FY 2019

Purple Line Parking Assessment

MWCOG TRANSPORTATION AND LAND USE CONNECTION PROGRAM

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Executive Summary

The Purple Line Parking Study seeks to assess and respond to parking challenges surrounding the Takoma-Langley station& Riggs Road, Riverdale Park-Kenilworth station, and New Carrollton Purple Line stations. This report summarizes the collected supply and utilization data of parking around these stations as well as recommendations to address parking concerns. While this study examines three specific areas, the recommendations could be applied to other parts of the County that are near major transit centers or experience parking management challenges.

This study was completed as part of the FY 2019 Metropolitan Washington Council of Governments Transportation Land-Use Connections Program. An agency stakeholder group participated in the project to provide comments regarding the study process and findings. The agency stakeholder group included representatives from:

- Prince George's County Council District 2
- Prince George's County Council District 3
- Prince George's County Department of Permitting, Inspections and Enforcement
- Prince George's County Department of Public Works & Transportation
- Prince George's County Revenue Authority
- Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department
- Maryland-National Capital Park and Planning Commission, Montgomery County Planning Department
- Maryland Transit Administration
- The Purple Line
- The City of Takoma Park
- The City of New Carrollton
- The Town of Riverdale Park

Data collected in this study has highlighted that Takoma-Langley & Riggs Road and Riverdale Park-Kenilworth have well-defined splits in high- and low-demand parking locations. This suggests that parking regulations may be used to help guide drivers from more occupied to less occupied areas. The commercial parking lots near New Carrollton displays low utilization. Cost incentives and/or demand could encourage drivers to access the train station without using the station garages. The primary takeaway from the data collection effort is a disproportional perception that current parking availability is scarce around these station areas. This viewpoint is furthered as many on-street parking blocks are at or near capacity. Parking demand is highly localized and parking availability can fluctuate from street to street. Anxiety about future parking scarcity may also be fueling the broader perception of a lack in parking capacity.

This study outlines several recommendations to address the parking demand and utilization data collected for the three station areas. Parking Districts and Transportation Demand Management (TDM) Districts both contribute to reducing automobile travel and subsequently reducing vehicle emissions. Integrating these districts and ensuring adequate overlap of the regulations for these districts will better achieve the travel and emissions goals. Furthermore, there is opportunity for the County to define the general goals of the Parking District Program within the existing regulations. Defining goals for individual parking districts will help guide implementation and encourage specific types of activities for the district. Additionally, identifying and defining the benefits of a Parking District or a TDM district will encourage membership and participation in these districts while further engaging the community. This encourages the opportunity for the County to update and create Parking/TDM district boundaries. Currently, TDM district boundaries are initiated by private development. Pre-determined boundaries or areas may provide for higher rates of participation, as well as better defined expectations for property owners. Finally, Transportation Management Associations (TMA) could be formed in advance of the Parking/TDM districts, which would allow them to better serve certain geographic areas or types of employment districts and provide a variety of support services for the creation and management of these districts.

Another policy recommendation includes designating all residential neighborhoods within a defined distance of a transit station. This would allow neighborhoods to participate in a residential parking permit program while also allowing neighborhoods or streets to request opting out of the program. Lastly, Residential Parking Permit programs could be based on preset parking capacity thresholds that the county would determine and implement. This would be a more proactive approach to residential parking management compared to the current process, which is initiated by resident complaints and tends to occur only in communities that are more organized, regardless of need. As opportunities for development surrounding transit increases, the demand and supply of parking may shift, creating new areas for demand or supply. While parking data in the studied locations show that the supply of parking is greater than the perceived need for parking, the County has the opportunity to proactively address these concerns before they become problematic. By updating the processes for regulating and implementing parking districts, Transportation Demand Management districts and Residential Parking Permit programs can provide for more effective parking management in the County, particularly in areas near transit.

This study should be used in coordination with other relevant studies and plans by the Prince George's County Council and other County agencies to update their parking management policies and regulations.

Study Background and Focus

The Purple Line Parking Study makes use of the Transportation and Land Use Connections (TLC) technical assistance program to assess and respond to the current and emerging challenges related to the supply, utilization rate, regulation, and enforcement of parking around three planned Purple Line Stations.

The study's initial focus areas were the half mile radii around the planned Takoma-Langley, Riverdale Park-Kenilworth, and New Carrollton Purple Line Stations. After discussions with agency stakeholders at the kickoff meeting, the area around the planned Riggs Road station was also included in the data collection and analysis efforts. From the kickoff meeting discussion, the following themes emerged, and informed the eventual data collection and analysis plans.

- It is extremely challenging to coordinate parking management across multiple jurisdictions and property owners. The full parking-regulation environment – integrated across jurisdictions – is not well known.
- More organized communities are already beginning to apply for Residential Parking Permit programs.
    - There are concerns that this will cause excess parking demand to be squeezed into less-organized neighborhoods.
- Surface parking lots and garages are often single-use and regulated through private towing.
    - The restrictions on surface lots may contribute to low lot utilization (and possibly correspondingly higher street parking utilization), even in high-demand environments.
    - The restrictions may also result in lots that are empty for large parts of the day or night, as people seek free parking nearby, or outside of the corresponding land use's relevant hours.
- Higher than expected density in some single-family home neighborhoods contributes to higher demand for residential parking in several neighborhoods, notably Riverdale Park and surrounding areas.
    - Narrow streets in conjunction with this can cause safety concerns and property damage, though that falls outside of the scope of this study

Ultimately, the priorities expressed at the kickoff meeting by the agency stakeholder group revealed concern from residents about preserving parking availability in their neighborhoods, a need to retain the viability of commercial sites as land uses change, and a desire to implement policies that support transit supportive development near Purple Line stations.

Report Contents

This report includes the following:

- A brief summary of current parking supply and utilization in data collection areas
- A description of existing policies and possible policy adjustments
- High level recommendations for:
    - Improving the provision of parking through the development process
    - Improving the management of parking near the three Purple Line stations
    - An implementation plan for a process to better manage parking in the area of three Purple Line stations
    - Performance measures to assess whether management changes have successfully improved parking conditions

Current Parking Supply and Peak Period Demand

The below data collection objectives were used to inform a data sampling plan for each study focus area. The Data Collection Memo (Appendix A) shows in detail why, when, and where data collection was conducted. In Takoma-Langley/Riggs Rd areas and Riverdale Park-Kenilworth areas, the data collection process included counts along residential block faces, the space between intersections on one side of a street and single aisle residential parking lots, in which small dedicated parking lots for a residential building or group of buildings are accounted for. In the New Carrollton area, the data collection process included 24-hour vehicle counts at the entrances and exits to nearby commercial parking lots. This report simply summarizes the collected supply and utilization data.

Table 1. Data Collection Objectives

<table>
<tr><th>Data Collection Objective(s)</th><th>Takoma Langley /Riggs Road</th><th>Riverdale Park-Kenilworth</th><th>New Carrollton</th></tr>
<tr><td>Identify locations in or near focus areas where Residential Parking Permit (RPP) programs are in place, adjacent to unregulated blocks</td><td colspan="2" rowspan="2">A thorough review of any RPP program data received will help us identify blocks where this may be occurring. Follow up with stakeholders who mentioned this concern may also be necessary</td><td>Unlikely to apply here</td></tr>
<tr><td>Measure parking utilization in areas with similar nearby destinations, but different parking regulation</td><td rowspan="4">Identify regulation of single-use lots/garages in this area, and compare utilization across differently regulated lots/garages</td></tr>
<tr><td>Determine how single-use parking lots dedicated to certain employers or developments are being regulated and used</td><td>Unlikely to apply here</td><td>Unlikely to apply here</td></tr>
<tr><td>Determine how single use lots associated with commercial areas are being regulated and used</td><td>May apply to strip commercial development</td><td>Large lots associated with commercial areas may mean little spillover, but should be summarily examined</td></tr>
<tr><td>Determine how single use lots associated with transit service are being regulated and used</td><td>May apply at Takoma Langley Transfer center commercial lot</td><td>Unlikely to apply here</td></tr>
<tr><td>Identify locations where parking regulation is exacerbating parking pressure, possibly by limiting the use of nearby parking supply</td><td colspan="2">Any type of parking regulation/enforcement adjacent to an unregulated area has the potential to shift parking demand to the unregulated zones. A thorough review of any parking regulation data received will help identify blocks where this is occurring. We may also hear this information from stakeholders.</td><td>If some of the area’s single use lots are more regulated or more expensive than others, there may be spillover onto cheaper or less regulated lots</td></tr>
<tr><td>Identify locations where parking regulation is meeting the needs of nearby residents and business operators</td><td colspan="3">Stakeholder knowledge may reveal a municipality or area that has done a good job regulating and managing parking.</td></tr>
<tr><td>Identify areas for sampling where parking pressure feels acute</td><td rowspan="2">May be due to residential or commercial/employment parking demand depending on location</td><td rowspan="2">Likely to be due to residential parking demand</td><td rowspan="2">Likely to be any free or less-regulated parking, with the demand due to transit or employment</td></tr>
<tr><td>Identify locations where parking demand exceeds supply</td></tr>
</table>

Parking data collection and utilization is shown for each of the station areas on the following stations.

The Takoma-Langley and Riggs Road station data collection summary is shown in Figure 1, and the parking occupancy by segment is shown in Figure 2. The area surrounding the Takoma-Langley and Riggs Road station location has different parking demands and uses north and south of the station location. Data was collected along 28 residential blocks and 27 single-aisle residential parking lots over two consecutive midweek days during the early evening from 5:00pm to 8:00pm.

Table 2. Data Collection Results Summary, Takoma-Langley

Location	% of Blocks/Lots under 50% Full	% of Blocks/Lots over 85% Full	% of Blocks/Lots over 95% Full	Total Number of Parking Spaces	Total Occupancy %
North of Station, Lots	34%	13%	8%	1167	55%
North or Station, Streets				519	49%
South of Station	93%	2%	0%	1367	28%

North of the station, approximately 13% of parking segments (both single-aisle lots and on-street spaces) are over 85% occupied, with 8% of parking segments over 95% occupied. 68% of parking segments are less than 75% occupied, with 34% of segments less than 50% occupied. The single-aisle parking lots in the north of the station are approximately 55% occupied, with 644 of the 1167 parking spaces occupied. Three of the 29 single aisle lots have occupancies greater than 85%.

The on-street parking north of the station is approximately 49% occupied, with 256 of the 519 parking spaces occupied. Seven of the 48 block faces have occupancies greater than 85%. *The divergence in high- versus low-demand locations within a singular neighborhood suggests that parking regulations and guidance may be used to guide drivers to locations with less occupied spaces.*

South of the station, approximately 2% of parking segments (this area only has on-street spaces) are over 85% occupied, with no parking segments over 95% occupied. 98% of parking segments are less than 75% occupied, with 93% of segments less than 50% occupied. Overall, the on-street parking in the south of the station is approximately 28% occupied, with 383 of the 1367 parking spaces occupied. Only one of the 60 block faces have an occupancy greater than 85%. *Although this area has low current demand for parking, it will be beneficial to monitor future development and determine whether additional parking regulations and guidance will be useful.*

While this study examined peak parking during the early evening period of a standard work week, an expanded study focusing on late evening and weekends would be helpful to further assess parking pressures in these neighborhoods. A late evening and weekend parking assessment is appropriate for a future study.

Figure 1. Takoma Langley/Riggs Road Data Collection

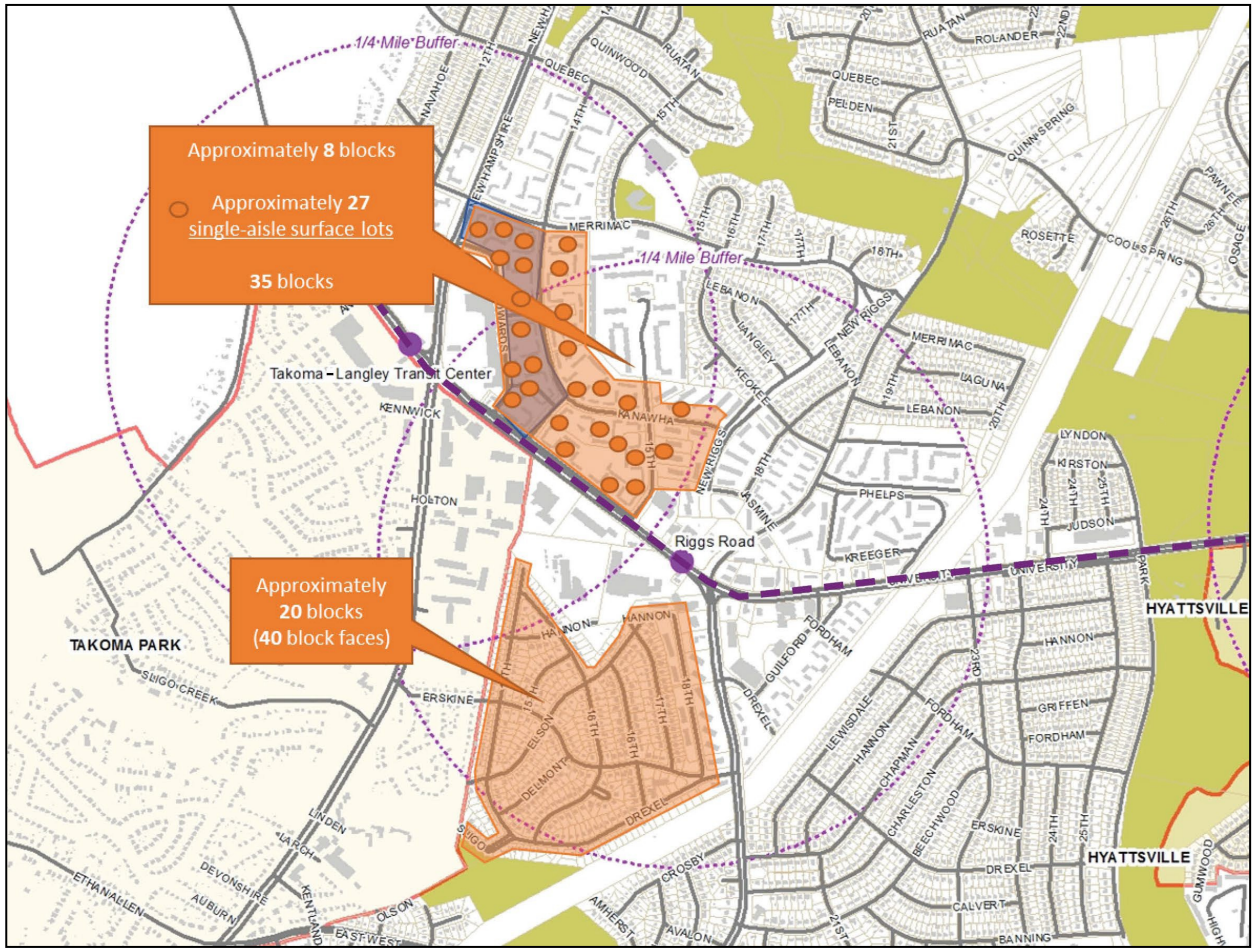
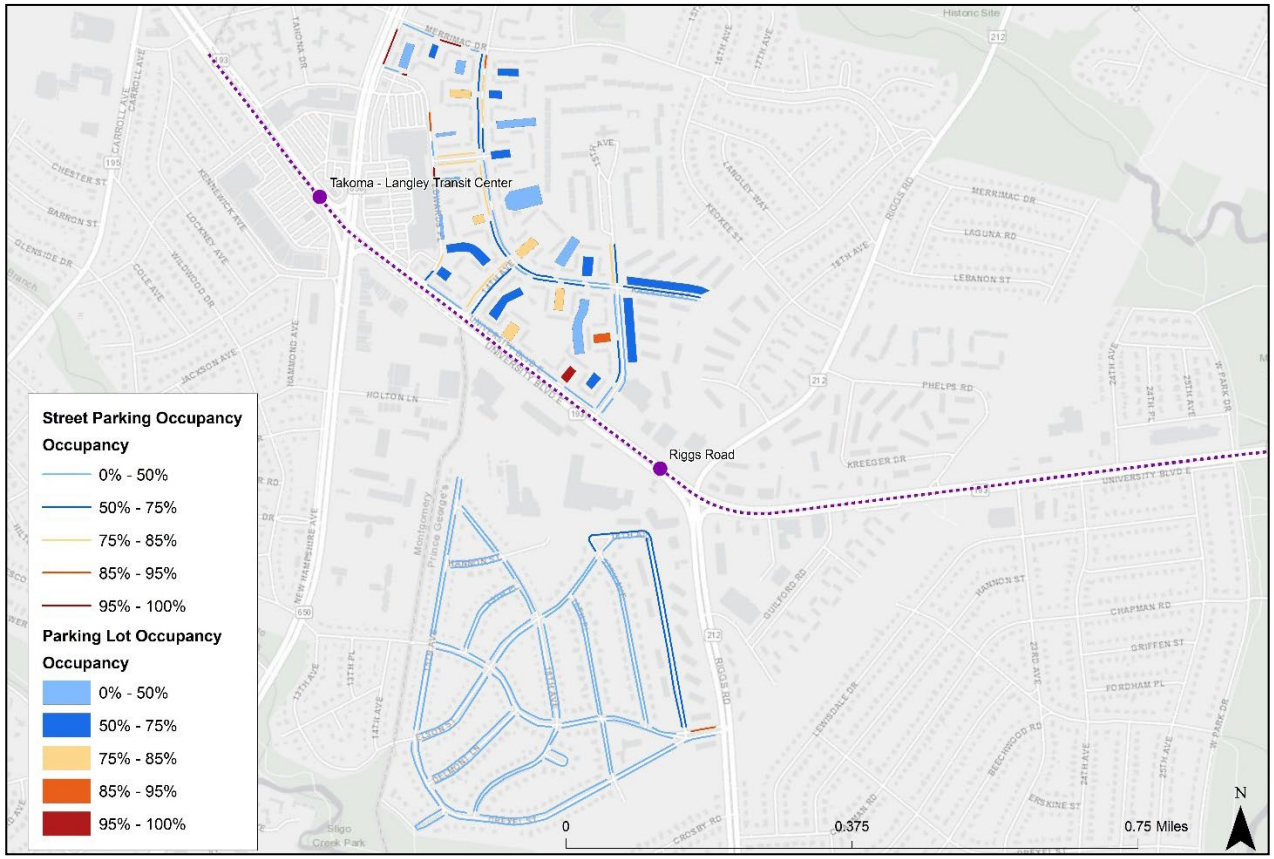


Figure 2. Takoma-Langley and Riggs Road Parking Occupancy by Segment



The Riverdale Park station data collection summary is shown in Figure 3, and the parking occupancy by segment is shown in Figure 4 . The area surrounding the Riverdale Park station has various parking demands, largely determined by a mixture of different uses, both north and south of the proposed station location. Data was collected along 32 residential blocks and 9 single-aisle residential parking lots over two consecutive midweek days during the early evening from 5:00pm to 8:00pm

Table 3. Data Collection Results Summary, Riverdale Park

Location	% of Blocks/Lots under 50% Full	% of Blocks/Lots over 85% Full	% of Blocks/Lots over 95% Full	Total Number of Parking Spaces	Total Occupancy %
North or Station, Streets	97%	0%	0%	498	23%
South of Station, Lots	38%	13%	9%	405	62%
South of Station, Streets				373	45%

North of the station features all on-street parking. None of these parking segments are over 85% occupied. 100% of parking segments are less than 75% occupied, with 97% of segments less than 50% occupied. Overall, the on-street parking north of the station is approximately 23% occupied, with 113 of the 498 parking spaces occupied, and none of the 30 block faces have occupancies greater than 85%. The highest occupancy block in the area has an occupancy of 50%. Although this area has low current demand for parking, *it will be beneficial to monitor future development in this area and determine whether additional parking regulations will be useful.*

South of the station, approximately 13% of parking segments (both single-aisle lots and on-street spaces) are over 85% occupied, with 9% of parking segments over 95% occupied. 74% of parking segments are less than 75% occupied, with 38% of segments less than 50% occupied. The single-aisle parking lots south of the station are approximately 62% occupied, with 253 of the 405 parking spaces occupied. Two of the 13 single aisle lots have occupancies greater than 85%. On-street parking south of the station is approximately 45% occupied, with 167 of the 373 parking spaces occupied. Four of the 34 block faces have occupancies greater than 85%. *This split in high-demand locations versus low-demand locations within a singular neighborhood shows opportunities for parking regulations and guidance to be used to help guide drivers to less occupied spaces nearby.*

Figure 3. Riverdale Park Data Collection

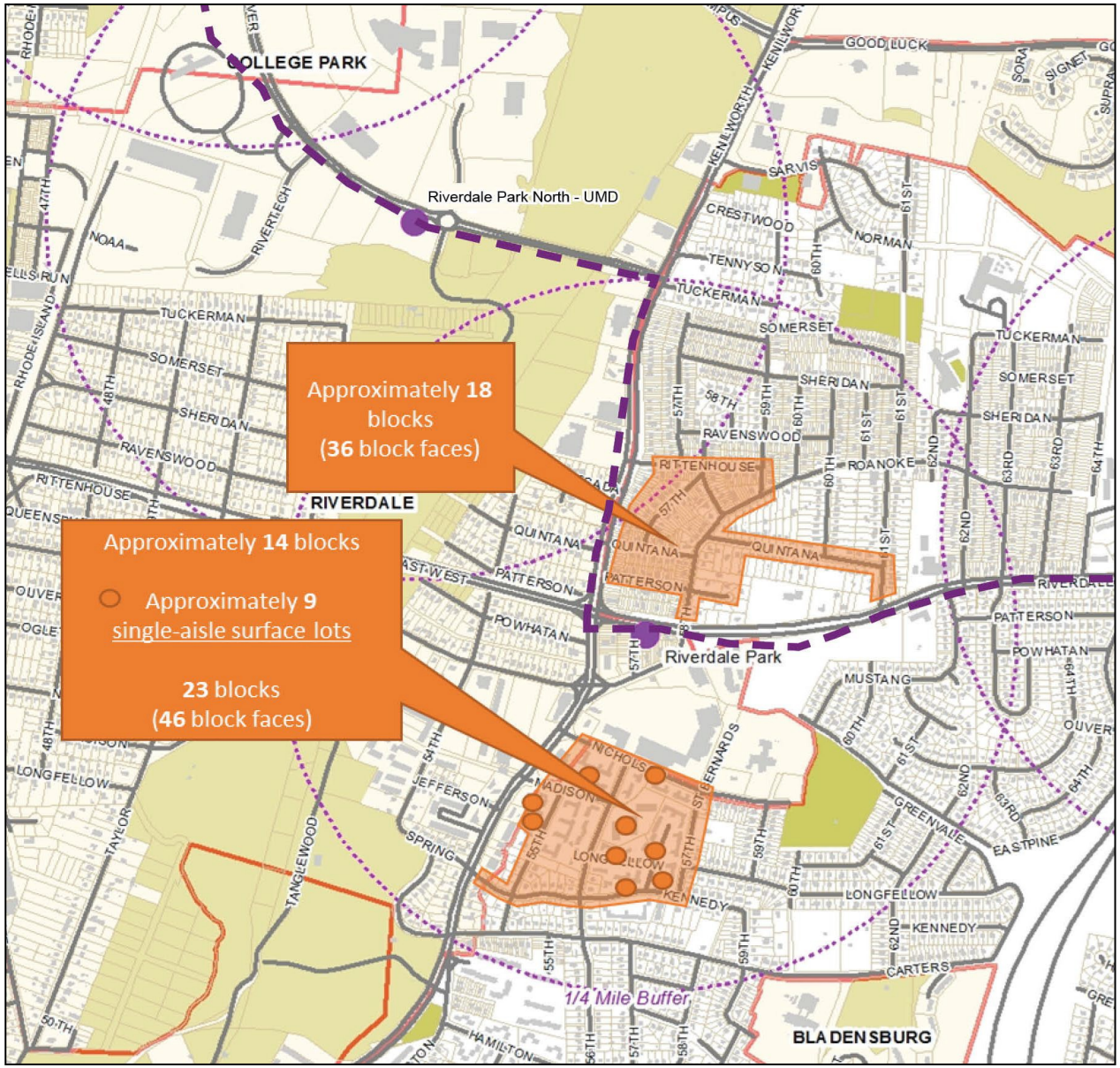
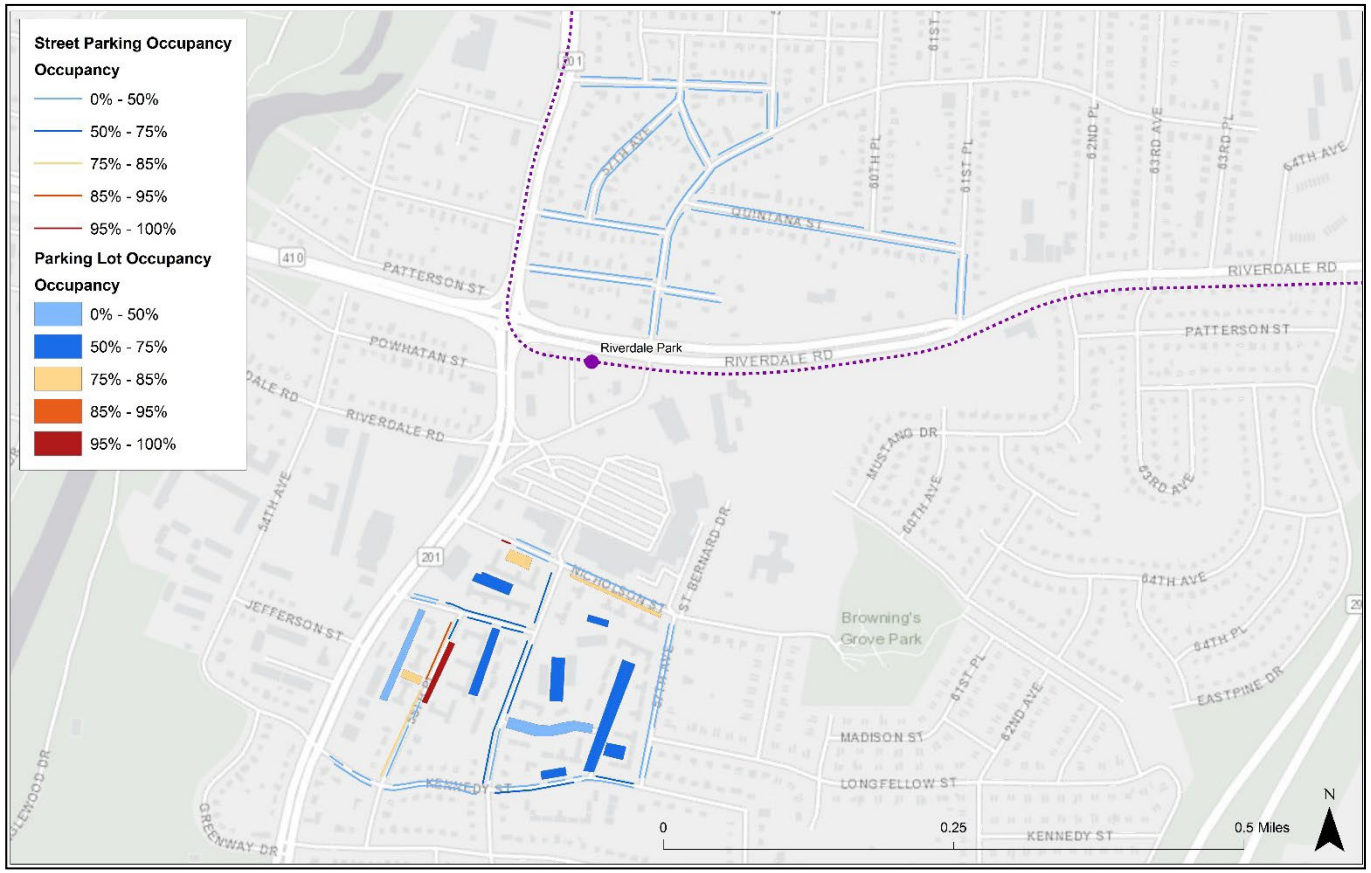


Figure 4. Riverdale Park Parking Occupancy by Segment



The commercial parking near the New Carrollton station data collection procedures are shown in Figure 5. The study area near the New Carrollton Purple Line station does not include any residential uses. As such, on road tube-counters were used to track the number of vehicles that entered and exited the parking lots. The parking in these lots was found to peak between 10:00 a.m. and noon, which is consistent with national data found in the Institute of Transportation Engineer's Parking General Manual. At peak demand, the commercial lots display only 33% occupancy, leaving approximately 3,600 parking spaces available. Figure 6 shows the commercial lot demand profile over 24 hours on Wednesday, March 13, 2019. Figure 7 shows the number of parking spaces at the individual commercial lots.

Figure 5. New Carrollton Data Collection

Figure 6. New Carrollton Commercial Lots Parking Occupancy

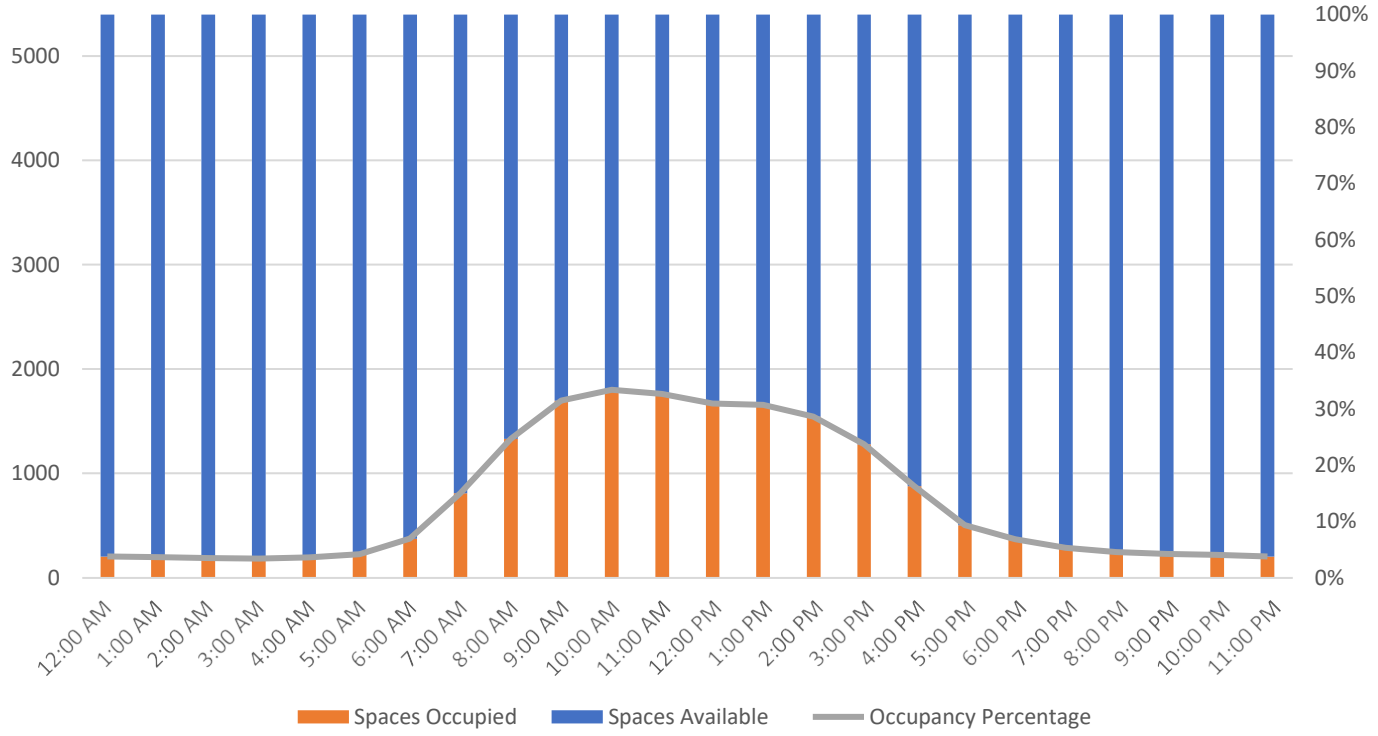
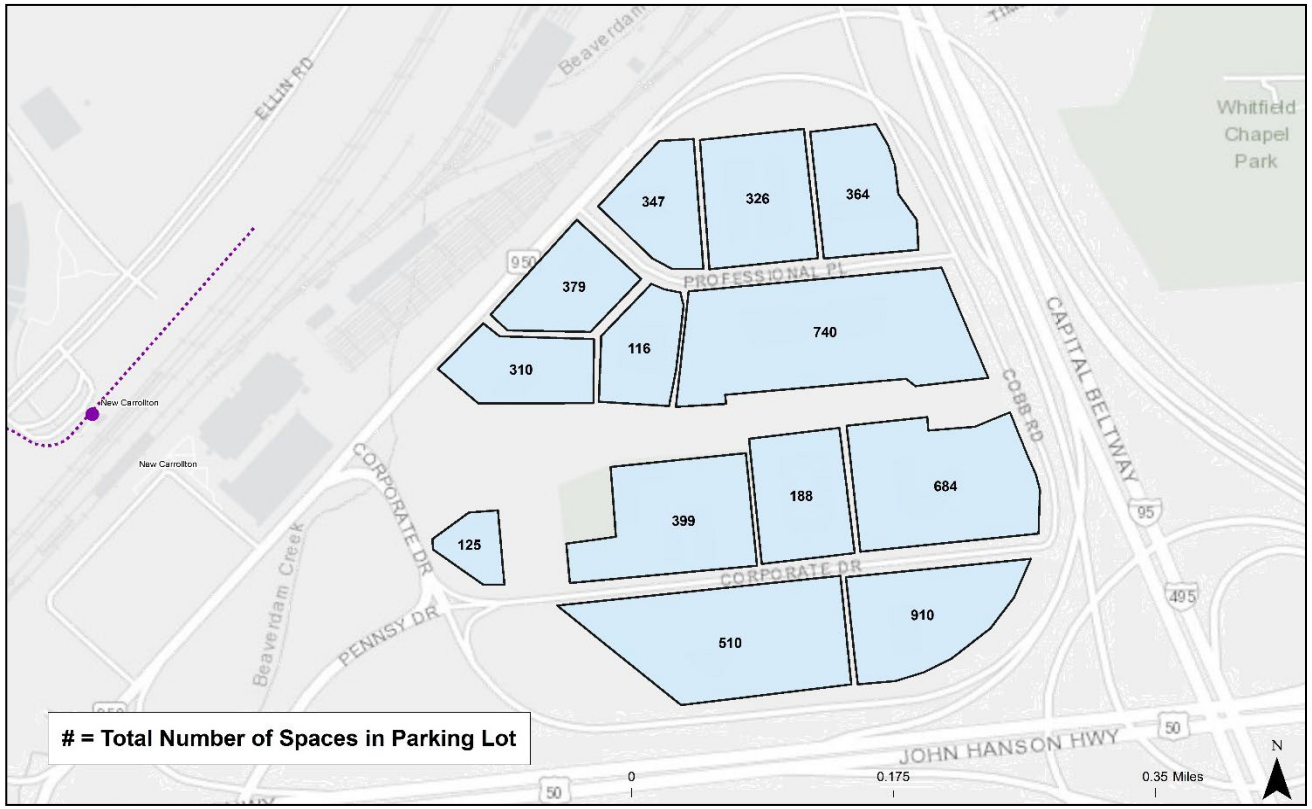


Figure 7. New Carrollton Number of Parking Spaces by Lot



Data Collection Conclusions

The data collection effort revealed the perception of current parking scarcity to be higher than the reality, suggesting that there are more available parking spaces than one may expect based on anecdotal observations. However, there are some block faces in the study areas that are completely full during peak hours, further suggesting that parking demand is an especially local issue with parking supply fluctuating from one street to the next street. Anxiety about future parking scarcity caused by future transit related development may also be fueling the broader perception. However, utilization of the commercial lots near New Carrollton is quite low. Either price or demand are causing WMATA riders to park in locations other than the WMATA garage.

Recommendations to Update Current Regulations

This study includes a review of existing regulations governing parking and transportation demand management, specifically Subtitle 21A: Revenue Authority (specifically division 3) which provides for the county's parking districts and enforcement, and Subtitle 20A: Transportation, which provides for establishing transportation demand management districts (appendix B). This review showed forward-thinking ideas and principles, as well as opportunities to make the regulations more actionable and useful for the Revenue Authority and other offices and agencies. Recommendations to update the regulations are included below.

Align or Combine Parking and Transportation Demand Management (TDM) Districts

The creation, regulation and management of a joint parking/TDM provision is important to make sure that all TDM districts include parking management, and all parking districts encourage management of transportation demand. Parking districts provide useful tools for managing existing parking resources to their highest and best use, while TDM districts bring an additional purpose of parking management to be complementary to goals for reducing reliance on automobile travel and lowering vehicle emissions. Additionally, Prince George's County should consider coordinating with adjacent jurisdictions and municipalities, such as Montgomery County and the City of Takoma Park, where Parking or Transportation Demand Management districts may already be in place and would border neighboring jurisdictions. Montgomery County is considering expanding its TDM program as part of a program titled, "NextGen TDM," and districts that border both counties should take both parking management and transportation demand management programs into consideration.

Refine and Elaborate Regulation Goals

The stated regulation purpose of Subtitle 20A appears to be to reduce emissions. TDM has the potential to achieve this goal but emissions reductions may not be the most direct benefit of parking and Transportation Demand Management districts. Subtitle 21A does not appear to have stated goals for parking districts beyond the goals of the Revenue Authority more broadly. While each district's specific goals for the management of its parking can and should differ based on that area's context, there is an opportunity to list the general goals of the Parking District Program. These could include general goals such as:

- Thoughtful and integrated management of both on- and off-street parking resources in high-demand areas of the County.

- To balance parking supply and demand to best enable productive economic use of land within the County.
- To balance the parking needs of residents, commuters, shoppers, and visitors.
- To make walking, bicycling, and transit use more effective and competitive, as compared to the choice and cost of driving.
- To reduce the amount of total paved areas in the county to supplement stormwater management efforts.

Update Regulations to Include a Stakeholder Process

Providing some level of stakeholder outreach is essential to learning the priorities and goals of current constituents, as well as achieving the buy-in that is necessary for successful TDM/Parking District administration. Additionally, a strong stakeholder outreach will motivate constituents to discuss the ways in which neighborhoods are changing in ways that affect parking demands.

Increase Specificity of Performance Measures

Where defining performance measures, the regulations should avoid general statements like "reduce trips" and replace with defining terms, such as "employee vehicle trip rates," "transactional vehicle trip rates (vehicle trips per transaction)," or "district per capita vehicle trip rates." This specificity both suggests certain interventions and allows for more precise measurement of success. In the context of Subtitle 20A, vehicle trip reductions could be specified to mean fossil-fuel vehicles, to help address the emissions-related goal of the Subtitle. Accounting may need to adjust for hybrid fueled vehicles and avoid counting trips or miles traveled by non-fossil-fueled vehicles.

Define the Benefit of Joining a Parking/TDM District

As currently constituted, it may be difficult to encourage membership in a Parking or TDM district. The current change appears to be increased regulation, possible added costs of doing business, onerous reporting requirements, and threat of penalties. These potential burdens of joining should be clearly balanced with a defined public effort that is supposed to complement and support the efforts of those joining a district (as noted in the Purpose Statement). By educating the public on the benefits of Parking or TDM districts, communities and businesses may be more likely to join, particularly if future parking demands are displayed, understood and properly planned for. Therefore, further detail is needed to define the role of the County and what support the public will provide to participants.

Create the Process for Defining District Boundaries

Defining the boundary of a Parking/TDM district is critical. Many areas of the county feature specific locales with shared interests and characteristics and similar primary uses, allowing for a greater opportunity to negotiate shared parking arrangements, particularly within walkable geographic areas. Ideally, a Transportation Management Association (TMA) should be responsible for each TDM district, though two or more TDM districts may be within one TMA. Below are some examples for sizing/organizing Parking/TDM districts, and some of the important roles for the TMA to perform.

- Some large employers may want to "go it alone" and not be part of a Parking/TDM district. This might be acceptable, if the employer is truly "an island" and lacks any meaningful connection to surrounding uses.

    - A manufacturer in an isolated area might be an example.
- Some large employers may be surrounded by beneficial coexisting uses and a Parking/TDM district that applied to all businesses in the area, regardless of size, may be most appropriate, even if the large employer is the only business with the capacity to establish and operate the district.
    - A medical center that is surrounded by small restaurants, pharmacies, gift stores, etc.
    - The Transportation Demand Management Technical Advisory Committee (TDMTAC), with input from the local TMA and/or Parking/TDM district's managers, must have sufficient knowledge of each area and applicant to discern the circumstances and persuade a primary business to be part of a larger Parking/TDM district.
- According to the current regulations, an applicant with 25 employees on 5 acres of land would qualify to apply for a TDM district.
    - This size and employment threshold may not be large enough to "register" a change on any air quality analysis tool. However, implementing a TDM district would still require dedicated funding and organization.
    - There needs to be some practicality behind the minimum size of a Parking/TDM district. The effect of change must be measurable. The power (or effect) of change must endure over time. The potential power of certain TDM strategies (e.g. rideshare programs) must be realized.
- Most employment areas are likely mixed, including low, moderate, and middle-income employees. The high turnover of low income (entry-level, service) jobs means inherent variability to the participants of the Parking/TDM program. An area being considered for inclusion in a Parking/TDM district that primarily includes high turnover jobs would benefit from partnering with employers that have low turnover jobs, to increase the efficiency of employer based TDM measures in the Parking/TDM district as a whole.
    - The TDMTAC, with input from the local TMA and/or Parking/TDM district's manager must have employment data at this level of detail to make the boundary decision.
- Even a collection of businesses that have mutual interests, with a large employment pool that is balanced across the wage scale, still lacks the structure and know-how to develop, implement, manage, monitor, report, and adjust a TDM Program.
    - The County could require the largest employer with this responsibility; however, this is inequitable and relieves all other employers of important responsibilities.
    - Individual employers could be required to implement their own TMDs, regardless of their size, however this may lead to inconsistent implementation or duplication of efforts in certain areas of the County.

Advanced creation of TMAs to Manage Parking/TDM Districts

The Transportation Management Association (TMA) could address some of the issues raised above regarding implementation and accountability. In fact, TMAs could be formed in advance of the Parking/TDM district and could be equipped to serve certain geographic areas or certain types of employment districts. Further, a TMA could be required by a government planning entity to be compulsory for development projects.

The TMAs could represent the "public" contribution to encourage joining Parking/TDM districts, by providing trained professionals to lead the formulation of local TDM partnerships, shared parking arrangements, stakeholder outreach processes, and parking management frameworks. TMA staff could also actively support TDM Coordinators for specific districts or developments with implementation, monitoring, promotion, reporting, and advising a Parking/TDM district board on implementation decisions. The County, public transit providers, and other TDM service providers could serve in advisory roles to the TMA. A public TMA would require the County to designate specific agencies or groups as the responsible party and identify adequate funding for the TMA.

Other Policy-Level Recommendations and Best Practices

Over time, the station areas around the Purple Line are likely to experience changing land uses that may put more pressure on the available street parking in some residential neighborhoods. In select locations, parking pressure already exists, though it is highly localized. Additionally, data review and agency stakeholder interviews regarding the Residential Parking Permit (RPP) program indicate that many existing RPP areas were requested adjacent to multifamily residential developments, in response to residents who are unable to find a parking space within their development, and seek it out on a nearby street. The agency stakeholder group also noted that the RPP program was not consistently requested across neighborhoods, and more organized neighborhoods were more likely to request residential parking permits. It may be beneficial to designate all residential neighborhoods within a certain distance of a transit station as a participating in a residential parking permit program and then allow people in specific neighborhoods or residents on specific streets to opt-out of the program.

Effectively managing parking in areas where multifamily housing is adjacent to single family housing with street parking will require several different approaches depending on the land use and transportation context nearby, and whether the multifamily housing is planned or existing.

Parking Provision Associated with New Development

One fundamental recommendation for managing parking in locations with strong connection to high quality transit is to **create areas that are joint Parking Management and Transportation Demand Management districts.** The advantage of this approach is that it can create mechanisms to partner with developers to clearly identify area transportation goals and to make physical improvements on or near their parcels, as well as parking pricing and policy decisions that will encourage their tenants' parking demand to align with the provided supply. This can also coordinate improvements beyond those required by the zoning code, which may already have parking provision requirements that are as low or lower than what the developer would provide based on market forces. While a Parking Management and Transportation Demand Management district would not be enforceable across jurisdictional boundaries, coordinating these efforts with neighboring jurisdictions can contribute to a comprehensive parking and transportation demand management in the study areas. Examples of measures that could be used within these districts include:

- Unbundling parking from other rent – this would make it less expensive to be a car-free tenant.

    - This strategy would likely have to be coupled with comprehensive RPP zones on the block faces closest to these developments to diminish the temptation to use nearby free parking while paying the “car-free” rental rate.
    - A combined parking/TDM district within a given radius of a transit asset would allow for this more holistic planning, as opposed to the current complaint-driven method for establishing RPP zones.
- Creating transit/walking/biking/carpooling incentives or a Parking Cash-Out program for employees to prioritize parking for residents and/or customers.
    - This can also include changes to the parking pricing structure for employees.
    - Commute trips are predictable, and over time these prices and incentives can encourage employees to shift their travel mode or make arrangements to carpool with coworkers.
- Creating enhanced, safe, comfortable pedestrian and bicycle connections to nearby transit stations through or adjacent to redeveloping parcels.
- Encourage agreements between owners of parking lots for commercial uses and owners of commercial or construction vehicles to park in off-street commercial parking lots overnight instead of along residential streets.
- Encourage the sharing of parking between land uses with their peak demand at different times of the day or week.
    - One example: City of Berkeley Shared Parking Code
- Assure that reasonable shared parking agreements between landowners within a given parking/TDM district apply toward meeting parking minimums.
- Assure that wayfinding and regulatory signs for shared parking are clear and understandable, and that the walking paths between a shared parking location and the ultimate destination feel safe and comfortable at all hours of the day and evening.

Figure 8. Shared Parking Code Example from Berkeley, CA

Shared Parking

***Examples:* City of Berkeley Shared Parking Code** *Section 23D.12.060 Joint Use of Off-street Parking Spaces*

A. The Zoning Officer may approve an AUP to allow a Joint Use Parking Agreement to satisfy off-street parking space requirements, if all of the following findings are made:

1) The off-street parking spaces designated for joint use are located within 800 feet of the use to be served; 2) And the times demanded for these parking spaces will not conflict substantially between the use offering the spaces and the use to be served; 3) And the off-street parking spaces designated for joint use are not otherwise committed to satisfying the parking requirements for some other use at similar times.

B. The Board may approve a Use Permit authorizing the off-street parking requirements for offices in R-4 or R-5 Districts to be supplied jointly with off-street parking facilities provided for multiple dwellings, if it finds:

1) No more than 20 percent of the off-street parking spaces required for the multiple dwelling use will serve as required off-street parking for offices; 2) And the off-street parking spaces to be jointly used are located on the same lot as the offices which they are to serve, or on property under the same ownership within 300 feet from such offices.

C. A statement shall be recorded in the Office of the County Recorder that restricts the use of the property and designates the off-street parking that is to serve the other property. The deed restrictions shall state that the property cannot be used so as to prevent the use of the parking that is being provided in compliance with the requirements of the City, unless the restriction is removed by the City. Upon submission of satisfactory evidence either that other parking space meeting the requirements of this Ordinance has been provided or that the building or use has been removed or altered in use so as to no longer require the parking space, the City shall remove the restriction from the property. *(Ord. 6794-NS § 1 (part), 2004: Ord. 6478-NS § 4 (part), 1999)*

Source: Reforming Parking Policies to Support Smart Growth; Toolbox/Handbook (pg. 29)

- Create additional design or streetscape requirements for structured parking and surface lots within areas near high quality transit stations to assure that parking provision is compatible with the desire to have comfortable, walkable places.
    - This can include wrapped garages, garages designed to be converted to other land uses over time, or garages with other uses on the ground level.
    - One example: the Oregon Administrative Rule governing parking provision requires that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips.

Many of these approaches will only become relevant as parcels redevelop but creating the mechanisms early will allow the County and municipalities to be proactive.

Managing Existing Residential Parking Demand – Formalized RPP Process

Where existing multifamily developments (or other factors) cause parking pressure on nearby single-family residential streets, many of the above recommendations apply if the development is close to high quality transit. In more car-dependent areas of the County, managing parking demand by shifting travelers to other modes is less realistic, but it is still possible to adopt a more holistic, less complaint-driven approach to meeting the parking needs of all residents.

A first step to moving from a complaint-driven formation of RPP zones to more strategic management across areas or parking districts will be to set data-driven thresholds to qualify for an RPP zone. Additionally, it would be beneficial to designate certain areas that are within certain thresholds of transit stations as participating in an RPP program, in these instances, identifying the thresholds for qualification is equally important for those communities to opt out of an RPP program. This will require personnel resources to collect baseline parking supply and utilization data and will also require the creation of a threshold. An example RPP qualification threshold from Aurora, CO is included below for reference.

Figure 9. RPP Program Requirements for Aurora, CO

- On-street utilization and off-street utilization is over 85 percent and at least 50 percent of the spaces are used by non-local vehicles (addresses outside of the neighborhood) in the neighborhood.
- The priority parker in the community is residential – the area should be zoned residential. Time limits should be combined with residential parking permits.
- The area includes many older non-conforming residential buildings that do not have a sufficient supply of off-street parking. Residential users that convert parking garages for other uses should not be eligible for a residential parking permit.
- The program will not have a negative impact on commercial and retail activity in the neighborhood.

Source: City of Aurora Strategic Parking and Program Study, Final Report (pg. III-19)

Depending on the complaints that trigger the investigation of the RPP, it will be important to measure parking supply and utilization at the times of day that are most relevant to community concerns. Additionally, it will be important to perform observations in such a way to establish how much of the parking demand is in fact spillover from the multifamily residential development – an RPP zone will not be effective where the high parking demand is created by residents of the RPP zone.

Once it is established that there is spillover parking from nearby multifamily development g, it will be necessary to begin stakeholder and constituent outreach to determine solutions. The following guiding questions might point to ways to free up more parking on the multifamily development's property, before or in addition to creating an RPP zone.

- Are there currently restricted parking spaces that go unused overnight such as visitor or potential lessee spaces?
- Are there employee parking spaces on the property that could be shifted to a less desirable location on the property, or a nearby property with excess parking capacity, through an MOU?
- Are there loading zones or other locations that could be used for parking overnight?
- Are there wide drive aisles that could accommodate parallel parking, or locations where parallel parking could be converted to angle parking to increase capacity?
- Are there a significant number of abandoned or defunct cars or other unsanctioned storage activities that monopolize parking spaces?

If none of these questions suggest approaches to mitigating the issue, it will be necessary to convene community conversations to find other approaches, which can include:

- Partnership with nearby parcel owners with daytime uses to provide shared parking (see shared parking agreement notes, above).
- Data-informed RPP zones that prioritize blocks experiencing acute parking pressure while still allowing non-residents some access. If RPP zones are indicated, a more formalized process could ultimately reduce enforcement demand on the Revenue Authority, vs. meeting every request. For reference, a formal RPP creation process recommended to Bend, Oregon is included, below.

Figure 10. Example RPP Process from Bend, Oregon

1. An area would apply to participate in a permit program through a community-initiated petition to be submitted to the Director of the Department of Growth Management or another city department director with responsibility over on-street parking. An initial district boundary would need to be identified. Substantiation would be required to demonstrate that there is stakeholder agreement that parking activity in a residential area is causing adverse impacts to access and livability.
2. This petition should include:
    - A narrative of the parking problem.
    - The probable cause of the parking problem.
    - The proposed boundaries of the affected area.
    - The number of individual addresses in the affected area.
3. The Neighborhood Association would discuss the request with the Director of Growth Management (or their designee) to determine if there are any conditions (as specified in Eligibility D above) that would prevent the implementation of an area permit parking program. [1] If the City determines there are none, and recommends that the petition process continue, the neighborhood association would be required to work with the area residents and businesses to determine its eligibility and appoint an Area Parking Committee.
4. If an area is approved as eligible, the Area Parking Committee would work with the City to develop an approved ballot petition that would be mailed to all addresses in the proposal area. Information in the ballot will describe the program plan, its cost and fees. The legal occupant of an address would be eligible to vote. Typically, a minimum of 50% of the ballots must be received, of which 60% must be "yes" votes, to approve the program.
5. If the vote in Paragraph C. is negative, a minimum of 12 months should elapse before any new proposal can be initiated.
6. If the vote in Paragraph C. is positive, the Director of Growth Management (or his/her designee) would submit to the City Council an ordinance authorizing the permit system and required funding. If approved by Council, the City would notify all addresses of the approval and enclose application materials. Permit fees from at least 50% of the addresses are typically collected prior to the installation of signs.
7. If the Growth Management Director or their designee declines the request in Paragraph B, the Neighborhood Association may request one review of the decision from the City Manager. If the City Manager overturns the Growth Management Director's decision, the Neighborhood Association would move onto Paragraph C.
8. The program would renew on a regular basis, typically annually, unless:
    - The Director of Growth Management or their designee receives a petition, representing 50% or more of the addresses within the designated permit program area, requesting termination of the program; or
9. The designated area does not meet the rules or procedures established by the Director of Growth Management (or their designee).

These overall policy recommendations are intended to help the County more coherently respond to its emerging and current parking-related issues, once they are adapted to its unique multi-jurisdiction administrative and regulatory environment.

Pilot Process for Improving Parking Management around Study Stations

A general process for establishing a parking district in a station area is included below, with relevant examples and suggestions included, based on the characteristics of the Study's focus areas. Due to the iterative nature of a successful parking district process, the specifics may change as the process is implemented, based on stakeholder-led goals and objectives.

Assemble Stakeholder Group (for each focus area)

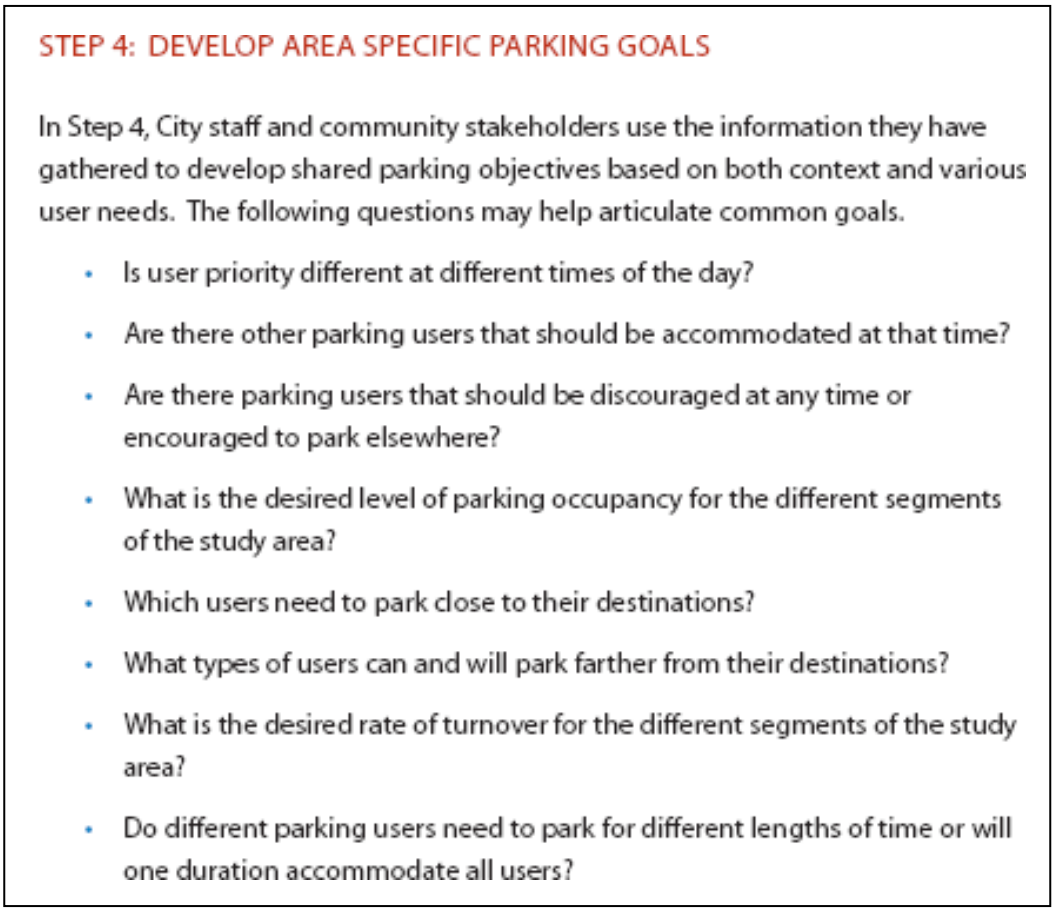
While governments and property owners have ultimate decision-making power over parking provision and pricing, stakeholder buy-in is essential to the success of any parking management plan. The formation of a stakeholder group or the facilitation of multiple open stakeholder meetings will yield valuable information about differing priorities and create a space to negotiate a management strategy that is fair to all stakeholders.

The stakeholder group and/or meetings should try to include as many residents, business or parcel owners, relevant developers, community development associations, business improvements districts, elected officials or their staff, and County and municipal staff as possible.

Define the Problem and the Objective(s)

The first objective of the stakeholder group should be to define the "problem" that a parking district is attempting to solve; additionally, the group should define an objective – a quantifiable condition under which the problem can be considered solved, or satisfactorily managed. Included below are two examples from other strategic parking plans of goal setting processes or outcomes.

Figure 11. Example Goal-Setting Process from Denver, CO



STEP 4: DEVELOP AREA SPECIFIC PARKING GOALS

In Step 4, City staff and community stakeholders use the information they have gathered to develop shared parking objectives based on both context and various user needs. The following questions may help articulate common goals.

- Is user priority different at different times of the day?
- Are there other parking users that should be accommodated at that time?
- Are there parking users that should be discouraged at any time or encouraged to park elsewhere?
- What is the desired level of parking occupancy for the different segments of the study area?
- Which users need to park close to their destinations?
- What types of users can and will park farther from their destinations?
- What is the desired rate of turnover for the different segments of the study area?
- Do different parking users need to park for different lengths of time or will one duration accommodate all users?

Source: Denver Strategic Parking Plan (pg. 51)

Figure 12. Description of Goal Setting Process for Downtown Bend, Oregon

Downtown residents, employees, employers, and property owners were joined by community members as a Downtown Stakeholder Advisory Committee (DSAC). The City Council commissioned these individuals to liaise with their representative groups and work collaboratively to shape a parking management plan they would support through adoption and implementation. Over the course of 18 months and 10 committee meetings, these representatives crafted goals, weighed evidence, determined needs, and conceived strategies to address a broad range of challenges. The committee concluded with a multitude of recommended strategies to produce solutions that benefit all stakeholders and the community as a whole.

Goals and guiding principles were established to define desired outcomes and serve as a framework for determining balanced approaches to improving downtown parking conditions. A central tenet of the committee was to rely on data and technical analysis to verify the issues and prove the effectiveness of proposed solutions. Because issues often impacted stakeholders differently, the committee devised a set of strategies to produce a more balanced and complete solution.

Source: City of Bend, Oregon Downtown Strategic Parking Management Plan, Report of the Downtown Stakeholder Advisory Committee (DSAC), Project Summary and Recommendations for Parking Management (pg. 6).

Data-Informed Baseline

Based on the problem description and the objective(s), staff should collect a data-driven baseline, which usually includes some or all of the following:

- Inventory of all parking
    - Where it is
    - What its capacity is
    - Who owns it
    - Who can park there
    - Time of day restrictions
- Occupancy/Utilization for all or a sampling of inventory
- Intercept survey/license plate survey/observation to determine parking purpose of sampling of parkers at high interest locations

Establish Priority Parker

Stakeholders should be reconvened after the data baseline is collected. Areas that are currently experiencing parking pressure as well as areas that are planned for imminent redevelopment should be identified. Within these areas, stakeholder input should be used to **determine who is the priority parker.**

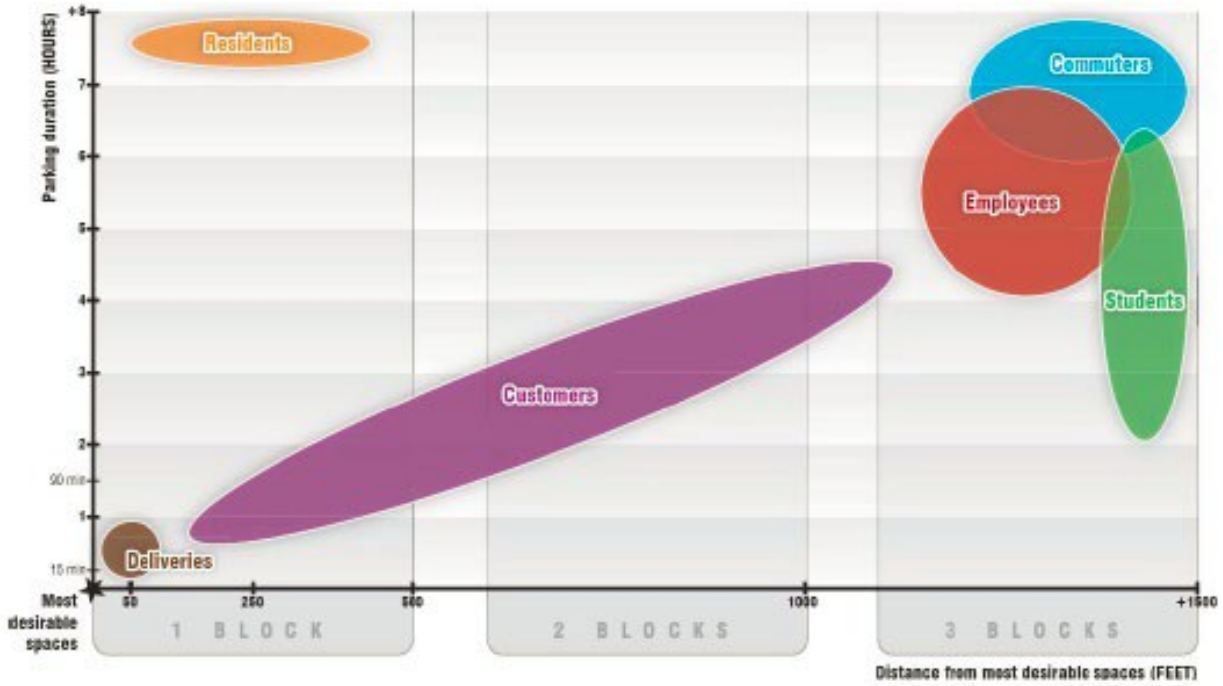
There are no absolute rules for who should be given parking priority in a given garage, surface lot, block face, or area, but it is typically one of the following groups, with a second designated as a secondary parker, for whom some accommodations are made.

- Residents and their visitors
- Customers
- Employees
- Commuters

In Aurora, CO, the Federal Transit Administration's Transit Oriented Development Typologies were used as part of a parking management planning process around the development of their light rail corridor. These typologies included "Urban Center," "Transit Town Center," "Transit Neighborhood," etc. Each station area was assigned a typology, which allowed planning process participants to better understand the place and determine the priority and secondary parkers.

The Aurora plan also provided a general framework for prioritizing parking and curb use locations, as shown in Figure 13. This figure shows the characteristics of different parkers based on how long they tend to stay, and how close they seek to be to their desired destination. For instance, both delivery drivers and residents will go to great lengths to park very close to their destinations, but delivery drivers typically park for a much shorter period of time. Customers generally are willing to park a little further from their destination if they plan to spend more time at the destination, if customers are planning to be parked for a shorter period of time, they generally seek out parking spaces closer to their destination. Commuters can generally be convinced to park slightly further from their destination, provided that communication is clear, and the walk between the parking lot and the place of employment is safe and comfortable; incentives and other TDM measures are also helpful in changing behavior.

Figure 13. Figure Depicting Parking Prioritization Framework from Aurora, CO



Source: City of Aurora Strategic Parking and Program Study, Final Report (pg. III-3)

Once clarity and agreement are achieved on who the priority parkers are, the stakeholder group can agree to a quantifiable benchmark that will qualify as the previously defined problem being "solved." Benchmarks can include things such as:

- Occupancy targets for given lots or block faces at target times of day
    - These can vary by distance from areas with the highest baseline parking demand
    - For example, a management strategy recommended for Bend, OR was "the 85% rule." *"When parking occupancy rates during the peak hour routinely reach or exceed 85%, the 85% Rule requires that additional strategies be implemented to reduce constraints."* Source: City of Bend, Oregon Downtown Strategic Parking Management Plan, Report of the Downtown Stakeholder Advisory Committee (DSAC), Project Summary and Recommendations for Parking Management (pg. 48)
- Self-reported satisfaction or improvement from priority parkers
- Parking revenue targets for a given area
- Mode shift by commuters or other target groups due to TDM efforts
    - This requires additional data collection from participating employers/developments
- Compliance with off-site or shared parking arrangements

Determine and Deploy Available Tools to Meet Parking Management Objective

The current parking management tools in use in Prince George's County are limited, but existing regulation allows the Revenue Authority to form parking districts and take a more active parking management role, at least in unincorporated parts of the County; within the County's municipalities, the available tools will be dependent on collaboration between the local government and the Revenue Authority. Table 2 provides a list of potential tools to better manage parking.

Table 4. Potential Parking Management Tools

Setting(s)	Tool	Purpose
All	Transit construction/enhancement	Reduce parking demand by providing non-driving travel options
All	Increase safe and comfortable walking connections from any central parking location to the destinations it serves	Enable the success of any shared or centralized parking arrangements by assuring that users feel safe and comfortable enough getting from their car to their destination
All	Identify off-street shared-use opportunities based on data from the baseline parking assessment	As redevelopment causes some areas to have extremely high demand for on-street parking, this will allow the establishment of goals for transitioning permit users and long-term parkers out of on-street parking.
All	Where both on-street and off-street parking are in high enough demand to warrant charging for them, coordinate the prices	Managing the on-street and off-street parking resources as a single system with related prices can help shift users to use the lower-demand parking type
Commercial, Mixed Use	Create real-time parking information system	Allow people seeking parking to choose available parking and reduce circling
Commercial, Mixed Use	On-street commercial parking permits	Prioritize street parking in commercial districts for customers (during business hours) and encourage turnover with time limits if desired
Commercial, Mixed Use	Require "transit friendly" and attractive parking design near transit stations	Wrapped parking, or parking with a mixed-use ground floor for structured parking built in the future within a specified radius of transit can minimize the disruption to the urban form/placemaking from parking provision
Commercial, Mixed Use	As surface parking lots redevelop, coordinate to create consolidated structured or underground parking	Within districts with high demand over a large area, this is more efficient and results in better urban design than requiring each parcel owner to accommodate all of their parking on site.
Commercial, Mixed Use	Encourage and coordinate shared parking among different land uses	Districts with land uses and different peak parking demand periods (a theater and a coffee shop, or an office building and a church, for instance) can successfully create opportunities for shared parking, reducing the total amount of space that must be dedicated to parking, while still meeting visitor needs
Commercial/Office	Use joint parking/TDM district structure to encourage TDM policies from employers	Shift commute trips to non-auto modes or carpooling by providing incentives, discontinuing free employee parking, or shifting free employee parking to low-demand locations
Commercial/Office, residential	"Unbundle" costs of parking and rent for both residential and commercial/office tenants where other travel modes are feasible	Allow "car free" households and commuters to pay less than their peers who need a parking space reserved for them
Residential	Implement variable-rate pricing for on-street permits based on location, demand, and availability of parking.	Create pricing differentials between “premium” and underutilized locations; can be a tool where multifamily housing is adjacent to single family housing, to shift multifamily lot overflow to less-utilized streets
Residential	Residential parking permits	Assure that overnight parking is available to residents

Assess Degree of Success/Ongoing Monitoring

The importance of setting a quantifiable objective is to assure that ongoing monitoring can determine if the adopted measures are effective in an ongoing way as parking users adjust to the new management practices, and land use and habit changes influence parking demand. After deploying whichever of the (non-exhaustive) list of tools above are deemed appropriate to solve the agreed-upon parking problem, an ongoing data collection and monitoring plan should be developed to match the quantifiable objective set earlier in the process. An initial re-assessment of the baseline parking utilization conditions can be performed after approximately six months; intervals of one to two years are generally appropriate after that.

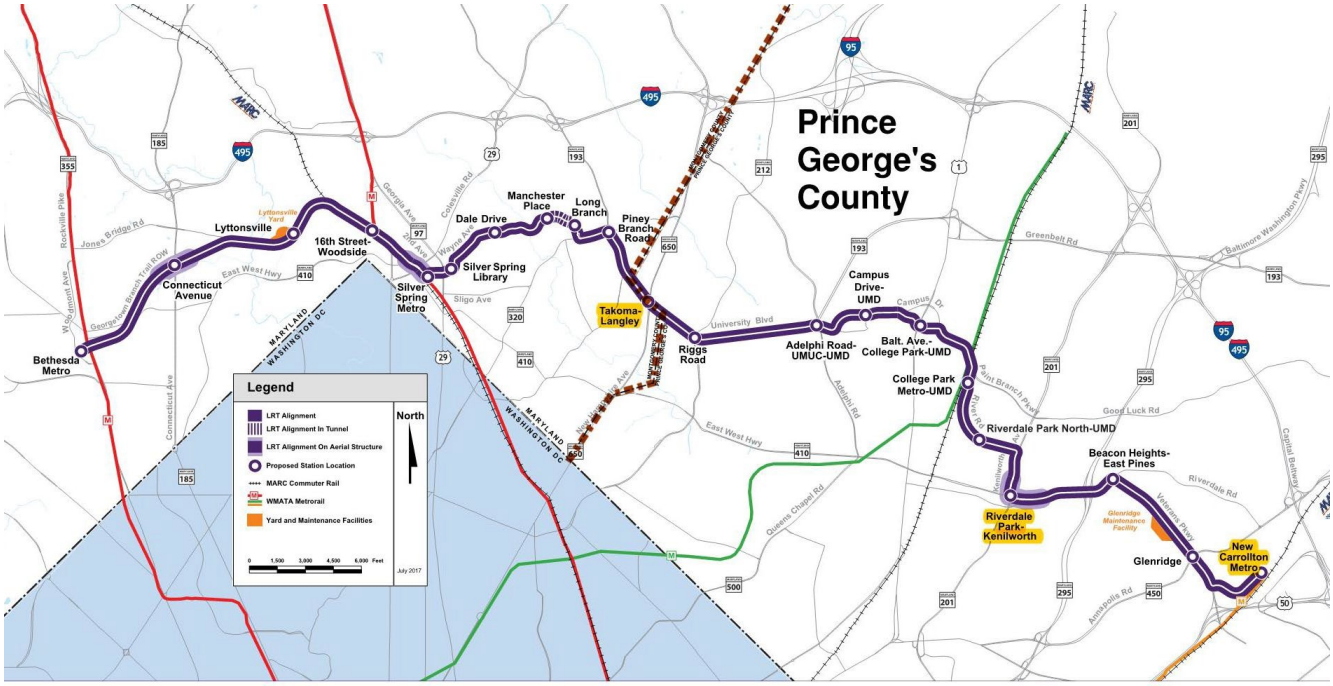
Appendix A – Data Collection Memo

Project Introduction

In preparation for the opening of the Purple Line, Prince George's County is assessing existing parking and management policies adjacent to three planned Purple Line stations in the County: Takoma-Langley, Riverdale Park, and New Carrollton. This memorandum documents the data collection associated with this assessment, including an inventory of the existing supply and peak demands of parking near these three stations. Figure 1 shows the proposed Purple Line route with the three station locations highlighted.

The remainder of this memo includes the purpose of the data collection, the methodology for collecting data, along with the data collection findings and outcomes.

Figure 1. Proposed Purple Line Route and Station Locations



Purpose of Data Collection

The data collection protocol for the Purple Line Parking Study helps frame the purpose of the data collection and the specific questions the study seeks to answer for each study area. The prominent themes and questions introduced at the kickoff meeting help guide the data collection objectives and data needs.

Prominent Themes

The following prominent themes were gleaned from the discussion at the kickoff meeting.

- More politically organized communities are already applying for Residential Parking Permit programs.

    - This is perceived to cause excess demand to be squeezed into less-organized neighborhoods. These are often neighborhoods with high renter-to-owner ratios.

- Surface parking lots and garages are often single-use and regulated through private towing (for the most part).
    - This may be causing low lot utilization (and possibly higher corresponding street parking utilization) even in high-demand environments.
    - Single use parking may also result in lots that are empty for large parts of the day or night, as people seek free parking nearby, or outside of the corresponding land use's relevant hours.
- Significant challenges exist to successfully coordinate across multiple jurisdictions and property owners. The full parking-regulation environment – integrated across jurisdictions and programs – is not well understood/documented.
- Higher than expected density in some single-family home neighborhoods contributes to higher perceived demand for residential parking in several neighborhoods, notably Riverdale Park and surrounding areas.
    - Narrow streets in conjunction with well-utilized on-street parking can cause safety concerns and property damage, though this falls outside of the scope of this study.

Guiding Questions

Each of the above themes prompted one or more questions that can be investigated either through base-mapping of existing data or direct data collection completed as part of this project. Each of these questions should be used to help choose specific data collection sites within the three study areas, that will best answer these questions. These questions include:

- What regulations are currently in place for mixed-use commercial/residential development and single-use commercial development in the station influence areas, particularly in relation to parking provision?
- How is the regulation of street parking affecting utilization, within a single demand environment?
- How are commercial parking lots being used, as part of the total environment?
    - How might this change over time as parcels are redeveloped?
- How is parking managed differently within and between study areas with their different demand profiles?

Data Collection Objectives and Data needs

Guiding Question	Data Collection Objective(s)	Data Type(s)/Sources
How is regulation of street parking affecting utilization, within a similar demand environment?	Identify locations in or near study areas where RPP programs are in place, adjacent to unregulated blocks	Parking regulation map layers *(requested from revenue authority)*
		Observed on-street parking regulation in target locations *(to be collected)*
	Measure parking utilization in areas with similar nearby destinations, but different parking regulation	Observed on-street parking utilization in target locations *(to be collected)*
How are commercial parking lots being used, as part of the total environment? How might this change over time as parcels are redeveloped?	Determine how single use lots associated with employers are being regulated and used	Observed lot regulation *(to be collected)*
	Determine how single use lots associated with commercial areas are being regulated and used	Observed lot regulation *(to be collected)*
	Determine how single use lots associated with transit service are being regulated and used	WMATA lot gate arm data *(need to request from WMATA)*
How is parking supplied and managed differently within and between study areas?	Identify locations where parking regulation is exacerbating parking pressure	Parking regulation map layers *(requested from revenue authority)*
		Observed on-street parking regulation in target locations *(to be collected)*
	Identify locations where parking regulation is meeting the needs of nearby residents and business operators	Parking regulation map layers *(requested from revenue authority)*
		Observed on-street parking regulation in target locations *(to be collected)*
Where is on-street parking demand highest, in relation to supply?	Identify areas for sampling where parking pressure feels acute	Local knowledge from agency staff
		Local knowledge from stakeholders
	Identify locations where parking demand exceeds supply	Observed on-street parking utilization in target locations *(to be collected)*

Geographic Dimension of Data Collection Objectives

<table>
<tr><th>Data Collection Objective(s)</th><th>Takoma Langley /Riggs Road</th><th>Riverdale Park</th><th>New Carrollton</th></tr>
<tr><td>Identify locations in or near focus areas where RPP programs are in place, adjacent to unregulated blocks</td><td colspan="2" rowspan="2">A thorough review of any RPP program data received will help us identify blocks where this may be occurring. Follow up with stakeholders who mentioned this concern may also be necessary</td><td>Unlikely to apply here</td></tr>
<tr><td>Measure parking utilization in areas with similar nearby destinations, but different parking regulation</td><td rowspan="3">Identify regulation of single-use lots/garages in this area, and compare utilization across differently regulated lots/garages</td></tr>
<tr><td>Determine how single-use parking lots dedicated to certain employers or developments are being regulated and used</td><td>Unlikely to apply here</td><td>Unlikely to apply here</td></tr>
<tr><td>Determine how single use lots associated with commercial areas are being regulated and used</td><td>May apply to strip commercial development</td><td>Large lots associated with commercial areas may mean little spillover, but should be summarily examined</td></tr>
<tr><td>Determine how single use lots associated with transit service are being regulated and used</td><td>May apply at Takoma Langley Transfer center commercial lot</td><td>Unlikely to apply here, but should be summarily examined near MARC station</td><td></td></tr>
<tr><td>Identify locations where parking regulation is exacerbating parking pressure, possibly by limiting the use of nearby parking supply</td><td colspan="2">Any type of parking regulation/enforcement adjacent to an unregulated area has the potential to shift parking demand to the unregulated zones. A thorough review of any parking regulation data received will help identify blocks where this is occurring. We may also hear this information from stakeholders.</td><td>If some of the area's single use lots are more regulated or more expensive than others, there may be spillover onto cheaper or less regulated lots</td></tr>
<tr><td>Identify locations where parking regulation is meeting the needs of nearby residents and business operators</td><td colspan="3">Stakeholder knowledge may reveal a municipality or area that has done a good job regulating and managing parking. Potentially involving outreach to parking managers at National Harbor.</td></tr>
<tr><td>Identify areas for sampling where parking pressure feels acute</td><td rowspan="2">May be due to residential or commercial/employment parking demand depending on location</td><td rowspan="2">Likely to be due to residential parking demand</td><td rowspan="2">Likely to be any free or less-regulated parking, with the demand due to transit or employment</td></tr>
<tr><td>Identify locations where parking demand exceeds supply</td></tr>
</table>

Data Collection Methodology

In response to the data collection objectives and data needs, and the unique aspects of each station, Individual data collection plans were developed for each of the three locations, which are described in the following sections.

In addition to the three station locations, on-street parking regulation data was requested from the Revenue Authority for the entire County.

Takoma-Langley/Riggs Road

At the Takoma-Langley and Riggs Road station locations, the residential parking demand was measured once per hour for a three-hour early evening time period (5:00 to 8:00 PM) over two consecutive midweek days. At the same time, parking supply and regulations were collected to enable a utilization analysis. Figure 2 below shows a summary of the Takoma-Langley/Riggs Road data collection, to include 28 residential blocks and 27 single-aisle residential parking lots.

Riverdale Park

At the Riverdale Park station location, the residential parking demand was measured once per hour for a three-hour early evening time period (5:00 to 8:00 PM) over two consecutive midweek days. At the same time, parking supply and regulations were collected to enable a utilization analysis. Figure 3 below shows a summary of the Riverdale Park data collection, to include 32 residential blocks and 9 single-aisle residential parking lots.

New Carrollton

At the New Carrollton station location, a 24-hour demand profile of the commercial parking lots to the east of the proposed station was desired. To enable a semi-automated process for developing a 24-hour demand profile, tube counters were strategically placed at five locations to capture all vehicles coming in and out of the parking lots. A baseline occupancy and inventory count were completed to establish a starting point for assessing occupancy. Figure 4 below shows the locations of the five tube counters.

Figure 2. Takoma Langley/Riggs Road Data Collection

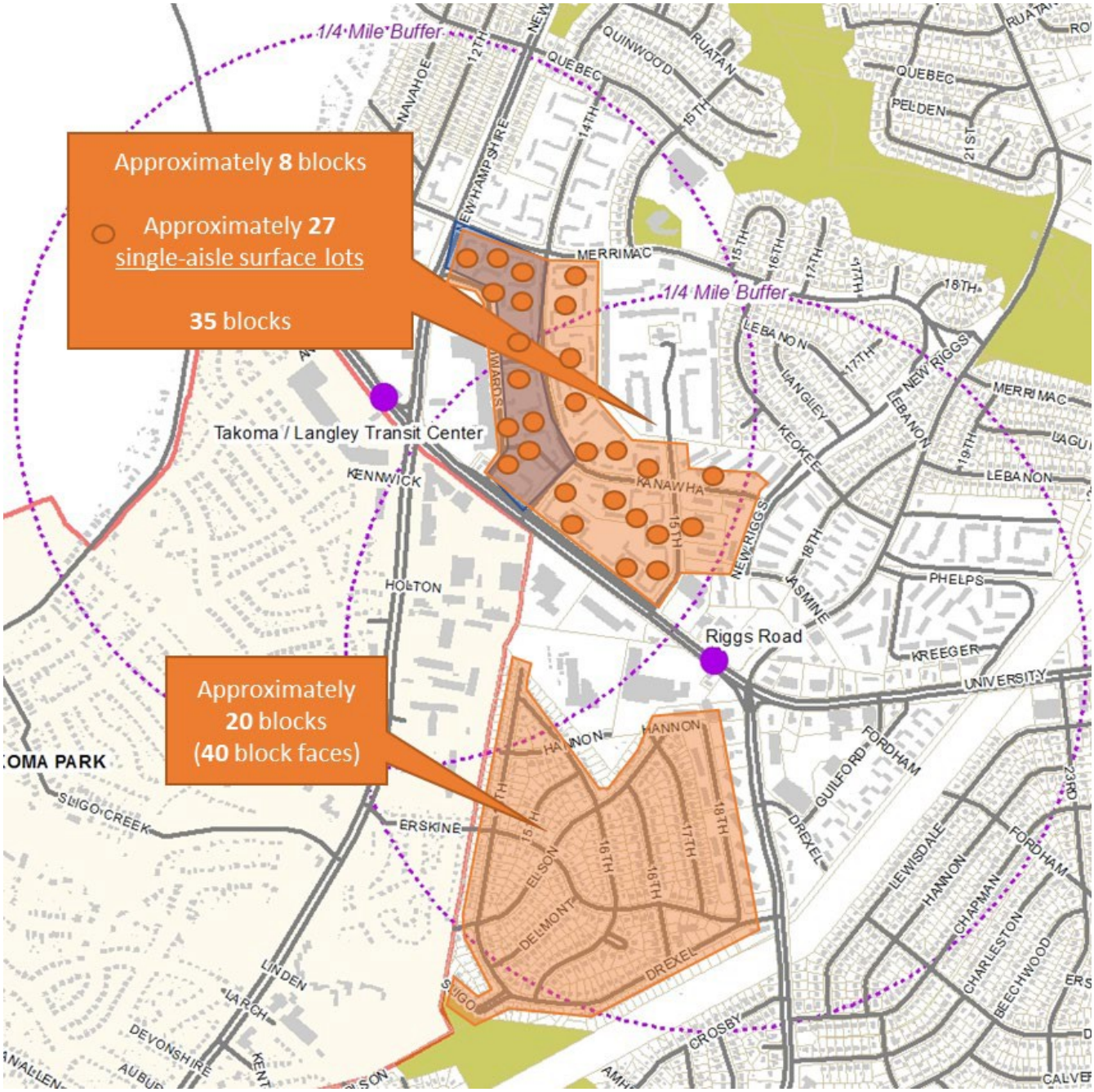


Figure 3. Riverdale Park Data Collection

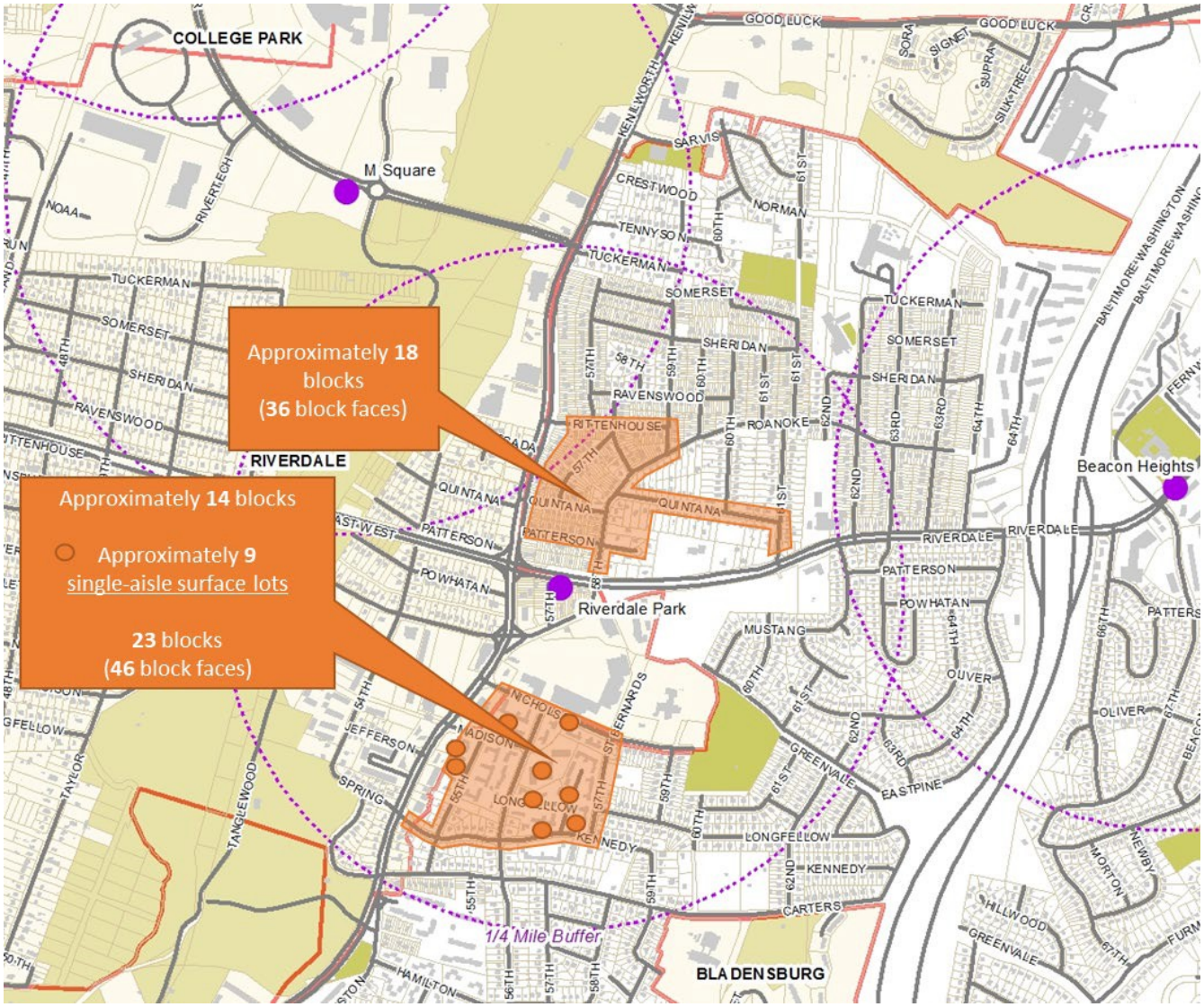
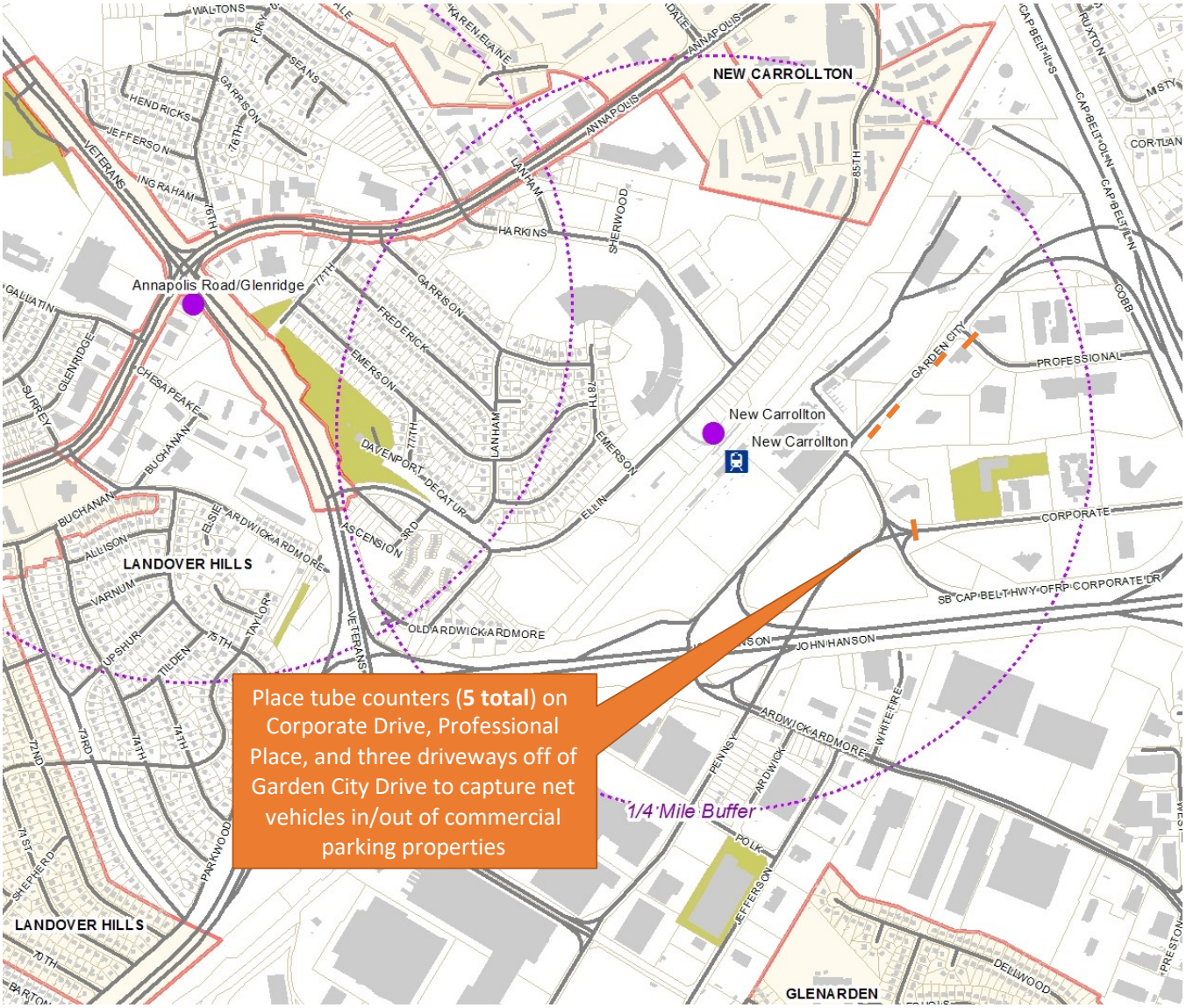


Figure 4. New Carrollton Data Collection



Findings

Revenue Authority

The Revenue Authority provided the team with residential parking permit (RPP) data and locations. This data is provided in the appendix. As shown in Figure 5, the locations of RPP zones are scattered throughout the County and are located where local communities have requested RPP zones. The scattering of RPP locations and inconsistent restrictions creates enforcement challenges as well. Figure 6, 7, and 8 display the RPP locations near the Takoma-Langley and Riggs Road stations, the Riverdale Park station, and the New Carrolton, respectively.

Figure 5. Prince George's County Residential Parking Permit Locations (Shown in Red)

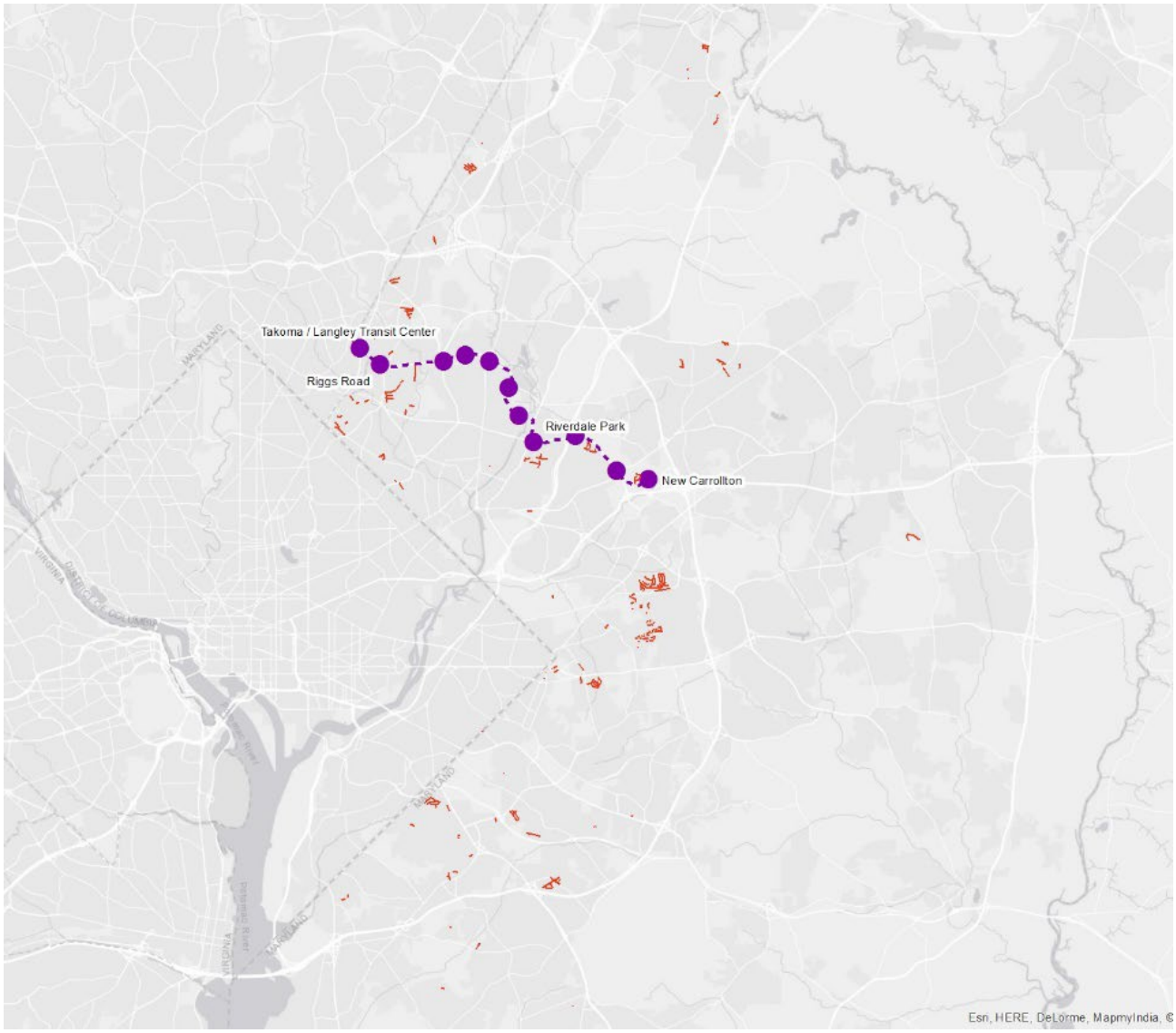


Figure 6. Takoma-Langley Riggs Road Residential Parking Permit Locations (Highlighted in Blue)

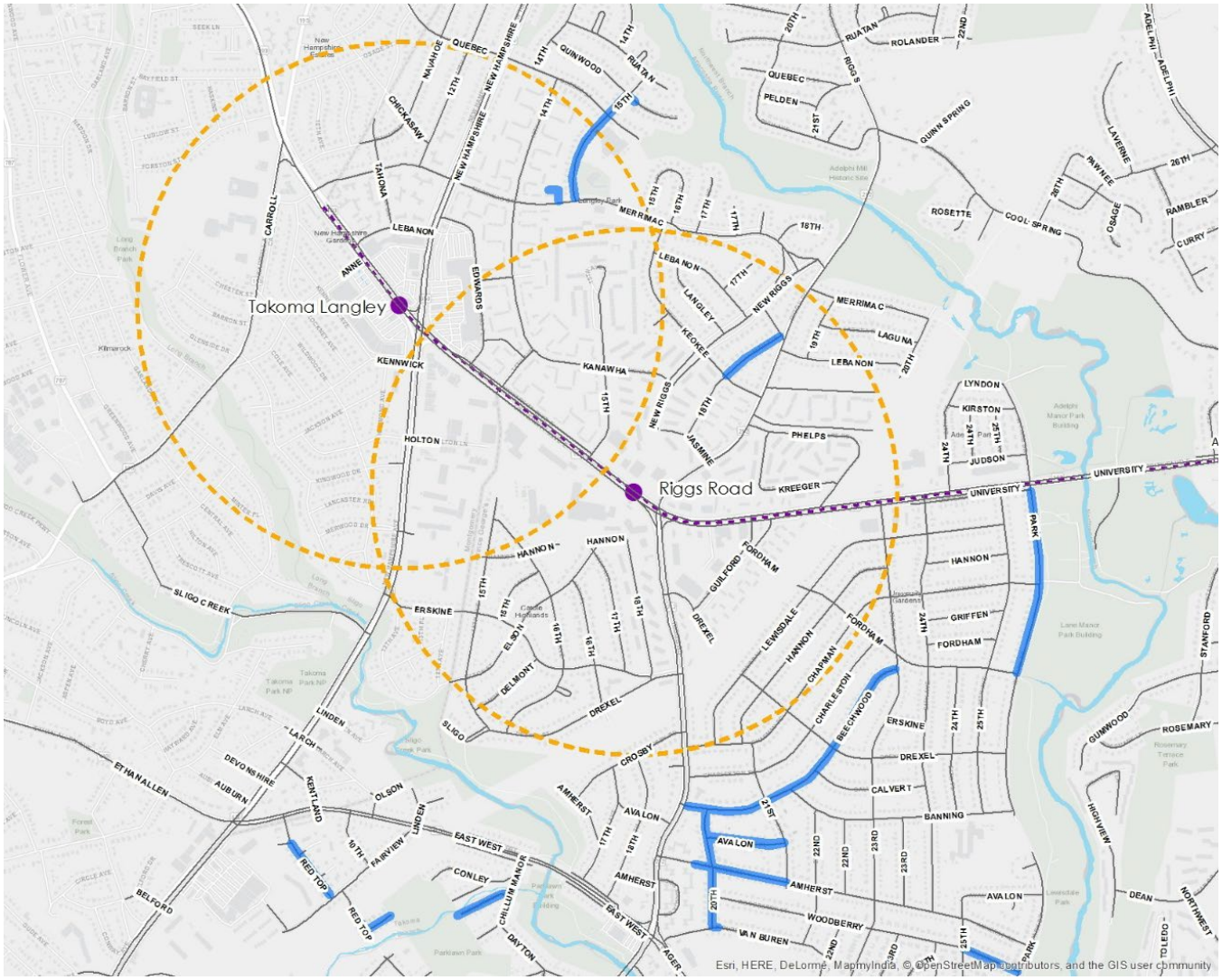


Figure 7. Riverdale Park Residential Parking Permit Locations (Highlighted in Blue)

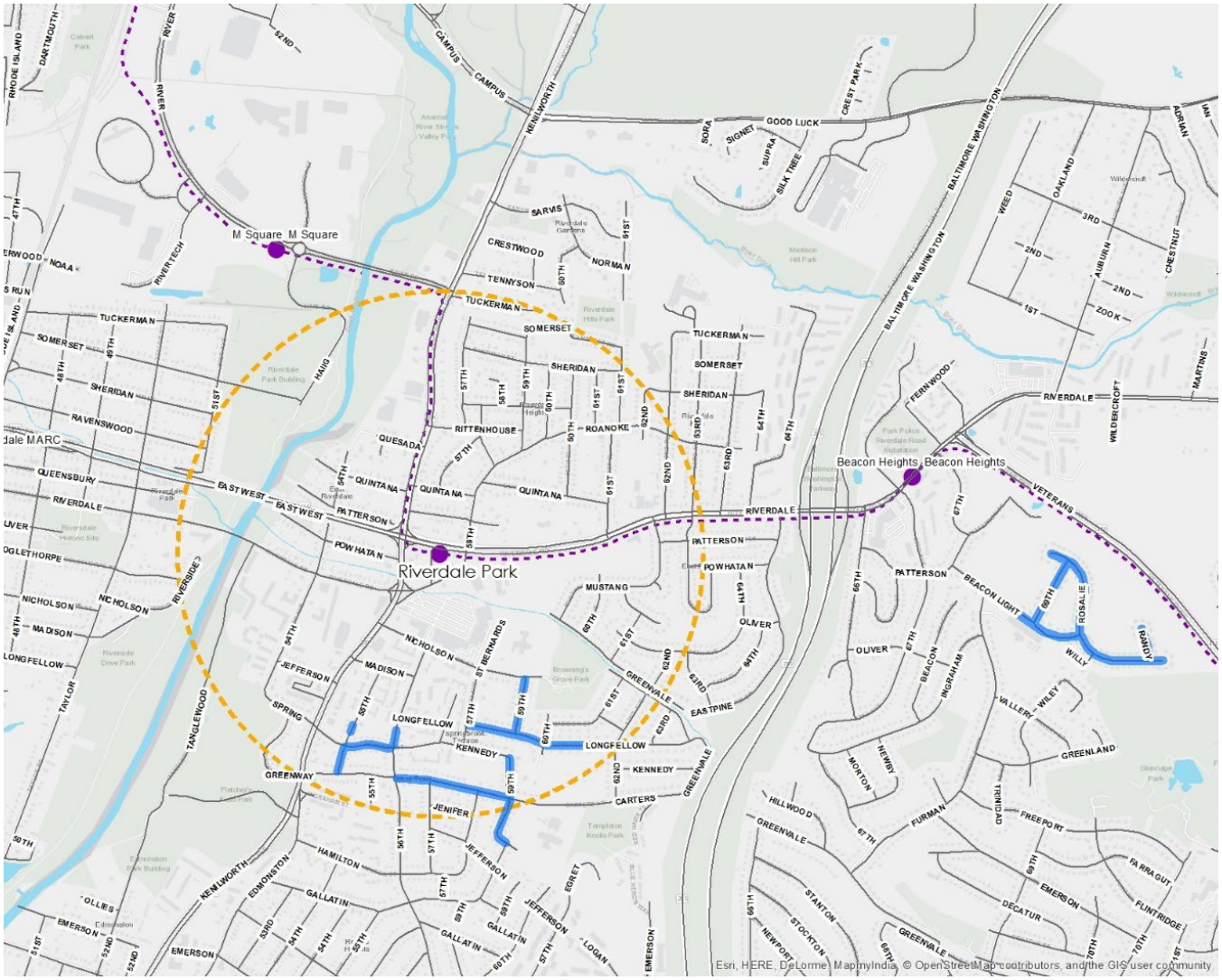
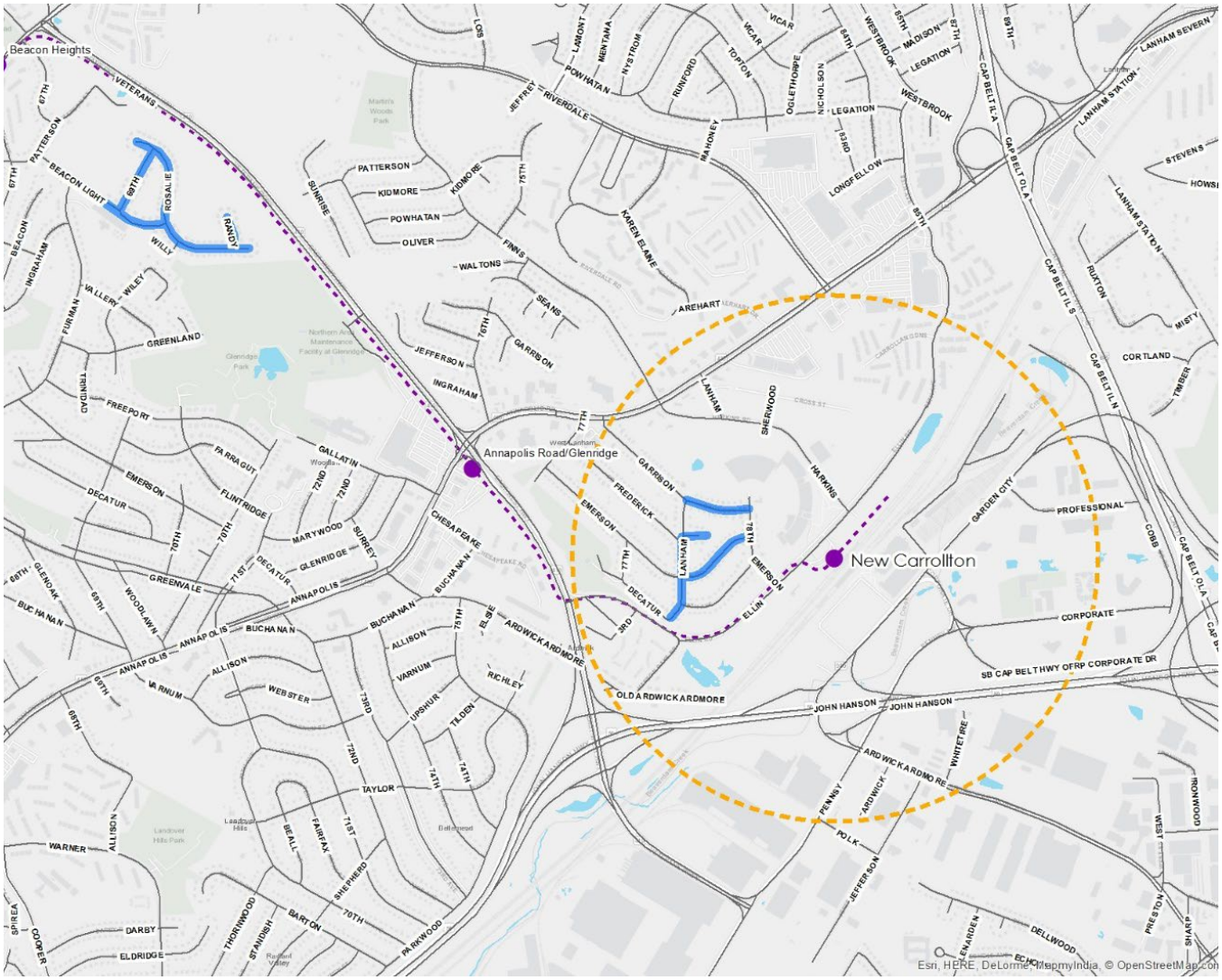


Figure 8. New Carrollton Residential Parking Permit Locations (Highlighted in Blue)



Parking Occupancy

Takoma-Langley/Riggs Road

The Takoma-Langley and Riggs Road station locations had different parking demands and uses north and south of the proposed station location.

Within the northeast quadrant, approximately 13% of parking segments (both single-aisle lots and on-street spaces) are over 85% occupied, with 8% of parking segments over 95% occupied. 68% of parking segments are less than 75% occupied, with 34% of segments less than 50% occupied. The single-aisle parking lots in the northeast quadrant are approximately 55% occupied, with 644 of the 1167 parking spaces occupied, and three of the 29 the single-aisle lots have occupancies greater than 85%. The on-street parking in the northeast quadrant is approximately 49% occupied, with 256 of the 519 parking spaces occupied, and seven of the 48 block faces have occupancies greater than 85%. This split in high- versus low-demand locations within a singular neighborhood suggests that parking regulations and guidance may be used to help guide parkers form more occupied parking segments to less occupied spaces nearby.

Within the southeast quadrant, approximately 2% of parking segments (this area only has on-street spaces) are over 85% occupied, with no parking segments over 95% occupied. 98% of parking segments are less than 75% occupied, with 93% of segments less than 50% occupied. Overall, the on-street parking in the southeast quadrant is approximately 28% occupied, with 383 of the 1367 parking spaces occupied, and only one of the 60 block faces has an occupancy greater than 85%. Although this quadrant has low current demand for parking, it will be beneficial to monitor future development in this quadrant and determine whether additional parking regulations will be necessary.

Figure 9 shows the percentage of segments categorized by the percentage of occupied spaces. Figure 10 shows the parking occupancy by block and single-aisle parking lots, with the darker colored lines representing greater occupancy. The data collection worksheets are provided in the Appendix.

Figure 9. Takoma-Langley and Riggs Road Percentage of Occupied Spaces

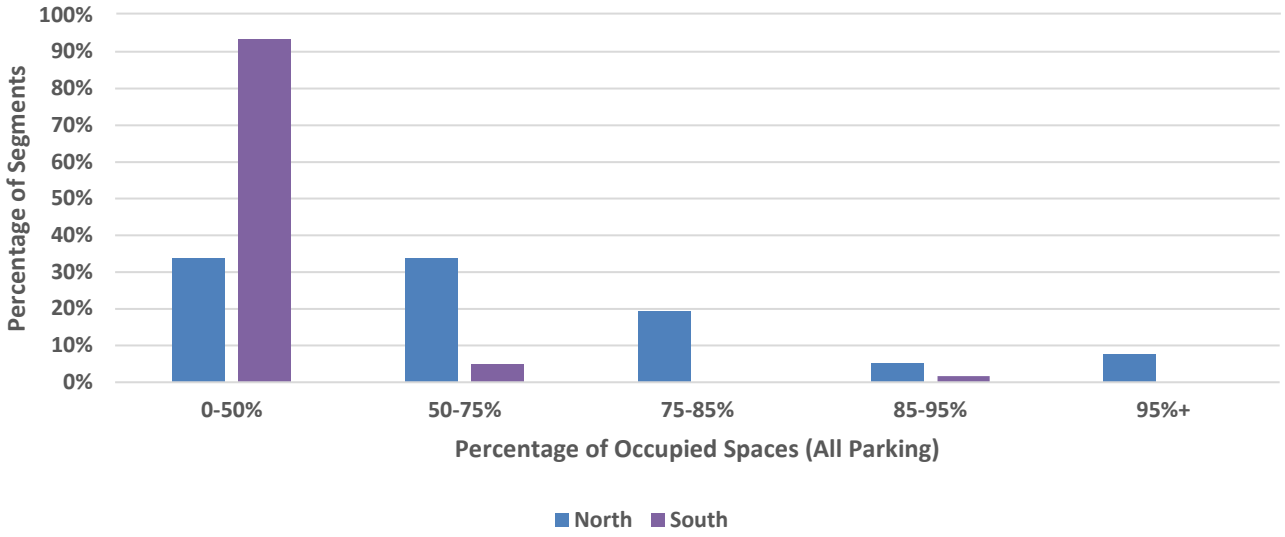


Figure 10. Takoma-Langley and Riggs Road Parking Occupancy by Segment

Riverdale Park

The Riverdale Park station location has different parking demands and uses north and south of the proposed station location.

Within the southeast quadrant, approximately 13% of parking segments (both single-aisle lots and on-street spaces) are over 85% occupied, with 9% of parking segments over 95% occupied. 74% of parking segments are less than 75% occupied, with 38% of segments less than 50% occupied. The single-aisle parking lots in the southeast quadrant are approximately 62% occupied, with 253 of the 405 parking spaces occupied. Two of 13 the single-aisle lots have occupancies greater than 85%, and the on-street parking in the southeast quadrant is approximately 45% occupied, with 167 of the 373 parking spaces occupied. Four of the 34 block faces have occupancies greater than 85%. This split in high-demand locations versus low-demand locations within a singular neighborhood shows opportunities for parking regulations and guidance to be used to help guide parkers from more occupied parking segments to less occupied spaces nearby.

Within the northeast quadrant, approximately no parking segments (this area only has on-street spaces) are over 85% occupied. 100% of parking segments are less than 75% occupied, with 97% of segments less than 50% occupied. Overall, the on-street parking in the northeast quadrant is approximately 23% occupied, with 113 of the 498 parking spaces occupied, and none of the 30 block faces have occupancies greater than 85%. The highest occupancy block in the area has an occupancy of 50%. Although this quadrant has low current demand for parking, it will be beneficial to monitor future development in this quadrant and determine whether additional parking regulations will be necessary. Figure 11 shows the percentage of segments categorized by the percentage of occupied spaces. Figure 12 shows the parking occupancy by block and single-aisle parking lots, with the darker colored lines representing greater occupancy. The data collection worksheets are provided in the Appendix.

Figure11. Riverdale Park Percentage of Occupied Spaces

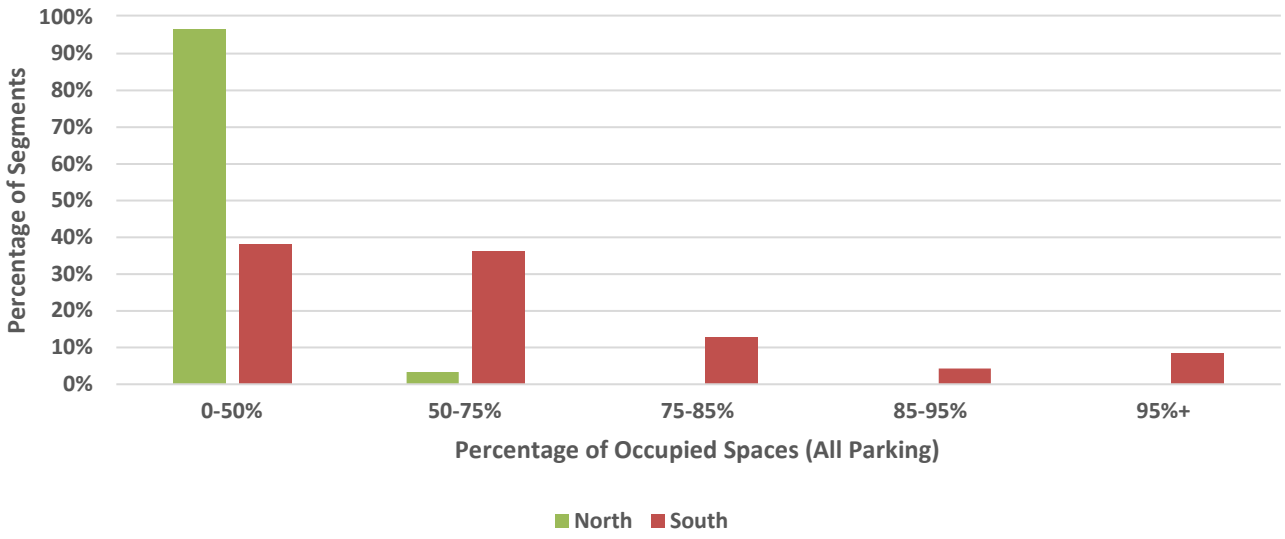


Figure 12. Riverdale Park Parking Occupancy

New Carrollton

The commercial parking in the commercial parking lots near the New Carrollton station was found to peak between 10:00 a.m. and noon, which is consistent with national data found in the Institute of Transportation Engineer's Parking General Manual. At peak demand, the commercial lots are at approximately 33% occupancy, and at peak occupancy, about 3,600 parking spaces are available in the commercial lots. Figure 13 shows the commercial lot demand profile over 24 hours on Wednesday, March 13, 2019. Figure 14 shows the parking demand at the individual commercial lots for the baseline parking occupancy count. The data collection worksheets are provided in the Appendix.

Figure 13. New Carrollton Commercial Lots Parking Occupancy

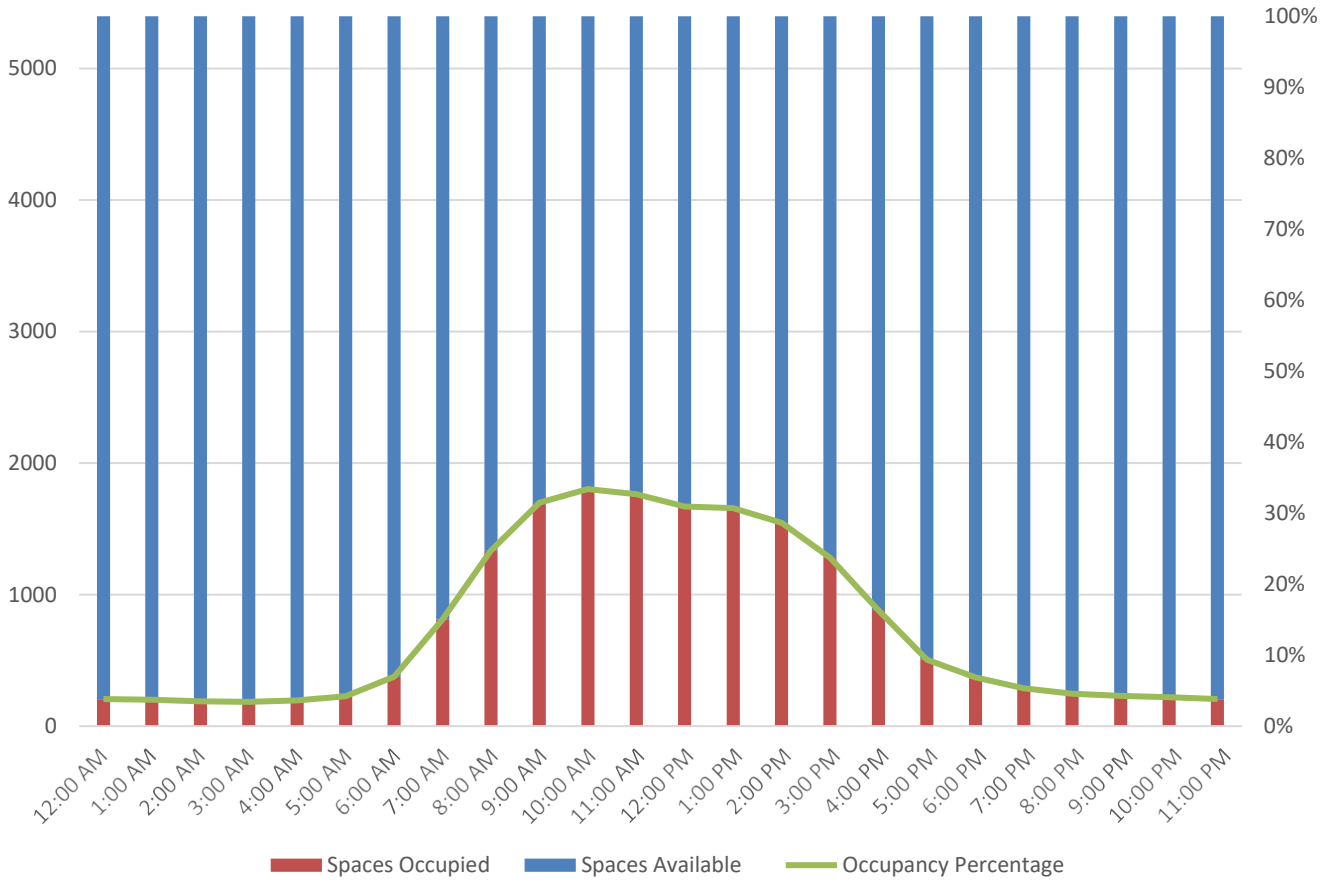
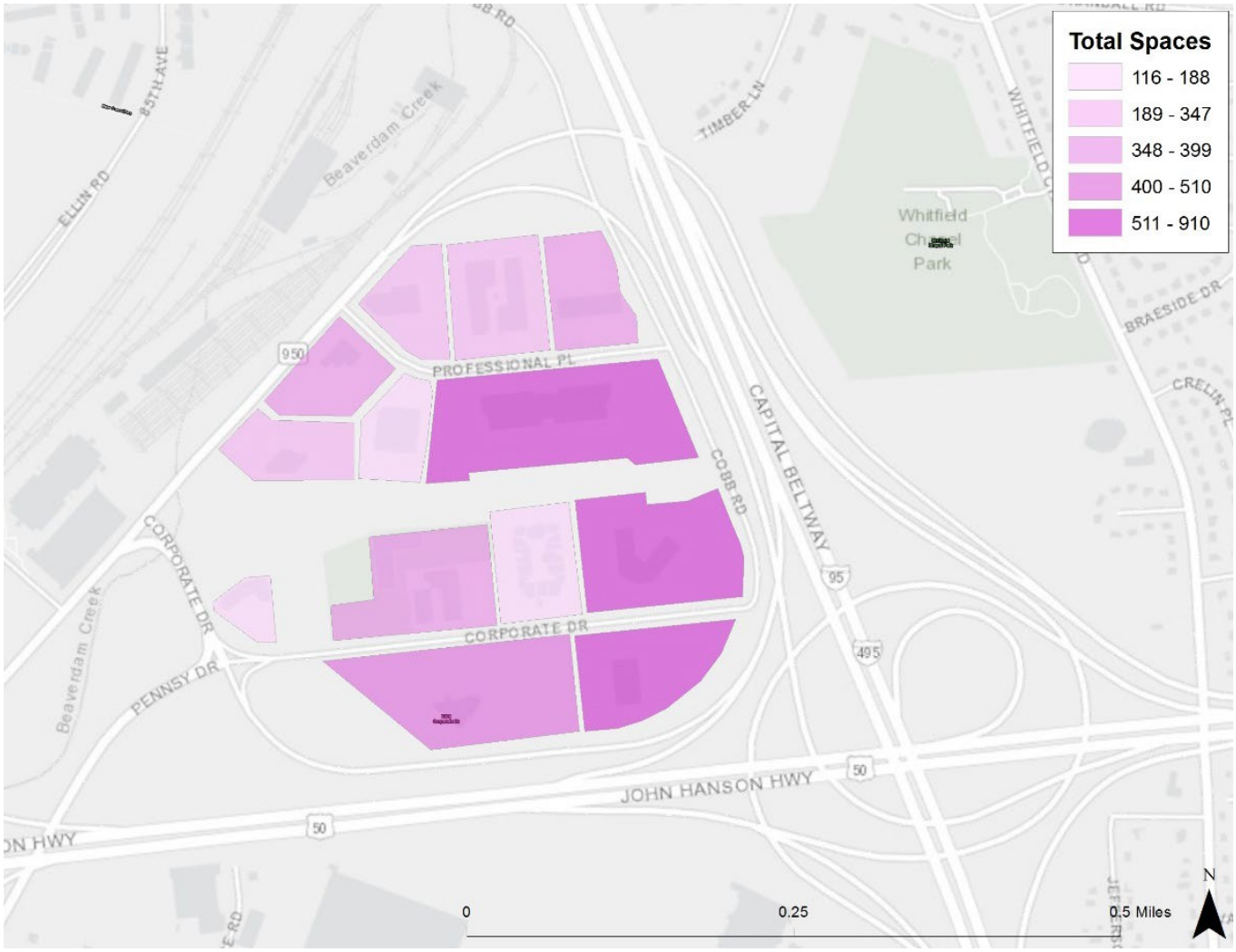


Figure 14. New Carrollton Parking Occupancy



Outcomes and Next Steps

As described within this memorandum, the current residential parking at the Takoma-Langley and Riggs Road, and Riverdale Park station location, along with the commercial parking adjacent to the New Carrollton Metro station are largely currently underutilized. However, there are several blocks and single-aisle parking lots within the residential communities that are at capacity. With the opening of the planned Purple Line light rail route, along with related transit-oriented development near the stations, additional parking demands are likely. Further, the residential parking permit information obtained from the Revenue Authority helps to highlight the scattering of locations and restrictions associated with the RPP program within the County – reports from the program's administrators confirm that requests for residential parking permit areas have increased dramatically over the past several months.

As seen in this memorandum, the parking pressure adjacent to the three proposed station locations is very localized, with most blocks having relatively low overnight utilizations, but some places experiencing acute pressure, fueling the perception of parking scarcity. In looking at the parking utilization data alongside the Revenue Authority information, it becomes clear that parking management can and should be strategized across jurisdictions and along the Purple Line corridor.

This data will be used the project team to help conduct a more detailed review of current regulatory structure and help in the development of pilot parking program measures. This will help inform the parking management model and updated or refined parking policies are most applicable at these locations and for the County as a whole.

Appendix 1 Data Received from Revenue Authority

LEGACY PROGRAM AREAS AND STREET NAMES W/ADDRESS RANGE

Data Current as of: 2013/12/04

Zone AA Marlow Heights **Marlow Heights, MD 20748**	3615-3707 RIVIERA STREET 20748 **Hangtag designation D7-A-0000**	8:00 AM thru 5:00 PM Monday thru Friday
Zone BB West Lanham **West Lanham, MD 20784**	7758-7758 DECATUR ROAD 20784 7755-7779 EMERSON ROAD 20784 7746-7761 FREDERICK COURT 20784 7732-7759 GARRISON ROAD 20784 4801-5108 WEST LANHAM DRIVE 20784 4901-5002 78TH AVENUE 20784 **Hangtag designation D3-A-0000**	7:00 AM thru 5:00 PM Monday thru Friday
Zone DD Rolling Ridge **Capitol Heights, MD 20743**	105-501 CABIN BRANCH ROAD 20743 6501-6509 CLEARFIELD COURT 20743 300-421 MILFAN DRIVE 20743 6400-6529 ROLLING RIDGE DRIVE 20743 6200-6235 ADDISON ROAD 20743 403-417 CLEARFIELD PLACE 20743 403-425 ST. MARGARET DRIVE 20743 **Hangtag designation D7-A-0000**	8:00 AM thru 5:00 PM Monday thru Friday
Zone EE Maryland Park **Capitol Heights, MD 20743**	120-122 CAPITOL HEIGHTS BOULEVARD 20743 22-26 CHAMBER AVENUE 20743 5501-5611 DAVEY STREET 20743 211-215 UREY PLACE 20743 5600-5629 COOLLIDGE ST 20743 **Hangtag designation D7-A-0000**	8:00 AM thru 5:00 PM Monday thru Friday
Zone FF Seat Pleasant **Capitol Heights, MD 20743**	203-301 ZELMA AVENUE 20743 **Hangtag designation D7-A-0000**	8:00 AM thru 5:00 PM Monday thru Friday
Zone GG West Park **Hyattsville, MD 20783**	7402-7710 WEST PARK DRIVE 20783 **Hangtag designation D2-A-0000**	8:00 AM thru 8:00 PM Monday thru Sunday
Zone II Palmer Park **Landover, MD 20785**	7831 BURNSIDE ROAD, LANDOVER, MD 20785 7600-7653 ALLENDALE CIRCLE 20785 1800-1923 ALLENDALE COURT 20785 7501-8158 ALLENDALE DRIVE 20785 1702-1832 ALLENDALE PLACE 20785 8200-8209 ALLENDALE TERRACE 20785 1901-2029 BARLOWE PLACE 20785 7911-8101 BARLOWE ROAD 20785 1900-1907 BENDER COURT 20785 7700-7754 BENDER ROAD 20785 7707-7765 GREYMONT STREET 20785 1801-2018 PALMER PARK ROAD 20785 8000-8007 RAY LEONARD COURT 20785 1800-2029 RAY LEONARD ROAD 20785 7901-7922 ROXBURY COURT 20785 7415-7878 BURNSIDE ROAD 20785 7900-8222 SHERIFF ROAD 20785 **Hangtag designation D5-A-0000**	During Athletic Events

Zone JJ Hill Oaks **Landover, MD 20785**	7500-7529 COURTNEY PLACE 20785 7400-7434 BELLE HAVEN COURT 20785 1200-1256 CAPITAL VIEW DRIVE 20785 1300-1482 CAPITAL VIEW TERRACE 20785 7400-7435 CRANE PLACE 20785 7902-8101 EAST NALLEY ROAD 20785 8100-8104 FINCH COURT 20785 7606-7634 GREEN WILLOW COURT 20785 700-715 GREEN WILLOW PLACE 20785 7601-7627 INGRID PLACE 20785 701-739 KAPLAN COURT 20785 7701-7737 MERRICK LANE 20785 7702-7728 NALLEY COURT 20785 400-1239 NALLEY ROAD 20785 1300-1369 NALLEY TERRACE 20785 7801-7805 OMEGA COURT 20785 7700-7806 PACER COURT 20785 500-824 PACER DRIVE 20785 500-550 PEACOCK DRIVE 20785 901-928 PORTIA COURT 20785 803-819 RACHEL COURT 20785 7802-7992 SUITER WAY 20785 7600-7729 SWAN TERRACE 20785 7503-7507 TWINING COURT 20785 1414-1649 VILLAGE GREEN DRIVE 20785 7401-7463 VILLAGE GREEN TERRACE 20785 1307-7434 BELLE HAVEN DRIVE 20785 800-805 PARROT COURT 20785 7501-7530 GROUSE PLACE 20785 700-816 AVANTI PLACE 20785 801-908 FINCH DRIVE 20785 802-810 HERON COURT 20785 901-915 MICHELE COURT 20785 901-919 NADINE COURT 20785 **Hangtag designation D5-A-0000**	During Athletic Events
Zone KK Good Hope Hills **Oxon Hill, MD 20748**	3103-3121 BELLBROOK COURT 20748 2702-2827 BELLBROOK STREET 20748 3105-3105 CURTIS DRIVE 20748 2801-3006 OXON PARK STREET 20748 3002-3013 OXON RUN COURT 20748 2601-2715 OXON RUN DRIVE 20748 3236-3239 31ST AVENUE 20748 3200-3238 32ND AVENUE 20748 2600-2800 AFTON STREET 20748 **Hangtag designation D7-A-0000**	8:00 AM thru 5:00 PM Monday thru Friday
Zone LL Navy Day **Suitland, MD 20746**	3405-3442 GLENN DRIVE 20746 3305-3441 NAVY DAY DRIVE 20746 4507-4607 NAVY DAY PLACE 20746 3207-3508 RANDALL ROAD 20746 **Hangtag designation D7-A-0000**	7:00 AM thru 6:00 PM Monday thru Friday
Zone MM North Avondale **Hyattsville, MD 20782**	1800-1842 LONGFORD DRIVE 20782 5603-5711 18TH AVENUE 20782 1082-1842 LONGFELLOW STREET 20782 **Hangtag designation D2-A-0000**	6:00 PM thru 8:00 8:00AM No Days Listed

Zone NN Camp Springs **Camp Springs, MD 20746**	5503-5717 AUTH ROAD 20746 5600-5705 GLORIA DRIVE 20746 5401-5511 HENDERSON WAY 20746 4901-4911 PROCOPIO DRIVE 20746 5003-5012 SILVER VALLEY WAY 20746 5502-5521 VERNON WAY 20746 **Hangtag designation D9-A-0000**	8:00 AM thru 5:00 PM Monday thru Friday

NEW PROGRAM AREAS AND STREET NAMES W/ ADDRESS RANGE

Data Current as of: 2018-10-25

D1A Adelphi, MD 20783	10308-10412 TULSA DRIVE 20783 10416 DEAKINS HALL DRIVE 20783	12 Midnight thru 6:00 AM Monday thru Sunday
D1A Beltsville, MD 20705	11500-11511 BLUERIDGE DRIVE 20705 11402-11419 ALLVIEW DRIVE 20705 3623-3629 SHENANDOAH DRIVE 20705 3600-3621 SHENANDOAH DRIVE 20705 11407-11413 BLUERIDGE DRIVE 20705 3600-3627 POCONO PLACE 11500-11513 NEVIS DRIVE 20705 11500 -11517 ALLVIEW DRIVE 20705 **12/2014** **12900-12907 FOREST VIEW DRIVE 20705	12 Midnight thru 6:00 AM Monday thru Sunday
D1DB Laurel, MD 20708	14113-14100 ADKINS ROAD 20708 8900-8911 ROBIN PLACE 20708 8906-8924 SNOW ACRES DRIVE 20708 8907-8925 SNOW ACRES DRIVE 2O798 14101-14117 DUB DRIVE 20708 13301-13317 BRIARWOOD 13502-13505 BRIARWOOD 8700-8701 & 8717-8718 KIAMA 9218-9218 TWIN HILL LANE 12401–12412 MOUNT PLEASANT 9205 MOUNT PLEASANT CT	6:00 PM thru 7:00 AM Monday thru Sunday
D1C Hyattsville, MD 20783	9300-9301 MITCHELL AVENUE ADELPHI, MD 20783	6:00 PM thru 7:00 AM Monday thru Saturday
D1C Hyattsville, MD 20783	1900 – 2014 HAMPSHIRE DR 8801 ROYAL CREST DR	6:00 PM thru 7:00 AM Monday thru Saturday
D1C Hyattsville, MD 20783	2002 - 2024 EVANSDALE DR	6:00 PM thru 7:00 AM Monday thru Saturday
****D1C Lanham, MD 20706**	9401-9414 Copernicus Drive 20706 7300-7307 Galileo Court 20706 7400-7407 Vandenberg Court	6:00 PM thru 7:00 AM Monday thru Sunday
D2A Mt. Rainier, MD 20712	4500-4515 24TH AVENUE 20712 4602-4609 24TH AVENUE 20712	6:00 PM thru 7:00 AM Monday thru Saturday
D2A Hyattsville, MD 20783	6400-6407 8TH AVENUE 20783	6:00 PM thru 7:00 AM Monday thru Sunday
D2A Hyattsville, MD 20783	6719-6729 KNOLLBROOK DRIVE	:00 PM thru 7:00 AM Monday thru Sunday
D2A Hyattsville, MD 20783	4800-4809 RUSSELL AVENUE 20782	6:00 PM thru 7:00 AM Monday thru Sunday

D8BD2A Hyattsville, MD 20783	711 – 717 Cox Avenue 6400 Elliott Place	6:00 PM thru 7:00 AM Monday thru Sunday
D2A Hyattsville, MD 20782 9/12/2014	901 -907 CONLEY ROAD, 20782 6710 – 6715 RED TOP RD 20782	6:00 PM thru 7:00 AM Monday thru Sunday
****D2B Hyattsville, MD 20783**	8002-8016 18th AVENUE	6:00 PM thru 7:00 AM Monday thru Sunday
D2B Hyattsville, MD 20782	2501 -2516 WOODBERRY ST. 20782	6:00 PM thru 7:00AM Monday thru Sunday **12/29**
D2B Hyattsville, MD 20782	6600-6631 24th PLACE 20782 2408 SHERIDAN STREET	6:00 PM thru 7:00AM Monday thru Sunday
D2B Hyattsville, MD 20782	1908 20th Avenue & Amherst St. 2000 Van Buren St. 6700 – 7003 20th Avenue	6:00 PM thru 7:00 AM
***D2B Hyattsville, MD 20783**	2002 – 2019 Avalon Place	6:00 PM thru 7:00 AM
D2C Hyattsville, MD 20783	712 -830 CHILLULM ROAD	6:00 PM thru 7:00AM Monday thru Sunday
D2D ADELPHI, MD 20783	2200-2311 APACHE STREET 8700 -8903 23rd AVENUE 8711-8717 23RD COURT 2300-2310 SEMINOLE ST 2202-2313 TECUMSEH ST 8901-8907 24TH AVENUE	6:00 PM thru 7:00AM Monday thru Sunday
D2D Hyattsville, MD 0783	8202 through 8404 15th 1410 Merrimac Drive 1501 Quinwood Street	6:00 PM thru 7:00AM Monday thru Sunday
D3B Lanham, MD 20706	7001-7017 WREN LANE 8507-8511 BRAE BROOK 8500-8515 RED WING LANE	11:00 PM thru 7:00 AM Monday thru Sunday
D3A Lanham, MD 20706	6801-6813 WOODSTREAM DR 6713 WOODSTREAM DR	6:00 PM thru 7:00 AM Monday thru Sunday
D3D Riverdale, MD 20737	5501 – 6112 Longfellow Street	6:00 PM thru 7:00 AM Monday thru Sunday
D3D Riverdale, MD 20737	3404 – 5515 Carters Lane	6:00 PM thru 7:00 AM Monday thru Sunday
D4B Lanham, MD 20706	9714-9717 ANITA LANE 20706 9530-9548 LURIA LANE 20706 9522-9548 ELVIS LANE 20706	6:00 PM thru 7:00 AM Monday thru Sunday
D4A Lanham, MD 20706	6901-6924 100TH AVENUE	6:00 PM thru 7:00 AM MONDAY THRU
D6A Forestville, MD 20747	7337-7347 CROSS STREET 20747	6:00 PM thru 7:00 AM Monday thru Sunday
D6A Forestville. MD 20747	6601,6603,6605 and 6607 WALTERS PLACE 20747	6:00 PM thru 7:00 AM Monday thru Sunday
D6B BOWIE, MD	2805-3003 WESTBROOK LANE	6:00 PM thru 7:00 AM Monday thru Sunday
D7A Landover, MD 20785	6800-6809 CENTRAL HILLS COURT 20785 959-989 CENTRAL HILLS LANE 20785	6:00 PM thru 7:00 AM Monday thru Sunday
D7B Suitland, MD 20746	4538-4547 DAVIS AVENUE 20746	5:00 PM thru 8:00 AM Monday thru Sunday

***D7B Suitland, MD 20746**	3504-3519 MAYWOOD LANE 20746	6:00 PM thru 7:00 AM Monday thru Sunday
D7C Suitland, MD 20746	4261-4269 SOUTHERN AVENUE	6:00 PM thru 7:00 AM Monday thru Sunday
D8A Temple Hills, MD 20748 **12/22/2015 added**	5901-5907 SAINT MORITZ DRIVE	6:00 pm thru 7:00 AM Monday thru Sunday
D9A Clinton, MD 20735	6000 – 6028 WOODLAND LANE	6:00 PM thru 7:00 AM Monday thru Sunday **8/2016**
D8B Fort Washington 20744	3012 – 3023 MARQUIS DRIVE	6:00 PM thru 7:00 AM Monday thru Sunday **8/2016**
D8C Oxon Hill, MD 20748	708 – 803 MARCY AVENUE	6:00 PM thru 7:00 AM Monday thru Sunday **8/2016**
D3C Riverdale, MD 20737	5511-5524 KENNEDY STREET AND 5401-5403 56TH AVENUE	6:00 PM thru 7:00 AM Monday thru Sunday **3/10/2016**
D3C Riverdale, MD 20737	5301, 5303, 5404 55th Place	6:00 PM thru 7:00 AM Monday thru Sunday **09/13/2016**
D8B Oxon Hill 20748	5300 – 5322 DEAL DRIVE	6:00 PM thru 7:00 AM Monday thru Sunday **4/20/2016**
D7D Temple Hills, MD	3400 – 3529 DUNLAP STREET	6:00 PM thru 7:00 AM Monday thru Sunday **4/20/2016**
D5A Chillum, MD	5300 – 5320 GALLATIN STREET	6:00 PM thru 7:00 AM Monday thru Sunday **9/13/2016**
D5A Hyattsville, MD	1600–1614 MARBLEWOOD AVE.	6:00 PM thru 7:00 AM Monday thru Sunday **10/16**
D2B Hyattsville, MD	2002-2017 AVALON PLACE	6:00 PM thru 7:00 AM Monday thru Sunday **10/16**
D2C Hyattsville, MD	700-726 Rittenhouse Street	6:00 PM thru 7:00 AM **Dec. 15, 2016**
D7D Temple Hills, MD	3902-3916 28th Avenue 2801-2811 Keating Street	6:00 PM thru 7:00 AM **Dec. 8, 2016**
D5B Hyattsville, MD 20784	5600 – 5622 Randolph Street	6:00 PM thru 7:00 AM **3/2017**
D2C Hyattsville, MD 20783	6401 – 6411 Knollbrook Drive	6:00 PM thru 7:00 AM **3/2017**
D8D Temple Hill, MD 20748	3200-3203 Dallas Drive 4701-4803 Deer Park Drive 3100-3104 Marilyn Drive 3301- 3323 Dallas Drive	1/2017
D9B Clinton, MD20735	7900 – 7913 Whitewater Court	6:00 Pm thru 7:00 AM
D3C Hyattsville, MD	5300- 5318 59th Avenue 5500 – 5615 59th Avenue	**6:00 PM thru 7:00 AM** **9/25/2018**

D3D Riverdale, MD 20737	6902-7005 Beacon Light Road 5000-5018 69th Avenue 4901-4912 Randy Court 6400-6436 Rosalie Lane 6500-6530 Rosalie Lane	**7:00 PM thru 7:00 AM 10/25**
D2A Takoma Park, MD 20912	6806 -6816 Red Top Road	**6:00 PM thru 7:00 AM 10/25**
D7D Suitland, MD 20746	3714-3827 Swann Road and 3802-3805 Swann Court	**6:00 PM thru 7:00 AM 10/30 Extend warning period beyond 11/9**
D2B Hyattsville, MD 20783	2002-2021 Amherst Road	**6:00 PM thru 7:00 AM**
D2B Hyattsville, MD 20783	1900-2231 Beechwood Road	**6:00 PM thru 7:00 AM**
D8D Temple Hills, 20748	6403-6505 Roberts Drive	**6:00 PM thru 7:00 AM**
D1B Laurel, MD	9300-9314 Montpelier Drive	**6:00 PM thru 7:00 AM**
D1A Adelphi, MD 20783	10308-10410 Tulsa Avenue 10416 Deakins Hall Drive 10416 Truxton Road	**6:00 PM thru 7:00 AM**
D4C Lanham, MD 20706	9400-9414 Copernicus 7300-7307 Galileo Court 7400-7407 Vandenberg Court	**6:00 PM thru 7:00 AM**
D2A Hyattsville, MD 20782	4800-4809 Russell Avenue	**6:00 PM thru 7:00 AM**
D2A Hyattsville, MD 20783	6400-6407 8th Avenue	**6:00 PM thru 7:00 AM**

Riverdale Park Information:

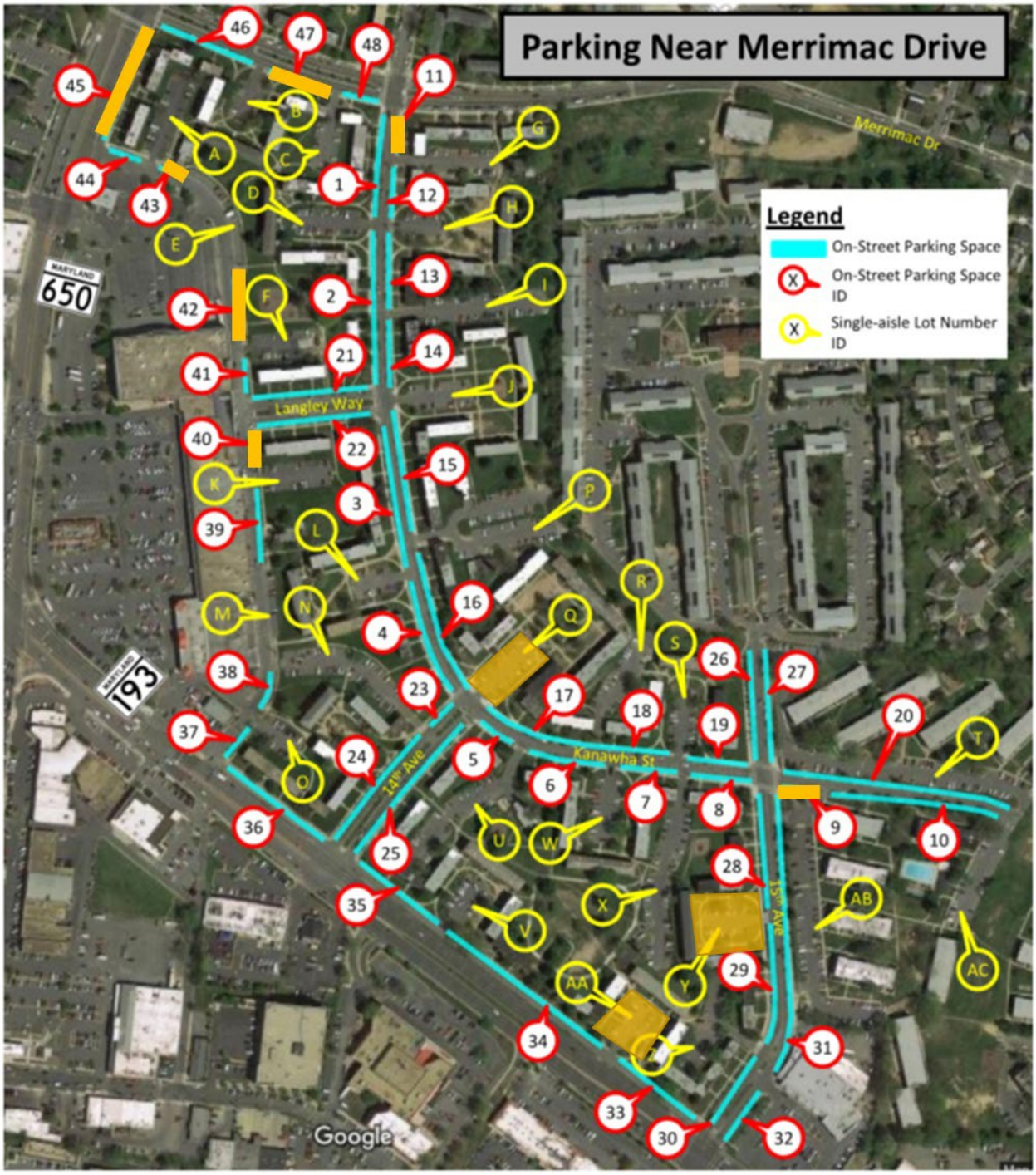
- Parking is permitted on at least one side of all Town streets;
- Permit parking is in place on the following streets, several dating back to the 1990s (others were recently rescinded; see October 2018 Staff memo);
    - 5000 block of Riverdale Road (0 permits issued)
    - 6100 block of 54th Avenue (1 permit)
    - 5000 block of Nicholson Street (2 permits)
    - 5300 block and 5411 block of Powhatan Street (6 permits)
    - 5000 block of Somerset Road (3 permits)
    - 4700 block of Tuckerman Street (5 permits)
    - 5900-6000 block of Riverside Drive (8 permits)
    - Madison Hill Subdivision off Good Hope Road (55 permits);
- The Town only has one public parking lot, in the Town Center at the MARC station; there are between 20 and 30 spaces; none are metered;
- There are no meters on any Town streets;
- There have been no conversations between the Town and commercial shopping center owners/managers regarding their current parking enforcement activity or any concern about commuter parking once the PL is operating; and
- Chapter 64 of the Town Charter addresses parking.

Appendix 2 Residential Parking Data

ID	Type	Location	Sub-Location	Spaces	Parked Cars (Day 1)	Parked Cars (Day 2)	Average Parked Cars	Occupancy
A	Single-Aisle	Takoma/Langley Transit Center	North	43	26	11	18.5	43%
B	Single-Aisle	Takoma/Langley Transit Center	North	20	14	16	15	75%
C	Single-Aisle	Takoma/Langley Transit Center	North	21	10	11	10.5	50%
D	Single-Aisle	Takoma/Langley Transit Center	North	21	17	18	17.5	83%
E	Single-Aisle	Takoma/Langley Transit Center	North	27	6	3	4.5	17%
F	Single-Aisle	Takoma/Langley Transit Center	North	33	17	10	13.5	41%
G	Single-Aisle	Takoma/Langley Transit Center	North	36	19	19	19	53%
H	Single-Aisle	Takoma/Langley Transit Center	North	20	16	10	13	65%
I	Single-Aisle	Takoma/Langley Transit Center	North	60	21	22	21.5	36%
J	Single-Aisle	Takoma/Langley Transit Center	North	32	21	21	21	66%
K	Single-Aisle	Takoma/Langley Transit Center	North	33	18	15	16.5	50%
L	Single-Aisle	Takoma/Langley Transit Center	North	18	12	16	14	78%
M	Single-Aisle	Takoma/Langley Transit Center	North	18	7	10	8.5	47%
N	Single-Aisle	Takoma/Langley Transit Center	North	56	42	31	36.5	65%
O	Single-Aisle	Takoma/Langley Transit Center	North	20	14	15	14.5	73%
P	Single-Aisle	Takoma/Langley Transit Center	North	80	31	34	32.5	41%
Q	Single-Aisle	Takoma/Langley Transit Center	North	34	29	29	29	85%
R	Single-Aisle	Takoma/Langley Transit Center	North	44	20	11	15.5	35%
S	Single-Aisle	Takoma/Langley Transit Center	North	24	20	15	17.5	73%
T	Single-Aisle	Takoma/Langley Transit Center	North	104	56	54	55	53%
U	Single-Aisle	Takoma/Langley Transit Center	North	50	37	37	37	74%
V	Single-Aisle	Takoma/Langley Transit Center	North	21	15	19	17	81%
W	Single-Aisle	Takoma/Langley Transit Center	North	32	28	25	26.5	83%
X	Single-Aisle	Takoma/Langley Transit Center	North	71	35	26	30.5	43%
Y	Single-Aisle	Takoma/Langley Transit Center	North	19	15	19	17	89%
Z	Single-Aisle	Takoma/Langley Transit Center	North	40	29	19	24	60%
AA	Single-Aisle	Takoma/Langley Transit Center	North	24	24	24	24	100%
AB	Single-Aisle	Takoma/Langley Transit Center	North	115	64	53	58.5	51%
AC	Single-Aisle	Takoma/Langley Transit Center	North	51	19	13	16	31%
1	On-Street	Takoma/Langley Transit Center	North	13	10	6	8	62%
2	On-Street	Takoma/Langley Transit Center	North	18	12	11	11.5	64%
3	On-Street	Takoma/Langley Transit Center	North	18	16	13	14.5	81%
4	On-Street	Takoma/Langley Transit Center	North	14	8	7	7.5	54%
5	On-Street	Takoma/Langley Transit Center	North	4	3	1	2	50%
6	On-Street	Takoma/Langley Transit Center	North	9	3	7	5	56%
7	On-Street	Takoma/Langley Transit Center	North	6	2	6	4	67%
8	On-Street	Takoma/Langley Transit Center	North	7	4	2	3	43%
9	On-Street	Takoma/Langley Transit Center	North	3	7	3	5	167%
10	On-Street	Takoma/Langley Transit Center	North	21	6	14	10	48%
11	On-Street	Takoma/Langley Transit Center	North	4	4	3	3.5	88%
12	On-Street	Takoma/Langley Transit Center	North	5	4	4	4	80%
13	On-Street	Takoma/Langley Transit Center	North	8	6	7	6.5	81%
14	On-Street	Takoma/Langley Transit Center	North	8	5	6	5.5	69%
15	On-Street	Takoma/Langley Transit Center	North	14	3	6	4.5	32%
16	On-Street	Takoma/Langley Transit Center	North	17	10	6	8	47%
17	On-Street	Takoma/Langley Transit Center	North	13	8	6	7	54%

ID	Type	Location	Sub-Location	Spaces	Parked Cars (Day 1)	Parked Cars (Day 2)	Average Parked Cars	Occupancy
18	On-Street	Takoma/Langley Transit Center	North	8	4	4	4	50%
19	On-Street	Takoma/Langley Transit Center	North	7	3	2	2.5	36%
20	On-Street	Takoma/Langley Transit Center	North	28	17	17	17	61%
21	On-Street	Takoma/Langley Transit Center	North	13	10	10	10	77%
22	On-Street	Takoma/Langley Transit Center	North	13	10	10	10	77%
23	On-Street	Takoma/Langley Transit Center	North	3	3	2	2.5	83%
24	On-Street	Takoma/Langley Transit Center	North	15	10	14	12	80%
25	On-Street	Takoma/Langley Transit Center	North	20	10	12	11	55%
26	On-Street	Takoma/Langley Transit Center	North	13	12	10	11	85%
27	On-Street	Takoma/Langley Transit Center	North	13	8	9	8.5	65%
28	On-Street	Takoma/Langley Transit Center	North	14	6	5	5.5	39%
29	On-Street	Takoma/Langley Transit Center	North	13	6	8	7	54%
30	On-Street	Takoma/Langley Transit Center	North	9	3	0	1.5	17%
31	On-Street	Takoma/Langley Transit Center	North	32	14	14	14	44%
32	On-Street	Takoma/Langley Transit Center	North	6	0	0	0	0%
33	On-Street	Takoma/Langley Transit Center	North	12	Not counted	1	1	8%
34	On-Street	Takoma/Langley Transit Center	North	22	Not counted	7	7	32%
35	On-Street	Takoma/Langley Transit Center	North	12	Not counted	0	0	0%
36	On-Street	Takoma/Langley Transit Center	North	14	Not counted	4	4	29%
37	On-Street	Takoma/Langley Transit Center	North	4	Not counted	3	3	75%
38	On-Street	Takoma/Langley Transit Center	North	5	Not counted	4	4	80%
39	On-Street	Takoma/Langley Transit Center	North	8	Not counted	2	2	25%
40	On-Street	Takoma/Langley Transit Center	North	4	Not counted	4	4	100%
41	On-Street	Takoma/Langley Transit Center	North	3	Not counted	1	1	33%
42	On-Street	Takoma/Langley Transit Center	North	8	Not counted	7	7	88%
43	On-Street	Takoma/Langley Transit Center	North	1	Not counted	1	1	100%
44	On-Street	Takoma/Langley Transit Center	North	4	Not counted	2	2	50%
45	On-Street	Takoma/Langley Transit Center	North	12	Not counted	12	12	100%
46	On-Street	Takoma/Langley Transit Center	North	11	Not counted	5	5	45%
47	On-Street	Takoma/Langley Transit Center	North	7	Not counted	7	7	100%
48	On-Street	Takoma/Langley Transit Center	North	3	Not counted	0	0	0%
1	On-Street	Takoma/Langley Transit Center	South	25	10	8	9	36%
2	On-Street	Takoma/Langley Transit Center	South	26	5	3	4	15%
3	On-Street	Takoma/Langley Transit Center	South	28	6	5	5.5	20%
4	On-Street	Takoma/Langley Transit Center	South	27	6	8	7	26%
5	On-Street	Takoma/Langley Transit Center	South	33	6	9	7.5	23%
6	On-Street	Takoma/Langley Transit Center	South	33	5	7	6	18%
7	On-Street	Takoma/Langley Transit Center	South	35	8	7	7.5	21%
8	On-Street	Takoma/Langley Transit Center	South	26	6	2	4	15%
9	On-Street	Takoma/Langley Transit Center	South	16	4	4	4	25%
10	On-Street	Takoma/Langley Transit Center	South	4	2	1	1.5	38%
11	On-Street	Takoma/Langley Transit Center	South	13	1	1	1	8%
12	On-Street	Takoma/Langley Transit Center	South	14	0	0	0	0%
13	On-Street	Takoma/Langley Transit Center	South	19	5	5	5	26%
14	On-Street	Takoma/Langley Transit Center	South	11	5	5	5	45%
15	On-Street	Takoma/Langley Transit Center	South	44	7	7	7	16%

ID	Type	Location	Sub-Location	Spaces	Parked Cars (Day 1)	Parked Cars (Day 2)	Average Parked Cars	Occupancy
16	On-Street	Takoma/Langley Transit Center	South	16	3	1	2	13%
17	On-Street	Takoma/Langley Transit Center	South	42	10	10	10	24%
18	On-Street	Takoma/Langley Transit Center	South	63	22	17	19.5	31%
19	On-Street	Takoma/Langley Transit Center	South	20	2	5	3.5	18%
20	On-Street	Takoma/Langley Transit Center	South	21	6	6	6	29%
21	On-Street	Takoma/Langley Transit Center	South	7	2	1	1.5	21%
22	On-Street	Takoma/Langley Transit Center	South	15	4	5	4.5	30%
23	On-Street	Takoma/Langley Transit Center	South	6	0	0	0	0%
24	On-Street	Takoma/Langley Transit Center	South	28	6	6	6	21%
25	On-Street	Takoma/Langley Transit Center	South	12	5	3	4	33%
26	On-Street	Takoma/Langley Transit Center	South	10	0	1	0.5	5%
27	On-Street	Takoma/Langley Transit Center	South	10	1	1	1	10%
28	On-Street	Takoma/Langley Transit Center	South	10	3	4	3.5	35%
29	On-Street	Takoma/Langley Transit Center	South	9	1	3	2	22%
30	On-Street	Takoma/Langley Transit Center	South	20	4	3	3.5	18%
31	On-Street	Takoma/Langley Transit Center	South	9	2	2	2	22%
32	On-Street	Takoma/Langley Transit Center	South	7	6	6	6	86%
33	On-Street	Takoma/Langley Transit Center	South	7	4	3	3.5	50%
34	On-Street	Takoma/Langley Transit Center	South	47	19	17	18	38%
35	On-Street	Takoma/Langley Transit Center	South	8	3	0	1.5	19%
36	On-Street	Takoma/Langley Transit Center	South	14	2	5	3.5	25%
37	On-Street	Takoma/Langley Transit Center	South	24	6	6	6	25%
38	On-Street	Takoma/Langley Transit Center	South	13	4	4	4	31%
39	On-Street	Takoma/Langley Transit Center	South	15	5	6	5.5	37%
40	On-Street	Takoma/Langley Transit Center	South	24	7	8	7.5	31%
41	On-Street	Takoma/Langley Transit Center	South	26	9	5	7	27%
42	On-Street	Takoma/Langley Transit Center	South	19	8	7	7.5	39%
43	On-Street	Takoma/Langley Transit Center	South	17	8	6	7	41%
44	On-Street	Takoma/Langley Transit Center	South	27	8	6	7	26%
45	On-Street	Takoma/Langley Transit Center	South	30	7	6	6.5	22%
46	On-Street	Takoma/Langley Transit Center	South	33	3	2	2.5	8%
47	On-Street	Takoma/Langley Transit Center	South	34	5	2	3.5	10%
48	On-Street	Takoma/Langley Transit Center	South	49	15	12	13.5	28%
49	On-Street	Takoma/Langley Transit Center	South	48	17	14	15.5	32%
50	On-Street	Takoma/Langley Transit Center	South	63	38	41	39.5	63%
51	On-Street	Takoma/Langley Transit Center	South	87	54	52	53	61%
52	On-Street	Takoma/Langley Transit Center	South	16	2	1	1.5	9%
53	On-Street	Takoma/Langley Transit Center	South	20	3	4	3.5	18%
54	On-Street	Takoma/Langley Transit Center	South	6	0	0	0	0%
55	On-Street	Takoma/Langley Transit Center	South	7	0	0	0	0%
56	On-Street	Takoma/Langley Transit Center	South	17	6	7	6.5	38%
57	On-Street	Takoma/Langley Transit Center	South	8	1	1	1	13%
58	On-Street	Takoma/Langley Transit Center	South	24	2	1	1.5	6%
59	On-Street	Takoma/Langley Transit Center	South	12	5	5	5	42%
60	On-Street	Takoma/Langley Transit Center	South	13	4	1	2.5	19%


Parking Near Merrimac Drive
Legend
On-Street Parking Space
On-Street Parking Space ID
Single-aisle Lot Number ID
Merrimac Dr
Langley Way
Kanawha St
14th Ave
15th Ave
MARYLAND 650
MARYLAND 193
Google


Parking Near Erskine Street
Legend
On-Street Parking Space
On-Street Parking Space ID
Hannon St
Erskine St
Elson St
Delmont Ln
Drexel St
15th Ave
15th Pl
16th Ave
16th Pl
17th Ave
18th Ave
MARYLAND 212
Google

ID	Type	Location	Sub-Location	Spaces	Parked Cars (Day 1)	Parked Cars (Day 2)	Average Parked Cars	Occupancy
A	Single-Aisle	Riverdale Park	South	33	22	19	20.5	62%
B	Single-Aisle	Riverdale Park	South	17	13	15	14	82%
C	Single-Aisle	Riverdale Park	South	25	15	17	16	64%
D	Single-Aisle	Riverdale Park	South	45	23	25	24	53%
E	Single-Aisle	Riverdale Park	South	34	34	32	33	97%
F	Single-Aisle	Riverdale Park	South	10	8	9	8.5	85%
G	Single-Aisle	Riverdale Park	South	37	12	12	12	32%
H	Single-Aisle	Riverdale Park	South	32	24	28	26	81%
I	Single-Aisle	Riverdale Park	South	63	47	46	46.5	74%
J	Single-Aisle	Riverdale Park	South	16	8	10	9	56%
K	Single-Aisle	Riverdale Park	South	13	8	7	7.5	58%
L	Single-Aisle	Riverdale Park	South	61	24	23	23.5	39%
M	Single-Aisle	Riverdale Park	South	19	13	11	12	63%
1	On-Street	Riverdale Park	South	2	2	2	2	100%
2	On-Street	Riverdale Park	South	8	0	0	0	0%
3	On-Street	Riverdale Park	South	8	2	0	1	13%
4	On-Street	Riverdale Park	South	13	9	8	8.5	65%
5	On-Street	Riverdale Park	South	2	3	3	3	150%
6	On-Street	Riverdale Park	South	1	1	2	1.5	150%
7	On-Street	Riverdale Park	South	19	10	14	12	63%
8	On-Street	Riverdale Park	South	4	3	3	3	75%
9	On-Street	Riverdale Park	South	6	5	4	4.5	75%
10	On-Street	Riverdale Park	South	4	3	3	3	75%
11	On-Street	Riverdale Park	South	5	4	1	2.5	50%
12	On-Street	Riverdale Park	South	5	0	4	2	40%
13	On-Street	Riverdale Park	South	14	12	12	12	86%
14	On-Street	Riverdale Park	South	21	15	17	16	76%
15	On-Street	Riverdale Park	South	4	2	2	2	50%
16	On-Street	Riverdale Park	South	10	4	4	4	40%
17	On-Street	Riverdale Park	South	4	1	1	1	25%
18	On-Street	Riverdale Park	South	4	0	0	0	0%
19	On-Street	Riverdale Park	South	8	3	4	3.5	44%
20	On-Street	Riverdale Park	South	16	0	0	0	0%
21	On-Street	Riverdale Park	South	16	2	3	2.5	16%
22	On-Street	Riverdale Park	South	33	21	17	19	58%
23	On-Street	Riverdale Park	South	16	12	10	11	69%
24	On-Street	Riverdale Park	South	10	4	3	3.5	35%
25	On-Street	Riverdale Park	South	9	3	6	4.5	50%
26	On-Street	Riverdale Park	South	16	13	6	9.5	59%
27	On-Street	Riverdale Park	South	4	1	2	1.5	38%
28	On-Street	Riverdale Park	South	3	1	1	1	33%
29	On-Street	Riverdale Park	South	7	5	4	4.5	64%
30	On-Street	Riverdale Park	South	12	2	8	5	42%
31	On-Street	Riverdale Park	South	36	0	0	0	0%
32	On-Street	Riverdale Park	South	7	4	2	3	43%
33	On-Street	Riverdale Park	South	22	8	9	8.5	39%

ID	Type	Location	Sub-Location	Spaces	Parked Cars (Day 1)	Parked Cars (Day 2)	Average Parked Cars	Occupancy
34	On-Street	Riverdale Park	South	24	12	12	12	50%
1	On-Street	Riverdale Park	North	20	0	0	0	0%
2	On-Street	Riverdale Park	North	13	0	0	0	0%
3	On-Street	Riverdale Park	North	5	0	0	0	0%
4	On-Street	Riverdale Park	North	15	4	2	3	20%
5	On-Street	Riverdale Park	North	16	5	5	5	31%
6	On-Street	Riverdale Park	North	8	2	2	2	25%
7	On-Street	Riverdale Park	North	7	2	3	2.5	36%
8	On-Street	Riverdale Park	North	12	1	0	0.5	4%
9	On-Street	Riverdale Park	North	21	6	5	5.5	26%
10	On-Street	Riverdale Park	North	15	1	2	1.5	10%
11	On-Street	Riverdale Park	North	11	3	5	4	36%
12	On-Street	Riverdale Park	North	26	8	7	7.5	29%
13	On-Street	Riverdale Park	North	31	9	11	10	32%
14	On-Street	Riverdale Park	North	8	3	1	2	25%
15	On-Street	Riverdale Park	North	15	7	5	6	40%
16	On-Street	Riverdale Park	North	23	12	11	11.5	50%
17	On-Street	Riverdale Park	North	12	4	2	3	25%
18	On-Street	Riverdale Park	North	16	4	2	3	19%
19	On-Street	Riverdale Park	North	8	0	0	0	0%
20	On-Street	Riverdale Park	North	24	6	9	7.5	31%
21	On-Street	Riverdale Park	North	26	5	8	6.5	25%
22	On-Street	Riverdale Park	North	8	0	0	0	0%
23	On-Street	Riverdale Park	North	9	0	0	0	0%
24	On-Street	Riverdale Park	North	10	2	1	1.5	15%
25	On-Street	Riverdale Park	North	10	3	4	3.5	35%
26	On-Street	Riverdale Park	North	54	13	14	13.5	25%
27	On-Street	Riverdale Park	North	35	6	7	6.5	19%
28	On-Street	Riverdale Park	North	17	7	5	6	35%
29	On-Street	Riverdale Park	North	12	0	0	0	0%
30	On-Street	Riverdale Park	North	11	1	1	1	9%


Parking Near Nicholson Street
Legend
On-Street Parking Space
On-Street Parking Space ID
Single-aisle Lot Number ID
Nicholson St
Madison St
Kennedy St
55th Pl
56th Ave
57th Ave
MARYLAND
201


Parking Near Rittenhouse Street
Legend
On-Street Parking Space
On-Street Parking Space ID
201
410

Appendix 3 New Carrollton Parking Data

Spaces Available	Spaces Occupied	Total Spaces	Percent Occupied
81	44	125	35%
306	93	399	23%
136	52	188	28%
458	226	684	33%
419	91	510	18%
659	251	910	28%
227	83	310	27%
96	20	116	17%
260	119	379	31%
499	241	740	33%
226	121	347	35%
231	95	326	29%
264	100	364	27%
3862	**1536**	**5398**	**28%**

	Corporate Drive		Professional Place		Driveway 1		Driveway 2		Driveway 3		Total		Baseline		
Time of Day	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Spaces Available	Spaces Occupied	Occupancy Percentage
2:00 PM													3862	1536	28%
3:00 PM	99	273	56	156	27	2	13	27	10	18	205	476	4124	1274	24%
4:00 PM	78	315	30	171	26	9	16	29	18	32	168	556	4504	894	17%
5:00 PM	54	251	28	210	24	9	15	35	44	46	165	551	4882	516	10%
6:00 PM	44	150	17	79	12	14	7	32	40	24	120	299	5056	342	6%
7:00 PM	30	70	14	42	11	3	0	18	16	12	71	145	5127	271	5%
8:00 PM	35	52	11	24	3	8	0	4	28	17	77	105	5151	247	5%
9:00 PM	26	35	17	16	1	0	0	3	17	25	61	79	5166	232	4%
10:00 PM	30	23	11	18	0	0	0	0	13	27	54	68	5178	220	4%
11:00 PM	15	21	15	18	0	0	1	1	2	3	33	43	5186	212	4%
12:00 AM	7	12	4	8	0	0	0	0	3	2	14	22	5193	205	4%
1:00 AM	4	5	2	7	0	0	0	0	0	0	6	12	5199	199	4%
2:00 AM	4	9	2	8	0	0	0	0	0	0	6	17	5210	188	3%
3:00 AM	5	11	4	3	0	0	0	0	1	0	10	14	5214	184	3%
4:00 AM	12	15	25	16	0	0	0	0	3	0	40	31	5203	195	4%
5:00 AM	42	27	28	15	2	1	0	0	0	0	72	43	5171	227	4%
6:00 AM	103	37	87	27	6	1	6	2	5	1	207	68	5023	375	7%
7:00 AM	246	85	150	39	49	10	19	13	104	12	568	159	4588	810	15%
8:00 AM	334	87	173	55	32	1	27	12	94	12	660	167	4065	1333	25%
9:00 AM	318	123	152	86	31	4	34	13	36	6	571	232	3700	1698	31%
10:00 AM	199	133	98	83	27	8	10	13	20	29	354	266	3596	1802	33%
11:00 AM	130	176	80	126	38	7	4	8	40	29	292	346	3637	1761	33%
12:00 PM	172	206	107	144	25	7	17	33	61	101	382	491	3729	1669	31%
1:00 PM	140	147	99	141	25	5	15	19	36	29	315	341	3741	1657	31%
2:00 PM	120	198	56	122	29	4	12	14	14	17	231	355	3854	1544	29%
3:00 PM	86	252	83	172	36	9	8	30	12	37	225	500	4119	1279	24%
4:00 PM	64	314	35	176	17	8	16	27	14	27	146	552	4518	880	16%
5:00 PM	57	260	23	201	32	18	21	46	56	48	189	573	4893	505	9%

	Corporate Drive		Professional Place		Driveway 1		Driveway 2		Driveway 3		Total		Baseline		
Time of Day	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Spaces Available	Spaces Occupied	Occupancy Percentage
6:00 PM	46	131	29	78	19	15	7	40	39	18	140	282	5029	369	7%
7:00 PM	22	70	11	39	2	0	0	5	9	13	44	127	5110	288	5%
8:00 PM	31	53	10	26	0	0	0	1	10	14	51	94	5151	247	5%
9:00 PM	42	30	13	13	5	8	2	7	16	41	78	99	5168	230	4%
10:00 PM	33	29	15	25	0	1	0	0	8	16	56	71	5180	218	4%
11:00 PM	13	19	9	16	1	1	0	0	0	2	23	38	5194	204	4%

Appendix B – Regulations Review and Recommendations Memo

General Comments on Existing Regulation

A review of the existing regulation governing parking and transportation demand management, including Subtitle 21A: Revenue Authority (specifically division 3), which includes the county's provision for parking districts and enforcement, and Subtitle 20A: Transportation, which includes the provisions for establishing transportation demand management districts shows some forward-thinking ideas and principles, as well as opportunities to make the regulations more actionable and useful for the Revenue Authority and other agencies. Some specific possible changes to the regulations are included below.

Align or Combine Parking and Transportation Demand Management (TDM) Districts

Whether regulations are changed to create a single joint parking/TDM provision, or strong and coordinated management is used to assure that both measures always happen together, it is important to make sure that all TDM districts include parking management, and all parking districts encourage transportation demand management. Parking districts provide useful tools for managing existing parking resources to their highest and best use and TDM districts bring an additional complementary purpose; reducing reliance on automobile travel and lowering harmful vehicle emissions.

Refine and Elaborate Regulation Goals

The stated regulation purpose of Subtitle 20A appears to be to reduce emissions. TDM has the potential to achieve this goal but may not be the most direct benefit of the creation of parking and Transportation Demand Management districts. Subtitle 21A does not appear to have stated goals for parking districts beyond the goals of the Revenue Authority more broadly. While each district's specific goals for the management of its parking can and should differ based on that area's context, there is an opportunity to spell out the general goals of the Parking District Program. These could include general goals such as:

- To implement thoughtful and integrated management of both on- and off-street parking resources in high-demand areas of the County
- To balance parking supply and demand to best enable productive economic use of land within the County
- To balance the parking needs of residents, commuters, shoppers, and visitors
- To make walking, bicycling, and transit use more effective and competitive, as compared to the choice and cost of driving.

Update Regulations to Include a Stakeholder Process

Providing some level of stakeholder outreach will be essential to learning the priorities and goals of current constituents, as well as achieving the buy-in that is necessary for successful TDM/Parking District administration.

Increase Specificity of Performance Measures

Where defining performance measures, the regulations could avoid general statements like "reduce trips" and replace with defining terms, such as "employee vehicle trip rates" and "transactional vehicle trip rates (vehicle trips per transaction)" and "district per capita vehicle trip rates." This specificity both

suggests certain interventions and allows for more precise measurement of success. In the context of Subtitle 20A, vehicle trip reductions could be specified to mean fossil-fuel vehicles, to help address the emissions-related goal of the Subtitle. Accounting may need to adjust for hybrid fueled vehicles and avoid counting trips or miles traveled by non-fossil-fueled vehicles.

Define the Benefit of Joining a Parking/TDM District

As currently constituted, it may be difficult to encourage membership in a Parking or TDM district. The current change appears to be increased regulation, possible added costs of doing business, onerous reporting requirements, and threat of penalties. These potential burdens of joining should be clearly balanced with a defined public effort that is supposed to complement and support the efforts of those joining a district (as noted in the Purpose Statement). Therefore, further detail is needed to define the role of the County and what support the public will provide to participants.

Create Process for Defining District Boundaries

Defining the boundary of a Parking/TDM district is critical; it will be important to land uses with shared interests and characteristics, and to negotiate shared parking arrangements within a walkable geographic area. Ideally, a Transportation Management Association (TMA) should be responsible for each TDM district, though two or more districts may be managed by a single TMA. Below are some examples for sizing/organizing Parking/TDM districts, and some of the important roles for the TMA to perform.

- Some large employers may want to "go it alone" and not be part of a Parking/TDM district. This might be acceptable, if the employer is truly "an island" and lacks any meaningful connection to surrounding uses.
    - A manufacturer in an isolated area might be an example.
- On the other hand, a medical center that is surrounded by small restaurants, pharmacies, gift stores, etc. is the nexus or nucleus of an employment and commercial area. There are some synergies between these businesses (some mutual benefit to coexisting). In addition, the medical center may represent the only real "private" capability to make a TDMD effective (e.g., running a carpool matching program for all businesses in the TDMD).
    - The Transportation Demand Management Technical Advisory Committee (TDMTAC) with input from the local TMA and/or Parking/TDM district's managers, must have sufficient knowledge of each area and applicant to discern the circumstances and persuade an applicant like the medical center to be part of a larger Parking/TDM district.
- According to the current regulations, an applicant with 25 employees on 5 acres of land would qualify to apply for a TDM district.
    - In the end, what increment of change can they make that would "register" on any air quality analysis tool and at what monetary, political, and bureaucratical cost?
    - There needs to be some practicality behind the minimum size of a Parking/TDM district. The effect of change must be measurable. The power (or effect) of change must endure over time. The potential power of certain TDM strategies (e.g. rideshare programs) must be realized.
- Most employment areas are likely mixed, including low, moderate, and middle-income employees. The high turnover of low income (entry-level, service) jobs means inherent variability to the participants of the Parking/TDM program. An area being considered for inclusion in a Parking/TDM district that primarily includes this job type would benefit from employment partners with jobs with

longer tenures, to increase the efficiency of employer based TDM measures in the Parking/TDM district as a whole.
    - The TDMTAC, with input from the local TMA and/or Parking/TDM district's manager must have employment data at this level of detail to make the boundary decision.
- Even a collection of businesses that have mutual interests, with a large employment pool that is balanced across the wage scale, still lacks the structure and know-how to develop, implement, manage, monitor, report, and adjust a TDM Program.
    - The County could simply burden the largest employer with this responsibility, but that is inequitable and relieves all other employers of important responsibilities.
    - Where else does the structure and knowledge to run a TDM program come, while holding all members of the Parking/TDM district accountable?

Advanced creation of Transportation Management Associations to Manage Parking/TDM Districts

One possible practical answer to the above questions of accountability the TMA. In fact, TMAs could be formed in advance of the Parking/TDM district. They could be equipped to serve certain geographic areas or certain types of employment districts.

The TMAs could represent the "public" contribution to encourage joining Parking/TDM districts, by providing trained professionals to lead the formulation of local TDM partnerships, shared parking arrangements, stakeholder outreach processes, and parking management frameworks. TMA staff could also actively support local TDM Coordinators with implementation, monitoring, promotion, reporting, and advising a Parking/TDM district Board on downstream implementation decisions. The County, public transit providers, and other TDM service providers would serve in advisory roles.

Existing Regulation

DIVISION 2. - TRANSPORTATION DEMAND MANAGEMENT.

SUBDIVISION 1. - GENERAL.

Sec. 20A-201. - Definitions.

(a) For purposes of this Division:

(1) An **Annual Compliance Report**[1] is the monitoring report prepared by the TMA or other designated entity, which includes employee surveys and vehicle trip generation. The purpose of the report is to attest to the success or failure of strategies which have been implemented to reduce vehicle trips.

(2) **Area Master Plan** is the current approved local plan for the physical development of a particular planning area, combination of planning areas, or parts of planning areas, as set forth in the Regional District Act.

(3) **Clean Air Act Amendments of 1990 (CAAA)** is an amendment to the Clean Air Act of 1977, which requires reductions in certain emissions generated by mobile (vehicle) and stationary (buildings, smokestacks, etc.) means to levels which are below the National Ambient Air Quality Standard by specified dates.

(4) An **employee**[2] is any person who is employed on a full-time basis, and who arrives or leaves the work site during either of the A.M. or P.M. peak periods.

(5) **Guidelines** are the "Guidelines for the Analysis of the Traffic Impact of Development Proposals," as adopted by the Planning Board.

(6) **Nonattainment Area** is a geographic location designated by the U.S. Environmental Protection Agency (EPA) in which emissions of certain chemical compounds exceed acceptable limits established by the EPA under the Clean Air Act Amendments of 1990.

(7) **Peak periods** are the time periods of 6:30 A.M. to 9:30 A.M. and 3:30 P.M. to 6:30 P.M.

(8) **State Implementation Plan** is a plan required by the CAAA to demonstrate what legally enforceable measures will be used to reduce emissions to a point within an acceptable range established by the U.S. EPA for the region.

Located Regulation Comments

1. The compliance Report should document the number of employees, transportation/land use context, active TDM programs/strategies, resulting employee commute mode split with accounting of "work from elsewhere" effect. Employee survey should include a one-week trip diary and describe all modes used to accomplish each one-way commute trip. Response rate should be set high (e.g. 80%).

2. This definition of employee is open to interpretation. It could be clarified to employees working more than XX hours per week (e.g. 15).

(9) **Transportation Demand Management (TDM)** is a process or procedure intended to reduce vehicle trips during specified periods of the day. This includes, but is not limited to, such strategies as car and van pools, transit use incentives, parking fees and disincentives, improved pedestrian and bicycle access and facilities.

(10) A **Transportation Demand Management Agreement (TDMA)** is a written agreement between the Transportation Demand Management Technical Advisory Committee, as agent for the Prince George's County Planning Board, and a Transportation Management Association or other designated entity, which specifies the amount of vehicle trips to be reduced and the procedures by which these trips will be reduced.

(11) A **Transportation Demand Management District (TDMD)** is a legally defined geographic area in which vehicle trip reduction procedures, strategies, and programs are required.

(12) A **Transportation Demand Management Plan (TDMP)** is a document developed by a Transportation Management Association, or other entity required to reduce vehicle trips, which identifies programs and strategies which will be implemented by the property owner to satisfy the trip reduction requirements of the TDM District. [3]

(13) **Transportation Demand Management Technical Advisory Committee (TDMTAC)** is a technical staff committee, established by the Planning Board, composed of transportation professionals who advise the County Council, the Planning Board, and interested parties concerning issues related to vehicle trip reduction.

(14) **Transportation Management Association (TMA)** is an entity established by property owners which is tasked with reducing vehicle trips within a TDMD through the use of programs, strategies, and other means.

(CB-61-1993)

Sec. 20A-202. - Purpose.

The purpose of Transportation Demand Management (TDM) is to manage vehicle trip generation of existing and proposed developments during peak periods and

3. Are there penalties? If so, results drawing penalties should be defined/described. They could include not reducing the vehicle trips, not reducing them enough, not obtaining the employee survey, not producing enough responses, etc.

on a daily basis[4]. Reduction of peak-period and daily vehicle trip rates will reduce hydrocarbon, nitrogen dioxide, and carbon dioxide emissions created by motor vehicle use.[5] Reduction in vehicle-generated emissions is a requirement of the Clean Air Act Amendments of 1990. It is imposed on the Metropolitan Washington Region. Maryland is part of that region and must adopt a State Implementation Plan which is developed by the Metropolitan Washington Council of Governments in coordination with the State Air Agency (Maryland Department of the Environment, Air Management Division) and the local governments within the Nonattainment Area. This State Implementation Plan must demonstrate how these emissions will be reduced to a point within the acceptable range.[6] TDM programs must be a combined effort of both the public and private sectors, must be considered as early as possible during the land use planning stage of master plan development, must be funded by various sources, must be visible and identifiable with marketable strategies and advocates within both the public and private sectors, and must be evaluated on a periodic basis to determine the level of success.

(CB-61-1993)

Sec. 20A-203. - Applicability.[7]

(a) The requirements of this Division shall apply to all property owners located within a TDMD who are employers, or whose property is used by employers, who employ employees who arrive or depart during peak periods, and who are either:

(1) Located within any business park, shopping center, or other commercial or industrial development of five or more acres, in separate or common ownership, which can be identified by one or more of the following characteristics:

(A) The development is known by a common name given to the project by its developer;[8]

(B) It is governed by a common set of covenants, conditions, or restrictions;

(C) It was approved, or is to be approved, by the County; or

(D) It is the subject of a single preliminary or final plat of subdivision; or

4. Consider expanding the goals of the TDM program

5. Fleet conversion to electric vehicles could be acknowledged through this process (another data to collect and report).

6. This suggests a more detailed (reliably quantifiable) method of surveying/data collection to prove emission rates are declining. Therefore, mode split may not be a sufficient metric without travel distance. Drive-alone rates could go up and emissions could still go down, if trip lengths decline.

7. The employment threshold is fairly low (at 25 employees), while the site size is fairly large (at 5 acres or more); these are not complementary. Even with a low FAR of 0.25 (suburban or worse) and 3 employees per thousand square feet (KSF), there could be a density of 30 employees per acre.

8. Most projects are given a name, regardless of size; this works as a catch-all, as long as that is the intent.

(2) Located within any single or multitenant building or group of buildings, with a total of twenty-five (25) or more employees on a single subdivided lot, which is not included in subparagraph (1), above.[9]

(CB-61-1993)

SUBDIVISION 2. - ESTABLISHMENT OF DISTRICTS.[10]

Sec. 20A-204. - Districts established through petition.

(a) A Transportation Demand Management District may be established by the Council following submittal of a petition to the Council to establish a TDMD, and evaluation of the requested TDMD by the Planning Board. The petition request may be initiated by one or more of the entities listed in Subsection (b), below.

(b) Petitioners may include any or all of the following:

(1) The County Executive;

(2) The Planning Board;

(3) Municipalities;

(4) Civic or Homeowners' Associations or other community organizations;

(5) Developers; or

(6) Property owners located within a pending or existing Transit District Overlay Zone (TDOZ).

(c) The petition to the Council should include, at a minimum, the following information:

(1) Location and boundaries of the proposed TDMD;

(2) Intersections or interchanges which are operating at unacceptable Levels of Service, as defined in the Guidelines;

(3) Significant traffic generators within the proposed TDMD, such as:

(A) Commercial development consisting of more than 250,000 square feet of gross floor area; or

9. This is a low threshold, especially for a multi-tenant complex.

10. Compare to process excerpt from Bend, OR:

- Define purpose of public ROWs, public off-street parking and on-street parking, in particularly
- Define County authority to require TDMDs, approve/support designation, stipulate stakeholder participation, support implementation, review performance, award/penalize performance, modify/dissolve Districts
- Create petition process (be sure to define County/Authority and stakeholder roles and responsibilities)
- Engage those who express interest/need (passive approach) and those known to cause excessive peak travel by SOV (proactive)
- Educate petitioner on process they seek to initiate (subsequent to receiving petition)
- Establish initial boundary within which to poll stakeholders/impacted parties
- Require polling, by petitioner, of surrounding businesses (and/or residents) to gauge interest/support
- Establish a Stakeholder Advisory Committee whose purpose is to define the problems to solve and the goals to achieve with a TDMD
- Benchmark issues, problems, fleet mix, mode split, and other key metrics among stakeholders within preliminary boundary
- County/Authority review application, data, and stakeholder list and determine merits of creating a TDMD
- Define the TDMD boundary. Notice all stakeholders inside and within two blocks or 500 feet (whichever is greater) of TDMD designation and requirements/benefits of participation.
- Designate District Management Body and approve initial representatives (define terms of service, rotation of seats, frequency of election/appointment, etc.)
- Create formal agreement of roles, responsibilities and benefits between County/Authority and District members (including reporting requirements and penalties/benefits of performance)
- Provide staffing/promotional support as agreed to
- Determine awards and penalties based on technically objective evaluation of performance (staff or consultant review and recommendation with Authority final approval)

(B) Other commercial developments with at least twenty-five full-time employees.

(d) Upon receipt of the petition, the Council shall direct the Planning Board to conduct a Transportation System Capacity Analysis, as described below, within the proposed TDMD. This study shall be completed within ninety (90) days of the Council's direction.

(e) The Transportation System Capacity Analysis[11] shall include the employment and population forecasts of the most recently adopted and approved Area Master Plans for the proposed TDMD, or the adopted Cooperative Forecast, and the transportation network of highways and transit facilities. This analysis may be conducted for selected portions of the study area in those cases where excess traffic generation will result from specific nodes of development activity, such as around areas targeted for redevelopment, METRO stations, or freeway interchanges. The analysis area shall be no larger than that deemed necessary to maintain an adequate level of service, as defined in the Guidelines. Particular attention shall be paid to the fringes of proposed districts in order to ensure that no inequities occur.[12]

(f) When the Transportation System Capacity Analysis indicates a probable imbalance between travel demand generated by existing and proposed land uses in relation to the planned capacity of the transportation network, the Planning Board may recommend to the Council that a Transportation Demand Management District be established to help achieve the desired balance. This recommendation shall include, at a minimum, the following information:

(1) Findings of fact;

(2) Specific boundaries of the proposed TDMD;

(3) Goals and objectives of the proposed TDMD;

(4) Specific requirements, if any; and

(5) One of the following mechanisms for implementation of the proposed TDMD:[13]

(A) The TDMD would be automatically implemented when 20% or more of the interchange and arterial intersections within

11. Who conducts this study? Staff or a licensed transportation engineer?

12. These are particularly difficult areas, if too many land uses at the interchange are freeway-oriented (gas stations and restaurants, for example). They are big trip generators of pass-by trips, with relatively low employment levels. Oregon relies on an Interchange Area Management Plan that includes access management of the crossing arterial, additional land use regulations, crossover easements, and other tools to optimize effectiveness and efficiency. This could be coupled with the TDMD to achieve greater outcomes.

13. Why wait? If it is a credible application and applicants want the benefits and obligations of the TDMD, then implement, benchmark, support, monitor, and report. Other agencies require a majority of affected landowners/businesses to agree, in order for the TDMD to be approved. By the time the system has reached these levels, there is simply less opportunity to have real impact, greater likelihood for development moratoriums, or (worse) greater likelihood of political compromise that results in a more congested and less efficient / safe transportation system. So far, I don't see the motivation for an application. Typically, the motivation comes from a development application that reveals existing or future failures that the development cannot reasonably mitigate, often due to cost (see MassDOT TIA Guidelines, prepared by Kittelson). What we wish is for a consortium of current landowners and businesses to see/foresee their transportation plights and seek agency support for a collaborative and proactive approached. TDMDs could be this vehicle.

the proposed TDMD, which are examined annually, begin to operate at Level-of-Service E (LOS E), as defined in the Guidelines; or,

(B) The TDMD would be automatically implemented when 10% or more of the arterial intersections and interchanges within the District begin to operate at Level-of-Service F (LOS F), as defined in the Guidelines, whichever situation develops first; or,

(C) The Council, at its discretion, may choose to implement the provisions at any time prior to the occurrence of the events described above.

(g) Following receipt of the Planning Board's recommendation, the Council shall schedule a joint public hearing with the Planning Board regarding the establishment of the TDMD. Notice of the public hearing shall be given to all property owners within the boundaries of the proposed TDMD and municipalities within one mile of the proposed TDMD, at least thirty (30) days prior to the hearing, and shall be published in the County newspapers of record.

(h) Following the conclusion of the public hearing, the Council shall indicate the time and date of its action to adopt, modify, or reject the recommendations of the Planning Board. It may also elect to consider the matter of declaring a TDMD as an issue to be considered during the update of the Area Master Plan. If the Council adopts the petition by Council Resolution for the establishment of a TDMD, it must:

(1) Notify all property owners located within the boundaries of the proposed TDMD to whom the requirements of the TDMD are applicable, as set forth in (j), below, and municipalities within one mile of the proposed TDMD;

(2) Establish a Transportation Demand Management Technical Advisory Committee, if it has not yet been established;[14]

(3) Identify the goal of reduction of peak-period and/or daily vehicle trips;[15] and

(4) Identify the date by which compliance with the goals of the TDMD is projected.

14. Parameters for this must be established. How many members? Who has voting rights? How are costs shared/assigned? What if some succeed and some fail at affecting change? What if some try hard and others don't try at all?

15. Net reductions may be unattainable – this should be revised to vehicle trip rates, vehicle trip lengths, VMT per capita (or per TDMD employee or per KSF of TDMD development, etc.)

(i) An affirmative vote of two-thirds of the full Council shall be necessary to establish a TDMD if any municipality in which the proposed district is located testifies in opposition to the establishment of the district.

(j) Within ninety (90) days of the establishment of the TDMD, the Council shall notify all property owners to whom the requirements of the TDMD are applicable, and indicate that these parties shall comply with the objectives of trip reduction, or show cause why such compliance is not required.[16] The notification shall include a statement of goals and objectives of trip reduction, identification of the TDMD's boundaries, names and addresses of contact persons within the TDMTAC, dates of the initiation of the TDMP, and required dates of submission for Annual Compliance Reports.

(CB-61-1993)

Sec. 20A-205. - Districts established through the adoption of an Area Master Plan.

(a) A Transportation Demand Management District may be established by the Council through the approval of an Area Master Plan,[17] based on existing and projected levels of service of transportation facilities, specifically intersections and interchanges.

(b) To establish a TDMD through approval of an Area Master Plan, the Planning Board shall, during its review of the Master Plan, direct Planning Department staff to prepare a Transportation System Capacity Analysis. This analysis shall include the proposed employment and population forecasts of the Area Master Plan, or the Adopted Cooperative Forecast, and the transportation network of the Area Master Plan. The analysis may be conducted for all or a portion of the Master Plan study area where excess traffic generation will result from specific nodes of development activity, such as around areas targeted for redevelopment, METRO stations, or freeway interchanges. The area shall be no larger than that deemed necessary to maintain an adequate level of service as defined in the Guidelines. Particular attention shall be paid to the fringes of proposed districts in order to ensure that no inequities occur.[18]

(c) When the Transportation System Capacity Analysis indicates a probable imbalance between travel demand generated by existing and proposed land uses in relation to

16. This notice should be issued before the District is formally established. Stakeholders need to be "drawn into the process" and engaged first. This reduces the angst that would otherwise result and the political backlash that might ensue. This applies for each defined method of designating a TDMD.

17. The TDMTAC should have a direct review and advisory role to every area master planning process. They should be engaged early enough to inform the planning process of the likelihood of TDMD designation.

18. Clarify what steps can be taken to reduce inequities.

planned capacity of the transportation network, the Planning Board may recommend to the Council that a Transportation Demand Management District be established to help achieve the desired balance.

(d) Following consultation with the Transportation Demand Management Technical Advisory Committee,[19] the Planning Board may recommend the establishment of a TDMD to the Council. The recommendation shall be forwarded to the Council with all other considerations and recommendations for the approval of the Area Master Plan. At a minimum, this recommendation shall include the following information:

(1) Findings of fact;

(2) Specific boundaries of the proposed TDMD;

(3) Goals and objectives of the proposed TDMD;

(4) Specific requirements, if any; and

(5) One of the following mechanisms for implementation of the proposed TDMD:[20]

(A) The provisions would be automatically implemented when 20% or more of the interchange and arterial intersections within the TDMD, which are examined annually, begin to operate at Level-of-Service E (LOS E), as defined in the Guidelines;

(B) The provisions would be automatically implemented when 10% or more of the arterial intersections and interchanges within the TDMD begin to operate at Level-of-Service F (LOS F), as defined in the Guidelines, whichever situation develops first; or,

(C) The Council, at its discretion, may choose to implement the provisions at any time prior to the occurrence of the events described above.

(e) The Council shall consider the recommendation of the Planning Board to establish a TDMD during its deliberations on the Area Master Plan. Following approval of the Master Plan, the Council may establish, by Council Resolution, the proposed TDMD.

(f) An affirmative vote of two-thirds of the full Council shall be necessary to establish a TDMD if any municipality in which the proposed district is located is in opposition to the establishment of the district.

(g) Within ninety (90) days of the establishment of the TDMD, the Council shall notify all property owners to whom the requirements of the TDMD are applicable, and indicate that these parties shall comply with the objectives of trip

19. This group needs a strong set of parameters for defining the District boundaries, participants, goals, performance metrics and methods of measurement, type and level of County/Authority support, etc.

20. When the TDMD is the outcome of a stakeholder-driven planning process, waiting may not be necessary.

reduction, or show cause why such compliance is not required. The notification shall include a statement of goals and objectives of trip reduction, identification of the TDMD's boundaries, names and addresses of contact persons within the TDMTAC, dates of the initiation of the TDMPs, and required dates of submission for compliance reports.

(CB-61-1993)

SUBDIVISION 3. - IMPLEMENTATION OF DISTRICTS.

Sec. 20A-206. - Transportation Demand Management Plans.[21]

(a) Within six months of the date of notification of establishment of a TDMD, each property owner shall submit a Transportation Demand Management Plan. At a minimum, these TDMPs must include the following components:[22]

(1) Statement of the overall goal of trip reduction within the TDMD;

(2) Identification of the members of the Transportation Management Association, including the Transportation Demand Management Coordinator who will serve as the point of contact for the TMA;

(3) Strategies for trip reduction,[23] including quantified objectives which will reduce both vehicle trips and vehicle generated emissions;

(4) Existing daily and peak-period vehicle and employee trip generation for the property;

(5) Proposed plan monitoring and evaluation procedures; and

(6) Proposed Transportation Demand Management Agreement.

(b) The TDMTAC shall review each TDMP submitted for consistency with the goals of the TDMD, consistency with the requirements of the enabling legislation, completeness, reasonableness, feasibility, ability to achieve the quantified goal for trip reduction, and other issues, as appropriate. If the proposed TDMP is found to be acceptable, the TDMTAC shall enter into an agreement with the property owner or designee. The Council shall be advised of progress concerning the TDMA by the TDMTAC.

(CB-61-1993)

21. This requires a TDM plan (TDMP) of every employer and then stipulates that a TMA is formed, including a TDM Coordinator. At best, this is out of order.
    If a TMA is a given for each TDMD, then this should be spelled out earlier in these regulations. The TMA should be responsible for formulating (1) one comprehensive TDMP or (2) an overarching TDMP, with specific programs/strategies for certain members or (3) a TDMP for each member.
    The TDMD will need to fund and staff the TMA. This all points to sizing the TDMD appropriately. The TMA will need to be financially viable.

22. Assuming all TDMDs have TMAs, could add: "All businesses and property owners within the TDMD are members of the TMA. Voting rights must be established (is it one member, one vote or is it by number of employees, or KSF of development, or acres of land – I like 1 member, 1 vote or weighted by number of employees)"

23. Highlighted again because the true goal is emissions reduction (and even that may need to be tied to a rate (per employee, KSF, etc.) or focus the entire program on reducing employee-based auto trip making and emissions production.

Sec. 20A-207. - Transportation Demand Management Agreement.

(a) The TDMA shall include the following:

(1) Mandatory objectives for peak hour and/or daily vehicle trip reduction;

(2) Specific strategies for compliance for vehicle trip reduction and, as appropriate, vehicle-generated emissions reduction;

(3) Procedures for periodic monitoring and plan evaluation; and

(4) A statement indicating an understanding of Council actions resulting from noncompliance with the terms and conditions of the TDMA.

(CB-61-1993)

Sec. 20A-208. - Plan Monitoring and Evaluation.

(a) The TMA, or other responsible entity identified in the TDMA, shall monitor the performance of the various TDM programs on a quarterly basis[24] and shall advise the property owners concerning their compliance with the stated objectives of the TDM plan as set forth in the signed TDMA. Reports of periodic monitoring and evaluation of the TDMPs shall be provided to the Planning Department. Annual Compliance Reports shall be provided to the Planning Board based on a schedule included in the TDMA.

(b) At a minimum, the Annual Compliance Reports shall include the following items:

(1) Statement of the TDMDs goals and a quantification of objectives for vehicle trip reduction and vehicle-generated emissions reduction;

(2) Quantification of compliance with those stated objectives;

(3) Identification of members of the TMA;

(4) Daily and peak-period employee and vehicle trip generation prior to initiation of TDMP;

(5) Circumstances which may have prevented compliance with stated objectives;

(6) Recommendations for further actions or modifications;

24. This may be excessive or onerous. How many metrics would be measured and reported each quarter? It may prove financially infeasible for most TMAs. Annually is the most frequent seen in other regulations.

(7) Signed statement, under the penalties of perjury, indicating that the data presented is complete and accurate.

(c) During the periodic update of Area Master Plans, the Planning Board shall review the levels of success and measures of effectiveness in each of the TDMDs.

(CB-61-1993)

Sec. 20A-209. - Evaluation of Compliance.

(a) If the TDMA objectives have been found to be met after review of the Annual Compliance Report by the Planning Board, no further action is required by the TMA, other than continued compliance, until submittal of the next Annual Compliance Report.

(b) If the TDMA objectives have not been met, a quarterly update will be required to be submitted to the Planning Board, and the Council will be notified by the Planning Board. If the objectives are not met by the second quarterly report, the Planning Board shall refer the matter to the TDMTAC and the Council.

(CB-61-1993)

Sec. 20A-210. - Actions for Noncompliance.[25]

(a) Upon a finding of noncompliance by the Planning Board, the Council may amend or modify programs or objectives, notify the Department of Permitting, Inspections, and Enforcement to deny further building permits, or refer the matter to the State's Attorney for legal remedies. The level of the action taken by the County Council shall correspond with the degree and type of noncompliance, as described below.

(1) Where a property owner has attempted to meet the requirements of the agreement, but is unable to comply with the mandated reduction levels, the Council, following a review of the monitoring reports by the TDMTAC and any recommended modifications to the TDMP by the TDMTAC, may do the following:

(A) Modify one or more of the trip-reduction strategies and require quarterly monitoring for a specified period.

(B) Levy a noncompliance fee based on the cost of providing a public bus seat. The cost shall be reviewed annually by the Planning Department staff. The fee shall be based on the daily cost per

25. The regulations are confusing with regard to TMAs and property owners.

employee, and shall be collected by the Department of Public Works and Transportation. This fee shall not exceed the annual operating cost-plus administrative fees, not to exceed 15%, for providing a 35-passenger bus, and shall be used to provide transit or other trip-reduction programs within the TDMD. The fee may be reduced in cases of documentable mitigating circumstances.

(C) Notify the Department of Permitting, Inspections, and Enforcement to deny further building permits for the subject property until further notice.

(2) If, upon the advice of the Planning Board, a report is found to be fraudulent by means of willful falsification or misrepresentation, or if any property owner located within the TDMD willingly fails or refuses to file the required periodic compliance report and following review of the periodic monitoring reports and other necessary trip-generation data by the TDMTAC, the Council may do the following:

(A) Refer the matter to the Office of the State's Attorney, which shall determine whether to seek a criminal complaint of perjury;

(B) Impose the noncompliance fee as described in subparagraph (1)(B), above;

(C) Notify the Department of Permitting, Inspections, and Enforcement to deny further building permits for the subject property, until notification by the Council of its finding of completion of the following requirements:

(i) Full payment of noncompliance fees to the County, for a period beginning with the adoption of the TDMD to the date of determination of the falsification or refusal to submit a report, plus a 100% penalty; and

(ii) Execution of a new TDMA which stipulates that the property owner must submit certified quarterly monitoring reports, accurately attesting to compliance with the trip reduction levels established for the TDMD. Upon execution of the new TDM Agreement, all punitive actions shall cease.

(CB-61-1993; CB-27-2014)

- **Sec. 20A-211. - Appeal.**

No comments in this section.

Any person adversely affected by the Council's decision to establish a Transportation Demand Management District or its decision to impose sanctions for noncompliance with a Transportation Demand Management Agreement has the right to appeal to the circuit court in accordance to the rules governing administrative appeals. Any party to the proceeding in the circuit court aggrieved by the decision of the said court may appeal from such decision to the Court of Special Appeals.

(CB-61-1993)

- **SUBDIVISION 4. - TRANSPORTATION SERVICES IMPROVEMENT FUND.**
- **Sec. 20A-212. - Transportation Services Improvement Fund.**

(a) Definitions. In this Section:

(1) **Fund** means the Transportation Services Improvement Fund established in this Section.

(2) **Transportation Network Services** means "Transportation Network Services" as defined in Section 10-101 of the Public Utilities Article of the Annotated Code of Maryland.

(b) Fund established.

(1) There is a Transportation Services Improvement Fund created to improve the delivery of:

(A) bus service in the County; and

(B) accessible transportation services in the County.

(2) The Fund consists of:

(A) all revenue from the surcharge imposed on transportation network services under this Section;

(B) all funds appropriated to it by the County Council; and

(C) all funds received by the Fund from any other public or private entity.

(c) Per-ride surcharge. There is a $0.25 surcharge on Transportation Network Services for each trip originating in the County. The surcharge must be collected as provided in Section 10-406 of the Public Utilities Article of the Annotated Code of Maryland.

(d) Uses of the Fund. Disbursements from the Fund must be used to:

No comments in this section.

(1) increase, but not supplant, existing funding for bus transportation services in the County, including, but not limited to:

(A) vehicle costs associated with the purchase, operation, and maintenance of County buses;

(B) increased frequency of bus service in order to reduce wait times for transit riders for existing County bus routes;

(C) the creation of new or expanded bus routes to serve transit riders in underserved areas in the County;

(D) the retrofit of roads to accommodate bus service, including, but not limited to, dedicated bus lanes; or

(2) offset the higher operational costs of accessible taxicab services for owners and operators, including, but not limited to:

(A) vehicle costs associated with purchasing and retrofitting an accessible vehicle;

(B) extra fuel and maintenance costs associated with operating an accessible vehicle;

(C) costs associated with receiving training in providing accessible transportation services; and

(D) additional time involved in providing accessible taxicab services.

(e) Disbursements from the Fund. The County Executive shall by regulation establish the procedures for determining when and how to make distributions from the Fund, subject to approval of such regulations by resolution of the County Council.

(f) The County Executive of Prince George's County shall prepare an annual report on the Transportation Services Improvement Funds surcharge on or before December 1 of each fiscal year for the County Council of Prince George's County, to include:

(1) A detailed description of how the fees were expended; and

(2) The amount of fees collected.

(CB-72-2015)

No comments in this section.

DIVISION 3. - PARKING AND PARKING FACILITIES

Sec. 21A-301. - Parking and parking facilities.[26]

The Revenue Authority of Prince George's County may exercise all the powers and functions granted to it by State law and the Prince George's County Code regarding parking and parking facilities. The Revenue Authority may do any other and all corporate acts for the purpose of carrying out its functions regarding parking and parking facilities under State law and the Prince George's County Code.

(CB-79-2001)

Sec. 21A-302. - Purpose.[27]

A purpose of the Revenue Authority is to provide for the encouragement of trade and industry, the relief of conditions of unemployment, a balanced economy, the promotion of economic development through the acquisition, construction and operation of parking and related facilities for motorized and nonmotorized vehicles, and the enforcement of provisions of this Code regarding parking within Prince George's County pursuant to Subtitle 26 of the Prince George's County Code.

(CB-79-2001; CB-94-2003)

Sec. 21A-303. - Definitions.

As used herein the term **parking facilities**[28] shall mean and include any area, lot, structure, building, garage, or other means for the storage or parking of automobiles, trucks, or other motorized or nonmotorized vehicles, including vehicular and pedestrian access thereto, which may be established, constructed, erected, acquired, owned or leased, maintained, and operated by the Revenue Authority. Such term shall also mean those appurtenances such as parking meters, automatic gates, or security systems which may be acquired, owned or leased by the Revenue Authority. Any such facilities may include such space for general rental purposes[29] as the Revenue Authority may in its discretion deem to be necessary or appropriate to be used for parking purposes. Parking facilities are hereby expressly recognized as being among the types of projects in which the Revenue Authority may engage pursuant to Section 21A-103 of this Subtitle.

26. It is imperative that this section provide/protect the right to price and time limit access to these resources, promote and enforce proper use, operate and maintain to County (or industry standard), issue and adjudicate citations and fines, etc.

27. The purpose statement lacks certain terms that can serve as sideboards to interpretations and actions. Phrases that speak to fiscally responsible or actions that are consistent with County goals of financial health, sustainable investments, minimizing harmful emissions, etc. are examples we could offer. Add the word “management” to this list of actions.

28. The equipment required to promote the use of facilities (signage), maintain facilities, enforce proper use (patrol vehicles, computers, license plate readers, etc.), and remove abandoned vehicles should be included here.

29. This appears to cover space for on-site administrative, management, or operations staff and the equipment and supplies needed to support those operations (individually or collectively). It may be worthwhile to directly list these.

(CB-79-2001)

Sec. 21A-304. - Report to County.

On or before September 15 of each year, the Revenue Authority shall provide to the County Executive and the County Council a report of all transactions made by the Revenue Authority during the preceding fiscal year for the acquisition, operation, or alienation of any parking facility or interest therein, including any interest in the property on which the parking facility is located.

(CB-79-2001)

Sec. 21A-305. - Rules and regulations.[30]

The Revenue Authority may make rules and regulations for the government and use of all land and other property or parking facilities acquired by it or under its care. It shall cause these rules and regulations to be posted on the property to which they apply. Following their promulgation, they shall be published at least two (2) consecutive weeks in the County newspapers of record, and the posting and publication shall be sufficient notice to all persons. The sworn certificate of any member of the Revenue Authority of the posting and publication shall be prima facie evidence thereof.

(CB-79-2001)

30. The Authority needs to reserve the right to manage, operate, and maintain parking resources owned by other governments or private parties that lawfully enter into agreements with the Authority for these services. In said circumstances, the Authority also needs to ensure that each agreement protects the financial health and well-being of the Authority and the County and is otherwise consistent with relevant County (and local) plans and policies.

Sec. 21A-306. - Parking Districts.[31]

The Authority is authorized to assess the vehicular parking needs of the County and recommend to the County Council the establishment of specific Parking Districts. A recommendation to the County Council that a Parking District be established shall describe the metes and bounds of the proposed District and shall be accompanied by the following:

- An assessment of current facilities for parking within the proposed District and an assessment of current and future parking needs which could be met;
- A parking facilities proposal to meet the needs identified, including, but not limited to, specific structures to be erected and a time schedule for completion of the parking facilities proposed;
- A financial plan for funding the parking facilities proposed which may include, but need not be limited to, specific user charges proposed, any proposed intergovernmental transfer payments, an ad valorem tax rate, and any other elements of the financial plan which will generate revenues sufficient to meet principal and interest payment requirements on bond sales for the proposed parking facility and provide for operating and maintenance costs. [32]

Parking Districts shall be established by Resolution of the County Council, with the concurrence of any municipality, if applicable.

The financial plan for funding parking facilities within a Parking District may be modified by legislative Act of the County Council.

(CB-74-1978; CB-133-1993; CB-79-2001)

Editor's note— CR-69-1993 established Parking Districts within the City of Mount Rainier, areas within the Prince George's Plaza Transit District Overlay Zone, areas within the West Hyattsville Transit District Overlay Zone, and the City of Hyattsville.

31. Several aspects of a Parking District are important to establish at the very beginning, in addition to the boundary. The purpose of the District should be established, describing what needs are not currently being met and what goals are being pursued. Examples include: Inadequate short-term or long-term parking, Inadequate general-purpose (public) parking, Imbalanced supply that, due to current ownership and/or management, provides too much or too little parking and/or jeopardizes the economic viability of an area or limits the economic benefit of the parking (land) resource

    The term of a Parking District may also be established.
    Other things to consider with establishment of a District:
    - Should there be an advisory panel that represents local stakeholders and County administrators that advise the decisions and actions of the Authority within that District?
    - What does the Authority do if the Parking District isn't financially self-sufficient?
    - What protections are in place to preclude the Authority from unduly influencing market pricing?
    - How are Parking Districts dissolved, expanded, modified, and for what reasons.
32. Consider adding replacement costs.