



South Baltimore Parking Plan



September 2019

Table of Contents

	Page
Off-Street Parking Inventory	
Goal: Add and Update West Street Garage Wayfinding Signage.....	4-5
Goal: Identify and Promote Existing Off-Street Parking Resources	6
Goal: Facilitate Shared Use Parking	6-7
Goal: Support Updates to the Zoning Ordinance Parking Requirements and Tools	7
On-Street Parking Inventory	
Goal: Install Angled Parking.....	8-10
On-Street Parking Programs	
<i>Non-Residential Parking</i>	
Goal: Implement Demand-Based Meter Pricing	11-12
Goal: Introduce Pay-by-Plate and Pay-by-Phone Meter Technology	12
Goal: Improve Metered Parking Enforcement	12-13
Goal: Maintain and Expand ADA Parking Program as Part of Project Space.....	13-14
Goal: Continue to Effectively Manage Existing On-Street Parking Programs.....	14
<i>Residential Parking</i>	
Goal: Review Signage	16-17
Goal: Implement Virtual Permit Parking	17
Goal: Improve Residential Parking Enforcement	17-18
Parking Demand Management	
Goal: Create Rideshare Loading Zones	18-19
Goal: Enhance Car Sharing Options	19-20
Goal: Support Alternative Modes of Transportation	20-22
Permit Limits.....	22
Potential Funding Sources	22
Table: South Baltimore Parking Plan Goals	23-24
Acknowledgements.....	25
Appendix 1: Parking Management Plans	26

South Baltimore Parking Plan

During the last half of 2016 and the first half of 2017, the Baltimore City Department of Transportation (BCDOT) and the Parking Authority of Baltimore City (PABC) worked with Whitman, Requardt and Associates (WRA) using Casino Impact Funds to study the parking supply and demand in South Baltimore. The area, which roughly covers Conway Street and Key Highway to the north, I-95 to the south, I-395 to the west and the Inner Harbor and Lawrence Street to the east, was identified as having parking demand that exceeds the amount of parking inventory in certain areas and at certain times.

The South Baltimore community and PABC reviewed and commented on the parking data and resultant study. The BCDOT organized those comments in June 2018. The PABC convened a task force in the latter half of 2018 with BCDOT to further explore topic areas highlighted in the Study to better frame the information and recommendations and understand the opportunities and challenges to implementing the recommendations from the Study. This planning process informs this initial parking plan for South Baltimore.

PABC identified goals and outlined steps to help meet those goals within the topic areas of on-street parking inventory, off-street inventory, on-street parking programs, and parking demand management based on impact on parking availability, cost, and ease of implementation. Strategies have been specified to help meet those goals. Factors such as time, cost, and lack of support may be barriers to reaching these goals. Specifically, the support and participation of the community and BCDOT will be key.

This plan will serve as the first step towards laying a foundation of accepted planning principles to the South Baltimore parking environment. This plan should be considered a living document that must be updated periodically based on continuing evaluation and data to ensure that decisions are being made with the most current circumstances in mind.

Off-Street Parking Inventory

The PABC manages off-street parking in the West Street Garage, Marina Garage, Birckhead Lot and a portion of the Wall Street Garage. There has been evaluation of the West Street Garage regarding demand and possible expansion. Under current circumstances, expansion is not warranted because there is insufficient demand, and associated revenue, to support the capital and additional operating costs. In addition, there are several other off-street parking facilities in the South Baltimore area that provide short-term and long-term options. PABC also evaluates off-street parking designs with each new development project that is presented to the City's inter-agency Site Plan Review Committee (SPRC).

As of September 23, 2019, the number of parking spaces and availability are as follows. It should be noted that much of the availability referenced is in the form of daily, transient parking and not monthly parking.

Parking Facility	Inventory	Availability	Availability (night/weekend)	Availability (weekday)
West St.	248 spaces	95 spaces	134 spaces / 68 spaces	88 spaces
Marina	199 spaces	54 spaces	50 spaces / 43 spaces	60 spaces
Birckhead*	26 spaces	Waitlist	None	None
Wall St.*	80 spaces	3 spaces	3 spaces	3 spaces

*by permit only

Add and Update West Street Garage Wayfinding Signage

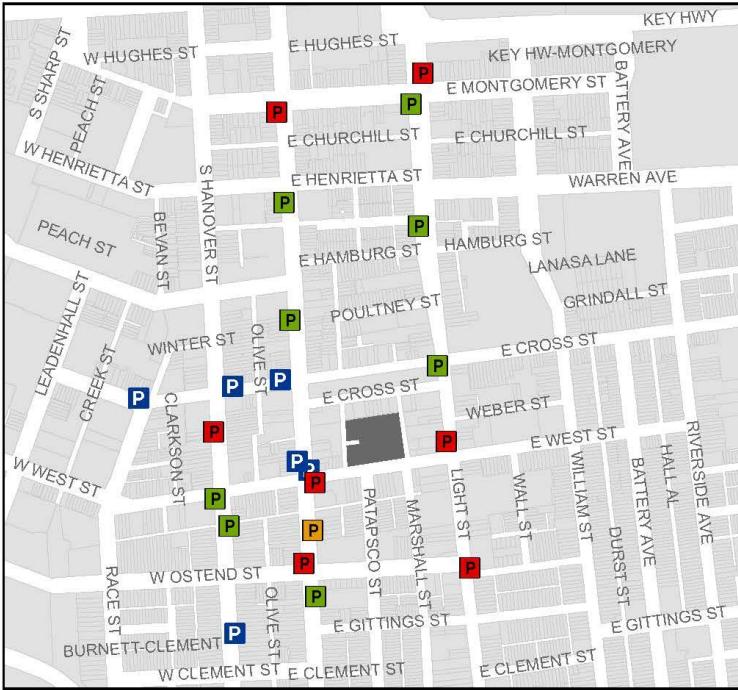
The PABC reviewed the wayfinding signage for the West Street Garage in 2018 and determined that much of the signage was faded and inconsistent. Furthermore, there is no signage to direct pedestrians to the garage.

Strategies:

- Draft work orders to replace existing wayfinding signage and create and install new uniform signage, including pedestrian-level signage
- Coordinate with BCDOT to make sure new signs are installed

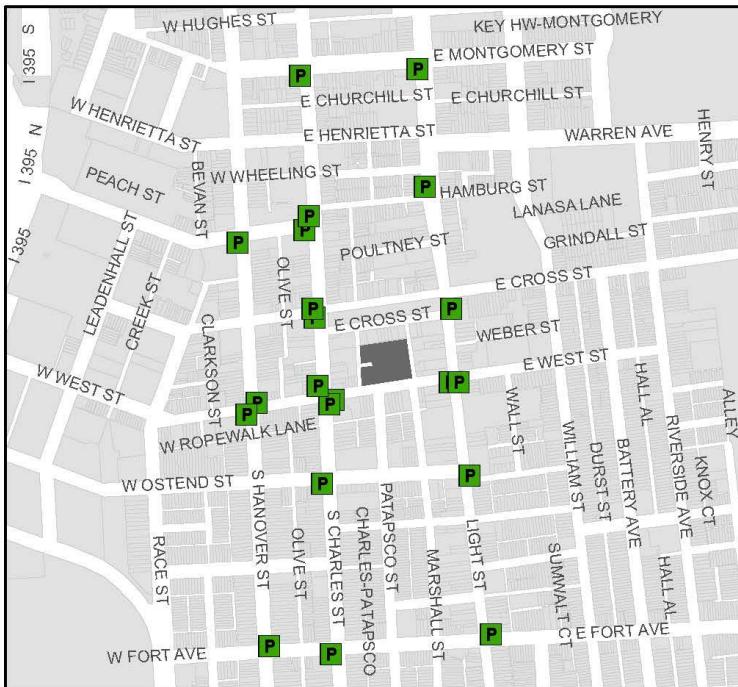
Impact on Parking Availability	Low
Cost	Low
Ease of Implementation	High
Partner	BCDOT sign shop

West Street Garage Wayfinding



Existing Locations

- P** Federal Hill Main Street
- P** Blue P
- P** Green Parking
- P** Cross Street Market
- West Street Garage



Proposed Locations

- P** Proposed Wayfinding
- West Street Garage



(Sample Directional Signage
to reference Federal Hill Area
Parking)

Identify and Promote Existing Off-Street Parking Resources

During the South Baltimore Parking Study, several off-street parking facilities were identified as available to the public or have the potential to be used by the public. This parking is mostly located away from the residential core of South Baltimore and/or nearer to commercial uses. While this parking may not be accessible to most residents, it could help to make parking easier for visitors to the area.

Strategies:

- Create and maintain an off-street parking database for the South Baltimore peninsula as described here
- Share the database on the PABC website and post on www.baltimoreparking.com

Impact on Parking Availability	Low
Cost	Low
Ease of Implementation	High
Partners	Community Associations, Business Associations, owners of private parking facilities

Facilitate Shared-Use Parking

In many residential parts of South Baltimore, there is more demand for parking than there is availability, leading some people to resort to parking illegally on-street. The PABC will facilitate conversations between property owners who have excess parking and businesses and residents who could use this parking at certain times of the day and night. Because the PABC does not manage this parking and is not the direct user, it will act as a facilitator.

Strategies:

- Create and maintain a database of shared off-street parking resources
- Encourage and facilitate communication between parties to determine how to share parking

Potential Locations:

Southside Market Place	Shofer's Furniture Store
Baltimore Museum of Industry	Christ Lutheran Church
MedStar Health/Corepower Yoga	Leadenhall Baptist Church
Digital Harbor High School	Federal Hill Preparatory School
Anthem House	St. Ignatius Loyola Academy
Stadium Square	Lots in Vicinity of Webster St. and Key Highway

Impact on Parking Availability	Low-Medium
Cost	Low
Ease of Implementation	Medium
Partners	Community Associations, Business Associations, owners of private parking facilities

Support Updates to Zoning Ordinance Parking Requirements and Tools

Since the adoption of the new Zoning Ordinance (Transform Baltimore) in 2017, the Baltimore City Department of Planning (Planning), in conjunction with the PABC, City Council members, community association leaders, and developers have discussed updating the off-street parking requirements.

One practice that has been discussed is encouraging developers to unbundle parking as part of the cost of the rental or purchase price of dwellings, which can help reduce parking demand and provide a source of additional public parking. It should be noted that all new developments with five or more units are not eligible to participate in the RPP program, requiring residents to purchase off-street parking or park outside the neighborhood.

Land banking, where undeveloped land is set aside for future parking, is another tool available in the new Zoning Ordinance. This helps to avoid the creation of unnecessary parking.

Strategies

- Research parking standards and demand of various uses in higher density, mixed-use neighborhoods in medium-sized cities to help better inform the discussion of revising off-street parking requirements
- Inquire with developers during SPRC about whether they will be charging for parking and, if not, encourage them to unbundle parking from the cost of housing, even if only partially
- Inform developers about the option of land banking parking, especially in instances where the development is phased

Potential Locations: Unbundling and land banking will be determined on a project-by-project basis as they appear in the city inter-agency Site Plan Review Committee

Impact on Parking Availability	Low-Medium
Cost	Low
Ease of Implementation	Low-Medium
Partners	Planning, City Council, community leaders, interested residents, real estate developers

On-Street Parking Inventory

Install Angled Parking

In many areas of South Baltimore, convenient, low-cost parking is in short supply. The parking demand from various users, especially residents, sometimes exceeds on-street supply. Several street segments in Baltimore have been reconfigured to accommodate angled parking. Angled parking is low cost and convenient way to maximize the existing right-of-way and calm traffic on residential streets. Angled parking increases the number of on-street parking spaces near residences; this makes living in, working in, and visiting Baltimore more simple.

The vast majority (88%) of resident responses were in favor of more angled parking, with respondents citing specific locations where angled parking could be advantageous, and described its ability to slow traffic and increase the supply of parking. A few resident comments include:

- “Expand parking supply through angled parking everywhere possible.”
- “Wide streets encourage speeding. Angled parking would have the added benefit of slowing people down.”
- “Strongly support additional angled parking opportunities.”

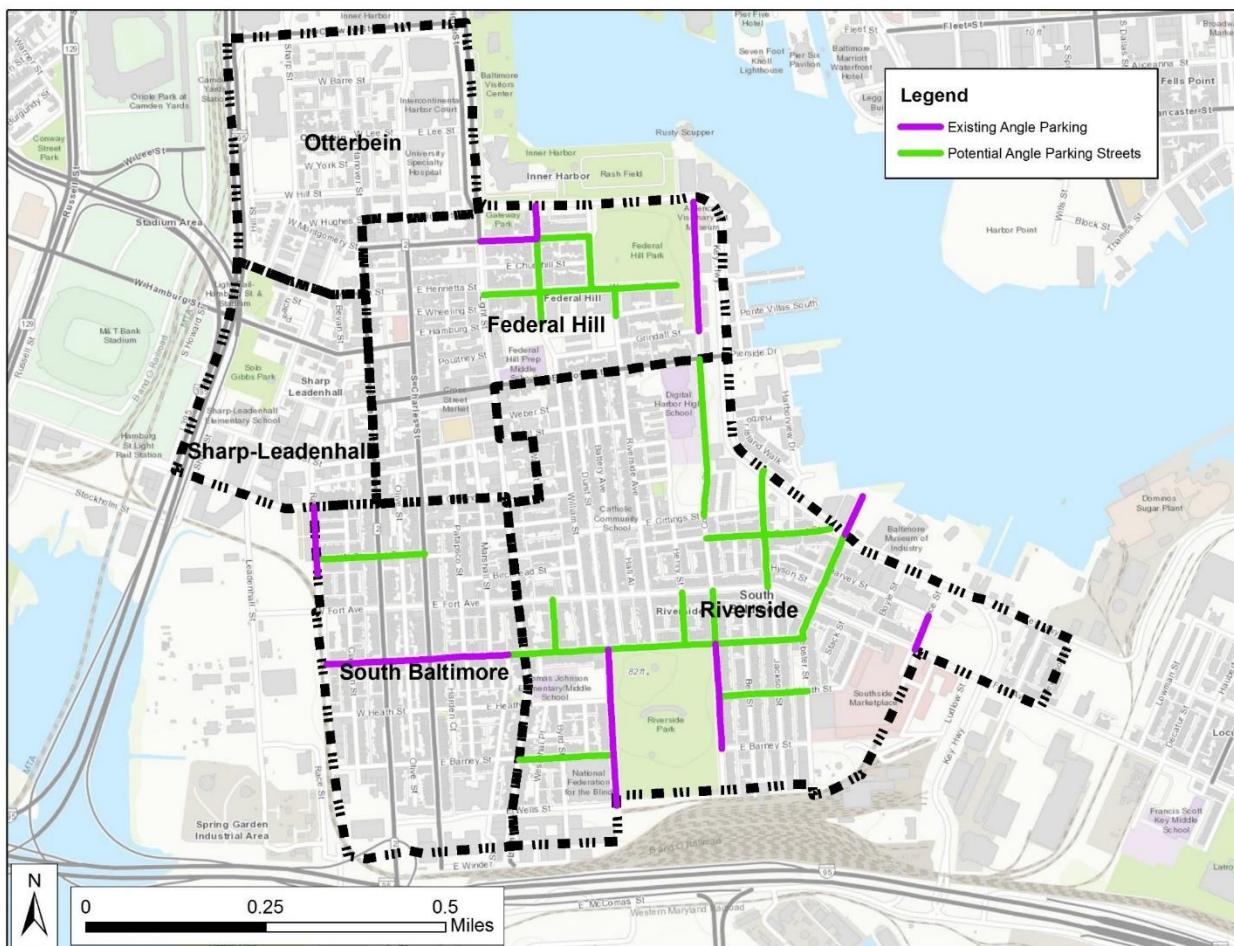
Strategies:

- Identify all street segments that can accommodate angled parking
- Prioritize street segments based on parking demand, and, where applicable, the number of RPP permits issued to residents on those blocks
- Prioritize street segments where angled parking would increase the parking supply by at least 25%
- Work with BCDOT to ensure that angled parking does not conflict with existing and future bike facilities or the 2015 Bike Master Plan and 2017 Separated Bike Lane Network Plan
- Work with Maryland Transit Administration (MTA) and BCDOT to ensure that angled parking does not conflict with existing and future bus routes
- Work with residents, community associations, the district council member, and other stakeholders to educate and foster support per BCDOT’s process
- Facilitate resident petition initiatives to demonstrate support per BCDOT’s process
- Coordinate with BCDOT to implement angled parking on street segments that meet standards

Potential Locations:

The map on the following page depicts streets for potential angled parking based on a preliminary screening, before the necessary traffic circulation and access evaluation by BCDOT. Angled parking could potentially add about 200 spaces in Riverside, 80 spaces in Federal Hill, and 20 spaces in South Baltimore as the neighborhoods are labeled on the map.

Streets to Examine for Angled Parking



Source: South Baltimore Gateway Parking Study, Map 17

Impact on Parking Availability	High
Cost	Low
Ease of Implementation	Medium-High
Partners	BCDOT, MTA, district councilmember, community associations, residents

Existing Angled Parking

- Covington Street between Key Highway and Grindall Street (front-in angle parking)
- Covington Street between E. Barney Street and E. Randall Street (front-in angle parking)
- Johnson Street between E. Wells Street and E. Randall Street (front-in angle parking)
- Webster Street north of Key Highway (front-in angle parking)
- E. Montgomery Street between Light Street and William Street (front-in angle parking)
- William Street between Key Highway and E. Montgomery Street (front in parking)
- Race Street between W. Fort Avenue and W. Ostend Street (back-in angle parking)

- Randall Street between Race Street and one block west of Light Street (back-in angle parking)
- Lawrence Street between Fort Avenue and Harvey Street -- this angle parking is proposed to be removed from Lawrence Street as part of vehicle lane and bicycle lane changes recommended in the Lawrence Street Study.

Proposed Angled Parking

In Riverside

The listed street segments are all currently two-way. Adding angle parking would require conversion to one-way.

- Covington Street between E. Cross Street and E. Gittings Street
- Jackson Street between Key Highway and E. Fort Avenue
- E. Clement Street between Covington Street and Key Highway
- E. Barney Street between Light Street and Johnson Street
- E. Heath Street between Covington Street and Webster Street
- Byrd Street between E. Fort Avenue and Randall Street
- Henry Street between E. Fort Avenue and Randal Street
- Covington Street between E. Fort Avenue and Randall Street
- Randall Street between Light Street and Webster Street
- Webster Street between Randall Street and Key Highway (coordinate with circulation on E. Clement Street at Key Highway)

In Federal Hill

The listed street segments are all one-way except where noted.

- Warren Avenue between Light Street and Henry Street. Warren Avenue is two-way and is 48 feet wide, so could accommodate angle parking while remaining two-way.
- E. Montgomery Street between William Street and Battery Avenue.
- William Street between E. Montgomery Street and E. Hamburg Street.
- Battery Avenue between E. Montgomery Street and Warren Avenue.
- Riverside Avenue between Warren Avenue and E. Hamburg Street.

In South Baltimore

- W. Clement Street between Race Street and S. Charles Street. This street is two-way and adding angle parking would require conversion to one-way.

On-Street Parking Programs

Non-Residential Parking

Implement Demand-Based Meter Pricing

PABC installs and manages multi-space and single-space meters across the city to regulate a portion of on-street parking spaces for the benefit of businesses, customers and visitors of commercial, institutional and mixed-use buildings. Parking meters create availability of parking, encourage parking turnover, and can be adjusted to fit the needs of each block. Most parking meters have one fixed rate, but some meters in Federal Hill have different meter rates during the day and night.

One of the tools that the PABC has successfully implemented to manage parking in Downtown Baltimore is Demand-Based Parking Meter Rate Setting, where rates are adjusted periodically and incrementally based on occupancy data to reach a target occupancy rate. Expanding this program to the South Baltimore peninsula as described in the report would also be successful because the area is made up of busy neighborhoods where the occupancy of metered parking varies by block and throughout the weekdays and weekends. Demand-based parking pricing increases parking turnover and availability. It also reduces cruising for parking, vehicle emissions, and traffic congestion.

Using occupancy data collected every six months, the Parking Authority has adjusted rates periodically and incrementally (no more than \$0.25 every six months) to provide one or two available parking spaces on each block face (15-25% availability; or 75-85% occupancy).

The following formula is used to determine rate adjustments:

- If the average occupancy rate is above 85% on a block (higher than the target range), the rate will go up to discourage some parkers from parking on this block, creating more available parking spaces.
- If the average occupancy rate is below 75% on a block (lower than the target range), the rate will go down to encourage more parkers to park on the block.
- If the average occupancy rate is between 75% and 85% (the target range), the rate will not change because there are already approximately one or two parking spaces available on the block.

Strategies:

- Review analyzed data from the October 2017 PABC meter parking study for the South Baltimore peninsula as described in the report and propose updated rates
- Discuss with the district's city council member, community associations, and business associations
- Get approval of a demand-based parking meter rate setting plan for the South Baltimore peninsula as described in the report from the Board of Estimates (BOE)

- Adjust the meter rates on the meters
- Continue to collect metered parking occupancy data regularly and adjust meter rates as needed

Potential Locations: all meters in South Baltimore Parking Study area

Impact on Parking Availability	Medium-High
Cost	Low
Ease of Implementation	High
Partners	Board of Estimates, Community Associations, Business Associations, BCDOT Sign Shop

Introduce Pay-by-Plate and Pay-by-Phone Meter Technology

A pilot program for Pay-by-Plate Multi-Space Parking Meters and Pay-by-Phone Parking Applications (apps) is expected to be initiated Downtown in 2019. This technology could be expanded to South Baltimore peninsula as described in the report by 2020. These new technologies make it easier for parkers to pay for metered parking. With pay-by-plate multi-space parking meters, parkers enter their vehicle's license plate number into a multi-space meter, pay for the time that they want to park, and leave. There is no need to display a printout on the vehicle's dashboard. For pay-by-phone, parkers use an app on their mobile device and pay for the time that they want to park with their credit card. The parker's license plate number is recorded through the app and becomes their "credential" for parking. Pay-by-phone users can get reminders on their phone when their paid time is about to expire and can add time up to the parking duration limit from their phone. Improved enforcement technology, such as handheld and vehicle-mounted license plate reading cameras, facilitate more efficient enforcement with these new payment methods. Several nearby jurisdictions now offer pay-by-plate and pay-by-phone options to pay at parking meters.

Potential Locations: Metered blocks in the South Baltimore Parking Study area

Impact on Parking Availability	Low
Cost	High
Ease of Implementation	Medium
Partners	Board of Estimates, Community Associations, Business Associations, BCDOT

Improve Metered Parking Enforcement

The BCDOT Safety Division enforces the parking laws, which helps ensure public safety and parking availability. Parking Control Agents patrol the city throughout the day and night and respond to 311 calls regarding possible parking violations. When metered parking is illegally occupied and not adequately enforced, it can have a negative cascade effect by encouraging parking in no stopping zones, truck loading zones, bus stops, and unpermitted parking in RPP

areas. It also reduces parking availability and turnover, which is detrimental to businesses and other users.

The introduction of Pay-by-Plate and Pay-by-Phone as well as Virtual Permit Parking will substantially improve the ability of enforcement staff to identify and cite vehicles which have not paid or are otherwise out of compliance. In consideration of the continuing movement of vehicles in the parking lane and the inability of enforcement staff to be in all places at all times as well as the community's desire for parking availability, a 90% compliance rate is stated in the strategies.

Strategies:

- Conduct inventory of existing spaces, rates, and meter in-effect times
- Perform parking enforcement study on select mornings, afternoons, and evenings (i.e. number of vehicles illegally parked and cited?)
- Analyze data from study and share with BCDOT Safety Division/Traffic and Parking Enforcement
- Encourage BCDOT Safety Division to determine ways to improve enforcement in areas with less than 90% compliance
- Act to fully enforce the parking regulations using Pay-by-Plate and Pay-by-Phone

Potential Locations: Residential Permit Parking (RPP) areas and metered blocks in South Baltimore Parking Study area

Impact on Parking Availability	High
Cost	Low
Ease of Implementation	Medium
Partners	BCDOT

Maintain and Expand ADA Parking as part of Project Space

Project Space is a program that designates on-street parking spaces for people with disabilities in metered areas. As part of the program, new single-space meters have been installed and multi-space meters retrofitted to meet the most current Americans with Disabilities Act (ADA) standards. Project Space meters were launched in Phase 3 (Federal Hill) in April 2017.

Strategies:

- Identify specific compatible metered parking spaces in the field
- Inform district city council member, community associations, business associations and businesses that accessible meters will be installed or retrofitted
- Install new meters and signs at appropriate locations

Potential Locations: Commercial areas as appropriate

Impact on Parking Availability	Low-Medium
Cost	Medium
Ease of Implementation	High
Partners	City Council, Community Associations, Business Associations, businesses

Continue to Effectively Manage Existing On-Street Parking Programs

The PABC manages residential reserved disabled parking, valet parking, permit parking, and loading zones. The effective and on-going management of these programs assures that the usage of the curb is optimized. This approach is necessary for accommodating other goals of the Plan such as rideshare, loading zones and angled parking.

Strategies:

- Continue to recertify residential reserved disabled parking on an annual basis
- Continue to ensure renewal of Valet Operator's Licenses and Valet Parking Zone Permits on an annual basis
- Continue to recertify loading zones on a biennial basis
- Create a plan to review all PABC issued parking permits and on-street reserved parking spaces on a regular basis
- Continue to notify BCDOT Safety Division of new or removed locations of programs
- Conduct enforcement surveys on select blocks to monitor compliance of programs
- Make recommendations to BCDOT Safety Division on how they may better enforce specific programs.

Impact on Parking Availability	Low-Medium
Cost	Low
Ease of Implementation	High
Partner	BCDOT

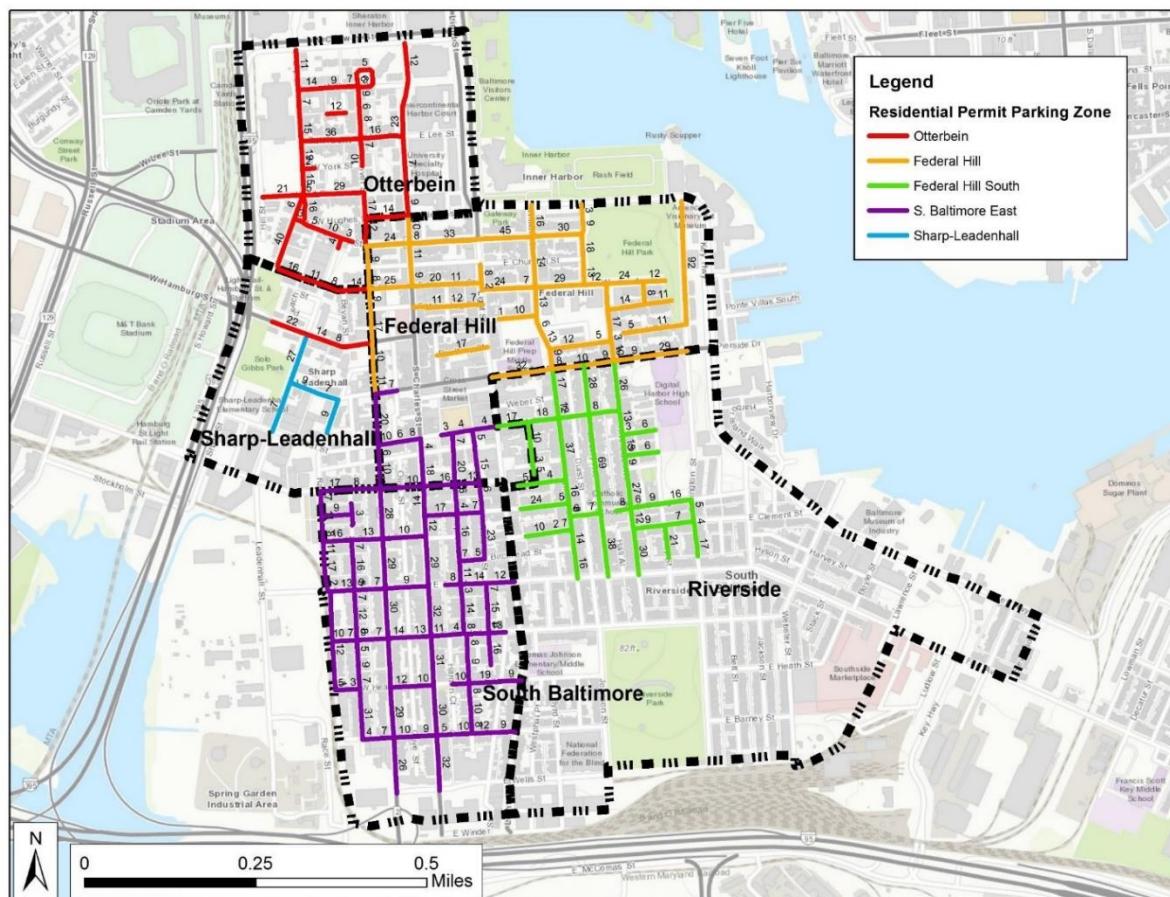
Residential Parking

Most of the South Baltimore Parking Study area is covered by five Residential Permit Parking (RPP) districts. They are:

- Otterbein (RPP Area #8 with 639 parking spaces)
- Federal Hill (RPP Area #9 with 954 parking spaces)
- Federal Hill South (RPP Area #19 with 639 parking spaces)
- South Baltimore (RPP Area #30 with 1,251 parking spaces)
- Sharp-Leadenhall (RPP Area #41 with 52 parking spaces)

There is a proposed sixth RPP district on the South Baltimore peninsula as described in the report, within the Riverside neighborhood, that is still in its initial phase. The scope and regulatory details are still being considered. It may be implemented by 2020 if all its legal requirements are met as described in Baltimore City Code Article 31, Subtitle 10. There is another nearby RPP Area (McComas Street #42) that was not covered as part of the Study or this Plan.

Residential Permit Parking Zones and Number of Spaces



Source: South Baltimore Gateway Parking Study, Map 1

The neighborhoods of South Baltimore were generally platted and developed prior to the advent of the automobile. The amount of available space on parcels is limited and frequently cannot accommodate a motor vehicle. In addition, the street frontages of the most commonly found residential unit type in this area (the rowhouse) are minimal and generally not wide enough to accommodate a parking space in front of each unit. Also, many households have more than one vehicle.

Parking demand in these neighborhoods is increased due to their proximity to the Inner Harbor, downtown and sporting venues. Parkers who work and visit the surrounding area try to park in these neighborhoods. In such areas, residential parking restrictions are vital in helping to protect the quality of life by discouraging nonresidents from parking on the neighborhood streets for prolonged periods. Several parking management plans were drafted and approved over the years and cover each of the areas noted on the previous page. They required development including general considerations; alternatives; and off-street parking, review from agencies and the public, adoption, and in some cases possible amendment. The specifics of each parking management plan, including the draft for Riverside Area #48, are covered in Appendix 1. The RPP restrictions need to be examined regularly to ensure the RPP programs are working optimally, especially as uses, residents, and parking behaviors change.

The following action goals are being proposed to help better manage the on-street parking in the residential areas.

Review Signage

Strategies:

- Identify all block faces that contain parking regulatory signage
- Catalog and map the various sign regulations and their locations
- Confirm that the signage contains the correct message and is distributed visibly
- Address signage that is faded, obstructed, missing, misoriented or needs to be added
- Conduct a small parking study over several weeks within a section of an RPP area to establish a detailed baseline of parking utilization, compliance and enforcement
- Work with BCDOT (Charm City Circulator) and MTA to combine transit stops where possible and eliminate redundancies.
- Examine and select possible alternative regulatory sign designs for consideration in a pilot study if noncompliance exceeds 20%
- Present the various options before the RPP Advisory Board and Parking Authority Board of Directors
- Work with Baltimore City Department of Transportation Sign Shop and Safety Divisions to implement pilot study signage
- Review results
- Upgrade the signage within the South Baltimore area accordingly if the results show a marked increase (10% or greater) in compliance levels over the baseline. Keep the

existing signs and return the signage in the pilot area to its previous format if compliance does not increase by at least 10%.

Impact on Parking Availability	Low
Cost	Low
Ease of Implementation	Medium
Partners	BCDOT, RPP Advisory Board, Parking Authority Board of Directors

Implement Virtual Permit Parking

Virtual Permit Parking (VPP) is a technology using mobile optical scanning equipment (license plate readers) which can facilitate more efficient and fair enforcement of various regulations in RPP districts. Better enforcement of RPP restrictions will help create availability of parking on residential streets for residents. It is a critical tool to improve parking enforcement by providing enhanced data collection. As it is deployed and used, it will ensure parkers and residents that the parking regulations are being managed and enforced. This in turn will foster better parking compliance. The PABC is currently pursuing this technology and expects it to be available in some neighborhoods within one to two years.

Strategies:

- Invest with the support of BCDOT in this shared technology
- Encourage the implementation and use of VPP on the South Baltimore peninsula
- Actively enforce the parking regulations with VPP and strategize using the data and parking patterns identified through this technology

Impact on Parking Availability	Medium
Cost	Medium-High
Ease of Implementation	Medium
Partners	BCDOT, Parking Board, Board of Estimates

Improve Residential Parking Enforcement

The associated parking study indicates that parking enforcement is sufficient during stadium events but should be improved at other times in RPP, metered, and other areas. When RPP areas are not adequately enforced, unpermitted parkers learn that they can park in those areas free of penalty, depriving residents of availability of parking.

The introduction of VPP will substantially improve the ability of enforcement staff to identify and cite vehicles which are in violation. In consideration of the continuing movement of vehicles in the parking lane, the inability of enforcement staff to be in all places at all times, and the community's desire for parking availability, a 90% compliance rate is suggested.

Strategies:

- Conduct a baseline parking enforcement study on RPP areas which exceed 90% average parking utilization
- Conduct a follow-up enforcement study after the adoption and implementation of VPP
- Create a report for BCDOT-Safety Division to highlight areas that require greater enforcement if an area shows more than 10% non-compliance
- Conduct a follow-up enforcement study after several months of more focused parking enforcement to determine if 90% compliance is attained. If not, issue another report to guide BCDOT-Safety Division about possible improvements and encourage considering increasing parking fines including graduated fines and/or introducing booting
- Act to fully enforce the parking regulations using VPP

Impact on Parking Availability	High
Cost	Low
Ease of Implementation	Medium
Partners	BCDOT

Parking Demand Management

Create Rideshare Loading Zones

Rideshare companies, or Transportation Network Companies (TNCs), such as Uber and Lyft, operate rideshare programs that reduce parking demand but increase the need for designated safe spaces to load and unload passengers. Rideshare loading zones create dependable and safe pick-up and drop-off locations for residents and visitors. They also can help reduce double parking and stopping in travel lanes, bike lanes, bus stops, and crosswalks. In addition to safety benefits, rideshare loading zones improve the flow of traffic and reduce illegal parking (such as in RPP areas). They have already been implemented in other cities such as San Francisco and Boston. They have been proven to be an effective way to increase safety for visitors, businesses, and residents and facilitate the use of rideshare services.

Strategies:

- Review programs in other cities and identify best practices
- Review current Baltimore City rideshare related regulations
- Determine whether taxis will be able to use rideshare loading zones
- Determine if a fee will be charged to use rideshare loading zones, and if so, how much it will be and how will it be collected
- Create a menu of options for size, hours, signs, etc.
- Invite BCDOT and TNCs to review a menu of options
- Identify a minimum of five initial locations in South Baltimore with the help of residents, local business owners, and the District 11 council member

- Assist BCDOT Safety Division and TNCs with the formulation of an enforcement plan and help to communicate the plan to drivers and passengers
- Implement rideshare loading zones with the help of the BCDOT Sign Shop
- Notify BCDOT Safety Division when the rideshare loading zones are implemented
- Conduct a follow-up enforcement survey to assess effectiveness
- Regularly communicate with TNCs concerning the effectiveness of the rideshare loading zones and work with them to survey passengers

Potential Locations:

- Near active nightlife areas along Charles Street and Light Street
- Cross Street Market
- Federal Hill Park/Rash Field
- Anthem House
- Stadium Square
- Riverside Park

Impact on Parking Availability	Medium
Cost	Low
Ease of Implementation	Medium-High
Partners	TNCs, BCDOT, residents, local business owners, district council member

Enhance Car Sharing Options

The PABC supports the use of alternative modes of transportation to reduce parking demand and has been instrumental in bringing car sharing to Baltimore. Car sharing reduces the number of personally owned vehicles in a neighborhood and therefore plays an important role in reducing parking demand. The PABC continues to examine ways to enhance and expand existing fixed location car sharing services, to add more fixed location car sharing vendors, and to introduce point-to-point car sharing services.

Strategies:

- Select fixed-location car sharing vendors to provide service in Baltimore
- Identify on-street parking spaces for car sharing in South Baltimore
- Ensure that car sharing spaces are evenly dispersed throughout South Baltimore
- Notify BCDOT Safety Division of new car sharing spaces and towing regulations
- Continue to work with car sharing vendors to introduce point-to-point car sharing services in Baltimore
- Ensure that vendors survey car sharing customers and review survey results to see if changes are needed to the program

Objectives:

- Increase the number of car sharing spaces in South Baltimore within 1 year

- Locate near larger developments
- Offer a variety of vehicles
- Prioritize locations along Light Street, Charles Street, and Fort Avenue on the South Baltimore peninsula

Impact on Parking Availability	High
Cost	Low
Ease of Implementation	Medium-High
Partners	Approved car sharing vendors, car sharing customers, BCDOT, community

South Baltimore ZipCar Locations



Support Alternative Modes of Transportation

The PABC supports the use of alternative modes of transportation to reduce parking demand. Alternative modes of transportation in Baltimore include public transit, bikes, scooters, water taxis, and walking. These modes reduce the need for residents of South Baltimore to use private vehicles to get around their neighborhood and commute to work. They also reduce the need for visitors to use private vehicles to access South Baltimore's many parks, restaurants, bars, and the nearby stadiums. Alternative modes of transportation reduce parking demand. As

stated throughout this Plan, parking demand sometimes exceeds parking supply on residential streets. Improved infrastructure and options for alternative modes of transportation will help reduce private vehicle ownership and usage, thereby reducing parking demand.

Most resident responses concerning alternative modes of transportation in relation to parking policy were favorable. Residents want a diverse set of transportation options. Comments were supportive of bikes, bike lanes, bike parking, and the Bike Master Plan. Many comments reflect the desire for a reliable public transit system to help reduce dependence on private vehicles.

The PABC actively involved BCDOT and MTA throughout this planning process. The PABC is supportive of their programs in the shared public right-of-way with the understanding that on-street parking programs also need to be accommodated. See below for current and future alternative transportation projects BCDOT and MTA are working on in South Baltimore.

BCDOT

- Charm City Circulator: Working to improve service frequency. There are no plans to change or eliminate routes.
- Bike facilities: Refer to the 2015 Bike Master Plan and 2017 Separated Bike Lane Network Plan for future facilities. The Covington Street bike facility will be completed in 2019.
- Dockless bikes and scooters: Working on implementing “mobility hubs” for bike and scooter parking. A “mobility hub” is an area in or outside of the public right-of-way that is near destinations like transit stops and points of interest for parking bikes and scooters.
- Harbor Connector and Water Taxis: Working on improving service frequency, stop improvements, new stops, and better connections to the Charm City Circulator.
- Walking: Improving crosswalks and wayfinding to the Inner Harbor.

MTA

- Buses: There are no plans to change bus service in South Baltimore.
- Light Rail: Working to improve pedestrian access and wayfinding to the Hamburg Street Light Rail Station.

Strategies:

- Support BCDOT and MTA as they work to improve access to alternative modes of transportation in South Baltimore
- Ensure that the PABC’s on-street programs are considered in BCDOT’s and MTA’s plans and projects
- Consider current and future bike facilities and bus routes when implementing angled parking
- Encourage MTA to eliminate redundancy and consolidate bus stops and associated signage wherever possible

Impact on Parking Availability	High
Cost	Low-Medium
Ease of Implementation	Low – Medium
Partners	BCDOT, MTA, micromobility vendors

Permit Limits

The topic of further limiting the number of RPP permits by eligible address through lower absolute permit issuance caps and/or escalated permit pricing (e.g. \$20 first permit per given household, \$40 second permit for the same household, etc.) was raised during the Study and through comments from the community. While this could have merit, the PABC thinks it is premature to pursue this as an initial stated goal and should proceed with the goals laid out in this Plan first, namely improved enforcement, before additional limits are placed on the numbers of RPP permits. Building a solid policy basis will be vital prior to making alterations to specific elements of the permitting allowance.

Potential Funding Sources

Many of the goals, strategies, and projects mentioned throughout this Plan are currently funded through the PABC's and BCDOT's annual budgets. Other potential funding sources include the Baltimore Casino Local Development Council (LDC), South Baltimore Gateway Partnership Grant and Benefit District, State of Maryland grants, federal government grants, and new revenue from potential rideshare loading zone fees. It should also be acknowledged that the goals, strategies, and projects in this Plan will require PABC staff time.

South Baltimore Parking Plan Goals (In Order of Priority by Topic Area)

Off-Street Inventory

Goal	Impact on Parking Availability	Cost	Ease of Implementation	Partners
Add and update West Street Garage wayfinding signage	Low	Low	High	BCDOT sign shop
Identify and promote existing off-street parking	Low	Low	High	Community Associations, Business Associations, owners of private parking facilities
Facilitate shared-use parking	Low-Medium	Low	Medium	Community Associations, Business Associations, owners of private parking facilities
Support updates to the Zoning Ordinance parking requirements and tools	Low-Medium	Low	Low-Medium	Planning, City Council, community leaders, interested residents, real estate developers

*(high = easiest, low = hardest)

On-Street Inventory

Goal	Impact on Parking Availability	Cost	Ease of Implementation*	Partners
Install angled parking	High	Low	Medium- High	BCDOT, MTA, council member, community associations, residents

On-Street Parking Programs

Non-Residential Goals	Impact on Parking Availability	Cost	Ease of Implementation	Partners
Implement demand-based meter pricing	Medium-High	Low	High	Board of Estimates, Community Associations, Business Associations, BCDOT Sign Shop
Introduce Pay-by-Phone and Pay-by-Plate meter technology	Low	High	Medium	Board of Estimates, Community Associations, Business Associations, BCDOT
Improve metered parking enforcement	High	Low	Medium	BCDOT

Non-Residential Goals	Impact on Parking Availability	Cost	Ease of Implementation	Partners
Maintain and expand ADA parking as part of Project Space (Ongoing)**	Low-Medium	Medium	High	City Council, Community Associations, Business Associations, businesses
Continue to effectively manage existing on-street parking programs (Ongoing)**	Low-Medium	Low	High	BCDOT

Residential Goals	Impact on Parking Availability	Cost	Ease of Implementation	Partners
Review Signage	Low	Low	Medium	BCDOT, RPP Advisory Board, Parking Board
Implement Virtual Permit Parking (VPP)	Medium	Medium-High	Medium	BCDOT, Parking Board, Board of Estimates
Improve residential parking enforcement	High	Low	Medium	BCDOT

Parking Demand Management

Goals	Impact on Parking Availability	Cost	Ease of Implementation	Partners
Create rideshare loading zones	Medium	Low	Medium-High	TNCs, BCDOT, residents, local business owners, district council member
Enhance car sharing options (Ongoing)**	High	Low	Medium-High	Approved car sharing vendors, car sharing customers, BCDOT, community
Support alternative modes of transportation (Ongoing)**	High	Low-Medium	Low-Medium	BCDOT, MTA, micromobility vendors

Multiple goals will likely be pursued simultaneously. The requisite and varied timing for completion of each goal might result in lower designated goals being completed prior to higher designated goals.

**Existing, ongoing goals are listed but not prioritized because they are already designated priorities.

South Baltimore Parking Plan Acknowledgements

Parking Authority of Baltimore City (Parking Planning Division) – Authors/Project Lead

The Parking Authority of Baltimore City (PABC) would like to thank the residents and stakeholders who shared their knowledge and thoughts on the South Baltimore Gateway Parking Study. In addition to the South Baltimore community, the PABC would like to thank the following organizations for their help in creating this Plan and for committing to work on its implementation:

- Baltimore City Office of Mayor, Bernard C. “Jack” Young
- State Senator William C. “Bill” Ferguson IV
- City Councilman Eric Costello
- Baltimore Casino Local Development Council
- Baltimore City Department of Planning
- Baltimore City Department of Transportation Complete Streets Division
- Baltimore City Department of Transportation Planning Division
- Baltimore City Department of Transportation Safety Division
- Baltimore City Department of Transportation Transit Bureau
- Maryland Transit Administration Planning Department
- Whitman, Requardt & Associates, LLP

Appendix 1: [Here is a link](#) to the Associated Parking Management Plans for the South Baltimore peninsula:

<https://parking.baltimorecity.gov/sites/default/files/South%20Baltimore%20Parking%20Plan,%20Appendix%201,%20Sept%202019.pdf>