

Removing the Peak Parking Restriction along the N Capitol St Underpass Frontage Roads in Bloomingdale & Eckington



Benefits of removing N Capitol St NW/NE's peak parking restriction

- Makes the street safer for pedestrians and drivers
- Alleviates hardship for Bloomingdale and Eckington's N Capitol St NW/NE residents
- Keeps with DDOT's stance on prioritizing curbside use and streets for residents over commuters
- Adds RPP signage to decrease parking ambiguity and unify Bloomingdale and Eckington's parking signage
- Increases the number of Bloomingdale and Eckington weekday parking spaces
- Opens up parking spots for east-west street resident use and visitors to Bloomingdale's business center



Child very close to traffic during AM walk to school

“Peak-hour parking restrictions for general purpose travel should be limited or converted to other uses. Peak-hour lanes in urban areas, especially those that are directly next to the pedestrian’s path of travel, should be avoided.”¹

- NACTO (National Association of City Transportation Officials)

¹ <https://nacto.org/publication/urban-street-design-guide/design-controls/design-hour/>

DDOT has stated the need to prioritize streets for residential communities

“Depending upon the land uses along a primary commuter route, the length of the parking restrictions may adversely impact economic viability of a corridor or **cause hardships to residential communities located along the corridor.**”¹

“Resident Priority and Protection – With a focus on residential protection, this approach **prioritizes curbside uses for existing local residents over new developments or outsiders.**”²

“After consultation with local residents, community leaders, and agency partners, four primary objectives arose as the central foci of the livability study:... 3) **Reclaim minor streets and corridors from commuters and restore them to community needs and character.**”³

¹“Framework for Assessing Effectiveness of Peak Hour Parking Restrictions: A Case Study from Washington DC” (November 2015), <http://docs.trb.org/prp/16-5977.pdf>

²“DDOT Curbside Management Study” (August 2014), <https://comp.ddot.dc.gov/Documents/District%20Department%20of%20Transportation%20Curbside%20Management%20Study.pdf>

³“Mid City East Livability Study” (October 2013), https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/DC%20Mid-City%20East%20Livability%20FINAL%20web_Part1.pdf

40 potential parking spaces in the currently restricted parking blocks

27 vehicles

can park along the 3 N Capitol St NW blocks from Rhode Island Ave NW to St St NW.

Doing so removes these residents' cars from east-west streets, freeing those parking spots for residents of T, Seaton, S, and Bloomingdale business district visitors.



13 vehicles





can park from T St NE to Rhode Island Ave NE, removing these residents' cars from east-west streets, freeing those parking spots for residents of T and Todd.

Area is **Residential Flat (RF-1)** zoned: "to provide for areas predominantly developed with attached row houses on small lots within which no more than 2 dwelling units are permitted."¹

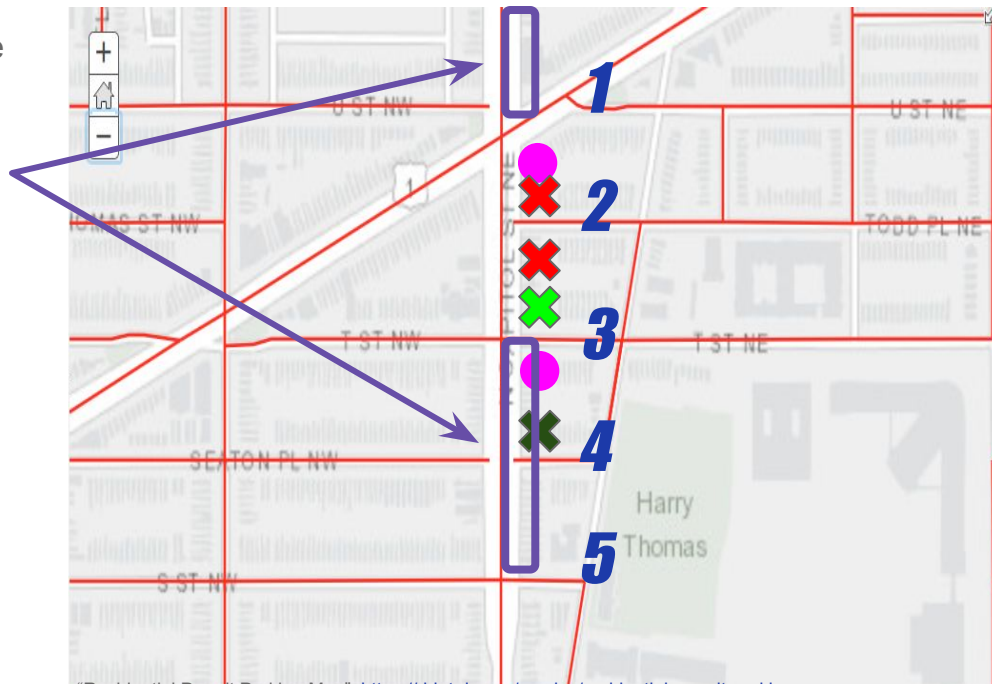
¹ <http://handbook.dcoz.dc.gov/zones/residential-flat/rf-1/>

N Capitol St NE's bizarre 5-block parking configuration

- Strangely, the peak parking restriction for the northbound frontage road is the same hours as the southbound, i.e. 7:00-9:30 AM
- 60% of the 5-block sector has no peak restriction, including where there is a bus stop

Legend			
	2 hour parking limit except Zone 5: 7:00 AM - 8:30 PM		2 hour parking limit except Zone 5: 10:00 AM - 8:30 PM
	No Parking: 7:00-9:30 AM		Bus stop

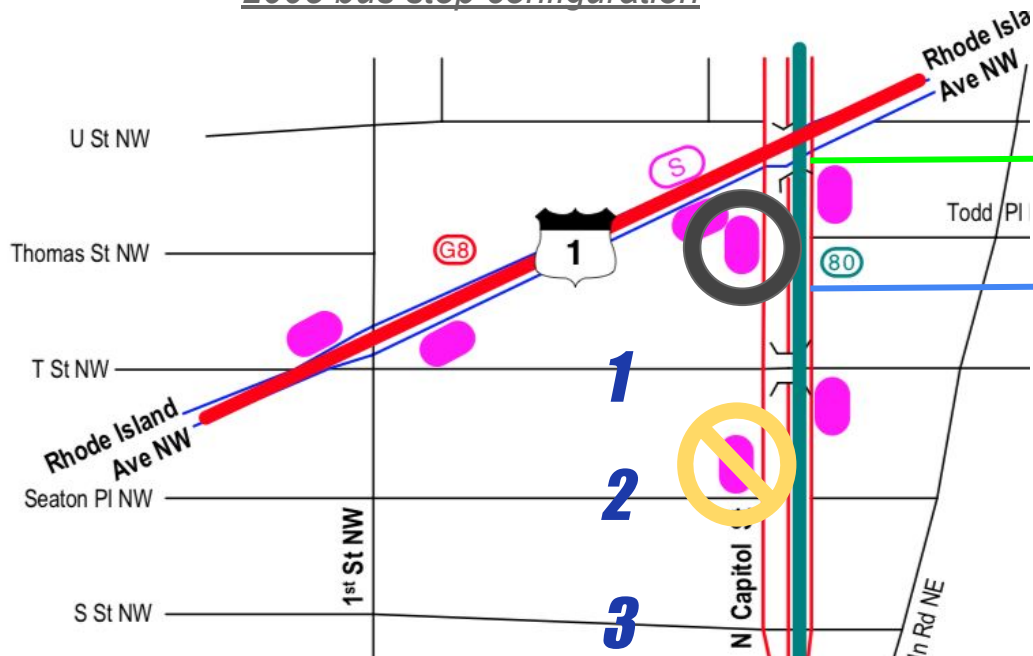
2-block peak restriction is not merited and should be removed



"Residential Permit Parking Map": <https://ddot.dc.gov/service/residential-permit-parking>

Only 1 bus stop on the NW 3-block sector

2005 bus stop configuration¹






A Metro bus is 40 ft long - RI to driveway end is 4x that length

From Rhode Island NW apartment complex driveway, the curb is bus only - **approximately 135 ft**

Driveway separates NW curb, allowing ample lane re-entry space for bus - **approximately 30 ft**

Legend

-  Bus stop
-  Currently the only bus stop on the 3-block sector
-  **The Seaton Pl NW bus stop no longer exists**

Metro will add 2 runs at specific times to the 80 line in June, 2018 - this addition is inconsequential to traffic flow and will not increase in the future due to costs²

¹North Capitol Street Transportation Study" (November 2005) <https://comp.ddot.dc.gov/Documents/North%20Capitol%20Street%20Transportation%20Study%20-%20Draft%20Final%20Report.pdf>

²<https://wtop.com/tracking-metro-24-7/2018/03/new-dc-express-bus-serves-richer-whiter-riders-prompting-metro-adjustments/>

**Vehicles use the street
as one, 20-ft wide lane**



**There is ample lane width
when cars parked**



Wednesday, May 2, 2018 - Minimal traffic; 2 lanes barely used

7:29 AM



7:50 AM



8:39 AM



Fewer than 3 vehicles per minute drove from T St NE to Rhode Island Ave NE

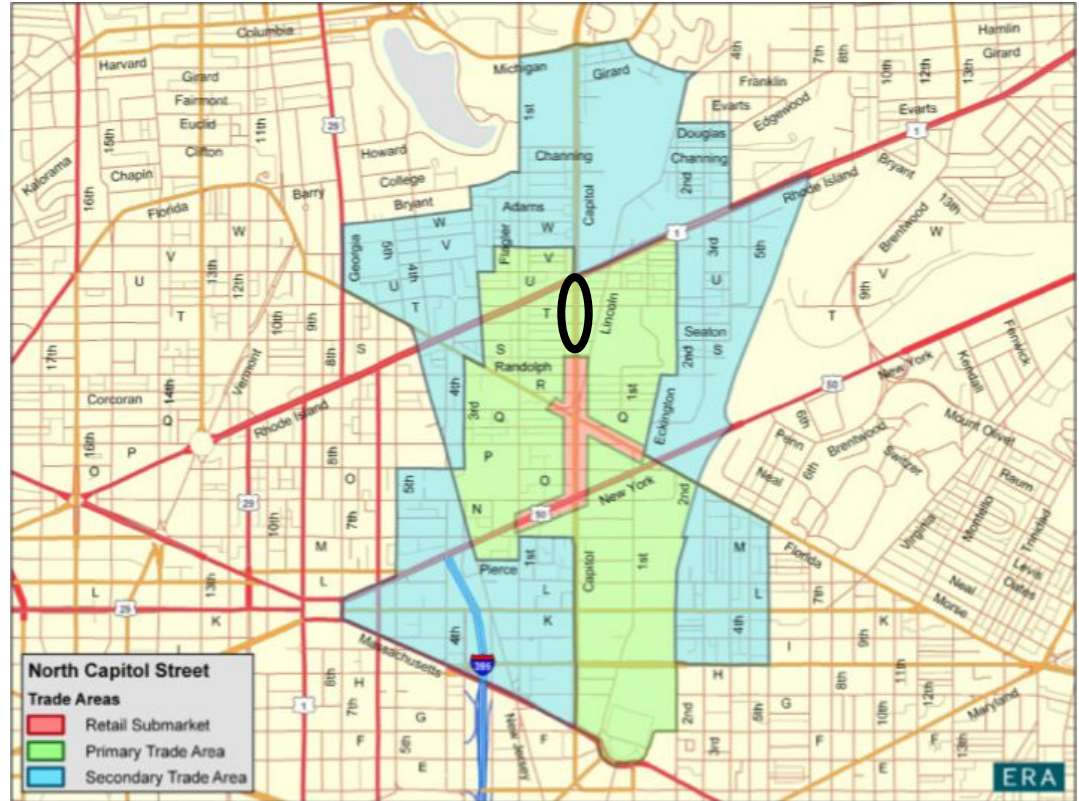
Motor vehicles counted on 5/2/18 from T St NE to Rhode Island Ave on N Capitol St NE

	7:00-7:30 AM	7:30-8:00 AM	8:00-8:30 AM	8:30-9:00 AM	9:00-9:30 AM
<i>Cars</i>	77	79	84	78	61
<i>Buses</i>	2	2	2	2	1
<i>Total</i>	79	81	86	80	62
<i>Vehicles per minute</i>	2.63	2.70	2.87	2.67	2.07

Over the 2.5 hours of parking restriction, only 2.59 vehicle per minute drove on the restricted section - **that's only 1 vehicle every 23 seconds!**

Increased parking will benefit visitors to N Capitol St's developing business area

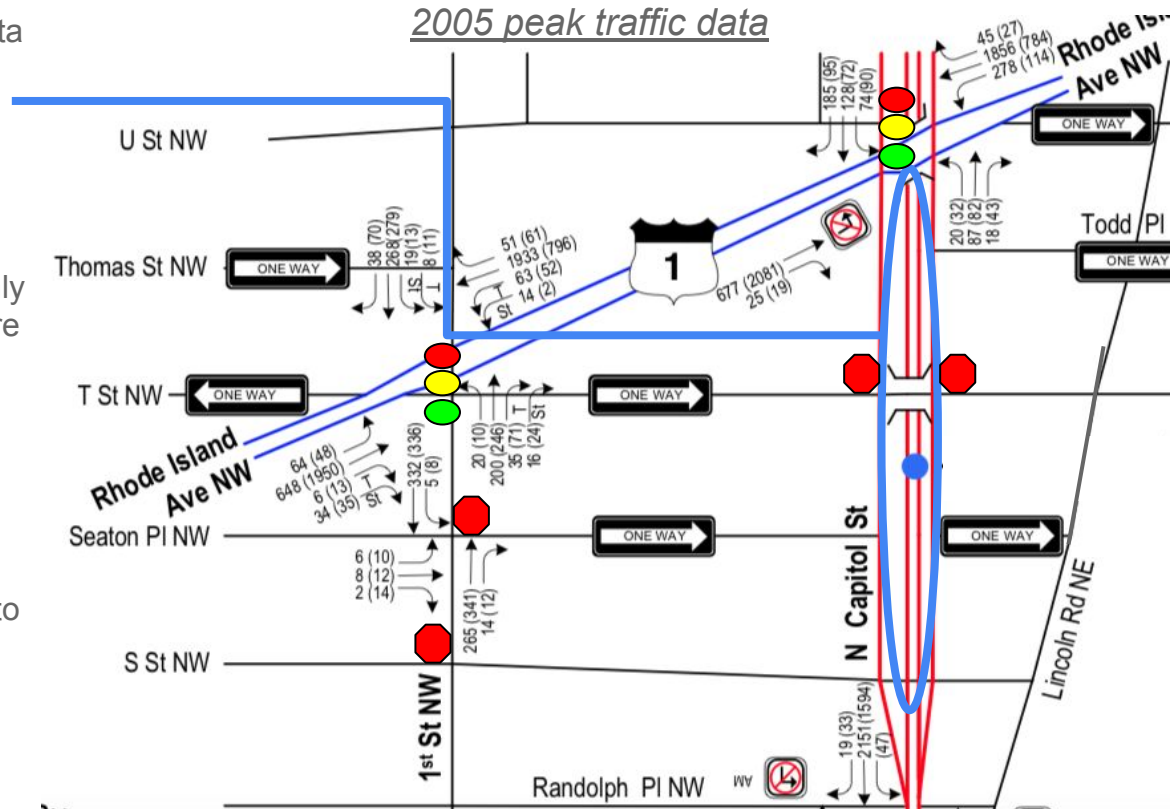
- A 2009 DC Office of Planning study identified the Bloomingdale/Eckington Underpass frontage roads as part of the area's "Primary Trade Area"¹ - with trade, comes business; with business, comes the need for parking
- *Creative Grounds* will soon open at 1822 N Capitol,² a communal space/cafe benefitting from additional parking



¹ "North Capitol Street: SWOT Analysis, Retail Demand Analysis, Strategy and Preliminary Planning Diagrams" (December 2009), https://planning.dc.gov/sites/default/files/dc/sites/op/publication/attachments/north_capitol_street_final.pdf
² <http://bloomingdaleneighborhood.blogspot.com/2017/12/creative-grounds-dc-board-of-zoning.html>

Even with parked cars, N Capitol St NW/NE's traffic flow is better than 1st St's

- The 2005 study did not collect traffic data along the frontage road. If the frontage road traffic volume had been significant enough to consider, data would have been collected, but it wasn't
- N Capitol St NW/NE has better traffic flow due to having limited stops: The only intersection on the 3-block section where traffic must stop is at T St NW/NE
- 1st St NW has restricted traffic flow due to stops at each block: Stop signs/lights at all intersections - T, Seaton, and S
- 1st St NW traffic is often bumper to bumper from Bloomingdale all the way to New York Ave (see DDOT's "Mid City East Livability Study")



Comparable streets: only N Capitol St NW/NE is peak hour restricted

	1st St NW	Connecticut Ave NW	N Capitol St NW/NE
<i>One southbound lane (width in ft)¹</i>	✓ (9)	✓ (12)	✓ (12)
<i>Time limited parking/RPP</i>	✓	✓ ²	✓ ³
<i>Peak hour restriction</i>	×	×	✓
<i>Bus</i>	×	✓	✓
<i>Stoplight/sign</i>	3	1	1

Why compare to these streets?

- **1st St NW:** one block west of N Capitol St, Bloomingdale, high traffic congestion,⁴ NO PEAK HOUR RESTRICTION
- **Connecticut Ave NW from Dupont Circle to R St NW:** almost identical frontage road overlooking underpass layout, high traffic congestion, NO PEAK HOUR RESTRICTION

¹ Widths are based on street width that does not include the space that parked cars occupy, i.e. widths are the traffic lanes.

² Metered, one-hour parking from 7:00 AM - 6:30 PM.

³ N Capitol St NW is designated as RPP but has no signage posted to indicate that it is. Only two of the five N Capitol St NE blocks considered here have RPP signage.

⁴<https://ggwash.org/view/67137/its-time-for-a-safer-first-street-nw-in-bloomingdale>

So, let's remove the frontage road peak parking restriction from Rhode Island Ave to S St because it...

- ... heightens driver and pedestrian danger
- ... creates a weekday hardship, disrupting daily life for our residents
- ... does not fulfill its purported purpose of helping traffic flow
- ... removes otherwise usable parking
- ... is not used on comparable streets
- ... decreases the availability of street parking on east-west streets for those residents

Thanks!

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