

Takoma Park Parking Management Task Force

Meeting Minutes – February 26, 2020

Attendance

City Staff: Rosalind Grigsby, Rick Baravechia

Task Force: Greg Gorman (note-taker), Jackie Davison, Claudia Wayne, Jim Douglas,
Howard Schaffer, Allen Fetter, Tim Judson,

Public: Paul Huebner (Ward 3)

Agenda

1. Call to Order
2. Approval of last meeting minutes
3. Presentation and discussion of parking enforcement
4. Recruitment and outreach discussion
5. Assignment of background material
6. New Business

Minutes

1) Called to order at 6:32pm.

2) Minutes from the last meeting were approved.

3) Public Comment: A member of the public made comments, and has applied for membership on the task force.

3) Rick of the TP Police Department provided an overview of the Residential Parking Permit (RPP) program, along with other parking enforcement issues. See RPP slide deck for details. Key topics of discussion:

- The history and timeline of RPP zones: Zone 1 in 1976 (concurrent with the opening of the Metro station), Zone 2 in 1978, Zones 1A, 2A and 3 in early 1980s to address walk-off commuter parking, Zone 4 in the early 1990s to address Adventist Hospital parking pressures, and Zones 5 and 6 in the last 13 years to address nighttime parking near high density residences
- The lack of restriction on the frequency of use of a visitor permit
- RPP policies and prices haven't changed in twenty-five years. Noted that an RPP is inexpensive for what one gets. Linking RPP cost to cost of living increases was mentioned.
- The due date for paying violations (15 days); the consensus was that the time period is too short.
- Organizations are considered businesses for the purpose of commercial RPP permits (3 per 'business'). There are screening criteria if multiple organizations at the same address.

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- Exceptions for service vehicles that have a logo and special events; dumpsters and pods need a permit to take up a parking space
- The distinction between day and night zones
- In some are RPP zones, there are more cars register than spaces available
- Hot-spot pressures – different pressures for different zones
- Residents of multi-unit homes and accessory dwelling units can get RPP; Airbnb users can use a visitor pass although the sense is that they use public transit more often
- There was a discussion of a commuter parking pass that could be gradually phased in
- The purpose of the RPP competes with the promotion of parking spot turnover for customers of the business community
- A general guidance from the council is to decrease parking and use the parking spaces more equitably.
- RPP 1A and 2A are daytime and not night time zones.
- The role of the council and balancing RPP zones and business interests. It was noted that the council has never denied an RPP zone request although it has delayed some.
- Details on the duties, routes, and shifts of the parking enforcement officers. Duties include supervision of towing and repair of parking meters. Routes are random. Shifts are limited to daytime hours with only 1.5 full-time equivalent (FTE); with 2 FTE, the shifts will be 6 am to 2 pm and from 2 pm to 7 pm
- Demonstration of the parkmobile app with mobile printer and the hand-written ticket; the ease of handheld device introduces bias into which violations are enforced
- Poor signage and decal methods makes enforcement of RPP zone violations difficult; hang-tags preferred by the parking department
- Driveways and whether they should factor into issuance of RPPs or not

A member asked Rick if any violations should be taken off the books. Ricky answered 'no' stating that the parking code violations on the books were "hammered on the anvil of experience."

4) Members developed a list of topics for recommendations involving RPPs

1. The mechanics of how an individual applies for an RPP
2. How businesses are handled, the number, and who qualifies
3. The neighborhood process for getting an RPP zone. An inequity was noted that it is easier for streets of single-family homes to reach the consensus needed
4. Discussion of the equitable utilization of spaces in RPP zones for commuters and other Takoma Park residents
5. The cost structure of RPPs
6. The fine structure for RPP zone violations

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7. Signage for RPP zones and tags/decals
8. Potential caps on the number of permits per residence

5) Future Meeting Planning

- March 11 – Representative from Old Town Business Association or Takoma/Langley Crossroad Development Authority
- Garages

6) New Business

- The effect of future Purple Line development on Task Force recommendations

Meeting was adjourned at 8:03pm.