

GENERAL ASSEMBLY OF NORTH CAROLINA



Session 2007

Legislative Fiscal Note

BILL NUMBER: House Bill 1547 (First Edition)

SHORT TITLE: Left Turn on Red.

SPONSOR(S): Representatives Allred, Gulley, Jones, and Tillis

FISCAL IMPACT					
	Yes (x)	No ()	No Estimate Available ()		
	<u>FY 2007-08</u>	<u>FY 2008-09</u>	<u>FY 2009-10</u>	<u>FY 2010-11</u>	<u>FY 2011-12</u>
REVENUES	-	-	-	-	-
EXPENDITURES	-	-	-	-	-
POSITIONS (cumulative):	-	-	-	-	-
PRINCIPAL DEPARTMENT(S) & PROGRAM(S) AFFECTED:					
Municipal Governments	\$36,000	-	-	-	-
EFFECTIVE DATE: December 1, 2007					

BILL SUMMARY:

The bill would amend G.S. 20-158(b) to permit a vehicle, unless prohibited by an appropriate sign, to make a left turn on red where the vehicle is in the leftmost lane of travel on a one-way street that intersects with another one-way street with traffic moving from the vehicle's right to left.

ASSUMPTIONS AND METHODOLOGY:

Expenditures would be for signs at intersections where a left turn on red would be permitted by the bill but is prohibited for reasons of sightlines, heavy pedestrian traffic, etc. These signs would be the responsibility of the Department of Transportation (DOT) on state-maintained roads and of municipal government on city streets. DOT has indicated that the number of such locations on their roads would be limited and the costs of signage minimal. For the cost to municipalities, only a very rough estimate is possible. In 2003 the City of Raleigh Transportation Department estimated that about one hundred intersections would qualify for left turn on red under the bill and that perhaps 10% to 20% (or 10 to 20) would not be suitable and would require a sign prohibiting left turn on red. Each sign costs approximately \$150 for labor and materials. If we assume that 15% of qualifying intersections in Raleigh would need signs, the cost to Raleigh would be 15 signs multiplied by \$150, or \$2,250. Raleigh receives about 6.3% of the State Street Aid to Municipalities. If we assume that this is a reasonable proxy for Raleigh's street needs as a percentage of total municipality street needs in the state, then Raleigh's cost of \$2,250 would equate to a total state need of approximately \$36,000 (\$2,250 divided by .063 equals \$35,714). This cost would occur in the first year only.

SOURCES OF DATA: North Carolina Department of Transportation; City of Raleigh Transportation Department

TECHNICAL CONSIDERATIONS: None

FISCAL RESEARCH DIVISION: (919) 733-4910

PREPARED BY: Lisa Hollowell

APPROVED BY: Lynn Muchmore, Director
Fiscal Research Division

DATE: May 16, 2007



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