

DISTRICT OF COLUMBIA
OFFICIAL CODE

TITLE 50.
MOTOR AND NON-MOTOR VEHICLES AND
TRAFFIC.

CHAPTER 25A.
PERFORMANCE PARKING PILOT ZONES.

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DISTRICT OF COLUMBIA OFFICIAL CODE
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CHAPTER 25A. PERFORMANCE PARKING PILOT ZONES.

§ 50-2531. PERFORMANCE PARKING ZONES.

(a) The Mayor may establish Performance Parking Zones for the purpose of managing curbside parking and reducing congestion citywide.

(b) The Mayor shall establish zone-specific parking management targets, and implement regulations, to achieve the following goals:

- (1) Protect resident parking in residential zones;
- (2) Facilitate regular parking turnover in busy commercial areas;
- (3) Promote the use of non-auto transportation; and
- (4) Decrease vehicular congestion within each zone.

(c) The Mayor may designate residential permit parking zones on currently undesignated residential blocks.

(d) Notwithstanding any other provision of law or regulation, the Mayor may employ the following to achieve the goals and targets established pursuant to subsection (b) of this section:

- (1) Set or adjust curbside parking fees;
- (2) Set or adjust the days and hours during which curbside parking fees apply;
- (3) Adjust parking fines, as needed, to dissuade illegal parking; and
- (4) Exempt vehicles displaying valid, in-zone residential permit parking stickers from meter payment, as needed.

(e) When changing curbside parking fees, the Mayor shall:

- (1) Monitor curbside parking availability rates on commercial streets to establish a need for any fee increase;
- (2) Except for fees in loading zones, not increase any fee by more than \$0.50 in any one-month period, or more than once per month; and
- (3) Except for fees in loading zones, provide notice to the affected Ward Councilmember and Advisory Neighborhood Commission ("ANC") of any changes in curbside parking fees at least 10 days before implementation.

(f) Curbside signage, meter decals, and electronic displays shall provide sufficient notice of changes to restrictions within a performance parking pilot zone, except for changes to curbside parking fees pursuant to subsection (d)(1) of this section within a performance parking pilot zone, except for changes to curbside parking fees pursuant to subsection (d)(1) of this section.

(g) The Mayor shall designate a project manager who will serve as the main point of contact for the public on matters related to each performance parking zone.

(h) The Mayor shall publish a public web site that includes the following: performance parking zone boundaries, rules or regulations, information about how to use new parking fee technologies, and a project manager's name and contact information.

(i) Repealed.

(Nov. 25, 2008, D.C. Law 17-279, § 2, 55 DCR 11059; Sept. 14, 2011, D.C. Law 19-21, § 6083(a), 58 DCR 6226; Sept. 20, 2012, D.C. Law 19-168, § 6042(a), 59 DCR 8025.)

HISTORICAL AND STATUTORY NOTES

Effect of Amendments

D.C. Law 19-21 repealed subsec. (i), which had read as follows:

"(i) The Performance Parking Pilot Program shall terminate 2 years from November 25, 2008."

D.C. Law 19-168, in the section heading, substituted "Performance Parking Zones" for "Performance Parking Pilot Program" ; in subsec. (a), substituted "Performance Parking Zones" for "a Performance Parking Pilot Program" and "citywide" for "within and around established performance parking pilot zones"; in subsec. (b), substituted "following goals" for "following performance parking pilot zone goals"; in subsec. (c), substituted "The Mayor may" for "Within each performance parking pilot zone, the Mayor shall"; in subsec. (d), substituted "Notwithstanding" for "Within each performance parking pilot zone, and notwithstanding" ; in subsec. (e), substituted "changing curbside parking fees" for "increasing curbside parking fees within a performance parking pilot zone"; in subsec. (f), substituted "restrictions" for "restrictions within a performance parking pilot zone, except for changes to curbside parking fees pursuant to subsection (d)(1) of this section"; in subsec. (g), substituted "zone" for "pilot zone"; and, in subsec. (h), substituted "performance parking zone" for "pilot zone" and "project" for "parking pilot project".

Temporary Amendments of Section

Section 2 of D.C. Law 18-305 repealed subsec. (i).

Section 4(b) of D.C. Law 18-305 provides that the act shall expire after 225 days of its having taken effect.

Temporary Addition of Section

Sections 2 and 3 of D.C. Law 18-302 added sections to read as follows:

"Sec. 2. Ward 1 Enhanced Residential Parking Program.

"(a) There is established a Ward 1 Enhanced Residential Parking Program ('Program'). Any Ward 1 Advisory Neighborhood Commission ('ANC') may, by resolution of that ANC, vote to include blocks within the ANC in the Program. The Program will consist of the following requirements:

"(1) Any block that participates in the residential permit parking in Ward 1 shall have at least 50% of the legal residential parking spaces on that block designated as Zone 1 Permitted Parking Only;

"(2) A visitor parking pass program shall be available to residents similar to the program in Mount Pleasant required by section 8 of the Performance Parking Pilot Zone Act of 2010, effective November 25, 2008 (D.C. Law 17-279; D.C. Official Code § 50-2537); and

"(3) Any resident owning a vehicle registered at an address on a Ward 1 residential block may be granted a Zone 1 residential parking sticker, in accordance with the process developed by the Mayor pursuant to section 3.

"(b) Blocks within a streetscape construction project impact zone, as designated by the Mayor, shall be excluded from the Program until the Mayor declares that all major construction associated with the streetscape has been completed.

"Sec. 3. Rules.

"(a) Within 90 days of the effective date of this act, the Mayor, pursuant to Title 1 of the District of Columbia Administrative Procedure Act, approved October 21, 1968 (82 Stat. 1204; D.C. Official Code § 2-501 *et seq.*), shall issue rules to implement the provisions of this act. The proposed rules shall be submitted to the Council for a 30-day period of review, excluding Saturdays, Sundays, legal holidays, and days of Council recess. If the Council does not approve or disapprove the rules, in whole or in part, by resolution, within this 30-day review period, the proposed rules shall be deemed approved.

"(b) The rules submitted to the Council shall address the following:

"(1) The application of the requirements of section 2 to streets that are on the boundary of Ward 1;

"(2) The application of the requirements of section 2 to streets that are on the boundary of an ANC;

"(3) The definition of streetscape construction project impact zones as referenced in section 2(b);

"(4) The process for receiving a visitor pass and the hours for the visitor pass programs; and

"(5) The eligibility requirements for who may receive the permit referenced in section 2(a)(3)."

Section 5(b) of D.C. Law 18-302 provides that the act shall expire after 225 days of its having taken effect.

Emergency Act Amendments

For temporary (90 day) amendment of section § 2(i) of D.C. Law 17-279, see § 2 of Performance Parking Extension Emergency Amendment Act of 2010 (D.C. Act 18- 603, November 17, 2010, 57 DCR 11046).

For temporary (90 day) amendment of section, see § 2 of Performance Parking Extension Congressional Review Emergency Amendment Act of 2011 (D.C. Act 19-9, February 11, 2011, 58 DCR 1427).

Legislative History of Laws

Law 17-279, the "Performance Parking Pilot Zone Act of 2008", was introduced in Council and assigned Bill No. 17-580 which was referred to the Committee on Public Works and Environment. The Bill was adopted on first and second readings on July 15, 2008, and September 16, 2008, respectively. Signed by the Mayor on

October 6, 2008, it was assigned Act No. 17-534 and transmitted to both Houses of Congress for its review. D.C. Law 17-279 became effective on November 25, 2008.

For history of Law 19-21, see notes under § 50-231.

For history of Law 19-168, see notes under § 50-320.

Delegation of Authority

Delegation of Authority Performance--Parking Pilot Zone Emergency Act of 2008, see Mayor's Order 2008-56, March 28, 2008 (55 DCR 5507).

Miscellaneous Notes

Short title: Section 6041 of D.C. Law 19-168 provided that subtitle E of title VI of the act may be cited as "Performance Parking Zone Expansion Amendment Act of 2012".

§ 50-2531.01. PERFORMANCE PARKING PROGRAM FUND.

(a)(1) There is established as a nonlapsing fund the Performance Parking Program Fund ("Fund"), which shall be used solely for the purposes set forth in § 50-2534, and shall be administered by the Director of the District Department of Transportation.

(2) One-half of the net revenue derived from any modifications to meter rates, meter hours, or metered areas within each performance parking zone shall be deposited in the Fund, provided the net revenue:

(A) For performance parking zones established:

(i) After September 30, 2012, shall be the amount in excess of the revenue that would have been collected if the Mayor had kept the meter rates, meter hours, and metered areas in effect as of September 30, 2012; and

(ii) Before October 1, shall be the amount in excess of the revenue that would have been collected if the Mayor had kept the meter rates, meter hours, and metered areas in effect as of September 30, 2011; and

(B) For the H Street performance parking zone shall be the amount in excess of the revenue that would have been collected if the Mayor kept the meter rates, meter hours, and metered areas at those levels as of June 1, 2012.

(b) All funds deposited into the Fund, and any interest earned on those funds, shall not revert to the unrestricted fund balance of the General Fund of the District of Columbia at the end of a fiscal year, or at any other time, but shall be continually available for projects within the zone from which revenues were raised for the uses and purposes set forth in § 50-2534 without regard to fiscal year limitation, subject to authorization by Congress.

((Nov. 25, 2008, D.C. Law 17-279, § 2a, as added Sept. 14, 2011, D.C. Law 19-21, § 6083(b), 58 DCR 6226; Sept. 20, 2012, D.C. Law 19-168, § 6042(b), 59 DCR 8025.)

HISTORICAL AND STATUTORY NOTES

Effect of Amendments

D.C. Law 19-168 rewrote subsec. (a); and, in subsec. (b), substituted "continually available for projects within the zone from which revenues were raised for" for "continually available for". Prior to amendment, subsec. (a) read as follows:

"(a) There is established as a nonlapsing fund the Performance Parking Program Fund ("Fund"). All parking-meter revenue collected within the Performance Parking Pilot Zones shall be deposited in the Fund. The Fund shall be used solely for the purposes set forth in § 50-2534 and shall be administered by the Director of the District Department of Transportation."

Legislative History of Laws

For history of Law 19-21, see notes under § 50-231.

For history of Law 19-168, see notes under § 50-320.

§ 50-2532. BALLPARK PERFORMANCE PARKING PILOT ZONE.

(a) The Ballpark Performance Parking Pilot Zone is designated as the area bounded by:

(1) The Southeast/Southwest Freeway on the north, 10th Street, S.E., on the east, 12th Street, S.W., on the west, and the Washington Channel and Anacostia River on the south, including both sides of boundary streets, but not including the Southeast/Southwest Freeway; and

(2) East Capitol Street on the north, 11th Street, S.E., on the east, Washington Avenue, S.W., and

South Capitol Street on the west, and the Southeast/Southwest Freeway on the south, including both sides of boundary streets, but not including the Southeast/Southwest Freeway.

(b) The Mayor shall assign parking control and traffic control officers for implementation of the pilot program within the Ballpark Performance Parking Pilot Zone, and enhanced enforcement on stadium event days;

(c) Pursuant to § 50-2531(d)(1), the Mayor shall adjust fees to achieve 10% to 20% availability of curbside parking spaces.

(d) Notwithstanding § 50-2531(e)(2), for curbside parking spaces where there are not established parking fees on November 25, 2008, the Mayor may increase fees up to once per month by an amount up to 50% of the initial fee set for this parking pilot zone.

(e) Notwithstanding § 50-2531(d)(1) and except south of the Southeast/Southwest Freeway, where curbside fees existed before the establishment of the performance parking pilot zone, the Mayor shall not set the initial performance parking pilot zone fee higher than the existing fee.

(f) Notwithstanding any other provision of this chapter, the Mayor shall not charge curbside parking fees on District or federal holidays.

(g) Within the first 30 days of implementation of the Ballpark Performance Parking Pilot Zone, the Mayor may issue warning citations for curbside parking violations related to the pilot program in the zone.

(Nov. 25, 2008, D.C. Law 17-279, § 3, 55 DCR 11059.)

HISTORICAL AND STATUTORY NOTES

Legislative History of Laws

For Law 17-279, see notes following § 50-2531.

§ 50-2532.01. H STREET N.E. PERFORMANCE PARKING PILOT ZONE.

(a) The H Street N.E. Performance Parking Zone is designated as the area within the following boundary: K Street, N.E., from 3rd Street, N.E., to 8th Street, N.E.; 8th Street, N.E., from K Street, N.E., to Florida Avenue, N.E.; Florida Avenue, N.E., from 8th Street, N.E., to 15th Street, N.E.; 15th Street, N.E., from Florida Avenue, N.E., to E Street, N.E.; E Street, N.E., from 15th Street N.E., to 3rd Street, N.E.; 3rd Street, N.E., from E Street, N.E., to K Street, N.E., including both sides of these boundary streets.

(b) In addition to maintaining a sufficient number of parking-control officers and traffic-control officers in the existing performance parking zones, the Mayor shall assign parking-control and traffic-control officers for implementation of the pilot program in the H Street N.E. Performance Parking Pilot Zone and for enhanced enforcement during peak-parking-demand hours.

(c) The Mayor shall designate existing residential parking-permit-zoned blocks within the performance-parking zone as within a high-traffic generating corridor and provide increased residential-parking protections.

(d) The Mayor shall set the initial performance-parking-pilot-zone fee equal to the existing fee.

(e) Pursuant to § 50-2531 (d)(1), the Mayor shall adjust fees to achieve 10% to 20% availability of curbside parking spaces.

(f) Notwithstanding any other provision of this chapter, the Mayor shall not charge curbside parking fees on District or federal holidays.

(g) Within the first 30 days of September 14, 2011, the Mayor may issue warning citations for curbside parking violations related to the pilot program in the zone.

((Nov. 25, 2008, D.C. Law 17-279, § 3a, as added Sept. 14, 2011, D.C. Law 19-21, § 6083(c), 58 DCR 6226; Sept. 20, 2012, D.C. Law 19-168, § 6042(c), 59 DCR 8025; Sept. 26, 2012, D.C. Law 19-171, § 145, 59 DCR 6190.)

HISTORICAL AND STATUTORY NOTES

Effect of Amendments

D.C. Law 19-168 rewrote subsec. (a), which formerly read:

"(a) The H Street N.E. Performance Parking Pilot Zone is designated as the area bounded by I Street, N.E., on the north, 15th Street, N.E., on the east, 3rd Street, N.E., on the west, and G Street, N.E., on the south, including both sides of these boundary streets."

D.C. Law 19-171, in the section heading, validated a previously made technical correction.

Legislative History of Laws

For history of Law 19-21, see notes under § 50-231.

For history of Law 19-168, see notes under § 50-320.

For history of Law 19-171, see notes under § 50-921.02.

§ 50-2533. COLUMBIA HEIGHTS RETAIL PERFORMANCE PARKING PILOT ZONE.

- (a) The Columbia Heights Retail Performance Parking Pilot Zone is designated as:
 - (1) The area bounded by:
 - (A) 1100 through 1500 blocks of Monroe Street, N.W.;
 - (B) 1100 through 1500 blocks of Harvard Street, N.W.;
 - (C) 2900 through 3400 blocks of 11th Street, N.W.; and
 - (D) 2900 through 3300 blocks of 16th Street, N.W.; including both sides of boundary streets;
 - (2) Both sides of the 2900 through 3400 blocks of 14th Street, N.W.; and
 - (3) Both sides of the 1400 block of Girard Street, N.W.
- (b) The Mayor shall take the following actions for the Columbia Heights Retail Performance Parking Pilot Zone:
 - (1) Install, on all residential streets in the zone and all other approaches to the municipal parking garage, signs that direct traffic toward off-street parking within the retail complex on the west side of the 3100 block of 14th Street, N.W., state the price for the off-street parking, and encourage public transportation use;
 - (2) Assign a sufficient number of parking control officers and traffic control officers to enforce parking regulations 7 days per week; and
 - (3) Implement revisions to residential permit parking zones.
- (c) Notwithstanding § 50-2531(d)(1), any curbside parking fee set within the Columbia Heights Retail Performance Parking Pilot Zone at the initiation of the pilot program shall not exceed \$2 per hour.
- (d) Notwithstanding § 50-2531(d)(3), any increases in parking fines in the Columbia Heights Retail Performance Parking Pilot Zone shall be subject to the Council review and approval requirements of § 50-2610.
- (e) Within the first 30 days of implementation of the Columbia Heights Retail Performance Parking Pilot Zone, the Mayor shall only issue warning citations for curbside parking violations related to the pilot program in this zone.

(Nov. 25, 2008, D.C. Law 17-279, § 4, 55 DCR 11059.)

HISTORICAL AND STATUTORY NOTES

Legislative History of Laws

For Law 17-279, see notes following § 50-2531.

§ 50-2534. EXPENDITURE OF PERFORMANCE PARKING PILOT PROGRAM REVENUE.

- (a) The Performance Parking Program Fund shall be used for non-automobile transportation investments in each zone. These investments shall supplement or substantially accelerate investments that would otherwise be made by the District.
- (b) The Mayor shall involve performance parking pilot zone residents, businesses, ANCs, and Ward Councilmembers in prioritizing non-automobile transportation improvements. The improvements may include:
 - (1) Enhancements to bus and rail facilities to improve access and level of service such as electronic real-time schedule displays outside of stations and stops, display of large, full-color bus and rail maps, bus-only and bus priority lanes, and programs to increase electronic fare payment technologies;
 - (2) Enhancements to increase the safety, convenience, and comfort of pedestrians, such as new or improved sidewalks, lighting, signage, benches, improved streetscapes, countdown crosswalk signals, and neighborhood traffic calming;
 - (3) Improvements to bicycling infrastructure, such as painted and separated bicycle lanes, installation of public bicycle racks, and way-finding signage for bicyclists; and
 - (4) Improvements, which support retail and small businesses, that enhance the pedestrian and

customer experience within the zone, such as clean-up and hospitality activities, public safety initiatives, and streetscape and storefront upgrades.

(c) DC Surface Transit, Inc. shall serve as an official advisory body to the District Department of Transportation for performance parking implementation within the Central Washington Area (as defined in 10 DCMR § 16), except where the Central Washington Area overlaps with preexisting performance parking zones.

(Nov. 25, 2008, D.C. Law 17-279, § 5, 55 DCR 11059; Sept. 14, 2011, D.C. Law 19-21, § 6083(d), 58 DCR 6226; Sept. 20, 2012, D.C. Law 19-168, § 6042(d), 59 DCR 8025.)

HISTORICAL AND STATUTORY NOTES

Effect of Amendments

D.C. Law 19-21, in subsec. (b), deleted "and" from the end of par. (2), substituted "; and" for a period the end of par. (3), and added par. (4).

D.C. Law 19-168 rewrote subsec. (a); and added subsec. (c). Prior to amendment, subsec. (a) read as follows:

"(a) One hundred percent of annual curbside parking fee revenue from each performance parking pilot zone shall be used for the following purposes:"

Legislative History of Laws

For Law 17-279, see notes following § 50-2531.

For history of Law 19-21, see notes under § 50-231.

For history of Law 19-168, see notes under § 50-320.

§ 50-2535. REPORTING REQUIREMENTS AND OVERSIGHT FOR EACH PERFORMANCE PARKING ZONE.

(a) Before implementation, or upon November 25, 2008, whichever is later, the District Department of Transportation ("DDOT") shall transmit a detailed performance parking zone plan to the Council and to the Chairs of all ANC's within a performance parking zone. The plan shall set zone-specific parking management targets and shall detail parking changes, which may include new parking restrictions and curbside parking fees.

(b) At the request of any ANC or Ward Councilmember representing all or part of a performance parking zone, DDOT shall conduct public meetings to provide an update on parking management targets and an opportunity for public comment.

(c) Repealed.

(d) The Mayor shall provide quarterly reports to the Council and make the reports available on its website detailing the following information for each performance parking zone:

- (1) Quarterly revenue;
- (2) Quarterly revenue associated with performance parking meter pricing;
- (3) Quarterly expenditures on non-automobile transportation improvements; and
- (4) The balance of funds available for additional non-automobile transportation investments.

(e) Repealed.

(Nov. 25, 2008, D.C. Law 17-279, § 6, 55 DCR 11059; Sept. 20, 2012, D.C. Law 19-168, § 6042(e), 59 DCR 8025.)

HISTORICAL AND STATUTORY NOTES

Effect of Amendments

D.C. Law 19-168 rewrote the section, which formerly read:

"(a) Before implementation, or upon November 25, 2008, whichever is later, the District Department of Transportation ("DDOT") shall transmit a detailed performance parking pilot zone plan to the Council and to the Chairs of all ANC's within a performance parking pilot zone. The plan shall set zone-specific parking management targets and shall detail parking changes, which may include new parking restrictions and curbside parking fees.

"(b) During the term of a performance parking pilot zone, DDOT, in collaboration with the Ward councilmember, shall conduct quarterly public meetings to provide an update on all parking management targets within the zone and an opportunity for public comment on the program.

"(c) If a performance parking pilot zone is not meeting established parking management targets after the 2nd

quarter of operation, DDOT shall re-evaluate the strategies used and implement a revised plan. Within 30 days after the 2nd quarter of operation, any revised plan shall be implemented and transmitted to the Council and ANC's, pursuant to subsection (a) of this section.

"(d) The Mayor shall submit an annual report for the prior fiscal year on each performance parking pilot zone. The report shall be transmitted to the Council within 30 days after the 4th quarter for each performance parking pilot zone, and shall provide an update on all parking management targets within the zone. At a minimum, the report shall include:

"(1) Any changes to established parking fees;

"(2) A description of curbside parking availability;

"(3) A description of parking turnover rates on retail streets;

"(4) Congestion and double-parking statistics for retail streets;

"(5) Statistics on use of pay-by-phone technology;

"(6) Number, location, and nature of parking violations and citations issued;

"(7) Total revenue from the pilot zone;

"(8) An itemization of expenditures for meter procurement and maintenance, enhanced enforcement, and non-auto transportation improvements in each pilot zone; and

"(9) Any recommendations for legislative or regulatory initiatives to improve curbside parking efficiency.

"(e) Sixty days before the expiration of a performance parking pilot zone, the Mayor shall produce a final report evaluating the success of the performance parking pilot zone, including recommendations for continuation of some or all aspects of the pilot program within the zone."

Legislative History of Laws

For Law 17-279, see notes following § 50-2531.

For history of Law 19-168, see notes under § 50-320.

§ 50-2536. ADAMS MORGAN TAXICAB ZONE PILOT PROGRAM.

(a) The Mayor shall establish a taxicab zone in Adams Morgan by July 15, 2008, which shall include, at a minimum, the following areas:

(1) The width of 18th Street, N.W., from the intersection of 18th Street, N.W., and Wyoming Avenue, N.W., to the intersection of 18th Street, N.W., and Columbia Road, N.W.; and

(2) The width of Columbia Road, N.W., from the intersection of Columbia Road, N.W., and Biltmore Street, N.W., to the intersection of Columbia Road, N.W., and Euclid Street, N.W.

(b) Except as provided in this section, Title 31 of the District of Columbia Municipal Regulations shall apply to the established taxicab zone.

(c) The Mayor shall post signage throughout the zone identifying zone hours, zone restrictions, and taxicab stand locations, and give notice of the same to the District of Columbia Taxicab Commission, affected ANC's, and business organizations before implementation of the Adams Morgan Taxicab Zone Pilot Program.

(d) A taxicab, as defined in Article XI of Title II of the Washington Metropolitan Transit Regulation Compact, approved September 15, 1960 (74 Stat. 1031; D.C. Official Code § 9-1103.01), shall not pick up a passenger for hire within a designated taxicab zone during taxi zone hours, except at a designated taxicab stand.

(e) For the purposes of this section, the term "taxi zone hours" shall mean from 9:00 p.m. Thursday through 4:00 a.m. Friday; from 9:00 p.m. Friday through 4:00 a.m. Saturday; and from 9:00 p.m. Saturday through 4:00 a.m. Sunday.

(f) The Mayor shall establish at least one taxicab stand within or adjacent to the Adams Morgan taxicab zone. Any taxicab stand shall:

(1) Be clearly identified with signage;

(2) Have adequate queue space for a maximum number of taxicabs, as identified by the Mayor; and

(3) Have adequate space for taxicab patrons to queue.

(g) Taxicabs shall stand in taxicab stands established pursuant to subsection (f) of this section only while awaiting passengers for hire.

(h) The provisions of this section shall be enforced pursuant to § 50-312 (f) and (g).

(i) The Adams Morgan Taxicab Zone Pilot Program shall terminate on October 1, 2010.

(j) Forty-five days before the termination of the Adams Morgan Taxicab Zone Pilot Program, the Mayor shall present a report to the Council on the efficacy of the program, which shall include recommendations on the continued need for a designated taxicab zone in Adams Morgan.

(Nov. 25, 2008, D.C. Law 17-279, § 7, 55 DCR 11059.)

HISTORICAL AND STATUTORY NOTES

Temporary Amendments of Section

For temporary (225 day) amendment of section, see § 2 of Taxi Zone Operating Hours Temporary Amendment Act of 2009 (D.C. Law 17-379, March 31, 2009, law notification 56 DCR 3445).

Emergency Act Amendments

For temporary (90 day) amendment of section, see § 2 of Taxi Zone Operating Hours Emergency Amendment Act of 2008 (D.C. Act 17-682, January 12, 2009, 56 DCR 1107).

Legislative History of Laws

For Law 17-279, see notes following § 50-2531.

§ 50-2537. MOUNT PLEASANT VISITOR PASS PILOT PROGRAM.

(a) The Mayor shall implement a one-year visitor parking pilot program for residential permit parking areas within ANC1D boundaries.

(b) For the purposes of this pilot program, DDOT may:

(1) Charge a fee for each permit issued pursuant to this program; and

(2) Limit the hours for which a visitor parking permit is valid.

(c) Within 90 days of November 25, 2008, the Mayor, pursuant to subchapter I of Chapter 5 of Title 2, shall issue rules to implement the provisions of this section. The proposed rules shall be submitted to the Council for a 30-day period of review. If the Council does not approve or disapprove the proposed rules, by resolution, within the 30-day period, the rules shall be deemed approved.

(Nov. 25, 2008, D.C. Law 17-279, § 8, 55 DCR 11059.)

HISTORICAL AND STATUTORY NOTES

Legislative History of Laws

For Law 17-279, see notes following § 50-2531.