

Residential Permit Parking (RPP) Rulemaking FAQ

Q: What is the primary intent of these rules?

The primary intent of these rules is to provide a clear process for ANCs to solicit DDOT for the implementation of resident-only parking restrictions. DDOT initially granted resident-only parking restrictions in neighborhoods near major traffic generators including the Convention Center, Nationals Park, and H St NE. DDOT began receiving requests from residents for expansion of the program into neighborhoods not located immediately adjacent to large traffic generators. To respond to these requests, DDOT has developed a process that includes a public participation element at the Advisory Neighborhood Commission (ANC) level for requesting resident-only parking on established RPP blocks.

Q: What does “resident only” mean? Does that mean only residents of the block may park on-street?

No. All residents with the RPP sticker for the same zone or visitors with a valid Visitor Parking Permit may park on blocks with resident-only designation.

Q: What is the rationale behind requesting resident-only designation at the ANC level?

DDOT has found that creating a resident-only block in response to a petition submitted by residents of a single block creates a spillover effect that directly impacts residents on adjacent blocks. The new rulemaking provides an open, public process by designating the ANC as the forum for discussing the creation of resident-only parking within a neighborhood and eliminates the block-by-block designation.

Q: Has this approach been implemented elsewhere in the District?

Yes, this was done in Ward 1 under the Enhanced RPP (ERPP) legislation that specifically provided resident-only parking throughout Ward 1, except for ANCs that opted out of the ERPP program. Only one ANC opted out. Based on our experience, this ANC-level resident-only program seems to have operated well.

Q: What is the process for obtaining resident only designation?

- The ANC must pass a resolution indicating support for designating all or a portion of the RPP blocks within the ANC as resident-only and transmit that resolution to DDOT.
- The ANC identifies at least 5 sample blocks for DDOT to survey three times during weekdays between 7:00 a.m. and 8:30 p.m.
- Requested blocks are not required to be consecutive or adjacent to one another. The surveys must ensure that the following eligibility criteria are met:
 - o At least 85% of the on-street spaces are occupied at the time of the survey; and
 - o At least 50% of the parked vehicles are not registered in the RPP zone.

DDOT will take current street and parking usage of the requested blocks into consideration, including location of places of worship and/or public facilities.

Q. Does every individual sample block need to meet the proposed criteria noted above and what happens if they do meet the criteria?

Every surveyed block does not need to meet the criteria. Non-qualifying blocks will be excluded from consideration for resident-only status until the next petition period. If a requested block meets the criteria noted above, DDOT will install resident-only signage on one side of the qualifying block designated in the ANC petition.

Q: What happens to blocks that currently are not in the RPP program? Will they be impacted by this new process?

No, a resident-only designation will only be granted to blocks that have been within the RPP program for at least one year when the ANC resolution is submitted to DDOT. Blocks that are not currently in the RPP program cannot be designated as resident-only blocks under this proposal. Residents of non RPP blocks must request RPP designation prior to requesting resident-only parking.

Q: Are there other major changes to the former RPP regulations?

There is a new process for modification of RPP hours and days and a change to the way resident parking near intersections is controlled. Additional proposed changes are primarily administrative, including:

- A fine category, for tracking purposes, for parking in a resident-only parking area without a valid RPP sticker;
- Elimination of street-specific references to residential permit parking locations;
- Clarification of street parking permits that DDOT currently issues to car-sharing vehicles;
- Removal of references to specific Visitor Permits that are no longer issued.

Q: I heard that the new rules will remove resident parking near intersections. Is that true?

The new rulemaking changes the way that parking near residential intersections is managed. However, this does not require the removal of any parking. Instead, the change simply removes confusion over the minimum allowable distance a driver may park from an intersection and treats all vehicles equally. Under the new rules, a resident looking to park on an RPP block must simply park within the sign posts that designate the beginning and end of the parking zone on that block. Minimum parking distances determining sign placement are based on critical sight lines that keep pedestrians, cyclists, and other drivers safe at intersections.