



## **FREIGHT SUBCOMMITTEE MEETING SUMMARY**

Monday September 16, 2019  
1:00 – 3:00 P.M.  
**DDOT HQ, 55 M St. SE, Room 439**

Chair: Laura MacNeil, District Department of Transportation

### **Attendees:**

Bala Akundi, Baltimore Metropolitan Council (phone)  
Dennis Ayuk, DDOT  
Jason Barnett, Arlington County  
Carlos Espindola, AECOM  
Oscar Gonzales, VRE  
Mackenzie Jarvis, NVTA  
David Lipscomb, DDOT  
Mosi London, AECOM  
Laura MacNeil, DDOT  
Dan Malouf, Arlington County  
L'Kiesha Markley, MD SHA  
Thomas Madrecki, Grocery Manufacturer's Association  
Regina Moore, VDOT  
Renee Morrison, E-Squared Engineering  
Laura Richards, Cambridge Systematics  
Lezlie Rupert, DDOT  
Jacqueline Thorne, MDOT-TSO-OFM  
Benito Perez, DDOT  
Mark Rawlings, DDOT  
Rahil Saeedi, CPCS Transcom  
Julia Thompson, CPCS Transcom

### **MWCOG Attendees:**

Michael Farrell, COG-DTP  
Matthew Gaskin, COG-DTP  
Andrew Meese, COG-DTP  
Jon Schermann, COG-DTP

## **MEETING NOTES**

### **1. WELCOME AND INTRODUCTIONS**

Participants introduced themselves.

### **2. OVERVIEW OF DDOT CURBSIDE EFFORTS**

*Benito Perez, Curbside Management Operations Planning Manager, District Department of Transportation and*

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.

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*David Lipscomb, Curbside Management Planner, District Department of Transportation*

Mr. Perez and Mr. Lipscomb provided an overview of DDOT's recent curbside management efforts including the creation of the Regional Curbside Management Roundtable. Curbside management includes the management of space along the curbside for activities such as parking, TNC pick-up/drop-off, freight, public transit, and other uses. Within the District the usage of the curb has changed significantly. Parking, curbside access and multimodal transportation are the major activities utilizing the curbside space in the District. The Vision of DC's curbside is to support diverse commercial areas within the District. Residents can generally expect to park within walking distance of home; and, all modes of access are comfortable, efficient, and attractive. Although every neighborhood is unique, most fall into one of four broad context types: Downtown Core/High Intensity, Mixed-Use/High-Intensity, Neighborhood Centers, and Residential/Low-Intensity. Aside from some of the established areas concerning the management of curbside management, which includes mass transit, loading/delivery, and residential parking there are a number of emerging strategies concerning management. These include metered parking (smart meters, occupancy monitoring, price-managed occupancy), loading and delivery (enforcement of loading zones), and residential parking (confirm demand with monitoring; demand-responsive pricing for non-residents), and visitor parking (free limited number allocation to residents; flex-pass type permit).

### **3. INITIAL DISCUSSIONS OF A TPB SPONSORED REGIONAL CURBSIDE "FORUM"**

*Jon Schermann, TPB Transportation Planner and Freight Subcommittee attendees*

Mr. Schermann enlisted subcommittee feedback on a Regional Curbside Forum. (date and location of forum yet to be determined) noting that while curbside management affects many of our (TPB) subcommittees, it was ultimately decided that for now the Freight Subcommittee will be handling curbside management discussions.

Discussion

*Different jurisdictions have different demands when it comes to curbside management, what/how does the COG define a curbside management strategy that would be applicable to all of the jurisdictions? Historically, this was an issue that COG did not get involved in, it was considered a local issue. But as time as progressed, the curbside access has become more complex, with emerging mobility options. We are still trying to determine what is the best way to address curbside management, because for example, curbside management in the District affects all other jurisdictions due to the large number of commuters who enter the District.*

*Mr. Schermann went on to talk about how the increase in e-commerce is placing heavy demand on the curbside. Another topic that was discussed included the need for data and performance measures. In the future having this information will enable TPB to bring information to the Board. Residential permit parking was another topic that was discussed. How do jurisdictions inform the public about the demand on the curbside? How do you make the curbside equitable for all? How do we get other "smaller" jurisdictions to start addressing curbside management now rather than later? One suggestion for that question was to link activity centers to curbside management. Another suggestion would be to focus on pilot programs for things such as daycare pickup and drop off for the outer jurisdictions, rather than TNCs for entertainment focused areas such as the District.*

### **4. OVERVIEW OF DDOT'S CURBFLOW PILOT**

*DeAngelo Baynes, Curbside Manager, District Department of Transportation and*

*David Lipscomb, Curbside Management Planner, District Department of Transportation*

Mr. Lipscomb and Mr. Baynes provided an overview of DDOT's current curbFlow pilot. Curbflow is a company that approached DDOT with a suggestion to try using their newly developed technology to manage the curbside in a similar fashion to how an air traffic controller manages the airways. The pilot included nine locations. A major challenge was how to have a private company manage public curbsides. This was addressed through an agreement stating that Curbflow was working on behalf of DDOT and that no revenue would be generated. Operations began on August 1<sup>st</sup>, 2019 and primarily targeted areas needing food delivery/pick up. This pilot was designed for quick drop-offs and pickups, not for loading and unloading. To date there have been 2500 registered users, many of whom have used the service twice, 420 advanced registrations, and 630 fleets. One of the interesting discoveries included the significant number of service vehicles that utilize the curb, this information can be useful for targeted enforcement.

*Have you considered applying any of these techniques on Massachusetts Ave NW where there are a lot of foreign missions or is that too difficult to handle?* We work with our mobility team to help identify the best areas for deployment. So, in reference on Massachusetts Ave there isn't a high level of drop off and pick up, there is an exception between Scott Circle and Dupont Circle. However, after field observations it was determined that this would not be a good deployment area due to the large number of circular driveways

*How do people reserve and pay for a spot? What's the enforcement?* That was a popular question we have been asked, in terms of enforcement we made sure to put up signage so drivers would know that this is a special area.

*When will the pilot be completed and can we expect data to be shared?* November 1<sup>st</sup> and we will go through the data first before sharing it more generally.

*Concerning enforcement, reserving spaces is great, but without heavy enforcement the money that is spent for making reservations doesn't make sense, so are you comfortable with the current level of enforcement?* We are very comfortable with the level of enforcement for PUDO Zones; however, part of enforcement deals with education of the public, particularly with the complicated parking signs found in the District. So we have greatly simplified the signs. The next step in enforcement, may include an increase of the parking fines for violators.

*If Curbflow had not approached DDOT, how would the data have been collected? Clearly it could be seen that there was a problem, did DDOT have the manpower and resources to handle such a task if Curbflow wouldn't have made the initial approach?* When I arrived at DDOT we did not have the resources and emerging technologies were quickly coming to market faster than we could keep up. Having learned from that in the future we could invest in time-lapse cameras.

## **5. TOUR OF CURBFLOW PILOT SITE**

*Ali Vahabzadeh, Founder & CEO, curbFlow*

Mr. Vahabzadeh led the group on a tour of a nearby curbFlow pilot site.

## **6. ADJOURN**