



**BALTIMORE CITY COUNCIL  
ECONOMIC AND COMMUNITY DEVELOPMENT  
COMMITTEE**

*Mission Statement*

*On behalf of the Citizens of Baltimore City*, the Committee on Economic and Community Development (ECD) is responsible for supporting strong thriving communities. ECD will review proposed zoning and land use changes, tackle issues related to economic development, oversee housing policy, and promote equitable economic opportunity for all Baltimore residents.

**The Honorable Sharon Green Middleton**

**PUBLIC HEARING**

**January 9, 2024**

**2:00 PM**

**CLARENCE "DU" BURNS COUNCIL CHAMBERS**

**21-0117**

**Termination of Administrative Parking Regulations - Peak Hour  
Parking Restrictions**

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**BILL SYNOPSIS**

**Committee: Economic and Community Development**

**Bill: 21-0117**

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**Termination of Administrative Parking Regulations – Peak Hour Parking Restrictions**

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**Sponsor:** Councilmember Ramos

**Introduced:** August 16, 2021

**Purpose:**

For the purpose of terminating peak hour parking restrictions (1) on the 100 through 800 blocks of East 33rd Street; (2) on the 2700 through 3600 blocks of Hillen Road; (3) on the 3300 through 3500 blocks of The Alameda; (4) on the 2500 through 3200 blocks of Lock Raven Boulevard; and (5) on the 2900 through 4300 blocks of Greenmount Avenue.

**Effective:** 30 days after the date it is enacted

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**Agency Reports**

City Solicitor	Approve for Form and Sufficiency
Department of Transportation	Requesting Amendment

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**Analysis**

**Background**

According to the Baltimore City Code, Article 31, Section 2-6, the power to make general parking and stopping restrictions or to establish 1-way streets is specifically reserved to the Mayor and City Council, to be exercised by ordinance. At any time after an administrative regulation is adopted or extended under this section, the Mayor and City Council may enact an ordinance rescinding or modifying the administrative regulation.

Bill 21-0117 proposes to terminate peak-hour parking restrictions on certain City streets as follows:

- 100 – 800 Blocks of East 33<sup>rd</sup> Street
- 2700 – 3600 Blocks of Hillen Road
- 3300 – 3500 Blocks of The Alameda
- 2500 -3200 Blocks of Loch Raven Boulevard, and
- 2900 – 4300 Blocks of Greenmount Avenue

The streets are located in the Abell, Waverly, Better Waverly, Ednor Gardens-Lakeside and Pen Lucy and Wilson Park neighborhoods of northeast Baltimore.

The Department of Transportation initially requested that the bill be amended to include a longer enactment time and asked that they be given time to complete their study of the topic. The Department of Transportation was concerned about the impact of blanket removal on programs such as Complete Streets as well as potential community impacts. The study presentation is included in this packet and is dated October 18, 2021. It includes a decision-making tree for determining if parking restrictions should be kept or if full parking should be implemented.

# Review of Peak Hour Parking Restrictions

**Modal Priority:**  
Is a dedicated bus or bike lane planned?

If yes, then likely not a candidate for full-time parking but should be discussed w/ MTA or DOT bike team as to timing/design approach.

If no, then consider these issues:

**<600 veh/ks per lane\*** **Likely Yes**

As a general matter, the segment operates well within its throughput capacity and should be able to handle traffic demand. Absent some compelling qualitative reason, these streets should permit full-time parking.

**<900 veh/ks per lane** **Start from Yes**

As a general matter, the segment operates within its throughput capacity and should be able to handle traffic demand. However, the decision to restore full time parking should include consideration of the following:

**>900 veh/ks per lane** **Lean No**

These streets have historically functioned as the primary means of throughput both for autos and transit services. The following are **additional** considerations in determining the efficacy of full-time parking:

One-way Street	Peak Hour Restrictions Screening			
	ADT		Peak Hour Directional Volume	
1 Lane	Lean Yes	Lean No	Lean Yes	Lean No
2 Lanes	< 6,000	< 5,000	< 900	< 900
	< 12,000	< 18,000	< 1,200	< 850

\*One-way streets with additional travel capacity due to bus or bike lanes

Two-way Street	Peak Hour Restrictions Screening							
	ADT				Peak Hour Directional Volume			
1 Lane	Lean Yes	Lean No	Lean Yes	Lean No	Lean Yes	Lean No	Lean Yes	Lean No
2 Lanes	< 10,000	< 13,000	> 15,500	< 5,000	< 7,500	> 7,500	< 1,000	< 1,500
	< 20,000	< 30,000	> 30,000	< 10,000	< 13,000	> 13,000	< 2,000	< 3,000

\*ADT by direction

**Transit Services:** Are there greater than 6 buses during peak hour? If so, consideration should be given to measures that allow buses to pull in and out of traffic more readily in order to maintain reliability and travel time.

**Emergency Services:** Would access to a hospital be constrained? Would egress from a fire station be constrained in the first few blocks?

**Network continuity:** If full-time parking were permitted in this segment, would there be "discontinuous" capacity that causes additional merging and weaving? Can this be mitigated?

**Safety:** Is there a disproportionate number of crashes (especially those involving pedestrians or bicyclists) in the corridor that could be mitigated by the traffic calming effect of on-street parking? Is the curb lane of standard width?

**Travel Delay:** Would a reduction in capacity cause an increase in city-through traffic on adjacent neighborhood streets or involve higher construction costs to transition to less lanes?

**Transit Services:** Are there greater than 9 buses during peak hour? If so, transit riders likely make up a significant % of person throughput in the peak hour. Additional delay on transit riders would undermine broader policy goals (equitable mobility, etc.)

**Emergency Services:** Would access to a hospital be constrained? Would egress from a fire station be constrained in the first few blocks?

**Network continuity:** If full-time parking were permitted in this segment, would there be "discontinuous" capacity that causes additional merging and weaving? Can this be mitigated?

**Safety:** Is there a disproportionate number of crashes (especially those involving pedestrians or bicyclists) in the corridor that could be mitigated by the traffic calming effect of on-street parking? Is the curb lane of standard width?

**Travel Delay:** Would a reduction in capacity cause an increase in city-through traffic on adjacent neighborhood streets or involve higher construction costs to transition to less lanes?

\*Adjusted to one-way streets, two-way streets, two-way streets, two-way streets

**Parking Benefit:** Does the number of new full-time parking spaces justify potential transit delay and have safety benefit? If not, does the additional parking some support some other specific community or economic development goal? Do residents have other available parking, even if it may not be the most convenient or desirable? (Avenues, side streets, parking lots, etc.)

In their study presentation, the Department of Transportation recommended that Greenmount Ave and East 33<sup>rd</sup> Street retain their parking restrictions. Hillen Road and Lock Raven were recommended to be allowed full-time parking. The Department of Transportation noted that additional discussion was needed to form a recommendation for the Alameda.

### **Amendments**

The sponsor has included four amendments to the bill (see bill file) which clarify the areas included in the bill.

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### **Additional Information**

**Fiscal Note:** Not Available

**Information Source(s):** Baltimore City Code, Reporting Agencies, Bill 21-0117.

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Analysis by: Jenifer Coates Updated by Anthony Leva      Direct Inquiries to: 410-396-1091

Analysis Date: November 10<sup>th</sup>, 2021 Updated January 4<sup>th</sup>, 2024

**CITY OF BALTIMORE  
COUNCIL BILL 21-0117  
(First Reader)**

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Introduced by: Councilmembers Ramos and Dorsey

Introduced and read first time: August 16, 2021

Assigned to: Economic and Community Development Committee

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REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Department of Transportation

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A BILL ENTITLED

1 AN ORDINANCE concerning

2 **Termination of Administrative Parking Regulations – Peak Hour Parking Restrictions**

3 FOR the purpose of terminating peak hour parking restrictions (1) on the 100 through 800 blocks  
4 of East 33rd Street; (2) on the 2700 through 3600 blocks of Hillen Road; (3) on the 3300  
5 through 3500 blocks of The Alameda; (4) on the 2500 through 3200 blocks of Lock Raven  
6 Boulevard; and (5) on the 2900 through 4300 blocks of Greenmount Avenue.

7 BY authority of

8 Article 31 - Transit and Traffic

9 Section 2-6(d)

10 Baltimore City Code

11 (Edition 2000)

12 **SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE,** That  
13 peak hour parking restrictions imposed by the Department of Transportation under Article 31,  
14 § 2-5 or § 2-6 are terminated on the following block faces:

- 15 (1) Both sides of the 100 block of East 33<sup>rd</sup> Street;
- 16 (2) Both sides of the 200 block of East 33<sup>rd</sup> Street;
- 17 (3) Both sides of the 300 block of East 33<sup>rd</sup> Street;
- 18 (4) Both sides of the 400 block of East 33<sup>rd</sup> Street;
- 19 (5) Both sides of the 500 block of East 33<sup>rd</sup> Street;
- 20 (6) Both sides of the 600 block of East 33<sup>rd</sup> Street;
- 21 (7) Both sides of the 700 block of East 33<sup>rd</sup> Street;
- 22 (8) Both sides of the 800 block of East 33<sup>rd</sup> Street;
- 23 (9) Both sides of the 2700 block of Hillen Road;

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

**Council Bill 21-0117**

- 1 (10) Both sides of the 2800 block of Hillen Road;
- 2 (11) Both sides of the 2900 block of Hillen Road;
- 3 (12) Both sides of the 3000 block of Hillen Road;
- 4 (13) Both sides of the 3100 block of Hillen Road;
- 5 (14) Both sides of the 3200 block of Hillen Road;
- 6 (15) Both sides of the 3300 block of Hillen Road;
- 7 (16) Both sides of the 3400 block of Hillen Road;
- 8 (17) Both sides of the 3500 block of Hillen Road;
- 9 (18) Both sides of the 3600 block of Hillen Road;
- 10 (19) Both sides of the 3300 block of The Alameda;
- 11 (20) Both sides of the 3400 block of The Alameda;
- 12 (21) Both sides of the 3500 block of The Alameda;
- 13 (22) Both sides of the 2500 block of Loch Raven Boulevard;
- 14 (23) Both sides of the 2600 block of Loch Raven Boulevard;
- 15 (24) Both sides of the 2700 block of Loch Raven Boulevard;
- 16 (25) Both sides of the 2800 block of Loch Raven Boulevard;
- 17 (26) Both sides of the 2900 block of Loch Raven Boulevard;
- 18 (27) Both sides of the 3000 block of Loch Raven Boulevard;
- 19 (28) Both sides of the 3100 block of Loch Raven Boulevard;
- 20 (29) Both sides of the 3200 block of Loch Raven Boulevard;
- 21 (30) Both sides of the 2900 block of Greenmount Avenue;
- 22 (31) Both sides of the 3000 block of Greenmount Avenue;
- 23 (32) Both sides of the 3100 block of Greenmount Avenue;
- 24 (33) Both sides of the 3200 block of Greenmount Avenue;
- 25 (34) Both sides of the 3300 block of Greenmount Avenue;



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- 1           (35) Both sides of the 3400 block of Greenmount Avenue;
- 2           (36) Both sides of the 3500 block of Greenmount Avenue;
- 3           (37) Both sides of the 3600 block of Greenmount Avenue;
- 4           (38) Both sides of the 3700 block of Greenmount Avenue;
- 5           (39) Both sides of the 3800 block of Greenmount Avenue;
- 6           (40) Both sides of the 3900 block of Greenmount Avenue;
- 7           (41) Both sides of the 4000 block of Greenmount Avenue;
- 8           (42) Both sides of the 4100 block of Greenmount Avenue;
- 9           (43) Both sides of the 4200 block of Greenmount Avenue; and
- 10          (44) Both sides of the 4300 block of Greenmount Avenue.

11           **SECTION 2. AND BE IT FURTHER ORDAINED,** That this Ordinance takes effect on the 30<sup>th</sup> day  
12 after the date it is enacted.

**ECONOMIC AND COMMUNITY  
DEVELOPMENT COMMITTEE**

**21-0117  
AGENCY REPORTS**

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CITY OF BALTIMORE

BRANDON M. SCOTT

Mayor



DEPARTMENT OF LAW  
JAMES L. SHEA, CITY SOLICITOR  
100 N. HOLLIDAY STREET  
SUITE 101, CITY HALL  
BALTIMORE, MD 21202

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November 12, 2021

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

Dear President and City Council Members:

The Law Department has reviewed City Council Bill 21-0117 for form and legal sufficiency. The bill is for the purpose of terminating the peak hour parking restrictions for several blocks on East 33<sup>rd</sup> street, Hillen Road and The Alameda, Loch Raven Boulevard and Greenmount Avenue. Any administrative regulation concerning general parking, stopping or one-way streets implemented by the Department of Transportation may be rescinded or modified by ordinance pursuant to Section 2-6(d) of Article 31 of the Baltimore City Code.


This bill is the required legislation to rescind these parking restrictions, which the Law Department approves for form and legal sufficiency.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Ashlea Brown'.

Ashlea Brown  
Chief Solicitor

cc: James L. Shea, City Solicitor  
Nina Themelis, Mayor's Office of Government Relations  
Elena DiPietro, Chief Solicitor, General Counsel Division  
Victor Tervalá, Chief Solicitor  
Hilary Ruley, Chief Solicitor

F R O M	NAME & TITLE	Steve Sharkey, Director	CITY of  BALTIMORE   M E M O	
	AGENCY NAME & ADDRESS	Department of Transportation (DOT) 417 E Fayette Street, Room 527		
	SUBJECT	City Council Bill 21-0117		

TO: Mayor Brandon M. Scott  
TO: Economic & Community Development Committee  
FROM: Department of Transportation  
POSITION: **Recommend Amendment**  
RE: Council Bill – 21-0117

DATE: 11/12/21

**INTRODUCTION** – Termination of Administrative Parking Regulations - Peak Hour Parking Restrictions

**PURPOSE/PLANS** – For the purpose of terminating peak hour parking restrictions (1) on the 100 through 800 blocks of East 33rd Street; (2) on the 2700 through 3600 blocks of Hillen Road; (3) on the 3300 through 3500 blocks of The Alameda; (4) on the 2500 through 3200 blocks of Lock Raven Boulevard; and (5) on the 2900 through 4300 blocks of Greenmount Avenue.

**COMMENTS** – Council Bill 21-0117 looks to remove existing peak hour parking restrictions on several corridors within the 14<sup>th</sup> Council District. Peak hour parking restrictions exist on a variety of corridors across the City, serving to increase traffic capacity during peak hours. During non-peak hours, the right-of-way is often made available for parking, loading and other curbside uses.

The Department of Transportation (DOT) feels strongly that potential changes to existing peak hour parking restrictions should be reviewed thoroughly and comprehensively by transportation planners and traffic engineers. DOT currently has a comprehensive peak hour parking restriction study underway, focused on all existing peak hour parking restricted areas within Baltimore City. Once completed, the report will provide the data and preliminary recommendations needed for DOT to consider making changes to existing peak hour parking restricted corridors. Additionally, the study will provide DOT an official decision-making tree to evaluate each of the City’s existing peak hour parking restricted corridors.

The blanket removal of peak hour parking restrictions via legislation could pose several challenges for DOT and impacted communities. First and foremost, once peak hour parking restrictions are removed, it may be harder implement future Complete Streets improvements on the impacted corridor if those changes would permanently remove all parking. Additionally, a blanket removal of peak hour parking restrictions on several corridors could strain DOT operationally. Each corridor prior to peak hour parking restrictions being removed will require an evaluation and plan from DOT Traffic Division and coordination with DOT Maintenance Division to determine signage needs. Community outreach would need to be conducted in communities set to be impacted by the changes and public notice would be required to alert residents that use impacted streets. Additionally, it is likely that further coordination and notification would be required to inform stakeholders such as MDOT MTA and the trucking industry. Removal of peak hour parking restrictions risk impacting existing MDOT MTA bus service, potentially reducing the speed of bus lines on impacted corridors.

**AGENCY/DEPARTMENT POSITION** – The Department of Transportation respectfully requests that Council Bill 21-0117 not advance out of committee until the agency’s ongoing comprehensive peak hour parking restriction study is completed. Additionally, **DOT is requesting that Council Bill 21-0117 be amended**, changing the effective date from 30 days after enactment to 6 months after enactment, with the goal of reducing impact on existing agency tasks and providing the agency more time to coordinate any changes with impacted stakeholders.

If you have any questions, please do not hesitate to contact Liam Davis at [Liam.Davis@baltimorecity.gov](mailto:Liam.Davis@baltimorecity.gov) or at 410-545-3207.

Sincerely,

Steve Sharkey  
Director

**ECONOMIC AND COMMUNITY  
DEVELOPMENT COMMITTEE**

**21-0117  
ADDITIONAL DOCUMENTS  
REPORTS**

**AMENDMENTS TO COUNCIL BILL 21-0117  
(1<sup>st</sup> Reader Copy)**

By: Councilmember Ramos

{To be offered to the Economic and Community Development Committee}

**Amendment No. 1**

On page 1, in line 3, strike “800” and substitute “1000”; and, on that same page, in line 5, strike “Lock” and substitute “Loch”; and, on that same page, in line 6, strike “and”; and, on that same page, in that same line, strike “2900” and substitute “2500”; and, on that same page, in that same line, strike “Avenue.” and substitute “Avenue; and (6) on the 3600 through 4400 blocks of Falls Road.”

**Amendment No. 2**

On page 1, after line 22, insert:

“(9) Both sides of the 900 block of East 33<sup>rd</sup> Street;

“(10) Both sides of the 1000 block of East 33<sup>rd</sup> Street;”;

and, on that same page, in line 23, strike “(9)” and substitute “(11)”.

**Amendment No. 3**

On page 2, in lines 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20, strike “(10)”, “(11)”, “(12)”, “(13)”, “(14)”, “(15)”, “(16)”, “(17)”, “(18)”, “(19)”, “(20)”, “(21)”, “(22)”, “(23)”, “(24)”, “(25)”, “(26)”, “(27)”, “(28)”, and “(29)”, respectively, and substitute “(12)”, “(13)”, “(14)”, “(15)”, “(16)”, “(17)”, “(18)”, “(19)”, “(20)”, “(21)”, “(22)”, “(23)”, “(24)”, “(25)”, “(26)”, “(27)”, “(28)”, “(29)”, “(30)” and “(31)”, respectively; and, on that same page, after line 20, insert:

“(32) Both sides of the 2500 block of Greenmount Avenue;

“(33) Both sides of the 2600 block of Greenmount Avenue;

“(34) Both sides of the 2700 block of Greenmount Avenue;

(35) Both sides of the 2800 block of Greenmount Avenue;”;

and, on that same page, in lines 21, 22, 23, 24, and 25, strike “(30)”, “(31)”, “(32)”, “(33)”, and “(34)”, respectively, and substitute “(36)”, “(37)”, “(38)”, “(39)” and “(40)”, respectively.

#### **Amendment No. 4**

On page 3, in lines 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10, strike “(35)”, “(36)”, “(37)”, “(38)”, “(39)”, “(40)”, “(41)”, “(42)”, “(43)”, and “(44)”, respectively, and substitute “(41)”, “(42)”, “(43)”, “(44)”, “(45)”, “(46)”, “(47)”, “(48)”, “(49)”, and “(50)”, respectively, and, on that same page, in page 9, strike “and”; and, on that same page, in line 10, strike “Avenue.” and substitute “AVENUE.”; and, on that same page, after line 10, insert:

“(51) Both sides of the 3600 block of Falls Road;

(52) Both sides of the 3700 block of Falls Road;

(53) Both sides of the 3800 block of Falls Road;

(54) Both sides of the 3900 block of Falls Road;

(55) Both sides of the 4000 block of Falls Road;


(56) Both sides of the 4100 block of Falls Road;

(57) Both sides of the 4200 block of Falls Road;

(58) Both sides of the 4300 block of Falls Road; and

(59) Both sides of the 4400 block of Falls Road.”.





# Reconsidering Peak Hour Restrictions

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October 18, 2021 Update



# Agenda

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- Summary of Peer Cities & Literature Review
- “Before and After” Case Studies
- Decision Tree
- Evaluation of Proposals for Northeast Baltimore

# Peer Agency Review

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## Primary Reasons for Removing RHRs


- Safety (install bumpouts to reduce crossing distance, reduce travel speed, provide buffer for bikes/peds, etc.)
- Convenience/quality of life of residents
- Improve access to small businesses

## Reasons to Retain RHRs

- Transit priority
- Heavy vehicles
- Throughput/Consistency

### Takeaways:

- “Best practices” are generally limited to policy statements and qualitative guidance not thresholds, etc.
- Removing RHRs is tactical decision, not binary or policy decision



# Reconsidering Peak Hour Restrictions

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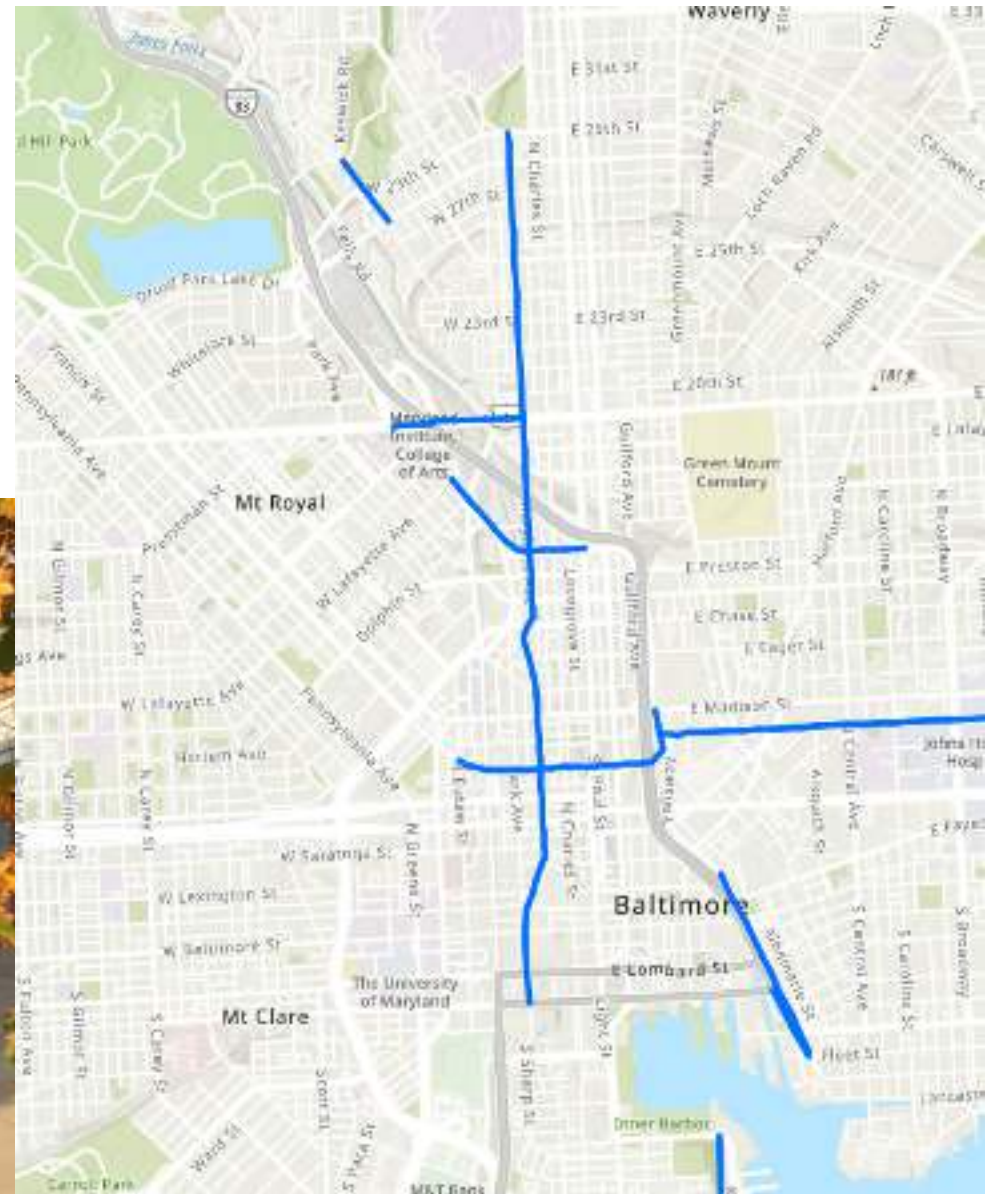
Before and after Review





# Maryland Avenue Before and After Cycle Track Installation

- Installed between March and October 2016
- Area studied: North Avenue to Pratt Street
- Peak hour parking restricted on most blocks prior to installation



# Traffic Volume

There was no apparent shift in traffic volume away from Maryland Avenue/Cathedral Street following installation of the cycle track.



## Annual Average Daily Traffic

Howard St		
	Before (2015)	After (2017)
North Ave	29,472	28,230 <span style="color: red;">-4.2%</span>
W Madison	1,553	1,625 <span style="color: green;">4.6%</span>
W Baltimore St	1,553	1,625 <span style="color: green;">4.6%</span>
W Lombard St	60,915	60,381 <span style="color: red;">-0.9%</span>
W Pratt St		

Maryland Ave/Cathedral St		
	Before (2015)	After (2017)
W Oliver St	10,634	11,115 <span style="color: green;">5.5%</span>
W Chase St	7,533	7,875 <span style="color: green;">4.5%</span>
W Saratoga St	9,403	9,815 <span style="color: green;">4.4%</span>
W Baltimore St	6,863	7,165 <span style="color: green;">4.4%</span>
W Pratt St		

St Paul St		
	Before (2015)	After (2017)
North Ave	15,211	16,140 <span style="color: green;">6.1%</span>
E Pratt St		

AADT data is from <https://data-maryland.opendata.arcgis.com/>

# Traffic Speed & Safety

There was a significant reduction in traffic crashes along Maryland Avenue/Cathedral Street following installation of the cycle track



## Average Travel Speed

Nov 2015

Nov 2016

**9.9**

**10.5**

mph

mph

**Travel time reliability improved by 34%**

## Crashes per 1m VMT



	Before (2014)	After (2017 – 2019)
W Oliver St	<b>10</b>	<b>5.8</b> -42%
W Chase St	<b>18</b>	<b>6.3</b> -65%
W Saratoga St	<b>16</b>	<b>6.2</b> -61%
W Baltimore St	<b>38</b>	<b>7.6</b> -80%
W Pratt St		

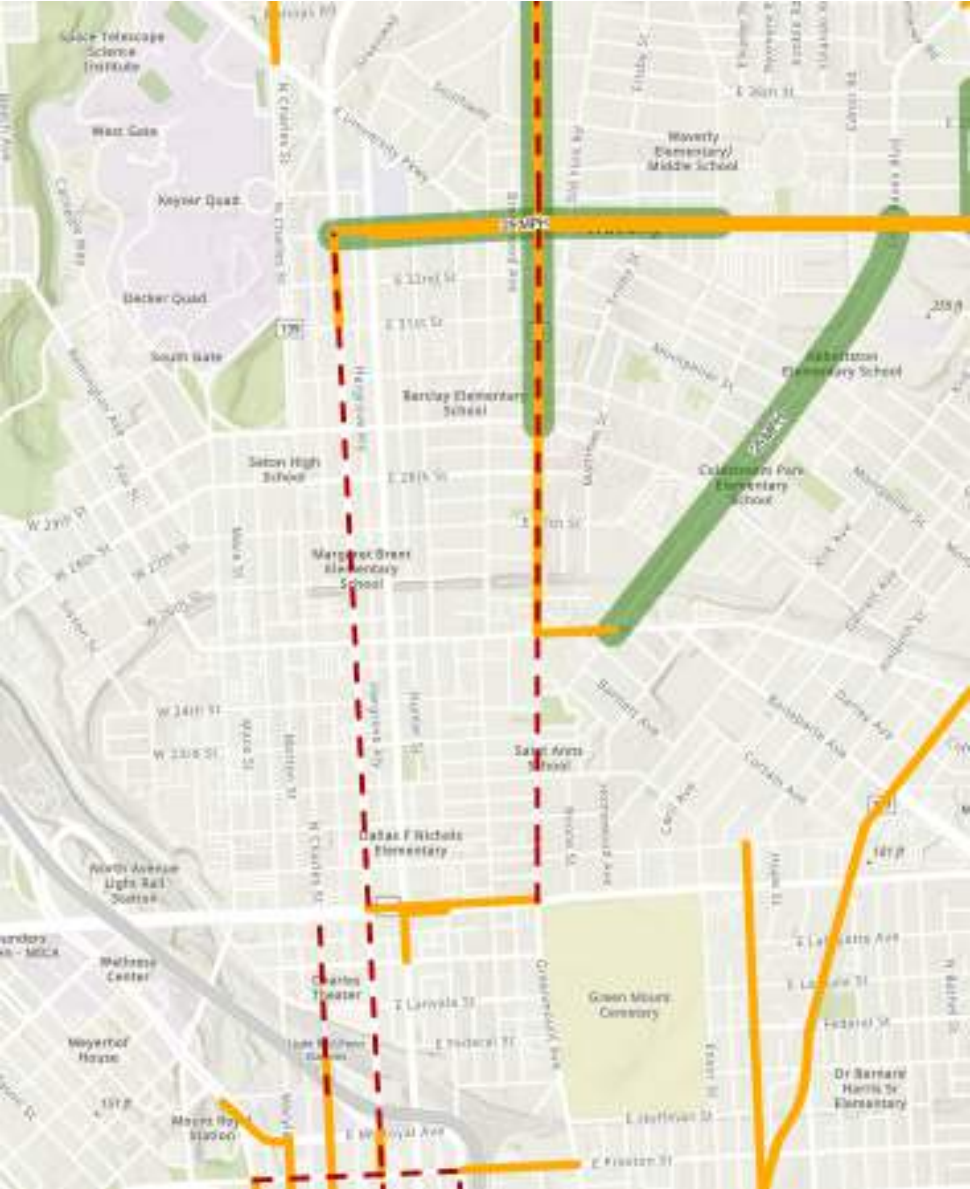
Speed/reliability data provided by Inrix. Crash data provided by BCDOT. Bicycle/pedestrian crash data was not available from 2014 and thus not included for comparison to 2017 - 2019



# Greenmount Avenue

Before and After  
Parking Restrictions  
Lifted

- Conversion occurred in early 2018
- Area studied: North Avenue to 25<sup>th</sup> Street





# Traffic Volume

There was no apparent shift in traffic volume away from Greenmount Avenue once full-time parking was restored



## Annual Average Daily Traffic

		St Paul St	
		Before (2016)	After (2019)
25 <sup>th</sup> St		<b>12,342</b>	<b>11,762</b> <span style="color: red;">-4.7%</span>
North Ave			

		N Calvert St	
		Before (2016)	After (2019)
25 <sup>th</sup> St		<b>7,221</b>	<b>7,021</b> <span style="color: red;">-2.8%</span>
North Ave			

		Greenmount Ave	
		Before (2016)	After (2019)
25 <sup>th</sup> St			<span style="color: red;">-7.7%</span>
	Two-Way	<b>16,312</b>	<b>15,062</b>
	Northbound	<b>7,879</b>	<b>7,275</b>
	Southbound	<b>8,433</b>	<b>7,787</b>
North Ave			

AADT data is from <https://data-maryland.opendata.arcgis.com/>

# Traffic Speed & Safety

There was a significant increases in the number of bicycle- and pedestrian-involved crashes along Greenmount Avenue following restoration of full-time parking. Correlation does not imply causation.



## Average Travel Speed (AM Inbound)

Nov 2015

Nov 2016

**13.4**   **12.7**

mph

mph

**Travel time increased by 6 seconds on this 5-block roadway segment. Reliability decreased by 17%.**

## Crashes per 1m VMT



Greenmount Ave		Before (2016)	After (2019)
25 <sup>th</sup> St		23	16 <span style="color: red;">-30.4%</span>
		6	24 <span style="color: green;">+300%</span>
		bike/ped	bike/ped
North Ave			

Speed/reliability data provided by Inrix. Crash data provided by BCDOT. Bicycle/pedestrian crash data was not available from 2014 and thus not included for comparison to 2017 - 2019



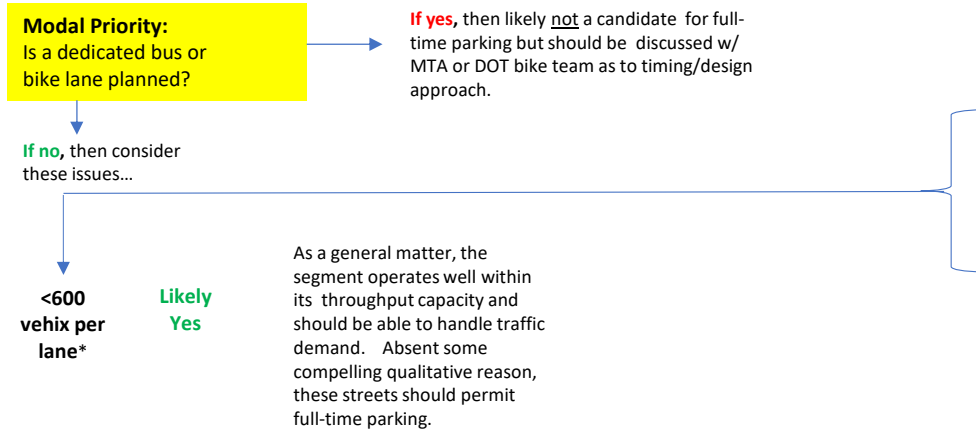
# “Decision Tree”

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for Restoring Full-Time Parking



# Review of Peak Hour Parking Restrictions



If **yes**, then likely **not** a candidate for full-time parking but should be discussed w/ MTA or DOT bike team as to timing/design approach.

Peak Hour Restrictions Screening						
One-Way Street	ADT					
	Bidirectional ADT			Peak Hour		
	Start	Start	Start	Start	Start	Start
1 Lane	<5,000	<5,000	<5,000	<500	<500	<500
2 Lanes	<10,000	<10,000	<10,000	<1,000	<1,000	<1,000

One-way streets 20% additional capacity for bus and bicycle lanes

Peak Hour Restrictions Screening												
Two-Way Street	ADT						Peak Hour					
	Bidirectional ADT			Directional ADT			Bidirectional Volume			Directional Volume		
	Start	Start	Start	Start	Start	Start	Start	Start	Start	Start	Start	
1 Lane	<10,000	<15,000	<10,000	<5,000	<7,500	<7,500	<1,000	<1,500	<1,500	<500	<750	<750
2 Lanes	<20,000	<30,000	<20,000	<10,000	<15,000	<15,000	<2,000	<3,000	<3,000	<1,000	<1,500	<1,500

50% by direction  
Peak hour factor = 1.05 of ADT

**Transit Service:** Are there greater than 6 buses during peak hour? If so, consideration should be given to measures that allow buses to pull in and out of traffic more readily in order to maintain reliability and travel time.

**Emergency Services:** Would access to a hospital be constrained? Would egress from a fire station be constrained in the first few blocks?

**Network continuity:** If full-time parking were permitted in this segment, would there be "discontinuous" capacity that causes additional merging and weaving? Can this be mitigated?

**Diversions:** Are there parallel routes that can accommodate a shift in traffic were such a shift to occur?


**Transit Service:** Are there greater than 9 buses during peak hour? If so, transit riders likely make up a significant % of person throughput in the peak hour. Additional delay on transit riders would undermine broader policy goals (equitable mobility, etc.)

**Travel Delay:** Would a reduction in capacity cause an increase in cut-through traffic on adjacent neighborhood streets or involve higher construction costs to transition to less lanes?

**Safety:** Is there a disproportionate number of crashes (especially those involving pedestrians or bicyclists) in the corridor that could be mitigated by the traffic calming effect of on-street parking? Is the curb lane of substandard width?

**Parking Benefit:** Does the number of new full-time parking spaces justify potential transit delay and have safety benefit? If not, does the additional parking some support some other specific community or economic development goal? Do residents have other available parking, even if it may not be the most convenient or desirable? (Alleys, side streets, parking lots, etc.)

\*Applies to one-way streets. Use <500, <=750 ADT per lane for two-way street

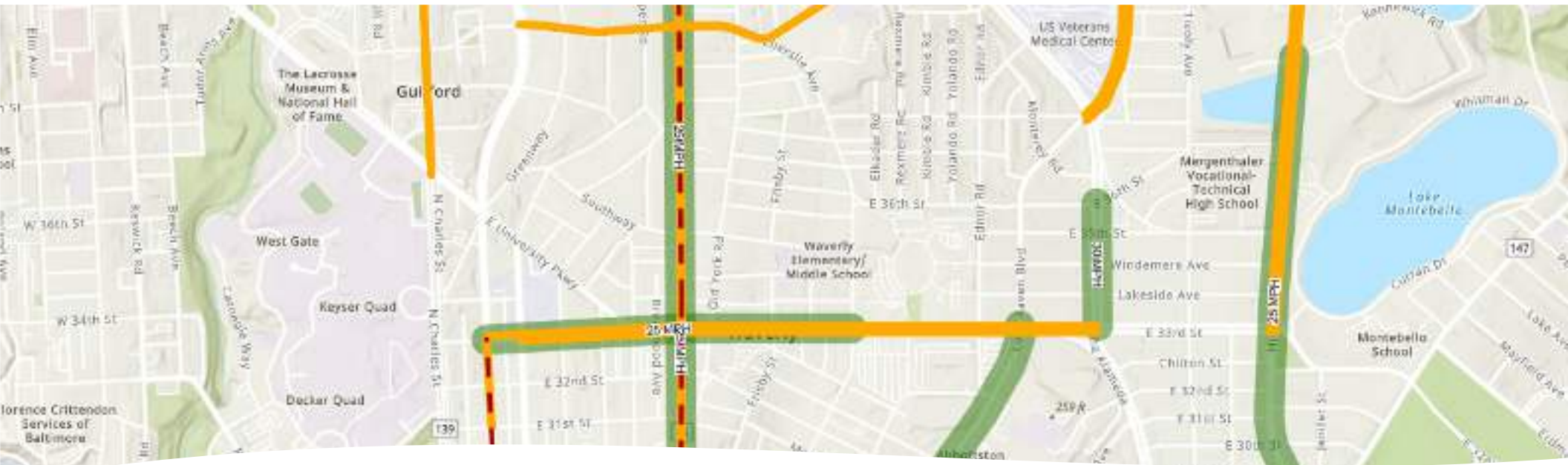


# Proposed Removal of Rush Hour Restrictions in the 14<sup>th</sup> District

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Review of Modal Priorities, Pre- and  
Post-COVID Traffic, Speed & Reliability





- Overpass location
- Proposed transit facility
- Proposed transit facility
- Proposed transit facility

# E. 33<sup>RD</sup> Street

between St. Paul St. and Ellerslie Ave

Key Characteristics	
Existing Peak Hour Restrictions	WB 7:30 – 10:00 AM & 4:00 – 6:00 PM EB 4:00 PM – 6:00 PM
AADT	13,302 (2019)
Current Travel Lanes	4
Trip Generators in Segment	Union Memorial Hospital
Multimodal Priority	N/A

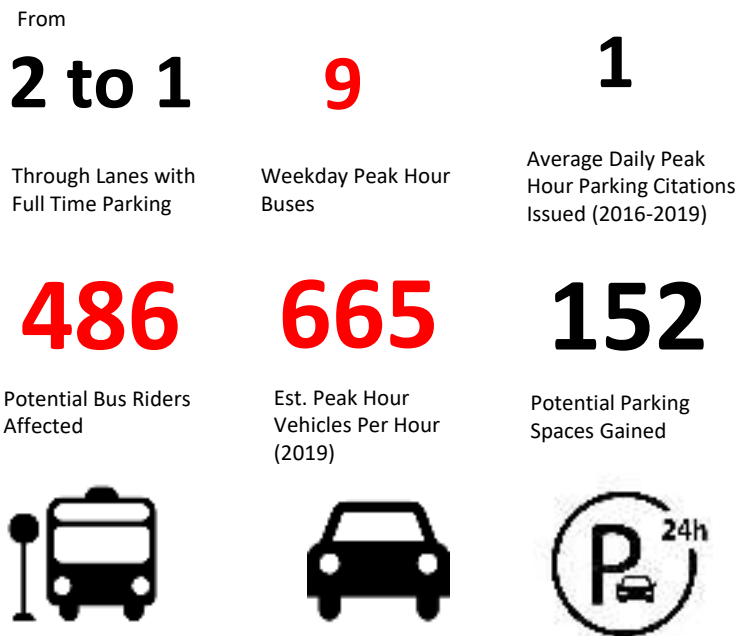


# E. 33<sup>rd</sup> Street

**Recommendation:** Retain peak hour parking restrictions in both directions. Traffic volumes exceed threshold for a single through-lane of traffic; significant transit ridership in the corridor would be affected negatively. EMS response time to Union Memorial Hospital would be a concern.



## Roadway Usage



## Pre-/Post-COVID Travel Speed & Reliability



Average Travel Speed (AM Inbound)	
Sept 2019	Sept 2021
<b>9</b>	<b>14</b>
mph	mph



Travel time improved by one minute on this eight-block roadway segment. Reliability improved by 126%.

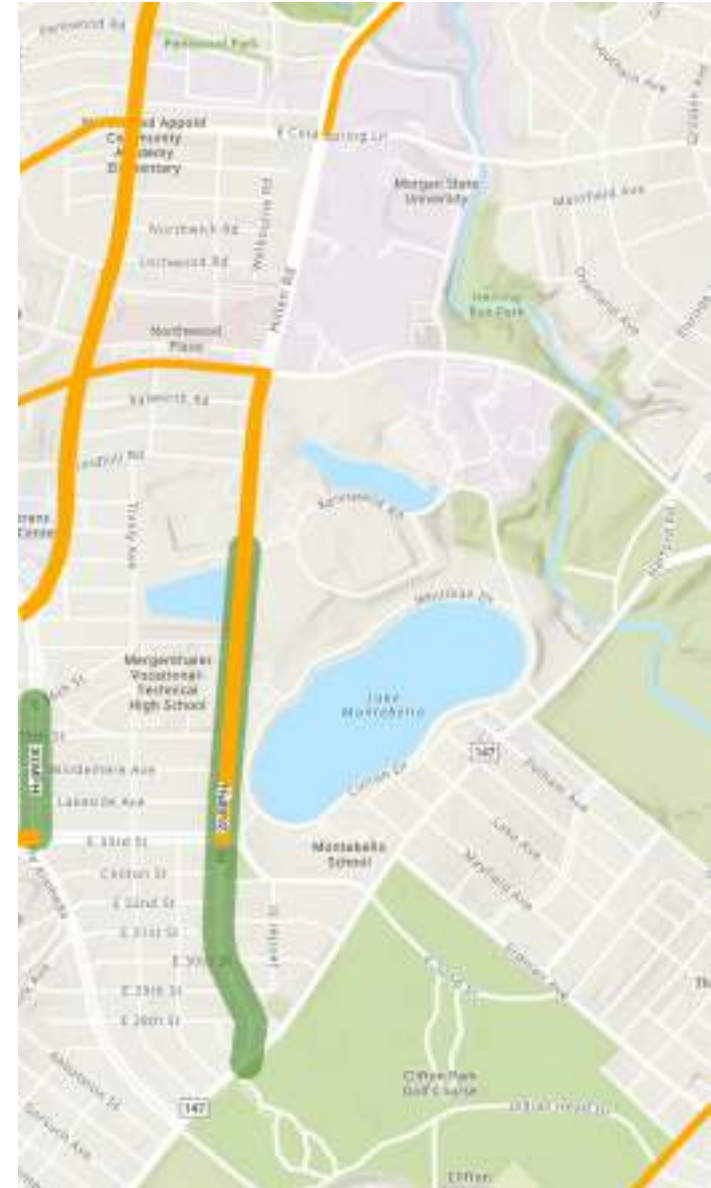
AADT data is from <https://data-maryland.opendata.arcgis.com>. Average speed and reliability Inrix. Transit frequency from MTA published schedules. Ridership assumes all seats taken + 50% standee capacity. Parking citations data is from BCDOT. Potential spaces gained is based on field measurements.



# Hillen Road

between Harford Road and Kennewick Avenue

Key Characteristics	
Existing Peak Hour Restrictions	Southbound, north of 33 <sup>rd</sup> Street 7:00 AM - 9:00 AM
AADT	26,451 (2019)
Current Travel Lanes	4 plus 9' parking lane
Trip Generators in Segment	Mervo High School, Morgan State University
Multimodal Priority	N/A





# Hillen Road

**Recommendation:** Permit full-time parking. Capacity slightly exceeded based on 2019 traffic volumes but has lessened post-COVID. Transit ridership is low, and potential for safety improvement is high when full-time parking is restored.



## Roadway Usage

From

**3 to 2**

Through Lanes with Full Time Parking

**108**

Potential Bus Riders Affected



**2**

Weekday Peak Hour Buses

**661**

Est. Peak Hour Vehicles Per Lane (2019)



**2**

Average Daily Peak Hour Parking Citations Issued (2016-2019)

**110**

Potential Parking Spaces Gained



## Pre-/Post-COVID Travel Speed & Reliability

Average Travel Speed (AM Inbound)

Sept 2019

**11**

mph

Sept 2021

**17**

mph



Travel time improved by two minutes on this 13-block roadway segment. Reliability improved by 59%.

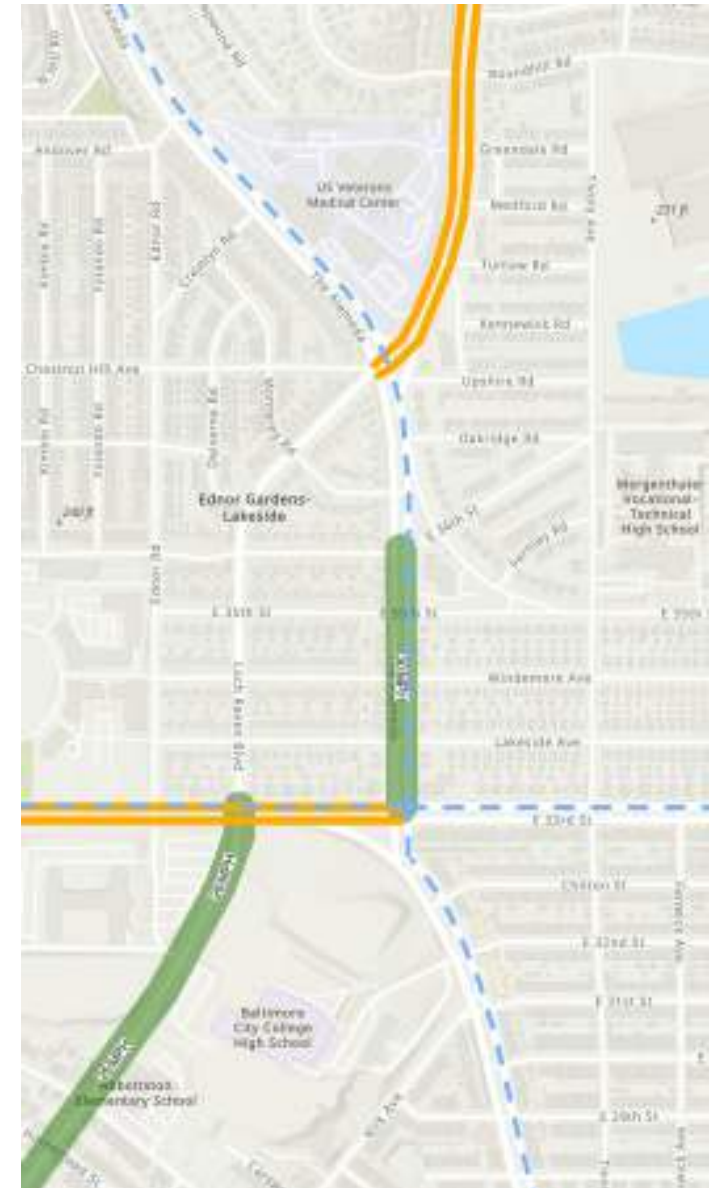
AADT data is from <https://data-maryland.opendata.arcgis.com>. Average speed and reliability Inrix. Transit frequency from MTA published schedules. Ridership assumes all seats taken + 50% standee capacity. Parking citations data is from BCDOT. Potential spaces gained is based on field measurements.

# The Alameda

between 33<sup>rd</sup> Street  
and 36<sup>th</sup> Street



Key Characteristics	
Existing Peak Hour Restrictions	Southbound 7:30 AM – 9:00 AM Northbound 4:00 PM – 6:00 PM
AADT	16,773 (2019)
Travel Lanes	4
Trip Generators in Segment	None
Multimodal Priority	Separated Bike Lane



# The Alameda

**Recommendation:** Further discussion required. Bus ridership is high, however, the area is exclusively residential and speeds are relatively high. Off-peak parking utilization is low.



## Roadway Usage

From

**2 to 1**

Through Lanes with Full Time Parking

**838**

Est. Peak Hour Vehicles Per Lane (2019)



**12**

Weekday Peak Hour Buses

**648**

Potential Bus Riders Affected



**1**

Average Daily Peak Hour Parking Citations Issued (2016-2019)

**66**

Potential Parking Spaces Gained



## Pre-/Post-COVID Travel Speed & Reliability

Average Travel Speed (AM Inbound)

Sept 2019

**14**

mph

Sept 2021

**22**

mph



Travel time improved by 30 seconds on this four-block roadway segment. Reliability improved by 50%.

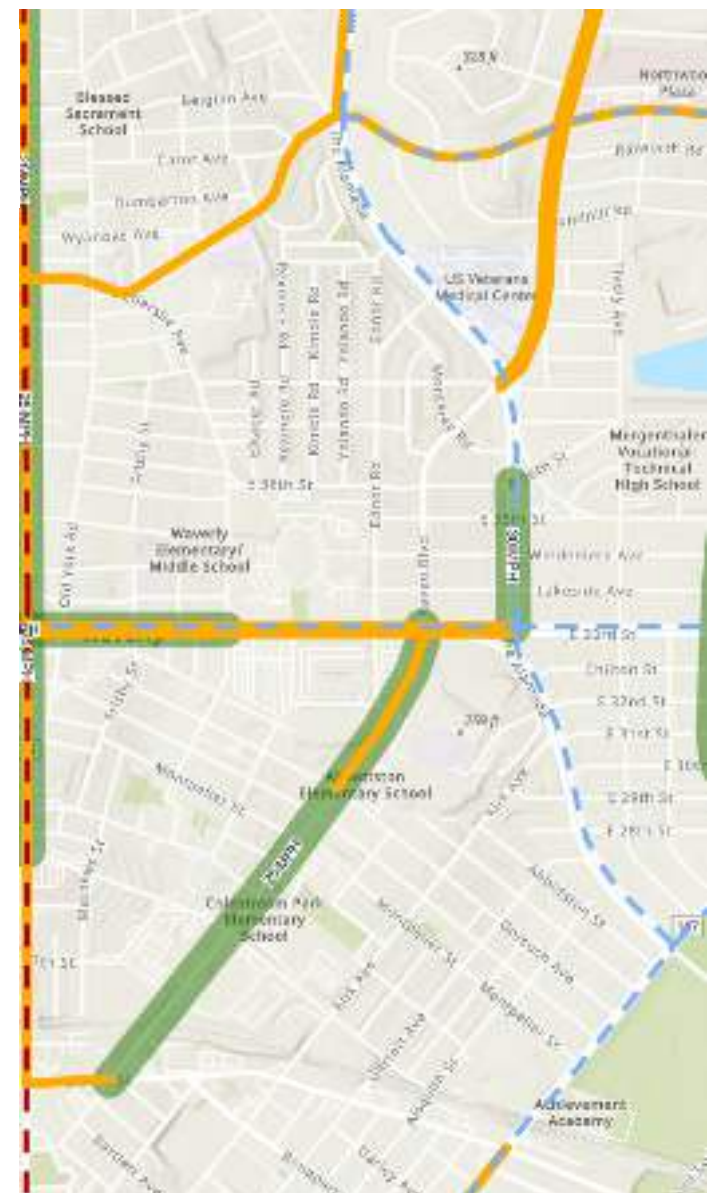
AADT data is from <https://data-maryland.opendata.arcgis.com>. Average speed and reliability Inrix. Transit frequency from MTA published schedules. Ridership assumes all seats taken + 50% standee capacity. Parking citations data is from BCDOT. Potential spaces gained is based on field measurements.



# Loch Raven Boulevard

between 25<sup>th</sup> Street and 33<sup>rd</sup> Street

Key Characteristics	
Existing Peak Hour Restrictions	Northbound between Gorsuch Ave and 33 <sup>rd</sup> St. 4:00 PM – 6:00 PM
AADT	21,091 (2019)
Current Travel Lanes	4 plus 9' parking lane
Trip Generators in Segment	None
Multimodal Priority	N/A



# Loch Raven Boulevard

**Recommendation:** Permit full-time parking. The potential for pedestrian safety improvements is high when full-time parking is restored.



## Roadway Usage

From

**3 to 2**

Through Lanes with Full Time Parking

**2**

Weekday Peak Hour Buses

**0**

Average Daily Peak Hour Parking Citations Issued (2016-2019)

**108**

Potential Bus Riders Affected



**528**

Est. Peak Hour Vehicles Per Lane (2019)



**52**

Potential Parking Spaces Gained



## Pre-/Post-COVID Travel Speed & Reliability

Average Travel Speed (AM Inbound)

Sept 2019

**21**

mph

Sept 2021

**23**

mph



Travel time improved by 20 seconds on this eight-block roadway segment. Reliability improved by 20%.

AADT data is from <https://data-maryland.opendata.arcgis.com>. Average speed and reliability Inrix. Transit frequency from MTA published schedules. Ridership assumes all seats taken + 50% standee capacity. Parking citations data is from BCDOT. Potential spaces gained is based on field measurements.

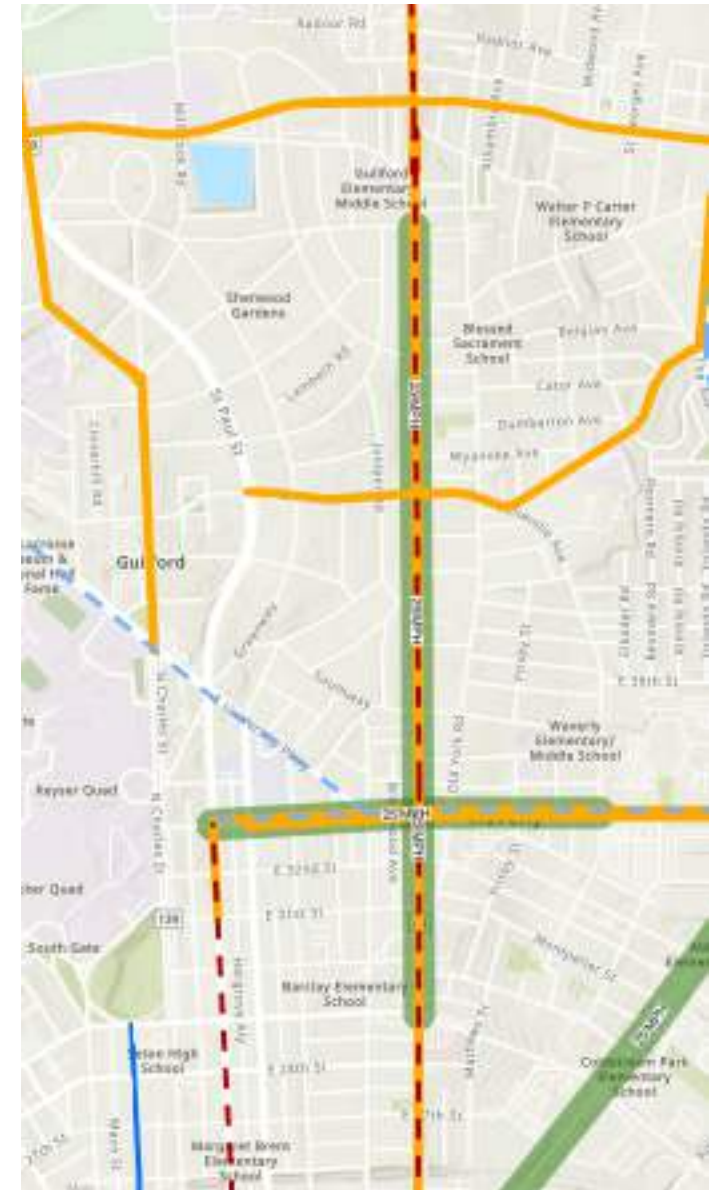




# Greenmount Avenue

between Exeter Hall Avenue and Northway

Key Characteristics	
Existing Peak Hour Restrictions	Southbound 7:00 AM – 9:00 AM Northbound 4:00 PM – 6:00 PM
AADT	15,062 (2019)
Travel Lanes	4
Trip Generators in Segment	None
Multimodal Priority	<b>Bus-Only Lane</b>



# Greenmount Avenue

**Recommendation:** Retain full-time parking restriction. This is a priority corridor for MTA bus service; significant transit ridership in the corridor would be affected negatively.



## Roadway Usage

From

**2 to 1**

Through Lanes with Full Time Parking

**6**

Weekday Peak Hour Buses

**4**

Average Daily Peak Hour Parking Citations Issued (2016-2019)

**324**

Potential Bus Riders Affected



**753**

Est. Peak Hour Vehicles Per Lane (2019)



**418**

Potential Parking Spaces Gained



## Pre-/Post-COVID Travel Speed & Reliability

Average Travel Speed (AM Inbound)

Sept 2019

**12**

mph

Sept 2021

**19**

mph



Travel time improved by 2 minutes seconds on this 14-block roadway segment. Reliability improved by 47%.

AADT data is from <https://data-maryland.opendata.arcgis.com>. Average speed and reliability Inrix. Transit frequency from MTA published schedules. Ridership assumes all seats taken + 50% standee capacity. Parking citations data is from BCDOT. Potential spaces gained is based on field measurements.

# Greenmount Avenue

**Recommendation:** Retain full-time parking restriction. This is a priority corridor for MTA bus service; significant transit ridership in the corridor would be affected negatively.



## Roadway Usage

**1**

Through Lanes with Full Time Parking

**6**

Weekday Peak Hour Buses

**4**

Average Daily Peak Hour Parking Citations Issued (2016-2019)

**324**

Potential Bus Riders Affected



**376**

Est. Peak Hour Vehicles Per Hour (2019)



**418**

Potential Parking Spaces Gained



## Pre-/Post-COVID Travel Speed & Reliability



Average Travel Speed (AM Inbound)

Sept 2019

**12**

mph

Sept 2021

**19**

mph



Travel time improved by 2 minutes seconds on this 14-block roadway segment. Reliability improved by 47%.

AADT data is from <https://data-maryland.opendata.arcgis.com>. Average speed and reliability Inrix. Transit frequency from MTA published schedules. Ridership assumes all seats taken + 50% standee capacity. Parking citations data is from BCDOT. Potential spaces gained is based on field measurements.





VOTING SESSION /WORK SESSION NOTES

Bill: 21-0117

Termination of Administrative Parking Regulations - Peak Hour Parking Restrictions

Committee: Economic and Community Development

Chaired By: Councilwoman Sharon Green Middleton

Hearing Date: April 19, 2022

Time (Beginning): 2:00 PM

Time (Ending): 2:38 PM

Location: Virtual WEBEX

Total Attendance: Approximately 20

Committee Members in Attendance:

John Bullock Mark Conway Ryan Dorsey Antonio Glover Robert Stokes Odette Ramos

Bill Synopsis in the file? [X] yes [ ] no [ ] n/a
Attendance sheet in the file? [X] yes [ ] no [ ] n/a
Agency reports read? [X] yes [ ] no [ ] n/a
Video or audio-digitally recorded? [X] yes [ ] no [ ] n/a
Certification of advertising/posting notices in the file? [ ] yes [ ] no [X] n/a
Evidence of notification to property owners? [ ] yes [ ] no [X] n/a
Final vote taken at this hearing? [ ] yes [X] no [ ] n/a
Motioned by: Councilmember
Seconded by: Councilmember
Final Vote:

Major Speakers

(This is not an attendance record.)

- Councilmember Odette Ramos
Graham Young, Complete Streets Manager, Department of Transportation
Liam Davis, Department of Transportation

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## Major Issues Discussed

1. Chairwoman Middleton opened the meeting, introduced committee members and City representatives and read the bill into the record.
2. Councilmember Ramos explained the purpose of the bill. She emphasized that proposed changes will help to calm traffic.
3. Liam Davis presented the Department of Transportation's (DOT) report. He indicated that DOT prefers that changes, as those proposed in the bill, not be legislative. DOT is committed to making recommendations and certain changes. Maryland House Bill 53 was approved and authorizes Baltimore City to roll-out automated bus lanes at the appropriate time. One major concern is that if peak hour restrictions are lifted and residents become acclimated to parking in the freed space, then DOT may have difficulty establishing dedicated bus lanes.
4. The committee discussed traffic calming, dedicated bus-lanes, freed spaces, left-turns, allowing parking for commercial areas, protecting customers access to businesses, and removal of parking restrictions in south-bound and north bound lanes.
5. Councilmember Dorsey shared information about the benefits to be gained from removal of peak hour restrictions whether by ordinance or administrative action. He emphasized that there needs to be better enforcement of parking violations.
6. Councilmember Stokes wanted to know if DOT and the business community have had discussions about how traffic in bus lanes impact safety, businesses and traffic speeds.
7. Councilmember Middleton asked about dedicated full-time parking. Liam Davis indicated that certain areas are being reviewed for full-time parking.
8. Councilmember Mark Conway inquired about traffic maneuvers around parking lanes and any potential for problems.
9. Graham Young provided information about peak hour parking. He indicated that a preliminary report was done. He will submit the report to the committee. He provided data and recommendations for parking restrictions in the 14<sup>th</sup> district. He also spoke about a pilot bus lane project in the 4<sup>th</sup> district. DOT is committed to removing the restrictions proposed in the bill, except those on Greenmount and 33<sup>rd</sup> Street. DOT is committed to removing certain peak hour parking restrictions.
10. The committee reviewed amendments. The sponsor and DOT will have further discussions about amendments. DOT will provide the sponsor with the preliminary report.
11. The hearing was recessed.

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## Further Study

Was further study requested?

Yes  No

If yes, describe.

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**Committee Vote:**

Sharon Green Middleton, Chair .....  
John Bullock: .....  
Mark Conway: .....  
Ryan Dorsey: .....  
Antonio Glover: .....  
Robert Stokes: .....  
Odette Ramos: .....

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Jennifer L. Coates, Committee Staff

Date: April 20, 2022

cc: Bill File  
OCS Chrono File



VOTING SESSION /WORK SESSION NOTES

Bill: 21-0117

Termination of Administrative Parking Regulations - Peak Hour Parking Restrictions

Committee: Economic and Community Development

Chaired By: Councilwoman Sharon Green Middleton

Hearing Date: November 16, 2021

Time (Beginning): 2:20 PM

Time (Ending): 2:56PM

Location: Virtual WEBEX

Total Attendance: Approximately 21

Committee Members in Attendance:

John Bullock Mark Conway Ryan Dorsey Robert Stokes Odette Ramos

Bill Synopsis in the file? Attendance sheet in the file? Agency reports read? Video or audio-digitally recorded? Certification of advertising/posting notices in the file? Evidence of notification to property owners? Final vote taken at this hearing? Motioned by: Seconded by: Final Vote:

Major Speakers

(This is not an attendance record.)

- Hilary Ruley, Department of Law
Graham Young, Department of Transportation
Liam Davis, Department of Transportation

### Major Issues Discussed

1. Chairwoman Middleton opened the meeting, introduced committee members and City representatives and read the bill into the record.
2. Councilmember Ramos explained the purpose of the bill. Parking changes are being proposed as a result of community interest that evolved when parking restrictions were lifted during the pandemic. Changes to peak hour parking restrictions allowed residents to remain parked on streets near their homes without being ticketed. They did not have to move their vehicles during peak traffic hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The flow of traffic through the neighborhoods was also more calming and pedestrian-friendly. She will propose amendments.
3. Liam Davis presented the Department of Transportation’s (DOT) report which recommended amending the bill to change the effective date to six months after enactment which would allow DOT time to evaluate proposed changes and give ample time for implementation.
4. Graham Young gave a presentation “Reconsidering Peak Hour Restrictions” (10-18-21). The presentation included information that considers the effect of rush hour restrictions on safety, quality of life for residents and access to small businesses. Generally, when peak hour parking is lifted either of three (3) major options are selected for the freed space: full-parking, dedicated bus lanes, or dedicated bike lanes. All peak hour restrictions are being reviewed in a consultation study commissioned by DOT which will be completed by the end of the year. Final recommendations are expected by March 2022.
5. Hilary Ruley reported that the Law Department approves the bill for form and legal sufficiency.
6. Joshua Reiter testified about parking and traffic flow on certain streets in his neighborhood. He supports the bill.
7. The committee received a letter of support from the Guilford Association, Inc.
6. The hearing was recessed.

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### Further Study

Was further study requested?

Yes  No

**If yes, describe.** The Department of Transportation will complete a consultation study and provide recommendation by March 2022. A work session will be scheduled at a later date.

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### Committee Vote:

Sharon Green Middleton, Chair .....

John Bullock: .....

Mark Conway: .....

Ryan Dorsey: .....  
Antonio Glover:.....  
Robert Stokes:.....  
Odette Ramos: .....

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Jennifer L. Coates, Committee Staff

Date: November 16, 2021

cc: Bill File  
OCS Chrono File