

Takoma Park Parking Task Force

November 19, 2020

Attendees:

- Jacqueline Davison
- Greg Gorman
- Tim Judson
- Claudia Wayne
- Paul Huebner
- Emanuel Wagner
- Allen Fetter
- Roz Grisby (staff)

Not in attendance:

- Jim Douglas
- Roger Schlegel

Notes

Task force attendees started the meeting at 7:35 with a quorum.

Group continued the review of the recommendations at item #12, the last item discussed at the last meeting.

Clarification of #12: parking anywhere for 2 hours in other parking permit zones, but would not apply to any metered spaces.

Group decided to delete #12, as per discussion at last meeting.

#13 saw no edits, merely clarification that meters can take up valuable public space and that could be freed up with non-physical solution

#14 was edited to clarify the location of the area affected and extend it outside the limits of the old Takoma business area.

On #15, the group emphasized the need to get input from affected businesses on the times they'll be in need of dedicated loading, as well as a clarification that metered parking also means paid parking, an edit made to other sections, as well.

No further edits to #16/17.

To #18 language was added to clarify what "static wayfinding" meant, (parking signage), to help folks seeking parking to find it more easily, and a recommendation was added to submit all available Takoma Park parking lots to common online mapping systems like Google maps.

#19 and #20 were combined to address that higher turnover and cost parity to other jurisdiction (DC) were both sought, but cost should still remain affordable, subject to public input. It was also discussed that different business districts may have different sweet spots and a uniform parking fee system may not be appropriate.

Old #21, now 20, was kept in even as questions were brought up on the viability and cost of introducing demand pricing for parking. Baltimore City has a demand pricing system established, but public feedback should help clarify the desire for such a system.

On old #22 the issue of potentially incorrect prioritization was discussed, and clarified that third prioritization is just in alphabetical order. In that segment, two items were refined, one to expand the parking space availability beyond restaurants and cafes to include all businesses, and the other that a clear structure for the cost assessment of using public space needs to be developed.

Several new items were added. First, additional time was requested to pay for parking tickets, ideally increasing the time to pay from the current 10 days to 30 days. Second, the one-way street proposal was added to be considered by the council and the public, possibly as a standalone pilot program. In addition, an item was added to increase metro parking time to 12 hours from the current system to make commuting more viable for people needing to drive to the metro. Relatedly, there should be a study to determine the viability and benefits of building a parking garage near the Takoma Metro. Lastly, the group suggested to create a Takoma Park public transit circulator bus routes throughout the city to allow for more convenient non-car travel within the city.

The meeting was adjourned at 8:35 pm.