

# Motorcoach Parking in the District of Columbia

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## Introduction

Washington, D.C., as a major tourist destination and employment center attracts **high motorcoach traffic**. DDOT's 2011 Motorcoach Action Plan identified key issues for motorcoach management, detailed current conditions, and proposed recommendations for improvement.

Motorcoaches contribute to **traffic congestion**, vehicle and pedestrian **safety issues**, **curbside use conflicts**, **infrastructure impacts**, and **air quality concerns**. The main challenges for DDOT have centered around providing adequate parking, identifying appropriate routes, identifying curbside space, and enforcement of regulations.

## Approach

DDOT's Parking and Ground Transportation Division (PGTD) reviewed documents on motorcoach curbside activities including reports from **DDOT**, the **National Capital Planning Commission**, the **National Park Service**, and the **Metropolitan Washington Council of Governments**.

**PGTD prioritized tour bus (Phase 1) and commuter bus (Phases 2 and 3) parking** based on their impacts on traffic, DDOT's authority to implement solutions quickly, their importance to the local economy, and data supporting the need for increased resources.

## Stakeholder Concerns

PGTD consulted with Destination DC to better understand their concerns as well as those of motorcoach operators and the National Park Service, all major stakeholders with respect to motorcoach operations. Key concerns included:

- **Lack of parking spaces** which constrains operators' destinations (most important issue)
- **Inconvenience** of RFK Stadium and Union Station lots
- Drivers' need to stay close to groups to transport **senior citizens and disabled persons** short distances
- Tour guides' concern for safety of large groups of minors (**pedestrian safety and terrorism**)
- Dependence on buses in **inclement weather**
- **Loss of spaces** at The Wharf and Buzzard Point
- **New/relocated demand** from the Museum of the Bible, the International Spy Museum, and The Wharf
- Need for secure **overnight parking** locations

## Quick Facts

**21-25 million people visit the National Mall each year**

**1/3 arrive via motorcoach**

**1,200 motorcoaches visit the District per day during peak tourist season**

(Source: National Park Service. *National Mall and Memorial Parks Tour Bus Study*. June 2015)

## Objectives

- P** Increase the number of spaces available for motorcoaches, particularly near major cultural destinations and the National Mall
- zzz** Introduce safe and convenient overnight tour bus parking spaces for multi-day trips
- 🚗** Encourage drivers of personal vehicles to use off-street parking options

## Key Site Selection Criteria

Proximity to major **cultural destinations** (monuments, museums, memorials), the **National Mall**, **tourist-focused amenities** (restaurants, shopping, street vendors), and **transit**

Street/sidewalk **capacity**, **land use**, and curbside **restrictions** (vending, rush hour)

**Parking alternatives** for passenger vehicles

Impact on **viewsheds** and **pedestrian safety**

- |   |  |
|---|--|
| 1 <b>Museum of the Bible</b> – 300 block of Virginia Ave. SW                      | 6 <b>The National Mall (South)</b> – 400/1100 blocks of Independence Ave. SW                         |
| 2 <b>L'Enfant Plaza/International Spy Museum</b> – 300 block of L'Enfant Plaza SW | 7 <b>The National Mall (North)</b> – 1200 block of Constitution Ave. NW; 200 block of 10th Street NW |
| 3 <b>The White House</b> – 1400 block of New York Ave. NW                         | 8 <b>Penn Quarter/Downtown</b> – 600 block of Indiana Ave. NW  |
| 4 <b>The Ellipse (East)</b> – 200 block of 15th Street NW                         | 9 <b>The Ellipse (West)</b> – 1700 block of Virginia Ave. NW   |
| 5 <b>Frontage Road</b> – 700-900 blocks of Frontage Road SW                       | 10 <b>Capital One Arena</b> – 600 block of F Street NW   |

**MOTORCOACH PARKING ONLY**

**Coming Soon to This Location**

**Curbside Modified:**  
The parking spots in this location will soon convert to motorcoach parking only.

**Curbside Justified:**  
DDOT's motorcoach parking plan is designed to better accommodate the increase in visitors and motorcoach traffic by creating safe and convenient dropoff, pickup and parking.

**Curbside Identified:**  
DDOT's curbside management helps provide reliable access for homes, places of work and worship, commercial establishments, public facilities and amenities to all District residents, employers and visitors.

**.parkdc** **d.** MURIEL BOWSER, MAYOR

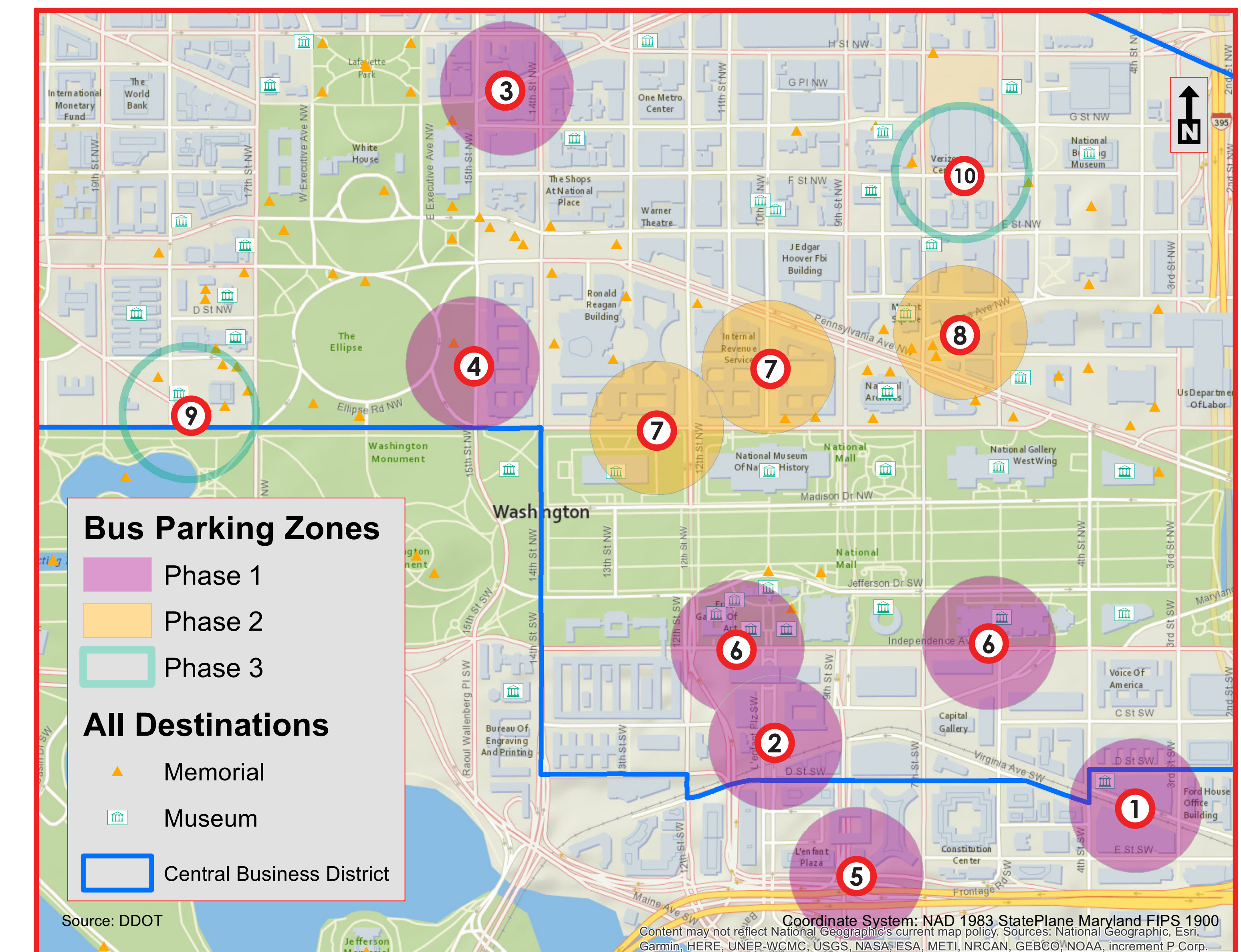


Buses parked along Virginia Avenue SW at the Museum of the Bible

## Proposed Parking Locations

The map below shows proposed tour bus parking locations with 1/3-mile walksheds. **Phase 1** locations were chosen from a preliminary set and then approved based on qualitative assessments during site visits. Phase 1 Parking zones will go live on a rolling schedule. Three bus zones are scheduled for deployment in August 2018.

**Phase 2 and 3** locations require further study before implementation. Those zones also may be considered for commuter bus staging.



## Implementation & Evaluation

In preparation for deployment, DDOT **participated in a webinar** in conjunction with Destination DC to inform the motorcoach operator community of coming changes. DDOT also posted **informational signage** and periodically **distributed flyers** (left) on vehicle windshields to **alert drivers** of the coming change in parking regulations.

DDOT deployed the **first tour bus only parking zone** in the 300 block of Virginia Avenue SW in April 2018. The zone provides approximately **7 spaces** for 45-foot buses with a **2-hour time limit**. Tour buses are charged **\$6.90 per hour**, three times the rate for personal vehicles.

DDOT began implementation of a tour bus only parking zone on L'Enfant Plaza in July 2018. That zone will go live in August 2018.

PGTD is currently developing criteria and procedure for evaluating motorcoach parking performance based on **meter revenue**, **usage**, and **qualitative assessments** of each zone including driver feedback.

## Bus Parking Features

Phase 1 tour bus parking zones will add approximately **50 new spaces** for 45-foot buses. DDOT will include several features to maximize **accessibility and convenience** for passengers and drivers.

- **Designated Signage** – Street signs specify parking for tour buses only
- **Pay by Cell** – Each zone has a unique code that allows drivers or dispatchers to pay with a mobile app or with cash or credit at multi-space meters
- **Universal Parking Zone System** – Each zone code is generated based on the zone location, making them vendor-neutral for simple, consistent location designation
- **Overnight Parking** – Certain zones will provide for overnight parking to allow drivers to remain in the District during multi-day trips

**PAY TO PARK**  
AT ALL TIMES BELOW

**TOUR BUSES ONLY**

**2** Hour Limit  
7AM-6:30PM  
Monday-Saturday

**12.5** Hour Limit  
6:30PM-7AM  
Monday-Saturday

**PAY BY CELL** Zone:  
6463033

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