

**CITY OF BALTIMORE  
COUNCIL BILL 11-0314R  
(Resolution)**

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Introduced by: Councilmembers Henry, Clarke, Conaway  
Introduced and read first time: September 19, 2011  
Assigned to: Judiciary and Legislative Investigations Committee

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Committee Report: Favorable with an amendment  
Adopted: November 21, 2011

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**A COUNCIL RESOLUTION CONCERNING**

**Request for State Legislation - Exception to State Law -  
Parking in Baltimore City**

FOR the purpose of respectfully requesting the Honorable Chairs and Members of the Baltimore City Senate and House Delegations to the 2012 session of the Maryland General Assembly to introduce and secure passage of state enabling legislation to authorize Baltimore City to adopt parking regulations to allow, in certain circumstances, cars to be parked in a manner not consistent with State transportation law.

**Recitals**

In ~~1979~~ 2000, the Baltimore City Parking Authority was created to implement Residential Permit Parking Areas of restricted parking to help secure available parking for a residential community while encouraging alternative parking plans for non-residents in communities located near major employers, colleges, universities, medical institutions, and sports complexes.

More than thirty years later, many Baltimore City neighborhoods continue to fall victim to parking nightmares and citation woes. From Ferndale residents' ongoing competition for parking with light rail commuters, to the chronic parking problems of people in Otterbein, Federal Hill and other communities nearby downtown ballparks, through the constant battle for parking in neighborhoods abutting Morgan State University – Baltimore's parking battles rage on.

To aid in addressing the City's intractable parking problem, the City needs the authority to implement neighborhood-specific programs to allow for parking partially on the sidewalk or against the flow of traffic, under certain conditions, including, but not limited to:

- The street is too narrow to allow through traffic when cars are parked along both sides of the street;
- 80% or more households on the block are in favor of the provision;
- In the case of sidewalk parking, there are mountable curbs, or the curbs are otherwise flush with street;
- A study conducted by the designated agency has determined that the changes in parking regulations are feasible and will not impede the flow of vehicular or pedestrian traffic.

EXPLANATION: Underlining indicates matter added by amendment.  
~~Strike out~~ indicates matter stricken by amendment.

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1 While this tweaking of Baltimore's residential parking program will not end the parking wars  
2 - it will at least bring about a cease fire in some of our most embattled neighborhoods.

3 **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF BALTIMORE,** That the  
4 Honorable Chairs and Members of the Baltimore City Senate and House Delegations to the 2012  
5 session of the Maryland General Assembly are respectfully requested to introduce and secure  
6 passage of state enabling legislation to authorize Baltimore City to adopt parking regulations to  
7 allow, in certain circumstances, cars to be parked in a manner not consistent with state  
8 Transportation law.

9 **AND BE IT FURTHER RESOLVED,** That a copy of this Resolution be sent to the Mayor, the  
10 Honorable Chairs and Members of the Baltimore City Senate and House Delegations to the 2012  
11 session of the Maryland General Assembly, the Director of Transportation, the Chief of  
12 Operations, Baltimore City Parking Authority, the Director of the Mayor's Office of State  
13 Relations, and the Mayor's Legislative Liaison to the City Council.