



2012 Parking Think Tanks

Submitted Survey 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 online comments received from the public as of 31 October 2012 from 680 online surveys:

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Active Transportation

- On 17th St. Bike lane, it's one way but bikers use it as a two way street. I bike it every day and it's incredibly dangerous for everyone to have that going on.
- The attitude of the j-walkers; most of them are only getting warnings.
- I believe citywide we need better infrastructure for non- automobile users. I frequently encounter areas of the city where bike racks are full and people are required to lock up to road signs which are both inadequate for bike parking and positioned in ways that make them inconvenient to use.



- We now have a great bicycle lane network, bike sharing and revitalized neighborhoods with lots of pedestrian traffic. PLEASE BAN BIKES ON SIDEWALKS! At least extend the current zone from Mass Ave north to Florida Ave. Riding a bike on the sidewalk in a crowded neighborhood like U Street, Logan Circle or Dupont Circle is dangerous to pedestrians. I believe Chicago not only bans bikes on most sidewalks but they have hefty fines (up to \$250) and the possibility of the bike being impounded. And we need signs to let people know if this change happens!
- Broken sidewalks are a continuing problem that should be addressed. Repeated requests for sidewalk repairs via on-line 311 are ignored. For example, there are many broken concrete panels along the south side of the XXXX block of E St NW, behind the FBI building. Another example, multiple requests for [ADA] ramps on the sidewalk at the alley between XXXX Yuma St NW and XXXX Yuma St NW have been ignored. This is a busy area adjacent to St Ann's Church that has many elderly and/or [ADA] members.
- The people riding the bicycle do not obey the laws; they will go through the red lights, cut cars off, cut pedestrians off, ride on the sidewalks, do not make safe lane changes, ride when the traffic is heavy in between the cars; ride on the side of the cars out of the vision of the drivers.

The lights for the Pedestrian are too short; the crosswalk time does not help the drivers in the cars nor the pedestrians. All traffic should stop for the Pedestrians to have at least 60 sec to cross, then the traffic should move. It make no since to have people crossing and cars setting to make a turn. There is a simple solution for that. You should stop all the cars for the crosswalk and stop all the walkers when it is time for the cars to move. This seems to be a problem that is easily taken care of if you stop traffic and walkers. All lights should have a lead turning signal.

- Almost every restaurant, merchant, service I use in the city lacks adequate bicycle parking. Some streets are nearly completely without it. Sure, sidewalk space is needed for pedestrians, but then why give 32 feet or more over to cars?

The bike lanes on 7th and 9th Street are a joke: cars drive in them; the MPD literally sits and ignores it. There is no enforcement.

- Smartly-designed and well-placed bicycle racks - sometimes on-street, sometimes on-sidewalk - are needed in popular-high traffic areas, like Dupont Circle, Georgetown, Logan Circle, U Street and H



Street NE. If use of bicycles is encouraged (as seems to be the case with the welcome addition of cycle tracks, bike lanes, and sharrows), available and safe parking is necessary.

- Eastern-sheriff-division is a nightmare for pedestrians. The vehicle-ped conflicts are too close too often. The parking westbound sheriff makes the varying transportation modes harrowing. Buses can't turn onto Eastern Ave until the light changes, westbound commuters speed through the light or when turning block the eastbound lane, the parking on sheriff impedes safe usage of the lane. Basically, implement the far NE livability study's sheriff road components--NOW!
- The bike lanes on 15th street are creating a hazardous conflict with cars parked in residential alleys. Due to the bike lane being in the curb lane on 15th Street, the sightlines when exiting an alley are now very difficult. The street is sloped so that the curb lane is lower and the travel lanes are higher. As a result, cars are now parked in what was the travel lane and you can't see oncoming traffic when exiting the alleys. When exiting the alley, cars are at the elevation of the curb lane and the parked cars block the view of oncoming cars. This issue needs to be considered/addressed.
- Making accommodations for bicycles is one of the best ways to expand our capacity for "trip parking." Ensuring that all retail destinations have adequate parking will make it even more convenient for local residents to make trips on two wheels instead of four. Residential areas also need additional bike parking. Additional Capital Bikeshare investments, especially in Ward 4 can also relieve pressure on the need for on street automobile parking spaces by diverting trips to the system. Finding more locations for bikeshare stations in our Ward 4 Commercial corridors is key to enhancing our mobility.
- I do have a car, but I prefer to walk or bike whenever possible. I would like to see much more attention paid to pedestrian and bike safety. Drivers here disregard laws (eg, using handsets, blocking crosswalks, running red lights and stop signs) and I am seeing little or no enforcement.
- Provide all bicycle parking on the sidewalk. Not in street.
- Too many bicyclists ride on the sidewalk. DuPont and Foggy Bottom are too crowded to have bikes and pedestrians on the sidewalk. I'd only allow them a short coast to their parking space, not a regular commuting lane because they want to stay away from cars.



- Inadequate sidewalks and parking enforcement around Union Station, particularly along First Street NE and Columbus Circle to F St NE. Sidewalks are too narrow and illegally parked cars, trucks and buses make bike and pedestrian movement hazardous.
- It is difficult to find bicycle racks in some areas. Some are poorly designed so it is difficult to lock both the frame and rear wheel with a U-lock

I wish the bike share system went further north.

- Keep adding more bike facilities. I use them all the time.
- Bicyclists frequently violate traffic laws and create hazards. I am opposed to taking away any more vehicle lanes for bicycle lanes. These recent plans have added to traffic congestion.
- Pedestrian & Bicycle accommodations are just fine. I wish DC would stop obsessing over accommodating bicycles when the people who drive are suffering.
- I would be ok with fewer parking spaces for cars if there were better bike lanes that were protected from vehicles entering the lane.
- I think residential streets should all be shared space, with peds getting right of way against all vehicles. I realize that's a utopian vision that won't be realized in my lifetime, so aiming slightly lower: the city should -- nay, must -- stop permitting drivers to park in unmarked crosswalks. My neighborhood has more unmarked crosswalks than marked, and they are routinely blocked by parked cars. I believe the city's policy of permitting drivers to park in unmarked crosswalks violates the law that gives walkers right of way in those crosswalks.
- Especially with removal of parking meters as a bike locking option, the city has far too few places to park and lock bicycles. As a general rule of thumb, a sidewalk bike parking upside down U pole, or whatever is the new "best" approach, should be located adjacent to every on-street parking place.
- I applaud DDOT's steady efforts to provide alternatives to automobile use for residents and visitors. Takes a long time to persuade folks to give up their cars, but keep at it!



- I am in favor of better signage and striping for crosswalks to protect pedestrians, and for longer walk signals at all intersections. No walk signal should be shorter than 20 seconds; senior citizens and others with physical limitations often find it difficult to cross in the time allowed at many intersections.

Bicycle racks should be installed at strategic locations in heavily used areas for the convenience of those who choose to bike to destinations.

- While my request may go beyond the scope of this survey, I highly favor Ward 7 - particularly the area adjacent Minnesota and Benning having better bike paths and connectivity across the Anacostia River. Granted, the new trail along the River is a great start, many folks like myself would like the city to invest in ways for us to traverse west across the River. Providing facilities and treatments along Benning Road heading west (and then along a parallel track to take folks off of Benning) would be great and much appreciated. I can't speak to actual biking and pedestrian accommodations until access and connectivity are first addressed.
- Bike stations are taking up parking spaces downtown and should be put on the sidewalk. As bikers conclude it is cheaper to buy their own bike these bike stations will be under used. Sidewalk bumpouts are very poor to getting traffic through and mostly confusing to out of town tourists who do not expect them to be sticking out into the street. If the traffic could move through timed red lights and up and down roads there would be less frustration and drivers would not speed up whenever they can. This city is poorly managed for moving cars and people around. DC has a hate the car attitude which creates road rage. If you are putting money into bike paths then make the bikers use those paths. If you do not intend for them to use the paths stop creating them. Register the bikers and give them tickets for running red lights and stop signs so they have to follow the rules of the road.
- There should be more enforcement of bicycle traffic rules (bikes should not be allowed to run red lights- this is very dangerous for pedestrians and for drivers).
- I'm really happy about all the bike-friendly infrastructure that has been going in. Woodley Park, the first block of Connecticut north of Calvert, could use a lot more bike racks.
- Additional bike parking options in our neighborhood are much needed! Our household is able to park our bikes within our garage (though have had them stolen out of our garage anyway). Most of our guests lock their bikes to street signs. Having bike racks available would be much appreciated.



- Keep adding bike lanes and bike corrals. Particularly in the busy commercial corridors, I've noticed the corrals have been filling up. A parking spot that can only accommodate a single car can often handle nearly a dozen bicycles. Don't be afraid to cut the number of lanes for cars, particularly on neighborhood streets, in order to give more space for cyclists and pedestrians.
- Laws need to be written to spell out bicycle rights and then they need to be enforced. Bicyclists are scoff-laws and a danger to traffic.
- MORE BICYCLE RACKS/BARS TO LOCK PEDAL BIKES ALSO!

DESIRE FAR MORE BICYCLE RACKS TO PARK BIKES - NOT SOLELY FOCUSED WHERE PEOPLE LIVE (AS THE SURVEY ASKS), BUT FOCUSED MORE ON WHERE THEY GO - DOWNTOWN, COMMERCIAL AREAS, RESTAURANTS, ETC

- We need more sidewalks in North Portal Estates. Sidewalks are opposed by the senior citizen population which is aging out of the community. Sidewalks are desired not only by young families, but by others - including long term DC residents who are concerned about issues such as:

Without sidewalks and safe walkable routes to the public and independent schools North Portal Estates is not as attractive as Shepherd Park or Barnaby Woods. Property values will decline. The number of children will continue to decline in the neighborhood.

Without sidewalks there is no safe place for people to walk in the neighborhood, particularly on the major streets such as East Beach Dr., North Portal Dr., and Tamarack St.

Regarding bicycle accommodations, we need bike lanes on North Portal Drive and on the Kalmia culvert/bridge that connects East Beach and West Beach drives.

The lanes on the Kalmia Bridge need to be wide enough to accommodate cyclists because this is a major bicycle route between Beach Drive, the Capital Crescent/Old Georgetown Branch trail, downtown Silver Spring, 16th Street, the Metropolitan Branch trail, and Discovery Communications. This bicycle route is used by both recreational and commuter/transportation cyclists.

Bicycle share stations are needed in the areas of 16th Street and North Portal Drive also near Kalmia Road and East Beach & West Beach and Parkside Drive.



- We need more bicycle racks downtown. Near 11th between E St and Penn Ave.
- Folks in apartments or small condos don't have room to park bikes indoors and risk of theft is high when parked on the street. Having more secure places in public to park bikes would be helpful. Also, more (not enlarged existing ones) Bikeshare stations would be wonderful in so many ways. Bike lanes would solve so many problems also.

Finally, it seems that yielding to pedestrians is rarely enforced. There are pedestrian crossings all over the city that cars speed through (XXXX G Street, for example).

- Single head parking meters doubled as bike racks. While I applaud the move to multispace meters, it means less parking for bikes (Cleveland Park business district is a good example of this).
- Please increase cycling infrastructure, including separate cycle lanes and driver education. More cycle parking (besides CaBi) and a focus on making streets less car oriented would go far towards developing a better feeling of community and safety in many sections of the district (including near the Ballpark, Eastern Market, M Street in Georgetown, Dupont Circle, and near the National Mall).
- Keep installing bike parking...as well as all the other bike infrastructure.
- In high density areas (e.g., nightlife districts, high-rise apartments) there is totally inadequate bicycle parking. The systematic removal of parking meters has drastically reduced the number of available parking locations at a time when bicycling is growing. In Adams Morgan, even with the many parking posts installed as part of the 18th St. streetscape project, there is inadequate bicycle parking.
- There's no place to lock up bikes on our block (XXXX block Independence SE) except for parking signs, which I don't really trust to be secure. My wife and I park our bikes inside the apartment, but it's a small apartment and we can't fit any more if our gusts ride to our home.
- I am a bike commuter. I generally use the 14th Street bike lane for travel to work in the morning. There are consistently double parked cars blocking the bike lane in front of Martha's table on 14th. I believe this is daycare pick/up drop off. Can some accommodations be made that provides dropping off parents with a place for short term legal parking that does not involve blocking the bike lane? It



creates a very dangerous situation for bike riders. Additionally, can police or parking enforcement please ticket those who block bike lanes?

There is also a lot of double parking/blocking of bike lanes along 14th especially.

On the 15th St. Cycle track I am often blocked by Metro access vans.

- There is very little bike racks/parking available near my residence. It is unfortunate because I live next to the Metropolitan Branch Trail a major investment by the city and it makes it hard for visitors using this facility to stop and park.
- The intersections of North Capitol and Bryant Street and North Capitol and Channing Street need crosswalks painted. It would make us feel safer (we cross North Capitol at those intersections daily).
- There aren't any places to lock up a bike and as a result those that do to other things get them stolen quickly.
- Need bike lanes Conn and Mass Avenues.
- More bike parking. More Capital Bikeshare stations. More bike lanes painted and bike boxes. Take out some car parking and put a lot more bike parking in front of restaurants, shops and high rises like. Everywhere.

City should do EVEN more to promote biking, and bus. DDOT workers at Nats Park games only seem to care about cars even when there are way more pedestrians. Come on now!

- It's getting harder to find bike racks or other street furniture to lock up a bike in many parts of DC, especially downtown.
- We love the wider sidewalks on Wisconsin! We wish there we're a bike path up New Mexico and on Tunlaw through Glover Park. People drive too fast because the lanes are very wide and there are lots of bikers through the neighborhood.
- The city's per-space parking meters were never great places to lock a bike but they've been acceptable and adequate substitutes. Residential neighborhoods have never even had those secondary bike



parking options. As meters are removed all around the city it becomes increasingly difficult to find safe and secure bike parking spaces.

In contrast, nearly every block of roads dedicates half to two-thirds of surface area to providing space for storing cars and trucks. Removing or restricting that space is strongly opposed, and a significant effort is required to maintain and enforce this vehicle storage benefit.

But we can't seem to get such support for providing bike parking everywhere, which should be far more simple and inexpensive. Racks must be specially requested, approved, and funded, and even then it seems as if the actual installation work is a secondary priority - or worse.

On a similar subject, when racks are installed they seem to be only temporary constructions, semi-bolted into minimally firm anchors drilled into concrete or brick. That may be acceptable for those fine areas of the city where thefts are rare, but for many parts of the city the bike racks are the weak link in parking security. These racks are installed by the same city department that's responsible for building our roads, bridges, and tunnels, and they certainly have all the necessary resources to set bike racks in cement.

- Bike parking is risky because of theft. Bikes are not always best transport (rain, debris on roads, my own energy level) so has a limited use.
- I would like to use my bike for more errands downtown... need more inverted-U bike parking all over DC (along with more cycle-tracks).
- More bike parking is needed throughout the city. Some bike racks in front of my office XXXX E Street, NW are greatly needed. I think we should have an on street bike rack here.

Other areas that need more bike parking are:

- * XXXX Mass Ave NE
- * The area around the Florida market especially Litteri XXXX Morse Street NE.
- A public service campaign should be commenced to educate pedestrians, cyclists and car drivers of the laws applicable for each mode. Too often pedestrians cross streets plugged into personal listening devices incapable of discerning any audible clues of their immediate surroundings. In addition, pedestrians frequently cross streets with no sense of urgency, strolling across rather than walking with



purpose; cyclists occupy traffic lanes with reckless abandon to the laws that are supposed to govern their use of the public right of way, and car drivers are placed in highly defensive positions by the behavior of both cyclists and pedestrians.

- Very happy to see increased bicycle parking in the city. Please continue to require bike parking at new retail developments-- I often use the racks at the Aldi on 17th and Maryland. I hope that the new Costco development also has bike parking. Please discourage the "fancy" branded ranks that some BIDs and other organizations install, as they are less functional.

RE: pedestrian accommodations-- Oklahoma Avenue was just resurfaced and had new curbs installed, but there is still no crosswalk to the playground on the RFK grounds from the adjoining neighborhood! A gross oversight. How am I supposed to teach my kids to only cross at the crosswalk?

- Continue to expand capital bikeshare.
- DC USA needs more bike parking. And I'd love to see laws against locking bikes to trees actually enforced. Columbia Heights Metro could use more bike parking, too.
- Pedestrians will be the weak link in improving circulation, as long as motorists/bicyclists feel no pressure to grant right-of-way at cross-walks where there are no stop lights/signs.
- Although I park my bike in a parking garage while working, I do ride my bike around town to do things other than work (hard to reflect that on the survey). Some areas could really benefit from more bike parking. One that comes to mind is 19th St NW close to L St. I always have trouble finding bike parking there.
- There are far too few bicycle racks in Ward 3 as well as downtown. Consider replacing on street parking with bicycle racks. Sidewalks are also often far too narrow as-is, so adding bicycle parking on sidewalks may not be desirable.
- Guests to our house who arrive by bike to our house on Q St NW are usually forced to use the decorative iron railing around the tree pit in front of our house. Not only is this difficult to use, but it can block the narrow part of the sidewalk between our front retaining wall and the tree pit. Bike racks placed in between the tree pits would be great.



- More bike racks are needed in general, especially outside of condo/apartment buildings.
- We need traffic calming measures on 42nd Street. As we have long worried about, an elderly woman was hit by a car on September 24th while crossing the street in the crosswalk. The traffic calming measures proposed by The Rock Creek West Livability Study, initiated by DDOT, in particular the recommendations for mini-roundabouts at 42nd and Warren, would have protected her.
- CaBi stations should not be located in parking spaces but rather on very wide sidewalks, triangles or bulb-outs that are designed for the purpose. It is very annoying to have 3-4 spaces taken up with a CaBi station when one is coming home late at night and cannot park close to home.
- It would be great to have outside bike and scooter parking throughout the District, especially in the neighborhoods.
- More bike parking needed generally.
- Need far more bike racks in front of restaurants and stores. I always have to lock up to a street sign, but would much prefer to use a bike rack.
- We have so few Bike Share station in Ward 3 that they are almost unusable. I have to walk 2 blocks past Metro to get to the nearest one. Connecticut Avenue needs a cycletrack to allow safe bicycling on the street.
- On bicycle parking: it's not a question of whether people can find some place to chain their bike -- it's that those places are often inappropriate, annoying, unsafe, etc. Visitors on bikes to our house usually have to carry it up to the porch and lock them to the railing -- making the porch unusable. Visitors in cars aren't expected to roll their vehicle onto the lawn, crushing the garden etc. -- why should we have such poor accommodations for bikes?
- We need more bike racks!!! Especially with the change from individual parking meters to the ticket machines, there are fewer and fewer places to lock bikes, even as there are more and more bikes on the roads.



- Bicycles don't follow traffic laws--wrong way on one-way streets, running red lights-- but expect special lanes and make driving/parking a car in DC difficult. Why aren't bike riders ticketed? And pedestrians cross streets without paying attention. Seems cars are considered evil. I was a resident for 27 years and always had to fight for a space to park my car, even in my own parking space.
- There is a need for many more bike racks near the DC USA shopping center, which is 1 block from my home. Given the crowded sidewalks, in-street bike racks should be considered.
- There should be bike parking on most blocks in the city, not just commercial areas. Myself and most others would likely still put their bikes inside overnight to avoid theft, but it would encourage people to visit their friends in residential areas on bike if it was easier to park.
- Additionally, I would like to see bicycle lanes and dedicated bus lanes take priority over on street parking for automobiles.
- DDOT has done a wonderful job of providing an increasing number of bicycle racks, especially along commercial streets. As someone who uses a bicycle as my primary form of transportation, this is very much appreciated and I hope is something which is continued.

I do not think, however, that I would use street bicycle parking on my residential street to store my bicycle overnight. The survey seemed to indicate that this is what DDOT was considering. There are too many security and weather issues to keep my bike outside overnight, so I would much rather keep it inside my row house. For those who live on the 12th floor of an apartment building in Foggy Bottom, this may not be possible, so perhaps they would use on street overnight bicycle parking.

- I commute from Hill East to Rosslyn by bicycle every day and I have to park my bicycle inside my house. There are places in my neighborhood with excessive sidewalk space that could easily accommodate a bicycle locker. I would be happy to pay rent on a bicycle locker to free up space inside my own home.
- There isn't enough bike corrals in specific neighborhoods in the city. Many of them are on the sidewalk interfering with pedestrian traffic. In busy corridors such as in Adams Morgan, it would make sense to remove a parking spot and place a large bike corral in its place.
- The crosswalks and sidewalks in Eckington, and along the entrances to the Metropolitan Branch Trail, need to be upgraded. They need the big yellow pedestrian stop signs, as drivers rarely stop. The



unsignaled pedestrian crossings across RI Ave (e.g. at 3rd St NE) are incredibly dangerous, since drivers never stop, people have to run across the street. Drivers park in crosswalks without repercussion. This neighborhood needs a comprehensive plan for sidewalk, crosswalk, bicycle parking, and bike lane improvement, as does the neighborhood from 4th St NE to the Home Depot, which is an incredibly dangerous and unpleasant pedestrian environment.

- I would love some on-street bike parking. There's none on my block or any adjacent block. There are only even a few signs to which to lock.
- Drivers on DC do not respect pedestrians' right of way and police will watch repeated incidents (such as not stopping for pedestrians in a crosswalk) and do absolutely nothing about this. The same is true of cyclists who run lights and crosswalks regularly.
- I would recommend the creation of more bicycle parking. While I mainly use the capital bikeshare system, I would be encouraged to take additional trips on my personal bike if there was more bike parking.
- It is dangerous to cross a street regardless of signage. Few drivers stop for pedestrians in well-marked crosswalks, most don't stop at stop signs, some even don't stop for the red light, and most encroach into the crosswalk.
- Bicycle accommodations are woeful: there are hundreds of students with bikes locked to every imaginable vertical structure.

Pedestrian accommodations are woeful, with every hotel allowed a curb indent, and every construction site allowed to take up the sidewalk, and usually a lane. Shameful!

- As the number of bike users increase, the demand for a safe place to lock increases. We simply need more places to lock to. they can be multi purposes places - like shared with multi-meters, street signs, way finding, elaborate tree boxes - or the good old dedicated bike rack. We just need more place to lock to.
- We lack appropriate bike lanes and bike parking.



- Bicycle riders coming to SW via Maine Ave and 12th Street SW is no safe and clearly marked to assist riders but pedestrians as well.

Also bicycle lanes should be marked on 4th Street SW (M to P Streets) and P Street to complete the Anacostia River Trail as well as slow traffic on 4th to Fort McNair.

Additionally the intersection of 4th and P Streets SW is dangerous for pedestrians as well as bicyclists crossing from the eastside to the westside of 4th Street SW.

Also we have super blocks in this SW community where crosswalks and traffic island refuges for pedestrian should be installed to assist pedestrians as well as ADA users of walkers and wheelchairs. On G Street SW at the traffic circles we have crosswalks without ADA cuts to assist!

The intersection of I and South Capitol looks as if was moved here from some highway intersection in Virginia or Maryland. This is a dangerous intersection and needs to be made more user friendly for pedestrians and bicyclists so that SE residents can access the Randall ball field and playground for either side of I Street. As I Street will soon connect to Virginia Ave SE, this is critical!!!

Also this community has asked for more trash containers due to the Nationals Park. Please contact and work with ANC6D on making this happen and keep DC green as well as litter free.

- With the increased use of bicycles, traffic laws need to be enforced. I. E. Running stop signs/ traffic signals. Needs to be education of all vehicle users, including cyclists re the rights and responsibilities of a cyclist/car driver as an operator of a vehicle on the roadway.
- I daily use a bicycle and support more places to lock it up while doing errands. However, do not expand bicycle parking in residential neighborhoods as it turns into bicycle storage for those that are both inconsiderate of their neighbors and foolish to believe their bikes are safe.
- There simply is not enough bike parking in the city. Even in places where there is a lot of bike parking, the racks are often overflowing. There should be bike racks on every block somewhere.

We need more bike lanes. We need protected bike lanes. We need modified regulations for bicycles. We are not cars & we are not pedestrians. We need a separate set of rules that WORK. The current



regulations do not. Adopt the Idaho Stop. Adopt other sensible bicycle regulations. We need enforcement of driving laws so that drivers respect cyclists. This is paramount.

- I said it was "hard" to find bike parking in my neighborhood because there are not any bike racks (upside down 'U's) within a block of my home.

In general, DC needs more bike racks, especially downtown. I go to meetings downtown and I NEVER find an empty bike rack. It's very annoying.

- Please put bike lanes on G Street NE and Maryland Avenue on Capitol Hill. Maryland Avenue is super-dangerous. Speeding commuters and no bike lanes.
- I want more ticketing of drivers who drive or park in bike lanes, and also those that intimidate bicyclists or pedestrians.
- Bike and pedestrian accommodations:
 1. Inadequate enforcement of vehicles parked in bike lanes.
 2. No visible enforcement of vehicle violations against cyclists and pedestrians (cutting us off, cabs pulling over and cutting us off)
 3. Insufficient bike parking, especially areas near Reagan Building.
 4. Cabs are worst offenders regarding numbers 1 and 2.
- With the increase of restaurants in Bloomingdale I believe there is a need for more parking for bicycles, and better observation of vehicles in the neighborhood.
- I am one of the few that feels there is an overabundance of parking in D.C. Granted I do not drive, I feel that there should be proper allocation to other modes such as bike lanes and facilities (bike racks in the street) and pedestrian refuge areas, wider sidewalks, and greater distances between crosswalks and where parking starts. Also street amenities could be added by removing parking spaces such as parklets, trees, and bulb-outs at crossings to slow turning vehicles.
- There is a serious lack of bicycle parking along 8th Street SE. If the restaurants were held to the legal requirements regarding their patio spaces, it would be easier to find places for racks for patrons to lock their bikes.



Why is the light at G and 8th Street SE timed so poorly? The people traveling on G Street have too long of a wait and therefore too many bikes and pedestrians cross on red.

The uncontrolled intersection at 8th Street SE and D Street SE is dangerous for ALL users - drivers, bikers, bus patrons or pedestrians.

The fire department employees should not be able to park their cars such to block the sidewalk access next to their building.

Thank you for the opportunity to comment.

- Bicycle racks in densely populated areas (eg, along W Street) would be great. We have 4 bicycles inside our small apartment.
- What I have seen and like is that MPD is out in downtown intersections issuing tickets to Jay Walkers that are a safety problem, especially during the height or rush hour. I understand vehicle need to respect pedestrian's right of a way, but pedestrian need to respect traffic rules and regulations as well.
- Could we get a dc bike share rack at Friendship Heights metro station? And another couple racks in the Hawthorne/Barnaby Woods neighborhoods? They don't have to be very large :) Also, we live on Chestnut Street NW, and I'm desperate for sidewalks and bike lanes!!
- Too much focus on bicycles based on present/emerging demographics, with little to no consideration given to an aging population. Cycling also assumes that businesses and services are available within a reasonable "biking" distance, which is always not the case.

Additionally, both bikes and scooters, in more densely populated residential/commercial zones, often compete with parked vehicles and pedestrians, as they "lock" their modes of transport to signs and poles in the public realm; leaving motorist and pedestrians frustrated, trying to navigate opening doors are just walking or crossing the street.

- More bike racks on residential streets. I don't have a huge problem parking my bike in retail areas (and generally businesses who know they have a lot of bikers seem to put additional racks in), but when going to see friends, it's more of a problem.



- We need more and clearer crosswalks in Eckington. AND the sidewalks around big trees are impassable. Any plans to fix them?
- The intersection of Florida and R Streets NW is dangerous for pedestrians and cyclists trying to cross. There should be a traffic light there.
- I have a [bike] space in the garage at work, but sometimes that fills up. It's almost impossible to find a rack on street and people end up locking onto tree boxes and street signs.
- Bicyclists often assume they own the sidewalk. Also, I see bicyclists chaining their bikes to trees! And damaging what we have paid for or fought for to get planted. There should be a ticket given to anyone who chains their bike to a tree.
- We have no sidewalks in the Hawthorne neighborhood, and many cars do park on the street because it is extremely easy to find parking. These parked cars make it very dangerous for people (children, in particular who can't see over parked cars) to walk in our neighborhood without sidewalks. I'd love to see sidewalks in our neighborhood, even if it would narrow the streets and reduce the number of automobile parking spaces. Sidewalks and reduced parking spaces might even mean that more of my neighbors would choose to walk and leave the car at home more frequently (and perhaps our guests would walk or bike to visit us instead of driving).
- Bike racks should be provided on each block to provide good bike parking for visitors.
- Thanks for the green bicycle lanes at 4th and Rhode Island Ave NE, and thanks for the bicycle lanes everywhere!
- The city should prioritize adding bicycle parking in commercial corridors. It is often difficult to find an open rack.
- Stricter traffic enforcement is necessary downtown. Many commuters drive dangerously on 17th Street NW south of K Street NW (areas around Farragut North and West Metros with high pedestrian density).



- Bicyclists do not follow the law, almost never stopping at stop signs or red lights. It's extremely dangerous and I see almost no enforcement, even when officers are around.
- Enough already with the bike lanes all over town. Perhaps a zero tolerance for a while on cyclists who run red lights, blow through stop signs, cruise through a crosswalk while making a right or a left turn with no caution for a pedestrian who might be walking there. Cyclists are cherished these days. We worship the asphalt they drive on, but they are not gods and they should not be allowed to become the spoiled brats of DC traffic. They may get a kick out of being the rush hour bully on the street, but I don't want to become a homicidal maniac driving next to them.
- I love DC because it is so walkable, but neighborhood bike parking would be great. I find visitors who come by bike need to chain their bikes to street poles or the fence outside my house.
- Please start a driver/bicyclist education campaign. I subjected to speed cameras, red light cameras aggressive parking enforcement, while bicyclists regularly run stop signs, run red lights, go the wrong way on streets, and all without wearing helmets and no threat of penalty? It's so aggravating! Bicyclists need to know there are rules of the road and need to be held accountable. I hope it doesn't take a death for the city to do something.
- There is no need for additional bicycle or pedestrian accommodations in Bloomingdale.
- Many people park on the sidewalks so that the disabled can no longer use the sidewalks to get from one end of the block to the other. Many of the people who park on sidewalks are in the historic district and also park in their driveways, which is also illegal. These are repeat offenders which indicate that they have never been ticketed. Blocking the sidewalk is a gross disservice to the disabled and should be enforced daily.
- DDOT has made awesome strides in building out bike infrastructure and improving pedestrian safety and access throughout DC in the last few years - please, please keep up all the good work adding bike lines, bikeshare stations, cycle tracks, better pedestrian crossings and safer, complete streets (bulb-outs, traffic calming medians) in as many neighborhoods in DC as possible. We must also stop requiring arbitrary parking minimums for new development.
- The Capital Bikeshare station needs more slots! On an average day, all bikes are gone by 8:00 am. At night, all slots are often full by 8:00 pm. Capital Bikeshare is a great service for neighborhoods like



Bloomingdale, where the closest metro stop (Shaw) is still a 15 minute walk away, but its usefulness is diminished when there aren't enough bikes or parking slots. Please support Capital Bikeshare! Thank you.

- Cut back on the bike stations where they are under used. Put them on the sidewalk and get them out of the street in downtown. Where a bikepath exists make the bikers use that path. Bike paths take up road space and sit empty and unused most of the day. Given the huge amount of cars and commuters who come in the city these bikers are very much in the minority and are given too much road space. Then when the bike path is created the biker decides it is not good enough and they don't use it.
- I am all for bicycles being used. Here is my concern here... My regular route to work takes me down T street. EVERY morning, almost all the bicyclists (and I am not exaggerating) do not follow the traffic rules. I see them run stop signs, run red lights, even saw one person texting (yes texting) while riding a bike in traffic. If I took a camera with me in my car and used it while at red lights and stop signs, I definitely would be able to have photographs of bicyclists violating rules of the road every day of the week. As DC encourages more bikes with bike parking and the bike rental program, I would like to see traffic cops enforcing rules on these cyclists. THIS IS IMPERATIVE for everyone's safety.
- I am in favor of bike lanes and infrastructure in every place possible. On-street parking restrictions by time of day (e.g. no parking between 4:00 and 6:30) cause major traffic jams and issues for cyclists should be more strictly enforced.
- Bike lanes in DC are ridiculous and dangerous for everyone. New York City has bike lanes that are clearly separated (with trees, car parking etc...) from car lanes. Paris has dedicated bus/bike lanes, and when a driver crosses them, he is ticketed.
- It would be great to have bike racks on some residential blocks to keep cyclists from having to lock their bikes to the historic iron fences in front of houses.
- Along with the recent expansion of bike lanes in the city, the city needs additional bike racks or stands; bikes chained to signposts frequently block pedestrian sidewalk traffic. Especially problematic is total lack of bike racks in Georgetown. Most commercial buildings are historic and lack space for internal or alley bike racks -- therefore workers have difficulty commuting by bicycle because of the lack of anywhere to put bike on arrival at work. This leads to more vehicular traffic, and thus more traffic



jams, and thus more drivers taking shortcuts on residential streets, annoying the residents who are exacerbating this situation by opposing bike racks on the street.

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ADA Parking

- There are not enough spaces designated specifically for persons with [Mobility & Functional Needs].
- The change to Red Top Meters has been a nightmare and [ADA]/disabled motorists have been most affected. DDOT did not have proper due diligence in notifying residents of this "community"
- Maintain [ADA] parking as is.
- [ADA] placards should not get you free parking. [ADA] folk work!

[ADA] placards should not get free parking. First, many who use those placards are not [disabled], they use someone else's. Second, just because one has a [ADA] placard doesn't mean they can't pay for parking. I had one for 6 months after surgery and I work full time. stop the fraud and abuse.

- [ADA] parking downtown. I am retired and a volunteer at the Smithsonian (Freer and Sackler Galleries) at least three days a week. The proposal, now on hold, was to install special meters and to charge for [ADA] parking. That proposal should not be adopted. It penalizes the [disabled] in order to get at people who supposedly are using permits illegally. There must be a better way to accomplish that objective. In any event, the number of volunteers working downtown on any one day who need parking spaces far exceeds the number of special meters that was being proposed. There are hundreds of volunteers, many of whom are [disabled], that drive to their volunteer activities and these people would be seriously compromised and punished for doing good works under the previously proposed plan. That plan should not be implemented.
- There is a gross abuse of [ADA] placards by Federal employees/contractors between 19th and 20th Streets NW on the Eastbound section of E Street.
- I am disabled and am a senior. I appreciate the double time and the free parking and I do not want it to change. I am on a fixed income and cannot walk very far. It convenient parking and cost help me to continue to be independent.



- I have a placard. People are using the placard for free parking, not because they need close proximity. I'll bet if you interview people, there are some that are obese, have an illness that they need close proximity, etc. Most people who have wheelchairs can't really benefit from the red top meters because they are not placed where a ramp van can use them, so why have them?
- [ADA] restriction zones in front of individual houses have been popping up. Since when I come home late I must often park on an unfamiliar block, I've been caught by new single-space [ADA] zones, which can be hard to see in the dark. I suspect some of these may have been fraudulently obtained, since the person in question has no visible [disability], not one that would prevent them from walking. Stricter scrutiny would be helpful. At a minimum, any [ADA] space on public property should be open to anyone with a [ADA] sticker, not just the closest resident. A one-person use permit is sometimes called a property title.
- Parking for people with disabilities is very important. I am angry that many people cheat by borrowing disabled plaques or by using those belonging to others. I would like to be sure people who need special parking accommodation obtain it and the cheaters are discovered and fined or their vehicles towed.
- The proposed [ADA] parking meter system doesn't fly, from a user standpoint. For those who can only walk a limited distance, using a cane or walker, need to park as close to their destination as possible. Blue meters don't help with that. It would be more useful to me to be able to park FOR AN EXTENDED TIME at any meter.
- Widespread abuse of [ADA] permits to park for unlimited time periods at meters.
- Also, the pending [ADA] parking meter rules are ridiculous for 2 reasons: first it is difficult to determine where [ADA] parking is most needed -- it is not just at Dr offices! Second, every unoccupied [ADA] spot is costing the city money and making it much harder for the non-[disabled] to find parking because too many spots would be tied up, unused, for [ADA] spaces--dumb idea!
- I want to make sure that [ADA] parking remains the same as it is in the district. I am unfortunate to have a placard and would not like to see it change. Having to drive around looking for red topped meters in the city would be a nightmare. In my experience, in many shopping areas, there are never enough [ADA] spaces allocated. People don't notice this when they are not having a [disability] issue.



It is only when it strikes at home, do you notice whether or not you can park safely close enough to your destination.

- Since I travel with a walker and have a [ADA] tag. I would appreciate more than the occasional [ADA] space available. In the commercial district of my neighborhood there is exactly ONE [ADA] designated space on Macomb street, next to the Library. There is always a car there often it is not displaying a [ADA] tag, often it is there all day, often it is the same car. Even if I could use this spot it is as far away as you can possibly get from the stores and services. It is convenient to the library, and that is about all. It would be nice to have one spot at either end of each block or one spot in the middle of each block. I would not mind having these spots metered.

Allow an auto displaying a [ADA] tag, 15 or 20 minute stop in a "No Parking, Entrance" or "Loading zone" That's all just a quick in and out, allowing for the slower pace of someone who walks with equipment. I repeat here, that I do not object to paying for my fair share of parking but I need it more accessible and for a longer period of time.

I would encourage meters for the [disabled] but not ten per block as one council member suggested. Scatter them about. Give me a little more time on them for the same price. By the same token if I take a regular meter from someone, I should be expected to pay regular price. If a car without [ADA] tags uses a [ADA] meter he should be hauled out of there.

- I am not sure if this issue is under your jurisdiction - but I just wanted to say that I am a person with a disability and I use a [ADA] parking permit - and it is tremendously helpful to me, to be able to park very close to where I'm going with reduced/waived meter fees. I have heard that there is talk of charging for these permits because this system gets abused a lot, and I think that instead of charging for them, it would be much wiser to focus on tightening the restrictions on getting a permit in the first place. I have a legitimate disability, and genuinely do need the permit, but I was surprised at how "easy" it was to get a permit, and I suspect that one of the biggest reasons this system is abused is because the permit gatekeepers are not doing much to reinforce legitimate documentation in applications.
- I have a lot of comments and concerns about the upcoming proposed changes to [ADA] parking. I wrote to Ms. Cheh and Ms. Blackwell. Please see the letters I wrote them, or tell me who I can communicate with at your office.



- [ADA] parking should continue to be free and available in any legal space.

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Commercial Parking

- Commuter buses should have designated areas to stage before their evening trips.
- Please create a system for delivery vehicles to pay for a parking pass while delivering in DC. It is unfair, and unreasonable the amount to tickets issued to delivery drivers such as UPS, Fed Ex while they are conducting business critical to this city. Parking enforcement officers commonly hide outside office buildings anticipating delivery vehicles and the driver is barely out of the truck before they start writing violations. I have no vested interest in delivery (I am not a driver or owner) but understand the critical need these vendors serve. Office delivery, couriers, food delivery can all pay into a program sponsored by the city that they can pay \$XXX per year and have a parking placard that is good for loading zones, meters, etc. This is fair and reasonable. Your enforcement efforts that I witness daily downtown are certainly unfair and leaves an unfavorable impression of the business climate of the city. We can work together to make this a great city, but as public administrators you have more of a burden to be fair and balanced in your approach to people in the city.
- Food vendor trucks should not be on the streets in the most popular areas in Washington D.C.
- My business is a mobile food truck. Parking regulations do not permit me to operate my business effectively.
- PLEASE have Saturday 2 hours restrictions in our neighborhood for during the day. The only business that would be affected is the Avalon Theatre and they need to find parking for their theater. Maybe make a deal with the banks in the area for weekend parking.
- I live in the XXXX block of MacArthur Blvd NW. 2 of my neighbors who live on the block are builders and they routinely park small and large trucks in front of their neighbors' homes. I would like it to be illegal for trucks over 12 feet long to park overnight in residential neighborhoods. Thanks.
- Remove loading zone restrictions except where there is substantial commercial delivery traffic during business hours (I've many examples to cite).



- There are too many restrictions, especially on loading zones (many are rarely used) and no standing or stopping zones. Need more 15 min and 30 min standing zones to run quick errands and pickups. And restrictions at schools are poorly enforced.
- More Flexibility for Loading zones. A major business on Capitol Hill is unable to obtain a proper loading zone for deliveries to the store, especially those that require the use of a forklift to move the goods from the trucks to storage areas onsite. In this case, the only viable spot for a loading zone is a WMATA bus stop. DDOT threw the problem at WMATA. WMATA refused to shorten its bus stop. The result is that the delivery trucks now have to illegally park and unload ... in the bus stop. There should be better cooperation between DDOT and WMATA about use of curb space.
- I valet parking is being provided in a block, make sure they are not putting those cars in spaces or at meters that the rest of us are supposed to use. This can be a little difficult to patrol but the valets in our neighborhood are not checked on this and they stick those fancy cars all over the neighborhood.
- I think the District has done a nice job of herding the intercity bus companies into areas that provided some minimal accommodations and convenience for passengers and limit the idling in curb or travel lanes.
- Valet parkers at restaurants should not be allowed to use metered curbside spaces. They like to fill up the public spaces so that people will be forced to pay for valet. These are public, taxpayer financed spaces and should not be controlled by private valet parkers.
- Many businesses, plus the Zoo, cause many on street spaces to be taken.
- What restrictions do valet parking services have on utilizing residential curbside parking? There are a couple of restaurants within a block of my residence that take up many of the residential curbside parking spaces, along with their abuse of staging areas (parking cars in staging areas and staging in active traffic lanes) they've created a significant parking challenge for residents with zone permits.
- A lot of construction workers taking spaces. A lot of business traffic.

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General Parking

- I am concerned about the recommendations in the ZRR to reduce or eliminate minimum parking requirements. I am also concerned about some proposals that have been floated.
- A few people, but mostly police cruisers, park in the no parking areas within 20' of intersections. It makes it really hard to see around corners, especially on narrow streets like 19th St NW north of Q. As a transportation engineer by trade this is really frustrating - there's a reason why DDOT signs those places as no parking zones, and police officers are always treating them like reserved parking.
- The single biggest problem with curbside regulations is the inability to have curbside parking regulated that doesn't front a residential structure. There is a church on 12th NW between S and T - just two blocks from the U Street Metro - with approximately 6 spaces on the curb and no regulations whatsoever. The school at 10th and U only has a prohibition from 7-8am - after that, it's open to anyone. On W NW between 11th and 12th, the entire block is unrestricted, again even though it is in the heart of one of the busiest districts in the city.
- Many non-DC cars park all day on the street and use the DC streets as their own parking garage while they take metro. Then, when I want to park in Tenley area to get to a store, I cannot find close spaces on the street. So, if I am shopping for larger items, take-out food or groceries that need to be carried, I often end up driving to Bethesda because I know I can find space in a commercial lot that is close to the business.
- Free street parking causes people to drive and thus pollute more: it tips the convenience comparison in favor of driving over taking the bus.

Free street parking deprives transit service of the ridership and fares that are necessary to warrant convenient high-frequency service that will compare favorably to driving.

Where parking is tight, off-street parking is a high-value amenity that has externalities: runoff, reduced green space and increased air pollution from the ease of choosing to drive instead of walk or take transit. The high value of off-street parking creates pressure to permit additional curb cuts which undermine the integrity of the historic district.



- Thank you so much for doing this -- for thinking about parking in our city, and for raising awareness. Most of us take driving and parking for granted -- as if it were to have no costs.

I wish the MPD would stop allowing/encouraging its offices to park illegally in front of stations and along Madison Drive NW. It signals that they have no respect for the law. If they want to drive, they should pay for parking like everyone else, not disrupt traffic and crosswalks and fire hydrant access by parking illegally and tossing a shirt or placard, day after day in the same space, nine to five.

Please let's charge fair prices for parking--that is, what downtown garages charge. Offering nearly free, unlimited parking encourages people to drive cars into and around the city.

- Churches should not have special parking accommodations - they should be treated like the rest of us. If they have parking problems then they should figure out a way to bus people in, use mass transit, or maybe move closer to their congregations in MD. They don't contribute to our city with taxes, so why the special treatment with our money?
- Clientele to an attorney's office on 6th street (crossroad- R) take up a lot of parking and are not residents. People park selfishly and take up two spots.
- Church parking needs to be revisited and reformed. Unenforced double and triple parking in residential areas during church hours is wholly unacceptable, as it blocks residents from being able to park or leave their parking spaces, endangers other street users (especially cyclists, whose right-of-way is often blocked by unenforced illegal parking), and sets a bad precedent, in general. While I am not anti-church, I don't believe that churches and their parishioners exist above the letter of the law. Churches need to present alternatives for their parishioners: renting pay lots, providing shuttles, et al., in order to be good neighbors.
- I do not think we need more RPP restrictions in my neighborhood. The main pressure is from increased residents and other development in the area. (This increase is a good thing.) If anything, i think fewer restrictions could free up more parking options. In general, i don't see a big difference in parking availability based on restrictions. Street cleaning restrictions are the biggest inconvenience and restriction to the ability to find parking. I would prefer that parking pressures be addressed through the addition of public parking facilities. Some could be built underground in conjunction with new development. The Reeves Center and other publicly owned sites are other places where public parking could be developed.



- The entire system is broken and needs to be completely erased from the surface of the earth - then rebuild something rational.
- There are too many curb cuts. Please do not allow any more.
- I strongly support a market-based approach that reflects the true cost of driving and land use devoted to parking. I am glad that the District is moving in this direction, and I would encourage more of it.

I strongly favor market-based parking regulation, and am willing to pay more when I do drive and park. This is a major city, and people need to accept that abundant free or cheap parking is an inalienable right. I suspect most of my neighbors disagree with this, but I feel strongly that the city needs to stop subsidizing parking to the extent that it does, and make the area more welcoming to people who choose other modes of transportation.

- I feel that street sweeping schedules are too frequent. Monthly would be adequate and would reduce the need to shuffle vehicles purely for sweeping purposes.
- I am glad that DC finally sees a need to call a THINK TANK of DC stakeholders together to address these issues. Even though nothing may really change, it at least looks like someone there has heard the public outcry! It is about time.
- Busses also double park idle for long periods of time in the AM and PM making passage difficult. In addition, parents double park and block the street dropping off and picking up students. VERY dangerous.

Reevaluate parking nears schools. Especially in NE near Union Station. There are blocks where no parking at all is allowed. This is RIDICULOUS. We need more parking not less.

Reassess parking lines. There are many places on Capitol Hill and in Near Northeast where parking could be allowed much closer to intersections.

- First, it appears that this is the only section in which one can express an opinion about parking in general in DC and not just the ward and neighborhood in which one lives. That said, I as a resident think that this city is purposely moving towards more neighborhood/exclusion (regarding



entertainment). I don't believe the changes in the parking has eased the situation at all. I find that DC is definitely not open to drivers outside of the neighborhood in which the restaurant, theatre, club, etc. exist. For example, H Street NE is not driver friendly, but there's no alternative. We've been hearing about street cars forever, but they're still not in existence. Yet the parking restrictions are draconian. You enacted a policy without providing sensible and workable solutions. I call that poor planning. If you live in or around H Street NE, then it's not an issue. Hence H Street NE and all of the great places and things to do are more for the neighborhood residents. It's too much of a hassle and I spend my money, more often than not, in Maryland.

- I think a few more spaces could be squeezed in, and they would be greatly appreciated.

The parking limits around RFK and Verizon Center are too restrictive. I think Verizon Center until 10 pm limit goes all the way to 2nd+E NW and many streets are usually completely empty. The other day I was near 15+G NE and there was a stadium event no parking sign, which was ridiculous.

In DuPont South, Thursday thru Saturday night club traffic and Sunday brunch, are both high demand times when parking is scarce.

- Parking zones should not be the same as political wards. They are too large, and permits are too inexpensive. Higher fees could be used to provide improvements to the areas the fees come from (sidewalk and alley maintenance, for instance).
- Do not make it hard to park in DC. There is a war on parking and cars and it is not helpful to the older and infirm populations of this town that have lived here for years and sustained this city through difficult times. Do not betray the interests of ALL citizens.
- This is a really poorly framed survey -- there are so many questions where there's no way for me to give what I think is an accurate answer -- I'm forced into a category I don't agree with. That's certainly true for both questions on this page.

Why include car-sharing but not car rental as an option? I see why you might differentiate (car-sharers gets parking perks, car renters get screwed), but you should at least include both categories rather than relegate car rental to an "other" category with no blank to fill in.



The big issues with parking in the neighborhoods I'm most familiar with are development (and the need for parking minimums ESPECIALLY near mixed-use transit-accessible areas), parking for institutional uses (church & school), and commuter parking (including same Ward metro users).

- I am distressed by the excessive restraints on curbside parking on city streets. As a DC resident, I pay taxes to use public streets -- including the parking spaces. I resent the endless escalation of limitations on where and when I am allowed to park.
- We live on a triangular lot, the longest side of which is on Reno Road and no parking is permitted there or on the shortest side on 39th St. The third side of our lot is adequate now for our two cars (for many years we had just one but both my husband and I now have volunteer and health related activities not accessible by public transportation and we had to purchase a second car).

Along with many in my neighborhood, I am concerned that proposed zoning changes will prompt developers to add additional rental units to current properties they buy to renovate and flip. In addition, eliminating the parking space requirements for new apartment buildings could also affect the number of vehicles suddenly added to what are now primarily single family residential blocks. The developers and their quiet colleague/supporters are very effective in participating in planning groups; their vested interests make it a must. Busy homeowners aren't as 'linked in; or with a lot of disposable time to pay attention to blogs, planning meetings, etc.--especially those with young children. Hence some of the changes being proposed to those of us who aren't on social media, or bicycles, or in the urban planning/development field, are shocked to hear about what sound like somewhat hare-brained schemes that won't work for many of us. We are a mixture of people of different ages, needs and abilities. Who knew what ending up in a TOD would end up meaning, more than 30 years later. End of rant.

- We live near UDC and the students park on our street and take up all the spaces daily. If you can't even find a space on the street the RPP does you little good. They should give these students free parking and fill their lots and stop charging them. The students have little money and paying for parking is a luxury they cannot afford. The university does not have enough parking for everyone who is there now and they are talking of expanding the university. Just because an institution is near Metro it does not mean that the public will use Metro. The students work and go to school and then travel home with tight time constraints they will continue to use their cars. We need more parking in this city not less.



In the meantime the autos are stuck in traffic and at lights and are polluting like crazy. Focus on moving cars through intersections and across town by setting lights to be more efficient and aiding in traffic flow. Look at the users of your streets and plan accordingly. DC has decided who they WANT to use the streets not who actually uses the streets. We need more truck parking for businesses also.

- Parking on Sundays in my neighborhood is extremely difficult due to the FIVE churches here. Two do not have enough parking for their congregations, and the congregants take over our neighborhood, making it incredibly difficult not only to enter and exit the neighborhood, but also to park our own cars on our street.

It would be an enormous relief to have some kind of restriction on Sunday parking OR an additional requirement for churches located within residential neighborhoods to provide parking for their congregants.

- This is really more generally about pricing. The idea of simply charging higher, fixed annual fees for residential privileges (either the RPP permit or the visitor permit) is flawed because it does nothing to discourage parking on the MARGIN, once one has the permit. Under this program, the price is either zero (if you have a permit), or a ticket (if you don't). Charging a higher fee won't make a difference--except to impose greater costs on residents (like a tax). How about actual use pricing?

You could have different prices for residents and non-residents, or multi-tiered pricing that depends on the congestion/demand level in a given neighborhood, and how far away you live? I find it silly that I can't park three blocks away in the next zone for more than two hours--and I can't even pay for the privilege if I want to. If I take my toddler to visit a friend, I can only stay two hours or get a ticket? My contractor can't get permits for his workers to park in the neighborhood where they are working. The cost of all the tickets ends up being part of my bottom line--I'd buy them permits if I could, and it would be more fair.

- Developers must provide minimum parking for the units they build. To not do so is irresponsible on the part of our government.
- I am a strong proponent of public transit -- now retired; I regularly took bus/Metro to work. However, there are many things that still required a car, including grocery shopping, getting to places in Maryland and Virginia and areas in the District poorly served by public transit.



Therefore, I think it is critical that DDOT is careful about assumptions that just because a resident lives near public transit, even very near a Metro station, that they will not have a car for large shopping trips and/or getting out of town.

- We need municipal parking like Montgomery County. I spend all my money on weekends in Bethesda or Silver Spring, where I have free parking and plenty of parking spaces.
- I have not yet received my RPP sticker, I have called twice this month. Supposedly it's in the mail.
- There are two churches near my block that fill up parking in the entire multi-block area on Sunday between 9:00am and 12:30pm.
- Street cleaning, which is the most irritatingly scheduled thing ever all over zone 2. Why can't you do any of it at night?
- The entity that issues permits for field use during sporting events should consider the amount of parking spaces available and the number likely to be needed before granting permits.
- We need more streetcar everywhere.
- The threat of "transit oriented development" around metro stops and busy bus routes is distressing. I cannot imagine how this is beneficial, or what problem this goofy idea is supposed to solve. It will only exacerbate parking problems and make living in the city -- anywhere -- a real pain. It's unrealistic to think that people who like the metro don't also want to own a car. Maybe there's a few, but not many. And to monkey with allowing development without parking is short sighted and detrimental to both current and future residents.
- I believe DDOT's priority of accommodations should be 1) pedestrians, 2)bikes, 3)busses/public transit, 4) taxis, and lastly private autos. A private auto needs to come last, especially downtown.
- The intersection of 19th St. and Columbia Rd needs to have a stop light. Too many cars run this stop sign or are impatient with pedestrians who are crossing Columbia Rd.



- I understand there are plans to restrict parking to reduce traffic in DC. That position makes no sense whatsoever. My home is located between Wisconsin and Connecticut Aves. We need parking space for customers of the convenient mix of stores and other establishments in this neighborhood. We need parking space so that one can unload groceries and children from our cars safely. We also need to remember that overflow parking from commuters who live in DC neighborhoods poorly served by mass transit can consume parking space. Reducing traffic in DC requires a major commitment to convenient access to various kinds of mass transit. We do not have such service in this city and I see no evidence that government has any intention of seriously engaging this issue.
- Add a downtown loop Circulator. This would mitigate city center parking demand.
- Buildings that house healthcare facilities or medical offices should be required to have on-site parking AND convenient drop-off locations at the entrance for patients with restricted mobility. This is particularly a problem on downtown K St NW. New zoning regulations for commercial buildings should take into account the accessibility needs of the many DC area residents who are elderly and/or infirm.
- Curbside regulations should be uniform, not haphazard, and meet standard policies for commercial vs. residential zones.
- Uber riders need to pay 50 cents per ride, just like Taxi passengers. Taxis need the 1.00 per ride gas surcharge back.
- DC needs more parking, not less. Limited parking makes some neighborhoods too difficult to visit, shop, or eat at.
- Some streets, such as the one I live on in Glover Park, do not have street sweeping. Therefore, people can leave a car parked in the same spot indefinitely. I think more streets should have street sweeping with the added benefit that people will be forced to move their cars once a week. This might result in less people keeping cars due to the hassle of having to move a car that they rarely use.
- Until the streetcar comes to Rhode Island and/or Florida Avenues, I'll be dependent upon my car. That's life for those of us who live nowhere near a Metro station. I retire in 2023. Given the current pace of streetcar development, it's a race to see if I'll ever use it to commute.

And finally, I'd rather suffer a barium enema than ride the bus.



COMMERCIAL PARKING GARAGES! This, to me, is a great place to look for space. I can't tell you how many people I've spoken with who have after-hours garage-a-phobia. They'd rather circle and circle looking for street parking. They fear being locked out after hours, not being able to find the elevator or stairs up to the street, or other similar problems. At the very least, they should tell you how to get to your car after you've been to dinner and the attendant has left for the day, as well as indicate where the elevator is going to open to.

I often park in a garage on 8th street just north of the Portrait Gallery. I know that the elevators are only available between 8am and 6pm; otherwise I have to take the stairs, and one such stairway opens to a grimy 6-foot wide service ally. But this was only learned the hard way, and I would hate to have to do it very often. I only use garages when I know the rules beforehand. It shouldn't be that difficult.

- I think rates for on street parking (RPP and VPP) should be much, much higher than they are. Many streets are too narrow for parking on two sides and two way traffic. Raising rates would discourage parking on the street. Also, we basically give away public land (on streets) to drivers to park their vehicles. I think this subsidy for drivers is unfair. RAISE THE PARKING RATES AND CONSIDER ONLY ALLOWING PARKING ON ONE SIDE OF THE STREET IN MANY NEIGHBORHOODS.
- Recently, our block lost approximately 6 public parking spaces because a church congregation requested them be reserved for the church. I have been told by Kevin Lilly of DDOT that the church "went thru the Advisory Neighborhood Commissioner (ANC) and the City Council, which is the process to add/change parking signs in the community". However, our ANC and Councilmember office were reportedly not aware of this request, so something seems off about the procedures that were followed. A few months ago, a neighbor was told by our ANC that if we wanted a change in the parking regulations for our blocks, we had to solicit consensus from the neighborhood and petition DDOT for it. Apparently, the church did not go through this process since we found out about the new restrictions when the signs went up this week. It does not seem right that a privately owned institution should be granted rights to use public space and exclude residents who have paid for residential permits from using this public space. So, the RPP restrictions are now meaningless for a good portion of my block, as it is now reserved for non-resident use.
- This was a disappointing survey. It asks if you have a personal car but not if you borrow someone's personal car or shares a car with a significant other. The list of neighborhoods is inaccurate. It should be Rosedale/Kingman Park for ward 6 or technically Rosedale. Kingman Park is in Ward 7. This survey



doesn't address at all the concern of when ward boundaries change how that is supposed to (but hasn't) changed parking zones.

Why can't residents of DC park anywhere in the city for at least two hours? Why does a resident of Anacostia visiting someone in Shaw have to use a guest pass if visiting during certain hours? It seems that neighborhoods with the most wealth and the most private parking spaces are the ones who have the most curbside restrictions. Nothing is being done to encourage people to become one car households or encourage multifamily dwellings to invest in creating off street parking spaces.

- We have a lot of people who come for an hour or less to drop off children at day care or to do business with 1-person businesses on the block. This is not a problem at this point, but could well become a problem if the zoning rewrite proposal to permit offices of up to 4 employees in our R-3 zone.
- I live close enough to a commercial shopping center and the Metro that parking can be iffy when demand is high. I fear that incremental development coupled with zoning changes that reduce off street parking requirements will make the impact oppressive. For those who live even closer to the Metro, the situation is already oppressive.
- I am very concerned about the impact of the proposal to eliminate minimum parking requirements in commercial areas near Metro, many of which are also near neighborhoods which already have significant parking problems. This is a recipe for disaster, and certainly will affect the quality of life in neighborhoods such as mine.
- Too many parking restrictions revolve around Sunday worship service, making parking difficult for those of us who's primary worship day falls outside that pattern.
- The aim should be to keep curbside parking for our visitors including those occasional times we ourselves need to park in our ward for errands that require a vehicle. I.e., people looking for long term parking solutions should be either renting or buying off street parking. The curbside should be kept free for short term parking needs. So if increasing the restriction hours, and getting rid of the 'Zone 2 Permit Holders Excepted' provision will do that, then I am for it.
- There are too many "No Parking" why does there need to be 20 feet of clearance to the end of a street? Any fire truck or large vehicle does not need that much room. You are effectively eliminating 4 parking spaces at every intersection. In addition, there are entirely too many permits given out for long



term projects. Currently, the entire south side of NH Avenue and south side of 25th street are restricted. That is large amount of spaces not available, further creating a parking shortage. Why is there no parking behind 25th street on Hugh's Mews and Snows Court? Plenty of room.

- On the use of public space for private gain -- i.e., residential parking vs. protected travel lanes for bicycles. Some residents have cars, some don't. Those of us that don't, provide a massive financial and real estate subsidy to the rest. It warps the decision-making about whether to continue to own a car (and how often to use it). Parking is a service that is only available to whoever is parked in that spot -- when there's competition for space, then parking should generate enough revenue to help create accommodations elsewhere.

Just as the gas tax pays for roads, and for measures that reduce the number of cars congesting those roads, so too parking revenues should pay for parking (street cleaning, paving, etc) and also to reduce the number of cars looking for parking. Everyone wins, and we have a more livable city.

- Zoning and building code require a large number of parking spaces in new construction. This number should be reduced to reflect and encouraged to use of public transit in the city.
- The curbside parking sign in front of our house fell over several years ago and has been on the ground ever since, despite multiple requests to DC 311 to fix or replace it. Each request has been closed without a resolution.
- I do not understand why certain spaces should be required back in only.
- Please see fixdcparking.com for a more comprehensive description of issues!

This survey needs some work as well--too limited in scope.

Too many spaces lost to building entrances and loading zones that are never used (delivery trucks and cabs stop in the right traffic lane without fail).

Many spaces lost to rush-hour rules when there is no rush-hour traffic in those areas.

- Many households choose to own and park more than one vehicle on the street, and a significant number have more than one vehicle per adult household member parked on the street (e.g. an adult



couple with no children, who have 3 cars with RPP's parked on the street). It may be helpful to think of ways to encourage households to limit to one car per adult and perhaps even offer an incentive to households with only one car for the entire household. As an example, if a household wants to purchase 3 RPP's, but there are only 2 adults in the household, the 3rd RPP would cost a significant amount of money (perhaps \$1,200, which is about half the cost of renting a parking space in this neighborhood for a year). As an incentive to households with only one car (or none), perhaps they could get 2 visitor passes instead of 1 or perhaps get a reduction in the vehicle registration cost (which would be made up for by the higher fees on those wanting to get RPP's for larger numbers of cars per household).

- The crazy meter maids drive so poorly it endangers all pedestrians.
- I'm deeply concerned about decreasing parking requirements for new residential development and increasing competition for scarce street parking. My wife and I are senior citizens and are being forced to park further and further from our home more frequently. The problem is getting worse in late afternoons and evening/late night hours.
- You know it's a hard one to call. I get so angry when I cannot find a place to park knowing that the businesses (restaurants) customers are taking the parking spots but on the other hand they have to have the business. What is the fine line?
- The current parking system is fine, and I'm deeply concerned about the proposals I've heard to change it. I believe they would negatively impact my life, and add to the inconvenience of city living.
- I think there should be a way to note the space in front of a driveway in packed areas like Gtown and give a permit for that small area.
- Street cleaning is a HUGE issue! On our block, it's 7 am - 7 pm Tuesday which is terribly inconvenient for everyone, and there is no leeway on either side. I've seen tickets written at 6:59 and 7:01 for being on the wrong side, which is ludicrous. It's impossible for an entire block to move their cars at the same instant (at 7:00 exactly). I think street cleaning regulations need to be re-examined, and revised or altogether eliminated, especially for low-traffic streets.
- The SW community needs an updated TOPP plan as the Nationals have become popular, more people are coming to the park. It is currently out dated and not effective. Additionally the ANC6D



commissioners should be included in any changes to the community plan and not excluded as is done now.

- I do not support changing parking regulations without a formal study that unequivocally concludes such measures would not affect current and future commerce. I waited 20 years to be able to afford the home I have in the neighborhood I dreamed to live. I not only want to be able to walk to restaurants and shops, but also want a variety of choices. The city is ascending and doing so during a difficult economy. I believe any efforts to significantly change parking regulations to be incredibly misguided. Without a formal parking and commerce study I will fight this.
- Survey of space near intersections to see which can accommodate parking closer to intersection without blocking view of oncoming traffic. This relates to which streets are one-way, traffic density on each street, signals and other details I can supply, Tel. XXX-XXX-XXXX.

Remove entrance parking restrictions except for medical buildings, buildings housing mostly senior citizens and [ADA] persons.

- I live in X Condominiums at XXXX 4th St. SW. We have been trying to get a single parking space that is next to the building driveway removed for several months, but DDOT is not responsive. This parking space is blocking the view from the driveway and creates an unsafe situation when vehicles are trying to exit the driveway with a left turn.

It's a SINGLE parking space. We want it removed. Who can help?

- Require new developments (eg. condos at Monroe and 11th) to provide some parking in an underground garage - at least 1 space per unit.
- I think it's time to "Take Back the Streets"--namely the weekend planned activities that restrict traffic flow/parking because of a Taste of Something; a marathon; a parade of some group (not the major holidays of national groups--and so on and on. For visitors on Sat/Sun, these "events" occur with great regularity and irregularity. I do (thankfully) get notices from DC DMV online to my email (thank you DC DMV--Mr Hernandez and others) but I think it'd be interesting to quantify how many weekends like that occur. Probably (to be fair) fewer than I think--but still a pain, and a necessity to avoid going into the District. (I live now in Reston, but for many years, in DC, going to HS, living up near Walter Reed (Ft



Stevens Dr) and later in SW DC in a co-op bldg. And although now in Va., I still hope I'll live to see the day when the DC gets better representation in Congress!

- There are just too many cars. Almost all of the cars are residential cars, so I don't think there is a problem with non-residents. The problem is there are not enough parking spaces. There is no metro access in Glover Park so many people rely on personal cars.
- Issue conditional parking permits to church members to allow them to park as necessary (details to be worked out through further discussions.)
- Transportation policy and parking policy must recognize the human life cycle. I've lived in the District over 40 years. When I was young I commuted by bicycle, including biking across town with a basket full of heavy college books. I also either walked or biked to work. When I bought a house in Cleveland Park, it was too far to continue to bike everywhere. In addition, with the addition of children, it just wasn't feasible. As I have aged, I no longer can do the extensive walking and biking I did in my twenties and early thirties. However, it seems that so many of the people doing the transportation/parking planning don't think about what it means to get older, most infirm, have more people (children, aged parents, etc.) and stuff to move around and think if they only need a bike rack or can easily walk to the bus or metro everyone should be able to do so. Unfortunately, that is not true. If we are lucky enough to live very long, arthritis and other ailments catch up with us and require more use of automobiles to get around. Please remember that cities should be planned for people of ALL ages and physical capacities, not just the young and healthy!
- RE: the Survey itself -- As a resident, business owner, and commercial landlord, the survey would only allow me to pick one -- business -- and not the other -- resident. The same applies to Wards; as I have business interest in varying parts of the city, but the Survey restricts me to selecting "1" Ward.

More consistency in distance of "STOP" signs from intersections. I am more in favor of lessening the distance, in some instances, of a stop sign from an intersection, especially in residential neighborhoods.

- Here is a SERIOUS issue: For the most part, the side streets off upper Wisconsin and Connecticut Avenues NW are only 3 cars wide. These are 2-way streets. The plan to increase residential/commercial density without providing parking will result in bottlenecks on every side street. It is already happening: Cars are avoiding the high-cost of meters by parking bumper-to-bumper on



both sides of these side streets, so there is no "pull-over room" when two cars meet going in opposite directions. The streets are too narrow to accommodate their passing each other, so tempers rise, horns are honked, the traveling cars can't back up because other cars are behind them, and it becomes a nightmare.

Metrorail and buses are wonderful, but they have fixed routes. People's destination needs are more complex and should not be disregarded.

- I am a DC resident and find myself of course shopping outside of DC due to parking regulations, my number one concern. For instance, I run my errands during the weekends, and one of those errands include using the market. Even though Eastern Market is down the street from me, well over the bridge, I will drive to the Amish Market in Annapolis, for the convenience of parking, and not only that, but other errands I attend during the weekend that is outside of the city. I take the bus and train 5 days a week going to work, but my errands for the weekend a little more in-depth. Perhaps we can have a parking garage similar to the one in downtown Silver Spring, and that is so convenient and cost effective.
- Parking for theatre/downtown events becoming more difficult. Have considered giving up going to these evening/weekend events because parking is so difficult. Have already given up eating out as much as we used to (restaurant valet parking is not always available and besides it is expensive). Public transportation not an option because of physical limitations.
- I'm tired of being nicked and dined for every little thing. The city collects enough revenue from taxes, parking tickets, red light cameras, etc. I can't even get a decent voter registration card or any printed materials on city services. Seeking more money from residents for visitor parking passes and anything else is OUTRAGEOUS!
- DC needs much more parking. Multilevel parking structures in neighborhoods like Cleveland Park would make us much more likely to go out.

Rush hour lanes on Connecticut Ave.

- Don't take away parking. I'm furious that four spaces on the southbound side of N. Capitol at Seaton Pl. NW (in front of Seaton market) were taken and labeled a bus zone. There's no bus stop on that



corner! The bus stops before crossing Seaton. This makes no sense to me and other rational thinking residents.

- I'm a former resident of DC. I go to work and church in DC. It has become increasingly difficult to park anywhere in DC. I do believe that the city should have taken to account the many churches in the city when developing a remedy for parking. Keeping in mind that the churches are neighbors also. Many churches have been parts of communities for more than 30-100 years. How about we work together, give church parking permits for Sunday, bring double parking for a period of time for Sunday services. just a few thoughts.

Can churches be allowed several parking spaces/double parking for Sunday services with a time limit? Keep in mind not all church members are from Maryland and Virginia. A great many DC residents find in difficult to park near their homes because of the parking regulations. I have 10 family members in DC that find it very difficult to park anywhere close to their homes as well as their places of worship.

- My family and I visit NW, DC at least twice a week - commuting from upper Montgomery County - as members and caretakers of our church, which has been operational and located in the same place for 40 years. The church has been sharing the neighborhood with residents for a long time, and has even been established longer than most of the residents have lived on our neighboring streets. Over time, we have succumbed to the growing parking restrictions, and now, it has reached its pinnacle. We are no longer allowed to park on the street which our church has been situated for these 40 years, due to the newly enforced "Resident Permit Parking - Zone 1/2" parking restriction. It is unfortunate and unfair, especially to the elderly, who represent approximately one third of our membership, and even to our out-of-state visitors; they're now relegated to walking 1, 2, or even 3 blocks to a place of worship - for which some have traveled 30, 40, 50 minutes or even hours to attend. ...My family and I travel (in ONE car) on Saturday mornings for prayer and the upkeep of the church, just for a few hours. Our church is not a large congregation and is only in worship service for a few hours on Sundays - when many residents aren't even home. Therefore, the membership should not be a threat to the parking availability on our streets. However, there are other businesses that thrive at night and may very well be a hindrance to the availability of parking for residents. That being said, IF these other entities are the primary cause of the new parking enforcement, what can be done for those of us who regularly commute/visit our place of worship?



- What is the meaning of this recent restrictive curbside parking in Shaw except for midnight to 7:00 a.m. SEVEN DAYS a week? Where are people supposed to park when they have church activities to attend?

Again, why the recent restrictive curbside parking in Shaw for seven days a week. What is that purpose? People should have paid attention to neighborhood parking patterns when they moved into the area.

Is it selfishness on the new residents' part?

- There are some curbside gutters that are quite large and are right where the street is angled downward and dangerous as a result. I once opened my car door, stepped out unknowingly at a very strange angle (from street to curb) twisted my foot and lost my nice sandal in the gutter. My foot could have easily gone into this large angled gutter entrance and caused more bodily harm! There should be bars or some kind of screen covering on these. The one I am referring to in particular is on Belmont St NW right across from XXXX Belmont Rd.
- Underpriced parking is at the root of all the conflicts with NIMBY neighbors that developers and the city are currently experiencing, from objections to lifting parking minimums to the outcry that inevitably erupts any time someone wants to build new multifamily housing ANYWHERE. If everyone paid a fair market price for parking their cars - whether in metered spaces or in residential areas - both the demand and supply for parking would adjust to eliminate all of the conflicts we currently have. People have been conditioned to believe that parking should be free or almost free and they need to be persuaded that car storage is just one possible use of valuable real estate and should be priced accordingly.
- The XXXX block of T street NW have asked for extended RPP in August and the signs have still not being placed (today is October 26 2012).

Not strict enough

- Taxi drivers in DC are incredibly dangerous and incredibly above the law: they are not ticketed when they don't respect driving code (make U turns to pick up a client, or cross a continuous line)
- police drivers don't respect driving code in non emergency situation
- private buses are not ticketed when they idle
- car/taxi drivers don't yield to public buses and are not ticketed



- The City seems to punish DC residents who pay taxes by allowing some developers to not build the number of parking required by law, which implies that there will be more parking on the street, less for current taxpayers, more pollution when trying to find a spot
 - construction trucks are not ticketed when they don't respect rules and the police couldn't care less (in the meantime a heavy loaded truck destroys the street that doesn't allow truck traffic and DC taxpayers have to pay for the street to be redone...)
 - Driver's code include the rule to use the horn only in case of immediate danger. Drivers beeping their horn (at 2-3am) for non-immediate danger situation don't get ticketed
 - Drivers from Maryland or Virginia disregard tickets they get...DC residents have to pay their higher taxes and their tickets...
- I and my neighbors, especially neighbors with children sometimes wait up to 45 minutes to unload their children with strollers, school gear, and groceries from our cars - having to double park until a space becomes available on the street, in order to safely manage to unload our cars.
 - 2nd & C SE at Capitol Hill Suites Hotel every day and Sundays for the church at that corner.
 - [RPP] doesn't work because there is too much development and big apartments and condos going up in the zone with insufficient parking spaces being built for these new units. So it will get worse as long as these huge buildings go up with insufficient parking.

My block, the XXXX block of S Street (and S Street itself) is 2 way. This means with RPP or not there are too many cars squeezing by the parked cars - RPP or visitors. Add to this the huge trucks of DPW, band buses for 14th Street venues, etc. you have side swiping all the time. I have been side swiped as have all my neighbors and a few weeks ago i saw a bus ravage a parked car. So what good is improving parking access and restrictions if you need to worry about regular side swiping?

- Too many condos/apts without parking spaces.
- Performance parking is an excellent way to efficiently manage the scarce resource of parking. In some circumstances, we can even support local businesses by making street parking cost less in areas of low demand (i.e., east side of Georgia Avenue between Upshur and Taylor). Increasing the cost in areas of high demand will also make it easier to find parking.

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Motorcycle / Scooter Parking

- Please consider improvements to parking for scooters and motorcycles. The few dedicated metered motorcycle parking areas are great, but there are not enough. So my first request is that you create more dedicated parking for motorcycles and scooters.

Also, current regulations require motorcycles and scooters to park in non-dedicated spaces parallel to the curb, but my 49cc scooter is quite small and car drivers get angry when I take up a whole space with my scooter. The few times I've parked perpendicular to the curb (so as not to take up a whole spot for a car), drivers have hit my scooter with their cars and knocked it over (which explains why the regulations require parallel parking). Therefore, my second request is that you consider amending the regulations to permit scooters to park on sidewalks where it would not interfere with pedestrian traffic (e.g., at or around existing racks for bicycles, next to tree boxes, etc.).

Perhaps other, better solutions exist as well so these are only some suggestions to start the thinking.... Thanks for your consideration!

- Separate motorcycle spots might be good.
- There is a GREAT need for scooter parking in DC. In addition to parking in residential areas, there needs to be parking options near downtown/places of work and particularly near Union Station. As it currently stands, parking for scooters is difficult and often confusing. This discourages people from riding scooters which are an efficient way to travel around the city.
- I'd also like to request FREE MOTORCYCLE/SCOOTER PARKING on EVERY BLOCK.

DESIRE FREE MOTORCYCLE/SCOOTER PARKING THROUGHOUT THE CITY (OR A WAIVER FOR 2 WHEELED MOTOR-VEHICLES FOR FREE PARKING IN ALL LEGAL SPOTS)

- I support changing parking regulations to allow scooters (e.g., below 100 or 50 cc) to legally park on the sidewalk. These machines are too small and light to park on the street - auto drivers can't see or accurately gauge distance to them, and thus routinely knock them over, and in any case it's deeply inefficient to force a tiny scooter to occupy a valuable full-size street parking space when they can easily be parked on most sidewalks without impeding the flow of foot traffic.



- Motorcycle parking only appears to be provided downtown. Some areas underutilized and not marked or dedicated for motorcycle/scooter parking.

Motorcycle Parking is often not identified or provided in areas.

- Parking for motorcycles appear limited to downtown. Other areas are limited and/or none existent. Designated motorcycle and scooter parking would promote safety, reduce vehicle damage or vandalism.

Motorcycle and scooter parking is very limited or not designated, promoted.

- I use a scooter to get to work. It is a large scooter, more like a motorcycle. I find the parking downtown for scooter commuters to be horrible. More motorcycle/scooter designated parking with 12 hour meters that take credit cards is needed all over downtown. We need the scooters off the sidewalks and into legal parking spaces, but as it is right now, it is nearly impossible to legally park a scooter downtown. The city should be encouraging more scooters rather than making it difficult for people.

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Parking Enforcement

- Contractors and residents regularly bribe our DPW enforcers. It's disgusting. DPW needs to implement a secret shopping program to root out bribery, and refer employees for criminal prosecution when bribery is discovered.
- The overnight out of state program, ROSA (?), needs to be more strictly enforced on my block. Also, there needs to more parking enforcement coverage on Saturdays when people block the alleys all day with their cars. Lastly, more towing of cars on southbound 16th St., NW between Columbia Rd and P Sts., NW during am rush hour.
- Enforcement of RPP only not done in my block consistently (XXXX block of S St NW)
- I live in the area of SW in Ward 6 where there are restrictions due to Stadium events. I feel that this area is not patrolled enough for parking infractions.



- There will never be enough police or meter maids to enforce parking regulations on every street; and there shouldn't be. We have to find the right balance that sends a message that the city is serious about parking regulations, without going overboard.
- There is no way "Not enforced strictly enough" can be an answer. There seems to be no end to the number of traffic enforcement officers patrolling the streets.
- I've been falsely ticketed several times for not paying a meter even though I've put my receipt on my dashboard. I've also been ticketed for expired registration. Even though I don't live in the District and I've placed my temporary registration notice on my back windshield as required by the state of Maryland. Because of these incidents I've had to take time out of my days to appeal each ticket.
- The street is full of houses whose owners rent out to residents who keep their vehicles registered in low-tax, low-service states like Virginia, Florida, or Texas. If they don't park in private spaces, they use the Visitor permits. Enforcement, when I contact 311 online, has been good. Thanks for that -- but it should not have to depend on citizens watching and calling in.

I definitely am pleased with parking enforcement downtown and on the Mall, areas where I see the most. The enforcement officials are 100% professional, hardworking, polite, and courteous.

The city could earn millions of dollars by enforcing ROSA. Our condominiums, apartment buildings, alleys and streets are full of residents' cars kept registered, titles and insured in other states.

- Too many Maryland and Virginia cars still park here and then walk to take Metro. There should be more frequent ticketing for non-DC cars.
- Parking restrictions are not enforced well -- in Logan Circle the street I live on (14th & Church) is home to many new restaurants and out of town (and zone) vehicles are always illegally parked there for several hours.

On 14th & Church St NW, there are constantly cars parking at and past the curb blocking the pedestrian crosswalk. The Homemade Pizza Company business is the main culprit, where customers park in the street, on the curb, in the crosswalk in order to pick up their orders.



At 15th & Church St NW, cars are parked very close to the curb / street, often blocking the ability of moving vehicles going westbound on Church St to notice the pedestrians crossing the street. Additionally, it makes it hard for the vehicles to view oncoming vehicles going northbound on 15th street when cars are parked close to the curb on 15th street -- placing a DO NOT PARK sign would help to rectify this.

- It is my feeling that meetings on these ticket issues should have been held BEFORE the increase of cameras and fines and all of this accelerated CRAZINESS took off! Just because our elected officials give speeches and say that they have not raised our taxes-- I AM NOT IMPRESSED, and I feel that most DC residents are NOT impressed either! My belief is that they have put a BIG plan in place to extort money from us via the ticket process and these cameras! It is NOT about SAFETY, it's ABOUT MONEY and balancing the budget on our backs and in our pockets! And I am MAD about it!!
- I live on A St NE and a lot of cars with MD tags use it as a through street to avoid the lights in Constitution Ave and East Capitol. Oftentimes, they are traveling at quite high speeds. The street should become for local use only during rush hour.
- Not enough enforcement late in the day.
- The restrictions that have been added in business areas around town (typically 2 hour parking) are problematic as they are not long enough in many cases to even have dinner - much less dinner and a movie (for example). Many of the impacted customers are DC residents. It should be feasible to park for longer than 2 hours in all business districts. (Fees could be charged by meters or through Performance Parking - but the allowable time to park needs to be extended.)

It is almost impossible to park for any necessary period of time anywhere downtown on a weekend. This is a problem if you need to work on the weekend or do a weekend activity at a park or on the Mall. Again, the number of allowable hours is too short - and is an inconvenience to DC Residents. Parking Meters/Performance Parking restrictions need to allow cars to park for longer than 2 hours.

- I live 2 blocks from the armory. I think it's great that it's resident only during game days. Unfortunately the enforcement days aren't clear (the DC Events website, which Councilmember Wells' office referred me to doesn't list all events). And the enforcement is spotty. The block was out of control during the Howard-Moorehouse game this weekend. And when my mother comes to visit, I never know if she'll get a ticket or not - and it seems silly to go to the police station for a parking pass for 5 hours.



During stadium events. The events need to be clearer, and you guys have to get people out there to actually patrol on event days.

- The Dunbar construction project has also quadrupled the number of cars from outside of the RPP which park on our street and do not seem to have RPP restrictions enforced even during the general hours.
- Enforced fine during the week, but not enforced strictly enough on Sundays, when cars are routinely allowed to park in no parking zones close to the end of blocks.
- I have concerns about ROSA violations. I have multiple neighbors living on our block for 4+ years who have Maryland plates. They all live in the district full time, take up valuable street space, and never get ticketed!
- They are not enforced strictly enough after 10pm on weeknights and weekend nights.

They do not cover periods of high parking loads in the evening and nighttime hours in Adams Morgan, when residents cannot find parking.

- Cars are always parked in the alley behind me (between 31 and 30th st NW) and the traffic wardens never ticket them.
- Meter enforcement in the west village of Georgetown is excellent.
- The few blocks close by that have resident-only parking are not enforced.
- Va. and Md. cars park all day in Georgetown without being ticketed.
- My main complaint is how trademen's vehicles are treated.
- For some reason out of state cars are able to park on my block for several hours or even days without getting a ticket, but if a truck owned by a contractor parks more than two hours on my block they almost always get a ticket. So I think enforcement on contractors is excessive but on others a little lax.



- On the south side of the XXXX block of North Carolina Street, SE, the restrictions on parking during school drop-off and pick up periods are not followed and calls to DC government asking for stronger enforcement have gone ignored. Further, there is at least one vehicle with Virginia plates, but a VPP parked illegally every day for months that has never been ticketed.
- As a LONG TIME DC resident, I feel and BELIEVE that DC's handling of the parking issue--the ruthless & hurtful manner in which parking tickets are issued has and is turning the city into a very UNFRIENDLY place to visit and to do business!!! The fact is that I encourage everyone I know--once they leave work in DC, to do all other business in stores, etc., in ANYPLACE other than DC, where you can park on a lot and don't have to worry about the constant threat of high cost tickets that are unfairly issued! My full belief is that the ticket madness is based on anything and everything OTHER than safety--for real, it about MONEY! The DC Officials are using the tickets, parking and camera high fees to balance the city's budget!!! The EXHORTING of our money through the means is shameful and very unfair!! The Officials come before us telling us that they won't, or didn't raise our taxes THEN impose such outrageous ticket tactics and outrageous fines is a JOKE!!

I also want to add another issue to be addressed. This new issue is the administrative process. I believe that persons who get tickets have no REAL process to address their side of the ticket. We are set up with these traps to "get cha" and there is NOTHING that can be said or done in our defense that appears to matter, and the ticket always holds! This is WRONG!. I got a one of these tickets, and I responded in writing. The Hearing Examiner wrote me as if I requested a hearing, and made a mockery of my denial of the violation at hand. When I again rejected their finding and also said I cannot pay the ticket--especially when I do NOT accept it or its validity, they merely wrote me back telling me that I asked for reconsideration and again, they said NO!!! We have no due process--only the Districts process, that we are wrong because they say so!! OUTRAGOUS!! I feel that while this THINK TANK process goes forward, the ONLY fair thing to do is to suspend all of these tickets. The District should have called this THINK TANK into being BEFORE implementation to gather the feelings of the stakeholders. It's unfair that this did not take place! Now that we are victims of this money EXTORTION process, they are running us away--but the attitude is WHO CARES! It is NOT about safety, it's about MONEY!

- Actually signed curbside parking enforcement is not enforced enough in my neighborhood and overly enforced downtown.



- On my block (XXXX block of Park Road NW), there are areas which allow no parking 7am-6:30pm for a school. These areas should be examined to determine whether it is essential to not allow parking for such a long period of time. Same with nearby loading zones on Mt. Pleasant Street.
- More enforcement would help.
- Meters should be in force only until 6:30pm.
- At intersections vehicles are frequently parked blocking crosswalks and sight lines.
- I wish there was better enforcement of parking in bus stops. People park in bus stops so the busses stop in the street, which increases the potential for bicycle and pedestrian injury

Similarly, I wish there was better enforcement of double parking including by delivery services and taxis.

- Please return to the old system of not charging people on Saturday or after 6:30 pm on weekdays. The new system sends me and my family to the suburbs for dinners and shopping. Under the old system we were more likely to go out to eat and shop in the evenings and weekends in the District.
- No parking enforcement on Sunday mornings during church services-- vehicles block fire hydrants and driveways and regularly double park in my neighborhood. RPP doesn't account for this Sunday use and illegal parking.
- It's not clear from the survey if the question is in regard to in front of your house or citywide because there is a difference in signage and enforcement by location.
- The questions are badly framed -- enforcement is spotty (some blocks never seem to get enforcement) and often inaccurate (e.g. people get ticketed for parking legally). How about "arbitrary" as an answer?
- There is no enforcement of parking regulations in and around the Watts Branch ball field. During games, motorists often double park, block access to the road ways, and leave litter on the streets and surrounding areas of the park.



- I have concerns about motorists from Maryland parking all day in my neighborhood. That freedom is not allowed in other wards of the city where there are parking restrictions.
- On the XXXX block of Livingston, still in Chevy Chase, but one half block from Friendship Heights, too many people playground people stay over 2 hours with no permit and the parking people do not enforce it. If they came at 4, 4:30 and 5 in the spring and fall, they could get lots of revenue of people who stay until past 6 and 7 o'clock.
- The parking enforcement officials in our area give out unjustified tickets to residents who park on the street. We have received three tickets and had to contest each one - we have won on each of these tickets thus far but it is a large additional inconvenience on top of finding sparse parking.

For example, during Christmas 2011 we traveled to visit family for one week across the country. We parked in a spot without trees next to it as a precaution. We returned from our trip to find a ticket for parking in a spot reserved for tree removal - notice was given just a couple days before Christmas and after we had left for vacation. In addition, there was no tree near our car! Insufficient notice was given (particularly near the holiday) and our parking space was not needed for the tree removal/trimming.

On another occasion, we received a ticket for parking "0" feet from a driveway when we were parked about 7 feet from a driveway. We typically park on Macomb street which is lined with driveways. It is reasonable to make sure the other residents have enough space to use their driveway but space is limited and most spots are directly adjacent to driveways. Thus, we have to park next to driveways while also trying to leave enough space for other cars to park in front/behind us.

- You now say that the two-hour restriction is throughout the zone, and that moving a car from one spot to another is not allowed. I hope that doesn't apply to moving my car when I drive to another location to do a different errand or visit another friend. This needs to be clarified.
- Would like to see more enforcement of parking distance from an alley, an intersection and/or a driveway.
- Double-arrowed parking signs are too often placed too close to stop signs. Because they imply that cars can be legally parked on either side of it, drivers are often ticketed for parking less than 25 feet from a stop sign. It seems to me that the DMV and the DDOT are working together to trick drivers into



inadvertently parking illegally, so that the city employees can issue easy tickets to benefit the city coffers.

- UPS trucks and other vehicles should not be allowed to block lanes of traffic during rush hour.
- MD and VA "PERMANENT" PARKERS: Why so many MD and VA license plates allowed to park all day, all night, all weekend. How can this be? Are they paying DC taxes and fees for this like I am?
- Businesses and organization should NEVER be allowed to block an entire street block from residents. This happened this past week with Scientology on 20th St NW between R and S Streets. Unbelievable that an organization located on the CORNER of a residential block was allowed to deny RESIDENTS access to their street, front doors, alley, and parking. (Can you imagine the lawsuits should emergencies arise whereby RESIDENTS cannot exit to cars or taxis to get to hospitals for ER treatment, or access their cars to load/unload for trips to airport or any other function?) NEVER but NEVER should egress be denied. Who allowed this?

Cabs and Buses too frequently block entire bicycle lanes, driveways, and alleys. They need to be ticketed for blocking the flow of traffic when there is plenty of room for them to pull over out of traffic flow's way.

For example, DC cabs are notorious for stopping in the middle of the street instead of pulling over. Also, DC area buses are notorious for leaving their "tails out" blocking an entire lane of traffic because the driver is too inconvenienced to pull the entire bus into the loading zone-- even when there is plenty of room for the bus to enter and exit the zone.

Traffic patterns would be noticeably more efficient and commuters noticeably less frustrated (e.g. decrease in road rage) if cabs and buses were regulated-- and enforced-- so as not to block flow. How is it every city throughout the world can do this, but DC cannot? Seriously. Do the research. You would be amazed how deficient this city is in this area.

- Maintaining the emergency no parking on game days on select blocks near Nationals stadium is absurd. We were told over a year ago that the restriction would be lifted. When it wasn't by last spring when the signs went up for the season, we again inquired, and we were told that a formal assessment would need to be performed to lift the restrictions. Still waiting. This is a classic example of bureaucratic bs to excuse inaction.



- I don't think enforcement is the problem in the U Street corridor. As good as it is, it is not good enough to meet the needs of residents who should be able to park within a reasonable distance of their homes.
- Don't agree with above selections. Current Hours are not satisfactory, and I don't want longer hours. I want shorter hours. 8:30 pm restriction TOO late for parking around Chevy Chase circle. I would like to go to the Avalon Theater and dinner, but end up in Bethesda because of these restrictions. Return to former restrictions.

When DC started charging for parking on weekends, I stopped going downtown on weekends, whereas I used to always spend money downtown. I now got to Bethesda or Silver Spring for movies and dinner, where I get free municipal parking.

- Shifts in availability of parking after 6:00pm to do shopping, dining and taking in entertainment are going to impact our downtown businesses. Parking on week-ends should be extensively relaxed in all shopping corridors of our city.
- With the number of bars and restaurants now and coming in the future around the 10th Street and U Street Area, most people parking do not really care about the RPP Restrictions. They will park there anyway. This area needs the same parking restrictions that parts of Capitol Hill have Zone # ONLY! We strongly feel pushing the RPP time to 10pm or Midnight will do nothing to our problem. On average it takes over 30 mins to find parking between 6pm and Midnight. It will only get worse. The daytime parking has become really bad now as well due to the construction workers parking here and it doesn't seem that they are getting ticketed. In fact, I have never seen parking enforcement during the day in our neighborhood. Only at night when you all know you can make the most money. Maybe if these people saw a tow away sign, they would not park here.
- People park too close to private driveways and make access and egress dangerous.
- The XXXX block of North Portal Drive is a parking lot for cab drivers who live in the adjacent downtown Silver Spring apartment buildings. Apparently, they cannot park out of state tagged vehicles in their own parking lots - if they have parking lots - so that park directly in front of my neighbors homes. Sometimes they do not move their vehicle for weeks at a time.



- The RPP is not effective when there are several government vehicles that park on the block for days at a time, never receive a ticket and doesn't have to abide by the Street Sweeper regulations.
- I wish parking restrictions for people without a Zone 2 allowance on their tag were increased. There are too many vehicles from Maryland and Virginia parking after 6:30 p.m. on weekdays and all times on weekends blocking access for myself and guests. I wish my street had the RPP and guest pass program or that our city government would charge for out-of-state vehicles for parking without an official guest parking pass.

Delivery trucks and taxis frequently clog bus, bike, and vehicle traffic in my neighborhood. Taxis are the worst when they are "trolling" around for fares -- driving around looking for passengers. They pull over at random times, block travel lanes, pull into bus stop zones. The delivery trucks are really only a problem in the downtown area (H and I streets, NW) between 9:00 and 1:00. There are also too many vehicles from Maryland and Virginia taking up parking spaces on my block.

- Parking around religious buildings, especially on Sundays, is not enforced as carefully as it is at other times.
- It would be great if we could get parking enforcement on weekends, especially when the weather is nice. Although there are no RPP restrictions on weekends, people parking in the crosswalks, in front of driveways, in front of fire hydrants and with the cars sticking out into the intersection.
- Need better enforcement on weekends to ticket people who illegally park moving trucks. Moving truck permits are available through DDOT and people ought to buy one or be ticketed for an amount at least as great as the price of the permit. Every weekend I see moving trucks blocking bike lanes, driving lanes, etc. because the person didn't want to follow the rules and get a permit.
- Parking is honestly hardest when you have all these double parked church goers from Maryland and Virginia coming in and double parking on Sunday mornings. They should get ticketed for illegally parking and there should be restrictions to prevent them from doing it.
- I have not seen one ticket on the 30+ out of state cars.



- Enforcement should be tiered to punish certain offense first. For example: Any cars parked in a rush-hour restricted zone should be the first to be ticketed/towed. Next, non-DC cars in RPP zones should be ticketed/towed. Finally, DC residents outside of their Ward RPP should be ticketed/towed, etc.
- Blocks surrounding us do have RPP and rarely does parking enforcement survey the area and distribute tickets so all around we need parking restrictions and better parking enforcement.
- The RFP program is only as good as the administrator responsible for its oversight. It has now been 3 weeks since a RFP was requested and it has STILL NOT been received. Excuses have been offered by the administrator, but the pass still has not been mailed. Meanwhile, of course, the ticket writers are out in force, generating more revenue for this poorly run government.
- There are countless violations of non-residents parking on my block every day, never resulting in any ticketing or towing. A church (at XXXX A Street NE) encourages its non-DC parishioners and visitors to flaunt the parking regulations and occupy parking spaces every day and night. As a tax-paying (and RPP paying) resident, it offends me to my core that churches are allowed to blatantly disregard parking restrictions in neighborhood parking zones. Either require them to pay for parking stickers or ticket/tow them. There should be ZERO room for negotiation -- you park illegally, you get towed.
- Lack of RPP enforcement. There are a lot of patrons using our parking for restaurants, gyms, bars, etc.

Loading zones are used for bar parking and a lot of MD and VA vehicles start to park during the restricted hours.

- Street cleaning restrictions are not enforced well, and daytime restrictions. Enforcement is very good during morning rush, okay during evening, lacking in between.

Increased enforcement of current rules would also help - parking in front of fire hydrants and in illegal curb spaces and things like that.

- Enforcement of traffic violations against motorists (failure to yield, speeding, reckless driving, etc.); the district should step up citations for these types of violations.

Also, enforcement of parking violations viz. vehicles parking in bicycle lanes.



- In the late afternoons after 4 and until dark, the city could make lots of money if they came by every hour on the XXXX and XXXX blocks of Livingston Street in northwest Washington. Lots of people park and stay over two hours, especially in the spring.
- Continue to slam those who block fire hydrants, disabled parking zones/spaces without a permit, and encroachment into sidewalks, driveways, and crosswalks. Quietly run over violators with an Amtrak Train!

The goofy two-hour restrictions on curbside parking in many neighborhoods must be obliterated/stomped into the ground immediately. Store merchants and their false ideas about customer turnover and velocity of parking turnover shouldn't be the predominate point of view in parking limits - these clowns are hurting DC and the quality of life for 20-year residents like me and my friends, including local MD/VA visitors. It easily takes three hours to eat a meal and see a movie or go to the bookstore, stop subsidizing the merchants with 2-hour parking zones. STOP IT NOW! Don't make it easier to drive to Bethesda for movie and dinner.

- At least here in Bloomingdale, RPP does not help residential neighborhoods when it's most needed: in the evening. There is apparently no enforcement of out-of-state tag (and thus non-resident) parking. Oftentimes on my block (the unit block of S Street NW) a fifth or more of overnight street-parked vehicles have non-District tags. They display no permit, RPP or otherwise.

And then there's Sunday parking enforcement. It's obviously an unwritten policy that there's no parking enforcement on Sundays because of the weekly church migrations. At least enforce the existing rules, and stop giving an invisible parking pass to those who do not reside here and who pay no taxes here.

Enforcement? Except for Sundays in the residential neighborhoods... it's ok.

First, as a resident of the District, I love parking restrictions! I just can't take the bizarre signage issues. Contradictory signs posted on the same pole. It's so bad, it's common knowledge that we're supposed to observe the most restrictive one. C'mon! I don't really want to read War and Piece on the sidewalk and decide which chapter was the most relevant to the story. Also, one of the last parking tickets I received was outside Building Museum on 5th Street. The rush hour parking restriction signs are only posted at the ends of the block; not anywhere near the space I parked in. C'mon!



- In the future, there will need to be better enforcement [on the Wisconsin Ave corridor]. Illegal parking by students is an issue.
- Vehicles are unfairly ticketed, meaning if we're ticketed for being within 20 feet of a stop sign but there are cars there every single night and no tickets on them ever, this just seems unfair.
- Residents should be able to double park in front of their homes to load and unload passengers and personal freight for a short period of time.

3.5 years ago I was recovering from a knee replacement. My husband came into the house to help me down the steps. A parking enforcer gave us a ticket even though he could see that I was on crutches and that we were moving on shortly. It was INFURIATING! And my efforts to appeal met with no success.

- There are some areas where the overlap and meter requirements are impossible to decipher. When it says two-hour parking 8:00 am to 6:30 pm, for example, does that mean after 6:30 you don't have to feed the meter or does it mean you can continue to feed the meter to stay?
- Sometimes need more parking enforcement.
- People with out of state tags park on my block/street and don't seem to mind the parking ticket.
- I was appalled to find a "ticket" on the car of friend of mine who lives in Maryland, noting that it was the second time the car had been parked in my neighborhood within 6 months. Clearly, the car was legally parked. Beyond that, it is not your business who stays at our homes or how frequently.
- "Gotcha" parking signs that are obscured by trees or otherwise, or that give conflicting information. Overzealous parking enforcement. Got ticketed attending a funeral in a 2-hour limit zone with no other available parking. General hostility toward drivers.

The city has adopted policies to discourage driving in every way possible.

- TICKET AT NIGHTS/WEEKENDS!



Need more enforcement and towing!!!!!!!!!!

There is no enforcement of RPP outside of the morning hours. Parking during the day is not a problem at all. I live a block from 14th street. Our streets are packed with MD and VA plates coming in from out of town for the nightlife. RPP is only until 08:30 p.m. and because you can park for 2 hours without RPP, in effect non-residents can park from 06:30 on. It is almost impossible to park anymore. The city recently installed resident only signs on one side of the street. However, after a month I have seen zero enforcement of this and out of state folks park there with impunity. We need parking enforcement at night and on the weekends!

- In the XXXX block of R Street, and XXXX block of C Street, NW, you still have non zone 2 permit holders, parking in the RPP restriction area.
- I sometimes park my car at the first parking spot in Zone 2 parking. There is a meter behind my car, and one time I got a ticket for expired meter despite not even being parked at that spot. I appealed the ticket, got a response that the meter was not broken (I never claimed it was).

More recently, I got two parking tickets on separate occasions one month apart for parking in while "Emergency No Parking" signs were displayed. These signs were hand-written, did not contain a permit number nor contact number. This renders the signs invalid, yet I still received tickets. I think DPW needs to stop this practice.

- Non-resident parkers typically do not stay over two hours or park during time when there is no enforcement: evenings, night, and weekends, especially Sundays. Restrictions are meaningless if there is no enforcement, and DC refuses to enforce parking restrictions for church goers. Typically only residents suffer from enforcement from overzealous ticket writers. Residents are cited when they come home late, find no parking and park just over the line. Street cleaning days and construction make the forced moves so much more difficult.
- Some signs that explain unrestricted hours extended for evening parking are easily misunderstood leading to parking tickets. I resent that the city signed a parking agreement with an outside company that receives an excessive percentage of fine. Cynicism is fed by these unfair practices.
- Please enforce the restricted parking rules that exist and there won't be a problem.



Because there is no enforcement by DDOT. I live on the XXXX block of 6th St, NW, and the Westside is restricted to resident parking 24/7. There are cars parked there most of the time that are illegal and the enforcement is spotty at best..and hardly ever on Fri and Sat night when we really need it. I have complained several times to no avail.

- On Sundays vehicles with Maryland tags fill up available spaces. New restrictions effective all week just went into effect on some streets so we need more time to evaluate.
- Vehicles extending past the no parking sign into the driveway of The Iowa condominium in the XXXX block of O Street NW on the south side are not being ticketed. This creates a hazard for vehicles exiting the driveway because it is difficult to see oncoming traffic.
- Illegal parking and limited enforcement [of RPP].

32nd Street, particularly near intersections (e.g. 32nd and Scott Place) during the day and overnight.

- No parking restrictions for street-sweeping are not enforced, so the streets are often not cleaned.
- I actually think the Parking Police are excessive in terms of doling out tickets in DC. This varies by neighborhood, and probably by individual staffer doling out the tickets.
- I live very close to 18th St in Adams Morgan which sees heavy nighttime traffic on Friday and Saturday nights. I constantly see cars parked in front of my building (which has a no parking sign) in front of hydrants and too close to the curb.

Restrictions are not enforced strictly enough period (i often see cars all day parked illegally) but this is especially true on Friday and Saturday nights when there are many people going to bars and restaurants in Adams Morgan.

Our building has a no parking sign in front of it as it is a building entrance and there are constantly people who park overnight in that spot. The only way to ever see any enforcement is to call mpd and have them come out.

- I've been ticketed while displaying appropriate permits... appeals process is slow and unfair.



- Enforcement of parking regulations on Sundays would also be nice. Sometimes it feels the city is more concerned with the commuters coming in from Maryland/Virginia than the folks who actually make a commitment to live in the city.
- [RPP] could be more strictly enforced but the parking monitors do a decent job on our street.
- There are multiple cars with out of state plates parked in my neighborhood (RI Ave NE between Lincoln and Summit, the alley behind and the streets surrounding) but they never get ticketed. Also the rule about not being within 25' of a stop sign is never enforced anywhere around here. Also there are often cars blocking the alleys but it sometimes takes multiple calls to get them ticketed. Also, DC Dept of Health vehicles regularly block the alleys when doing rat abatement despite ample street parking. (I sent DOH an email and called about this and was promised a follow up about 6 months ago and have received nothing.) Cars in this neighborhood often park in crosswalks. Motorcycles are parked on the sidewalks. Basically, someone needs to come through 2x/day and start actually enforcing the laws, because people DO NOT follow them. And it inconveniences me - I'm parked into my driveway at least 1x/week, parked into the alley 2-3x/week, and have difficulty seeing intersections due to illegally parked cars every time I leave my house.
- Myself, and others in our neighborhood, will often spend 15-20 minutes searching for a legal parking space if it is after 8 PM on a weeknight or after midnight on a weekend. When someone with a RPP can not find a legal parking spot within that period of time and is forced with deciding to park over a 20 minute walk from his/her home or choosing an illegal parking space (such as parking between the end of the signed legal parking area and the intersection), it does not seem fair that a ticket should be issued. I very rarely see someone parked illegally when there is obviously a legal place to park available. It would be considerate to not ticket between 9 PM and 9 AM on weekdays and midnight and 9 AM on weekends. Perhaps ticketing could be reserved during these times for those cars which are creating a significant safety hazard (such as blocking a curb cut, blocking a fire hydrant, etc).
- Neighborhood parking restrictions should apply to non-DC license plates only since the main problem is Maryland and Virginia commuters driving in and parking near metro. As residents, we find it very difficult to find parking in other neighborhoods when we are visiting friends, patronizing businesses. And it is very frustrating to only be able to visit other neighborhoods for two hours at a time. As taxpayers, we should be able to socialize and patronize D.C. businesses without this hassle.
- The lazy meter maids never check for RPP so we wind up getting tickets that we have to deal with.



- Parking Police are incapable of understanding their own parking regulations and even when they admit a mistake are unable to rescind a ticket.
- Often people coming to meetings of the Interdenominational Church Ushers Assn. on 16th St just north of Caroline St, NW park on the east side of 16th St WELL before rush hour restrictions end at 6:30 pm Mon-Fri -- and I have never seen them ticketed.
- The XXXX and XXXX blocks of Newark Street, NW do not have adequate enforcement, particularly in late afternoons and the evenings.
- Too many out of area parkers. Cleveland Park - streets off Connecticut Ave.
- Also, on-street reserved car-share spaces are regularly occupied by personal vehicles. (a) The spaces need to be more clearly marked on the pavement in addition to the signage. (b) Enforcement should be improved. I've seen parking enforcement officers walk right past illegally parked personal vehicles in the car share spaces.
- Of course--you only want comments about when they're not enforced strictly enough, which isn't possible. Tickets are given for the tiniest violation, even when it's totally unclear what the rules are.

Again, parking enforcement is overly eager--tickets are given for any possible violation, and it is not uncommon for the signage to be completely unclear/contradictory, but the benefit of the doubt never goes to the citizen, even though we're trying to follow the rules.

- I live on Connecticut a block away from the Zoo. It's impossible for me to find a parking place near my home on weekends because of visitors parking in the neighborhood to go to the Zoo. Zoo parking fills up quickly and costs a lot, and people have figured out that they can park anywhere they like in the neighborhood, and I mean anywhere and not get a ticket. When I say anywhere, that means that they park right past the edge of the block in places where it is adequately signed with a no parking sign (The P with the slash through it) fill up one whole side of a street that clearly is marked no parking, and park in ways where it's impeding sight lines to make a turn onto a street because the car that is parked is edging into the intersection. Since there is NO, NONE parking enforcement in effect on weekends, that means that people can get away with this, whereas if during the week, I parked like that, I'd have a ticket at 2 am, guaranteed, from an officer patrolling the neighborhood. It's ridiculous that the



neighborhood has to absorb parking from the Zoo, it makes it very difficult to run errands etc on the weekends and definitely affects quality of life for neighbors. (I live near Devonshire St/Cortland Place).

- Not Enough Enforcement.
- Overzealous ticket writers - do they get paid by how many tickets they issue?

I got 2 tickets - both vacated! - within 28 minutes from the same ticket writer. MANY people in my neighborhood are furious about tickets written before the meter expires, it happens repeatedly. The problem isn't the signs or the drives, it's your employees!

- My only real parking concern is the behavior of people who attend church in my neighborhood. It's not that they take all the spaces near my home, which they do, it's that they also block alleys, crosswalks, and park in the intersection at the radius. It's dangerous, especially since I have children and in some places there are no sidewalks for us to walk, bike, or scooter ride on. I don't begrudge a people visiting my neighborhood for a few hours a week. But I do not appreciate the hazard that this sometimes brings. Please enforce safety regulations.
- Lack of enforcement!!!!

We have a cottage industry of illegal parking here in our SW community both for workers on Capitol Hill as well as for National Park events. Meters have been removed and not replaced as well as not enough meters on Buzzard Point where people are not paying parking fees period. Creates a never ending string of cars, etc. looking for free parking places. Plus no one (DPW, DDOT, or MPD) enforces illegal parked cars that are in residential parking or using expired parking passes!

- Lack of enforcement.

Buzzard Point has a major problem with parking in that there are no meters, sidewalks, or lighting. Thus there has arisen a major problem with people parking in this area illegally, particularly during stadium events.

No evening enforcement.



- This city's traffic enforcement fails to protect pedestrians. Drivers need to calm the heck down about getting where they need to go. I have almost been hit multiple times by drivers in a hurry. It is outrageous. If there are NO TURNS at an intersection, you need to enforce it to protect pedestrians. People are always turning at 7th & H NW and NEVER get ticketed. They get mad at pedestrians for preventing their turns. It is dangerous.

Your red light cameras also need to capture people making illegal turns and ticket them. I have almost been hit several times at the intersection of Calvert and Connecticut, which has red light cameras. But those drivers who run red arrows do not get tickets. This type of enforcement would help to protect pedestrians.

- OK now on XXXX Ordway St NW, but fear will need stricter when Giant development comes on line.
- Because there is not any/enough enforcement at night. Do this and there will be fewer parking problems for residents and you'll have more money from enforcement.
- At the Tenleytown Whole Foods, when coming out the rear of the parking garage, there is parking too close to the entrance on the east side of 41st, I believe, that blocks the motorist's view.
- The negative side is the RPP stickers are used by Nationals employees and even when they are out dated the enforcement officers (TCO, DPW, or MPD) do not enforce.
- Cars frequently double park or illegally park in crosswalks/near intersections for short periods of time, making it difficult for pedestrians to cross the street safely. 11th, 12th, and 13th Streets NW south of Logan Circle and north of Massachusetts Ave.
- Parking enforcement does a good job of ticketing violators. Thank you. However, the enforcement officers always park their city cars in bike lanes or in vehicular traffic lanes when issuing parking tickets. Nothing in the world frustrates me more than this. If the city is going to allow the parking enforcement folks to park illegally, at the very least park somewhere out of the way!

I am not sure who has authority over this, but there needs to be a HEAVY penalty for cars and trucks that park, even temporary, in bike lanes and in traffic lanes. This includes trucks making deliveries (I see it every day during the PM rush hour heading north on 14th St NW), cabs dropping people off, and most egregiously, parking regulators themselves.



- Significant number of evening out-of-state vehicles parked, large amount of illegal parking on nights and weekends.
- They're a little lax on the cabs that park in front of the hotel next to my house.
- Significant amount of illegal parking in community (along Summit Place NW, Clydesdale, Ontario Rd NW, etc.), blocking turning movements, crosswalks/curb ramps, and fire hydrants. Need to increase enforcement!!
- Too many out of state vehicles parking within the District.

Not effective non-rpp cars including from MD & VA park with impunity day after day 24/7/365 and weekends. Restrict all parking in zone to permitted residents only no exceptions 24/7/365 and aggressively tow. DC could make big bucks from parking fines!

- Residential parking restrictions used to be enforced Monday through Friday. Now they have been extended to Saturday. Given how miserably Metro performs on the weekend, this makes it especially difficult for people who have to work or shop on Saturday but can't park in many areas due to the Saturday restrictions, thus forcing the taxpayer into expensive parking facilities although there are street spaces available. This also makes it difficult for homeowners who are having multiple guests and don't have sufficient permits.
- [RPP] is enforced infrequently on my block, the XXXX-block of Seaton St., NW. Some parking enforcers don't understand the alternative side parking restriction and how it relates to street cleaning day. Please call me at XXX-XXX-XXXX for details on this including problems with an ambulance and firetruck due to lack of enforcement after 311 calls and speaking with two enforcers.

My street is a favorite for taxis to park and many others who also exceed the two-hour limit due to spotty enforcement.

I favor a 7-day 24-hour restriction on out-of-zone parkers with RPPs permissible at all hours for out-of-zoners.

- Frequent ROSA violations on my block.



- Please enforce rules pertaining to treebox borders that interfere with parking. when I pull into a legal street parking space, I should be able to open my car door, yet on some streets residents have placed borders around the treebox that prevent a car door for being open. Is this their way of preventing others from parking in front of their house? One example is 9th St SE (XXXX or XXXX blk), east side. I have complained about this to DDOT but nothing is ever done.
- People can park wherever they want - in no parking/no standing zones, in front of a public stairway - on nights and especially weekends. The MPD do not apparently feel it is their job to enforce parking.
- One curbside parking problem: I leave on vacation for a week and leave my car parked in what I believe to be a safe location. However, after I leave, a resident or a tree service posts a sign that the parking area is reserved for a specific purpose. So I come home to find my car towed.
- RPP restriction enforcement is not strong enough. We often see numerous cars on our block with out of state licenses or out of zone stickers, or they park overnight.

More enforcement of out of state licenses parking overnight (and/or people who live here, but do not register their cars in DC).

More enforcement of 2 hour limit within entire zone.

Direct out of zone people/visitors/ etc to park at DC USA.

- DPW parking enforcement people tend to not enforce the important restrictions. Residents get street sweeping tickets but the drug dealers don't get in trouble for having out of state tags on a RPP street
- I have an issue with officers giving warnings and tickets for vehicles that are not registered in DC parking on my block more than two times within a 180 day period. I often have non DC residents spend the night over my house and come out to a ticket. This is not fair to my overnight guest. There is not residential parking permit needed, therefore, I do not understand why they should be cited. This has happen over 3 occasions in the last 6 months. I have lived here for 28 years and I have never had this happen before. When did rule/regulation become into effect. Home come homeowners weren't notified of this rule/regulation? When did this rule/law come into effect? Something needs to be done about this situation.



- RPP works most of the time to protect the parking for residents and guests (with permits). There are outside events that seem to bring more vehicles who don't obey the RPP rules on our street. This includes Nationals games, construction staff parking and others. Need better enforcement during high traffic events.
- the VPP is not doing what it set out to accomplish. It is being abused by allowing visitors to use it continuously throughout the week and overnight. People are using friends permit to accommodate them riding metro to work. Residents who refuse to get DC tags are using it as a means to park without penalty. ROSAS are not canvassing the neighborhoods enough to catch the violators and this is just another vehicle for them too escape the way honest residents are.

All in all Parking Enforcement is not up to standards in this matter. In the XXXX block of Quebec Place, NW we are supposed to have the enhanced parking, but DDOT has not changed the signs and the violators keep escaping.

- After 7 pm in Woodley Park, motorists often park beyond the Zone 3 signs, between the sign and the intersection where parking is not permitted.
- Some parts of the street do not have signs so there are cars parked in the restricted lanes during rush hour. Also, there doesn't seem to be a need to restrict parking during evening rush on my street. So the enforcement on my street is unfair.

On my street Cleveland Ave. NW I do not see any reason for evening rush hour restrictions. Part of the street does not have signage so half of the street does not conform to the restrictions and it does not cause any back up. It is just a way to put the needs of rush hour drivers (Non DC residents) a priority over the tax payers.

- Ticket writers very scarce.
- It's hard to park near my house because there are so many meters, plus rush hour restrictions. Street cleaning also makes it really challenging to find a spot that you can stay in for more than a day.



- RPP is never enforced and my home isn't in a densely populated area. My neighborhood has more issues with out of state vehicles parking during non RPP hours and commercial vehicles parking on our street.
- Ticketing is sporadic at best [for RPP].
- What's redundant is that there are too many DC government agencies (DDOT & DPW) in competition writing tickets; my understanding is that DDOT Officers are supposed to help and alleviate traffic congestions and gridlock around the city, but of course that's rarely seen. Oh, I'm also aware that they can do moving violation, but that's like a fairy tale story;
- There seem to be a lot of out of state vehicles parked in the district, meaning people who actually live in the district, but have out of state plates. The district should get the fees for registration, etc.
- Cars with out of state plates but belonging to people who live in our neighborhood are a real problem. As are stolen cars that are dumped on our block. More police and/or parking enforcement patrols are needed.
- My overall impression is that parking and traffic enforcement is a low priority in the District. It's impossible for police and meter maids to be everywhere and drivers are aware of this fact. I imagine that they are doing the best they can.
- We have non-residents from MD parking along 3rd street NW and Whittier next to the park and walking to the Metro stop.
- On Sundays, parking occurs at corners and too close or blocking alleys, sometimes crosswalks, too.

In general, most alleys are not marked and cars extend or are too close to exit/entrance.
- Not enough enforcement, especially with the new Zone 2 only parking.
- 2 hour limit is not enforced, specifically for Metro workers at bus barn.
- High price of tickets.



- THE METER MAIDS ARE PREDATORY, POINT BLANK. MY LITTLE SISTER FREQUENTLY VISITS MY APT BECAUSE SHE GOES TO COLLEGE IN THE AREA. SOME DAYS SHE LEAVES HER CAR ON THE MARYLAND SIDE BECAUSE IT HAS MARYLAND TAGS. BUT ON OCCASIONS SHE PARKS AFTER 9PM ON THE DC SIDE AND LEAVES AT 7AM TO GO TO THE GYM. BECAUSE OF WHOEVER THE METER PERSON IS, IM GUESSING MOST FREQUENT SOUTHERN & PENN. AVE SE KNOWS HER CAR AND GIVES HER TICKETS BASED THE PREMISE THAT SHE ALWAYS PARKED ILLEGALLY. FOR EXAMPLE, SHE WAS GIVEN A TICKET BECAUSE THAT WEEKEND SHE WAS PARKED ON THE DC SIDE AND SUNDAY NITE SHE WAS STILL ON THE DC SIDE. SHE GOT UP AT 7AM AND WENT TO THE CLEANERS AND THE GYM. SHE RETURNED AROUND 10AM. WHEN WE LEFT FOR LUNCH AN HOUR LATER THERE WAS A TICKET SAYING SHE HAD HAD BEEN THERE THE WHOLE TIME.
- The police do not enforce all of the parking violations when movie goers park past no parking signs, blocking driveways and fire hydrants.
- We don't have enough parking enforcement in FH - strangely there are several zones in an area that could be covered by one person on foot. And we have no weekend enforcement.
- [ADA] tag hanging from mirror has been ignored resulting in multiple tickets which took time to appeal and be dismissed. Received a ticket despite broken meter and challenge was denied. Received a ticket because space between meter and no parking sign was less than 18' so car extended 2 feet into building entrance area despite the fact that the entrance area was much larger than the actual entrance (just there was a lamppost to put the sign on).
- I have a business vehicle. It has its own rented parking area in Maryland. On occasion I stop in front of my house to pick up equipment/material, use the phone or restroom, or grab something to eat. On one occasion a received a \$1,000.00 parking ticket for parking in front of my own home (even if it was a commercial truck). I think this was abusive and highly excessive. Yes you have the right to enforce the letter of the law. But the punishment does not fit the crime by any measure.
- Enforcement is ridiculously inconsistent.
- I have concerns that parking enforcement is going too far when it comes to Sunday enforcement. This is negatively impacting many churches in the District that have been actively involved in our communities for decades and even for more than a century. Special programs and community events



are being jeopardized especially, because persons wanting to attend these events are in fear of being ticketed and even towed while they are in a church sponsored service or event. In addition, attending a funeral at a church in an area that only allows residential parking permits only is impossible since most churches do not have parking lots, and some don't have any at all, to accommodate funeral parking. It seems that there is an outright attack on the faith community in this city and it is because of so many of our churches that that our children and elderly have a safe haven not only on Sunday but also during the week. PLEASE REVISIT THESE PARKING RESTRICTIONS!!!!!!

- Parking Enforcement is not coming to the area in the early evening hours. After early morning hours they are non-existent in this area.
- The DC gov't is out to get as much money out of its residents and guests as possible. There is the need to constantly double check on rules and regs posted on the block and with your car. The link to the came along with the daily crime report. The DC ticketing system is as bad as the crime listed in the email when it comes to trying to get money out of the residents.
- Parking enforcement does not spend enough time in alleys either during the day or early evenings.
- The fact that there is no towing on the weekends is very bad. I have off street parking for my home but my problem is that people block my drive way all the time. The police don't allow private companies to tow cars and they don't tow cars so I have literally been stuck in my house when someone has blocked my driveway and all do is ticket the car.
- On the above, enforcement is mostly just right. But my boyfriend did receive a ticket on a Monday for being in a space longer than 2 hours. He actually wasn't, but how do you challenge a ticket like that? It's our word against yours and who's going to listen to us?
- A big part of the parking challenge is that there are a number of churches within my neighbor (5). Unfortunately, the Sunday church crowd (mostly from MD and VA) flagrantly park illegally (e.g., parking in crosswalks, in front of fire hydrants, double parking and blocking alley ways). The belief of "It's Sunday, so I'll get a pass" has got to end. I regularly submit 3-1-1 reports; sometimes the City is responsive, sometimes not (I have seen Pking Enforcement and/or MPD issue tickets of either \$50 or \$100 for blocking a crosswalk). I should note that at times weekday special events for some churches effects parking, such as bible study or othe activities, which jams up neighborhood parking well beyond 8:30 PM.



- illegal parking by sunday church goers is NOT enforced. They park in front of stop signs, in spots where it says no parking and in bus stops (Rhode island Avenue between 2nd and 3rd). on numerous occasions I have to stand in the road in order to get the bus to stop as they can neither see me nor have any where to pull over due to the illegally parked cars. The police and churches are aware of this but it seems the police look the other way. As a non church goer - this is infuriating. There is supposed to be a separation of church and state! I don't care if the police officers are religious, they are breaking the law so ticket and tow them!!!!!!!!!!
- I find that [signed restrictions] are very harshly enforced for passenger vehicles but not commercial vehicles. Half the problem with dc rush hour is delivery trucks not obeying parking signs and blocking lanes during rush hour.
- Sunday parking is becoming an increasingly troublesome issue. Many commuters come to the area for church from VA and MD and park illegally (past parking zones, too close to intersections, double parking, etc.). All parking violations should be enforced 7 days a week, not just during the week business hours.
- The fines are excessive and for some people in this town oppressive. I forgot to move my car one time from the rush hour zone and was smacked with \$200 in tickets (\$100 for the violation and \$100 for the tow). That is an insane amount of money for lower income residents. Not everyone in this town is a lawyer or lobbyist. You are fining people out of the city and driving night life to Virginia. Friends who live in VA are no longer coming into the city and are supporting businesses in VA.
- There are several cars that park over night without a zone 5 permit. After 10pm it is extremely difficult to find a parking spot.
- Many out of state plates with VPP park on my street.
- I also feel that the general safety in the area is diminished since several cars park illegally. In the case on Lincoln Park itself, dozens of cars park illegally, blocking an entire lane around the park and turn lanes so that cars cannot move when they have a green light.

Attending church should not mean you are allowed to park illegally.



- My partner has a car. I take the company car home and am constantly getting tickets because the company car is registered in Virginia. This is very unfair.

Visitors have actually received tickets for visiting me more than 2 hrs. This is outrageous.

- I see cars parked all over my neighborhood during the weekday with md plates and no rpp pass. Not near a metro, so not sure why the traffic... And no obvious ticketing.

On Sunday mornings, churchgoers abuse the parking rules allowed them and I've numerous times seen accidents almost happen because of this rule-breaking while going up and down New Hampshire ave nw btween Georgia ave and grant circle.

There are numerous md plated cars parked around the intersection of 5th & Allison st nw throughout the week. Not sure why as the intersection is not immediately close to a metro station.

- We do not have continuous presence of Parking Enforcement officials to effectively enforce RPP.
- There is too much speeding on North Portal Drive, Portal Drive, and East Beach Drive. Enforcement is needed.
- DDOT is running a scam with its parking meter program. Tickets are generated and the fines double PRIOR to any opportunity to refute the ticket. Enforcement of the program is predicated on the assumption that the person parking at the meter has committed an offense even when the meter or the Smart meter station is not operational. It is long past the time that the use of the public right of way is used by the District government as a funding source for its bloated bureaucracy and programs. Shameful!
- The fines are ridiculous and the enforcement is unethical (tickets before meters expired or time of restriction). Parking fees and fines ARE NOT income for a city. Encouraging a robust tax base via increased commerce (not property tax) is a viable way to do this. Tax people higher and they leave. Create incentives to commerce while lowering tax rates has always shown that increased tax revenue is the result. DC must stop buying bad economics and bad advice.
- It is also very offensive when tickets are issued on the exact minute that the meter expired; there should be a short grace period of at least a couple of minutes; I am not persuaded that the watches



used by enforcement personnel are exactly correct and I resent their standing around waiting for the time to expire.

- Evening Hours needs to be more strictly enforced.....Many residents are at work during the day (and take their car to work) or those who have already parked their car and left for work via metro, etc. It's when residents come home that's difficult. 1 hour parking in the evening is more than enough time for a visitor to either visit or go over the police station to get a visitor parking pass and extend their time. The 1 hour limit also makes it easier for enforcement since it's easier for them to "circle back" in a hour versus 2 hours.
- The Parole and Probation Officers assigned to the Anacostia Field Unit located at XXXX Good Hope Road, have been receiving tickets because the zoning in that area has changed to two hour parking. These PO are a part of the community are charged with the responsibility of Public Safety. We would like to discuss a manner in which these PO's can get some relief and be able to focus on their work instead of having to constantly move their cars. Please contact X, at XXX-XXX-XXXX for further discussion. Thanking you in advance for your cooperation.
- We get some commuters parking here to take the Circulator downtown. Fortunately the ticketing is pretty efficient.

Restrictions are until 8:30 so people park overnight beginning at 6:30 with impunity. ROSA ticketing is insufficient if it is done at all.

If I arrive at home after about 8 pm I cannot find any street parking. All of the cars do not have RPP's. Some cars with no RPP are here every night arriving after 6:30. Restrictions should go overnight or at least until later than 8:30 and ROSA inspections should be increased.

- Excessive/Unfair:
 - just 2 days ago I had a washer/dryer being delivered. The truck driver had to double park for 10 minutes, and was ticketed. The truck was not blocking traffic and was doing business as usual. When we spoke to the agent, she mentioned to contact the City (welcome to Metropolis?). Wouldn't it make sense to allow an agent to have some discretion on cancelling tickets and attracting business in DC?



The City seems to prefer machines (cameras to detect speed), systematic robotic type of parking ticketing, and complaint processing instead of creating a better community environment. The result is incredibly angry and aggressive drivers (and still a lot of casualties).

- The current restriction ends too early to make a difference in the evenings, when the area is busiest. Also, enforcement seems to take place only until about 5 or 6 pm, and the hours from 6-8:30 are the more important ones for residents.
- Interestingly the parking enforcement for Nationals Park events and other social gatherings hardly ever are enforced!!!! The community asks for the number of tickets issued during games and gets no responses (looking for aggregate data numbers and by zip code). We have in SW for 14 years been doing a Jazz event at a local church. To give out \$100 dollar tickets and target the people who attend this and the Monday Blues concerts, is counter to helping businesses and tax revenues. Yes the church does charge tax and does not hide under its tax shield. Also this event is from 5:30 PM to 9 PM on Friday or Monday - hardly interfering with local parking needs for the community. Many people who do attend are seniors on limited income. Also the church does not use local RPP parking passes so attendees are not parking in RPP areas used by local residents.
- There is some excessive enforcement (i.e. i get a ticket for being 3 ft from the ally vs the required 5 ft when my car poses no interference, this happens by one enforcement person only and often. this limits on street parking and happens in front of my house often). Also, why are some areas enforced until 6:30 and some 10?
- You receive a ticket even if you move your car. The restriction seems to say if you are anywhere in the area for the specific time period you are in violation. I have left the area and come back and received a ticket because regulator saw my car in the area.
- Greater enforcement needed. Higher fines for illegal parking in RPP spaces and in areas illegal to park that block traffic and turning buses. Morning parking on Columbia Rd between 17th & 1
- th should be eliminated to allow business delivery trucks to park by the curb rather than in the middle of the street blocking traffic.

Columbia Rd between 17th & 19th, especially a.m.



Not in my neighborhood, but illegal parking regularly impedes buses and other traffic at: California & Connecticut NW, (SW corner outside Churchill Hotel); Connecticut NW between Dupont Circle and R St (both directions); Connecticut NW between M St and Dupont Circle (northbound); N St & 19th St NW (SW corner on N St); L St NW between Pennsylvania Ave NW & 24th St

- [RPP restrictions] are not enforced because of Shiloh Baptist Church and all the cab drivers going to Queen of Sheeba restaurant.

DC does not ticket the Church members that don't follow the parking rules/signs on Sunday. If you are a member of a church here in the District (even if you have Maryland tags) DC parking is not enforced.

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Parking Meters

- The Baltimore electronic parking meters take Discover Card and US dollar coins - why can't similar DC meters take those 2 options? Also, broken parking meters are a constant problem. Improved inspections and repair are needed.
- I use ParkMobile regularly and am a big fan. I would prefer if the ParkMobile zone numbers were marked on the large posted signs, as many times when I park, my hands are full with kids and babies and gear and the meter is out of my way, especially with multi-space rhino meters. Thanks!
- Parking meters in the U Street corridor do not seem to appropriate for such an active area. There is a meter in front of my house for 3 hours ending at 6:30pm. That means that at 3:30pm, someone could park there and stay all night long, which takes the space out of use for critical after-work activities and errands. If the meters were adjusted - say, a 2-hour limit until 9pm - that space could remain open until 7pm. I think you could even argue that since the RPP spaces are valid for 2 hours without an RPP, meters should only be valid for one hour.
- I live on 33rd Street in Georgetown, where we high-demand curbside space is given away from free. We should have pay-by-phone on our blocks with no RPP.
- The new meters are badly designed and often broken. Due to street crime and snatching of phones on streets, I am scared to use the phone payment system at all. And, when the meter is broken, I often



have to stand on the street calling one number after another, with long holding periods, in order to try to report the meter. I often still get ticketed and have to send in all the documentation to prove the meter was broken at the time that I parked. I think the reliance on cell phones on the street is dangerous and plays into the rise in street crime and phone snatchings over all.

- I do not like it when the hours of two-hour parking listed on the sign do not match those during which I must pay at the meter.

I use and like the ParkMobile app on my iPhone but when I can, I use quarters to avoid the service fee. I believe DC should pay the service fee; I should not. This is especially true with the prevalence of broken or disabled or malfunctioning meters.

- As more and more meters are put in in the surrounding area, parking in my area will become an issue later on.
- I think raising rates is good idea, however, I think in zones such as Dupont Circle, you should have more hybrid RPP/meter zones. Put more meters on the streets (between 14th and 23rd streets below U Street), but allow RPP holders to park there.
- I would rather see parking meter required payments expire after 6:30pm like they used to, because this gives residents another option of spaces to park in the early evening, before the bargoers arrive.
- There are large office buildings near our house (1/2 block) and people from MD VA and other states can park on our street for two hours instead of paying meter rates or (nominal -- \$3 or \$5!) parking fees to see their doctor, meet accountant, take class.
- It would be helpful to implement exemptions for meters for people who live in that area, especially since visitors like to park for free in residential parking instead of paying for the meters!
- I would also like to see RPP exceptions for metered parking so that I can use my local stores without having to pay for meters each time I shop. That would also raise more parking revenue from non-DC cars while supporting local neighborhood businesses care and also RPP exceptions.
- I encourage the expansion of pay-and-display, performance-oriented parking throughout DC.



- I would like to see parking meters in place for on-street spaces in my neighborhood (16th and U Street NW) for visitors who do not hold a more localized RPP. Free evening weekend on-street parking is too available/cheap for restaurant/club/bar visitors and tends to clog up on-street parking for local residents.
- Provide better lighting for parking kiosks. Change all meters to accept EZ Pass.

All paid parking should take both coin and credit cards. If you have phone apps credit card and coin payment should still be available.

Extend time for paid parking from 1 hour to two and from two hours to three.

Lower fees. Make sure all parking spaces have credit card and cash options. None should have just cash or phone apps.

Charge non DC residents more to park than residents

- What does a meter cost so much?
- When streets are reconstructed (New Hampshire Ave), replacement parking should be provided by pulling nearby meters.
- Performance parking does not seem to be done right. Even in areas where it allegedly exists, it is difficult to find a parking place. This suggests meter fees are too low.
- Coin meters are difficult when rates are high. Who carries that much change? Credit card readers frequently are broken. The District phone system is far worse than the one used by Montgomery County, Maryland. The Maryland system charges a transaction fee less than 1/8th of the Districts and has easier telephone and smart phone meters.
- I support performance parking. This can work with better RPP management.
- Parking meter rates have gotten way too high.



- Meters are confusing because they are not permitted during rush hour but then you have to pay after 6:30. They should go back to the old system when it was free after 6:30 pm.
- This is truly a deterrent to me going to some of the DC businesses where there is on street, metered parking. Why would I want to do that (struggle with areas where parking is already a challenge) when I can go places that have free parking, like malls, shopping centers with parking, etc....usually these are not in DC.
- We have meters at the end of our block. The enforcement times for the meters are not the same as the RPP. As a result, visitors park in the RPP zone when meter enforcement is in place, but RPP enforcement isn't. The times should be adjusted, one way or the other (preferably to match the meter enforcement) to eliminate this disparity. This will loosen the incentive for visitors to park in RPP zones and provide more income to the District via the meter usage.
- The meter prices are far too expensive in residential and commercial areas. It's hard to find signs describing what the hours are for meters. Meters are not well marked for hours.
- Excessive parking charges and difficulties finding parking near shopping areas mean I no longer shop in the District. Maryland and Virginia now get my sales tax revenue.
- The 8-minute per quarter rule is an extreme hike: seems designed purely for profit not for making spaces more frequently available. I am struck by the ferocity and mean-spirited agenda that seems to have overtaken DDOT and its enforcers. Fix the parking meters faster.
- The meter fees are so high that at many locations near Tenley, no one parks there - even for a one-hour appointment at a doctor or work-out at a gym. That seems counter-productive.
- I am dismayed by the increases in parking meter fees. Many DC residents and visitors need to drive to their shopping or other doctor office or other destinations, and to park at meters. The rates have become much too expensive already and should not be increased further.
- Meters are too expensive and to run a few errands and use the car costs too much. Given all the money made on tickets you should reduce parking meter costs in the city. If I were a business owner I would be angry at how you make the businesses inaccessible.



- METERS: Too many meters have been installed on a mostly residential block! It's become ridiculous.

Meters were installed in a primarily RESIDENTIAL block. This has noticeably decreased the quality of life of residents, while creating negative feelings of residents towards the city.

Meters that have Pay by Card option suffer a major design flaw-- they require specific phone numbers to be linked to one (now two) specific license plates. This is a major drawback for all those who would otherwise use the system but do not because: (1) they have or use multiple vehicles; (2) they have or use multiple phones; (3) they wish to pay for their guests' parking; (4) electronic/digital confidentiality and security issues are not addressed or met by the Pay with Card program and meters.

- Parking meters need to allow for greater than 2 hours.
- Too expensive.
- I am highly in favor of eliminating time limits on parking and introducing an escalating fee. If I know I'm going to pay more per hour for every hour I park, I can decide on any particular occasion if I think it's worth it. This model works great for Capital Bikeshare. I have the incentive to return the bike, but sometimes I think it's worth it to keep it out longer.
- I won't go downtown on weekends since city started charging for parking. I now spend money in Bethesda or Silver Spring where I get free parking.

I live in DC, in Brookland, so close by downtown. I used to go downtown for dinner and movies on the weekend but not anymore. I try never to spend money in DC since the city started charging for parking on weekends.

- Cars2go, they don't have to paying for parking meters.
- Parking meters are very often out of order. Coins do not register properly or not at all. i have even had the centralized pay to park station out of order. Seems collecting money correctly is the number 1 job.
- The parking meters in DC are a mess. Not only does the DC government charge for parking, many times, because the meter or pay machine is broken, I am forced to pay an additional 37 cents for the



pay by phone. This is unfair because if the District is going to provide several options, the lower cost options should always be available. The pay machines are REGULARLY broken.

- Parking meters should not be enforced after 6:30pm so that people can enjoy an evening of dinner without worrying about a meter running out.
- The zones where the parking meters are more expensive are highly inconsistent. They should not be so high on the side streets around Tenleytown. They are forcing more and more cars on to the neighborhood street.
- FURIOUS ABOUT THE LOW-MIDDLE INCOME DISCRIMINATORY PARKING METER SYSTEM KEPT IN PLACE BY GRAY (AND ALL THE TRAFFIC CAMERAS FOCUSING ON INCOME). I DON'T EVEN OWN A CAR, BUT EVEN ON A MOTORCYCLE OR IN A FRIEND'S CAR - IT'S FINANCIALLY PROHIBITIVE TO SOCIALIZE - NOW ONLY FOR THOSE WITH MORE INCOME CAN AFFORD AN EXTRA \$5 EVERY NIGHT TO GO OUT. I DONT KNOW ABOUT YOUR BUDGET, BUT MINE IS TIGHT! - REQUEST METER RATES BE HALF OR LESS AND METERS END AT 5PM WEEKENDS AND BE FREE ALL WEEKEND LIKE THEY USED TO BE. YES - OTHER CITIES HAVE HIGH METER RATES, BUT THAT'S LIKE SAYING OTHER CITIES HAVE HIGH MURDER RATES, SO LET'S HAVE MORE MURDERS! POINT BEING - ARE YOU SERVING US OR YOUR BUDGET ISSUES WHICH YOU SHOULD RESOLVE WITHOUT UNFAIR (EFFECTIVELY TAXES) THROUGH THIS METER SYSTEM.

The whole parking meter system changed under Fenty and kept by Gray is Draconian and prohibitive for DC residents. I don't even own a car and I get around on foot and bicycle a lot. But I also have a motorcycle, and as a DC resident, I can't even park to go to the movies or anywhere else there are social activity/restaurants without spending 4 or 5 dollars, which is a huge impact on my personal budget. Not everyone is wealthy and this expensive meter thing with hours that go far too long into the night (I WISH THEY WOULD RUN ONLY UNTIL 5PM), is ANTI-LOW TO MIDDLE INCOME people like me!

- I regularly park at District meters and use my smart phone to purchase time. I believe the District should pick up the additional fee for this service and charge the driver only for time, as is the case for those using physical meters. The city is getting the revenue from the parking; it should pay maintenance fees just as it does to repair broken meters.



- It would be great if the meters were monitored. Not understanding how so many of the new machines (meters) are always broken and when you call them in, receive a confirmation number, place the number in the window you still may receive a ticket.
- Recommend that Parkmobile (or a similar widely available service) be available at all areas in DC that have a meter.
- Work out a deal with Parkmobile that installs a "flat-rate" for a period of time, in addition to the \$0.32 cost per use of the application.
- I love the idea of performance parking, but it seems that the city is very slow to adjust the rates.

Why are there no meters for many parking spots at XXXX G Street NW?

- It is often assumed that if the coin operated meter is out that we automatically can pay by phone. This is unfair as some of us do not have that option.
- I think we need true performance parking where rates go up when the demand is high.
- LOVE parkmobile.com!
- The busiest days for the Eastern Market are Saturday and Sunday. Parking is completely "free" on Saturday and Sunday.
- I wish my neighborhood had the option to meter parking, set the rate, and return revenues into capital improvements for the neighborhood such as parks, street trees, and neighborhood beautification.

I wish DC used meters more effectively to price parking so that plenty of supply is always available.

- Frequently I just need to run to 8th street SE/Barracks Row for a 5 or 10 minute errand on a Saturday morning, yet I have to drop a quarter in the meter to run in and out of the store lest my car be ticketed. It discourages me from frequenting stores in the area, opting rather where parking is free.



- Correlation of posted allowed parking duration does not always match what the pay by phone vendor thinks is the allowed duration. For example, in Takoma, many of the meters are 4-hour meters, but I am only allowed to purchase 3 hours of parking by phone.
- RPP should be in effect at all times. In addition, there should not be any FREE parking for non-residents. People from outside the residential zone should pay at meters. Possibly residents should have visitors passes that allow guests to stay longer hours when visiting, but these should also involve some payment either by the hour or the day (maybe with coupons bought in advance?)

Free parking encourages more driving and makes it harder for residents.

- Parking meters need to be more expensive.
- Parking should be more expensive. Way more expensive. We should promote walk, bike, transit by making parking more expensive.
- I strongly support performance parking as a way to efficiently and fairly allocate curbside parking spaces. Performance parking helps turn over spaces, which benefits businesses as well as drivers looking for a place to park.
- Multi spot parking meters on Wisconsin are great, but they're often not working or working incorrectly. With higher meter rates, not having to carry around a lot of change and use a card instead is important.
- I think the performance parking/RPP restricted system in Logan Circle would work well here; every spot can have a performance parking meter. People with RPPs would be exempt from paying, and the price would increase for everyone else according to demand. If spots were mostly full, the high prices would preserve spots for residents and generally encourage non-residents to use public transportation more.
- Parking meters don't work properly. Coins don't work or get the correct time.
- Meter fees in some areas are quite excessive. Coin meters are OFTEN broken. City needs to be updated to ensure that credit cards may be used for EVERY meter.



- Parking prices should be raised during peak times, and we should have performance parking.
- Need to facilitate curbside parking near metro areas (e.g. Tenley) to encourage metro use. If the parking is too limited in terms of meters and hours, folks will skip metro and just drive to their destination.
- I would like to see performance parking on the U Street corridor but it must also be accompanied by RPP on the side streets (day and evenings) so that drivers do not skirt the meters by parking in the residential area.
- I park by phone a lot. I love it.
- Metered parking does not allow sufficient time for movie attendance. Metered parking near Metro is not sufficient long for use in conjunction with Metro. Who can use Metro and return within a 3 hour window?
- Cost is excessive; metered parking should end at 6:30; How useful is the "phone-in" metering system?
- ZipCar should pay for their parking spaces. Parking Panda should be encouraged, and taxed. Allow the DC One card to be used in automated parking meters
- The (relatively) new evening/weekend times that parking meters are in effect are unnecessary. There is ample parking in most places where those extended parking meter hours are in effect (like downtown), so it's unnecessary from a performance parking perspective. Go back to the old system of making parking free on weekends/evenings in places like downtown where curbside parking does not fill up.
- Would be nice to have uniform meters. I use Parkmobile, but the last time I parked on the street, there was no code posted. At the very least, all meters should take credit cards, and all meters should properly display restrictions that support the signage.
- You should provide "parking near home" rights strictly by distance, not by huge zones. Your enforcers' handhelds can tell how far each vehicle is parked from its registered domicile, and automatically assess meter fees (not punitive tickets) for cars parked too far from home.



- What to do when paper ticket machines break, how it's impossible to add time without leaving a venue if you print a ticket for the wrong time.
- As you move to the parking boxes, can you at least make it more convenient so that we don't have to walk the full length of long blocks to pay - beyond the phone. I don't trust the security of that system.
- Performance Parking that is uses the mid-block parking meter does not work. Too often the machines are broken, hard to find, don't take change, etc. They are also difficult to use for parking for a short errand, especially with small children or packages to drop off. They do not differentiate between residents and visitors, making it likely that one has to pay to park in one's own neighborhood when running errands that are beyond the range of walking.
- \$.25 per 7 1/2 minutes excessive, especially on weekends. One hour parking limiting near retail/commercial corridors, not allowing enough time to dine at a local restaurant. Parking fees driving DC residents to Bethesda and Silver Spring retail/commercial areas to shop and dine. DC should conduct a DC tag count at close in retail and commercial areas in surrounding jurisdictions.

DC should take caution in limiting parking as a way of encouraging use of transit. METRO is not reliable. LARGE numbers of single occupancy vehicles on north-south corridors during commuter rush hours. Restricting parking may not have the desired effect if commuters cannot depend on public transit. Should take counts of number of service disruptions on Metro in analysis of performance parking.

- There should be more Saturday and evening parking available for residents. Meter parking is much too expensive and requires too many quarters. The parkmobile system works nicely but charges you even more per usage. Please consider extending parking hours for DC residents.
- I like the meters that take credit cards, the cell phone meters are very confusing. Do they take coins too?
- [Meters are] too expensive with some areas charging the maximum and others paying less leading to the belief that the city is biased toward some neighborhoods or that some business owners or residents have influence over city employers.
- Adams Morgan night-life makes RPP a little different than most commercial districts. Our public space is being used to subsidize people driving to the neighborhood. There should be metered parking on



the residential blocks for many blocks around -- seriously, you'd be shocked how far the pub crawlers will walk, if they get free parking. The revenues should support neighborhood projects and transit / cycling alternatives.

- The ability to pay at meters using parkmobile is a great improvement.
- I think that meters could be extended further from commercial districts and people who do not have an RPP should have to pay them. This could be especially effective in neighborhoods like Adams Morgan and Columbia Heights.
- I think the new credit card meters are an excellent idea and should be used citywide.
- I am all for performance parking.
- I support efforts to eliminate or reduce on-street free parking and implement performance parking. As a better indicator of the true market price of parking, it makes economic sense.
- I think that time of day metering would provide more efficient use of city streets for parking. Rates high enough to prevent excess demand would generate substantial revenue that could permit reduce property or income taxation.
- Cell phone pay system is pretty good--only a few problems where hours don't match the signs on street.

Meters and kiosks malfunction constantly. Credit card procedure for kiosks is non-intuitive (people are used to "dipping" their card, but these don't work that way).

See fixdcparking.com for more details!

- The city has not made it clear when there are different hours for parking meters. A better job is needed.
- There aren't enough meters in our 'hood.



- We need actual performance metering so that a) people can find spots, b) they won't waste gas circling around, and c) the city will get more revenue.
- I want more performance parking.
- I support the idea of variable/demand-driven pricing for on-street parking, and would like to see it implemented in areas of high and varying parking demand.

I like the idea of park-by-phone and other mobile apps for parking management (i.e., as an alternative to carrying coins or having to pay for receipts and put them on the dashboard), but in practice I find some of the apps don't work well. E.g., it appears that parking enforcement personnel are sometimes giving tickets even though you've used a pay-by-phone app to pay.

- "Performance parking," (much like the inclusion of credit card readers on new parking meters) seems like another blatant cash-grab by the city.
- I strongly believe DC should more aggressively move to implement performance parking based on market demand in key areas near commercial, etc. Funding should be used for dedicated mass transit improvements.

Additionally, greater use of pay by credit cards over coin meters should be a focus.

- Many of the meters don't register the coins. You put coins in and then the time doesn't increase. There has been discussion on the listserv about people getting tickets before time has expired.

I also hate all the meters near Wilson Pool. It takes a fistful of change to feed one. If you have little kids you don't want to park far away. Often the meters are totally empty.. can't you roll back the rates so that families can get to the pool more easily? And don't tell me I am supposed to take the bus with toddlers, bathing suits, towels, lock, etc.

- I just wanted to say how much I LOVE ParkMobile. Thank you for that wonderful addition to our city!
- We have many spaces in SW that are not metered, especially on H Street SW as well as Delaware Ave SW including many streets below Q Street SW. We have many cars parking for ball games that do not pay!



- Pay by phone and credit card are tremendous features. Thanks for adding them.
- I LOVE ParkMobile -- pay by phone is wonderful.
- The new streetscape on Sherman is great. Before the project started there were parking meters along Sherman between Barry and Euclid on both sides of the street. With the new streetscape the meters have not been returned and it is signed 2 hour parking/RPP. Howard students and staff just park along Sherman all day. Loss of revenue for the city - we should be putting in more meters. Ideally, this street would have multi-space meters and pay by phone option available.
- I am positive about performance parking, if it means dynamic pricing for parking meters that will encourage high turnover rate for parking meters.
- More parking meters are needed to charge Maryland residents parking on Eastern Avenue next to Upper portal park (across street in Takoma Park MD). Currently MD residents get free parking on the south side of Eastern Avenue between Piney Branch Road and Baltimore Ave (in TP MD). That stretch of Eastern is in the District of Columbia.
- Parking meters broken, tickets are distributed inaccurately and parking meters are extremely high.
- Parking meters:
 1. Some are too high for me to operate. I am 5'1" tall.
 2. Credit cards sometimes stick in machine.
 3. Some meters are marked inconsistently.
 4. Some meters do not post restrictions where drivers can see them, such as on the sidewalk-facing side.
 5. My use is limited by having no smart phone, I think.
 6. Some are placed where it is too dark to read them at night (XXXX-block of 10th St., NW, west side, is an example).
 7. I have been ticketed in spite of parking properly due to enforcer's not reading signs and stickers or lack of stickers.
 8. Above sidewalk signs' info often conflicts with stickers on meters.



- Support the new parking rates except: 2 hour time limited parking in evenings, especially in theatre areas, is VERY difficult and seems unnecessary; parking meters that still required quarters, at the new higher parking rates, are VERY difficult. Overall, supportive though.
- Just that I appreciate pay by phone parking meters. They work really well. The on problem is they require a state for our license plate and the license plate you sign up for is then attached to your phone number. Which is great, but if the first time you drive in you took a government car (and had to make up a state), every time after that you call in it's kind of a hassle, because you have to speak with a rep vice using the phone automated system.
- Two issues with performance parking
 - 1) The card readers are often inoperable / not working
 - 2) I would appreciate if the readers took AMEX too. Visa/Master Card is limiting.
- Meters cost too much and paying to park until 10PM and on Saturdays is absolutely ridiculous.
- Because of all the parking the Omni and Marriott create there should be meters on Cleveland Ave. Too many free parkers.
- Some blocks don't even have a meter making it difficult for those that want to pay by meter and not via phone.
- The cost to park in the district is really high. There should be allowances for residents that already pay to park through the RRP program. Maybe the first hour free, discounted rates or some other form of relief.
- For meter I was skeptical about the Park Mobile Pay to park system; and as the system rolled out, I wasn't surprise of its flaws and glitches. The idea was good, but why roll out something that is relies on poor cell phone signals and causes in major in convenience to the public. I would rather have the Multispace meters that were temporarily place on U St. NW that accepted coins, cards and dollars, or the meters that were also place temporarily on Independence Ave. SW that would inform you of the spaces available, and gave you the same options to pay with coins, cards, cash and park mobile, but without the park mobile part, something just aren't meant for certain type of technology.



- Need responsive performance parking in all commercial areas. Parking is too cheap for its rarity.
- I support performance parking. I also would like to see even higher taxes on parking in downtown parking garages.
- As part of Office of Planning's 14th St. Revitalization Strategy, requiring metered parking on Saturday, (with poor notification), in an emerging neighborhood -- 16th St. Heights -- should be removed entirely, for at least the next 5-7 years, to allow the area to grow, unrestricted, without the added burden of strict Saturday enforcement.
- The new rule that extends the 2 hour parking limit to the entire ward is excessive. Particularly in the case of Ward 2 that extends from Georgetown to east of Dupont Circle. This results one in overly restrictive shopping times in Georgetown and if I park for 2 hours in Georgetown I am not legally allowed to park anywhere on the same day in Dupont Circle without exceeding the 2 hour limit. I lived in Georgetown and Dupont Circle and I believe that the limit as to the single spot alone was sufficient and that if a car was moved to a new spot within the Ward the two hour time limit should be restarted. Or at least rename Dupont to Zone 2a (which appears to be done in some other areas of the city) as opposed to having zone 2 extend across two of the busiest neighborhoods in the city.
- Costs are excessive.
- More options to pay meters. Hauling around a bunch of quarters/change isn't practicable. More performance parking for in demand destinations.
- I am a Kaiser Permanente HMO member. KP recently relocated to a new building. Already the underground parking is chaotic. As I understand the city is looking to require less parking garages for new buildings - the argument being that many buildings have under utilized parking garages. That has not been my experience nor the experience of most of my friends and family. We find that when we want to shop or dine or visit entertainment venues, we have to circle to find parking or we have to remember to ask the garage attendant what time the garage closes - several close between 8-10PM. We have reached a point in our lives where we don't flinch at \$20.00 to park for the evening - so we find it incredible that \$20.00 doesn't automatically translate in to easy to find, easy to park, extended hours. Parking is often the reason we chose to socialize in Montgomery County because we know parking will always be easy to find.



On another note, being able to pay for parking by cell phone is great!

Unlike in Montgomery County where you can stop the meter charge when you return to your car, DC is a "no refund" system. If that continues to be the city's parking philosophy, then remove the length of time restriction and let me park as long as I like - as long as I pay.

I would be willing to pay \$6.00 for the first hour and \$3.00 each additional hour if I could meter park as long as necessary. When I have meetings that I expect to go 4-5 hours, it would be a relief to use my cell phone to pay \$15-20 and not have to think about the meter again - unless the meeting goes way long.

- Performance-based parking is working well in the pilot areas. It should be expanded citywide. Pricing parking correctly reduces traffic congestion, collisions and pollution while encouraging more people to take transit -- thereby maximizing the total number of people who can access a congested area. This is good for residents, visitors and businesses too.

Some might complain that the District is seeking to squeeze money out of visitors. Not true. Performance-based parking would lower parking fees where demand is light. Most importantly, parking prices are information that help people make better transportation decisions. When DDOT charged \$12/hour for curbside parking over 1 hour during ballgames, DDOT did not expect that many people would pay this. Instead, DDOT knew that these high prices would encourage people to take transit (or park in off-street lots and garages), thereby freeing up curbspace for residents and businesses. A slogan for expanding performance-based parking could be: "It's more about getting into your head than getting into your wallet."

- Make performance parking work for real.
- Meter rates and hours of operation should be performance based to maximize efficient use of spaces and limit cruising for on-street spaces.
- Parking meters are too expensive and when you add the expense to any activity Dining, movie, bar, you end up only going to DC for unique occasions. Private parking is ridiculous, it adds another \$20+ to any evening. And overnight (10 hours) I got charged 2 days!!!



- The meters installed within the last 10 years are defected at night - you cannot see how much money is deposit. Whoever chose those meters should be penalized for the waste of taxpayer's money!

Please stop the installation of parking meters in neighborhoods; please give DC residents a break. And, DC residents (with DC tags) should be able to park in any DC neighborhood. It is not fair that we pay taxes to the city and cannot park in the various neighborhoods.

- The District needs to install more electronic pay kiosks and replace traditional change meters, particularly where the fees are high (\$2 an hour). Higher rates would also encourage higher turnover, which would make more spaces available.
- Parking meters at 25 cents for 7 minutes are too expensive! Also, please continue to accept coins in metered parking; I do not own a smart phone.
- Meters are very expensive, and I'm concerned with ParkMobile reducing the practical limitations of carrying quarters, we may see even higher prices.
- I frequently lose money in meters. Coins I put in the meter do not register time.
- Also please connect with parkmobile better. People are sick of getting tickets when they paid.
- Changing hours on certain blocks provide more challenge than needed when attending performances or trying to patronize restaurants.
- I also am concerned about proposals for real-time changes in parking meter rates, since people need to know what it will cost before they set out for their destination, otherwise they are more likely to shop or dine in other jurisdictions. I also have concerns about changes that would make parking more difficult for drivers who do not have cell-phones, or smart phones, or have not pre-registered on particular web-sites.
- I'd like to see more parking meters payable by credit card. Paying by phone on a cold, dark, windy night with a somewhat ancient cell phone such as I've got is nearly impossible.



- Many meters require an excessive amount of change to park every relatively short periods. It should be possible to use credit cards.
- Parking is too high and the hours are too long in some areas of the city.
- 1. It would be helpful to have expanded timeframes available for parking meters, an issue of concern as my family does not have a smartphone (we think there are security issues with smartphones) and can't easily renew parking meter times.

2. Currently parking meters are far too expensive - they are a disincentive for my family traveling downtown when other public transportation options are not a good choice.
- Parkmobile fees are exorbitant. The company is charging 32 cents every transaction. If I park for a short time, the private company gets more money than the District does from my parking fee! And now Parkmobile is proposing to raise the fee to 45 cents. This is simply unacceptable and I urge the DC DOT to stop this practice as quickly as possible.
- Fees are excessive.
- The two hour restriction in Friendship Heights (and around other metro stops) presents a great difficulty when I need to use the metro. It is too far to walk. Parking garages are very expensive. This leads me to using my car to drive downtown, where parking is also a problem but at least I'm closer to my destination.
- Parking meters in the entire city are often not working - being either jammed with change or not registering when coins are put in.
- We live in an urban environment but the installation of parking meters and enforcement has the mentality of a suburban community. Wake up and start doing the right thing to protect local residents and keep people from driving around the block.
- A lot of times when you put your money in the meter it broken and you don't find out until you put a couple of quarter in meter because it doesn't let you know it broken. I WORK IN HEALTH CARE FACILITY AT THE 7 BLOCK MARYLAND NE.AND I GET TICKETS.I HAD A 60DAYS PARK PERMIT\RECIPROCIITY



STICKER, BUT IT EXPIRED X. DEPARTMENT OF MOTOR VEHICLES WILL GIVE ME ANOTHER ONE AND I HAVE ALL OF THE THINGS THEY NEED. LETTER ON HEAD, PROOF INSURANCE, DRIVER LICENSE, PROOF WHERE I WORK WITH THE ADDRESS, AND DAYS I WORK, HOURS I WORK. PLEASE HELP THANK YOU?

- Older meters around the corner from a muni-meter zone should be able to use the same machines.
- The city has imposed too many parking meters within zone 2. This prevents residents of Zone 2 from parking with relative ease within the zone. The city's need for revenue should not unduly inconvenience residents of a zone. Such is the case at the moment.
- Since you can start parking at 6:30 w/o an rpp and the meters are required until 10pm, that pushes all Wisconsin ave diners into the neighborhood. There needs to be some alignment between rpp and meters.
- Paid curbside parking downtown is too expensive and too restrictive. The two hour limit should be raised to three hours so people can eat in DC restaurants without worrying about parking tickets.
- I'm a fan of performance parking.

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Residential Parking

- Please make residential parking 24 hours, at least on some blocks or one side of the street. Thanks!
- Living a block off the main activity of 14th street, with non-resident parking available for the evening starting at 6:30, you have to be home by then to have a chance of finding a parking space. Also, RPP is too cheap and it should cost more to get a RPP.
- RPP is good in concept - it keeps the commuters parking on my block during the day and drunk people at night to a minimum - but there are already so many residents parking on the street that it doesn't make that much of a difference.
- We are located one block away from the MPD's 3rd District Headquarters. Even though MPD has a (newly refurbished) parking garage, and the streets immediately around the station are restricted for official vehicles only, many officers choose to park their squad cars (and sometimes their personal cars)



in RPP-restricted areas—which reduces the spaces available for residents and makes the RPP restrictions less effective than they could be.

- So many residential spots in my neighborhood are taken by construction equipment. Also, "emergency" spots block off certain spots for months at a time (clearly not an "emergency"). Finally, I think RPP should apply to meter spots.
- There is a substantial amount of cross-zone commuting, with most of the RPP spaces used much of the time by Ward 3 residents who live far from Friendship Heights.
- While many Georgetowners own no car, some own 2-4 cars and use an inordinate amount of curbspace. They should have to pay an escalated fee for those additional RPP stickers.
- Too many out of state plates. Need RPP.
- It is important to me that the neighborhood of greater Capitol Hill continue to be in one parking zone - Zone 6, the same as the Ward
- I realize this will require Council action to change, but please please please make the parking zones smaller. My Ward 2 RPP sticker shouldn't allow me to park in Georgetown or Logan Circle, heck, even an ANC 2B RPP sticker would be too large. Restrict everybody to smaller areas so we don't have to worry about "residents" coming to our neighborhood to visit restaurants and whatnot and clogging up the place any more than it already is.
- Penn Quarter is more residential and should have RPP availability. We are required to pay for garage parking in our own neighborhood or on street meters. Also, parking meters don't indicate whether [ADA] parkers follow the old rules (additional free parking hours) or whether all drivers must pay. What is the status of parking meters for [ADA]? Where are they?
- Households with off-street parking can also occupy curbside spots with impunity, making it harder for those who have no choice. Why would a person park in the street when they have a driveway? Many reasons: my neighbor has a two-car garage but parks four vehicles (one is a Hummer) on the street for free, saving the two-car garage for their dogs and storage. Other reasons include: leaving room for service people or visitors to park (lawn care, cleaners, plumbers, out-of-towners.)]



Curbside parking for residents should be limited in number, maybe two or one car per household minus the number of off-street spaces that house has. That way, cars that are not often used, or are used only for long trips will not occupy more spaces more urgently needed.

- I live in the XXXX block of Ninth Street SE, right next to the Marine Barracks and one block from Barracks Row (Eighth Street SE). This block is somewhat different than most since there are houses only on one side (with the Marine Barracks on the other), so there is plentiful parking. The east side of the block is zoned 2 hour parking for non-resident sticker cars until 9:30 pm. The west side is resident sticker parking only until 9:30 pm.

PROBLEM: This has led to the west side of the street being underutilized at ALL times: There is never a time (outside of Marine Emergency Parking use) where at least 1/3 of the parking spaces on the west side are empty. This is not efficient use and in addition, is detrimental to businesses on Eighth Street.

SOLUTION: Switch the parking restriction east and west: Make the east side residential sticker parking only and the west side 2 hour non-residential parking.

- There is plenty of parking and we do not need RPP.
- The biggest problem with RPP is the fact that valet parking swallows up RPP spaces in a neighborhood with a paucity of available RPP spaces. This is especially the case between 6-10 pm on weeknights and Saturdays. My part of Dupont Circle abuts many stretches of restricted diplomatic parking, which eats away residential parking. Combine that with valets hoarding on-street RPP spaces, and it can be tough to park on the rare days when I need to drive on a weekday or Saturday.
- RPPs' low cost encourages multiple car ownership in a city that needs fewer cars on the road. Ideally, second RPPs would cost double or triple that of the first RPP, third RPPs five or six times as much, especially in areas with a lack of on-street parking availability. Encouraging responsible car use and ownership, as well as use of widely-available mass transit and alternate transit (e.g. bicycle) use is the only way DC can improve its currently woeful parking situation.
- The area, Sheriff Rd from division to 44th, needs more RPP. the residential side streets have frequent ROSA violations. The main corridor needs evaluation for meters, road redesign, and traffic calming. Basically, implement the far ne livability study's sheriff road components--NOW. Additionally,



homeowners with more than one vehicle take up parking spaces. The proposal a few sessions ago to increase parking permits for two or more vehicles should have passed.

- We need extended hours on Friday and Saturday nights. There are numerous out of area visitors that park in our neighborhood to patronize the bars and restaurants in Adams Morgan and Columbia Heights and they monopolize our local parking outside of RPP hours.
- I do NOT want to see the RPP pilot (such as the one established in the ballpark area/SW - with RPP on one side of the street only) brought to my neighborhood. I think this would end up restricting the overall available parking for residents and it is very inconvenient for guests or any scenario in which you are having more than one person/car visiting at a time.

DC should charge more for all RPP stickers (both for one car and multiple car households).

- I object that certain new residential buildings are being built with the condition that residents of that building will never be eligible to receive Residential Parking Permits. I think that is unreasonable and unfair; all residents of a neighborhood should be treated equally. (BTW, I do not live in such a building, so this doesn't affect me directly. I just think it is wrong.)
- There is a very large church located in near Dunbar High School, as well as several smaller churches within 5 blocks of my street. They take up the vast majority of parking on Sunday mornings and early afternoons making it extremely difficult for residents or visitors to find weekend parking.
- Does not last long enough as I live in a popular area where non-RPP folks can park. Also, largeness of zones allow folks in Georgetown to park in area for free.
- RPP does not extend late enough into the evening or weekend nights. We have to plan when we come home, especially on the weekends, based on parking.
- Zone 3 is too large an area and residents from other neighborhoods come to our many restaurants, bars, health clubs, yoga studios and park with impunity.

DC needs MUCH SMALLER zones for residential parking -- to just a few blocks. Anyone who lives near a Metro stop will experience commuters from other parts of the same zone parking all day and hogging spaces near their houses.



- It has become increasingly difficult to find parking on our block. This is primarily caused by an increase in the number of vehicles per household on our block. There should be increasing fees associated with additional car ownership. There simply isn't space for every household to have more than one car.
- There are so, so many out of state cars that park in RPP in my neighborhood (I live at 16th and U St NW). And honestly, I don't blame them. Why would you park at a meter when you can park in residential parking for free for two hours until 6:30, then UNLIMITED on evenings and weekends? It leaves no spaces for those who pay for RPPs and our legitimate guests and instead subsidizes free parking for people coming in from VA/MD who want to get drunk in our neighborhood. PLEASE implements "RPP only" parking areas near me!
- There is a school across the street from my house where residential parking permits are not required. As a result, school personnel take the spaces and some of the RPP spaces making it difficult for residents to park during school hours. Would like RPP to apply on both sides of the street in the XXXX Block of E Street NE.
- There are too many residents who use the RPP system on my block for not enough parking spaces.
- There are very few spaces.
- RPP times don't make sense. They protect parking spaces when most residents are at work and don't need parking. Residential zones should allow non-residents to park for two hours between 8 am and 4 pm. This would allow customers to get to businesses during the day, but allow residents to find parking when they get home.
- The demand for parking near my home (at 18th and S NW) peaks when there are no RPP restrictions (i.e. evenings and on weekends). The popularity of 18th St. bars and restaurants during those times reduces availability of parking for residents. I generally have no trouble finding parking on my block on the rare occasions I move my car during a weekday. But god forbid I return to the neighborhood at 10pm on a Friday or noon on a Sunday. I often circle for upwards of 30 mins, and end up parking my car 3-4 blocks from my home.
- The restrictions are exactly the opposite of what they should be. There is no need for residential parking restrictions during the day, when many residential cars leave the area and parking is ample.



Rather, we need residential parking restrictions in the evenings and on the weekends, when hordes of visitors descend upon the neighborhood and suck up all of the available parking. A 2-hour limit on non-resident parking during these times would be more than adequate to allow visitors to come for a visit or a meal. Anyway, encouraging people to drive--particularly on weekend nights--is a poor policy. Because of the proximity to Adams Morgan, lots of people park in my neighborhood and walk to the bars. It's not uncommon to see people who have clearly been drinking fighting over (unrestricted) parking spaces in the wee hours of the nights.

- Peak demand period is evening hours due to adjacency to commercial district of 14th & U, both weekday and Saturday night. Street cleaning day is also a peak demand period since half the curbspace is unavailable. Demand is late into the night.
- 2-hour free period for RPP should be changed to a pay to park rule via phone in high demand neighborhoods like the U Street neighborhood.

RPP should be market priced. An auction would be the best way to price. RPP should be permits issued on a monthly or bi-monthly basis and cost more than a roundtrip transit trip per day. Grandfather existing RPP holders and phase in new system in high demand areas.

- I would like my block to be RPP only. This is the XXXX block of T Street, NW.
- I don't support RPP. Streets are public space and should be available for anyone to use as long as they pay whatever it costs to maintain. The parking restrictions in MG are ridiculous, anyway, because they are primarily daytime restrictions and our streets are empty during the day. Parking may be difficult at night, but I don't think the city should be in the business of wasting my tax dollars to rig the system in favor of anyone.
- The RPP should be variable - more expensive in high-demand areas and more expensive for a second, third, fourth etc. car. The true cost of RPP should be reflected in the value.

I am not a big fan of "Ward only" parking. I have received parking tickets during youth soccer games on weekends in areas with this designation despite the low usage of street parking at those times. I understand why it is there, but it needs to be re-evaluated.



- I find my neighborhood parking is fine as it stands today. I feel no restrictions are needed. I am not willing to pay additional fee for neighborhood restrictions.
- Current hours are too long, especially in the late afternoon/early evening.

Most people can't assess whether RPP makes things better or worse because they don't have both experiences at the same location and because it depends on whether neighboring blocks retain RPPs if/when yours abandons the program.

- I believe the RPP system should impose a fee that is much more closely aligned with market prices, especially those who live in or near a transit corridor. People who live in these areas should be required to make an economic choice of whether owning a car and paying for on-street parking in front of their homes is worth the investment, as would someone who lives in an apartment would have to choose to pay for off-street parking. The current fee is far too low.

Similarly, the City should charge market rate for parking in an RPP block that is within 1/2 mile of a transit zone. As much of our retail clusters around these zones, this would force drivers to those between paying for on-street parking at the same rate they would pay for parking on-site at the establishment they are visiting. Creating this choice would mean more drivers would simply pull into on-site parking rather than circle the surrounding blocks, and thereby would reduce traffic and free up parking spaces in the RPP areas.

- While it is reasonably effective, numerous people from other areas of ward three park in my immediate area and then take the subway to work, or even the airport. It would be helpful if residential parking was not ward wide, but maybe ANC specific.

I have concerns that the new zoning regulations are being driven by an Office of Planning that is in the thrall of academic planners who don't understand the city, nor what DDOT can and cannot do. OP folks are constantly telling residents not to worry about parking issues connected with new dense residential construction built without on-site parking because residents in these buildings will be ineligible for RPPs. But as it turns out DDOT doesn't have the legal authority to deny such RPPs.

- I resent the uneven distribution of RPP zones. Blocks without RPP fill up with visitor parking, providing havens for commuters. Moreover, if you live on single block without RPP you're unable to park



elsewhere in your neighborhood, even on the next block! This penalizes the homeowners without RPP and rewards the commuters swallow up available spaces (in some cases leaving cars for days on end).

Give HOMEOWNERS the right to park in their OWN neighborhood, regardless of their block being zones for RPP; and stop selling parking spaces to Car2Go and other corporations when homeowners cannot even purchase an RPP sticker for their own neighborhood. HOMEOWNERS (taxpayers) deserve better.

- Please do not allow new buildings to not provide enough parking for their residents. Parking is becoming an issue for us. I beg you to honor our ability to park on our own block and near our homes. Safety is an issue and some of us, like me, are older. Thank you so very much.
- Parking is more available for my household on my block with RPP restrictions, but non-residents still make parking on our block difficult during many times of day.
- Because there are no time restrictions on my block I can't get a RPP. But my neighbors who live on a block with restrictions can drive closer to the metro and park there all day. That does not seem fair.
- Our block/community is quiet and doesn't see too much traffic/visits from folks that don't live here. Therefore, I can't definitively say the RPP assists me and/or my neighbors with securing parking by deterring visitors from parking long due to the 2 hr restriction. However, I do believe the RPP will become more effective once development along Minnesota Avenue comes on line. I presently live 1 long block from the Minnesota Avenue Metro and the DOES building. Therefore, additional development will surely bring increased traffic and visits. Surely, then the RPP may be more effective.

I am honestly concerned with proposals and/or talk pertaining to homeowners having to pay more money for their RPPs or being asked to compete with visitors for parking spaces outside their front doors. While I primarily take public transit to and from each day, I am beginning to feel that there certainly is a 'war on cars' in this city. Should proposals to increase the cost of RPPs and/or require homeowners to compete with visitors for parking outside their homes via performance parking and/or other proposals, I'll have no choice but to feel that the 'war on cars' fear is actually true. Curbside parking in residential communities should remain as they are. I don't favor homeowners having to compete with visitors for spaces. Nor do I favor seniors and others of lower incomes having to pay more for RPPs. My community is comprised largely by seniors and low and moderate income



households. I fear what would happen to them if they can't afford to 'park' near their homes due to city influence and government rulemaking.

- We live close to Adams Morgan and the RPP only lasts until 6:30pm so many people park in that area to spend the evening on 18th Street. Also, there is limited private/underground parking so many residents have cars parked on the streets.
- The zoning system is very inconvenient for people who live on the border of two zones. Also, it is very inefficient that people need to move their cars every two hours if they go to an area where they cannot park in a garage (Georgetown, for example).
- I think [RPP is] effective while in effect, but the hours are insufficient for our neighborhood. People want to park around here nights and weekends, and then it's impossible for residents to find parking.
- Parking becomes extremely limited on the weekends due to the 18th street crowds. However, it does not impact our household as we do not own a car.
- Just no room to park on the street.
- I think it also helps that there are no businesses within a block of where I live, so there's little reason for people to come to the neighborhood unless they're visiting someone in their house.
- I've noticed that we get "commuters" from other parts of Ward 6, who appear to have a RPP, but regularly drive over to park on my block near the Senate Offices and Union Station.

I also think it would be beneficial to divide the wards into smaller parking districts. Several of the wards are large enough that some people who live in one end drive to another end for work or school. I've noticed several drivers appear to do this in my neighborhood. This defeats the purpose of a "Residential" Parking Permit, which is to allow residents to park near their homes on streets in their neighborhoods. It would be fairly simple and straightforward to use ANC boundaries to subdivide the parking zones (for example, I would be zoned in 6C).

- There is simply not enough curbside parking to accommodate residents, guests, and people who frequent the bars, restaurants, and other businesses in the U Street corridor. Even with my RPP sticker,



I often find it difficult to find a legal parking space within a 1-4 block radius of my home, especially after 6 pm during the week and on weekends in the evening.

The fact that even with a RPP sticker, at certain times of any day or night, I cannot get a legal parking space with 1-4 block radius of my home.

- Limited amount of houses on my block per vehicles.
- The price for RPP, particularly for multi-car households, ought to be increased.
- RPP is moderately effective, but it's a balance, and the way you ask these questions - for me - leaves out that balance. I want to be able to park my motorcycle around the city in other resident zones as well, and with too many RPP restrictions, I may have slightly more spots at home, but I can't go anywhere and park in the city for any significant activity over 2 hours in other RPP restrictions. I'd prefer only 1 zone - DC resident or not, so we can move around the city easier.
- DESIRE BETTER SYSTEM OF RESIDENTIAL PARKING WHERE ALL DC RESIDENTS CAN PARK IN ALL DC RESIDENTIAL AREAS - IT'S A BALANCE; YES, IT CAN BE TIGHTER AT HOME, BUT WE ARE ALSO NOT STUCK AT HOME AND CAN GO THROUGHOUT THE CITY AND PARK MORE EASILY FOR MORE THAN 2 HOURS (WHICH ISN'T ENOUGH FOR MOST OUTINGS, ONLY ENOUGH FOR ERRANDS).
- The question above titled "Residential Permit Parking (RPP) Effectiveness" needs to have an "Other" category since I would answer that the current hours are too restrictive and need to be eased. The way you have it stated now, gives you biased results--only allowing an answer for expanding the hours and no place to say they are too expansive. This question as it stands is useless for policy determination--other than for a pre-determined result: To expand the hours. You also do not let me submit the questionnaire without choosing an answer--even though I agree with none of them!

There is virtually never a time that 1/3 or more of the "Ward 6 parking only" parking is unused (empty), to the detriment of neighbors, visitors and businesses.

- The purpose of RPP is to enable residents to park near their homes rather than to commute. Therefore, RPP in Georgetown should be limited to Georgetown rather than all of Ward 2.



- North Portal Estates has several major hills. I often commute using the Silver Spring metrorail station, having to climb the major hill on Tamarack street discourages me from walking/metrorailing more often. I would like to be able to park on the other side of the neighborhood, but am prohibited from doing so by the residential parking restrictions on the blocks close to North Portal Drive. May I suggest a concept that would allow residents of neighborhoods such as North Portal Estates to be able to park freely anywhere within the neighborhood?

I live on East Beach Drive and would like to be able to park on the other side of the hill so that I can walk to the Metros

- Finding space around church parking on the XXXX block of P St NW on Sundays is a challenge for many residents.
- The parking has been reduced down to 50% by other cars parking and using the RPP.

There been instances where the ticket was issued just to be issued. Once contested it was dismissed, but it takes TIME and effort for no reason. We understand they are tired, but the recent Re-Zoning of W2 & W6 has been an issue.

- In Woodley Park, we have a lot of people who drive in from other parts of the Ward, park on the streets all day using their W3 RPP pass and take the Metro to work. They are using our streets as commuter parking. Also, on the weekends, especially when the weather is nice, we are inundated with zoo parkers.
- The RPP zones need to be smaller. Really. Wards are too big. And the RPP zones should be based on neighborhood lines not political lines that change every ten years. Seattle has done some really nice things with parking regulation signs: color codes for time limits, and then symbols for evening and value parking.
- The RPP restrictions end after work hours, but most people come to Adams Morgan during the evening hours and on weekends. Even then, people have nowhere else to park, so they just get tickets and the parking spots are still unavailable. 20-30 minute searches over a 4 block radius are approximately a weekly occurrence.



- The RPP permits are too cheap and they're a giveaway to residents to place their private property on public space. Furthermore, the low price does nothing to discourage residents from parking on the street, resulting in streets that are packed with cars and where residents must park far distances from their homes.

We might try limiting the number of permits per neighborhood to the number of actual spaces on the street and auctioning off all those permits. This is an efficient way to distribute access to a scarce resource.

- I do not know if RPP is effective or not - I do not have a car. But I live near H Street, so I have to think it cuts down on visitors parking in the neighborhood.
- As someone who lives around 17th and T Streets NW, the neighborhood attracts many evening and weekend visitors, exactly the times when RPP is not in effect. As a result, parking at these times can be horrendous for residents (I don't own a car, but have driven with enough neighbors to know what a large problem it is). In addition, allowing 2-hour parking basically allows visitors to park starting at 4:30 in the afternoon perfect for the happy hour and/or dinner rush and leaves returning residents with zero parking.
- During the H Street Dinner/Bar crunch on Friday and Saturday nights, it has become difficult to find parking. I don't drive my car too often, but this has affected me more often than not when I have been returning home on a Friday/Saturday night.

Street cleaning restrictions and parking at a nearby school and rec center have become more stringent forcing the cars typically parked there into our parking area. Parking is starting to become competitive.

- There is high demand for parking at nights and on weekends, including lots of people without RPPs. Since restrictions are not in effect. RPP doesn't help.

Parking is easier during the day. This may actually be thanks to the RPP being effect, but it may also be lower demand - I'm not sure.

- My home is located on a block directly across from LaSalle School's newly refurbished recreation center and sports field. The blocks at the perimeter of the field are overly saturated with motorists from 6pm until 9pm on most weekdays; and 9am until 9pm on Saturdays during football, baseball and



soccer season. The inordinate number of vehicles sometimes thwarts US Postal/courier/grocery deliveries, contractor services or the ability to unload within a block of one's home.

It would help to have a 24/7 "residents only" parking restriction on the residential side of the streets around the school; and more flexible parking on the school side which could be available for visitors or those attending activities at the school.

- The RPP restrictions on my street were originally designed to protect the neighborhood against office worker parking, which it does reasonably well. However, there are a growing number of people who park in the neighborhood on weekends and in the evenings and take metro to Nationals games, or walk to the Convention center or Verizon Center or to bars and clubs in Chinatown or on New York Ave. I think that the restrictions need to be extended to evenings and weekends.
- People from Bloomingdale and other close neighborhoods park on our street and take metro (shaw) which keeps us from having enough parking.
- I have a parking space in my back yard and when I need it can usually find some parking on the block or adjacent blocks. I'm not sure that the hours need to be changed. Its hard enough for friends to visit now. I do think RPP should be more expensive.

RPP (I have this) needs to be more expensive.

- There is plenty of parking available.
- There's a large church in the block that draws many guests from far out of the neighborhood, ward, and even from beyond the city, for day and evening activities four or five days each week. These visitors overwhelm the church's parking lot, then take many available RPP spaces (due to time of day or day of week suspension of RPP restrictions), then park illegally around the neighborhood.
- Non-residents mostly come to my neighborhood after work or on weekends, and they park first on residential blocks, and then in pay parking. On weekends, out of the district plates dominate the street parking, both at pay parking and on RPP restricted streets. This means that they can remain as long as they want because there are no restrictions at those hours. As a result, there is rarely street parking for me if I drive to work and on the weekends. This is not just my block, but the entire area from above U street to Dupont Circle. The hours of the RPP Restriction should be increased and strictly enforced to



create more spaces for residents at the times when demand (including the demand of residents) increases.

- Restrictions end too early in the evening, and need to be in place on weekends.
- I would have RPP effective at all time!!!! Please help us!
- I live right on the DC/MD border and across the street from a large set of apartment complexes. Often times, much of the parking on our side of the street is taken up by the people living in these apartment complexes. RPP for our block would be nice but having that side of the street dedicated to only Zone 7 residents would be better (since RPP typically ends at 6:30 and the parking problem is more so an issue in the evening).
- I do not have any options for off street parking (no driveway or garage). I do not live on a street with RPP. However, b/c of this fact other cars are constantly parking on my block. However, all of the other streets around my block do have RPP. Therefore, if I cannot find parking immediately in front of my house, I run the risk of getting a parking ticket. DOT should provide RPP to residents even if their individual street is not zoned.
- There is NOT enough parking even with RPP restrictions.
- I live near the metro, RPP is Ward wide. Commuters from all over Ward 3 drive to my street, park for 10 or so hours to take the metro to work. As a result, there is very little turn over of parking spots during the weekday for patrons of our businesses. Parking is also not available for residents who may have run an early morning errand such as taking a child to school and returning home because the commuters have used up all the available parking.

Many metro stops are in residential areas. Increased development without parking will absolutely increase parking on residential streets which are already over subscribed. RPP permits must be prohibited by law to residents in apartment buildings where there is not adequate parking provided.

- RPP is fine the way it is.
- Raise the cost of RPP to market rate. In my neighborhood, \$200/ month. Why should the city provide free or subsidized cost real estate for cars, whether residents' or commuters'?



- To note above - RPP is in effect on my block Saturdays, and I think it absolutely should stay that way. I'd like it also on Sundays when MD and VA churchgoers park everywhere. We schedule things to avoid driving on Sundays whenever possible because parking is so bad.
- Before and after implementation of the RPP, there was ample parking on 12th Street during daytime/business hours. It's during the evening, particularly on Friday and Saturday nights, that parking is scarce. It's my belief that people drive to the U Street area and park in the residential areas just off U Street. Whether residents should be given priority for public, on street parking, I'll leave up to you. I don't own a car but, at the same time, the U Street area is incredibly easy to get to by public transit (taxi, bus, metro).
- During the day there is ample parking on my block now, which has 5 single family residences on only one side of the street. But after work 15-20 cars are parked by residents of nearby apartments who don't have or don't want to pay for parking at their buildings. More than 130 new apartments will soon be built nearby. If those new residents have RPP permits and Guest passes, parking on my block will become much more difficult. Residents of new apartments should not be entitled to RPP permits.
- Residential street parking is part of what we are paying for in our city and property taxes. It should not be considered a revenue pool for badly managed city budgets, or overloaded by developers unwilling to accommodate tenants.
- I would LOVE to see Saturday parking in our neighborhood restricted to 2 hours.
- We have people who have two to three cars AND people visit them 2 to 3 times a week and the space in front of their house has enough room for one large car or two small ones. Too many cars, not enough parking for the residents who actually pay the taxes. Also, we live near the Livingston Street Park at 41st and Livingston and lots of people take up our street parking for the playground. PLEASE do not allow structures to not provide ample parking. Thank you.
- The [RPP] zone is too large. Everyone drives from across the zone and parks where I live, near Union Station.
- Allows more cars on the street, which is already full with permanent resident vehicles.



- [RPP is] effective now only because development on the Wisconsin Ave corridor has been contained.

AU Park residential areas near AU facilities.

- The existing RPP restrictions need to be extended to later in the evening and earlier in the morning, and enforcement needs to be increased, both in terms of RPP parking and illegally parked vehicles (those in areas marked as no parking). Furthermore, although both sides of the block used to be zoned for parking, when the signs were replaced last year the west side of the street (XXXX and XXXX blocks of 15th St NW) lost its zoning (though in the DPW database both sides are registered as zones).
- RPP hours restrict parking at the times we least need them. Parking is hardest to come by between 6:30 PM to midnight on weekdays, and also often during the weekends.
- [RPP] should be reversed so a person can find parking when they come home from work or after a day of running errands.
- Metro is close so commuters take up spots. It's especially hard to find parking on street sweep days. Sunday church parking is just awful.
- Please do not get rid of RPP for Tenleytown in residential areas near the Wisconsin Avenue corridor. Before the RPP were put into place, parking was impossible on the residential streets closer to Wisconsin Avenue. (people from Fannie Mae, etc.) In addition, the traffic was even worse, if that is possible, as people drove around in circles looking for parking. This past weekend, an elderly woman was struck by a car while crossing 42nd street. I anticipate that this type of horrible incident will sadly become more common as people head into the neighborhood looking for long term parking.

We live very close to Wisconsin Avenue in Tenleytown. When the rates on those parking meters rose significantly, more people started looking for parking in our neighborhood. It is not a problem yet, but as more development without parking is proposed for the Wisconsin corridor, it will be a big problem. In addition, if the RPP restrictions are eliminated, parking will be a HUGE problem. It was a problem before the RPP restrictions were instituted.

- Allowing freer access to what is now residential parking areas near the metro would be terrible. It is already hard enough to find on-street residential parking in these areas at certain times of the day.



- We do have a problem with individuals who go to Carlos Rosario Charter School in evenings. They park weeknights and the RPP Hours are over before their two-hour limit is reached. This makes it difficult for folks coming home from work to find a space.
- There is a substantial amount of within ward commuting, and the spaces with a couple blocks of the Metro all fill up early in the morning, and generally, when a space becomes available, it is quickly filled again. Most of the spaces are filled with Zone 3 holders who do not live in the area, although some are used by shoppers staying less than 2 hours.
- Half of our block is unzoned, leading to a sense that the rest of the block can be used for short or long term parking. In addition, at night we are in the area used by Folger and others to place cars during events and on weekends vendors at E. Market park on our street. Add in the large number of church commuters, and nights and weekends are the hardest times to park, and are largely outside of the RPP.
- All parking is always full anyway all the time [for RPP effectiveness].
- RPP does NOT work. Parking should be zoned by neighborhood and non-permit holders only allowed to park from 10am-4pm (while people are away) to allow for commercial vehicles. With a 2 hour window, people can park at 6:30pm and then leave their car there until 9am with no penalty. Meanwhile i cannot find a place to park when i get home. I lived in Boston and their parking is neighborhood based and HEAVILY regulated. No issues whatsoever. I have workers/students from GWU parked all over my street and people who refuse to get DC plates, thereby avoiding registration/parking fees. I suggest a few more meters for short term visitors away from apartments and a zero tolerance policy for all other areas. People that haven't paid registration fees, excise, RPPs, taxes, should not get the parking benefits that i am paying for! Thank you for having these meetings and i look forward to attending.
- We have 2 parking spaces so other than moving my car to another location in Gtown, I do not leave my car for long periods or overnight. Therefore, I am not qualified to answer this question.
- I was a resident for 27 years and think one side of the street where there is parking on both sides should be for residents only 24 hours a day, especially near commercial areas. The other side should be the 2 hour limit for non-residents with residents allowed to park 24 hours a day. It seems DC is interested in making life difficult for its tax payers.



- There are more than enough residents in the area who qualify for a parking permit that the spaces fill up anyway.
- They are effective on my block now, but when I lived in Adams Morgan and Columbia Heights, it was much less effective. When I lived in those neighborhoods, it took a long time to find parking when I came home from work late, and I often had to park several blocks from my apartment. I thought RPP hours should be extended to later in the evening.

In my current neighborhood, the streets full up during church hours on Sundays, which is frustrating.

- My block always has employee parking available.
- Recently [RPP] was reduced on 5th & L street SE, which now means I have even less available parking the sign was changed from 2 hour except zone 6 to 2 hour from 7-9:30, so I have to park 4-5 blocks away from my residence to find available parking.

Several signs, zones are too large which means people from far distances can park and I can't find a space within 5 block of my home.

- During the day, the neighborhood fills up with drivers from other parts of Ward 4, who park on 6th Street and Cedar Streets and walk to the Metro.
- The RPP restrictions have been in place since before I moved in, so I have no basis for comparison.
- My block needs later [RPP] hours, up to midnight.
- [RPP effectiveness] compared to what?
- Despite a plethora of parking spaces in our suburban neighborhood, a Car2Go vehicle occasionally parks in front of my house within 2 feet of my own street parked vehicles. There should be some restrictions in neighborhoods like ours.
- [RPP] zones should be smaller.



- The above question [RPP Effectiveness] is purely conjecture--what would I compare it to?
- There is a two hour limit for people without a RPP. Therefore, anyone who doesn't have a RPP can still park on the street beginning at 6:30 PM on a weeknight and leave that car parked there until 9 AM. Finding a parking spot usually gets difficult by about 8-9 PM on weeknights. The RPP restriction therefore doesn't solve this problem because it only keeps people without a permit from parking prior to 6:30 PM.
- Because it allows ANYONE from Ward III to park on our streets. We need Georgetown like restrictions but the boobs in the Gray administration hate us.
- The RPP system on our block only makes it more difficult for teachers at Eaton School to come to work. All restrictions should be lifted. A very few residents (6 to be exact) on my block with a vendetta against public schools (their children all go to private school) gamed the rules and forced this upon the rest of us.
- We live next to a metro station so people commute to the metro station from other places in the Ward and park there. Additionally, we live near many businesses/restaurants and people park on our street during the early evening hours making parking difficult.
- They are not in effect when parking is difficult -- evenings and especially weekend evenings. In my opinion, we need RPP restrictions 24/7 on at least one side of each street, as is being done in other areas such as Adams Morgan and Logan Circle -- which is putting additional pressure on the streets around Dupont and in my area, 16th and U, NW.

I would also say that we are losing parking spots, such as on the east side of NH Ave, NW, just south of 16th Street, which we cannot afford to lose. The bike share station no longer is on that block - it was moved to T St between 17th St and NH Ave and 3-4 parking spots there were lost -- and yet we now have 2 fewer spots on the block of NH just below 16th. We need all the legal, safe spots we can find. It can take up to 45-60 minutes to find a spot on a Friday or Saturday night, and it's not easy on Sat or Sunday afternoons, either!

- I think that there should be RPP subzones for residents near Metro stations and business/entertainment corridors.



- Because of my proximity to U Street finding available parking within a block of my residence becomes increasingly difficult in the evenings, particularly on Friday and Saturday nights. On the weekends, I have had to park as far as 10 blocks from my house. The time when it is most critical for me to have parking restrictions in my neighborhood is the exact time the RPP hours are not in effect.
- The RPP zone is too large. DC residents from blocks (or miles) away come and park on my street, then use Metro to commute to work. There should be an overlay within a few blocks of Metrorail stations to limit long-term parking (i.e., more than 2 hours) to only those residents within those few blocks.
- Ward 3 is very large, and many people drive from other parts of the ward, park in Cleveland Park to take the metro.
- Because there are popular restaurants in the neighborhood it is nearly impossible to find parking without having to park 2 1/2 -4 blocks away. It is aggravating to say the least.
- In Adams Morgan & Kalorama Triangle where I live, on-street parking demand is roughly in line with supply during the day. The mismatch between supply and demand occurs in the evenings and at night (i.e., from 6PM to 8AM, every day of the week). As a result, current RPP hours are only minimally effective in preserving on-street parking opportunities for residents at the times when demand outstrips supply.
- I am perfectly satisfied with the zoned parking system and am very concerned about what I've heard about proposals to change it. In short, it's not broke, so please don't "fix" it. Please just leave residential zoned parking alone.

The notion that quality of life is going to be improved by further limiting the ability to park seems like the sort of high-handed social engineering promoted by people who don't have to rely on street parking.

- RPP parking was taken away from the street where I usually parking on the XXXX Block of Wisconsin Ave South Bound with no warning. Parking is already an issue so the taking away of 10 to 15 spots did not help.



- I live in a "no RPP" zone. I would like to take metro to work, however, I can't park near metro because we don't have a parking sticker, even though we live in Ward 3. We pay a high tax rate for DC - we should have access to on-street parking in our Ward.
- Because the [RPP] 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 tripsBut at night when there are no parking restrictions all the folks who go to the restaurants on MacArthur park on my street go hours and the people who live here cannot park...the same for weekends 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 cray..the whole thing is backwards and wrong!
- I think there is too much RPP in our neighborhood. Several blocks that do not need it have it (i.e., only 1-2 houses on the block and too far from Metro or any school/business with a lot of commuter traffic - for example the XXXX and XXXX blocks of 35th Street NW). That's made it really difficult for guests and contractors to find parking when they need it and has pushed way too much parking onto the two streets in our neighborhood that do not have RPP (including the XXXX block of Macomb Street).
- We have a school across the street - XXXX G St NE. There is no parking during school hours - good. But after school hours it is wide open to anyone and fills immediately with MD, VA and other out of state tags. This is a real issue. It should be signed ZONE 6 only or with a 2 hour limit after the normal school hours. The real issue is during vacations and summer break - free parking all day long.

I would like to see the streets adjacent to performance parking more restrictive to non-residents.

- Answered no because it's not applicable - household's car has off-street parking and no RPP.

Not a concern, but a comment: I noticed that Car2Go has special permission to use permitted areas, and I think that's a really good policy. Those cars are both small and shared and I support that policy as a non-driving resident who appreciates efficient use of urban space.

- There should be curb lane parking on every single street in residential neighborhoods, such as the south side of Constitution, even if it means losing a traffic lane. Constitution could have one vehicle lane and one bike lane, as does C St NE. Stop managing traffic around suburban commuters' needs.



Why should cutting through a residential neighborhood such as Capitol Hill be the fastest way from Downtown to Maryland?

- As a DC resident, I find the entire RPP system totally annoying and ineffective. Larger cities with more cars, like NYC do not restrict residents from one area of the city from parking in another area of the city. The restrictions I find the most burdensome are the ones that reserve a certain side of the street for RPP holders most times of the day on most days. And then, even if you live in the particular RPP zone, if you're stuck having to park at a metered spot, you still have to pay even within your own zone. That's outrageous if you already pay for a parking permit. The only solution to that is to just do away with the zones altogether and make some parking metered and the rest just have alternate side of the street parking for street cleaning. DC's parking system is TERRIBLE.

Even if you live in the particular RPP zone, if you're stuck having to park at a metered spot, you still have to pay even within your own zone. That's outrageous if you already pay for a parking permit. The only solution to that is to just do away with the zones altogether and make some parking metered and the rest just have alternate side of the street parking for street cleaning. DC's parking system is TERRIBLE.

- [RPP] not effective when Washington Ballet has special event. Then very crowded. Also restrictions are in effect too late in evening, forcing parkers onto residential streets
- As a taxpayer who also pays a significant amount for a residential parking permit, I am irate about recently established parking zones in zones 1 and 2 that do not allow for 2 hour parking outside of my zone. If these areas exist in zones 1 and 2 I want them in my neighborhood as well. My marginal tax rate is too high and the quality of public transportation is too low to be further inconveniencing people who pay for parking in the city but then are unable to move their cars from their own neighborhood. Think of something better.
- It is not that [RPP] is not effective; it is that there is no problem parking with or without the RPP. Its value is that it allows us to park in other neighborhoods, because it is not neighborhood specific, where parking is much more difficult. You should be asking questions about this.
- RPP should be restricted by geocoding to the area around the address it is submitted to support. Given technology, this should not be hard to barcode and enforce - making life available for those of us living in the shadow of the stadium.



- I believe DDOT should look at subzones for the SW area. We are basically a community less than 16 K for a Ward of 37K and many want to come to Wharf, stadium, soccer?, etc. To support our residential community we need this type of parking to protect our streets from becoming a race track for a parking space.
- The proliferation of 'resident only' parking restrictions is problematic. DDOT should balance neighborhood parking needs with those of other residents--and neighborhood businesses where appropriate. The 2 hour parking restrictions for nonresidents is a fairer way to address the problem of out-of neighborhood visitors using up available parking.
- I am very opposed to keeping a new building outside the Residential Parking Permit program as a condition of the developer getting the right to build. Although this is technically voluntary by the developer, I see it as coercion by the neighborhood groups and/or the city. I feel it unnecessarily creates a two-tier citizenship in a neighborhood. All residents should be eligible to use the RPP.
- RPP is not in effect on Sat & Sun when we need it most because all the street parking fills up with visitors to the Nat'l Zoo. It's impossible to find parking in my own neighborhood on days when the zoo is popular. I live on Cortland Pl 1 block west of Connecticut Ave NW.

This is a chronic serious problem. These visitors not only usurp free parking from us but they frequently leave trash and are very bad about parallel parking to maximize efficient use of space. I have grown to detest zoo visitors. They often park illegally all over the neighborhood too but there is no enforcement on weekends. Most of the cars parked badly/illegally/sitting all day on weekends are from VA & MD/other states, that is how I know they are zoo visitors. There is other evidence too. It is obvious they are zoo visitors. There are tiny streets that get clogged with cars circling looking for free parking starting at 9am on Sat & Sun and when they park they sit there all day till 5pm when the zoo closes. This causes me to have to park as far as 6-8 blocks away from my home on weekends if I drive somewhere and come back before 5pm. Please note I commute daily by bike, so I only use my car on weekends for errands and such. The problem is less pronounced in winter months.

I indicated extended hours for RPP on weekday evenings too because several times during the school year the Marais School and the Washington International School have evening events during the week and visitors to the school fill up the neighborhood making it impossible to find parking until they leave,



usually around 10pm. This is annoying problem but not as frequent or severe as the weekend daytime zoo visitors. Please Help! Thanks for this opportunity to tell you about it.

- We have Zone 6 only parking on my side of the street (the red signs). 9th St, NE between F and G. The problem we have is that the east side of 9th St. is unzoned and unmarked parking. It fills up every day with MD commuters. Our block applied for RPP for this block with the requisite signatures two years ago. DDOT has consistently denied and ignored our request. We have been requesting this for years now with no avail and much frustration. It boggles my mind why DDOT won't put reasonable restrictions on this block that prevent MD commuters and old out of state cars that get dumped on the east side of this block. Along H Street NE and the surrounding blocks.
- Because so many people come and go to my neighborhood.
- We live next TO Banneker High School and near Howard University. We get lots of teachers/staff from the high school and Howard staff that park in RPP instead of at the meters on the street. Enforcement of RPP two hour restrictions is not great so they park there instead of paying a meter.
- Parking spaces are simply not available 12+ hours per day (while RPP is not in effect). Since our household does not keep a car it doesn't affect me very much, but I would say that RPP has not been effective in reserving parking for residents. When I have visitors I make sure they don't try to park after 6pm.
- Restrict residential area parking to residents permitted only 24/7/365 no exceptions. Why do VA and MD cars take up my space on weekends and evenings and are scoff laws during the week. Parking regulation is out of control.
- No parking on the XXXX block of Anacostia Avenue because my neighbor parks all 3+ cars on the street block.

Need assigned parking spaces blocks on street and [ADA] spaces for those with tags. I never can park in front of my home when I want to because my neighbors parked cars in front of both walkways to my home and in front of my home. We need parking blocks on the street.

- I would like to see all of the streets in residential neighborhoods designated as 2 hour parking zones.



- There is an abundance of parking on my street with given that many householders have off-street parking.
- I also support limiting this street to Zone 1, which is the smallest and most densely populated city ward. This southern end of Ward 1 has lost parking streets over the last 20 years, while less-densely populated and much larger Ward 2 has three blocks more parking into our zone.

I suggest a parking system where Ward 1 residents with RPPs may park without a two-hour restriction in neighboring zones within four blocks of our zone boundary due to Ward 1's high density and small size. Please call for further details.

Angle parking on more residential streets (doubles parking capacity).

- My house is located within an 8 minute walk of Union Station. Therefore, every day, but 10 AM, other Zone 6 RPP holders who live farther away from Union Station or from a Metro station, fill up all the blocks around me. These drivers "commute" 5 to 10 minutes by car and park in front of my house. Then, they walk to the Metro, MARC, VRE, or Amtrak services at Union Station. Around 4 PM, they start returning and drive home. This presents a major problem during the work day. Many of my neighbors who work at home or who are homemakers complain that between 10 and 4, they cannot park anywhere near their houses. This situation can easily be solved. RPP blocks within a half mile of Metro (or maybe it's more of a problem specifically by Union Station) should have a different RPP designation. These could be like 6A, 6B, etc. (but they would not match the ANC SMD's) or 6M1 (M for Metro) and 6M2. Then, only those with the right zone sticker would be allowed to park in front of their homes near Metro. Thank you for your consideration.
- A lot of my neighbors seem to think that free street parking is a human right, and they won't arrange off-street parking for their cars, even when they drive every day. Southwest has a lot of people who are car-dependent by choice, and who want to park for free, because supply of street parking has been very plentiful in the past.
- We live in the XXXX block of 12th Street NW which borders South Silver Spring. Several businesses have opened on the Silver Spring side of Eastern Avenue without adequate customer parking. Additionally, the Ethiopian Church on the DC side of Eastern Avenue has a huge congregation, but again, inadequate parking. As a result, it is nearly impossible to get a parking space on my block (or



sometimes within a block of my house) during business hours, on Sundays and during the evening when the church is having special services.

- I have no problems parking in my own neighborhood, but I like to go to restaurants in other neighborhoods, like Capitol Hill since these are the closest restaurants to my house, within DC. I have no reasonable option but to drive to Capitol Hill, but once there I can't easily park. The worst parking idea that this city has come up with is "Zone x parking only". I live closer to barracks row than some folks on H St NE, yet because they have zone 6 parking, they can park on neighborhood streets in barracks row, and I cannot. This restriction has nothing to do with protecting neighborhood parking-- it only rewards residents of a particular ward for living in that ward. Why should my friends on H St NE be able to park at Nationals stadium neighborhood for baseball games and I'm not allowed to, even though I live closer to the stadium than they do? If you want to protect neighborhood parking, then define zones by neighborhood, not by ward.
- I often use my residential permit to park near a restaurant, movie, library, etc. I hope the zone 3 will continue to serve the entire ward, as it does now. I need to park nearer the metro sometimes since as a senior citizen I don't feel comfortable walking long distances at night or when the weather is bad.
- I know there has been discussion of smaller zones for resident parking. I would object to that. It would discourage older citizens from shopping in the district. It would make it more difficult to use Metro when I return in the evening as I sometimes park within my zone near a metro stop so I will not have to drive into the center of the District for shopping or entertainment.
- (a) Too many cars, not enough spaces - simple supply and demand. (b) Overflow on our street from shoppers/bargoers/diners on Wisconsin Ave.
- On-street parking in this crowded neighborhood (Glover Park) has much more demand than supply. It needs to be priced accordingly to free up spaces. Households with >1 car should be charged a premium rate for a RPP, with increasing fees for each additional vehicle. (\$15 for 1st, \$100 for 2nd, \$200 for 3rd?) I have a neighbor with 3 cars, 2 garages, and 2 other off-street spaces, but he frequently parks 2 of his cars on the street because there is essentially no cost to doing so. Non-residents should also be charged a premium for parking, if given an RPP at all. I see too many out-of-state plates with RPP stickers.



- [RPP is effective], except late at night. It is hard to come home at night in my personal car and find a space. Once in a while there is NO neighborhood parking and I have to park on New Mexico--quite a walk home. Not good for an elderly woman.

It would be wonderful if the northern Zone 2 parking could be zoned both 2 AND 3. That way I could park close to the Circulator Bus stop. There is rarely any Zone 3 parking close to Whitehaven during the day.

- We live on Lamont between Sherman and 11th Street - the RPP hours are 7:30am to 6pm. By the time we drive home in the evening (with a baby) we cannot find parking at all — and circle often for 20-30 minutes looking for something and it is usually several blocks away. Finding parking has become increasingly difficult in the last year, and almost impossible in the last 2 months.

Need longer hours for RPP zones so that we can at least get home from work. Now that 11th street has become more commercial, residents are squeezed out of street parking.

Limit the number of parking passes or registrations each address can have - for example 1 row house could get 1 or 2 parking zone stickers, but if you are a group house with 10 people living in it, you cannot have 10 parking stickers.

- The problem with RPP is that the DC government turns a blind eye to parkers from Maryland and Virginia who come to church on Sundays and double park or block ramps and fire access. Further, one of the main issues on weekdays is people figuring out which side streets don't have RPP even though they are next to our block and parking on those making parking difficult for everyone and giving these commuters incentive to park in DC for free. Finally, extended RPP would force drug dealers to either metro or not visit our neighborhood because many of the cars from noon to 7pm are dealers and buyers.
- DC needs to add more parking spots, perhaps by pushing into the park on 42nd street and creating more diagonal parking spots (rather than horizontal) so you can fit more cars in, and/or looking around the neighborhood to see where signs can be moved to fit more cars. Completely changing areas to residential parking only won't help because there is no other place for visitors to park.



- The XXXX block of Potomac Ave SE is zoned CM1, but is all residential. Because of its zoning, it does not qualify for RPP. This is a major problem during the day, when Navy Yard employees treat the street as free parking.
- In our neighborhood there have been a dramatic increase in the number of basement apartments and as a consequence, the street parking density. When we moved in 15+ years ago there were days when the entire street was empty of vehicles now never.

To help continue this trend, provide a basement conversion payment to homeowners - \$20,000 in assistance to any homeowner wishing to convert their home's basement into a rental unit but only if they agree to rent to tenants with at least two vehicles that will be using street parking. Of course, I'm joking - but the purpose of the satire is to create a mental picture. Adding rental units to existing housing stock decreases parking by adding cars.

- Employee vs Residential Parking. On Capitol Hill we do a fairly good job of separating residential area parking from commercial parking. But, left out of the mix are spaces where employees of businesses on the Hill can park. I do support DDOT's policy of squeezing on the system to get more people to use transit but ultimately there are some employees who cannot use transit. They often end up illegally parking in residential areas here on the Hill.
- I live in Adams Morgan. My building recently decided to stop offering space in the building's private parking lot and instead allowed a developer to purchase the lot and build new condos. We had no input or notice into the issue from our landlord. I was happy to a significant fee to know that my car was secured, close to my home, and guaranteed a parking space if I left for an errand. I treated my car as the luxury good that it is. But now I have no options, I have to park on the street.

Now it's nearly impossible to find parking. I was late for work last Tuesday because I could not find on-street parking in Zone 1. I walk, bike or take transit to work: in other words, I am your ideal. I do own a car, but I only use it for errands like groceries and visiting friends in less transit accessible areas at night when cycling is too dangerous. Nearly half the parking in the neighborhood required residents to move their cars on Tuesday between 9:30 and 11:30. There were, therefore, no spaces to move to.

When my building announced that residents would no longer be offered parking, I thought about circulating petitions to my building for the enhanced RPP system, but I doubt it would be effective. New parking meters install on Kalorama and other parts of the neighborhood are frequently vacant,



but residents cannot park there. I don't know that those permits would prevent me from being able to park anywhere on my block: if my block was already full, I'd be out of luck.

It's my observation that parking is being made easier for people who don't live in the neighborhood than for residents inside the neighborhood. I am not convinced that it's fair for the city to prevent residents from parking on the street in front of their homes. Instead, the city should be encouraging non-residents to take transit, bike, or walk to the neighborhood.

- I have a comment about residential parking. I have neighbors, approximately 13 people live in the single family home, whom which have 9-11 cars.....much more than the 7 adults there need. Since anyone can park anywhere in Rockville, our entire cul de sac is full of their cars. It restricts traffic, no one else in the neighborhood can have guests over as there is no where to park, my driveway has been blocked several times to the point I cant leave my home, not to mention how the plows will get through this winter. After contacting the police on several occasions, they will not or cannot do anything to enforce this issue. I think households should have a set number of vehicles they are allowed to possess. Thank you.
- [RPP] is generally effective. However, it does not preclude residents of other parts of Ward 3 from parking in our neighborhood (for free) and walking to Metrorail. Therefore, we should have a RPP unique to Woodley Park; not for all of Ward 3.
- I feel there should be a smaller area for the RPP restrictions (like neighborhood).
- I like that the people in 6D02 do not have zone 6 privileges; the zones need to be reevaluated and parking should go to neighborhoods. If 6D02 had zone 6 privileges the people would park their car long-term in other parts of zone 6 (I know plenty of people that have said that they would do just that). Likewise, I like that zone 6 cannot park in our neighborhood -- it's nice having parking for the occasional zipcar and our friends and family that visit the neighborhood. It encourages transit and incentivizes not using a car for the tiniest distances in such an accessible city. 6D02 needs to be the model of the city -- keep up the great work!!
- I live relatively near the metro stop and most, if not all, of the congestion is generated by other Ward three residents with RPP stickers who park in my neighborhood and then take the metro downtown. I know this because the street parking is much easier to find on weekends and holidays. For RPP to work the zones must be smaller.



- RPP is in effect during the time most people are at work; the real big problem comes at 6:30pm, people are allowed 2hrs which takes them to 8:30pm which is when RPP ends. In this case in my opinion, only zone permit holders and VPP should be allowed to park from 8:30pm to 7am throughout the District residential areas, specially business and congested areas like Adams Morgan, Cleveland Park, Georgetown, Columbia Heights, U St./ Shaw, etc... .
- I would like to see RPPs awarded by demand; for example, a neighborhood with high demand for parking would have a larger RPP fee than a neighborhood with ample parking. Perhaps the extra fees collected then could be partially redistributed to RPP-eligible residents of the neighborhood in the form of transit fare, carshare/bikeshare subsidies, etc. This would provide incentives for residents not to use RPPs and therefore bring demand back in line with supply.
- In any discussion of RPP, it is important to keep in mind an under-appreciated aspect of RPP permits.

RPP makes it possible for thousands of DC residents to leave their cars at home while they transit or bike to work. These people are doing the broader community a tremendous service by not putting another vehicle onto the road network.

This behavior should be encouraged if not rewarded.

- Curb the expansion of strictly limited RPP zones. While it's understandable in Columbia Heights -- in and around densely populated commercial zones, there is no excuse for it (in my opinion) along NJ Ave. between Q & P St., NW.
- I think during the day, actually, [RPP] may not even be needed, and may make things harder for contractors who come in work in the neighborhood. I think the time they may be needed is late in the evening, especially Friday & Saturday nights. People have parties in the neighborhood, and while noise hasn't generally been a huge problem, if I come home and try to park between 11 PM and 2 AM, it's difficult to find a space.
- RPP doesn't make too much of a difference in Bloomingdale because the primary problem we have with parking (to the extent we have a problem) is people coming from out of the District, or outside of Ward 5 and parking overnight. With that said, though, I don't think that, at present, there is a parking problem in Bloomingdale.



- Need to address parking by commuters - will be seeking restricted parking.
- THE RPP IS EFFECTIVE, BUT I LIVE ON SOUTHERN AVE AND THE OTHER SIDE IS MARYLAND. THERE ARE MORE PEOPLE WITH CARS IN FAIRFAX VILLAGE THAN THEY ARE DC PARKING SPACES. SO MOST OF THE TIME WE HAVE TO PARK ON THE MARYLAND SIDE OR UP THE BLOCK. SOUTHERN AVE. SE AND PENNSYLVANIA AVENUE SE IS NOT REALLY SAFE AFTER DARK BECAUSE OF THE MARYLAND PROJECTS BEING ACROSS THE STREET.
- We need the residential parking system in Cleveland Park like what I see in other high demand neighborhoods. Residential parking is becoming untenable in Cleveland Park. Please help!

Cleveland Park needs the Residential parking only system that I see in other neighborhoods around the city (where residents get one side of the street). Without this system and between the movies and the Metro station parking is a bear both week days and weekends!

- Ward 3 is a very large area. RPP holders from all over the ward use the streets proximate to the Cleveland Park Metro station as a free and unlimited parking lot. I have known people who live on the other side of Wisc Ave to park their cars in front of my home for weeks while they travel on vacation so as to avoid airport parking fees. Sub zones must be considered and implemented.

Ward three is too big to allow all residents RPP in neighborhoods close to a Metro Station. Spaces are filled with commuters from seven am until 6 pm and then restaurant/bar crowds take over until the wee hours.

- I live in Friendship Heights and the greatest demand for parking in our neighborhood is evenings and weekends when the RPP restrictions are not in effect.

You need a neighborhood by neighborhood approach to parking that takes into account the interests of only the residents of the neighborhood you are looking at.

Curbside parking in a residential neighborhood should be utilized for the benefit of immediate residents - not those commuting from other parts of the ward or non-residents looking for free parking near retail nodes.



- The parking situation has deteriorated over the past several years, but it is still satisfactory. However, several new apartment buildings are going up. If new apartment residents have inadequate parking in the buildings, or if they have RPP, things will rapidly become intolerable.
- [RPP] should be more expensive, particularly for second and additional cars.
- There are so many restaurants in the neighborhood on the weekend it is a nightmare to find parking. In addition, the Sherman Ave construction has displaced many vehicles. Everyone in the neighborhood fights for spots. On "street cleaning" days, the situation is dire as even more parking is prohibited. I have never seen a street cleaning vehicle on my street. Is this necessary? Or is this a way for the city to make additional money through parking tickets? Finally, the amount of parking absorbed by dumpsters and other construction initiatives has seriously reduced parking. Residents have nowhere to put their vehicles. We have an easement behind our house which has always been used as such but which a neighbor is now blocking. The city needs to do more so we can access our backyards for parking. This would alleviate much of the problem.
- People who live in my zone but farther away park on my block to catch the mass ave bus lines. We need smaller rpp zones.
- Increase in nearby businesses has increased the number of parked cars without from outside the neighborhood -- many out of state plates.
- RPP effectiveness is limited because the RPP zones are too big. They allow intra-ward commuting. Thus, any Ward 1 resident can use RPP for unlimited parking in Adams Morgan, even if they are not a neighborhood resident. Likewise, Ward 3 is very large. These folks can access unlimited free parking in Georgetown -- at the expense of Georgetown residents and visitors. RPP was created to protect residential parking -- primarily from suburban commuters and has succeeded in this regard. RPP zones would be more effective at protecting residential parking if the zones were smaller. As a result of smaller zones, people who live near a zone boundary should be entitled to a multiple-zone sticker. But, if properly designed and implemented, the smaller zones would reduce intra-ward commuting and provide enhanced protection for residential parking.

Smaller RPP zones would make the RPP system more effective at protecting residential parking. Wards are very large (some more than others). Ward residents can use their RPP privilege to access unlimited parking in high-demand areas (Georgetown, Foggy Bottom, Adams Morgan, Mount Pleasant, Columbia



Heights, Eastern Market, Barracks Row, H Street, SW Waterfront, etc.) even though they do not reside there.

Smaller RPP zones would rectify this problem. Smaller zones would put many residents near zone boundaries. As is done today, areas within 1 or 2 blocks of a zone boundary should accept permits from either side of the boundary.

- Fix RPP intra-ward commuting and limited hours
- This is not a congested area for parking. Before Metro, people use to park here to avoid the extra bus cost going from Md. to D.C. Additionally, we had people going to Walter Reed parking here. Both no longer apply. As long as the other laws on the books are enforced regarding parking, RPP is a source of revenue for D.C., but little benefit for me. I don't speak for those along the D.C./Md. border, though. Even though they are in the same general neighborhood, they may have different needs.
- Parking on Kenyon, Lamont and Park Road near 11th and 13th streets, NW has become increasingly difficult to find. If the resident is not home by 5 p.m., good luck finding a parking spot.
- [RPP] parking restrictions in upper Ward 4 are not necessary on all blocks to increase availability for residents, however, I like them because they keep certain types of people out of the neighborhood. They are particularly useful in areas close to metro stations.

Curbside regulations are necessary depending on density of the neighborhood. I think they are fine.

- RPP is not an effective policy for our neighborhood. Often, there are many empty spaces that guests and others should be allowed to park in without a permit.
- I am near a commercial area; my block is always completely full of cars with Zone 3 stickers.
- The hours that RPP is needed are the hours it is not in effect.
- We were forced into becoming an RPP street because all the surrounding streets became RPP streets. Our street became a dumping ground for everyone without a sticker. When I asked my neighbors why they got restricted parking when there was no problem on their street? the answer was: "So we can drive down to the Metro and Park all day!" This, to me, is an abuse of the privilege. Now I have to deal



with RPP stickers and VPP tags. I think a sub-zone should be set up for the folks who live near such attractive nuisances like Metro or a nighttime club area. The stickers should be visibly a different color.

- Not many people from outside the neighborhood park here during the day, so finding parking is not usually a problem.
- Parking during the day isn't an issue, late at night is the problem. If you work an odd shift you come home and can't find parking.
- I have a parking spot behind my house, but often park on the street when I come home late at night. I never had trouble finding parking.
- We have one home with multiple derelict and large vehicles taking up three or more spaces on one side of the street. The vehicle owner doesn't work, so there is very little turnover in these spaces -- except for street sweeping. This creates a bad situation for other residents on the block.
- because the real time there is over crowding is all the MD residents who park (as well as illegally) on Sunday. The dc police overlooks this (even though there have been countless complaints) as well as the churches.
- The RPP doesn't cover the hours - evenings and weekends - when resident parking is difficult. In addition, DC needs to address parking in a more long term way. In single family neighborhoods, condos are spring up that quadruple the number of residents in a house, but no arrangements are made for their parking and their cars end up flooding residential parking. Condos with more than 2 units should have to provide some type of parking. Our neighborhoods can't absorb these multi-unit buildings.
- One block over I am told I cannot park in front of Parker Flats condos over 2 hours. But I have RPP for this area. It is too congested with the Howard students and all the contractors to have such a restriction.
- Need for special transit zone, and transit buffer zone, parking rules.

Much of the opposition to transit zones and the idea of rescinding parking minimums for new residential buildings in transit zones (or TOD zones) stems from the fear of current residents not being able to park in front of or near their homes. While it should be pointed out that the parking space in



front of a house is not private but public space, there is a good argument for trying to prevent as much inconvenience as possible for current residents when new residential buildings are built. Therefore, if some accommodation of the wishes of current residents can be made, then, for the sake of comity, it should be. The good news is that this can indeed be done in a fairly simple manner, by creating a new sort of parking zone, a “Transit Buffer Zone” around the proposed Transit Zones, which, for the sake of argument, I shall call here “Blue Zones”.

Rationales

1. The first rationale for these Blue Zones is that the current problems about parking in or near transit zones are not caused primarily by approximate residents, but rather by intra-parking zone commuting. Someone living on Oliver St. parking as a Zone 3 resident in residents’ parking near Tenleytown to take the metro downtown is an all too often, but far from intended or optimal result of the Residential Parking Permit (RPP) system. The RPP system was meant to stop commuters from outside the District abusing DC’s largely uncontrolled parking. But such intra-zone commuting also has bad results, resulting in cars from elsewhere taking up a space all day in other neighborhoods. This prevents the more appropriate uses of such residential parking spaces in or near Transit Zones, which are usually also commercial, for Zone 3 residents going shopping or dining, or the ability of residents in those actual Transit Zones of parking in front of or near their houses. (The crunch time for parking is not usually at night, when only local residents have their cars parked, and there are ample spaces available, usually, but during the day and early evening, when intra-zone commuters have not left, and residents have already come home.)

2. The second rationale is that Transit Zones and the rescinding of the parking minimums are smart growth measures intended to encourage car-free or car-lite lifestyles. Hence parking rules that can accentuate the attraction of car-free options, and make car ownership less attractive to new residents by better reflecting the going market price of car storage in Transit Zones, should be implemented.

What is needed is a form of Blue Zone Parking.

Proposal

1. Blue Zones should extend one block beyond the proposed Transit Zones (although their extent can obviously be adjusted according to demand.)

2. Current residents and their cars should be grandfathered in, so that their RPP is converted to a full Blue Zone Permit (BZP) at no extra expense than what they would pay for an RPP. The BZP would be a blue sticker showing the RPP zone and the particular Transit Zone that the BZP pertains to.



3. New residents within Blue Zones (Transit Zones plus the Buffer Zones), should they require a parking permit for their car, would pay a higher price than is currently charged for an RPP. Let us say, for now, \$300, (which is still less than a dollar a day for parking) for an Annual Blue Zone Permit. This BZP would allow unlimited parking for the resident in the Blue Zone, as well as the usual rights of an RPP for the whole parking zone.
4. Those without RPPs (from outside the District or outside the zone) would be restricted to 2-hour parking during the day, as they are now, but perhaps with an extension of the hours when the 2-hour rule applies (to discourage overnight parking).
5. Those with RPPs (from the relevant parking zone) would no longer be able to park all day in the Blue Zone. This should not be too much of a burden, because they would still be able to park all day in streets a block away. (This would produce a knock-on effect, but the larger area of parking possibilities would dilute the problem to it having an insignificant effect.) However, in order to make the system work better for RPP owners in that zone, they could be issued with special parking permits, along with their RPPs, that would allow them to park for longer than the usual 2 hours. These permits would be available to RPP owners, perhaps at a nominal cost to cover costs to DDOT, for instance \$10, in the form of a cardboard clock that would have, for example, a 4-hour window, which would show parking controllers when the car arrived, and when its time is up. These windowed cardboard clocks are simple and cheap to produce, and there is a whole history, stretching back decades, of their use in Europe, especially in countries such as Germany, Austria and Italy, even in the UK. In this way, RPP owners in the relevant RPP zone, but without a BZP, would still be able to park in the Blue Zones near transit and commercial areas for an extended period of time, but would not be able to take up a parking space all day as they can currently. This would provide much more flexibility in parking space usage in Transit Zones while residents of those zones would still be able to park their cars within the Blue Zones .
6. This system could be developed to produce higher utilization of public parking spaces for the benefit of DC's budget. For instance, IF it was deemed that there was sufficient parking capacity, the Blue Zone Permits, allowing all-day parking in the Blue Zones, could be offered at market rates to those outside the Blue Zones, with RPP owners in the zone paying, for example, \$600 a year (under \$2 a day) for the privilege, and those outside DC, IF there was still capacity, also being able to purchase a Blue Zone permit, but at true market rates, which I suspect would be upwards of \$2000 a year (still only about \$5 a day). The special "clock" Blue Zone permits could also be sold to DC residents from outside



the relevant RPP zone. Hence a Zone 2 resident could purchase a Zone 3 Blue Zone “clock” (marked Zone 3), at a higher fee than a Zone 3 resident, for instance at \$100. A Blue Zone “clock” covering the whole District (marked All zones) might also be offered to District residents for \$200. Such Blue Zone “clocks” could also be offered to those living outside DC for a substantially higher rate, for instance, \$1000, or pro-rated for a certain time period (\$500 for six months). Obviously these developments would have to be carefully thought out and depend on there being sufficient parking capacity in the relevant Blue Zones, but in principle they should be able to control parking effectively in a maximized way, and also bring in sizeable revenues for the District budget.

- Too many households have 2 or more cars. I know for a fact that two houses on my block park 3 cars on the street. It's insane! No house should be permitted to have more than 2 RPPs. One neighbor commented to me that he rushes home not to see his family, but to park his car. The problem is this town is making it more difficult for people to park their cars but not providing meaningful alternatives to street parking. While I'd love to have zone 5 only parking, such restrictions make it difficult to have guests visit even for a couple of hours.
- [RPP not effective] because some houses have 2-4 car owners living there.
- Nonresidents are parked on my street and drive around looking for parking at all times. We were supposed to have enhanced RPP but it never happened. A DDOT official told us to collect signatures of people on my block. We did. It was a pain in the neck. Then the DDOT person said, oops, he gave us the wrong form so the signatures were no good and we had to start over. Also, there was an out of date address on the form, so I had taken the morning off work to go to this place on New York Avenue only to find out there was no DDOT office there.
- There is a church on the corner and every Sunday or occasional other meeting times I have to park blocks away.
- Would like to have street zoned with parking permits
- 1st St NE between Quincy Pl NE and Q St NE used to be signed as RPP, but someone took the signs down and it is no longer RPP which creates many parking problems for residents during the daytime hours.



- As a ward 5 resident, we are restricted in our ward to park near recreation centers, library and the Metro. I need a visitor pass to park in my own neighborhood.
- Heavy restaurant traffic.
- Our block (13th Street between W & Florida ave NW) had petitioned (every resident on the the block signed) DOT to extend the hours until 10pm and the signs were changed accoringly. They were changed back about 6 months later without notice and for no apparant reason. Due to the proximity of the U street night life, our block is constantly beseiged by club goers consuming parking (worst Th,Fr,Sa). Many residents including the elderly on our block are not able to park when coming home in the evening or are afraid to move their car to go grocery shopping since they will not be able to park if they leave.
- Residential parking permits should be priced on a market basis, perhaps by auction. They should be more expensive where demand is higher (e.g. near commercial areas) and cheaper where demand is lower (e.g. suburban-style neighborhoods). In all cases the cost of an RPP should reflect the actual value of the underlying real estate. It makes no sense whatsoever that I can store my car on public land year-round for \$35/year, when the market price of that space would be in the thousands of dollars per year.
- I live near Carlos Rosario and it is impossible to find parking on our block or anywhere near when this classes are in session in the evenings. Parking is not monitored at this time andost - if not all - of the cars from Rosario are not ward 1 stickers or are out if state cars. We should have the same type if restrictions that are found around dc usa.
- They are not effective due to the number of people using them to attend the Nationals Stadium. It seems these are employees as well as people coming to the games. I believe the passes should be barcoded to allow ticket personnel, whether TCOs, etc., to see if the owner to whom the passes are issued lives with 4 blocks of their resident. These passes are to be used locally and not in just every part of the city.
- Not enough RPP spaces in my neighborhood, definitely not enough full-time RPP parking spaces available, most must either be vacated during morning and evening rush hours or have been eliminated by things like a cycletrack - frustrating!



I have a residential parking permit and can't even park in my own neighborhood any more without substantial hassle - very limited number of spaces, even fewer spaces without rush hour restrictions and the like, fighting for spaces in the evening with the valet services that operate nearby, parking my car near my home is way more trouble than it should be for the amount of money I pay to park on the street, even considering that it's a large city!

- Even though we have RPP restrictions we have many apartments surrounding our home. All apartments have parking but are charged a fee. The renters do not want to pay the fee so they park in the RPP sections in front of our homes. Therefore, there are no parking spaces for HOMEOWNERS. It is getting to the point that we need a different RPP zone in front of our houses so that we can park somewhere near our houses and all the spaces are not taken up by renters.
- Also the RPP seems to extend to far from commercial areas. Folks who have RPP's and are 6 blocks from Wisconsin, drive and park closer, taking spots from local residents.
- I live on a very small street (Gay St NE) with very limited parking and would like to have residential parking requirements since most homes have garages and driveways. Those of us who don't have driveway or garage sometimes have to fight with visitors or long term house mates over parking. As a DC resident, I would also like to be able to park my car closer to the metro without penalty.
- Each block has a different set of regulations in my area -- some RPP until 8:30 p.m. weekdays, some RPP until midnight weekdays and Saturdays, some residents only until 8:30 p.m. on weekdays, some residents only until midnight on weekdays and Saturdays -- and it is very confusing and seemingly random. There is high demand for parking in the evening hours due to bar and restaurant traffic and RPPs that do not recognize this seem ineffective.
- There are several spaces on the street which are unsigned. Therefore, we get cars who park there for days/weeks on end because there is no signage (RPP or otherwise) restricting their parking!

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Signage

- Often see conflicting signs adjacent each other. For example, Stop Sign under a Yield sign on northbound First St NW between US Capitol and Botanical Garden.



- The Parking Meters information is unclear; people will stop me and ask about the parking meters. The cost of the parking meter is too high and the time is too short if you are trying to enjoy yourself in Washington DC.
- The signs are everywhere and small and confusing. Some signs are turned the wrong way so you can't even read it until you park and get out.
- Why haven't the signs been changed to reflect the new resident only parking on one side of the street? Why is it that only some sections of Adams Morgan have received this benefit while others have not?
- Resident-only signs not up yet. After 6pm thousands go to bars/cafes here.
- Improve signage.
- Need better/more simplified signage...especially now because in some neighborhoods you have to pay parking AFTER 6:30 and in other neighborhoods, you do not....what's that about?

If you are going to continue to collect for parking after 6:30, the signs that say there is no limit after 6:30 are deceptive, particularly if you were used to parking after 6:30 for nothing....the signs need to clearly and largely state....FIRST, you have to pay until 10PM....and THEN you can say that after 6:30 there is no limit on hours but you still have to pay.

- The parking restrictions in front of my home recently changed. The sign allowing parking was installed but the sign restricting it was not removed. When I parked in the spot, only seeing the new sign allowing parking I received a ticket because the old sign was left up. When I submitted a 311 request to the city they took down the incorrect sign but I lost my appeal to not have to pay the parking ticket.
- Understandability of restrictions. Individual signs make sense but where one zone begins and another ends, what do when meter info conflicts with sign info, etc. are the challenges.
- [RPP] would be even more effective if DDOT would put signs in where they belong on our street. It is almost impossible to get them to do so on a street designated as RPP.
- Signage is missing or nonexistent and varies from block to block.



Inconsistency in parking rules for blocks with vs. blocks without stop signs, along with unpredictable placement of stop signs often leaving large spaces where parking is limited. Regulations need to specify parking distance from curb NOT stop signs.

- The street cleaning and other restrictions are excessive and hard to understand the confusing signs. We need to make the city accessible and not restrictive.
- It should be plain and simple, not three signs all attached to one another.

Different signage on the meters then the information posted on the poles with three signs for parking.

- I've long dreamed of a color or symbol system -- or even huge text -- that would indicate at a glance what hours parking restrictions are in place. I find it almost impossible to figure out as I drive by, and once I've found a space I often discover the time is not what I expected (restrictions Downtown until 10:00, for example).
- The street signs are too confusing for residents, let alone visitors. Seems the system is out to 'trick parkers'. Poor public relations.
- Signs are confusing and at times contradictory.
- The sheer number and variety of signs regulating on-street parking make it difficult to determine sometimes whether it is legal to park or not. Since there's so much customization that has to go on anyway, a sign that you can read from the car that lets you know what days/times/kinds of vehicles can park in that space would be very helpful.
- The street parking signs/meters are confusing. Typically the signs don't match the meters and vice versa. Broken meters are also a problem.
- Though this isn't a problem in my neighborhood, when I park elsewhere in the city, multiple different signs on a block can be confusing. I have to be very cautious that I'm allowed to park in that place, with the rush hour zones, street cleaning, etc. Street cleaning can make things challenging--but I support it as long as the streets are actually cleaned on those days.



- Signage is extremely confusing. Reduce/eliminate the conflicting signs found along the city streets.
- Signage is bad on the side of the street closed during rush hour. What the sign actually says and what is actually enforced don't match. And the sign isn't really clear - it seems to imply that any car with an RPP can park on street cleaning days, regardless of the RPP zone. But DC and MD cars don't seem to be ticketed.
- The signs on commercial streets and mixed residential/commercial streets could not be more confusing. Often different hours are listed on the red and white signs and on the meters. The difference between parking hours and paying hours is confusing. I am short and sometimes cannot read what is inside the parking meter globes. It's a mess!
- All curb side signage should be regulated for distance from corners, crosswalks, and other circulation issues.
- Signing is really confusing, even for residents.
- Signage or curbside painting is inadequate or missing for restrictions near intersections in some locations. Example: 32nd and Scott Place NW.
- Changing signs making less parking for residents.
- Signage is a DISASTER! Signs have conflicting info and often don't match what is on meters. See fixdcparking.com for typical photos.
- [Signed curb regulations] is extremely uneven. Also, when I park in other areas it is not at all clear when parking should be paid for at a meter during off hours.
- Parking meter verbiage is incomprehensible. I know many many people who have gotten tickets for not feeding the meter after something like 6:30pm when time limits are dropped but you still have to pay until later (10:30pm).

I have never encountered this in Bethesda.



CHANGE THE WAY YOU DESCRIBE THE TIME LIMITS OR KEEP THE LIMITS UNTIL THE END OF THE PAYMENT REQUIRED TIME.

Signage for parking meter usage are incomprehensible. It is even hard to describe. It goes something like this:

One (or two) hour parking allowed 9:30am to 8:30pm (if you pay the meter). After 8:30pm parking is unlimited. This can be interpreted as meaning that you don't have to pay after 8:30pm.

Can you tell me how many hundreds of people have gotten tickets for not feeding the meter??????

I have never encountered this linguistic problem in Bethesda. Why don't you look into their wording.

- The signs indicating parking hours on my block (XXXX block of Ordway Street) are inconsistent. Some have labels affixed to them that change the parking hours. Two signs 100 feet apart can have different parking hours listed.
- The signage in DC is abominable for metered parking - there are often two conflicting signs in exactly the same spot. The signs talking about no limit to parking on Sat evenings are totally confusing - one never knows if one must pay for the time then or not. DDOT should spend the time and money to go around the city to check on this and correct the innumerable egregious confusing signage.
- Restrictions are, if anything, confusing and over-enforced. Often there are 3-4 parking restriction signs stacked on top of one another on a post, and it's nearly impossible to read all of them while driving, looking for parking. There are many places where the hours indicated on a sign contradict the hours posted on parking meters, which in turn are contradicted by stickers on the outside of the parking meters. Generally I can never park with confidence that I won't be ticketed by an over-enthusiastic parking checker.

The metered parking system could be improved by reducing sign-clutter, and making sure that the signs agree with each other. There are many places in the city where there are 4 parking signs on a single sign post. It's impossible to read all of these signs while driving and looking for parking. Similarly, the hours posted on at least one of these signs is likely to contradict the hours indicated on the parking meters. Greater clarity in signage and rules is a must.



- The problem is that signs are often separated. For instance, I got a ticket once for parking in a rush hour zone (not for expired meter or staying too long). The problem is that signs where I parked (ie- I parked next to the sign) indicated it was a 1-hour zone, but the sign saying the whole area was a rush-hour zone was located down the street. Things like this should be grouped. If the rush hour zone sign was located on the same post as the 1-hour parking (by the way, the times overlapped), then I would have known not to park there. You can't expect people to walk up and down the block just to check if they can park in front of a sign saying 1-hour parking.
- Actually, I don't understand why we have the restrictions on 33rd St during school days anyway. The school is not adjacent to the signs. You have to walk across the baseball field to the school. The new signs (put in maybe 2 weeks ago) have pushed cars visiting the park or picking up kids to the side in front of our home, which has no restrictions. The signs say you can stay in your car, but if you have a younger child, the teachers won't release the kid unless you walk up to the door. So a drop-off zone that far away is pointless. So now it's harder for me and my husband when we come home with the kids and groceries. Things were better before the new signs. I would recommend removing them altogether.
- The parking signs are too far away from where you park. Sometimes 50 feet.
- I do not like that some areas do not have proper signage or no signage at all, yet, drivers are penalized regardless if they park there. Example: Unused driveway with fence as a barrier on backside. No signage stating it's a no parking zone but has been ticketed. Location: L Street and 11th street SE.
- All information about parking in a spot should be on ONE sign, not on several. When there are several signs, it is incredibly confusing.

For example, in some spots there is a sign saying 2 hour parking between X and Y times and then a separate sign saying unlimited parking between A and B times (which are usually after time Y). Most people I know have gotten a ticket for not paying the meter after time Y (when you can park for more than 2 hours, but still have to pay). You need to have ALL the information on ONE sign and not have two separate signs.

Similarly, my au pair (native English speaker) got a ticket when parking in a spot that had one sign that said two hour parking and a separate sign that said no parking during rush hour (4-6:30 pm). Again - ALL the information should be on one sign to avoid such confusion.



- Had no idea that the 'Ward 2 only' signage for XXXX block of Q was to be posted, as it was in last two weeks while we were on vacation. I'm surprised that it wasn't publicized ahead of time.
- With construction on Wisconsin Avenue near Calvert St., the signs have changed in the past three months and there is significantly less parking than before. Additionally, the signs are not as clear as they were before. I hope that the restrictions are temporary and they will re-open parking on Wisconsin Avenue just north of Calvert St.
- Meters at XXXX Wisconsin have confusing signage.
- The current signage for meters is horrible. It's VERY unclear that one needs to pay 6-10 PM as designed. As an example:

PAY, 2 Hour Limit: 7AM-4PM
NO PARKING 4-6PM
PAY, No Limit 6-10PM
Free, No limit, 10PM-7AM

Would be MUCH clearer than the current signage.

- Complexity and confusion of multiple signs.
- Signage is often contradictory with what is on the meter. Stickers on meters further complicate the parking experience and confuse the driver. I am a long time (34 year) resident and I am confused. I can't imagine what out of towners must be experiencing. It can't cost that much to replace the signs and clean up the meters. I can only view this imposed confusion as a method DDOT uses to extract considerable amounts of money from unwitting drivers.
- Confusing "No time limit parking 6:30-10pm" messages on signs. Payment still required during these times but not clear from sign.

Overuse of "No Parking Entrance" signs.



Poor placement of sign posts, reducing available parking space. Instead of measuring where the posts should go, signs are apparently placed in the easiest place for workers to install them (tree boxes, street lights) so that they don't have to drill holes in the sidewalk and install a new sign post.

Poor alignment between painted parking restrictions on street surface with sign posts, i.e. diagonal stripes painted on road suggesting no parking but sign post placed in a way that indicates parking in the striped area is OK.

Poor and minimal placement of Pay-by-Phone signs indicating zone numbers.

Poor maintenance and replacement of signs and posts that are damaged or destroyed.

- We have outdated parking signs from when, XXXX Mass Ave SE, was a church. Half of that side of the street is not zoned. Numerous calls to the sign shop have failed to get the signs changed.
- The information for hours of parking regulation on the meters are often very confusing.
- The Rush Hour signs are very difficult to understand.
- The parking signs in 6D02 are very hard to understand. Some have stickers "Mon - Sat" and others do not; the stickers are hard to read/small and the hyphen between Mon and Sat is not understandable. Many visitors to the neighborhood inquire about this all the time. It doesn't help that the meters themselves have different and divergent information.
- In too many places, there are too many signs, making it difficult to determine what the parking restrictions are. This is particularly a problem with the meters. Many have contradictory or confusing notices on them as to when you need to put money in the meter (i.e., days of week and hours of day for each day), and how long you can park at the meter. The notices on the meters sometimes are different from those on signs. In addition, the notices on the meters are often very hard to read, particularly in dim light and at night. There needs to be a simplification and standardization of the parking restrictions so people will more clearly know what they are. It is very confusing right now. It used to be that you knew all meters went to 6:30 p.m. Mon.-Sat., except for rush hours on certain streets when there was no parking, and the length of time you could park was clear on the meter or a nearby sign. Now that is not true. There are so many variations, it is terribly confusing and the tiny, faded print on many meters (in addition to the many broken meters) makes it a real pain. The result is



that we avoid going to a number of places in town as a result and no longer patronize those businesses.

- I just want to stress that parking signs and meter signage and maintenance needs to be revamped and brought up to par.

The majority of the times the different signs are scattered throughout the block; there is no consistency in signage, sometimes signs are too far apart from each other, faded, missing, conflicting/contradicting each other; just plain poor for the capitol city that serves a large magnitude of people. I'm not sure who's in charge of the signage throughout the city, but they are doing an extraordinary poor job. Y'all good at giving tickets, but lack at maintaining signs up to par.

The District has to revamp and update its parking signs throughout the city; for example: overnight parking restriction in the downtown area K St. NW corridor and its surrounding streets; rather than restricting the vehicles from parking, how about making it No Time Limit Meter parking similar to what downtown Baltimore City has in place. As a DC resident I do patronize the DC night life restaurants, lounges, and clubs and it would be nice to find available parking, and I'm very sure our VA and MD guest would appreciate it too.

The multiple signage on the parking meters can be confusing and trick if a person doesn't walk around the whole meter AND check the posted signs that can contradict what the meter signs say. Lots of times the meter address are peeled off, or the address inside the meter is super faded or the glass is super dirty/foggy that you can't see inside to read the meter address. Along with the city signs, this is another area the city needs to majorly improve on. It seems as if the city is only interested in issuing tickets, and purposely puts up confusing and contradicting signs and don't keep up with the maintenance on the meters, putting its customers more susceptible to getting a ticket. Then when trying to fight or complain about a unjust ticket, a person either get the run around and the understanding that the tri-agencies (DDOT, DPW, DMV) aren't on one accord, and that's just plain sad.

- Most meters offer a "Saturday Hours" in effect sign, but it's not on both sides of the meter and there are no additional street signs, ultimately causing -- we assume -- unintended confusion.
- More clear parking instructions, especially on my street, but also elsewhere. For example, I got a ticket parking three feet from an alley entrance, and had no idea what the parking restriction was because there was no sign. I also have no idea what it is for the fire hydrant on my street (I'm on the unit block



of V St NW). The next street over has signs showing where the no parking is around hydrants and alleyways (on the unit block of U).

When I lived in San Francisco, the curbs were painted where there were parking restrictions - red when you could never park there, and I think white and yellow were used when it was restricted at certain times/circumstances (so then you knew you had to look closely at the sign). I would love to see something like that implemented in DC. It made things so much easier.

- Too many parking light. Signs make traffic move too slow in many areas.
- How can vehicles be cited for a violation, such as being in a bus zone when there is no anchor sign or sign posted?
- Throughout the city there are conflicting parking signs, A sign on a pole says meter enforcement is Mon-Fri. until 6PM. A sticker on the meter says weekend enforcement. And a third sticker says enforcement until 10PM. This makes the safest bet paying by cell phone, because the private company is more reliable than the city at being current on the restrictions.

As I understand it, parking is within 25ft of a stop sign. The No Parking This Point Forward is twice that distance from the stop sign. This means we lose 2-3 parking spaces on the block.

- I think the enforcement is just fine but feel as if signage is a bigger issue. In many places there are multiple signs and understanding what applies is not always intuitive.
- The new meters that contain the language "Two hour parking 7:00am - 6:30pm" and then add "No time limit 6:30pm-10:00pm" are nearly incomprehensible. It does not convey the fact that although there is no time limit, payment is required. Since many meters will only take payment for 2 hours, it is a meaningless addition, since you can't pay for more than 2 hours at a time.

In addition, some, if not all, of the signs say "Use Pay to Park" machines. I have parked on a number of blocks that do not have Pay to Park machines even though they do have these signs. I walked two and a half blocks to find a machine, paid the fee to get me to 10:00pm, walked back and put the receipt on my dashboard so it would be visible through the windshield, AND GOT A TICKET ANYWAY because the meter was expired. I contested it and it was thrown out, but no one should have to work so hard to



follow the law...and still be penalized. You need clearer signs and machines that actually match the instructions.

- The signs are entirely confusing, sometimes contradictory.
- Too many [meters] are broken or you can't read the small print with info on them.
- [Signed curb restrictions are] too strict! Every day more people decide it's not worth the added time confusion, cost and aggravation of going to DC and stay out of the city for years at a time.

You could have more spaces on some streets. It is very discouraging spending 15-45 minutes looking for a space. Signs are confusing and sometimes contradictory; I often see groups of people looking at signs trying to figure out if a space is legal. I have gotten tickets for infractions that are not posted. It sucks being a revenue stream.

Every day more people decide it's not worth the added time confusion, cost and aggravation of going to DC and stay out of the city for years at a time.

- Sometimes the individual signs don't make sense. I realize that it is the one at the bottom that dictates the regulation in effect, then why not just put that one sign up.
- I don't understand the signs on Georgia Avenue as they apply to Ward 4 residents, specifically between Randolph and Shepherd. There is a parking meter but also a sign that says something to the effect of Ward 4 residents don't have a time limit. It is not clear if all are required to pay parking fee or just those without Ward 4 RPPs.
- Please deal with conflicting signs.
- It is very confusing trying to figure out what sign means when it says you can park within certain hours and a separate sign says you can park for two hours. Out of towners are even more confused. I finally figured (after receiving tickets) that it means you can park within certain hours but only for two hours. So why isn't there ONE SIGN that says that: you can park there during certain hours but only two hours. D.C is a very unfriendly city parking-wise.



- Signage on parking meters throughout the District is unclear. I am especially offended by signs that say parking authorized for 2 hours in the evening without indicating that the meters still have to be fed.
- Too many rules ..very unclear in many places.
- The Emergency No Parking signs that get taped to trees, signs, cones, or whatever, are a huge problem. I have called DDOT, taken pictures and sent them in, and the abuse of public space permit continues unabated. Every time a new contractor comes in and gets a permit, they take valuable curbside parking, mark it poorly, and DDOT lets it happen. The signs are impossible for residents and visitors to read (can't read while driving, can barely read after parked and squinting). They are arbitrary and not connected to actual needs. DDOT underprices the curbside spaces that they give away for these permit holders.
- **Emergency No Parking Signs:** There seems to be no controls over the companies who post Emergency No Parking signs. Often they are posted less than a day before they are needed instead of 72 hours as required. Sometimes the signs are posted along an entire block when only a small area is needed (to park a moving van or do some limited tree work).

ISSUES:

- (1) Companies (and sometimes city services) do not always follow the necessary guidelines for posting signs.
- (2) Residents receive unnecessary parking tickets, and parking spaces are lost because signs are posted where or when they are not needed.
- (3) Parking enforcement does nothing to check the validity of signs prior to ticketing cars.

SUGGESTIONS:

- (4) Train the companies and others who post the signs.
 - (5) Fine the companies that do not follow the requirements for using the Temporary No Parking signs. It is only fair that they get fined, and not just the residents who wake up to find a ticket on their car.
 - (6) Train the parking enforcement officers to check the validity of signs before ticketing.
- Temporary No Parking Signs.....72 hour rule for posting for non-metered spaces is never enforced. I've seen people get ticket when someone puts up a Temporary No Parking Sign the same day as the exclusion period....TEMPORARY NO PARKING SIGNS SHOULD HAVE AN ISSUE DATE AND TIME ON



THEM TO ENSURE THAT THE PERSON REQUESTING COMPLIES WITH THE ADVANCED POSTING REQUIREMENTS

- One has to read 4 or 5 signs to understand if one is allowed to park: given the complexity, is it fair to give a ticket? I got so many tickets because one sign was contradicting another one. Couldn't this be simplified like in other cities?

DC is the capital of the USA with a lot of tourists and the worst direction signs on the planet. Accidents and pollution could be prevented if the signs would be done properly.

- The sheer amount of parking signs placed on street poles is often confusing or makes it impossible to read and navigate without coming to full stop- causing traffic backups and contributing to already congested traffic in the city. This makes it particularly hard for tourists who are such a vital component to the city's economic base.
- The meters are very hard to understand, they say Monday to Friday, to 6:30, but it is really 10pm in some cases, then there is another sticker about Saturday Enforcement, with no time limits or something. It is a mess.

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Visitor Parking

- Abuse/misuse of illegally issued or impermissibly used visitor parking passes (both MPD-issued and DDOT pilot program passes from other areas).
- There should be a way to have a standard visitor's parking pass issued to a home so that when I have a visitor that I invite over, a trip across town to the police department can be eliminated. When I invite someone over for dinner that may last three hours, it's a major inconvenience to get a permit when one could easily be issued yearly I can use for my visitors. This is a service I do not mind paying a nominal fee for. I do not like that my non-resident visitors feel DC is an unwelcoming place they cannot park without fear of aggressive ticketing. This is a quality of life issue that needs to be taken seriously even as the budget is balanced based off issued tickets.
- I live in an area where residents were recently mailed visitor parking passes but I never received one. I assume this means I was not eligible, but I don't understand what I should do when I do have a visitor. I



plan to remodel soon and I don't know where the contractor will park. Others in my neighborhood can give the contractor a visitor parking pass, why can't I?

- Ward 2 residents go to the police station every 2 weeks to get visitor passes. Instead, we should get a certain number of day passes for visitors per year, after which we should have to pay for them. The police station thing needs to end. And we definitely should not get placards - that would be a disaster for Ward 2.
- On our block, residents of Maryland drive in weekday mornings, and park 8:30 to 5:30 while they go to their jobs downtown, using the Visitor Parking Permit.
- I live in the XXXX block of Ninth Street SE, right next to the Marine Barracks and one block from Barracks Row (Eighth Street SE).

PROBLEM: With the parking restricted until 9:30 pm, it is very difficult for us to have a dinner party where some guests must arrive by car. With only one visitor parking pass, it requires that we have to go to the police station to obtain passes, beg additional ones from our neighbors, or go to the permit office to block off parking for our guests. This is a continuing and irritating problem.

SOLUTION: Along with the change above (switching the current parking rules east and west sides), change the hours for non-residential (west side) parking to 8:30 (or 7:30 pm), from 9:30 pm. This would allow guests to come and park starting at 6:30 pm (or 5:30) without problems.

- My household does not own a vehicle and does not regularly park on the street, so I am not really aware of the effectiveness (there was no N/A option). However, as someone who uses the VPP pass occasionally for Zipcars or out of town guests, RPP seems effective the way it is.
- My visitors got a parking ticket the day after Thanksgiving. If my household had been issued a visitor's parking permit, they wouldn't have been ticketed. I think that all residents should be able to request a visitor's parking permit that is valid for the whole year.
- RPP Restrictions on our block were only added recently and were not needed. They only serve to make it harder for visitors to park.



We have regular visitors (but only one at a time) and currently have to drive to the substation to get visitor permits for each visit. I would prefer to have a book of visitor passes or a permanent visitor placard. There is almost always sufficient parking on my street.

- I live near Stadium-Armory, and would like to have a Guest Parking Pass for out-of-town guests that allow them to park on my block during RFK Stadium Events.
- I'm a strong supporter of expanding the permanent visitors parking pass to all areas of the city.
- There needs to be a better way to deal with legitimate visitors to my home who may plan to spend more than 2 hours there. Currently, they often have to park blocks away because I cannot give them a visitor pass to park on my street without a trip to the police station (which is hardly worthwhile if they are just coming over for dinner). Either a visitor placard or books with passes would be a good solution to this issue. I'm even willing to pay a small amount for this privilege.
- We still have not received a visitor pass so that's why we have never used it.
- We live just two blocks from U street and 13th. Night-life visitors that come to U street take up all the street parking spaces, and we are unable to find parking for our guests/family that come to visit us at our home.
- Going to the precinct to get a visitors permit is an anachronistic nuisance. I liked what Cambridge MA had 10 years ago when I lived there. All residents got a visitor permit with 20 blank squares on it. Each day you wanted to use it, you wrote the date in the square and put the permit on the dash. After 20 days, no more visitor parking was allowed. You could do the same today with iPhone/android app.
- We need more visitor parking for dinner guests and regular service providers like gardeners, plumbers, housekeepers, etc. There shouldn't be a charge. The residents of Georgetown are already paying steep taxes which should cover our right to use street parking for ourselves and our guests.

We need to have enough parking passes for guests and service providers. It's extremely hard to get top quality trades (plumbers, electricians, heating and AC workers) to come to Georgetown because it is too hard to park without getting a ticket.



- Provisions need to be made for those of us who rent cars often if the visitor program is changed. Coupon books would be great instead of an annual permit but still allow residents who rent to get passes in person or on line for rental cars. Just stop people from getting immediate renewed passes for the same plate number to stop licensing abuse.
- I wish our Ward had better visitor parking options. It is extremely inconvenient to have to drive up to the Idaho police station to obtain a 2-week visitor parking pass every time we have a guest who plans to stay for more than 2 hours. It means we can't have visitors drive to our house for dinner without incurring absurd fees at a parking garage or having to move their car in the middle of dinner. I wish each household could be issued a visitor parking pass we could provide to guests when they are visiting. Or make them available online to print at home. With two young children, having to take the better part of an hour to trek up Wisconsin to the police department is incredibly inconvenient. If the passes were available online, or in more local locations, it would make a big difference. We should be able to have occasional guests visit and be able to provide them parking for a reasonable amount of time.
- Visitor parking on our block is also common though I feel it is important not to be too restrictive. It should be relatively easy for guests to get parking privileges. Visiting the police station is not an adequate solution. Booklets or even an online, printable version would make things much more convenient.
- The biggest problem I have with the current parking restrictions is how they deal with workers that temporarily are visiting my house. There is no way for the plumber or my housekeeper to park for more two hours when performing the work. This is a quality of life issue that drives me crazy. As an example, this morning (9/5/12) a workers vehicle was ticketed in the alley behind my neighbors house while unloading materials for a renovation job. As a DC resident I am being penalized for trying to improve my property, which by the way will increase the property taxes the city collects.
- Georgetown needs a visitor parking pass program that does not require going to the police station and getting a temporary parking pass. That program should be retained for contractors or guests that need to park for several days, but we need a program for visitors who are only going to visit for several hours, e.g. dinner guests. However any program that would let a resident receive free all day passes to give to friends or sell to commuters would make the parking situation worse not better here.



- I haven't had any visitors lately - i received a VPP in the mail though (a perm one) that I plan to use when I do
- The irrationality and inherent unfairness of the visitor parking permit situation requiring some residents to go to a police station every time they need a visitor parking permit while others are issued permanent visitor parking passes.
- Free parking passes for visitors and other family members who need parking. There maybe a need to pick up a child or babysitting service by friends and family.
- Giving Contractors permits is a bad idea in crowded areas - make them be efficient in the number of truck they bring, and let them do the 2 Hour dance as a cost of doing business in a crowded city.
- Most of my friends - indeed my very best friend - do not live in Ward 2 and consequently do not have Ward 2 parking permits. Two of them, for example, live in Virginia and one in Maryland. We are all retired and therefore do many daytime events. My non-Ward 2 friends can only visit on weekends! Or at night and some of us do not drive at night any more. Only 1 friend has a Ward 2 sticker for her car. Another rides to my house on a bicycle and has to tether it to who-knows-what. (I've suggested she put her bike on my patio but she feels it is not safe there.)

I would not for any amount of money sell a Guest Permit. Our socializing takes more than 2 hours, it would be really nice for them to come to my house during the week days when parking is easy and we could take our time. Trust me, we don't do so much at night any more. If we're going to drive at all, it's during daylight and you can't do so much in 2 hours.

I am over 70 years old and a long time Burleith resident. My friends are mostly between 70 and 80 years old. We are all retired and only 2 of us have Ward 2 parking permits. The rest do not reside in Ward 2.

We do our socializing during the day and it's not possible for most of my friends to come to my house except on weekends and holidays. When you're young you can do lunch or go to a bar or something and spend only 2 hours and then dash off. When you're old you have time and need time and take time. And we need daytime at that. That's when we can see the other cars on the road and avoid hitting them.



I would NEVER sell a guest parking permit. I love my friends and greatly value the time spent with them.

I am over 70 years old as are my friends. I love my friends and like them to come to my house. But only the Ward 2 friends can come during the day because of 2 hour parking restrictions - and no guest parking permits are so far allowed here. This situation is not the sort of thing the visitor parking permit granted by the police department issues - one time, limited duration, good for out of town guests. It does not cover, for example, my best friend who lives in Virginia and wants to join us (now Ward 2 only) for our regular Movie Monday where we take turns picking from my over-500 DVD collection and enjoying each other's company for about 4 hours.

No, I would NOT sell a visitor permit if allowed to have one. And yes, we do need more than 2 hours. Some movies are longer than that, think of the current Batman that's almost 3 hours and that doesn't include parking or standing in line for it. At my house, we're not so young, not so fast about things any more. When you're young you can dash to lunch with buddies and get back to work within 2 hours, when you're old you need time, take time, you slow down. Two hours is nothing when you're our age. And we don't drive at night as much as we used to either.

DC really should at least consider granting older residents a Ward 2 guest parking permit. In addition to seeing out friends, some of us really NEED such a permit. On Friday one of my Ward 2 friends, for example, had a serious surgery and now needs help to come in and assist her with bathing, dressing, cooking, etc. She's going to need more than 2 hours a day for several months. Such assistance is usually scheduled in 4 hour blocks. Her situation is not covered by current DC regulations.

- Guest Parking is very difficult. I have a housekeeper that comes 2 x weeks for 4 hours and she must move her car in order to avoid tickets. I also frequently travel and require family members to stay at my home to take care of things and I have to get permits that are only up to 2 weeks (with NO exception...and I often travel for >14 days). Having a permanent visitor parking pass would assist with both of these situations and eliminate frequent tickets and visits to the police department for permits. PLEASE add the permanent visitor pass to Ward 2.
- Visitor passes don't make sense. There should be a free permit for up to a week for actual visitors, and you should be able to buy a permit for a longer time for things such as remodeling your house.



- Since I can't get a resident zone sticker at least give me a visitor pass to park in my taxes paid ward. Truly the restrictions make me and other pay taxes without representation.
- Visitor passes should not be free or extremely cheap, or given in an annual pass. They should be provided in a booklet form where one coupon is used for one day. Sell booklets to residents so that each day of guest parking costs at least a few dollars or the same as a roundtrip bus fare.

Visitor parking should not be annual passes for free. It should be booklets of individual day passes that cost at least a few dollars per pass, or after the first free booklet of 25 day passes.

Public service workers such as teachers and fire fighters should also be able to buy booklets of passes so that they can drive and park sometimes, or ride transit on other days.

- Too many tickets issued to cars that have a VPP, it undermines the program completely.
- We need more market-based pricing. The price of visitor parking permits is too low. Residents should have a financial incentive to use their driveways and freestanding parking garages.

People should be able to buy and sell visitor parking permits. Strong provisions need to be made for trade people's vehicles. For many, they need a vehicle to transport supplies and tools.

- Seems like a study that is more of a trial balloon (how much can we increase prices/restrictions before people protest) than an attempt to identify the parking issues that face various neighborhoods and what causes them.

Also, does it make sense to ask questions at the individual vs. the household level?

How do visitors park at your house is a question that should allow multiple answers (or have a range of frequencies to choose from). There's no one answer, especially in a multi-person/multi-age household near metro

- Temporary visitor parking passes should be available to anyone for an appropriate fee, and to residents for a lower fee. Contractors, etc., should be able to pay to park in residential neighborhoods as needed. And not through the police stations (what a waste of police time and energy)! The



technology exists to issue these through a simple online interface and let people print them out themselves. Getting the pricing right could solve a lot of problems and generate a lot of revenue.

- RPP HOURS UNFRIENDLY TO GUESTS: Surely in this day and age there's a simple, cost-effective way to allow residents to register online for guests without having to physically go to a local precinct, stand in line, and bring ID, registration, insurance, of the GUEST?
- The process for getting visitor parking should be simplified, preferably with an online tool. When my brother visited from out of town, I was unable to get a visitor permit for him.
- We live across from X and each day 25+employee cars park on our block, blocking access to our front walk way, park too close to our driveway, park into street intersections. This is an accident waiting to happen. And when guests arrive to our house there is not adequate off street parking to accommodate them. X frequently advertises employment opportunities with perks including "free parking".
- RPP works, it is the VPP program that needs to be re-evaluated.
- Having only one parking pass per household is very problematical: One cannot have a dinner party without getting parking passes from the Police since we are given only one visitors pass. This means I have to get tag numbers and then hand them out as guests arrive.

In addition, the hours for "resident parking only" should end at 6:30 or 7:00pm, and "two hour parking" should end at 8:30 instead of 9:30 pm, so guests could come and park for a dinner party or other gathering without having to have a parking permit.

You need to study and adopt the Chicago model (Gabe Klein is in charge there) where you can get any amount of day passes for residential parking areas. and then just use the stickers in the window for as many days or as many cars as there are guests.

The current program is very inconvenient for those of us who have dinner parties, or other gatherings, where more than one guest needs to come with a car.

- The parking pilot being considered for Georgetown discriminates against residents on the east and north of Georgetown and should not be implemented. Please feel free to call at XXX-XXX-XXXX.



- Discussion needs to be address to when family members visits with out of town tags! And we get them a neighborhood parking pass and they still get tickets in the middle of the night around 2:00p.m. until 6:00 p.m. This is a big waste of tax payers' monies. Visitors and family members don't have time to go to court and the tickets are being thrown out anyway!
- I wish more areas, such as my neighborhood of Bloomingdale, had visitor permits
- In addition to charging for VPP, you need have someone sign that they will follow the rules of the program. I know of plenty of cases of abuse, and there will be more as the program expands. Really what you should do is go to a license plate system, where people can register online with the license plate of the vehicle that is visiting. People should be limited to a certain amount each year, to prevent overcrowding. Past that limit, they could pay \$25/day for a visitor pass or something.
- I have noticed the three households on my street have their visitor pass in use everyday. Cars with MD plates are using the visitor pass. These households do not have children -- i.e. no nanny -- so I suspect they have sold/rented the pass to MD commuters, who then continue into town via bus or rail.

DC needs to come up with an alternative system that does not allow the vistor passes to essentially become a permanent free-parking permit for friends in MD. I'd suggest a booklet or other limited quantity of passes, with a nominal fee for the pass.

- We do not have a visitor parking permit, but I would find that very useful. The survey seems to presume that all people in RPP zones have access to one, but I don't think that is the case.
- I would encourage residents, especially those in denser neighborhoods, to ask DDOT to find a better solution than the annual visitor placards. Mailing an unlimited-use annual pass to every household is dangerous. We already have heard stories of people who don't need theirs giving them to other people who commute. It is likely to bring in more cars competing for already-limited curbside space, and creates an entitlement that will be very hard to reverse in the future.

On our last parking discussion, commenter ah made a sensible suggestion: a booklet of day "coupons." Each household receives one, and can get more; the best system would be to charge some fee for additional books. This could work with an actual, physical book, or an electronic system that keeps track.



In neighborhoods where parking is relatively plentiful, these extra books can be fairly cheap. In higher-demand areas, they could cost more, in order to keep the number of visitors to a manageable level that preserves parking space for others.

Books also give more flexibility than placards. What if you have 2 guests, or a whole bunch for a party? With a coupon book or the electronic equivalent, it's easy to give multiple coupons to multiple guests. Books could also solve many of the problems with firefighters and teachers needing to park: make them eligible to buy books as if they were residents.

- I support the idea of daily visitor passes. One city that has a good system for this is Evanston, Illinois, where residents can buy up to 20 passes per quarter (about \$ 0.20 apiece). This prevents the resale of a parking pass and limits the number of visitors per quarter but still allows residents to have visitors park at the performance meters mentioned above.
- Would like parking for contractors.
- Given the limited availability of parking in DC, I feel that there should be 2 hour limits for non-DC residents parking in residential communities AT ALL TIMES. Often I am able to find a space during the day, but in evenings after 8pm (when I most frequently use my car) I often find spaces taken by Maryland and Virginia cars.
- Residents have too many visitors, who are not really visitors, so they use the visitors pass all year long.
- I have called and emailed about getting a VPP for guest. I gave my address over a month ago (I never got one that was mailed out) and as of today 9/26/12, i still have NOT received a VPP. I also called DDOT and let them know I did not receive a pass, and I was told they would mail one out. I NEVER GOT IT. Please help. My contact is XXX-XXX-XXXX.
- The visitor passes need to be easier to get. Our guests frequently arrive late, but I can't get the visitor pass without the registration, which I have to take to the police substation. Set up a system to purchase them and print them online at home, and validate with a barcode. Or just put the license number into the system. Or expand the Ward 6 pilot program to the rest of the neighborhood!
- Guest parking passes should also be prohibited to residents who live in buildings where guest parking is not provided.



- Too many people use [VPP] for contractors who are here more than 12 hours a day. Also, one of our neighbors has two cars, they have left them on the street while they are living in New York for six months AND their tenant is using their VPP pass FULL TIME.
- If a frequent visitor who lives out of state is parked in front of my house with the visitor's pass he is still given a ROSA violation. That is ridiculous.
- The potential of abuse by a few of the VPP should not make use so onerous for the rest of us.
- Greater restrictions needed to permit residents or their guests to park on street.
- I want to have a guest parking placard available for my use with vendors but since I live in Ward 2 - this program is not available. I pay just as much in taxes as other citizens - why shouldn't I have the same benefits?
- My house guest has received 2 parking tickets in the past month while clearly displaying the guest parking permit.
- Having to go to the police station and deal with the nastiest and laziest our force has to offer each time you need a plumber to come is utterly unpleasant.
- Visitor parking passes are cumbersome to obtain and are not long enough.
- No easy way to arrange for permits for workers performing routine maintenance on house. This should be possible to arrange online.
- I like the proposal to give each household a visitor parking permit to give to visitors to use.
- Residential restrictions already make it difficult for my guests to find parking, particularly at night. It makes me very angry when neighbors argue for residential restrictions after 8:30 pm, because these restrictions favor those whose social life is limited to nearby households, typically neighbors with kids. That is great for them, but a lot of people in my neighborhood have friends and visitors regularly,



whether dates/boyfriends/girlfriends or just dinner guests, and later residential parking restrictions would make it *very* difficult to have evening visitors. Some sense of balance and fairness is called for.

- Considering that folks come to the area for short periods and may need to use off street parking but not switch registration, a short term parking permit (2-3 months in length) should be available.
- The current guest permit system is cumbersome, and requires visiting a police station which is not close to my home. I'd rather have a long-term metered spot or two on my block, where short-term guests who wish to visit during the day can park.
- RPP should be for 24 hours. If I have a guest over night or for two or three days from out of town I want to be able to use a guest permit. I should not have to go to a police station to get a longer-term temporary pass.
- I believe that visitor parking should be enforced more strictly. I got rid of my car because parking was too difficult.
- (1) We now are allowed only 2 permits for guests. If we are having a family gathering, we sometimes need more than 2 permits. It would be useful to issue multiple permits for 1-3 day periods to allow people to entertain their families/friends for one or a few days.

(2) The process for getting parking permits for contractors is very cumbersome and these permits last only 2 weeks. If somebody has to go to the effort of going to DMV to get parking permits, then those permits should be for the duration of the contract project.

(3) Also, I don't see why the local police station can't issue parking permits for contractors just as they do for guests. A lot of people pretend that contractors are guests because of all the hassles of going to DMV. It would save DMV time and it would save residents time if we simply could go to the local police station to get a permit when contractors are working on our house (and also keep DC citizens from lying to the police about this). Win-win-win!
- I think that out of state visitors should be able to register their cars beforehand so they don't get a ROSA violation. My mom came up to take care of our babies. We were told that she had to be issued a ROSA warning before we could get her a permit. That seems ridiculous. Same issue with a house sitter we had over the holidays.



- Since we are now retired, it won't be much of a problem for us since we can move vehicles during the day, unless we have multiple guests who are unable to take public transportation. Since we have one off-street space, we will always make it available to a guest and take up one of your on-street spaces for our vehicle..... that, of course, might undercut your goal.

It is not clear where visitors will find a place to park. For last few years visitors for a party have had serious problems finding parking... this will be more complicated, unless a pay-parking structure is built in the area.

- We are still given ROSA tickets if we have out of state visitors. I would adjust the ROSA program if anything needs tone changed.
- We need VPP passes.
- Online Application for VPPs. For the last two months I have been spending a lot of time trying to help my constituents get the VPPs to which they are entitled. For some reason, the system DDOT uses to verify VPP addresses is woefully inadequate. At a minimum, DDOT needs to fix this system. But, ultimately, should DC decide to continue issuing VPPs, a better way--such as digital/online--has to evolve for their distribution.
- I do think that the VPP program needs to be reformed because with a VPP and DC Tags you don't need to get an RPP.
- I think there are people with out of state plate who get away with parking here and I don't know how they do it. I see A LOT of Maryland plates all the time, and other states too. Are they abusing the Visitor Parking Passes? I don't see why I should have to pay more for the VPP because of a bunch of abusers!
- I think the district should offer an employee parking pass, permitting those of us who work in the area to park there from Mondays-Fridays. The current parking restrictions discourage people from wanting to work in the district!
- My housecleaner and contractor need to work at my house longer than in 2 hour blocks which is what the current parking restriction is. If I had a permanent visitor pass (without or with a fee) that would



make things much easier for me to hire services for my house. The alternative is that I move my car to the street and they use my space, but since I bike to work this is very inconvenient for me and I don't like leaving my car on the street at all times.

- Use books of day passes for visitors.
- Why does DDOT not allow any multi-day parking, even on non-RPP streets for non-registered vehicles??
- I think the Visitor Parking Pass is a great program. My boyfriend lives out of state, and I work weekends but have Monday off. When he visits, he comes on Monday, and not having to move the car every two hours is great. Rather than charge a lot for issuing the visitor parking pass, maybe devise a system to replace lost passes, and charge for the replacement pass. I would pay at least \$20 for a replacement pass. One of my roommate's friends ran off with our VPP in the first year of the program. I tried to get it replaced and was told there was no replacement system. I think this is the area where DDOT could recoup some funds for the program.
- I'm opposed to instituting fees for the VPP because the current parking regulations don't incentivize anyone to use the VPP, and I don't want to pay for something no one else will use.
- Visitor Parking Permits: I like the current visitor parking permit system, but it could be made somewhat more restrictive. Instead of an unlimited amount of time available to visitors, it would be a good idea to suggest a limit to the number of "visitor" parkings, because otherwise it becomes in effect another parking permit. One way around this would be to issue residents with a booklet of, let us say, 25 visitor parking permits--each to be used for one day only. Subsequent booklets could be bought by the resident, but at a significant cost. In this way, real "visitors" would still be accommodated for free, but other regular parkers would be either discouraged, or at least have to pay a cost to park. This would encourage the use of transit, and discourage car use.
- DDOT can ease parking burdens in high congestion areas like U Street corridor by improving signage pointing visitors to paid parking lots like the Reeves Center. We've been asking for this for years, DDOT reps say yes, good idea, and nothing happens.

In most other cities they post signs with a P for public parking and an arrow. It's not that hard.



As a resident, I cannot use the public parking options like the Reeves Center because I park overnight, but visitors should be encouraged to use them, since RPP has been useless.

- I think because I live close to shops, bars and restaurants which people drive to throughout the day, but visitors use the meters.
- Also, households with a VPP should be able to park in the alley behind their house only during the times of street cleaning.

In order to avoid a common inconvenience of having to travel to the local MPD for a Residential VPP, the household VPP should be authorized for use for visitors outside the times of RPP enforcement. VPP's should not be restricted to use only during times of RPP for households.

Also, residents should have the option to pay a \$50, or more, fee for a 2nd VPP in case households regularly have more than 1 car with visitors during certain times of the year.

- Residents for ward two should be allowed at least one visitor parking pass (two would be ideal). This is unacceptable for those of us who do not want to tell friends/family that they have to move their vehicles once every two years when visiting. These visitor parking passes would be used sparingly and there should be restrictions in place in order for abuse to be reported. Ward two residents who are property owners should have one or two visitor parking passes authorized. It is not practical for guest (for example I do not live near a subway or any other practical public transportation).

- **Temporary Visitor Parking Permits:** Today, it is very inconvenient to get a temporary visitor's parking permit. We have to go to the police station and do all of the appropriate paperwork. In an era when this kind of thing is done online, it is almost embarrassing that the DDOT system is still a manual one.

ISSUES:

- (1) There must be controls so that people do not abuse the system. In residential areas, the priority is for resident's parking not visitors.

SUGGESTIONS:

- (2) Set up an online system to issue permits.
- (3) Have the computer system keep track of tag numbers and limit the number of times that someone can get a temporary parking permit.



- (4) Have the computer system limit the number of times per month/quarter/year that a resident (address) can request temporary parking permits.
 - (5) Have different limitations for different neighborhoods, and set up many more small “neighborhoods” rather than the just using the wards.
 - (6) Give the residents of each neighborhood broad input for choosing the set of rules and restrictions for temporary parking permits in their neighborhood.
 - (7) Vary the length of time for the temporary parking permits from as little as four hours to as long as four weeks. (The rules and restrictions would differ for the different time periods.)
- Although we are starting to get new restaurants and bars, our neighborhood is still primarily residential. It seems that visitors most often come by biking, walking, or bus.
 - A lot of people come from out of the neighborhood and park in the residential zone when they are going to the Tenley Campus of AU or to shop at Best Buy or other retail. These visitors often are there for more than 2 hours and should use parking provided by those institutions.
 - I have a more difficult time finding parking now that the new permit system is in effect. I have to use a car for work (unfortunately) and get home between 3:30-4pm Monday through Friday. There used to be a plethora of empty spaces at this time. Now, I usually drive around and wind up finding a space eventually. It is VERY challenging to find a spot (more so than before the new system) on nights when I might have to go to an evening event for work and get back after 7pm. I ESPECIALLY NOTICE THIS ON FRIDAYS. For me the previous system worked fine. I occasionally have a guest from out of town and will get a permit at the police station. This system worked fine for me. But I don't have a nanny or house cleaner. I suspect that the new system is designed to accommodate residents who have hired help. Unfortunately, residents like myself who live in the neighborhood and don't require this are affected. I do like the idea of returning to the old system but making it easier to get a visitor permit by making it an on line process. Perhaps discounts could be offered in parking garages for neighborhood residents who have hired help coming to their homes. I suspect that local area paid parking garages might be willing to agree as they probably lose some business under the new parking regulations in area 1. I also suspect it is more challenging to find parking on Friday when I get home due to this new policy.
 - Contractors such as painters and repair people should have special permits. It is unfair that they should be constantly ticketed when they are providing important services for residents.



- Need special passes for contractors to do repair and other work.
- I have noticed about 5 cars (using the new VPP guest pass) that are now parking daily on our block at 8 am and are then returning to their cars (with briefcases) at 6 pm to depart. The license plates are all Maryland license plates (not DC plates from other zones). Essentially using the street as free commuter parking. I have taken several videos of this. The residents are losing parking availability; the city is losing tax revenue from parking lot taxes for these commuters who are now getting free parking. I would advise that there not be a free RPP exclusion for any street with a 1 mile radius of a metro to discourage these "free commuters" from cheating the city out of it's parking tax revenue. It's not that difficult to go to the police station for a parking pass. Although it would be more convenient for me for my visitors, the free parking pass is not a good idea.
- In high-demand neighborhoods, 2-hour free parking should be replaced with metered parking for visitors (pay by phone etc). These costs should also be demand-sensitive (possibly vary by time of day etc.)

The visitor parking shouldn't be a separate category, just allow homeowners to buy as many parking permits as they need in any given year - or possibly to buy one-day passes or one-month passes.

- The idea of issuing an annual Visitor Parking Pass in Burleith is a terrible idea. It would be sold or given to a commuter or another student. Obtaining a temporary pass is easy enough. An annual pass per household would increase the number of non-resident cars daily by a huge number. Please DO NOT include Burleith in any Visitor Parking Pass program.
- The visitor pass also seems to be abused as I see this pass permanently mounted into windows of cars with MD tags and used every day.

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