

the legislative intent that Article 66 1/2 should preclude the enactment of local laws for the regulation of taxicabs and taxicab operators".

In light of this language, as well as the exception in subsection (b) of this section to "public local laws on the regulation of taxicabs...", the revision deletes the ambiguous and unnecessarily misleading phraseology that limits present §15-101(e) to laws, ordinances, and regulations "heretofore" adopted. In this regard, see, also, Montgomery County v. Bigelow, 196 Md. 413 (1950).

The only other changes are in style.

As to present Art. 66 1/2, §15-101(c) and (d), see General Revisor's Note to this subtitle.

25-102. POWERS OF LOCAL AUTHORITIES.

(A) ENUMERATION OF POWERS.

THE PROVISIONS OF THE MARYLAND VEHICLE LAW DO NOT PREVENT A LOCAL AUTHORITY, IN THE REASONABLE EXERCISE OF ITS POLICE POWER, FROM EXERCISING THE FOLLOWING POWERS AS TO HIGHWAYS UNDER ITS JURISDICTION:

- (1) REGULATING OR PROHIBITING THE STOPPING, STANDING, OR PARKING OF VEHICLES;
- (2) REGULATING TRAFFIC BY MEANS OF POLICE OFFICERS OR TRAFFIC CONTROL DEVICES;
- (3) REGULATING OR PROHIBITING PROCESSIONS OR ASSEMBLIES ON HIGHWAYS;
- (4) DESIGNATING PARTICULAR HIGHWAYS OR SEPARATE ROADWAYS AS ONE-WAY HIGHWAYS AND REQUIRING THAT ALL VEHICLES ON THEM MOVE IN ONE SPECIFIED DIRECTION;
- (5) REGULATING THE SPEED AND WEIGHT OF VEHICLES IN PUBLIC PARKS;
- (6) DESIGNATING ANY HIGHWAY AS A THROUGH HIGHWAY OR DESIGNATING ANY INTERSECTION AS A STOP INTERSECTION OR A YIELD INTERSECTION;
- (7) RESTRICTING THE USE OF HIGHWAYS AS PROVIDED IN TITLE 24 OF THIS ARTICLE;
- (8) REGULATING THE OPERATION OF BICYCLES, REQUIRING THEM TO BE REGISTERED, AND IMPOSING A REGISTRATION FEE;