HOUSE BILL 941

By: Delegate Wells (By Request – Baltimore City Administration)
Introduced and read first time: February 2, 2021
Assigned to: Environment and Transportation

Committee Report: Favorable with amendments
House action: Adopted
Read second time: March 9, 2021

CHAPTER ______

1 AN ACT concerning

2 Baltimore City Motor Vehicles – Speed Limits – Establishment and Enforcement

3 FOR the purpose of authorizing Baltimore City to establish decrease or raise to a previously established level the maximum speed limit on a highway under its jurisdiction without performing an engineering and traffic study; prohibiting a local jurisdiction from implementing a new speed monitoring system to enforce speed limits on certain highways; and generally relating to the establishment and enforcement of speed limits on highways in Baltimore City.

BY repealing and reenacting, with amendments,
Article – Transportation
Section 21–803
Annotated Code of Maryland
(2020 Replacement Volume)

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

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.
[Brackets] indicate matter deleted from existing law.
Underlining indicates amendments to bill.
Strike out indicates matter stricken from the bill by amendment or deleted from the law by amendment.
SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That the Laws of Maryland read as follows:

Article – Transportation

21–803.

(a) (1) Except as provided in [paragraph (3) PARAGRAPHS (3) AND (4) of this subsection, if, on the basis of an engineering and traffic investigation, a local authority determines that any maximum speed limit specified in this subtitle is greater or less than reasonable or safe under existing conditions on any part of a highway in its jurisdiction, it may establish a reasonable and safe maximum speed limit for that part of the highway, which may:

(i) Decrease the limit at an intersection;

(ii) Increase the limit in an urban district to not more than 50 miles per hour;

(iii) Decrease the limit in an urban district; or

(iv) Decrease the limit outside an urban district to not less than 25 miles per hour.

(2) An engineering and traffic investigation is not required to conform a posted maximum speed limit in effect on December 31, 1974, to a different limit specified in § 21–801.1(b) of this subtitle.

(3) Calvert County may decrease the maximum speed limit to not 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.

(4) BALTIMORE CITY MAY ESTABLISH DECREASE OR RAISE TO A PREVIOUSLY ESTABLISHED LEVEL THE MAXIMUM SPEED LIMIT ON A HIGHWAY UNDER ITS JURISDICTION WITHOUT PERFORMING AN ENGINEERING AND TRAFFIC INVESTIGATION.

(b) In school zones designated and posted by the local authorities of any county:

(1) The county may decrease the maximum speed limit to 15 miles per hour during school hours, provided the county pays the cost of placing and maintaining the necessary signs; and
(2) Any municipality within each county may decrease the maximum speed limit in a school zone within the municipality to 15 miles per hour during school hours, provided the municipality pays the cost of placing and maintaining the necessary signs.

(c) An altered maximum speed limit established under this section is effective when posted on appropriate signs giving notice of the limit.

(d) Except in Baltimore City, any alteration by a local authority of a maximum speed limit on a part or extension of a State highway is not effective until it is approved by the State Highway Administration.

(e) (1) If a local authority determines that any maximum speed limit specified in this subtitle is greater than reasonable or safe in an alley in its jurisdiction, the local authority may establish a reasonable and safe maximum speed limit for the alley.

(2) The local authority shall post a speed limit established under this subsection on appropriate signs giving notice of the speed limit.

(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.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect October 1, 2021.

Approved:

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Governor.

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Speaker of the House of Delegates.

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President of the Senate.