

Key Parking Policy Reforms Worth Talking About in D.C.

1. **Replace annual visitor passes with booklets of day passes in Residential Parking Permit (RPP) zones.** DDOT should make available booklets of day passes for residents' visitors rather than the annual placards that are currently being mailed to all households in some neighborhoods. The first booklet could be free, with additional booklets being sold for fees that reflect the supply and demand of parking spaces in the area. Day passes could also be done electronically.
2. **Make performance parking work, for real.** Over 4 years after the DC Council set up performance parking, DDOT has been very slow to adjust meter rates based on demand. The latest budget requires DDOT to expand performance parking citywide. DDOT needs to make it work in Columbia Heights and the ballpark district, where it started, and in the newer zone on H Street. DDOT should also set it up downtown and in Georgetown, where many have been clamoring for performance parking in places where people circle far too much to find a space.
3. **Charge non-residents in high demand RPP neighborhoods.** As parking demand rises in commercial corridors and more drivers search for parking in adjacent residential streets, DDOT should charge non-residents who want park in high-demand RPP zones rather than allow for 2 hours of free parking, or no limits in the evening. Pay by phone and multispace meters can be a practical way to enable visitors to pay. Charging competitive prices will reduce the amount drivers circling residential blocks for free parking, encourage turnover, and reserve more space for residents. Revenues can also be used to address neighborhood transportation needs.