

Department of Legislative Services
Maryland General Assembly
2006 Session

FISCAL AND POLICY NOTE

House Bill 1530 (Delegate Burns)
Environmental Matters

Vehicle Laws - Traffic Control Devices - "No Outlet" Signs

This bill requires a local authority to install a sign with the words "No Outlet" when the local authority places or replaces a sign that (1) indicates a highway will terminate in a dead end or cul-de-sac; or (2) marks the entrance to a highway or highway network from which there is no other exit. An installed sign must conform to the manual and specifications adopted by the State Highway Administration (SHA) as required by State law.

Fiscal Summary

State Effect: This bill would not affect State governmental operations or finances.

Local Effect: The bill's requirements could generally be met within existing resources.
This bill may impose a mandate on local government.

Small Business Effect: None.

Analysis

Current Law: SHA must adopt a manual and specifications for a uniform system of traffic control devices, consistent with the Maryland Vehicle Law for use on State highways. The uniform system must correlate with and conform, as far as possible, to the system set forth in the most recent edition of the Manual on Uniform Traffic Control Devices for Streets and Highways.

On every highway under its jurisdiction, a local authority must place and maintain those traffic control devices considered necessary to carry out the Maryland Vehicle Law, or

local traffic ordinances, or to regulate, warn, and guide traffic. Each traffic control device must conform to the manual and specifications of SHA. A person may not install or maintain in any private property area used by the public any sign, signal, or other device intended to regulate traffic unless it conforms to the SHA manual and State specifications.

Background: SHA advises that Section 2C.21 of the Manual on Uniform Traffic Control Devices (adopted to set standards for traffic control devices as required by State law) permits, but does not require, a “Dead End” sign to be used at the entrance to a single road that terminates or ends in a cul-de-sac. The manual permits, but does not require, a “No Outlet” sign to be used at the entrance to a road or road network from which there is no other exit. The “Dead End” sign indicates the street will end and no other streets can be reached from that street. The “No Outlet” sign can also be used for those circumstances, or reserved for situations where the street leads to other streets, but is the only access or egress to the network of streets.

Local Fiscal Effect: Montgomery and Wicomico counties advise that they already comply with the bill’s requirements. Baltimore City advises that the bill’s requirements could be met with existing resources. Allegany County advises that it generally does not place “No Outlet” signs on many roads because many roads go two to three miles before they end. Some roads are also beyond county maintenance. About 100 roads meet these criteria and to place “No Outlet” signs on them would cost about \$5,000.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Wicomico County, Allegany County, Montgomery County, Prince George’s County, Talbot County, Baltimore City, Maryland Department of Transportation, Department of Legislative Services

Fiscal Note History: First Reader - March 13, 2006
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