

June 21, 2022

RESPONSE OF THE EASTPORT PARKING-MOBILITY WORK GROUP TO
MAYOR BUCKLEY'S TEN-POINT PARKING PLAN FOR EASTPORT

On June 10, 2022, members of the Work Group and others met with Mayor Buckley to discuss his proposed ten-point plan ("the plan"). The plan was described generally as a list of suggestions of possible next steps to address chronic and current parking issues in Eastport. Attendees at this meeting included the City Manager, David Jarell, Dick Franyo, business owner, Ald. Ross Arnett, Michael Tomasini, president of the EBA, Bill Reichhardt, president of the ECA, and Cardie Templeton, business owner. All attendees have had the opportunity to review this memo.

The Work Group met the following Tuesday to discuss and further consider the mayor's proposal. Jon Kemp from SPPlus also attended this meeting. This memo contains the Work Group's initial response and recommendations regarding the plan and other considerations. As outlined below, the Work Group prioritized points 3-5 for detailed discussion and reserved other points for further discussion. The consensus of the Work Group in order of priority is as follows:

1. **Resident-only parking Chesapeake Ave. east side -between 6th and 1st Streets. (Point 5).** After much discussion and consideration of recent written feedback from residents living in this area, the Work Group recommends that a trial period be implemented making the block between 4th street and 5th street resident parking only inbound and no parking on the outbound side. This immediate adjustment would address the chronic and daily congestion and parking problems in this location. Data from this adjustment would then inform the feasibility of expanding this model on Chesapeake.
2. **Add parking spaces, Severn Ave., west side-between 1st and 3rd streets. (Point 3).** There is concern that this suggestion would exacerbate difficult two-way traffic flow on Severn Ave. since measurements show this street is narrower than Chesapeake or Chester Ave. Not feasible unless we make Severn one way. Question, if implemented why only between 1st and 3rd? Consider applying changes on Severn Ave on a trial basis on heavy traffic event circumstances.
3. **Resident-only parking Severn Ave., east side- between 1st and 3rd streets. (Point 4)** See comments above regarding adding spaces on Severn Ave. Questions – road too narrow, how many residents with driveways served, why limit to 1st and 3rd streets?

4. **Expand City Marina Parking; unlock unused after-hours parking assets; Driveway App. (Points 1,2 and 6)** The Work Group endorses and supports these initiatives. Apparently the Parking Management company (PMC), is in discussions with private landowners to monetize unused parking assets. This approach should be supported by the city. The use of a new Driveway App seems to have merit and should be pursued on a trial basis.
5. **Ten-minute trolley and Go-Annapolis. (Point 8)** Work Group supports this service. Routes need to be determined. The Annapolis ride sharing initiative through Go Annapolis should be implemented and supported.
6. **Electric Fifth Street Ferry and Shopping Center parking deck and hub. (Points 9 and 10).** The Work Group does not have a final recommendation on these two points pending more discussion and information.

The Work Group has operated under the premise that corrective action to alleviate and improve the parking and mobility problems in Eastport should be undertaken in an evidence based incremental understanding of the problem(s) we are trying to solve and the potential impacts (intended or unintended) upon the residents, businesses, employees, and visitors in Eastport. Our first recommendations submitted last month included enhanced enforcement of existing parking regulations. This effort has been underway since May 2, 2022 with some observable changes on parking conditions. SPPlus will provide updated enforcement data for Eastport within the next few days.

The Work Group recommendations regarding better traffic management during big events (i.e. Blue Angels, July 4) have been fine tuned after the last Blue Angels events. (See below). The Work Group asks that these recommendations be fully implemented and evaluated for the July 4, 2022, celebrations.

Special Event Eastport Parking and Traffic Suggestions

•**No Parking Signage:** Ask the City to continue to install the “No Parking” signs on relevant streets **early**. Recommend that parking is not allowed on **both** sides of Chesapeake and Severn Avenues starting the mid-morning of the event days until 5pm on Blue Angels days and until midnight on Fireworks days

•**Street/Traffic Obstructions:** Coordinate with BGE and other street construction contractors to remove construction obstacles (equipment/piles of dirt etc.) on Eastport Peninsula streets at least the day **BEFORE** the event takes place

•**Tow Violators:** Tow vehicles that remain parked in violation of the “No Parking” signs (usually Chesapeake and Severn Avenues) PRIOR to the events so that the roads are completely clear post-event

•**Resident-Only Peninsula Access:** Several years ago on one July 4th holiday, only residents were allowed to drive onto the Peninsula after a certain time. Police officers were posted at 6th and Chesapeake and 6th and Severn Avenues, and drivers had to show their drivers licenses to drive onto the Peninsula. Perhaps reinstate this practice? This would encourage more people to walk onto the Peninsula.

•**Eastport Drawbridge Traffic:** Continue the post-event practice previously used and do not allow vehicles to drive across the Eastport drawbridge into town until a later hour after traffic is cleared

•**Peninsula Outbound Traffic:** Limit traffic on Chesapeake and Severn Avenues to outbound only for two hours post-event

•**Bicycle Police:** Station bicycle police officers at key/critical intersections to smoothly direct traffic outbound post-event. They could allow drivers to run through stop signs at several intersections to keep traffic flowing and then hold up cars to let vehicles turn on the side streets going outbound only. Bicycle officers could more quickly react in case of emergencies and get to trouble spots faster than police in cars