



## 2012 Parking Think Tanks

### Submitted Public Comments

The 2012 Parking Think Tank commenced on 28 August 2012 with an online survey and community conversations. With the opportunity to provide input to DDOT on parking related issues, these are the written comments received from the public at the Downtown session on 28 August 2012 and the Western session on 4 October 2012:

#### ADA Parking

[Mobility & Functional Needs] persons who have limited income cannot pay \$2.00 an hour. The fee should remain no fee and the limit should be 3 or 4 hours, park on any meter. To maintain DC as a viable friendly city, we need to lower the parking fee from \$2.00 per hour to \$1.00 per hour. Since raising the parking fees, there are more parking spaces available. After 10 AM weekdays, the rush hour is gone, which means [fewer] cars. The people are using other forms of transportation. We [Mobility & Functional Needs persons] can now find plenty parking spaces and do not need special meters. Many of our DC doctors, hospitals, restaurants, lawyers, and businesses are beginning to suffer because their clients are going to Maryland or Virginia who have free parking lots and avoid the hassle of DC.

Drivers with [Mobility & Functional Needs] should pay full metered parking like everyone else. And, where there aren't metered parking, they should not be given more than 30 minutes of free parking, which permits them to unload / load from their vehicles – they should not be permitted to park 8 hours per day even with a [Mobility & Functional Needs] sticker because it has been my experience that many of those permits are fake, or belong to someone else. Two people that I worked with used their parents' permit to park in [Mobility & Functional Needs] assigned spots all day while at work.

#### Commercial Parking

We need to increase our commercial tax base and revenue. Because more parking spaces are not being used, I would like to suggest that we provide more commercial vehicle parking in commercial areas and charge them fees. For Homeland Security reasons, no more double parking for delivery. Let's keep our streets clear.



## General Parking

Specific interest / concern of the Studio Theatre re: Patrons parking on-street in the Logan Circle area in the evenings: How can we balance the needs of residents and art organizations during performance times? Much like the local churches.

Avoid patchwork of special groups

Encourage Zipcar, Car2Go and others to reduce individual car ownership

While it was useful to allow people to express their concerns, it would be wrong to characterize the group reports as anything close to a consensus. Indeed ideas such as loosening parking restrictions and reducing meter rates would exacerbate existing shortages and frustration. We should start by identifying broader policy goals and then identifying strategies that would help to meet the objectives.

The One City concept is to grow and diversify this city with equal access to every facet of the city's use to include parking. In order for the city to grow, the government should not impose severe restrictions on its residents neither the visitors nor people doing business in the District.

People moving into an urban environment must realize that parking near or around your residence is not guaranteed, neither is parking guaranteed for your visitors, unless you have a garage or space on your property for parking in the rear. This is an urban city with limited space for free parking. Businesses have clients necessary to conduct their operations and to pay DC taxes; worship centers where the worshippers spend money in the neighborhoods and the city, they contribute towards DC assisting the elderly with food and transportation, feeding the homeless, providing monetary assistance to renters, activities for neighborhood youth for constructive behavior and most importantly to learn how to live in peace and harmony with all people.

The restrictions are so severe and discriminatory that they restrict other DC residents from parking in those "elite neighborhood." Those selective parking regulations definitely create a class of people that appears to be a special people with the funds and wherewithal to get any rule and regulation that they want created to become law, even though these regulations are at the detriment to other tax paying citizens in the District of Columbia. The parking with severe restrictions on other tax-paying residents is definitely not one city. The restrictions on businesses and visitors will not make this a growth for the District's economy.



DC residents should be permitted to park in any neighborhood regardless whether they live there or not. After all, at night it is likely they will return to their own neighborhood to sleep.

The city should consider building municipal garages where there is space for visitors and short term day / night parking.

Employees in this city should not be permitted to have street parking for 8 continuous hours since this causes financial hardship to businesses as well as neighborhood residents.

The stated goal of this Parking Think Tank, this community conversation be made more inclusive than it is, as presently worded on the DDOT website and in other public awareness outlets. Recommend that the lead element of [the following] statement be modified to read 'Preserving access to parking in residential areas for residents, business owners and operators and their clients; community based organizations (including churches) and their patrons.

Since all citizens of Washington aren't situated identically, and the situations conflict, our city's goal should be to treat all citizens substantially equitably, not to discriminate against some in favor of others. So far, and certainly in the ideas DDOT seems to be pushing; only the discrimination is successful. Right now DDOT has followed George Orwell's outline: All the Animals are Equal, but Some are More Equal. Let me explain. If I live within a few blocks of a Metro, I can use a transportation system that is easy, convenient and heavily subsidized. I may not need a car at all, thus, from a cost standpoint, benefiting even more. And, if I choose to have a car, DDOT will do its best to let me park it on the street as long as I choose. If I live in most of wealthy Chevy Chase or Cleveland Park, I probably have a Residential Parking Permit so I can drive to Metro and park for free – for days or weeks at a time. Or I can drive to the Uptown or Avalon to see a movie, or to Friendship Heights to see the Met Opera. Those people can even drive to my gym at Wisconsin and Upton and park – as long as they choose and without paying. But, if, like me, you live in Forest Hills – more than a mile from Metro – over sometimes uneven and non-existent sidewalks, DDOT's policies affirmatively harm you. And it's not just Ward 3. Imagine that you live in Wards 6, 7 or 8, or big parts of Ward 4, or other very large chunks of the city where Metro is far away. Those people also pay – in time and inconvenience as well as money -- to subsidize the privileged elite DDOT has created and seems to want to further enhance. And that's all before we get to the [ADA] parking travesty the city is pushing because it's afraid a few commuters are cheating it out of revenue.

1. Build parking at Metro and downtown that's reasonably priced. Think San Francisco.



2. Stop cherry picking data that supports a point of view. Arlington does lots of things differently than DC, not least providing substantial public parking at rates vastly less than DC, not charging in the evenings (and sometimes on Saturdays), only charging half what DC does, etc. Don't just pick out that Arlington charges [ADA] people the same as others in a few areas.

## Motorcycle / Scooter Parking

If PTWs are properly incorporated into the overall plan, the result can be better use of available road and parking space. If they are not incorporated, the result is illegal parking all over the sidewalk and bad feelings on the part of other sidewalk users and PTW riders. (I write as a daily PTW commuter to the district who is fortunate enough to have off-street parking.)

At the very least, it would be great if DCDOT could add to its website a description of the current PTW dedicated meter areas. I have looked for such a listing many times, but I only find non-official (and sometimes outdated) information.

## Parking Enforcement

Improve enforcement of reserved Zipcar

No one should be forced out of the city because the government imposes 17 hours of no parking restrictions such as "no parking between the hours of 7 am – 12 midnight Monday through Sunday. Those hours are the vital hours when businesses are operating and worship centers are open, counseling and other activities of life are occurring.

Parking regulations on Sundays should be suspended, except those areas that affect emergency vehicles, fire hydrants, and driveways or safety of others.

Businesses' for profit and not for profit, should not be permitted to double park and this can be done by no parking signs in front of businesses during limited hour periods. It would mean businesses would have to regulate deliveries during those hours. Those businesses should pay for those special restrictions in the form of a limit number of permits.

## Parking Fees

Garage / Private Parking – Increase the Parking 1% per year, every year until it is 25-30%  
Restricted spaces tax implemented



Charge more for RPP Permits

Use pricing to manage scarce curbspace where demand exceeds supply

Vary meter rates to maintain 85% occupancy

Charge market rates for permits in high demand RPP areas

Use pay by phone for all other parkers, set rates related to commercial parking rates

"I am a resident of Georgetown and I urge DC Planning and Zoning officials to charge a market rate for parking wherever transit is available.

Currently, on-street parking is free to residents even when those residents are well-served by transit. Through taxes, we all pay to support transit and we pay for the availability of on-street parking. But we don't all have the same access to those amenities. Those who get the benefit of convenient transit while parking on the street for free are double-dipping. This has chaotic consequences:

1. Residents without driveways cannot count on finding street parking.
2. Residents most in need of convenient parking are deprived of it. (such as the disabled, elderly, those who need parking for caregivers, and those who commute during off-peak or no-transit hours)
3. Many contractors refuse to work in DC or charge much more to cover the uncertainty of being able to park at a jobsite.
4. Transit must be heavily subsidized because potential fare-payers choose instead to drive because of the potential for free parking.
5. Residents with driveways usurp on-street parking spots to free their driveway for visitors who can't count on street parking.

Transit riders pay a fare in addition to paying through taxes, and those who choose to drive instead should pay more for the added convenience. If everyone had to pay for parking based upon the increased convenience, the market distortions I described above would disappear. Transit riders pay a fare in addition to paying through taxes, and those who choose to drive instead should pay more for the added convenience. Those for whom transit is an option would choose transit, thus freeing parking for only those for whom transit is not possible.



Please put our city's funds towards transit, and require payment for the convenience of on-street parking. This way, everyone's needs will be met.

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1. Price parking according to ACTUAL transportation alternative availability. For example, if you live one block or less from a Metro, charge \$1,000 per year. Maybe up to three blocks only \$500 per year and up to six blocks at \$250 per year. After all, these are the people who get the transit benefits and for whom, according to DDOT's seeming assumption, cars are a luxury. If you live within a block of a bus stop, charge something extra as well (so long as the buses actually perform).
2. Allow more than two hours at DC meters.
3. Give city residents (or at least those without RPP's) an EZ Pass, Smart Card or automatically recharging debit / credit card to use at city meters at half or less the listed price. Make one day versions of this available to hotels and conventions that document who gets them to prevent abuse.
4. Really annoy the people who currently benefit from subsidized Metro: charge them full freight or create special taxing districts which recognize the value of the benefit of living on top of a Metro or very close by.

## Residential Parking

Make the RPP zones smaller – it is difficult for those of us who live by the Metro station and commercial areas when RPP spots are taken by commuters.

Every healthy driver in this city must share parking equally, 1<sup>st</sup> come and 1<sup>st</sup> serve.

DDOT reverse and postpone [Resident Only] parking restrictions it introduced before this community conversation began. These severe parking restrictions very appropriately consider the public parking needs of the dozens of residents on the blocks in question. At the same time, they totally disregard the public parking needs of the hundreds of patrons of our neighborhood's retail stores, restaurants, insurance offices, and other service vendors, business promotion organizations, day care centers, and churches every day of the week. We understand this extremely restrictive parking has been put into effect as a pilot program even though the resolution was never voted on by the Council or signed by the Mayor. Our recommendation ... is that this pilot be terminated immediately and that DDOT's action on public parking...be postponed until after the Parking Think Tank is completed, input considered by DDOT, legislated by the Council, and signed by the Mayor.

Because the hours are all wrong...everyone goes to work by car on my street and I work at home and there is lots of parking during the day available. However, my friends cannot visit, my employees cannot park and



workers cannot park and parents cannot go on field trips. But at night when there are no parking restrictions all the folks who go to the restaurants on MacArthur park on my street for hours and the people who live here cannot park. The same [applies] for weekend when there is soccer and all sorts of activities going on at the rec center. The people who live here cannot park but during the week when there are tons of parking places that is when it is restricted and police give tickets like crazy. The whole thing is backwards and wrong.

The parking permit areas are far too large. In my case, people from the outer reaches of Ward 2 (say Foxhall) can legally park on my street for the day - because I am close to a metro station.

The districts should be much smaller - perhaps the size of an ANC single member district. Permits should be issued for the district of the resident, plus the (typically 4) immediately adjoining districts. That would reduce permit validity to people who actually live nearby.

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1. Give everyone in Ward 3 (and all the other Wards) who wants to pay the \$35 or \$45 a year an RPP sticker.
2. Change the RPP times to at least three or four hours for non-residents. That would accommodate trades people, people like me who just want to go to the gym, someone trying to go to a lecture at Georgetown University, etc. without hurting the actual residents who presumably leave their cars during the day or drive them somewhere to return at night.
3. Really annoy the people who currently benefit from the RPP's: change to four block or six block limitations (think San Francisco or Boston).
4. Think of New York. In almost every residential area of the city there are no RPP zones, no favoritism, no premium parking zones. All may fight for parking spaces on the street - no charge. And they have real transit where a much higher portion of the population lives much closer to functioning transit. And the density is much larger.

Your survey did not key into a very important aspect of the residential parking permit. It allows folks to park in other neighborhoods without being constrained by time. Often it is this feature that is very attractive to me who lives in Forest Hills who can drive to Cleveland Park, Tenleytown or Spring Valley with my zone 3 parking permit. For folks where on street parking is not a problem this is the best feature of this permit.

## Visitor Parking

Charge for visitor passes



Convert to an online system for visitor passes where one can register online and print passes (like emergency no parking signs)

Overnight guests of residents must be treated like everyone else without special privileges. When I visit my family in NYC, I am not given a guest parking permit.