

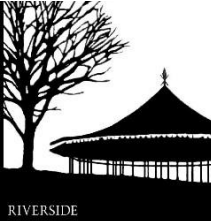
RIVERSIDE NEIGHBORHOOD ASSOCIATION

Residential Parking Permit (RPP) Plan

Jeff Brown – RNA Parking Chairman

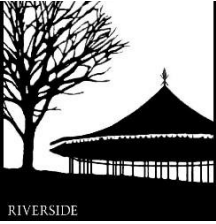
Steve Robinson – RPP Program Supervisor, Parking Authority of Baltimore City

RNA RPP HISTORY



- RPP and other potential solutions (angled parking, etc.) for the parking shortage in the Riverside neighborhood have been debated in RNA for over ten years
- In December 2012, RNA voted to pursue an RPP program
- A committee was formed which engaged with the Parking Authority of Baltimore City (PACB)
- An initial RPP plan was drafted in February 2013
- PACB attended RNA's February 2013 meeting
- The plan was distributed and input was gathered from residents, churches, businesses and city agencies
- A final draft was completed and submitted to PACB in June of 2014

WHY RPP?



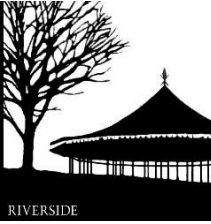
What RPP is NOT – A solution to all of our parking woes, or a guaranteed parking spot.

What RPP is and can be:

- 1) One of **MANY SOLUTIONS** to improve the parking situation in our neighborhood. Other solutions presented in the parking study include...
 - Angled Parking
 - Better demand management (Circulator, bike share, car shares (Zipcar), ride share (Uber, Lyft, etc.), walkability
 - Better Enforcement – Absence of enforcement was a major finding of the study
 - Garage expansions
 - Better management of development to include/require parking
 - New Technologies (virtual permits, more advanced meters, parking apps)

WHY RPP?

(CONTINUED)

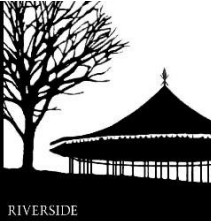


- 2) A way to narrow the competition for spaces – If we have to compete for parking, let's at least limit the competition and compete only with our direct neighbors.
- 3) A Seat at the Table – Greater changes to parking in the peninsula are likely coming, but may take a long time. RNA will have greater voice in future changes after establishing our RPP area.

Possible Changes:

- Reduced numbers of permits (phased in over time)
- Increased permit prices beyond the first or second vehicle
- Consolidation of RPP areas
- Reciprocity between adjacent areas
- “Virtual” permits and automated enforcement

SO WHAT HAPPENED AFTER 2014?

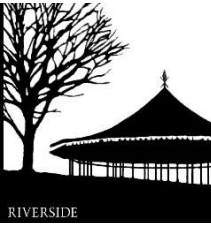


We came so close....



WHAT HAPPENED?

(PARKING STUDY)



- Baltimore City Department of Transportation (BCDOT) decided to proceed with a peninsula-wide parking study for South Baltimore
- Funding for the study was sought and obtained via casino impact funds, this evolved into the South Baltimore Gateway Parking Study
- PACB determined that no parking changes would be undertaken in the peninsula until the study is complete

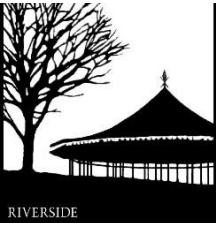
▪ MANY YEARS GO BY...



- The study is completed in September 2017, followed by an initial public comment period
- **AND...**

WHAT HAPPENED?

(PARKING STUDY)



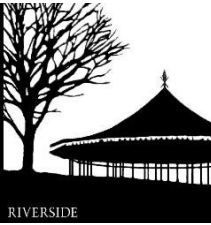
Finally!!!



RNA is invited to resubmit its RPP application and proceed

WHAT NOW?

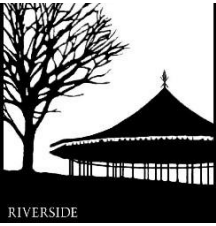
STILL A LONG ROAD AHEAD....



- RNA's RPP plan has been resubmitted to PACB (I'll review the plan in detail shortly...)
- PACB begins work with Baltimore zoning administrators to request official information (permitted uses, etc.) on all properties in RNA's proposed RPP area
- Simultaneously, an RPP Manager will begin to work with PACB's legal team to draft petitions for the properties in the initial RPP area. PACB and RNA will confirm and approve the details of the petition
- Petitions will be distributed and RNA volunteers will begin going door-to-door for signatures
 - 120 days are given to obtain signatures
 - Petitions may be signed by owners or occupants (renters)
 - **At least 60% of each block face must approve the plan, and the petitions must be verified, so our goal will be a higher percentage of signatures obtained**
- Petitions are submitted to PACB, who then begins the verification process
- If there are enough **verified petitions** to meet the 60% threshold, PACB begins to draft and implement a Parking Management Plan. In other words... RPP goes forward.

WHAT NOW?

STILL A LONG ROAD AHEAD....



When the time comes, don't forget to...

Answer Your



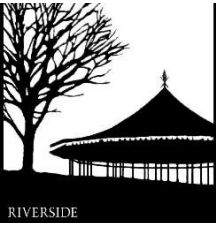
And then later...

Answer Your



The knock or call you receive may just be the one that brings RPP a step closer!

DETAILS OF RPP PLAN (PILOT AREA)



Initially, RPP will be rolled out in a pilot area located in the northwest corner of RNA. This area was chosen because it is contiguous with RPP areas 30 and 19, and because a full implementation in all of RNA would be complicated and difficult in a 120 day window, especially the petition phase.

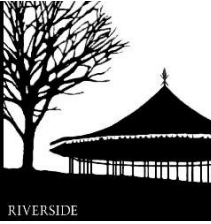
The pilot area will include 13 block faces:

- 100 East Fort Avenue (odd)
- 200 East Fort Avenue (odd)
- 100 East Randall Street (even)
- 100 East Randall Street (odd)
- 200 East Randall Street (even)
- 200 East Randall Street (odd)
- 1500 Light Street (even)
- 1500 Light Street (odd)
- 1500 Byrd Street (even)
- 1500 Byrd Street (odd)
- 1500 William Street (even)
- 1500 William Street (odd)
- 1500 Battery Avenue (even)



DETAILS OF RPP PLAN

(EXPANSION OF AREA)

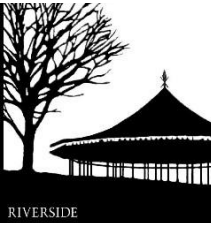


After the pilot blocks are completed, additional blocks can be added relatively quickly, one block face at a time. The two main requirements are:

- Block faces must be added contiguously to the already established RPP area
- As with the initial roll-out, each block face must have a verified 60% sign-off on petitions

DETAILS OF RPP PLAN

(UNIQUE ASPECTS OF RPP'S PLAN)



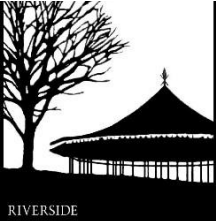
After soliciting significant input from the community, Riverside's RPP proposal has a combination of features as compared with many other neighborhoods:

- Special accommodations for businesses and churches
- Inclusion of parking areas not traditionally part of RPP elsewhere
 - ✓ National Federation of the Blind
 - ✓ Thomas Johnson Elementary School
 - ✓ Churches
 - ✓ Riverside Park



DETAILS OF RPP PLAN

(DAYS AND TIMES)



Signs will read:

2 Hour Parking Limit

In Area XX

5PM – 11PM Mon thru Sat

1PM – 11PM Sun

Area XX Permit Holders Excepted

2-Hour Parking Limit During Stadium Events/Vehicles Towed After 2 Hours

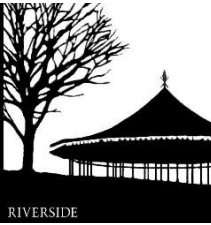
No Parking in Area #XX

11PM to 7AM

Area #XX Permit Holders Excepted

DETAILS OF RPP PLAN

(DAYS AND TIMES – RIVERSIDE PARK)



- In front of homes bordering the park, the “home side” signs will read like the rest of the neighborhood
- On the “park side”, signs will read as follows:

No Parking in Area #XX

11PM to 7AM

Area #XX Permit Holders Excepted

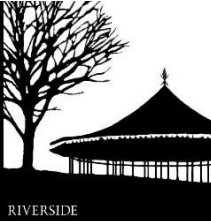
2-Hour Parking Limit During Stadium Events/Vehicles Towed After 2 Hours

This is a new and unique approach for Baltimore city parks with athletic fields. It significantly increases RNA’s parking inventory and prevents these areas from becoming havens for long-term parking for those outside of RNA’s borders.



DETAILS OF RPP PLAN

(NUMBER OF PERMITS, COSTS, VISITORS AND PARKING PADS)



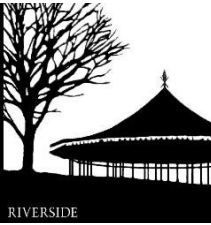
- Up to four permits per household, each costs \$20 per year (PACB mandated)
- One visitor pass per household, also \$20 per year (selected by RNA, some areas have no visitor passes)
- Single Day Pass (aka “Party Pass”)
 - Available for free
 - Up to four per month with proof of residence
 - Not valid during stadium events
 - Pick up at PACB (200 West Lombard – Could be electronic in the future)

With your permanent guest past and party pass you could have five guests with vehicles

- Parking Pads – Homes with parking pads have the same rights in the RPP program as all others. They do not have to forfeit a permit(s).

DETAILS OF RPP PLAN

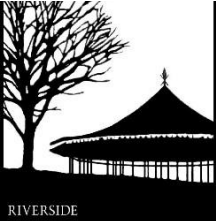
(SPECIAL USE PERMITS)



- Business Permits
 - Limit of four per business, and one visitor permit
 - Valid until 11PM, 7 days per week
- National Federation for the Blind
 - Ten permits
 - Valid until 11PM, 7 days per week
- Thomas Johnson Elementary School
 - Limit of 10 permits
 - Valid until 7PM, 7 days per week
 - Valid only to support educational operations and extracurricular activities
 - Not eligible for commercial vehicles
- Churches
 - Limit of ten vehicle permits for all churches
 - Valid until 7PM, 7 days per week
 - Valid only for daily operations and special church-related events
 - Not valid for commercial vehicles

NEXT STEPS

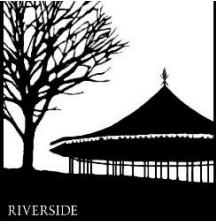
(OVERVIEW OF IMPLEMENTATION)



- PACB simultaneously proceeds with zoning checks and drafting of petitions
- RNA volunteers canvass pilot area for signatures
- PACB proceeds with signature verification
- Assuming 60% verification on every block face, Parking Management Plan is drafted
- PACB schedules public meeting with 30 days notice
- DOT Review (and consideration of comments from public meeting)
- PACB drafts final Parking Management Plan and issues administrative regulation to adopt the plan
- Implementation (with grace period) followed by six-month review before permanent adoption of plan

NEXT STEPS

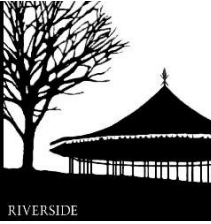
(OVERVIEW OF IMPLEMENTATION)



How Long?

- Estimated 18 to 24 months
- Fastest ever....? 14 months for a smaller area

VOLUNTEERS

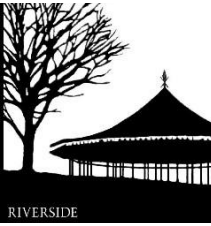


RNA is seeking volunteers to join the Parking Committee and to assist in the distribution and completion of petitions for the pilot area.

Where possible, preference is for volunteers that live on the pilot area blocks, but anyone may volunteer!



Q&A



Jeff Brown – rpp@naparking.org