

November 2017 Report of the Ridgely's Delight Neighborhood Association Parking Committee:

Options for Addressing Parking Problems in Ridgely's Delight

The Parking Committee for the Ridgely's Delight Association has been looking into a number of options for trying to improve parking in the neighborhood. Some of these are still being fully explored and we will be sending out information about these in the future. However, the options that have been accepted or rejected are shown below.

Analysis of the Current Parking Situation in Ridgely's Delight

We currently have 559 active Area 5 passes and 391 active guest passes. (Because of private parking and travel, not all cars with passes are parked in RPP spaces on any given night, but since that number is unknown, we will work with that for purposes of this analysis.) A prior study showed that on average there were over 45 guest passes in use on any given evening when school is in session. Plus, there are a variable number of cars without permits or guest passes that are legally parked for up to 2 hours until 10:00 p.m. and overnight between 10:00 p.m. and 9:00 a.m. And, of course, we always have some cars parked here illegally.

- 559+45 =604 RPP cars legally parked + an unknown number of unpermitted cars that can legally park for up to 2 hours or overnight after 10:00 p.m. and illegally parked cars

Our review shows that there are 511 residential parking spaces (RPP), and an additional 42 non-RPP spaces in the neighborhood

- 511+42= 553 total RPP and non-RPP spaces.

We have a shortfall of over 50 spaces for cars with permits or passes. And there is absolutely no space for additional cars..

Options that are Being Pursued

Participate in the Virtual Parking Permit Pilot

The city is moving to a Virtual Parking Permit system. Actual permits and passes will not be issued, so registration for virtual permits and guest passes can be done either online or via phone. This system will be based on license plate recognition and requires specialized equipment which will allow the city to identify parking violations from the enforcement officers' cars.

Use of this system in other cities has resulted in an increase in tickets for violations, which we hope will reduce illegal parking by non-residents. It will also prevent misuse of guest passes, since you will have to obtain these on a per-use basis and the system will not permit the same car to receive guest passes daily for an extended period.

Recommendation: We have asked the city to include Ridgely's Delight in its pilot for this system. Since we have unique parking issues, we hope this will allow us to have some input into the policies and design of the website for this system.

Change the Parking Renewal Month from June to November

Many graduating residents have leases that run through July or August. Some of these residents plan to move out of the neighborhood upon graduation, but find it convenient to have an Area 5 parking permit for the following year even after they leave. This change will prevent renewal of those permits. This change can be accomplished administratively.

Recommendation: The Parking Authority of Baltimore City (PABC) is analyzing their data to see the extent of this problem. They will share their findings with us and we will decide whether they justify changing our renewal month.

Options that are Not Viable, Believed Not to Be Acceptable to a Majority or Which Will Not Resolve the Problem

Eliminate Guest Passes

A suggestion has been made that we eliminate the use of guest passes.

Recommendation: One of our objectives was to identify solutions that could help to resolve the parking problems in a manner that is acceptable to the great majority of the neighborhood. We do not believe that most of the residents will support this option. Therefore, we have removed this option from further consideration.

Angled Parking on Portland to Add Spaces

This has previously been studied by the neighborhood and the city and rejected as non-viable.

The main problem really is that Portland is the only two-way street on the north side. Adding angle parking would necessitate making it ONE-WAY, which would require refiguring the traffic flow for the entire north side.

- If Portland became one-way (headed east to west), Dover St would have to be reversed.
- However, the garbage/recycling, and other large trucks, cannot make the turn from Fremont onto Dover, so Dover cannot be reversed.

Additionally, when implementing angled parking, different angles for the parking are used depending on the width of the road. The more acutely angled spaces result in a gain of fewer spaces. Due to Portland's width, it would have had the most angled spaces, so not many spaces would be gained.

Recommendation: This possible solution has been thoroughly explored by both members of the neighborhood and the city and it has previously been determined that this is not truly viable. Additionally, it will yield very little increase in RPP spaces. Therefore, we have removed this option from further consideration

Eliminate Residences that have Private Parking (i.e., Parking Pads, Garages or Parking Lots) from RPP.

We have spoken to the parking Authority of Baltimore City (PABC) about this and they tell us that it cannot be done.

Recommendation: We have removed this from further consideration as non-viable.

Permit Only 2 Decals per Residence

We currently permit 4 decals per residence plus a guest pass, but we simply have too few spaces for the number of cars legally allowed to park in RD. This change will require legislation.

Recommendation: All of the stadium neighborhoods allow 4 permits per residence. It is unlikely that we will get the legislation required to make this change. Therefore we have removed this from further consideration.

See if We Can Create a Neighborhood Enforcement Group that Can Write Tickets

We have discussed this with PABC and only Enforcement Officers can legally write tickets so this is not viable.

Recommendation: Remove this from further consideration, although we will invite Enforcement Officers to join us on our COP walks in the future to highlight the problems that we have and encourage better enforcement.

No Change

A meaningful majority of the neighborhood have expressed that parking is a real problem and expressed a desire for change.

Recommendation: Continue to identify possible solutions, identify the level of community support for each and proceed accordingly.