



Commercial Curbside Loading Zone Implementation Act

Status Briefing

COG

January 28th, 2009

d.

District Department of Transportation

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

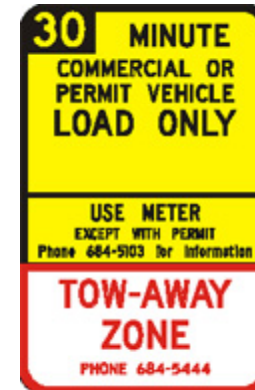
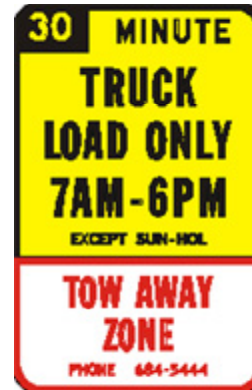
Meter Fees

- Identifying other city-based programs
 - San Francisco, California
 - Houston, Texas
 - New York , New York
 - Chicago, Illinois
 - Seattle, Washington



General Findings

- Loading zones are identified by curb markings for unloading and loading
- Dual use loading zones for freight and passenger loading
- Metered spaces are standard for commercial vehicles and passenger vehicles
- Various fees for commercial vehicles v. passenger vehicle in few cases (flat v. graduated)



General Findings (cont'd)

- Time limit typically 30 minutes for unloading/loading purposes
- Requirement for annual permit/decal process for carriers (Spokane)
- Uniform Signage



Approach (cont'd)

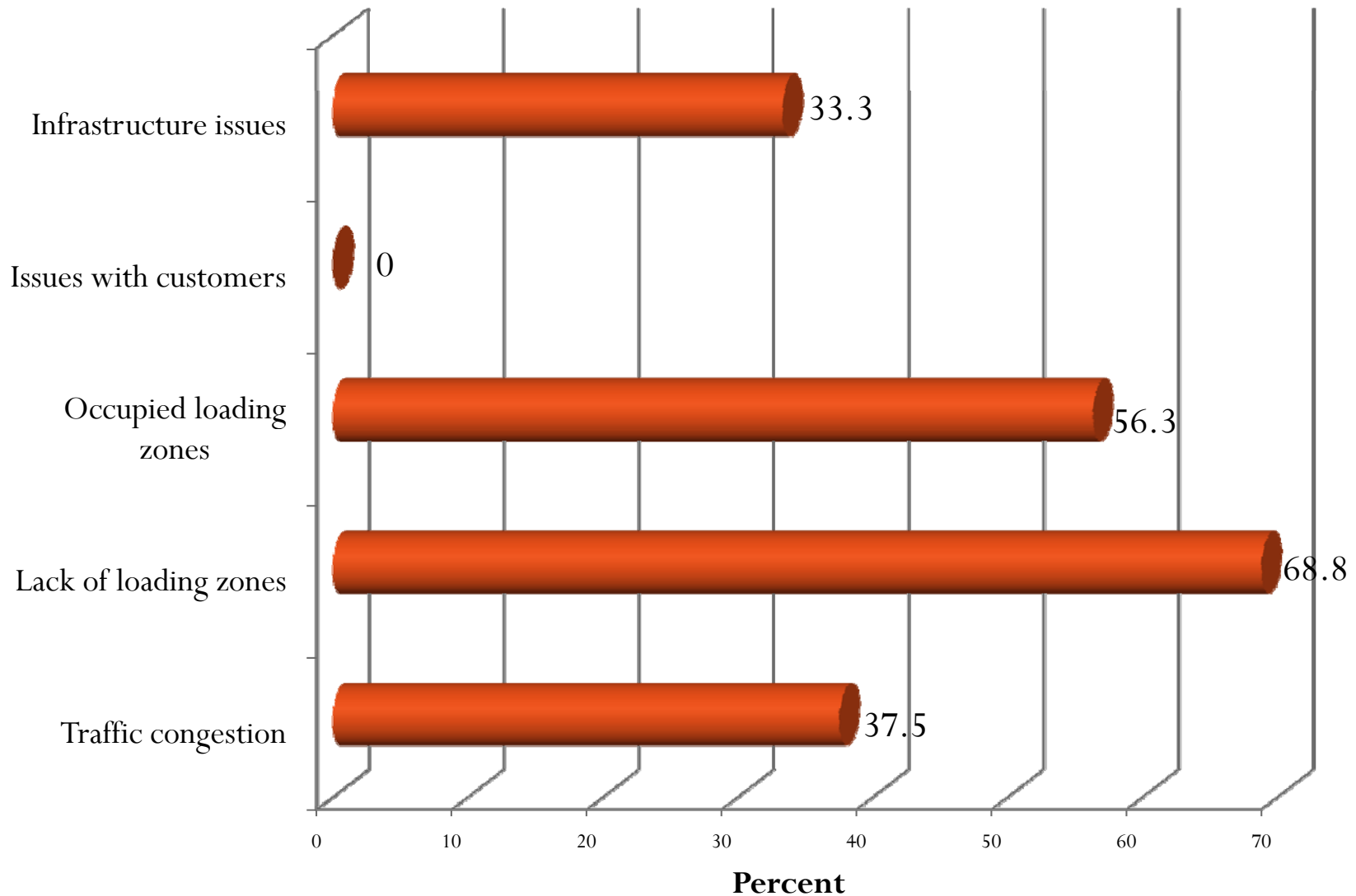
- Various methods of collecting fees
 - Muti-space meter
 - Pay-by phone
 - Park Magic
 - Additional technology being considered
- Setting meter rates by zones; graduated rates is an option
- Meter all loading zones through phased approach
 - Central Business District
 - Ust Street/Columbia Heights
 - Capitol Hill/SW
- Enforcement plan



Approach (cont'd)

- Incorporating feedback from stakeholders
 - BIDs(Business Improvement Districts)
 - Freight stakeholders
 - Other business interests
- Additional data collection efforts
 - Identification of loading zones in phased areas
 - Freight stakeholder survey
 - Focus Groups (FedEx, UPS, Guernsey Products, Association of Beverage Alcohol Wholesalers, ATA)

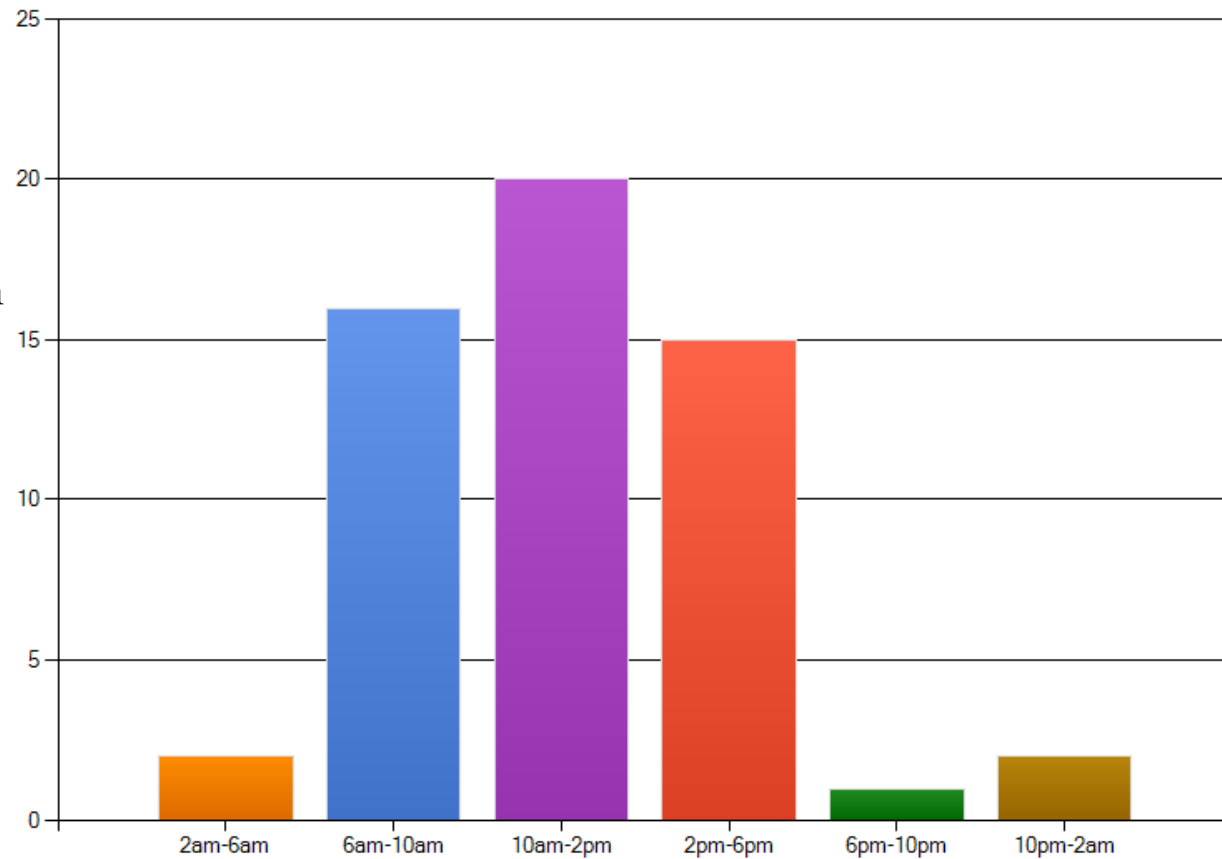
Survey Results



Survey Results (cont'd)

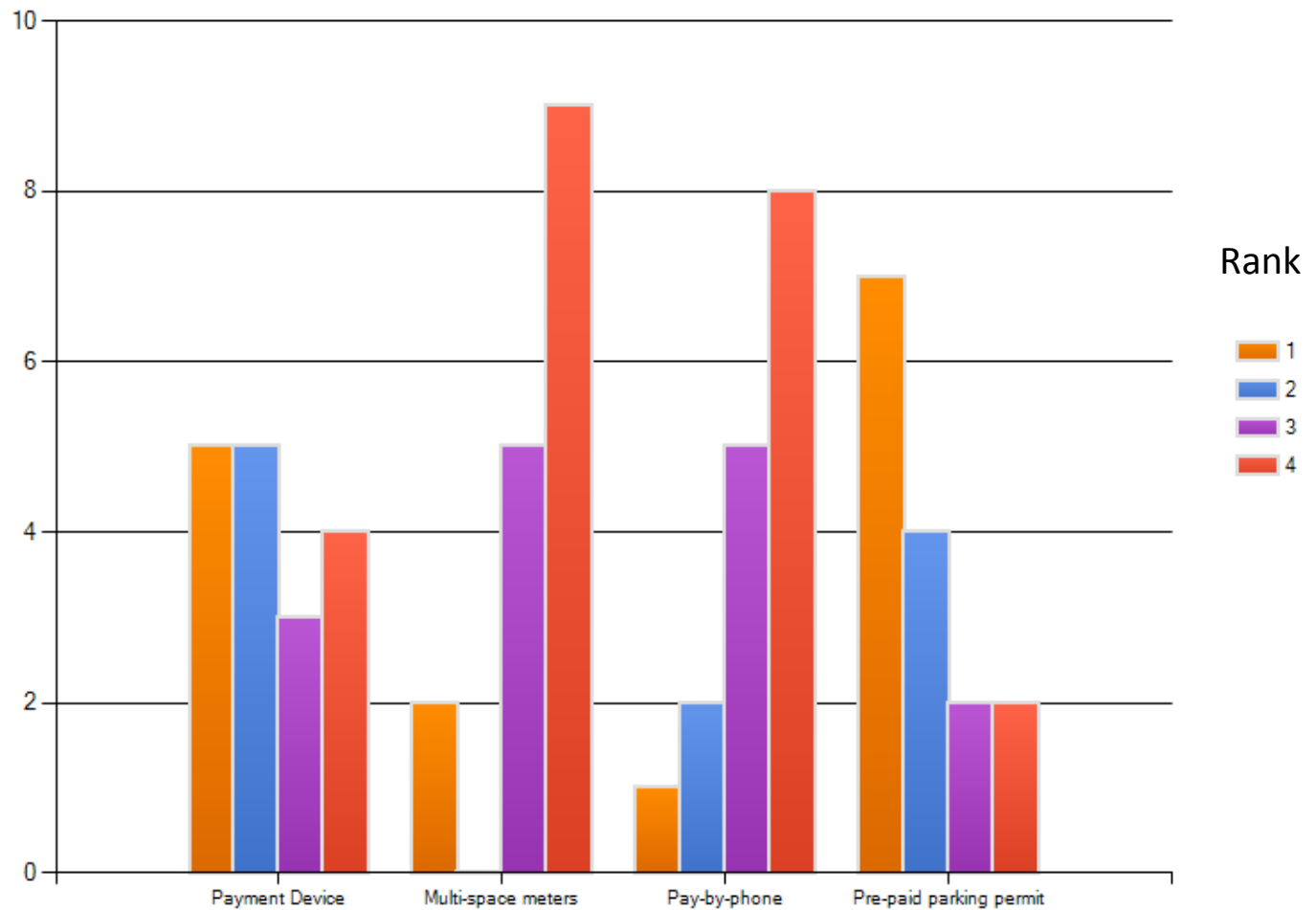
What time do you typically make deliveries?(You can select more than one)

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



Survey Results (cont'd)

Permit option ranked as the most favorable



Program recommendations

- Increase size of loading zones
- Identify underutilized loading zones and convert to metered parking spaces
- Establish consist time frame fro loading zones
- Establish payment process
 - Multispace meter
 - Permit

Permit option

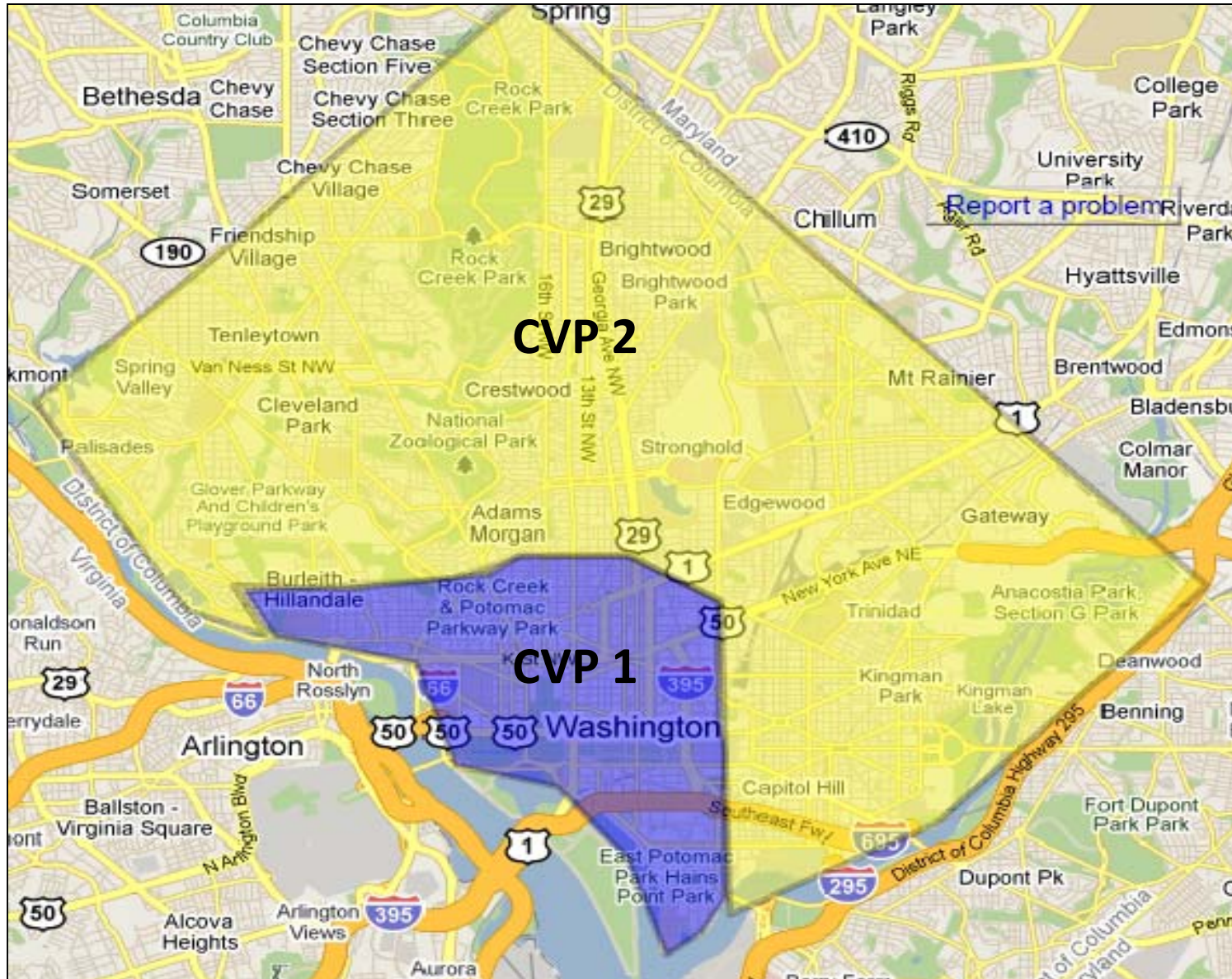
Multispace meter

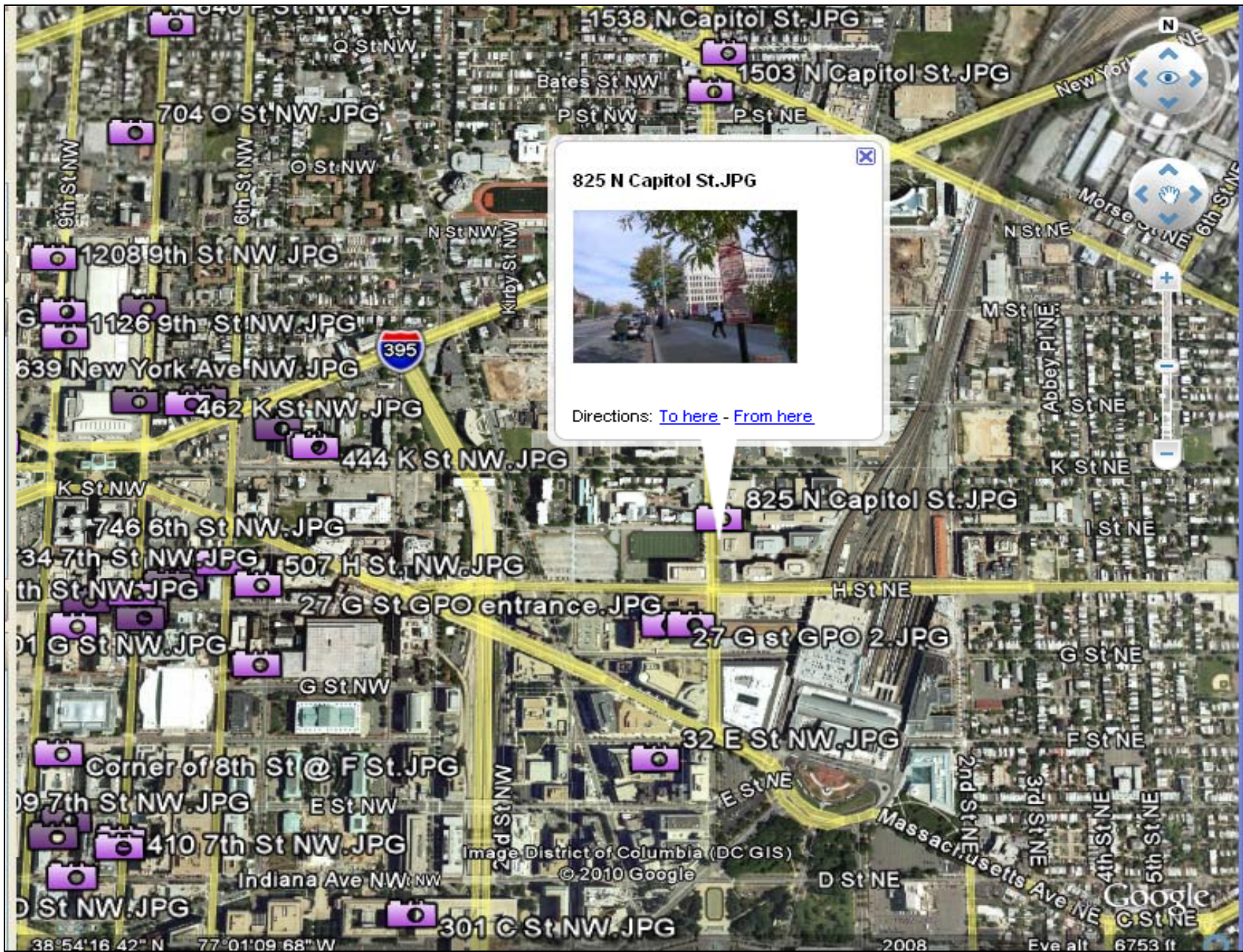
- Carrier will park and pay via a multispace meter when available (similar to current K St. operation)

Permit system

- Class A: A Commercial Vehicle can park for up to 2 hours.
- Class B: A Commercial Vehicle can park for up to 1 hour.
- Class C: A Commercial Vehicle can park for up to 30 minutes.
- Day Pass: A Commercial Vehicle can park for up to 2 hours (valid for 1 day; loading zone only)
- Allowance for carriers to park in regular metered parking spaces from 10:00am-2:00pm

Commercial Vehicle Parking Zones





Loading Zone Signage

COG performed field surveys to collect data on loading zones in select areas



Implementation plan

- DDOT will begin the management plan on three corridors in 3 areas in the District:
 - Central Business District (I St.)
 - Adams Morgan (Columbia Rd.)
 - Capitol Hill (Pennsylvania Ave.)
- 60 day pilot
- 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

Next Steps

- Internal Review/revision period
 - January 2010
- Submission to Rulemaking process
 - February 2010
- Projected pilot start date
 - June 2010

Questions?

Contact Information

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