

# ***Eastport Parking Report***

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***Prepared by Eastport Parking Task Force***

***October 11, 2018***



EastportCivic.org



# Background/Problem

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- Eastport has evolved into a higher density mixed use area that attracts many more visitors.
- Together residents and their guests, businesses and their employees and patrons, as well as emergency responders are the key stakeholders.
- Approximately 30% of residents require on-street parking.
- Eastport has no City-owned structured parking.
- Eastport's parking problem has been often discussed and studied but ultimately ignored by the City of Annapolis.
- City code and enforcement have failed to keep pace with changes.
- No long term plan has been implemented to address additional residential population or commercial developments or redevelopments.



# The Eastport Parking Task Force

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- Alderman Ross Arnett proposed a committee jointly made by volunteers of the Eastport Civic Association and the Eastport Business Association.
- All volunteers who responded by the deadline were included in the committee.
- The committee is comprised of 8 residents, 4 business owners, and 5 who are both residents and business owners.
- The committee met from April to August of 2018.
- Subgroups defined what constitutes a problem.
- The whole group brainstormed 32 ideas that might address those issues.
- 20 top ideas were grouped into 5 general topics and then fully defined to produce 13 recommended solutions.



# The Eastport Parking Task Force

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- Ross Arnett
- Larry Belkov (R)
- Peter Bittner (R)
- Cam Bowdren (B)
- Nancy Briggs (R)
- Judy Buddensick (R+B)
- Vince Cerniglia (B)
- Kevin Colbeck (R+B)
- Dick Franyo (R+B)
- Ben Goldeen (R)
- Mack Lewnes (B)
- Michael Matthews (R)
- Rita Ormasa (R)
- Vic Pascoe (R)
- Patrick Shaughnessy (R+B)
- Cardie Templeton (B)
- Mike Tomasini (R+B)
- Frieda Wildey (R)



# Parking Utilization by street

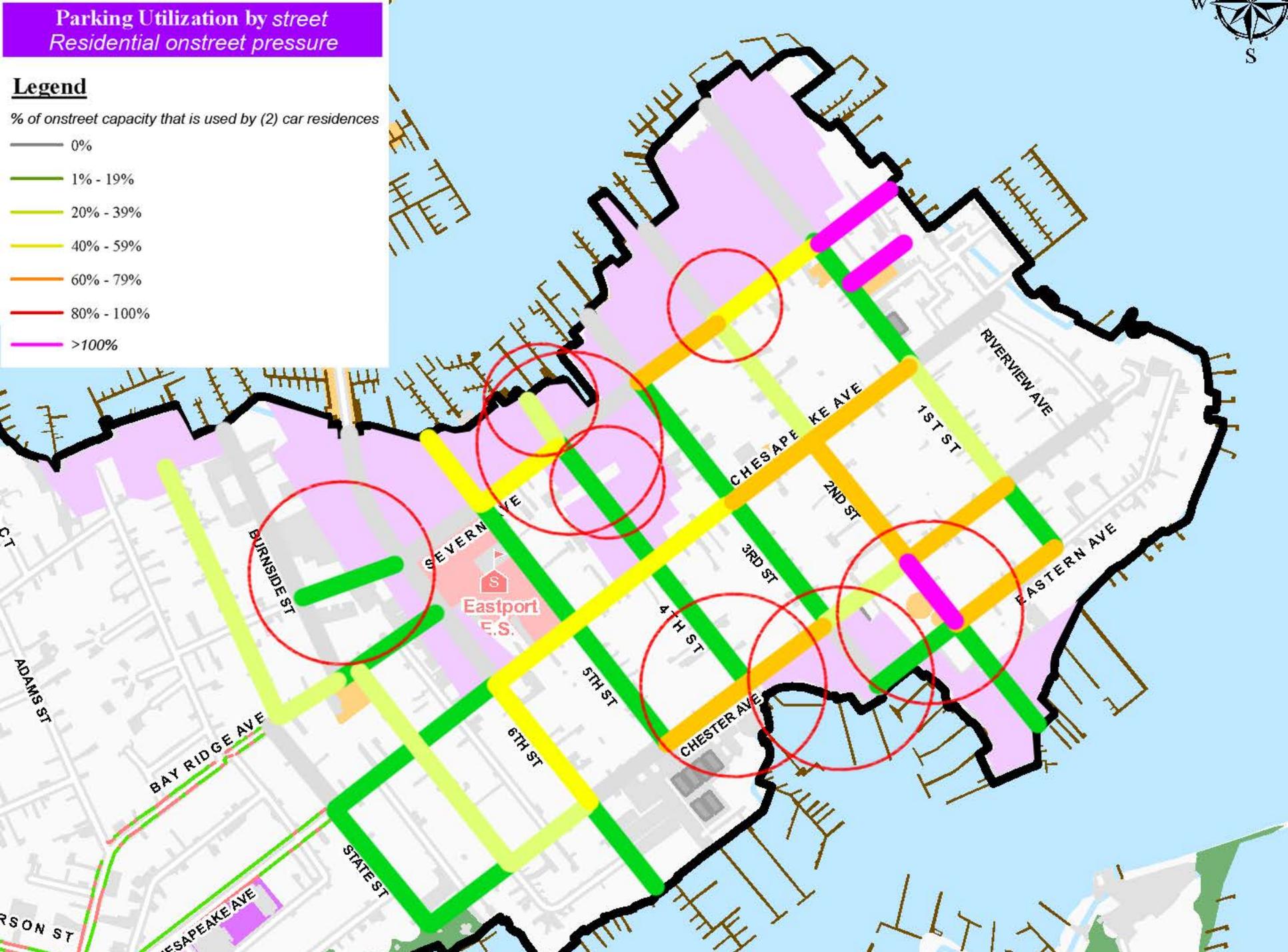
## Residential onstreet pressure



### Legend

% of onstreet capacity that is used by (2) car residences

- 0%
- 1% - 19%
- 20% - 39%
- 40% - 59%
- 60% - 79%
- 80% - 100%
- >100%



# Top 13 Recommendations



# #1- Annapolis City Marina (ACM) –Install Signage

- ***Definition:***

- Install signs on city property pointing to paid public parking in ACM lot
- Include ACM parking facility on SP+ website and mobile app

- ***Impact and Feasibility:***

- Large impact on the available on street parking – Often many of the 80 spaces are available in ACM
- Minimal costs for signage (estimated at \$2,500)
- Can be implemented immediately



Empty spaces = Opportunity to relieve street pressure

## #2-Install 48-Hour Parking Signage

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- ***Definition:***

Install current 48-hour parking signage throughout the entire Eastport peninsula

- ***Impact and Feasibility:***

- Deters long-term parking in Eastport
- Required code in place (12.20.200)
- High costs (estimated at \$31,000)
- Can be implemented immediately



# #3-Step Up Enforcement (130 Weighted Votes)

- *Definition:*

Routine enforcement of 48-hour parking and red curbs at all times on Eastport peninsula (State Street to waterfront)

- *Impact and Feasibility:*

48 Hours Enforcement	Red Curbs
<ul style="list-style-type: none"><li>• Frees up to +/-25 spaces</li><li>• Hurts marinas, yacht clubs, and short term rentals</li><li>• Requires more funding for SP+</li></ul>	<ul style="list-style-type: none"><li>• Avoids blocked driveways and entrances</li><li>• Pushes cars into legal areas</li><li>• Increases safety during special events and day to day</li></ul>






# #4-Using Noncommercial Parking lots for Commercial Parking

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- *Definition:*

Allow noncommercial properties to lease their lots to neighboring businesses (e.g. churches & elem school)

- *Impact and Feasibility:*

- Moves employees' vehicles off the streets and frees up parking for customers and residents
- Noncommercial entities may take on liability but offset by revenue
- Legislation needs to be amended



# #5-Traffic Control During Special Events

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- ***Definition:***

Direct traffic during special events to increase public safety and movement of cars

- Traffic control at key points on the peninsula
- Bridge traffic from downtown routed via Boucher to President Street to reduce traffic on Bay Ridge and Chesapeake

- ***Impact and Feasibility:***

- Increases public safety for emergency vehicles
- Allows movement for two-way traffic flow
- Helps cars exit the peninsula faster
- Can be implemented immediately



## #6-Permit Parking Solicitation for Information (SOI)

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- ***Definition:***

Solicit information from permit parking experts for our unique situation

- Provide close-by parking for all stakeholders
- Provide solutions for special events

- ***Impact and Feasibility:***

- Provides good parking options given lack of structured parking garage
- Discourages parking by those who do not live, work, or play in Eastport
- Highly feasible with City staff time and volunteer time



# #7-48-Hour Parking- Change Law to Eastport Residents Only

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- *Definition:*

Impose 48-hour parking law on all nonresidents of Eastport

- Parking passes available for marinas, marina customers, and Eastport residents' guests visiting > 48 hours

- *Impact and Feasibility:*

- Prevents non Eastport residents from using Eastport as long-term parking lot
- Supports boaters and residential visitors
- Costs for signage and enforcement



## #8-White Line “Ls” Refresh at Red Curbs

- ***Definition:***

Paint white “L’s” on streets to delineate parking zones on all streets in Eastport

- ***Impact and Feasibility:***

- Improves emergency vehicle access
- Vehicles less likely to block driveways and entrances
- Can be implemented immediately



Needs repainting



# #9-Individual Space Dividers

- Definition:

- Delineate individual spaces within parking zones to maximize number of cars
- Create “compact car” and “standard car” designated areas

- *Impact and Feasibility:*

- More parking spaces with one whole side on each street designated “compact car”
- Improves passage width for transiting cars, especially emergency vehicles
- Requires city code modifications, street surveys, and line painting



Unmarked spaces = lost opportunity

# #10-No Parking Signs-Post 7 Days Before Special Events

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- ***Definition:***

Post weather-proof signs to alert residents and visitors of upcoming event seven days ahead

- ***Impact and Feasibility:***

- Ample time to help clear streets and avoid towing
- Improves traffic flow and traffic control
- Can be implemented immediately



# #11-Annapolis City Marina Parking (ACM) – City to Underwrite Cost

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- ***Definition:***

ACM to charge same rate as downtown public garages. City to pay the difference between active rate and ACM normal rate.

- ***Impact and Feasibility:***

- Encourages use of ACM lot in lieu of street parking
- Parking lot currently underutilized despite being centrally located
- Could be costly to city



# #12-One-Way Traffic – Implement on Peninsula

- ***Definition:***

Create system of logical one-way streets NE of Sixth Street

- ***Impact and Feasibility:***

- Improves traffic flows and emergency vehicle access
- Reduces vehicular damage
- Can be implemented immediately
- May create unforeseen logistical issues
- Unlikely to increase number of parking spaces



# #13-Angled Parking on One-Way Streets

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- ***Definition:***

Make one-way streets with no parking on one-side and angled parking on the other side

- ***Impact and Feasibility:***

- Requires street width of 34 ft.
- Requires survey of each individual street section as well a potential modification of city code to describe diagonal parking dimensions



# Runner-Up Parking Ideas

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- 2-hour parking near restaurants
- 48-hour or longer term parking passes
- Additional red curbs where currently non-conforming
- Automatic enforcement of 2-hour parking on Fourth Street
- Automatic enforcement of loading zones
- Limited and consistent use of loading zones
- Metered parking
- Refreshing of red curbs
- Review parking requirements for commercial buildings
- Review parking requirements for residential buildings
- Review parking requirements for construction projects



# Other Considerations

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- What does it mean to be a good neighbor?
  - The success of our mixed use community depends on coexistence and consideration.
    - Sharing of off-street parking solutions
    - Walking and biking
- What Developments are in the immediate future?
  - Eastport Sail Loft on Fourth and Chesapeake
  - The Chesapeake Bay Trust
  - Adam's Ribs Restaurant relocation
  - Brew Pub
  - South Annapolis Yacht Center
  - Annapolis Yacht Club
  - The Lofts at Eastport Landing (ESC)



## Next Steps

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- Meet with City Department Heads with Alderman Ross Arnett to share report findings and gain agreement from city
- Amend the city code for use of noncommercial lots for commercial parking (#4) and individual space dividers (#9)
- Allocate budget to implement recommendations
- Lobby Mayor and City Council



# Supporting information

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## 2016 Eastport Transportation Study

- [2016 Eastport Transportation Study Existing Conditions Report](#)
- [2016 Eastport Transportation Study Recommendations Report](#)
- [Draft Presentation from May 12 Public Meeting](#)

## 2017 Annapolis Parking Utilization Analysis

- [Annapolis Parking Utilization Analysis June 2017](#)
- [Appendix A Annapolis Parking Study Inventory Occupancy Rates](#)
- [Appendix B Annapolis Utilization Analysis Expand Pay Parking Recommendation and Cost](#)
- [Appendix C Draft Recommendation QA](#)

## 2018 ECA/EBA Eastport parking Inventory

- [Eastport parking inventory](#)



# Other Report Appendix Content

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- What does the future look like?
- What is a parking credit?
- Annapolis City Marina parking agreement
- Previous efforts at getting structured parking in Eastport
- SP+ information
- Permit parking research



# How to Find the Full Report

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- The full report is a 39-page PDF linked document free for public access.
- The full report is available by link to either view or download at [www.eastportcivic.org](http://www.eastportcivic.org)





[EastportCivic.org](http://EastportCivic.org)

