

Department of Legislative Services
Maryland General Assembly
2014 Session

FISCAL AND POLICY NOTE
Revised

Senate Bill 1001

(Senator Mathias)

Judicial Proceedings

Rules and Executive Nominations

Vehicle Laws - Divided Highways - Crosswalks

This bill authorizes each intersection on a divided highway that has traffic lights located in a community with significant pedestrian activity to have a crosswalk through the divided highway.

Fiscal Summary

State Effect: The bill is not anticipated to materially affect State operations or finances, as it generally codifies existing authority.

Local Effect: The bill is not anticipated to materially affect local operations or finances, as it generally codifies existing authority.

Small Business Effect: None.

Analysis

Current Law: A divided highway is defined as a highway that is divided into two or more roadways by an intervening space, barrier, or clearly indicated dividing section constructed to impede vehicular traffic. “Crosswalk” and “intersection” are currently defined within the Maryland Vehicle Law. “Community” and “significant pedestrian activity” are not defined terms.

Background: According to the *Maryland Manual on Uniform Traffic Control Devices for Streets and Highways*, 2011 Edition, at locations controlled by traffic control signals or on approaches controlled by STOP or YIELD signs, crosswalk lines should be

installed where engineering judgment indicates they are needed to direct pedestrians to the proper crossing path.

The State Highway Administration (SHA) advises that it began to upgrade 1,500 pedestrian traffic signals to be compliant with the Americans with Disabilities Act. To date, SHA has upgraded 900 of the 1,500 signals.

According to SHA, the estimated average cost to establish a crosswalk is about \$20,000, which includes constructing a curb ramp, installing accessible and countdown pedestrian signals, and establishing the pedestrian crosswalk markings. SHA also advises that an additional 15% contingency should be budgeted to account for the purchase of any rights-of-way and the relocation of utility infrastructure, as needed.

SHA advises that a majority of divided highways in the State are owned and maintained by the State. However, a significant number of divided highways are the property of local governments.

Additional Information

Prior Introductions: None.

Cross File: HB 873 (Delegate Conway, *et al.*) - Environmental Matters.

Information Source(s): Harford and Wicomico counties; the cities of Frederick and Havre de Grace; Maryland Association of Counties; Maryland Municipal League; Department of State Police; Maryland Department of Transportation; Department of Legislative Services

Fiscal Note History: First Reader - February 20, 2014
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