


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 22-0252		

TO: Mayor Brandon M. Scott
TO: Rules and Legislative Oversight Committee
FROM: Department of Transportation
POSITION: **Support**
RE: Council Bill – 22-0252

DATE: 9/27/22

INTRODUCTION – Commercial Vehicle Monitoring System

PURPOSE/PLANS – For the purpose of modifying the maximum number of operational cameras authorized to enforce Baltimore City’s commercial vehicle monitoring system.

COMMENTS – Council Bill 22-0252 looks to increase Baltimore City DOT’s authority to operate additional automated truck enforcement cameras, officially termed commercial vehicle monitoring systems. Local law currently limits Baltimore City DOT to operating no more than six (6) individual automated truck enforcement cameras. Council Bill 22-0252 proposes increasing the operational cap from six (6) to sixteen (16).

Enabled via House Bill 476 during the 2012 State Legislative Session, and then authorized locally in 2013 by way of Ordinance 13-158, Baltimore City’s automated truck enforcement program is believed to be the first such program implemented in the United States. Baltimore City’s automated traffic enforcement cameras are operated by the Automated Traffic Violation Enforcement System (ATVES) Division of the Baltimore City DOT. Baltimore City DOT’s ATVES Division is assisted by other City agencies, including the Baltimore Police Department (BPD), the Bureau of Revenue Collection, and Baltimore City Information Technology (BCIT). Baltimore City DOT’s ATVES Division was established to:

- Improve the quality of life for Baltimore City residents, and those persons conducting business in, and visitors to the City, by advocating for and maintaining a safe and orderly transportation system.
- Analyzing roadway locations with a safety concern, to consider beneficial alternatives, including DOT and BPD practices, roadway modifications, and other alterations, in lieu of the use of Automated Traffic Enforcement (traffic violation cameras).
- To install and maintain automated traffic enforcement solutions (cameras) when it is determined that this solution is in the best interest of safety and efficiency.

Prior to the installation of automated truck enforcement cameras, Baltimore City DOT ATVES Division conducts a thorough review and investigation of the requested corridor, considering the following factors:

Legal Considerations

- Properly signed and advertised roads as a no truck zone
- Permitted trucks and other exempted vehicles
- Non permitted vehicles use of designated no truck routes

Pedestrian and Special Traffic Concerns

- Crashes
- Pedestrians walking or biking, including crossing or use of roadway
- Residential vs. commercial zone
- Mass Transit (stops and routes)

Vehicle Counts

- Truck volume from each approach (violations)
- Number of lanes
- Turn lanes
- Intersections, driveways, ramps and entrances
- Grade and hills
- Transit stops and routes
- Parking
- Sight distance
- Markings
- Community information and requests
- Police Department information and requests
- DOT information and requests
- City Government information and requests
- Other information and requests

AGENCY/DEPARTMENT POSITION – Baltimore City DOT sees public benefit associated with increasing the existing commercial vehicle monitoring system cap and **supports** the advancement of Council Bill 22-0252.

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