

Park Hills Civic Association General Meeting
Silver Spring International Middle School Media Center/Library
May 3, 2018
7:30 – 9:00 pm

Guest: Mr. Joe Pospisil, Planning Specialist. Mr. Pospisil has a broad understanding of the Residential Permit Parking (RPP) Program, and the related processes and procedures. Following this meeting, however, Thomas Tyree will be assuming responsibility for the RPP Program, so residents will want to refer to the contact information below:

- Email:
TrafficOps@montgomerycountymd.gov

In a prior role, Mr. Pospisil managed the RPP Program and has been directly involved with our current efforts to establish new RPP areas in Silver Spring.

Parking Permit Questions Submitted in Advance:

I. Those of us who live very close to the train are in a different situation regarding parking than those living a few blocks out. Our neighborhood was designed in such a way that on street parking is the only option for a large number of us, and we rely on the ability to park our cars in front of our own houses. Yet we also live where people taking the train- including those living in what will become our permit area but further out- will most want when they use the Purple Line. (1a) Can we frame the parking permit system to ensure that one or two parking spaces in front of our houses is reserved for us and our guests exclusively? Otherwise, we will be faced with people from further out parking in "our" spaces, leaving us to park blocks away. This will pose a great burden for the elderly, disabled, families with young children, and anyone needing to carry heavy items or multiple bags of items such as groceries into their homes.

II. (2a) Will there be an hours restriction (e.g., 2 hour parking for non-residents) to prevent people from using our residential streets as a commuter parking lot?

III. (3a) What is being done to ensure resident safety? The loop that includes the 500 block of Bonifant, Wayne Place, and the 500 block of Deerfield, for example, generally has cars parked along both sides and there is room for but one car passage. In the morning, there are certain school buses providing door to door service that already block the road when they load and unload, preventing passage of other vehicles including emergency vehicles, and the same happens with trash and recycling. If drivers are free to turn into our streets looking for Purple Line parking, they will create a safety hazard as traffic backs up and no one has in or out access. This also has the potential to back up traffic on Dale Drive and create additional danger for school children crossing at the intersection of Wayne Avenue and Dale Drive.

(3b) Can we ban Purple Line Parking on this loop and put up signs so indicating?

Also, (3c) are the Fire, Police and Ambulance services being consulted regarding emergency access to ensure that they are able to enter the neighborhood expeditiously whenever the need arises?

IV. (4a) What reasonable plan is being put in place to ensure those who usually park in SSIMS and Sligo Creek Elementary parking lots do not park their vehicles on our residential streets during the months of construction, thus blocking our access to parking in our own neighborhood and creating dangers and environmental burdens to the residents? (4b) What

arrangements is the county making for the hundreds of teachers to ensure they have space in an appropriate parking lot during construction and are instructed to use it and not our residential streets? (4c) What arrangements are being made to ensure that the hundreds of parents dropping off and picking up students each day or going to the school for other purposes have an adequate off-site parking lot and are instructed to use it rather than flood neighboring streets that are not able to accommodate them?

V. A main reason for building the Purple Line is environmental, encouraging drivers to use the train instead of their cars. (5a) What is being done to encourage people not to drive to and from the Purple Line but to instead use more environmentally friendly options such as walking or biking?

VI. While dockless bikes provide a lot of convenience, this neighborhood is already finding them laying in the road, blocking access to sidewalks, etc. (6a) If a large number of people begin using them to take the train, what plans does the county have to address bike parking issues, including protecting neighborhood residents but also keeping them off train tracks and platforms? (6b) Misuse of dockless bikes is an international issue that has led other communities to consider abandoning the concept; what will the county do proactively to keep that option available while addressing the problems caused by reckless or inconsiderate users?

VII. (7a) What immediate recourse is available to residents in the event of violations of parking rules or bike misuse?

Chris Richardson - **Intro**

Previous PHCA meeting was held in this same room on October 12, 2017 – Councilmember, Tom Hucker was guest speaker.

Richardson gave a 15-minute introduction to Park Hills at the recent April 9, 2018 meeting of the Silver Spring Citizens Advisory Board. Information was well received, and SSCAB's chair, Matt Losak, urged Park Hills and the other Civic Assns to work together on issues of common interest, especially around construction of Purple Line in our community.

Joe Pospisil = **Residential Permit Parking Process**

No results of recent February 28, 2018 public hearing at the Silver Spring Civic Building about the residential permit parking process yet but history - always approved.

Often use civic association boundaries and also parks and major streets in setting parking zone boundaries.

Residents are eligible to petition block by block- 2/3 gets restriction

Most common permit is No Parking 9 to 5 Mon to Fri.

Another one is 2-hour parking except by permit.

If participating, can purchase permit/ only need if park on street.

Exception: Wayne is a state road, so can't put restrictions there; Wayne people may be able to get permits to park within the zone.

During construction period, workers parking in neighborhoods.

There is a process to remove restrictions – simple majority vote, over 50% (less prohibitive).

Modification also has a petition process.

Basic points of info:

- Transferable guest permit- can be purchased \$20/yr
- Free temporary permits valid for up to 30 days.
- Permit can be transferred but have to update info with parking management
- Residents only able to get permits for cars registered to home
- Marked business trucks are exempt.
- Long-term contractor can get pass.
- Spontaneous visits use Purple Line pass.
- If problems with safety, can have restrictions revoked.
- With respect to people further out coming in, section is small.
- Handicapped restrictions can be had.
- No enforcement on holidays
- Party -48 hours notice to parking management and they won't enforce for that day
- Can't be in zone for more than 2 hours
- Communities can opt not to do permits at all
- Special permits free for caretakers
- Once signs go in, county won't take them down for 6 months
- Takes up to 30 days to get signs up
- Need to have time built in for people to register
- Try to space out signs, have to be more than one per block, but try to be sure not an eyesore

Q&A/Comments

Mansfield resident concern - doesn't want permits to allow people to block sidewalks and driveways and would like it enforced. Doesn't want permit sticker so people won't know where he lives.

Response - Restrictions on parking too close to driveways and would have to work. No way to restrict parking in front of own house. Any identifying info on sticker - color coded and number but no names/addresses.

How much is cost of permit?

\$20 per year.

What is necessity of charging \$20 every year?

Monitoring costs.

Who is responsible for petition process block by block?

Neighbors.

If reside on corner, can get sticker for side street - assignment by area.

Can you set up different conditions for weekdays and weekends?

Possible but on weekends won't be rigorous enforcement

Are residents encouraged to call in violators?

Enforcement officers monitor downtown as well as residential neighborhoods but tend to give more focus to new block coming under restrictions.

Who enforces?

Contractor

No parking 9 to 5 v 2 hour exemption?

Preference of neighbors, no one approach best

How often is community opinion split?

Usually people ask when it is an issue so there is support

Kick-off date for permitting process is unknown.

Message will go to neighborhoods when it's time petitions can be started.

Dale Drive is not a state road. Semi trucks being seen on Dale daily now – presenter is not sure if they are allowed, depends on how Dale is classified.

Border street without parking on one side may be moved into another area for parking purposes.

More enforcement requested by one neighbor as well as data. Police work in some neighborhoods where parking restrictions extended past 5 pm.

Fine for violating = \$60 per ticket, no towing

ESS electronic permitting controversy –

Electronic enforcement is easier; people concerned, since couldn't see permit, didn't know who had permission to be there so they will give paper permits if that's what neighborhood wants. With electronic permitting, would only have to call in, not print out; other people can access system to see if a car is permitted but it won't indicate who they are visiting

Questions after meeting?

TrafficOps@montgomerycountymd.gov

PHCA: Old Business

Chris – Purple Line

We will find out at Tuesday's Silver Spring CAT Team meeting when Purple Line construction is gonna start. Fight against any exemptions for school people to park in neighborhood/school and MTA need to figure out solution. Possibly lengthening loop on Wayne and adding more parking there.

Cecilia – Dale Drive Safety Coalition

Trying to make Dale a minor arterial between Colesville and Georgia. Cecilia is in contact with Corinne Hart and trying to add on to protect this side of Dale - slow down speed to 25, maybe add bump-outs. Dale Drive Safety Walk May 20, starts Dale and Crosby 11 am. Brunch after. Email Alan if interested. Some speed activated lights

Alan – Dale Drive safety issues.

Those could be useful to us too. We don't have enough enforcement- buses and semis go where they aren't supposed to go.

Bruce - need more enforcement. Pedestrian safety island is a casualty.

Mary - diversion of traffic down Dale in last 3-4 months.

Alan - local transit announcements.

PL Silver Spring CAT Team meeting next Tues 7-8:30 at Sligo Creek Elementary School.

Alan heard some of construction starting during summer - when they chop trees on Wayne, it's going to be impactful and shocking.

www.purplelinemd.com can get updates.

Don – SSIMS middle school parking lot reconfiguration being done this summer/ blasting later in summer.

Lyttonsville Bridge - phased construction was plan / cost issues close 100% - 10,000 cars per day need detour.

BRT- Rt. 29 meetings May 30, 31, and June 6, 2018.

Ours is at Silver Spring Civic Building on June 8, 2018 from 6:30-8:30 pm.

Parks Department Green Fest @ Jesup Blair Park this Saturday!

Chris – Sligo Creek Elementary School recess field repair update.

Last spring, organized downcounty elementary schools around distressed recess fields. In reviewing plans for Sligo Creek Elementary, found part of improvement plan includes flexipave = artificial turf - potential health impacts.

Quality of investment - Blair HS artificial turf didn't get 10 years use, failed at 8 years, inadequate documentation for warranty costs.

Flexipave warranty is 5 years (I think – needs verification).

Recess Committee at school will be addressing this and other recess issues soon.

Chris – Purple Line update.

Wayne Avenue Safety walk- last year - large stretches no buffer between road and sidewalk.

Lots of speeding violations on a daily basis, little enforcement.

Working with state delegation to get a letter of support and support of council members to ask state to create Go Slow Zone on Wayne, turn on existing speed cameras, safety video and slide show to be packaged and sent to state highway administration.

Adjourned 8:58 pm

Respectfully submitted,

Carol Bengle Gilbert
PHCA Secretary