

Department of Legislative Services
Maryland General Assembly
2006 Session

FISCAL AND POLICY NOTE

Senate Bill 79

(Senator Della)

Judicial Proceedings

Environmental Matters

Vehicle Laws - Standing or Parking Near Crosswalks - Baltimore City

This bill exempts Baltimore City from State law that prohibits a person from standing or parking a vehicle within 20 feet of a crosswalk at an intersection. It authorizes Baltimore City to regulate the distance from a crosswalk at an intersection within which a person may not stand or park a vehicle and amends the city charter to grant that authority.

Fiscal Summary

State Effect: None. The bill does not materially affect State procedures or finances.

Local Effect: None. Baltimore City could exercise this authority with existing resources.

Small Business Effect: None.

Analysis

Current Law/Background: A person may not (1) stop, stand, or park a vehicle on a crosswalk; (2) stand or park a vehicle within 20 feet of a crosswalk at an intersection; or (3) stand or park a vehicle at any place where standing is prohibited by an official sign. A violation of any of these prohibitions is a misdemeanor subject to a maximum fine of \$500. The District Court pre-payable fine for these violations is \$50.

Additional Information

Prior Introductions: A similar bill, SB 139 of the 2005 session, was amended to be identical to this bill by the Senate and was then heard by the House Environmental Matters Committee; however, no further action was taken. An identical bill, SB 803 of the 2004 session, was heard by the Senate Judicial Proceedings Committee, but no further action was taken. A similar bill, SB 300, was also introduced in the 2004 session but was withdrawn without a hearing. Similar bills were also introduced as SB 36 in the 2003 session and SB 277 in the 2002 session. The Senate passed SB 36, but the Environmental Matters Committee gave it an unfavorable report. SB 277 received an unfavorable report from the Judicial Proceedings Committee.

Cross File: None.

Information Source(s): Maryland Department of Transportation, Baltimore City, Department of Legislative Services

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