



Odette Ramos

Baltimore City Councilwoman

District 14

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100 N. Holliday Street, Room 506

Baltimore MD 21202

Testimony

January 9, 2024

21-0117 – Termination of Administrative Parking Regulations – Peak Hour Parking Restrictions

Position: Support with Amendments

Dear Chair Middleton and Distinguished Members of the Economic and Community Development Committee:

I am writing to urge your support for 21-0117 – Termination of Administrative Parking Regulations – Peak Hour Parking Restrictions with amendments to add blocks to this legislation. This legislation requires the Department of Transportation to remove peak rush hour parking restrictions from most of my district.

One of the most important issues in my district is traffic calming. I receive emails and phone calls daily about dangerous intersections and speeding. I appreciate the Department of Transportation helping as much as they can with the resources they have.

District 14 is the home of several thoroughfares assisting drivers going north and south – in and out of the City. We also have three main east-west corridors. Between 7-9am and 4-6pm most of these roadways turn into highways – with speeds increasing – because there is more room when no cars are parked in the area.

One sure way to slow traffic is to narrow roadways. Removing peak hour parking restrictions keeps cars in place during the normal rush hour and allows for the rush hour to be more manageable – because drivers need to be more careful not to hit the parked cars. While some say it would cause more congestion, at least it would slow down the traffic. My major roadways are not highways or speedways, many of them go right through neighborhoods where children and families live. Some are next to schools. Thinking of the safety of our families is what the basis for traffic calming should be. Slowing the traffic is one way – with limited DOT resources – we can start to accomplish that goal.

The legislation, plus amendments, would remove peak hour parking restrictions on the following blocks:

2500-4300 Blocks of Greenmount Avenue

3600-4300 Block of Falls Road

100-1400 Block of E 33rd Street

2700-4300 Blocks of Hillen Road

3300-3500 Blocks of The Alameda

2500-3200 Block of Loch Raven Boulevard

We held a hearing a year ago on this issue. Since then, I have been working with DOT and also my fellow councilmembers that surround my district, to add more blocks and to make sure the removal of the restrictions is implemented. After the study was completed, several of the blocks in this legislation had peak parking restrictions removed. However, there are still several that have not. It turns out that 33rd Street and Greenmount are concerns for the MTA. And yet no meeting has occurred with the residents to explain the challenges.

This hearing will be an overview of the peak parking restrictions removal requirements for DOT in general, and hopefully a resolution of the problem for our residents in the 14th District and neighbors.

Thank you for your consideration.

Respectfully Submitted:

A handwritten signature in blue ink, appearing to read "Odette", is positioned above the typed name.

Odette Ramos
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