

NORTH CAROLINA GENERAL ASSEMBLY

LEGISLATIVE FISCAL NOTE

BILL NUMBER: HB 395

SHORT TITLE: Left Turn on Red

SPONSOR(S): Representative Gulley

FISCAL IMPACT					
Yes ()	No ()	No Estimate Available (X)			
	<u>FY 1997-98</u>	<u>FY 1998-99</u>	<u>FY 1999-00</u>	<u>FY 2000-01</u>	<u>FY 2001-02</u>
REVENUES	*	*	*	*	*
	There will be some loss of traffic citation revenue due to a reduction in fines for failing to stop at a red light. This number is not determinable because turning left on red is not captured as a separate traffic violation from going straight through a red light.				
EXPENDITURES	0	0	0	0	0
POSITIONS:	0	0	0	0	0
PRINCIPAL DEPARTMENT(S) & PROGRAM(S) AFFECTED: Dept. of Transportation					
EFFECTIVE DATE: Dec. 1, 1997					

BILL SUMMARY: Amends GS 20-158(b)(2) to provide that, except when prohibited by an appropriate sign, vehicular traffic that is (1) in leftmost lane of travel on one-way street, (2) facing red light, and (3) at intersection with another one-way street with traffic traveling from right to left, may enter the intersection and make left turn into extreme left-hand lane lawfully available to traffic. Turning vehicle must yield right-of-way to pedestrians and to other traffic using intersection. This act applies to Mecklenburg County only. This summary was reprinted from the *Daily Bulletin* of March 4, 1997.

ASSUMPTIONS AND METHODOLOGY: Although additional traffic signs will have to erected to prohibited some left turns on red, the cost of the additional signs will be covered by the Dept. of Transportation, Division of Highway's current operating budget.

TECHNICAL CONSIDERATIONS:

In regards to this bill, the State Traffic Engineer of the Dept. of Transportation indicates the following:

“From a traffic operations standpoint, permitting left turns on red at intersections on one-way streets will improve roadway capacity and overall traffic flow. In addition, there would be a reduction in delay, congestion, fuel consumption, and vehicle emissions and pollutants. Left turns on red would enable motorist on the side street to turn on red to enter the progressive traffic flow on signals systems on the main street. From information supplied by the Federal Highway Administration, 41 states now allow left turns on red at one-way street intersections. It is important for highway safety and motorist expectancy that traffic laws be consistent nationwide.

The only negative aspect of left turns on red is a possible adverse effect to pedestrian safety. However, we are not aware of any significant pedestrian safety problems related to right turns on red, and there will be far fewer left-turn-on-red locations since this move would be permitted only at intersections on one-way streets. If a problem is foreseen or were to develop at any particular location, signs could be erected to prohibit the left-turn-on-red movement.”

FISCAL RESEARCH DIVISION

733-4910

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DATE: March 11, 1997



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