

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 14th 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 or at 410-545-3207.

Sincerely,

Steve Sharkey
Director