

# Commercial Curbside Loading Zone Program

A decorative graphic at the bottom of the slide, featuring a thick red curved bar with a thin grey and dark blue line underneath it.

Freight Stakeholder Meeting  
April 11<sup>th</sup>, 2013

# Agenda

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



# Commercial Curbside Loading Zone Act

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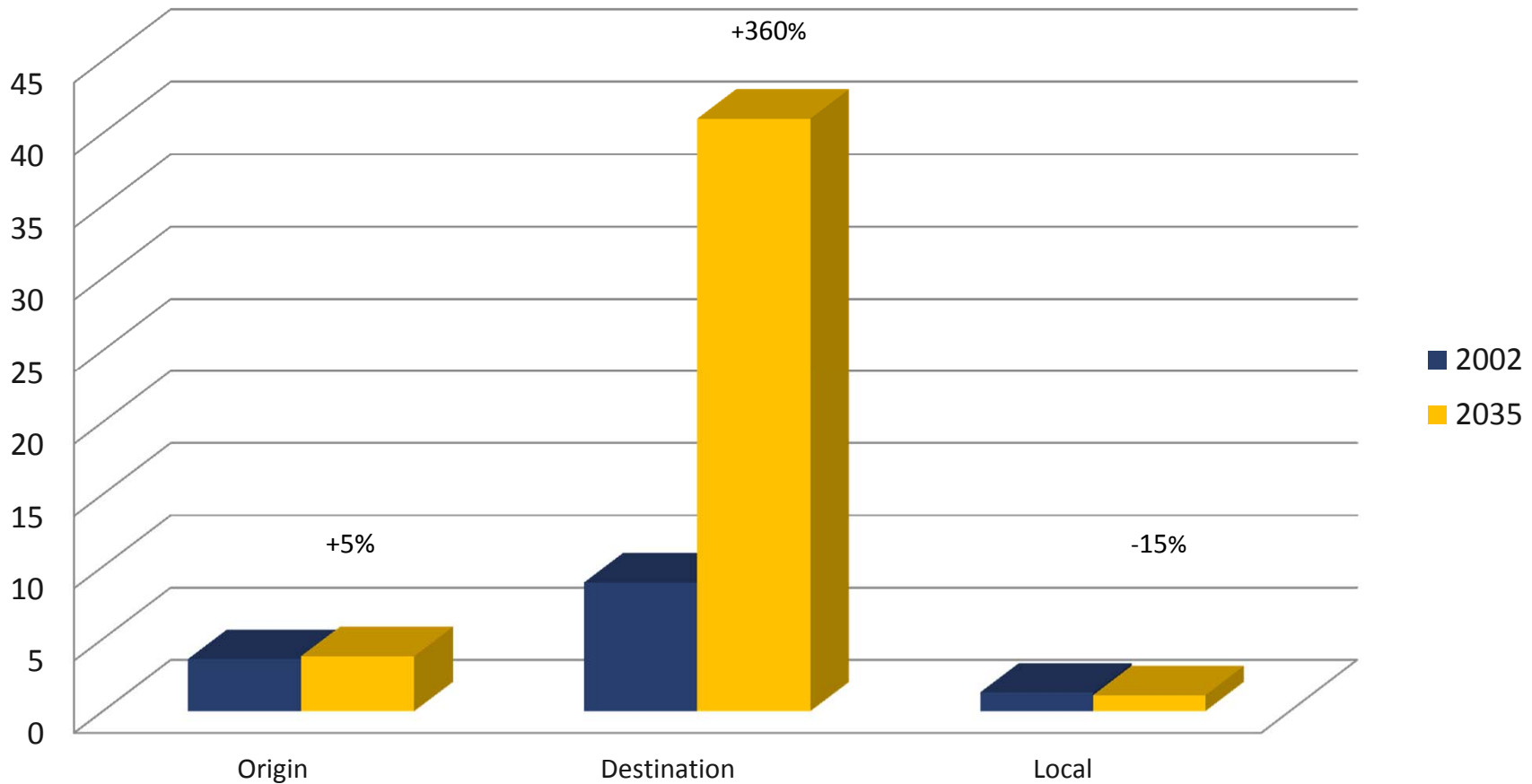
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- Bill 18-153 introduced to establish curbside loading zone program.  
Proposed legislation will:
  - Establish loading zone meter fees
  - Determine space for loading zones
  - Develop a payment process
  - Implement enforcement plan



# Overview of Freight Movement in District

Truck Volume (Tons)  
Washington, DC



***Top Trading Partners: Indiana, Maryland, Virginia, Pennsylvania***

# Freight Challenges

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- 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

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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

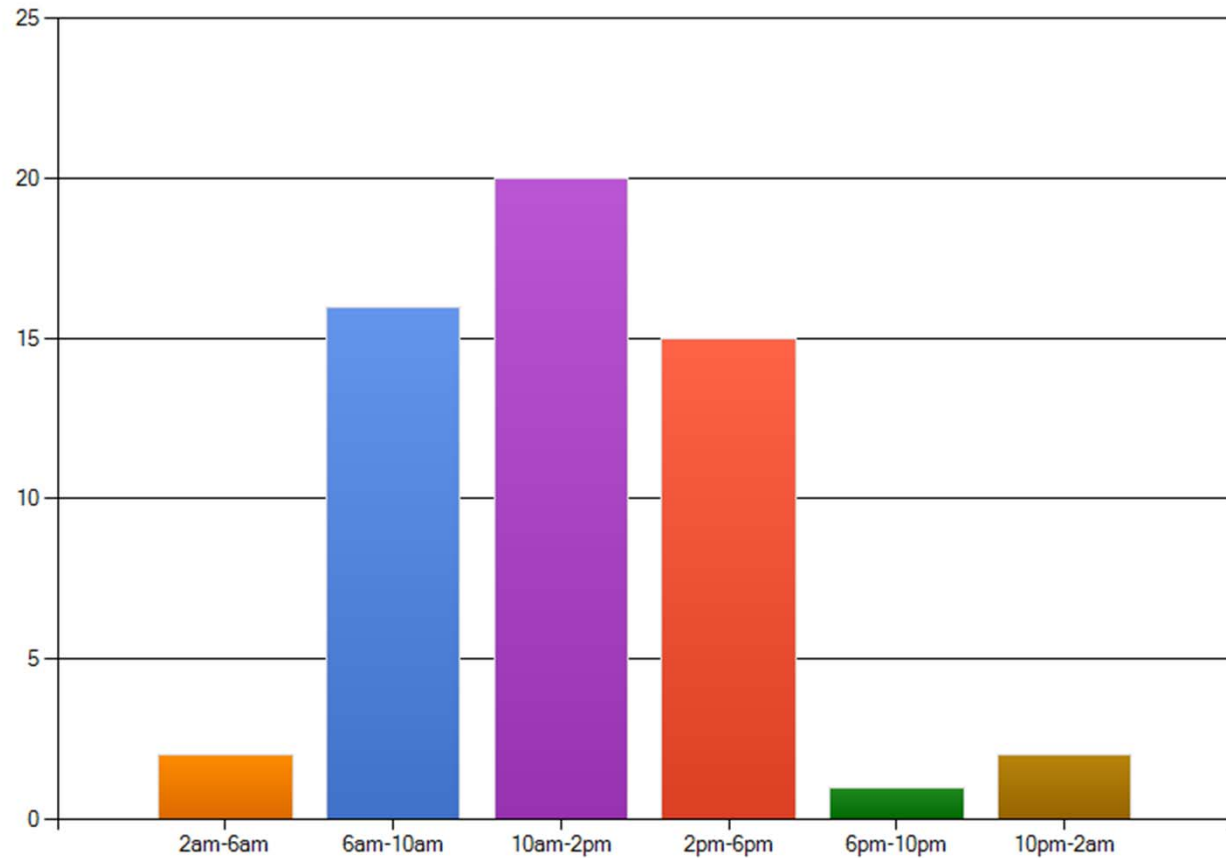


# Survey Results (2010)



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

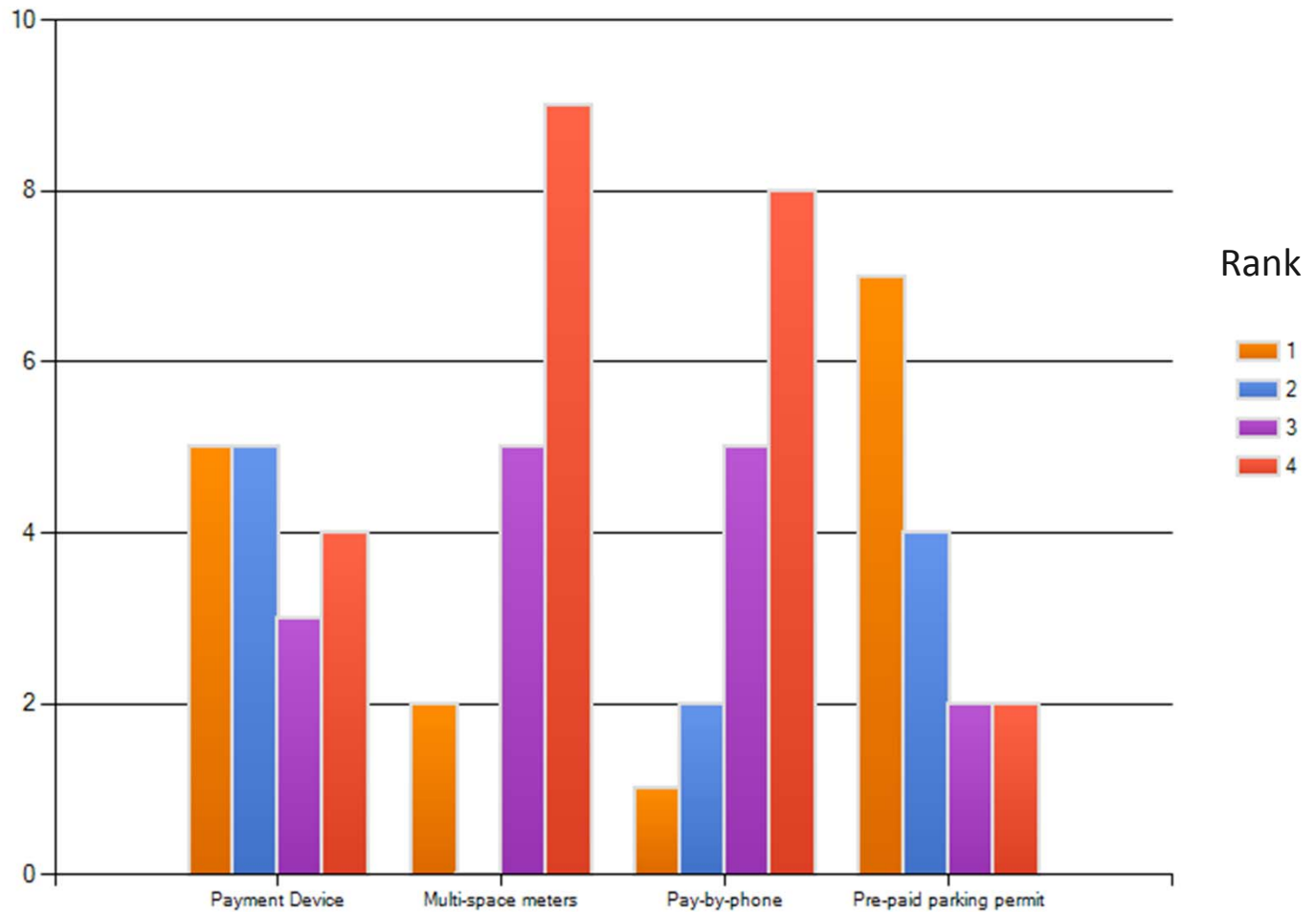
Most deliveries occur from 6:00am-6:00pm





# Survey Results (2010)

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



# Approach

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



# What We Heard

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- 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

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- 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)

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- 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

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- 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



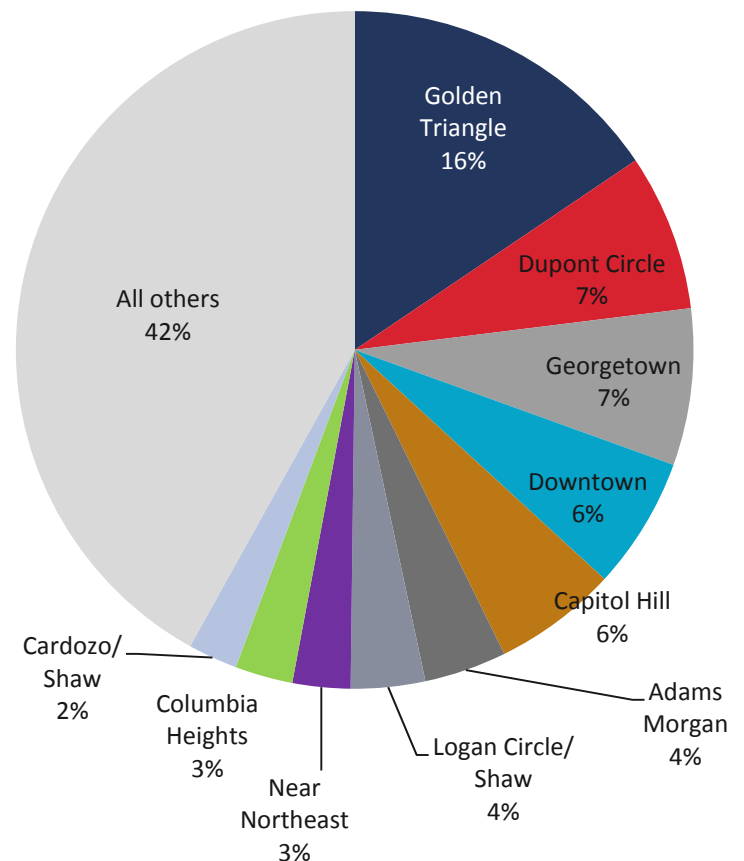
# Summary of DC Loading Zones

- 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

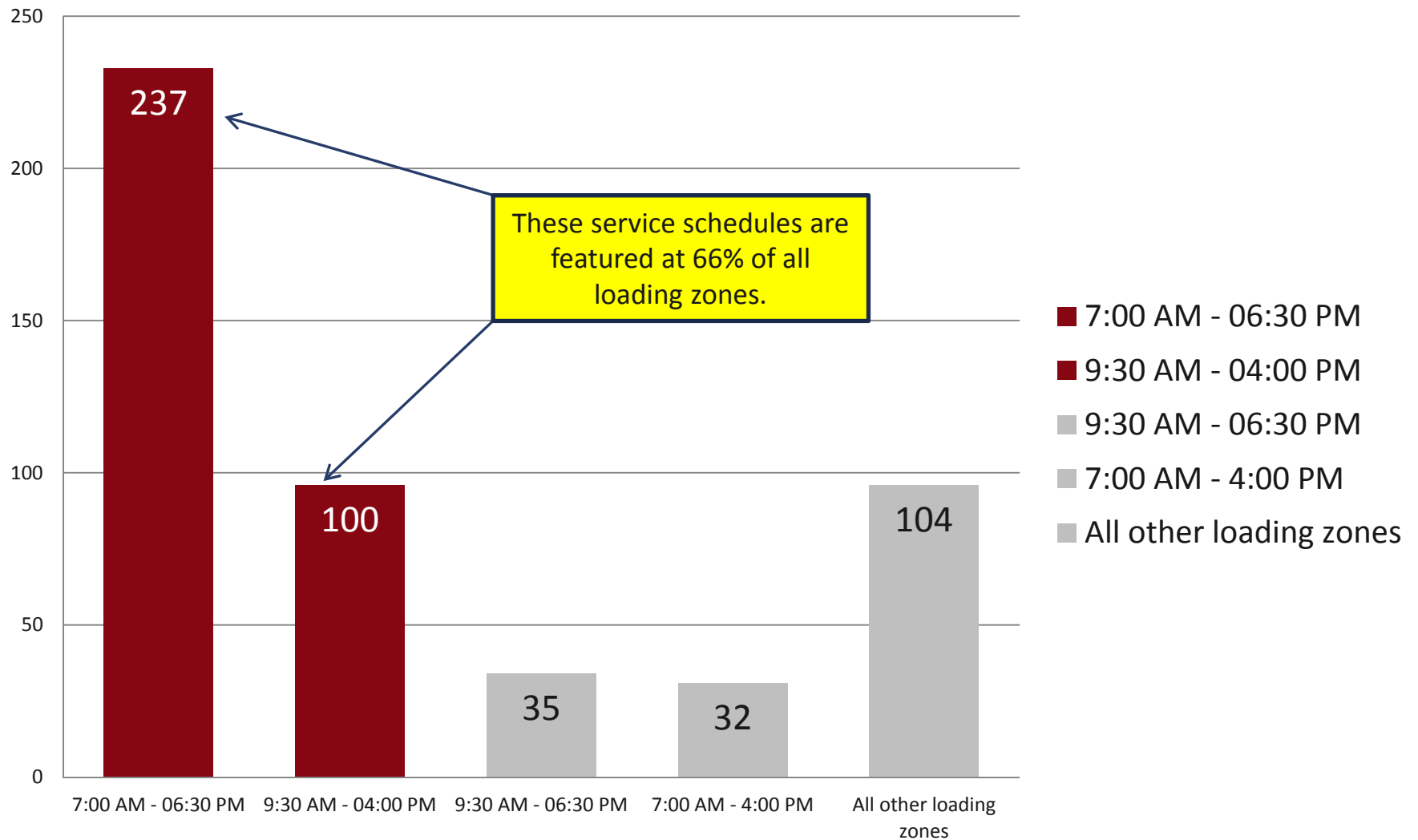


# Loading zones by Neighborhood

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
<b>Total</b>	<b>508</b>



# 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.

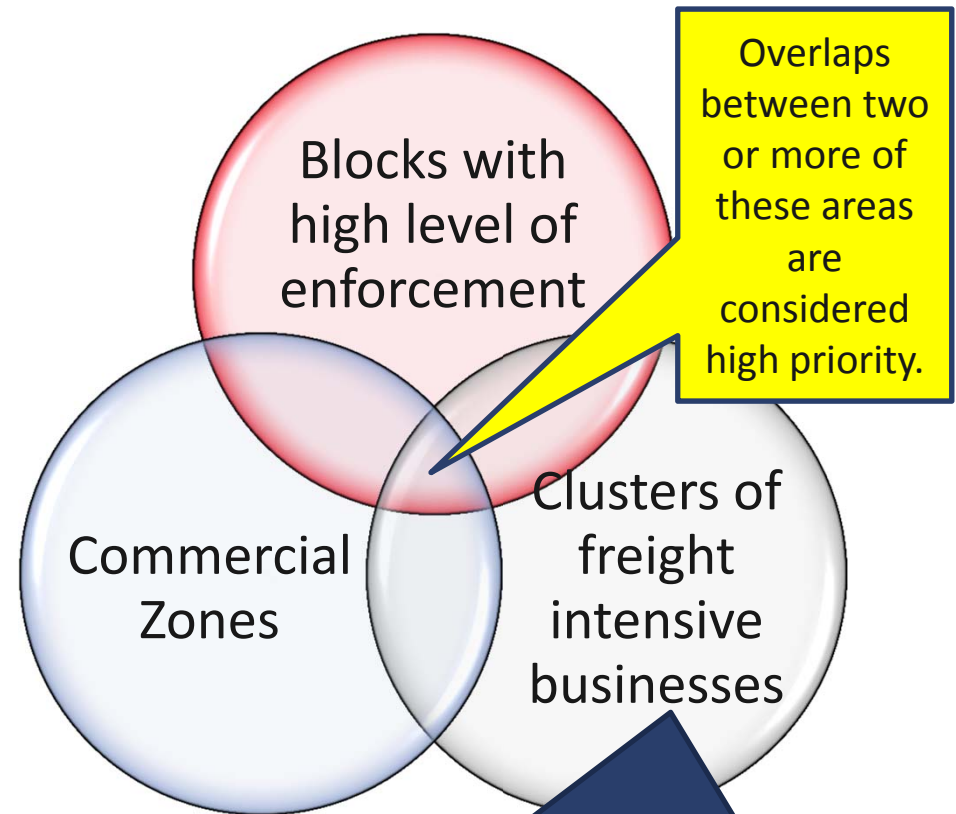


# Enhancing Loading Zone Network

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.

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

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

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## 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
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# Future Projects

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



d. delivers







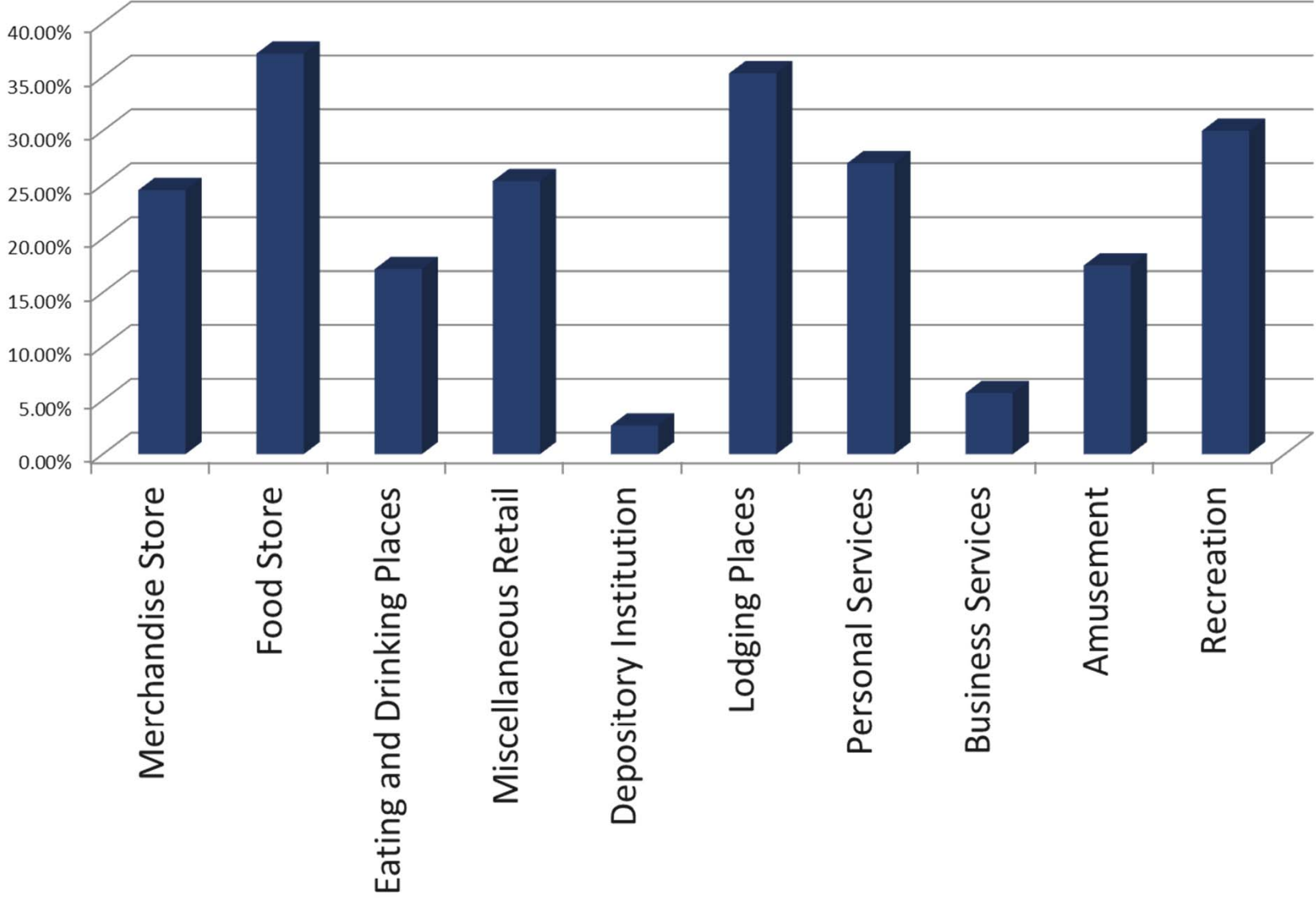
# Loading Zone Allocation Model

- 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
<b>Please Enter # of Businesses in This SIC Category:</b>	<b>1</b>	<b>Please Enter # of Businesses in This SIC Category:</b>	<b>1</b>
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.

	<b>Adams Morgan</b>	<b>Capitol Hill</b>	<b>Central Business District</b>	<b>China Town</b>	<b>Columbia Heights</b>	<b>Georgetown</b>
<b>Business SIC Code</b>						
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
<b>Block Make-up Index</b>	1.896	1.814	1.85	<b>4.544</b>	1.027	<b>3.402</b>

