

# Takoma Park Parking Management Task Force

## Meeting Minutes – May 6, 2020

### Attendance

**City Staff:** Rosalind Grigsby

**Task Force:** Greg Gorman (note-taker), Jackie Davison, Howard Schaffer, Allen Fetter, Tim Judson, Paul Huebner, Emmanuel Wagner, Roger Schlegel

### Minutes

- 1) The meeting was called to order at 6:40 pm.
- 2) Minutes from April 29<sup>th</sup> approved.
- 3) RPP proposals were reviewed, discussed, and edits made.
- 4) New business.
  - 5/20: Old Town business association parking input (guest Ms. Barclay)
  - June meetings: plans for community input and continuation of RPP proposal review
- 5) Meeting was adjourned at 8:00 pm.

## Residential Permit Program: Proposed Recommendations

5-6-2020 draft

1. A City-Wide Parking Permit: Anyone who lives in Takoma Park could be eligible for a City-wide permit that would allow the permit holder to park in Takoma Park. The permit fees could be adjusted to accurately reflect the cost of administering the permit program (currently \$12.50 per year or \$20 for two years). **(Source: Staff)**
  - a. Maybe use RPP zones and allow 2 hour free
2. Permit costs should escalate with each additional vehicle. The first permit should be free; additional permits should be \$100/\$200/\$400; perhaps discount/penalize certain types of vehicles. There should be a cap on the number of permits.
  - a. Single family homes
  - b. Multi family homes (consider the details for further consideration)
    - i. Condos, large/small apartment buildings, subsidized housing, subdivided detached homes, accessory apartments (depending on zoning), group homes, student housing; **consider amount of on-site parking available**
  - c. Home based businesses
  - d. Commercial businesses with employees
3. Permit zone boundaries should be re-visited, and redrawn if necessary, on a periodic basis and on an *ad hoc* basis for substantive developments or changes in use; these zones are only to be used for parking enforcement of the city-wide permit and for guest-passes.
4. RPP guest passes:
  - a. Discuss hours of enforcement?
  - b. Guest passes: pay or 2 free?
  - c. Length of time?
5. Dumpster and storage permits should have fees, higher than city-wide permits, and should be enforced/managed by the parking enforcement division.
6. Make RPP guest passes ad hoc for 48 hours and able to be ordered/printed on-line in addition to obtaining in-person at the Community Center at Takoma Park Recreation Center on NH Ave. **(Source: TF)**  
**(Jim: Interesting idea, but I foresee lots of problems and objections.....)**

Guest Passes or Occasional Passes Examples in other jurisdictions include a set number of day passes available with the permits and extra passes could be available for purchase. Day passes could be used for occasional events, such as large gatherings, or for various service people who are working at the house. Passes could be accessed online.

7. Adjust RPP-only parking times to optimize use by residents and visitors.
8. ~~Allow for two hour parking by general public in residential permit zones 10:00AM-8:00PM; charge non-permit holders (pay by phone only).~~ **(Source: Sabra) – hard to enforce, too expensive initial investment to get LPRs which would help enforcement (Jim: code enforcement said this would be very hard/expensive to implement - unless that can be fixed this won't work)**
  - a. Insert pilot of commuter parking
9. ~~Takoma Park could enact a parking zone for the entire city (different sectors are established across the city), requiring any parked vehicle in the city's right of way to display a parking zone sticker.~~ **(Source: TF)**
10. Increase cost of car ownership in areas of limited parking/parking zones. Cost increases with number of cars (exponentially?), with discounts for Zero Emission Cars. **(Source: TF)**
  - i. ~~Families without cars would get a rebate, first car would cost nothing (or \$10), and cost would increase substantially/exponentially with increased vehicle ownership (ideally making this revenue neutral, with admin costs included).~~ **(Source: TF)**
  - ii. ~~Make RPPs for the 1st car of a family unit \$10 (lower than it is now); 2nd car, \$40; 3rd car \$160; and quadruple for each additional non-business vehicle, or some similar progressive scheme.~~ **(Source: TF)**
  - iii. ~~Increase the base cost the closer within the watershed to the Metro station.~~ **(Source: TF)**
11. Use parking revenues (RPP and meters) to subsidize non-car travel of Takoma Park business employees (e.g. monthly Lyft credit, MetroBenefits, Capital BikeShare subscription). **(Source: TF) (Jim: this assumes charges for RPP exceed program costs. Is that true?)**
12. Explore revenue raising strategies from private vehicles powered by fossil fuels to subsidize things like a free shuttle by raising parking meter rates in old town and substantially raising parking permit rates, especially for second vehicles and guest permits. **(Source: TF) (Jim: Not really an RPP issue)**
13. Switch from stickers for RPPs to hang-tag or easily identifying marker **(Source: TF) (Jim: Why? what problem does this solve? Code enforcement didn't seem to have much concern about the current system. Hang tag would be subject to abuse: people would simply move them from car to car and give them to friends)**
14. Residents of registered multifamily properties and group houses would be eligible as individual units. Business owners are also investors in the City of Takoma Park and could be eligible for the City-wide parking permit. **(Source: Staff)**

15. Home based businesses with County permits to operate in a residence, or residents with commercial vehicles such as pick-up trucks, could also get a permit to park their vehicles. The City could restrict the type and number of such vehicles, and consider a different permit fee for them. **(Source: Staff)**
16. “Hot-Spot” Neighborhoods: In neighborhoods with identified parking pressures, the City could have time-restricted parking through ParkMobile with time limits (2-hour or 4-hour parking). **(Source: Staff)**
17. City-wide permit holders would be exempt from metered parking and time limits. An option for residents without a driveway in a hot spot neighborhood could be to petition the City for a reserved space for one car, for a fee. **(Source: Staff)**

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