

**CITY OF TAKOMA PARK, MARYLAND  
CITY COUNCIL REGULAR MEETING**

**Wednesday, October 13, 2021**

**MINUTES**

*Minutes adopted Nov. 17, 2021*

**CALL TO ORDER/ROLL CALL**

**Present:** Mayor Stewart, Councilmember Kovar, Councilmember Dyballa, Councilmember Kostiuk, Councilmember Seamens, Councilmember Smith, Councilmember Searcy

**Also Present:** City Manager Fox, Deputy City Manager Clarke, City Clerk Carpenter, Planning Manager Grigsby, Human Resources Director Smith, HCD Director Cross

The meeting was called to order at 7:30 PM on Zoom.

**CHANGES TO THE AGENDA / AGENDA SCHEDULING UPDATE**

Mayor Stewart provided the update.

**PRESENTATION**

**1. Parking Management Task Force**

Co-Chairs Jackie Davison and Greg Gorman presented the report (attached).

**PUBLIC COMMENTS**

Barbara Whitney commented on biodiversity and the need to protect it.

Mary Jane Muchui asked the City to provide parking spaces to people with hybrid cars. She complained about the difficulty of filing for property tax credits and asked for reparations for Black Americans.

**COUNCIL COMMENTS**

Mr. Seamens referenced the memorial service held for Pat Loveless. Mr. Loveless dedicated his life from the age of 22 to peace and other activism, and he was the City's first peace delegate.

Mr. Smith announced Public Space Management Plan workshops in Ward 5 and announced guests at the MML Montgomery Chapter meeting.

Ms. Kostiuk also attended the memorial for Pat Loveless. She thanked the organizers. She attended a meeting with residents on Jefferson Avenue who will be requesting traffic calming.

Mr. Kovar noted that the food security RFP was published this week. He continues to urge the use of ARPA funds to assist those in need sooner rather than later. He thanked Gabi Tayak for leading the Indigenous Peoples' Day event on Saturday.

Ms. Searcy said that the Police Department is doing many events in Ward 6, including Trunk n Treat and Coffee with a Cop.

Ms. Stewart noted that Debbie Thomas from Prince George's Avenue passed away. She had done remarkable work in the community. Ms. Stewart thanked CHEER and Holy Cross for holding a vaccine clinic and provided an update on the recent COG Board of Directors Meeting.

### **CITY MANAGER COMMENTS**

City Manager Fox said that October is Breast Cancer Awareness Month and Domestic Violence Awareness Month. He urged people to get a flu shot and the COVID-19 vaccination. The ARPA Manager is nearly selected. The Senior Leadership Team has met to look at organizational priorities for ARPA funds.

HCD Director Cross announced that the food insecurity RFP would remain open until November 12. He reported that a new Economic Development Manager has been hired and provided an update on emergency rental assistance and eviction prevention.

### **VOTING SESSION**

#### **2. Second Reading Ordinance Approving Traffic Calming for the 7900 Block of Takoma Avenue**

Mr. Kovar moved the ordinance. Ms. Dyballa seconded the motion. The motion carried (VOTING FOR: Stewart, Kovar, Dyballa, Kostiuk, Seamens, Smith, Searcy).

**Ordinance 2021-42 (attached)**

#### **3. Second Reading Ordinance Approving Traffic Calming for Auburn Avenue**

Ms. Searcy moved the ordinance. Ms. Kostiuk seconded. The motion carried (VOTING FOR: Stewart, Kovar, Dyballa, Kostiuk, Seamens, Smith, Searcy).

**Ordinance 2021-43 (attached)**

### **WORK SESSION**

#### **4. Discussion of Council Compensation**

Ms. Smith shared a presentation of current salary and benefits, comparisons with other jurisdictions, and presented three options for Council to consider (attached).

Option 1 –Recommended: Change salary levels to \$20,000 (Mayoral) and \$16,000 (Councilmembers); Increase the insurance benefit to be consistent with that of full-time non-exempt employees.

Option 2: Change salary levels to amount specified by the Council Compensation Committee, \$32,000 (Mayoral) and \$24,000 (Councilmembers); Increase the insurance benefit to be paid by the City at 80% for all levels of coverage.

Option 3: No change.

Council discussed the options and the goal of attracting a diverse pool of candidates, noting the many hours required to serve as an elected official. They considered the benefit of having health insurance versus a higher salary.

Ms. Smith was asked to come back with information on the cost for the various options.

#### **5. Committee Appointments**

The Council subgroup of Councilmembers Seamens, Dyballa, and Kostiuk announced the tentative list of appointees for the quasi-judicial committees.

#### **ADJOURNMENT**

The Council adjourned for the evening at 9:58 PM.

# PARKING MANAGEMENT TASK FORCE

Notice

October, 2021

## **Summary**

The Parking Management Task Force (TF) developed 27 draft recommendations related to parking and use of curb space in the City. Sources informing the recommendations include interviews with the Old Town, Long Branch/Flower Avenue, and Takoma-Langley business communities, City police and parking enforcement personnel, city staff; previous City-contracted consultant materials, and parking management materials from municipalities in Maryland and other states. The pandemic repeatedly stymied the Task Force's plans to engage community members in an equitable way and extended the Task Force's planned existence and completion of its work. The Task Force does not believe it can equitably engage City residents in the current pandemic environment in the near future, and submits the draft recommendations, and developed-but-not-deployed community engagement materials, to the Council with the caveat that they are deficient and incomplete without equitable community feedback.

## **Recommendations**

The Task Force, considering the balance of socioeconomic equity, social justice, fairness, environmental stewardship, a healthy business community, and public health - developed the attached 27 draft recommendations within three categories:

- Parking Permits
- Parking Meters
- Miscellaneous (public transit and street-use/alignment)

## **Community Participation**

The TF developed the following community feedback planning materials:

- An outreach plan to elicit community feedback
- A survey for digital and in-person participation
- A flyer notice of the survey

During sustained community transmission of COVID-19, the TF believes that the digital divide, the need for physical distancing, differences between the schedules of essential and non-essential workers, and varying degrees of health risk among City residents prevent - now and in the intermediate future - a representative community response to

recommendations about a communal and widely-shared resource such as parking and curb-space.

## **Status**

The TF and its members, acknowledging that their work is incomplete and that they cannot accomplish their charge in the near future, respectfully asks the Council to conclude their service. The TF recommends that the City pursue community feedback once conditions allow, either through City staff efforts, through a newly chartered and populated parking management TF, or a combination of both. The TF members are willing to provide background and intent for the recommendations to Council members, staff, and other current and future City committees and task forces.

Jackie Davison (Co-Chair)

Greg Gorman (Co-Chair)

Tim Judson

Roger Schlegel

Claudia Wayne

Paul Huebner

Allen Fetter

Enclosure: Draft Recommendations of the 2019-2021 Parking Management Task Force

## ***DRAFT RECOMMENDATIONS OF THE 2019-2021 PARKING MANAGEMENT TASK FORCE***

### ***Permits***

1. Residential Parking Permits (RPP) and 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 for up to 2 hours in a RPP zone. 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).
  - a. This recommendation can be a pilot in a single zone, trialed for a year only, can vary times (i.e. non-peak only, or the length of time allowed).
  - b. Adjust RPP-only parking times to optimize use by residents and visitors.
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 could be caps on the number of permits based on the type of applicant for the permits.
  - i. Single family homes
  - ii. Multi family homes (consider the details for further consideration)  
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
  - iii. Home-based businesses
  - iv. Commercial businesses and non-profits with employees and volunteers
  - v. Religious institutions
3. 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.
4. 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.
5. 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.
6. Dumpster and storage permits should be time-limited (e.g. monthly), have fees, higher than city-wide permits, and should be enforced/managed by the parking enforcement division.
7. 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.
8. It is imperative to make as many permitting processes as possible available on-line while not disenfranchising those without digital access.
9. Use parking revenues (RPP and meters) – if they exceed management costs - to subsidize non-car travel of Takoma Park business employees (e.g. monthly Lyft credit, MetroBenefits, Capital BikeShare subscription) or a shuttle. Such a program could also include residents with limited mobility or means.
10. Switch from stickers for RPPs to an easily identifying marker, perhaps paired with License Plate Reader technology, which the City already partially owns.

11. The City should establish a transparent process with a high threshold for granting ‘special permits’ for residents or businesses to block street parking, and should re-evaluate existing blockages of parking in public curbspace (such as those on Baltimore Ave, Hancock Ave, and Domer Ave).

### ***Parking Meters***

12. “Hot-Spot” Neighborhoods: In neighborhoods with identified parking pressures, the City could have time-restricted parking through ParkMobile with time limits that encourage appropriate turnover.

13. The Task Force recognizes a potential conflict with continued use of sidewalk space by meters; City should continue to monitor the trend and cost:benefit ratio to determine if meters should be phased out for other options (e.g. Parkmobile) and if that would be inequitable.

14. Extend metered time later (e.g. 7:00 or 8:00 PM) in the Old Takoma District and metered areas as needed.

15. Work with businesses to formalize the use of metered/paid parking spaces for loading, and provide notice of loading zone times for zones that block those metered/paid parking spaces.

16. Allow a minimum of 30 days for payment of parking fines.

17. Consider installation of additional metered/paid parking spaces at select locations: convert unregulated spaces to metered/paid parking spaces along Carroll Avenue west of Willow.

18. Maintain free parking, with time limits, at metered/paid parking spaces for holders of handicapped placards.

19. Improve parking & pricing signs. Work with digital map companies to ensure capture of all parking assets.

20. Establish a base meter rate and length of time – either city-wide or by business district - that balances business preferences with turnover and maintains reasonable parity with those of parking zones in adjacent jurisdictions.

21. It has been suggested to explore the possibility of demand-based pricing during peak times. The Task Force has concerns about transparency and equity although demand-based pricing may fulfill some of the other goals of the Task Force. *For example, during high-demand times (e.g. 4-8 PM), reduce the rates of metered spaces on side streets and raise them in high demand areas in front of businesses or increase the cost of parking as available spots decline.*

### ***Miscellaneous***

22. Work with Metro to increase parking time to 12 hours to encourage the use of public transportation.

23. Consider a one-way street pilot project to allow additional curbspace for parking, bike lanes, or other uses, and to improve traffic flow.

24. Consider the benefits of a parking garage at the Metro station.

25. Conduct a study on the demand and benefits of one or more City-run circulator/shuttle routes within the City.

26. Allocate curbside & street space for alternate use: - Handicapped spaces (#1 priority of TF)  
- Very short-term pick-up/drop-off spaces (#2 priority)

The Task Force also saw value in dedicating curbspace – subject to resident, business, and City input - for the following alternate uses (in alphabetical order):

- Bike and scooter corrals
- Electric vehicle charging
- Outdoor business use (e.g. café seating, extended sales space)
- Shared-car services
- Temporary blocking for neighborhood use [block parties, bike teaching]

27. The City should advocate for a park and ride lot on a portion of the former Washington Adventist Hospital campus for people using public transit (i.e. access to Ride-On to Metro).



# Community Survey on Curbspace in Takoma Park

\*\*Note: the Task Force designed this survey to be distributed digitally by e-mail lists, digitally by a QR code on a flyer, and through assisted in-person completion at physical locations equally spread around the City\*\*

Please choose your language \*

- English
- Espanol
- Francais
- Amharic

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The Takoma Park Parking Task Force thought a lot about our streets and curbs. We want the City to use our streets, curbs, and parking lots in ways that are safe, equitable, inclusive, sustainable, efficient, and cost-effective. Residents, businesses, employees, and visitors all have a stake in our streets and curbs.

What do you think of how the City of Takoma Park manages parking or how public street space is used in our City?

We want to hear from you. We have 27 recommendations: 11 about Permits, 10 about Parking Meters, and 6 about other topics. We only will ask about 6 of them chosen at random. It takes about 7 minutes to complete.

Let's get started. Click 'Next' to see a few Permit recommendations and give us your feedback.

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Permits (1/11)

Residential Parking Permits (RPP) and City-Wide Parking Permit

Residential Parking Permit zones are residential areas of the city where on-street parking is restricted to vehicles owned by residents in the zone, with city-issued permits (RPPs). Anyone who lives in Takoma Park could be eligible for a City-wide permit that would allow the permit holder to park for up to 2 hours in a Residential Parking Permit zone. 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). This recommendation can be tested out in a single zone, for one year. To balance the needs of residents of the RPP zone, the City-wide permit could also be valid for certain times of day, or only for a certain amount of time (say, 4 hours).

- . How much do you agree or disagree with this idea? (5-point scale:
  - o 1 = strongly disagree
  - o 2 = disagree
  - o 3 = neither agree, nor disagree
  - o 4 = agree
  - o 5 = strongly agree

Comment (optional): \_\_\_\_\_

Permits (2/11)

For households requiring more than one permit, the cost of the first permit should be free; additional permits should increase in cost: for example, \$100 for the second vehicle, \$200 for the third, \$400 for the fourth, etc.

- . How much do you agree or disagree with this idea? (5-point scale)

Comment (optional): \_\_\_\_\_ Permits (3/11)

Business owners who live outside of Takoma Park could be eligible for the City-wide parking permit.

- . How much do you agree or disagree with this idea? (5-point scale)

Permits (4/11)

Home-based businesses with County permits to operate in a residence, or residents with commercial vehicles, could also get a permit to park their vehicles. The City could restrict the type and number of such vehicles.

- . How much do you agree or disagree with this idea? (5-point scale)

Permits (5/11)

The City should periodically review permit zone boundaries and redraw them if necessary.

- . How much do you agree or disagree with this idea? (5-point scale)

Permits (6/11)

Curb-side permits for dumpsters and storage units should be time-limited (e.g., 30 days). Permits could be renewed for an additional fee. Fees for curb-side dumpsters and storage units should be higher than for parking permits.

- . How much do you agree or disagree with this idea? (5-point scale)

Permits (7/11)

Make RPP guest passes valid for 48 hours and enable residents to order them online, and either print them on-line or pick them up in-person.

- . How much do you agree or disagree with this idea? (5-point scale)

Permits (8/11)

As many permitting processes as possible should be available on-line while not disenfranchising those without digital access.

- . How much do you agree or disagree with this idea? (5-point scale)

Permits (9/11)

Use parking revenues (permits and meters) – if they exceed management costs - to subsidize non-car travel of Takoma Park business employees (e.g. monthly Lyft credit, MetroBenefits, Capital BikeShare subscription) or a shuttle. Such a program could also include residents with limited mobility or means.

- . How much do you agree or disagree with this idea? (5-point scale)

Permits (10/11)

Switch to using automated license plate readers for enforcement of Residential Parking Permits to reduce staff time spent on checking permits and writing tickets.

- . How much do you agree or disagree with this idea? (5-point scale)

Permits (11/11)

Review and tighten the process for 'special requests' from residents to block parking spaces and re-visit current special requests (as exists on Baltimore Ave., Hancock Ave, and Domer Ave.)

- . How much do you agree or disagree with this idea? (5-point scale)

Now let's review recommendations about Parking Meters.

Parking Meters (1/10)

"Hot-Spot" Neighborhoods: In neighborhoods with high parking demand, the City could have time-restricted parking through a cellphone-based app with time limits that encourage appropriate turnover.

- . How much do you agree or disagree with this idea? (5-point scale)

Parking Meters (2/10)

Since many of our sidewalks are narrow, the Task Force recognizes that continued use of sidewalk space by meters may conflict with the safety and accessibility for many pedestrians and users of wheelchairs. The City should continue

to monitor the trend to determine if sidewalk parking meters should be phased out for other options (e.g. ParkMobile or other cellphone based apps) and if that would be inequitable to some drivers.

- . How much do you agree or disagree with this idea? (5-point scale)

Parking Meters (3/10)

Extend metered time later (e.g. until 7:00 PM or 8:00 PM) in the Old Takoma District and metered areas as needed.

- . How much do you agree or disagree with this idea? (5-point scale)

Parking Meters (4/10)

Work with businesses to formalize the use of metered/paid parking spaces for loading, and provide notice of loading zone times for zones that block those metered/paid parking spaces.

- . How much do you agree or disagree with this idea? (5-point scale)

Parking Meters (5/10)

Allow a minimum of 30 days for payment of parking fines. (It's currently 15 days.)

- . How much do you agree or disagree with this idea? (5-point scale)

Parking Meters (6/10)

Consider installation of additional metered/paid parking spaces at select locations: convert unregulated spaces to metered/paid parking spaces along Carroll Avenue west of Willow.

- . How much do you agree or disagree with this idea? (5-point scale)

Parking Meters (7/10)

Maintain the current policy of allowing free parking for holders of handicapped placards, with time limits, at metered/paid parking spaces.

- . How much do you agree or disagree with this idea? (5-point scale)

Parking Meters (8/10)

Improve parking and pricing signs. Work with digital map companies to ensure that their maps show parking areas.

- . On a scale of 1-5, what do you think of this concept?
  - o 1 = strongly opposed
  - o 2 = opposed
  - o 3 = neither opposed, nor supportive
  - o 4 = supportive
  - o 5 = strongly supportive

It's easy for me to find where I can park in commercial areas of the City.

- . On a scale of 1-5, what do you think of this concept?

Parking Meters (9/10)

For metered parking areas near DC, increase rates to be comparable to the DC meter rates.

- . On a scale of 1-5, what do you think of this concept?

Adjust parking meter times and rates based upon local businesses' preferences.

- . On a scale of 1-5, what do you think of this concept?

Parking Meters (10/10)

There are times when there is a shortage of parking spaces in downtown Takoma Park. Have you experienced this as a problem? If so, how significant is it to you?

Parking space shortages could be reduced if drivers were encouraged to shorten the time they are parked, so that spaces are freed up more frequently. Some communities have adopted a system for pricing parking meters based on demand. For example, during high-demand times (say, 4-8 PM), reduce the rates of metered spaces on side streets and raise them in high-demand areas in front of businesses. Alternatively, the price of parking meters could be set to increase as the number of available parking spaces decline.

- . On a scale of 1-5, what do you think of this concept?

Now let's review some Miscellaneous topics about curbspace and parking.

Miscellaneous (1/6)

Metered parking at the Takoma Metro station is currently limited to 4 hours. This discourages some residents from taking the Metro to work. To encourage the use of public transportation, work with Metro to dedicate some parking spaces at the Takoma Metro parking lot for up to 12 hours of parking time.

- . On a scale of 1-5, what do you think of this concept?

Miscellaneous (2/6)

Advocate for WMATA to construct a parking garage at the Takoma Metro station in DC.

- . On a scale of 1-5, what do you think of this concept?

Miscellaneous (3/6)

Expand public transit options in Takoma Park by creating one or more City-run circulator shuttle routes.

- . On a scale of 1-5, what do you think of this concept?

Miscellaneous (4/6)

Consider making narrow streets one-way to improve traffic flow and to allow more space for bike lanes and other uses.

- On a scale of 1-5, what do you think of this concept?

### Miscellaneous (5/6)

The Task Force is considering alternatives for use of curbside space. Rate the value in your opinion of converting some parking spaces to each of the following uses: (Rank these options from your highest to lowest priority: 1 = lowest value, 6 = highest value)

- Handicapped spaces
- Very short-term pick-up/drop-off spaces
- Bike and scooter corral
- Electric vehicle charging
- Outdoor business use (e.g. café seating, extended sales space)
- Car-sharing services (such as Zipcar)

Should the City allow long-term permitted arrangements for periodic street closures for neighborhood use [block parties, kid-safe zones], subject to renewal each year?

- How much do you agree or disagree with this idea? (5-point scale)

### Miscellaneous (6/6)

The City should advocate for a park and ride lot on a portion of the former Washington Adventist Hospital campus for people using public transit (i.e. access to Ride-On to Metro).

- How much do you agree or disagree with this idea? (5-point scale)

### One more Question

The City now allows residents with electric vehicles (EVs) to install a charging station for their vehicle next to the curb in front of their home at their own expense, when they do not have a driveway.



Should such residents have guaranteed access to a single parking spot within 15 feet of their charging station?

- . How do you rate this proposal (1-5 scale)

One option would be to grant guaranteed access at certain times of day (such as 10pm to 6 am).

- . How do you rate this proposal (1-5 scale)

Such permits could also be subject to re-evaluation every 3 years.

- . How do you rate this proposal (1-5 scale)

In addition, the City could adopt such a policy for a limited period of time until the City implements a longer-term alternative.

- . How do you rate this proposal (1-5 scale)

Thank you. Now please tell us a little about yourself - we want to make sure people from all over Takoma Park and who use all forms of transportation contribute.

Tell us the name of the 2 streets at the closest intersection to where you live (or work if you are a Takoma Park business owner or employee).

Your answer

Are you a Takoma Park Business owner or employee?

Yes - and I live in Takoma Park

Yes - but I live outside Takoma Park

No

More about You and Your Household

Do you rent or own your residence?

Rent

Own

Do you live in a multi-home building?

Yes

No

How many people live in your home?

>5

5

4

3

2

1

## More about Your Transportation

What is your main way of getting around the City of Takoma Park for errands?

Walk

Bike

Bus

Drive a Car

Use a taxi service or ride-share

Other

What is your main way of travelling when leaving the city?

Walk

Bike

Bus

Drive a Car

Use a taxi service or ride-share

Metrorail

Other

## Here are some car-specific questions.

Do you own/lease a car?

No

Yes

Do you have access to off street-parking?

No

Yes - a driveway

Yes - a parking lot

How many vehicles are owned/leased by your household or business?

0

- 1
- 2
- 3
- >3

Do you have a handicapped sticker or plate?

- No
- Yes

Just a few more questions about you

What is your age in years?

- < 20
- 20-30
- 30-40
- 40-50
- 50-60
- 60-70
- Greater than 70
- Prefer not to answer

What is your gender?

- Female
- Male
- Non-binary
- Prefer not to answer

How do you identify your race and ethnicity? You may choose more than one.

- American Indian or Alaska Native
- Asian
- Black or African American
- Native Hawaiian or Other Pacific Islander
- Hispanic
- White
- I prefer not to answer

Thank you. Please forward this to your friends and neighbors.

Flyer design



## Curbspace in Takoma Park: How Should We Use it?



The City Parking Management Task Force\* wants to know what you think about our ideas about how we use our curb space. We have ideas on **car parking**, **Residential Parking Permits**, **business use**, **electric vehicle charging**, **meters**, **bike/scooter corrals**, **streetscape cafes**, and **more**.

\* Established by Resolution 2019-51

### Let us know what you think!

Once it is safe to talk with you in person about these ideas, we will announce community forums. In the meantime, please take some time to read and comment on our ideas with this on-line survey, scan the QR-code below with your smartphone, go to the link on a computer, or call 301- to have a survey mailed to you.



Introduced by: Councilmember Kovar

First Reading: October 6, 2021

Second Reading: October 13, 2021

Effective Date: October 13, 2021

**CITY OF TAKOMA PARK, MARYLAND**

**ORDINANCE NO. 2021-42**

**AUTHORIZING THE INSTALLATION OF TRAFFIC CALMING  
ON 7900 BLOCK OF TAKOMA AVENUE**

WHEREAS, in accordance with Takoma Park Code, Section 13.28.010, the Director of Public Works is authorized to place, erect, and maintain upon the public highways of the City such traffic calming devices as the Council may direct at locations designated by the Council or as determined by the City Manager or their designee; and

WHEREAS, residents of the 7900 block of Takoma Avenue initiated a traffic calming request for installation of traffic calming on the block in a process that included a petition, community meeting, and a public hearing; and

WHEREAS, the City Council has considered the request.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF TAKOMA PARK, MARYLAND THAT:

Section 1. Installation of a speed hump and appropriate signage on the 7900 block of Takoma Avenue is authorized.

Section 2: This ordinance shall become effective immediately.

Adopted this 13th day of October, 2021 by roll-call vote as follows:

A YE: Stewart, Kovar, Dyballa, Kostiuk, Seamens, Smith, Searcy

NAY: None

ABSTAIN: None

ABSENT: None

Introduced by: Councilmember Dyballa

First Reading: October 6, 2021

Second Reading: October 13, 2021

Effective Date: October 13, 2021

**CITY OF TAKOMA PARK, MARYLAND**

**ORDINANCE NO. 2021-43**

**AUTHORIZING THE INSTALLATION OF TRAFFIC CALMING  
ON AUBURN AVENUE**

WHEREAS, in accordance with Takoma Park Code, Section 13.28.010, the Director of Public Works is authorized to place, erect, and maintain upon the public highways of the City such traffic calming devices as the Council may direct at locations designated by the Council or as determined by the City Manager or their designee; and

WHEREAS, residents of Auburn Avenue initiated a traffic calming request for installation of traffic calming on the block in a process that included a petition, community meeting, and a public hearing; and

WHEREAS, the City Council has considered the request.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF TAKOMA PARK, MARYLAND THAT:

Section 1. Installation of two speed humps and appropriate signage on the 700 block of Auburn Avenue is authorized.

Section 2: This ordinance shall become effective immediately.

Adopted this 13th day of October, 2021 by roll-call vote as follows:

A YE: Stewart, Kovar, Dyballa, Kostiuk, Seamens, Smith, Searcy

NAY: None

ABSTAIN: None

ABSENT: None



City of Takoma Park

# Council Compensation

# Council compensation is driven by the City Code

- *Section 2.04.100 –Salary:*
- (A) - ...the Mayor's salary shall be adjusted on July 1st of each year pursuant to the above index (Employment Cost Index for State and Local Government), or 0.0%, whichever is greater.
- (B) – ...the salary of each Councilmember shall be adjusted on July 1st of each year pursuant to the above index (Employment Cost Index for State and Local Government), or 0.0%, whichever is greater.
- (C) In the event that a staff wage adjustment is suspended due to financial constraints, adjustments to the salaries of the Mayor and each Councilmember shall also be suspended.
  
- *Section 2.04.105 –Health insurance benefits:*
- . . . the Mayor and Councilmembers may participate in the City's health insurance program on a cost sharing basis, with the City paying 50% of the lowest cost base premium rate for individual coverage.





# Council compensation committee

- *City Code Section 2.04.110* – Periodic review of council compensation.
- (C) Any change in the salary paid . . . takes effect only as to the next succeeding Mayor and Councilmembers. . .
- (B) Council Compensation Committee. . . shall review the salaries of the Mayor and Councilmembers and recommend to the Council whether such salaries should be changed, as well as review the principles of compensation.
- The current compensation committee was appointed in November, 2019, and their recommendations were presented to City Council on April 22, 2020.



# Council's current salaries and benefits

Salaries – adjusted each July 1 by the ECI:

- Mayor - \$15,413.05
- Councilmembers - \$11,856.24

Benefits:

- Health, dental, and vision plans, with the premiums split at 50% for the City and Council (annual benefit of \$5,000 to \$13,000 depending on benefit amount)
- Participation in Maryland State Retirement (mandatory)
- Optional participation in 457 deferred comp, with City match up to 2% of salary
- Optional access to tax free flexible spending accounts for eligible medical expenses or child care, via payroll deduction

The City's current total compensation package (salary plus benefits) puts us in the top three of all neighboring jurisdictions.



# Council compensation committee recommendations (2020)

- Update the Principles of compensation – (completed by Council)

## Salaries:

- Mayoral salary increase from \$14,771 to \$32,000
- Councilmembers salary increase from \$11,362 to \$24,000
- Continued use of ECI

## Benefits:

- Access to all benefits that other employees have
- Change the percent paid for health insurance to be 80% paid by the City
- Dependent care subsidy of \$7,750
- Any new benefits to City employees should be available to councilmembers
- Allow councilmembers to chose from menu of benefit options within a specific dollar amount
- Have benefit package be greater than cost of health insurance



# Neighboring jurisdictions salaries and benefits

<u>Jurisdiction</u>	<u>Mayor</u>	<u>Councilmember</u>
Rockville*	\$34,983	\$28,392
Gaithersburg*	\$30,000	\$24,000
Bowie*	\$24,460	\$16,461
Laurel	\$20,000	\$13,750
<b>Takoma Park</b>		<b>\$11,856</b>
Hyattsville*	\$16,151	\$10,809
<b>Takoma Park</b>	<b>\$15,413</b>	
Greenbelt	\$12,000	\$10,000
Riverdale Park	\$12,000	\$6,000
College Park	\$10,500	\$7,000
Mount Rainier	\$10,000	\$7,500
New Carrollton	\$9,600	\$6,000

\*Rockville, Gaithersburg, Bowie, and Hyattsville have the option to elect insurance, but Councilmembers must pick up the total cost of the premiums.



# Options and Recommendations

The current Council has the option to adjust the salary and benefits of the next Council. Possible options are:

- Option 1 – Recommended
  - Change salary levels to \$20,000 (Mayoral) and \$16,000 (Councilmembers)
  - Increase the insurance benefit to be consistent with that of full-time non-exempt employees,
    - Individual coverage is paid by the City at 100%,
    - Spousal or family coverage is paid by the City at 80%(This additional annual benefit is between \$9,000 and \$22,000 depending on coverage level)
  
- Option 2
  - Change salary levels to amount specified by Committee, \$32,000 (Mayoral) and \$24,000 (Councilmembers)
  - Increase the insurance benefit to be paid by the City at 80% for all levels of coverage
  
- Option 3
  - Keep the status quo, where salary increases are set by the ECI percentage
  - Insurance coverage is paid by the City at 50% for all coverage levels



# Questions and Discussion

