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On Behalf Of:
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Why SXS Should Be Allowed on Public Roads

Side-by-side vehicles (SXS) are becoming increasingly popular for both recreational and practical use, yet in many areas, they remain restricted from public roads. Allowing these vehicles on public roads—especially in rural and small-town settings—would provide numerous benefits, including increased economic activity, improved transportation options, and responsible road-sharing.

1. Safety and Regulation Compliance

Modern SXS models are built with safety in mind, often equipped with seat belts, roll cages, headlights, turn signals, and other roadworthy features. In fact, many SXS meet or exceed the safety standards of other street-legal vehicles such as motorcycles and golf carts, which are already permitted on public roads in many places. By implementing reasonable safety regulations, such as speed limits, insurance requirements, and licensing, SXS can be operated responsibly alongside other vehicles.

2. Economic and Recreational Benefits

Many rural and outdoor-recreation-driven economies rely on SXS riders for tourism and local business support. Allowing SXS on public roads would make it easier for riders to access restaurants, gas stations, and local shops without needing to haul their vehicles on trailers. This increased accessibility would help boost local economies, especially in areas where outdoor activities drive tourism.

3. Convenience and Practical Use

In many rural areas, SXS are already commonly used for farming, ranching, and small-town transportation. Prohibiting their use on public roads forces residents to take longer, less efficient routes or use larger vehicles that may not be necessary for short trips. Legalizing SXS for road use would provide a convenient and fuel-efficient alternative for work and daily transportation.

4. Successful Implementation in Other Areas

Many states and municipalities have already adopted laws allowing SXS on public roads, proving that such policies can work when paired with proper safety guidelines. These areas have seen increased tourism, responsible vehicle use, and positive community reception. By learning from these successful implementations, other regions can develop their own regulations to ensure safe and beneficial integration of SXS into public roadways.

Conclusion

Allowing SXS on public roads, with proper regulations, would enhance safety, boost

local economies, and provide a practical transportation option for many communities. With the right laws in place—such as speed restrictions, required safety features, and licensing—SXS can safely and effectively share the road, just as motorcycles and other alternative vehicles already do.