

Department of Planning and Budget

2023 Fiscal Impact Statement

1. Bill Number: SB1069

House of Origin ☒ Introduced ☐ Substitute ☐ Engrossed

Second House ☐ In Committee ☐ Substitute ☐ Enrolled

2. Patron: Saslaw

3. Committee: Transportation

4. Title: Drivers stopping for pedestrians; certain signs; stops.

5. Summary: Requires the driver of a vehicle on a highway approaching a pedestrian who is crossing such highway to stop for such pedestrian. Currently, a driver is required to yield the right-of-way to such pedestrian by stopping and remaining stopped. The bill also provides that certain localities that are already authorized to install signs directing motor vehicles to yield the right-of-way to pedestrians crossing or attempting to cross a highway may also install signs directing motor vehicles to stop for such pedestrians.

6. Budget Amendment Necessary: No.

7. Fiscal Impact Estimates: Preliminary (see Item 8).

8. Fiscal Implications: According to the Department of Transportation (VDOT), the provisions of the proposal would require all existing ground-mounted and overhead “yield-to-pedestrian” signs to be replaced with new signs that read “stop for pedestrians.” This would impact signs owned by VDOT, signs installed by localities or other entities on VDOT-owned roads, and signs on locality roads. There may also be locations where existing yield line (“shark’s teeth”) lateral pavement markings in advance of crossings would also need to be replaced with 24-inch wide “stop line” pavement markings. The total number of signs that would need to be replaced or markers that would need to be altered, and the costs of doing so, are currently indeterminate.

Under the proposed changes any operator of a motor vehicle who fails to comply with signs indicating to yield the right-of-way to or stop for pedestrians is guilty of a traffic infraction and punishable by a fine between \$100 and \$500 in certain localities. Proceeds of all fines and penalties collected are paid into the Literary Fund or into the localities depending on who writes the ticket and whether state or local law is cited. As such, the impact on these revenues as a result of the proposal is indeterminate at this time.

9. Specific Agency or Political Subdivisions Affected: Virginia Department of Transportation, state and local law enforcement agencies, local governments.

10. Technical Amendment Necessary: No.

11. Other Comments: None.