

HB0941/870814/1

BY: Environment and Transportation Committee

AMENDMENTS TO HOUSE BILL 941

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 2, strike “**Baltimore City**” and substitute “**Motor Vehicles**”; and in the same line, after “**Establishment**” insert “**and Enforcement**”; in line 3, strike “establish” and substitute “decrease or raise to a previously established level”; in line 4, after “study,” insert “prohibiting a local jurisdiction from implementing a new speed monitoring system to enforce speed limits on certain highways”; in line 5, after “establishment” insert “and enforcement”; in lines 5 and 6, strike “in Baltimore City”; after line 11, insert:

“BY repealing and reenacting, without amendments,

Article - Transportation

Section 21-809(b)(1)(vi)

Annotated Code of Maryland

(2020 Replacement Volume)

BY adding to

Article - Transportation

Section 21-809(b)(1)(xi)

Annotated Code of Maryland

(2020 Replacement Volume)”;

and in line 16, strike the first “(3)”.

AMENDMENT NO. 2

On page 2, in line 12, strike “**ESTABLISH**” and substitute “**DECREASE OR RAISE TO A PREVIOUSLY ESTABLISHED LEVEL**”; and after line 31, insert:

“21-809.

(Over)

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(b) (1) (vi) This section applies to a violation of this subtitle recorded by a speed monitoring system that meets the requirements of this subsection and has been placed:

1. In Montgomery County, on a highway in a residential district, as defined in § 21–101 of this title, with a maximum posted speed limit of 35 miles per hour, which speed limit was established using generally accepted traffic engineering practices;

2. In a school zone with a posted speed limit of at least 20 miles per hour; or

3. In Prince George’s County:

A. Subject to subparagraph (vii) of this paragraph, on Maryland Route 210 (Indian Head Highway); or

B. On that part of a highway located within the grounds of an institution of higher education as defined in § 10–101(h) of the Education Article, or within one-half mile of the grounds of a building or property used by the institution of higher education where generally accepted traffic and engineering practices indicate that motor vehicle, pedestrian, or bicycle traffic is substantially generated or influenced by the institution of higher education.

(XI) A LOCAL JURISDICTION MAY NOT IMPLEMENT A NEW SPEED MONITORING SYSTEM TO ENFORCE SPEED LIMITS ON ANY PORTION OF A HIGHWAY FOR WHICH THE SPEED LIMIT HAS BEEN DECREASED WITHOUT PERFORMING AN ENGINEERING AND TRAFFIC INVESTIGATION.”.