



Takoma Park – Smart Parking Solutions for A Growing Activity Center

<https://takomaparkmd.gov/initiatives/project-directory/parking-study/>

Presentation to City Council
June 15, 2016



Sabra, Wang & Associates, Inc.

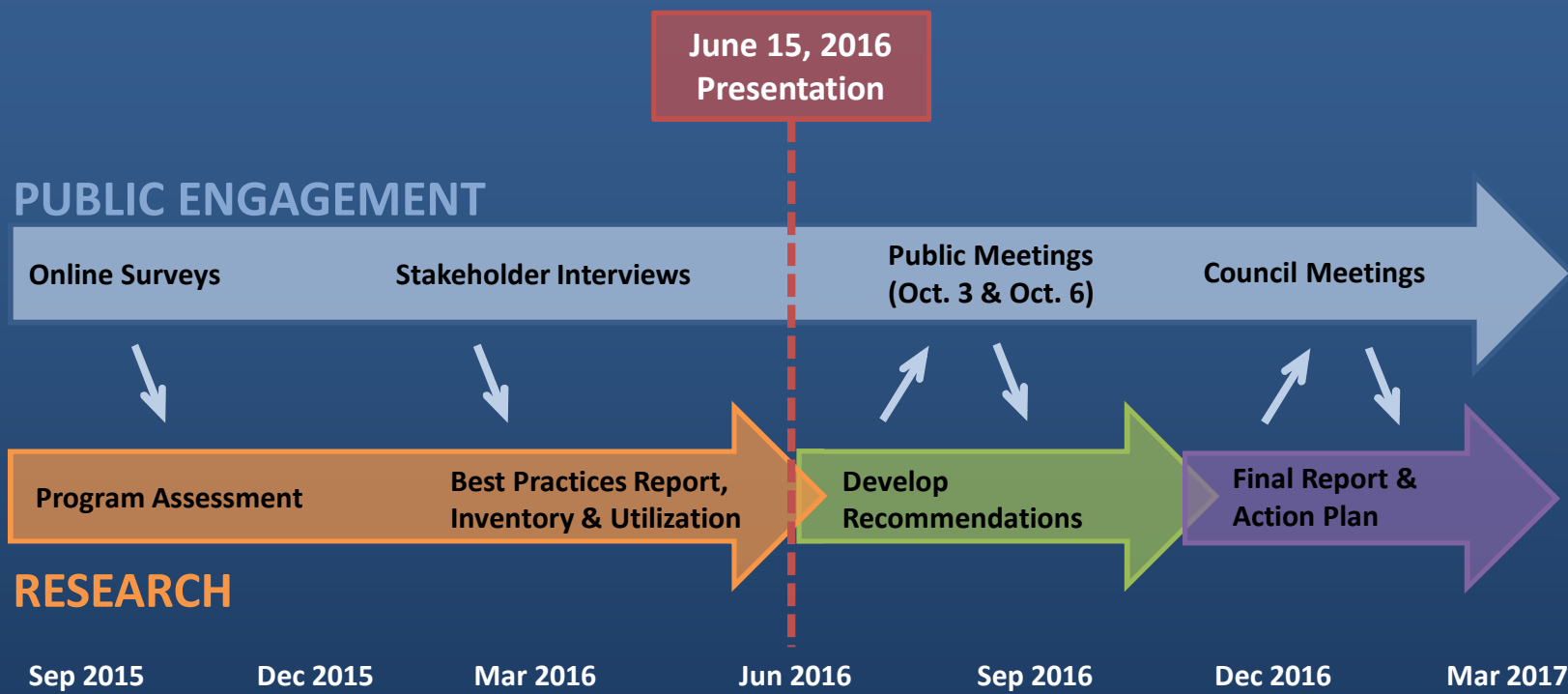


Study Focus

- Existing On and Off-Street Parking Supply and Utilization
- Estimated Parking Demand
- Curbside and Off-street Regulations and Enforcement
- Additional Supply Needs and Shared Parking Opportunities
- Enhanced Parking Information and Signage
- Multi-modal Connections



Takoma Park Parking Management Study: Process and Timeline

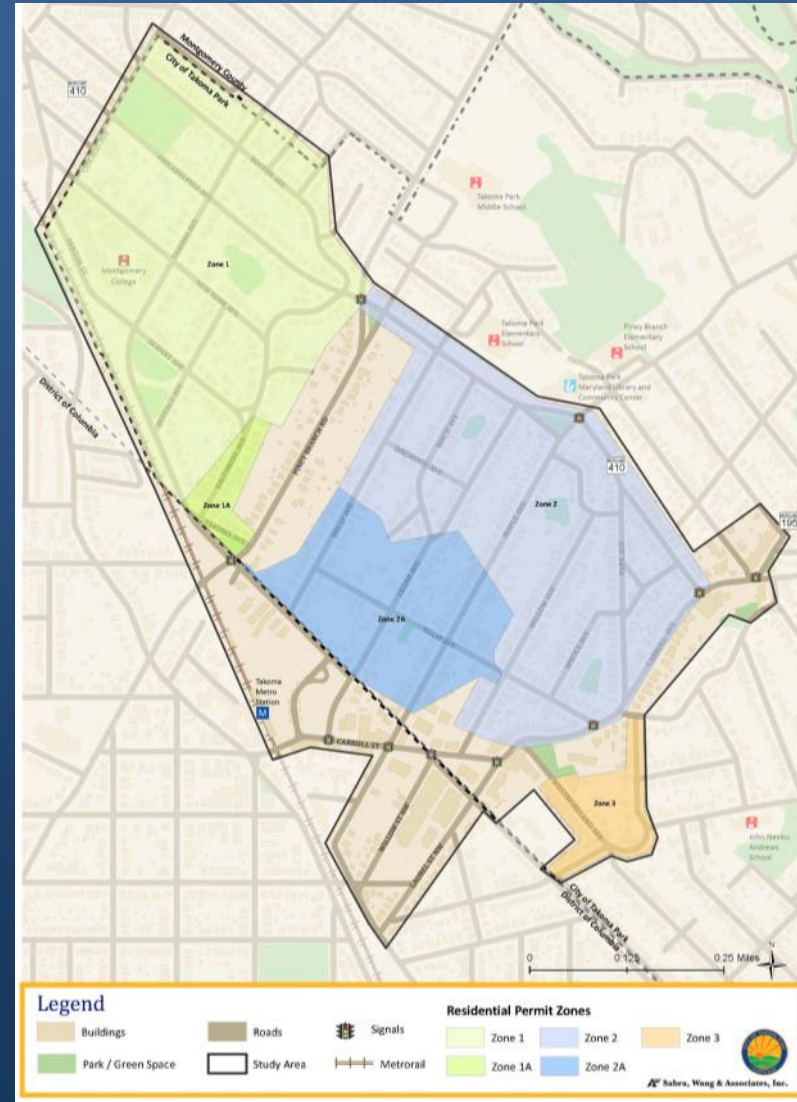
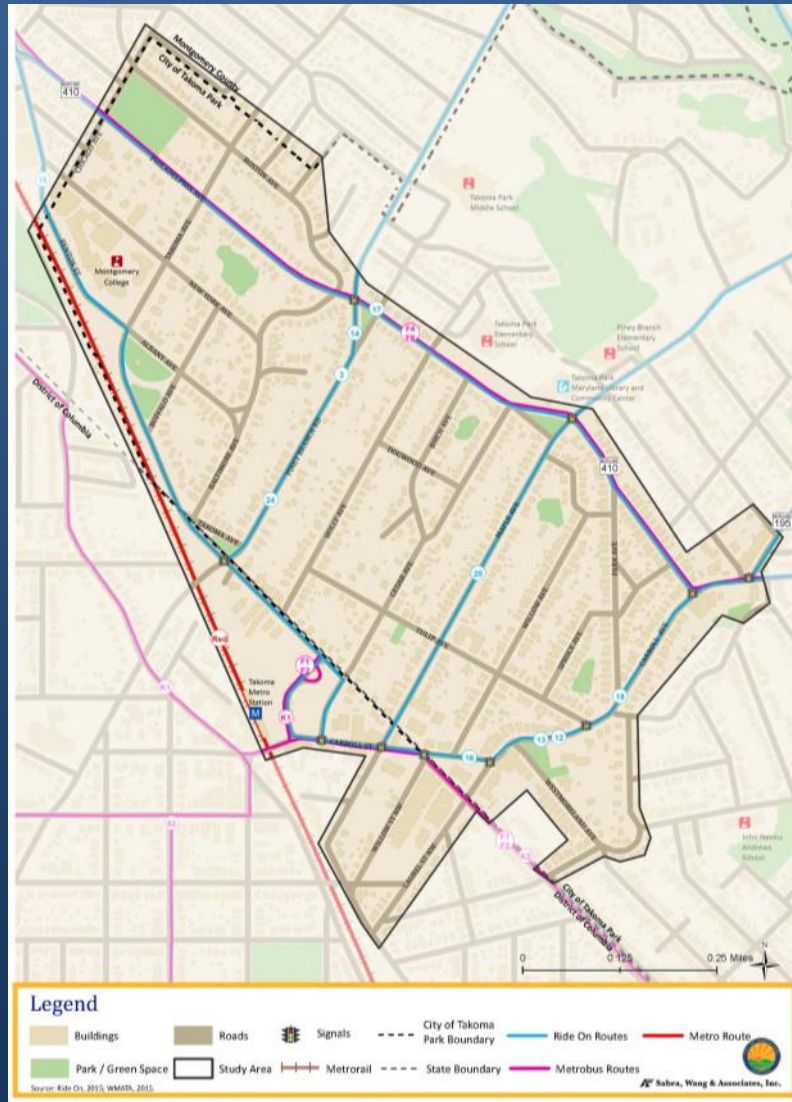


Learn more and share your comments at:

takomaparkmd.gov/initiatives/project-directory/parking-study

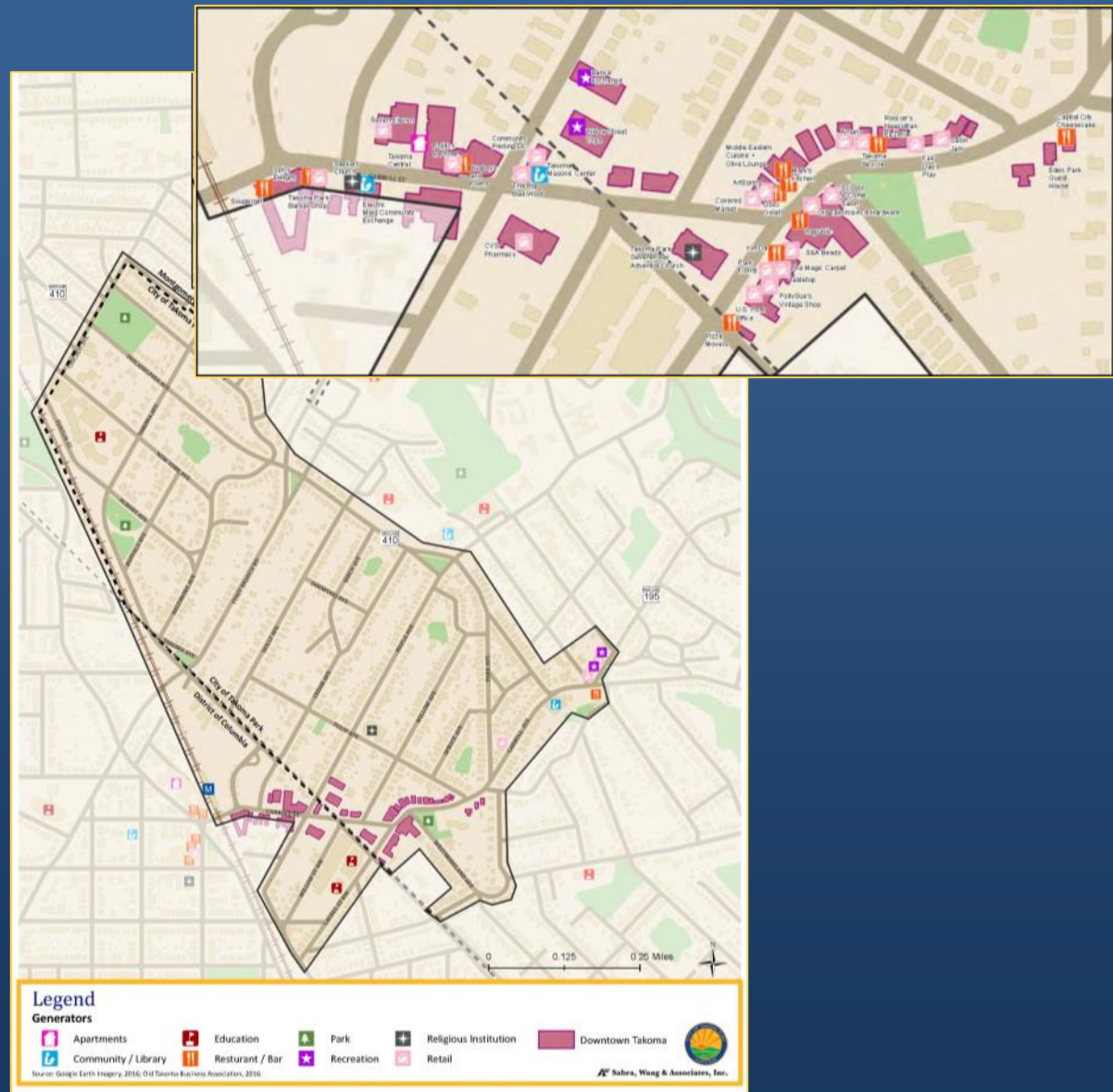


Study Area





Study Area - Destinations

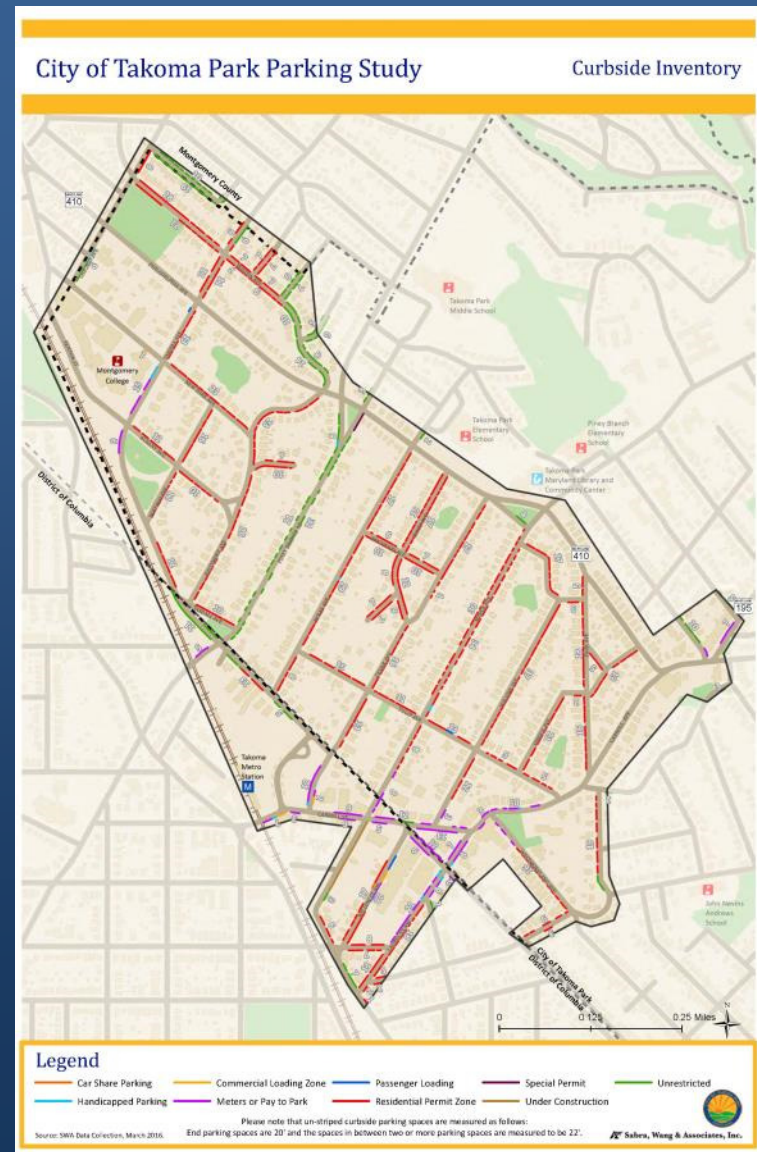




Study Area Parking and Transportation Infrastructure - PARKING

- 1,414 On-Street Spaces

Parking Category	Number of Spaces
Residential Permit Zone	908
Unrestricted	238
Meters/Pay to Park	197
Under Construction	26
Handicapped	21
Commercial Loading Zone	10
Passenger Loading	6
Car Share	1

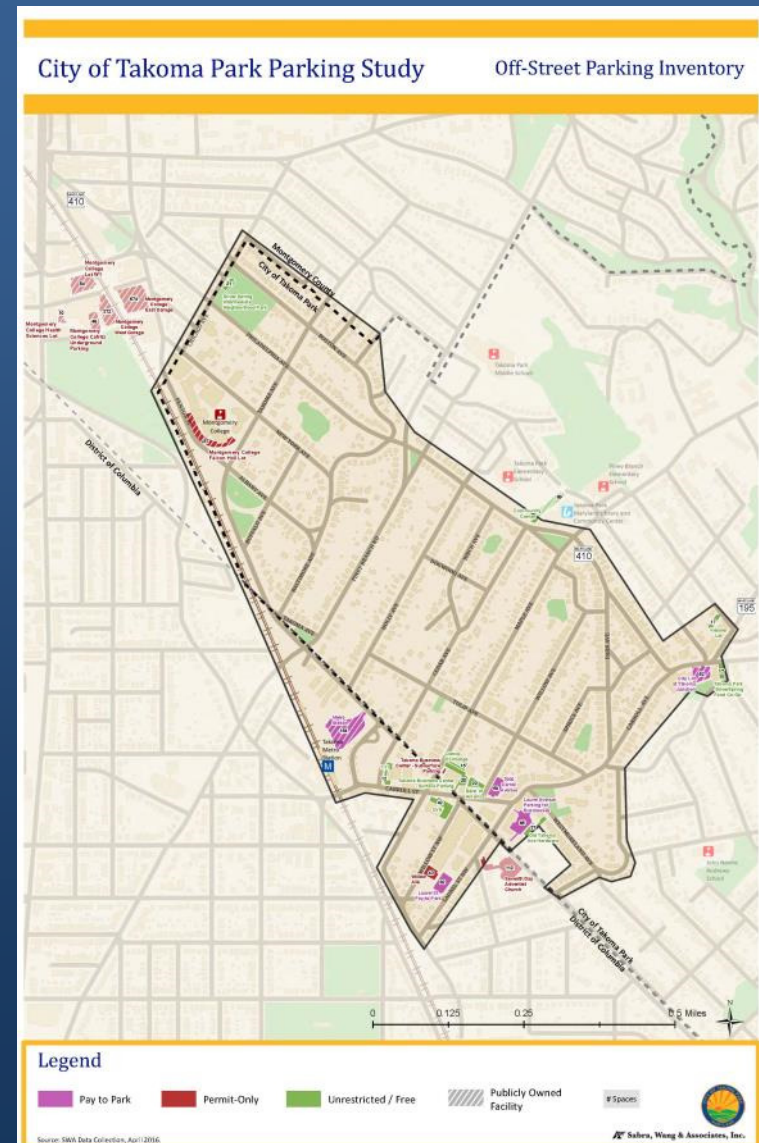




Study Area Parking and Transportation Infrastructure - PARKING

- 897 Off-Street Spaces (2,083 including Montgomery College garages)

Parking Category	Number of Spaces
Pay to Park, Public	206
Pay to Park, Private	177
Permit-Only, Public	1273
Permit-Only, Private	155
Unrestricted / Free, Public	90
Unrestricted / Free, Private	182





Study Area Parking and Transportation Infrastructure – PEDESTRIAN/BIKE

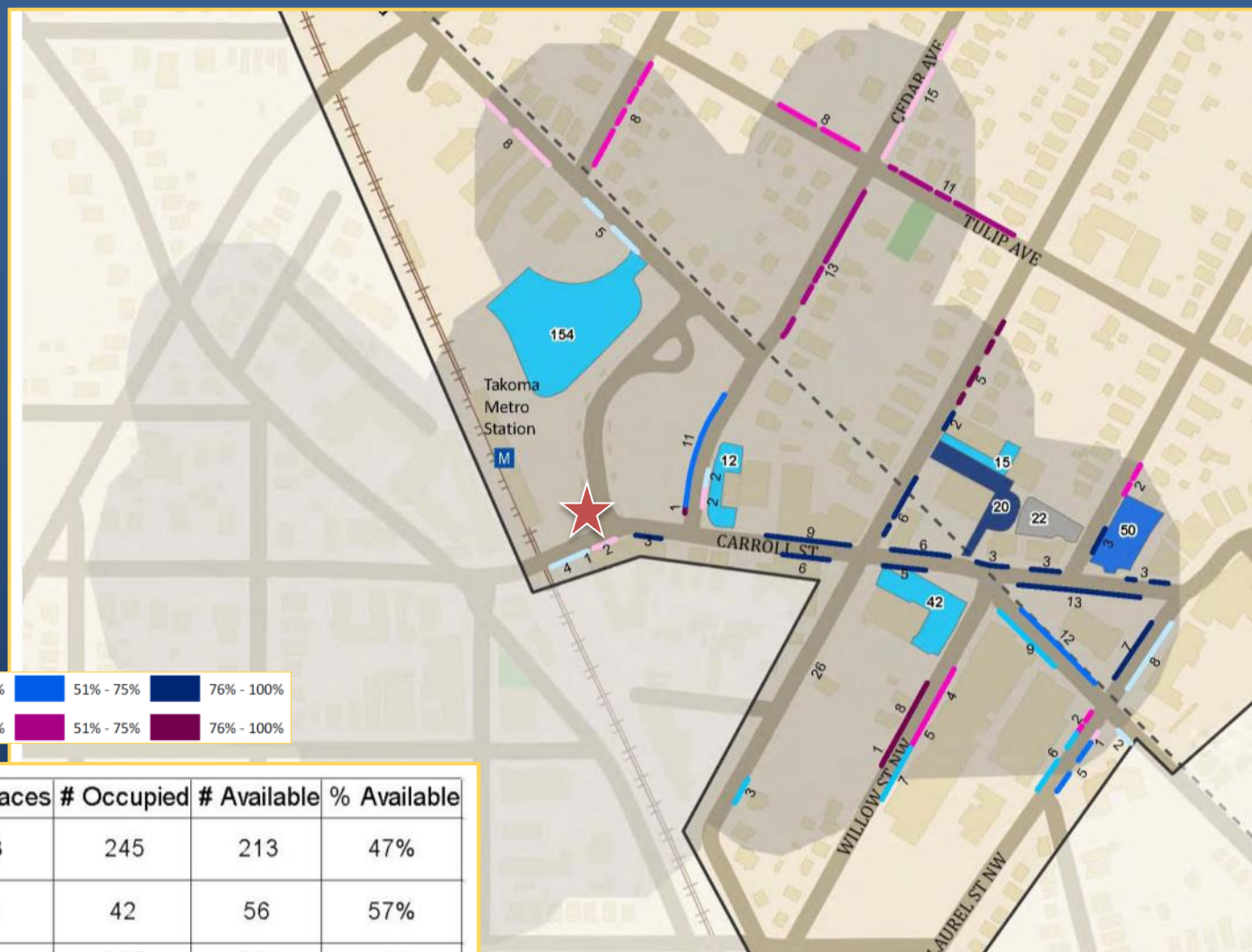
- Strong pedestrian network – almost no gaps in sidewalk coverage.
- Network of bike-friendly streets + Metropolitan Branch Trail
- 5 Capital Bikeshare stations
- Bike parking concentrated in a few locations
 - Metro – 162
 - Carroll & Laurel – 40
 - Community Center – 26
 - Takoma Junction – 10
 - Montgomery College – 6





Parking Utilization within ¼ Mile of Metro

WEEKDAY
EVENING



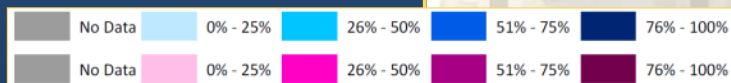
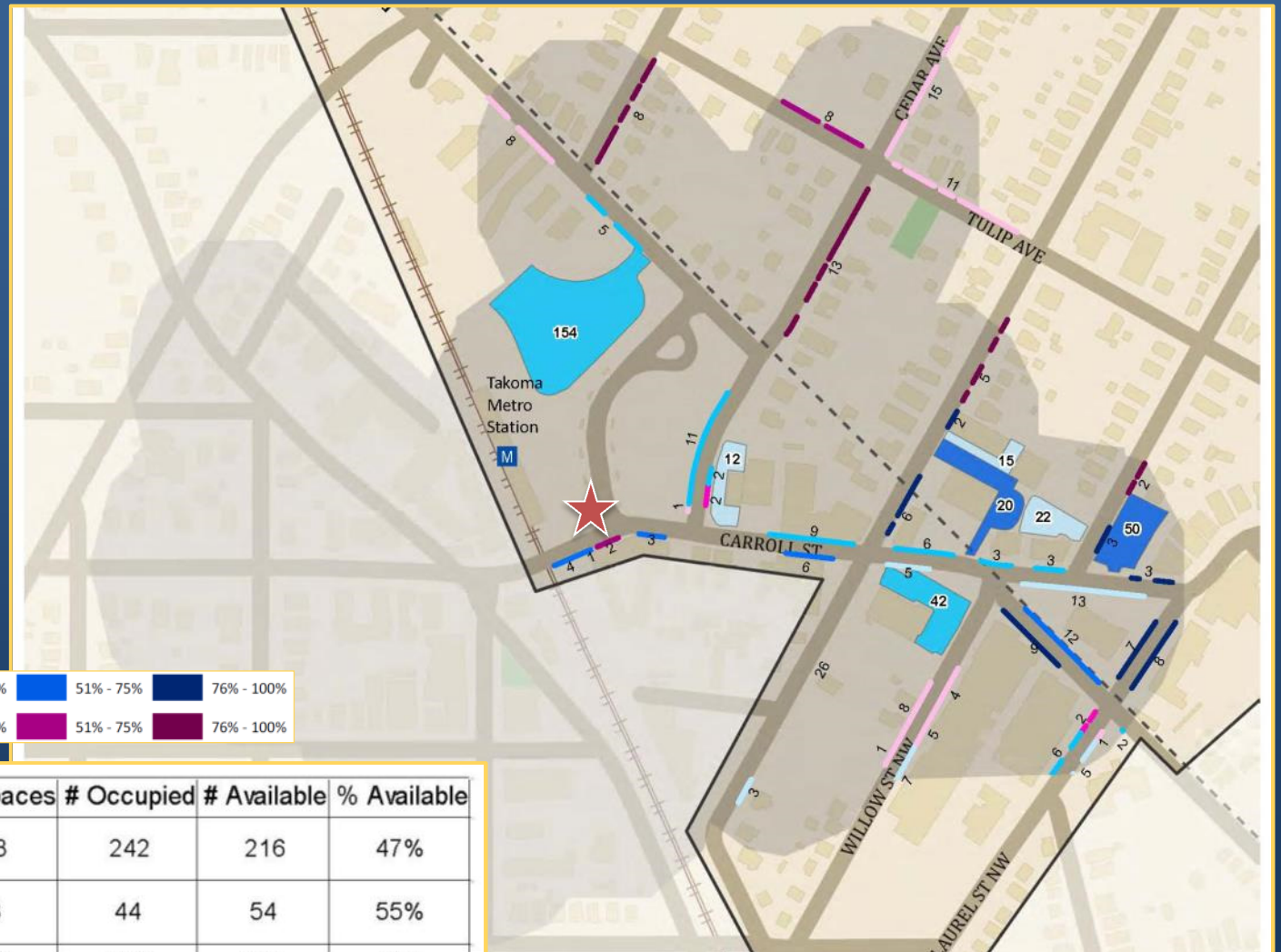
No Data	0% - 25%	26% - 50%	51% - 75%	76% - 100%
No Data	0% - 25%	26% - 50%	51% - 75%	76% - 100%

Category	# of Spaces	# Occupied	# Available	% Available
Pay to Park or Unrestricted	458	245	213	47%
Permit or Special Use Only	98	42	56	57%
Total	556	287	269	48%



Parking Utilization within ¼ Mile of Metro

SATURDAY EVENING

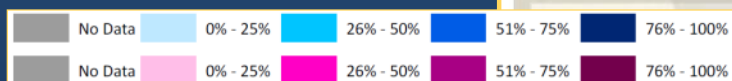


Category	# of Spaces	# Occupied	# Available	% Available
Pay to Park or Unrestricted	458	242	216	47%
Permit or Special Use Only	98	44	54	55%
Total	556	286	270	49%

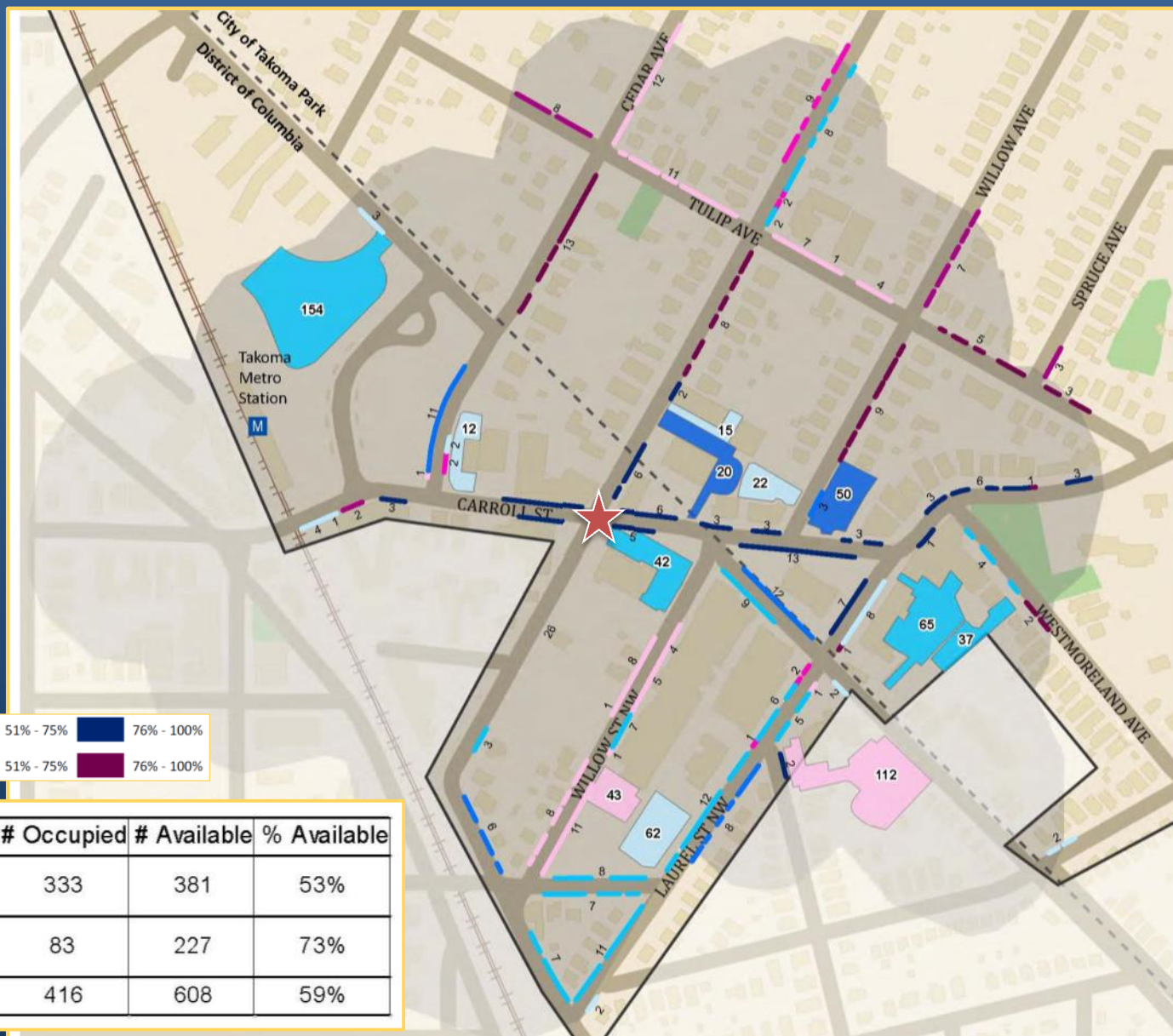


Parking Utilization within ¼ Mile of Carroll/ Maple

SATURDAY EVENING



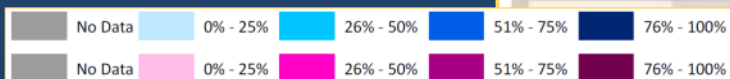
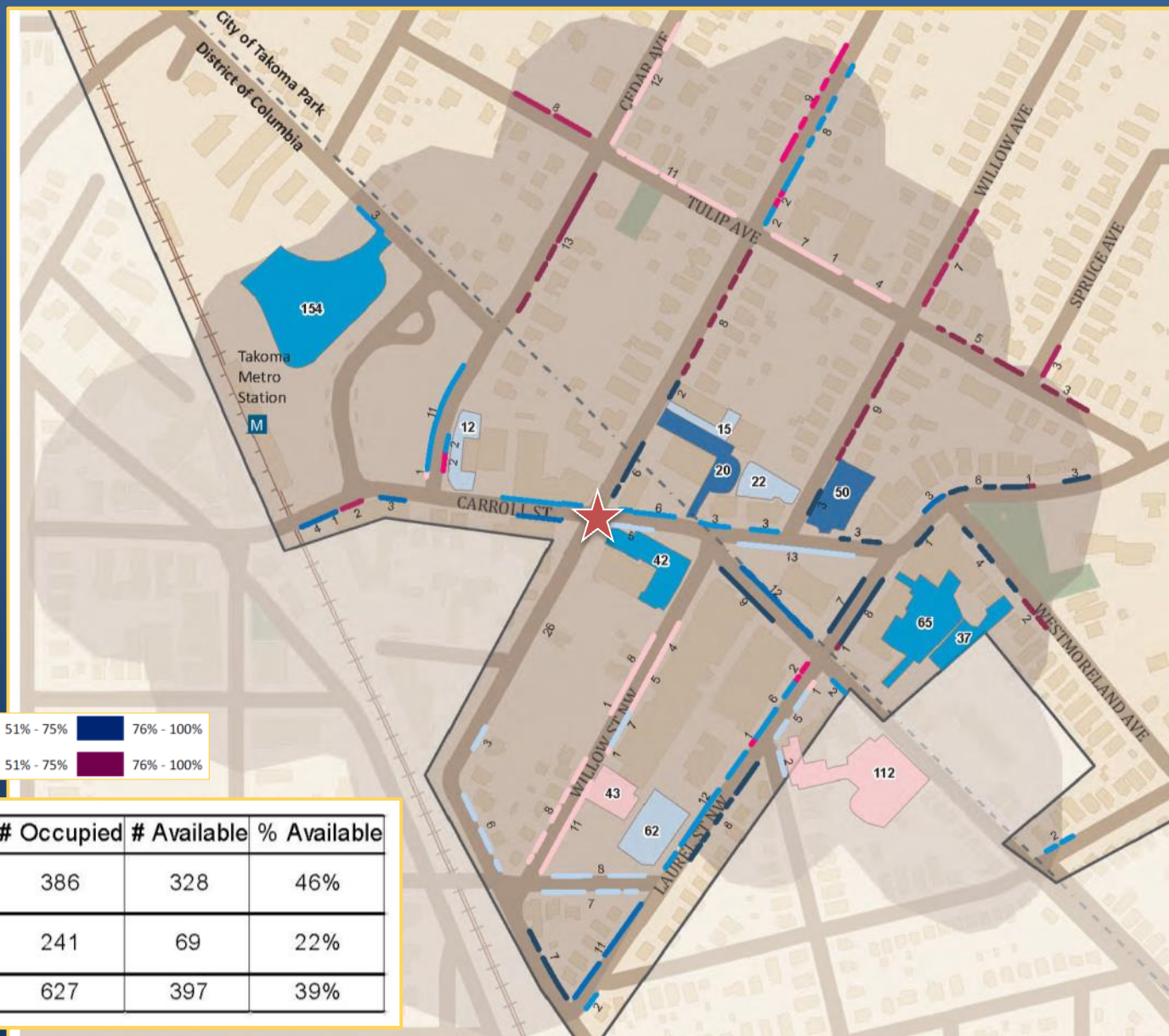
Category	# of Spaces	# Occupied	# Available	% Available
Pay to Park or Unrestricted	714	333	381	53%
Permit or Special Use Only	310	83	227	73%
Total	1024	416	608	59%





Parking Utilization within ¼ Mile of Carroll/ Maple

WEEKDAY
EVENING

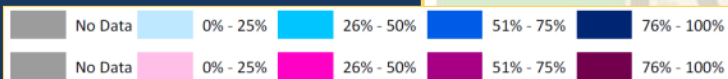
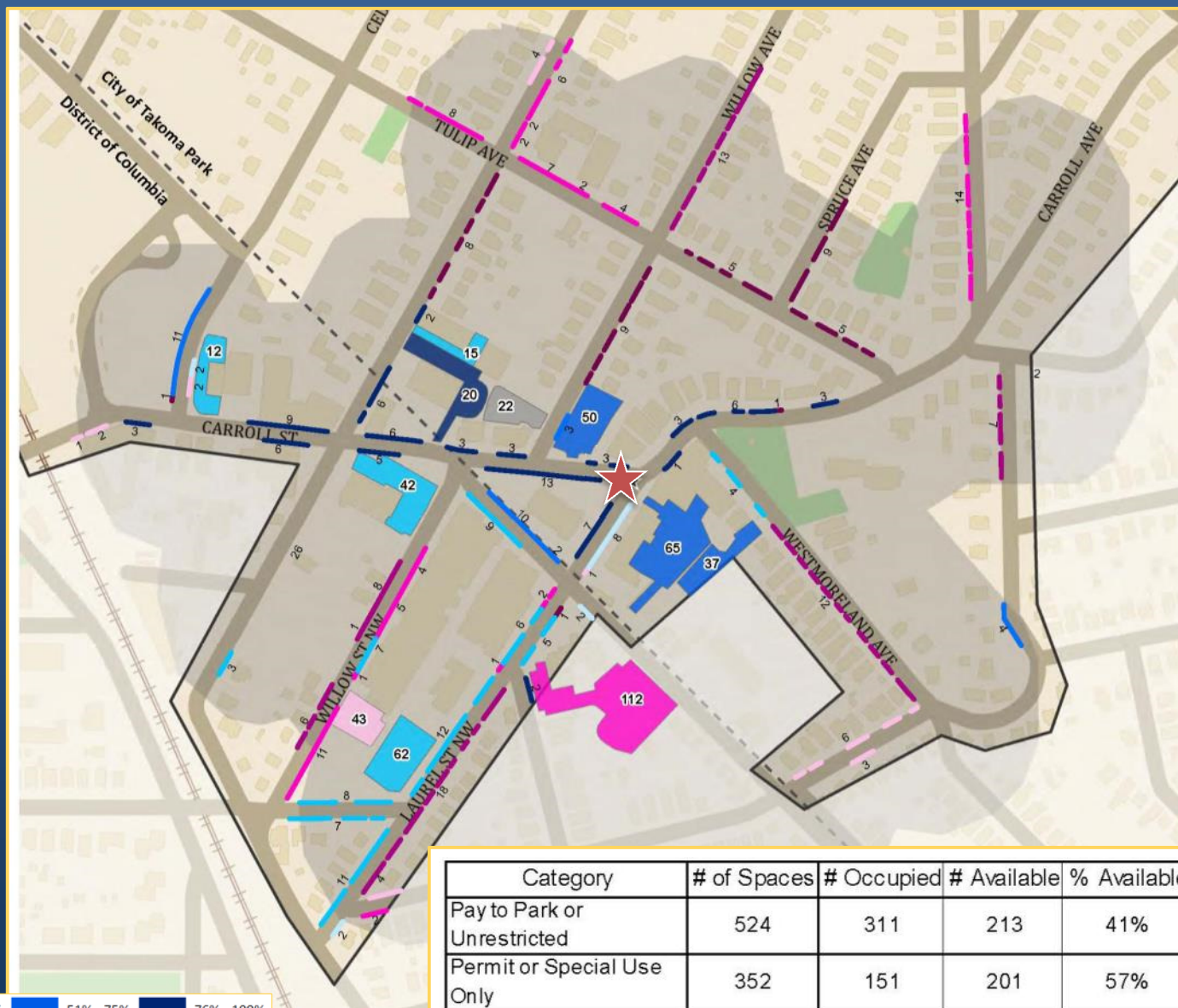


Category	# of Spaces	# Occupied	# Available	% Available
Pay to Park or Unrestricted	714	386	328	46%
Permit or Special Use Only	310	241	69	22%
Total	1024	627	397	39%



Parking Utilization within ¼ Mile of Carroll/ Laurel

WEEKDAY
EVENING

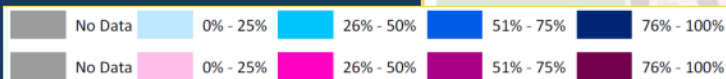
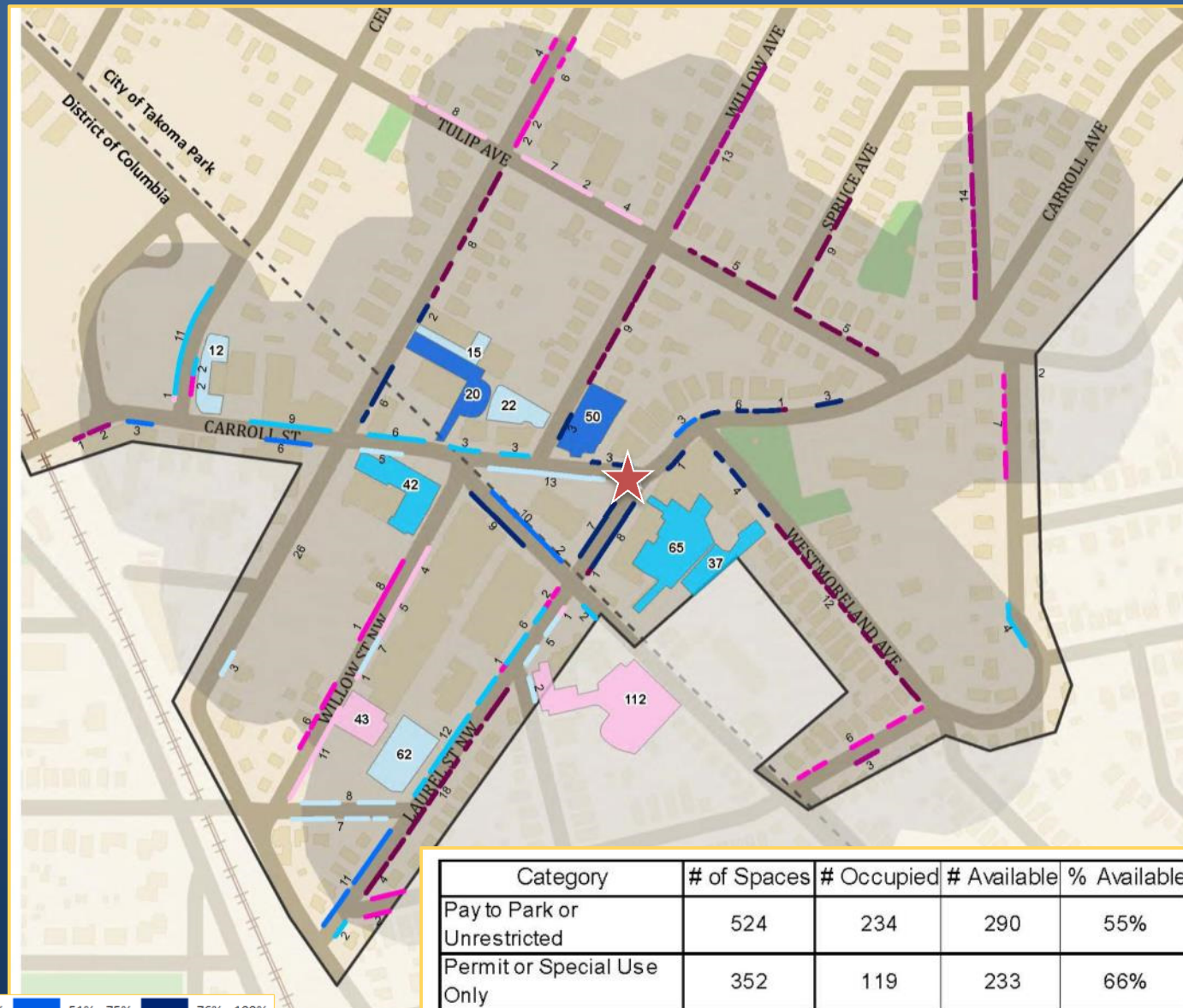


Category	# of Spaces	# Occupied	# Available	% Available
Pay to Park or Unrestricted	524	311	213	41%
Permit or Special Use Only	352	151	201	57%
Total	876	462	414	47%



Parking Utilization within ¼ Mile of Carroll/ Laurel

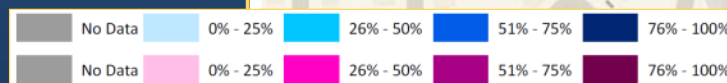
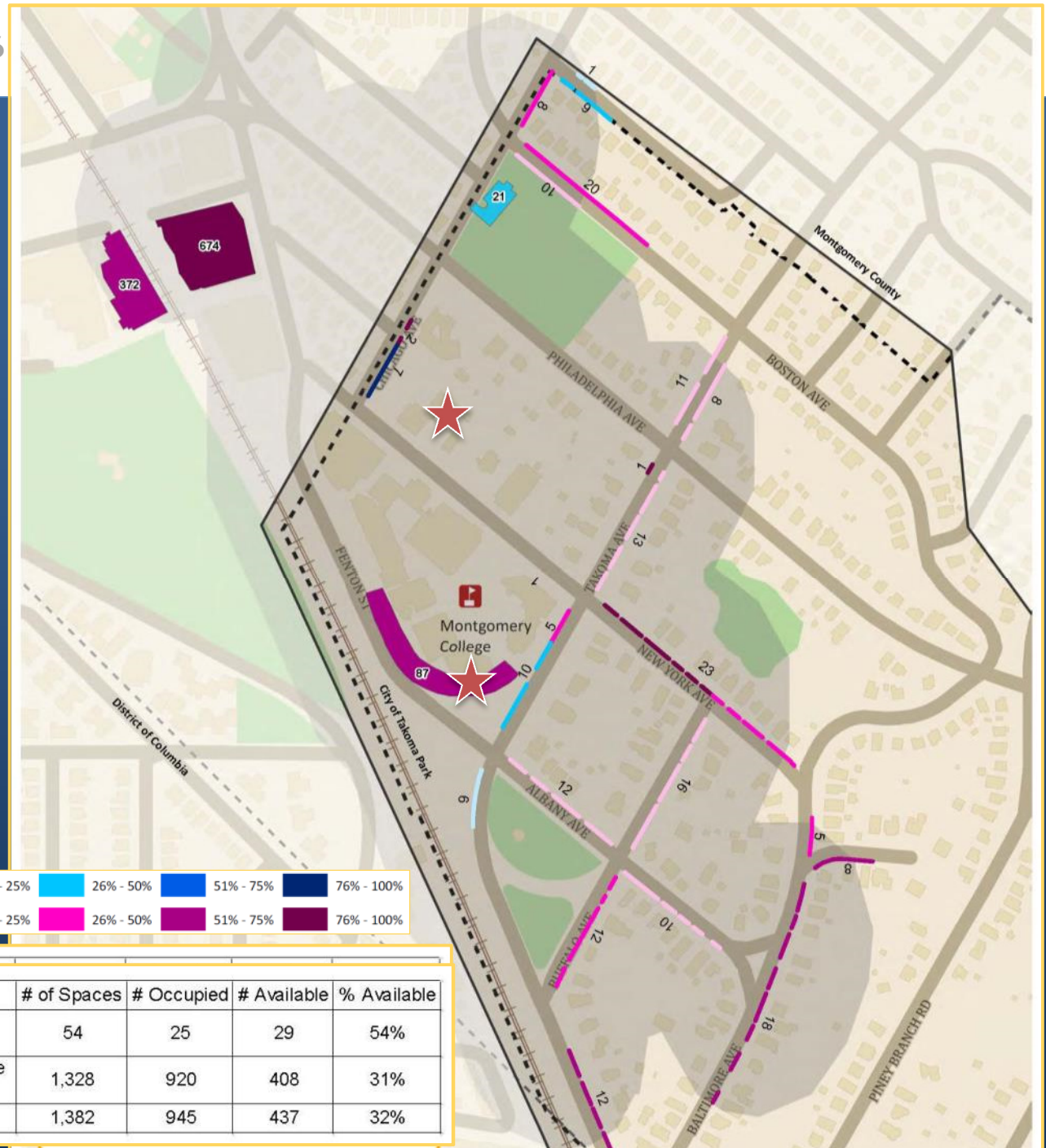
SATURDAY EVENING



Category	# of Spaces	# Occupied	# Available	% Available
Pay to Park or Unrestricted	524	234	290	55%
Permit or Special Use Only	352	119	233	66%
Total	876	353	523	60%

Parking Utilization within ¼ Mile of Montgomery College

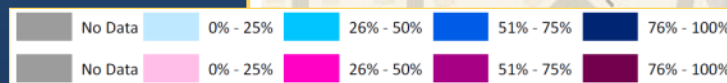
WEEKDAY
EVENING



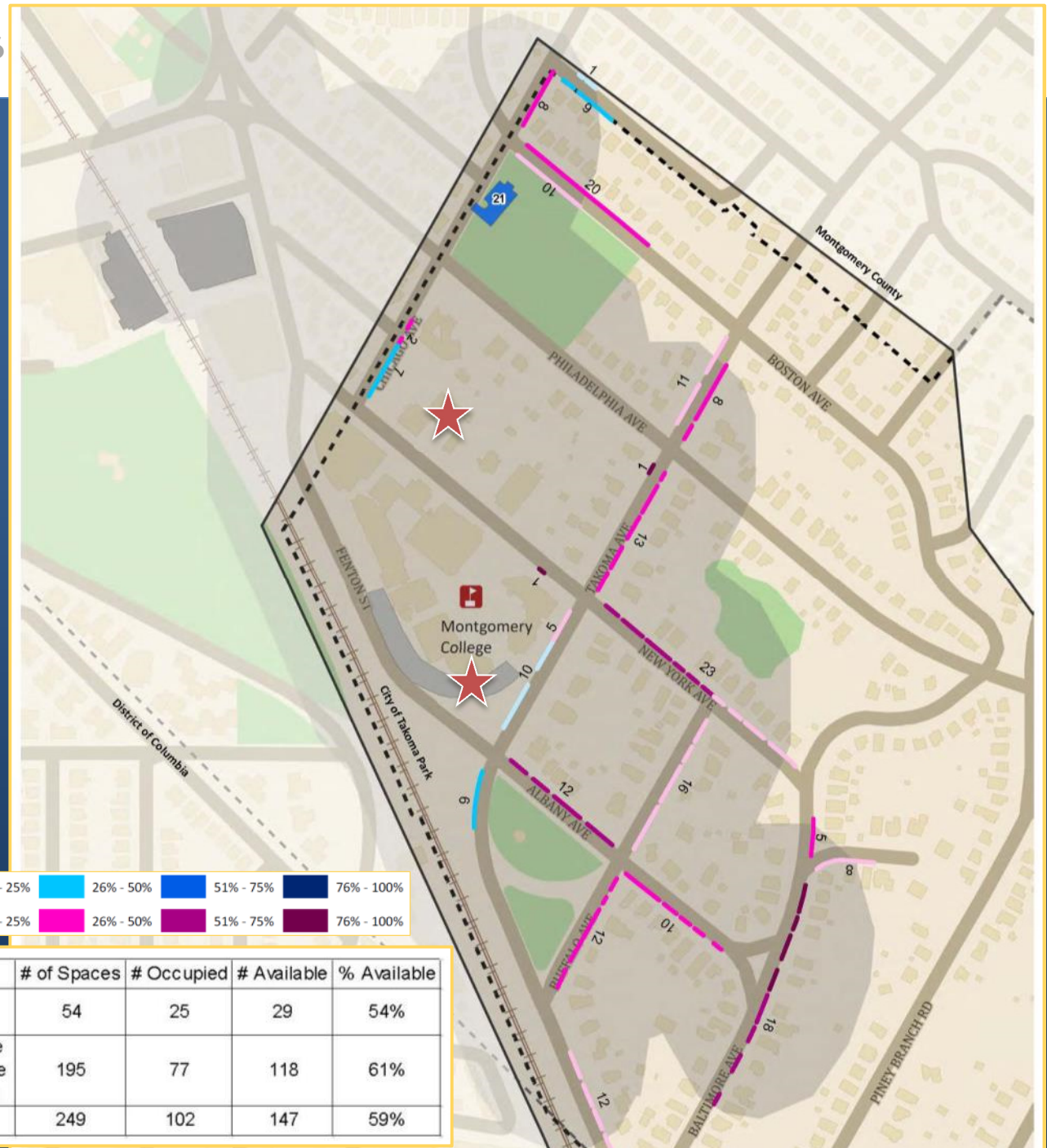
Category	# of Spaces	# Occupied	# Available	% Available
Pay to Park or Unrestricted	54	25	29	54%
Permit or Special Use Only	1,328	920	408	31%
Total	1,382	945	437	32%

Parking Utilization within ¼ Mile of Montgomery College

**SATURDAY
EVENING**



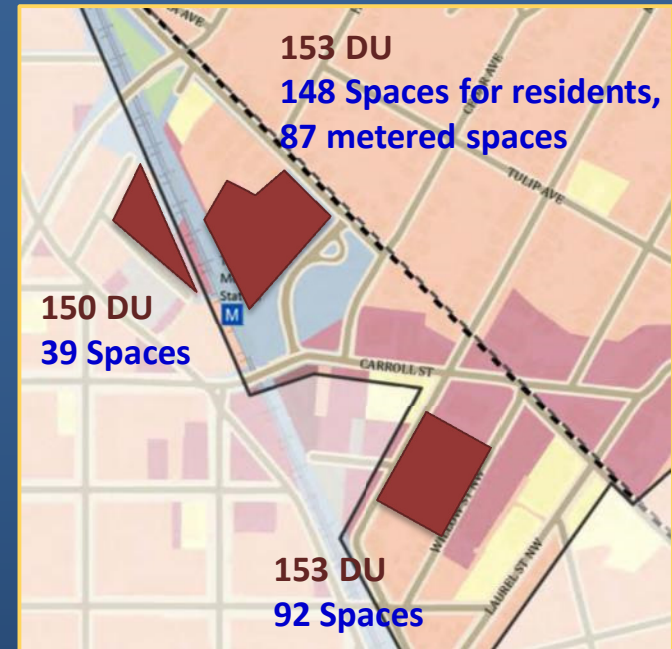
Category	# of Spaces	# Occupied	# Available	% Available
Pay to Park or Unrestricted	54	25	29	54%
Permit or Special Use Only (does not include Montgomery College)	195	77	118	61%
Total	249	102	147	59%





Estimated Future Parking Demand from Pending Development

- **New Residential Development**
 - 515 total new dwelling units, w/ 279 new spaces
 - Metro parking “reduced” (160 down to 87, but proposed to be available up to 12 hours).
- **Montgomery College growth**
 - Expect 30% increase in enrollment at TP/SS campus from 2013 to 2023.
 - Parking deficit of 375 if no new parking facilities added (current deficit ~90)



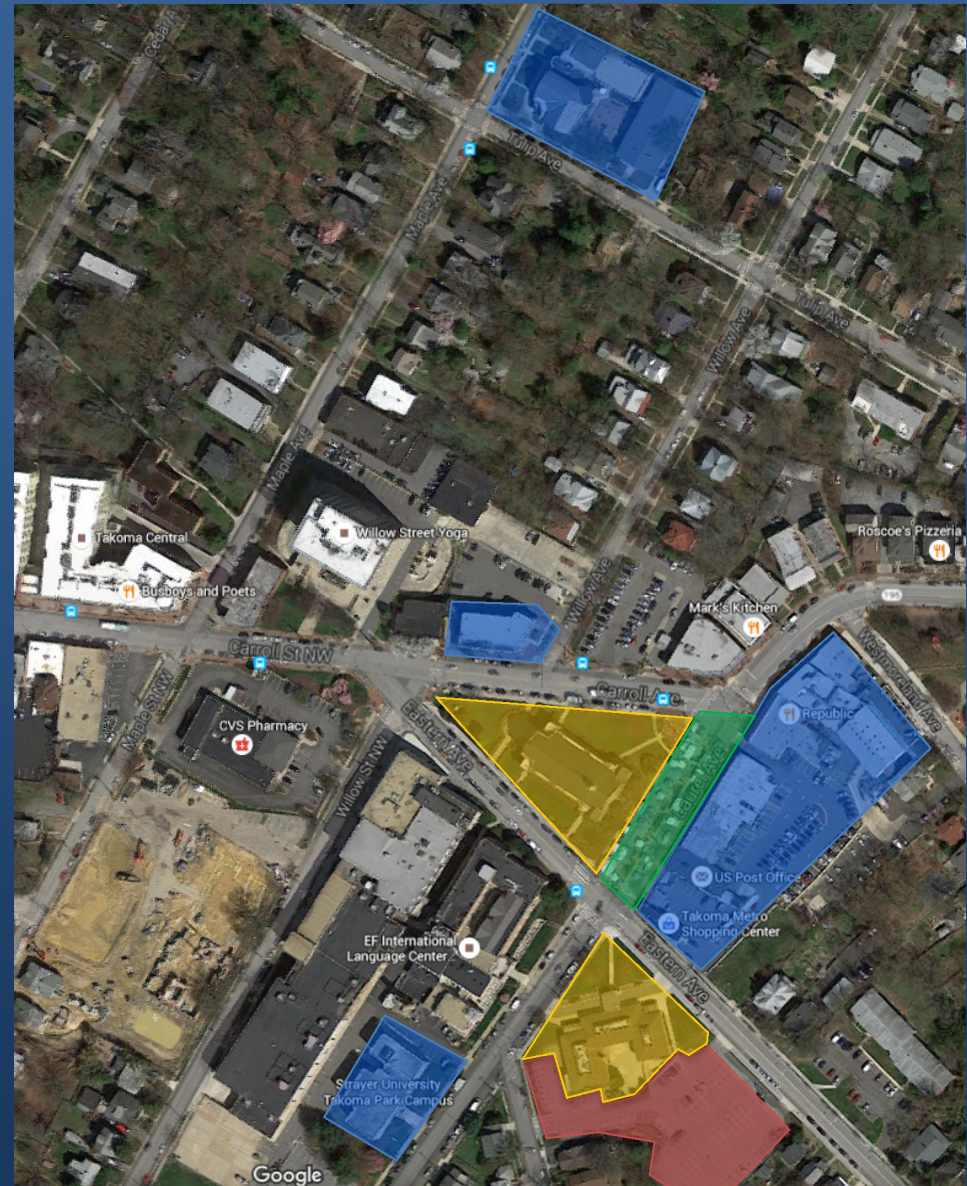


Key Findings – Stakeholder Input

- Concern about new development with reduced parking requirements is widespread.
- Public views older parking meters as an inconvenience.
- Parking pressures from Montgomery College are a seasonal occurrence.
 - Highest # of students in first few weeks of each semester.
 - Peak class times are mid-day, when many residents are at work/school.
 - Low numbers of permit violations near campus.

Key Findings – Stakeholder Input

- Unofficial shared parking is in effect at the Takoma Park Seventh Day Adventist Church Lot.





Key Findings – Analysis

- Parking is available in all time periods, but may be a few blocks away from destination .
 - Some available parking resources (on- or off-street) go unused at peak times.
- Pressure from Metro commuters parking in the area does not seem to be great .
 - Station generally draws passengers from within 1-2 miles.
 - 8% drive & park mode share (no “real” commuter parking at station).
 - Permit violations are clustered closer to Old Town businesses, not Metro.
- There is significant parking availability (40% +) during peak times in all of the walksheds analyzed.



Recommendations



1. Curbside Management

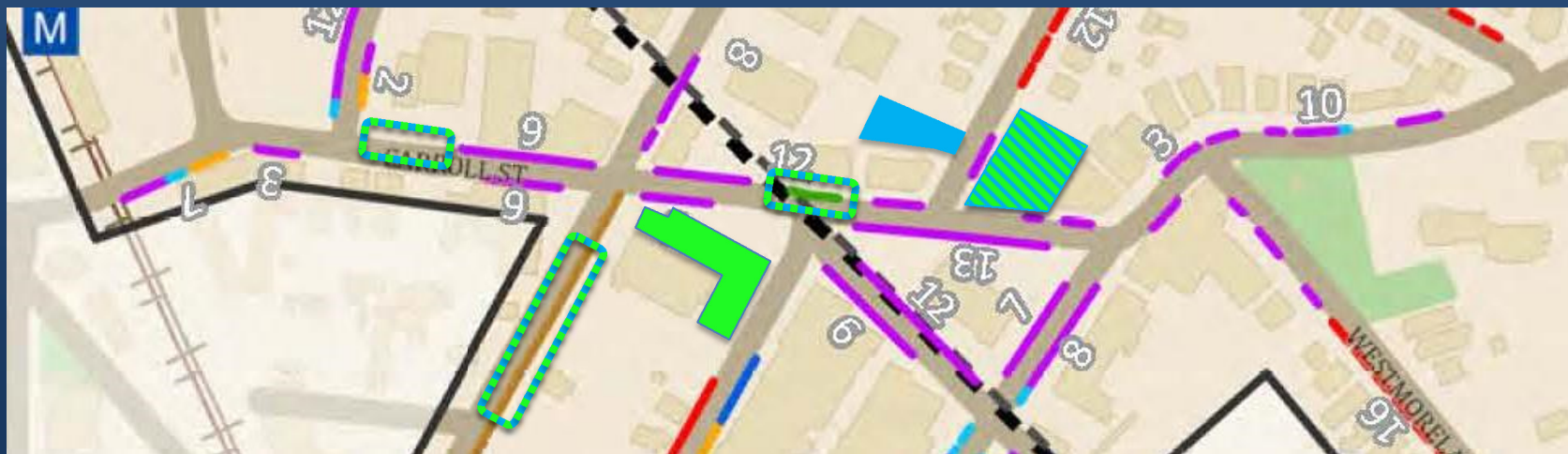
- Replace existing meters with pay stations (one per block) that accept credit card and pay-by-phone (City already contracting with ParkMobile).
 - Should increase usable spaces by 10-15%.
- Extend meter span to 8:00P in Old Town (maybe later based on results).
- Specify time-of day for loading zones (e.g. 5:00A-11:00A; 2:00P-4:00P).
 - Loading zones become auto-only metered spaces at other times.
 - Consider re-instating loading zone in front of Ace Hardware.



Recommendations

1. Curbside Management (cont.)

- Alternatives to private vehicles in the “restaurant corridor”
 - Ride share zone (2-4 spaces) 
 - Additional car-share spaces (1-2 spaces) 
- A few potential locations to add additional meters (DC side)





Recommendations

2. Pricing Strategies

- Continue to establish a unified base rate for the area
 - Currently 86% of meters (Takoma Park & DC) are set at \$0.75/hr.
 - Replace inaccurate/misleading signage on meters.
- Performance pricing during peak hours (4:00PM-8:00PM)
 - Higher rate for meters along Carroll, calibrated to achieve 90% occupancy.
 - Reduce rates for meters on side streets to help keep spaces open in front of businesses.
 - Utilize enforcement personnel to audit occupancy regularly (monthly/quarterly) in order to reset prices.





Recommendations

3. Un-bundle rent & parking for tenants (residential and office); make un-claimed spaces available to general public.
 - Could be monthly commuter parking or short-term retail parking.
 - Would require MOUs with property owners.

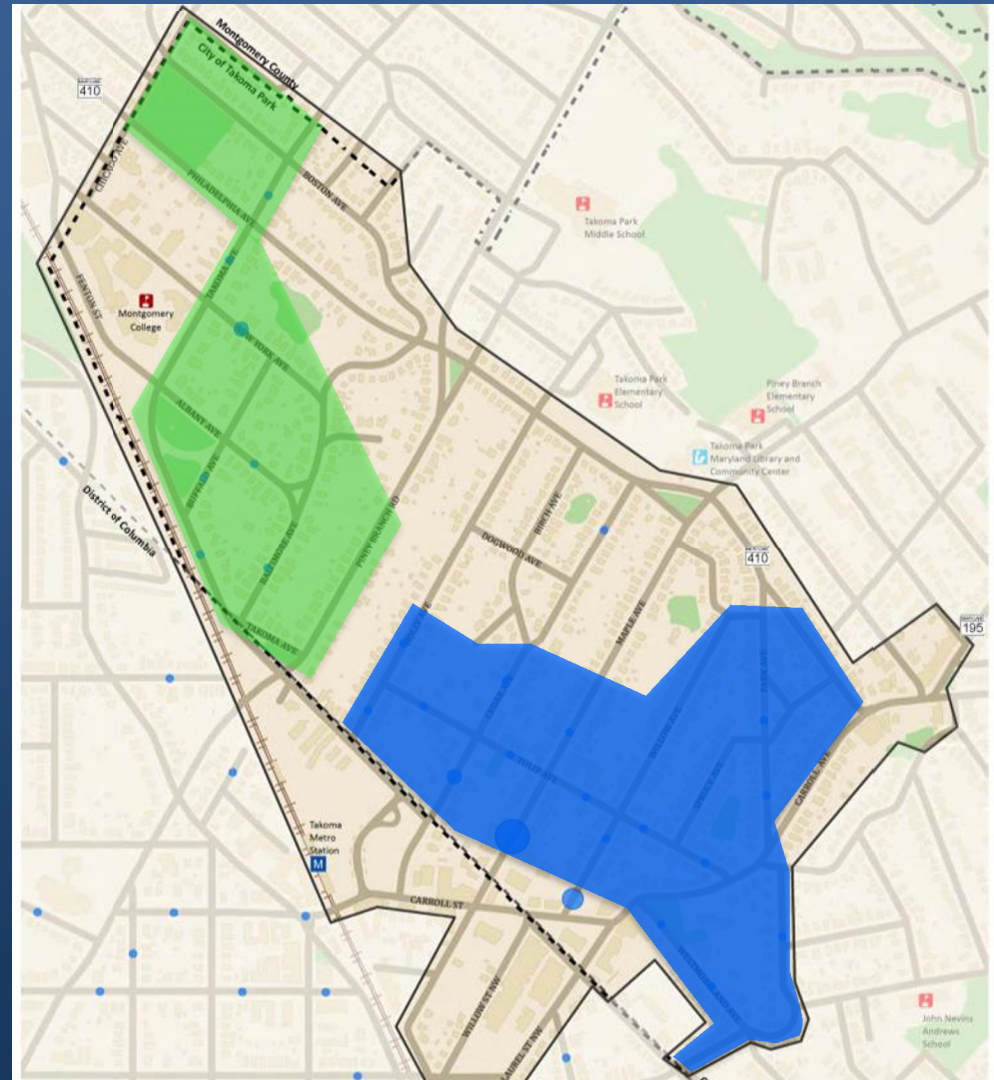




Recommendations

4. Residential Permit Program Adjustments

- Redraw residential permit zone boundaries to focus on areas closer to Old Town/Montgomery College.
- Adjust permit-only parking times.
 - 8:00AM-8:00PM, Mon-Sat
- Allow two-hour parking by general public in residential permit zones.
 - 10:00AM-8:00PM
 - Possibility of charging for non-permit holder parking (pay-by-phone only)



Recommendations

5. Develop shared leasing agreements.

- Office or commuter parking during the daytime, residential/retail in the evening
- Other arrangements





Recommendations

6. Information

- Static information signs to convey parking and other information about Old Town
 - Through the OTBA
 - Both sides of state line
- Mobile-friendly web-site that includes information on locations of parking and utilization rates
 - Updated monthly or quarterly, would not require sensor installation.





Recommendations

7) Bicycle Parking Improvements

- Currently plentiful, but not easy to find, not distributed throughout activity hubs.
- Attractive, distinctive bike racks regularly spaced along Carroll corridor and at other key destinations.
- Consider bike corrals at key locations (Carroll/Maple, Carroll/Laurel, Takoma Junction, Montgomery College).
 - Trade-off of 1-2 parking spaces for 15-20 bikes.





Questions?

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