

1 **Draft Proposal on Changes to Residential Parking**  
2 **in Blocks near Barracks Row**

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4 **Prepared By**

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9 The rapid growth in the number of taverns and restaurants along the 3-block stretch of  
10 Barracks Row has placed ever-increasing pressure on the residential streets within several  
11 blocks east and west of Barracks Row. This document presents a set of proposed changes  
12 that could help to alleviate the situation. Its purpose is to seek feedback from residents in  
13 the affected area on whether these or other options ought to be pursued. Ultimately, any  
14 changes such as these will only be implemented on a block-by-block basis with the  
15 approval of at least 50% of the affected households.  
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18 First, a few definitions. On street parking in most residential streets in DC are controlled  
19 by the Residential Permit Parking (RPP) system. In Ward 6, for instance, RPP allows  
20 cars with “Zone 6 stickers” to park without restriction. Between the hours of 7 AM to  
21 8:30PM (Monday through Friday), cars without Zone 6 stickers can only be parked for up  
22 to 2 hours. Below is a discussion about “enhanced RPP” where the days/hours are altered  
23 from the standard version and “Zone 6 Only”, which is an even more restrictive form of  
24 RPP.  
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26 *Background*  
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28 Several years ago, on the occasion of the opening of the new baseball stadium, the city  
29 enacted and implemented a so-called “Performance Parking Pilot” for most all of SW and  
30 for the area from M Street SE all the way up to Pennsylvania Avenue, from South Capitol  
31 Street to 9<sup>th</sup> Street SE. The purpose of the pilot is to provide more flexibility in managing  
32 on-street parking demands on both residential and commercial blocks from drivers of cars  
33 without Zone 6 stickers.  
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35 We are now two years into this pilot project. Within the pilot (but not elsewhere on  
36 Capitol Hill) the following alterations in the standard (RPP) system were put in place by  
37 the DC Department of Transportation (DDOT):  
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- 39 • Enhanced RPP. Days are extended to include Saturdays (i.e. coverage is now  
40 from Monday through Saturday) and hours begin on those days at 7 AM and end  
41 at 9:30 PM.
- 42 • Zone 6 Only. On most residential blocks west of 9<sup>th</sup> Street SE, one side of each  
43 block is limited ONLY to cars with Zone 6 stickers and is in effect from 7AM to  
44 9:30PM, Monday through Saturday.
- 45 • During RPP-controlled hours, cars without Zone 6 permits may be parked for up  
46 to two hours on only the enhanced RPP side of each block.

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- Each residence within the pilot area receives a single “Visitors Pass” annually to enable people coming to that residence to park on either side of the block without regard to the RPP constraints.
  - On commercial blocks, multi-space meters have replaced individual meters and a portion of the revenue raised by the new meters is being reinvested back into the pilot area for “non-automotive” improvements. The additional bike racks along Barrack’s Row are an example of how these funds have been used so far.

55 More recently, DDOT also took over the space beneath the freeway at 8<sup>th</sup> & I Streets and  
56 created a “Pay to Park” lot that charges \$1.50 an hour.

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59 *Issues & Solutions*

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61 Residents of the blocks near Barracks Row regularly report on the difficulties of finding  
62 parking spaces relatively near their residences in the evening. Not surprisingly, patrons  
63 of Barracks Row establishments that drive to the area seek out whatever free parking  
64 options are available within a reasonable walking distance of their destination. It appears  
65 that a fair proportion of these patrons live elsewhere in Ward 6 and thus can essentially  
66 park wherever they find an open (non-metered) space in the Pilot Area or areas outside  
67 the Pilot Area.

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69 In the Pilot Area on the Enhanced RPP side of the street, those cars without a “Zone 6  
70 sticker” may be parked for free for only two hours in a non-metered space during the  
71 restricted hours. However, after 7:30 PM they may be parked for free until 9 AM the  
72 following morning. On the Zone 6 Only side of the street, these cars cannot be parked at  
73 all until 9:30 PM and can remain until 7 AM the next day.

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75 **Would changes in hours further discourage the parking of non-Zone 6 cars? Or,**  
76 **would changes more negatively impact the residents of the Area?**

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78 **Hours: One option is** for the several blocks on either side of Barracks Row,  
79 extend the closing RPP hour to a time later in the evening, perhaps as late as 2  
80 AM. Cars without Zone 6 stickers could not then be parked for longer than 2  
81 hours until midnight on an RPP or Enhanced RPP side of the block. If this option  
82 is implemented, each affected resident would have an annual Visitor’s Pass to  
83 enable guests coming from outside Ward 6 in the evening to park. For multiple  
84 visiting cars, residents can obtain temporary passes from the MPD Substation.  
85 Or, borrow fellow residents’ Visitor Passes upon occasion.

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87 **How about changing the boundaries of the Pilot Area?**

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89 **Boundaries:** Extend the current Pilot Area boundary east to 11<sup>th</sup> Street SE  
90 between Pennsylvania Ave and G Street SE from its current 9<sup>th</sup> Street “terminus,”  
91 which is allowable under the current Pilot legislation. This would add Zone 6

92           Only restrictions to one side of each covered block, including the cross streets of  
93           E and G. Again, all affected residents would have an annual Visitor's Pass.

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95   **Would changing hours and extending boundaries need to be done in tandem?**

96   **Is there some way or ways to encourage the use of the freeway lot?**

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98   The parking spaces in the city lot under the freeway at 8<sup>th</sup> & I Streets SE are vastly  
99   underused. The primary explanation appears to be that so long as free on-street parking  
100   is available on nearby residential blocks, there is little incentive for patrons of businesses  
101   along Barracks Row to pay to park. Indeed, even on busy evenings it appears that there  
102   are available metered parking spots along 8<sup>th</sup> Street itself. DDOT is aware of the problem  
103   and is planning to dramatically reduce the hourly rate for the lot. **In combination with**  
104   **the extension of special pilot hours and boundaries, would reducing the hourly**  
105   **charge to a relatively small amount be sufficient to draw Barracks Row patrons to**  
106   **use the lot instead of searching far and wide for free on-street parking?**

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108   **Or, is more action needed?** Should the Barracks Row establishments make a  
109   concentrated effort to advertise the low-cost parking lot? Can the lot signage be  
110   improved to improve its usage? Will the eventual addition of murals to the north face of  
111   the freeway reduce patrons perceived fear that danger lurks in the area of the parking lot?  
112   Or, is the lot's long one block distance from the concentration of restaurants in the 500  
113   block of 8<sup>th</sup> Street SE not easily overcome?

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117   **Contact Information**

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