

CITY COUNCIL
OF
HAVRE DE GRACE, MARYLAND

ORDINANCE NO. 1116

Introduced by _____ Council Member Boyer

AN ORDINANCE BY THE MAYOR AND CITY COUNCIL OF HAVRE DE GRACE, MARYLAND, ADOPTED PURSUANT TO THE AUTHORITY OF ARTICLE XI-E OF THE MARYLAND CONSTITUTION, THE LOCAL GOVERNMENT ARTICLE OF THE ANNOTATED CODE OF MARYLAND, AND SECTIONS 33 AND 34 OF THE HAVRE DE GRACE CITY CHARTER TO ADOPT TRUCK TRAFFIC WORKGROUP RECOMMENDATIONS AND TO AMEND CITY CODE §190-21

On: August 14, 2023
at: 7:00 p.m.

Ordinance introduced, read first time, ordered posted and public hearing scheduled.

PUBLIC HEARING

A Public Hearing is scheduled for August 21, 2023 at 7:00 p.m.

EXPLANATION
Underlining indicates matter added to existing law.
[Bold Brackets] indicate matter deleted from existing law.
Amendments proposed prior to final adoption will be noted on a separate page with line references or by handwritten changes on the draft legislation.

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33 **WHEREAS**, Md. Transportation Code Ann. § 24-111.3 enables Harford County and
34 municipalities located in Harford County to, by law, authorize the use of vehicle height monitoring
35 systems and, if used, adopt a law limiting the overall number of vehicle height monitoring systems
36 that are used; and

37
38 **WHEREAS**, on August 16, 2022, in accordance with City Code section §25-58 of Article X Street
39 and Traffic Safety Advisory Board ("the Board"), the administration formally requested from the
40 Board an opinion/advice regarding the use of vehicle height monitoring systems; and

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42 **WHEREAS**, on August 23, 2022, the Board voted and took the position that “a review of the
43 current ordinances and the consideration of the installation of a monitoring system for enforcement
44 is warranted”; and

45
46 **WHEREAS**, under Md. Transportation Code Ann. § 24-111.3, before installation of a vehicle
47 height monitoring system, a workgroup must be established, to include commercial transportation
48 industry representatives to assist the local government on certain items relating to the evaluation
49 of existing truck routes, location of vehicle height monitoring systems appropriateness of signage;
50 and

51
52 **WHEREAS**, the Truck Traffic Workgroup has convened and prepared recommendations for the
53 Mayor and City Council of Havre de Grace and after consideration, the City Council desires to
54 adopt the recommendations to regulate truck traffic in the City and Amend City Code §190-21.

55
56 **NOW, THEREFORE, BE IT ENACTED**

- 57
58 1. **Truck Traffic Workgroup Recommendations:** The attached Exhibit A entitled “Truck
59 Traffic Workgroup Recommendations” is a document that contains recommendations from
60 the Truck Traffic Workgroup. The Mayor and City Council of Havre de Grace hereby
61 affirm and direct the City Administration to implement the recommendations 1-6 found in
62 attached Exhibit A.
63
64 2. **Truck Route Map:** The attached Exhibit B, entitled “Truck Route Map”, is a document
65 that contains approved and prohibited routes for truck traffic. Routes in blue indicate routes
66 that prohibit trucks over five tons gross vehicle weight rating (GVWR). Routes in red
67 indicate approved routes for trucks that may use these routes and then divert off for local
68 deliveries only. The Mayor and City Council of Havre de Grace hereby adopt the map
69 found in attached Exhibit B as depicting the only approved truck routes in the City.
70 a. The City adopts by reference any penalties codified in the Annotated Code of
71 Maryland pertaining to prohibitions on trucks over five tons GVWR using
72 unauthorized routes and any amendments to the State law effective after the
73 adoption of the State law to the fullest extent permitted by law.

- 74
75 3. **Amend City Code** by deleting § 190-21 - Commercial vehicles in residential zones in its
76 entirety as noted below:

77 **[A. It shall be unlawful for any person to operate a commercial vehicle of more than**
78 **one ton manufacturer's rating capacity upon any street or roadway under City**

79 jurisdiction in a residential zone as from time to time may be ordered by the Traffic
80 Engineer. Public utility and service/delivery vehicles while so engaged are exempted.
81

82 B. After such order is issued, the City shall cause to be placed and thereafter
83 maintained in conspicuous places along such streets or roadways, to which such
84 resolution is applicable, appropriate signs or markers describing the restrictions
85 imposed by resolution. The presence along any street or roadway of such signs or
86 markers shall be prima facie evidence of the adoption of the resolutions herein
87 provided for.]
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89
90 ADOPTED by the City Council of Havre de Grace, Maryland this ___ day of _____, 2023.

91
92 SIGNED by the Mayor and attested by the Director of Administration this _____ day of
93 _____, 2023.

94
95 ATTEST: MAYOR AND CITY COUNCIL
96 OF HAVRE DE GRACE
97

98
99 _____
100 Stephen J. Gamatoria
101 Director of Administration

102 _____
103 William T. Martin
104 Mayor

105 Introduced/First Reading: 8/14/2023
106 Public Hearing:
107 Second Reading/Adopted:
108 Effective Date:

Exhibit A

Truck Traffic Workgroup Recommendations

1. Adopt Map via Ordinance

- Adopt the Workgroup's map for designated truck routes and prohibited routes within the City.

2. Use Standard Signage throughout Havre de Grace

- All current signage should be removed and replaced with standard signs.
- City should work in coordination with SHA.
- New signage should be consistent throughout the City and in full compliance with the MD Manual Uniform Traffic Control Device listing.
 - "On local streets, the No Trucks symbol (R5-2) sign along with appropriate weight and route (or street name) information may be used."

3. Do Not Use Signage for Truck Routes

- The Workgroup does not recommend placing truck route signage throughout the City of Havre de Grace. It would require too many signs and would not provide added value to the drivers.

4. Enforcement

- At this time, the Workgroup does not advise the use of camera enforcement due to the extensive resources required.
 - The cost for a single unit is expensive (>\$4,000 per month/per camera) and investment decreases over time.
- Need greater enforcement with police citations for failure to obey a properly placed traffic control device (\$90) and if a collision \$130.
- If after one year the problem continues, reconstitute workgroup to reexamine and evaluate next steps.

5. Erie Street 800 Block Solution

- A permanent design solution should be considered working in consultation with the citizens that eliminates through-truck use.
- Various options should be considered.

6. Outreach

- Provide local stakeholder businesses a draft note to provide to delivery companies explaining the new designated truck routes and penalties.
- Communicate changes through industry associations.
 - Note: For larger carriers, dedicated truck GPS software providers will pick up the new GIS information.

Exhibit B

