

Department of Legislative Services
Maryland General Assembly
2021 Session

FISCAL AND POLICY NOTE
First Reader

Senate Bill 387
Finance

(Senator Cassilly)

Intersection of State and Local Highways – Crosswalks and Curb Ramps

This bill requires the State Highway Administration (SHA) to install and maintain a crosswalk and curb ramps at the intersection of a State highway and a local highway if (1) doing so has been requested by the local governing body responsible for the local highway; (2) the crosswalk and curb ramps will connect at least one mile of sidewalk on each side of the State highway; (3) the affected intersection is controlled by a traffic control signal; and (4) doing so conforms to the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase significantly, beginning as early as FY 2022, to the extent that SHA is required to install and maintain crosswalks and curb ramps under the bill. Revenues are not affected.

Local Effect: The bill does not directly affect local governmental operations or finances.

Small Business Effect: Potential meaningful.

Analysis

Current Law: SHA is responsible for more than 5,200 miles or approximately 16,800 lane miles of road, 2,500 bridges, 3,500 small stream crossing structures, and 80 miles of sound/noise barriers in the State. It also has responsibility for planning, designing, constructing, and maintaining these roads and bridges to safety and performance standards while considering sociological, ecological, and economic concerns.

The Federal Highway Administration's (FHWA) MUTCD specifies the national standards by which traffic signs, road surface markings, and signals are designed, installed, and used and approved by FHWA. The [Maryland MUTCD](#) is the combined document of the national set of traffic control device standards and guidance promulgated by FHWA and Maryland's supplemental guidance and requirements. It includes extensive information about, among other things, crosswalk placement, markings, and signage.

State Expenditures: TTF expenditures increase significantly to the extent that SHA is required to install and maintain crosswalks and curb ramps under the bill. The precise impact of the bill depends on how many crosswalks and curb ramps SHA is required to install under the bill, which is unknown at this time. *For illustrative purposes*, SHA pays between \$1.0 million and \$3.0 million for every mile of sidewalk it installs.

Small Business Effect: Small businesses that contract with SHA to install sidewalks may experience increased business under the bill.

Additional Information

Prior Introductions: None.

Designated Cross File: None.

Information Source(s): Maryland Department of Transportation; Washington and Worcester counties; City of Salisbury; towns of Bel Air and Leonardtown; Department of Legislative Services

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rh/lgc

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