



Senate

General Assembly

File No. 957

January Session, 2009

Substitute Senate Bill No. 966

Senate, May 14, 2009

The Committee on Planning and Development reported through SEN. COLEMAN of the 2nd Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT PROHIBITING BLOCKING THE BOX.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (NEW) (*Effective October 1, 2009*) (a) No operator of a
2 motor vehicle, other than a tractor-trailer unit, as defined in section 14-
3 1 of the general statutes, shall proceed into an intersection that has
4 been designated, posted and marked by a municipality in accordance
5 with subsection (b) of this section, except when making a turn, unless
6 there is sufficient space on the opposite side of the intersection to
7 accommodate such motor vehicle without obstructing the passage of
8 other vehicles or pedestrians, notwithstanding the indication of a
9 traffic control signal that would permit such operator to proceed into
10 the intersection.

11 (b) Any municipality having a population of more than fifty
12 thousand persons may, by ordinance, designate one or more
13 intersections within that municipality to which the provisions of
14 subsection (a) of this section shall apply. The municipality shall (1)

15 post signs at each such designated intersection indicating that blocking
16 the intersection is prohibited and violators are subject to a fine, and (2)
17 mark, in white paint, the boundary of such intersection with a line not
18 less than one-foot in width and the area within such boundary line
19 with parallel diagonal lines not less than one-foot in width.

20 (c) Any person who violates the provisions of subsection (a) of this
21 section shall have committed an infraction.

This act shall take effect as follows and shall amend the following sections:		
Section 1	October 1, 2009	New section

PD Joint Favorable Subst.

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 10 \$	FY 11 \$
Judicial Dept.	GF - Revenue Gain	Less than 37,500	Less than 50,000
Public Safety, Dept.	GF - None	None	None

Note: GF=General Fund

Municipal Impact:

Municipalities	Effect	FY 10 \$	FY 11 \$
Municipal Police Departments	None	None	None

Explanation

The bill establishes a new infraction; the total amount payable would be between \$74 and \$136.¹ Any revenues, which are anticipated to be less than \$50,000, generated under the bill would be deposited into the General Fund. The estimated, FY 10 revenue gain is 75% of the annualized total since the bill's effective date is October 1, 2009.

Police enforcement could be accommodated within the normal course of police officers' duties and at no increased cost.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

¹ In accordance with CGS 51-164m, the judges of the Superior Court establish and maintain a schedule of fines to be paid for the violation of the sections of the general statutes deemed to be infractions. No such fine may be less than \$35 or more than \$90. In addition to this "base" fine, a cost of \$35 (pursuant to CGS 54-143a) and a fee of between \$4 and \$11 (pursuant to CGS 51-56a(c)) would be included.

OLR Bill Analysis**sSB 966*****AN ACT PROHIBITING BLOCKING THE BOX.*****SUMMARY:**

This bill allows a municipality with a population of over 50,000 to adopt an ordinance designating intersections where a motor vehicle is prohibited from entering if the space on the opposite side of the intersection is too small to allow the vehicle to cross without obstructing the passage of other vehicles or pedestrians. This applies even if the traffic light permits the motor vehicle to proceed. But it does not apply to entering an intersection to make a turn or to tractor-trailers.

The bill requires the municipality to (1) post signs that blocking the intersection is prohibited and violators can be fined and (2) use white paint to mark the intersection's boundaries and the area within it with parallel diagonal lines, using lines at least one foot wide.

The bill makes this an infraction.

EFFECTIVE DATE: October 1, 2009

BACKGROUND***Infractions***

Infractions are punishable by fines, usually set by Superior Court judges, of between \$35 and \$90, plus a \$20 or \$35 surcharge and an additional fee based on the amount of the fine. There may be other added charges depending upon the type of infraction. For example, certain motor vehicle infractions trigger a Transportation Fund surcharge of 50% of the fine. With the various additional charges the total amount due can be over \$300 but often is less than \$100.

An infraction is not a crime; thus violators do not have criminal records and can pay the fine by mail without making a court appearance.

Legislative History

The Senate referred the bill (File 714) to the Planning and Development Committee, which reported a substitute that excludes tractor-trailers from the bill's provisions.

COMMITTEE ACTION

Judiciary Committee

Joint Favorable Substitute

Yea 41 Nay 0 (03/31/2009)

Planning and Development Committee

Joint Favorable Substitute

Yea 13 Nay 3 (05/04/2009)