NOTE: As provided in LFC policy, this report is intended only for use by the standing finance committees of the legislature. The Legislative Finance Committee does not assume responsibility for the accuracy of the information in this report when used for other purposes.

The most recent FIR version (in HTML & Adobe PDF formats) is available on the Legislative Website. The Adobe PDF version includes all attachments, whereas the HTML version does not. Previously issued FIRs and attachments may be obtained from the LFC in Suite 101 of the State Capitol Building North.

FISCAL IMPACT REPORT

SPONSOR:	Rawson		DATE TYPED:	01/30/03	HB	
SHORT TITLI	E: _	Prohibit Certain Spee	ed Control Devices		SB	53
				ANAL	YST:	Martinez

APPROPRIATION

Appropriation Contained		Estimated Additional Impact		Recurring or Non-Rec	Fund Affected
FY03	FY04	FY03	FY04		
			NFI		

(Parenthesis () Indicate Expenditure Decreases)

SOURCES OF INFORMATION

LFC Files

SUMMARY

Synopsis of Bill

Senate Bill 53 provides municipalities specific jurisdiction regarding streets, sidewalks, curbs and gutters. The legislation amends Laws of 1965, Chapter 300, Section 14-50-1 prohibiting the creation of speed control devices that reduce the speed of vehicles below the actual speed limit. Devices are defined as rising three inches above the street and at least one foot in length.

Significant Issues

If the intent of current speeding laws is to reduce accidents and increase safety, the proposed amendment may conflict with intent of such law.

TECHNICAL ISSUES

Clarification of current municipal and state speeding laws should be considered. Municipalities may simply need reduce the speed limits within the vicinity of speed control devices.

Municipalities may be forced to conduct independent traffic engineering surveys to assess the impact of this law once enacted.

Senate Bill 53 -- Page 2

POSSIBLE QUESTIONS

- 1. What technical information or surveys exist to support such an initiative?
- 2. How will this effect existing speed control devices? Will municipalities need to cover costs associated with altering existing devices?
- 3. How will this legislation affect current speeding laws?
- 4. How will this amendment affect high volume pedestrian streets and school zones?

MM/njw