

this bill would destroy the present uniform State-wide regulations on the subject.

The principle of uniformity embodied in the present Motor Vehicle Code is the result of a very thorough consideration. It arose, at least in part, from complaints some years ago about traps set for motorists in towns and villages because of the varying speed limits.

Section 1 of Article 66½ of the Annotated Code of Maryland (1951 Edition), dealing with applicability of the State Motor Vehicle Code says in part:

“The provisions of this Article are intended to be State-wide in their effect . . . are intended to be exclusive of all local and municipal legislation or regulations, upon the various subjects with which this Article purports to deal, and all Public Local Laws, Ordinances and Regulations inconsistent or identical therewith or equivalent thereto are hereby repealed; and the Charters of all Municipal Corporations of this State are modified so as to prohibit such Corporations from making or enforcing any ordinance or regulations in violation of this Article . . . No provision of this Article shall be deemed as repealed by any act hereafter passed unless said provision is expressly referred to and repealed in terms, or some other clear evidence given of the intent on the part of the General Assembly to change the policy of the State herein declared.”

Under Section 151 of the Motor Vehicle Code, *local authorities*, with respect to streets under *their* jurisdiction, have the power to regulate parking, control traffic through officers and traffic control devices, designate one-way roads and “stop” streets, and *regulate the speed and weight of vehicles in public parks*—thus specifically negating any other local speed controls.

In the absence of any special hazard, speed limits in towns and cities are established under Paragraph 176 (c) of Article 66½ at 25 to 35 miles per hour, depending on population density and whether or not the road is a dual lane highway. The maximum speeds do not relieve the driver of the duty to operate at a lower speed when conditions require it.

I am sure that the sponsors of this legislation are completely well-intentioned. However, I have received varying reports as to the conditions which are allegedly sought to be remedied by this Bill, and the actions which various municipalities intend to take thereunder. I discern no use-