

Department of Legislative Services
Maryland General Assembly
2020 Session

FISCAL AND POLICY NOTE
Third Reader

House Bill 1060 (Delegate Clark)

Environment and Transportation

Judicial Proceedings

Calvert County - Speed Limits - Establishment

This bill authorizes Calvert County to decrease the maximum speed limit to no less than 15 miles per hour on Lore Road and, except for Solomons Island Road, each highway south of Lore Road without performing an engineering and traffic investigation (regardless of whether the highway is inside an urban district). **The bill takes effect June 1, 2020.**

Fiscal Summary

State Effect: General fund revenues may increase negligibly due to more citations for speeding, assuming Calvert County uses the authorization granted by the bill to decrease speed limits in designated areas. The District Court can handle any additional caseload with existing resources.

Local Effect: Calvert County expenditures decrease minimally if fewer engineering and traffic investigations are conducted. Revenues are not affected.

Small Business Effect: None.

Analysis

Current Law: Unless there is a special danger that requires a lower speed, the maximum lawful speeds on a State highway are (1) 15 miles per hour in alleys in Baltimore County; (2) 30 miles per hour on all highways in a business district and on undivided highways in a residential district; (3) 35 miles per hour on divided highways in a residential district; (4) 50 miles per hour on undivided highways in other locations; and (5) 55 miles per hour on divided highways in other locations. A maximum speed limit of more than 70 miles per hour may not be established on any highway in the State.

If, on the basis of an engineering and traffic investigation, a local authority determines that a maximum speed is greater or less than is reasonable or safe under existing conditions on any part of a highway in its jurisdiction, the local authority may establish a reasonable and safe maximum speed limit for that part of the highway, which may:

- decrease the limit at an intersection;
- increase the limit in an urban district to no more than 50 miles per hour;
- decrease the speed limit in an urban district; or
- decrease the limit outside an urban district to no less than 25 miles per hour.

An engineering and traffic investigation is not required to conform a speed limit in effect on December 31, 1974, to one of the specified speed limits established by statute.

In school zones as designated and posted by the local authorities of any county, the county (or any municipality within the county) may decrease the maximum speed limit to 15 miles per hour during school hours, if the county (or municipality) pays the cost of placing and maintaining the signage.

Altered speed limits are effective when posted on appropriate signs giving notice of the limit. Any alteration by a local authority (except in Baltimore City) of a maximum speed limit on a part (or extension) of a State highway is not effective until approved by the State Highway Administration.

A local authority may establish a reasonable and safe maximum speed limit for an alley if it determines that the maximum speed limit under State law is greater than is reasonable or safe. However, the local authority must post a speed limit on appropriate signs giving notice of the speed limit.

Additional Information

Prior Introductions: None.

Designated Cross File: None.

Information Source(s): Department of State Police; Maryland Department of Transportation; Department of Legislative Services

Fiscal Note History: First Reader - March 9, 2020
mm/ljm Third Reader - March 16, 2020

Analysis by: Eric F. Pierce

Direct Inquiries to:
(410) 946-5510
(301) 970-5510