



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

July 20, 2021

Mayor Muriel Bowser  
Mayor  
Government of the District of Columbia  
1350 Pennsylvania Avenue NW  
Washington, DC 20004  
[muriel.bowser@dc.gov](mailto:muriel.bowser@dc.gov)

Councilmember Brooke Pinto  
Councilmember, Ward 2  
Council of the District of Columbia  
1350 Pennsylvania Avenue NW, Suite 106  
Washington, DC 20004  
[bpinto@dccouncil.us](mailto:bpinto@dccouncil.us)

Mr. Everett Lott  
Interim Director  
District Department of Transportation  
250 M Street SE  
Washington, DC 20003  
[Everett.Lott@dc.gov](mailto:Everett.Lott@dc.gov)

RE: Performance Parking

Dear Mayor Bowser, Councilmember Pinto, and Director Lott:

At its regular meeting on July 14, 2021, 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, Advisory Neighborhood Commission (ANC) 2B recognizes that residential parking in the District of Columbia is imperfect and is particularly demanded in Dupont Circle and Ward 2,

WHEREAS, ANC 2B passed a resolution in support of the recommendations of the District Department of Transportation’s (DDOT) Dupont/Kalorama Curbside Management Study in 2018 (Appendix A),

WHEREAS, a key study recommendation supported by ANC 2B was to institute smaller parking management zones and to implement a pay-to-park program that designates all residential permit parking (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,

WHEREAS, dozens of organizations and Advisory Neighborhood Commissioners from across the District, including six ANC 2B commissioners, signed onto a letter of support led by DC Sustainable Transportation (DCST) in 2021 in support of this parking pilot (Appendix B), and

WHEREAS, ANC 2B continues to support the parking pilot for our neighborhood of Dupont Circle.

THEREFORE, BE IT RESOLVED that ANC 2B reiterates its previously issued support for this parking pilot in Dupont Circle.

Commissioners Daniel Warwick ([2B02@anc.dc.gov](mailto:2B02@anc.dc.gov)), Mo Pasternak ([2B04@anc.dc.gov](mailto:2B04@anc.dc.gov)), and Matthew Holden ([2B08@anc.dc.gov](mailto:2B08@anc.dc.gov)) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in black ink that reads "Matthew Holden". The signature is written in a cursive style with a large, stylized "M" and "H".

Matthew Holden  
Chair

# **Appendix A**

**ANC 2B's July 2018 Resolution  
Regarding the District Department of  
Transportation's Dupont / Kalorama  
Curbside Management Study**



**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](mailto: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](mailto: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](mailto:2B05@anc.dc.gov)) and Daniel Warwick ([2B02@anc.dc.gov](mailto: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

# **Appendix B**

**DC Sustainable Transportation Letter of  
Support for Parking Pilot**



March 2nd, 2021

Honorable Muriel Bowser  
Mayor, District of Columbia  
1350 Pennsylvania Avenue, NW  
Washington, DC 20004,

Dear Mayor Bowser,

We, the undersigned community organizations and leaders applaud your efforts to respond to the public health crisis by creating stateries, slow streets, pedestrian zones, and other innovative policies to support the survival of neighborhood restaurants, and provide more pedestrian space for social distancing.

The reallocation of street space to pedestrians and restaurants has proven to be both positive and practical. It has made our city safer, more comfortable, more economically sensible, and prioritized people over cars. We urge you to extend these programs beyond the health emergency. As we begin to plan for longer term reallocation of commercial parking and driving lanes, we are concerned that removing commercial parking without planning for spillover impacts in adjoining residential neighborhoods will turn supporters of stateries and sidewalk widening into opponents.

Therefore, we strongly recommend that your administration create a parking pilot program in at least two or three neighborhoods to address spillover parking issues near stateries and expanded sidewalks before they become a problem.

Our recommended pilot has two elements: First, reduce the size of the RPP Zone to the ANC boundary in which the Staterery or expanded sidewalk space is located. For example, rather than any resident of Ward 2 with a Zone 2 RPP sticker being able to park in Georgetown or Dupont Circle, only those with a new Zone 2E or 2B sticker would be able to park for free all day in that neighborhood. A 2015 DDOT survey in Georgetown's RPP Zone found that approximately 25% of the cars parked all day on Georgetown streets near the commercial District belonged to people who did not live in Georgetown (presumably employees who were parking for free all day). Under the pilot, the creation of a smaller RPP zone, paired with enforcement, would create far more parking availability for both residents and commercial customers than are being removed for stateries and sidewalk expansions. Our second recommended pilot is to implement the Alexandria, VA program that combines RPP zones with Parkmobile pay-by-phone zones. Residents with RPP stickers still park all day for free, but all others must pay to park using Parkmobile. This has proved successful in Alexandria and should work equally well in DC. It encourages turnover of parking spaces; is easier to enforce than 2 hour free parking; gives DDOT flexibility to set performance parking fees; allows for longer (or shorter) parking periods than the standard 2 hours in RPP zones; and eliminates the incentive for drivers to troll neighborhoods for free parking.

Pairing this recommended parking pilot with DC's staterery and sidewalk widening programs will create more parking availability for both residents and commercial customers, build broader political support from both, and cement their success. It is our hope that you can implement this pilot under your current emergency powers – and extend them through rulemaking if they prove successful. We stand ready to work with you and your team to quickly design and implement this pilot.

Sincerely yours,

**Organizations**

DC Sustainable Transportation Coalition  
Adams Morgan Partnership BID  
Federal City Council  
Georgetown BID  
NoMa BID  
Greater Greater Washington  
Coalition for Smarter Growth  
Washington Area Bicyclist Association

**Advisory Neighborhood Commissioners**

Sabel Harris, 1B12  
Amir Irani, 1C01  
Celeste Carano, 1C02  
Peter Wood, 1C03  
Meghan Faulkner, 1C04  
Japer Bowles, 1C07

Robin Nunn, 2B03  
Mo Pasternak, 2B04  
William Herbig, 2B05  
Mike Silverstein, 2B06  
Matthew Holden, 2B08  
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Sauleh Siddiqui, 3C05  
Ben Bergmann, 3D08  
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Evan Yeats, 4B01  
Erin Palmer, 4B02  
Jonah Goodman, 4C10  
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Amber Gove, 6A04, Chair 6A  
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