



CITY OF BALTIMORE  
MAYOR BRANDON M. SCOTT

<b>TO</b>	The Honorable President and Members of the Baltimore City Council
<b>FROM</b>	Veronica P. McBeth, Director, Department of Transportation
<b>CC</b>	Mayor's Office of Government Relations
<b>DATE</b>	March 10, 2026
<b>SUBJECT</b>	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.