



DID YOU KNOW?

 There are 8 Residential Parking Permit (RPP) zones in Takoma Park. In 2015, over 900 RPPs were issued to residents and businesses (Takoma Park businesses adjacent to an RPP zone are eligible for up to 3 permits).

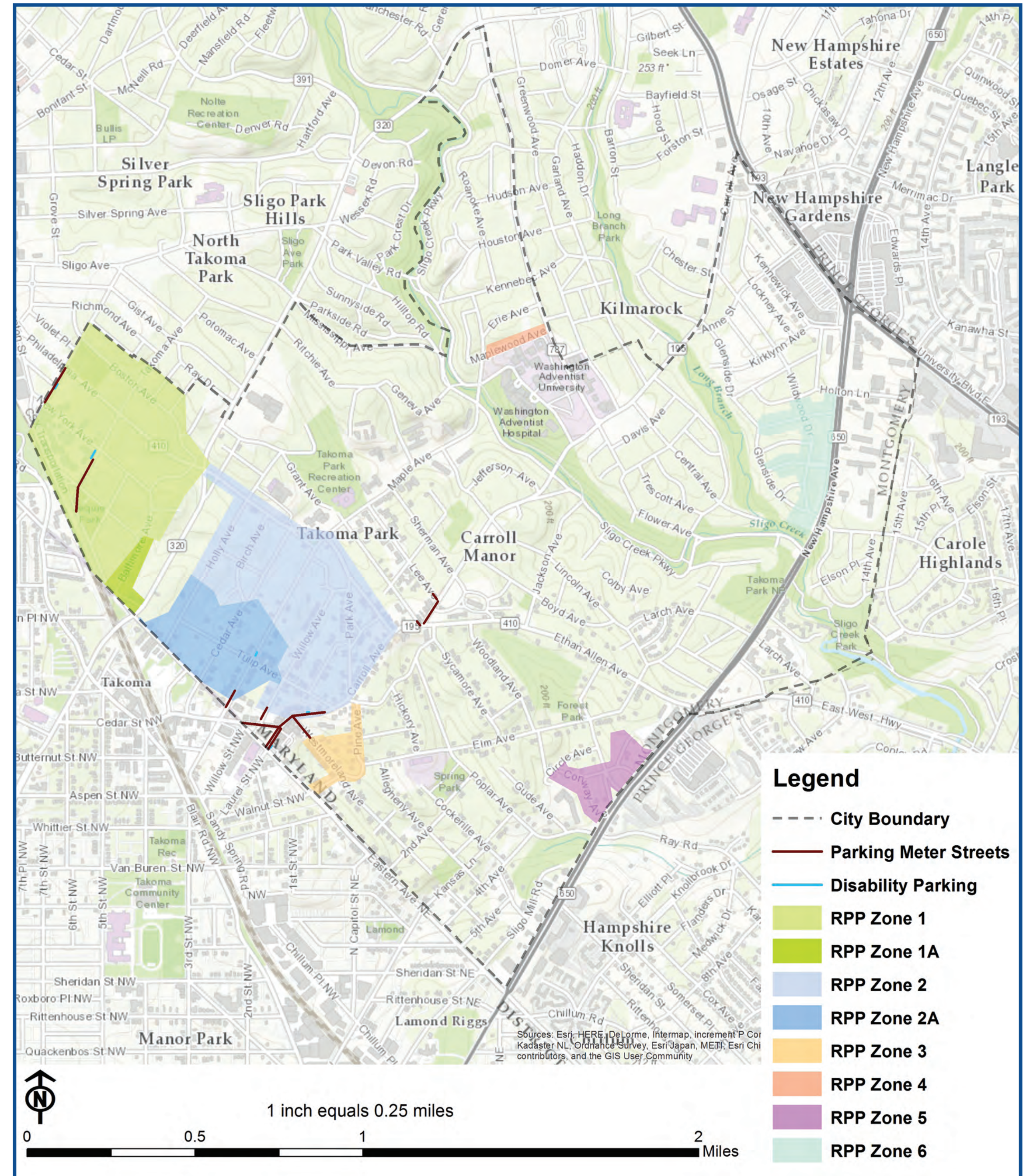
 There is a 72-hour limit for cars parked on City streets (even with permits) and commercial vehicles are prohibited except in the course of conducting their business.


RESIDENTIAL PARKING PERMITS IN TAKOMA PARK

Takoma Park City Council established Residential Parking Permits (RPP) through passage of an Ordinance in 1976 instituting procedures for:

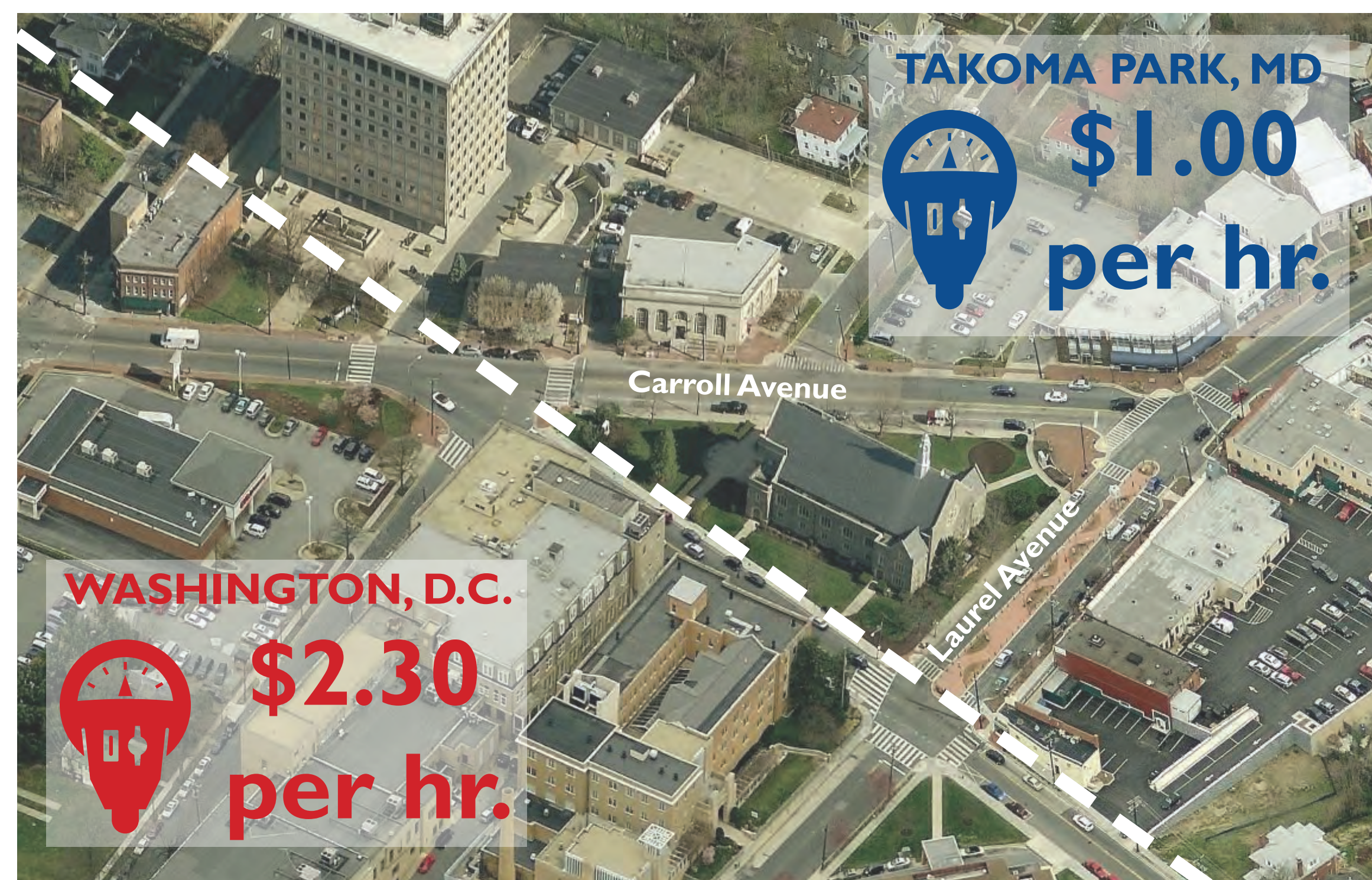
- creating and approving permit zones
- established hours in permitted zones
- setting permit fees
- rules for visitor permits


The original intent of RPPs was to restrict parking on City streets by nonresident commuters, especially near the Takoma Metro Station and Montgomery College. RPP zones are created and expanded by residents through a neighborhood petition process.



 The City maintains 105 parking meters and 1 parking pay station (at the Takoma Junction lot). Within the metered areas, there are 9 designated parking spaces which are free with handicap permits.


 Parking meter rates in Takoma Park range between \$0.75-\$1.00/hr. On June 1, 2016, parking meter rates across the District of Columbia were raised unilaterally to \$2.30/hr. (minimum).




WHY IS IT CALLED PARKING ANYWAY?

The origin of the term parking came from an act of the United States Congress in 1870, authorizing the city of Washington, D.C., to set aside up to 50 percent of the width of a street for the creation of “parks for trees and walks.” Founded in 1871, the Parking Commission of Washington, D.C. was originally tasked with planting trees on city streets. As the trees matured, this “parking” space within the street was used for shade by horses while their owners were shopping and visiting in adjacent buildings. With the explosion of automobile use in the US, and Washington, D.C., in particular, city officials began cutting down street trees and widening streets to accommodate cars. Washington Post articles from the 1920s are some of the first documented instances where parking was used to describe the space for cars, instead of trees, on the street. Subsequently, Washington, D.C. was the first city to implement a parking system in the country.

- Richmond, Michele, “Etymology of Parking”, *Arnoldia* 73/2, October 2015

 3 dedicated staff in the Takoma Park Police Department administer and enforce parking programs. Additional staff in Police and other City departments support parking enforcement and activities.

 The City maintains free parking lots at public buildings and a paid lot at Takoma Junction. Since 1998, some of the Junction lot has been leased by the adjacent Takoma Park-Silver Spring Co-op.



WHY WE'RE DOING THIS STUDY:

Takoma Park is undertaking a study of parking issues across the city that includes meters, handicap parking, commercial vehicle parking, residential parking permit (RPP) zones, enforcement, City Code and regulations, and parking “hot spots”. It is a comprehensive and inter-departmental effort aimed at modernizing and streamlining existing programs while preparing for ongoing developments and technological changes that affect how and where people are going in Takoma Park. The Parking Management Study is a city-wide effort, with a focus on the Old Takoma commercial area and the RPP zones, as there are increasing parking pressures in this part of the city.

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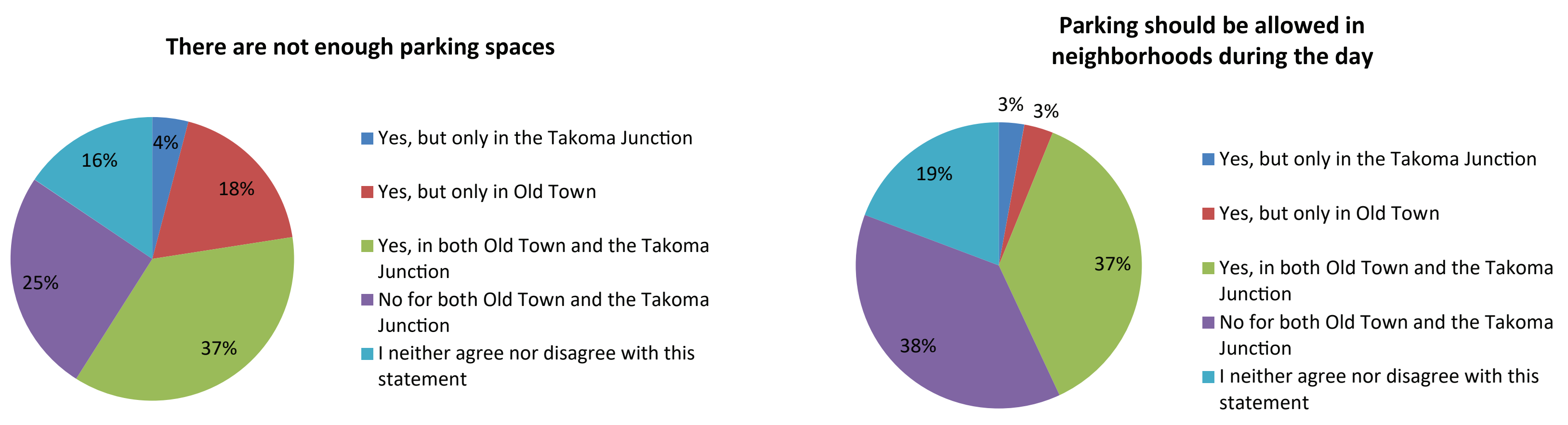
WHAT WE'VE HEARD

The Parking Management Study kicked-off in September 2015 with online surveys targeting residents and the business community, garnering responses from individuals. Stakeholder interviews were performed with key individuals that manage and deal with parking in Old Takoma, notes from neighborhood meetings on parking were forwarded to City staff, and input has been received through an online comment form on the project web page. Here's some of what we've heard so far:

- Parking a few blocks from a destination is not ideal. Darker residential streets are a safety concern at night time.
- Coin meters are a problem. People should also be able to pay with credit card and by phone.
- There may be some misuse of the visitor parking pass in the RPP zones.
- There's not enough bike parking.
- On-street parking restrictions should be clearer on signs and with painted/marked curbs.
- Parked cars blocking driveways can be a problem in some places.
- In recent years, it is harder to find parking around Old Takoma.
- What about areas outside an RPP zone (like Lee Avenue and Manor Circle)?
- In RPP zones, it can be difficult to find parking for visitors to residents' homes as well as shoppers at local businesses. 2-3 hour parking without a permit would be nice.
- Parking challenges in Takoma Park make driving to the parking garages in nearby Silver Spring increasingly attractive for shopping and going out.
- Weekend events (festivals, kids' sports, etc.) create parking pressures in neighborhoods.
- Evenings on weekdays and Saturdays are crunch times for parking in and around Old Takoma.
- People would like to walk, bike, and take transit more often but these options need to be safer and more convenient.
- The special (Area B) parking permit program is problematic*
- New fees at private lots in Old Takoma are an inconvenience and a challenge for customers.
- The current RPP program is difficult for home-based businesses.

*Program discontinued by City Council in 2016

Survey respondents indicated there are not enough parking spaces, but were divided on the idea of expanding commercial parking into neighborhoods during the day:



We heard from nearly 300 respondents to the online surveys. See more results on the project web page!



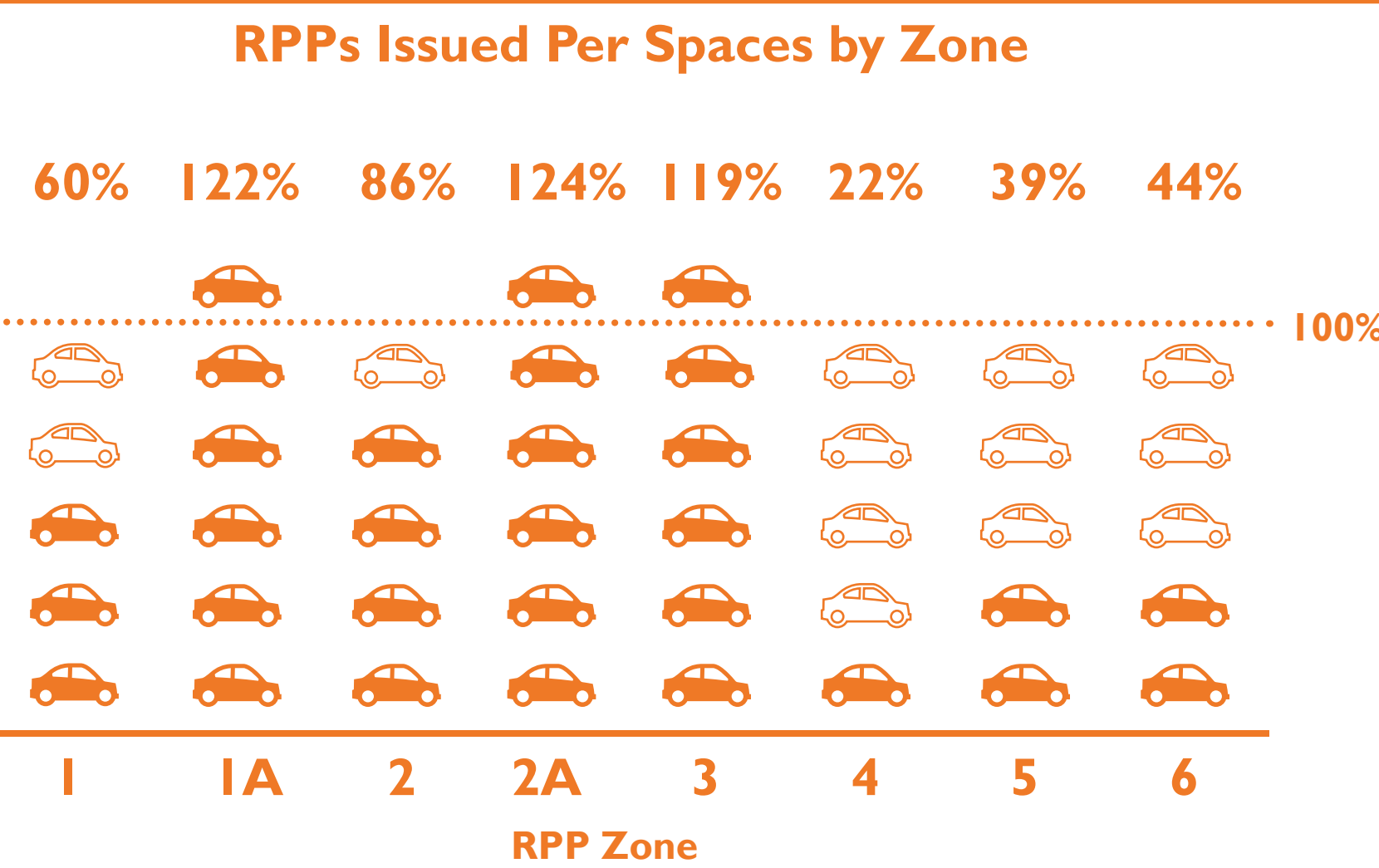
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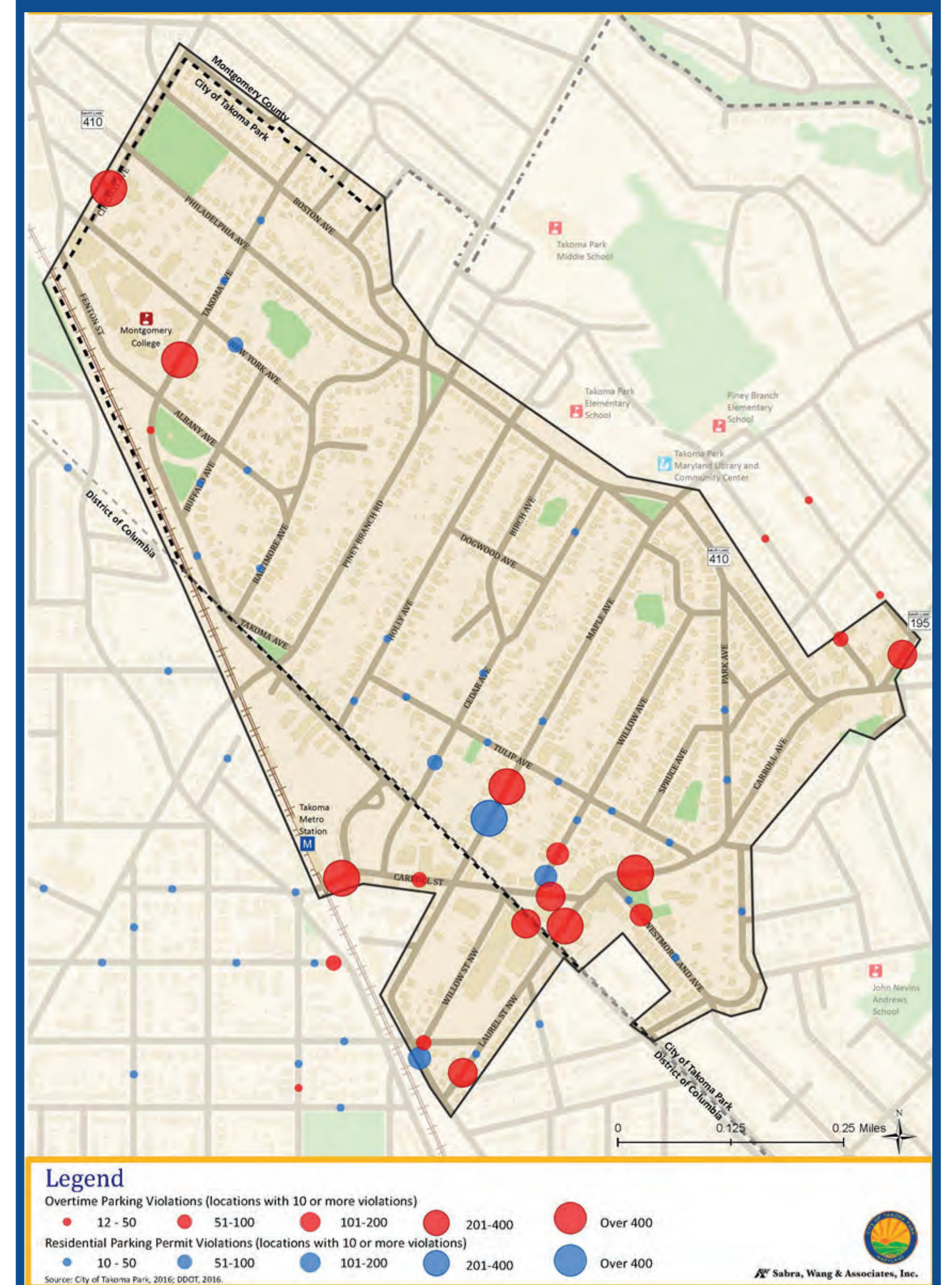
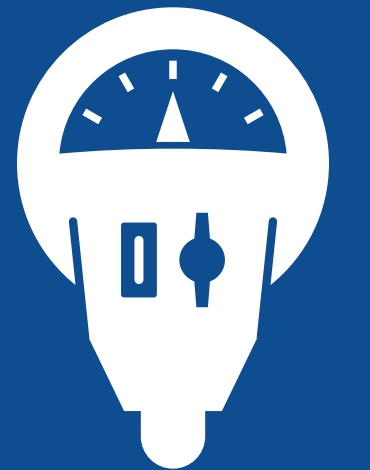
WHAT WE LEARNED

Since Summer of 2015, the City has engaged in a comprehensive overview of parking procedures, processes, and issues, aided by technical assistance from the Metropolitan Washington Council of Governments. In addition to public outreach efforts (see Board 2), the City investigated where parking exists in the city, how it is used and managed, and where/when there are pressure points. Here's some of what we learned so far:

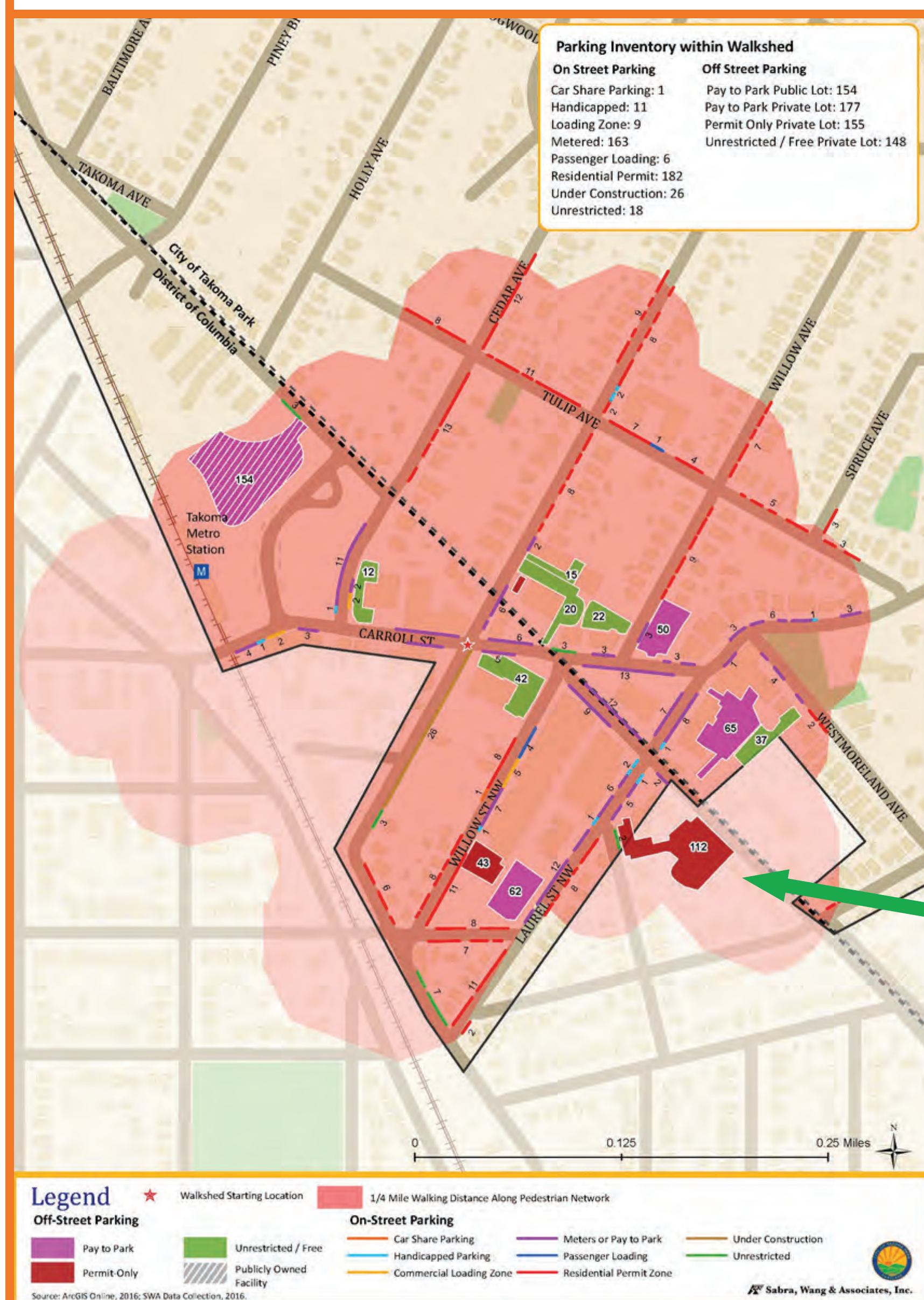
In some RPP zones, permits issued in 2015 exceed available parking spaces within the zone.



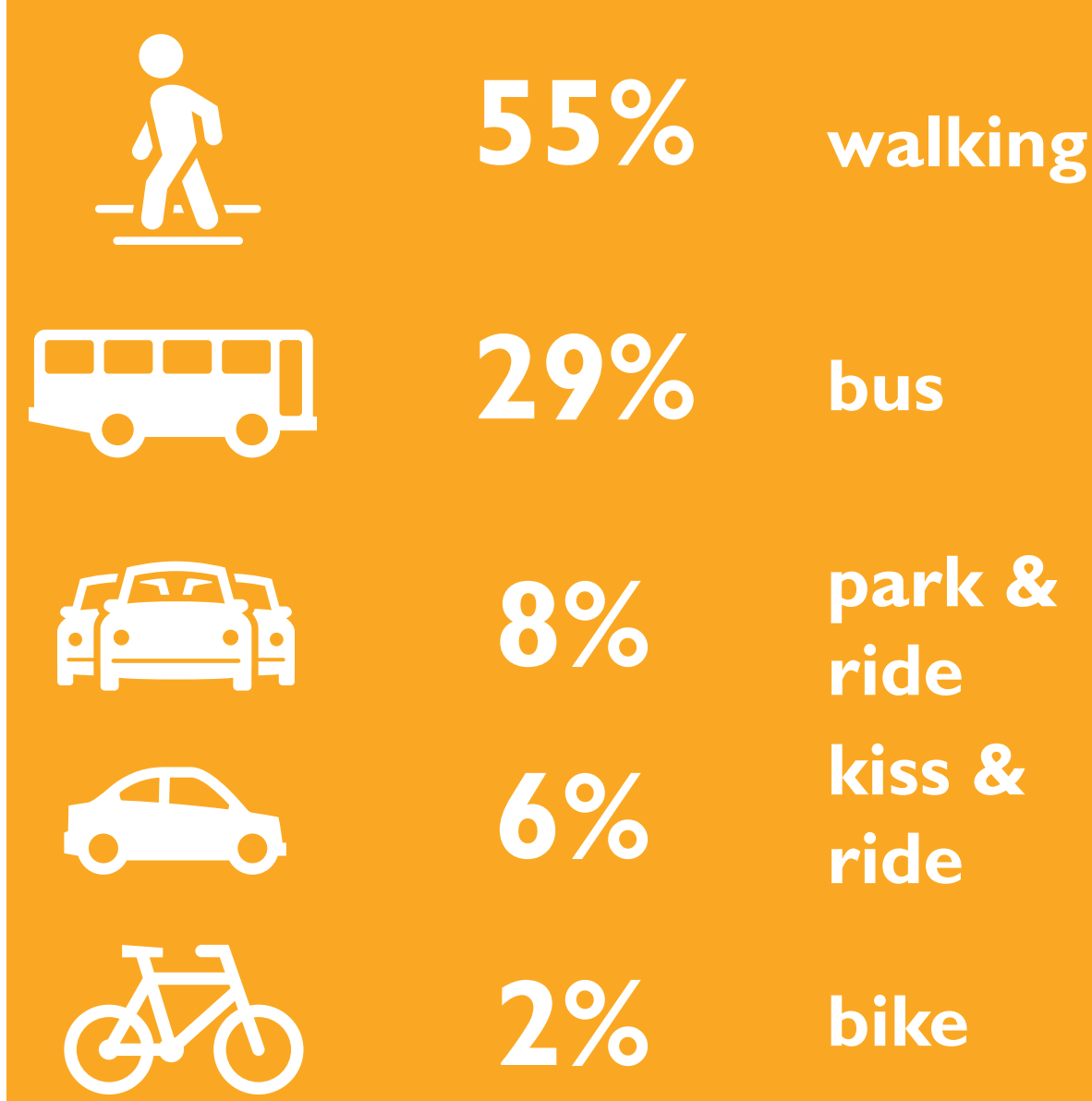
In 2015, Takoma Park Police issued 9,015 parking tickets totaling \$469,800. Just over half of the tickets were issued to cars parked at overtime meters.



Based on counts in 2016, parking is available in all time periods (up to 40% at peak times and locations) but may be a few blocks from the destination or not clearly marked.



Some RPPs are in place to restrict commuters parking to access the Takoma Metro. Yet the majority of Metro users come from 1-2 miles of the station, arriving by foot, bus, and bike.



The Seventh Day Adventist lot on Eastern Avenue is a critical resource for the Old Takoma commercial district, serving as a shared parking facility for employees of local businesses and Strayer University students during the week, as well as churchgoers and Farmers' Market customers on weekends.

HOW DO YOU COUNT PARKING SPACES ON A BLOCK IF THEY ARE NOT MARKED?

In every RPP zone, each segment of continuous curb was measured, discounting for driveways, fire hydrants, intersections, etc. and a standard formula was used to divide out the number of cars that could park there.



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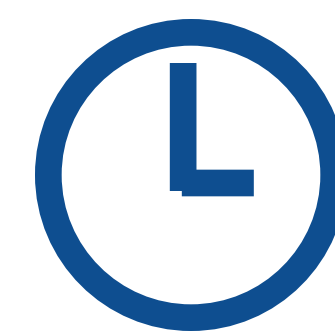
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WHAT'S UNDER CONSIDERATION

The next step is for City staff to provide a set of recommendations later this winter for City Council to review and discuss for future action. Based on what we've heard and learned to date, here are some of the areas under consideration:



Upgrading meters to accept more payment methods (bills, credit card, pay by phone.)



Adjusting parking meter and RPP times to better cover the busiest periods for parking.



Establishing commercial loading zone(s) and time(s).



Establishing a more unified rate for parking meters in the area.



Improvements to the safety and convenience of pedestrian and bicycle facilities.



Expanding opportunities for ride-hailing and car-share in the commercial district.



Adjusting the pricing or eligibility criteria for RPPs to ensure adequate space is available on City streets for permitted vehicles to park at peak times.



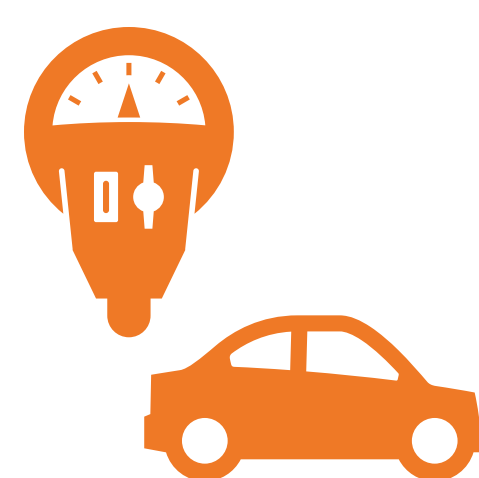
Flexibility for short term parking in RPP zones without a permit (e.g. contractors, restaurant patrons at lunch time, clients at home-based businesses, etc.)



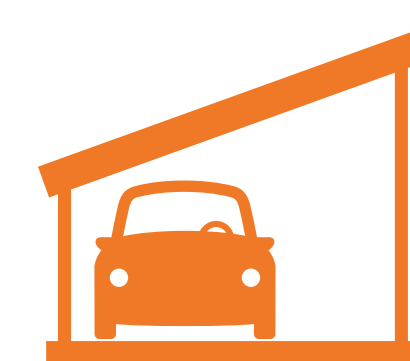
Better communication to drivers about parking location, availability, pricing, and times (e.g. new signs, online information, web/mobile application, etc).



Ongoing monitoring of on-street parking utilization and violations to make annual adjustments in response to new developments and businesses.



Review unregulated streets for parking meters and/or time restrictions where parking pressures are observed.



Encouraging private property owners to establish shared parking facilities.



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PARKING IS A PUBLIC ASSET

Takoma Park is fortunate. There are tree-lined streets, good sidewalks, real transit options, a mix of houses and apartments, independent restaurants and stores in close proximity to neighborhoods... the list goes on. Streets are public spaces integral to this quality of life that attracts people to the city. As Takoma Park continues to grow and adapt to change, how that space is managed reflects our priorities as a community.

Managing parking both costs the City money and makes the City money. The City pays for equipment, staff, and contractors to administer and enforce parking. Meanwhile, the City generates money from lease agreements, permit fees, and tickets. Typically, more revenue should come from fees than tickets, meaning more people are paying to follow the rules than to break them.

70%

Share of City parking revenue generated from tickets in 2015.



On September 16, local businesses on Carroll Avenue participated in Park(ing) Day, an annual worldwide event where artists, designers and citizens transform metered parking spots into temporary public parks.



1200 on-street parking spaces in City's RPP zones.



Spring Park, the largest City-maintained park.

Whether a car is parked in a space or not, that land exists 24/7, and could serve different users at different times. As a public space asset, the City has to consider what the most efficient use of that limited resource could be, balancing the needs of residents, businesses, and institutions.

Businesses often ask for more parking, especially near their entrance. Really, businesses want more customers and revenue. Managing parking in business areas should encourage vehicles to stay for enough time to shop, eat, and do business, but not sit all day occupying available parking spaces that other customers could use.

In an 8hr period:

100 cars in 100 spaces for 8hrs
= 100 customers

100 cars in 100 spaces 2hrs each
= 400 customers



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WHAT DO YOU THINK?

We'd like your input on these three questions:

Use the laptops to share your input with City staff and place sticky notes below for others to see.

- 1. What other parking issues or “parking hotspots” should City staff be thinking about? What’s missing from the conversation so far?**
- 2. What do you think about the list of “What’s Under Consideration” (Board 4?) What would be your top priority as a resident, shopper, business owner, etc.?**
- 3. On-street parking is a public space asset managed by the City – what guiding principles should the Takoma Park City Council consider for parking management? The Takoma Park City Council set priorities centered on livability, environmental and fiscal sustainability, engaged and responsible government, and economic development.**



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