



2012 Parking Think Tanks

Online Parking Chat (18 October 2012)

The sixth session of the 2012 Parking Think Tank series convened in the via an Online Parking Chat on 18 October 2012 from 12:00 PM – 1:00 PM from the DDOT Headquarters Building at 55 M Street S.E. The minutes contained represent a summary of the session's discussion. The following individuals were in attendance:

Public (44):

DDOT Staff (4):

DPW Staff (1): **GGW Member (1)**

Parking Chat Introductions

Starting promptly at 11:58 AM, Mr. David Alpert, guest moderator, convened the Online Parking Chat session of the 2012 Parking Think Tanks series. Mr. Alpert briefly advised participants to post comments and questions that will be shared by all and responded by Mr. Angelo Rao. Mr. Angelo Rao introduced himself, his role, and the focus of the Live Chat session. Mr. Rao continued with his introduction with an overview of parking in the District. Mr. Rao highlighted various issues that are a sample of a broader parking discussion in which he hopes participants provide input.

Visitor Parking

What is Working:

- Good VPP program (avoid having to visit police station).

Improvement Areas:

- Inquiry of visitor pass process
 - Eligibility
 - How to get one
 - Charging for VPP
 - VPP application process



- Plate based VPP process
- VPP vs. rental cars

Active Transportation Parking

Improvement Areas:

- Inquiry of placing more / less bike share stations on curbside parking vs sidewalk
 - What is process to determine placement?
- Evening parking lanes to daytime bicycle lanes conversion
- Agency policy on on-street parking vs. non-motorized transportation options

Parking Regulations (Resident Center Focus)

Improvement Areas:

- Neighborhood based RPP
- Market rate RPP
- Decouple RPP rezoning from redistricting
- Evaluate evening / weekend RPP hours
- Number of RPP spaces
- RPP waitlist

Parking Regulations (Activity Center Focus)

Improvement Areas:

- Other uses parking in residential area
- Expanding car sharing options

Parking Enforcement / Permitting

Improvement Areas:

- Rush Hour Parking enforcement
- Changing rush hour restrictions on certain streets

Performance Parking

What is working:

- Support for performance parking to reduce circling,



Improvement Areas:

- Rollout / expansion of program

Parking Enforcement / Permitting

Improvement Areas:

- RPP violation fee too low
 - DDOT & DPW to collaborate on improved violation fee structure in future
- Rewarding non-auto owners / drivers
- Escalating cost for multiple car owners
- Zone based RPP pricing

Next Steps & Closing Remarks

At 12:55 PM, Mr. Alpert asked Mr. Rao about next steps of the Think Tank series. Mr. Rao noted that the next Think Tank on Saturday at the Mt. Pleasant Library. Additionally, Mr. Rao noted an online survey for participants to take and contribute input on Parking. Mr. Rao noted that upon the conclusion of the various community conversations, comments will be collated and sorted to produce a draft report advising the District of various challenges and opportunities regarding parking. Mr. Rao noted that in early December, there will be a Parking Summit, with the intent of presenting the findings of the draft report to the public. For updates on the Parking Think Tank series, Mr. Rao advised participants to continue following the DDOT website for updates. Mr. Alpert and Mr. Rao thanked participants for their participation in the online Parking Chat. The session was adjourned at 1:05 PM.



Transcript

- 11:58 David Alpert:
Live, from DDOT headquarters in Near Southeast... iiiiiiiiiiits Parking Chat!
- 11:59 David Alpert:
Angelo Rao from DDOT will be joining us in just a moment. Meanwhile, please put in your comments and questions about parking. We'll try to post as many as we can and Angelo will weigh in with comments and answers.
- 12:01 David Alpert:
Angelo is here. Welcome, Angelo!
- 12:02 Angelo Rao:
Good afternoon everyone. Welcome everyone to our Parking Think Tank: Parking Chat.
- 12:02 Angelo Rao:
My name is Angelo Rao. I am the District's Parking and Street Lighting Support Manager.
- 12:02 Angelo Rao:
Today I want to focus on Parking in the District.
- 12:03 Angelo Rao:
More importantly I want to focus on your questions and comments.
- 12:04 Angelo Rao:
As you know, parking is complex and limited in supply. Everyone wants to have a part of that limited supply.
- 12:04 Angelo Rao:
Our job is to manage curbside parking so that it is equitable for all users.
- 12:05 Angelo Rao:
Some of the things I would like to hear about from you are: Metered Parking, Residential Parking, Visitor Permit Parking, Venue Parking in Residential Zones, Commercial Parking, and other thoughts you have on parking.
- 12:06 David Alpert:
It's great to have you with us. Please put any comments or questions you have about any of those topics into the comment box.



- 12:06 David Alpert:
We have a few questions and comments already about visitor parking, so let's start with that. What do you think of the visitor parking program or what do you think DDOT should do?
- 12:06 [Comment From Guest]
How do we get guest parking permits. I thought that each household would receive at least one permit. Is that incorrect?
- 12:06 [Comment From Woodley Park]
I think that the visitor pass program is ripe for abuse, although I know that you haven't had too many problems with it. I think you should a) charge for the pass and b) have people ask for it, not just get it automatically and c) sign something (even electronically) saying that they will obey the rules. I know that this doesn't mean they will, but I think it ups the chances.
- 12:08 Angelo Rao:
To guest, regarding visitor passes, it depends on where the resident lives. For example, in Wards 1, 3, 4, 5, and parts of 6, the visitor parking permit program has been in place for some time.
- 12:08 Angelo Rao:
I do want to say though that DDOT is exploring a District wide visitor parking pass system.
- 12:08 Angelo Rao:
We should have a draft plan in the spring.
- 12:08 [Comment From Gavin]
I recently got a visitor parking pass (had to call for it—DDOT didn't send one automatically). I'm glad, because it was a pain to schlep to the police station and fill out paperwork when I had a guest. Thanks for setting up this system!
- 12:09 [Comment From Betsy]
Re: visitor pass program- it is true that if you live on a street without RPP, but most of the neighborhood does have it, you are not eligible for a pass?
- 12:10 Angelo Rao:
Betsy - it is true.
- 12:10 David Alpert:
I'm just going to be posting comments as they come in about the topic; Angelo is seeing all of your comments but will specifically reply to questions or follow up if he has something to say regarding one of the comments (like he just did).



- 12:10 David Alpert:
Let's move on to how bicycles, bike parking, and car parking interact.
- 12:10 [Comment From Gavin]
Montreal, where our bikeshare system started, made room for bikeshare stations by using space that had previously been curbside parking. In DC, we haven't done that—bikeshare stations have mostly gone in sidewalk space. Why not use street parking space to install bikeshare stations?
- 12:11 Angelo Rao:
Actually, we are using street space for bikeshare station use.
- 12:11 Angelo Rao:
For example: in the Ballpark District- 1st Street and K SE has a street station.
- 12:12 Angelo Rao:
As well as G Street and 12th NW in the Downtown area.
- 12:12 [Comment From Shalom]
We have a lot of streets in the District that convert one lane from parking to driving for rush hours. Are you looking at designs that would make it possible to convert one lane on residential streets from parking at night to bike lanes during the day?
- 12:12 David Alpert:
That is probably not actually a parking question, so it would be the folks in the department who do the street design who would handle that question.
- 12:12 David Alpert:
Here is a different opinion on the previous question.
- 12:12 [Comment From Guest]
Whoaa. Parking spaces are a premium in DC. Why take them away for bikeshare parking? How do you determine what parking spaces to take?
- 12:13 Angelo Rao:
I know what you mean. We are trying to balance safety on sidewalks with opportunities on street for parking spaces.
- 12:14 David Alpert:
Let's talk about neighborhood parking now. We got a few questions and comments about that.
- 12:14 [Comment From Woodley Park]



The RPP zones should be made smaller! I know people like that they can park near the Metro or shopping with their RPP pass, but they are not called CPP (commuter parking pass) or SPP (shopping parking pass). They should be for people to park near their homes. And the price should be raised. Also, there's no reason to change them every ten years with re-districting - use OP data to figure out neighborhood boundaries, and just use those.

12:15 [Comment From charlie]

thanks for taking the time to do this. My question: Are you going to re-evalulate parking needs on weekend/evening hours. In particular around the west end. I see a lot of empty metered spots on nights and saturday. I'd suggest a lower rate and/or moving back to non-metered use for that period

12:16 Angelo Rao:

This is a perfect Think Tank question Woodley Park. Indeed several comments have been made on the feasibility of converting ward based RPP to ANC based RPP.

12:16 Angelo Rao:

We are reviewing this approach and determining the benefits for each. We will then propose a strategy in the near future.

12:17 David Alpert:

Here's another related to charlie's question:

12:17 [Comment From Betsy]

My neighborhood is primarily residential. We have 3 new restaurants and 2 more on the weigh. Parking is already a premium at night. Can DDOT meet with us to present the various options for enhanced residential parking to help us find a compromise between residents who seek parking and residents not wanting to hinder commercial growth?

12:19 Angelo Rao:

Thank you charlie. Definitely we are reviewing the differing operations of the daytime metering and evening use with the view of sharing these resources. For example, could evening use be designated more towards resident vs business interests or viceversa, depending on locality.

12:19 Angelo Rao:

Regarding Betsy, we would be happy to meet with you at any time. Please call me directly at 202-671-1370

12:19 David Alpert:

(But, of course, please wait until after the chat to call Angelo since he is busy right now talking with us!



:))

- 12:19 Angelo Rao:
Or by email at angelo.rao@dc.gov
- 12:21 David Alpert:
Here are a few more about enforcement and permits:
- 12:21 [Comment From charlie]
Followup question: why has enforcement on M st during rush hour dropped off for the rush-hour lanes?
- 12:21 [Comment From AU Park]
Why not plate based permitting - no need to worry about abuse and easy enforcement using camera cars.
- 12:22 Angelo Rao:
Charlie, what section of M Street are you referring to? If there is a problem, call 311, and we will send out a Parking Enforcement Officer immediately.
- 12:24 David Alpert:
I think AU Park is talking about visitor passes since that question came in when we were talking about that. Would visitor passes involve the resident putting in the license plate number into a computer system in order to grant visitors the right to park in the nearby residential zone?
- 12:25 Angelo Rao:
AU Park, indeed the new Visitor Parking Program we are exploring, is likely to be in the form of a hard copy booklet or virtual booklet. This approach would eliminate any physical permit or plate reading of any kind.
- 12:26 David Alpert:
Can you tell us what is happening with expanding performance parking to other neighborhoods in the city?
- 12:26 David Alpert:
Also, readers, if you have comments or questions about performance parking, put them in now!
- 12:26 Angelo Rao:
We have established criteria to determine the most viable performance parking zones in the District.
- 12:27 Angelo Rao:
So far, these criteria has resulted in identifying a dozen areas that appear to work well for performance parking.



- 12:27 Angelo Rao:
We are working on a rollout approach that includes public involvement, to determine the specificity of each area.
- 12:27 Angelo Rao:
We should be able to engage the public in the next 60-90 days.
- 12:28 Angelo Rao:
regarding performance parking
- 12:28 **Do you or your household have vehicles that are usually parked on-street in DC?**
No
(43%)
One
(38%)
Two
(19%)
Three
(0%)
Four or more
(0%)
- 12:28 [Comment From AU Park]
Yes - the resident could manage their guest permit via an online app
- 12:29 David Alpert:
Here's another visitor parking question:
- 12:29 [Comment From Tom Coumaris]
In revising the visitor permit process please keep in mind that many of us rent cars frequently now and there must be a easy way for car renters to get permits if the annual visitor pass is done away with.
- 12:29 Angelo Rao:
Great comment Tom. Thank you. We will definitely keep rental vehicles in mind in how we deal with this 'virtual' visitor pass.
- 12:31 [Comment From cmc]
I support performance parking wholeheartedly. It's the best way to make sure everyone can get a spot that reaches their time/money threshold and keep cars from circling city blocks, creating more traffic.



12:32 **General RPP hours are from 7 AM to 8:30 PM Monday - Friday. Are there other times of the day that RPP should be in effect on your street?**

My street doesn't have RPP

(8%)

Early Morning (Midnight to 7 AM)

(0%)

Early Evening (8:30 PM to 10 PM)

(8%)

Late Evening (10 PM to Midnight)

(15%)

Saturday and/or Sunday

(23%)

Current hours are satisfactory

(46%)

12:34 David Alpert:

One of the topics of discussion has been what other users within residential communities should be able to park, or how to manage that demand. What do we do about teachers? churches? firefighters? local employees? Readers, what do you think? Angelo, how are you approaching this issue?

12:35 Angelo Rao:

We are working on an approach to balance non-residential use with residential uses in a community.

12:35 [Comment From cmc]

Also, what's your opinion on Car2Go? Will DC be seeing more of Car2Go or companies like it? A parked car is an unused car, so I imagine throwing car sharing services into the mix opens up a number of options for citizens to not have their own car(s).

12:36 Angelo Rao:

We support car sharing in the District and encourage it.

12:37 [Comment From Norm]

A general question: Have you formulated a philosophy/policy on street parking vis a vis encouraging use of public transit, bike-share, etc?

12:38 Angelo Rao:

Treating every curbside space as a commodity, lends itself to dealing with non-automotive transportation more effectively.



- 12:39 David Alpert:
That's a good point. Often parking debates are about whether car a or car b should park in a space, but as we discussed earlier, it could be bikes, or bike sharing, or it could be a travel lane, or a bus stop, or space for shared cars, or scooters, and so on.
- 12:40 David Alpert:
What about RPPs? Should RPPs be more expensive?
- 12:41 **How much should an annual RPP sticker cost?**
\$10/year
(0%)
\$35/year
(22%)
\$60/year
(11%)
\$100/year
(56%)
\$100/month
(11%)
- 12:41 [Comment From Shalom]
On Residential Parking Permits—from a pure economics perspective, people using the streets for parking should pay a bundle. Otherwise, the City is subsidizing people to use cars over other options. But politically, that may be too hard. So what about *rewarding* people who *don't* park on the street? Give them a voucher that can be used for Metro SmartTrip, ZipCar, CaBi, etc—whatever they'd like as long as they don't register a car in the District and don't ask for RPP.
- 12:43 Angelo Rao:
Interesting concept shalom. This really deals with both sides of the commodity question (pay for use and be paid for non-use). Let me think about that.
- 12:44 [Comment From Gavin]
Re: the poll, it may make more sense to base the RPP cost on the zone. In a far-flung part of town with lots of spots available, \$35/year may make sense. In my neighborhood, near transit and hard to find a parking spot, it should be more like \$100/year.
- 12:44 David Alpert:
We also have some questions about rush hour parking rules.



- 12:44 [Comment From Matt]
Why do rush-hour parking restrictions on routes heavily used by driving commuters and buses end at 6:30? Rush hour doesn't end at 6:30 anymore, and hasn't for years. 16th Street NW is a perfect example: When people start parking at 6:30, it becomes heavily gridlocked. It should be extended until at least 7:30.
- 12:45 Angelo Rao:
Thank you Matt. Each street needs to be reviewed on its own merits. Safety first. Efficiency second. Coupled with the balance with residential and business parking needs.
- 12:46 David Alpert:
What should residents do if they think that a street's rush hour restrictions are wrong?
- 12:48 Angelo Rao:
They should request DDOT to review the rush hour operations. Work with our customer service officers who can guide them through the process. You can contact them at DDOT@dc.gov.
- 12:48 David Alpert:
Back to RPP, here is another comment:
- 12:48 [Comment From Betsy]
Considering that some people who need a car have no option but to park in the street, I think RPP should not be prohibitive for the first permit, but should escalate greatly for multiple cars.
- 12:49 Angelo Rao:
Thank you Gavin for your comment on RPP pricing. Zone based pricing is an interesting idea. Establishing varying rates is a commodity based approach. I'll definitely look into that.
- 12:50 David Alpert:
I would note that the DC Council debated doing this last year during the budget, but it didn't pass legislatively. I think Tommy Wells proposed that approach.
- 12:50 Angelo Rao:
Betsy, part of our review of RPP should balance number of vehicles, private access, and cost of service. When we look at RPP in the future, these elements will at least be considered.
- 12:50 [Comment From Tom Coumaris]
The \$30 RPP violation fee is too low. In my neighborhood night parking costs at least \$15 and when those lots are full people coming in just pay the \$30 ticket to get parking. \$50 would be more of a deterrent.



- 12:53 Angelo Rao:
Thank you Tom. DDOT and DPW will continue working together to formulate an appropriate violation fine structure in the near future.
- 12:53 [Comment From Guest]
How many RPP-eligible parking spaces are available in DC as compared to the number of RPPs granted? Is it near saturation? I am wondering about some system to put RPPs on a sort of open market, where they would be more expensive for high-demand areas. This would necessitate ANC-based zone parking, though
- 12:55 Angelo Rao:
Thank you Guest. One of the elements we will be exploring is the potential for RPP wait list. That is, if the number of permits exceeds the number of physical parking spaces in a defined residential area, should permits cease to be administered?
- 12:55 David Alpert:
Thanks so much for answering all of these questions, Angelo. I know you have been doing this series of Think Thanks. What are the next steps after that?
- 12:57 Angelo Rao:
Thank you David. The immediate next step is our next Think Tank meeting on Saturday October 20th at 10 AM. This is at the Mt. Pleasant Library (3160 16th St NW). Hope to see you there.
- 12:58 Angelo Rao:
I also want to mention that DDOT's online parking survey is still receiving comments. It will be closed on October 31st. I encourage you to post your opinions.
- 12:58 David Alpert:
The survey is at <http://tinyurl.com/ParkingThinkTankSurvey>. (You might recognize a few of the poll questions, which I got from there.)
- 12:59 Angelo Rao:
Lastly, we are accumulating the comments from all of the Think Tanks, including this online chat, and those from the online survey, to produce a draft report.
- 1:00 Angelo Rao:
All of this data will be summarized and presented at a DDOT Parking Summit. It is anticipated to be held in early December.
- 1:01 Angelo Rao:



The purpose of the summit is to articulate the summary of public input and form the basis for future curbside parking management strategies for the future.

- 1:03 Angelo Rao:
Keep following our website (<http://ddot.dc.gov/parkingthinktanks>) for continued updates on this effort.
- 1:03 David Alpert:
Thanks again, Angelo. Readers, please feel free to continue the discussion in the comments on Greater Greater Washington. Thanks for joining us!
- 1:04 Angelo Rao:
Thank you David and all for participating this afternoon. I'm committed to seriously consider all of the comments received today and throughout the Parking Think Tank series.