



COUNCIL OF THE DISTRICT OF COLUMBIA
THE JOHN A. WILSON BUILDING
1350 PENNSYLVANIA AVENUE, NW
WASHINGTON, D.C. 20004

CHRISTINA HENDERSON
Councilmember, At-Large
Chairperson, Committee on Health

Committee Member
Hospital and Health Equity
Judiciary and Public Safety
Transportation and the Environment

Statement of Introduction
Residential Permit Parking Program Review Act of 2023
March 1, 2023

Today I, along with Councilmember Brianne K. Nadeau, am introducing the Residential Permit Parking Program Review Act of 2023.

This legislation would require the District Department of Transportation to review the District's Residential Permit (RPP) program, which is intended to help District residents access on-street parking in their neighborhoods. The District has 8 RPP zones, which are based on Ward boundaries prior to the 2010 redistricting. Under the current program, District residents can park anywhere in their Ward, with some exceptions, for as long as they like. For example, a person who lives in Chevy Chase can park on a residential street near the Smithsonian Zoo for an entire day, taking parking from residents of Woodley Park, and residents of Shepherd Park can park in front of homes in Petworth off of Georgia Avenue all day and all night. In practice, the RPP program does not always yield reliable on-street parking for residents in their neighborhood.

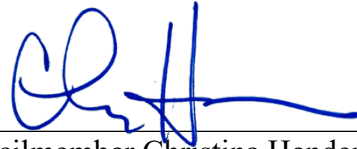
The District's RPP system is also unusually small compared to other cities' programs. While the District has 8 RPP zones, Philadelphia has 39 parking zones, San Francisco has 33, Arlington, Virginia has 23, and Montgomery County has 53. Adjusted for population, the District expects far more people to find parking in zones that are very different sizes from each other than comparable cities do. The land area of Wards can vary greatly. Ward 1, which has more than 85,000 residents and many daily visitors vying for on-street parking, is 2.5 square miles, while daily visitors and fewer than 85,000 residents compete for parking in the 10.4 square miles of Ward 3. The District is not the only jurisdiction in the United States or even the world grappling with balancing issues of supply and demand, or residential parking and visitor parking needs. However, few cities are exploring alternatives. The District can lead in that respect.

The moment is right to press forward and decouple our parking and political boundaries, and to move toward a more sensible system of truly residential permit parking. I look forward to working with Council colleagues to advance this measure to help preserve parking for residents who need it, and work toward further depoliticizing our parking zones in the future.

1 Brianne K. Nadeau

2 Councilmember Brianne K. Nadeau

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Councilmember Christina Henderson

A BILL

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To amend the Department of Transportation Establishment Act of 2002 to require the Department of Transportation to undertake a study of the District’s Residential Parking Permit program.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this act may be cited as the “Residential Permit Parking Program Review Amendment Act of 2023”.

Sec. 2. The Department of Transportation Establishment Act of 2002, effective May 21, 2002 (D.C. Law 14-137; D.C. Official Code § 50-921.01 *et seq.*), is amended by adding a new section 9r to read as follows:

“Sec. 9r. Residential permit parking program study.

“(a) By January 1, 2024, DDOT shall review the District’s residential permit parking program and submit to the Mayor and Council a report proposing new parking districts definable by specific metes and bounds, which shall include the following factors:

“(1) The number of parking spaces available within the boundaries of each proposed parking district;

“(2) The number of on-street reserved residential parking spaces for physically disabled residents within the boundaries of each proposed parking district;

32 “(3) The number of residents who are senior citizens that reside within the
33 boundaries of each proposed parking district;

34 “(4) The number of vehicles registered to individuals residing within the
35 boundaries of each proposed parking district;

36 “(5) The zoned purposes of the land within the boundaries of each proposed
37 parking district; and

38 “(F) The estimated daily number of individuals that require short-term parking to
39 visit or work in the boundaries of each proposed parking district.

40 (b) In proposing new parking districts, DDOT may consider, but shall not rely on, the
41 political boundaries of Wards, Advisory Neighborhood Commission areas, or single-member
42 districts.

43 Sec. 3. Fiscal impact statement.

44 The Council adopts the fiscal impact statement in the committee report as the fiscal
45 impact statement required by section 4a of the General Legislative Procedures Act of 1975,
46 approved October 16, 2006 (120 Stat. 2038; D.C. Official Code § 1-301.47a).

47 Sec. 4. Effective date.

48 This act shall take effect following approval by the Mayor (or in the event of veto by the
49 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
50 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December
51 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of
52 Columbia Register.