



District Department of Transportation

2013 Parking Action Agenda



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District Department of Transportation





2013 Parking Action Agenda

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Executive Summary

Parking is one of the most challenging issues that faces any transportation agency, and in a dense, urban environment like the District of Columbia, balancing multiple competing needs is no different. As the District continues its rapid growth, adding more than 1,100 residents each month for the past two years, parking issues have been flash points of tension between neighborhood residents and neighborhood institutions, between business owners and adjacent communities, and around new development. This growth is projected to continue into the future, as the demand for living and working in the District, with access to high quality public transportation, walkable communities, and other amenities, continues to grow.

From August to December 2012, the District Department of Transportation (DDOT) hosted a series of Parking Think Tanks comprised of community conversations, online chat and survey, and culminating with a City-wide Parking Summit. The Parking Think Tank series looked to gauge the state of parking in the District of Columbia, to solicit public input on the future of parking in the District, and to build on what has been done and plan for the impact of continued growth.

The Parking Think Tank series collected diverse and divergent opinions on common parking related issues. DDOT synthesized hundreds of comments touching numerous District parking programs. These comments, diverse and divergent as they were, had a common thread for DDOT to follow:

- Greater responsiveness to specific as well as evolving parking demands such as:
 - Protecting residential parking;
 - Addressing the parking needs around specific traffic generators such as entertainment venues and places of worship;
 - Ensuring availability of parking compliant with the Americans with Disabilities Act (ADA);
 - Providing Visitor/Contractor parking flexibility;
 - Responding to Commercial / loading zones issues.
- Clarity in regulations and enforcement;
- Balancing transportation modes in public space;
- Pricing of the curb space; and
- Continued dialogue and public engagement on parking planning and policy development.

After synthesizing the feedback received, DDOT has outlined a Parking Action Agenda designed to restructure and better focus parking management in the District.

The 2013 Parking Action Agenda is comprised of the following:

- Evaluating and identifying ways to update the Residential Permit Parking (RPP) Program;
- Creating a new, more flexible Visitor Parking Pass (VPP) program;
- Enhancing parking opportunities for individuals with limited mobility;
- Improving access to, and turnover of, on street parking in congested areas;
- Improving communication with the public about parking challenges and opportunities;
- Increasing online parking services; and
- Clarifying agency responsibilities to enhance transparency.

This document outlines DDOT's Parking Action Agenda, including the feedback from the Parking Think Tanks that has shaped these activities, and timelines for next steps.

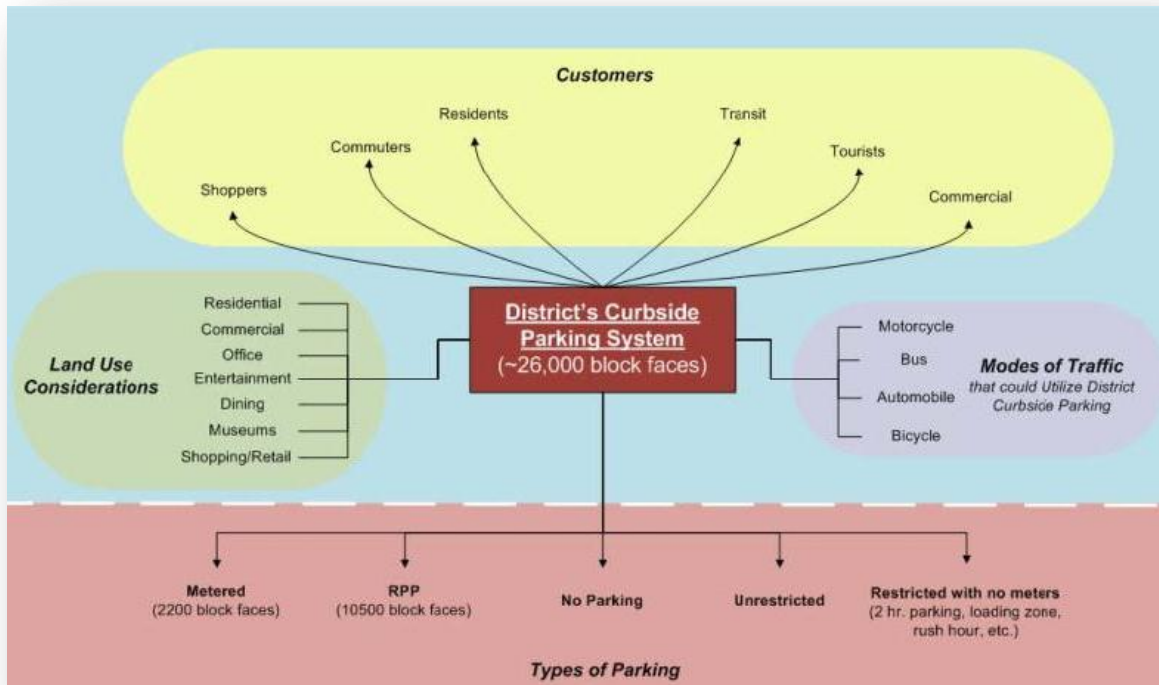


1.0 Background

1.1. Parking in the District and the 2003 Mayor’s Task Force

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life in the nation’s capital through more sustainable travel practices, safer streets and outstanding access to goods and services. In the past decade, the District of Columbia has witnessed substantial growth in population and visitors, enhanced economic activity, and an increasing density of the urban environment. Changing transportation and land use patterns have led DDOT to revisit the issue of parking and its role in the overall transportation network. With more than 400,000 spaces¹ (260,000 spaces are on-street with diverse restrictions; approximately 18,000 spaces are metered spaces) in high demand across various users and land activity in the District, parking is a complex and challenging asset to manage.

Figure 1 | District Curbside Parking System diagram

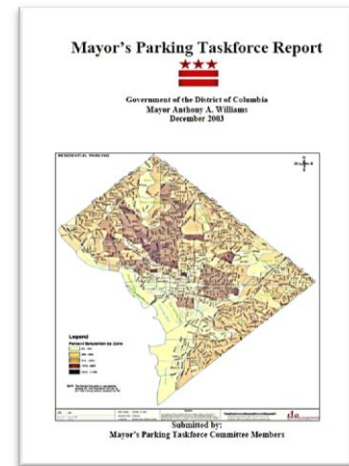


¹ Executive Office of the Mayor. *Mayor’s Parking Taskforce Report*. Washington, DC. 2003

The 2003 report of the Mayor's Parking Taskforce provided a broad policy framework for DDOT to follow in managing parking in the District. The Parking Taskforce, created by Mayor Anthony Williams to look at parking from a holistic approach, was a multidisciplinary group made up of representatives from District agencies and citizens from across the District.

The guiding principles for parking policy in the District, as laid out in 2003 and still of value today, are to:

- **Preserve access to residential areas** for the use of residents.
- **Promote and facilitate commerce** by prioritizing customer and commercial vehicle access in commercial areas.
- **Ensure the safety of all transportation users** including pedestrians, cyclists, transit users, and motorists.



The 2003 report identified and inventoried existing conditions including parking assets, demand, regulations, and enforcement and stakeholders, supply and demand, policies, challenges, and opportunities. The end product of the Taskforce was a list of recommendations to improve parking in the District. Ten years later, DDOT has implemented most of the broad scale recommendations from the 2003 Taskforce report including:

Recommendations implemented and in progress

- Performance parking zones (meter prices adjusted to manage parking demand)
- Upgraded assets
- Improved / expanded technology in operations
- Expanded meter operations
- Improved enforcement

Recommendations not fully implemented to date

- Neighborhood based RPP (VPP is Advisory Neighborhood Commission based)
- Citywide visitor parking pass (implemented in Wards 1, 3, 4, 5, and parts of 6, but not fully deployed District-wide)
- Meter commercial parking (approved and pending implementation)
- Increase user fees for RPP (proposals introduced but not enacted)

1.2. DDOT parking achievements since 2003

While there are still opportunities for improvement, in the 10 years since the Task Force Report DDOT has made huge strides and is viewed nationally as a leader in parking innovations. These innovations include:

- The largest and most successful implementation of pay-by-phone technology in the country. Approximately 40% of transactions are now conducted through pay-by-phone.
- The piloting and broader roll out of the Visitor Parking Permit program. As discussed below, this has been a very popular program that DDOT is looking forward to continuing and expanding in the coming year.
- Implementing the first 3 performance parking zones in the District. These zones (Columbia Heights, the Ballpark Area, and now H Street NE) have been piloted as performance parking zones where DDOT seeks to make adjustments in pricing and other regulations to balance occupancy.
- Installation of “smart” meters. Approximately 50% of the District’s meters are currently networked assets. In the coming several years, DDOT will fully transition to “smart” meter technology. This will enable improved data collection and analysis to guide future responses to parking issues.



1.3. The Context for the Parking Think Tanks

As the District continues its rapid growth, adding more than 1,100 residents each month for the past two years, parking issues have been flash points of tension between neighborhood residents and neighborhood institutions, between business owners and adjacent communities, and around new development. This growth is projected into the future, as the demand for living and working in the District, with access to high quality public transportation, walkable communities, and other amenities, continues to grow.



Since 2003, some of the context for parking has shifted, and the continuing growth and demographic trends shape DDOT's response to parking issues into the future. In particular:

- Residential growth is projected to continue at approximately 6,500 new residents each year²;
- Currently, approximately 68,000 residents (11 percent of the total population) are over 65 and may face increasing mobility challenges³;
- 60% of District-based workers are not DC residents, and DC is expected to grow by more than 6,000 jobs per year⁴.
- The District hosts 18 million visitors annually, which contributes \$6 billion to the economy⁵;
- District households own fewer cars on average than they did 10 years ago, with 0.59 vehicles per household in 2010^{6,7};
- District residents continue to walk and bike in greater numbers. Capital Bikeshare has more than 20,000 members and more than 3 million rides in a little more than 2 years of operation⁸; and
- There are more than 1,000 carsharing vehicles in the Washington region⁹, offering residents and visitors an alternative to vehicle ownership, but creating some unique parking challenges of their own.

² Metropolitan Washington Council of Government. *Growth Trends to 2030: Cooperative Forecasting in the Washington Region*. Washington, DC. 2008.

³ US Census Bureau. *2010 Census*. Washington, DC. 2011.

⁴ Metropolitan Washington Council of Government. *Growth Trends to 2030: Cooperative Forecasting in the Washington Region*. Washington, DC. 2008.

⁵ Destination DC. *About Destination DC*. Washington, DC. 2012.

⁶ US Census Bureau. *2010 Census*. Washington, DC. 2011.

⁷ Federal Highway Administration. *Highway Statistics Series: 2010 State Motor Vehicle Registrations*. Washington, DC. 2011.

⁸ District Department of Transportation. *Capital Bikeshare*. Washington, DC. 2012.

⁹ District Department of Transportation. Washington, DC. 2012.

2.0 Parking Think Tanks

The Parking Think Tank series was developed by DDOT to gauge the current state of parking in the District of Columbia and to solicit public input on the future of parking in the District. These conversations will contribute to the development of a comprehensive curbside parking management plan as outlined in this Parking Action Agenda.

2.1. Public Outreach

DDOT utilized various input solicitation methods to ensure feedback from a diverse sample of the public, including residents, visitors and commercial users, and both regular and occasional parkers. To best solicit input regarding challenges and opportunities across various parking issues, the Parking Think Tank series included a variety of input options:

- Online Survey – Solicited quantifiable data points on parking behavior from residents, commuters, and businesses. Survey respondents had the ability to provide additional input and clarification on various challenges and opportunities regarding how to maintain and improve their parking experience.
- Web Chat – Online live chat allowed all participants, regardless of their location, to listen in on a discussion of the state of parking in the District and solicited real-time public comments regarding parking issues and their pertinent challenges and opportunities.
- Community Conversations –public meetings where DDOT presented a brief overview of parking in the District and then enabled attendees to participate in smaller breakout sessions on a range of parking issues. These breakout sessions solicited input on parking issues and their pertinent challenges and opportunities. The six community conversations were held in transit accessible locations across the District.
- Parking Summit – a city-wide “wrap up meeting” that provided an opportunity for DDOT to highlight themes and key comments that emerged from the community conversations, web chat, and online survey and receive additional public comments.

Table 1 | Timeline of the 2012 Parking Think Tank Series

Activity / Community Conversation	Date	Attendance
Online Survey (Initiated)	28 August 2012	-
Downtown East (441 4 th St NW – Old Council Chambers)	28 August 2012	78
Eastern (4058 Minnesota Ave NE – DOES Community Room)	19 September 2012	12
Southern (1800 Good Hope Rd SE – Anacostia Library Community Room)	20 September 2012	24
Downtown West (1101 24 th St NW – West End Library Community Room)	3 October 2012	4
Western (3590 Chesapeake St NW – Wilson High School Commons Room)	4 October 2012	16
Online Chat	18 October 2012	42
Northern (3160 16 th St NW – Mount Pleasant Library Community Room)	20 October 2012	14
Online Survey (Closed)	31 October 2012	680
Parking Summit (441 4 th St NW – Old Council Chambers)	4 December 2012	102

2.2. Public Comment Analysis

With more than 1,000 comments solicited from the various community conversations, online surveys, and online chat, have assisted DDOT in developing new strategies for parking management. The Parking Think Tank website (<http://ddot.dc.gov/parkingthinktanks>) provides the minutes of each community conversation, online chat transcript, and community conversation and survey comments. Additionally, the website includes a subject sorted summary of public comments, a succinct snapshot and synthesis of the various parking issues raised in the 2012 Parking Think Tank series.



3.0 2013 Parking Action Agenda

Building on the 2012 Parking Think Tank series, DDOT has outlined a seven point 2013 Parking Action Agenda. This Parking Action Agenda creates a roadmap for DDOT to best assess the state of parking in the District, investigate innovative curbside management strategies, evaluate the benefits and impact of these tools and approaches upon the District, and outline an implementation plan to holistically restructure the District's parking system. The Parking Action Agenda consists of:

- Evaluating and identifying ways to update the Residential Permit Parking (RPP) Program;
- Creating a new, more flexible Visitor Parking Pass (VPP) program;
- Enhancing parking opportunities for individuals with limited mobility;
- Improving access to, and turnover of, on street parking in congested areas;
- Increasing online parking services;
- Clarifying agency responsibilities to enhance transparency ; and
- Improving communication with the public about parking challenges and opportunities.

Identified below, the seven key points of the Parking Action Agenda include various tasks to define measurable progress for each goal.

3.1. Evaluating & identifying needed Residential Parking Permit (RPP) Program changes

What we heard: According to participants in the Parking Think Tank series, the Residential Permit Parking program (RPP) is in need of restructuring. The goals of the RPP program should be revisited to incorporate the need to manage divergent parking demands. Participants talked about the need for RPP zones that are smaller or different from Ward boundaries. Additionally, the implementation of the RPP program has to reflect changes in population density and increased transportation mode options within the District to meet its goals. Many participants also noted the challenges increasing residential parking restrictions have on non-resident stakeholders, such as houses of worship or other special traffic generators.

What we're doing: DDOT has engaged a consultant to identify national best practices and define opportunities to make changes to the RPP Program. DDOT anticipates this project will take 4-5 months, and will result in recommendations that can form the basis for further discussions with residents, the City Council, and other stakeholders.

3.2. Creating a new, more flexible Visitor Parking Pass (VPP) program

What we heard: According to participants, the Visitor Parking Pass program (VPP), an extension of the RPP program, clamors to be simplified. Citing positive reviews of the aim of the program, respondents want to see a permanent, expanded parking pass program across the District. Furthermore, the VPP program needs to encompass the various classes of visitors, which includes contractors, healthcare aides, and social guests, among others. In encompassing the diverse types of visitors, the VPP program needs to simplify the parking pass programs acknowledging that there might be a need for a resident-based and a user-based (contractor/ hospice care/business) component of the program. The VPP program is already authorized to be introduced citywide, but in light of these issues, DDOT has not yet implemented the program in Wards 2, parts of 6, 7, and 8.

What we're doing: DDOT has begun to identify program options and national benchmarks in updating the VPP Program. DDOT anticipates recommendations on program options by the end of Spring 2013. Additionally, in December 2012, the DC Council passed the Neighborhood Contractor Daytime Parking Permit Amendment Act of 2011, which will require DDOT to implement and manage a daytime parking permit program for contractors in RPP areas.

3.3. Enhancing accessible parking opportunities for users with limited mobility

What we heard: Parking Think Tank participants highlighted the difficulties users with limited mobility currently face with the curbside parking system. DDOT began implementation of the Red Top Meter program in early 2012 to provide reserved on-street parking for people with limited mobility, while requiring all who park to pay. This program was put on hold, and DDOT engaged in lengthy and productive conversation with Councilmembers and stakeholders from the Americans with Disabilities (ADA) community.

To assist these users achieve their goal, DDOT should continue to explore the implementation of a program that provides an opportunity for curbside access, whether via a designated signed space in low parking demand areas, identified accessible parking meters in higher parking demand areas, or alternative forms of payment to park. Additionally, working with partners at the Department of Motor Vehicles, DDOT should assist in strengthening the ADA placard program. Through the Think Tank



process, DDOT also heard from residents concerned about potential abuse and fraud in the use of ADA placards and plates. These participants discussed opportunities for improved enforcement and other means to combat fraud and abuse.

What we're doing: DDOT remains committed to addressing this issue and resolving user concerns and will introduce revisions to the Limited Mobility Accessible (formerly Red Top) Meter Parking program in Spring 2013.

3.4. Improving access to parking in congested areas

What we heard: DDOT heard from residents, visitors and commercial users about the need to improve access to parking in congested areas. Congestion in the District includes components of commuters, trucks, and retail/tourism consumers. These users have created high parking demand in various areas of the District. These areas have seen increased congestion due to double parking and/or circling vehicles looking for parking. This congestion in turn has impacted economic development by making it difficult for people, goods, and services to access neighborhood commercial districts. Availability of parking was a consistent theme during the Think Tanks. Many residents offered ideas, such as increasing rates for longer stays that could be implemented to balance occupancy. Additionally, the commercial truck industry weighed in with concerns about loading zones and the need for simplified truck parking rules to help in improving truck parking access.

What we're doing: To better manage high parking demand and limit congestion inducing parking behaviors, DDOT will continue to examine the expansion of the performance parking program. The performance parking program was developed to protect residential parking, promote business, encourage non-automotive transportation and reduce congestion. An expanded program using variable parking meter rates, adjusted hours and days of operation, adjusted fines, and associated RPP adjustments can be used to manage parking demand within parts of and across the District. The citywide Performance Parking program will include regular communication and coordination with neighborhood residents, business owners, and users to address issues and identify solutions. DDOT will introduce an expanded Performance Parking program in Spring 2013.

Furthermore, DDOT is revising commercial loading rules in the District, and published proposed regulations on February 8, 2013 in the DC Register. The revamped commercial loading program will include complete inventory of existing loading zones and uses, revised loading zones locations and

dimensions, standardized signage, the implementation of a commercial loading pass, and metered loading zones in the District. The commercial loading program aims to simplify the commercial loading experience, while also encouraging turnover.

DDOT is also making changes to tour bus/motorcoach parking in the District to include the standardization of signage and creating metered curbside bus parking zones. It is anticipated that these two measures will help alleviate bus parking issues, facilitate consistent enforcement of bus parking locations and promote turnover.

3.5. Increasing online parking services

What we heard: Participants expressed interest in migrating RPP and VPP programs to an online option. In addition, respondents would like to see an expanded, simplified online presence of adjudication services, service requests, and parking meter payment.

What we're doing: DDOT has already successfully introduced electronic options for reservation of curbside space for things like moving trucks and other occupancy permits. In delivering a restructured District parking program going forward, DDOT, in coordination with DPW and DMV, will look to embrace online and other electronic venues to provide the public with reasonable, timely access to various parking services.

3.6. Clarifying agency responsibilities

What we heard: Participants highlighted various issues with parking throughout the Parking Think Tank series. Some noted confusion as to which agencies perform which functions with respect to parking in the District. This lack of clarity or transparency caused frustration when there was a need to communicate on issues such as parking tickets or adjudication.

What we're doing: To better mobilize District resources and to provide greater transparency to the public, DDOT and the various partner agencies involved with parking need to clarify and distinctly identify primary responsibilities, as well as highlight the interrelated functions across agencies. This would call for increased cross agency communication as well as better communication with the public.

3.7. Improving communication with the public

What we heard: Participants in the Parking Think Tank series noted appreciation for DDOT in engaging in a dialogue on curbside parking in the District. However, respondents want and expect a continued dialogue and information exchange on parking after the conclusion of the Parking Think Tank series.

What we're doing: DDOT has begun examining practices and procedures for notifying the public, and will look to provide public notice for major changes to parking restrictions and ensure consistent and a transparent outreach process. Additionally, to provide a foundation for the parking dialogue, DDOT will better communicate with the public on parking policies in the District. DDOT is currently finalizing a Compendium for all agency policies that will be a web-based accessible resource by the end of FY13.

3.8. Other ongoing activities

In addition to the Parking Action Agenda outlined above, DDOT continues to advance other initiatives. These include:

- **moveDC, an initiative to develop the long-range multi-modal plan for the District.** While parking issues will not be a primary focus of the plan, it will be an opportunity for widespread public engagement on transportation issues and identifying the role of parking in the larger transportation system responsibilities of DDOT.
- **Bicycle parking and motor-driven cycle parking.** DDOT will continue to seek opportunities to provide bicycle parking, sometimes in curb lanes, as well as provide parking for motor-driven cycles (or scooters) to provide safe locking areas that do not conflict with pedestrian areas.
- **Mobile roadway vending in public space.** DDOT continues to work with the Department of Consumer and Regulatory Affairs to develop and implement regulations regarding where and how mobile roadway vendors (such as food trucks) can park and operate so as to provide benefits to District residents and visitors while minimizing impacts to the multi-modal transportation system.

In culminating the Parking Summit, DDOT noted changes will not happen overnight, but will require the support and active engagement of the public in order for DDOT to take action and deliver on the 2013 Parking Action Agenda.



3.9. Timeline of Parking Action Agenda Benchmarks

As per the key points of the 2013 Parking Action Agenda outlined earlier in this chapter, the following timeline notes key benchmarks:

Spring 2013	Parking Action Agenda Objective(s)
Kickoff of Curbside Management Study	3.1 (Evaluate & Identify RPP Changes)
Present revised Visitor Parking Pass Program proposal	3.2 (New, Flexible VPP)
Present revised Limited Mobility Accessible Meter Parking Program proposal	3.3 (Enhance parking opportunities for limited mobility)
Introduce expanded Performance Parking Program	3.4 (Improve parking access in congested areas)
Finalize Commercial Loading Program policy revisions	3.4 (Improve parking access in congested areas)
Present Motorcoach Parking Program policy revisions	3.4 (Improve parking access in congested areas)
Summer 2013	Parking Action Agenda Objective(s)
Complete Curbside Management Study	3.1 (Evaluate & Identify RPP Changes)
Implement Neighborhood Contractor Permit Program	3.2 (New, Flexible VPP)
Implement expanded Performance Parking Program	3.4 (Improve parking access in congested areas)
Implement revised Commercial Loading Program	3.4 (Improve parking access in congested areas)
Fall 2013	Parking Action Agenda Objective(s)
Implement revised Visitor Parking Pass Program	3.2 (New, Flexible VPP)
Implement revised Limited Mobility Accessible Meter Parking Program	3.3 (Enhance parking opportunities for limited mobility)
Implement revised Motorcoach Parking Program	3.4 (Improve parking access in congested areas)
Provide public access to DDOT Compendium of Policies	3.7 (Improve communication with public)
Ongoing in 2013	Parking Action Agenda Objective(s)
Explore expanded electronic dissemination and distribution of parking information and services	3.5 (Increasing online parking services)
Clarify agency responsibilities for parking	3.6 (Clarifying agency responsibilities)
Improve interagency coordination on parking	3.6 (Clarifying agency responsibilities)
Provide public notices for major parking restriction changes	3.7 (Improve communication with public)
Ensure transparent public outreach process	3.7 (Improve communication with public)