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2 Chairman Vincent C. Gray

_____ Councilmember Tommy Wells

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6 Councilmember Mary M. Cheh
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8 A BILL

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10 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA
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12
13 To establish a “performance parking” pilot program to manage the demand for curbside
14 parking created by the new ballpark in such a manner as to protect neighborhood
15 parking; encourage transit, walking and biking to, from, and within the
16 performance parking pilot zone; promote retail patronage; and curtail undue
17 congestion; and to enhance transportation choices for all citizens by directing a
18 portion of parking revenues toward improvement of transit and other non-auto
19 transportation infrastructure and service within the pilot zone.
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21 BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA,
22 That this act may be cited as the “Performance Parking Pilot Zone Act of 2008”.
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24 Sec. 2. Definitions
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26 (a) The “performance parking pilot zone” shall encompass the ballpark
27 impact areas and include the following geographic region:

28 1. All streets bounded by the Southeast-Southwest Freeway on the
29 north, 10th Street, SE on the east, 12th Street, SW on the west, and the Washington
30 Channel and Anacostia River on the south; and

31 2. All streets bounded by East Capitol Street on the north, 11th Street,
32 SE on the east, Washington Avenue, SW and South Capitol Street on the west,
33 and the Southeast-Southwest Freeway on the south.

34 (b) “Multi-space meter” means an electronic, solar-powered device used to
35 manage a multitude of parking spaces within a designated area, and which accepts

1 different forms of payment and provides the consumer with a receipt to display on the
2 vehicle dashboard showing the time limit for legal parking.

3 (c) “Market price for parking” means that hourly rate for metered curbside
4 parking which results in 80 to 90 percent occupancy of the curbside parking spaces on a
5 street.

6 (d) “Resident Parking Permit” means a permit issued by the District of
7 Columbia to a resident of a designated residential parking zone for display on a vehicle
8 owned or used by such resident, which is publicly parked at a curbside within the
9 boundaries of the same residential parking zone.

10 (e) “Pay by cell phone” means technology which allows the consumer to pay
11 for parking fees using a mobile phone and an associated credit card by calling a
12 designated phone number.

13 (f) “SmarTrip card” means a plastic, reloadable, stored-value smart card used
14 for payment of bus and rail transit fare managed by the Washington Metropolitan Area
15 Transit Authority.

16 (g) “Sharrows” means shared lane pavement markings intended to help
17 cyclists better position themselves on roadways where bicycle lanes are the
18 recommended treatment, but which cannot be striped for varying reasons.

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20 Sec. 3. Authorization of Performance Parking Pilot

21 A three-year performance parking pilot program is hereby established to manage
22 curbside parking within the performance parking pilot zone as defined in Section 2 of this
23 act. Under this pilot program the following authorities are granted.

1 (a) The Mayor is hereby authorized to implement performance parking
2 strategies as outlined in Section 3(c) notwithstanding existing curbside parking
3 regulations covering residential areas, meter hours and fees, and parking fines. Such
4 existing regulations include, but are not limited to, 18 DCMR 2404.13 through 2404.29,
5 18 DCMR 2411, and D.C. Law 15-273; D.C. Official Code §50-2633.01. Where the new
6 performance pilot regulations conflict with existing regulations, the new performance
7 parking regulations shall apply.

8 (b) The Mayor shall work with the Ward 6 Councilmember to identify the
9 residential, retail and ballpark-adjacent streets throughout the performance parking zone
10 and shall establish regulations to manage curbside parking demand on these streets.
11 Regulations shall seek to achieve the intended goals of assuring adequate resident parking
12 is available, facilitating regular parking turnover in busy commercial areas, providing
13 limited spillover ballpark parking, increasing the use of non-auto transportation, and
14 decreasing congestion throughout the entire pilot zone.

15 (c) The Mayor is authorized to employ the following techniques in the
16 performance parking pilot zone to achieve the goals in Section 3(b) of this act:

- 17 1. Set market rates for curbside parking meters to achieve 80 to 90
18 percent occupancy of curbside parking spaces;
- 19 2. Set the days and hours of operation for parking meters;
- 20 3. Set appropriate parking time limits for curbside parking depending
21 on the nature of the street;
- 22 4. Extend the hours of Resident Permit Parking restrictions to protect
23 neighborhood parking;

1 5. Establish a guest pass system for visitors to residents' homes or
2 establish resident-only parking sub-zones;

3 6. Establish a minimum fine of \$50 for parking over time in a
4 residential zone and adjust upward if needed to dissuade ballpark patrons from
5 parking illegally in neighborhoods;

6 7. Prohibit parking on certain streets during rush hours and/or
7 ballpark events as identified in the Ballpark Traffic Operations and Parking Plan
8 in order to maintain vehicular and pedestrian traffic flow;

9 8. Manage curbside loading zones by using strategies such as market
10 priced meters and escalating rates for longer blocks of time parked in loading and
11 unloading curbside spaces; and

12 9. Overlay a "pay by cell phone" zone in appropriate areas to
13 facilitate electronic payment for parking and reduce hard infrastructure needs.

14 (d) Curbside signage, meter decals, and electronic displays shall serve as
15 necessary and sufficient public notice of the rules in the curbside pilot zone.

16 (e) The Mayor shall establish a web site detailing the scope and rules of the
17 performance parking pilot zone.

18

19 Sec. 4. Expenditure of Revenues

20 Multispace meter revenues from the performance parking pilot zone shall be used
21 for the following purposes:

22 (a) Up to 60% of annual meter revenues will be used to repay the cost of
23 procurement and maintenance of the multi-space meters and related signage for the pilot

1 program. Once the cost of meter procurement is paid in full, up to 5% of annual meter
2 revenues shall be used to pay for meter maintenance and related signage.

3 (b) A total of 20% of annual meter revenues shall be deposited in the District
4 Department for Transportation Unified Fund as established by the District Department of
5 Transportation Unified Fund Amendment Act of 2007 as contained in the Fiscal Year
6 2008 Budget Support Act of 2007.

7 (c) The remaining balance of meter revenues from the pilot zone shall be used
8 for non-auto transportation improvements within the performance parking pilot zone.
9 The Mayor shall involve the local residential and business community, affected Advisory
10 Neighborhood Commissions, and the Ward 6 Councilmember in the decision making for
11 expenditures on such improvements. Such improvements may include but shall not be
12 limited to:

13 1. Enhancements to bus and rail facilities to improve access and level
14 of service such as electronic real-time schedule displays outside of stations and
15 stops, display of large full-color bus and rail maps, bus-only and bus priority
16 lanes, and programs to increase SmarTrip usage.

17 2. Enhancements to increase the safety, convenience, and comfort of
18 pedestrians, such as new or improved sidewalks, lighting, signage, benches,
19 improved streetscapes, countdown crosswalk signals, and neighborhood traffic
20 calming.

21 3. Improvements to biking infrastructure such as painted and
22 separated bike lanes, sharrows, installation of public bike racks, and way-finding
23 signage for bicyclists.

1 Sec. 5. Reporting to the Council and the public

2 (a) The Mayor shall produce an annual public report for the prior fiscal year
3 for the Council and the public. The report shall be made available online by January 1 of
4 each year of the pilot program and shall describe how the pilot program is working to
5 achieve the goals as stated in Section 3(b). The report may include, but is not limited to:

6 1. The parking rates used throughout the pilot zone to achieve the
7 target 80-90 percent occupancy;

8 2. A summary of curbside parking occupancy rates throughout the
9 zone during different times of the year;

10 3. Rates of turnover on retail streets;

11 4. Data on congestion and double parking on busy retail streets;

12 5. Frequency of use of pay by cell phone technology;

13 6. Number, location and nature of parking violations and citations
14 issued;

15 7. Total revenues from the pilot zone and the breakdown of
16 expenditures on payment for meter procurement and maintenance, enhanced
17 enforcement, and non-auto transportation improvements; and

18 8. Recommendations for legislative or policy changes to DC laws and
19 regulations to achieve more successful curbside parking management.

20 (b) After the end of the three year pilot period, the Mayor shall produce a final
21 report evaluating the success of the performance parking pilot with recommendations for
22 continuation of the program.

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1 Sec. 6. Pilot Termination

2 Unless the Council takes action to discontinue the pilot, it will be deemed
3 successful and be allowed to continue after the expiration of the three-year pilot period.

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5 Sec. 7. Fiscal Impact Statement

6 The Council adopts the fiscal impact statement in the committee report as the
7 fiscal impact statement required by section 602(c)(3) of the District of Columbia Home
8 Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code §1-15
9 206.02(c)(3)).

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11 Sec. 8. Effective date

12 This act shall take effect following approval by the Mayor (or in the event of veto
13 by the Mayor, action by the Council to override the veto), a 30-day period of
14 Congressional review as provided in section 602(c)(1) of the District of Columbia Home
15 Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-
16 206.02(c)(1)), and publication in the District of Columbia Register.