



A Curbside Management Plan for the District of Columbia

ITE Mid-Colonial District Meeting, April 13, 2015

Using Spatial Analysis To Address Curbside Policy

On-Street Parking in the District the numbers:

- 635,000 residents
- 273,000 registered vehicles
- 120,000 residential parking permits
- 326,000 curbside parking spaces



Existing Policies and Competing Needs

d. Compendium

The DDOT Compendium lists policies and procedures for managing the District's transportation network and public space.

A B C D E F G H I L M N O P R S T U V W

Competing demands include commercial vehicles, retail patrons, residents, employees, transit vehicles, school buses, valets, and tour buses

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Parking

- [Bicycle Parking](#)
- [Car-Sharing](#)
- [Electric Vehicle Parking](#), see [Electric Vehicles](#)
- [Diplomat and Embassy Parking](#)
- [Motorcoach Parking](#), see [Motorcoaches](#)
- [Motorcycle & Motor-driven Cycle Parking](#), see [Parking](#)
- [Parking Enforcement](#), see [Enforcement](#)
- [Parking for Persons with Disabilities](#)
- [Parking Meters](#)
- [Parking Prohibitions and Restrictions](#)
- [Parking Tickets](#), see [Enforcement](#)
- [Performance Parking](#)
- [Residential Parking Permits \(RPP\)](#)
- [Temporary Parking Permits](#)
- [Temporary Parking Restrictions](#)
- [Valet Parking](#)
- [Visitor Parking](#)

Study Goals and Methodology

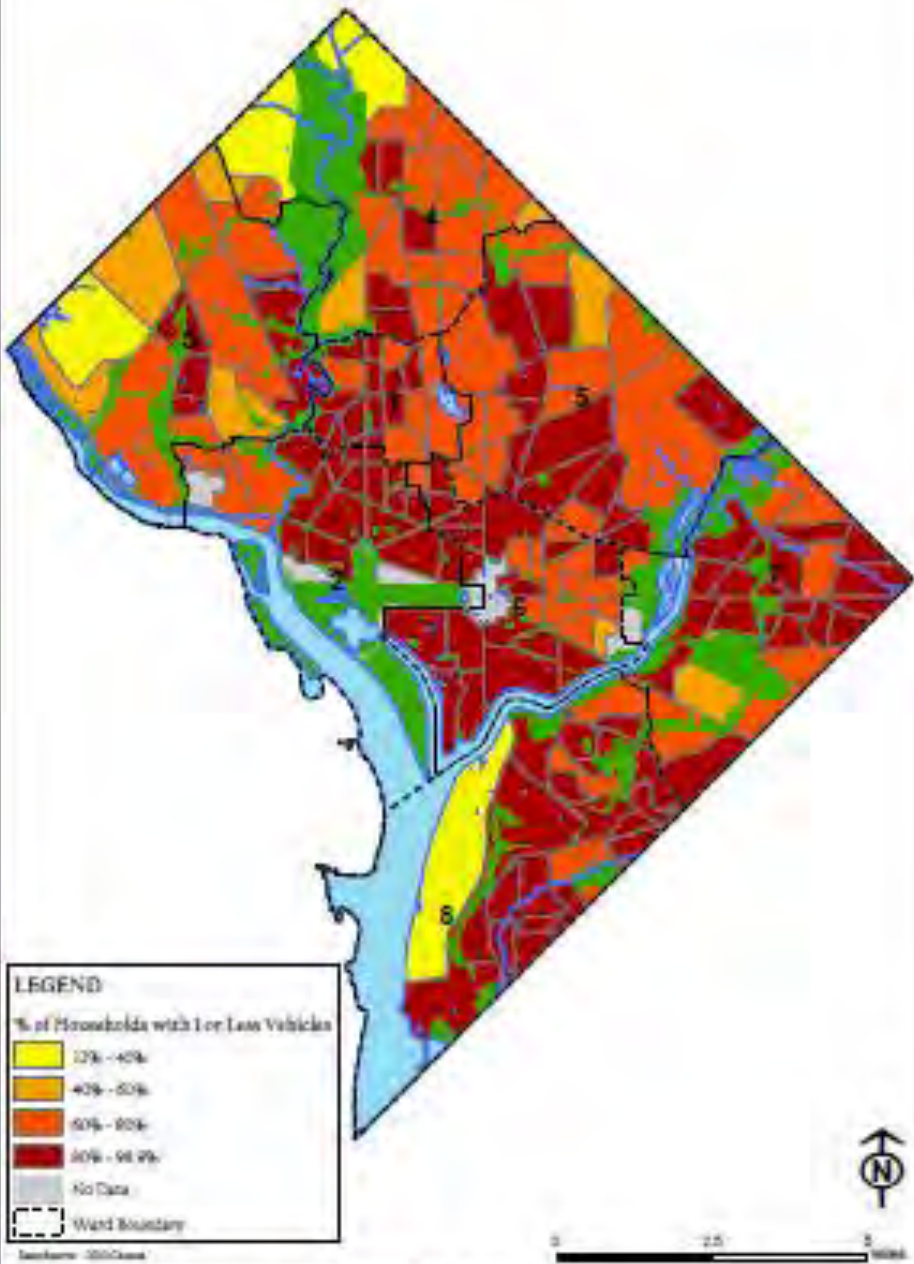
Goals

- preserve residential areas for residential parking (local support)
- Promote commerce through prioritizing customer and commercial vehicle parking,
- appropriately allocating parking resources through equitable pricing and regulations.

Methodology:

- inventory, document and map to a block level existing curbside regulation, supply and demand
 - Focus on key user groups and parking type (metered, reserved and restricted, mobility services and dynamic prohibitions)
 - Utilize big data (DDOT, MVA, Census and the EPA Smart Location Database)
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Percentage of Households with 1 or Fewer Vehicles - 2010



Households vs Curbside Parking Availability by Census Block Group
 Transit Accessibility

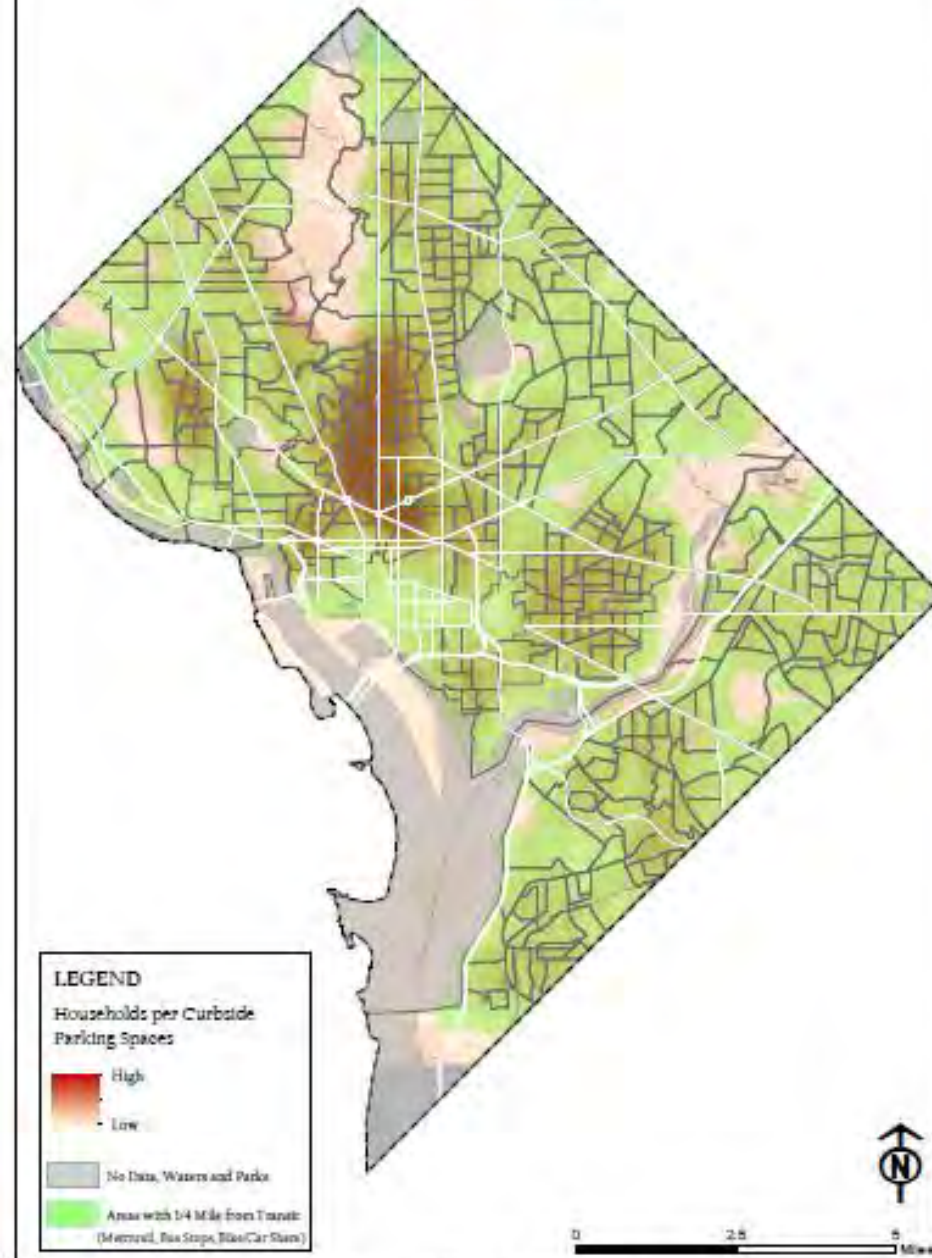


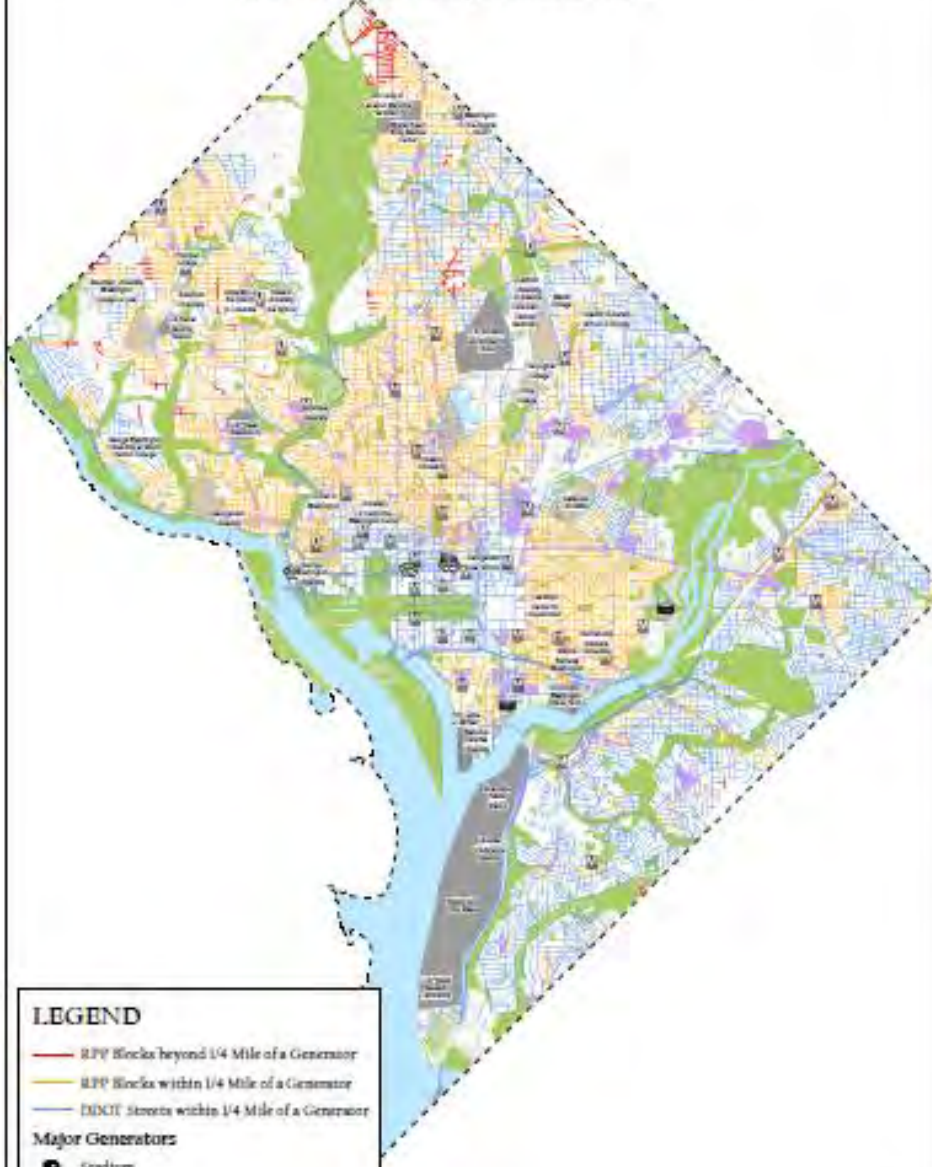
Figure 6 RPP and Resident Only Designated Blocks



— RPP Block
 — ERPP Block



RPP Blocks & Major Generators



LEGEND

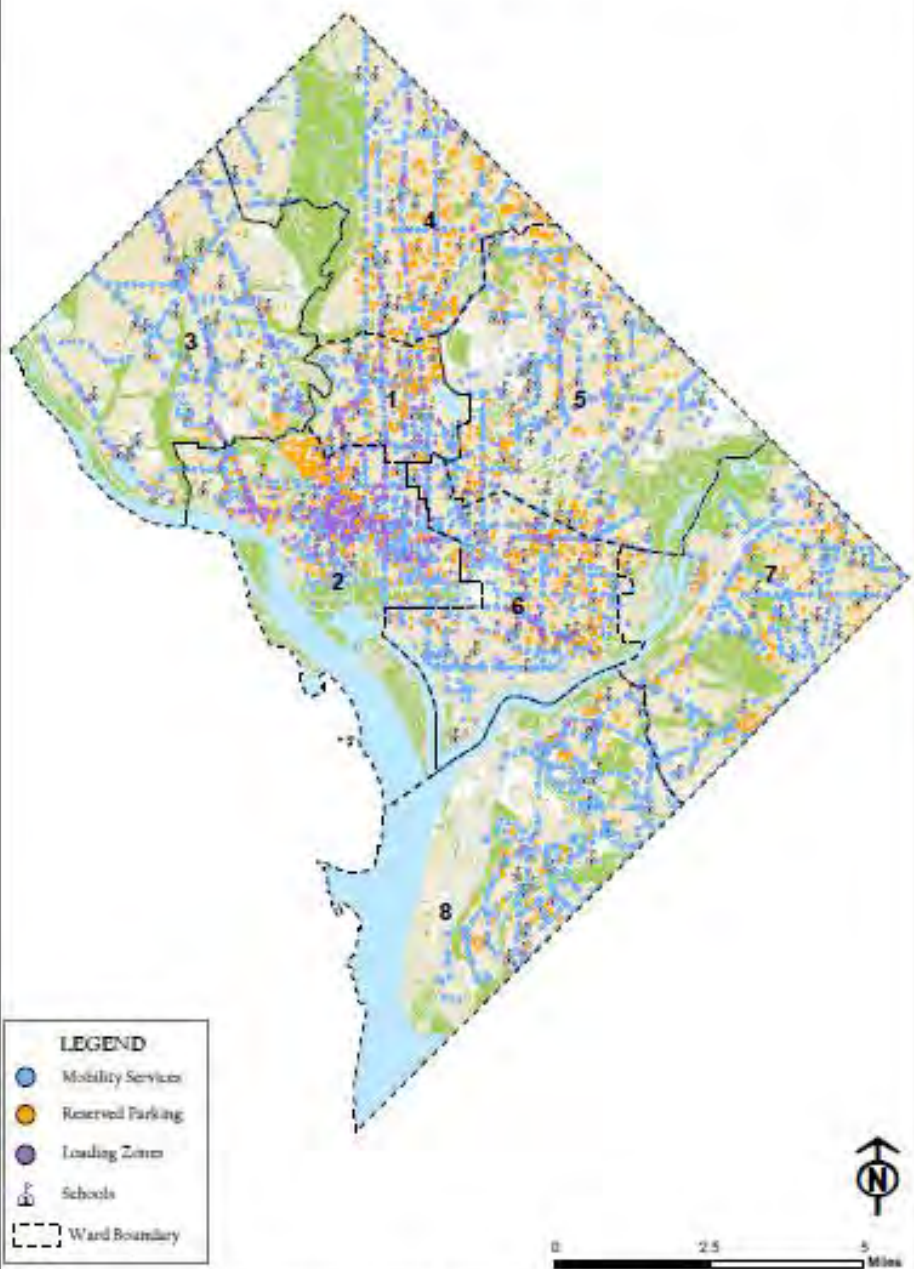
- RPP Blocks beyond 1/4 Mile of a Generator
- RPP Blocks within 1/4 Mile of a Generator
- DDCT Streets within 1/4 Mile of a Generator

Major Generators

- Stadium
- ⊗ Theater
- ⊗ Metrolink Station
- Commercial
- University
- Military



Special Permit Zones



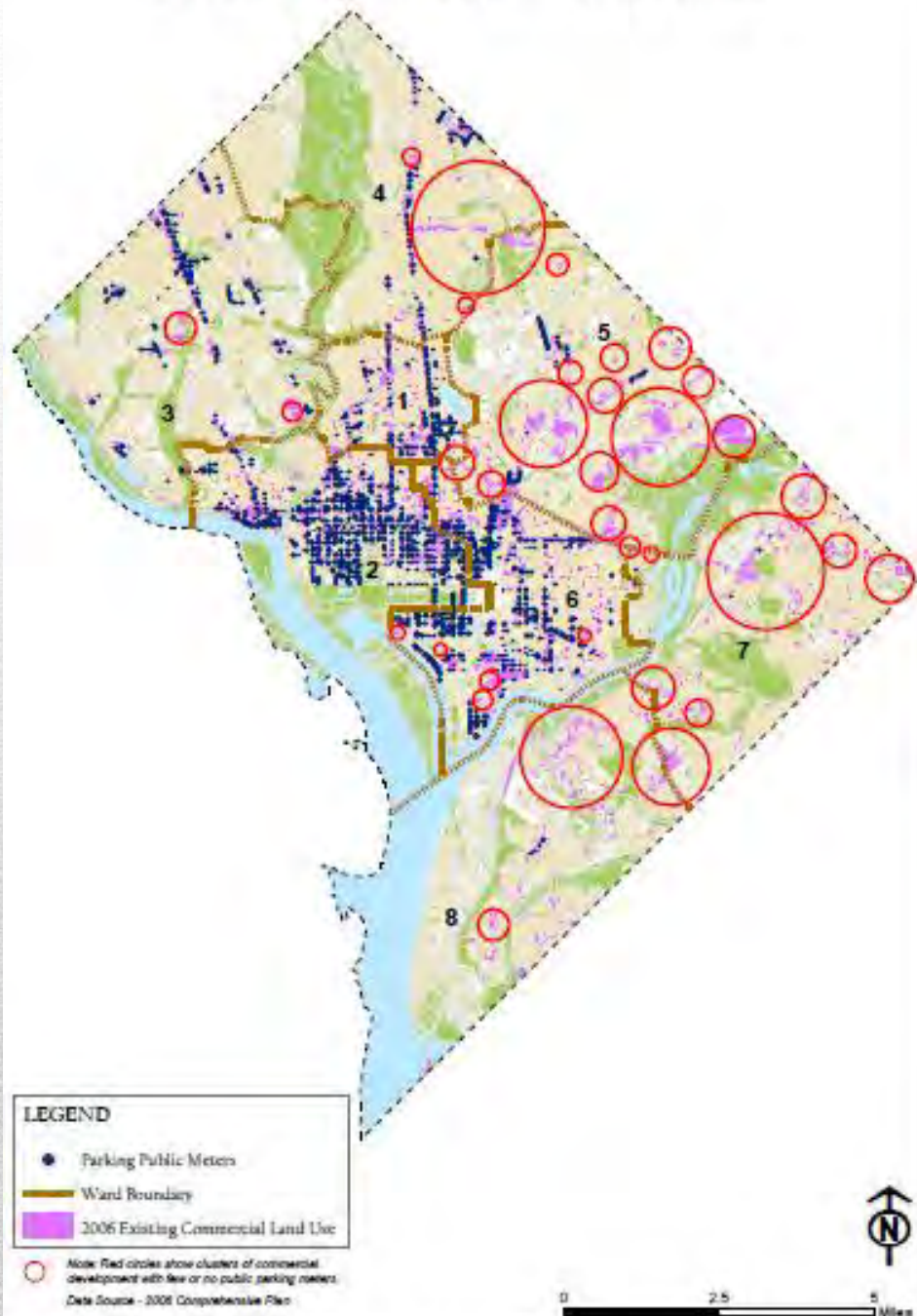
- LEGEND**
- Mobility Services
 - Reserved Parking
 - Loading Zones
 - Schools
 - Ward Boundary

Existing On-Street Rush Hour Restrictions



- LEGEND**
- Rush Hour Restrictions**
- AM Rush Hour Restricted 7:00-9:30 AM
 - PM Rush Hour Restricted 4:00-6:30 PM
 - AM & PM Rush Hour Restricted 7:00-9:30 AM, 4:00-6:30 PM
 - All-Day Restricted 7:00 AM-6:10 PM
 - No Parking Anytime
 - Other Restrictions (Sunday Only, One Day Restrictions, Street Cleaning)
- Land Use**
- Commercial
 - Residential
 - Mixed Use
 - Ward Boundary

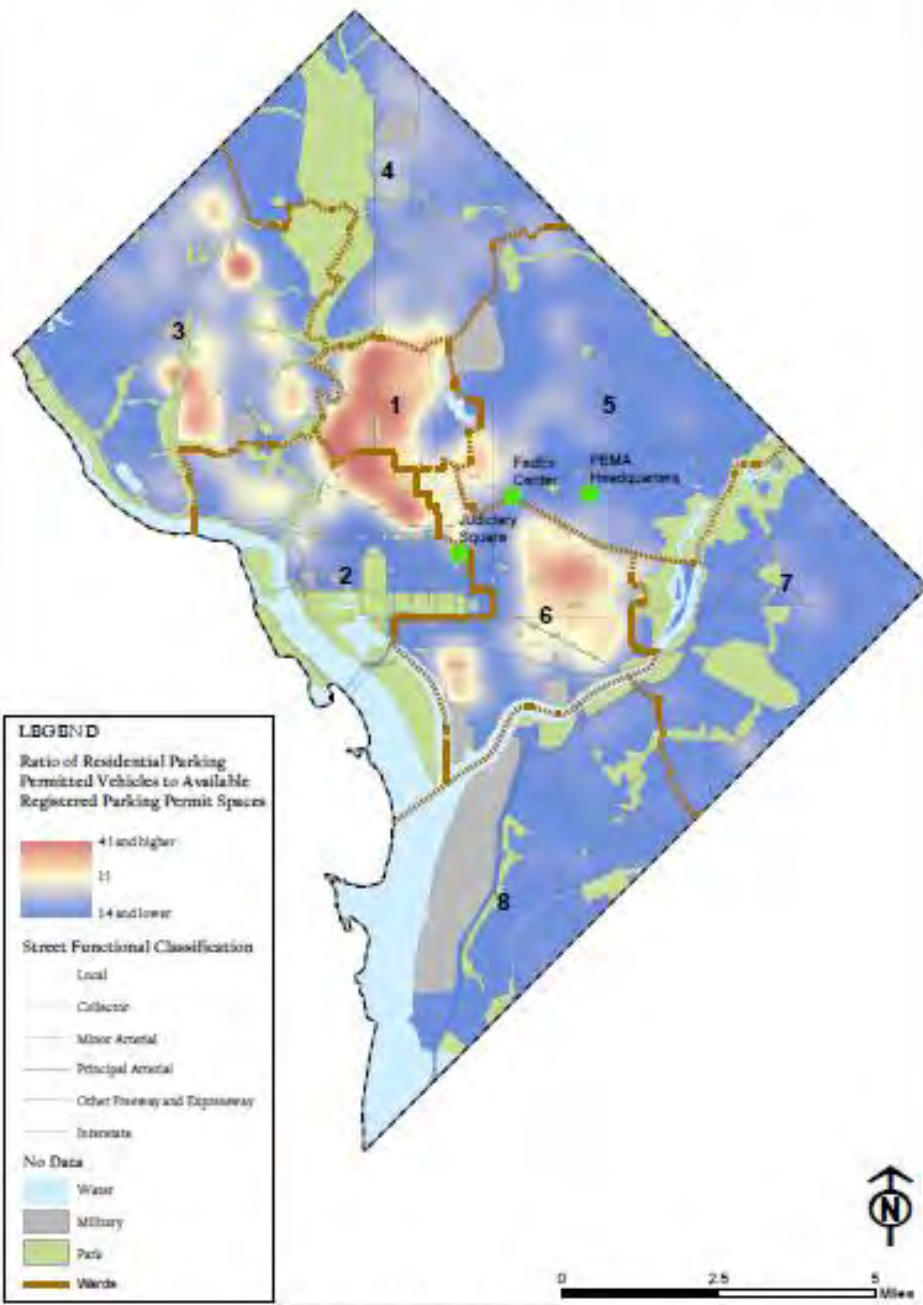
Public Parking Meters & Commercial Land Use



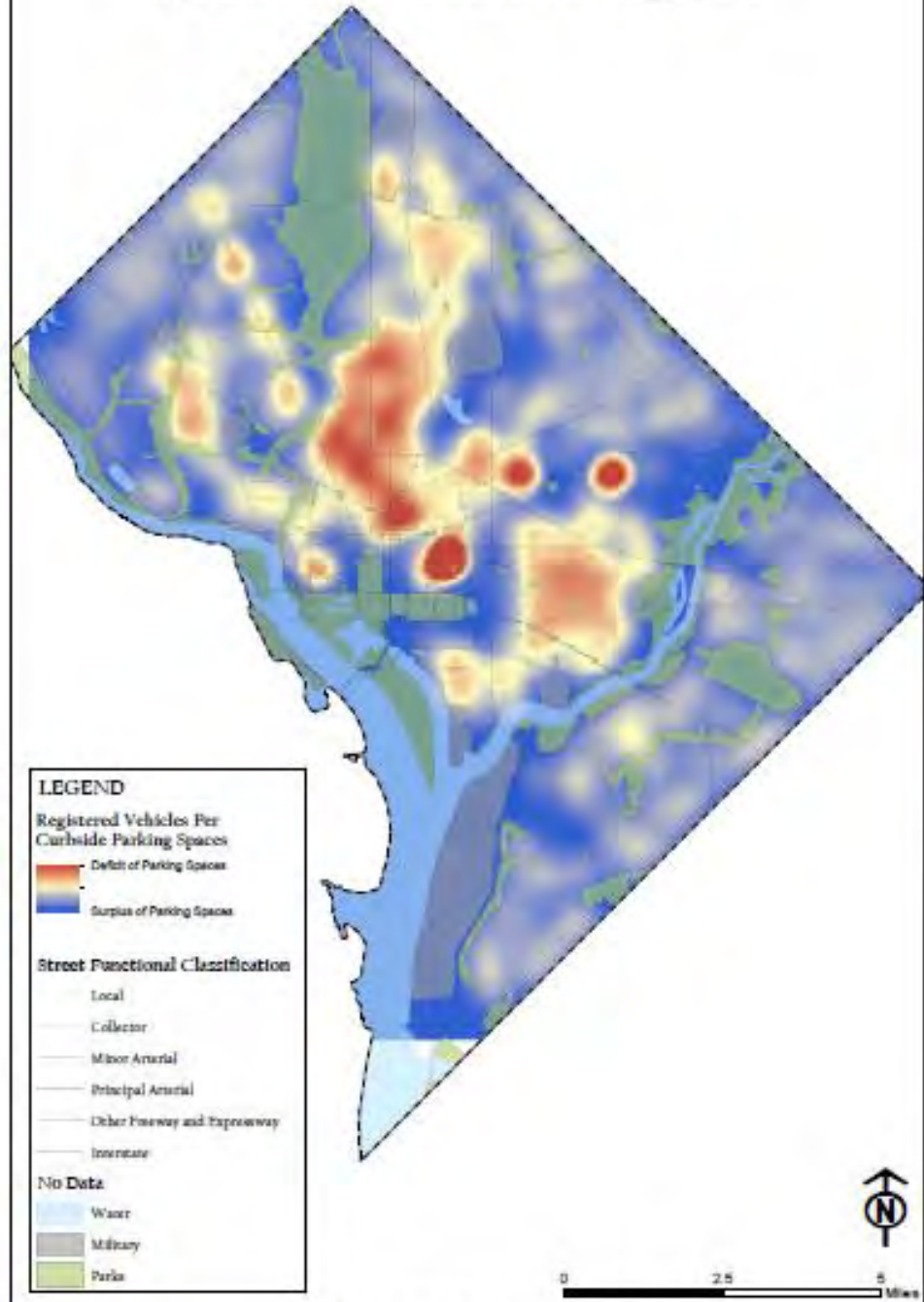
Parking Costs: Off-Street Facilities vs On-Street Metered Georgetown



Registered Parking Permit (RPP) Vehicles Per RPP Parking Spaces



Registered Vehicles Per Curbside Parking Spaces



Blueprint Objectives

- Recognizes that different areas of the District have distinctly different contexts that require appropriately adapted tools and applications
 - Makes possible a flexible and responsive program that is data driven and continuously modified as District neighborhoods change and evolve
 - Matches curbside approaches to context types.
 - Identifies four, stakeholder-vetted approaches:
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Stakeholder-Vetter Contextual Approach

- **Local Amenity Support** (a.k.a. Walkable Neighborhoods) – This approach begins from the premise that all District residents should be able to meet their typical daily needs—school, shopping, entertainment, recreation, and swift transportation connections to employment—within an easy walk of home. This approach prioritizes local businesses and destinations.
 - **Equitable Access** – This approach recognizes that although the District as a whole has many excellent commercial, educational, and other amenities, these are not equally distributed throughout the city and that residents with few quality amenities require access, at a reasonable cost, to these benefits in the city.
 - **Resident Priority and Protection** – With a focus on residential protection, this approach prioritizes curbside uses for existing local residents over new developments or outsiders.
 - **Managed Availability** – This approach seeks to strike just the right balance—“just enough” available on street parking to meet local needs without having too much that may go unused and attract local speeding or non-neighborhood gatherings. Managed availability uses price as a medium with which to find this balance
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Primary Typology

Identifies primary curbside contexts that should inform which approach/es should be applied/prioritized (see attached matrix from report):

- Downtown Core – Managed Availability
- Mixed-Use High Intensity Districts – Managed Availability
- Neighborhood Centers (Established) – Local Amenity Support/Managed Availability
- Neighborhood Centers (Emerging) – Local Amenity Support/Equitable Access
- Residential Areas (High-Demand) – Resident Protection/Managed Availability
- Residential Areas (Low-Demand) – Resident Protection/Equitable Access



Next Steps

NEAR TERM (2-12 MONTHS) – QUICK FIXES

- Continue to refine and improve Visitor Parking Pass program, including the temporary visitor pass
 - Expand Performance Parking Zones by launching the Chinatown pilot
 - Create a Performance Parking Algorithm to predict when parking rates in the existing performance parking districts should be adjusted and a set schedule to monitor and evaluate changes
 - Review geographic coverage to assess the appropriateness of applied curbside regulations in areas where there may be mismatches between contexts and regulations/priorities
 - Explore options to pilot smaller, neighborhood-based RPP zones
 - Increase governance coordination, particularly as necessary to ensure technology advances
 - Continue to implement innovative practices, such as metered loading and accessible metered parking
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Next Steps

MID TERM (12-24 MONTHS)

- Work with stakeholders to identify “right-fit” local application of the approaches

LONG TERM (>24 MONTHS)

- Seek necessary regulatory authority and operational latitude to implement the new tools and approaches
 - Acquire and establish technology
 - Collaborate with local neighborhoods for program adoption
 - Establish ongoing evaluation and monitoring program
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