

**Department of Planning and Budget**  
**2026 General Assembly Session**  
**State Fiscal Impact Statement**

---

**PUBLISHED:** 2/5/2026 2:46 PM

**ORIGINAL**

**Bill Number:** HB661

**Patron:** Willett

**Bill Title:** Traffic regulation; bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and motorized skateboards or scooters.

**Bill Summary:** Authorizes any person operating a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or motorized skateboard or scooter to yield instead of stop at an intersection controlled by a stop sign if certain conditions are met. The bill also authorizes such a person to proceed through the intersection on a steady red light if the pedestrian control signal corresponding to the person's direction of travel and to the parallel crosswalk indicates "Walk" and if certain other conditions are met. The bill requires any such persons riding two abreast on roadways with only one travel lane in the direction of such persons and a posted speed limit of 35 miles per hour to not impede the normal and reasonable movement of traffic. Under current law, such persons riding two abreast are required to not impede the normal and reasonable movement of traffic and are required to move into a single-file formation when being overtaken from the rear by a faster moving vehicle, regardless of the type of road and posted speed limit.

**Budget Amendment Necessary:** No

**Items Impacted:** N/A

**Explanation:** N/A

**Fiscal Summary:** The Virginia Department of Transportation (VDOT) anticipates the need to perform engineering evaluations of existing signals with a Leading Pedestrian Interval (LPI) to facilitate safe conditions for persons operating a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or motorized skateboard or scooter to safely proceed as described in the bill. Some signals may require modifications if issues or concerns are identified. In some cases, infrastructure work to modify pedestrian signals may be necessary. The cost of cursory reviews associated with LPI intersections is estimated to be approximately \$1,000 per intersection; any costs would be absorbed within existing resources. Outcomes of such reviews could recommend additional reengineering or operational adjustments at specific intersections, the costs of which are indeterminate.

**Fiscal Analysis:** None

**Other:** None