

# Ridgely's Delight Parking Study

October 2019



**PARKING**  
OF BALTIMORE CITY  
AUTHORITY

# Table of Contents

	Page
Introduction .....	3
Scope .....	3
Study Area Map.....	4
Elements .....	5
Existing Conditions Map .....	6
RPP Restricted Spaces .....	7
Reserved Handicapped Spaces.....	8
Metered Spaces.....	8
Unrestricted Spaces.....	8-9
RPP Decals Issued Over Time.....	9
Current, Active RPP Decals.....	9-10
Available On-Street Spaces.....	10
Parking Availability Matrices.....	11-13
Parking Availability Maps.....	14-20
RPP Space Utilization.....	21
Utilization Graphs.....	21-22
Non-RPP Vehicles in RPP Marked Areas and Parked in Violation.....	23-24
Cited Violations.....	24
Overall Findings.....	25
Recommendations.....	26
Appendix 1: Parking Study Request Letter.....	27
Appendix 2: Parking Management Plan.....	27

## **Introduction**

In the late Fall of 2018, the Parking Authority of Baltimore City (PABC) received a request from Councilman Eric Costello's office (District 11), in coordination with the Ridgely's Delight neighborhood, to conduct a parking study ("Study") in the neighborhood (see Appendix 1). Ridgely's Delight, which has some urban village characteristics like being medium density, mixed-use, and readily distinguishable, is located among several major parking generators, Oriole Park at Camden Yards, the University of Maryland Medical Center, the University of Maryland Baltimore and Downtown offices and businesses. It also has regulated on-street parking through Residential Permit Parking (RPP) Area 5 – Ridgely's Delight. The tight urban fabric of this community; which features narrow frontage rowhouses, a number of one-way streets with parking on one side of the street, and limited alley access often precluding vehicular access, makes this a unique opportunity to consider the parking environment – it's supply and demand; the current appropriateness of the parking regulations; and possible options, solutions, and tools.

The need for this baseline parking study was further hastened by the soon-to-be initiated Virtual Permit Parking (VPP) pilot program in the neighborhood. This program will provide an additional parking management tool in this high demand, low supply on-street parking environment. With these conditions, the PABC identified this parking study request as compelling and urgent and agreed to study the Ridgely's Delight parking environment in the Winter and Spring of 2019.

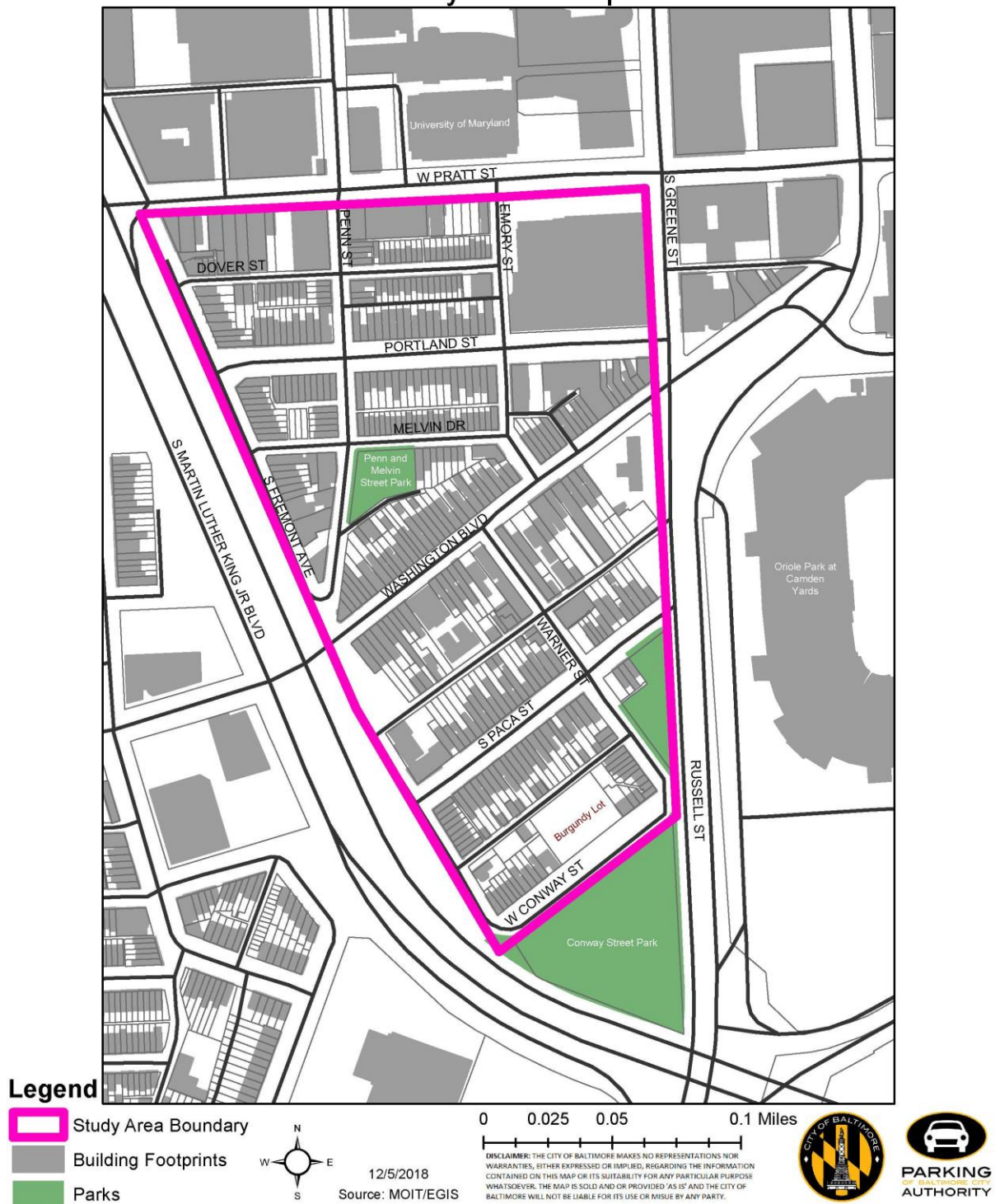
## **Scope**

The scope of the Ridgely's Delight Parking Study was established to cover the area bounded by:

- West Pratt Street to the north
- Conway Street Park to the south
- South Greene Street and Russell Street to the east
- South Martin Luther King Jr. Boulevard to the west

# Ridgely's Delight Parking Study

## Study Area Map



## Elements

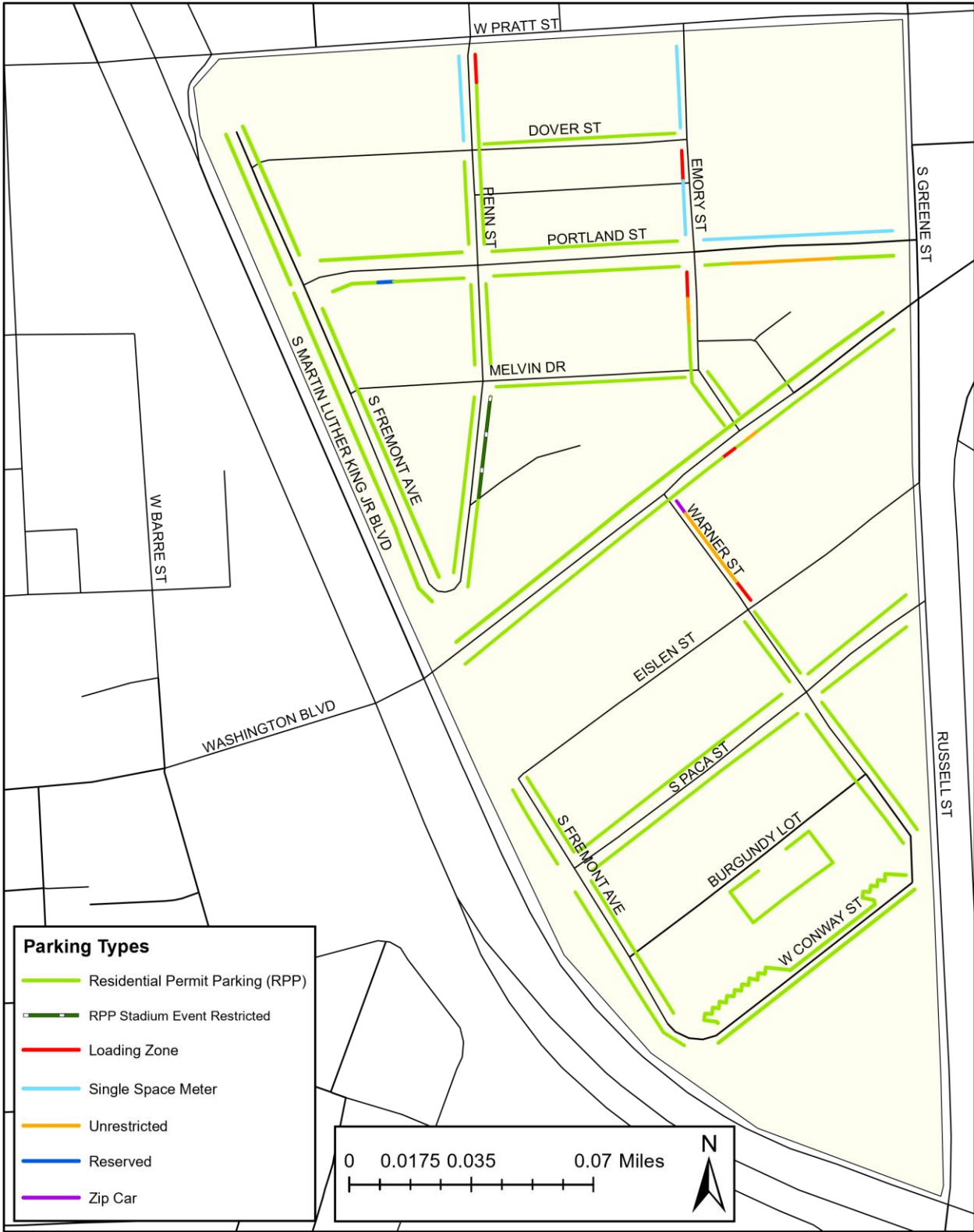
The following queries were covered in the Study in order to describe and understand the Ridgely' Delight parking environment:

- 1) Total number of RPP restricted spaces;
- 2) Total number of reserved handicapped spaces;
- 3) Total number of metered spaces;
- 4) Total number of unrestricted spaces;
- 5) Number of RPP decals issued, on average over the past three years;
- 6) Number of current, active RPP decals;
- 7) Number of RPP visitor permits issued, on average over the past three years;
- 8) Number of current, active RPP visitor permits;
- 9) Number of available on-street spaces at different times of day on different days of the week;
- 10) Number of RPP spaces utilized during different times of day on different days of the week;
- 11) Number of non-RPP vehicles in RPP marked areas during different times and days per week;
- 12) Number of non-RPP vehicles in RPP marked areas parked beyond RPP restriction duration limits; and
- 13) Number of non-RPP vehicles in RPP marked areas parked beyond RPP restriction duration limits that were cited.

From the answers to these queries, a baseline of parking data has been collected to better understand the parking circumstances in Ridgely's Delight, identify findings and propose initial recommendations.



# Ridgely's Delight Existing Conditions



## **RPP Restricted Spaces**

The Baltimore City RPP Program includes 48 designated RPP areas, each designated with its own specific number or letter. Parking in each of these areas is restricted to some degree to provide preferential parking privileges, chiefly, to those residents and their guests who display valid Residential Parking Permits and Visitors Passes on their automobiles.

The values and goals of the RPP Program are identified on the authorizing ordinance from City code as follows:

- To reduce hazardous traffic conditions resulting from the use of streets within these areas by nonresidents;
- To protect these areas from polluted air and thereby assist in attaining national ambient air quality standards as required by the Federal Clean Air Act;
- To protect these areas from excessive noise, trash and refuse caused by the entry of nonresident vehicles;
- To protect the residents of these areas from unreasonable burdens in gaining access to their residences;
- To preserve the residential character of those areas;
- To preserve the value of the property in those areas;
- To preserve the safety of children and other pedestrians; and
- The peace, good order, comfort, convenience, and welfare of the inhabitants of the City.

There are 451 Residential Permit Parking (RPP) spaces within the Ridgely's Delight Parking Study area.

The vast majority of the block faces within the Study area that have on-street parking spaces have RPP Area 5 – Ridgely's Delight parking restrictions. The parking restrictions that are posted and enforced in Area 5 are:

- "2 HOUR PARKING LIMIT IN AREA #5 / 7AM-12MIDNIGHT / AREA #5 PERMIT HOLDERS EXCEPTED"
- "NOTICE / STADIUM EVENT RESTRICTED PARKING / NO PARKING IN AREA #5 1PM-12MIDNIGHT / AREA #5 PERMIT HOLDERS EXCEPTED / TOW AWAY ZONE"

## **Reserved Handicapped Spaces**

There is one residential reserved disabled parking space within the Study area. It is located on the south side of the 700 block of Portland Street.

The Residential Reserved Disabled Parking program provides qualifying residents the accommodation of better accessibility to the communities in which they live. Residents with permanent, mobility restricting disabilities can inquire about their eligibility. In order to qualify residents must get supporting signatures from at least six nearby property owners, with an emphasis placed on abutting properties. This can be a challenge in Ridgely's Delight because the neighborhood is made up of narrow rowhomes. Residents who participate in the program must submit a renewal application with proper documentation on an annual basis or their signs will be removed. Violators who park in the designated spaces without a permit are subject to a \$500 fine.

## **Metered Spaces**

There are 23 metered parking spaces within the Study area. The metered spaces are located on the following block faces:

- West side of 200 Emory Street (8 spaces)
  - \$2.00 per hour, 4-hour maximum stay, 8 a.m. – 6 p.m. Monday – Saturday
- West side of 200 Penn Street (5 spaces)
  - \$2.00 per hour, 4-hour maximum stay, 8 a.m. – 6 p.m. Monday – Friday
- North side of 600 Portland Street (10 spaces)
  - \$2.00 per hour, 4-hour maximum stay, 8 a.m. – 6 p.m. Monday – Saturday

Parking meters regulate on-street parking spaces for the benefit of customers and visitors of commercial, institutional, and mixed-use buildings. Meters create parking availability, encourage parking turnover, and can be adjusted to fit the needs of each block face.

## **Unrestricted Spaces**

There are 15 unrestricted parking spaces within the Study area. The unrestricted spaces are located on the following block faces:

- West side of 300 Emory Street (2 spaces)
- South side of 600 Portland Street (6 spaces)
- East side of 500 Warner Street (6 spaces)
- South side of 600 Washington Boulevard (1 space)



These unrestricted spaces are a parking resource for residents with an RPP permit, residents without an RPP permit, visitors, and customers of neighborhood businesses.

### **RPP Decals Issued Over Time**

Over the past three years, 608 resident decals and 426 visitor decals were issued based on an annual average. The reviewed numbers below cover a year extending from May to June of the following year. In addition to permits being issued some were canceled. This cancelation factor is reflected in the current permits issued in the next section.

<b>Average Number of Resident and Visitor RPP Decals Issued Per Year</b>		
	<b>Resident</b>	<b>Visitor</b>
<b>2016-2017</b>	609	424
<b>2017-2018</b>	628	431
<b>2018-2019</b>	587	422
<b>Average</b>	608	426

### **Current, Active RPP Decals**

Ridgely's Delight is comprised of 486 RPP eligible dwelling units. Of those units, approximately 60% of units have 0 or 1 resident permits and around 80% of units have a visitor permit. As of May 2019, the total number of resident permits issued is 552, and the total number of visitor permits is 391. As mentioned earlier, the total number of RPP restricted spaces in the neighborhood is 451, so the resident permits alone exceed the parking supply by 101.

It should be noted that a permit does not guarantee an on-street parking space. However, it provides a preference and opportunity for residents to be able to park in the neighborhood. Like other RPP areas in Baltimore, it is highly unlikely all the permits would be in use at the same time. Furthermore, it would not be possible in Ridgely's Delight due to the limited supply of parking. Because of the temporary and fluctuating nature of parking demand, high RPP participation would not automatically necessitate or even suggest stricter parking regulations in and of itself. The number of permits issued in Ridgely's Delight is comparable to other parts of South Baltimore.

<b>RPP Permit Quantity</b>	<b>Number of Dwelling Units Issued Resident Permits*</b>	<b>Number of Dwelling Units Issued Visitor Permits*</b>
No permits issued	144	97
1 permit issued	187	391
2 permits issued	112	0
3 permits issued	31	0
4 permits issued	12	0
<b>Total Number of Permits Issued and Still Active</b>	<b>552</b>	<b>391</b>

\*No more than 4 resident permits and 1 visitor permit can be issued per eligible dwelling.

## Available On-Street Spaces

This Study indicates there is parking availability throughout the neighborhood at all times; however, the available on-street spaces are not always directly next to the residents' homes that need parking. The availability is lowest at night and in the early morning (9 p.m. - 6 a.m.) and during Stadium Events. However, there is more availability during the weekdays and weekends.

This is a common pattern in residential areas throughout Baltimore. In fact, during those time periods of lower demand, parking availability is present on 61% to 81% of block faces. Parking availability is greatest from Washington Boulevard southward in the neighborhood. Still, there was always parking availability north of Washington Boulevard, but on fewer block faces. Overall 62% of the block face time periods show parking availability. The following matrices highlight when and where parking is available throughout the neighborhood.

## Parking Availability Matrices

Weekday										
Block	Side	Street	12 am - 3 am	3am - 6 am	6am - 9 am	9 am - 12 pm	12 pm - 3 pm	3 pm - 6 pm	6 pm - 9 pm	9 pm - 12 am
600	NS	Dover	Unavailable	Unavailable	Unavailable	Available	<b>Unavailable</b>	Available	Unavailable	Unavailable
200	WS	Emory	Available	Available	Available	Available	Available	Available	Unavailable	Unavailable
300	ES	Emory	Unavailable	Unavailable	Unavailable	Unavailable	Available	Available	Unavailable	Unavailable
300	WS	Emory	<b>Unavailable</b>	<b>Unavailable</b>	Available	Available	Available	Available	Available	Unavailable
600	SS	Melvin	Unavailable	Unavailable	Available	Available	Unavailable	Unavailable	Unavailable	Unavailable
200	ES	Penn	Unavailable	Unavailable	<b>Unavailable</b>	Unavailable	Unavailable	Unavailable	<b>Unavailable</b>	Unavailable
200	WS	Penn	Unavailable	Unavailable	Available	Available	Unavailable	Available	Available	Unavailable
300	ES	Penn	Unavailable	Unavailable	Available	Available	Available	<b>Unavailable</b>	Unavailable	Unavailable
300	WS	Penn	Unavailable	Unavailable	Available	Available	Unavailable	Unavailable	Unavailable	Unavailable
400	ES	Penn	Unavailable	Unavailable	Available	Available	Available	Available	Available	Unavailable
400	WS	Penn	Unavailable	Unavailable	Available	Available	Available	Available	Unavailable	Unavailable
600	NS	Portland	Unavailable	Unavailable	Available	Available	Unavailable	Available	Available	Available
600	SS	Portland	Unavailable	Unavailable	Available	Available	Available	Available	<b>Unavailable</b>	<b>Unavailable</b>
700	NS	Portland	Unavailable	Unavailable	<b>Unavailable</b>	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable
700	SS	Portland	Unavailable	Unavailable	Unavailable	<b>Unavailable</b>	Unavailable	<b>Unavailable</b>	Unavailable	Unavailable
200	ES	S. Fremont	Unavailable	Unavailable	Unavailable	<b>Unavailable</b>	Available	Unavailable	Available	Available
200	WS	S. Fremont	Available	Available	Available	Available	Available	Available	Unavailable	Unavailable
300	ES	S. Fremont	Unavailable	Unavailable	Available	Available	Available	Available	Available	Available
300	WS	S. Fremont	Unavailable	Unavailable	Available	Available	<b>Unavailable</b>	Available	Available	Available
500	ES	S. Fremont	Available	Available	Available	Available	Available	<b>Unavailable</b>	Available	Available
500	WS	S. Fremont	Available	Available	Available	Available	Available	Available	Available	<b>Unavailable</b>
600	ES	S. Fremont	Available	Available	Available	Available	Available	Available	Available	Available
600	WS	S. Fremont	Available	Available	Available	Available	Available	Available	Available	Available
500	NS	S. Paca	<b>Unavailable</b>	<b>Unavailable</b>	Available	Available	Available	Available	Available	Available
500	SS	S. Paca	Unavailable	Unavailable	Unavailable	Available	Available	Available	Available	Unavailable
600	NS	S. Paca	Unavailable	Unavailable	Available	Available	Available	Available	Available	Available
600	SS	S. Paca	Available	Available	Available	Available	Available	Available	Available	Available
600	NS	W. Conway	Available	<b>Unavailable</b>	Available	Available	Available	Available	Available	Available
600	SS	W. Conway	Available	Available	Available	Available	Available	Available	Available	Available
500	ES	Warner	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable
500	WS	Warner	Unavailable	Unavailable	<b>Unavailable</b>	<b>Unavailable</b>	Unavailable	Unavailable	Available	<b>Unavailable</b>
600	ES	Warner	Unavailable	Unavailable	Available	Available	Available	Available	Available	Available
600	WS	Warner	Unavailable	Unavailable	Available	Available	Available	Available	Available	Unavailable
600	NS	Washington	Unavailable	Unavailable	Available	Available	Available	Available	Unavailable	Unavailable
600	SS	Washington	Unavailable	Unavailable	Available	Available	Available	Available	Available	<b>Unavailable</b>
		Burgundy Lot	Available	Available	Available	Available	Available	Available	Available	Available
Total Available Block Faces per Time Period			10	9	27	29	25	26	22	14
Total Unavailable Block Faces per Time Period			26	27	9	7	11	10	14	22
Percentage of Block Faces with Availability by Time Period			28%	25%	75%	81%	69%	72%	61%	39%

\*When “**unavailable**” is bold/italicized there would have been parking spaces available if the non-RPP vehicles on that block face at the time were removed. In other words, those time periods would be “Available”/green if not for non-RPP vehicles.

Weekend						
Block	Side	Street	10 am - 12 pm	12 pm - 3 pm	3pm - 6 pm	6pm - 8 pm
600	NS	Dover	Available	Unavailable	Available	Available
200	WS	Emory	Available	Available	Available	Available
300	ES	Emory	<b>Unavailable</b>	Available	Unavailable	Available
300	WS	Emory	Available	Available	Available	Available
600	SS	Melvin	Available	Available	Available	Available
200	ES	Penn	Unavailable	Unavailable	Unavailable	Unavailable
200	WS	Penn	Unavailable	Unavailable	Unavailable	Unavailable
300	ES	Penn	Available	Available	Available	Available
300	WS	Penn	<b>Unavailable</b>	<b>Unavailable</b>	Unavailable	<b>Unavailable</b>
400	ES	Penn	Available	Available	Available	Available
400	WS	Penn	Available	Available	Available	Available
600	NS	Portland	Available	Available	Available	Available
600	SS	Portland	Available	Available	Available	Available
700	NS	Portland	Unavailable	Unavailable	Available	Available
700	SS	Portland	Available	Available	Available	Available
200	ES	S. Fremont	Available	Available	Unavailable	Available
200	WS	S. Fremont	Available	Available	Available	Available
300	ES	S. Fremont	Unavailable	Available	Available	Available
300	WS	S. Fremont	Unavailable	Available	Available	<b>Unavailable</b>
500	ES	S. Fremont	Available	Available	Available	<b>Unavailable</b>
500	WS	S. Fremont	Available	Available	Available	Available
600	ES	S. Fremont	Available	Available	Available	Available
600	WS	S. Fremont	Available	Available	Available	Available
500	NS	S. Paca	Available	Available	Available	Unavailable
500	SS	S. Paca	Available	Available	Available	<b>Unavailable</b>
600	NS	S. Paca	Available	Available	Available	Available
600	SS	S. Paca	Available	Available	Available	Available
600	NS	W. Conway	Available	Available	<b>Unavailable</b>	Available
600	SS	W. Conway	Available	Available	Available	Available
500	ES	Warner	Unavailable	Unavailable	Unavailable	Unavailable
500	WS	Warner	Unavailable	Available	Available	<b>Unavailable</b>
600	ES	Warner	Available	Available	Available	Available
600	WS	Warner	Available	Available	Available	Available
600	NS	Washington	Available	Available	Available	Available
600	SS	Washington	Available	Available	Available	Available
		Burgundy Lot	Available	Available	Available	Available
Total Available Block Faces per Time Period			27	30	29	27
Total Unavailable Block Faces per Time Period			9	6	7	9
Percentage of Block Faces with Availability by Time Period			75%	83%	81%	75%

\*When “**unavailable**” is bold/italicized there would have been parking spaces available if the non-RPP vehicles on that block face at the time were removed. In other words, those time periods would be “Available”/green if not for non-RPP vehicles.

Stadium Event				
Block	Side	Street	6pm - 9 pm	9pm- 11 pm
600	NS	Dover	Unavailable	Unavailable
200	WS	Emory	Available	Available
300	ES	Emory	Unavailable	Unavailable
300	WS	Emory	Available	Available
600	SS	Melvin	Unavailable	Unavailable
200	ES	Penn	Unavailable	Unavailable
200	WS	Penn	Available	Unavailable
300	ES	Penn	Unavailable	Unavailable
300	WS	Penn	Unavailable	Unavailable
400	ES	Penn	Unavailable	Unavailable
400	WS	Penn	Unavailable	Unavailable
600	NS	Portland	Unavailable	Available
600	SS	Portland	<b>Unavailable</b>	<b>Unavailable</b>
700	NS	Portland	Unavailable	Unavailable
700	SS	Portland	Unavailable	Unavailable
200	ES	S. Fremont	Unavailable	Unavailable
200	WS	S. Fremont	Available	<b>Unavailable</b>
300	ES	S. Fremont	Available	Unavailable
300	WS	S. Fremont	Available	Unavailable
500	ES	S. Fremont	Available	Available
500	WS	S. Fremont	Available	Available
600	ES	S. Fremont	Available	Available
600	WS	S. Fremont	Available	Available
500	NS	S. Paca	Available	Unavailable
500	SS	S. Paca	Unavailable	Unavailable
600	NS	S. Paca	Available	Available
600	SS	S. Paca	Available	Available
600	NS	W. Conway	Available	Available
600	SS	W. Conway	Available	Available
500	ES	Warner	Available	Available
500	WS	Warner	Unavailable	Unavailable
600	ES	Warner	Available	Available
600	WS	Warner	Available	Available
600	NS	Washington	Available	Unavailable
600	SS	Washington	Available	<b>Unavailable</b>
		Burgundy Lot	Available	Available
Total Available Block Faces per Time Period			21	15
Total Unavailable Block Faces per Time Period			15	21
Percentage of Block Faces with Availability by Time Period			58%	42%

\*When “**unavailable**” is bold/italicized there would have been parking spaces available if the non-RPP vehicles on that block face at the time were removed. In other words, those time periods would be “Available”/green if not for non-RPP vehicles.

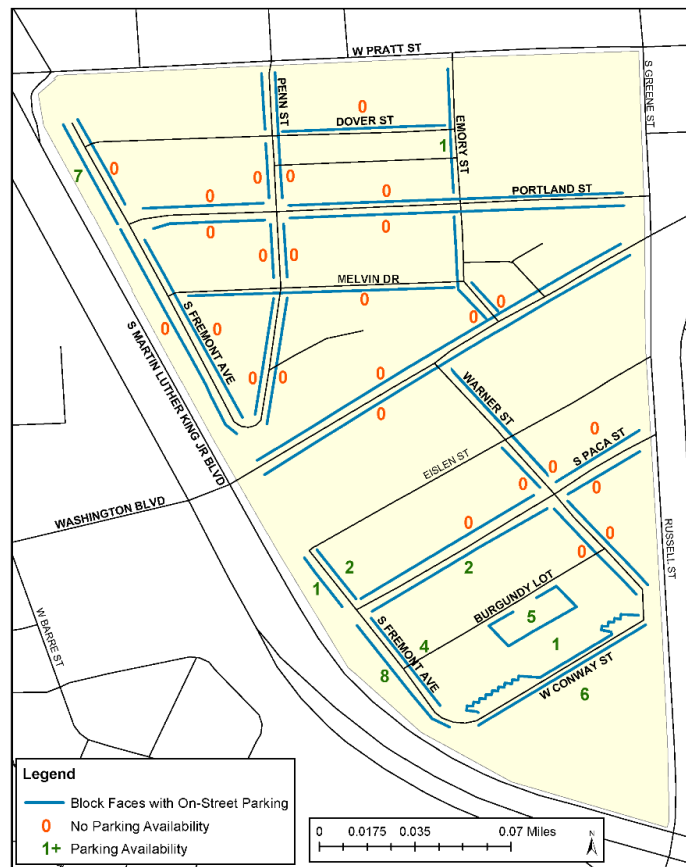


## Parking Availability Maps

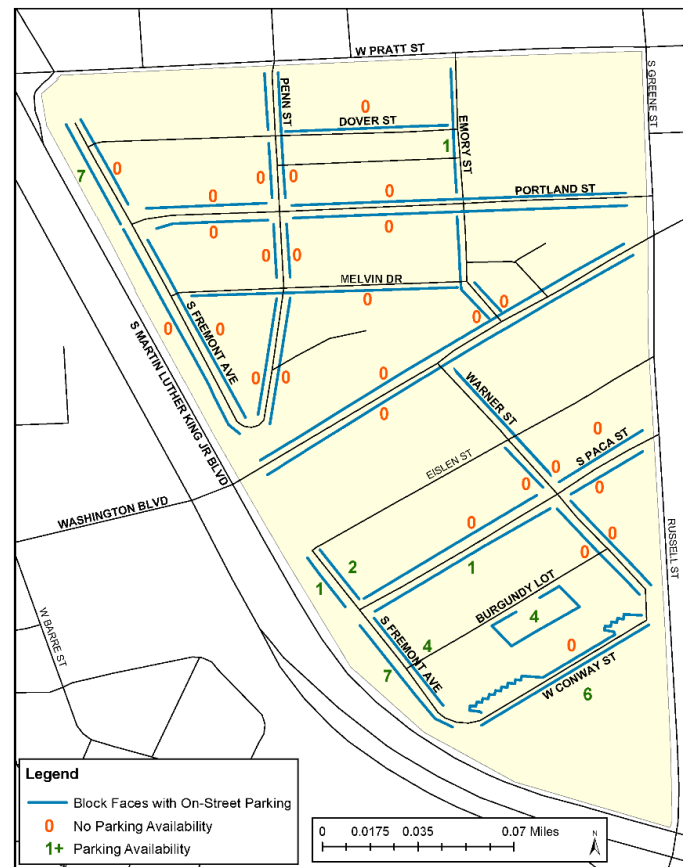
The following maps identify the location and extent of parking availability throughout the Study area. The days and time periods match the parking availability matrices.

### Weekday (12 AM Midnight to 6 AM)

Available Parking Spaces 12AM to 3AM (Weekday)

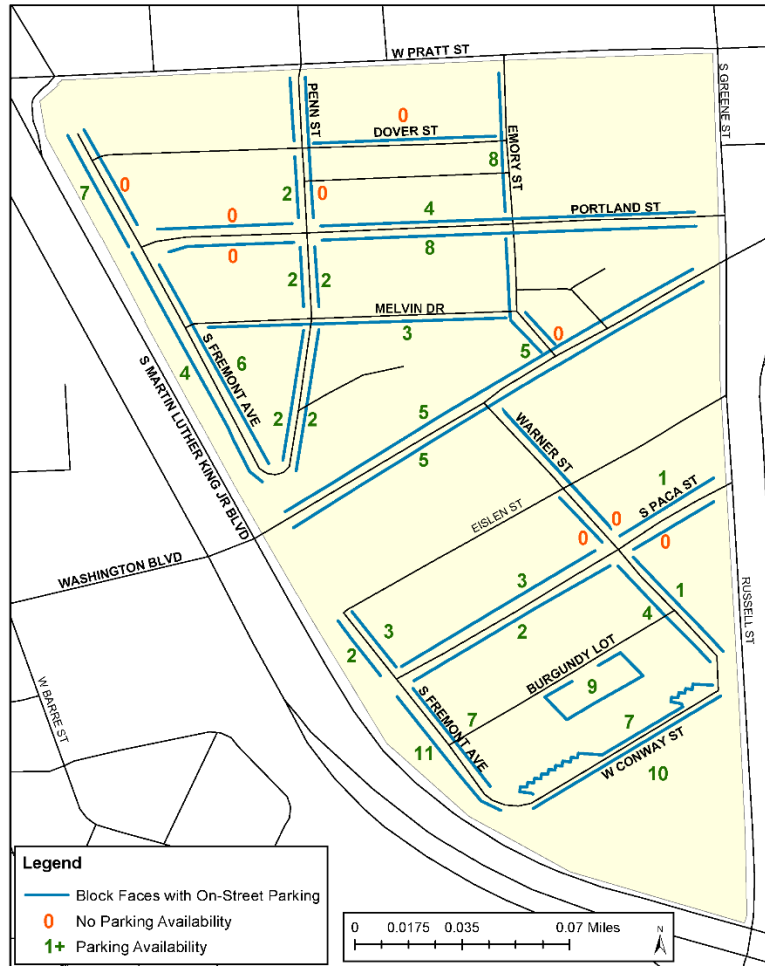


Available Parking Spaces 3AM to 6AM (Weekday)

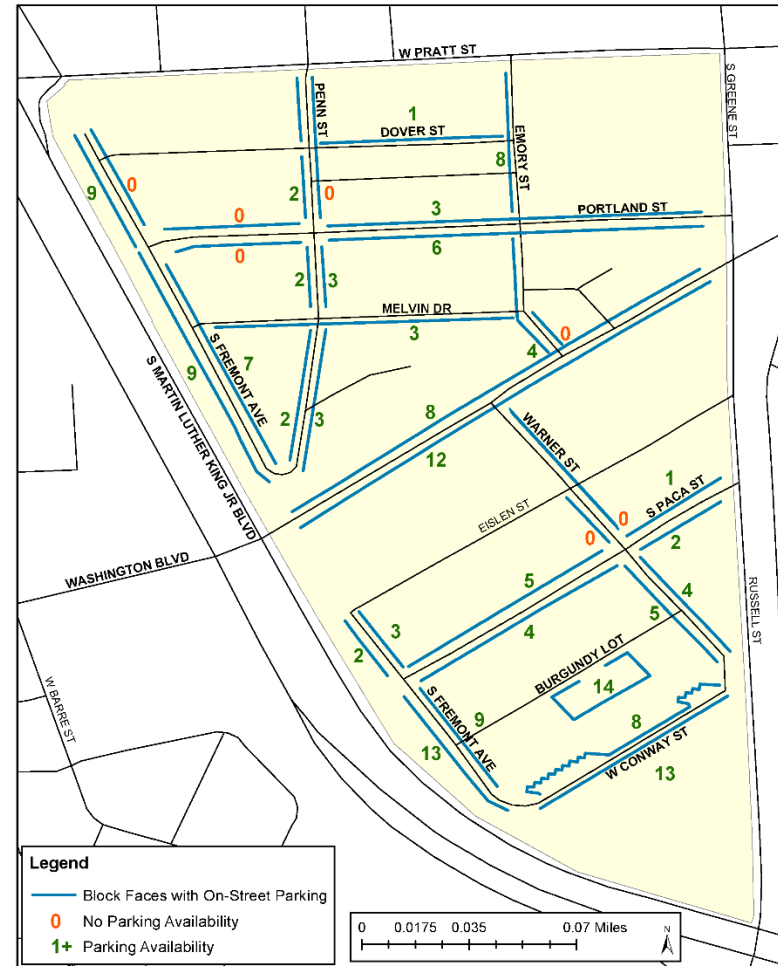


## Weekday (6 AM to 12 PM Noon)

Available Parking Spaces 6AM to 9AM (Weekday)

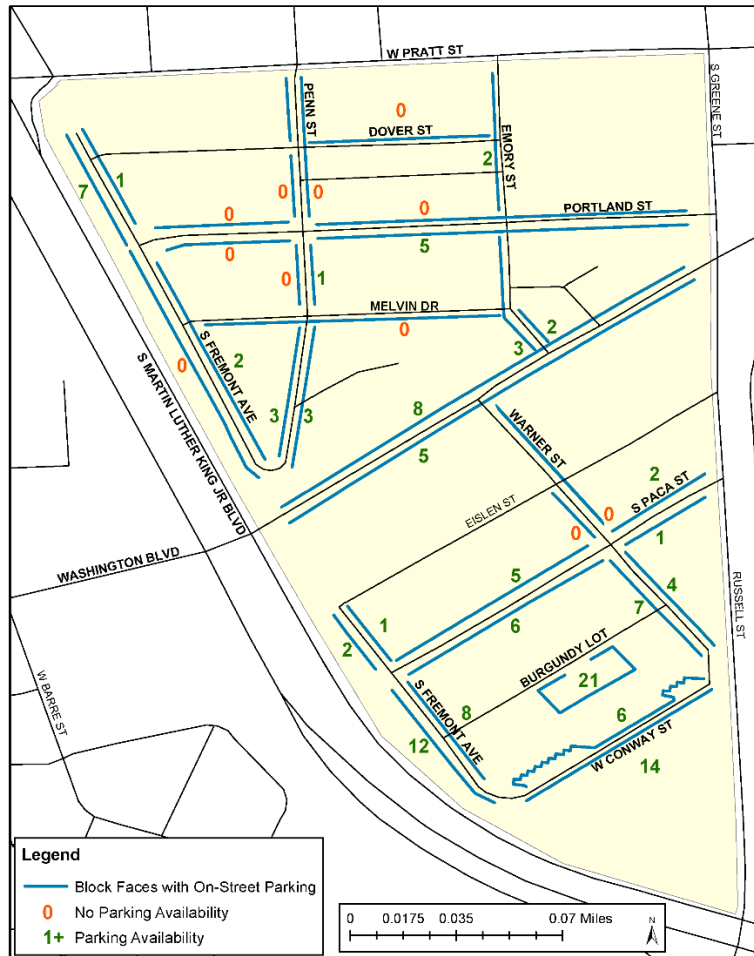


Available Parking Spaces 9AM to 12PM (Weekday)

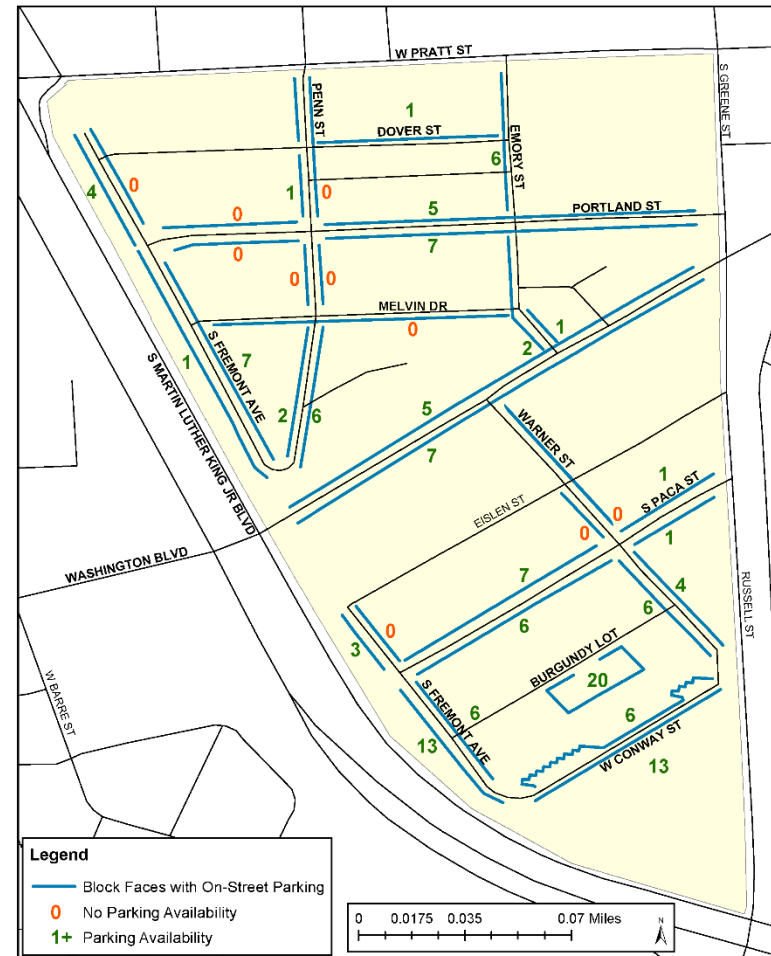


## Weekday (12 PM Noon to 6 PM)

Available Parking Spaces 12PM to 3PM (Weekday)

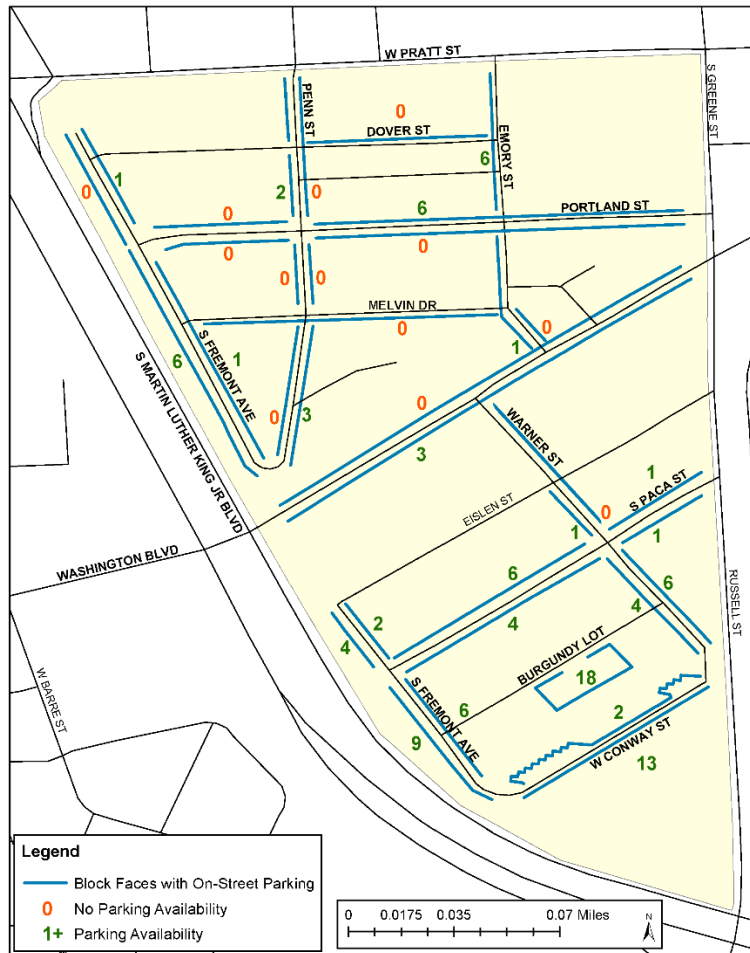


Available Parking Spaces 3PM to 6PM (Weekday)

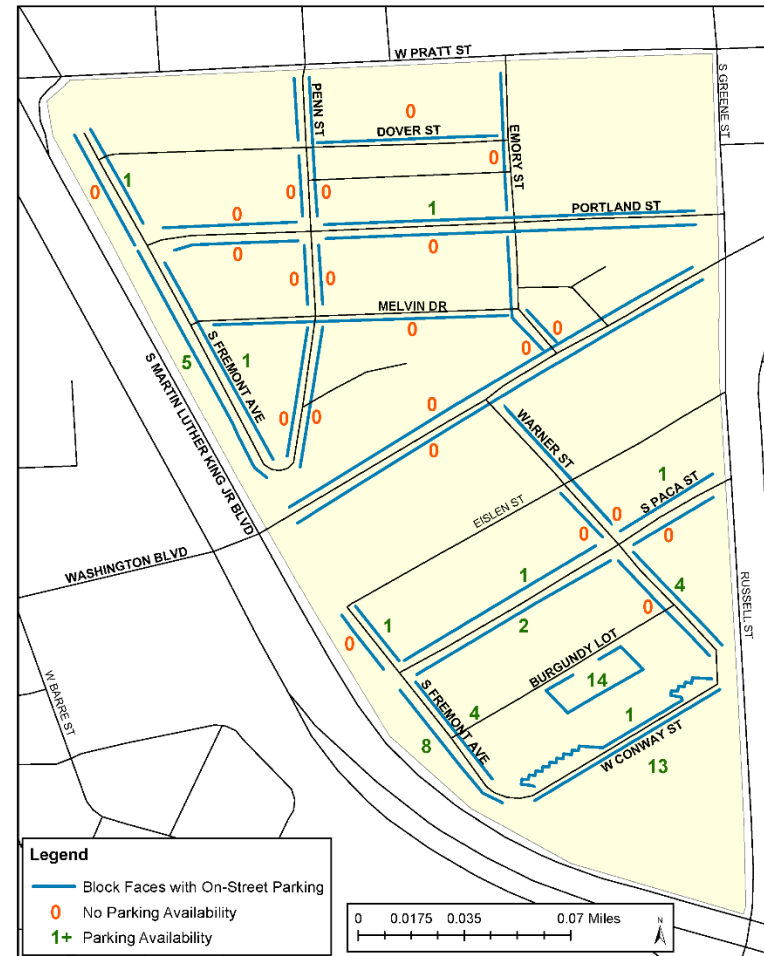


## Weekday (6 PM to 12 AM Midnight)

Available Parking Spaces 6PM to 9PM (Weekday)

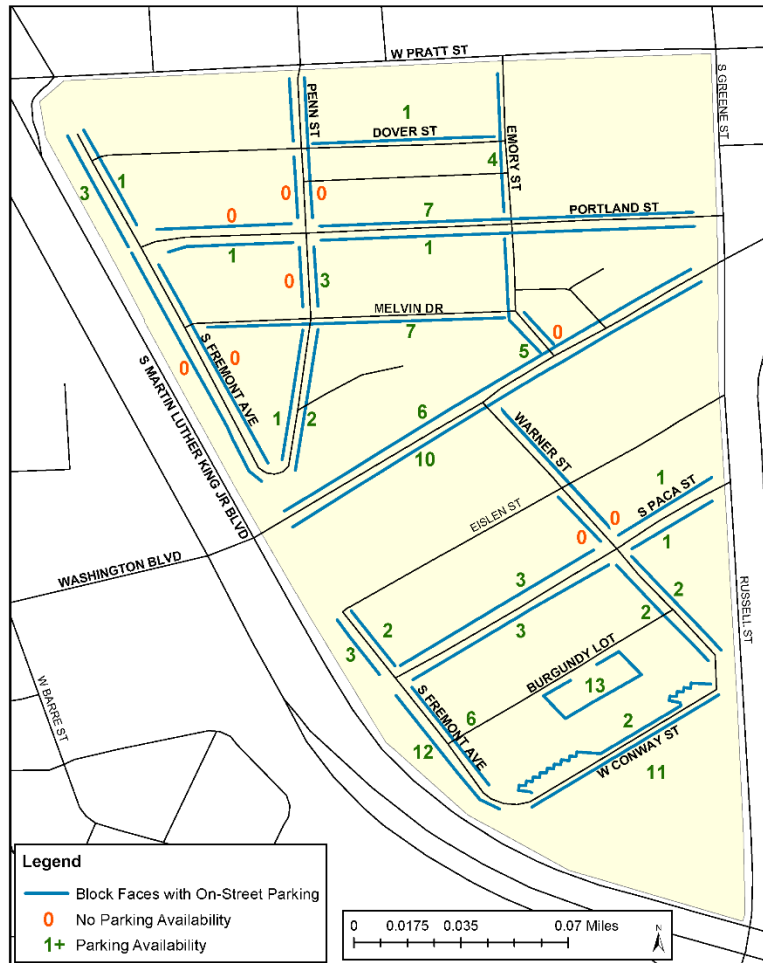


Available Parking Spaces 9PM to 12AM (Weekday)

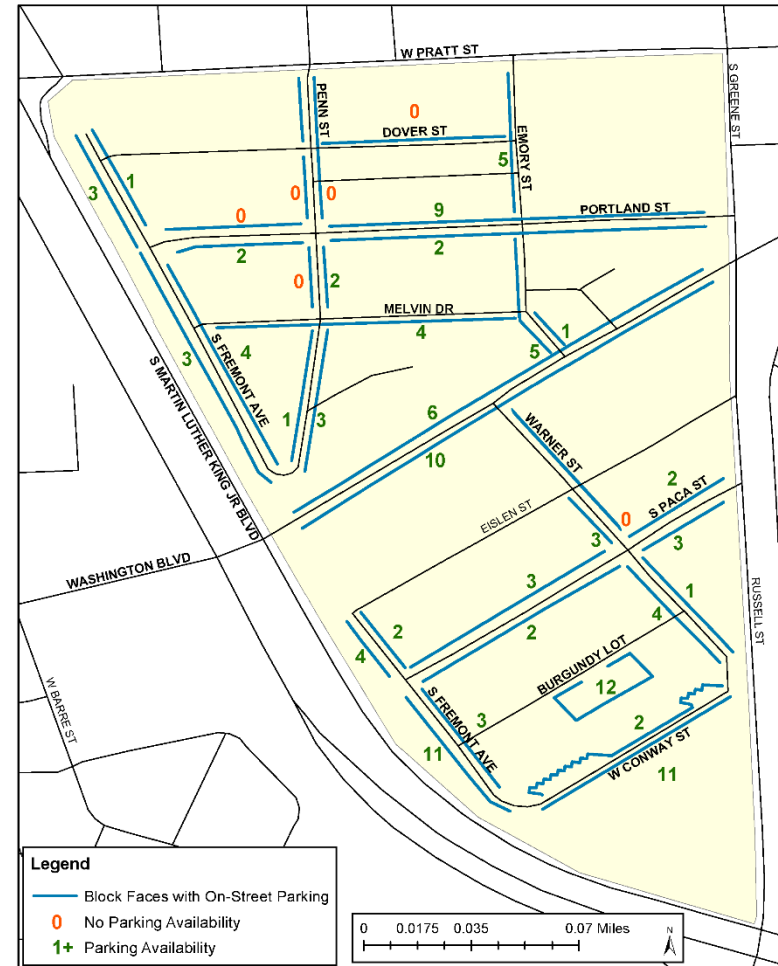


## Weekend (10 AM to 3 PM)

Available Parking Spaces 10AM to 12PM (Weekend)



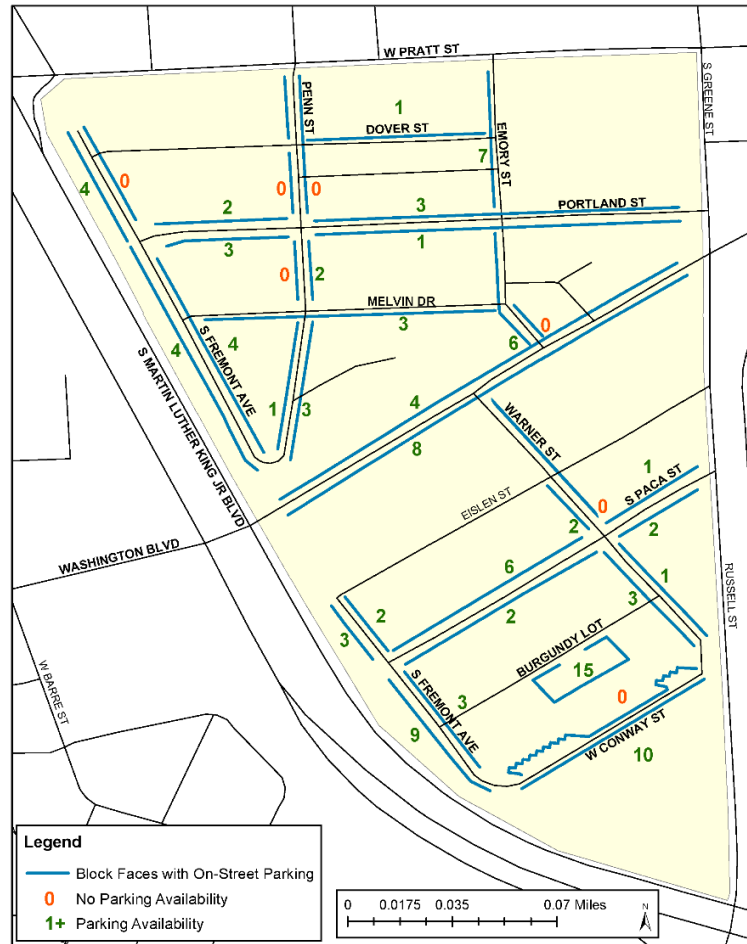
Available Parking Spaces 12PM to 3PM (Weekend)



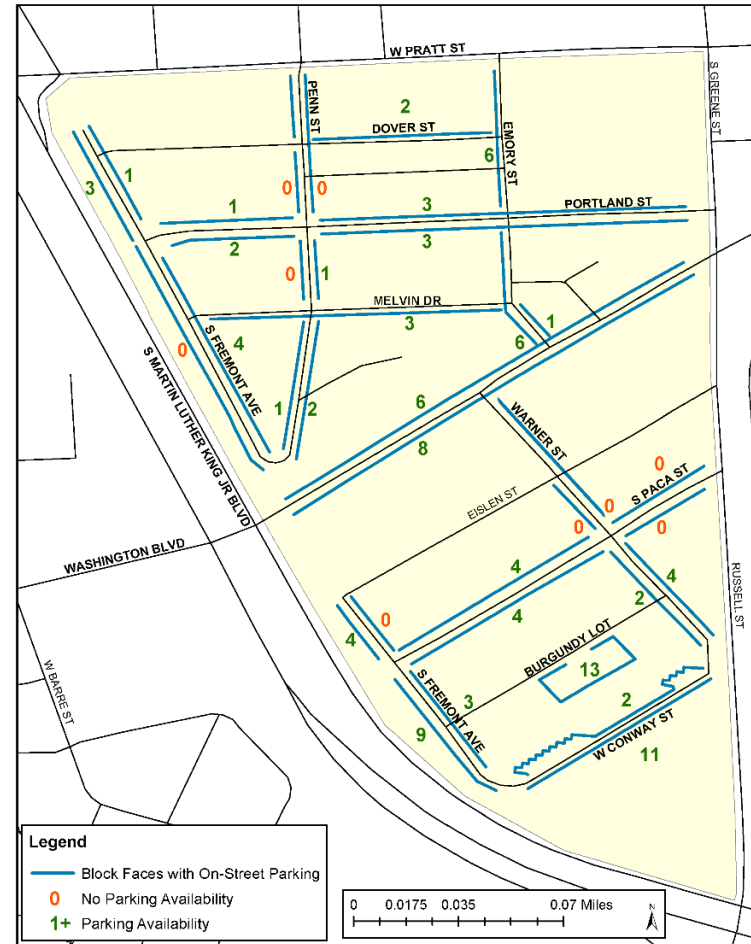


## Weekend (3 PM to 8 PM)

Available Parking Spaces 3PM to 6PM (Weekend)

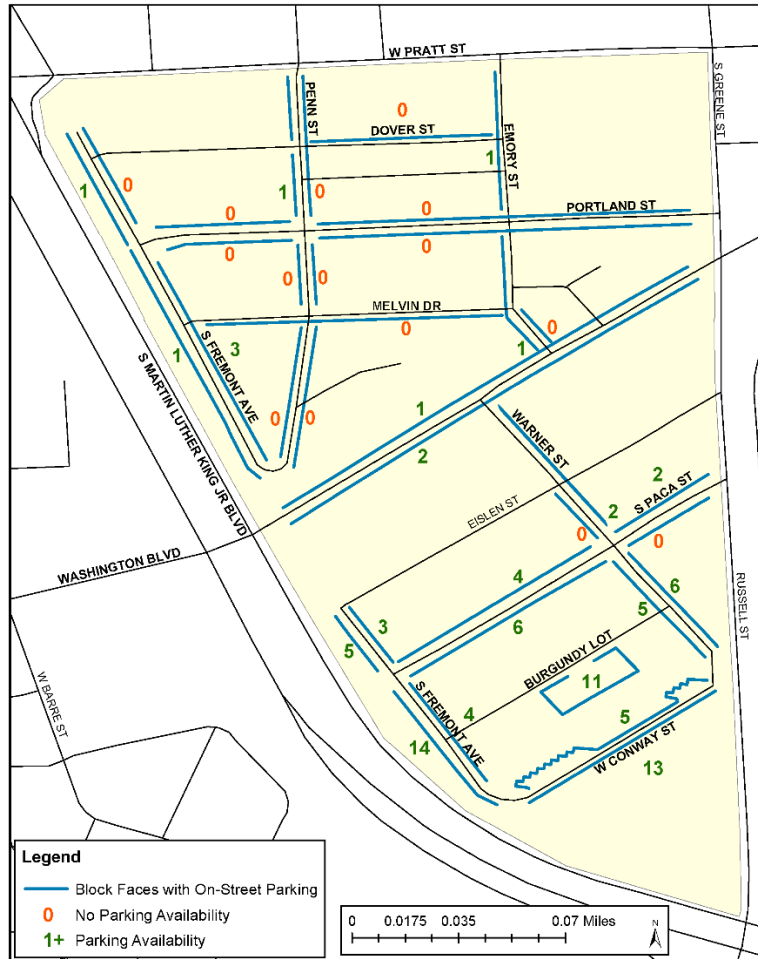


Available Parking Spaces 6PM to 8PM (Weekend)

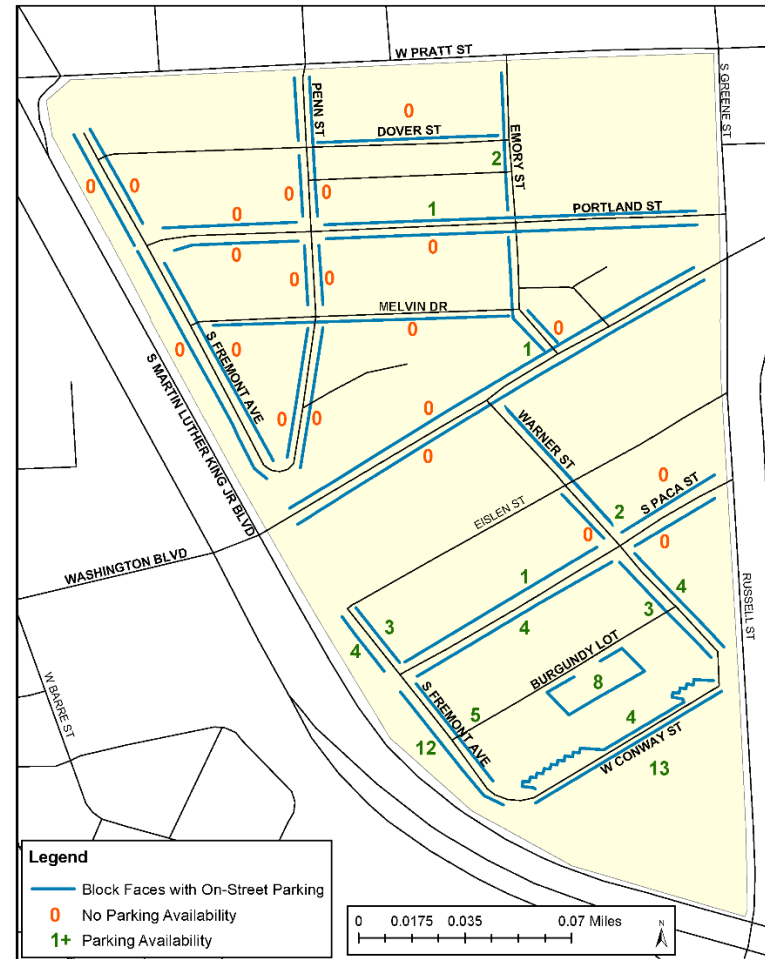


## Stadium Event (6 PM to 11 PM)

Available Parking Spaces 6PM to 9PM (Stadium Event)

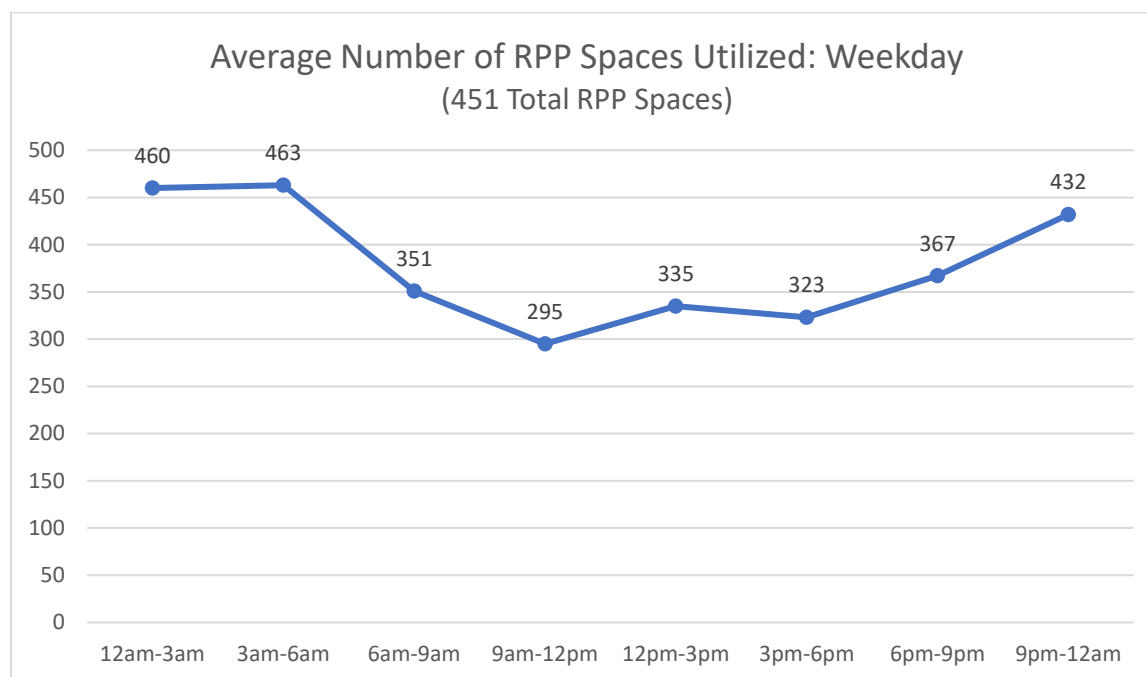


Available Parking Spaces 9PM to 11PM (Stadium Event)

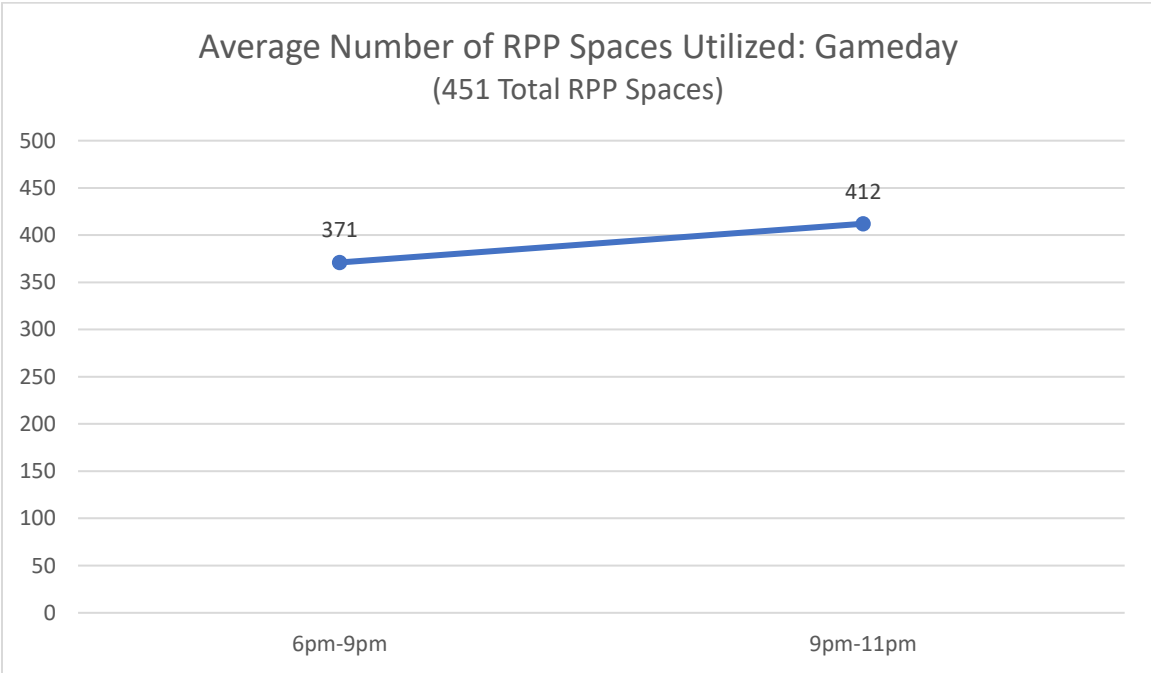
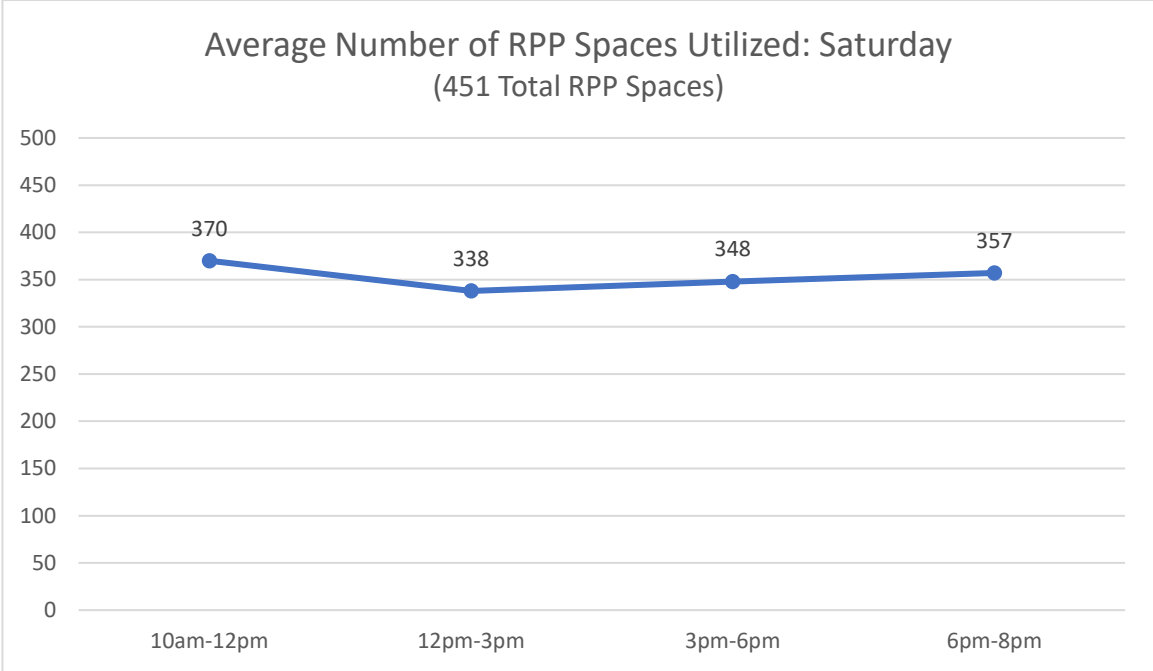


## RPP Space Utilization

The following three graphs show the average number of RPP spaces utilized during different time periods of the day on different days of the week: a weekday, a Saturday, and an Orioles gameday. As noted previously, there are 451 total RPP spaces in the Study area. As shown on the graphs, overall there is generally ample availability at RPP spaces except for the overnight hours. However, as shown in the parking availability matrices on pages 11-13, for every time period, there are block faces with parking availability.



\*Parking utilization can exceed the inventory because of the presence of smaller vehicles, more tightly spaced parking behavior and illegal parking in no stopping areas.



## Non-RPP Vehicles in RPP Marked Areas and Parked in Violation

Non-RPP vehicles were present throughout the study and were most common during mid-day and the weekend. Except during the stadium event, where all non-RPP vehicles were in violation, around 30% of non-RPP vehicles went into violation status (parked beyond the 2-hour duration limit). Still, non-RPP vehicles were a small percentage of overall vehicles, occupying no more than 3%-11% of the RPP parking inventory. If non-RPP vehicles were fully restricted from parking on-street in Ridgely's Delight and never actually parked in the neighborhood, 35 block face time periods would show availability. This measure is reflected in the parking availability matrices (Pages 11-13) where time periods that are in bold would have switched from unavailable to available based on the elimination of non-RPP vehicles. Out of 504 block face time periods surveyed, less than 7% of the block face time periods would have switched from unavailable to available. This limited improvement would rarely result in more than one additional available parking space on a block face and would make it challenging, if not impossible, for most residential deliveries; brief unscheduled visits; and personal service providers, like dogwalkers, to access the neighborhood without running the risk of being cited.

Weekday									
	12 AM - 3 AM	3 AM - 6 AM	6 AM - 9 AM	9 AM - 12 AM	12 PM - 3 PM	3 PM - 6 PM	6 PM - 9 PM	9 PM - 12 AM	Total
# of Non RPP Vehicles	31	32	29	30	50	46	39	35	292
# of Possible RPP Violations	N/A <sup>1</sup>	N/A <sup>1</sup>	N/A <sup>1</sup>	27	18	7	15	16	83
Tickets for RPP Violation	0	0	0	0	0	0	0	0	0

<sup>1</sup> Current RPP regulations are not applicable or enforceable during these time periods.

Weekend					
	10 AM - 12 PM	12 PM - 3 PM	3 PM - 6 PM	6 PM - 8 PM	Total
# of Non RPP Vehicles	45	31	45	35	156
# of Possible RPP Violations	N/A <sup>2</sup>	18	20	14	52
Tickets for RPP Violation	0	0	0	0	0

<sup>2</sup> This information was not available because the study did not start until 10 AM and the review period and permitted RPP duration are 2 hours.



<b>Stadium Event</b>			
	<b>6 PM - 9 PM</b>	<b>9 PM - 11 PM</b>	<b>Total</b>
# of Non RPP Vehicles	26	9	35
# of Possible RPP Violations	26	9	35
Tickets for RPP Violation	0	0	0

## **Cited Violations**

Field visits to Ridgely's Delight and a search of the OpenBaltimore database for parking citations identified one parking citation being issued during the times and days covered by the Study. The citation was issued for parking in a "No Stopping" zone on the east side of the 400 block of Penn Street. No other citations were identified as being issued during the times and days covered by the study.

It should be noted that BCDOT-Enforcement was present in the neighborhood during the stadium event, and 35 vehicles were identified as being in violation of the RPP duration limit for stadium events. However, no citations were issued.

## Overall Findings

On-street parking is available on most block faces during the day and on the weekend, is less available during stadium events, and is the least available at night.

During the Study field visits, parking was always available somewhere in the neighborhood.

The northern part of the neighborhood (north of Washington Boulevard) has the least parking availability. Still, it has broad parking availability during the day and limited availability at night.

A few block face time periods (6.9%) would shift from unavailable to available if non-RPP vehicles were completely restricted from Area 5, and if those non-RPP vehicles adhered to that restriction and did not park in the neighborhood.

The metered parking on Emory and West Pratt Streets have some availability during the 12 a.m. – 6 a.m. weekday time period when parking is most in demand in the neighborhood itself, but the meters are not in effect. The meters do not go into effect until 8 a.m., and RPP parking becomes widely available after 7 a.m. The metered parking inventory can serve as an overflow parking supply when parking is least available in the northern part of the neighborhood.

Parking Enforcement is inadequate in Ridgely's Delight. Even during the 0-hour RPP (Stadium Event) that was observed, no citations appeared to be issued. There were 35 non-RPP vehicles present on RPP restricted curb frontages, and all were in violation of the RPP restrictions. During the entire Study (39 hours), no RPP related parking citations were observed.

The number of resident and visitor permits issued per eligible dwelling unit in Ridgely's Delight is comparable or less than the other RPP areas in South Baltimore.

Non-RPP parking during stadium events is about the same amount as during weekdays and weekends although there is no grace period for non-RPP parking during stadium events. This suggests that reducing the RPP grace period from 2 hours would have little or no effect on parking availability especially, absent more effective enforcement.

## Recommendations

- Share the results of the Study with BCDOT and encourage more effective and regular RPP parking enforcement, especially with the arrival of VPP.
- Ensure that all RPP signage is posted and visible.
- Coordinate with Baltimore City Parks and Recreation to determine if the on-street parking on the east side of the 400 block of Penn Street could be completely RPP restricted - as opposed to the current signed regulation where it is only in effect during stadium events.
- Assist the residents of Ridgely's Delight in identifying nearby off-street parking resources, especially for those living north of Washington Boulevard. Encourage excess off-street parking inside and outside the neighborhood be made available to residents.
- Promote existing residential off-street parking and encourage residents to use their off-street parking before parking on-street.
- Distribute this Study to the residents of the neighborhood to help inform residents of block faces and times parking is more likely to be available.
- Promote the Burgundy parking lot as a parking resource for all Area 5 RPP residents.
- Regularly review meter operations within the neighborhood and make sure they are in line with meter operations on adjacent streets in the Central Business District.
- Reevaluate the on-street parking environment in Ridgely's Delight no more than 1 year after the implementation of VPP to identify possible improvements to the program and draft further recommendations.

At this time, the data does not warrant changes to the current RPP program restrictions in Ridgely's Delight.

**Appendix 1:** [Here is a link](#) to the Parking Study Request Letter from Councilman Eric Costello (District 11):

<https://parking.baltimorecity.gov/sites/default/files/Ridgely's%20Delight%20Parking%20Study%20Appendix%201%2010-15-19.pdf>

**Appendix 2:** [Here is a link](#) to the associated Parking Management Plan for Ridgely's Delight (Area 5):

<https://parking.baltimorecity.gov/sites/default/files/Ridgely's%20Delight%20Parking%20Study%20Appendix%202%2010-15-19.pdf>



Eric T. Costello

Baltimore City Council, 11<sup>th</sup> District

November 19, 2018

Mr. Pete Little  
Executive Director  
Baltimore City Parking Authority  
200 W Lombard St, Suite B  
Baltimore, MD 21201  
**Via Email To:** [Peter.Little@BCParking.com](mailto:Peter.Little@BCParking.com)

RE: VPP / Parking Study in RPP Area 5

Executive Director Little:

I write to you in strong support of the speedy implementation of Virtual Permit Parking (VPP) in Residential Permit Parking (RPP) Area 5 (Ridgely's Delight Association). As you are aware, parking in Ridgely's Delight has become increasingly scarce in recent years. Residents have frequently reached out to me to discuss their well-founded frustrations and concerns with this problem. I believe that the implementation of VPP in this neighborhood will serve to mitigate this problem, and help serve as a foundational solution for parking enforcement throughout not only Ridgely's Delight, but in RPP areas in our City. Many universities have rolled out this program with success. VPP is proven to provide for effective and efficient parking enforcement.

To help justify the application of this area for VPP, I am requesting that PABC conduct a parking study of RPP Area 5. This parking permit area corresponds to the borders of Ridgely's Delight, which lie between:

- Pratt St on the north;
- Greene St on the east;
- Conway St Park on the south; and
- Martin Luther King Jr. Blvd on the west.

The parking study should ideally include the following:

- Total number of RPP restricted spaces;
- Total number of reserved handicapped spaces;
- Total number of metered spaces;
- Total number of unrestricted spaces;
- Number of RPP decals issued, on average over the past three years;
- Number of current, active RPP decals;
- Number of RPP visitor permits issued, on average over the past three years;
- Number of current, active RPP visitor permits;
- Number of available on-street spaces at different times of day on different days of the week;
- Number of RPP spaces utilized during different times of day on different days of the week;
- Number of non-RPP vehicles in RPP marked areas during different times and days per week;
  - Number of non-RPP vehicles in RPP marked areas parked beyond RPP restriction duration limits; and
  - Number of non-RPP vehicles in RPP marked areas parked beyond RPP restriction duration limits that were cited.



Chairman, Budget & Appropriations Committee  
Chairman, Judiciary & Legislative Investigations  
Committee  
Chairman, Biennial Audits Oversight Commission  
Chairman, Stormwater Remediation Oversight Committee

Land Use & Transportation Committee  
Taxation, Finance, & Economic Development Committee



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Eric T. Costello

Baltimore City Council, 11<sup>th</sup> District

This neighborhood, nestled between highways, stadiums, a hospital, a university, and the Central Business District, presents the best possible terrain to conduct a pilot program of VPP. I am confident that the results of the parking study will confirm this as well as provide guidance to the community as they consider future major changes to RPP Area 5.

Please circle back with me via email by no later than COB, December 14 on next steps and timeframe for VPP implementation and the above requested parking study.

Should you have questions, please feel free to contact me directly at [eric.costello@baltimorecity.gov](mailto:eric.costello@baltimorecity.gov) or 410-396-4816.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric T. Costello".

Eric. T. Costello  
Baltimore City Council, 11th District

**CC:** Fran Burnszynski, PABC Planning Manager  
Ab Bear, Ridgely's Delight Association Parking Committee Chair  
Ben Marks, Ridgely's Delight Association Incoming President  
Candace Nue, PABC Chief Operating Officer  
Deb O'Neill, Ridgely's Delight Resident  
David Rhodes, PABC General Counsel  
Shannon Reuter, Ridgely's Delight Association President  
Steve Robinson, PABC Manager of RPP

## **Appendix 2: Associated RPP Parking Management Plan for Ridgely's Delight**

### **RESIDENTIAL PERMIT PARKING PROGRAM PARKING MANAGEMENT PLAN RESTATEMENT RPP AREA 5- Ridgely's Delight**

Pursuant to City Ordinance 12-102 and Article 31, Subtitle 10 of Baltimore City Code, the Parking Authority of Baltimore City is hereby restating the Parking Management Plan for Residential Permit Parking Program Area 5-Ridgely Delight (hereinafter "Area 5") that was originally created by legislation. This restatement of the Parking Management Plan for Area 5 replaces the prior administrative regulation and any prior amendments to the Parking Management Plan for Area 5. Any future amendments to the Parking Management Plan will be included herewith.

#### **I. A Residential Permit Parking Program Area known as Area 5, governed by Article 31, Subtitle 10, of the Baltimore City Code, exists for the block faces of the streets listed below:**

600 block of Bankard Street or Lane, odd side, no signs posted  
600 block of Burgundy Street, both sides, no signs posted  
600 block of West Conway Street, even sides, even side posted  
600 block of Dover Street, both sides, both sides posted  
700 block of Dover Street, both sides, both sides posted  
500 block of Eislen Street, both sides, no signs posted  
600 blocks of Eislen Street, both sides, no signs posted  
200 block of Emory Street, both sides, no signs posted  
300 block of Emory Street, odd side, odd side posted  
200 block of S Fremont Avenue, odd side, odd side posted  
300 block of S Fremont Avenue, odd side, odd side posted  
400 block of S Fremont Avenue, odd side, odd side posted  
500 blocks of S Fremont Avenue, both sides, no signs posted  
600 block of S Fremont Avenue, odd side, odd side posted  
600 block of Melvin Drive, both sides, no sides posted  
500 block of S Paca Street, odd side, odd side posted  
600 block of S Paca Street, both sides, both sides posted  
200 block of Penn Street, both sides, both sides posted  
300 block of Penn Street, both sides, both sides posted  
400 block of Penn Street, both sides, both sides posted  
500 block of Penn Street, both sides, both sides posted  
600 blocks of Penn Street, both sides, both sides posted  
600 block of Portland Street, both sides, both sides posted  
700 block of Portland Street, both sides, both sides posted  
737 W Pratt Street only- 2 Apartments, odd side, no sign posted  
500 block of Warner Street, even side, even side posted  
600 block of Warner Street, even side, even side posted  
600 block of Washington Boulevard, both sides, both sides posted

#### **II. The parking restrictions that will be posted and enforced in Area 5 is:**

Two Hour Parking/ 7:00AM – 12 Midnight/ Except with Area #5 Permit/ Notice Stadium Event: Restricted Parking / No Parking / 1PM-12 Midnight/ Except Area #5 Permit Holders / Tow Away Zone

### **III. Special Permits and Conditions**

#### **A. Special Permits:**

Please note the following excerpt about special permits from Article 31, Subtitle 10-37 of the Baltimore City Code:

*“The residential permit parking program for stadium event restricted parking program – Area A (South Baltimore), Area B (Washington Village) and Area 5 (Ridgely’s Delight) shall provide permits for the businesses located within Area A, Area B, and Area 5 to the same extent that are provided to the residents.”*

#### **B. Conditions:**

##### **a. Permit Limits/Exceptions:**

- i. All Dwelling units in Area 5 are eligible for up to 4 residential parking permits and 1 Visitor Pass.

##### **b. Additional Restrictions:**

##### **c. RPP signage:**

- i. Green Space at the following locations are posted with parking restrictions. At the time of these restatements these green spaces are undeveloped open spaces. If developed, they will need to petition into the program to be eligible for permits
  - a. 200 block of S Fremont Avenue, even side
  - b. 300 block of S Fremont Avenue, even side
  - c. 400 block of S Fremont Avenue, even side
  - d. 500 block of Warner Street, even side
- ii. Posted Lot 610 W Conway Street (Block/Lot: 0867/005) - The undeveloped, city owned, Lot at this location is posted with area 5 parking restrictions. This posting will remain at the discretion of the agency to which this parcel of land is assigned by the Mayor and City Council of Baltimore.