



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

July 26, 2018

Mr. Jeff Marootian
Director
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
jeff.marootian@dc.gov

Councilmember Mary Cheh
Chair, Committee on Transportation and the Environment
Council of the District of Columbia
1350 Pennsylvania Avenue NW, Suite 108
Washington, DC 20004
mcheh@dccouncil.us

RE: The District Department of Transportation's Dupont / Kalorama Curbside Management Study

Dear Director Marootian and Councilmember Cheh:

At its regular meeting on July 11, 2018, the Dupont Circle Advisory Neighborhood Commission ("ANC 2B" or "Commission") considered the above-referenced matter. With 9 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (9-0-0):

WHEREAS, the District Department of Transportation (DDOT) initiated a city-wide Curbside Management Study in October of 2014,

WHEREAS, DDOT's study of parking in ANC 2B and ANC 2D was extremely thorough and identified the following conditions, among others:

- The number of vehicles with residential parking permits (RPP) is 1.7 times greater than the number of RPP spaces in North Dupont and 2.6 times greater in South Dupont,
- 30% of vehicles parked in RPP spaces in North Dupont/Sheridan-Kalorama are vehicles registered to addresses in Ward 2 outside of North Dupont/Sheridan-Kalorama,

- There is limited parking availability during midday, evenings, and weekends in North Dupont, and parking occupancy throughout Dupont and Sheridan-Kalorama is greater than 80% on weekends,
- Overnight parking occupancy is more than 90% in North Dupont and Sheridan-Kalorama,
- In South Dupont, occupancy is indicative of employment/retail-centric destinations (70% of the occupancy is generated by out-of-state parkers),
- There are 125 unregulated spaces in the area (neither RPP nor metered),

WHEREAS, Dupont Circle is one of the most walkable and transit-dependent neighborhoods in the District of Columbia,

WHEREAS, according to the U.S. Census Bureau's American Community Survey 2012-2016 5-year sample for the census tracts which include the Dupont Circle neighborhood, 52% of Dupont Circle households do not own a vehicle,

WHEREAS, among households which do not own a vehicle, more effective management of curbside space towards a higher vacancy rate allows for the occasional parking of carshare and rental vehicles, use of a space as pickup/dropoff, and parking for visitors,

WHEREAS, DDOT held an initial stakeholders meeting in May of 2015, and subsequent stakeholders meetings in August of 2015, May and June of 2016, and March of 2018 to discuss the data from DDOT's Curbside Management Study, the neighborhood-scale curbside planning approach, neighborhood priorities, and short- and long-term recommendations for ANC 2B and ANC 2D,

WHEREAS, through these meetings with DDOT and separate meetings of the stakeholders group in January and March of 2018, the following overarching priorities were identified to enhance fair and equitable management of limited curbside access:

- Residential Permit Parking: Manage the neighborhood supply and demand in favor of residents,
- Visitor Parking: Accommodate needed visitor parking through a controlled-access program,
- Commercial Parking: Manage commercial parking spillover onto residential streets while ensuring adequate parking and commercial access for patrons and deliveries,
- Enforcement: Enhance the consistency and timeliness of enforcement of parking rules and violations,
- Signage: Clarify and simplify signage for parking spaces to avoid confusing and conflicting information,

WHEREAS, in June of 2018 ANC 2B conducted an online survey of residents of, businesses within, and visitors to ANC 2B regarding proposals for a local parking management pilot program,

WHEREAS, ANC 2B received nearly 200 responses to the survey, which ranked the vast majority of the proposed pilot program components as positive on a one to five scale, and

WHEREAS, ANC 2B believes that the recommendations as a whole, and the implementation of them in a coordinated manner, are vital to the success of the local parking management pilot program and the improvement of productivity of curbside space within Dupont Circle.

THEREFORE, BE IT RESOLVED that ANC 2B requests that DDOT proceed with the local parking management pilot program by implementing the following recommendations:

For neighborhood residential parking:

- Implement smaller local parking management zones within Ward 2, starting with a zone 2B/2D initially aligned with ANC boundaries,
- Designate all currently-undesignated parking spaces as RPP/local zone or metered as appropriate for their location,
- Implement a pay-to-park program that designates all RPP-designated public street spaces as requiring payment by all vehicles not having the local zone's residential parking permit, a valid local zone visitor permit, or other authorized permit,
- Govern the pay-to-park program by time-of-day or day-of-week restrictions and consider adjusting hourly pricing to manage for a level of vacancy, similar to performance parking,
- Implement an online system for local zone residents to purchase time-limited (daily/multi-day/weekly) visitor parking permits for identified guest vehicles,
- Consider implementing an application process to purchase need-based parking permits within the local zone such as for home-healthcare workers or school teachers,
- Consolidate all residential parking permits issued under the DDOT online system to ensure validity and reduce the potential for abuse,
- Consider imposing reasonable limits, or graduated cost increases, for multiple residential parking permits registered at a single dwelling unit,
- Implement grid-style signage to reduce the number of signs and provide "at-a-glance" understanding of when parking in a space is legal, the cost, and what permits are honored,
- Right size diplomatic parking,

For neighborhood commercial curbside management:

- Consider additional paid commercial loading zones (fixed and flex/time-of-day),
- Based upon results from the nightlife parking demonstration in South Dupont, consider additional pickup/dropoff zones for ride-hail vehicles, taxicabs, and limousines,
- Evaluate dedicated taxi stand locations,

- Leverage underutilized off-street parking where feasible,

For all neighborhood curbsides:

- Improve wayfinding signage,
- Consider curb, travel lane, or other forms of indicators to clearly delineate where vehicles are allowed, the location of permanent No Parking areas such as building entrances and fire lanes, and the borders of bus stops or hydrants, and
- Implement practices to provide consistent, effective, and timely enforcement.

BE IT FURTHER RESOLVED that ANC 2B asks the Council of the District of Columbia to provide the requisite legislative and fiscal authority in a timely manner to allow DDOT to expedite implementation of this project, and to also require the full cooperation of the Department of Public Works to provide necessary enforcement and other supporting services for this project.

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT present an update on implementation progress to ANC 2B by the ANC's December 2018 meeting, and to establish a schedule for subsequent progress reports to the ANC by DDOT.

Commissioners Randy Downs (2B05@anc.dc.gov) and Daniel Warwick (2B02@anc.dc.gov) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Warwick". The signature is written in a cursive, flowing style.

Daniel Warwick
Chair