

Department of Legislative Services
 Maryland General Assembly
 2006 Session

FISCAL AND POLICY NOTE

Senate Bill 1074 (Senator Stone)
 Judicial Proceedings

**Vehicle Laws - Traffic Control Devices – “Local Traffic Only” Signs on
 Holabird Avenue and Wise Avenue**

This bill requires Baltimore County to install “Local Traffic Only” signs on the portions of Holabird Avenue and Wise Avenue that lie between Dundalk Avenue and North Point Boulevard.

Fiscal Summary

State Effect: Transportation Trust Fund expenditures could potentially increase by \$40,000 in FY 2007 to conduct traffic studies to evaluate the effect of the local traffic only signs on nearby State roads. General fund revenues would minimally increase due to penalty revenue from additional citations for disobeying the signs.

(in dollars)	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
GF Revenue	-	-	-	-	-
SF Expenditure	40,000	0	0	0	0
Net Effect	(\$40,000)	\$0	\$0	\$0	\$0

Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate effect

Local Effect: Baltimore County expenditures would increase by \$3,000 in FY 2007 for signs and installation costs. Enforcement could be handled with existing resources. **This bill imposes a mandate on a unit of local government.**

Small Business Effect: None.

Analysis

Current Law: A local authority, including Baltimore City, may regulate traffic by means of police officers or traffic control devices such as signs, and by adopting any other traffic regulations as specifically authorized in the Maryland Vehicle Law.

State Revenues: General fund revenues would increase minimally due to additional fine revenue from violations of the Maryland Vehicle Law. Failure to obey a “local traffic only” sign is considered “failure to obey properly placed traffic control device instructions.” The District Court prepayable fine for this offense is \$80.

State Expenditures: The State Highway Administration advises that closing these roads to through traffic could result in an increased amount of traffic on Maryland State Roads 151 and 695. If the increased traffic were high enough, SHA would need to reevaluate and retime its traffic control signals along these roads, which would require several new studies including new traffic volume and turning movement counts, speed and delay studies, and traffic progression studies. It is estimated that the cost of these studies would total \$40,000.

Local Expenditures: As the roads in question are local roads, it is assumed that Baltimore County would be responsible for installing the signs. As such, Baltimore County expenditures would increase by \$3,000 for sign and installation costs for 10 signs along the road. Enforcement could be handled with existing resources.

Additional Information

Prior Introductions: None.

Cross File: HB 1710 (Delegates Weir and Minnick) – Rules and Executive Nominations.

Information Source(s): Baltimore County, Maryland Department of Transportation, Judiciary (Administrative Office of the Courts), Department of Legislative Services

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mam/hlb

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