



2012 Parking Think Tanks

Western (4 October 2012)

The fifth session of the 2012 Parking Think Tank series convened in the Western area of Washington, DC on 4 October 2012 from 6:30 PM – 8:30 PM at the Woodrow Wilson High School Commons Room at 3950 Chesapeake Street N.W. The minutes contained represent a summary of the session's discussion. The following individuals were in attendance:

Public (16):

DDOT Staff (5):

Parking Think Tank Presentation

Starting promptly at 6:40 PM, Mr. Angelo Rao convened the Western session of the 2012 Parking Think Tanks series. Mr. Rao provided an overview of the Think Tank purpose, population and mobility demographics, historical parking framework, and outlined the structure of the community conversations in five topic areas (metered parking, commercial parking, parking regulations (resident and activity center focuses), and general parking issues). After concluding his presentation, Mr. Rao responded to questions from the public regarding the content of his presentation and the process. At 7:05 PM, the public was asked to convene into a breakout session of their choice.

Community Conversation: Metered Parking

What is Working:

- Like Pay by Cell
- 311 System

Improvement Areas:

- Confusing / conflicting decals
- Education about Pay by Cell at Multi-Space meters
- Tickets at broken meters
- Pay by Cell Hours do not match decals



- Decals / signage conflicts
- Information accuracy (Red top hours)
- Spillover of commercial parking into neighborhoods due to late night and Saturday enforcement
- Parking equipment
- More community input on parking / parking meters
- Need customized solutions
- Prices should be transparent (dynamic pricing)
- Meters in residential areas abutting commercial areas should not be implemented
- Time limits on meters not sufficient

Community Conversation: Commercial Parking

What is Working:

Improvement Areas:

- Increases in deliveries create issues
- Trucks parking everywhere
- Allowing delivery to use “No Parking: Entrance”
- Sign time limits on commercial zones
- Address food trucks occupying meters for long time
- People driving to commercial areas (residential spillover)
- Spillover when loading docks aren’t designed well
 - Sometimes done well – Chevy Chase Pavilion / Friendship Place
- Spillover of moving trucks
- Relates to zoning update

Community Conversation: Parking Regulations (Resident Focus)

What is Working:

- RPP – Cheap / good prices
- VPP – Good / Free

Improvement Areas:

- Need neighborhood approach to parking
 - RPP



- VPP
- Meters
- Transit Zones
- Variable meter rates by use time (1st Hour = \$1, 2nd Hour = \$2 ... 5th Hour = \$5, etc)
- Concerns regarding zoning and parking
- Meters and RPP need to be synchronized
- RPP – imbalance of hours
 - Plentiful by day
 - Scarce by night
- RPP – inflexible
 - Should have smaller zones
- Transit zone issue and RPP same
 - Closely related issues
- RPP not market price
- Increase meter rates around transit zones and the number of meters
- Transit oriented development with less parking provided / combined with transit users
- Meters in residential areas free for residents
- Residents don't want meters / spending too much money on meters with no return on investment / all parkers are Ward 3
- If you don't have RPP, you don't have parking options
- Look at Boston and San Francisco as a model for parking
- Higher rates for car registration close to Metro
- VPP
 - Fraud too easy
 - Only 1
 - Give 30 1-day passes
 - Buy annual VPP

Community Conversation: Parking Regulations (Activity Center Focus)

What is Working:

Improvement Areas:

- Woodley Park (nearest zoo) existing 'pilot' really doesn't work for transit zone
 - Challenge for car parkers



- No off-street parking
- Allowing down to zero
 - Pushes cars onto the streets without RPP
- Out-of-state parking for guests or workers at home
- Non-zone block (out-of-state)
 - Max 2 hour restriction (wrong)
- Transit Oriented Design – density ok
- Improve by allowing a degree of off-street parking
- Improve by dropping the idea that buildings will be allowed to own all underground parking for their tenants and customers

Community Conversation: General Parking

What is Working:

- DMV Reminder by email to renew tags
 - Separate transaction from paying parking tickets
- Online ticket adjudication process – positive experiences
- 311

Improvement Areas:

- Review of Speed limits, Rush Hour Regulations, and Parking Impacts
 - Different or new levels of demand should warrant these reviews - prioritized by:
 - New development areas
 - Followed by citywide review
- Revenue
 - Increase transparency for the public
- Public Involvement
 - Hold meetings with public prior to drafting policy ideas
 - Make policy and planning decisions following public process and input
- Adjudication of tickets
 - Better process for 'in-person' hearings
- Use smart meter technology to set variable rates
 - Specific to needs of an area or neighborhood, time of day, demand, etc.



- Use smart meter technology in residential areas with codes/passes for residents- so residents can utilize parking space without paying meter rates.
- In areas with all RPP or with 2 hour restriction RPP- how do we accommodate for:
 - Areas without garages
 - For visits
 - For business / contractors
- Review Rush Hour Regulations on street segments that appear to be without Rush Hour demand
 - 17th and H Street NW
 - Some segments of Connecticut Avenue NW

Community Conversation: Session Reporting

At 7:45 PM, Mr. Rao reconvened the Western session of the 2012 Parking Think Tanks series from the breakout sessions. Facilitators from each session reported on the major (3-5) findings within their breakout session. Upon the conclusion of the reports, Mr. Rao advised residents to keep abreast on the Parking Think Tank series progress via the DDOT website or to contact him with additional comments, questions, or concerns. Additionally, Mr. Rao asked that those in attendance complete an online parking survey. The session was adjourned at 8:15 PM.