



BALTIMORE CITY COUNCIL

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On behalf of the Citizens of Baltimore City, The Land Use & Transportation Committee is committed to shaping a reliable, equitable, and sustainable future for Baltimore's land use and transportation systems. Through operational oversight and legislative action, the committee aims to develop and support lasting solutions grounded in principles of good governance.

The Honorable Ryan Dorsey

CHAIR

PUBLIC HEARING

3/19/2026

10:00 AM

CLARENCE "DU" BURNS COUNCIL CHAMBERS

26-0145

Commercial Vehicle Parking

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(Ethan.Navarre@baltimorecity.gov)*

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Staff: Ethan Navarre (Ethan.Navarre@baltimorecity.gov)

**LAND USE & TRANSPORTATION COMMITTEE****The Honorable Ryan Dorsey**
CHAIR**Bill Hearing***26-0145**Commercial Vehicle Parking*

Purpose: FOR the purpose of amending the definition of “commercial vehicle”; prohibiting commercial vehicles from standing, stopping, or parking on City streets under certain circumstances; defining a certain term; and generally relating to commercial vehicles in the City.

REPORTING AGENCIES

REFERRED AGENCY	REPORT
• Law Department	Approve for form & sufficiency
• Department of Finance	Support
• Department of Transportation	Favorable
• Mayor’s Office of Small and Minority Business Advocacy and Development	Favorable
• Baltimore Police Department	Favorable

BACKGROUND**City Law**

Article 31 of the Baltimore City Code (subtitle 1-1(e)) defines a commercial vehicle as:


































1. Every vehicle designed, maintained, and used primarily for the transportation or hauling of property ...
2. Every vehicle, except a passenger car (as defined in state law), that has commercial advertising on the exterior, or on equipment attached to the vehicle.
3. Every vehicle that has a maximum gross vehicle weight of 7,000 pounds or more or a manufacturer's rated capacity of ¾-ton or more.
4. Every vehicle that has a maximum gross vehicle weight of 7,000 pounds or more or a manufacturer's rated capacity of ¾-ton or more

[Subtitle 6 of Article 31](#) defines what a commercial trailer is and prohibits a detached commercial trailer from being stopped or parked on a public street or highway in the city.

Analysis

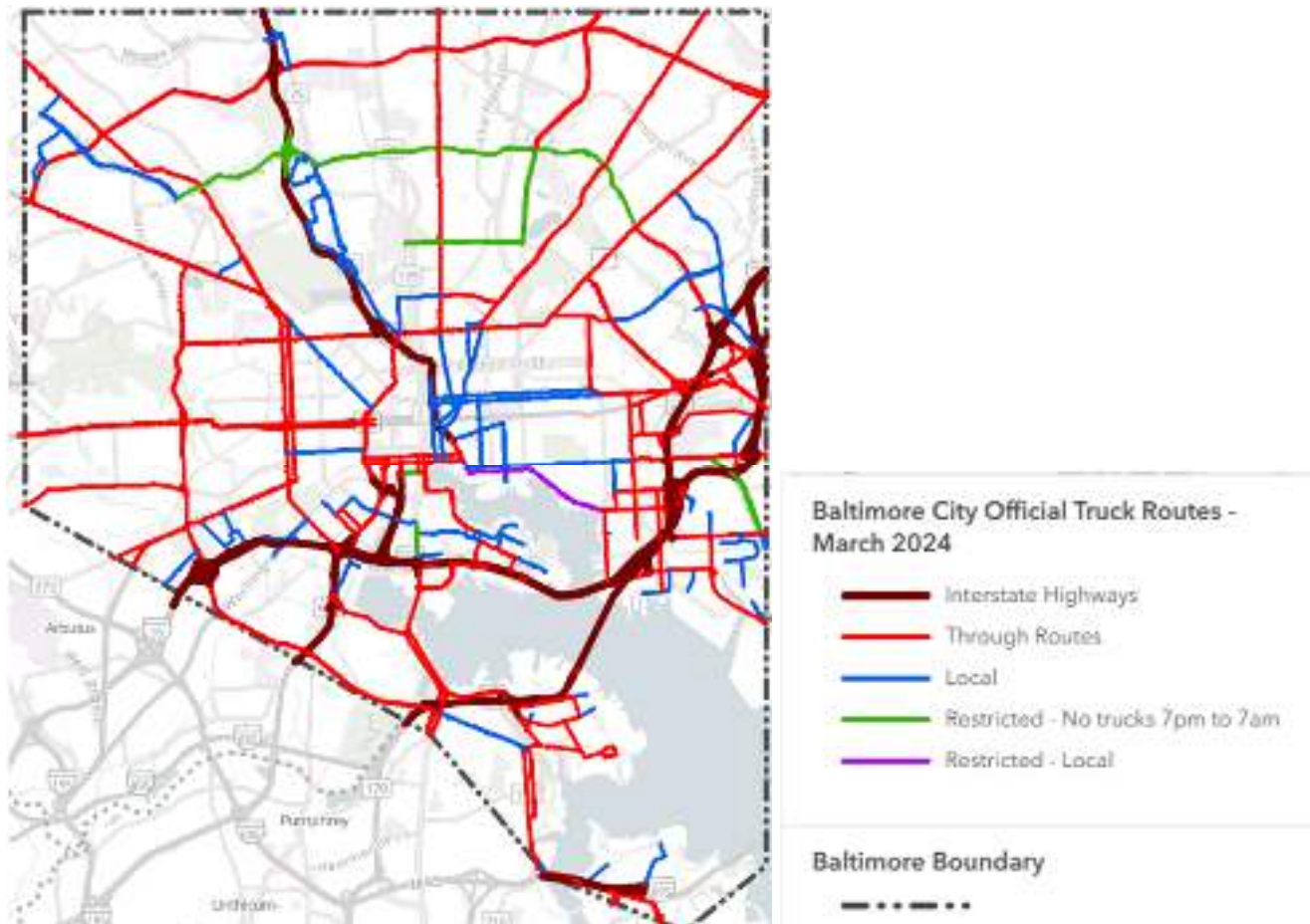
Council Bill 26-0145, if enacted, would:

1. Add trailers to the list of commercial vehicles.
2. Adds vehicles with trailers attached to the list of commercial vehicles.
3. Creates a definition of trailer for subtitle 1 of the article, which would include:
 - a. Has no motive power.
 - b. Is designed to carry people or property.
 - c. Is designed to be towed by a motor vehicle; and
 - d. Is constructed so that no part of its weight rests on the towing vehicle
4. Removes part 3 of the definition of a commercial vehicle (weight based on manufacturer's specifications) in favor of the vehicle classification from the Federal Highway Administration, making Class 3 (4 tire single unit) or higher meet the definition of commercial vehicle. The bill also removes the weight specification (20,000 lbs. or greater) and the commercial vehicle specification for vehicles being parked or stopped by a residence and uses the Federal Highway Administration classification of Class 6 (3 axle unit) vehicles or higher.
 - a. This is expected to be an easier and more consistent way for enforcement officers to identify and hold accountable commercial vehicles that are improperly parked.
5. Removes the 1-hour period that commercial vehicles may park by a residence during the nighttime hours and does not allow commercial vehicles to park by residences from the hours of 1 AM-7 AM.
 - a. The Federal Highway Administration classifies vehicles as such

Class 1 Motorcycles		Class 7 Four or more axle, single unit		
Class 2 Passenger cars		Class 8 Four or less axle, single trailer		
				
				
				
Class 3 Four tire, single unit		Class 9 5-Axle tractor semitrailer		
				
				
Class 4 Buses		Class 10 Six or more axle, single trailer		
				
				
Class 5 Two axle, six tire, single unit		Class 11 Five or less axle, multi trailer		
				
				
Class 6 Three axle, single unit		Class 12 Six axle, multi-trailer		
				
				
				

Agency Reports

The Law Department, in its report, noted that the City, under State law, has the authority to regulate traffic and exercise police power on highways under its control. The two city agencies with the most direct enforcement responsibilities for parking in the City, Transportation & the Police, have both submitted favorable reports. The Department of Transportation notes that it maintains the [Baltimore City Official Truck Routes Map](#), which details routes for trucks through the City. Both BPD & DOT have noted the importance of these regulations for safety considerations, and the Mayor's Office of Small and Minority Business Advocacy noted the importance to the neighborhood communities of keeping these vehicles off residential roads for both residents and small businesses as a community issue.



FISCAL NOTE

None of the reporting agencies has projected a fiscal impact if this bill is enacted. The Department of Finance did note that while not a major source of revenue, it does simplify enforcement, which can make the enforcement more consistent.

INFORMATION

1. **Baltimore Dept of Transportation Truck Route Map -**
<https://www.arcgis.com/apps/instant/basic/index.html?appid=6f9844b165144786b12ff4f6b170e4b5>
2. **Federal Highway Administration – Traffic Monitoring Guide**
https://www.fhwa.dot.gov/policyinformation/tmguidetmg_2013/vehicle-types.cfm
3. **Baltimore City Code Article 31 Transportation**
4. **Agency Reports**

Analysis by: Tony Leva
Analysis Date: 3/16/2026

Direct Inquiries to: Anthony.Leva@baltimorecity.gov

**CITY OF BALTIMORE
COUNCIL BILL 26-0145
(First Reader)**

Introduced by: Councilmember Dorsey

Cosponsored by: Councilmembers Parker, Middleton, Gray, Bullock, Blanchard, Porter, Glover,
Ramos, Conway, and President Cohen

Introduced and read first time: February 9, 2026

Assigned to: Land Use and Transportation Committee

REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Department of Finance, Department of
Transportation, Baltimore Police Department, Mayor's Office of Small and Minority Business
Advocacy and Development

A BILL ENTITLED

1 AN ORDINANCE concerning

2 style="text-align:center">**Commercial Vehicle Parking**

3 FOR the purpose of amending the definition of "commercial vehicle"; prohibiting commercial
4 vehicles from standing, stopping, or parking on City streets under certain circumstances;
5 defining a certain term; and generally relating to commercial vehicles in the City.

6 BY repealing and re-ordaining, with amendments

7 Article 31 - Transit and Traffic

8 Section 1-1(f)

9 Baltimore City Code

10 (Edition 2000)

11 BY renumbering

12 Article 31 - Transit and Traffic

13 Sections 1-3(k) to 1-3(q)

14 to be

15 Sections 1-3(l) to 1-3(r)

16 Baltimore City Code

17 (Edition 2000)

18 BY adding

19 Article 31 - Transit and Traffic

20 Section 1-3(k)

21 Baltimore City Code

22 (Edition 2000)

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

Council Bill 26-0145

1 BY repealing and re-ordaining, with amendments
2 Article 31 - Transit and Traffic
3 Sections 6-26, 36-2(1), 36-4(1), and 36-6(6)
4 Baltimore City Code
5 (Edition 2000)

6 BY repealing
7 Article 31 - Transit and Traffic
8 Section 6-27
9 Baltimore City Code
10 (Edition 2000)

11 **SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE,** That
12 Sections 1-3(k) through (q), respectively, of Article 31 - Transportation of the Baltimore City
13 Code be renumbered to be Sections 1-3(l) through (q), respectively.

14 **SECTION 2. BE IT ALSO ORDAINED,** That the Laws of Baltimore City read as follows:

15 **Baltimore City Code**

16 **Article 31. Transit and Traffic**

17 **Subtitle 1. Definitions; General Provisions**

18 **§ 1-1. Definitions – A to L.**

19 (f) *Commercial Vehicle.*

20 “Commercial vehicle” means:

- 21 (1) [every] EACH MOTORIZED vehicle designed, maintained, and used primarily for the
22 transportation or hauling of property, including but not limited to equipment,
23 merchandise, parcels, earth, trash, refuse, scrap, or motor vehicles;
- 24 (2) [every] EACH MOTORIZED vehicle, except a passenger car [(as defined in Maryland
25 Vehicle Law § 11-144.1),] AS DEFINED IN STATE TRANSPORTATION ARTICLE
26 § 11-144.2 {“PASSENGER CAR”}, that has commercial advertising on the exterior
27 of the vehicle or on equipment attached to the vehicle;
- 28 (3) [every] EACH vehicle [that has a maximum gross vehicle weight of 7,000 pounds
29 or more or a manufacturer’s rated capacity of ¾-ton or more; and] OF FEDERAL
30 HIGHWAY ADMINISTRATION CLASS 3 OR HIGHER;
- 31 (4) [every] EACH vehicle that is designed to carry more than 15 [passengers and is
32 used to carry people.] PASSENGERS; AND
- 33 (5) EACH TRAILER, AS DEFINED IN § 1-3(K) OF THIS ARTICLE, OR EACH VEHICLE THAT
34 HAS A TRAILER ATTACHED.

Council Bill 26-0145

§ 1-3. Definitions – S to Z.

(K) *TRAILER.*

“TRAILER” MEANS A VEHICLE THAT:

- (1) HAS NO MOTIVE POWER;
- (2) IS DESIGNED TO CARRY PEOPLE OR PROPERTY;
- (3) IS DESIGNED TO BE TOWED BY A MOTOR VEHICLE; AND
- (4) IS CONSTRUCTED SO THAT NO PART OF ITS WEIGHT RESTS ON THE TOWING VEHICLE.

Subtitle 6. Commercial Vehicles and Trailers

§ 6-26. Commercial vehicles.

(a) *Stopping by residence.*

(1) Except as otherwise specified in this section, no vehicle [with a maximum gross vehicle weight of more than 20,000 pounds] OF FEDERAL HIGHWAY ADMINISTRATION CLASS 6 OR HIGHER and no commercial vehicle may park, stand, or stop longer than 1 hour continuously on any street, lane, or alley in front of or adjacent to any property used or intended to be used as a residence.

(2) This subsection does not apply to a commercial vehicle that is parked for the purpose of doing any public or private work for or on behalf of any person located within a radius of 1 block from the property used or intended to be used as a residence.

(b) *Nighttime hours.*

Except as otherwise specified in this section, [no vehicle with a maximum gross vehicle weight of more than 20,000 pounds and] no commercial vehicle may park, stand, or stop [longer than 1 hour continuously] FOR ANY PURPOSE OR PERIOD OF TIME between the hours of 1 a.m. and 7 a.m. on any street, lane, or alley of the City.

(c) *Exceptions.*

This section does not apply to:

- (1) vehicles of the Police Department or the Fire Department; [or]
- (2) emergency vehicles belonging to:
 - (i) the City;
 - (ii) any public utility; or
 - (iii) any volunteer ambulance service;

Council Bill 26-0145

1 (3) private passenger vehicles, including automobiles, minivans, passenger vans,
2 station wagons, and sport utility [vehicles;] VEHICLES UNLESS THERE IS A TRAILER
3 ATTACHED;

4 (4) pickup [trucks; or] TRUCKS, UNLESS THE PICKUP TRUCK HAS A TRAILER
5 ATTACHED;

6 (5) panel-body delivery trucks with less than 1,500 pounds (3/4 of a ton)
7 manufacturer's rating [capacity.] CAPACITY, UNLESS THE PANEL-BODY DELIVERY
8 TRUCK HAS A TRAILER ATTACHED; OR

9 (6) A DETACHED TRAILER ENGAGED IN LOADING AS DEFINED IN § 1-1(Q) OF THIS
10 ARTICLE.

11 **§ 6-27. [Commercial trailers.] {RESERVED.}**

12 [(a) "Commercial trailer" defined.]

13 [In this section, "commercial trailer" means a vehicle that:]

14 [(1) is a trailer;]

15 [(2) has no motive power;]

16 [(3) is designed to be towed by a motor vehicle; and]

17 [(4) is designed for the transportation of property.]

18 [(b) *Prohibited conduct.*]

19 [Except as otherwise specified in this section, a person may not park, stand, or stop a
20 detached commercial trailer on any public street or highway in the City, except when the
21 vehicle is being expeditiously loaded or unloaded.]

22 [(c) *Exceptions.*]

23 [This section does not apply to:]

24 [(1) authorized emergency vehicles;]

25 [(2) vehicles owned or operated by the City; or]

26 [(3) vehicles owned or operated by a public service company, as defined in State
27 Public Utility Companies Article, § 1-101 of the Maryland Code, while engaged
28 in construction or repair services associated with supplying necessary service to
29 its customers.]

Council Bill 26-0145

1 **Subtitle 36. Commercial Vehicles and Trailers**

2 **§ 36-2. \$500 fines.**

3 (1) Parking or standing a commercial vehicle [with a maximum gross vehicle weight of more
4 than 20,000 pounds] OF FEDERAL HIGHWAY ADMINISTRATION CLASS 6 OR HIGHER in
5 violation of § [6-26(b)] 6-26(A) {"Stopping by residence"} or of § [6-26(c)] 6-26(B)
6 {"Nighttime hours"} of this [article] ARTICLE is punishable by a fine of \$500.

7 **§ 36-4. \$250 fines.**

8 (1) Parking or standing a noncommercial vehicle of [more than 20,000 pounds gross weight]
9 FEDERAL HIGHWAY ADMINISTRATION CLASS 6 OR HIGHER or a commercial vehicle of
10 [20,000 pounds or less gross vehicle weight] FEDERAL HIGHWAY ADMINISTRATION
11 CLASS 5 OR LOWER in violation of § [6-26(b)] 6-26(A) {"Stopping by residence"} of this
12 [article] ARTICLE is punishable by a fine of \$250.

13 **§ 36-6. \$75 fines.**

14 (6) Parking or standing a noncommercial vehicle of [more than 20,000 pounds gross weight]
15 FEDERAL HIGHWAY ADMINISTRATION CLASS 6 OR HIGHER or a commercial vehicle of
16 [20,000 pounds or less gross vehicle weight] FEDERAL HIGHWAY ADMINISTRATION
17 CLASS 5 OR LOWER in violation of § [6-26(c)] 6-26(B) {"Nighttime hours"} of this
18 [article] ARTICLE is punishable by a fine of \$75.

19 **SECTION 3. AND BE IT FURTHER ORDAINED,** That this Ordinance takes effect on the 30th day
20 after the date it is enacted.

BALTIMORE CITY COUNCIL



LAND USE & TRANSPORTATION COMMITTEE

26-0145

Commercial Vehicle Parking

Agency Reports

CITY OF BALTIMORE

BRANDON M. SCOTT
Mayor



DEPARTMENT OF LAW
EBONY M. THOMPSON, CITY SOLICITOR
100 N. HOLLIDAY STREET
SUITE 101, CITY HALL
BALTIMORE, MD 21202

March 13, 2026

The Honorable President and Members
of the Baltimore City Council
Attn: Executive Secretary
Room 409, City Hall
100 N. Holliday Street
Baltimore, Maryland 21202

Re: City Council Bill 26-0145 – Commercial Vehicle Parking

Dear President and City Council Members:

The Law Department has reviewed City Council Bill 26-0145 for form and legal sufficiency. The bill amends the definition of “commercial vehicle”, prohibits vehicles from standing, stopping, or parking on City streets under certain circumstances, defines certain terms, and generally relates to commercial vehicles in the City. This bill would take effect 30 days after its enactment.

The City generally has the power to regulate traffic. City Charter, Art. II, §§ (27), (34)(d). The “provisions of the Maryland Vehicle Law do not prevent a local authority, in the reasonable exercise of its police power, from exercising” certain “powers as to highways under its jurisdiction,” including, “regulating or prohibiting the stopping, standing, or parking of vehicles.” Md. Code, Transp., § 25-102. No conflicting definition of commercial vehicle or trailer exists in the State Transportation Article which is generally applicable to the City. *See* Md. Transp., §11-101, *et seq.* Therefore, Baltimore City may define “commercial vehicle” and “trailer” for the purpose of regulating parking.

There are no legal issues with City Council Bill 26-0145; therefore, the Law Department approves the bill for form and legal sufficiency.

Sincerely,

A handwritten signature in black ink, appearing to read "DLuckey".

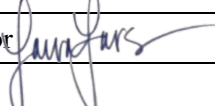
Desiree Luckey
Assistant Solicitor

cc: Ebony Thompson, City Solicitor
Hilary Ruley, Chief Solicitor, General Counsel Division

Jeff Hochstetler, Chief Solicitor
Ashlea Brown, Chief Solicitor
Michelle Toth, Assistant Solicitor



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Laura Larsen, Budget Director 
DATE	March 17 th , 2026
SUBJECT	26-0145 Commercial Vehicle Parking

Position: Support

The Department of Finance is herein reporting on City Council Bill 26-0145, Commercial Vehicle Parking, the purpose of which is to expand and clarify the definition of “commercial vehicle,” including trailers, and tighten restrictions on when and where commercial vehicles and trailers may park on Baltimore City streets—particularly near residences and overnight—while updating enforcement provisions and fine structures based on federal vehicle classification standards.

Background

Baltimore has long prohibited overnight parking of commercial vehicles and restricted daytime parking in residential areas. Currently, the prohibition is based on a vehicle’s weight and type. Enforcement is carried out by the Department of Transportation by Traffic Enforcement Officers. Under current law, parking violations are determined by whether a vehicle weighs more or less than 20,000 pounds. The table below shows the number of citations issued from fiscal year 2018 through January 1, 2026.

Citations for parking or standing a commercial vehicle FY 2018-Jan 1, 2026		
Citation Type	Greater than 20,000 pounds	Less than 20,000 pounds
Year		
2018	159	1,176
2019	165	912
2020	94	654
2021	107	741
2022	185	1,067
2023	173	922
2024	129	710
2025	199	808
2026	175	324
TOTAL	1,386	7,314

Since 2018, Enforcement has averaged 154 tickets per year for commercial vehicles weighing more than 20,000 pounds and 813 tickets per year for commercial vehicles weighing less than 20,000 pounds. Ticketing for commercial vehicles is not a major revenue source for Baltimore; however, it enforces an important quality of life issue for Baltimore residents.

City Council Bill 26-0145

City Council Bill 26-0145 shifts the definitions of vehicles from weight to the Federal Highway Administration (FHWA) classification system. The FHWA classifications rely on visually identifiable vehicle characteristics rather than precise calculations, see Appendix 1 for the FHWA classification guide. City Council Bill 26-0145 keeps the same general fine structure.

Fiscal Impact

The Department of Finance is not expecting a significant fiscal impact from this legislation.

Fiscal Analysis

City Council Bill 26-0145 does not change fine amounts, it simplifies enforcement by using the FHWA vehicle classification system instead of a weight threshold, which can make enforcement more consistent.




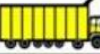






























Conclusion

City Council Bill 26-0145 simplifies Baltimore City's commercial vehicle parking framework by replacing a weight-based threshold with the more practical FHWA vehicle classification system. This change is expected to improve clarity, promote more consistent enforcement, and better align local practice with nationally recognized standards, while maintaining the existing fine structure and generating no significant fiscal impact.

For the reasons stated above, the Department of Finance supports City Council Bill 26-0145.

cc: Michael Mocksten
Nina Themelis

APPENDIX I

Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars		Class 8 Four or less axle, single trailer	
			
			
			
Class 3 Four tire, single unit		Class 9 5-Axle tractor semitrailer	
			
			
Class 4 Buses		Class 10 Six or more axle, single trailer	
		Class 11 Five or less axle, multi trailer	
			
Class 5 Two axle, six tire, single unit		Class 12 Six axle, multi-trailer	
			
		Class 13 Seven or more axle, multi-trailer	
Class 6 Three axle, single unit			
			
			

Source: Federal Highway Administration



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Veronica P. McBeth, Director, Department of Transportation
CC	Mayor's Office of Government Relations
DATE	March 10, 2026
SUBJECT	26-0145 • Commercial Vehicle Parking

Position: Favorable

BACKGROUND

Council Bill 26-0145 proposes several modifications to Article 31 of the City Code. The changes would primarily clarify expectations surrounding commercial vehicle parking and enforcement. The legislation's key changes include:

- Replacing references to gross vehicle weight and the manufacturer's rated capacity with references to Federal Highway Administration (FHWA) vehicle classifications.
- Redefining commercial vehicles to reference (FHWA) classifications and include trailers and vehicles with a hitched trailer.
- Redefining commercial trailers to include vehicles intended to carry passengers and moving the definition to Article 31's *Definitions* subtitle.
- Forbidding the parking of commercial vehicles for any purpose or length of time in front of residences between the hours of 1am and 7am.

The proposed legislation seeks to address concerns raised by residents surrounding persistent problematic parking behavior. It is the Department's expectation that the owners and drivers of commercial vehicles are considerate of the impact large vehicles can have on City residents. Several such concerns are outlined in the sections below.

Freight Vehicles

The Department of Transportation maintains the *Baltimore City Official Truck Routes Map*—a community-informed network of corridors designated for truck traffic. This Map is intended to support the region's invaluable logistics industry while equitably managing the negative impacts of truck traffic in our neighborhoods. The Map was developed over the course of more than a year and involved countless meetings with community members and logistics industry partners. Since its publishing in 2015, the Map has informed the Department's approach to truck traffic within City limits.

Despite this collaborative approach and efforts to accommodate truck traffic, the illegal parking of freight vehicles has grown to represent a key quality of life issue for residents near industrial corridors. Truck routes exist for a reason—the driving and parking of commercial vehicles on small neighborhood streets lowers the quality of life of residents and negatively impacts traffic safety. Illegal truck parking on residential streets is especially egregious overnight in spite of enforcement efforts.

Other Commercial Vehicles

The Department responds to oversized vehicle parking on a daily basis. Shuttles and recreational vehicles (RVs) commonly park on neighborhood streets. These are tall and wide enough to block views and spill into adjacent lanes. In addition to the unsightliness and inconvenience posed to residents and road users, this illegal parking creates tangible safety and accessibility issues. For example, an RV may prevent incoming traffic from noticing stop signs or pedestrians.

Trailers pose similar challenges, although to a lesser degree. (A trailer is defined as a vehicle without motive power which is meant to be towed by another vehicle.) At present, the City Code seemingly intends to forbid the storage of trailers on City roads. However, its language makes certain omissions which limit the effectiveness of enforcement efforts. The Code appears to be silent on hitched trailers, for example; seeing as trailers need to be registered—and are, therefore, traceable to their owner for ticketing purposes—this omission was likely unintended.

RECOMMENDATION

The Department expects the owners and drivers of commercial vehicles to respect Baltimore's neighborhoods when using City roads. This legislation reflects that expectation. For this and the reasons above, the Department requests a favorable report on Council Bill 26-0145.



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Erin C. Murphy Esq. – Chief of Staff and Government Affairs – Baltimore Police Department
CC	Mayor’s Office of Government Relations
DATE	03/09/2026
SUBJECT	26-0145 - Commercial Vehicle Parking

Position: Favorable

BILL SYNOPSIS

The Baltimore City Police Department has reviewed Council Bill 26-0145, which amends the definition of “commercial vehicle” and establishes restrictions on when commercial vehicles may stand, stop, or park on City streets. The legislation also defines a related term and generally addresses the regulation of commercial vehicles within the City.

SUMMARY OF POSITION

The Baltimore Police Department supports this bill. Redefining “commercial vehicle” will improve the Department’s ability to enforce restrictions on commercial vehicles that violate the rules and regulations established by the legislation.

FISCAL IMPACT

The Baltimore Police Department does not anticipate a fiscal impact.

AMENDMENTS

The Baltimore Police Department has no requested amendments.



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Christopher R. Lundy, Director MOSMBAD
CC	Mayor's Office of Government Relations
DATE	March 9, 2026
SUBJECT	26-0145 Commercial Vehicle Parking Favorable Bill Report

Position: Favorable

BILL SYNOPSIS

This bill seeks to limit commercial vehicles from parking in residential areas.

SUMMARY OF POSITION

The bill was drafted with intentionality to not be overbroad and have a chilling effect on commercial activities. The limited scope ensures that it will prevent the parking, sometimes long term, of commercial vehicles in front of residences in our communities across Baltimore. In our efforts to advance neighborhood revitalization it is critical that we take steps to maintain the residential character. The presence of commercial vehicles erodes the sense of a residential community, can block egress, and contribute to accidents. This is especially a challenge in some areas during the overnight hours. The fines within the bill should provide a deterrent to stopping vehicles being parked in front of residences. This bill supports the work of the Baltimore Main Steets program in promoting the unique residential character of our neighborhoods.

FISCAL IMPACT

I do not anticipate any fiscal impacts.