## **CITY OF BALTIMORE** COUNCIL BILL 18-0286 (First Reader)

Introduced by: Councilmembers Dorsey, Clarke, Henry, Middleton, Scott, Burnett, Cohen,

Pinkett, Šneed, Reisinger

Introduced and read first time: September 17, 2018

Assigned to: Land Use and Transportation Committee
REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Department of Transportation, Police

Department

## A BILL ENTITLED

1	AN ORDINANCE concerning
2	Transit and Traffic – Speed Limits
3 4 5	FOR the purpose of establishing the general maximum speed limit for various types of roadways in the City; creating a process for altering the general maximum speed limits for specific roadways; and generally relating to maximum speed limits.
6 7 8 9 10 11	By adding Article 31 - Transit and Traffic Section(s) 16-65 and 16-66, to be under the new designation "Part 11. Speed limits". Baltimore City Code (Edition 2000)
12 13	<b>WHEREAS,</b> a 2014 report by the Maryland Highway Safety Office shows that Baltimore City's crash rate is 370% the rate of the rest of Maryland;
14 15	<b>WHEREAS,</b> a 2018 Allstate Insurance report on driver behavior established that Baltimore ranks 200 out of 200 for Worst Drivers in the U.S., dropping in ranking from 199 in 2017;
16 17 18	<b>WHEREAS</b> , conditions such as these are understood to be determinants of Baltimore's comparatively high auto insurance rates, relative to rates for drivers throughout the rest of Maryland;
19 20 21 22	<b>WHEREAS,</b> a pedestrian's likelihood of surviving being struck by a vehicle dramatically decreases the faster the vehicle is traveling, with critical differences between 20, 30, and 40 m.p.h. travel speeds, and enforcement not typically occurring except where vehicles are traveling more than 10 m.p.h. above a posted speed limit;
23 24	<b>WHEREAS,</b> a recent study by the Insurance Institute for Highway Safety shows that lowering posted speed limits is effective at reducing driver speeds;
25 26 27	<b>WHEREAS,</b> in recent years, other cities such as Boston, New York, Portland, and Seattle have reduced local speed limits, and the "Worst Drivers" report had previously ranked Boston below Baltimore City and Boston's ranking has improved since reducing speed limits; and

**EXPLANATION:** CAPITALS indicate matter added to existing law. [Brackets] indicate matter deleted from existing law.

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1 2 3 4	WHEREAS, 30% of households in Baltimore City lack access to a vehicle, and these and all residents', tourists' and others' safety when walking to and from destinations, including public transportation stops, should be given paramount consideration in policy-making and environmental conditions.
5	Now, Therefore,
6 7	<b>SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE</b> , That the Laws of Baltimore City read as follows:
8	Baltimore City Code
9	Article 31. Transit and Traffic
10	Subtitle 16. Use-of-the-Road Regulations
11	PART 11. SPEED LIMITS.
12	§ 16-65. GENERAL SPEED LIMITS.
13	UNLESS A DIFFERENT SPEED LIMIT HAS BEEN SET IN ACCORDANCE WITH § 16-66
14	{"EXCEPTIONS TO GENERAL SPEED LIMITS"} OF THIS SUBTITLE, THE DIRECTOR MUST POST
15	MAXIMUM SPEED LIMIT SIGNS AS FOLLOWS:
16	(1) FOR A STREET MEETING THE CRITERIA FOR AN ARTERIAL ROAD OR A MAJOR
17	COLLECTOR, AS DEFINED BY THE FEDERAL HIGHWAY ADMINISTRATION, 25 MILES PER
18	HOUR;
19	(2) FOR A STREET MEETING THE CRITERIA FOR A MINOR COLLECTOR OR A LOCAL ROAD,
20	AS DEFINED BY THE FEDERAL HIGHWAY ADMINISTRATION, 20 MILES PER HOUR;
21	(3) FOR AN ALLEY, 15 MILES PER HOUR.
22	§ 16-66. EXCEPTIONS TO GENERAL SPEED LIMITS.
24	(A) BASIC LIMITATIONS.
25	EXCEPT AS PROVIDED IN THIS SECTION, THE DIRECTOR OF TRANSPORTATION DOES NOT
26	HAVE THE POWER TO ADOPT RULES, REGULATIONS, ORDERS, OR DIRECTIVES SETTING OR
27	ALTERING SPEED LIMITS ON ANY CITY STREET, LANE, OR ALLEY.
28	(B) TEMPORARY REGULATION.
29	(1) BY ADMINISTRATIVE REGULATION, THE DIRECTOR MAY ESTABLISH REASONABLE AND
30	SAFE MAXIMUM TEMPORARY SPEED LIMITS BASED ON A DETERMINATION THAT ANY
31	MAXIMUM SPEED LIMIT SPECIFIED BY § 16-65 {"GENERAL SPEED LIMITS"} OF THIS
32	SUBTITLE IS GREATER OR LESS THAN REASONABLE OR SAFE UNDER EXISTING
33	CONDITIONS ON ANY PART OF A CITY STREET, LANE, OR ALLEY.

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1 2	(2) UNLESS EXTENDED AS PROVIDED IN THIS SECTION, THE ADMINISTRATIVE REGULATION IS EFFECTIVE FOR A PERIOD OF NOT MORE THAN 6 MONTHS.
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3	(C) PROCEDURE TO EXTEND REGULATION.
4	(1) THE DIRECTOR MAY SEEK TO EXTEND THE ADMINISTRATIVE REGULATION
5	INDEFINITELY OR FOR A TERM OF YEARS BY GIVING WRITTEN NOTICE OF THE PROPOSED
6	EXTENSION, NOT LESS THAN 30 DAYS BEFORE THE END OF THE 6-MONTH PERIOD, TO
7	THE PRESIDENT OF THE CITY COUNCIL AND TO EACH MEMBER OF THE CITY COUNCIL
8	WHO REPRESENTS ALL OR PART OF THE AFFECTED AREA.
9	(2) IF, WITHIN THE 30-DAY PERIOD, NO WRITTEN OBJECTION TO THE EXTENSION IS MADE
10	AND SUBMITTED TO THE DIRECTOR BY THE COUNCIL PRESIDENT OR BY A MEMBER OF
11	THE CITY COUNCIL WHO REPRESENTS ALL OR PART OF THE AFFECTED AREA, THE
12	REGULATION IS EXTENDED AT THE END OF THE 6-MONTH PERIOD.
13	(3) IF A TIMELY WRITTEN OBJECTION IS RECEIVED BY THE DIRECTOR, THE COUNCIL
14	PRESIDENT SHALL INTRODUCE A PROPOSED ORDINANCE SETTING FORTH THE
15	PROVISIONS OF THE ADMINISTRATIVE REGULATION AND, DEPENDING ON THE PASSAGE
16	OR FAILURE OF THE ORDINANCE, THE ADMINISTRATIVE REGULATION WILL BECOME
17	EFFECTIVE IN ACCORDANCE WITH THE TERMS OF THE ORDINANCE OR BE OF NO
18	FURTHER FORCE OR EFFECT.
19	(D) TERMINATION BY ORDINANCE.
20	AT ANY TIME AFTER AN ADMINISTRATIVE REGULATION IS ADOPTED OR EXTENDED UNDER
21	THIS SECTION, THE MAYOR AND CITY COUNCIL MAY ENACT AN ORDINANCE RESCINDING
22	OR MODIFYING THE ADMINISTRATIVE REGULATION.
23	SECTION 2. AND BE IT FURTHER ORDAINED, That the catchlines contained in this Ordinance
24	are not law and may not be considered to have been enacted as a part of this or any prior
25	Ordinance.
26	SECTION 3. AND BE IT FURTHER ORDAINED, That this Ordinance takes effect on the 30 <sup>th</sup> day
27	after the date it is enacted.