

Commercial Curbside Loading Zone Program

A decorative horizontal bar with a wavy top edge, composed of three layers: a thick red top layer, a thin grey middle layer, and a thin dark blue bottom layer.

TPB Technical Committee

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May 3, 2013

Agenda

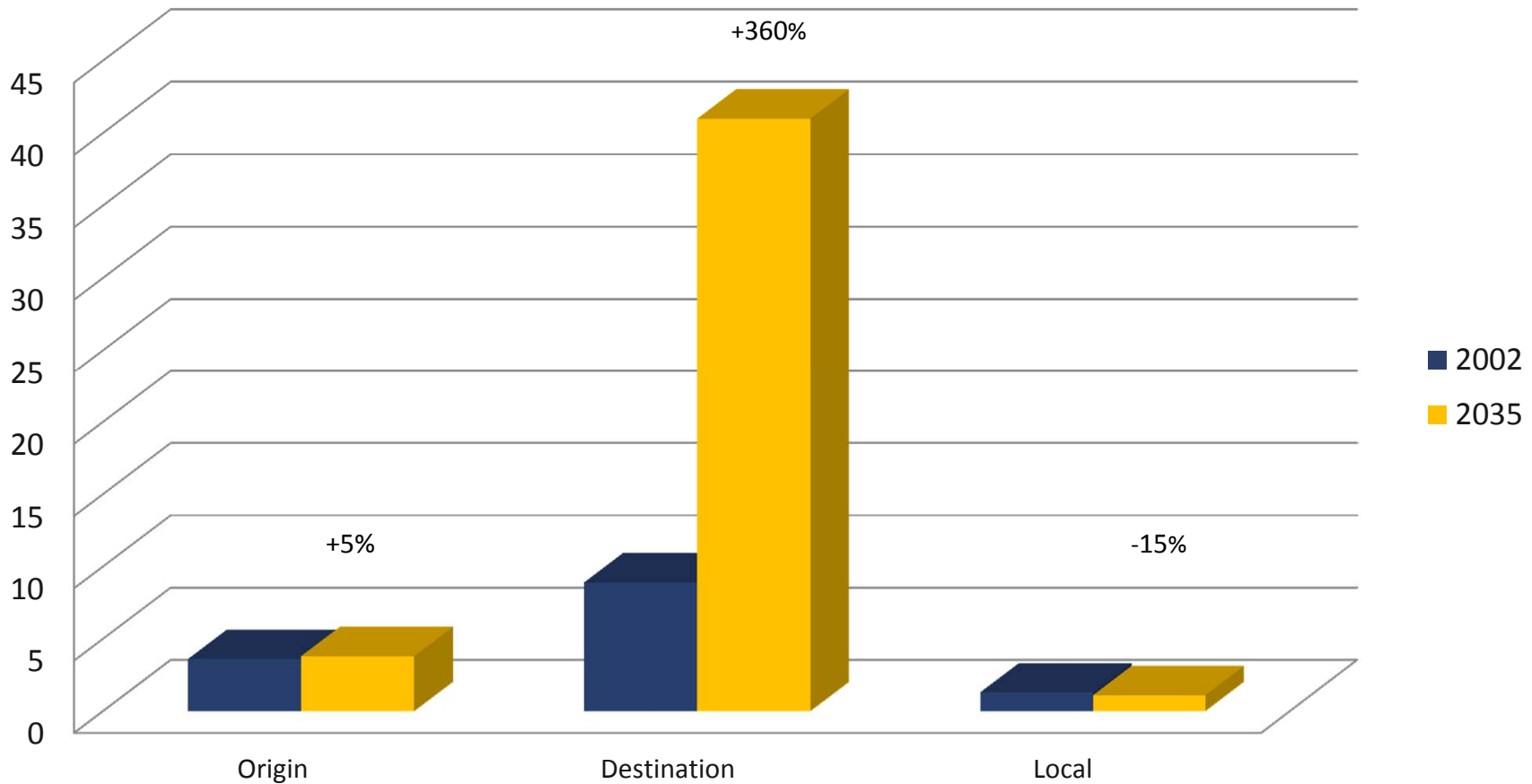
- Background
- Program Goals/Regulations
- Next Steps
- Future Projects

Commercial Curbside Loading Zone Act

- Bill 18-153 introduced to establish curbside loading zone program. Proposed legislation will:
 - Establish loading zone meter fees
 - Determine space for loading zones
 - Develop a payment process
 - Implement enforcement plan

Overview of Freight Movement in District

Truck Volume (Tons)
Washington, DC



Top Trading Partners: Indiana, Maryland, Virginia, Pennsylvania

Freight Challenges

- Public space usage for delivery vehicles
- Lack of data
- Enforcement
- Environmental concerns
- Gentrification
- Policy





How to create a sustainable urban freight system?

Help to get the product to the consumer at the right time, place and price

➔ Improving the point of delivery ←

Proper use of Public Space/Loading Zones



Commercial Loading Zone Program Goals

The development of the program will:

- Maximize use of curbside space
- Dynamic curbside parking solutions
- Derive reliable real-time occupancy data
- Provide real-time traveler information
- Improve traffic flow
- Provide freight efficiency

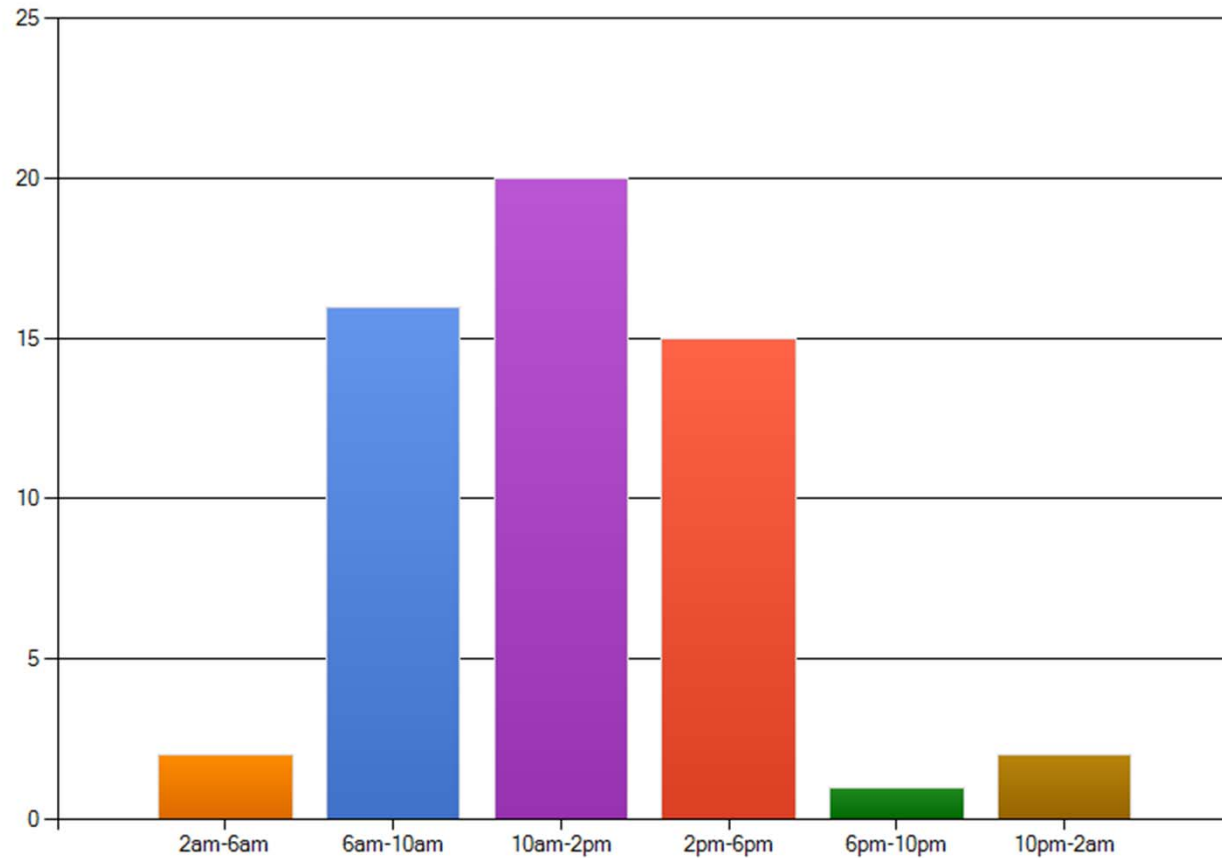


Survey Results (2010)



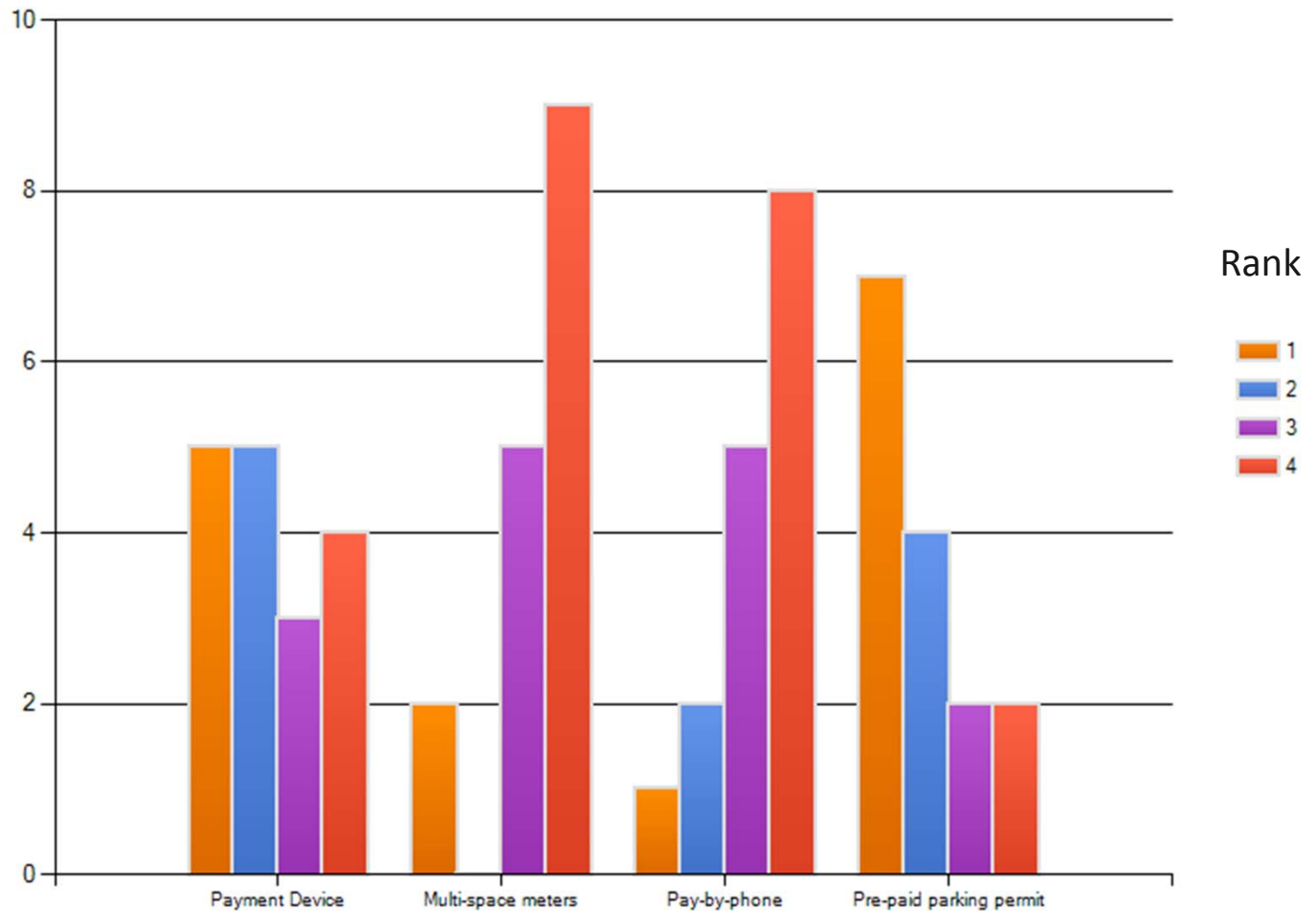
What time do you typically make deliveries?(You can select more than one)

Most deliveries occur from 6:00am-6:00pm



Survey Results (2010)

Permit and Pay-by-phone options ranked as the most favorable



Approach

- Identify existing commercial loading zone locations
- Standardize loading zones for consistency
- Establish method of payment
- Ensure proper enforcement
- Performance measures

What We Heard

- Previous proposed rulemaking was too cumbersome
- Permit fee requirement based on fleet size has an impact on carriers servicing the District
- Impact to interstate commerce
- Program would be considered a “credential”

Regulation

- Chapter 24 of Title 18, (Passes and Decals)
 - Loading zone used by commercial motor vehicle must display an annual pass or day pass
 - Prepaid annual and day pass available for carriers
 - One permit per company; list vehicles on permit
 - \$323 per vehicle-annual
 - \$25 per vehicle per day pass
 - Still subject to specific signage times
 - Decal required for annual permit
 - A permit with 75 or more vehicle listed are exempt for the decal requirement
 - Allows for parking up to 2 hours
 - An annual and day pass allows carriers to park in private vehicle metered area between 10am and 2pm for 2 hours(vehicle must be less than 40 feet in length)

Regulation(cont'd)

- Pay at a single space meter
 - Some zones may have electronic single head meter
 - No more than \$5 per hour
- Use alternative payment method(pay-by-phone)
 - Carriers can pay by use of the space through District pay-by-phone system
 - Each space will have a subzone
 - No more than \$5 per hour



Regulation(Fines)

- Unauthorized vehicle in loading zone- \$100
- No permit or payment for use of loading zone- \$100
- Improper display of parking decal, Expired annual or day pass – \$50

Points of Note

- Loading zones are used for vehicles actively loading/unloading
- No carrier will pay more than \$24,225 for an annual pass
- The number of decals issued are the same as the number of vehicle listed on the permit
- Annual permits can be updated to provide accurate vehicle information

Program Benefits

- Begins to incorporate loading zone as apart of the transportation network
- Improved data will aid with right-sizing loading zone space via modeling effort
- Improve information for freight carriers and develop reliability
- Pay-by-Phone option will provide fleet managers with visibility and control
- Increase use of space will decrease congestion and encourage compliance



Loading Zone Performance Measures

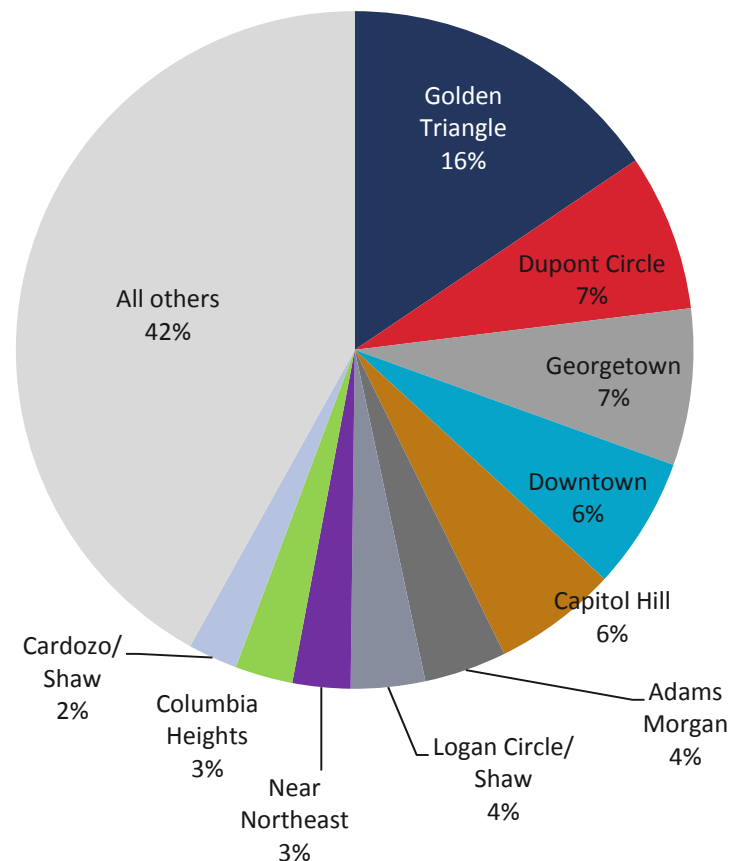
- Occupancy rate of loading zones
- Violations for double parking and over staying
- Amount of time each vehicle uses loading zone
- Reductions in delivery times for carriers
- Reduction in travel time along corridor

Summary of DC Loading Zones

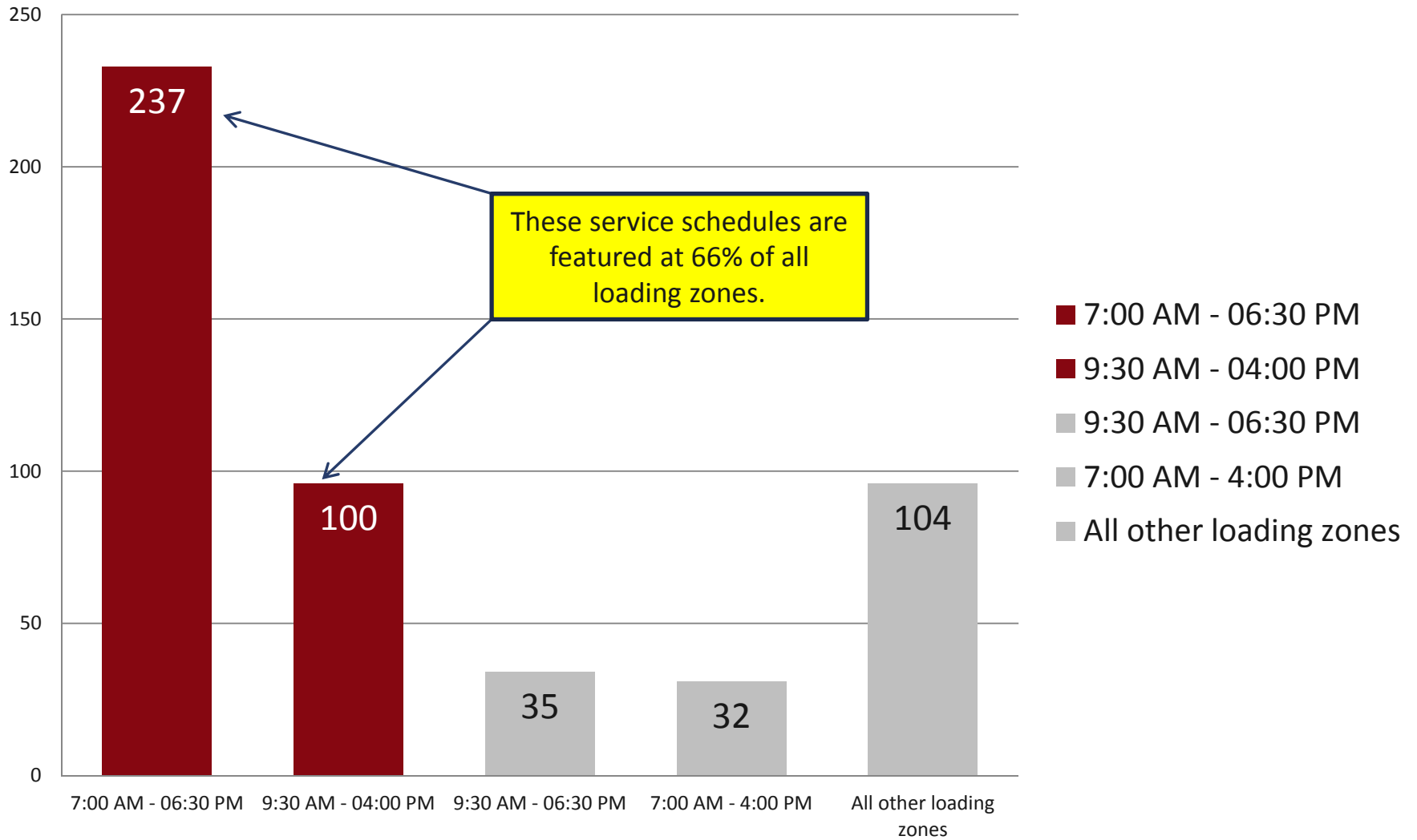
- Inventory of 508 loading zones in the city
- They vary in length from <20 ft to 500+ feet
- 17% are in residential areas; 49% are in commercial areas, 34% in other areas not zoned commercial or residential.
- Loading zones primarily serve businesses that deal in small consumer goods and perishables
- They are signed for 43 different hourly service schedules, and 7 different weekly service schedules.
- There were 62 loadings zones that are missing one anchor sign each
- For every 1 loading zone there are 531 parking spaces

Loading zones by Neighborhood

Neighborhood	Total Loading Zones
Golden Triangle	79
Dupont Circle	38
Georgetown	38
Downtown	32
Capitol Hill	30
Adams Morgan	20
Logan Circle/ Shaw	18
Near Northeast	14
Columbia Heights	14
Cardozo/ Shaw	12
All others	213
Total	508



Loading zones grouped by hourly service schedules

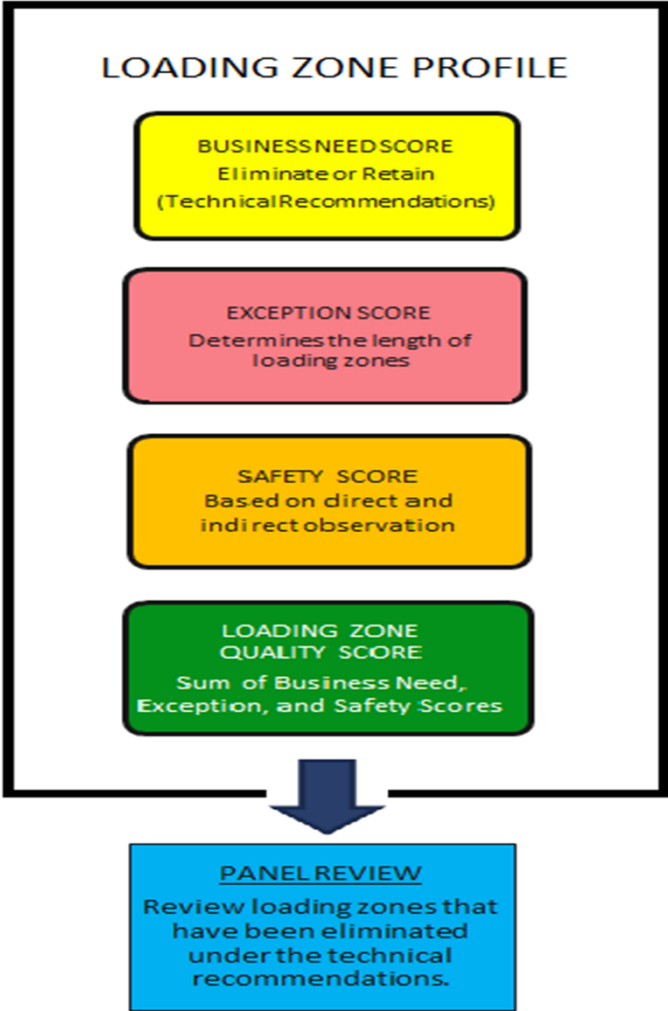


Technical Evaluation Process...

RAW DATA

The raw data used to create these profiles include land use/zoning data, commercial composition of each block; chronometric delivery data - including day of week, time of day, delivery durations, and wait times; vehicle types and lengths, data about how the space is being used, and miscellaneous field commentary.

* The Exception score is produced by a set of multipliers, which are based on vehicle lengths typical of each business type.

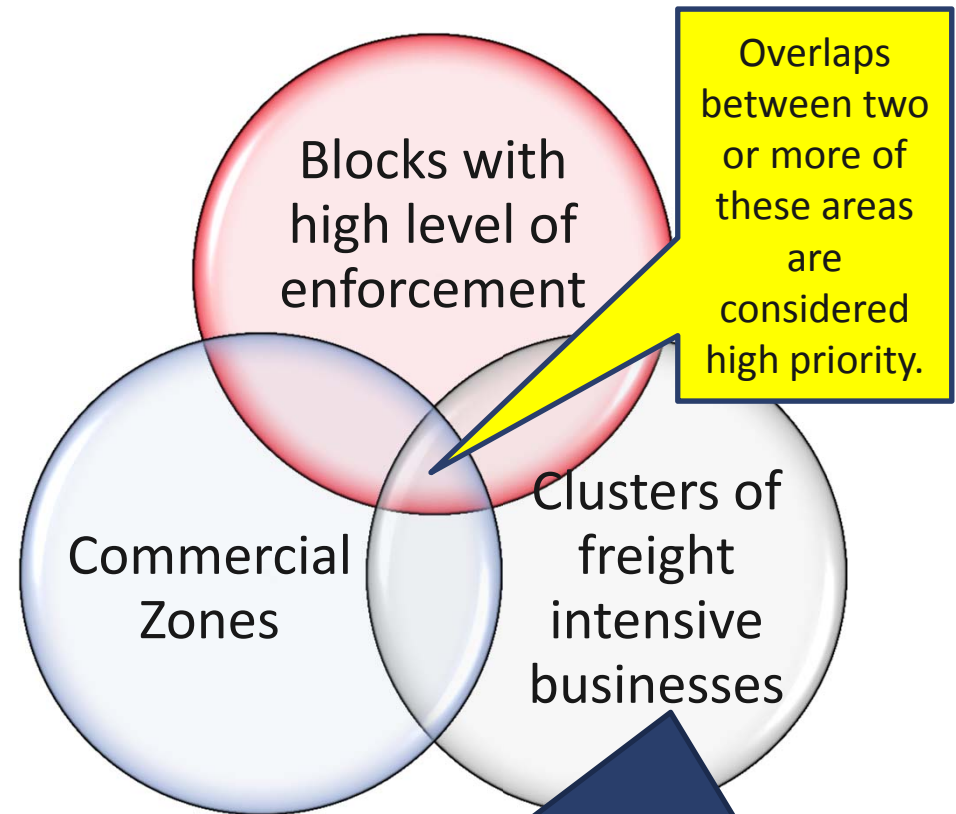


Enhancing Loading Zone Network

DDOT is developing a method to identify need for additional commercial loading zones.

From the available data, the focus was narrowed to these three points.

- Blocks where high level of loading zone tickets have been issued
- Areas zoned for commercial activity
- Clusters of freight-intensive businesses
- Implementing innovative solutions



Freight intensive businesses include eat and drink places, merchandise stores, food stores, miscellaneous retailers, garment and Accessories retailers, home furnishings retailers, personal services businesses, and business services.

The loading zone request form

DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

COMMERCIAL LOADING ZONE REQUEST

Please complete this form in its entirety. All fields must be populated in order for a loading zone request to be considered.

Type of request	Add new zone <input type="checkbox"/> Modify zone <input type="checkbox"/> Modify signage <input type="checkbox"/> Eliminate zone <input type="checkbox"/>
Location (Address)	Indicate here the address where loading zone is requested
Side of Street	East <input type="checkbox"/> West <input type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/>
Position on the block	Near (lower street number) <input type="checkbox"/> Middle (middle of the block) <input type="checkbox"/> Far (higher street numbers) <input type="checkbox"/>
Requestor	Type requestor name here
Description of request	Type description of request here
Reason/Basis for request	Provide reason/ grounds for request here.
Signature of requestor	

A DC business may use this form to request a loading zone on their block.

Once the form is received, DDOT reviews the request (investigates) and makes a recommendation.

Next Steps

Spring 2013

- Signage refresh and updates
 - Replace missing and damaged signs
 - Signage without daily and hourly restrictions will be replaced
 - Loading hours will be reduced in some cases, based on recommendations of adjacent businesses
- Modifications of spaces (extend, reduce, reposition)
- Awareness campaign and inter-agency training

Summer 2013

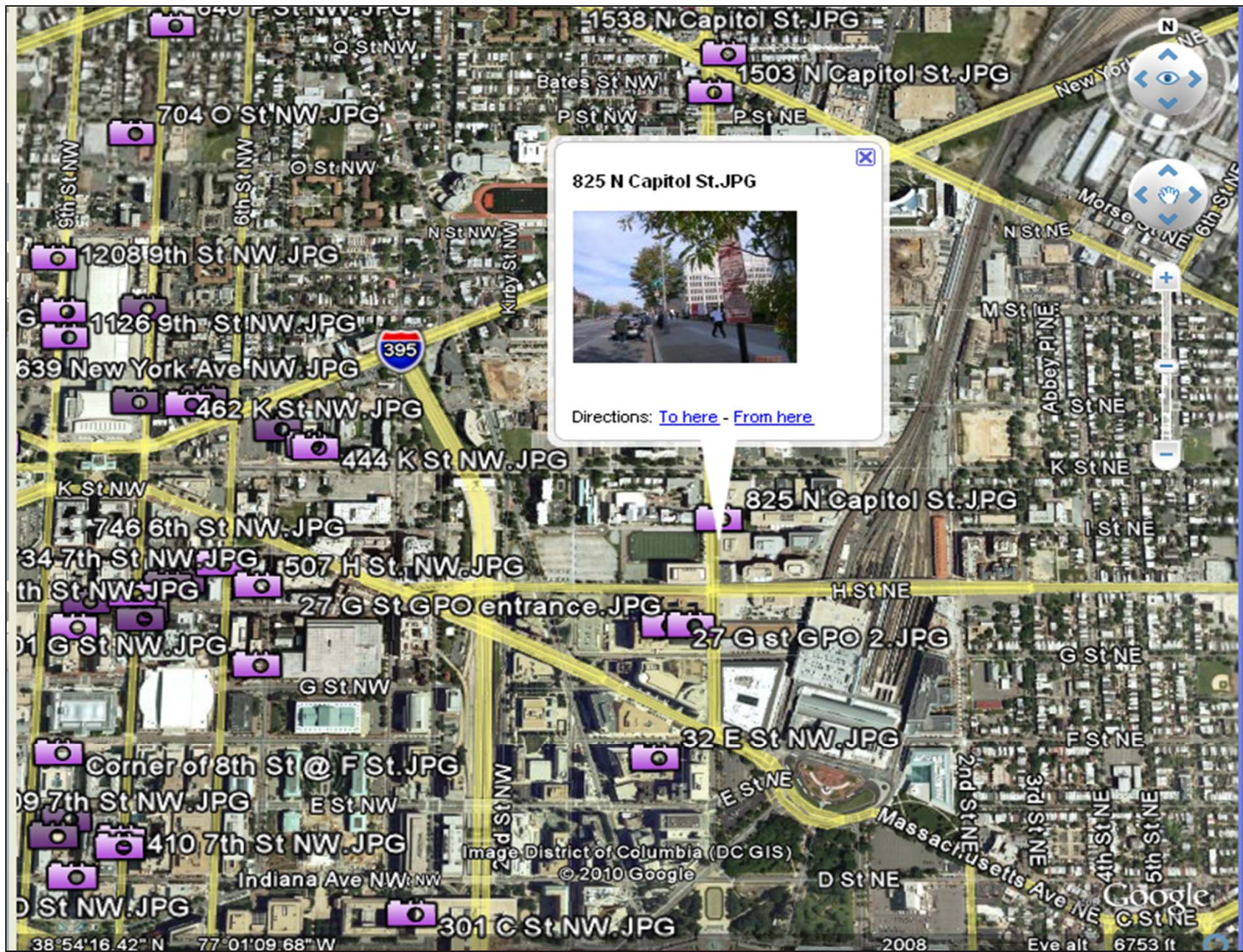
- Adjustments to meter infrastructure
- Full operation

Future Projects

- MoveDC- Long Range Multimodal Plan
- Off Hour Delivery Pilot
- Freight Plan
- Dynamic Parking Pricing Grant
- Truck Signage Plan

d. delivers

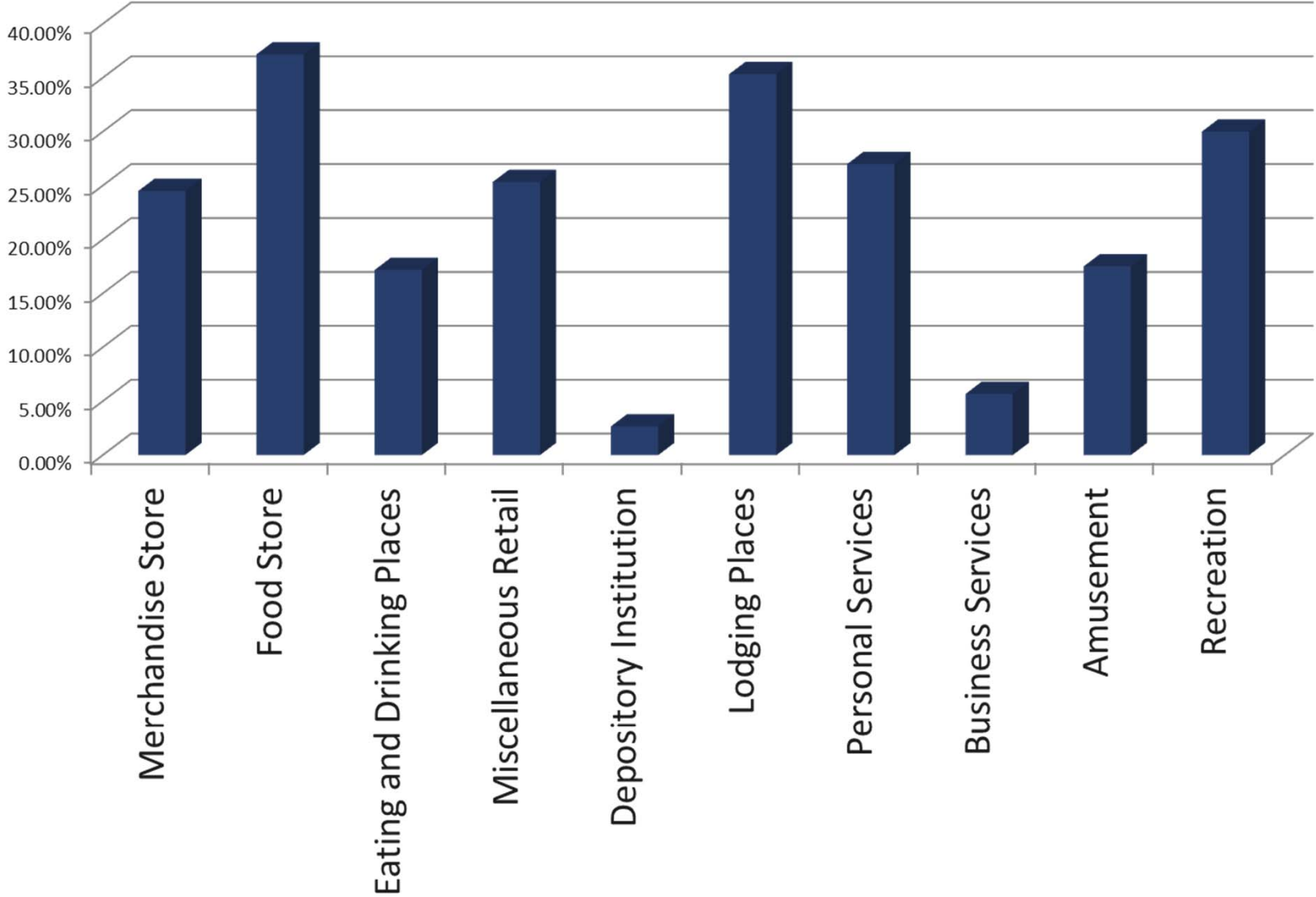




Loading Zone Allocation Model

- Developing a data driven process to manage the designation of commercial vehicle loading space
- Provides basis to allocate specific amounts of curb space
- Baseline to use occupancy data (sensors) for freight planning purposes

Occupancy Rate by SIC Code



Commercial Vehicle Loading Zone Analysis Model

Commercial Vehicle Loading Zone Analysis Model:			
Business SIC Category:	58	Business SIC Category:	54
Occupancy Rate	37.17%	Occupancy Rate	17.17%
Total Number of Deliveries	13	Total Number of Deliveries	4
Total Delivery Time (Minutes)	223	Total Delivery Time (Minutes)	90.5
On Average Each Delivery is: (Auto-Populated)	17.15384615	On Average Each Delivery is: (Auto-Populated)	22.625
Please Enter # of Businesses in This SIC Category:	1	Please Enter # of Businesses in This SIC Category:	1
Total Deliveries/Day: (Auto-Populated)	13	Total Deliveries/Day: (Auto-Populated)	4
Minutes Utilization: (Auto-Populated)	223	Minutes Utilization: (Auto-Populated)	90.5
Delivery Utilization Index: (Auto-Populated)	37.17%	Delivery Utilization Index: (Auto-Populated)	15.08%
Total Index:(Auto-Populated)	0.743	Total Index:(Auto-Populated)	0.323
Is an alley available for loading and unloading?(Y or N)	N		
Is a loading dock available for loading and unloading? (Y or N)	N		
Block Make-up Index	2.746		
Should This Block Have a Commercial Vehicle Loading Zone?	LoadingZoneNotNeeded		

Shown Here: Codes 58 and 54.

User enters total number of businesses on the block that fit into the specified Business SIC Code

Note: Model includes codes 58, 86, 73, 70, 59, 53, 54, 60, 72, and 79.

	Adams Morgan	Capitol Hill	Central Business District	China Town	Columbia Heights	Georgetown
Business SIC Code						
Merchandise Store	4	9	0	11	4	5
Food Store	0	0	1	0	0	0
Eating and Drinking Places	0	0	2	1	0	0
Miscellaneous Retail	1	0	0	0	1	0
Depository Institution	1	1	2	1	2	1
Lodging Places	0	0	0	7	2	14
Personal Services	1	2	0	0	1	0
Business Services	0	1	3	1	2	1
Amusement/ Recreation	1	3	0	0	1	1
Membership Organization	0	0	0	1	1	0
Block Make-up Index	1.896	1.814	1.85	4.544	1.027	3.402