaction and direct public feedback., Rotated every 2 weeks.

Standard/Serious, "Mandatory ""Move Over"" alerts; Crash Responder Safety Week", Moderate/Low: Often overlooked by frequent commuters., Intermittent/Event-based.

A cornerstone of this strategy is the inclusion of the phrase "if you can" (e.g., "Slow Down and Move Over if you can "). This phrasing manages driver expectations during peak congestion, providing a legal and safe alternative—slowing down—when a lane change is physically impossible. This prevents the dangerous behavior of motorists coming to a full stop in a travel lane while waiting for a gap to merge. Secondary communication channels include a PR-led social media rotation covering diverse safety topics (e.g., hands-free laws, flashing yellow arrows) and physical collateral like stickers distributed at the Maine Municipal Conference and Engineering Week.

3. Education, Outreach, and Youth Programs

Long-term compliance is addressed through early intervention in driver education, though the department faces significant institutional barriers. Curriculum saturation within the DMV and

private driver education programs makes it difficult for Move Over education to compete for limited instructional time. To bypass these hurdles, Maine DOT utilizes a "Backseat Driver" strategy, targeting elementary-aged children to influence parental behavior. This approach was exemplified by the "Santa sees you speeding" message; the department received feedback that children were becoming "mad at their parents" for speeding after reading the signs. This social dynamic—where children act as a secondary enforcement mechanism—is a high-value tool for reinforcing safety laws that adults might otherwise disregard. Targeted outreach also focuses on the next generation of professionals through Engineering Week, where high school students are introduced to the intersection of infrastructure design and roadside safety.

4. Technology and Institutional Implementation

Maine DOT utilizes a sophisticated tech stack to move safety information "into the cab" of the vehicle, supplementing physical signage. This initiative is largely supported by an ATTAIN grant, which provides the necessary capital for bridge height monitoring and connected vehicle outreach.

Connected Vehicle and In-Cab Systems

The agency is deploying Roadside Units (RSU) and Field Monitoring Units (FMU) at traffic signals and key interstate locations. The primary interface for this data is the Travel Safely app (by Applied Information). This allows the DOT to communicate hazards directly to drivers' smartphones.

Analytical Note: A significant barrier to the "critical mass" required for fully connected vehicle safety is Maine's vehicle fleet age, which averages 12 to 13 years. App-based solutions serve as a vital bridge technology until factory-integrated systems become the norm.

Portable Equipment and Monitoring

The TIMS committee distributes 30x60 foldable message signs, manufactured by All Traffic Solutions, to smaller departments. These units are designed to fit the limited trunk space of patrol vehicles, though adoption has been slowed by the "cumbersome" nature of the equipment and local agency logistics. Regarding incident monitoring, the DOT maintains a strict "view-only" policy for its roadside cameras. To avoid the administrative burden of FOIA requests and privacy concerns, the agency does not record video, focusing exclusively on real-time incident management and debris removal.

5. Safety Service Patrol (SSP) Operations and Incident Management

The Safety Service Patrol (SSP) acts as the operational frontline for the Move Over law. These contracted units are equipped with specialized tools to maximize their visibility and utility:

Lighting and Cones: Operators carry PSS-brand foldable cones, typically distributed in a bag of five. These are paired with Road Commander (by Night Beams) LED beacons—triangular, magnetic lights visible for up to two miles.

Debris Removal: Units use the Lane Blade for clearing travel lanes. While highly effective, Maine operators note it is "stiffer" than Florida's "Gator Getter" and requires the operator to slow significantly to capture debris without it bouncing like a hockey puck. Removing debris is a primary strategy for preventing secondary crashes.

Future Considerations: The agency is evaluating pneumatic "blow-up arms" that extend 2.5 feet from the side of the truck to provide a visual and physical buffer.

Policy Critique: Flexible MUTCD Application

Maine DOT leadership expresses frustration with the prescriptive "shall" statements in Chapter 6 of the MUTCD. A Senior Consultant would highlight Maine's preference for an "Operator Discretion" model over federal mandates. Operators must weigh the exposure risk of deploying a full taper (e.g., 23 cones) against the benefit of a quick "shield-and-service" stop. In high-speed or narrow-shoulder environments (especially near guardrails), the time spent outside the vehicle to place cones can actually increase the risk to the responder.

6. Challenges, Best Practices, and Transferable Lessons

Maine's "Psychological and Technological Hybrid" approach serves as a model for states with limited enforcement budgets and older vehicle fleets.

Transferable Lessons

The Humor Multiplier: Humorous messaging breaks through driver "numbness," as evidenced by higher engagement metrics compared to standard alerts.

Semantic Precision: Adding "if you can" to Move Over messaging prevents dangerous stops in travel lanes during congestion.

The Child-Parent Enforcement Loop: Utilizing the "Backseat Driver" concept bypasses saturated DMV curricula to influence adult behavior via their children.

Flexible MUTCD Implementation: Prioritizing operator discretion over prescriptive "shall" statements reduces responder exposure in high-risk zones.

Primary Barriers

Resource Constraints: Effective Move Over enforcement requires two-officer details (one observer, one interceptor), which lack dedicated funding.

Behavioral Issues: Distracted and aggressive driving remain the primary threats despite legislative and technological interventions.

Fleet Age: The 12-to-13-year average vehicle age delays the safety benefits of factory-installed connected vehicle technology.

Conclusion: Maine's strategy emphasizes an education-first, technology-supported framework. Future efforts should continue to move safety alerts "into the cab" while maintaining the high-engagement CMS strategy that has successfully captured the public's attention. # State Research Summary: Maine Move Over Law Awareness and Implementation

Maryland

1. Institutional Profile and Legislative Framework

Maryland's Move Over Law serves as a core component of the state's broader "Zero Deaths" safety initiative, designed to mitigate the risks associated with roadside incidents on high-speed thoroughfares. Legislative clarity is a prerequisite for driving public compliance; however, the Director of the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) Office of Transportation, Mobility Operations, identifies a significant challenge in maintaining awareness following incremental statutory updates. While the original law targeted emergency and service vehicles, a 2022 legislative expansion broadened the legal umbrella to include any vehicle displaying "warning signals," specifically citing hazard lights, flares, and emergency triangles or cones. The Director notes that public absorption of these updates is often hindered by a phenomenon similar to the implementation of institutional Standard Operating Procedures (SOPs): road users frequently retain the "first version" of a regulation while failing to register subsequent, "minor" revisions. This necessitates a continuous, strategic effort to educate the public on the current comprehensive scope of the statute. Effective implementation relies on moving beyond mere legal notification toward active, multi-layered education strategies.

2. Public Awareness and Educational Outreach

Reaching a diverse driving population requires a multi-channel communication framework that integrates digital infrastructure with physical touchpoints and institutionalized learning.

Digital Infrastructure: The primary informational clearinghouse is zerodesmd.org. While the Motor Vehicle Administration (MVA) maintains the site, the SHA coordinates the specific safety messaging to ensure alignment with operational goals.

Strategic Campaigns: Outreach is concentrated during high-visibility periods, including Work Zone Safety Week (April) and Crash Responder Safety Week (November). These campaigns utilize social media and overhead dynamic message signs to reinforce compliance.

Institutionalized Education: Move Over Law education is integrated into Maryland's mandatory Driver's Education curriculum. However, policy analysis reveals a critical gap: while the law is included in written and educational materials, it is notably absent from the practical driving test. This creates a disparity between theoretical knowledge and applied driving behavior.

Physical Branding: The SHA employs unconventional methods to maintain visibility, such as advertising the law on Safety Service Patrol (SSP) vehicle mudflaps and distributing flyers at "touch-a-truck" events and trade shows. These educational efforts establish the baseline of knowledge, but the SHA increasingly utilizes narrative-driven methods to bridge the gap between awareness and empathy.

3. Strategic Communication and Narrative Methods

The SHA has transitioned from "black and white" legalistic messaging to a "personal element" strategy. This approach humanizes the workforce to improve driver compliance through emotional resonance.

The "I Want to Come Home" Series: Adapted from successful initiatives in Minnesota and Michigan, this series features a 40–60 second "hero" video supplemented by clickable, long-form individual stories. These videos feature interviews with struck-by survivors and first responders, focusing on the human impact of roadside negligence.

Media Engagement: The SHA facilitates news media ride-alongs with SSP patrols. These segments are designed to provide reporters and viewers with a visceral experience of the physical proximity of high-speed traffic, highlighting the vulnerability of roadside workers.

Community Interaction: The "Thank a Responder Day" event serves to humanize the protected workforce by facilitating direct interaction between the public and personnel from Police, Fire, and Aviation/Medevac units alongside their specialized apparatus. Internal institutional partnerships and innovative reporting structures facilitate the transition from public outreach to active roadside protection.

4. Institutional Practices and Enforcement Collaboration

Maryland's model for transforming policy into protection relies on direct inter-agency coordination and a sustainable funding structure.

The Traffic Incident Management (TIM) Unit: A dedicated unit of 5–6 members within the Maryland State Police has been established with a unique reporting structure. Unlike standard units that report to local barracks, this TIM unit communicates directly with MDOT/SHA regarding daily operations, ensuring enforcement is synchronized with DOT maintenance activities.

Funding Model: MDOT utilizes internal operating dollars, rather than relying on federal grants, to fund police overtime for move-over enforcement. This is formalized through a Memorandum of Understanding (MOU) that allows for targeted enforcement during high-risk activities like tree trimming or litter pickup.

Local Jurisdiction Initiatives: Local agencies provide a secondary layer of protection. For example, approximately two years ago, the Howard County Police Department conducted targeted enforcement in coordination with SHA maintenance projects. The department publicized the resulting citations and warnings on Facebook to create a localized deterrent effect. Despite these robust structures, systemic behavioral and legal hurdles remain the primary obstacles to full compliance.

5. Implementation Challenges and Compliance Analytics

Maryland's status as an "OR" state (move over OR slow down) creates a specific behavioral hurdle known as "driver paralysis." When traffic conditions prevent a driver from moving over, many drivers—uncertain of the secondary legal requirement—fail to take any action at all. There is a recognized need to re-balance messaging to emphasize that slowing down is a legitimate and required legal alternative. Furthermore, the statute suffers from "definitional ambiguity." Because Maryland road users often treat highways like the "Autobahn," the lack of a specific speed reduction metric (e.g., "20 mph below the limit") creates a legal loophole. Currently, the law only requires a "safe and prudent" speed, which is subjective and frequently prevents law enforcement from securing upheld convictions in court. Compliance also varies significantly based on vehicle type; while drivers generally respect blue and red lights, compliance rates drop for yellow flashing lights on maintenance vehicles or hazard lights ("warning signals") on passenger cars. To address these gaps, the SHA is co-sponsoring a project with AAA and Federal Highways to utilize video analytics from existing Intelligent Transportation Systems (ITS) cameras. This data-driven approach aims to measure real-time compliance and identify high-risk demographic or geographic trends.

6. Best Practices and Transferable Lessons

The Maryland experience offers several transferable models for state transportation agencies seeking to improve roadside safety.

Direct DOT Funding of Enforcement: Using an MOU to fund dedicated police TIM units ensures that enforcement is an operational priority rather than an occasional initiative.

Operational Reporting Lines: Establishing direct communication between dedicated police units and the DOT (bypassing local barracks) allows for more agile and responsive roadside protection.

Data-Backed Outreach: Leveraging existing ITS infrastructure for compliance analytics provides the empirical evidence needed to move beyond anecdotal policy assessments.

Personalized Narratives: Utilizing survivor-led "hero" videos can effectively bridge the empathy gap in driver behavior.

Research Recommendations

To support future legislative advocacy, it is recommended that a multi-state study be conducted to compare "upheld" conviction rates. Comparing Maryland to states with "tighter" statutory language (such as Georgia, which utilizes specific speed reduction requirements) would provide the necessary evidence to prove that specific MPH mandates lead to higher prosecution success and, by extension, improved driver compliance.

New Hampshire

1. Legislative Framework and Statutory Evolution

Establishing a robust legislative framework is a prerequisite for roadside safety, as statutory clarity directly facilitates behavioral modification among motorists while mitigating operational friction for responders. New Hampshire's regulatory approach to protecting roadside workers is codified in its "Move Over Law," which has undergone critical iterative refinements to ensure maximum efficacy. The law was significantly updated in 2019 and again in 2021. The 2021 amendment served as a definitive catalyst for institutional focus, designated as "Cheryl's Law" in memory of a New Hampshire State Police officer killed in a job-site incident. This qualitative mandate requires drivers to both "Slow Down and Move Over." Notably, New Hampshire has rejected a specific numerical speed reduction requirement (e.g., 20 mph under the limit), opting instead for a discretionary "reduced speed" standard. This policy rationale accounts for the state's disparate road network, which ranges from 70 mph interstates to 30 mph local routes. Legislators determined that a fixed numerical reduction across such varied speed zones would generate motorist confusion, whereas a general "reduced speed" requirement ensures ease of messaging and requires drivers to actively recognize the immediate hazard. This statutory foundation provides the legal authority necessary for state agencies to transition from theoretical safety requirements to practical public-facing communication strategies.

2. Public Awareness and Communication Strategies

Transforming a legal mandate into a recognized social norm requires a sustained multi-channel outreach strategy. For the New Hampshire Department of Transportation (NHDOT), communication is viewed as a tool for behavioral modification, fostering a culture of mutual safety between the motoring public and highway workers. To maintain continuous awareness, NHDOT utilizes the following tactical communication methods:

Fixed Signage: Brief, high-impact permanent signs are stationed throughout the state to provide consistent legal reminders to both residents and the significant out-of-state visitor demographic.

Static Dynamic Message Sign (DMS) Rotations: NHDOT leverages its electronic signage network to rotate "Slow Down and Move Over" messaging during non-incident periods, ensuring the requirement remains top-of-mind.

Seasonal Messaging: Outreach is specifically increased during winter months to protect plowing operations and responders managing snow-related incidents. NHDOT does not maintain dedicated internal web pages for Move Over awareness; instead, it utilizes a synergistic approach by partnering with the Department of Safety and the New Hampshire State Police, where centralized digital resources are hosted. This prevents the fragmentation of safety messaging and ensures a unified state voice.

3. Institutional Practices and Inter-Agency Coordination

The credibility of safety campaigns is heavily dependent on a "united front" between transportation departments and law enforcement. In New Hampshire, inter-agency synergy is not merely a logistical preference but a core operational standard. The partnership between NHDOT and the New Hampshire State Police is characterized by high-visibility coordination. During safety "blitzes," the agencies conduct joint press conferences and synchronize their messaging to amplify the reach of the campaign. The tragic origin of "Cheryl's Law" has acted as a profound institutional catalyst, bridging the gap between agencies and ensuring that roadside safety is prioritized as a shared professional and emotional commitment. This coordination is essential for addressing the logistical complexities and resource demands of modern traffic enforcement.

4. Implementation Experience and Enforcement Challenges

The enforcement of Move Over laws is a manpower-intensive endeavor that presents significant logistical hurdles. In New Hampshire, primary enforcement authority rests with the State Police, while NHDOT maintains a supportive role centered on data sharing regarding personnel-involved incidents to identify high-risk zones. The state identifies several primary obstacles to consistent compliance and enforcement:

Distracted Driving: Persistent motorist inattention remains the most significant barrier to effective hazard recognition and compliance.

Resource Scarcity: Move Over enforcement is inherently inefficient in terms of manpower-to-citation ratios. Effective apprehension typically requires two-officer "leapfrog" teams—one to observe the violation and a second to intercept—effectively doubling the resources required compared to standard speed enforcement.

Privacy-Focused Culture: New Hampshire's distinct political and social culture regarding privacy limits the NHDOT's ability to implement or assist in more intrusive automated or technological enforcement roles. Despite these resource constraints, the state continues to utilize its Safety Service Patrol as a frontline tool for hazard mitigation and visibility.

5. Best Practices and Transferable Lessons

New Hampshire's experience provides several scalable best practices for other jurisdictions seeking to enhance roadside safety:

Dual-Messaging Efficacy: The "Slow Down AND Move Over" phrasing is vital. It provides a clear secondary instruction (slowing down) for motorists who may be trapped in a lane by heavy traffic, preventing the paralysis that occurs when "moving over" is physically impossible.

The SSP as a Goodwill Ambassador: The SSP serves as the most visible and positive face of the DOT. The high volume of gratitude from residents and tourists creates political and social capital that supports the agency's broader safety initiatives.

Prioritizing National Consistency: Institutional leadership emphasizes the need for nationwide statutory consistency. Given New Hampshire's high volume of out-of-state visitors, standardized laws across state lines would significantly reduce motorist confusion and improve compliance. In conclusion, New Hampshire views its Move Over Law and Safety Service Patrol as indispensable tools for fiscal and operational sustainability. Through a combination of institutional synergy, private partnership, and demand-responsive service, the state continues to mitigate the risks inherent in highway operations.

New York

1. Strategic Overview and Statutory Framework

The statutory framework governing these actions is comprised of two distinct but interlocking sections of the New York Vehicle and Traffic Law (VTL): Section 1144-A and Section 1180. While Section 1144-A establishes the mandate to move over (the lane change), Section 1180—the "basic rule" regarding speed—requires drivers to maintain an "appropriate reduced speed" when approaching an emergency situation. The interplay between these two sections adds a layer of technical complication; compliance requires more than a simple lane shift; it necessitates a simultaneous, calibrated reduction in speed, regardless of whether a lane change is possible. The 2022 update to the MOL significantly broadened the definitions of "Authorized Emergency Vehicles" and "Hazard Vehicles." A notable provision of the New York statute is the inclusion of volunteer fire personnel (utilizing flashing blue lights) and volunteer EMS providers (utilizing flashing green lights). Furthermore, recent legislative evolution has expanded the use of flashing green lights to include vehicles designed for plowing, which may now utilize green lights in conjunction with traditional yellow hazard lighting. The most recent legislative expansion represents a major shift in public safety policy by extending protections to all vehicles stopped on the shoulder with hazard lights activated. This recognizes that any disabled vehicle—regardless of its official status—creates a high-risk environment. However, the New York State Department of Transportation (DOT) identifies a substantial gap in public awareness regarding this specific expansion. While drivers generally understand the requirement for "lights and sirens," there is a continuing need to educate the motoring public that the law now encompasses any vehicle displaying hazard lights. This challenge requires a robust, multi-channel communication strategy to bridge the gap between statutory mandates and driver behavior.

2. Public Awareness and Communication Strategies

Public outreach regarding the Move Over Law is inherently collaborative, necessitated by the jurisdictional complexity of New York's transportation network. High-volume traffic environments are managed by various entities—including the DOT, the New York State Thruway Authority, and several regional bridge and tunnel authorities—making a multi-agency approach vital for ensuring consistent safety messaging across different infrastructure segments. The New York State DOT utilizes several primary communication methods to maintain high visibility for MOL requirements:

Social Media: This serves as a high-frequency tool for "hammering" safety messages. Platforms are used to push high-impact visual content, often featuring the DOT's own hazard vehicles, to reinforce the "Move Over, Slow Down" message through repetition.

Variable Message Signs (VMS): These signs are used for targeted safety campaigns. The messaging architecture generally employs a two-panel approach: "Slow Down and Move Over" followed by "For Stopped Vehicles with Flashing Lights." The DOT has made a strategic decision to use the term "Service Vehicle" on these signs rather than the legal term "Hazard Vehicle." Internal assessments indicate that the general public better comprehends the role of service providers, whereas the legal definition of a hazard vehicle—which includes mail and garbage trucks—is less intuitively understood.

Inter-Agency Web Presence: Consistent educational materials and dedicated MOL resources are maintained by a network of state entities, including the New York State Police, the Thruway Authority, and the Governor's Traffic Safety Committee (GTSC). These efforts are strategically timed to align with national initiatives, including National Work Zone Safety Week and Crash Responder Safety Week (TIM Week) in November. By synchronizing messaging with these national events, the state maximizes the resonance of its safety mandates. These sustained

efforts are supported by innovative institutional funding models that address the challenge of financing non-federally mandated outreach.

3. Institutional Innovation: Funding and Revenue Reinvestment

A persistent challenge for state transportation agencies is the lack of dedicated federal funding—such as that provided by NHTSA for impaired driving or seatbelt campaigns—specifically for Move Over Law outreach. New York has addressed this fiscal gap through creative legislative drafting that links enforcement revenue directly to safety education. The state has implemented an automated "Work Zone Speed Enforcement" program that generates revenue through Notices of Liability. These are civil fines, rather than criminal or traffic citations; they do not result in license points or insurance notifications. This distinction is vital for public acceptance, as it focuses on behavioral correction rather than punitive licensing actions. The cornerstone of this funding model is the statutory "60% Profit Rule." Under this rule, 60% of the revenue generated from automated work zone enforcement—after operating expenses are deducted—must be reinvested into work zone safety outreach. Because the safety of DOT personnel and vehicles is inextricably linked to MOL compliance, this fund supports Move Over Law initiatives. This represents a "best practice" model for states struggling with campaign financing, as it creates a self-sustaining mechanism for awareness campaigns. It is important to distinguish this automated civil revenue stream from the criminal fines generated by "manned" police enforcement, which follow separate judicial pathways.

4. Implementation and Integrated Enforcement Models

Behavioral change on the highway requires "Coordinated Blitzes," where media outreach is strictly paired with active law enforcement. New York adheres to a policy where safety messages on VMS and social media are reinforced by immediate field enforcement to ensure the Move Over Law is perceived as a mandatory safety requirement rather than a suggestion. A primary example of this integrated model is "Operation Hard Hat." This tactical execution involves placing plainclothes DOT or police personnel within work zones to identify violators. These officers radio downstream to a team of state troopers who perform the traffic stops. While initially designed for work zone safety, these details actively cite drivers for MOL violations, distracted driving, and speeding. The efficacy of Operation Hard Hat is reflected in 2025 statewide enforcement data for these specific details:

- Speeding: Approximately 1,400
- Move Over Violations: 407
- Cell Phone Use: 430

The data indicates that Move Over violations are being cited at a rate nearly identical to distracted driving, underscoring enforcement priority. These coordinated safety efforts have been historically supported by a funding allocation of approximately \$5 million from the DOT to the New York State Police, specifically earmarked for these details.

6. Challenges, Best Practices, and Transferable Lessons

Despite these robust programs, the human element remains the primary hurdle to MOL compliance. Transportation officials observe a persistent sense of indifference or "selfishness" among a segment of the driving population. Overcoming this requires the consistent application of both education and the credible threat of enforcement. New York's experience offers several **transferable lessons** for other jurisdictions:

Legislative Revenue Linkage: Establishing a reinvestment rule (e.g., the 60% rule) ensures safety campaigns have a dedicated, permanent funding source.

Terminology Optimization: Utilizing "Service Vehicles" instead of "Hazard Vehicles" in public-facing signage significantly improves driver comprehension.

Coordinated Enforcement: Tactics like "Operation Hard Hat" effectively link media outreach with high-visibility enforcement.

Volunteer Inclusion: Explicitly protecting volunteer responders (blue and green lights) ensures the safety of the full responder spectrum. Furthermore, New York maintains a "New York State Supplement" to the Manual on Uniform Traffic Control Devices (MUTCD) Chapter 6I. A critical policy recommendation identified is the removal of language that currently renders incident management standards "optional." Transitioning these standards from optional to mandatory within the state supplement would further institutionalize roadside safety.

In conclusion, New York State's commitment to the Move Over Law is driven by the necessity of protecting those who work on the front lines of the transportation network. Following recent work zone fatalities, the state continues to refine its legislative, financial, and operational strategies to ensure that all responders and motorists reach their destinations safely.

North Carolina

1. Statutory Framework and Legal Overview

The safety of roadside responders in North Carolina is predicated on a robust legal framework designed to mitigate the risks inherent in high-speed, high-density traffic environments. North Carolina General Statute (NCGS) 20-157 serves as the state's primary statutory defense, mandating that motorists shift lanes or significantly reduce speed when approaching stationary responder vehicles. Updated in 2022, the law reflects a strategic evolution intended to encompass a broad spectrum of service vehicles, ensuring that all personnel working within the roadway environment—not just traditional law enforcement—are afforded legal protection.

Scope of Coverage

The following table summarizes the diverse range of vehicles protected under NCGS 20-157:

- **Emergency & Rescue**
 - Law Enforcement
 - Fire Departments
 - Rescue Squads
- **Environmental & Forestry**
 - Division of Marine Fisheries
 - Parks and Recreation
 - Forest Service vehicles
- **Transportation**
 - NCDOT vehicles
 - Incident Management Assistance Patrol (IMAP)
- **Contracted Services**
 - Private contractors performing state work using amber lights
- **Public Service**
 - General public service vehicles responding to emergencies

Penalty Structure

Violations of the Move Over Law carry significant legal consequences, tiered by the severity of the incident:

- **Standard Infraction:** A \$250 fine for failing to move over or slow down.
- **Resultant Crash:** The fine increases to \$500.
- **Class 1 Misdemeanor:** Charged if the violation results in a collision.
- **Class F Felony:** Charged if the violation results in serious injury or death.

Administrative Action: Serious violations can lead to a driver's license suspension of up to six months. A defining characteristic of North Carolina's statute is the "12-foot rule." While many jurisdictions utilize ambiguous language or focus strictly on the "paved shoulder," North Carolina's law applies if a protected vehicle is parked or standing within 12 feet of the roadway. This creates a clear, measurable boundary for enforcement and provides a statutory "buffer zone" that acknowledges the physical space required for responders to operate safely. These mandates

provide the authority necessary for the comprehensive public messaging campaigns managed by the state.

2. Public Awareness and Outreach Multichannel Strategy

Effective public education in a high-traffic state requires a multi-platform approach to reach a transient driving population. NCDOT utilizes a sophisticated mix of digital and physical assets to ensure the "Move Over" message is ubiquitous, targeting motorists at various touchpoints. This strategy is specifically calibrated to reach drivers while they are actively engaged in the transportation network, reinforcing the law through high-visibility placements. A critical component of this strategy is the integration of Move Over messaging within the Division of Motor Vehicles (DMV) ecosystem. By playing safety videos in DMV waiting areas and including the law in the driver's manual, the state ensures that both new and renewing drivers are exposed to the legal requirements. Furthermore, real-time messaging on Highway Message Signs and rear-mounted boards on Safety Service Patrol (IMAP) vehicles provides immediate, on-road reinforcement.

Digital vs. Physical Outreach Assets

Digital Assets:

- Social media campaigns (Facebook, X/Twitter, Instagram, YouTube) with cross-agency amplification.
- Gas Station TV advertisements and digital video campaigns.
- NCDOT website banners and dedicated safety landing pages.

Physical Assets:

- Flyers and posters at rest stops and welcome centers.
- "MOVE OVER" alerts displayed on the rear changeable message boards of IMAP units.
- Printed curriculum in the North Carolina driver's license manual.

The strategic placement of messaging on the rear boards of IMAP vehicles is particularly vital, as it provides a direct, actionable instruction to motorists at the exact moment they approach a roadside incident. This multichannel approach ensures that Move Over compliance becomes an instinctive part of the North Carolina driving experience.

3. Institutional Partnerships and Novel Publicity Methods

Cross-agency collaboration is essential for amplifying safety narratives and ensuring a unified message. In North Carolina, NCDOT maintains deep partnerships with the Governor's Highway Safety Program (GHSP), the State Highway Patrol (SHP), and the private towing industry. This unified front is critical to addressing the "Amber Light Problem," where motorists mistakenly believe they only need to move over for red and blue emergency lights. This perception is deadly: tow truck operators are 21 times more likely to be killed in struck-by incidents than other occupations, making their inclusion in NCDOT's campaign messaging a top priority.

Unique/Novel Publicity Methods

The state has implemented several innovative methods to engage the public and monitor compliance:

Simulated Training Videos: NCDOT produces high-fidelity videos on closed incident management tracks that simulate real-world responder scenarios. These videos demonstrate the visceral dangers responders face, providing compelling content for social media.

Cross-Agency Tagging Strategy: Agencies synchronize their social media efforts by tagging one another, creating a "network effect" that ensures a DOT safety message reaches the followers of the Highway Patrol and towing associations simultaneously.

The "One-Cone Strategy": Adopted from a successful model in Colorado, NCDOT contractors place a single cone at the corner of their vehicle. By tracking how often these cones are struck, the agency generates a proxy measurement for "near-miss" incidents and public non-compliance—data points that are rarely captured in traditional crash reports. These partnerships ensure that the responder community is viewed as a single, protected entity, regardless of the color of their warning lights.

4. Enforcement Initiatives and DOT Support Roles

High-visibility enforcement is the necessary counterpart to public education. North Carolina's enforcement is led by the State Highway Patrol. However, significant practical barriers exist: troopers often cannot leave the scene of a current traffic stop or crash to chase a Move Over violator, leading to a perception that the law is not "aggressively" enforced during routine operations.

Targeted Enforcement Tactics

Crash Responder Safety Week: Every November, the state conducts a concentrated week of outreach and enforcement, with troopers issuing citations specifically for Move Over violations to raise statewide awareness.

Sting Operations: North Carolina periodically conducts operations where law enforcement officers ride in IMAP or DOT vehicles. When a motorist fails to move over, the officer in the service vehicle radios to a nearby "chase unit" to perform the traffic stop.

Post-Incident Review Board: NCDOT maintains a formal board to analyze every crash involving an IMAP vehicle. This board critiques responder positioning, identifies training needs, and—crucially—follows up with law enforcement to ensure that appropriate Move Over charges are filed against offending drivers. The DOT supports these efforts through data reporting and training simulations, providing the infrastructure that allows law enforcement to target high-risk corridors despite staffing challenges.

5. Technological Integration and Future Implementation

The integration of "smart" infrastructure is a key focus for augmenting Move Over Law effectiveness. NCDOT has secured a \$1.5 million SMART grant for a project titled "Automating Actual Road Anomalies." This initiative intends to use smart work zone devices to transmit real-time responder location data directly to navigation providers like Waze and Google Maps.

Challenges and Future Outreach

While promising, technological implementation faces several hurdles:

Alert Accuracy: While pilots with providers like Haas and iCone have successfully sent alerts, larger platforms like Google and Waze have recently paused some emergency vehicle alert notifications due to accuracy issues and "alert fatigue."

Young Driver Engagement: Representatives identified a need to reach younger drivers through TikTok and Instagram. There is a strong desire to integrate Move Over education into the B.R.A.K.E.S. (Be Responsible And Keep Everyone Safe) teen driving program.

Driver Testing: NCDOT is advocating for Move Over Law questions to be more explicitly included in the standardized driver's license test to ensure foundational knowledge for new motorists.

6. Challenges, Compliance Barriers, and Transferable Lessons

The primary barrier to compliance remains distracted driving, specifically mobile phone use. Motorists frequently claim ignorance regarding amber-light vehicles, viewing DOT and tow trucks as less "urgent" than police or fire units. This "Communication Gap" remains a central focus for future NCDOT safety campaigns.

Best Practices for Peer States

North Carolina's experience offers several transferable lessons for other jurisdictions:

Implement a Post-Incident Review Board: Formal critique of responder crashes ensures accountability and high-quality data.

Utilize the "One-Cone Strategy": Tracking cone strikes provides an affordable way to measure "near-miss" data when official crash reports are unavailable.

Explicitly Partner with the Towing Industry: Addressing the "21x fatality risk" for towers helps bridge the gap in public perception regarding amber lights. A significant challenge noted in the interview is the "needle in the haystack" nature of data. Current crash databases are not easily searchable for Move Over violations specifically, making it difficult to extract granular trends. The NCDOT Traffic Safety group is currently working to identify specific data points to resolve this. North Carolina remains committed to peer-state knowledge exchange, leveraging these innovative strategies to ensure every roadside responder returns home safely.

Pennsylvania

1. Executive Overview of the Pennsylvania Move Over Law (MOL)

This technical entry serves as a state-specific appendix for the 2026 multi-state research study conducted on behalf of the Eastern Transportation Coalition. The objective of this report is to analyze Pennsylvania's strategic framework for motorist safety, which is distinguished by a "situational" legal definition rather than the vehicle-specific mandates common in other jurisdictions. By prioritizing the environment of the roadside incident, Pennsylvania provides a flexible and comprehensive layer of protection for all responders. The current legal framework, significantly updated in 2020, establishes clear mandates for motorist behavior when approaching active scenes. The following table summarizes the structural components of the law.

PA Move Over Law Structural Components

- Component, Specific Provision
- Situational Triggers, "Emergency response areas, defined by the presence of flashing lights, light flares, or posted signs; also includes any disabled vehicle on the shoulder."
- Included Vehicle Types, "All emergency vehicles and highway maintenance crews. Per the 2020 Legislative Update, protection was explicitly extended to trash and recycling trucks."
- Speed Requirements, "If a lane change is impossible or unsafe, motorists must reduce speed to 20 mph below the posted speed limit."
- Penalty Structure, Highly prescriptive fines and violations that escalate significantly for repeat offenses.

The move toward a situational definition offers a distinct safety advantage by shifting the motorist's cognitive load from identifying a specific vehicle type to recognizing a hazardous condition. Under this framework, the legal obligation is triggered by the "emergency response area"—a designation that covers any personnel working within the zone of flares or signs, regardless of their specific agency or vehicle. This streamlining of the law provides broader protection for the diverse array of personnel on the shoulder, from sanitation workers to heavy recovery specialists. These legal requirements are communicated to the public through a variety of high-visibility channels designed to influence driver behavior in real-time.

2. Public Awareness and Communication Strategies

Effective Move Over Law compliance is predicated on aligning public outreach with seasonal traffic patterns and driver behavior. By synchronizing messaging with periods of high-volume travel, the Pennsylvania Department of Transportation (PennDOT) ensures that safety requirements remain top-of-mind when the risk of roadside incidents is highest. The primary medium for Pennsylvania's outreach is the use of Changeable Message Signs (CMS). PennDOT utilizes a recurring safety calendar to provide "scheduled safety messages" to the traveling public. Specifically, the month of October is dedicated to Move Over Law awareness. This high-visibility strategy targets the "traveling public's eyes" while they are actively navigating the highway system, providing a contextual reminder of their legal obligations at the moment they are most likely to encounter a response area. Beyond roadway signage, secondary digital channels are utilized with varying degrees of confirmed active deployment. Agency representatives indicate that Pennsylvania's 511 travel information sites likely host Move Over messaging, though the consistency of these updates is not confirmed with absolute certainty. Notably, the assessment did not identify any PennDOT-dedicated websites or consolidated online resource hubs exclusively focused on the Move Over Law. While digital outreach remains a potential area for expansion, the current strategy prioritizes reaching the motorist through physical infrastructure.

This roadway-centric approach leads directly into the operational tactics used by responders to manage their physical safety on the shoulder.

3. Institutional Practices and Operational Implementation

Operational tactics on the shoulder represent the frontline of responder safety and are essential for facilitating motorist compliance. To provide drivers with sufficient reaction time, Pennsylvania's Safety Service Patrol (SSP) operators and towing professionals adhere to a rigorous sequence of visibility measures. Institutional visibility practices for SSP operations are tiered based on the phase of the response:

Arrival and Approach: Deployment of amber and white flashing lights while pulling onto the shoulder or arriving at the scene to alert trailing traffic.

Stationary Positioning: Transition to blue flashing lights once the vehicle is parked, signaling the establishment of a high-priority safety zone.

Scene Delineation: The distribution of traffic cones to provide a physical boundary between the work area and active travel lanes. A critical component of this operational framework is the "20 mph below posted speed" rule, which is particularly vital in high-congestion corridors such as the I-76 Schuylkill Expressway. In these environments, heavy traffic density often makes a lane change physically impossible. Consequently, the mandated speed reduction serves as the primary mechanism for mitigating the kinetic energy of passing vehicles. This specific provision addresses the inherent dangers of tight operating environments by ensuring that even when lateral separation cannot be achieved, the speed of passing traffic is reduced to a survivable level. The success of these operational measures is further dependent on the active collaboration between transportation agencies and enforcement entities.

4. Enforcement Framework and Inter-agency Collaboration

The effectiveness of the Move Over Law is reinforced by the synergy between PennDOT's infrastructure management and the enforcement authority of the Pennsylvania State Police (PSP). While PennDOT manages the messaging and roadway environment, the PSP serves as the primary entity responsible for monitoring compliance and issuing citations. Currently, the DOT's role in direct enforcement initiatives is limited. While the agencies work in general alignment, the DOT representative noted a lack of direct involvement in PSP data sharing or specific enforcement campaigns. Detailed metrics regarding the frequency and location of Move Over citations are maintained exclusively by the PSP. The funding mechanisms for these enforcement efforts remain an area of interest for cross-state comparison. Pennsylvania currently utilizes automated ticketing systems within active construction projects to manage work zone speeds. Drawing a parallel to the New York model—where a percentage of automated enforcement revenue is dedicated to public safety messaging—it is hypothesized that a similar link could support Move Over initiatives in Pennsylvania. However, as of the current assessment, there is no confirmed evidence that automated enforcement revenue is specifically earmarked for Move Over Law funding. Identifying and overcoming the barriers to consistent enforcement remains a priority for achieving full motorist compliance.

5. Challenges, Best Practices, and Transferable Lessons

Identifying systemic hurdles and cross-state "transferable lessons" is a cornerstone of improving Traffic Incident Management (TIM). Pennsylvania's experience highlights the specific difficulties of managing high-speed corridors and the potential for legislative reform.

The Lane Shift Challenge

The "Lane Shift Challenge" is a significant safety bottleneck on high-speed, heavy-travel corridors. When traffic density prevents a motorist from safely moving over, the responder is left vulnerable to high-speed "close calls." This risk is exacerbated if the motorist fails to transition from the "move over" instinct to the "slow down" requirement. In these scenarios, the safety of the SSP operator or highway maintenance crew is entirely dependent on the motorist's willingness to comply with the 20 mph speed reduction.

Pennsylvania Best Practices

Situational Legal Definition: By defining the law around the "emergency response area" (including markers like flares and signs), Pennsylvania simplifies driver expectations and broadens the scope of protected personnel.

Prescriptive Penalty Scaling: Clear, escalating fines provide a transparent and effective deterrent against recidivism.

Contextual Messaging: Aligning CMS safety messages with the act of driving ensures the law is publicized to the target audience in the most relevant environment.

Transferable Lessons: The "Quick Clearance" Model

A major transferable lesson for improving overall scene safety is the adoption of robust "Quick Clearance" or "Push-Pull-Drag" laws. Insights gained from the "Operations Academy" highlight the Washington State DOT (WSDOT) model as a benchmark for efficiency. In Washington, SSP operators have the legislative backing to immediately move immobile, non-injury vehicles without waiting for on-site authorization. In contrast, Pennsylvania's current "Push-Pull-Drag" law requires explicit permission from the State Police or other law enforcement, which can create operational bottlenecks. Removing the requirement for law enforcement permission would decrease the time responders spend on the shoulder, fundamentally reducing their exposure to traffic and enhancing Transportation Systems Management and Operations (TSMO). As of March 2026, Pennsylvania remains a leader in situational safety definitions, though the state's continued evolution will likely depend on refining inter-agency enforcement and streamlining clearance procedures to further protect those on the roadway.

Tennessee

1. Institutional Framework and Agency Collaboration

The management of Move Over Law initiatives in Tennessee is predicated on a high-functioning strategic alliance between the Tennessee Department of Transportation (TDOT) and state law enforcement agencies. This collaborative framework ensures that roadside safety is addressed through a dual-track approach of operational support and coordinated enforcement. TDOT provides the essential physical infrastructure and technical expertise, while law enforcement maintains the jurisdictional authority to influence motorist behavior directly. This partnership creates a unified front intended to protect emergency responders and service workers on Tennessee's high-speed corridors.

While TDOT contributes operational context, the THSO takes the lead in disseminating broad public campaigns. However, engagement with federal partners currently faces significant hurdles. Federal staffing shortages have left the state without a designated Tennessee region representative, resulting in the suspension of quarterly meetings that previously facilitated regional safety coordination. This gap in federal oversight has temporarily removed a critical platform for synchronizing safety campaigns across jurisdictions. This organizational synergy, despite federal-level staffing challenges, creates the necessary foundation for executing the state's specific legislative mandates.

2. Legislative Mandates and Enforcement Mechanics

Effective roadside enforcement and motorist compliance are contingent upon clear, unambiguous legislative language. In Tennessee, the statute provides a comprehensive framework that defines protected entities and mandates driver behavior, though the law relies on a performance-based standard rather than a prescriptive numerical requirement. The 2023 amendments to the Tennessee Move Over Law (Tennessee Code 55-8-132) updated the list of protected vehicles to ensure broad coverage across emergency and maintenance sectors.

- Emergency Services
 - Law Enforcement
 - Fire
 - Ambulances
- Recovery & Maintenance
 - Recovery and towing vehicles
- Utility & Infrastructure
 - Utility service vehicles
 - Solid collection vehicles
- General Roadside Safety
 - Any stationary vehicle displaying hazard lights

On roadways with four or more lanes, the statute requires motorists to move into a lane that is not adjacent to the stationary vehicle, provided the maneuver is safe. If moving over is impossible or unsafe, the driver must "reduce speed and proceed with caution." Technically, Tennessee utilizes a subjective performance-based standard—"due caution"—as opposed to the prescriptive numerical speed reductions (e.g., 15–20 mph below the limit) seen in other jurisdictions. The penalty structure differentiates between standard moving violations and incidents resulting in physical harm. General non-compliance is treated as a misdemeanor. However, the legal consequences escalate significantly if a violation results in a crash or fatality; such incidents may be prosecuted as Class C, D, or E felonies, including charges of negligent homicide. To reinforce these statutes, Tennessee employs a "Targeted Enforcement" model. This includes "decoy"

operations where TDOT trucks are positioned on the roadside to provide the Tennessee Highway Patrol (THP) with high-visibility opportunities to cite non-compliant motorists. These rigorous enforcement actions serve as a critical, high-impact form of public education for non-compliant motorists.

3. Public Awareness and Communication Strategies

Reaching a diverse audience of local residents and the high volume of interstate travelers requires a multi-channel communication strategy. Tennessee balances traditional high-visibility media with real-time digital messaging to ensure the Move Over message remains at the forefront of the motorist's consciousness. Dynamic Message Signs (DMS) are utilized as a primary tool for real-time outreach. TDOT employs a "Monday messaging" strategy, where Move Over PSAs are cycled through signs on selected main corridors. This selective timing is a strategic effort to maximize impact and prevent "message fatigue," ensuring the information remains prominent to frequent travelers. Digital outreach is further supported by the Public Information Office (PIO), which manages social media presence through Facebook and "511" Twitter (X) accounts. Key points of contact for these efforts include the TDOT PIO and the Public Information contact for the THP. The state maintains a clear division of communication roles:

Tennessee Highway Patrol (THP): Executes high-visibility media, including television commercials and news-based appearances.

TDOT: Provides operational support via roadway infrastructure and localized digital platforms. A significant gap remains in foundational education; currently, there are no known Move Over-specific initiatives integrated into school-based or driver's education curriculums. This lack of early-stage intervention represents a long-term behavioral risk and a missed opportunity for foundational culture-shifting. This educational deficit contributes to the difficulty in measuring the effectiveness of the various communication streams.

4. Implementation Challenges and Technical Innovations

Quantifying motorist behavior and measuring the direct efficacy of safety laws remains a significant challenge, with current assessments relying heavily on anecdotal evidence. Tennessee is addressing this by leveraging emerging technology and academic partnerships to transition from anecdotal to empirical safety management. Agency representatives identified several persistent challenges to achieving full compliance:

Notional Understanding: Most motorists possess a theoretical awareness of the law but fail to translate that knowledge into consistent roadside practice.

Visual Cue Disparity: There is a perceived difference in compliance based on lighting; motorists respond more reliably to "blue and red" emergency lights than to the "amber and white" lights of service and recovery vehicles.

Deterrence Gaps: Intermittent enforcement can lead the public to view Move Over compliance as a suggestion rather than a legal mandate. To provide the empirical data currently missing from the state's assessment, Tennessee has launched the "I-24 Motion" project. This technical best practice involves a five-mile "test bed" section of I-24 equipped with several hundred high-density cameras. In collaboration with Vanderbilt University, this project allows researchers to monitor Move Over compliance in real-time, capturing high-fidelity data on traffic reactions to shoulder-side vehicles. This initiative is the state's primary solution to the "anecdotal data" problem, providing a scientific basis for assessing behavior over time. These technological advancements are essential for generating the data-driven insights necessary for long-term policy adjustments.

5. Transferable Lessons and Research Recommendations

Tennessee's safety strategy is reinforced by its participation in the Eastern Transportation Coalition, a massive regional network spanning 20 states from Maine to Florida. This coalition provides a vital platform for regional synchronization, ensuring that motorists encounter consistent messaging and enforcement expectations as they transit across state borders. Several transferable best practices were identified during the Tennessee assessment:

Annual Bus Campaign: A tactical enforcement method utilizing a bus as a high-vantage observation point to spot and cite Move Over violators.

Localized Safety Task Forces: Multi-agency groups in Rutherford and Montgomery Counties that bring together law enforcement, fire, and EMA personnel to coordinate localized safety operations.

Regional Integration: The emphasis on cross-border synchronization to create a unified motorist experience across the 20-state coalition. Tennessee representatives expressed a specific need for comparative research to determine which state leadership models (DOT-led vs. Law Enforcement-led) yield higher compliance rates. Understanding which agencies are effectively "getting out ahead" of the issue will allow Tennessee to refine its own leadership structure to better protect roadside responders. Ultimately, Tennessee's commitment to collaborative road safety is underscored by its shift toward empirical data and regional partnership as part of this multi-state study.

Vermont

1. Institutional Framework and Strategic Context

The efficacy of Vermont's highway safety initiatives is rooted in a highly integrated organizational structure that bridges the gap between infrastructure management and behavioral modification. By housing the State Highway Safety Office (SHSO) directly within the Vermont Agency of Transportation (VTrans), the state ensures that safety outreach is a core component of broader transportation policy rather than an isolated administrative function. This internal positioning facilitates a critical operational synergy between the outreach division and law enforcement partners, specifically the Department of Public Safety and the Vermont State Police. This collaboration allows for a "unified front" where behavioral messaging and roadside enforcement are synchronized—a strategic alignment that often remains a hurdle in larger, more fragmented state bureaucracies. The SHSO operates primarily through federal funding provided by the National Highway Traffic Safety Administration (NHTSA). Under this framework, Vermont established the Drive Well Vermont branding umbrella in 2021 to serve as the cohesive identity for all highway safety communications. While the statutory foundation of the Move Over Law was last updated circa 2019, the current administrative priority has transitioned toward high-impact outreach. This institutional framework ensures that the state can leverage federal resources while maintaining a localized, narrative-driven approach to public safety. This organizational evolution marks a deliberate shift from reactive compliance toward a proactive, culturally embedded safety philosophy.

2. The "Drive Well Vermont" Outreach Philosophy

Vermont's communication strategy is meticulously designed to achieve demographic resonance within a state of approximately 660,000 residents. In such a small-scale jurisdiction, traditional "scare tactics" and high-intensity enforcement messaging are often counterproductive. Instead, VTrans has adopted a philosophy centered on social cohesion and civic responsibility. This strategic choice leverages the state's tight-knit community fabric to foster a sense of shared duty among motorists, moving away from fear of citation toward an appeal to the collective well-being of neighbors. The core differentiator of the "Drive Well Vermont" approach is its focus on encouraging motorists to "do the right thing for the right reasons." Rather than highlighting the penalties associated with Move Over violations, the messaging underscores the human element of roadside safety. The "Slow Down Move Over" campaign, launched in the previous year, encapsulates this by promoting a narrative of mutual care: "we're all out here to take care of each other." By framing compliance as an act of community stewardship, the state taps into local values of neighborly support, which is essential for achieving long-term behavioral shifts. This philosophical foundation provides the necessary context for the campaign's execution through authentic local representation.

3. Campaign Execution: Authenticity and Human-Centric Design

The strategic value of authenticity in public safety campaigns is a primary driver of message retention. For the "Slow Down Move Over" initiative, VTrans opted to feature real-world professionals rather than paid actors, recognizing that credibility is enhanced when the audience perceives the messenger as a legitimate authority facing actual risks. This human-centric design transforms a legal mandate into a personal plea for safety. The campaign features five distinct professional roles to represent the spectrum of first responders and roadway maintenance personnel protected by the law:

Firefighters

Vermont State Troopers (Department of Public Safety)

Emergency Medical Services (EMS) Personnel

Tow Truck Operators

VTrans Roadway Maintenance Employees Using non-actors provides a raw, authentic quality that communicates the vulnerability of roadside work more effectively than a polished performance. For example, during production, a featured tow truck operator appeared visibly nervous on camera. Far from being a flaw, this lack of artifice served as a powerful "So What?" factor: it signaled to the public that these are real people—not media personalities—standing mere feet from high-speed traffic. When a genuine operator expresses the simple desire to return home to their family, the stakes are humanized, making the necessity of moving over visceral rather than theoretical. This authenticity bridges the gap between the "who" of the campaign and the "how" of its media distribution.

4. Multichannel Media Distribution and Integration

To maximize message saturation across diverse demographics, Vermont employs a multichannel distribution strategy that integrates safety messaging into the daily environments of motorists. By maintaining a high frequency of exposure through both traditional and digital platforms, the campaign ensures that the "Slow Down Move Over" message remains top-of-mind during peak driving hours.

- Social Media
 - Dynamic carousels and video content on Instagram, Facebook, Snapchat, and YouTube
- Gas Station TV
 - Short-form video segments played directly at the pump during fueling, capturing a captive audience
- In-House TV
 - Safety messaging broadcast in state offices and partner facilities to reinforce institutional priorities
- Print & Out-of-Home
 - Physical posters distributed to educators, law enforcement partners, and public venues
- Digital Media Library
 - "White-label" assets available on the Drive Well Vermont website for partner and stakeholder use

A key strategic component of this distribution is the synchronization between the Vermont media library and the NHTSA national communications calendar. This alignment creates a "force multiplier" effect: local media does not just run concurrently with national windows; it provides a "local face" to a national mandate. By coordinating press conferences and media buys with national enforcement waves, Vermont increases the efficacy of its expenditures, ensuring that "Drive Well Vermont" serves as the primary local touchpoint during periods of heightened national safety awareness. This coordinated reach is essential for identifying and addressing persistent challenges in public perception.

5. Public Perception and Implementation Challenges

A critical challenge in highway safety is distinguishing between general "awareness" and actual "compliance." Identifying specific knowledge gaps is essential for the SHSO to pivot its strategy effectively. Current qualitative data suggests that while motorists generally understand the

requirement to move over for emergency vehicles with red or blue lights, there remains significant confusion regarding other roadway workers. Primary implementation challenges include:

The "Color of Lights" Disparity: There is a documented misunderstanding regarding the legal requirements for yellow or amber lights. Motorists often fail to realize that the Move Over Law applies equally to tow trucks and VTrans maintenance vehicles.

Behavioral Confusion in Congestion: In high-traffic environments, drivers report uncertainty regarding the correct maneuver—specifically whether to stop, slow down, or attempt a merge into a crowded adjacent lane.

Compliance Gaps: Distinguishing whether non-compliance stems from a lack of respect for the law or a genuine lack of understanding regarding the scope of protected vehicles (e.g., "everyone" on the roadside). To mitigate these issues, Vermont is utilizing a data-driven approach via an upcoming highway safety survey designed to better understand public behavior and perceptions. This data will allow the SHSO to refine its messaging, moving beyond broad awareness to target specific points of behavioral confusion.

6. Transferable Lessons and Best Practices for Multi-State Adoption

The Vermont experience provides a scalable model for other state DOTs, particularly those facing resource constraints or lacking dedicated media production staff. The "Drive Well Vermont" framework demonstrates that authentic, grassroots-oriented campaigns can achieve significant impact through strategic partnerships and asset sharing.

Critical Takeaways for State DOTs:

Grassroots Resonance Over Fear: Community-oriented, authentic narratives focused on civic responsibility consistently outperform fear-based tactics in fostering long-term compliance and public trust.

The Gold Standard of Inter-Agency Collaboration: The partnership between VTrans and the Department of Public Safety (State Police) is a critical best practice. Ensuring that enforcement and outreach speak with one voice eliminates messaging friction.

Efficiency Through "White-Labeling": Vermont's assets are designed with "white-label" potential. Smaller agencies can solve the resource-intensive production hurdle by utilizing Vermont's high-quality media and rebranding it with their own state-specific identifiers.

Strategic Force Multiplication: Aligning local media cycles with national NHTSA calendars ensures that local outreach is amplified by national momentum, maximizing the return on investment for media buys. The "Drive Well Vermont" initiative stands as a premier model for how integrated, professionalized, and authentic outreach can bridge the gap between transportation policy and public behavior, ultimately creating a safer environment for all first responders and roadway workers.

Virginia

1. Legislative Framework and Statutory Provisions

The efficacy of roadside safety initiatives depends fundamentally on the strength of the underlying legal framework. Clear legislative mandates do more than just facilitate enforcement; they provide the strategic foundation for public safety messaging, shaping driver behavior by defining clear obligations. In Virginia, the statutory foundation for responder safety is established through a specific legal code that has evolved to meet the complexities of modern highway management. The primary statute governing these behaviors is Virginia Code 46.2-861.1, which underwent significant modifications effective July 1, 2023. These updates expanded the scope of protection to include a wider array of roadside personnel. Currently, the law covers emergency vehicles, tow trucks, highway maintenance and utility service vehicles, and any stationary vehicle displaying flashing hazard lights, caution lights, or flares. A critical nuance within the Virginia statute is the "should versus shall" debate regarding driver obligations. While Traffic Incident Management (TIM) training emphasizes the necessity of moving over, the legal code provides flexibility: drivers *should* move over if safe to do so, but the law offers a speed reduction as the alternative. Specifically, if traffic conditions or safety constraints prevent a lane change, the driver is legally required to "reduce speed to something that is reasonable based on conditions." This dual requirement ensures that driver obligations are adaptable to real-world road conditions, though it complicates enforcement and education by introducing a degree of subjective legal flexibility. This legislative framework serves as the prerequisite for the multi-agency communication and enforcement efforts that follow.

2. Public Awareness and Communication Channels

Effective public safety communication must overcome the significant hurdle of driver complacency. Many motorists operate in a "checked out" or "numb" state, particularly during routine commutes. Virginia employs a multi-faceted communication strategy designed to penetrate this indifference through a variety of digital and physical channels.

Online and Digital Resources

Virginia centralizes its safety information through several key portals:

- **Statewide Traffic Incident Management (VA SIM):** A conglomerate site (va-sim.vdot.virginia.gov) maintained by VDOT that serves as a resource hub for various safety agencies.
- **DriveSmart Virginia:** An external organization (drivesmartvirginia.org) that coordinates with the Department of Motor Vehicles (DMV) to promote safety education.
- **VDOT Safety Pages:** Specific sections of the VDOT website (vdot.virginia.gov) dedicated to traffic safety, focusing on Move Over laws and the dangers of distracted driving.

Physical and Roadside Signage

The state utilizes both fixed and dynamic signage to remind drivers of their legal duties in real-time:

- **Variable Message Signs (VMS/DMS/CMS):** These electronic displays are used for "information blasts" to provide high-visibility reminders during safety campaigns.
- **Static Roadside Signage:** Permanent signs are installed periodically along major interstates and highways to ensure the "Move Over" message is present even when electronic signs are used for traffic alerts.

Media Diversification

Communication strategies are also tailored to generational differences in media consumption. While social media—pushed out by both VDOT and the Virginia State Police (VSP)—is currently the primary focus, practitioners recognize that traditional radio remains a vital avenue. Radio serves as a critical medium for reaching older populations who may not engage with digital platforms, ensuring the message reaches "checked out" drivers regardless of their media habits. This multi-generational approach is managed through close coordination across various state agencies.

3. Inter-Agency Coordination and Institutional Practices

Institutional alignment is essential for ensuring that safety messages are consistent and that operations are efficient. Virginia demonstrates a robust model of inter-agency cooperation, involving state, local, and private entities.

Collaborative Frameworks

Coordination occurs at both the local and state levels. Public Information Officers (PIOs) from VDOT work directly with their counterparts in the VSP, fire programs, and the Office of EMS. This collaboration extends to private-public partnerships, where toll operators such as Transurban, the Metropolitan Airports Authority (MAA), and the Dulles Greenway participate in safety messaging and incident management.

The Enforcement-Information Dynamic

A key best practice identified in Virginia is the simultaneous deployment of safety campaigns and enforcement initiatives. By using VMS signs to broadcast "Move Over" warnings at the same time and location where state police are conducting enforcement, the state effectively eliminates the "I didn't know" defense from motorists. This coordinated "information blast" ensures that the legal requirement is fresh in the driver's mind immediately before they encounter a law enforcement officer, maximizing the impact of the stop.

Sustaining Visibility

To maintain long-term legislative visibility, Virginia utilizes recurring annual events:

Crash Responder Safety Week: Held in November, featuring press releases and demonstrations.

Governor's Proclamations: Formal resolutions highlighting the importance of the law.

Local Outreach: Open houses at fire and rescue facilities where the public can interact with responders. These high-level efforts seek to address the tactical realities and difficulties inherent in enforcing Move Over laws.

4. Implementation Experience and Enforcement Challenges

Despite a well-written law, a significant gap remains between legislative intent and roadside reality due to resource constraints, funding structures, and human behavior.

Barriers to Enforcement and the "ROI" Problem

Enforcement of the Move Over law is notoriously difficult and resource-intensive. The primary challenges include:

Manpower Shortages: Both VDOT and VSP face critical staffing shortages. Recruitment difficulties have left agencies with fewer "PIN numbers" (available positions) filled, and personnel on the road are spread thin.

The "Leapfrogging" Requirement: Effective enforcement typically requires two officers. While one officer conducts a primary traffic stop, a second officer must be positioned to pursue vehicles that fail to move over.

Funding and Return on Investment (ROI): DMV and NHTSA grants are often "numbers-driven," focusing on speeding, DUI, or seatbelt safety. If an agency uses two officers to write a single Move Over ticket, it "waters down" the statistics compared to writing 20 speeding tickets in the same timeframe. This creates a conflict where Move Over enforcement is statistically inefficient for officers seeking to satisfy grant requirements.

Complacency, Drugs, and the Judiciary

Practitioners identify "numbness" and "distraction" as leading causes of non-compliance. A critical emerging factor is the impact of recent changes to marijuana laws. Interviewees characterize increased drug leniency as a "recipe for disaster," contributing significantly to the "checked-out" driver phenomenon. Furthermore, the role of the judiciary is paramount. Deterrents only function when the courts hold violators accountable. For example, in a high-profile Augusta County case, an older man was prosecuted to the fullest extent and received a year of probation after nearly striking a VDOT coordinator. Such judicial consistency is required to reinforce the work of specialized units like the Safety Service Patrol.

Institutional and Policy Barriers

Two major obstacles hinder technological progress. First is the "study to death" culture within DOTs, where new tools face years of evaluation before implementation, often leading to obsolescence. Second is the issue of Sovereign Immunity. Legal protections for state employees do not transfer to private contractors. Consequently, contractors are often reluctant to perform high-risk "Push-Pull-Drag" maneuvers for quick clearance without a Trooper present to provide legal authority, despite the provisions of Virginia Code 46.2-11 which allows for joint agency decisions to move vehicles. This creates a safety gap where technological and policy-based solutions are slowed by legal liability concerns.

5. Transferable Lessons and Research Recommendations

Virginia's experience provides a template for other states seeking to improve roadside safety through integrated efforts, specifically highlighting the friction between privatized operations and public legal protections.

Key Best Practices

Integrated PIO Coordination: Matching VMS "blasts" with active enforcement zones to eliminate driver excuses.

Personalized Messaging: Utilizing personal stories from responders, such as the Powhatan Sheriff's Office incident where an officer lost his legs, to humanize the law.

Early Intervention: Pushing the DMV to include Move Over Law questions in driver education handbooks and licensing tests to instill habits in young drivers.

Identified Gaps and Research Needs

Funding Disparity: There is a notable lack of dedicated funding for Move Over enforcement compared to other safety priorities, leading to the "ROI" conflict in ticket statistics.

Immunity Gaps: The transition to a contracted workforce (AECOM) has not been met with a corresponding transition in sovereign immunity, leading to operational delays in quick clearance.

In summary, the "Virginia Approach" is a study in the conflict between privatized highway operations and the traditional legal protections of the state. While Virginia possesses a strong legislative foundation and excellent inter-agency communication, the lack of dedicated funding and the legal complexities of contractor liability remain significant barriers to achieving full roadside safety. Future research must address how to bridge the funding gap for Move Over enforcement and how to extend legal protections to contractors to facilitate proactive incident management.

Appendix D. Law Enforcement Interview Instrument

Move Over Law Enforcement and Outreach Interview Law Enforcement Agency Edition

This interview is part of a study assessing Move Over Law enforcement and public awareness efforts across member states of The Eastern Transportation Coalition (TETC). The purpose of the interview is to gather information from state police and other law enforcement agencies regarding how the Move Over Law is enforced, how the public is being educated, and what improvements may help strengthen compliance and roadside safety.

Information collected through this interview will contribute to a regional assessment of enforcement practices and related outreach efforts. Responses will be synthesized for research purposes and will not be directly attributed to the interviewee unless permission is provided.

Permission to Record

Do I have your permission to record this interview?

Section 1. Interviewee and Agency Information

- Interviewee Name:
- Rank/Title:
- Agency Name:
- State/Region:
- Email Address:
- Jurisdiction and Area of Responsibility:

Section 2. Public Outreach and Education on the Move Over Law

1. Does your agency conduct or participate in public outreach related to the Move Over Law?
2. What types of outreach or educational activities does your agency use to raise awareness of the Move Over Law?
3. Is your agency working with any partners, such as the DOT, DMV, schools, community organizations, or other public safety groups, to improve awareness?
4. Do you believe the public has a clear understanding of the Move Over Law in your state? Why or why not?
5. Are there any outreach practices you have found to be especially effective or ineffective?
6. If additional resources were available, what outreach strategies would you most like to implement?

Section 3. Enforcement Practices and Campaigns

1. How is the Move Over Law enforced in your state?
2. How often are Move Over Law violations cited, based on your experience?
3. Are there any annual, seasonal, or recurring enforcement campaigns focused on the Move Over Law?
4. Are officers in your agency trained specifically on how to enforce the Move Over Law?
5. Does your agency work closely with the state DOT or other agencies during enforcement efforts?
6. What equipment, data, technology, or interagency support would improve your agency's ability to enforce the law?

Section 4. Compliance Challenges and Improvement Needs

1. In your view, what are the biggest barriers to compliance with the Move Over Law?
 2. What technologies, tools, training, or policy changes could help your agency better enforce the law?
 3. What advice would you give to other states seeking to improve Move Over Law enforcement and compliance?
 4. Is there anything else you would like to share about your agency's role in Move Over Law enforcement or public awareness efforts?
-

Section 5. Closing Questions and Next Steps

1. How could the results of this study best support your agency? What would you most like to gain from this effort?
2. Would you be willing to participate in a follow-up discussion or review draft recommendations?

Appendix E: Law Enforcement Interview Summaries

This appendix presents the synthesized state summaries developed from the direct law enforcement interviews conducted for Task 3. The purpose of these summaries is to document the enforcement-related information provided by participating agencies in a consistent state-by-state format while preserving the operational context and emphasis described during the interviews. Each summary captures key themes related to agency role, enforcement strategies, coordination and operational support, training and technology, public understanding and compliance barriers, notable practices, funding and support models, and improvement needs. These state summaries form the primary basis for the Chapter 3 analysis and the comparative matrix presented in Chapter 4.

Connecticut

1. Enforcement Overview and Agency Role

In Connecticut, the jurisdictional landscape for Move Over Law enforcement is characterized by a centralized state-level authority, as the state does not operate under a county-driven law enforcement model. The Connecticut State Police (CSP) maintains primary enforcement jurisdiction over all state-maintained roads, including major highways and tertiary feeder roads. Central to the state's highway safety mission is a robust strategic partnership between the CSP and the Connecticut Department of Transportation (CT-DOT). This collaboration integrates law enforcement's tactical authority with the DOT's operational resources to protect personnel working within the hazardous environment of the roadway shoulder. The CSP functions as the enforcement lead, while the CT-DOT provides the essential funding, data analytics, and operational coordination required to sustain high-visibility safety initiatives. Connecticut's statute (Section 14-283b) is notably expansive; following a 2015 update, protections were extended beyond emergency responders to include any vehicle stopped on the shoulder, such as disabled motorists and maintenance crews. Uniquely, Connecticut mandates a "Strategic Safety Redundancy" by requiring motorists to both immediately reduce speed to a reasonable level below the limit and, if feasible, vacate the adjacent lane. This dual obligation ensures a margin of safety even when traffic density prevents a lane change. These agency roles and legislative mandates are executed through specialized tactical methods designed to maximize driver compliance.

2. Enforcement Strategies and Practices

To address diverse and high-risk driving behaviors on state highways, Connecticut employs a multi-faceted enforcement approach that prioritizes visibility and active interdiction. This strategy recognizes that behavioral change requires a combination of routine monitoring and high-impact, targeted operations to deter violations effectively. The state utilizes three primary enforcement modes:

- **Routine Patrols:** Daily vigilance where troopers cite Move Over violations encountered during standard highway monitoring.
- **Tandem Patrol Operations:** A high-yield tactical method where a secondary backup unit monitors passing traffic while a primary unit is occupied with a traffic stop or assisting a disabled vehicle. This allows the secondary trooper to

immediately interdict drivers who fail to slow down or move over, a practice frequently utilized by CSP to protect colleagues on the "fog line."

- Targeted Details (Operation Big Orange): An annual, high-visibility program specifically focused on protecting maintenance work zones. Operation Big Orange is a flagship initiative funded through specific state legislation. A critical strategic element of this program is its "pensionable" funding model. By utilizing legislatively backed funding that allows troopers to earn income contributing to their retirement, the state creates a powerful incentive for voluntary participation in high-risk work zone details. This model typically results in 10 to 15 citations per eight-hour shift, directly linking officer participation to improved safety outcomes. These tactical operations are underpinned by the interagency coordination and structural support that define Connecticut's incident management framework.

3. Interagency Coordination and Operational Support

Responder safety in Connecticut is predicated on a unified front between law enforcement, transportation, and fire services. This coordination is a strategic necessity, ensuring that scene management and enforcement are consistent across all responding disciplines. The CSP and CT-DOT maintain close operational ties with the State Fire Academy and the State Fire Police Association, fostering an environment where all responders are protected by a shared safety standard. The Traffic Incident Management (TIM) program serves as the connective tissue between these agencies, standardizing the response to highway incidents. Furthermore, the CSP's Traffic Services Unit (TSU) acts as the administrative hub for managing the federal and state grants that empower these details. This structural alignment allows the TSU to deploy law enforcement assets precisely where CT-DOT data indicates the highest risk for maintenance crews and emergency responders. This level of interagency coordination is further supported by advanced technological assets and standardized training.

4. Training, Tools, and Technology Supporting Enforcement

Technical integration and standardized training serve as force multipliers, enhancing the safety and efficacy of law enforcement operations. Connecticut has institutionalized Move Over training across the responder lifecycle, ensuring that the legal requirements and tactical execution of the law are deeply understood.

Training Requirements:

- Academy Curriculum: Move Over enforcement is a core component of the motor vehicle law instruction at the CSP Academy, which maintains a longer course of instruction than municipal programs.
- Statewide TIM Training: Connecticut has implemented a legislative mandate requiring all law enforcement officers to undergo TIM training. To date, this program has reached 8,000 first responders across 350 individual classes.

Technological Enforcement Assets:

- HaasAlert Systems

- Provides digital in-vehicle navigation alerts
 - Currently deployed in 75% of CTDOT plow trucks and the entire service patrol fleet
- Electronic Flares
 - Digital flares that function as high-visibility message boards
 - Highly favored by troopers for reducing scene setup exposure
- Variable Message Signs (VMS)
 - Utilized weekly for fatality messaging paired with “Slow Down, Move Over” reminders
 - Intended to establish a correlation between the law and life safety
- Intrusion Detection Systems
 - Currently in the testing phase
 - Specifically designed for crash units to provide early warning if a vehicle enters a protected zone

While these technological assets provide an additional layer of protection, the primary challenge remains the human element and the persistent gap in public understanding.

5. Public Understanding, Compliance, and Main Barriers

Despite legislative mandates, a significant gap exists between the law’s intent and public compliance. Law enforcement observations indicate that even the families of first responders often lack a clear understanding of the law’s requirements or its broad scope.

Primary Barriers to Compliance:

- Lack of Awareness: Drivers frequently assume the law only applies to emergency vehicles with flashing lights, failing to recognize the 2015 expansion protecting all vehicles on the shoulder.
- Distracted Driving: Motorists are often "zoned out" or preoccupied with mobile devices, a behavior that is particularly lethal on high-speed corridors.
- Insufficient Penalties: The current fine is perceived as an inadequate deterrent relative to the risk.

To bridge this gap, Connecticut utilizes grassroots outreach and the "Flagman" campaign. The Flagman program, a national movement started in Connecticut by the sister of Cory Idice, a tow operator killed on the Merritt Parkway in 2020, focuses on driver education at the elementary school level. Additionally, the use of mascots like "Safety Sam" (a traffic cone) and "Terry the Turtle" helps humanize the message for the next generation of drivers. However, these outreach successes are often overshadowed by the operational challenges inherent in enforcing the law.

6. Enforcement Challenges and Limitations

Systemic limitations continue to hinder the full-scale enforcement of Move Over statutes in Connecticut. A primary hurdle is the current fine structure; at \$181 for a first offense, the penalty is viewed as an insufficient deterrent for a violation that carries such high stakes. The physical risk of enforcement also remains a significant limitation. Troopers are often hesitant to conduct "fog line" stops on high-speed highways where they themselves are at risk of being struck. This risk is not theoretical; Connecticut recently mourned the loss of a trooper struck and killed on I-84 during a traffic stop, followed just one month later by the death of a DOT maintainer in a work zone. These line-of-duty deaths underscore the necessity for stronger legislative deterrents and increased manpower, yet without dedicated grant funding, Move Over enforcement must often compete with other emergency calls. Despite these systemic limitations, the agency has innovated with novel tactics and emotional outreach.

7. Notable Successes, Best Practices, and Promising Approaches

Connecticut's approach to highway safety is recognized for its proactive nature and its focus on humanizing the badge. Key successes and best practices include:

- "Humanizing First Responders" PSA Campaign: Supported by a \$200,000 grant and filmed in collaboration with the Colchester Fire Department, this campaign features police, fire, EMS, and DOT personnel. It focuses on the families waiting for responders to return home, moving beyond passive messaging to create an emotional connection with the public.
- Tandem Enforcement Tactics: The use of secondary units to monitor and interdict Move Over violators while primary units are occupied has proven to be a high-yield enforcement method.
- Strategic Branding: The distribution of bold CSP Move Over window clings at major public events, such as the Eastern States Exposition, ensures the safety message remains visible long after the initial contact.
- Integrated Work Zone Protection: The "Big Orange" model effectively embeds enforcement within maintenance operations. These successes are underpinned by a specific, sustainable funding model that ensures these operations can be executed annually.

8. Funding and Support Model for Enforcement

The viability of Connecticut's enforcement efforts is sustained through a hybrid funding model that leverages both state and federal resources. This ensures that safety initiatives are not solely dependent on fluctuating municipal or routine patrol budgets. Operation Big Orange is supported by a dedicated \$120,000 annual allocation from the CT-DOT, which is codified in state legislation rather than being a discretionary administrative expense. Additionally, the CSP Traffic Services Unit aggressively pursues federal grants for distracted driving and speed enforcement, which frequently capture Move Over violations as secondary infractions. The "pensionable money" model remains a unique and vital support mechanism, ensuring that high-risk enforcement assignments are consistently filled by experienced personnel. However, a significant

gap remains between current resources and the optimal level of enforcement and education required to achieve zero deaths.

9. Improvement Needs and Transferable Lessons

The strategic roadmap for Connecticut focuses on increasing the "cost" of non-compliance and better integrating safety education into the state's licensing framework. Legislative priorities include advocating for significantly higher fines and mandatory jail time for violations resulting in injury or death. Additionally, there is a clear need for PSA library sharing between states to reduce production costs and harmonize safety messaging across borders. Transferable Lessons for Other Jurisdictions:

- **Legislative Integration of Enforcement Funding:** Codifying programs like "Big Orange" and offering pensionable incentives ensures long-term staffing stability for high-risk details.
- **Leveraging Emotional Narrative PSAs to Humanize the Responder:** Moving from "Slow Down, Move Over" slogans to personal narratives involving families and line-of-duty realities resonates more deeply with the driving public.
- **Institutionalizing Multi-Agency TIM Training:** Mandating TIM training for all responders (law enforcement, fire, and DOT) creates a safer and more predictable environment for enforcement.
- **Strategic Safety Redundancy:** Adopting a "Move Over AND Slow Down" requirement provides a critical safety buffer in high-traffic conditions where lane changes are impossible.

Florida

1. Enforcement Overview and Agency Role

The Florida Department of Highway Safety and Motor Vehicles (FHSMV) serves as the primary governing body for statewide traffic safety, establishing the strategic policy framework and public safety messaging for the "Move Over" law. The Florida Highway Patrol (FHP) functions as the operational arm under FHSMV, executing tactical enforcement and field operations. This report focuses on the jurisdictional purview of Troop D (Delta), which covers six counties in Central Florida, Orange, Osceola, Volusia, Brevard, Lake, and Seminole, as well as the Florida Turnpike. The organizational hierarchy ensures that broad safety mandates established by FHSMV are filtered to local communities through FHP's regional troops. This structure allows for a unified approach to public safety while accommodating regional variables, such as the high density of international tourists in the Orlando metropolitan area. These foundational roles facilitate the specialized tactics required to uphold the agency's mandate to protect roadside responders and motorists.

2. Enforcement Strategies and Practices

Roadside enforcement in Florida is a proactive effort designed to mitigate the inherent risks faced by stationary responders on high-speed corridors. FHP employs targeted saturation tactics to transform passive compliance into active safety. A primary enforcement strategy utilized by FHP is the "leapfrog" or "Frogger" method. In this proactive enforcement detail, one trooper conducts a standard traffic stop or remains stationary while a second trooper, often positioned in an unmarked vehicle, monitors passing traffic. If a motorist fails to move over or reduce speed for the initial stop, the second trooper initiates a subsequent stop on the violator. The "So What?": This method transforms a routine roadside incident into a proactive enforcement opportunity, signaling that stationary emergency scenes are active enforcement zones where non-compliance is immediately addressed. Florida statute provides a specific "20 mph under" rule, requiring drivers to reduce their speed to 20 miles per hour below the posted limit if they cannot safely move over. The "So What?": This quantifiable metric is superior to subjective "reasonable and prudent speed" requirements used in other jurisdictions. By establishing an objective standard, the law prevents cases from being dismissed due to a driver's subjective interpretation of "safe speed," allowing officers to articulate violations with legal precision in court. To ensure citations withstand legal challenge, troopers utilize "pace clocking" from vehicles with speedometers calibrated every six months. Unmarked vehicles are prioritized for these details to maximize the effectiveness of the saturation tactic. These internal practices are further bolstered by coordination with external agency partners.

3. Interagency Coordination and Operational Support

Effective "Move Over" enforcement requires a unified front between law enforcement, the Florida Department of Transportation (FDOT), and dedicated service patrols. This collaboration ensures the roadside environment is monitored in real-time. The relationship between FHP and FDOT Road Rangers is central to this model. The "So What?": Road Rangers serve as the "eyes and ears" of the highway; while they lack enforcement power, they provide a protective buffer and report high-risk incidents, such as suspected DUIs or aggressive driving, directly to FHP. This synergy is expanding beyond limited-access facilities, as evidenced by a District 5 pilot program utilizing Road Rangers on arterial roadways. Operational coordination is facilitated by the Regional Traffic Management Center (RTMC), which utilizes extensive camera networks for rapid response. Key stakeholders include FDOT, FHP, the Central Florida Expressway (CFX), and media partners. These agencies share a suite of technical resources to enhance collective safety.

4. Training, Tools, and Technology Supporting Enforcement

Enforcement has evolved from manual observation to a data-driven methodology. Training for FHP troopers emphasizes technical court testimony and the mandatory six-month calibration of speedometers. Road Ranger training is multi-faceted, encompassing National Traffic Incident Management (TIM) Responder training, Florida-specific "Tactical Training," and Maintenance of Traffic (MOT)/Temporary Traffic Control (TTC) certifications delivered via computer-based and in-person curriculum.

Enforcement & Safety Technology Portfolio

- Digital Alerting
 - Specific tools/systems: HaasAlert, iCone, DIVAS (DFS/AVL)
 - Operational impact: Automatically shares responder locations with Waze and Google Maps to provide advanced digital warning
- Vehicle Equipment
 - Specific tools/systems: CMS, arrow boards, Pylights / Halos
 - Operational impact: Uses changeable message signs and synchronized LED "cascading" lights on cones to guide traffic safely
- Software
 - Specific tools/systems: Sun Guide, Inrix / Florida Help
 - Operational impact: Inrix / Florida Help was described as a "game changer" because it provides bidirectional communication and requires driver acknowledgment of alerts
- Aviation / Monitoring
 - Specific tools/systems: Drones
 - Operational impact: Provides high-angle scene awareness; however, drones are currently inadmissible as primary evidence for Move Over citations because of the "speed verification gap"

5. Public Understanding, Compliance, and Main Barriers

Despite general awareness, psychological and educational hurdles persist. The expansion of the law to include "all disabled vehicles" displaying hazard lights or emergency signals seeks to improve compliance. The "So What?": By simplifying the messaging to "Move Over for Everyone," the state aims to eliminate driver confusion and the excuse that they did not recognize the vehicle as a protected responder. However, a technical nuance remains regarding "Red Tags" (abandoned vehicle stickers). Drivers are not legally required to move over for abandoned vehicles marked with these stickers if no person is present. While the "Move Over for Everyone" campaign simplifies the public message, the "Red Tag" exception remains a point of professional distinction in enforcement. Primary barriers to compliance include:

- Apathy and Selfishness: Drivers often know the law but choose to ignore it, prioritizing their travel time over responder safety.
- Tourism Challenges: International visitors in Central Florida are often unfamiliar with state-specific statutes.
- The "Space and Time" Excuse: Motorists frequently claim they lacked the space to move over, ignoring the secondary legal requirement to slow down.

6. Enforcement Challenges and Limitations

A significant friction point exists regarding the "Speed Verification Gap." While video evidence from drones or Road Ranger dashcams provides visual proof of non-compliance, it is often

insufficient for a citation without a synchronized pace clock or calibrated speedometer to prove the specific 20 mph reduction was not met. Staffing remains the most critical limitation. While partners like CFX are willing to fund 24/7 enforcement, FHP lacks the personnel to staff a dedicated "midnight" squad (10 PM – 6 AM). This is a vital policy gap; data indicates that "struck-by" incidents are four times more likely to occur between 2:00 AM and 4:00 AM on Saturdays and Sundays.

7. Notable Successes, Best Practices, and Promising Approaches

Proactive measures have yielded high engagement. The Rental Car Campaign utilizes rack cards at rental agencies to educate non-resident drivers before they enter the highway system. FHP also leverages media partnerships to humanize safety data. Press conferences involving families of fallen responders, specifically Johnson's Wrecker Service, which lost two drivers in a short timeframe—have proven more impactful than statistical reporting alone. Additionally, the integration of Road Ranger Automated Vehicle Location (AVL) data into consumer navigation apps like Waze and Google Maps (via the "Divas" system) represents a highly successful, no-cost advanced warning model.

8. Funding and Support Model for Enforcement

The funding framework has shifted toward partner-funded dedicated units. The Central Florida Expressway (CFX) provides a primary model, funding a dedicated squad (one Sergeant and 8–9 Troopers) for AM and PM coverage on toll facilities. FDOT provides overtime funding for high-volume corridors like I-4 and supports statewide campaigns such as "Operation Southern Slowdown."

9. Improvement Needs and Transferable Lessons

Future safety improvements focus on institutional incentives and data integration. A "Carrot and Stick" approach for TIM training is recommended, where agency funding or accreditation is tied to mandatory training compliance. A proven success case for this model is Florida Administrative Code 15B-9, which requires all wrecker companies on the FHP rotation to prove TIM training for their drivers to maintain their business status. Finally, there is a need for better data linkage between roadside incidents and long-term medical outcomes. Integrating EMS "EMSTARS" data with Sun Guide records would allow agencies to quantify the true human and economic cost of struck-by crashes, moving beyond "metal crunching" statistics to analyze patient recovery and long-term impacts.

Maine

1. Enforcement Overview and Agency Role

The strategic alignment between the Maine Department of Transportation (DOT) and the Maine State Police is the cornerstone of the state's Traffic Incident Management (TIM) strategy. By integrating the technical monitoring capabilities of the DOT with the statutory authority of State Police, Maine creates a unified front that addresses both physical roadway hazards and driver behavior. This multi-agency approach ensures that while one entity manages the environment, the other manages compliance, maximizing the safety of first responders, maintenance crews, and specialized units like the Maine Turnpike patrol, which manages a critical 30-mile stretch of the toll highway.

- Maine DOT
 - Real-time monitoring through Traffic Management Center (TMC) cameras
 - Debris removal and site shielding through the Safety Service Patrol (SSP)
 - Deployment of Variable Message Signs (VMS)
 - Administrative lead for the TIM committee
- Maine State Police
 - Primary enforcement of the Move Over Law (MOL) and speed statutes
 - Execution of targeted enforcement details
 - Provides the “badges and guns” authority to issue citations and manage non-compliance

The distinction between these roles is vital for operational efficiency and legal compliance. While the DOT provides the “eyes” on the road, it lacks the legal authority to stop vehicles or issue citations—the “badges and guns” function. Conversely, the State Police rely on DOT infrastructure for situational awareness. Crucially, legal limitations regarding privacy and FOIA administrative burdens prevent the DOT from recording video; the public is notably sensitive to recording, so the DOT maintains a strict boundary of real-time monitoring only. These functions complement one another by allowing law enforcement to focus on behavioral intervention while the SSP manages scene safety and debris removal. This collaborative structure provides the foundation for the tactical maneuvers executed daily on Maine’s high-speed corridors.

2. Enforcement Strategies and Practices

Maine’s tactical approach to MOL enforcement prioritizes officer safety and resource optimization over high-volume decoy tactics. The state favors integrated details that address multiple risk factors simultaneously, recognizing that Move Over violations are frequently symptomatic of broader behaviors like speeding or distraction. The primary method for enforcing Move Over violations involves pairing them with existing speed details. While federal NHTSA funding often covers speed-related enforcement, the State Police supplement these details by funding an additional officer specifically tasked with monitoring Move Over compliance as vehicles pass the initial speed stop. Maine explicitly avoids “decoy” or “fake” traffic stops. Strategically, manufactured stops are viewed as high-risk maneuvers that increase the likelihood of secondary crashes and exacerbate congestion. Furthermore, chasing down a violator in high-volume traffic is not considered the best use of limited resources and poses a significant safety risk to the chasing officer. Enforcement activity for 2025 (year-to-date) reflects this measured approach:

- Citations issued: 176
 - Warnings given: 618
- The heavy reliance on officer discretion—evidenced by warnings outnumbering citations nearly four to one—is a deliberate choice by leadership to foster

congenial driver behavior rather than strictly punitive interactions. This emphasis on discretion and education is bolstered by a broad network of operational partners.

3. Interagency Coordination and Operational Support

Effective traffic safety in Maine requires a robust network of partners to bridge resource gaps and ensure statewide consistency. By pooling expertise, the state ensures that even smaller, rural departments have the tools necessary to protect responders. Key Partners in Awareness and Enforcement:

- Maine State Police and Department of Public Safety
- Maine DOT
- Maine Sheriff's Association
- AAA
- Towing and Recovery Association of Maine
- Local Fire Departments
- Legislators and News Media Outlets, the Traffic Incident Management (TIM) committee serves as the operational hub for this coordination, facilitating the sharing of high-end equipment. A notable best practice is the DOT's distribution of 14 portable, foldable changeable message signs manufactured by All Traffic Solutions. These signs (30"x30" folding out to 30"x60") allow local departments to implement dynamic messaging at the scene. This is critical for solving the "queue" problem; for example, State Police have encountered 5-mile backups caused by motorists moving over unnecessarily early, where a dynamic "Use Both Lanes" message would have maintained traffic flow. Providing this hardware to local partners ensures that the right message reaches the driver at the right time, leading into the specific technologies utilized in the field.

4. Training, Tools, and Technology Supporting Enforcement

Technology is strategically deployed to "distract the distracted driver," pulling attention away from mobile devices and back to the roadway. Maine aims to increase the visual profile of incidents to compel compliance through a "buffer of discomfort."

Deployed and Future Technologies:

- In-Vehicle & Mobile: The "Travel Safely" app provides in-cab alerts, while "Road Commander" LED lights (triangular magnets by Night Beams) offer visibility for up to two miles. For debris removal, the "Lane Blade" is used, though it has limitations: it is stiff, can act like a "hockey puck" if it hits debris too fast, and requires the operator to slow to 25 mph, which can be a hazard in itself. Future contracts may include "blow-up arms" (inflatable buffers) to provide a physical safety gap for tow trucks.
- Roadside: Portable Variable Message Signs (VMS) and specialized foldable cones (manufactured by PSS) are standard. Roadside Units (RSU) are also being deployed at height-restricted bridges via an Attained Grant to communicate with connected vehicles. A significant barrier to the "Travel Safely" app and V2X technology is the age of Maine's vehicle fleet, which averages 12 to 13 years. This prevents the "critical mass" needed for universal in-cab communication, necessitating a continued reliance on physical hardware to combat public perception and compliance issues.

5. Public Understanding, Compliance, and Main Barriers

Driver compliance in Maine is hampered by a significant gap between knowing the law and executing it safely in congested environments. While Maine drivers are often "congenial"—frequently letting others merge when they see flashing lights, a sharp contrast to more aggressive environments like Miami—cognitive barriers remain. Public response data indicates

that "funny" messaging (e.g., "Santa sees you when you're speeding") generates significantly higher engagement and recall than traditional serious messaging. However, semantic confusion regarding "Slow Down vs. Move Over" is a critical safety failure. Many motorists believe they *must* move over and, when unable to do so in traffic, they actually stop in the travel lane. This failure to realize that "slowing down" is the legal and safer alternative creates extreme hazards. Furthermore, the "numbing" effect of ubiquitous flashing lights and constant mobile device distraction remains a primary behavioral barrier. These behavioral nuances are often exacerbated by the systemic limitations facing enforcement agencies.

6. Enforcement Challenges and Limitations

Structural hurdles prevent 100% enforcement coverage, primarily rooted in a general shortage of law enforcement officers across the state. This shortage makes officers unwilling to pick up additional Move Over details, even when overtime pay is available. Effective MOL enforcement typically requires a "two-officer" setup: one to act as the "bait" (the initial stop) and a second to intercept violators. Beyond staffing, the "High Fine Paradox" impacts discretion; if an officer views a violation as a good-faith mistake, the prospect of an excessively high fine often leads them to issue a warning rather than a citation. Conversely, Maine's "flexible" law is a benefit in the courtroom. Because the law does not prescribe a specific speed reduction (e.g., 20 mph under), an officer can testify that a driver's speed was "excessive for conditions" without needing precise radar data, which is often easier to defend legally. Despite these challenges, Maine has developed innovative strategies that serve as best practices for other jurisdictions.

7. Notable Successes, Best Practices, and Promising Approaches

Maine has found success by targeting the next generation of drivers to influence current household behavior. The "Backseat Driver" program engages youth as safety advocates; an early example involved the "Santa" message board, which led to a child scolding their parent for speeding, illustrating the power of youth-led behavioral change. Additionally, the state's practice of purchasing high-end equipment—such as Night Beams and foldable signs—and distributing them to smaller, budget-constrained departments ensures statewide operational consistency. This non-traditional outreach, combined with a presence at High School Engineering weeks and municipal conferences, maintains a high visual profile for safety efforts. These innovative programs are made possible through a unique financial support structure.

8. Funding and Support Model for Enforcement

The absence of dedicated federal NHTSA grants for Move Over enforcement requires Maine to utilize a patchwork of funding. Currently, MOL enforcement is almost always an "add-on" to funded speed details rather than a standalone operation. In a rare and transferable model of industry partnership, the Towing and Recovery Association of Maine provides direct funding to support enforcement details. This private-sector support recognizes that tow operators are among the most vulnerable populations on the road. Safety Service Patrols remain funded through DOT contracts, prioritizing active presence over stationary monitoring to maximize incident detection and debris removal.

9. Improvement Needs and Transferable Lessons

To evolve, Maine must address legislative clarity and educational gaps. While the current "flexible" law has courtroom advantages, there is ongoing debate regarding whether prescribing specific speed reductions would improve public clarity. Integrating MOL curriculum into Driver's Education remains a top priority, though altering established curricula is a significant hurdle. For other states, the primary lesson is consistency. Whether through enforcement or "in-cab" technology, the goal is to make moving over an automatic, congenial response. Leveraging

technology to reach drivers directly in the vehicle is essential to bypass the visual noise of the modern roadside.

Massachusetts State Police

1. Enforcement Overview and Agency Role

The Massachusetts State Police (MSP) serves as the primary authority for traffic safety on the Commonwealth's high-speed corridors, colloquially known as "the big road." Within this high-velocity environment, the MSP views the Move Over Law not merely as a regulatory requirement, but as a critical strategic tool for "responder awareness." The agency's primary mission is the creation of a survivable workspace for those operating in breakdown lanes and travel ways, a mission underscored by the tragic historical loss of several troopers to roadside strikes. The implementation of Move Over protections in Massachusetts dates back approximately 15 to 20 years, establishing a long-standing operational priority for the agency. For the MSP, the law is utilized to force a shift in motorist psychology, requiring drivers to acknowledge and respect the presence of emergency and maintenance personnel. This fundamental commitment to roadside protection is executed through a combination of high-visibility presence and specialized tactical enforcement maneuvers.

2. Enforcement Strategies and Practices

To translate legislative intent into tangible driver behavior, the MSP employs specific tactics designed to maximize the visibility of enforcement. A critical nuance of the Massachusetts statute is the dual requirement to slow down AND move over. Unlike jurisdictions that offer an "either/or" option, Massachusetts law mandates that even if a motorist changes lanes, they must still proceed with due caution and reduce speed. This "and" distinction is a foundational element of the state's safety strategy. Operational tactics used to enforce this dual requirement include:

- **Leapfrogging:** During focused enforcement details, one trooper will initiate a motor vehicle stop while a second cruiser "slides in" behind the first to monitor passing traffic and intercept violators who fail to move over or slow down.
- **Hiding in Plain Sight:** Troopers frequently utilize overtime construction details to conduct enforcement. Because motorists are accustomed to seeing blue lights within work zones, they often fail to realize a trooper is actively monitoring for Move Over violations until the officer exits the zone to initiate a stop.
- **Articulating "Reasonable and Proper":** In the absence of a fixed numerical speed reduction, troopers rely on the statutory standard of a "reasonable and proper" speed. Officers are trained to articulate violations to magistrates by describing specific hazardous behaviors, such as a motorist passing traffic in the right lane while other vehicles are successfully moving over, or failing to acknowledge the officer's presence when a lane change was clearly practical. These strategies ensure the law remains a functional deterrent, though its success is heavily augmented by multi-agency operational support.

3. Interagency Coordination and Operational Support

Roadway safety is managed through a "synergy" model, predicated on the strategic necessity of a multi-agency approach to Traffic Incident Management (TIM). The MSP maintains a robust partnership with the Massachusetts Department of Transportation (MassDOT), specifically the Mass Highway division, to align engineering, enforcement, and education. A key component of this coordination is the "Fatal Crash Committee," which meets bi-weekly to review highway fatalities and determine if structural deficiencies, sightlines, or specific driver behaviors require intervention. Furthermore, MassDOT provides operational intelligence by relaying complaints from resident engineers regarding high-risk work zones. When aggressive driving or near-misses are reported in a specific construction area, the MSP directs targeted enforcement to that location. This coordinated effort ensures that DOT billboards, social media, and active

patrol presence broadcast a unified message simultaneously, magnifying the impact of every enforcement hour. This framework provides the essential support required to sustain specialized operations.

4. Training, Tools, and Technology Supporting Enforcement

Effective enforcement is supported by specialized equipment and institutionalized training. The primary safety tool in the MSP arsenal is the cruiser itself, which functions as a "Big Blue Cone" when utilized in construction details (overtime shifts) to act as a passive physical barrier and a high-visibility warning to motorists. For active enforcement, troopers utilize standard radar and LIDAR technology to substantiate violations of the "reasonable and proper" speed standard.

Training is integrated through several specialized channels:

- **TIM Training:** The MSP maintains high participation levels in Traffic Incident Management training, focusing on safe scene clearance and responder positioning.
- **Roll-Call Instructions:** Leveraging federal grant guidelines, agency leadership provides specific instructions during roll calls to ensure troopers are briefed on Move Over nuances during active campaigns.
- **The Public Training Gap:** Agency leadership identifies a "deficient training component" regarding public understanding. While motorists are aware of the signage, there is a lack of understanding regarding the "AND" requirement, necessitating the "Message Magnification" strategy to bridge this educational gap. While these tools are effective, the MSP faces significant social and institutional barriers that limit the law's full reach.

5. Public Understanding, Compliance, and Main Barriers

Despite sustained outreach, the MSP identifies a persistent gap between public awareness (seeing the signs) and public understanding (knowing the law's requirements). Motorists frequently fail to grasp the dual obligation to both move over and reduce speed, often believing that a marginal decrease in speed or a simple lane change is sufficient to satisfy the "due caution" standard. The primary barriers to compliance include:

- **Interpretive Nature of Speed:** The "reasonable and proper" standard is often subjectively interpreted by drivers, leading to inconsistent compliance.
- **The Judicial "Soft Heart":** A significant institutional barrier is the tendency of the court system to grant "second, third, and fourth chances." The frequent dismissal of Move Over citations by magistrates undermines the deterrent effect of the law and creates a negative feedback loop for the agency. These barriers transition into broader institutional challenges that hamper the long-term effectiveness of roadside safety initiatives.

6. Enforcement Challenges and Limitations

The most pressing institutional limitation is the friction point between active enforcement and judicial outcomes. When troopers conduct high-risk roadside stops only to have the resulting citations dismissed, it negatively impacts officer morale and can decrease the frequency of enforcement. Additionally, Massachusetts lacks a non-regulatory speed number (such as a hard "20-mph-under" rule). While the "reasonable and proper" standard allows for officer discretion, it creates an evidentiary challenge in court compared to a fixed numerical threshold. Outside of standard speed-measuring technology, specific equipment limitations were not specified. These challenges necessitate the adoption of best practices that maximize the visibility and impact of enforcement efforts.

7. Notable Successes, Best Practices, and Promising Approaches

The MSP has found significant success through "Message Magnification." By aligning the NHTSA calendar with MassDOT signage and agency social media, the MSP creates a saturation of information during active enforcement "blitzes." Notable best practices include:

- Strategic Timing: The primary Move Over blitz is conducted annually during the mid-third week of November. This timeframe is strategically chosen as a high-risk period right before Thanksgiving, positioned between "Car Seat Awareness" and "DUI Awareness" campaigns.
- Creative PSA Concepts: The MSP advocates for "humanizing the risk" through relatable imagery. One highlighted concept is the "Barker Lounger" PSA, which would depict two individuals having a casual conversation in chairs in the breakdown lane to illustrate the absurdity and danger of high-speed traffic passing at arm's length.
- Campaign Integration: Integrating Move Over enforcement into broader "Speed and Aggressive Driving" (SPAD) campaigns allows the agency to categorize a failure to move over as a form of aggressive driving, increasing the scope of enforcement. These successful models are sustained through a dedicated federal funding structure.

8. Funding and Support Model for Enforcement

Specialized traffic safety initiatives are primarily driven by federal grants, which allow the MSP to conduct high-intensity, focused operations. These include:

- Preventing Roadside Deaths (PRD) Grant: Dedicated funding for intensive, week-long Move Over enforcement campaigns.
- Speed and Aggressive Driving (SPAD) Grant: Supports broader enforcement efforts where Move Over violations are prioritized as a key aggressive driving behavior. These grants enable "focused enforcement efforts"—typically one-week saturation details—that provide a level of visibility and public impact that daily routine enforcement cannot achieve alone.

9. Improvement Needs and Transferable Lessons

The Massachusetts experience offers several high-impact recommendations for evolving roadside safety. A primary recommendation is the expansion of the Move Over Law to cover all disabled vehicles (DMV) displaying hazard lights, recognizing that any person on the roadside is at extreme risk. A unique transferable lesson is the MSP's leveraged enforcement model for the private sector. The agency recommends a contractual safety requirement where mandatory participation in TIM training and attendance at safety meetings is a prerequisite for any towing company wishing to remain on the State Police "Call List." This ensures that the partners most at risk on the roadside are properly trained. Finally, the agency stresses the need for impactful, raw PSAs—such as footage of tow operators "jumping out of the way", to move away from clinical explanations and toward the reality of the roadside. These improvements are vital for closing the gap between legislative intent and the safety of those on the "big road."

New York

1. Enforcement Overview and Agency Role

The management and enforcement of New York's Move Over Law (MOL) is a collaborative effort led primarily by the New York State Police (NYSP) and the New York State Department of Transportation (NYSDOT). This legislation serves as a cornerstone of the state's Traffic Incident Management (TIM) program, designed to protect emergency responders, maintenance crews, and motorists by mandating that drivers slow down and change lanes when approaching stopped vehicles. Strategically, the MOL is essential for mitigating the high risks inherent in roadside operations, transforming responder safety from a reactive measure into a proactive legal mandate. Technical Sergeant Sean LaBelle of the NYSP oversees the statewide TIM program, coordinating enforcement efforts and interagency training to ensure strategic safety goals are translated into operational practices. The New York MOL has evolved significantly since its 2010 inception. Following a major expansion signed in 2023, the law became more inclusive on November 27, 2024, now requiring drivers to exercise due care and move over for all stopped vehicles on the shoulder. This includes hazard vehicles like mail trucks and garbage trucks, volunteer fire (blue lights), volunteer EMS (green lights), and even snowplows (distinguished by a green/yellow lighting combination). This comprehensive legal framework provides the foundation for the tactical strategies used to operationalize these mandates in high-risk environments.

2. Enforcement Strategies and Practices

High-visibility enforcement serves as the primary deterrent in New York's traffic safety strategy. By maintaining a perceptible presence, law enforcement seeks to influence driver behavior and reinforce the cognitive association between roadside lights and the legal requirement to move over. However, standard enforcement is notoriously difficult; a single trooper on a traffic stop cannot safely or easily pursue a secondary violator who fails to move over for that initial stop. To overcome these logistical hurdles, the NYSP employs primary methodologies such as "leapfrog actions" and coordinated enforcement blitzes. The most prominent example is "Operation Hard Hat," a specialized campaign conducted in partnership with NYSDOT. The scale of these efforts is significant: the NYSP issued over 12,000 Move Over tickets in a single year. During a recent Operation Hard Hat detail, troopers issued 407 Move Over citations—a figure that is on par with cell phone violations (430) and represents roughly a third of the speeding citations (1,400) issued during the same period. While these numbers demonstrate a robust enforcement posture, the logistical complexity of these operations necessitates deep multi-agency integration.

3. Interagency Coordination and Operational Support

Achieving statewide compliance with the MOL requires a unified front involving enforcement, transportation, and licensing agencies. The partnership between the NYSP, NYSDOT, the Department of Motor Vehicles (DMV), the Thruway Authority, and the Governor's Traffic Safety Committee (GTSC) creates an integrated network for both awareness and enforcement. This coordination ensures that legal changes are communicated to the public while providing the manpower necessary for effective field operations. The operational mechanics of "Operation Hard Hat" exemplify this coordination. During these details, plainclothes officers are stationed within NYSDOT work zones, acting as spotters. These officers identify drivers who fail to move over for maintenance vehicles and signal to "downstream" troopers waiting in patrol vehicles. This method allows the NYSP to safely intercept violators without disrupting work zone activity or putting the spotter at risk. This sophisticated operational model is supported by a robust infrastructure of training and technical tools.

4. Training, Tools, and Technology Supporting Enforcement

New York utilizes specialized equipment and continuous legal education as force multipliers for law enforcement. To ensure officers remain current with legislative changes, legal communication channels are utilized, including updates from the NYSP Division Counsel and "AP notices" issued by the DMV. These notices ensure every agency in the state is aware of evolving vehicle and traffic laws (VTL). The state also employs a suite of physical and digital tools to enhance visibility:

- Variable Message Signs (VMS): Used by NYSDOT to display MOL reminders year-round, specifically utilizing the phrasing "Slow Down and Move Over for Stopped Vehicles with Flashing Lights."
- High-Riser Beacons: Police vehicles equipped with lighting that rises above the roofline to ensure visibility over congested traffic.
- Digital Integration: The use of Haas Alert systems and Waze integration to push real-time notifications to drivers, though effectiveness is geographically split with high usage downstate and lower adoption upstate.
- Legal Interconnectivity: Troopers frequently use VTL 1180-e (unreasonable speed in special hazards) in conjunction with VTL 1144-A (MOL). This is a critical tactical distinction: while 1144-A uses the subjective phrase "due care," VTL 1180 is the "Basic Rule" that explicitly mandates a speed reduction, providing a clearer legal mechanism for conviction. These technological and legal tools are essential for addressing the human element of traffic safety, specifically public perception and driver behavior.

5. Public Understanding, Compliance, and Main Barriers

Despite years of outreach, a significant gap remains between legislative intent and driver behavior. Compliance is often hindered by a mix of cultural and cognitive challenges. NYSP feedback indicates a "Yes and No" level of public understanding; while many residents recognize the law, out-of-state drivers frequently claim ignorance. Law enforcement identifies psychological factors—such as a sense of invincibility and selfishness—as major impediments. A stark example of this "invincibility complex" was the capture of a motorcycle traveling at 139 mph through a New York work zone. Physical and environmental factors also play a role. New York's high roadway congestion acts as a literal barrier to moving over; in heavy traffic, a driver may feel they cannot safely change lanes. Furthermore, distracted driving remains a primary cause of non-compliance, as motorists are often not scanning far enough ahead to react to emergency lights until they are immediately adjacent to the hazard. These barriers create systemic limitations for the agencies tasked with enforcing the law.

6. Enforcement Challenges and Limitations

Enforcement agencies face severe systemic constraints regarding manpower and safety. The NYSP notes that "limited manpower" restricts the frequency of dedicated Move Over details, particularly in remote areas where "leapfrog" enforcement is impossible. Safety remains the most critical limitation; despite high-visibility lighting, troopers are frequently struck, including a recent incident near Albany where a tractor-trailer struck a trooper on the Thruway. The 2024 expansion also highlights the role of the Highway Emergency Local Patrol (HELP), New York's Safety Service Patrol. These contract-operated vehicles are now covered under the law, and they adhere to a rigid safety standard involving a "5-cone deployment" for every stop to mitigate risk. However, there remains a lack of dedicated, ongoing funding for daily MOL saturation outside of specific campaigns. These limitations have led the state to focus on successful, high-impact models that maximize existing resources.

7. Notable Successes, Best Practices, and Promising Approaches

New York has found significant success through iterative, campaign-based enforcement and digital outreach. Social media has proven to be a powerful tool; NYSP campaigns on Facebook, Twitter, and Instagram regarding the MOL regularly reach thousands of residents. This digital presence helps keep the law at the forefront of public consciousness between enforcement blitzes. The "Operation Hard Hat" model is the state's primary best practice. By integrating plainclothes surveillance with traditional enforcement units, the state has created a highly effective method for catching violators in high-risk work zones. The success of this program is bolstered by the high volume of citations issued, which signals to the public that the law is actively monitored. These successes are increasingly supported by a self-sustaining fiscal model.

8. Funding and Support Model for Enforcement

The fiscal sustainability of New York's enforcement efforts is supported by a novel funding mechanism linked to automated enforcement. Under the state's automated work zone speed enforcement law, 60% of the revenue generated (after expenses) is legally mandated for work zone safety and public outreach. Critically, these are "Notices of Liability", civil fines rather than criminal citations. This distinction is a strategic policy choice to avoid insurance points, which increases public "buy-in" and reduces legal friction while still funding safety initiatives. Historically, NYSDOT has also provided direct operational support to the NYSP, including a \$5 million allocation to fund work zone safety details. This interagency financial transfer allows the State Police to dedicate man-hours to "Operation Hard Hat" and other TIM-related enforcement without depleting their standard operating budget. Despite these streams, strategic gaps in training and regulatory standardization remain.

9. Improvement Needs and Transferable Lessons

The strategic roadmap for New York's Move Over program includes several critical enhancements aimed at closing the compliance gap:

- **Stiffer Penalties:** Law enforcement identifies a need for more significant fines to serve as a stronger deterrent.
- **Education Integration:** A primary recommendation is to mandate Move Over Law education within the 6-hour pre-licensing course for new drivers to instill the behavior at the start of their driving careers.
- **Regional Campaigns:** There is a desire for coordinated multi-state or national enforcement campaigns to reach out-of-state drivers more effectively.
- **Regulatory Alignment:** A major improvement need is the elimination of the "optional" status of TIM sections in the New York State supplement to the MUTCD. Currently, this supplement weakens federal safety standards by making them non-mandatory, creating a regulatory barrier to uniform responder safety.

By addressing these needs, New York aims to transition the Move Over Law from a frequently ignored regulation into an ingrained habit for all drivers.

Vermont

1. Enforcement Overview and Agency Role

Vermont administers its Move Over Law enforcement within a strategic context defined by a national safety crisis; in 2024, 39,345 lives were lost on U.S. roads. Grounded in this data, the "Drive Well Vermont" program serves as the state's primary initiative to mitigate roadside fatalities and foster a culture of shared responsibility. This mission is governed by a decentralized yet highly coordinated interagency governance model involving the Vermont Agency of Transportation (VTrans), the State Highway Safety Office (SHSO), and the Vermont State Police (VSP). The SHSO serves as the specialized outreach and administrative arm nested under the VTrans umbrella. While VTrans manages broad infrastructure, the SHSO executes the development of media and strategic campaigns that support field enforcement efforts. Under Vermont State Law (23 V.S.A. §1050), the agency is mandated to manage both emergency vehicle yielding and the safety of stationary vehicles displaying flashing lights. This statutory responsibility extends protection to a diverse array of roadside professionals, including law enforcement, fire and rescue, EMS, and tow/repair vehicle operators. This structural alignment ensures that legal mandates are translated into high-impact public safety initiatives that provide a framework for tactical enforcement.

2. Enforcement Strategies and Practices

To optimize the visibility and efficacy of safety initiatives, Vermont strategically synchronizes local enforcement efforts with national safety calendars. This alignment ensures that state messaging is amplified during periods of increased national attention, thereby maximizing the deterrent effect of law enforcement presence. The methodology for Vermont's enforcement campaigns is meticulously mapped to the National Highway Traffic Safety Administration (NHTSA) national campaign schedule. A defining "Vermont-specific" differentiator is the state's strict policy of utilizing only actual Vermont professionals, first responders, tow operators, and maintenance workers—rather than paid actors. This ensures that the messaging resonates with the local demographic and maintains regional credibility. Enforcement frequency follows a dual-track model: annual scheduled campaigns that align with federal high-visibility enforcement windows, supplemented by sporadic regional operations that address localized safety data and emerging trends. These coordinated operations allow the state to maintain a persistent safety profile while remaining agile enough to respond to regional operational needs.

3. Interagency Coordination and Operational Support

In a small, community-oriented jurisdiction like Vermont, interagency synergy is a critical operational component rather than a secondary consideration. The "Drive Well Vermont" program leverages a unified safety message that is co-produced and disseminated by a coalition of roadside stakeholders. Core operational partners comprise the Department of Public Safety (Vermont State Police), municipal Fire and EMS departments, private tow truck operators, and VTrans maintenance personnel. Coordination between the State Police and the SHSO is particularly robust, blending "boots on the ground" enforcement with innovative outreach. A notable example of this synergy is the novel traffic safety outreach performed by Sgt. Christopher Hine of the State Police, whose dedicated Instagram presence provides a humanized, field-level perspective on road safety. This integration of field personnel into the outreach infrastructure ensures that the SHSO's technical resources are directly supporting the practical needs of frontline officers. This partnership model is further bolstered by technical resources designed to facilitate seamless collaboration across disparate agencies.

4. Training, Tools, and Technology Supporting Enforcement

The efficacy of Move Over Law enforcement is significantly enhanced through the utilization of a sophisticated media library and diverse technological platforms. These tools are designed to engage motorists across a broad spectrum of age groups and media consumption habits. The "Drive Well Vermont" media library serves as a central repository for social media assets, videos, and professional print materials. The state actively utilizes platforms such as Instagram, Facebook, Snapchat, YouTube, and Radio to disseminate safety messaging. Furthermore, Vermont employs high-impact, unconventional tools such as Gas Station TV, Posters, and In-House TV to capture driver attention at critical decision-making points. These technological assets provide a professional infrastructure that moves enforcement beyond simple citation-writing toward proactive public literacy.

5. Public Understanding, Compliance, and Main Barriers

Public literacy regarding traffic statutes is a prerequisite for compliance; however, persistent misconceptions continue to pose significant hazards for roadside personnel. Despite statewide outreach, specific nuances of the Move Over Law remain misunderstood by a segment of the motoring public. The primary impediment to compliance is the "color of lights" confusion. Many motorists incorrectly assume the law applies exclusively to the red and blue lights of traditional emergency vehicles, failing to recognize the legal requirement to move over for the amber or yellow flashing lights of tow trucks and maintenance vehicles. Additionally, traffic density creates situational barriers where motorists feel they "can't get over" due to a lack of safe gaps in adjacent lanes. While the SHSO is currently commissioning a statewide highway safety survey to quantify these behaviors, preliminary feedback confirms that while the general "Slow Down Move Over" slogan has high recognition, the specific legal requirements for all vehicle types are not yet fully internalized. Addressing these cognitive and situational barriers remains the central focus of the state's ongoing outreach and enforcement strategy.

6. Enforcement Challenges and Limitations

Operational constraints often prevent 100% compliance with the Move Over Law, stemming from physical, situational, and strategic factors. These limitations must be accounted for when evaluating the overall efficacy of enforcement efforts. Physical limitations are largely driven by road geometry and traffic volume. On congested corridors or narrow two-lane highways, motorists frequently report that moving over is physically impossible or perceived as unsafe. Strategically, Vermont has consciously moved away from "scare tactic" messaging. Rather than viewing the lack of aggressive, punitive-focused messaging as a limitation, the SHSO considers it a strategic choice. The state prioritizes a community-oriented approach that emphasizes mutual respect and the human element of roadside work, seeking to inspire compliance through cultural norms rather than fear of sanctions. These challenges necessitate a continued focus on iterative messaging that addresses the practical realities of Vermont's roadways.

7. Notable Successes, Best Practices, and Promising Approaches

The strategic value of authenticity has emerged as a cornerstone of Vermont's safety program. By grounding public service announcements in the lived experiences of actual responders, the state has achieved a level of credibility that exceeds traditional actor-led campaigns. The "authenticity differentiator", featuring actual Vermont troopers, firefighters, and tow operators, is the state's most notable best practice. A powerful example of this impact is the anecdote regarding a tow truck driver whose visible nervousness on camera while discussing his safety resonated deeply with the public. This raw, unscripted quality serves as a reminder that the individuals on the roadside are neighbors, not just "officials." Furthermore, the 2021 "Drive Well

Vermont" rebranding and the creation of a shareable, comprehensive media library allow partners to access high-quality materials without "recreating the wheel," ensuring a consistent and professional statewide message. This model demonstrates how authentic content can act as a force multiplier for limited enforcement and media resources.

8. Funding and Support Model for Enforcement

Sustainable federal-to-state funding pipelines are essential for the longevity of Vermont's safety initiatives. The program utilizes a structured model that combines federal oversight with professional technical execution. The primary funding source is the National Highway Traffic Safety Administration (NHTSA), which directs resources through the State Highway Safety Office. These funds support both law enforcement operations and the overarching "Drive Well Vermont" media program. A critical component of this model is the engagement of a specialized media contractor. This contractor provides the technical expertise required to manage social media platforms and the agility to pivot strategies based on real-time data performance. This ensures that taxpayer resources are continuously optimized for the most effective messaging channels. This professionalized support structure allows the SHSO to maintain a high-production-value safety program that can scale to meet emerging challenges.

9. Improvement Needs and Transferable Lessons

Highway safety is an iterative process, and Vermont continues to refine its approach based on data-driven insights and peer-to-peer knowledge transfer. The state recognizes that moving beyond anecdotal evidence is essential for the next phase of program growth. A primary improvement need is the completion of a comprehensive statewide highway safety survey to gain deeper insights into the root causes of non-compliance. For other states, Vermont offers a significant transferable lesson: the "campaign in a box" concept. The SHSO's "rebrandable" media assets are designed so that other jurisdictions, particularly those within the Eastern Transportation Coalition, can utilize Vermont's high-quality materials and simply adapt them to their own state's branding. This collaborative mindset promotes fiscal efficiency and allows smaller agencies to execute robust awareness campaigns without the high cost of original production. By emphasizing authenticity and resource-sharing, Vermont has established a sustainable framework that is effective locally and highly applicable to national safety partners.

Virginia

1. Enforcement Overview and Agency Role

The roadside safety landscape in the Commonwealth is governed primarily by Virginia Code § 46.2-861.1. As of the July 1, 2023, modifications, the "Move Over Law" (MOL) has expanded to protect any stationary vehicle displaying flashing hazard lights, caution signs, or flares, moving beyond the traditional scope of emergency and utility vehicles. Operationally, this requires a tiered, dual-agency synergy: the Virginia Department of Transportation (VDOT) manages the infrastructure and the Safety Service Patrol (SSP), while the Virginia State Police (VSP) oversees regulatory enforcement. This structure creates a comprehensive safety net where VDOT provides visibility and scene stabilization, while VSP provides the enforcement "teeth." Defining these roles is strategically vital; however, the transition of the SSP mission from a primary focus on motorist assistance to a primary focus on short-term traffic control, now its "primary duty", has shifted how the agency manages roadside risks.

2. Enforcement Strategies and Practices

Enforcement on high-speed interstates is often incidental rather than proactive due to the tactical risks involved. A central legislative nuance involves the distinction between "should" and "shall" within the code. While the law mandates that drivers *shall* reduce speed to a level reasonable for conditions, the instruction to move over is qualified by "if safe to do so." This creates a discretionary environment that complicates consistent citation. The tactical "gold standard" for Move Over enforcement is the "leapfrogging" technique. This requires a two-unit team: the first unit conducts a primary traffic stop, while the second "support" unit monitors passing traffic for MOL violations. If a motorist fails to yield, the second unit initiates the stop. Without this multi-unit approach, enforcement remains largely opportunistic, occurring only after a secondary collision or a near-miss, as a single officer cannot safely disengage from a primary violator to pursue a Move Over offender.

3. Interagency Coordination and Operational Support

Roadside safety is a collaborative effort between VDOT, VSP, the DMV, and private partners such as Transurban and the Metropolitan Airports Authority. Coordination is centralized via the "VASTIM" website (vastim.vdot.virginia.gov), which serves as a force multiplier for information sharing. Public Information Officers (PIOs) frequently synchronize "information blasts" during safety campaigns, utilizing Variable Message Signs (VMS) to deliver real-time warnings. However, a critique of current coordination reveals a gap in "simultaneous" operations. While VDOT may blast safety messages, these are not always paired with active VSP enforcement details. This lack of a unified "education plus enforcement" front can dilute the perceived risk of non-compliance, allowing motorists to habituate to VMS warnings without fearing legal consequences.

4. Training, Tools, and Technology Supporting Enforcement

Field operations are guided by the "Virginia Work Area Protection Manual" and federal Traffic Incident Management (TIM) deployment standards. Upon arrival, SSP operators perform a "Windshield Assessment" to determine if further resources are required for proper Taper length and scene protection. Standard equipment includes:

- Physical Tools: 15 traffic cones (contractually mandated), arrow boards, and electronic flares.
- Digital Tools: Haas alerts and digital beacons integrated with Waze/Google Maps.
- Operational Equipment: Lane blades for debris clearance and lift-and-tow devices for quick clearance. Notably, a technological gap exists between agency and contractor

fleets. While the AECOM (contractor) fleet utilizes advanced Haas alerting, the VDOT fleet lacks this level of technology due to funding constraints. Despite the push for digital tools, visual aids like cones remain the most effective "low-tech" solution. The strategic dilemma remains the "Juice vs. Squeeze" of chasing rapidly obsolete technology versus investing in fundamental high-visibility tools.

5. Public Understanding, Compliance, and Main Barriers

Public compliance is obstructed by three psychological and behavioral hurdles: distraction (mobile devices), impairment (increasingly involving marijuana), and a post-COVID "checked out" driving mentality. Drivers often fall into a state of "numbness," where they fail to recognize the shoulder as an active workspace. This distinction is critical: compliance failure is rarely "intentional law-breaking" and more often "complacency." Consequently, while enforcement provides accountability, long-term habit change requires institutionalizing safety in the minds of drivers before they reach the interstate.

6. Enforcement Challenges and Limitations

The primary limitation to MOL enforcement is a systemic manpower crisis. Recruitment difficulties mean agencies often cannot spare the two officers required for safe "leapfrogging." Furthermore, the high physical risk of stopping a violator in a narrow-shoulder, high-speed environment often outweighs the benefit of a citation. A significant, often overlooked challenge is "responder complacency." VSP observations indicate that some local responders (e.g., deputies in rural counties like Orange or Madison) park unsafely halfway in the road, falsely assuming the MOL provides a "bulletproof shield." This internal behavioral issue highlights a desperate need for TIM training within the responder community to reduce responder-induced risk. Finally, the "numbers-driven" expectations of DMV grant funding, which prioritizes speeding and DUI, often conflict with the labor-intensive reality of Move Over enforcement.

7. Notable Successes, Best Practices, and Promising Approaches

A hallmark of judicial success occurred in Augusta County, where a motorist was prosecuted to the fullest extent and received a year of probation after nearly striking a VDOT Incident Management Coordinator (IMC). This provides a template for judicial accountability. Other best practices include:

- Crash Responder Safety Week: Multi-agency demonstrations that showcase responder roles.
- Governor's Proclamations: Elevating the MOL to a statewide public safety priority.
- Quick Clearance Policy: Prioritizing "push, pull, drag" maneuvers to minimize responder exposure time.

8. Funding and Support Model for Enforcement

The fiscal model relies on a significant interagency transfer, with VDOT contributing approximately \$20–\$25 million annually to the VSP budget. However, there is no dedicated "Move Over" fund; enforcement relies on "Selective Enforcement" (overtime-based) projects. This funding model is politically precarious. SSP and enforcement programs are often viewed as a "sandwich that you keep feeding", a constant expenditure that produces no "tangible widgets" or new interchanges. Because the benefit (a life saved) is an "invisible" metric, these programs are often the first to be cut during budget crunches, as seen in the Staunton district in 2011. Shifting the perception of safety from a "cost center" to a "necessary evil" is essential for long-term sustainability.

9. Improvement Needs and Transferable Lessons

To secure the future of roadside safety, the Commonwealth must address institutional gaps:

- Sovereign Immunity & Legal Authority: Under Virginia Code § 46.2-1211, agencies can make joint clearance decisions, but a critical "Sovereign Immunity" gap remains for contractors. Unlike VDOT employees, private contractors lack protection against tort claims and lack the "legal authority to use force" if a motorist refuses to move. This forces contractors to wait for Troopers, creating an operational bottleneck.
- Mission Prioritization: Formalizing the shift where motorist assistance is a *secondary* duty to traffic control.
- Educational Integration: Including MOL questions in the DMV handbook and driver's license testing to reach youth early.
- The "Return on Investment" (ROI) dilemma remains: for a policymaker, the cost is a visible budget line, while the benefit is the non-tangible absence of a tragedy.

Appendix F: Enforcement-Related Information from DOT Interviews

This appendix provides supplemental enforcement-related information drawn from DOT interviews for states where a direct law enforcement interview was not conducted. The purpose of this appendix is to preserve enforcement-related context provided by DOT representatives, while distinguishing those observations from the direct law enforcement perspectives summarized in Appendix B. The information below should be interpreted as DOT-reported enforcement context, coordination information, operational support, and perceived enforcement challenges.

Alabama

The DOT interview indicated that Move Over enforcement in Alabama is led by the State Troopers, while ALDOT primarily supports enforcement through public-facing communication tools. ALDOT's most notable operational support is the use of DMS messaging, which is scheduled a year in advance to maintain a consistent safety presence on state corridors.

The interview identified enforcement manpower as a key limitation. ALDOT also noted limited integration of Move Over Law information into driver education, suggesting that new drivers may not receive consistent instruction through formal education channels.

Key enforcement-related details:

- Primary enforcement lead: State Troopers
- DOT role: DMS messaging and public communication support
- Notable practice: Annual DMS calendar planning
- Funding / support model: Legislatively required trooper funding
- Main limitation: Enforcement manpower and limited driver education integration

Delaware

The DOT interview indicated that Move Over enforcement in Delaware is led by the Delaware State Police and supported by the Office of Highway Safety. DelDOT described enforcement as closely connected to public outreach, with high-visibility enforcement serving as a complement to broader awareness efforts.

A notable practice described in the interview involved tactical enforcement operations using DOT dump trucks. In these operations, troopers monitor traffic from or near DOT vehicles to identify drivers who fail to move over, with other officers positioned to conduct traffic stops. DelDOT also described targeted messaging for seasonal and beach-bound travelers, including localized radio PSAs and toll plaza messaging.

The interview identified reduced penalties or plea-down outcomes as a concern because they may weaken the deterrent effect of citations. DelDOT also identified limited school engagement as a gap in long-term driver education.

Key enforcement-related details:

- Primary enforcement lead: Delaware State Police; Office of Highway Safety
- DOT role: Enforcement support through DOT vehicles, messaging, toll plaza outreach, and coordination
- Notable practice: Trooper stings using DOT dump trucks
- Funding / support model: Not specified

- Main limitation: Penalties often reduced; limited school engagement

Georgia

The DOT interview indicated that enforcement-related activities in Georgia are supported through coordination with the Governor's Office of Highway Safety and the TIME Task Force. GDOT emphasized the importance of applying Move Over protections broadly to roadside workers, including maintenance and construction personnel, rather than limiting public understanding to traditional emergency responders.

The interview described several practices that support enforcement indirectly, including school visits, public-facing outreach involving HERO and CHAMP personnel, and biannual safety conferences that reinforce coordination among transportation, enforcement, and responder partners. These efforts appear to support public understanding and interagency alignment rather than direct enforcement by GDOT.

A primary limitation identified in the DOT interview was the lack of collaboration with driver licensing and driver education systems. This creates a gap in the formal education pipeline for new drivers.

Key enforcement-related details:

- Primary enforcement lead: Department of Public Safety / law enforcement partners
- DOT role: Outreach, responder visibility, and coordination through HERO, CHAMP, and partner networks
- Notable practice: TIME Task Force coordination and biannual safety conferences
- Funding / support model: Not specified
- Main limitation: Limited DMV / driver education collaboration

Kentucky

The DOT interview indicated that Move Over enforcement in Kentucky is led by the Kentucky State Police, while the Highway Safety Office provides outreach and support. The DOT perspective emphasized the importance of improving public understanding of amber and orange lights, which are often overlooked compared with traditional emergency lighting.

Kentucky described several public-facing practices that support enforcement by increasing awareness, including use of a rollover simulator with dummies and an iHeart Media airtime contract. These practices are intended to make safety risks more visible and memorable, particularly for school and community audiences.

A key enforcement limitation identified in the interview was the state's reliance on subjective "prudent speed" language. This may make consistent enforcement and prosecution more difficult than in states with a defined speed reduction requirement. The interview also noted the absence of a dedicated Move Over webpage.

Key enforcement-related details:

- Primary enforcement lead: Kentucky State Police
- DOT role: Outreach support through Highway Safety Office and public-facing safety demonstrations
- Notable practice: Rollover simulator and iHeart Media airtime contract
- Funding / support model: Highway Safety Office funding / broader highway safety support
- Main limitation: Subjective speed reduction language; no dedicated webpage

Maryland

The DOT interview indicated that enforcement in Maryland involves coordination between MDOT SHA, the Maryland State Police, and the Motor Vehicle Administration. MDOT SHA described a model in which DOT operating funds support enforcement activity, including overtime for targeted Move Over enforcement details.

Maryland's enforcement-related approach is connected to its broader human-centered outreach strategy, including the "I Want to Come Home" series, news ride-alongs, "Thank a Responder" Day, and touch-a-truck events. These practices are intended to make roadside responders more visible to the public and support the enforcement message by increasing driver awareness and empathy.

The interview identified low conviction rates and public misunderstanding about the law's application to non-emergency vehicles as key limitations. Maryland also reported using visible messaging on Safety Service Patrol vehicle mudflaps as an additional way to reinforce the law.

Key enforcement-related details:

- Primary enforcement lead: Maryland State Police
- DOT role: Operating support, overtime funding, outreach, and coordination
- Notable practice: DOT-supported enforcement overtime; mudflap messaging; "I Want to Come Home" series
- Funding / support model: MDOT operating funds and overtime funds
- Main limitation: Low conviction rates; limited awareness for non-emergency vehicles

New Hampshire

The DOT interview indicated that Move Over enforcement in New Hampshire is handled by the New Hampshire State Police. NHDOT described its role as a support and coordination partner, particularly through public messaging, seasonal outreach, and Safety Service Patrol visibility.

The interview noted that New Hampshire's Safety Service Patrol is staffed by DOT highway maintainers and foremen on a volunteer or overtime basis. This model increases roadside visibility using existing DOT personnel. NHDOT also described a financial partnership with GEICO that supports the service patrol fleet.

The primary enforcement limitation identified was the resource-intensive nature of Move Over enforcement. The interview indicated that safe enforcement on interstates may require two officers, creating manpower constraints. New Hampshire's privacy-oriented environment also limits the types of enforcement data that can be collected.

Key enforcement-related details:

- Primary enforcement lead: New Hampshire State Police
- DOT role: Public messaging, service patrol visibility, and coordination with State Police
- Notable practice: Highway maintainers staffing service patrol on overtime; GEICO-supported patrol model
- Funding / support model: GEICO partnership support
- Main limitation: Manpower scarcity and privacy-related data constraints

North Carolina

The DOT interview indicated that Move Over enforcement in North Carolina is led by the State Highway Patrol, while NCDOT supports enforcement through coordination, statute clarification,

responder visibility, and data-oriented practices. The interview emphasized that North Carolina's law explicitly includes DOT and towing vehicles, which helps address confusion about amber-light coverage.

A notable practice described in the interview involved sting operations in which troopers ride in Incident Management Assistance Patrol vehicles to observe violations directly. NCDOT also described the "one cone strategy," in which cone strikes are tracked as a proxy indicator of unsafe driver behavior near responder vehicles. A post-incident review board evaluates crashes involving IMAP vehicles to identify training or enforcement gaps.

North Carolina also reported a \$1.5 million SMART grant supporting alert system integration and responder-location information. The main compliance challenge identified was public misunderstanding of amber-light coverage, while enforcement frequency remains constrained by law enforcement staffing.

Key enforcement-related details:

- Primary enforcement lead: State Highway Patrol
- DOT role: Coordination, IMAP support, data practices, and public awareness
- Notable practice: Troopers in IMAP vehicles; one cone strategy; post-incident review board
- Funding / support model: \$1.5 million SMART grant
- Main limitation: Limited awareness of amber-light coverage; law enforcement staffing constraints

Pennsylvania

The DOT interview indicated that Move Over enforcement in Pennsylvania is led by the Pennsylvania State Police. PennDOT supports enforcement through CMS messaging, 511 information, and operational practices used by Safety Service Patrol units.

Pennsylvania's approach was described as strongly tied to the concept of an "emergency response area" and a specific 20-mph speed reduction requirement when moving over is not possible. This is particularly relevant in congested corridors such as I-76, where lane changes may be difficult or impossible.

A key improvement need identified by PennDOT involved quick clearance authority. The interview indicated that current push-pull-drag procedures require police presence, which may delay vehicle removal and increase responder exposure. PennDOT identified quicker clearance authority as a way to reduce the time responders spend exposed on the roadside.

Key enforcement-related details:

- Primary enforcement lead: Pennsylvania State Police
- DOT role: CMS messaging, 511 traveler information, and operational scene support
- Notable practice: 20-mph speed reduction provision; emergency response area framing
- Funding / support model: Not specified
- Main limitation: Congested corridors; police-presence requirement for quick clearance

Tennessee

The DOT interview indicated that Move Over enforcement in Tennessee is led by the Highway Patrol, with coordination through the Highway Safety Office. TDOT described its role as supporting public awareness and studying compliance behavior through available traffic camera systems.



The interview noted a Monday-only DMS messaging strategy intended to maintain recurring visibility while limiting sign fatigue. TDOT also described use of camera-based compliance studies to better understand driver behavior near responders.

The interview identified weak deterrence and limited long-term awareness data as key limitations. Penalties were described as potentially insufficient to change behavior, and additional evaluation data were needed to better understand the scale and nature of noncompliance.

Key enforcement-related details:

- Primary enforcement lead: Highway Patrol
- DOT role: DMS messaging, coordination, and camera-based compliance research
- Notable practice: Monday-only DMS messaging; camera-based compliance studies
- Funding / support model: Not specified
- Main limitation: Weak deterrence and limited long-term awareness data

Appendix G: Legal Baseline / State Law Verification Summary

This appendix provides a summary of the legal baseline used to support development of the unified Move Over public awareness campaign framework presented in Chapter 5. The purpose of the legal baseline is to identify the state-specific legal elements that affect campaign messaging, including the types of roadside vehicles or users addressed by each law, the required driver action, the slow-down language, and whether broader roadside or disabled-vehicle messaging may be appropriate.

The summary is intended to support campaign planning and message development. It is not intended to replace statutory language, provide legal advice, or serve as final public-facing campaign copy. Because Move Over Laws vary by jurisdiction and may change over time, each state or district should verify the final legal subline, protected-vehicle examples, speed language, disabled-vehicle references, and penalty language before campaign materials are released.

Table G-18 summarizes the legal baseline in a campaign-relevant format. The table uses concise descriptions rather than full statutory language to keep the information readable and directly useful for campaign development.

Table G-18: Updated Legal Baseline / State Law Verification Summary

State / District	Primary Vehicle / Roadside-User Categories	Driver Action / Speed Language	Disabled or Broader Roadside Coverage	Campaign Messaging Implication
AL	Emergency, law enforcement, highway maintenance, utility, and tow/recovery vehicles.	Move over when safe; use state-specific numeric speed-reduction language where applicable.	Broad disabled-vehicle or “all roadside vehicles” language should be avoided unless approved.	Use a targeted message focused on emergency, public works/service, and roadside assistance/recovery vehicles.
CT	Emergency vehicles and nonemergency roadside vehicles displaying warning lights.	Reduce to a reasonable speed below the posted speed and move over when safe.	Broader stopped-vehicle examples may be used where consistent with law.	Use a broad but warning-light-based message.
DE	Emergency, tow, utility, DOT/maintenance, and stopped roadside vehicles.	Move over or use Delaware’s numeric speed-reduction language where applicable.	Broader roadside or disabled-vehicle messaging may be used where supported.	Numeric slow-down language can be included in Delaware-specific materials.
DC	Emergency vehicles and incident or mechanical-breakdown situations.	Use caution, reduced-speed, or safe-speed language.	Avoid broad “all roadside vehicles” legal language.	Use a conservative message focused on emergency response and roadside incident conditions.
FL	Emergency, sanitation, utility, wrecker, road/bridge maintenance or construction, and disabled vehicles.	Move over or use Florida’s numeric speed-reduction language.	Disabled-vehicle messaging may be included where consistent with law.	Use a broad message that includes disabled vehicles and multiple roadside work/service categories.
GA	Emergency, tow/recovery, highway maintenance, and utility/service vehicles.	Move over when possible; use reduced-speed and caution language when moving over is not possible.	Broad disabled-vehicle or “all roadside vehicles” language should be avoided unless approved.	Use a targeted protected-vehicle message with a clear slow-down fallback.
KY	Emergency, public safety, maintenance, utility, tow/recovery, and service vehicles.	Use safe or reduced-speed language consistent with state law.	Broader roadside or disabled-vehicle examples may be used where supported.	Use a message that highlights emergency response, public works/service, and roadside assistance/recovery vehicles.
ME	Emergency, public service, tow/recovery, maintenance, utility, and roadside service vehicles.	Use safe, reasonable, or reduced-speed language consistent with state law.	Broader roadside or disabled-vehicle messaging may be used where supported.	Use a broad roadside-worker and service-vehicle message.

State / District	Primary Vehicle / Roadside-User Categories	Driver Action / Speed Language	Disabled or Broader Roadside Coverage	Campaign Messaging Implication
MD	Emergency, service, transportation, utility, tow, waste/recycling, and disabled vehicles.	Use reasonable and prudent speed language.	Disabled-vehicle messaging may be included where supported.	Use a broad message that includes disabled vehicles and nontraditional roadside workers.
MA	Emergency, maintenance, and recovery vehicles.	Use reduced-speed or safe-speed language.	Broad disabled-vehicle or “all roadside vehicles” language should be avoided unless approved.	Use a targeted message focused on emergency response, maintenance, and recovery vehicles.
NH	Emergency, highway maintenance, utility, recovery, and service vehicles.	Use safe or reduced-speed language consistent with state law.	Broader roadside or disabled-vehicle examples may be used where supported.	Use a broad protected-vehicle message with state-specific wording.
NJ	Emergency, highway maintenance, tow, service, and stopped roadside vehicles.	Use safe, reasonable, or reduced-speed language consistent with state law.	Broader roadside or disabled-vehicle messaging may be used where supported.	Use a broad stopped-roadside-vehicle message where legally supported.
NY	Emergency, hazard, service, maintenance, and stopped roadside vehicles.	Use safe or reduced-speed language consistent with state law.	Broader stopped-vehicle messaging may be used where supported.	Use a broad message that helps drivers recognize stopped roadside vehicles beyond traditional emergency vehicles.
NC	Emergency, law enforcement, public service, and utility vehicles.	Use reduced-speed and caution language.	Broad disabled-vehicle or “all roadside vehicles” language should be avoided unless approved.	Use a targeted message focused on emergency and public service vehicles.
PA	Emergency response, tow, maintenance, utility, disabled, and other stopped roadside vehicles.	Use Pennsylvania’s numeric speed-reduction language.	Disabled-vehicle messaging may be included where consistent with law.	Numeric speed language and disabled-vehicle messaging can be included in Pennsylvania-specific materials.
RI	Emergency, tow, transporter, highway maintenance, roadside assistance, and nonemergency roadside vehicles.	Use safe, reasonable, or reduced-speed language.	Broader roadside or shoulder/breakdown-lane messaging may be used where supported.	Use a broad roadside-vehicle message with legal review of final wording.
SC	Emergency, law enforcement, tow/recovery, highway maintenance, utility, and service vehicles.	Use safe or reduced-speed language consistent with state law.	Broad disabled-vehicle or “all roadside vehicles” language should be avoided unless approved.	Use a targeted message focused on emergency, public works/service, and roadside assistance/recovery vehicles.

State / District	Primary Vehicle / Roadside-User Categories	Driver Action / Speed Language	Disabled or Broader Roadside Coverage	Campaign Messaging Implication
TN	Emergency, recovery, highway maintenance, solid waste, utility, and stationary vehicles with flashing lights.	Use safe-speed and due-caution language.	Broader stationary-vehicle messaging may be used where supported.	Use a broad message that includes stationary vehicles with flashing or warning lights where appropriate.
VT	Law enforcement, emergency, tow/repair, and work-zone vehicles or activity.	Use reasonable, safe, and prudent speed language.	Broad disabled-vehicle or “all roadside vehicles” language should be avoided unless approved.	Use a targeted message focused on emergency response, tow/repair, and work-zone activity.
VA	Emergency, law enforcement, tow, utility, maintenance, service, and stopped roadside vehicles.	Use safe or reduced-speed language consistent with state law.	Broader roadside or disabled-vehicle messaging may be used where supported.	Use a broad message that includes emergency response, public works/service, roadside assistance/recovery, and stopped roadside vehicles.
WV	Emergency, law enforcement, tow/recovery, maintenance, utility, and disabled vehicles.	Use West Virginia’s numeric speed-reduction language.	Broader roadside or disabled-vehicle messaging may be used where supported.	Numeric speed language and disabled-vehicle messaging can be included in West Virginia-specific materials.

Note: The legal baseline should be used to support state-specific campaign customization. Final public-facing language should be reviewed by the appropriate agency or legal staff before release, particularly where numeric speed reductions, disabled-vehicle coverage, broad roadside-vehicle language, or penalties are included.

Appendix H: State-Specific Implementation Matrix

This appendix provides a compact state-specific implementation matrix for adapting the unified Move Over public awareness campaign framework presented in Chapter 5 across TETC member jurisdictions. The matrix is organized into two tables to improve readability in the printed report. Table H-19 summarizes the legal and message customization needs for each jurisdiction. Table H-20 summarizes the recommended implementation emphasis, lead agency context, partner opportunities, and optional enhancements.

The matrix is intended to support campaign planning rather than serve as final public-facing copy. Each jurisdiction should review the legal subline, protected-vehicle examples, slow-down language, disabled-vehicle references, and any penalty-related language before publication. State and agency abbreviations are used to keep the tables concise.

Table H-19 uses concise campaign-facing language rather than full statutory wording. The “Message Emphasis” column identifies the primary vehicle or roadside-user categories that should be featured in state-specific campaign materials. These categories are intended to guide campaign development and should not replace the detailed legal baseline in Appendix G. Final public-facing language should be reviewed against each state’s current law before release.

Table H-20 complements the legal and message customization information in Table H-19 by summarizing how each jurisdiction can implement the campaign. The table identifies the primary implementation emphasis and the partner or optional enhancement opportunities that may be most useful for each state or district. These entries are intended to guide campaign planning and coordination, not to prescribe a single implementation approach. Each agency may adjust the recommended emphasis based on available staff, funding, communication channels, partner relationships, and current outreach priorities.

Table H-19: State-Specific Legal and Message Customization Matrix

State / District	Message Emphasis	Speed / Fallback Language	Broad Roadside or Disabled-Vehicle Messaging
AL	Emergency, law enforcement, highway maintenance, utility, and tow/recovery vehicles.	Use AL numeric speed-reduction language where applicable.	Avoid broad disabled-vehicle or “all roadside vehicles” legal language unless approved.
CT	Emergency vehicles and nonemergency roadside vehicles displaying warning lights.	Use reasonable-speed-below-posted and move-over-when-safe language.	Broader stopped-vehicle examples may be used where consistent with law.
DE	Emergency, tow, utility, DOT/maintenance, and stopped roadside vehicles.	Use DE numeric speed-reduction language where applicable.	Broader roadside or disabled-vehicle messaging may be used where supported.
DC	Emergency vehicles and incident or mechanical-breakdown situations.	Use caution, reduced-speed, or safe-speed language.	Avoid broad “all roadside vehicles” legal language.
FL	Emergency, sanitation, utility, wrecker, road/bridge maintenance or construction, and disabled vehicles.	Use FL numeric speed-reduction language.	Disabled-vehicle messaging may be included where consistent with law.
GA	Emergency, tow/recovery, highway maintenance, and utility/service vehicles.	Use reduced-speed and caution language when moving over is not possible.	Avoid broad disabled-vehicle or “all roadside vehicles” legal language unless approved.
KY	Emergency, public safety, maintenance, utility, tow/recovery, and service vehicles.	Use safe or reduced-speed language.	Broader roadside or disabled-vehicle examples may be used where supported.
ME	Emergency, public service, tow/recovery, maintenance, utility, and roadside service vehicles.	Use safe, reasonable, or reduced-speed language.	Broader roadside or disabled-vehicle messaging may be used where supported.
MD	Emergency, service, transportation, utility, tow, waste/recycling, and disabled vehicles.	Use reasonable and prudent speed language.	Disabled-vehicle messaging may be included where supported.
MA	Emergency, maintenance, and recovery vehicles.	Use reduced-speed or safe-speed language.	Avoid broad disabled-vehicle or “all roadside vehicles” legal language unless approved.
NH	Emergency, highway maintenance, utility, recovery, and service vehicles.	Use safe or reduced-speed language.	Broader roadside or disabled-vehicle examples may be used where supported.
NJ	Emergency, highway maintenance, tow, service, and stopped roadside vehicles.	Use safe, reasonable, or reduced-speed language.	Broader roadside or disabled-vehicle messaging may be used where supported.

State / District	Message Emphasis	Speed / Fallback Language	Broad Roadside or Disabled-Vehicle Messaging
NY	Emergency, hazard, service, maintenance, and stopped roadside vehicles.	Use safe or reduced-speed language.	Broader stopped-vehicle messaging may be used where supported.
NC	Emergency, law enforcement, public service, and utility vehicles.	Use reduced-speed and caution language.	Avoid broad disabled-vehicle or “all roadside vehicles” legal language unless approved.
PA	Emergency response, tow, maintenance, utility, disabled, and other stopped roadside vehicles.	Use PA numeric speed-reduction language.	Disabled-vehicle messaging may be included where consistent with law.
RI	Emergency, tow, transporter, highway maintenance, roadside assistance, and nonemergency roadside vehicles.	Use safe, reasonable, or reduced-speed language.	Broader roadside or shoulder/breakdown-lane messaging may be used where supported.
SC	Emergency, law enforcement, tow/recovery, highway maintenance, utility, and service vehicles.	Use safe or reduced-speed language.	Avoid broad disabled-vehicle or “all roadside vehicles” legal language unless approved.
TN	Emergency, recovery, highway maintenance, solid waste, utility, and stationary vehicles with flashing lights.	Use safe-speed and due-caution language.	Broader stationary-vehicle messaging may be used where supported.
VT	Law enforcement, emergency, tow/repair, and work-zone vehicles or activity.	Use reasonable, safe, and prudent speed language.	Avoid broad disabled-vehicle or “all roadside vehicles” legal language unless approved.
VA	Emergency, law enforcement, tow, utility, maintenance, service, and stopped roadside vehicles.	Use safe or reduced-speed language.	Broader roadside or disabled-vehicle messaging may be used where supported.
WV	Emergency, law enforcement, tow/recovery, maintenance, utility, and disabled vehicles.	Use WV numeric speed-reduction language.	Broader roadside or disabled-vehicle messaging may be used where supported.

Table H-20: State-Specific Implementation Emphasis Matrix

State / District	Implementation Emphasis	Priority Partners / Optional Enhancements
AL	Minimum package, protected-vehicle examples, partner distribution.	Law enforcement, towing/recovery, utilities, maintenance partners.
CT	Existing outreach, DMS/CMS, enforcement-support messaging, protected-vehicle clarification.	Law enforcement, CHAMP, DMV, towing, responder groups.
DE	Legal subline, DMS/CMS options, partner-ready materials.	Highway safety office, law enforcement, DMV, towing, utilities.
DC	Website/social outreach, driver-facing education, conservative legal messaging.	MPD, fire/EMS, DMV, towing, traffic operations.
FL	Multi-channel outreach, DMS/CMS, enforcement-support activity, partner networks.	FHP, DHSMV, Road Rangers, towing, utilities, maintenance/construction.
GA	Existing outreach, service patrol visibility, protected-vehicle examples.	GSP, HERO, towing, utilities, maintenance partners.
KY	Protected-vehicle graphics, partner toolkit, driver education opportunities.	Law enforcement, towing, utilities, highway maintenance.
ME	Outreach, DMS/CMS, enforcement-support messaging, partner distribution.	Law enforcement, towing, utilities, maintenance, responder groups.
MD	Multi-channel outreach, human-centered messaging, partner-ready materials.	MSP, MVA, CHART, towing, utilities, waste/recycling partners.
MA	Enforcement-support messaging, website/social outreach, partner distribution.	State Police, RMV, towing/recovery, maintenance partners.
NH	Existing outreach, protected-vehicle clarification, partner toolkit.	Law enforcement, DMV, towing, utilities, maintenance partners.
NJ	Minimum package, legal customization, partner toolkit emphasis.	State Police, MVC, NJ TIM, towing, maintenance, responder groups.
NY	Existing outreach, DMS/CMS, enforcement-support activity, statewide campaign channels.	State Police, DMV, HELP, towing, maintenance, utilities.
NC	Outreach, service patrol visibility, enforcement-support messaging, partner materials.	State Highway Patrol, DMV, IMAP, towing, utilities, responder groups.
PA	Legal subline, DMS/CMS, enforcement-support messaging, partner outreach.	State Police, licensing partners, towing, utilities, maintenance.
RI	Minimum package, protected-vehicle clarification, legal review of wording.	Law enforcement, DMV, towing, roadside assistance, maintenance partners.
SC	Minimum package, protected-vehicle examples, partner toolkit distribution.	Law enforcement, DMV, towing, utilities, maintenance partners.
TN	Outreach channels, partner messaging, protected-vehicle clarification.	Law enforcement, HELP, towing, utilities, solid waste, maintenance partners.
VT	Human-centered outreach, enforcement-support messaging, partner materials.	Law enforcement, DMV, towing/repair, highway maintenance, work zone partners.
VA	Existing outreach, DMS/CMS, enforcement-support activity, partner-delivery practices.	State Police, DMV, Safety Service Patrol, towing, utilities, maintenance.
WV	Legal subline, protected-vehicle examples, DMS/CMS options.	Law enforcement, DMV, towing, utilities, maintenance partners.

Appendix I: Sample Message Templates

This appendix provides sample message templates that TETC member agencies can adapt when implementing the Move Over public awareness campaign. The templates are organized around the regional campaign platform “Slow Down. Move Over. Stay Alert.” and the secondary human-centered theme “Everyone Gets Home.” They are intended to help agencies prepare consistent campaign materials while still allowing each jurisdiction to customize the language to reflect its own Move Over Law.

The appendix includes four template tables. Table I-21 provides core campaign message templates, including the regional headline, human-centered theme, legal subtitle examples, protected-vehicle clarification, and slow-down fallback language. Table I-22 provides sample social media messages organized around the campaign message pillars. Table I-23 provides sample DMS/CMS messages that can be adapted for roadway-facing outreach where consistent with agency sign policies. Table I-24 provides sample website or landing-page language that agencies can use to explain the campaign, describe why it matters, and summarize what drivers should do.

The templates are intended to provide a starting point for campaign development. They should not be used as final public-facing language without state-specific review. Each agency should verify that the legal subtitle, protected-vehicle examples, speed-reduction language, disabled-vehicle references, and penalty-related language are consistent with current state law and agency policy before release. Bracketed text should be replaced with state-specific language, and agencies may adjust tone, length, and format to match their existing public information practices.

Table I-21: Core Campaign Message Templates

Message Type	Sample Template	Customization Notes
Regional campaign headline	Slow Down. Move Over. Stay Alert.	Use as the consistent regional campaign platform.
Human-centered theme	Everyone Gets Home.	Use for responder, worker, tow operator, service patrol, and roadside-user stories.
General legal subline	When you see [state-specific vehicles or roadside activity], slow down and move over when safe.	Insert state-specific vehicle or roadside-user categories.
Numeric speed-reduction subline	When you cannot safely move over, slow down as required by [State] law.	Use numeric speed language only where state law supports it.
Qualitative slow-down subline	If you cannot safely move over, slow down and proceed with caution.	Use for states with safe, reasonable, prudent, reduced-speed, or due-caution language.
Protected-vehicle clarification	Move Over Laws help protect [emergency responders], [roadside workers], [tow and recovery operators], and [other state-specific roadside users].	Include only categories supported by state law.
Disabled-vehicle message	Slow down and move over for disabled vehicles displaying hazard or warning lights.	Use only where disabled-vehicle messaging is supported by state law.
Partner tagline	Share the road. Protect the people working beside it.	Useful for partner toolkits and general outreach.

Table I-22: Sample Social Media Message Templates

Campaign Pillar	Sample Post
Know who is protected	Move Over Laws protect more than emergency responders. In [State], drivers should slow down and move over for [state-specific vehicle categories]. Slow Down. Move Over. Stay Alert.
Move over when safe	See flashing lights or roadside activity ahead? Change lanes when it is safe to do so. Give responders and roadside workers the space they need.
Slow down fallback	Can't move over safely? Slow down and proceed with caution. Moving over is important, but slowing down is still part of protecting people on the roadside.
Stay alert	Roadside scenes can appear quickly. Watch for flashing lights, cones, stopped vehicles, responders, and workers. Slow Down. Move Over. Stay Alert.
Everyone gets home	The people working beside traffic are parents, friends, coworkers, and neighbors. Slow down. Move over. Help everyone get home.
Partner-ready message	We are joining [agency/partner name] to remind drivers: Slow Down. Move Over. Stay Alert. Protect the people working and stopped near our roadways.
Safety observance message	During [Crash Responder Safety Week / National Work Zone Awareness Week / state campaign period], remember to slow down, move over when safe, and stay alert near roadside activity.
Enforcement-support message	Law enforcement and safety partners are reminding drivers to slow down and move over for [state-specific vehicle categories]. Know the law before you reach the roadside scene.

Table I-23: Sample DMS/CMS Message Templates

Message Purpose	Sample DMS/CMS Message
General awareness	SLOW DOWN / MOVE OVER / STAY ALERT
Responder safety	PROTECT RESPONDERS / SLOW DOWN / MOVE OVER
Roadside worker safety	ROADSIDE WORKERS / NEED SPACE / MOVE OVER
Tow and recovery emphasis	TOW TRUCK AHEAD / SLOW DOWN / MOVE OVER
Slow-down fallback	CAN'T MOVE OVER? / SLOW DOWN / USE CAUTION
Disabled-vehicle emphasis	DISABLED VEHICLE / SLOW DOWN / MOVE OVER
Safety week message	RESPONDER SAFETY WEEK / SLOW DOWN / MOVE OVER
Enforcement-support message	MOVE OVER LAW / IN EFFECT / SLOW DOWN

Note: DMS/CMS messages should be reviewed for consistency with state law, agency sign policies, character limits, message sequencing requirements, and operational conditions. Numeric speed language should only be used in states where the law supports it and where the message can be displayed clearly within agency sign standards.

Table I-24: Sample Website or Landing-Page Language

Section	Sample Text
Campaign overview	[State/Agency] is supporting the Move Over public awareness campaign to remind drivers to slow down, move over when safe, and stay alert near roadside activity. The campaign is part of a regional effort to improve awareness and protect the people who work or stop near traffic.
Why it matters	Roadside responders, transportation workers, tow and recovery operators, service patrol staff, utility crews, and stranded motorists face serious risks when vehicles pass too closely or too fast. Slowing down and moving over gives people on the roadside the space they need to stay safe.
What drivers should do	When approaching [state-specific vehicles or roadside activity], drivers should move over when it is safe to do so. If moving over is not possible, drivers should slow down and proceed with caution.
Who is protected	In [State], Move Over requirements apply to [state-specific vehicle or roadside-user categories]. Drivers should review state-specific information to understand when the law applies.
Campaign close	Slow Down. Move Over. Stay Alert. Help everyone get home.

Note: The templates should be adapted using the legal baseline in Appendix G and the state-specific implementation matrix in Appendix H. Final public-facing materials should be reviewed for consistency with state law and agency policy before release.

Appendix J: Measurement Reporting Template

This appendix provides a simple reporting template that TETC member agencies can use to document Move Over campaign implementation. Table J-25 presents the recommended reporting fields. The template is intended to support consistent reporting across jurisdictions without creating a burdensome evaluation process. It focuses on campaign deployment, communication channels, partner participation, optional enhancements, and lessons learned.

The template should be completed after each major campaign period, safety observance, enforcement-support effort, or other Move Over outreach activity. The information collected through this template can help agencies document what was implemented, identify which materials and partners were used, and determine what should be improved before the next campaign cycle.

The template is not intended to demonstrate safety effectiveness or prove changes in driver behavior. Instead, it provides a practical record of campaign activity and supports continuous improvement over time.

Table J-25: Measurement Reporting Template

Reporting Item	Information to Record
Jurisdiction	State or district completing the report.
Lead agency	Agency responsible for coordinating the campaign or outreach activity.
Campaign period	Start and end dates for the campaign, safety observance, or outreach activity.
Campaign purpose	Brief description of the campaign focus, such as general awareness, safety week outreach, enforcement support, driver education, or partner distribution.
Campaign headline used	Confirm whether “Slow Down. Move Over. Stay Alert.” was used, or identify any approved state-specific variation.
State-specific legal subline	Record the state-specific legal message or subline used in campaign materials.
Protected-vehicle examples included	Identify the vehicle or roadside-user categories shown or described in the campaign materials.
Slow-down fallback message included	Confirm whether the campaign explained what drivers should do when moving over is not possible.
Website or landing page	Record whether campaign information was posted or updated online and identify the page or platform used.
Social media activity	Record the number of posts, platforms used, general posting dates, and any available engagement summary.
DMS/CMS activity	Record whether DMS/CMS messages were used, the general message type, campaign period, and deployment context.
Partner participation	Identify partner agencies or organizations that shared, supported, or distributed campaign materials.
Press or earned media	Record press releases, media events, interviews, news coverage, or other earned-media activity.
Enforcement-support activity	Record whether campaign messaging was coordinated with enforcement waves, safety weeks, or law enforcement public information efforts.
Optional enhancements used	Identify any optional modules used, such as video PSAs, DMV/driver education materials, in-vehicle alerts, school or simulator demonstrations, or enforcement-wave media packages.
Materials developed or updated	List major campaign materials developed or revised during the reporting period.
Basic activity measures	Summarize available counts, such as number of posts, partners, DMS/CMS deployments, press items, website updates, or outreach events.
Key successes	Briefly describe what worked well during the campaign period.
Implementation challenges	Briefly describe any staffing, funding, coordination, legal review, data, or communication challenges.
Recommended improvements	Identify changes recommended for the next campaign cycle.
Follow-up needs	Identify any additional legal review, partner coordination, creative material development, or evaluation support needed.

Appendix K: Member-State Move Over Law Implementation Briefs

Appendix K contains the individualized member-state Implementation Briefs associated with Chapter 6. These state briefs are intended as practical implementation tools for member agencies. They summarize the current legal profile, public outreach context, enforcement context, implementation priorities, recommended actions, innovation opportunities, and implementation cautions for each jurisdiction. The briefs do not provide legal advice, rank state laws, or recommend legislative changes. Agencies should review public-facing language with appropriate legal and policy staff before use.

Alabama Move Over Law Implementation Brief

Implementation Takeaway: Alabama can use a clear numeric message—move over when safe; if not, slow at least 15 mph—while ensuring outreach reflects the full range of covered roadside workers.

Table K-26: Alabama Move Over Law Quick Reference

Statute Year	2024
Statutory Basis	Ala. Code § 32-5A-58.2
Covered Vehicle Profile	Emergency response vehicles; towing and recovery vehicles; service patrol/roadside assistance vehicles; maintenance and utility vehicles; waste/sanitation vehicles.
Required Driver Action	On multilane roads, vacate the adjacent lane when safe; otherwise reduce speed as required. On two-lane roads, move as far away as possible within the lane and reduce speed.
Speed Language	Numeric reduction: at least 15 mph below the posted speed limit when moving over is not safe; on roads posted 20 mph or less, travel at 10 mph.
Penalty Considerations	Escalating fines, license suspension for third/subsequent offenses, and crash-related criminal penalties for injury, serious injury, or fatality.
Key Implementation Issue	Keep the 15 mph rule consistent and avoid emergency-only messaging.

Current Public Outreach

Task 2 identified ALDOT outreach through radio, television, DMS, social media, ALDOT News, and Crash Responder Safety Week. Interview findings favored short, plain-language messages over complex graphics and noted a gap in driver education/DMV integration.

Current Enforcement Practices

Task 3 provided supplemental DOT enforcement context. State troopers are the enforcement lead, DMS and social media support awareness, trooper funding is legislatively required, and manpower shortages limit dedicated enforcement.

Implementation Priorities

Standardize Alabama’s public message around “move over or slow 15 mph” for short-form outreach, while using web, social media, and partner materials to explain the full speed rule.

Show all covered roadside worker groups, including towing, utility, sanitation, maintenance, and service patrol/roadside assistance.

Use driver education and young-driver outreach to address the reported education gap.

Table K-27: Alabama Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use short DMS messages such as “Move Over. If You Cannot, Slow 15 MPH,” and use web, social media, and partner materials to explain the full speed rule, including the 10 mph condition on roads posted 20 mph or less.	Alabama’s numeric rule is easy to communicate but only if phrasing is consistent.
Enforcement Support	Provide talking points that document vehicle type, posted speed, observed speed, lane configuration, and lane-change feasibility.	The 15 mph requirement creates a documentation need for speed and roadway context.
Partner Coordination	Share approved language with ALDOT, ALEA, towing, utilities, sanitation, maintenance, and service patrol partners.	The law covers more than traditional emergency responders.
Measurement	Track DMS cycles, Crash Responder Safety Week activity, partner distribution, and whether materials include the 15 mph language.	This supports repeatable annual implementation reporting.

Unique Opportunities for Innovation

Pilot a library of very short DMS/CMS messages and compare engagement or public feedback.

Develop a driver education one-pager that uses Alabama’s exact 15 mph rule and covered vehicle categories.

Use service patrol and sanitation/utility partners as message distributors, not only emergency-response partners.

Implementation Caution

Do not imply that all disabled vehicles are directly covered under Alabama’s Move Over Law. Disabled-vehicle messaging should be framed as general roadside safety or tied to another covered vehicle/activity when appropriate.

Connecticut Move Over Law Implementation Brief

Implementation Takeaway: Connecticut should clearly distinguish the emergency-vehicle slow-down-and-move-over requirement from the nonemergency stationary-vehicle move-over provision.

Table K-28: Connecticut Move Over Law Quick Reference

Statute Year	2024
Statutory Basis	Conn. Gen. Stat. § 14-283b
Covered Vehicle Profile	Emergency response vehicles; towing/wreckers; maintenance vehicles; condition-based service patrol/roadside assistance; disabled vehicles and other nonemergency vehicles stationary on the shoulder, lane, or breakdown lane.
Required Driver Action	Emergency vehicles: immediately reduce speed and move over when adjacent unless unreasonable or unsafe. Nonemergency stationary vehicles: adjacent-lane drivers must move over when reasonable and safe.
Speed Language	No numeric threshold. Emergency-vehicle provision requires speed reduced to a reasonable level below the posted speed limit.
Penalty Considerations	Infractions; enhanced fines when a violation involving an emergency vehicle results in injury or death to the operator or occupant.
Key Implementation Issue	Avoid collapsing emergency and nonemergency provisions into one identical slow-down requirement.

Current Public Outreach

Task 2 identified CTDOT outreach through Operation Big Orange, Flagman, human-centered PSAs, social media, DMS/VMS, school handouts, mascots, and grant-supported communications.

Current Enforcement Practices

Task 3 included a direct Connecticut law enforcement interview. CSP uses routine patrols, tandem enforcement, Operation Big Orange, TIM training, HaasAlert, electronic flares, VMS, and work-zone support; barriers include distraction, low awareness, fines, and manpower.

Implementation Priorities

Use two-part messaging: emergency vehicles require slowing below the posted limit and moving over when safe; nonemergency stationary vehicles require moving over when safe.

Continue using Operation Big Orange and human-centered PSAs to connect legal compliance with worker safety.

Include disabled vehicles as covered when stationary on the shoulder, lane, or breakdown lane.

Table K-29: Connecticut Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use paired scenario messages for emergency and nonemergency stationary vehicles.	This prevents overstatement of the nonemergency speed requirement.
Enforcement Support	Document vehicle type, flashing lights, stationary/slow-moving status, shoulder/lane/breakdown-lane location, observed speed, and move-over feasibility.	Connecticut's requirements differ by vehicle class and context.
Partner Coordination	Coordinate with CTDOT, CSP, fire/EMS, DMV, towing, maintenance, service patrol, and Operation Big Orange partners.	The state's implementation model is highly partner-based.
Measurement	Track Operation Big Orange activity, PSA use, TIM/digital alerting support, and whether materials distinguish emergency vs. nonemergency provisions.	This directly addresses the central legal-messaging risk.

Unique Opportunities for Innovation

Use Operation Big Orange as the platform for an annual “message audit” of public materials.

Expand in-vehicle alerting and electronic flare pilots into campaign measurement.

Develop a DMV/driver education module that includes the emergency vs. nonemergency distinction.

Implementation Caution

Disabled vehicles are covered under the nonemergency stationary-vehicle provision when stationary on the shoulder, lane, or breakdown lane. However, the reviewed statute does not apply the same explicit emergency-vehicle speed-reduction requirement to all nonemergency stationary vehicles.

Delaware Move Over Law Implementation Brief

Implementation Takeaway: Delaware’s implementation should emphasize qualifying warning signals, the 20 mph reduction rule where it applies, and visitor/seasonal driver outreach.

Table K-30: Delaware Move Over Law Quick Reference

Statute Year	2024
Statutory Basis	21 Del. C. § 4134
Covered Vehicle Profile	Emergency response vehicles; towing and recovery vehicles; service patrol/roadside assistance vehicles; maintenance and utility vehicles; conditional waste/sanitation coverage; disabled vehicles displaying qualifying warning signals.
Required Driver Action	Move over on qualifying multilane roads when safe; if changing lanes is impossible or unsafe, slow as required while passing the stationary covered vehicle.
Speed Language	Numeric reduction applies when posted speed is 50 mph or higher and a lane change is impossible or unsafe: at least 20 mph below posted speed while passing.
Penalty Considerations	Fines or equivalent community service; Class F felony if a violation involving subsection (b) causes physical injury to an emergency responder.
Key Implementation Issue	Clarify which warning signals trigger coverage and when the 20 mph rule applies.

Current Public Outreach

Task 2 identified DelDOT social media, radio, DMS, toll plaza banners/stickers, community events, digital ads, and beach/seasonal outreach. Delaware also uses localized messages for residents and transient drivers.

Current Enforcement Practices

Task 3 provided supplemental DOT enforcement context. State Police and the Office of Highway Safety are key partners; reported practices include trooper stings using DOT dump trucks, localized messaging, and radio/digital outreach; limitations include reduced penalties, limited school engagement, and staffing/process constraints.

Implementation Priorities

Use warning-signal examples for disabled and other nonemergency stationary vehicles.

Tailor outreach to beach-bound, out-of-state, and seasonal drivers.

Coordinate DelDOT, State Police, and OHS messaging before enforcement waves.

Table K-31: Delaware Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Pair “move over” with “slow 20 mph below posted when required” and show hazard lights, cones, flares, and caution signs.	The law is triggered by specific signals and includes a numeric speed rule in high-speed contexts.
Enforcement Support	Document posted speed, lane-change feasibility, vehicle/warning signal, and whether the speed was at least 20 mph below posted when required.	This supports enforceability of the numeric reduction.
Partner Coordination	Coordinate with DelDOT, DSP, OHS, toll plaza, beach travel, towing, service patrol, and utility partners.	Delaware’s travel context includes transient and seasonal audiences.
Measurement	Track seasonal outreach, toll plaza messaging, radio/digital ads, DMS wording, and enforcement-support operations.	This captures the implementation channels Delaware already uses.

Unique Opportunities for Innovation

Use beach-route and toll plaza micro-campaigns during peak travel periods.

Expand dump-truck/trooper observation concepts into a documented best-practice guide.

Test digital ads targeted to seasonal workforce and visitor travel corridors.

Implementation Caution

Do not describe the 20 mph reduction as applying to every roadway condition. It applies in the reviewed context when posted speed is at least 50 mph and changing lanes is impossible or unsafe.

District of Columbia Move Over Law Implementation Brief

Implementation Takeaway: The District's profile should focus on due caution, collision/mechanical-breakdown scenarios, and vacating blocked lanes rather than broad roadside-worker coverage.

Table K-32: District of Columbia Move Over Law Quick Reference

Statute Year	2019
Statutory Basis	18 DCMR § 2210
Covered Vehicle Profile	Emergency response vehicles; condition-based towing/recovery and service patrol/roadside assistance where operating within emergency or breakdown context; disabled vehicles/collision or mechanical breakdown situations.
Required Driver Action	Approach with due caution, reduce speed as appropriate for road conditions, move over for stationary emergency vehicles when safe, and vacate any wholly or partially blocked lane as soon as possible.
Speed Language	No numeric threshold; speed reduction is framed as appropriate for road and traffic conditions.
Penalty Considerations	No specific penalty is stated in this Move Over Law provision. Applicable penalties are addressed elsewhere in District of Columbia law and should be verified before public use.
Key Implementation Issue	Messaging should not imply broad coverage for maintenance, utility, waste, or other state-style categories unless confirmed.

Current Public Outreach

No state-specific Task 2 outreach interview was available for the District. Outreach guidance is therefore based on the legal profile, regional outreach findings, and the Task 4 campaign framework.

Current Enforcement Practices

No state-specific Task 3 enforcement interview or supplemental enforcement context was available for the District. Enforcement-support guidance is based on the legal requirements and regional enforcement findings.

Implementation Priorities

Explain collision/mechanical-breakdown and blocked-lane scenarios using simple driver instructions.

Use cautious language for towing/service patrol coverage because coverage is context-based.

Develop a compact web/social message set focused on due caution, safe speed, and lane clearance.

Table K-33: District of Columbia Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use scenario messages: “Crash or breakdown ahead: slow, use caution, and vacate a blocked lane when safe.”	The law is situation-based and not built around a long list of vehicle categories.
Enforcement Support	Document the collision/breakdown context, blocked-lane condition, emergency signals, and driver speed/position behavior.	These facts align with the District’s regulatory triggers.
Partner Coordination	Coordinate with DDOT, law enforcement, fire/EMS, towing/roadside assistance, traffic operations, and public information partners.	Partners can support consistent incident-scene language.
Measurement	Track web/social updates, incident-response partner distribution, and DMS/CMS or traffic-alert language where used.	Basic measures are appropriate where no interview-based program details were available.

Unique Opportunities for Innovation

Create a short “crash or breakdown ahead” message template for traffic alerts.

Use incident-response partner briefings to align public messages across agencies.

Add due-caution language to driver-facing incident communication materials.

Implementation Caution

Do not present the District rule as covering every stationary roadside worker category. Public-facing language should stay close to emergency vehicle, collision, mechanical breakdown, and blocked-lane conditions.

Florida Move Over Law Implementation Brief

Implementation Takeaway: Florida should use its clear 20 mph/5 mph rule and broad coverage to support simple outreach, visitor-facing messaging, and speed-documentation guidance.

Table K-34: Florida Move Over Law Quick Reference

Statute Year	2025
Statutory Basis	Fla. Stat. § 316.126
Covered Vehicle Profile	Emergency response vehicles; towing and recovery vehicles; service patrol/roadside assistance vehicles, including Road Rangers; maintenance and utility vehicles; waste/sanitation vehicles; disabled vehicles under qualifying warning, signage, or visible-person conditions.
Required Driver Action	Move over when safe; if moving over cannot be safely accomplished, reduce speed as required by statute.
Speed Language	Numeric: 20 mph below posted speed when posted speed is 25 mph or greater; 5 mph when posted speed is 20 mph or less.
Penalty Considerations	Noncriminal traffic infraction; other consequences may apply depending on circumstances.
Key Implementation Issue	Use the numeric rule precisely and explain covered disabled-vehicle conditions.

Current Public Outreach

Task 2 identified FDOT communications support, DMS, social media, Move Over Awareness Month, Crash Responder Safety Week, Road Ranger AVL sharing through DIVAS/DFS, and Florida Help/Inrix-style alert concepts.

Current Enforcement Practices

Task 3 included a direct Florida law enforcement interview. FHP is the enforcement lead and uses saturation/leapfrog details, pace clocking, unmarked vehicles, RTMC/Road Ranger coordination, CFX-supported units, digital alerts, and Road Ranger data; barriers include tourist confusion, nighttime risk, staffing, and speed verification.

Implementation Priorities

Use exact speed language in all public materials.

Target visitors/rental-car audiences and high-tourism corridors.

Connect Road Ranger AVL/digital alerts to public education and measurement.

Table K-35: Florida Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use “Move over. If you cannot, slow 20 mph below posted; 5 mph in 20 mph zones.”	Florida’s numeric rule is a major clarity advantage.
Enforcement Support	Provide guidance on posted speed, calibrated speed evidence, lane-change feasibility, and qualifying disabled-vehicle conditions.	Task 3 identified speed-verification limits as an enforcement issue.
Partner Coordination	Coordinate FDOT, FHP, Road Rangers, RTMCs, CFX/toll partners, rental car/visitor partners, towing, utilities, sanitation, and driver education partners.	Florida’s broad coverage and tourist environment require a wide partner network.
Measurement	Track Move Over Awareness Month, Road Ranger AVL/digital alerts, rental-car materials, DMS/CMS wording, and enforcement waves.	This links outreach, operations, and enforcement-support data.

Unique Opportunities for Innovation

Expand rental-car rack cards and airport/visitor-center messaging statewide.

Use Road Ranger AVL-to-navigation alerts as a measurable campaign channel.

Develop a speed-verification checklist for FHP/FDOT enforcement-support operations.

Implementation Caution

Do not state that drivers in 20 mph zones reduce by 5 mph; the reviewed rule indicates travel at 5 mph. Disabled-vehicle coverage should be tied to hazard/warning lights, flares/signage, or visible persons.

Georgia Move Over Law Implementation Brief

Implementation Takeaway: Georgia should continue closing the “red/blue light” perception gap by highlighting HERO, CHAMP, maintenance, utility, towing, and other covered roadside operations.

Table K-36: Georgia Move Over Law Quick Reference

Statute Year	2024
Statutory Basis	O.C.G.A. § 40-6-16
Covered Vehicle Profile	Emergency response vehicles; towing and recovery vehicles; condition-based service patrol/roadside assistance vehicles; maintenance and utility vehicles.
Required Driver Action	Move over when safe; if moving over is unsafe or impossible, reduce to a reasonable and proper speed below posted speed and be prepared to stop.
Speed Language	No numeric threshold; reasonable/proper speed below the posted speed limit and prepared to stop when changing lanes is not possible.
Penalty Considerations	Fines up to \$500 for emergency vehicle violations and up to \$250 for covered nonemergency stationary vehicle violations.
Key Implementation Issue	Public materials should expand beyond police/fire but not imply direct disabled-vehicle coverage.

Current Public Outreach

Task 2 identified GDOT outreach through social media, TV, radio, DMS, school visits, Truck Days, career days, and coordination through GOHS and the TIME Task Force. HERO/CHAMP vehicles help humanize roadside risk.

Current Enforcement Practices

Task 3 provided supplemental DOT enforcement context. Enforcement is supported through law enforcement partners, GOHS, and TIME Task Force coordination; noted gaps include limited DMV/driver education integration and public misunderstanding of amber-light/nontraditional vehicles.

Implementation Priorities

Make nontraditional covered vehicles visible in campaign examples.

Use HERO/CHAMP public engagement to personalize roadside risk.

Clarify that when drivers cannot move over, they must slow below posted speed and be prepared to stop.

Table K-37: Georgia Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use examples featuring HERO, CHAMP, tow trucks, highway maintenance, utility, and emergency vehicles.	Georgia's key outreach gap is understanding coverage beyond red/blue lights.
Enforcement Support	Document covered vehicle type, lights/cones, lane-change feasibility, and whether the driver slowed below posted speed and was prepared to stop.	This matches Georgia's nonnumeric speed language.
Partner Coordination	Use GDOT, DPS/GSP, GOHS, TIME Task Force, HERO, CHAMP, towing, utility, maintenance, and school outreach partners.	Georgia already has strong institutional partners.
Measurement	Track DMS, TV/radio/social campaigns, school visits, Truck Days, TIME/GOHS activities, and whether materials include amber-light examples.	This measures the state-specific communication gap.

Unique Opportunities for Innovation

Develop a HERO/CHAMP “roadside worker spotlight” social series.

Create a partner toolkit for utility and towing organizations using Georgia-specific language.

Use biennial TIME/GOHS conference cycles for peer exchange and message review.

Implementation Caution

Do not describe disabled vehicles as directly covered unless tied to a covered towing/recovery or roadside assistance activity and reviewed by legal staff. The central public message should be broad but legally grounded.

Kentucky Move Over Law Implementation Brief

Implementation Takeaway: Kentucky should translate its nonnumeric “due caution/safe speed” requirement into concrete driver scenarios, especially for disabled vehicles with warning signals.

Table K-38: Kentucky Move Over Law Quick Reference

Statute Year	2024
Statutory Basis	KRS § 189.930
Covered Vehicle Profile	Emergency/public safety vehicles; service patrol/roadside assistance vehicles; disabled vehicles displaying warning signals; condition-based towing/recovery.
Required Driver Action	On qualifying four-lane highways, move to a nonadjacent lane when possible and safe; otherwise reduce speed while maintaining a safe speed for road conditions.
Speed Language	No numeric threshold; due caution and safe speed for road conditions.
Penalty Considerations	The reviewed Move Over Law provision does not state a specific penalty within that section. Applicable penalties should be confirmed before being included in public-facing materials.
Key Implementation Issue	Drivers need practical examples of safe-speed behavior because the law does not use a mph threshold.

Current Public Outreach

Task 2 identified KYTC outreach through National Move Over Day, social media, TV, DMS, radio, iHeart Media, and rollover simulator events for school/community audiences.

Current Enforcement Practices

Task 3 provided supplemental DOT enforcement context. State Police are the enforcement lead; Highway Safety Office support, rollover simulator demonstrations, DMS, and media airtime were noted; barriers include subjective prudent-speed language and no dedicated webpage.

Implementation Priorities

Explain disabled-vehicle coverage when warning signals are displayed.

Use demonstrations to illustrate safe-speed behavior in real roadway settings.

Create a simple web landing page or reusable message set for agencies/partners.

Table K-39: Kentucky Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use scenario graphics: four-lane road move over; two-lane or blocked lane slow with due caution.	Kentucky's nonnumeric standard needs behavioral examples.
Enforcement Support	Document warning signals, roadway configuration, lane-change feasibility, road conditions, and driver speed behavior.	This supports enforcement under a safe-speed standard.
Partner Coordination	Coordinate KYTC, KSP, Highway Safety Office, media partners, service patrol/roadside assistance, schools, and community event partners.	Kentucky already uses events and highway safety channels.
Measurement	Track National Move Over Day, DMS, media airtime, rollover simulator events, and whether materials explain disabled-vehicle warning signals.	This captures existing outreach mechanisms.

Unique Opportunities for Innovation

Use the rollover simulator as an entry point for Move Over scenarios, not only seat belt education.

Develop “what safe speed looks like” short videos for school and social channels.

Use iHeart/media partnerships for rapid campaign bursts during high-risk travel periods.

Implementation Caution

Do not imply a specific mph reduction. Disabled vehicles should be described as covered when they display warning signals such as flashers, flares, or retroreflective signals.

Maine Move Over Law Implementation Brief

Implementation Takeaway: Maine should preserve its practical “slow down and move over if you can” message while using partners and equipment distribution to support public service vehicle coverage.

Table K-40: Maine Move Over Law Quick Reference

Statute Year	2024
Statutory Basis	29-A M.R.S. § 2054(9)
Covered Vehicle Profile	Emergency response vehicles; towing/wreckers; service patrol/roadside assistance; maintenance and utility vehicles; refuse/garbage/compost/recycling/trash vehicles.
Required Driver Action	Move to a nonadjacent lane when possible and safe; if impossible or unsafe, pass at a careful and prudent speed reasonable for the situation.
Speed Language	No numeric threshold; careful and prudent speed reasonable for safely passing.
Penalty Considerations	Minimum fine of \$275.
Key Implementation Issue	Emphasize covered public service vehicles while avoiding direct disabled-vehicle coverage language.

Current Public Outreach

Task 2 identified MainedOT outreach through rotating/humorous DMS/CMS messages, Backseat Driver, youth outreach, stickers, conferences, Travel Safely app, and portable message sign/equipment distribution through TIM coordination.

Current Enforcement Practices

Task 3 included a direct Maine law enforcement interview. Maine State Police pairs Move Over enforcement with speed details, uses two-officer approaches where possible, coordinates with MainedOT, towing, AAA, sheriffs, and fire partners, and uses Lane Blade, Road Commander LEDs, Travel Safely, and foldable VMS; barriers include officer shortages and message numbness.

Implementation Priorities

Continue “if you can” messaging to prevent unsafe stopping or forced merges.

Use public service vehicle examples: service patrol, utility, debris removal, refuse/recycling, and wreckers.

Coordinate equipment distribution and partner messaging through TIM structures.

Table K-41: Maine Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use memorable DMS/CMS and youth-facing messages that pair “slow down” with “move over if you can.”	Maine found humorous/clear messages can overcome driver numbness.
Enforcement Support	Document lane-change feasibility, public service vehicle type, warning lights, and whether the driver passed at a careful/prudent speed.	Maine relies on a flexible nonnumeric standard.
Partner Coordination	Use MaineDOT, Maine State Police, DPS, sheriffs, towing, AAA, fire, SSP, utility, refuse/recycling, and TIM partners.	The law and outreach both depend on public service vehicle partners.
Measurement	Track DMS rotations, Backseat Driver, TIM equipment distribution, SSP stops, partner outreach, and citation/warning activity where available.	These are realistic indicators of Maine implementation.

Unique Opportunities for Innovation

Use the Backseat Driver concept for family-based Move Over education.

Pair portable message signs with standardized local partner message cards.

Evaluate Travel Safely/in-cab alerts as an outreach and operational measure.

Implementation Caution

Do not state that disabled vehicles are directly covered as a separate category. Disabled-vehicle-related messaging should be tied to assistance by covered public service vehicles, wreckers, or general roadside safety.

Maryland Move Over Law Implementation Brief

Implementation Takeaway: Maryland should continue human-centered outreach while clearly explaining broad warning-signal coverage and the reasonable/prudent speed alternative.

Table K-42: Maryland Move Over Law Quick Reference

Statute Year	2023
Statutory Basis	Md. Transp. § 21-405
Covered Vehicle Profile	Emergency response vehicles; towing/recovery vehicles; service patrol/roadside assistance; maintenance/utility and service vehicles; waste/recycling vehicles; disabled vehicles with qualifying warning signals.
Required Driver Action	Approaching from the rear, move to a nonadjacent lane when practicable, lawful, and safe; if unable to change lanes, slow to a reasonable and prudent speed safe for conditions.
Speed Language	No numeric threshold; reasonable and prudent speed safe for weather, road, vehicular, and pedestrian conditions.
Penalty Considerations	Penalty details are not fully contained within the reviewed Move Over Law provision; enforcement and public materials should be reviewed for penalty accuracy.
Key Implementation Issue	Broad coverage is a strength but requires careful warning-signal examples.

Current Public Outreach

Task 2 identified MDOT SHA outreach through ZeroDeathsMD, “I Want to Come Home,” social media, DMS, media ride-alongs, touch-a-truck events, mudflap advertising, and driver education materials.

Current Enforcement Practices

Task 3 provided supplemental DOT enforcement context. Maryland uses coordination among MDOT SHA, State Police, and MVA, a dedicated traffic/TIM coordination model, MDOT operating and overtime funds, and identifies low conviction rates and nonemergency vehicle awareness as issues.

Implementation Priorities

Use warning-signal examples to explain coverage for disabled and other stopped vehicles.

Continue survivor/responder storytelling to improve emotional engagement.

Support enforcement documentation to address citation/conviction concerns.

Table K-43: Maryland Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use “I Want to Come Home” stories with clear examples of hazard lights, flares, cones, caution signs, and nonvehicular warning lights.	Maryland’s law is broad and warning-signal based.
Enforcement Support	Document the covered vehicle/warning signal, lane-change feasibility, observed behavior, and reasonable/prudent speed context.	This helps address subjective speed and conviction challenges.
Partner Coordination	Coordinate MDOT SHA, MSP, MVA, SSP, towing, waste/recycling, emergency maintenance, driver education, and media partners.	Maryland’s model already connects outreach, enforcement, and education.
Measurement	Track ZeroDeathsMD/I Want to Come Home use, mudflap ads, ride-alongs, driver education distribution, and enforcement-support activity.	These align with existing Maryland channels.

Unique Opportunities for Innovation

Use media ride-alongs to produce short social clips about roadside exposure.

Create a warning-signal visual guide for disabled and service vehicles.

Connect driver education materials to a simple “move over or slow safely” scenario module.

Implementation Caution

Do not let broad “all roadside vehicles” messaging omit the qualifying warning-signal conditions. Speed messaging should remain reasonable/prudent, not numeric.

Massachusetts Move Over Law Implementation Brief

Implementation Takeaway: Massachusetts should communicate the law as “slow down and move over” because reducing speed is required even when a lane change is made.

Table K-44: Massachusetts Move Over Law Quick Reference

Statute Year	2009
Statutory Basis	M.G.L. ch. 89, § 7C
Covered Vehicle Profile	Emergency response vehicles; towing/recovery vehicles; service patrol/roadside assistance when operating as recovery/disabled-vehicle assistance; highway maintenance vehicles.
Required Driver Action	Proceed with due caution, reduce to a reasonable and safe speed, and, if practicable on a highway with at least four lanes, move to a lane not adjacent to the covered vehicle.
Speed Language	No numeric threshold; reasonable and safe speed for road conditions.
Penalty Considerations	Fine up to \$100.
Key Implementation Issue	Avoid “move over only” messaging; speed reduction remains part of the requirement.

Current Public Outreach

No state-specific Task 2 outreach interview was available for Massachusetts. Outreach recommendations are based on the direct Task 3 interview, regional outreach findings, and Task 4 campaign principles.

Current Enforcement Practices

Task 3 included a direct Massachusetts State Police interview. MSP described message magnification, annual November blitzes, SPAD integration, leapfrog enforcement, construction-zone visibility, MassDOT/Mass Highway coordination, radar/LIDAR, TIM training, and challenges related to subjective speed language and judicial dismissals.

Implementation Priorities

Emphasize “slow down AND move over” in all public-facing material.

Support officer articulation of reasonable/safe speed based on conditions.

Coordinate MassDOT signage, social media, and active enforcement during campaign windows.

Table K-45: Massachusetts Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use the phrase “slow to a reasonable and safe speed and move over when practicable.”	The public misunderstanding identified in Task 3 centers on the AND requirement.
Enforcement Support	Provide examples for articulating unreasonable speed: traffic, lane availability, proximity, work zone, and responder exposure.	Subjective speed language creates evidentiary needs.
Partner Coordination	Coordinate MSP, MassDOT/Mass Highway, TIM, construction/work zone, towing/recovery, and public information partners.	Message magnification depends on synchronized partners.
Measurement	Track November blitz activity, DMS/CMS and social timing, SPAD integration, and citation/warning activity where available.	These match the state’s reported enforcement model.

Unique Opportunities for Innovation

Develop a short PSA showing why a lane change alone is not enough.

Use work zone details as planned “message magnification” events.

Create a bench-card style internal aid for reasonable/safe speed articulation.

Implementation Caution

Do not imply that disabled vehicles are directly covered as standalone vehicles. Disabled-vehicle assistance may be addressed through covered recovery/service patrol activity when applicable.

New Hampshire Move Over Law Implementation Brief

Implementation Takeaway: New Hampshire should use Cheryl's Law and seasonal messaging to explain reduced speed, wide berth, traffic direction, and blocked-lane requirements.

Table K-46: New Hampshire Move Over Law Quick Reference

Statute Year	2025
Statutory Basis	RSA 265:37-a
Covered Vehicle Profile	Emergency response vehicles; towing/recovery vehicles; service patrol/roadside assistance; maintenance and utility activities; conditional waste/sanitation coverage; disabled vehicles displaying qualifying warning signals or within covered incident conditions.
Required Driver Action	Maintain reduced speed, give a wide berth when practical without endangering oncoming traffic, obey authorized directions/signals/control devices, and vacate blocked lanes as soon as possible.
Speed Language	No numeric threshold; reduced speed appropriate for the hazard and roadway conditions.
Penalty Considerations	\$75 plus penalty assessment for first offense; \$250 plus assessment for subsequent offense within 12 months.
Key Implementation Issue	The law is broader and more incident-based than a simple lane-change rule.

Current Public Outreach

Task 2 identified NHDOT outreach through Cheryl's Law, fixed signage, DMS, seasonal winter messaging, press conferences, Department of Safety/State Police coordination, and partner-hosted digital resources.

Current Enforcement Practices

Task 3 provided supplemental DOT enforcement context. State Police are the lead; NHDOT supports seasonal messaging and safety patrol visibility; GEICO partnership and DOT overtime support were noted; barriers include manpower, privacy limits, resource intensity, and distracted driving.

Implementation Priorities

Explain all required behaviors, not only "move over."

Use winter/plow and maintenance examples in seasonal campaigns.

Include disabled/stopped vehicles with qualifying warning signals.

Table K-47: New Hampshire Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use Cheryl's Law messages that include slow down, wide berth, obey directions, and vacate blocked lanes.	This reflects the actual structure of the law.
Enforcement Support	Document incident type, warning signals, traffic direction, blocked lane, speed behavior, and wide-berth feasibility.	The law is fact- and scene-specific.
Partner Coordination	Coordinate NHDOT, State Police, Department of Safety, SSP, towing, utility/maintenance, GEICO, fire/EMS, and traffic operations partners.	Partners reinforce seasonal and incident-based messaging.
Measurement	Track Cheryl's Law outreach, DMS/fixed sign use, winter messaging, press events, SSP activity, and partner-hosted digital resources.	These are the state's key implementation channels.

Unique Opportunities for Innovation

Create winter-specific DMS/CMS templates for plow and maintenance operations.

Use SSP operators as field ambassadors for driver feedback.

Develop a one-page checklist for traffic-control and enforcement documentation at covered incidents.

Implementation Caution

Do not describe New Hampshire as requiring only a lane change. The reviewed law includes reduced speed, wide berth where practical, traffic-control compliance, and lane-vacating requirements.

New Jersey Move Over Law Implementation Brief

Implementation Takeaway: New Jersey should emphasize broad protected vehicle categories, disabled-vehicle warning conditions, and the reasonable/proper speed plus prepare-to-stop requirement.

Table K-48: New Jersey Move Over Law Quick Reference

Statute Year	2024
Statutory Basis	N.J.S.A. 39:4-92.2
Covered Vehicle Profile	Emergency response vehicles; towing and recovery vehicles; service patrol/roadside assistance; highway maintenance/emergency service vehicles; sanitation vehicles; disabled vehicles displaying hazard lights, flares, or reflective triangles.
Required Driver Action	Move to a lane not adjacent when possible; if impossible, prohibited, or unsafe, reduce to a reasonable and proper speed below posted speed and be prepared to stop.
Speed Language	No numeric threshold; reasonable and proper speed for road and traffic conditions, below posted speed, with prepared-to-stop language.
Penalty Considerations	Fine between \$100 and \$500; two points for three or more qualifying offenses within 12 months.
Key Implementation Issue	Coverage is broad, but disabled-vehicle messaging should be tied to hazard lights, flares, or reflective triangles.

Current Public Outreach

No state-specific Task 2 outreach interview was available for New Jersey. Recommendations use the legal profile, regional Task 2 findings, and Task 4 campaign principles.

Current Enforcement Practices

No state-specific Task 3 enforcement interview or supplemental enforcement context was available for New Jersey. Enforcement-support recommendations are based on legal requirements and regional enforcement findings.

Implementation Priorities

Develop materials that name all covered vehicle groups, including sanitation and disabled vehicles with required signals.

Use “below posted speed and be prepared to stop” in slow-down messaging.

Create partner-specific message language for towing, maintenance, sanitation, and roadside assistance groups.

Table K-49: New Jersey Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use examples showing emergency, tow, highway maintenance/emergency service, sanitation, and disabled vehicles with hazards/flammables/triangles.	New Jersey's law covers a broad range of roadside vehicles.
Enforcement Support	Document vehicle category, warning lights/devices, lane-change feasibility, speed below posted, and prepare-to-stop behavior.	This matches the legal standard.
Partner Coordination	Coordinate NJDOT, law enforcement, towing, highway maintenance, sanitation, service patrol/roadside assistance, DMV/driver education, and public information partners.	The coverage profile requires multiple partners.
Measurement	Track web/social materials, DMS/CMS wording, partner distribution, and enforcement/warning activity where available.	No state interview data were available, so basic implementation tracking is appropriate.

Unique Opportunities for Innovation

Create a visual "lights, flares, triangles" disabled-vehicle graphic.

Build a partner toolkit for sanitation, towing, and highway maintenance fleets.

Pilot a short "be prepared to stop" message during high-incident travel periods.

Implementation Caution

Do not mention disabled vehicles without the qualifying hazard-light, flare, or reflective-triangle condition. Avoid numeric speed language; use reasonable/proper speed below posted and prepared to stop.

New York Move Over Law Implementation Brief

Implementation Takeaway: New York should communicate expanded stopped-vehicle coverage while preserving due-care language and avoiding a Move Over-specific numeric speed reduction.

Table K-50: New York Move Over Law Quick Reference

Statute Year	2024
Statutory Basis	N.Y. Veh. & Traf. Law § 1144-a; § 1180 for speed context
Covered Vehicle Profile	Emergency response vehicles; towing/recovery and hazard vehicles; service patrol/roadside assistance; maintenance and utility vehicles; waste/sanitation vehicles where applicable; disabled/stopped vehicles in covered parkway/controlled-access contexts.
Required Driver Action	Exercise due care and, on parkways or controlled-access highways, move from the lane containing or adjacent to the shoulder when safe and legal.
Speed Language	No Move Over-specific numeric threshold; related speed context relies on reasonable/prudent speed for conditions.
Penalty Considerations	Penalty details are not stated directly in § 1144-a; related enforcement may use other Vehicle and Traffic Law provisions where appropriate.
Key Implementation Issue	Use understandable public terms for expanded coverage without overstating speed requirements.

Current Public Outreach

Task 2 identified NYSDOT outreach through Operation Hard Hat, social media, VMS, news media, Thruway/GTSC/DMV coordination, revenue reinvestment from automated work zone speed enforcement, and public education on expanded coverage.

Current Enforcement Practices

Task 3 included a direct New York law enforcement interview. NYSP/NYSDOT use Operation Hard Hat, enforcement blitzes, leapfrog details, plainclothes spotters, VMS, high-riser beacons, HaasAlert/Waze, and work zone revenue/support; barriers include congestion, distraction, out-of-state drivers, manpower, and TIM optionality.

Implementation Priorities

Use plain-language terms such as “service vehicles” or “stopped vehicles with flashing lights” where legally accurate.

Clarify that due care and safe/legal lane movement are required; do not create a false mph standard.

Tie outreach to Operation Hard Hat and Crash Responder Safety Week.

Table K-51: New York Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use messages that explain expanded stopped-vehicle coverage in driver-friendly terms.	Task 2 found “hazard vehicle” may be less intuitive than service/stopped-vehicle language.
Enforcement Support	Document vehicle category, location, lighting, parkway/controlled-access context, lane position, due care, and related speed behavior.	New York enforcement may involve multiple VTL concepts.
Partner Coordination	Coordinate NYSDOT, NYSP, DMV, Thruway Authority, GTSC, HELP/service patrol, towing, maintenance, snow/ice, sanitation/waste, and media partners.	The law and implementation environment are multi-agency.
Measurement	Track Operation Hard Hat, VMS/social media, work zone safety outreach funds, partner activity, and public-facing terminology.	These match New York’s existing implementation model.

Unique Opportunities for Innovation

Use automated work zone outreach funds to support Move Over education materials.

Test “service vehicle” vs. “hazard vehicle” language for comprehension.

Create a multistate visitor/out-of-state driver message during tourism and holiday periods.

Implementation Caution

Do not state that New York’s Move Over Law has a specific mph reduction. Speed should be described as due care and reasonable/prudent speed for conditions where applicable.

North Carolina Move Over Law Implementation Brief

Implementation Takeaway: North Carolina should emphasize its broad public service vehicle framework and the required slow, reduced-speed, prepared-to-stop behavior when moving over is not safe.

Table K-52: North Carolina Move Over Law Quick Reference

Statute Year	2022
Statutory Basis	N.C.G.S. § 20-157
Covered Vehicle Profile	Emergency response vehicles; towing/recovery-related assistance; service patrol/roadside assistance including IMAP; maintenance and utility vehicles; refuse/solid waste/recycling vehicles; disabled-vehicle assistance through covered public service vehicle framework.
Required Driver Action	On roads with at least two lanes in the same direction, move to a nonadjacent lane when safe; otherwise slow, maintain safe speed, operate at reduced speed, and be prepared to stop until completely past.
Speed Language	No numeric threshold; safe/reduced speed and prepared-to-stop language.
Penalty Considerations	\$250 infraction; crash-related misdemeanor/felony and license suspension consequences for property damage, injury, serious injury, or death under specified circumstances.
Key Implementation Issue	Avoid emergency-only messaging and include public service vehicles and prepared-to-stop language.

Current Public Outreach

Task 2 identified NCDOT outreach through Crash Responder Safety Week, TikTok, Facebook, gas station TV, DMV videos, DMS, PSAs, community events, IMAP vehicle message boards, training-track videos, and a SMART grant.

Current Enforcement Practices

Task 3 provided supplemental DOT enforcement context. State Highway Patrol is the enforcement lead; practices include troopers in IMAP vehicles, one-cone tracking, post-incident review, IMAP sting operations, towing/GHSP coordination, and attention to amber-light understanding and staffing limits.

Implementation Priorities

Use public service vehicle examples, including IMAP, utilities, refuse/recycling, and highway maintenance.

Include “be prepared to stop” in slow-down messaging.

Use IMAP and DMV/video channels to reinforce amber-light coverage.

Table K-53: North Carolina Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Show IMAP, towing, utility, refuse/recycling, and maintenance vehicles with the correct slow-down language.	Public misunderstanding of amber-light coverage was identified.
Enforcement Support	Document 12-foot roadway proximity, warning lights, vehicle type, lane configuration, lane-change feasibility, speed behavior, and prepared-to-stop behavior.	These facts are central to North Carolina enforcement.
Partner Coordination	Coordinate NCDOT, SHP, IMAP, GHSP, towing, utilities, refuse/recycling, maintenance, DMV, and public information partners.	The law's public service vehicle framework requires partner breadth.
Measurement	Track IMAP message boards, DMV videos, SMART/alert activity, one-cone tracking, post-incident review, and partner outreach.	These are state-specific implementation measures.

Unique Opportunities for Innovation

Use IMAP vehicle message boards for short behavioral messages.

Connect one-cone tracking and post-incident review to campaign evaluation.

Create short videos explaining “slow, reduced speed, be prepared to stop.”

Implementation Caution

Disabled-vehicle coverage should be communicated through the covered public service vehicle and disabled-vehicle assistance framework, not as a generic statement disconnected from warning-light and roadway-position requirements.

Pennsylvania Move Over Law Implementation Brief

Implementation Takeaway: Pennsylvania should use its clear emergency response area/disabled vehicle framework and 20 mph reduction rule to support direct, enforceable messaging.

Table K-54: Pennsylvania Move Over Law Quick Reference

Statute Year	2020
Statutory Basis	75 Pa.C.S. § 3327
Covered Vehicle Profile	Emergency response areas; service patrol/roadside assistance contexts; disabled vehicles clearly marked with qualifying warning devices; condition-based towing/recovery.
Required Driver Action	Move over to a nonadjacent lane when possible; if impossible, illegal, or unsafe, slow to the required reduced speed and pass carefully.
Speed Language	Numeric: at least 20 mph below the posted speed limit when a nonadjacent lane change is impossible, illegal, or unsafe.
Penalty Considerations	Fines for first/subsequent offenses; enhanced fines and license suspensions for injury, serious injury, or death involving emergency responders or persons near disabled vehicles; public awareness requirement.
Key Implementation Issue	The 20 mph rule and marking requirements should be consistently shown.

Current Public Outreach

Task 2 identified PennDOT outreach through CMS boards, 511, scheduled safety messages, Move Over campaign information, emergency response area framing, and messaging about moving over or reducing speed by 20 mph.

Current Enforcement Practices

Task 3 provided supplemental DOT enforcement context. Pennsylvania State Police are a key partner; the state uses emergency response area framing, 20 mph speed reduction, quick-clearance context, and faces congestion challenges.

Implementation Priorities

Explain emergency response areas and clearly marked disabled vehicles as separate but related scenarios.

Use the 20 mph rule consistently in public materials.

Support documentation of warning devices and speed reduction.

Table K-55: Pennsylvania Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use “move over or slow 20 mph below posted” with emergency response area and disabled-vehicle examples.	Pennsylvania has a clear numeric rule.
Enforcement Support	Document emergency response area/disabled vehicle marking, lane-change feasibility, posted speed, observed speed, and passing behavior.	The law depends on markings and speed documentation.
Partner Coordination	Coordinate PennDOT, PSP, service patrol/roadside assistance, towing, 511/CMS staff, emergency responders, and public information partners.	Implementation connects traffic operations and enforcement.
Measurement	Track CMS/511 message use, scheduled safety messages, partner distribution, and whether materials explain marking requirements and 20 mph language.	This addresses both legal accuracy and campaign reach.

Unique Opportunities for Innovation

Create a side-by-side graphic for emergency response areas vs. disabled vehicles.

Use 511 and CMS boards as a recurring seasonal reminder platform.

Develop quick-reference enforcement documentation cards for emergency response areas and disabled vehicles.

Implementation Caution

Do not omit the marking requirements for disabled vehicles. The 20 mph reduction should be tied to the condition that a safe/lawful nonadjacent lane change is not possible.

Rhode Island Move Over Law Implementation Brief

Implementation Takeaway: Rhode Island should frame the law around appropriate reduced speed and broad shoulder/breakdown-lane protection, including stationary nonemergency vehicles.

Table K-56: Rhode Island Move Over Law Quick Reference

Statute Year	2023
Statutory Basis	R.I. Gen. Laws § 31-14-3
Covered Vehicle Profile	Emergency response vehicles; towing/recovery vehicles; service patrol/roadside assistance; maintenance vehicles; conditional waste/sanitation coverage; disabled vehicles and any nonemergency vehicle stationary on the shoulder or breakdown lane.
Required Driver Action	Drive at an appropriate reduced speed in the presence of covered vehicles; for authorized vehicles within 12 feet of the roadway, move over on qualifying multilane roads when safe or slow and maintain safe/reduced speed until past.
Speed Language	No numeric threshold; appropriate reduced speed and safe/prudent speed for conditions.
Penalty Considerations	Fine is enumerated in § 31-41.1-4 and should be verified before public use.
Key Implementation Issue	Messaging should explain both reduced-speed conditions and shoulder/breakdown-lane coverage.

Current Public Outreach

No state-specific Task 2 outreach interview was available for Rhode Island. Recommendations use the legal profile, regional Task 2 findings, and Task 4 campaign principles.

Current Enforcement Practices

No state-specific Task 3 enforcement interview or supplemental enforcement context was available for Rhode Island. Enforcement-support recommendations are based on the law and regional enforcement findings.

Implementation Priorities

Explain that stationary nonemergency vehicles on shoulders/breakdown lanes are included.

Use reduced-speed examples because the law is not numeric.

Coordinate with maintenance, towing, roadside assistance, and transportation partners.

Table K-57: Rhode Island Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use broad but precise messages: “Slow down for emergency, tow, maintenance, disabled, and stopped vehicles on the shoulder.”	Rhode Island’s coverage is broad and speed-centered.
Enforcement Support	Document covered vehicle type, shoulder/breakdown-lane location, lane configuration, and whether the driver used appropriate reduced speed.	This aligns with the reduced-speed statute.
Partner Coordination	Coordinate RIDOT, law enforcement, towing, roadside assistance/service patrol, maintenance, transporter, waste/sanitation, and public information partners.	Covered groups can help distribute accurate messages.
Measurement	Track web/social/DMS materials, partner distribution, and whether messages include stationary nonemergency shoulder/breakdown-lane coverage.	No state interview data were available, so basic metrics are useful.

Unique Opportunities for Innovation

Create a shoulder/breakdown-lane visual message for social and DMS/CMS use.

Develop partner cards for tow, maintenance, and roadside assistance fleets.

Test simple “appropriate reduced speed” scenario graphics.

Implementation Caution

Avoid numeric speed language unless an agency-approved penalty/speed reference is used.

South Carolina Move Over Law Implementation Brief

Implementation Takeaway: South Carolina should focus on emergency-scene and authorized emergency/recovery/towing response contexts and avoid broader stationary-vehicle claims.

Table K-58: South Carolina Move Over Law Quick Reference

Statute Year	2024
Statutory Basis	S.C. Code § 56-5-1538
Covered Vehicle Profile	Emergency response vehicles; towing and recovery vehicles; service patrol/roadside assistance when operating within a covered emergency-scene or authorized traffic-incident response context.
Required Driver Action	At an emergency scene, keep the vehicle under control, proceed with due caution, significantly reduce speed, and move to a nonadjacent lane on qualifying multilane roads when possible.
Speed Language	No numeric threshold; significant speed reduction and safe speed for conditions.
Penalty Considerations	Misdemeanor consequences and applicable fine amounts should be verified before public use.
Key Implementation Issue	Coverage is emergency-scene based and should not be broadened to every disabled or stationary vehicle.

Current Public Outreach

No state-specific Task 2 outreach interview was available for South Carolina. Recommendations use the legal profile, regional Task 2 findings, and Task 4 campaign principles.

Current Enforcement Practices

No state-specific Task 3 enforcement interview or supplemental enforcement context was available for South Carolina. Enforcement-support recommendations are based on the law and regional enforcement findings.

Implementation Priorities

Use emergency-scene language rather than broad stationary-vehicle language.

Include towing/recovery and service patrol examples only when connected to covered traffic-incident response.

Explain “significantly reduce speed” with scenario-based examples.

Table K-59: South Carolina Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use messages such as “Emergency scene ahead: slow significantly, move over when safe.”	South Carolina’s law is built around emergency scenes.
Enforcement Support	Document emergency-scene indicators, authorized vehicles, lane configuration, speed behavior, due caution, and endangerment factors.	These facts support the statutory structure.
Partner Coordination	Coordinate SCDOT, law enforcement, fire/EMS, recovery/towing, service patrol/roadside assistance, traffic operations, and public information partners.	Partner examples must remain tied to covered scenes.
Measurement	Track campaign materials, partner distribution, DMS/CMS messages, and whether materials use emergency-scene language.	This helps avoid overbroad messaging.

Unique Opportunities for Innovation

Create an emergency-scene message template for TIM and public information staff.

Develop tabletop examples for towing/recovery and service patrol partners.

Use short videos explaining why slowing significantly matters at incident scenes.

Implementation Caution

Do not present disabled vehicles, maintenance/utility, or waste/sanitation vehicles as standalone covered categories. Messaging should remain anchored to emergency-scene and authorized traffic-incident response language.

Tennessee Move Over Law Implementation Brief

Implementation Takeaway: Tennessee should leverage its broad statutory coverage while explaining that safe speed and due caution are required when moving over is not possible.

Table K-60: Tennessee Move Over Law Quick Reference

Statute Year	2023
Statutory Basis	Tenn. Code Ann. § 55-8-132
Covered Vehicle Profile	Emergency response vehicles; towing/recovery vehicles; service patrol/roadside assistance; highway maintenance vehicles; solid waste vehicles; utility service vehicles; disabled vehicles and other stationary vehicles with qualifying flashing lights.
Required Driver Action	On qualifying multilane highways, move to a nonadjacent lane when possible and safe; if impossible or unsafe, proceed with due caution, reduce speed, and maintain a safe speed.
Speed Language	No numeric threshold; due caution, reduced speed, and safe speed for conditions.
Penalty Considerations	Escalating misdemeanor/fine structure for repeat offenses; fatal violations may support separate homicide-related charges depending on circumstances.
Key Implementation Issue	Coverage is broad, but public materials should avoid implying a numeric speed reduction.

Current Public Outreach

Task 2 identified TDOT/Highway Safety Office outreach through National Move Over Day, social media, TV, DMS, Monday-only DMS messaging, and camera-based compliance studies.

Current Enforcement Practices

Task 3 provided supplemental DOT enforcement context. Highway Patrol enforcement is supported by TDOT messaging, camera network resources, DMS/social media, Highway Safety Office funding, and concerns about deterrence and limited awareness data.

Implementation Priorities

Use the broad coverage list to include solid waste, utility, service patrol, recovery, and disabled/stationary vehicles.

Explain safe-speed behavior without inventing a mph reduction.

Use camera-based studies or traffic operations data to support campaign evaluation.

Table K-61: Tennessee Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use broad vehicle examples and “move over if safe; if not, slow and maintain a safe speed.”	Tennessee covers many roadside vehicle categories.
Enforcement Support	Document stationary status, flashing lights/hazard signals, vehicle category, lane-change feasibility, due caution, and safe speed.	The law depends on context and observed behavior.
Partner Coordination	Coordinate TDOT, THP, Highway Safety Office, solid waste, utility, service patrol, towing/recovery, traffic operations, and public information partners.	Covered groups should help distribute accurate materials.
Measurement	Track National Move Over Day, Monday DMS messages, camera-based studies, social/TV outreach, THP coordination, and partner participation.	This uses current Tennessee practices.

Unique Opportunities for Innovation

Use camera network compliance studies to test message timing and wording.

Create partner toolkits for utilities and solid waste fleets.

Pair Monday DMS messaging with a monthly social media theme and measurement report.

Implementation Caution

Do not state a numeric speed reduction. Disabled and other stationary vehicle coverage should be tied to the required flashing-light or hazard-signal conditions.

Vermont Move Over Law Implementation Brief

Implementation Takeaway: Vermont should continue authentic, local, human-centered outreach while explaining amber-light coverage and the reasonable/safe/prudent speed standard.

Table K-62: Vermont Move Over Law Quick Reference

Statute Year	2019
Statutory Basis	23 V.S.A. § 1050
Covered Vehicle Profile	Emergency/law enforcement/rescue vehicles; towing/recovery and repair vehicles; service patrol/roadside assistance operating in a covered towing/repair/assistance role; maintenance/work zone contexts.
Required Driver Action	Proceed with caution; on multilane roads, move away from covered vehicles or workers when safe; slow to a reasonable, safe, and prudent speed.
Speed Language	No numeric threshold; reasonable, safe, and prudent speed.
Penalty Considerations	Fines determined through Vermont's applicable traffic penalty process; verify before public use.
Key Implementation Issue	Close amber-light confusion without overstating disabled-vehicle coverage.

Current Public Outreach

Task 2 identified Drive Well Vermont, real responders/workers rather than actors, social media, YouTube, gas station TV, posters, radio, in-house TV, white-label media assets, and authenticity-based messaging.

Current Enforcement Practices

Task 3 included a direct Vermont enforcement-related interview involving VTrans SHSO/State Police context. Activities include NHTSA-aligned campaigns, regional operations, Drive Well Vermont media library, NHTSA funding through SHSO, and coordination with State Police, fire/EMS, and towing; challenges include amber-light confusion, road geometry, and traffic density.

Implementation Priorities

Continue using real Vermont responders and workers in outreach.

Explain amber/yellow light coverage for tow/repair and maintenance/work zone contexts.

Use scenario-based examples for reasonable/safe/prudent speed.

Table K-63: Vermont Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Feature real tow, maintenance, EMS, fire, and law enforcement personnel explaining when drivers must slow and move over.	Authenticity is a Vermont strength.
Enforcement Support	Document covered vehicle/work zone context, lights, lane availability, driver caution, and reasonable/safe/prudent speed behavior.	Nonnumeric speed language requires context.
Partner Coordination	Coordinate VTrans, SHSO, State Police, fire/EMS, towing/repair, service patrol/roadside assistance, work zone, media contractor, and public information partners.	Vermont's campaign is partner- and media-library based.
Measurement	Track Drive Well Vermont assets, social/video/radio/Gas Station TV, NHTSA campaign windows, partner use, and amber-light messaging.	This aligns with the state's media strategy.

Unique Opportunities for Innovation

Expand “campaign in a box” materials for local partner use.

Use gas station TV and short video to explain amber-light coverage.

Pair statewide surveys with message refinements around amber-light and congestion confusion.

Implementation Caution

Do not present disabled vehicles as directly covered. References to disabled motorists should be tied to towing/repair or service patrol assistance when legally appropriate, or framed as general roadside safety.

Virginia Move Over Law Implementation Brief

Implementation Takeaway: Virginia should communicate broad stationary warning-light/warning-device coverage while distinguishing reckless-driving and traffic-infraction contexts and avoiding highway-work-zone overstatement.

Table K-64: Virginia Move Over Law Quick Reference

Statute Year	2023
Statutory Basis	Va. Code § 46.2-861.1
Covered Vehicle Profile	Emergency response vehicles; towing/recovery vehicles; service patrol/roadside assistance; maintenance and utility vehicles; waste/sanitation vehicles; disabled vehicles when stationary and displaying qualifying warning devices or lights.
Required Driver Action	On highways with at least four lanes and two lanes in the same direction, move to a nonadjacent lane when safe; otherwise proceed with due caution, proceed safely, and maintain a safe speed.
Speed Language	No numeric threshold; due caution and safe speed.
Penalty Considerations	Subsection A may constitute reckless driving for certain blue/red/amber-light vehicles; subsection B is a traffic infraction for other warning-device situations; suspension consequences for property damage, injury, or death.
Key Implementation Issue	Messaging must distinguish subsection A/B conditions and the work-zone exclusion.

Current Public Outreach

Task 2 identified Virginia outreach through Drive Smart Virginia, YOVASO, website, social media, radio, DMS, open houses, demonstrations, press releases, DMV-related pathways, and human-centered demonstrations involving injured responders.

Current Enforcement Practices

Task 3 included a direct Virginia enforcement-related interview. VSP/VDOT use leapfrogging, incidental citations after crashes/near misses, Crash Responder Safety Week, PIO-coordinated VMS/social media, cones, Haas alerts, Lane Blades, lift-and-tow devices, VDOT/VSP/DMV/Transurban/MAA/fire/EMS coordination, and face manpower/shoulder-risk challenges.

Implementation Priorities

Include disabled and other stationary vehicles with qualifying warning devices.

Distinguish reckless-driving and traffic-infraction contexts in enforcement-support materials.

Avoid describing the statute as a general highway work zone rule.

Table K-65: Virginia Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use examples showing flashing blue/red/amber lights, hazard flashers, caution signs, and flares/torches.	Virginia's coverage depends on warning-light/device conditions.
Enforcement Support	Document subsection context, warning lights/devices, lane configuration, lane-change feasibility, safe-speed behavior, and crash consequences.	This supports accurate enforcement communication.
Partner Coordination	Coordinate VDOT, VSP, DMV, Drive Smart Virginia, YOVASO, Transurban, fire/EMS, towing, maintenance/contractor, and public information partners.	Virginia's implementation network is broad.
Measurement	Track Crash Responder Safety Week, VMS/social blasts, demonstrations, DMV/YOVASO outreach, partner participation, and enforcement activity.	These match current Virginia channels.

Unique Opportunities for Innovation

Use injured-responder demonstrations in a short-form video series.

Create a subsection A/B internal reference for enforcement and communications staff.

Use tolling/operations partners to test corridor-specific digital alerting and messages.

Implementation Caution

Do not present § 46.2-861.1 as applying to highway work zones excluded under § 46.2-878.1. Disabled-vehicle coverage should be tied to qualifying warning devices or lights.

West Virginia Move Over Law Implementation Brief

Implementation Takeaway: West Virginia should use its broad warning-signal structure and clear 15/25 mph speed thresholds while explaining conditional coverage for roadside partner vehicles.

Table K-66: West Virginia Move Over Law Quick Reference

Statute Year	2024
Statutory Basis	W. Va. Code § 17C-14-9a
Covered Vehicle Profile	Emergency response vehicles; conditional towing/recovery, service patrol/roadside assistance, maintenance/utility, and waste/sanitation vehicles when within the statute's warning-signal framework; disabled vehicles with qualifying warning signals.
Required Driver Action	Move over and reduce to a safe speed; if unable to move over, do not exceed the statutory speed thresholds while passing, depending on roadway type and conditions.
Speed Language	Numeric thresholds when unable to change lanes: generally not more than 15 mph on nondivided highways or 25 mph on divided highways, subject to statutory conditions.
Penalty Considerations	Base misdemeanor penalties; license suspension for property damage, injury, or death; additional penalties tied to DUI-related provisions when applicable.
Key Implementation Issue	Coverage is broad but warning-signal based; speed thresholds should be stated carefully.

Current Public Outreach

No state-specific Task 2 outreach interview was available for West Virginia. Recommendations use the legal profile, regional Task 2 findings, and Task 4 campaign principles.

Current Enforcement Practices

No state-specific Task 3 enforcement interview or supplemental enforcement context was available for West Virginia. Enforcement-support recommendations are based on the law and regional enforcement findings.

Implementation Priorities

Use warning-signal examples to show when vehicles are covered.

Communicate the 15/25 mph thresholds precisely.

Build partner materials for conditional covered categories such as towing, utility, service patrol, and waste/sanitation.

Table K-67: West Virginia Recommended Actions

Implementation Area	Recommended Action	Why This Matters for This State
Outreach and Education	Use “move over and slow safely; if you cannot move over, 15 mph/nondivided or 25 mph/divided where required.”	West Virginia has clear numeric thresholds.
Enforcement Support	Document roadway type, warning signals, lane-change feasibility, posted/observed speed, and whether 15/25 mph thresholds applied.	The law depends on roadway and signal conditions.
Partner Coordination	Coordinate WVDOT, law enforcement, towing, service patrol/roadside assistance, utility, maintenance, waste/sanitation, driver education, and public information partners.	Conditional categories should receive reviewed language.
Measurement	Track message materials, partner distribution, DMS/CMS use, and whether warning-signal and 15/25 mph language are included accurately.	No state interview data were available, so legal-accuracy measures are important.

Unique Opportunities for Innovation

Develop a two-icon message showing nondivided 15 mph and divided 25 mph conditions.

Create a warning-signal partner toolkit for conditional roadside fleets.

Use annual material review to ensure penalty/suspension language remains accurate.

Implementation Caution

Do not list conditional vehicle categories without explaining the warning-signal framework. Penalty language tied to DUI-related provisions should be reviewed before public use.

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