

TRANSMITTAL MEMO



PARKING
OF BALTIMORE CITY
AUTHORITY

TO: Bernard "Jack" Young, City Council President
FROM: Peter Little, Executive Director
DATE: June 4, 2012
RE: ORDINANCE 12-0081

I am herein reporting on City Council Bill 12-0081 introduced by Councilmembers Cole, Kraft, Middleton, Branch, Stokes, Scott, Mosby, Spector, Reisinger, Curran, Henry, Holton, Welch, and President Young.

FOR the purpose of regulating the provision of valet parking services; requiring valet parking operators to be licensed; requiring permits for valet parking zones; establishing certain standards of operation; defining certain terms; imposing certain penalties; providing for certain appeals and reviews; correcting, clarifying, and conforming related provisions governing passenger loading zones and freight loading zones; designating passenger loading zones, freight loading zones, and valet parking zones as impoundment areas; clarifying responsibility for collecting applicable parking taxes; providing for a special effective date; and generally relating to the licensing and regulation of valet parking services.

The Parking Authority believes that well managed valet parking operations are beneficial to the City because they help to better utilize off-street parking supply, particularly in areas where on-street parking is in high demand. Currently, the City has minimal authority to ensure that valet operators, that use the City's right-of-way, are operating their business in a way that helps and does not hurt the communities in which they conduct their business. This proposed legislation is intended to serve three primary purposes: consumer protection; public safety; and neighborhood protection:

- **Consumer protection.** Currently, if a vehicle is valet parked in Baltimore, there is no way to know if the valet operator is insured to pay for any damages to valeted vehicles. This bill would protect parking consumers by mandating insurance coverage.

With this bill, parking consumers would know that all valets must wear company uniforms so parkers will know not to hand a car over to someone without a uniform at a valet station. Parking consumers would also be assured that all valets have a valid driver's license – consumers don't have that assurance right now.

F/Comments



- **Public Safety.** Currently, if valet parkers of a particular valet operation consistently disregard traffic laws -such as speeding, running red lights or stop signs, or driving the wrong way down one-way streets, or if the valet operator is constantly blocking traffic on neighborhood streets because their operation is mismanaged – the City has little authority to act against the valet operator. This bill provides the City with the leverage it needs to insure that valet operations will be safe.
- **Neighborhood protection.** Right now, there is no requirement for valet operators to take cars to off-street facilities. Is a valet operators plan for the delivery and retrieval of vehicles one that will not unduly interfere with the fabric and safety of a neighborhood? Right now, there is no process for the review of valet operating plans to insure that it works for the neighborhood. This bill would change that.

It is for these reasons that the Parking Authority of Baltimore City supports the passage of City Council Bill 12-0081.

As the organization that would be tasked with administering this program on behalf of the City, should this bill be passed, we request a period of 24 months to fully implement it. During this period, we would hire and train personnel to manage this program, and we would then work with valet operators and hosts of valet operations to implement these requirements in geographic phases.