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MAYOR

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TO: Councilwoman Odette Ramos
FROM: Nina Themelis, Director, Mayor's Office of Government Relations
CC: Council Vice President Sharon Green Middleton
DATE: January 9, 2024
SUBJECT: Peak Parking Restrictions – Removal

Councilwoman Ramos –

As part of our continued commitment to collaboration and partnership, the Department of Transportation (DOT) has committed to the removal of peak parking restrictions on the blocks identified by DOT. We are appreciative of your partnership in ensuring that DOT can remove peak parking restrictions in a manner that allows DOT to adapt swiftly to evolving traffic patterns. This flexibility is essential to facilitate our city's strategic partnership with the Maryland Department of Transportation/Maryland Transit Administration (MDOT/MTA), to align with the ongoing efforts of our state-level partners at MDOT/MTA as they progress with their North-South Corridor Study, and to ensure that there are minimal impacts to bus service, which many city residents rely on. By maintaining an agile approach to peak parking restrictions, we aim to enhance overall traffic efficiency and support the broader initiatives aimed at optimizing transportation within our city.

In this memo, you will find a comprehensive list detailing all the blocks within the 14th Councilmanic District where DOT intends to remove peak parking restrictions. Additionally, a detailed timeline outlining the anticipated completion of the removal of peak parking restrictions is provided for your reference.

Lastly, the Mayor's Office of Government Relations (MOGR) is dedicated to collaborating with you to arrange a meeting involving the Chief Administrative Officer (CAO), DOT, and MDOT/MTA. The purpose of this meeting will be to discuss the long-term plans for the blocks both north and south of the Greenmount compromise and 33rd Street. We are committed to scheduling this meeting within thirty days from the transmittal of this letter.

Committed Changes

Blocks where DOT has already removed peak parking restrictions:

- The 2700 through 3600 blocks of Hillen Road
- The 2500 through 3100 blocks of Loch Raven Boulevard

Blocks where DOT will remove peak restrictions:

- The 3300 through 3500 blocks of The Alameda
- The 2900 through 4300 blocks of Greenmount Avenue (The Greenmount Compromise)
- The 3600 through 4400 block of Falls Road

Changes Not Recommended

Blocks where DOT does not recommend removal of peak parking restrictions:

- **The 100 through 800 blocks of East 33rd Street**
 - Removal of peak hour parking restrictions at this location is projected to have significant operational impact on CityLink Silver and LocalLink 22 routes. Additionally, this area is currently under study for the Greenway Trails network and the removal of peak hour restrictions could limit potential trail alignment options.
- **The 3200 block of Loch Raven**
 - DOT does not recommend the removal of peak hour parking restrictions from the 3200-block due to a variation in roadway width.
- **The 3300 through 4300 blocks of Greenmount Avenue**
 - Removal of peak hour parking restrictions on this corridor is projected to have significant operational impact on MTA CityLink Red and LocalLink 52. Additionally, this corridor is in consideration by MTA for express transit options. Removal of the restrictions could limit potential future installation of dedicated bus lanes along the corridor. CityLink Red is one of MTA's highest ridership bus lines in the region and changes would have significant impacts to City residents utilizing transit.

Timeline and Communication

Additional deliverables

The DOT Sign Shop and Maintenance Division will ensure the removal of all peak parking restriction signage no later than Wednesday, January 24, 2024. Following the completion of this task, the DOT Government Affairs and Policy Team will promptly notify you via email within two (2) business days of project completion.