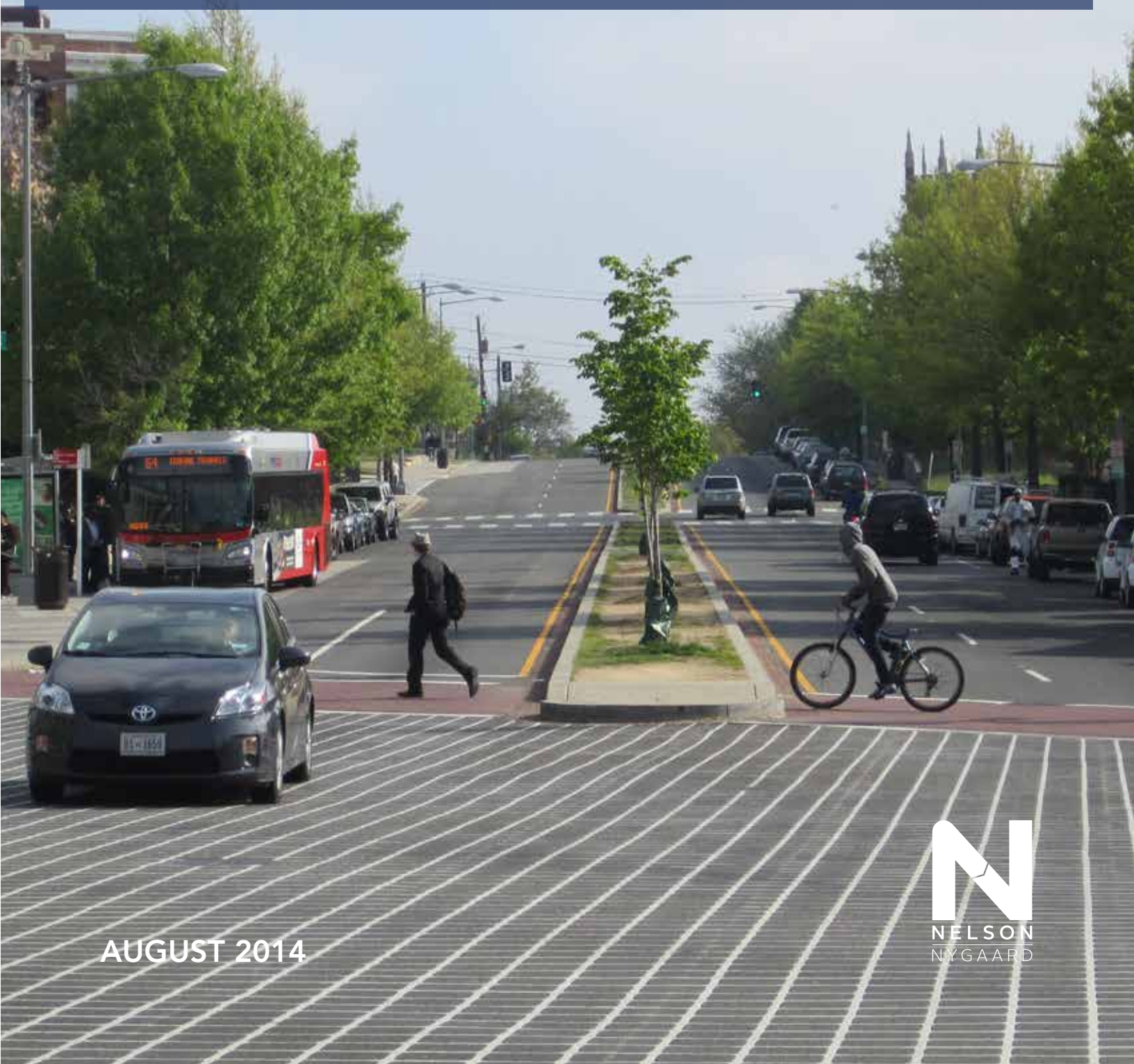
District Department of Transportation

CURBSIDE MANAGEMENT STUDY

APPENDICES



AUGUST 2014

NELSON
NYGAARD

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DDOT Existing Policies

Appendix A: DDOT Existing Policies

The District Department of Transportation (DDOT) manages all of the public curbside parking assets in the District of Columbia. That includes approximately 17,000 metered parking spaces across the District and all of the curbside parking on public streets in the city's residential neighborhoods. With high demand for parking, especially in the District's vibrant commercial corridors, DDOT has established several special programs and pilots aiming to ensure the limited parking resources provide the maximum benefit to the city's residents, visitors and workers, including: the Residential Permit Parking (RPP) system, Visitor Parking Passes, commercial loading zone management and Performance Based Parking Pilots.

Below is an overview of key DDOT policies and regulations connected to curbside management.

METERED PARKING

DDOT manages approximately 17,000 metered parking spaces. These spaces are an important asset to the District and DDOT is constantly evaluating how to manage these spaces in a manner that reasonably balances the demands of motorists, business owners, residents, and other uses.

DDOT identifies two related goals, for its metered parking practices: maintaining consistent access to short-term parking spaces near retail and service destinations; and improving traffic circulation in commercial areas. Given the well-documented adverse impacts of under-priced curbside parking on traffic congestion in urban areas, DDOT's goals seem well-chosen.

Double parking and vehicles circling in search of available curbside space are direct results of under-priced curbspace that impede traffic circulation and the ability of people, goods, and services to reach their destinations. Meters were designed to make curbside pricing possible, with the specific aim of rebalancing curbside-parking demand and supply. Based on initial success, this new technology was quickly and widely adopted. However, general reluctance to raise meter rates high enough to keep peak demand slightly below supply, particularly in very successful urban centers where this would result in significantly elevated rates, has largely limited the effectiveness of meters since their invention.

As these urban centers continue to flourish, the disparity between the value of and demand for curbside spaces and their supply widen, further increasing the "cost" of not finding a space and driver motivation to keep circling until they do. Meter rates are, typically, kept artificially low via a process that requires political approval for meaningful changes to parking rates. When the price of any good is determined by policy makers, rather than through market mechanisms, customers will predictably blame policy makers when rates go up. The resulting political reluctance to raise meter rates and to limit days and times of meter operation has resulted in chronically constrained curbside access in high-demand commercial centers.

In recent years, DDOT has begun to experiment with the price-setting structure; to re-link curbside rates to demand and "performance" (availability), provide a more rational/defensible basis for rate setting, and tap into the potential for performance-based rates to improve curbside access and traffic circulation. This has included the creation of a premium meter rate for high demand areas, the operation of meters on Saturdays and the extension of meter hours into evenings where dining and entertainment activity is high.

To support this focus on performance and strategic rate-setting, DDOT has also invested in innovative meter technology for monitoring, data collection, and payments. In addition to smarter meters, DDOT has also adopted a Pay by Phone program which has been very popular with approximately 40% of meter transactions are now conducted through a pay-by-phone payment service.[1] Pay by phone has been widely and eagerly adopted by parking patrons in the District resulting in much improved compliance and much reduced ticketing and violations.

Performance Based Pricing

In March 2008, DDOT began implementation of the Performance Based Parking Pilot Zone Act in two District neighborhoods: Columbia Heights (Ward 1) and the Capitol Hill/ Ballpark District (Ward 6). In November 2012, DDOT began implementation of a third performance-based parking plan on all meters along the H Street, NE corridor from 3rd Street, NE to 15th Street, NE/Benning Road, NE.

Each of these zones was defined in legislation to meet a pressing parking demand need. However, in 2012, Council gave DDOT the authority to establish new performance parking zones throughout the District. Performance parking zones are proposed for areas that have high parking demand associated with active commercial activity such as Friendship Heights, Cleveland Park, Adams Morgan, Georgetown, U Street NW, Dupont Circle, and portions of downtown.

DDOT uses a variety of tools to manage parking demand in the pilot zones, including adjusted meter schedules, enhanced parking fines, and expanded Residential Permit Parking protections.[2] At present, DDOT is fine-tuning criteria

1 "2013 Parking Action Agenda." DDOT. http://ddot.dc.gov/publication/2013-parking-action-agenda (accessed May 28, 2013).
2 "Performance Based Parking Pilots." DDOT. http://ddot.dc.gov/service/performance-based-parking-pilots (accessed March 28, 2013).

Figure A-1 Existing & Planned Performance Parking Zones

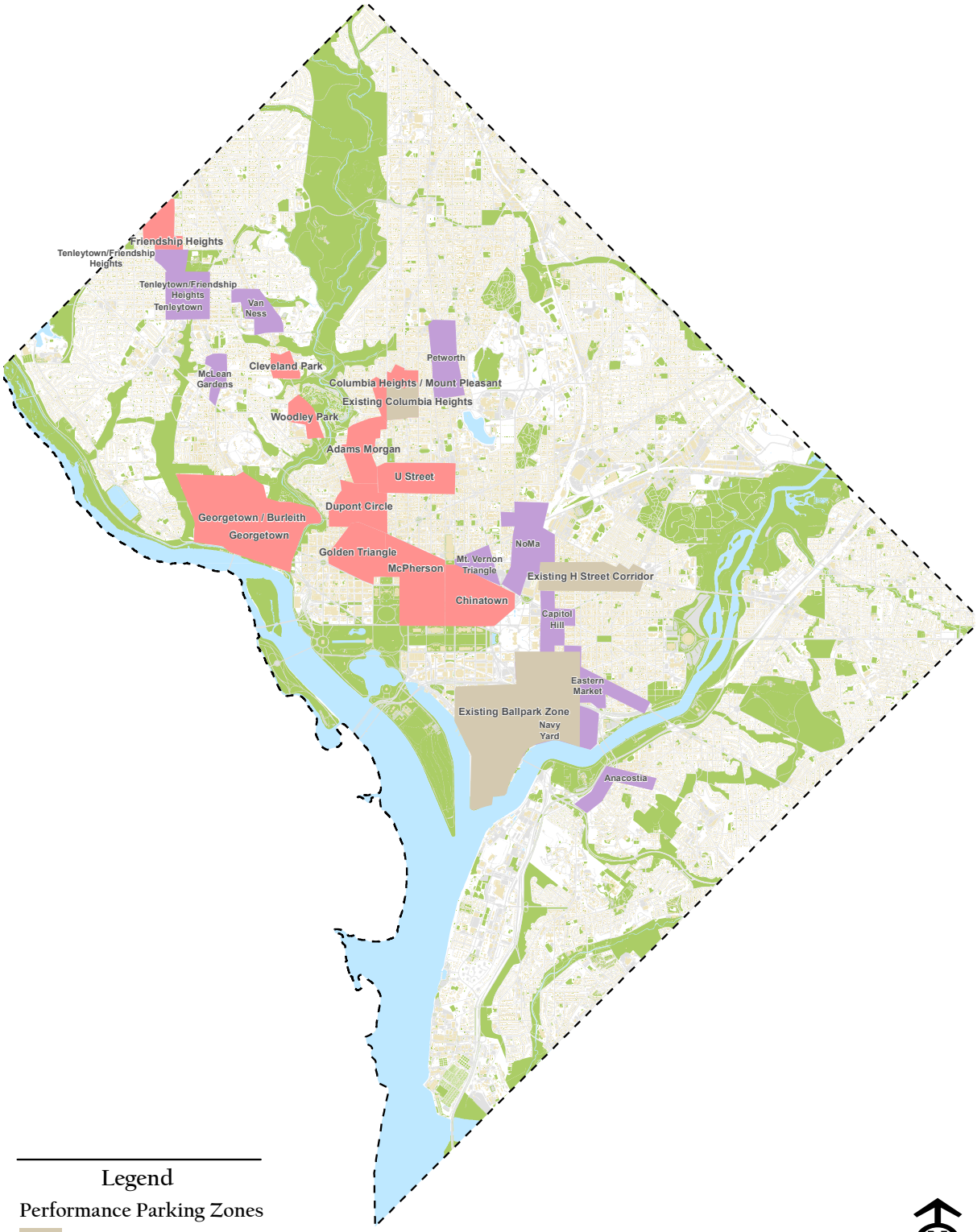

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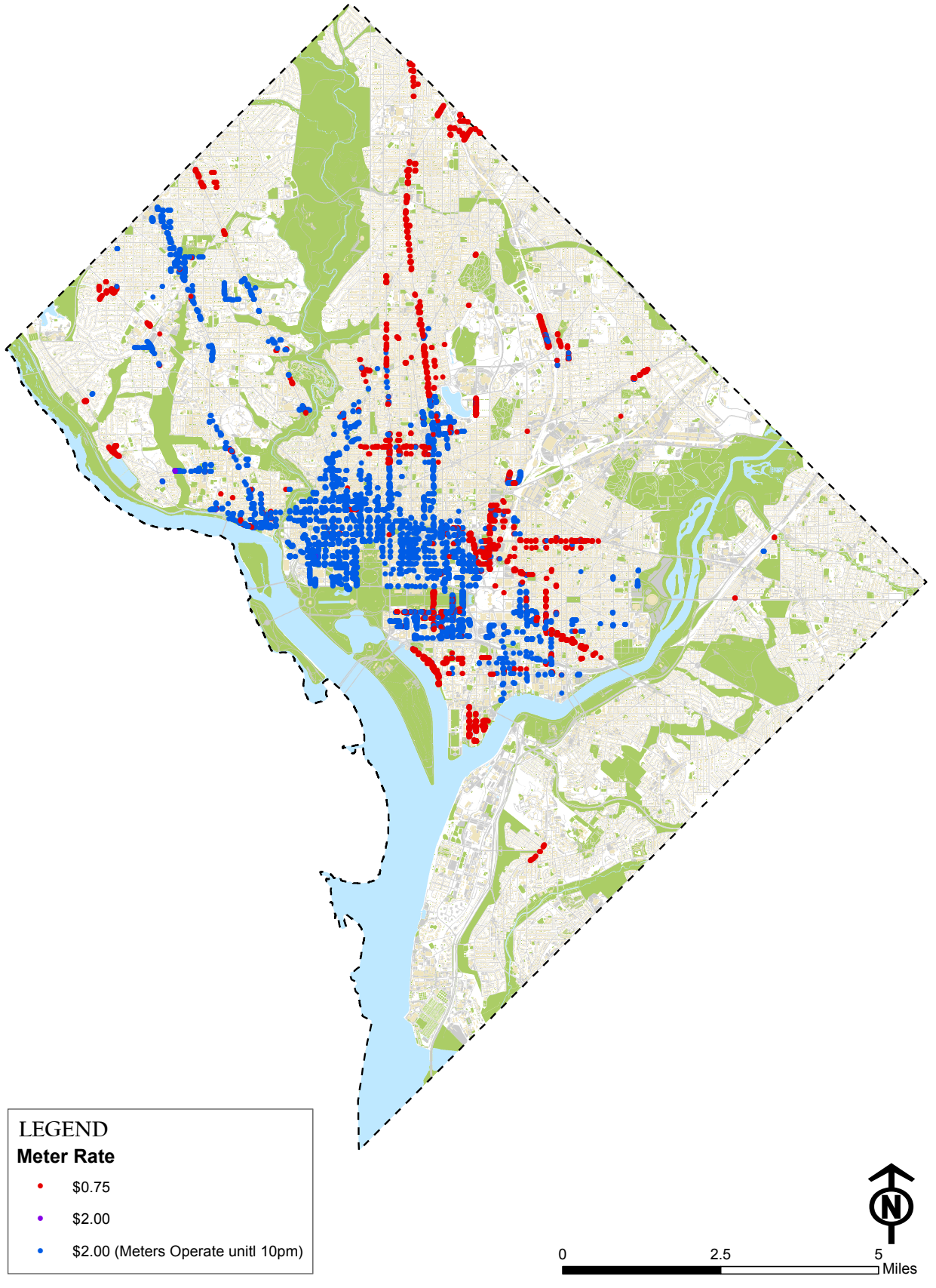
Figure A-2 Parking Meter Zones



for identifying and implementing performance parking zones and identifying clear, transparent ways to adjust pricing in real time to respond to parking demand .

Meter Rates and Hours of Operation

At present, DDOT has just two rate zones: "premium demand" and "normal demand". Premium zones are those that are subject to very high parking demand throughout the day, whether due to commuter traffic, a high concentration of urban retail, a dense concentration of jobs, or some combination thereof. Parking rates in premium zones are $2.00/hour while the rates are $0.75/hour for spaces in normal demand zones. Figure A-1 shows the geographic locations of the two different types of parking meter zones. Designation as a Performance Based Pricing zone overrides the underlying meter rates of a "premium demand" and a "normal demand" zone.

In January 2010, the District extended collection hours for all metered spaces in the city to 7 AM - 6:30 PM Monday through Saturday, and extended evening enforcement to 10 PM in all premium demand zones.[3]

Meter Technology

DDOT made several recent upgrades to its meter technology to improve payment compliance, offer a variety of price and payment options, reduce system costs, and increase meter performance and reliability. Approximately 50% of the District's current meter inventory consists of smart (networked) meters.[4] In 2011, several parking meter pilot programs were implemented to assess various meter and payment technologies, the results of which have accelerated DDOT's investments in multi-space meter and "pay-by-phone" technologies. At present, forty percent of all parking transactions are completed through one of the pay-by-phone options; via the call-in system, website, or via the smartphone app.[5]

Multi-space Meters

There are currently about 550 solar-powered multi-space meters in the District, managing approximately 4,200 parking spaces. The face of the machine features a digital display, providing users with transaction information, including time of day, amount of time purchased, and expiration time. It accepts coin and bank card payments. The machine generates a receipt from an internal printer. This receipt is then displayed on the passenger side dashboard of the vehicle.[6] A two way communication system immediately alerts DDOT of any malfunctions, improving functionality, payment compliance, and revenue-return among the District's commercial spaces. However, these multi-space meters lack certain state-of-the-art capabilities, such as remote-programmability and street space occupancy tracking.

Smart Single-Space Meters

In 2009, DDOT introduced solar-powered single-space meters into service in the District. These meters have the capability to accept credit card and coin payment. These meters can be monitored and managed remotely by DDOT. DDOT is presently exploring the next generation of meter technology which would enable "pay by tap" payment.

Pay by Phone

One of DDOT's goals is to "offer a variety of cutting edge parking technologies and payment options for motorists parking on District streets."[7] Providing an alternative to coins or a credit card swipe, pay by phone allows drivers to pay for on-street parking with their phones, and to receive a text message when their paid time is set to expire. Started as a pilot, this option became popular immediately, and is now available at all on-street metered spaces throughout the District, with approximately 40% of all meter transactions now conducted through pay-by-phone.[8] ParkMobile, the parking vendor, charges a convenience fee of $0.48 for each pay by phone transaction (or $0.30 per transaction for participants who load a "virtual wallet" with pre-paid parking). These transaction fees represent a significant premium for pay-by-phone usage, and yet adoption of pay-by-phone and particularly smart phone usage has been rapid. Pay-by-phone users must have both a cellular phone and a credit or debit card to utilize the system.

ADA-Accessible Meters and Spaces

Blue Top Meter Program

The blue top meter program was implemented as the result of a consent decree settling a lawsuit brought against the District in relation to accessible parking for persons with disabilities. The blue top meters are traditional single-head meters; the blue top is an indication that the meter itself is accessible to persons with disabilities. Blue-topped meter spaces are *not* reserved spaces – they are available to all.

3 Prior to this change, there was a long-standing practice of not charging for parking on Saturdays at most of the District's metered spaces, and only the areas near the Verizon Center and M street in Georgetown required payment through 10:00 PM

4 "2013 Parking Action Agenda." DDOT. Http://ddot.dc.gov/publication/2013-parking-action-agenda (accessed March 26, 2013).

5 According to Sam Zimbabwe at the Coalition for Smarter Growth parking policy presentation on 4/17/2013

6 "Parking Meter Equipment." DDOT. http://ddot.dc.gov/page/parking-meter-equipment (accessed March 27, 2013).

7 "Pay by Phone" DDOT http://ddot.dc.gov/service/pay-phone (accessed April 26, 2013)

8 "2013 Parking Action Agenda." DDOT. http://ddot.dc.gov/publication/2013-parking-action-agenda (accessed March 26, 2013).

The blue top merely indicates that there is an accessible path to the meter and the operable parts – such as slots for payment – are not higher than 48" from the ground and face an accessible route.

The blue top meters are being phased out as the District moves to "smart" meters technology. Additionally, pay by phone reduces accessibility issues to the curbside in most instances. New meter installations, multi space metering devices, and new metering technologies deployed by DDOT all provide accessible options for use by persons with disabilities.

Red Top Meter Program (proposed)

A reserved on-street metered parking program, which provides curbside parking access for the exclusive use of persons with disabilities, known as the "Red Top Meter Program" was initially conceptualized in 2011. The program had its roots in the "Individuals with Disabilities Parking Reform Amendment Act of 2000." Prior to this legislation, vehicles displaying a legal disabled parking placard could park on city streets for free for an unlimited period of time. The legislation authorized the Agency to limit free, unrestricted parking; establish reserved parking for persons with disabilities; and require accessible meters.

The Red Top Meter program establishes reserved metered parking spaces for persons with disabilities (identified by having a meter with a red dome). Meters would allow vehicles displaying a disability placard or license plate to pay and park for double the amount of time allowed at adjacent non-reserved meters Accessible meters will be located at the first and/or last legal parking space on a block close to curb ramps to provide accessibility to the sidewalk. The program is complemented by concurrent deployment of technologies such as "pay by phone" which makes payment for metered parking accessible to all.

The purpose of the program is to improve accessibility to the curbside, provide conveniently located reserved parking for persons with disabilities, increase turnover of metered parking spaces and improve the ability to enforce parking regulations to combat widespread misuse[9] of DMV issued ADA parking placards.

DDOT began implementation of the Red Top Meter program in early 2012 but the program was later suspended by the City Council and is currently under review.

Administration

Disability parking permits, placards and vehicle tags are offered by the Department of Motor Vehicles (DMV). Applicants must bring in a signed affidavit from a licensed physician, or alternatively may apply in person at the DMV if their disability falls under certain categories (i.e. a missing lower limb).

COMMERCIAL LOADING

The District Department of Transportation's mission is to ensure efficient and safe mobility of commercial vehicles traveling in the District of Columbia, while mitigating community impacts and preserving transportation infrastructure.[10] . Unless otherwise indicated by signage, use of designated loading zones is restricted to commercial vehicles actively engaged in loading or unloading. In an effort to maintain access to buildings, occupancy in some loading zones is subject to time limits of varying lengths.

There are various types of loading zones located throughout the District of Columbia, primarily along commercial corridors and in business districts to ensure that there is space for trucks delivering goods to businesses. Commercial loading is primarily in effect during weekday hours. More recently, several loading zones are also protected on Saturday. Curbside space is available for general public use outside of designated loading days and hours. Figure A-3 shows the location of over 500 loading zones located throughout the District.

DDOT now has the regulatory authority to begin metering commercial loading zones citywide. This program creates a paid permit system for companies not wishing to pay for each use of a commercial loading zone.

Loading Zone Innovations Tested in 2007 Curb-space Management Plan

In 2007, DDOT partnered with the Downtown DC and Golden Triangle Business Improvement Districts (BIDs) and DPW to develop the Downtown Curb-space Management Plan.

The Downtown DC and Golden Triangle BIDs compiled information on all curb space signage for the 14 most highly congested downtown corridors and streets. Based on observations and analysis of conditions created by the regulations, the BIDs developed new curb space regulatory plans for each block face in the priority corridors. Part of this effort involved working with building managers to

9 The alleged fraud and abuse has been difficult to enforce against by other means since ADA placards from other states must be honored by DC, and it is inappropriate for an enforcement official to make an assessment on a person's disability by visual inspection alone.

10 "Commercial Vehicles" DDOT http://ddot.dc.gov/service/commercial-vehicles (accessed April 16, 2013)

better utilize internal alleys and loading docks at individual buildings for freight activity.

Longer Loading Zones

New regulatory curb space plans moved commercial loading zones to the approach end of each block or long curb-cut wherever possible, which made parking at the curb easier and reduced double parking. Loading zones in the pilot area on K Street, NW, were extended to 100 feet in length where the longer zone was warranted and where space was available.

Metered Loading Zones

Metered loading zones on K Street, NW, were introduced to encourage more efficient use of loading zones and vehicle turnover rates. DDOT previously observed commercial vans frequently using loading zones as free all-day parking. In addition, extended loading times for some delivery vehicles indicated that they should be using off-street loading areas, and the 15-minute limit for vehicles using a loading zone was generally disregarded. Commercial vehicles must now pay $1 per hour and are limited to two hours. According to the BIDs, this pricing strategy has achieved improved turnover and time limit compliance in zones where meters are in place.

Enforcement

DPW increased its parking enforcement efforts on K Street, NW, between 12th and 21st Street in addition to other curb-space management strategies. To spread the word about changes to commercial vehicle loading zones on K Street, NW, letters were sent to over 300 companies that deliver goods and services in downtown DC. In September 2006, DDOT informed companies of loading zone extensions to 100 feet in many locations and the new requirement to pay for the use of the space. In March 2007, DPW communicated its stepped-up parking enforcement efforts for loading zone and double-parking violations. Property managers along the targeted K Street, NW, also received information from DDOT and DPW with the hope that they would spread the word to their tenants and delivery companies.

Conclusions of 2007 Pilot

With regard to performance of these commercial loading zones, data compiled in the Curb-space Management Plan final report show a statistically significant reduction in automobile and bicycle travel times along K Street, NW, between 12th and 21st Streets, in May 2007 compared with September 2006. Travel time variability also was reduced after the implementation of congestion management measures. A reduction in bus travel time was notable but not as significant, which can be attributed to increased ridership and new service in the K street corridor over the same period.

Off-Street Loading Project

In 2008, independent of, but supporting the loading zone changes in the K Street pilot area, DDOT, DPW, the Downtown DC and Golden Triangle BIDs, and affected property managers worked together to identify two pilot locations for the off-street loading project (1629 K and 1666 K Streets, NW). Two on-site inspections were conducted, and an action plan was developed for the agencies.

The Public Space Regulations Administration, formerly known as the DDOT Public Space Management Administration, provided plans for the buildings and alleys to educate all parties on the lines between public and private space. In the case of K Street, narrow alleys provide access to the back of adjacent buildings where off-street loading spaces are located. However, these alleys often are blocked by parked vehicles due to a lack of regulatory parking signs in most alleys; an issue DDOT planned to address. After signage installation in the adjacent alleys, DPW would be able to assign additional parking enforcement patrols for the alleys to discourage illegal parking and make way for legitimate vehicles to load and unload.

While the initiatives implemented so far in the downtown pilot areas have generally achieved their goals, program elements have not been expanded throughout the District in a coordinated way.

RESIDENTIAL PERMIT PARKING

The Residential Permit Parking program (RPP) enables residents of blocks that experience a high level of curbside occupancy, with a significant amount of out of state vehicles occupying these spaces, to reserve curbside space primarily for residents. Residents must obtain an RPP permit for their vehicle in order to routinely park on these blocks. Non-resident vehicles are generally permitted to park for only a short duration and/or require a visitor pass.

The District of Columbia initiated its RPP program in 1974 initially to protect local streets from commuter parkers. Since then, the focus of the program has broadened to address parking concerns generated by local commercial districts, institutions, and other attractions. As a result, the program has utilized flexibility in the setting of regulation hours to cover peak demand hours in different types of neighborhoods. In some neighborhoods, demand among residents alone is greater than the curb inventory, with permitted residents creating space shortages just among themselves.

The RPP program has evolved dramatically since its inception. Over the years, many modifications have been proposed including shrinking the size of parking zones, limiting the number of permits issued to individual households or raising the price for second and third household permits, but all have failed to win political support. Other legislative initiatives to secure residential area parking privileges for police/fire/EMS employees and teachers have also failed.

In 2012, DDOT and Council introduced the Enhanced Residential Permit Parking (ERPP) program. Enhanced RPP reserves curbside parking for neighborhood residents by designating 50% of available parking (frequently one side of the street) as resident-only parking. Hours for EPP vary by neighborhood based on the periods of highest demand. On the blocks on which it is applied, EPP eliminates the two-hour parking available to non-permit-holders in standard RPP areas.[11] Residents of the area are all issued RPP permits and VPP passes irrespective of whether they live on an RPP block.

Figures A-4 through A-11 show the current RPP and EPP designated blocks in the District as of 2013.

Permit Acquisition

Permits are restricted to the vehicles of residents living on RPP-regulated blocks, with the exception of sections of Ward 1 where all residents within designated ANCs may receive RPP permits. The annual fee is $35 for each permit, with a discounted rate of $25 offered to residents who are 65 or older.[12] DDOT retains authority to set rates for RPP but without Council approval rates cannot exceed the cost of administering the program. There is no limit on the number of permits individual households can obtain.

Schedule of Restrictions

The program's initial focus on mitigating commuter parking impacts was reflected in the hours during which permit restrictions were in effect - 7:00 AM to 6:30 PM, Monday through Friday, except holidays. To better respond to changes in demand patterns (primarily, a significant increase in evening demand near commercial destinations) in 2000, standard hours for RPP restrictions were extended to 8:30 PM, and in some areas are in effect until 9:00 PM or midnight. An ongoing area of resident concern is parking availability during the overnight time-period, which is particularly acute in areas with high concentrations of multi-family, condominium, and apartment housing.

When permit restrictions are in effect, non-permit holders are restricted to two hours of parking, except where prohibited.[13]

RPP Program Management

Implementation

RPP restricted blocks are initiated, removed, or enforcement hours adjusted by citizen petition, or by DDOT designation. To qualify for consideration, petitioners must document "need" as well as majority support among households in the proposed area. Every eligible block must demonstrate need by meeting minimum criteria — 70% of all legal spaces are occupied between 7 AM and 6:30 PM on a weekday, of which at least 10% are occupied by vehicles not registered to that zone. "Support" is demonstrated by affirmative signatures from 51% of residential households on the block of the proposed restriction. Each new coverage area is assigned a zone designation defined by the political Ward in which the block falls. Citizens have successfully petitioned to have more than 4,100 residential blocks included in the program.

Administration

The District Department of Transportation (DDOT) designates permit blocks. The Department of Motor Vehicles for the District (DMV) issues the stickers with the RPP designation. When the decennial census results in the adjustment of the geopolitical ward boundaries, changes to the curbside parking regulations and signage are often required either to maintain the status-quo, or to normalize parking regulations for members of a particular ward, or ward sub-zone.

VISITOR AND TEMPORARY PARKING PERMITS

Overview

The Visitor Parking Pass program (VPP) is designed to extend resident parking privileges to drivers who are visiting residents of RPP zones. The original legislation creating the RPP program included a provision for the issuance of temporary parking permits to visitors of residents of a designated residential permit parking area. Subsequent regulations clarified that the DDOT Director or the Chief of Police may issue visitor permits valid for periods up to fifteen (15) days to visitors at an address on a residential permit parking block. In addition, temporary visitor permits were authorized for use on contractor vehicles engaged in construction or maintenance work at a specific residential address on

11 "DDOT to Begin Implementing Enhanced Residential Parking Program in Ward 1 ANC 1B." http://ddot.dc.gov/publication/enhanced-residential-permit-parking-ward-1 (accessed March 27, 2013).
12 "Parking Permit / Reciprocity Fees." DC Department of Motor Vehicles. http://dmv.dc.gov/node/155512 (accessed March 19, 2013).
13 "Obtain Residential Parking Permit (RPP)." DC Department of Motor Vehicles. http://dmv.dc.gov/service/obtain-residential-parking-permit-rpp (accessed March 19, 2013).

Figure A-4 Vehicles Registered - Ward 1

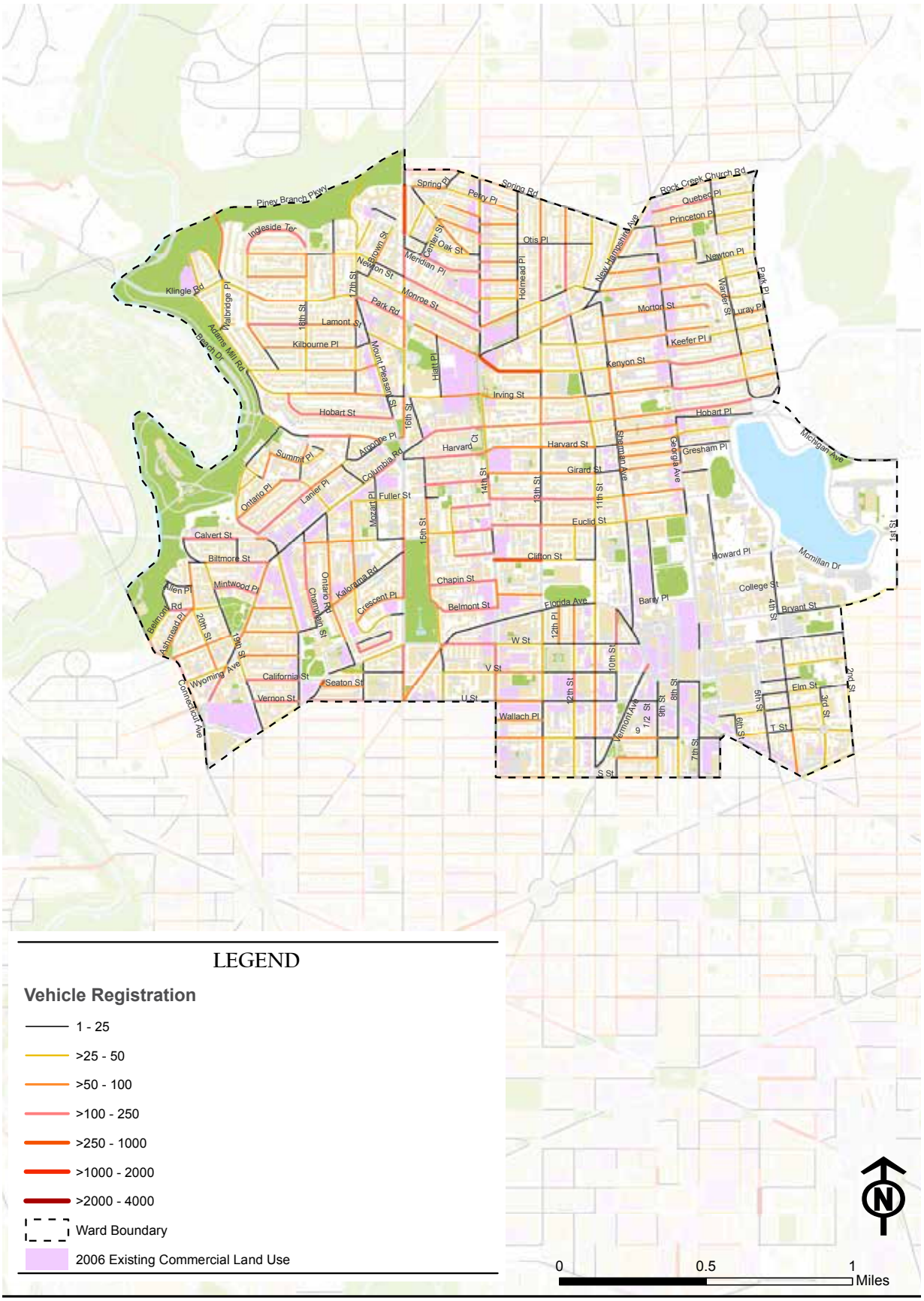


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Figure A-5 Vehicles Registered - Ward 2

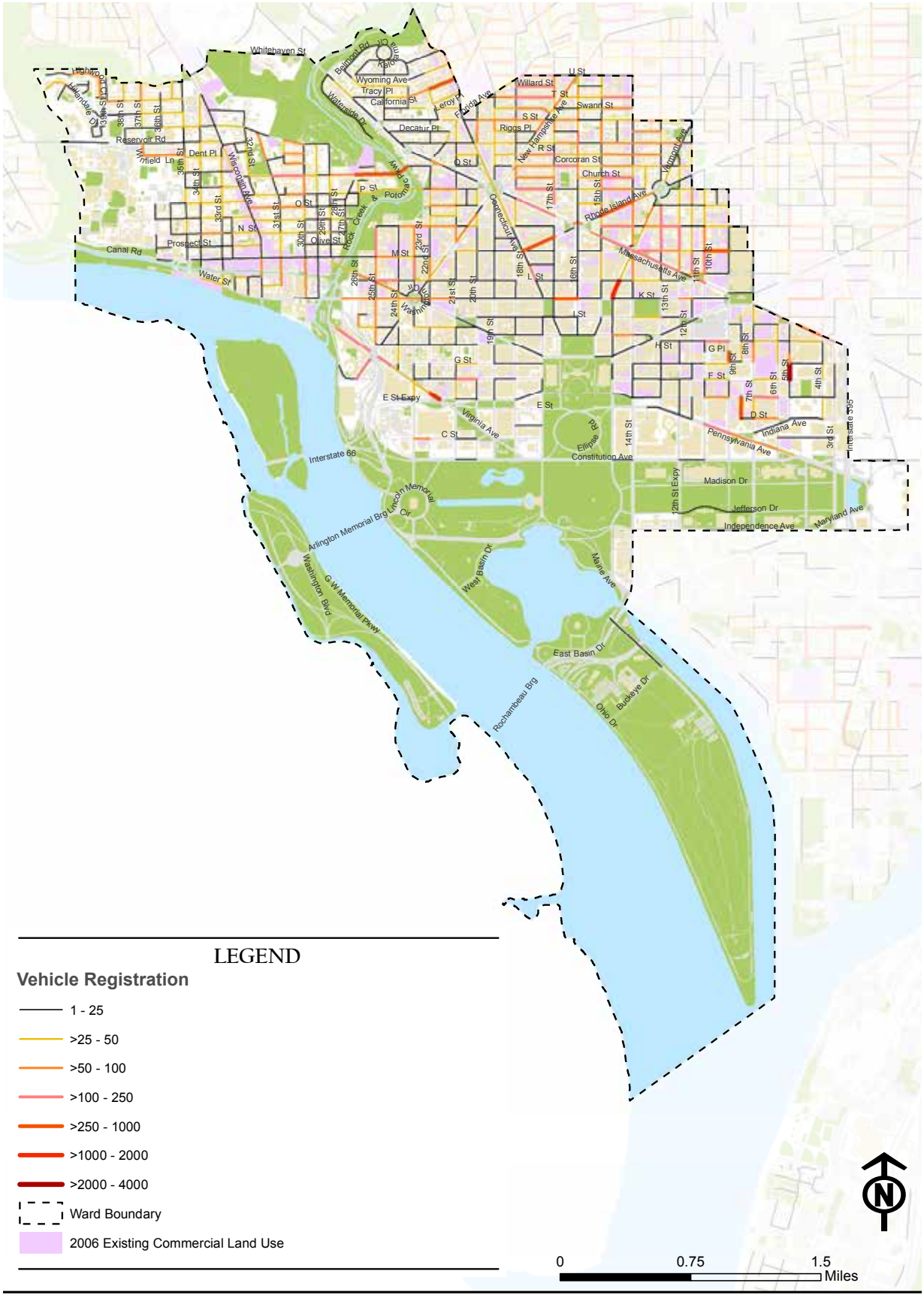

Figure A-6 Vehicles Registered - Ward 3

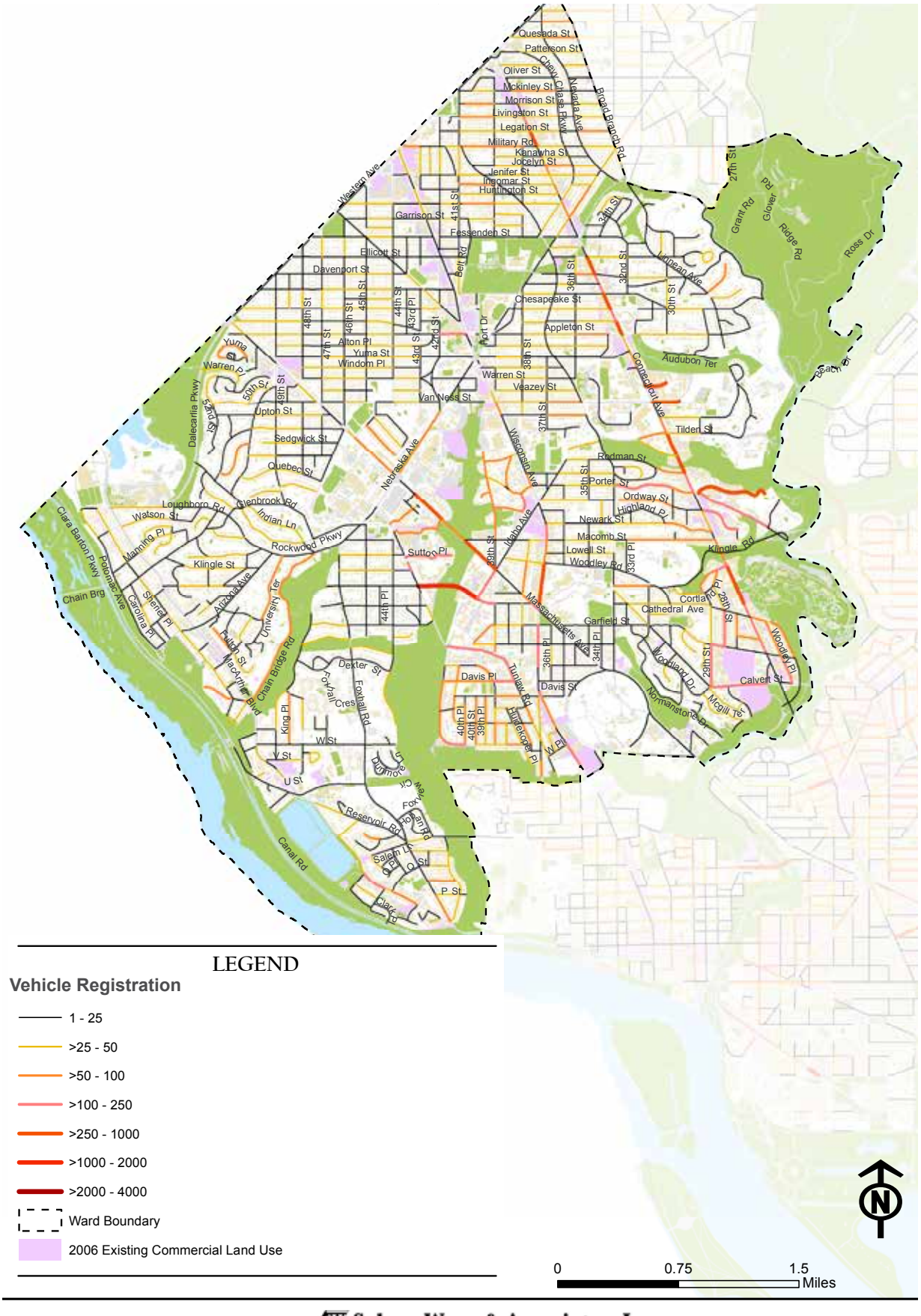

Figure A-7 Vehicles Registered - Ward 4

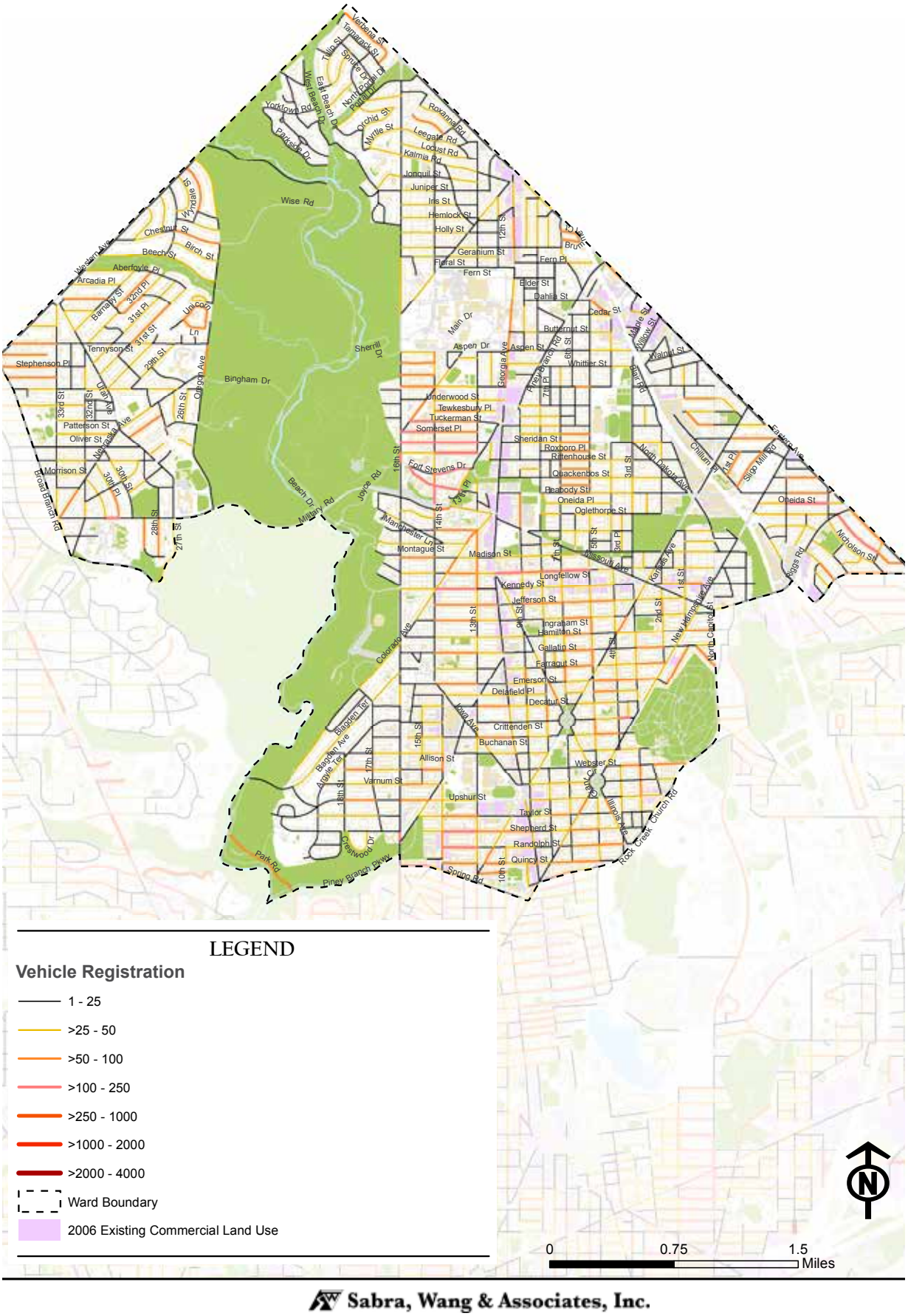

Figure A-8 Vehicles Registered - Ward 5

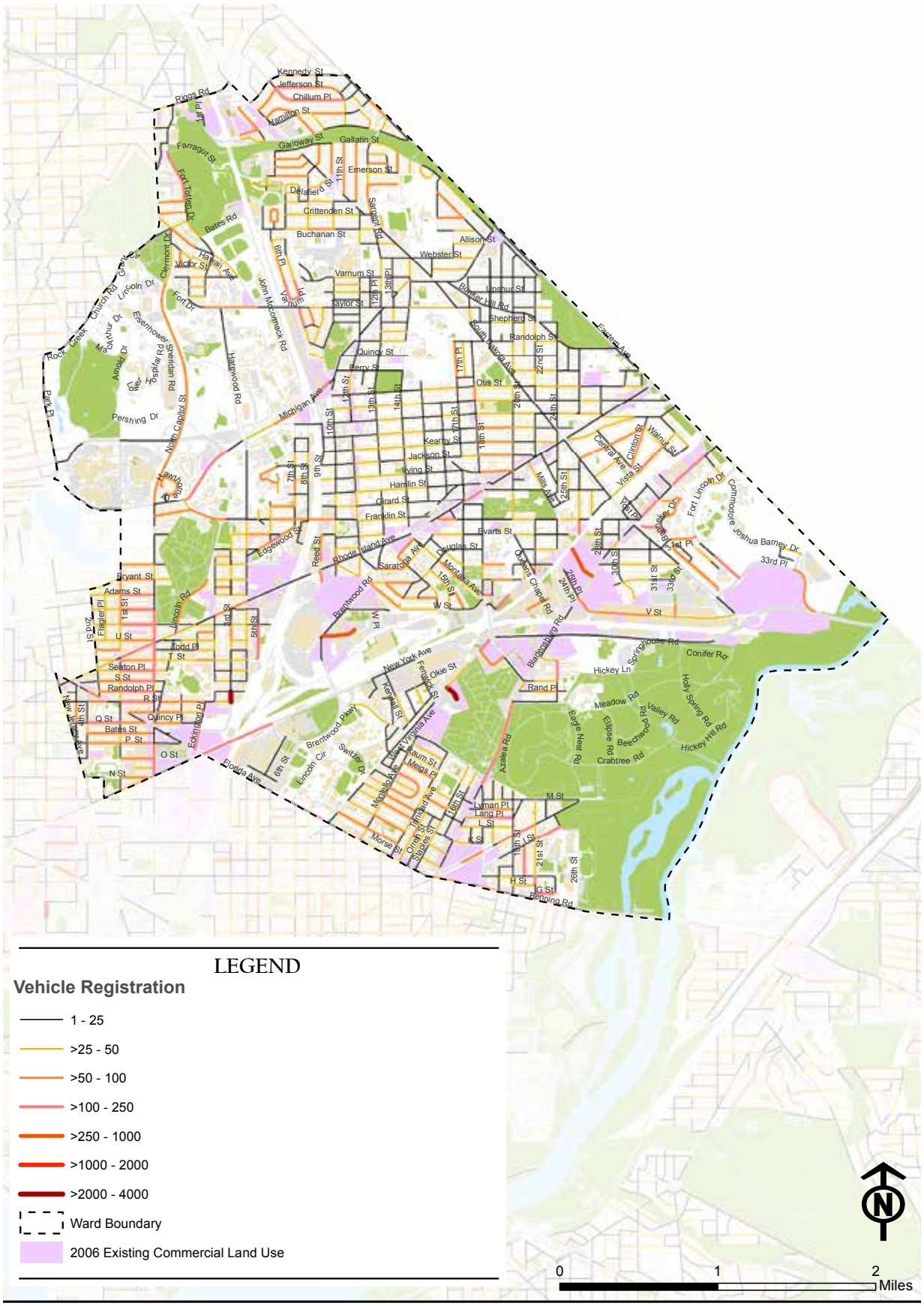

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Figure A-9 Vehicles Registered - Ward 6

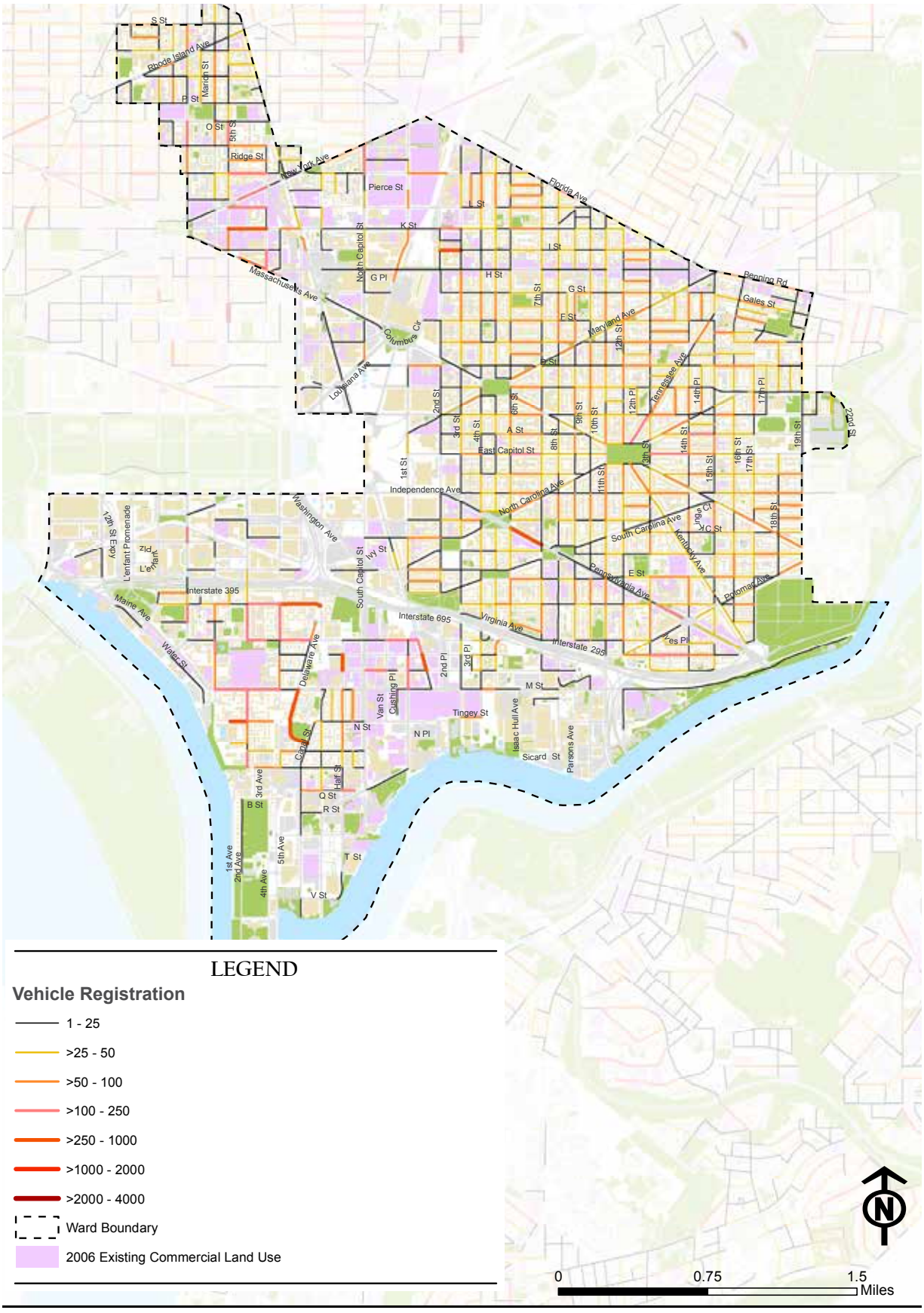

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Figure A-10 Vehicles Registered - Ward 7

LEGEND

Vehicle Registration

- 1 - 25
- >25 - 50
- >50 - 100
- >100 - 250
- >250 - 1000
- >1000 - 2000
- >2000 - 4000
- Ward Boundary
- 2006 Existing Commercial Land Use

0 1 2 Miles

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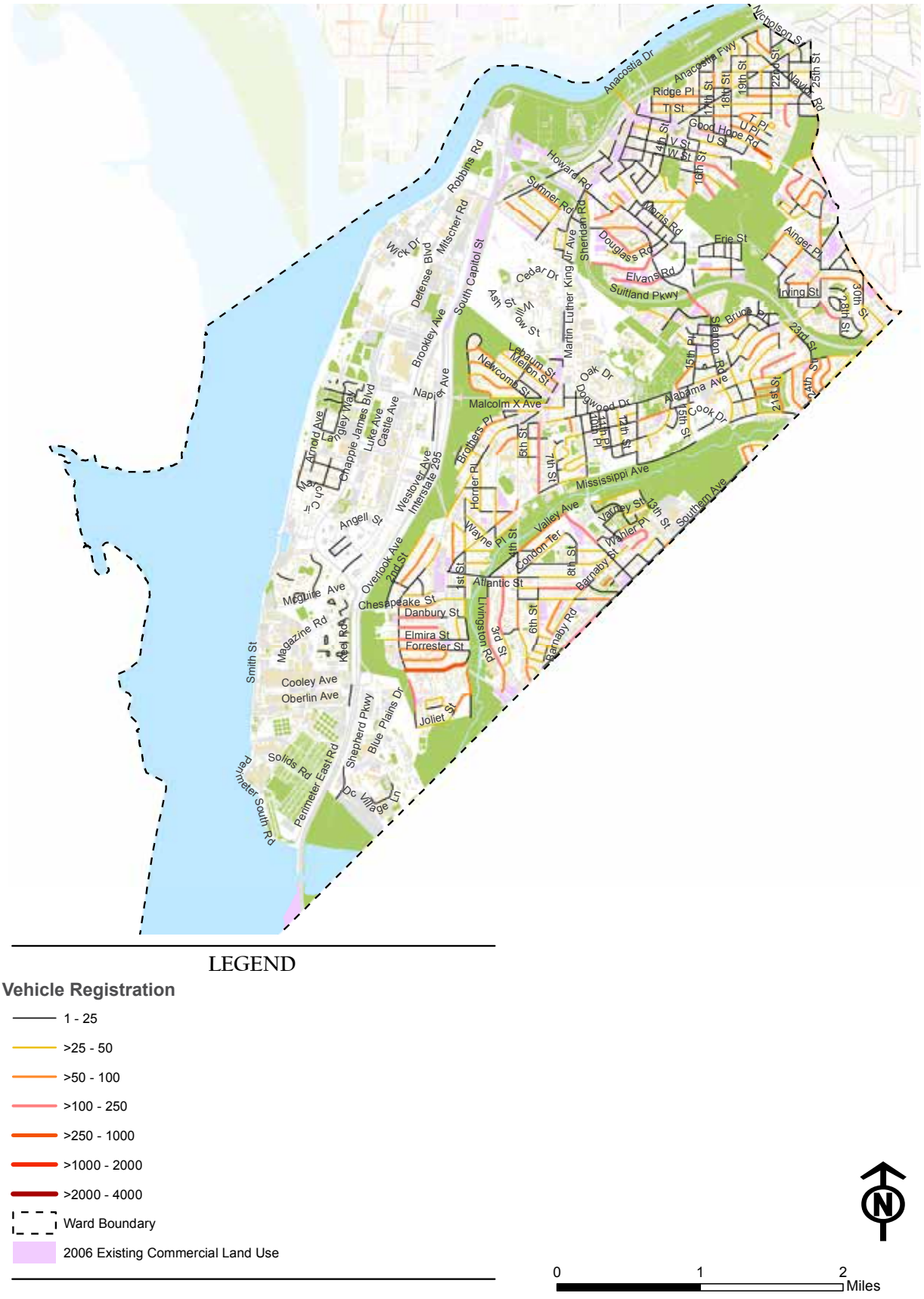
Figure A-11 Vehicles Registered - Ward 8



LEGEND

Vehicle Registration

- 1 - 25
- >25 - 50
- >50 - 100
- >100 - 250
- >250 - 1000
- >1000 - 2000
- >2000 - 4000
- Ward Boundary
- 2006 Existing Commercial Land Use

0 1 2 Miles

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an RPP block and for home health workers responding to a resident's need for regular medical assistance.

Types of short-term Permits

- **Visitor**: Since 1985, District of Columbia residents can obtain visitor parking permits free of charge at a police station or substation on the behalf of their visitors and contractors. For purposes of issuing visitor parking permits, an "eligible resident" is any resident of a block that has been designated as a "residential permit parking" block. Residents may get multiple permits, but each one is assigned to a specific vehicle by its license plate number.
- **Home Health Aide**: Home health aides may apply for a temporary parking permit from the Department of Motor Vehicles for a 60 day period.
- **Contractor**: In 2012, the District Council passed legislation to create a daily parking permit program specifically for contractors to park in neighborhoods during the daytime to better accommodate legitimate business activity in neighborhoods regulated by RPP. The legislation set a $10 per day cost for these permits.

Annual Visitor Parking Pass

Starting as a pilot in Ward 4 in 2007 and the authority to issue these passes expanded in stages across the District by 2012, a single annual pass is mailed to each identified household on an RPP block in Wards 1, 3, 4, 5, and parts of 6 as of FY 2014,, without the necessity of a resident request, though any District resident may contact DDOT directly, or as of October 2013 use a DDOT VPP request website, to issue them a pass if they were missed in the initial mailing of that year's pass. These annual passes are free to residents. The pass allows their guests to park on RPP blocks within the resident's Advisory Neighborhood Commission (ANC); this includes blocks with resident-only RPP protection. There are no limits on the use of the pass throughout the year. The year-round pass eliminates the inconvenience of having to obtain a new temporary visitor parking permit from the police station each time a visitor is expected. However, residents may obtain additional permits for multi-guest events from the police precinct. In response to a series of successful pilots, DDOT enacted rule making in 2012 granting itself the authority to provide an annual Visitor Parking Pass (VPP) across the District. Prior to implementation in FY 2014, the District Council blocked DDOT from initially mailing annual visitor passes beyond those areas that have already received annual visitor parking passes in previous years.

Registration of Out-of-State Automobiles (ROSA)

The ROSA rule requires that a resident register their vehicle within 30 days of moving into the District. Any vehicle observed parking in public curb space for more than thirty days that is not registered in the District will receive a warning that the vehicle must be registered. If a second observation of the same vehicle is made after thirty days, a citation may be issued.

Full time college students (with restrictions)[14], members of Congress, Congress member's personal staff, presidential appointees, active duty military, diplomats, part time DC residents, temporary DC residents, or DC resident's with a company-issued take-home vehicle may apply for a reciprocity permit to avoid enforcement under ROSA.

The ROSA requirement functions to reduce the practice of individuals delaying, or neglecting to register their vehicles, and indirectly compels new residents to purchase RPP permits as part of their registration. Car owners with a valid reciprocity permit can also purchase an RPP permit without registering their vehicles.

Temporary Parking Permits

There are several District parking programs that are designed to accommodate the various parking needs of guests and contractors parking in residential sections of the District, as well as short term visitors to the District. These permits are issued by the DMV.

- Health Care Provider Temporary Parking (60 days)
- Contractual Employee Temporary Parking Permit (15 days)
- DC Resident New Car Parking Permit (45 days)
- DC Resident Rental Car Parking Permit (15 days)

DISABILITY PARKING

DDOT has implemented and proposed several programs to ensure on-street parking is accessible to all residents and visitors, regardless of mobility challenges.

As of March 2013, the District Department of Motor Vehicles reported that there were over 20,000 disability placards and nearly 1,400 disability plates issued to DC residents. Residents may obtain a one week disability permit without

14 DC law prevents students in Advisory Neighborhood Commission (ANC) areas 2A and 2E; 3D01, 3D02, 3D07, 3D08, and 3D10 (area near American University), and ANC 3D06 and 3D09 (Georgetown area) from receiving reciprocity parking permits. Students in these areas must get a DC driver license and register their vehicles in the District in order to be able to park in those areas.

a physician's signature. A temporary (exceeding 6 months) or a long term (7 years) disability placard and/or disability license plates both require a physician's signature confirming disability. Rules for obtaining a disability placard vary in Virginia and Maryland.[15]

Reserved Residential On-Street Parking

Residents with disabilities who live in a single family dwelling and have been confirmed disabled by a medical doctor can apply to have an on-street parking space adjacent to their home uniquely reserved for a designated ADA parking permit. The space is designated with street parking signs bearing the unique permit number.

MOTORCYCLE/ MOTOR DRIVEN CYCLE PARKING

DDOT has allocated a number of curbside zones for metered motor driven cycle (colloquially called "scooters") and motorcycle parking. Each parking space is no wider than 4 feet and oriented for the vehicles to park perpendicular to the curb face. Meters allow between 4 and 12 hours of parking, depending on the zone, at a lower per hour rate than adjacent automobile parking zones – 50¢ per hour in premium demand zones and 25¢ in normal demand zones when parked in designated motorcycle spaces. Motorcycles may also park in any legal auto space and pay the prevailing meter rate.

The recently passed "Motorized Bicycle Amendment Act of 2012" clarified definitively that motor driven cycles may not legally park on sidewalks in the Central Business District but may legally park on sidewalks outside of the Central Business District, provided they are not blocking pedestrian passage. DDOT is in the process of finalizing and rolling out a program to provide secure motor driven cycle parking in the Central Business District as well as in non-metered residential areas.

SPECIAL RESERVED CURBSIDE SPACE

Electric Vehicle Charging Stations

In November 2010, DDOT launched the Park and Charge Pilot to provide electric vehicle users the ability to charge at public curbside parking spaces. The first electric vehicle charging station was installed at 2000 14th Street NW providing one space available for vehicle charging.[16]

DDOT installed an additional 2 electric vehicle charging stations serving 4 parking spaces at 1100 2nd Place SE. Initial plans were to install 67 additional electric vehicle charging stations throughout the city by 2021,[17].

The chargers are part of the ChargePoint America network, which allows users to sign-up in advance and receive a ChargePass card that can activate networked chargers nationwide, find available chargers, and provide text alerts regarding their charging session.

The park and charge fee is $2.00 an hour between 6 AM–10 PM and $1.00 between 10 PM–6 AM. There is minimum $.75 fee assessed for all sessions.

Users have three different credit card options to activate their charging session:

1. ChargePass Card
2. Credit card with a RFID chip
3. Or via phone with a valid credit card

Park and charge spots are reserved for the exclusive use of plugged-in vehicles only 24 hours a day/7 days a week. A vehicle must be actively plugged in to the charger in order to park at the designated park and charge spots. Any vehicles not plugged in are subject to a fine and tow.

Car-Share Parking

Reserved Curbside Car-Sharing Spaces

Beginning in 2005, the District reserved curbside parking spaces, free of charge, for the exclusive use of car-sharing vehicles. DDOT worked with Advisory Neighborhood Commissions, business and community leaders to identify curbside spaces to promote and maximize neighborhood access to these vehicles. In 2011, DDOT issued an invitation for bids for car sharing vehicles to pay for the use of the 84 existing reserved curbside parking spaces, previously used exclusively by Zipcar. DDOT believes the car-sharing experience will improve by opening the market to new competitors, and that charging a market price for those spaces is in the best interest of District residents.[18]

Additional car-share vehicles are parked on private land throughout the District through private arrangements with property owners.

Figure A-12 shows the locations of car-share vehicle parking in both public and private spaces throughout the District.

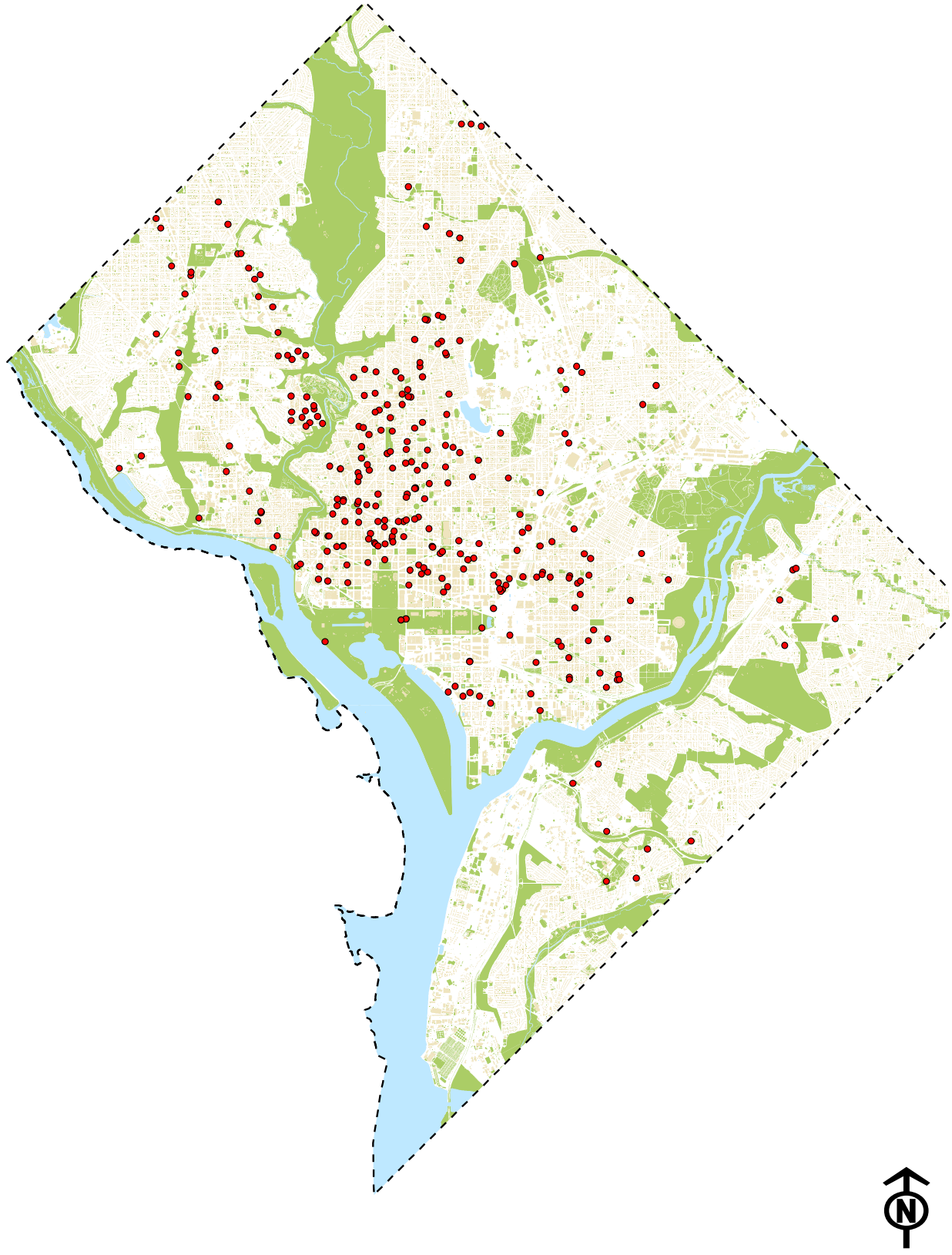
15 "Red Top Meter Program Final Report." Report to the Council of the District of Columbia. District Department of Transportation. June 22, 2012. http://www.dc.gov/DC/DDOT/Publication%20Files/Services/Parking/RedTopMeter/RedTopMeterProgram_FinalReport.pdf Accessed 2/28/2014

16 "Park and Charge Pilot." DDOT. http://ddot.dc.gov/service/park-and-charge-pilot (accessed March 27, 2013).

17 "Department Energy Saving Initiatives." DDOT. http://ddot.dc.gov/page/energy-savings-initiatives (accessed March 27, 2013).

18 "DDOT Issues Invitation for Bids for Carsharing Curbside Parking Spaces." DDOT. http://www.dc.gov/DC/DDOT/About+DDOT/News+Room/DDOT+Issues+Invitation+for+Bids+for+Carsharing+Curbside+Parking+Spaces (accessed March 27, 2013).

Figure A-12 Reserved On-Street Carshare Parking Locations



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Point to Point Car-sharing

In 2011, Car2Go participated in the auction for on-street spaces reserved for car-sharing, but later relinquished those spaces to pursue a "point to point" car-share business model where users could pick up a vehicle and park it anywhere for free in any legal parking space solely in the District. In 2012, Car2Go forged an agreement with DDOT for an annual District-wide parking pass for each of its 200 vehicles. DDOT finalized this agreement for $578,000 ($2,890 per vehicle)[19] and Car2Go has operated with these parking permits since March 2012. The number of cars has more than doubled since the program launched:

- July 2012 – 50 cars (250 total)
- October 2012 – 100 cars (350 total)
- August 2013 – 50 cars (400 total)
- December 2013 – 50 cars (450 total)

Taxi Stands

In certain locations, DDOT has established taxi stands along the curbside where demand and land use warrant. Primarily located adjacent to hotels and large capacity event locations, these taxi stands help to organize and regulate taxi activity. The success of recent taxi stand initiatives has been varied.

In November 2008, the Adams Morgan Taxicab Pilot Program was initiated, in which a taxicab would be prohibited from picking up passenger for hire except at designated taxi stands during taxi zone hours: 9:00 PM to 4:00 AM, Thursday through Sunday.[20] The 90-day pilot program was terminated after approximately 30 days due to issues including lack of driver and passenger cooperation.[21]

Taxi stands are primarily concentrated in the Central Business District and on the National Mall. Elsewhere, they can be found in Woodley Park and Dupont Circle, on H Street NE, on Capitol Hill near the Potomac Avenue Metro station, by Nationals Park, and on the Southwest Waterfront.

Slug Lanes

Slugging is an informal ridesharing practice known federally as "dynamic ridesharing". After the introduction of High Occupancy Vehicle (HOV) lanes in the DC area in 1971, solo car commuters began picking up other riders to enable the driver to use the new HOV lanes. In 2011, DDOT received complaints from members of Congress from neighboring jurisdictions about traffic tie-ups on the 14th Street commuter corridor caused by slugging activities. DDOT intervened in what was a completely unregulated ridesharing system and created new slug lanes along the curb, to allow vehicles to stop and pick-up passengers in high-demand areas. DDOT subsequently developed a set of criteria by which potential slugging locations are evaluated.[22]

- Is the location close to a major corridor that provides direct access to HOV lanes?
- Is the location easy to access for drivers?
- Does the location have sufficient sidewalk space to accommodate slug-lines?
- Does the location provide a sheltered area for inclement weather?
- Is the location in close proximity to a commuter bus stop?
- Is the location in proximity to major employment centers?
- Does the location abide by curbside regulation signage?
- Is the location in an area with low to medium traffic volume?
- Is the location determined to have limited impact on traffic flow?
    - Does the location have an established history of being a slugging pick-up or drop-off?

In February 2011, a slugging location was established on New York Avenue between 15th and 14th Street in response to feedback from participants using a pilot pick-up location. Passengers can be picked up between 3:30 and 6:00 PM at the location.[23]

Valet Parking

Valet parking service provided in public space is regulated by DDOT. Valet companies must obtain a license from the DCRA to provide valet services and business owners must secure a permit from DDOT to reserve curb space for valet drop off and pick up. DCRA charges a combined fee of $348.70 for a two-year license to operate valet parking. In addition, DDOT's application fee for an annual curbside Standard Valet Parking permit is Fifty Dollars ($50) per location. The annual public space occupancy fee to rent curbside space for Valet Parking services is $0.50 per

19 "Car2Go paid D.C. $578,000 for its meter-proof parking agreement", TBD on Foot. http://www.tbd.com/blogs/tbd-on-foot/2012/05/car2go-paid-d-c-578-000-for-its-meter-proof-parking-agreement-15421.html (accessed May 7, 2013)

20 "Fiscal Impact Statement: "Performance Parking Pilot Zone Act of 2008"." Office of the Chief Finance Officer. app.cfo.dc.gov/services/fiscal_impact/pdf/spring08/100208_6.pdf (accessed March 27, 2013).

21 "Adams Morgan taxi stand program discontinued." Washington Examiner. http://washingtonexaminer.com/adams-morgan-taxi-stand-program-discontinued/article/105401 (accessed March 28, 2013).

22 "District Slugging Plan." DDOT. www.slug-lines.com/downloads/DDOT_Report.pdf (accessed March 28, 2013).

23 "New Slugging Location on New York Avenue." DDOT. http://dc.gov/DC/DDOT/About+DDOT/News+Room/Press+Releases/New+Slugging+Location+on+New+York+Avenue (accessed March 28, 2013).

hour, per twenty linear feet of street along the curb. If the curbside space is metered, valet operations must also pay rent equivalent to the potentially lost meter revenue. The permittee must also pay for the cost of the sign fabrication and installation (approximately $200).

Embassy Parking

DDOT works with the U.S. Department of State to reserve curbside parking spaces for the exclusive use of vehicles bearing U.S. Department of State issued diplomatic plates. Each Embassy is eligible to receive up to 60 feet of regulated space in front of their embassy, consulate or mission. In August, 2012, DDOT completed an inventory all of the curbside restrictions related to embassy properties. The total restriction totaled 456 reserved parking spaces and 153 spaces set aside for No Parking. DDOT is working with the State Department to identify unnecessary restrictions and to return curb space to public use where ever possible

BUS STOPS

Municipal Bus Stops

DDOT coordinates with WMATA on the location and operation of all curbside transit bus stops. Both parties negotiate the location and features of bus stops based on the requirements for the transit route, passenger loads, competing public space demands and other factors, with the final decision resting with DDOT as the manager of the public space. Additionally, DDOT is responsible for bus shelters and construction of concrete pads in the roadbed at bus stops. WMATA is responsible for the bus stop poles and flags and arrival time information posted on the poles. DDOT and WMATA are currently working jointly to install real time bus arrival information on electronic displays at bus shelters as a means to improve the bus-riding experience for transit riders.

Commuter Bus Stops and Parking

Public commuter bus transit service is provided by Maryland Transit Administration (MTA), Loudon County Transit and Potomac and Rappahannock Transit Commission (PRTC) as well as private and contract operators. These services connect residents in areas surrounding the District of Columbia such as suburban Maryland and Virginia to the downtown core area and stop at almost 200 locations. DDOT issues permits to reserve space for these commuter bus operations. Commuter bus drop-off and pick-up locations are primarily concentrated in the central business district.

Tour Bus Parking and Loading

As a major tourist destination, the District of Columbia has attracted several companies that utilize tour buses for sightseeing excursions throughout the city. To accommodate these vehicles, tour bus parking and loading areas have been created at popular destinations. A total of 199 tour bus parking spaces have been set aside for tour buses at five locations.

- 400 Michigan Avenue NE – 100 spaces
- 1411 W Street SE – 3 spaces
- 3500 New York Avenue, NE – 28 spaces
- 3101 Wisconsin Avenue, NW – 18 spaces
- 3000 Connecticut Avenue, NW – 50 spaces

An additional 110 tour bus loading spaces are located at popular tourist destinations, including national monuments, hotels, and museums.

Intercity Bus Stops

Initially started by small independent operators offering cheap bus service from Chinatown, DC to Chinatown, NYC, in 2008 several major bus operators entered the intercity bus market and began operating from public curbside. As a result of the negative impact of these numerous bus services operating in public space, DDOT proposed regulations to move them all to one location. The regulations as finally adopted provided intercity bus services a process by which they could reserve and pay for their use of public curbside. The city also provided encouragement to the intercity bus companies to relocate from public curbside to private property. Many of these intercity bus locations have been consolidated into the Union Station parking garage concurrent with relocation of tour bus parking to alternate locations. Currently on street curbside intercity bus service is provided by DC2NY, Washington Deluxe and several of the original "Chinatown" bus operators.

Image from Nelson\Nygaard

Figure A-13 Bus Stop and Metro Station Locations and Boarding

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Image from Nelson\Nygaard

BICYCLE PARKING

Curb space is reserved for bicycle parking within the District in two forms; Capital Bikeshare stations and bike corrals (public bike racks located in marked zones within the curb lane).

Capital Bikeshare

The District's first Bikeshare system, SmartBike, was launched in 2008 and was the first modern Bikeshare system in the nation. This iteration of bikesharing was replaced in 2010 with Capital Bikeshare (CaBi), a program jointly owned and sponsored by the District of Columbia, Arlington County and the City of Alexandria in Virginia, and Montgomery County in Maryland,[24], and operated by Alta Bicycle Share, Inc. CaBi offers short-term use of more than 2,600 bicycles to registered users on a one day, three day or annual basis at more than 300 stations in Metropolitan Washington, of which nearly 200 are in the District. Bikeshare stations are located throughout the District, however, there is a larger concentration of stations in the downtown core.

There are currently 13 in-street CaBi stations, housing up to 250 shared bikes. A CaBi station is placed in the street when the general area selected for a station does not have adequate sidewalk or other public space available, or if the available sidewalk is subject to large volumes of pedestrian traffic, such as adjacent to a Metro station entrance.

Rates of Capital Bikeshare use are highest in the District's core, primarily in and around the Central Business District and in Wards 1, 2, and 6, where Bikeshare stations saw upwards of 2000 departures each month. Bikeshare stations elsewhere in the city had far fewer departures, suggesting a lower rate of use.

On-Street Bike Corrals

As of FY 2014, DDOT currently maintains 11 in-street bike corrals, each providing capacity for 6 - 12 bikes, throughout the District. The 2010 DDOT Action Agenda called for 25 on-street corrals to be installed by 2012. On-street bike corral locations are selected based on demonstrated high-demand for bicycle parking, such as at movie theaters, popular bars and restaurants, and where adjacent public space or sidewalk is not large enough to accommodate bicycle parking or is subject to other competing demands. To date, DDOT has located several of these corrals on the far side of a "T" intersection, or within 20 feet of an intersection where motor vehicle parking was already prohibited.

24 Montgomery County joined September 2013

TEMPORARY CURBSIDE RESTRICTIONS: RUSH HOUR

To accommodate enhanced traffic flow and help relieve congestion during peak, rush-hour periods, the curb parking lanes along several streets within the District are converted to travel lanes during targeted time periods. There are four time period restrictions: AM only (7:00 AM to 9:30 AM), PM only (4:00 PM to 6:30 PM), both AM and PM, and weekday all-day (7:00 AM to 6:30 PM).

Peak-hour parking restrictions are concentrated on the major commuting thoroughfares that connect adjacent and outlying residential areas to the downtown core area including Massachusetts Avenue NW, Wisconsin Avenue NW, Connecticut Avenue NW, 16th Street NW, Benning Road NE, and Bladensburg Road NE. Within the monumental and downtown core, most of the streets have peak-hour parking restrictions.

Image from Nelson\Nygaard

Outside of the Central Business District, rush hour parking restrictions are mainly limited to major arterials and commercial corridors. Most corridors have parking restrictions in the peak travel direction during the AM and PM rush hours, except on Connecticut Avenue, 16th Street NW, and South Dakota Avenue, which have restrictions in both directions during both rush hours. Arterial roads with a high volume of traffic or limited retail frontage do not allow any parking at all, including New York Avenue NE, Bladensburg Road NE, and South Capitol Street.

TEMPORARY CURBSIDE USES

Mobile Roadway Vending

Mobile roadway vendors (MRVs), primarily food trucks, began appearing in the District in 2009; by 2013 their numbers had grown to more than 250 trucks licensed to do business in the District. Vending regulations enacted in 2013 identified more than 20 different possible curbside locations where parking might be reserved for the exclusive use of these mobile vendors and in December, 2013, the new Mobile Roadway Vending program was launched. DCRA, the lead regulatory agency, working with DDOT, identified the first 9 locations where parking would be reserved for the exclusive use of Mobile Roadway Vendors. These locations accommodate 95 vendors who enter into and win a lottery for specific locations. The remaining MRVs may park in any legal location so long as they pay the meter, move when the time allotted has expired, and are beyond 200 feet from an identified mobile roadway vending location. The lure of the "free" (to signify limited or no special conditions for use, to include compensation, permissions, etc) curbside has encouraged the conceptualization of additional MRVs including trucks selling clothing and accessories, flowers and a multitude of services (dog grooming, haircuts, massages just to name a few).

Fixed Location Delivery Service

A new fixed location grocery delivery service opened in 2010 using the curbside for pick-up of pre-paid groceries. As a delivery service, albeit a non-traditional one, the company was able to begin operations solely with a general business license or permit requirements. Its impact on curbside management, while small initially with only 13 locations, could potentially grow across the District. Each location utilizes two parking spaces due to the size of the delivery vehicle and the company has proposed expanding to 50 pick-up locations. Other companies are expressing an interest in opening this sort of delivery operation, and could alter other delivery operations in the future if it propagates further.

ONGOING CURBSIDE REGULATION ISSUES

Federal Curbside Parking (Reserved, & Security)

Beginning in 2010, DDOT commenced a dedicated effort to identify the unregulated appropriation of curbside parking spaces by various parties in the District, including federal government agencies, foreign governments, and private parties. Once identified, DDOT sought to either revert those spaces back into standard regulated curbspace or alternatively, keep the special designation for the adjacent user, but to charge them an annualized market rate for their use of public space. DDOT had a high level of success in removing unauthorized signs and recovering curbside space for use by the general public, and set a precedent in successfully charging the federal government for some of its exclusive use of curbside space.

Figure A-14 Bikeshare locations and utilization - 2013

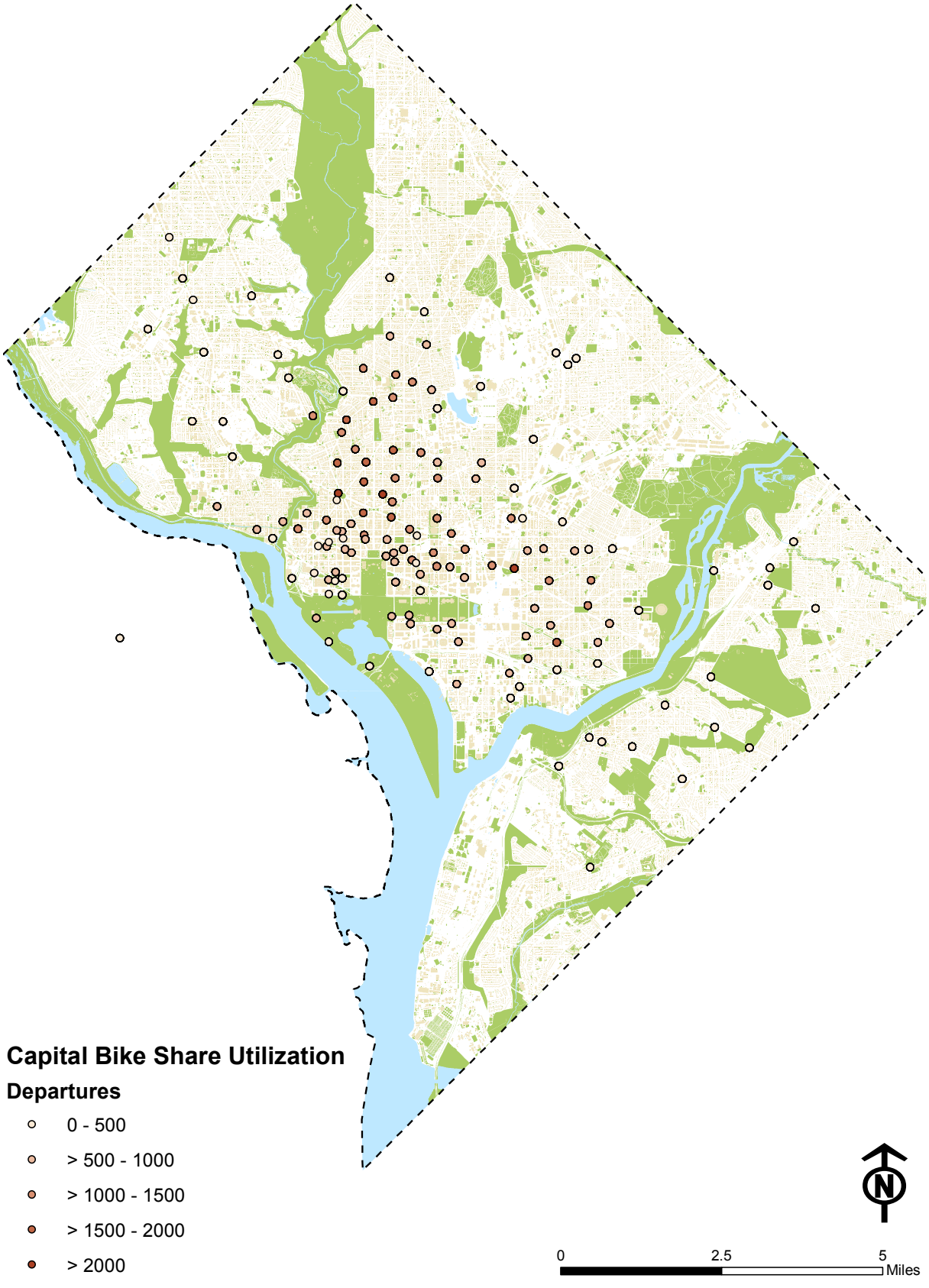


Figure A-15 Emergency Snow Routes & Existing On-Street Rush Hour Restrictions

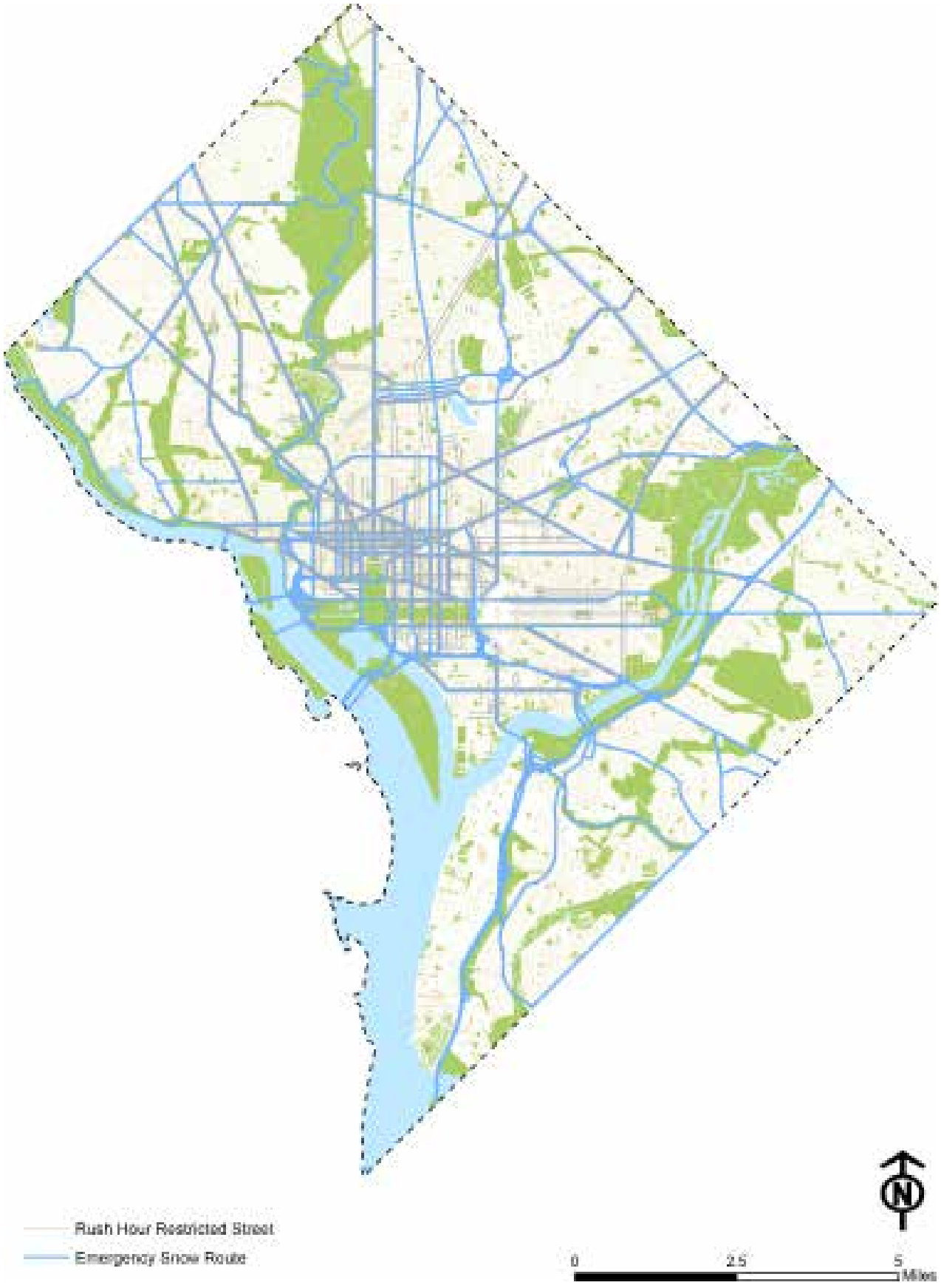
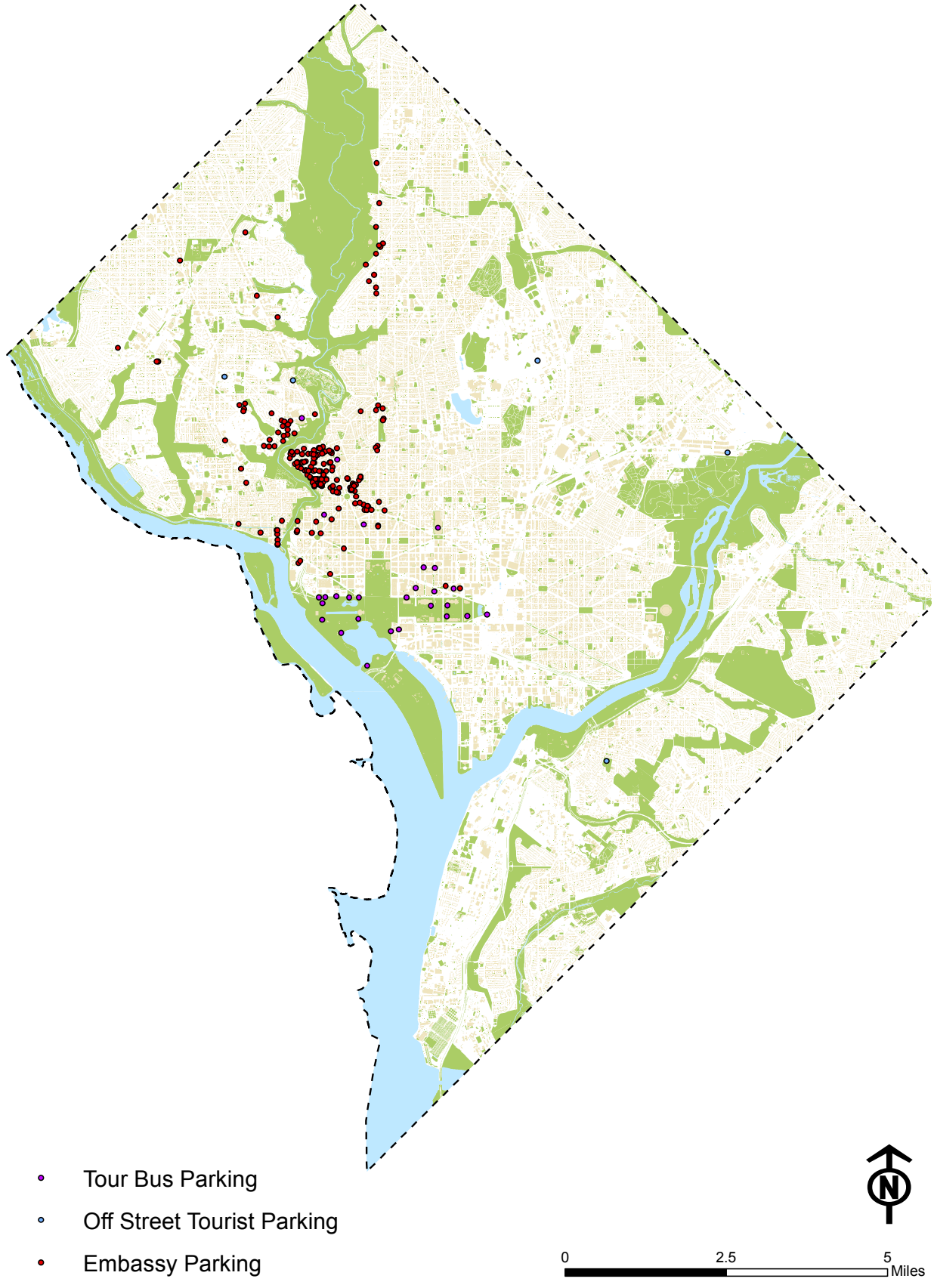


Figure A-16 Special Permit Zones



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Appendix B
Best Practices - North America

Appendix B: Best Practices - North America

PERFORMANCE-BASED PRICING

San Francisco, CA

SFpark, the pilot commercial metered parking program for the city of San Francisco, is generally considered to be the most effective performance-based pricing program in North America. In simple terms, the project combines variable parking rates with real-time occupancy information. The rates vary by location, day of week, and time of day and occupancy information is dynamic and constantly tracked via in-street sensors until December 30, 2013. Information is distributed to the public through a user-friendly web-based interface.

The objective of the pilot was to test if pricing that directly responded to demand could significantly improve availability of on-street parking in commercial areas, and consequently reduce traffic created by drivers circling for parking along fully occupied curbs.

Funded by over $19 million in federal grant money, the program covers several thousand parking spaces in seven districts of the city. The federal funds target congestion reduction strategies. The significant funding enabled the acquisition and large-scale deployment of state of the art technology and equipment for real-time data collection. In-street, networked sensors monitor occupancy at each parking space. This information is used to inform future parking-rate adjustments while concurrently being pushed to customers to report block-by-block parking availability. Smart-meters play a crucial role. With them, SFpark can adjust rates on the same meter to correspond with different days and times.

Meters are networked to a central system and can therefore be programmed remotely to provide appropriate rates for unique locations[1] sometimes varying prices even on adjacent blocks (for instance the main street block face at a higher rate than an adjacent side street block face).

The city uses an in-house database tool to retrieve and assemble utilization data from its various parking assets and make rate adjustments — see Figure B-2. Parking rates are adjusted to maintain occupancy goals of no more than 85%. Rates range between $0.25 and $6 per hour varying both geographically and by time of day.

1 *Contemporary Approaches to Parking Pricing: A Primer*. Federal Highway Administration. May 2012.

SUMMARY MATRIX

Figure B-1 Overview of Highlighted Practices by Location

Comparable Cities	Commercial Metered Parking	Residential Parking	Commercial Loading	Additional Innovative Management Practices
San Francisco, CA	Performance-Based Pricing			Shared Space Parklets Motorcycle and Scooter Parking Disability Parking
New York, NY	Performance-Based Pricing		Metered Loading Off-Peak Scheduling	Bike Corrals Parklets
Seattle, WA	Performance-Based Pricing		Metered Loading	Formal Prioritization Carpool Loading Motorcycle and Scooter Parking
Charleston, SC				Public Valet
Houston, TX			Metered Loading	
Boston, MA			Off-Peak Scheduling	
Philadelphia, PA			Off-Peak Scheduling	
Los Angeles, CA				Targeted Loading Zone Enforcement
Toronto, ON		Residential Permit Parking		
Aspen, CO		Residential Parking Benefit Districts		
Portland, OR				Bike Corrals
Chicago, IL				Rush Hour Lane Conversion

Figure B-2 Map of Rate Adjustments in Downtown

Image Source: San Francisco Municipal Transportation Agency via sfpark.org

The principle elements and benefits of SFpark include[2]:

- **Demand-responsive pricing to ensure a minimal number of open parking spaces**. SFpark uses gradual and periodic (i.e., no more often than every thirty days) demand-responsive rate adjustments to find the lowest rate possible to achieve availability targets. SFpark increases rates when parking is hard to find and lowers them when demand is low.
- **Easier payment methods**. New parking meters accept coin, credit card, parking smart card, and cell phone payments.
- **Longer time limits**. Time limits in SFpark pilot areas were extended to four hours and in some areas eliminated altogether. This improves convenience for customers – allowing them to stay as long as they need or want – emphasizing instead smart rates as the primary tool for creating parking availability. Parking "turn over" is not the goal – availability is.
- **Fewer parking tickets**. By making it easy to pay and extending parking time limits, it is easy for drivers to avoid parking tickets. Increased compliance from making it easier to pay for parking, has to date compensated for reduced parking citation revenue.
- **Better information**. Easy access to information helps drivers find spaces with a combination of real-time and static information. Parking wayfinding signage directs drivers to lots and garages; mobile web apps and the region's 511 system provide visual displays of parking availability, time-limits, and parking rates; and an open data feed enables others to display and augment the data as well.
- **Reduced congestion and improve traffic flow**. More parking availability means that drivers should spend less time circling to find parking. Less circling will reduce congestion and greenhouse gas emissions and improve quality of life.
- **Improved surface transit speed and reliability**. Reduced circling and double-parking helps buses and streetcars increase travel speeds and on-time reliability, especially on busy commercial corridors.
- **More orderly curb lanes**. More parking availability means fewer drivers will be tempted to double-park or park in restricted curb space, such as loading zones.
- **Better air quality**. Approximately half of San Francisco's greenhouse gas emissions are transportation-related. Less congestion and circling, as well as improved transit performance should reduce greenhouse gas emissions and other pollutants.
- **Increasing San Francisco's economic vitality and competitiveness**. Improving access to commercial areas, whether by foot, bicycle, transit, or car (by making it easier to park), should foster economic activity in San Francisco's downtown and neighborhood commercial districts. This will help to change local and regional perceptions about parking in San Francisco and improve San Francisco's economic competitiveness.

2 San Francisco Municipal Transportation Agency via sfpark.org.

Figure B-3 Performance-Pricing and Control Area in San Francisco

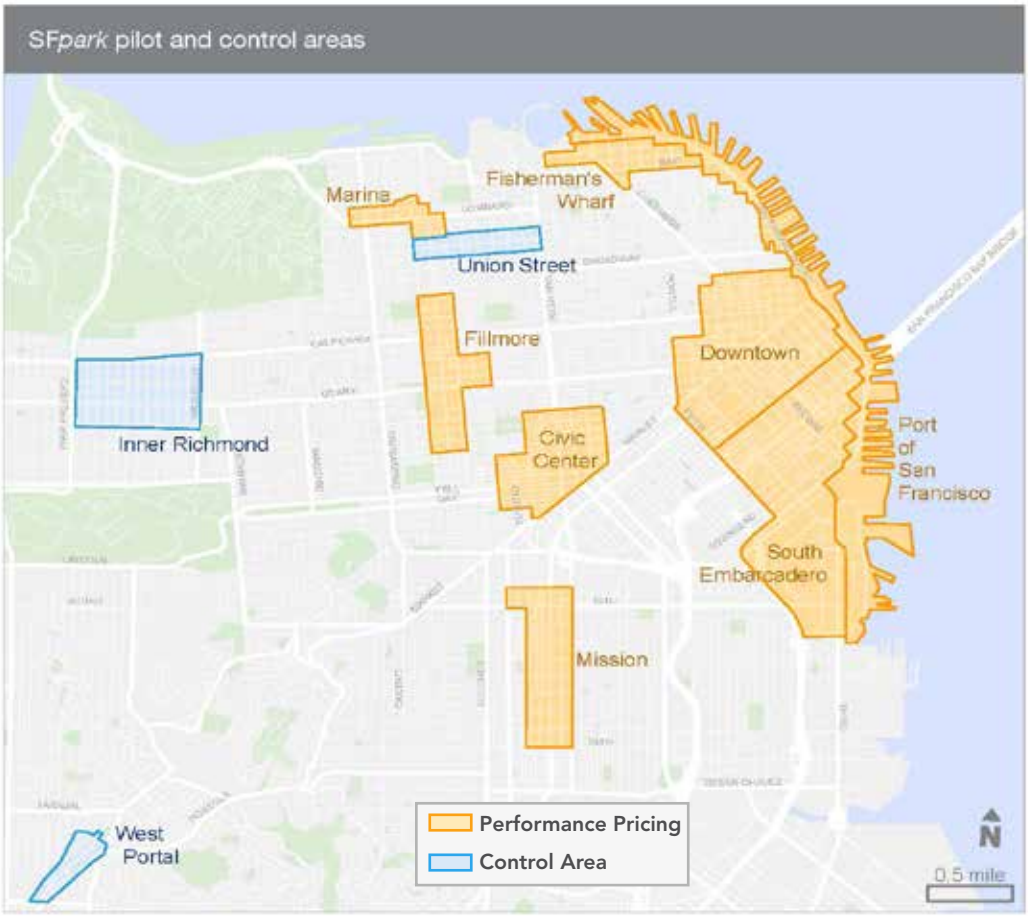


Image Source: San Francisco Municipal Transportation Agency via sfpark.org

SFpark also endeavors to change public attitudes toward metered, on-street parking by connecting parking rates to levels of service (curb-availability).

According to a preliminary evaluation of SFpark, released by SFMTA in December 2011, new credit card-enabled meters and longer time limits have resulted in fewer parking tickets and more payments.[3]

- Parking meter-related citations decreased by 35% at the new meters compared to a 21% decrease at meters that were not upgraded.
- Net meter revenue (not including parking meter-related citations) increased by 20% at the new meters, compared to the rest of the City's older meters that generated 7% less revenue than the previous year.
- Extending time limits in April tripled the net revenue increase at the new meters from 11% in January through March to 37% in May and June.
- Adding together meter revenue and meter-related citations, the new meters are generating more revenue than meters that were not upgraded compared to last year. Combined revenue at the new meters decreased by about 3%, while combined revenue decreased by 14% at meters that were not upgraded.

New York, NY

The Park Smart program by NYCDOT seeks to increase the availability of curbside spaces and improve traffic flow by encouraging motorists to park no longer than necessary. NYCDOT requires community board approval to initiate the program, which sets a higher meter rate when demand for parking is greatest. In October 2008, the NYCDOT introduced a pilot of PARK Smart at 281 metered on-street parking spots in the Greenwich Village neighborhood of Manhattan.

During the six-month trial period, DOT raised meters rates from $1 to $2 an hour during the peak 12 PM to 4 PM period, while meter rates remained at $1 per hour at other

3 "Parking Meter and Time Limit Preliminary Evaluation." SFpark. sfpark.org/wp-content/uploads/2012/01/SFpark_New_Meter_Evaluation_12_12_2011.pdf (accessed April 23, 2013).

times. Data collected during the pilots produced findings, including:[4]

- PARK Smart meters show an increase in the number of available parking spaces in March as compared with pre-implementation levels.
- Parking space occupancy declined from 77% to 71% on Tuesdays and from 75% to 69% on Fridays during the noon to 4 PM period (while the peak rate is in effect).
- Occupancies were only slightly changed on Saturdays, with occupancies at PARK Smart meters increasing from 67% to 71%, reaching an occupancy rate comparable to the weekday level.
- Motorists were parking for a somewhat shorter amount of time; the frequency of those who parked for less than one hour increased by 12% (from 48% to 60%) of parkers in the pilot area, while the frequency of those who parked for more than one hour decreased by the same percentage.
- Approximately 5% of meters were expired during pre-implementation, versus 4% after the six months.

Based on the success of the pilot, PARK Smart was made permanent in Greenwich Village and meter rates have been adjusted to $5 per hour from 6 PM. to 10 PM, and $3 per hour for all other hours. A second pilot began in Park Slope Brooklyn in May 2009 along approximately 20 block faces. In 2010, the Park Slope pilot was expanded and made permanent, with meter rates set at $2 per hour between 12 PM and 7 PM, and $1 per hour at all other metered periods.

In June 2013, a Park Smart pilot was launched in Jackson Heights, Queens and Brooklyn, using a progressive rate structure, shown in Figure B-4. A progressive rate structure is intended to discourage long-term parking by increasing the hourly rate for longer stays. If successful, this can help achieve preferred availability levels while reducing the impact of performance-based pricing on short-term rates.

Figure B-4 Proposed Rate Structure for Jackson Heights PARK Smart Pilot

Time	Current Rate	Progressive Rate
15 minutes	$0.25	$0.25
30 minutes	$0.50	$0.50
60 minutes	$1.00	$1.50
90 minutes	-	$2.50
2 hours	-	$4.00

By 2014, PARK Smart will include six neighborhood pilot programs which NYCDOT hopes will continue to demonstrate the benefit of higher meter rates in creating more commercial curbside access at high-demand times.[5]

Seattle, WA

In late 2010, the Seattle City Council adopted a new policy that focused on measurement and technical criteria for setting parking rates. The ordinance directed the Seattle Department of Transportation (SDOT) to collect on-street parking conditions data and determine whether changes should be made to parking rates and hours of operation to maintain target occupancy of 75% to 88%, or 6 to 7 spaces out of 8.

The adopted ordinance sets hourly rates between $1 and $4, and provides the SDOT director with the authority to adjust rates within this range, and to vary rates by location, time of day, and other considerations. According to Seattle Municipal Code (11.16.121) rates are set based on technical analysis to maintain one or two open spaces on each block face throughout the day to:[6]

- Support neighborhood business districts by making on-street parking available and by encouraging economic development;
- Maintain adequate turnover of on-street parking spaces and reduce incidents of meter feeding in commercial districts;
- Encourage an adequate amount of on-street parking availability for a variety of parking users, efficient use of off-street parking facilities, and enhanced use of transit and other transportation alternatives; and
- Reduce congestion in travel lanes caused by drivers seeking on-street parking.

Since implementation, SDOT has regularly documented on-street parking utilization as the basis for adjusting parking rates. SDOT made considerable changes to rates and hours of operation in 2011 and 2012 based on the previous year's parking data. The changes have varied depending on neighborhood conditions and include rate increases, rate decreases, maximum time limit increases, and evening hour extensions. In addition, the 23 parking districts for which data was collected in 2010 were adjusted.

Some areas were split into smaller districts with different rates or time limits, such as the University District, Waterfront and Pioneer Square. New parking districts were added as well, including Cherry Hill. 7 Figure B-5 illustrates the 29 parking districts for which rates were set in 2012, which

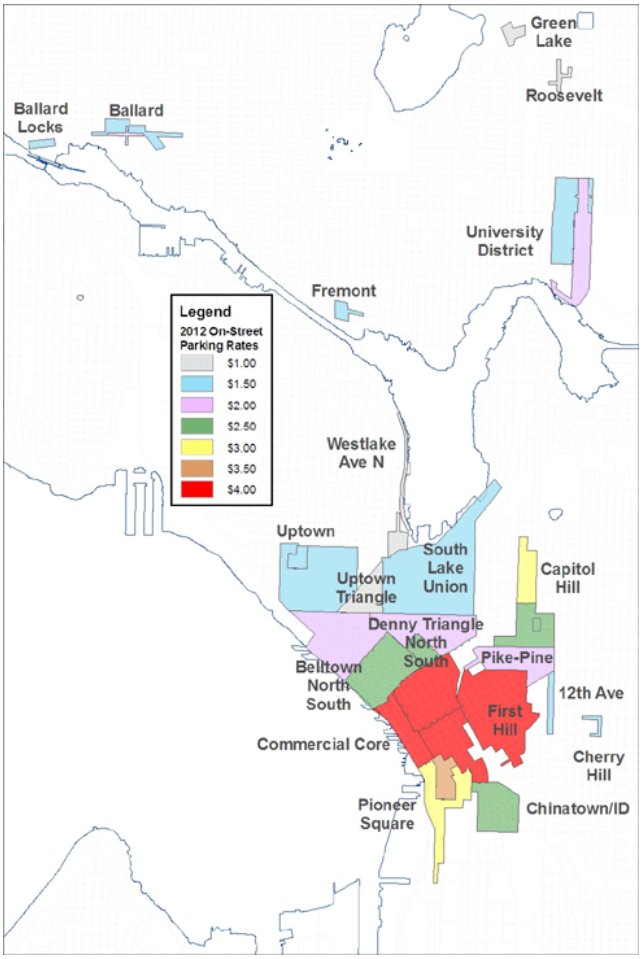
4 "PARK Smart Greenwich Village Pilot Program – Results." NYCDOT. www.nyc.gov/html/dot/downloads/pdf/parksmart_gv_results_july09.pdf (accessed April 23, 2013).

5 "PARK Smart." NYCDOT. www.nyc.gov/html/dot/html/motorist/parksmart.shtml (accessed April 23, 2013).

6 "11.16.121 Director of Transportation—Rate setting for parking payment devices," Seattle Municipal Code, (accessed April 2013).

7 "Contemporary Approaches to Parking Pricing: A Primer", USDOT-FHWA, 2012: http://ops.fhwa.dot.gov/publications/fhwahop12026/sec_7.htm

Figure B-5 Seattle On-Street Parking Rates 2012



range in size from a few clustered streets to entire neighborhoods comprised of dozens of blocks. Prior to passage of the performance-based parking ordinance, SDOT set hourly rates between $0.75 and $2.50 base on demand and land use, but did not account for varying neighborhood demands as the three pricing zones comprised downtown, center city and all outer areas.

Results from the 2011 rate adjustments found that in four districts where rates were increased, occupancy subsequently dropped to target occupancy of 1 to 2 available spaces. In seven districts, where rates remained the same, occupancy sometimes went up and sometimes went down. In the eleven districts where rates were decreased, there was no consistent change in parking demand. The city found that in areas where parking occupancy has traditionally been low, rate reductions did not attract new parkers.8

8 "Parking Sounding Board Meeting Presentation Overview." SDOT. www.seattle.gov/transportation/parking/docs/9%2015%20SB%20mtg%20ppt.pdf (accessed May 7, 2013).

COMMERCIAL LOADING

New York, NY

In 2000, NYCDOT initiated a pilot program called the NYC Commercial Congestion Parking Program. This program replaced unpaid commercial parking with hourly metered rates for all commercial loading zones and used an escalating pricing scale — $2 for the first hour, $3 for the second, and $4 for the third hour — to encourage operators to turnover spaces as soon as their loading activity was complete.[9]

By 2009, the program had steadily expanded to include about 8,000 curbside parking spaces, including all of Chinatown and all commercial areas in Manhattan between 60th Street and 14th Street. Muni-meters used for this pricing strategy accept coins, credit cards, and pre-paid parking cards. Since implementation, NYCDOT has found that curb occupancy has dropped from 140% (indicating rampant illegal parking) to 95%. The typical time of occupancy has fallen from 160 minutes to 45. Just 25% of commercial vehicles stay for more than 60 minutes.[10] Mobility improvements have also been significant, particularly along minor cross-town streets, which have tended to quickly become choked with commercial vehicles loading from travel lanes.[11]

Seattle, WA

The City of Seattle established a Commercial Vehicle Loading Zone (CVLZ) program to help provide a structure and location for service delivery vehicles to load and unload when regular truck loading zones are inadequate. The CVLZ is defined by yellow paint on the curb, signage and a yellow parking meter. Companies that operate a fleet of ten or more commercial vehicles are eligible to purchase one transferable permit for every ten non-transferable permits purchased. Smaller companies must purchase a permit for each vehicle it intends to use in CVLZ locations.

The City charges $195 for each permit, which is valid for one calendar year. Meters were also installed in CVLZs to allow non-permitted trucks or service vans licensed as trucks that have their company name affixed to both sides of the vehicle to use these zones. These vehicles must pay the meter when using a CVLZ, while vehicles with a CVLZ permit are exempt from meter rates. All vehicles using a CVLZ location are limited to 30 minutes.[12]

9 *Contemporary Approaches to Parking Pricing: A Primer*, USDOT-FHWA, 2012
10 "Urban Freight Case Studies: New York," U.S. Department of Transportation, Federal Highway Administration Office of Freight Management and Operations, 2009. http://ops.fhwa.dot.gov/publications/fhwahop10019/fhwahop 10019.pdf
11 *Contemporary Approaches to Parking Pricing: A Primer*, USDOT-FHWA, 2012
12 "Load Zones." Seattle DOT. www.seattle.gov/transportation/parking/parkingload.htm (accessed April 23, 2013).

The current fee of $195 for each CVLZ was set in 2012, increasing from $150 for the first permit and $90 for additional permits, to minimize the discrepancy with on-street parking rate. Seattle DOT estimated a net revenue increase of approximately $250,000 as even infrequent users of CVLZ permits (every other day at only one location per day) would save money over paying on-street parking rates.[13]

Houston, TX

The City of Houston sells Commercial Vehicle Loading Zone (CVLZ) permits with four classes, shown in Figure B-6, allowing commercial vehicle operators and companies to decide which type meets their needs. Permits are required of anyone parking in a commercial vehicle loading zone in the Central Business District.

Houston also allows parking at commercial-loading meters for vehicles lacking a CVLZ permit. The red meters are placed in the commercial vehicle loading zone and only accept quarters. The prices are set at $5 per hour to discourage long-term use and non-delivery vehicle parking.

Violations for the Commercial Vehicle Loading Zones are set very high to discourage parking violations by normal motorists or delivery drivers. Private vehicles are fined $250 for parking in a CVLZ. Commercial vehicles are fined $250 for using CVLZ without loading and $300 for parking in a CVLZ without permit or paying.[14]

Figure B-6 Houston's CVLZ Permits15

Class	Cost	Period	Details
Class A	$1,268.75	1 year	May park in a commercial vehicle loading zone or occupy 1-2 metered automobile spaces without payment of meter fee for 2 hours. Permit transferable to another commercial vehicle operated by permittee.
Class B	$317.18	1 year	May park in a commercial vehicle loading zone for up to 1 hour. Permit transferable to another commercial vehicle operated by permittee.
Class C	$158.58	1 year	May park in a commercial vehicle loading zone for up to 30 minutes. Permit transferable to another commercial vehicle operated by permittee.
Class D	$26.42	21 consecutive days	May park in a commercial vehicle loading zone for up to 1 hour. Only one Class "D" permit per vehicle may be issued to any vehicle owner within a 12-month period.

13 "2012 BUDGET LEGISLATION FISCAL NOTE." Seattle City Clerk. http://clerk.seattle.gov/~public/fnote/117320.htm (accessed April 29, 2013).
14 "Charlotte Curb Lane Management Study." Charlotte Department of Transportation. charmeck.org/city/charlotte/Transportation/Parking/Pages/CurbLaneManagementStudy.aspx (accessed April 22, 2013).
15 «Commercial Vehicle Loading Zone Application.» Houston Parking Management Division. www.houstontx.gov/parking/cvlz.pdf (accessed April 29, 2013).

OFF-PEAK SCHEDULING STRATEGIES

New York, NY

In 2009, New York City added a new pilot focused on encouraging off-peak loading to complement its successful commercial congestion parking program. With over 110,000 daily, curbside deliveries executed in Manhattan each day, even a modest shift of some of these to an off-peak schedule can have a meaningful impact on daytime congestion.[16] To test the potential impact of such a shift, NYCDOT provided cash incentives for delivery companies and their customers to agree to shift delivery hours during the pilot. Eight delivery companies and 25 of their client businesses voluntarily participated in the pilot.[17]

The goal of the pilot was to reduce congestion, double-parking, and other forms of illegal parking engaged in commercial loading. Several co-benefits of the program, however, quickly emerged. The average amount of time spent unloading and loading trucks was reduced from about 100 to 30 minutes. Travel speeds to first stops improved by 75%, while 2nd-stop speeds increased by 50%. Carriers were able to save on fuel costs and time by making more total deliveries in off-hours. And, businesses, while incurring the additional expense of staffing for off-peak deliveries, benefited by being able to focus daytime staff time on customer service rather than on awaiting and processing deliveries.[18]

Boston, MA

In the Downtown Crossing area of Boston, commercial vehicles are prohibited from using certain streets between 11 AM and 6 PM Commercial vehicle operators may seek a permit to enter Downtown Crossing for short periods in special circumstances, such as emergency repairs and one-day events. Utility companies are permitted to enter to respond to emergencies at any time, and exceptions are also made for several large companies (including Brinks, Wells Fargo, the US Postal Service, and local newspapers) after 2 PM[19]

Philadelphia, PA

Philadelphia has taken similar measures to address parking and congestion problems related to commercial vehicle deliveries. First, Philadelphia created commercial loading zones that allow deliveries on main streets from 6:00 AM to 10:00 AM, with afternoon deliveries delegated to side streets.[20] Designated loading zones were allocated only for delivery vehicles during morning hours but open to general parking later in the day. Then, to let commercial operators know that enforcement would be implemented, the city purchased vehicles capable of towing delivery trucks. Philadelphia stresses enforcement policies, and being able to tow delivery vehicles has greatly improved parking compliance among commercial vehicle drivers.

The City of Philadelphia has adopted a scheduling strategy for loading zones that encourages off-peak loading, by providing expansive loading zones on primary commercial streets during off-peak hours, and restricting peak-hour loading zones to side streets. In doing so, the City has not only provided significant incentive to schedule loading during off-hours, to the extent possible, but also expanded commercial parking capacity on primary commercial streets during peak hours.

16 Cassidy, W. B. (2010). New York to Expand Off-peak Truck Program. The Journal of Commerce.
Retrieved from www.joc.com/trucking/new-york-expand-peak-truck-program
17 New York City DOT July 1, 2010 press release, via: http://www.nyc.gov/html/dot/html/pr2010/pr10_028.shtml
18 *Contemporary Approaches to Parking Pricing: A Primer*, USDOT-FHWA, 2012
19 http://www.bettermarketstreetsf.org/docs/BMS_P2-4_BestPractices_12072011.pdf
20 "Regulating Curb Space: Developing a Framework to Understand and Improve Curbside Management page 1." Transportation Research Board. http://amonline.trb.org/1sitqk/1sitqk/1 (accessed April 23, 2013).

SHARED SPACE STRATEGIES

San Francisco, CA

In 2010, the San Francisco County Transportation Authority developed a proposal for pedestrian space that can be shared with delivery vehicles on Columbus Avenue in the North Beach neighborhood of San Francisco. This proposal would widen the sidewalks on Columbus Avenue by eight feet, extending the sidewalk into what is now the parking lane.

To maintain delivery access, the sidewalk would be divided into "inner" and "outer" zones defined by textured pavement. The outer eight feet of sidewalk would be designed as shared space, which would be available to both pedestrians and commercial vehicles at all times. A beveled or "mountable" curb would enable delivery vehicles to park in the "outer" zone. Because most deliveries occur on Columbus Avenue during the day, and sidewalk pedestrian activity peaks in the evening, this design would make innovative use of a natural time-sharing opportunity for the same curbside and curb lane space. The sidewalks would be between 20 and 22 feet wide, providing additional space for pedestrians while allowing all café seating and street trees to remain on the sidewalk.[21]

21 Final Report Columbus Avenue Neighborhood Transportation Study," San Francisco County Transportation Authority, 2010.

Figure B-7 Existing and Proposed-Alternative Conditions

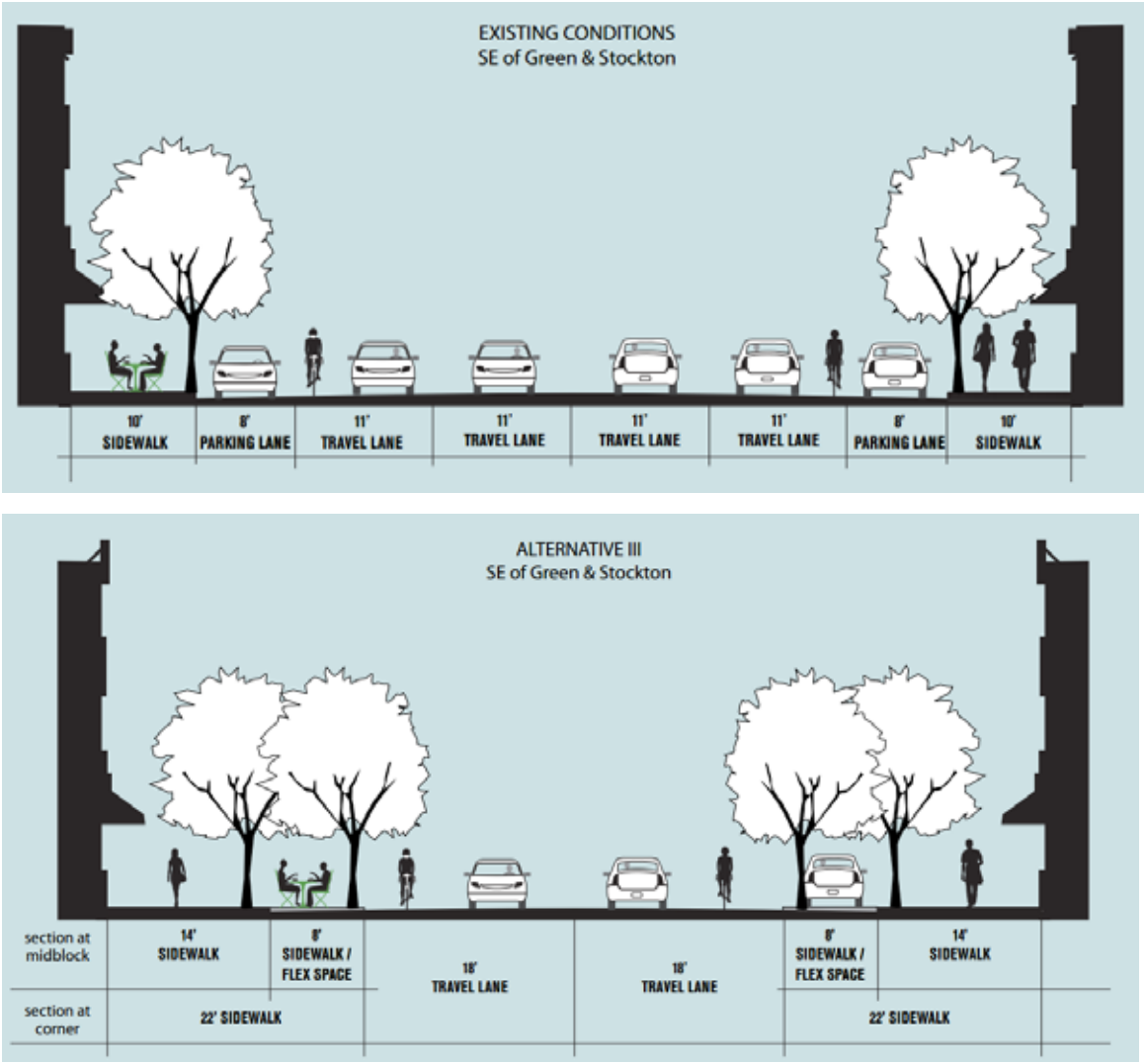


Image source: "Final Report Columbus Avenue Neighborhood Transportation Study," San Francisco County Transportation Authority, 2010

TARGETED LOADING ZONE ENFORCEMENT

Los Angeles

The Los Angeles Department of Transportation uses a targeted enforcement program, Tiger Teams Curbside Management Program, to reduce traffic congestions and improve delivery efficiency on key corridors and areas. Previously, on-street parking regulations were not strictly enforced and citations failed to deter repeat offenders, some receiving more than 100 tickets per year. LADOT set up interviews with these parking violators and received input that helped establish designated loading zones where they were most needed. After addressing the issue of inadequate loading space, LADOT conducted a marketing campaign to inform shippers and the general public about the new enforcement program. Afterwards, the Tiger Teams Curbside Management Program began deploying 15 traffic control officers and 10 tow trucks during the peak travel period, resulting in a decrease in parking violations.[22]

PUBLIC VALET

Unlike other valet programs that serve only one business, public valets are designed to serve all area businesses. By linking just a few on-street spaces, used for drop-off and pick-up, to under-utilized off-street facilities, public valet can greatly expand the capacity of curb parking in high-demand areas. For customers, these services offer an easy alternative to finding on-street parking, or dealing with off-street facilities, by allowing drivers to drop-off their car at a central location and forget about their cars until they are ready to leave the area. Essentially, it combines the convenience of on-street parking with the expansive capacity of off-street facilities.

Charleston, SC

The City of Charleston initiated a public valet program in May of 2011, after City staff researched other city valet parking programs and assessed strategic locations for its downtown. The City's Director of Traffic and Transportation identified specific locations for valet stations, taking into consideration vehicle and pedestrian circulation, accessibility, access to off-site parking, and street and sidewalk widths.

A group of downtown business owners suggested the program, seeking ways to address parking constraints that were discouraging downtown trips. The group selected public valet as an opportunity to provide a new level of customer service, and create a "different atmosphere" that would attract more visitors. The City embraced the concept as a means of expanding the capacity of the most convenient parking locations, while reducing "search" traffic and parking in surrounding neighborhoods.

There had been valet operations in the past, but they had been unregulated, non-strategic, and focused on serving individual businesses. The new program, by contrast, is City-controlled and branded to distinguish the service as a unique form of valet as a public service. Although the operations are contracted to a private vendor, the City establishes and controls station locations, rates, uniform and signage guidelines, and locations for parking valet-served vehicles.

The City's program began as a one-year pilot to assess the effectiveness of the strategy. Stakeholders received the program well and the City added a fifth valet location in 2012. The City current holds a three-year contract with two companies. These companies report that they aren't making money as the City's public valet. However, since they hold the contracts for valet parking, they can also contract with private restaurants and businesses as a valet service, and this is how both companies are making a profit. Both companies have contracted with the City and with private parking lot owners for parking space.

Today, there are five valet stations that operate from 6 PM to 12:30 AM, 7 days a week. The valet fee is between $8 and $10. A total of 24 metered parking spaces are used to operate the queuing areas. Valet services are available to all visitors, regardless of where they are going, allowing visitors to leave their car parked while they shop, dine, catch a movie, etc.

RESIDENTIAL PERMIT PARKING

Toronto, ON

The City of Toronto initiated Residential Permit Parking (RPP) in the 1960s to preserve on-street parking spaces for residents in areas with minimal off-street parking and areas where commercial and visitor parking demand threatens to spill over into surrounding neighborhoods. Toronto's RPP program provides over 60 unique combinations of permit parking operating hours, which developed in response to varied conditions and specific neighborhood concerns. Permit parking is implemented on either a street name basis, where parking is restricted to one specific street or on an areas basis where a number of streets have been grouped into permit areas to maximize the available parking. RPP regulations may be established for specific streets, permitting residents to park on their block of residence,

22 http://www.bettermarketstreetsf.org/docs/BMS_P2-4_BestPractices_12072011.pdf

or on an area basis where a number of streets have been grouped into a permit area to maximize available parking for residents.

Permits are allocated by priority to residents on a 6-month or 12-month basis using a graduated fee structure based on parking availability:[23]

- First vehicle for residents with no access to on-site parking: $13.70 per month
- Second and subsequent vehicles for residents with no access to on-site parking: $34.27 per month
- All vehicles for residents with access to on-site parking: $47.98 per month

Temporary on-street parking permits may be purchased by residents and their guests at a cost of $19.66 per week, $8.39 per 24 hours or $12.59 per 48 hours.

In each RPP district or street, the total number of permits issued is limited to the actual number of legal on-street spaces. When no spaces are available, no permits are issued and a wait list is established for the remaining qualified permit applicants. Residents with multiple permits may be forced to surrender a permit to those on the wait list with none, beginning with the person holding the highest number of permits. Though revocation of multiple permits is rare, it is an added incentive for households to limit the number of permits they purchase in areas with high demand for on-street.[24]

Toronto's RPP program generates surplus funds that support many of the City's environmental initiatives.

New York, NY

New York City DOT has resisted implementing resident permit parking for strategic traffic- and curbside-management reasons.

In most areas of the city, resident parking demand is many times higher than curbside capacity. Any program that might reduce non-resident competition along neighborhood streets would increase resident demand, offsetting any overall demand-reduction impact.

Furthermore, the fact that finding parking along neighborhood streets is famously challenging in much of the city is viewed as a highly effective incentive for residents to leave their car in place and use transit, ride a bike, or walk when making local or regional trips.

RESIDENTIAL PARKING BENEFIT DISTRICTS

Austin, TX

A Parking Benefit District (PBD) pilot program was established by the City of Austin in July 2005 on a seven block corridor in an area known as "West Campus" to address resident concern over spillover parking from nearby commercial and educational establishments. The pilot included 96 pay and display multi-space metered parking spaces.

The West Campus pilot was successful in managing parking and generated revenue to construct streetscape improvements, such as improved sidewalks, crosswalks, transit shelters, bike lanes, curb ramps, and street trees, to help improve the neighborhood's pedestrian environment. Residents receive permits for themselves and their guests that exempt them from having to pay for parking in the District.[25]

An ordinance was approved in October 2011 to establish a permanent PBD and the district was expanded in 2012 to the 25-block area shown in Figure B-8. The PBD includes 385 multi-space metered parking spaces.

23 "Transportation Services - Permit Parking." City of Toronto. http://www.toronto.ca/transportation/onstreet/index.htm#type (accessed April 2, 2013).
24 Residential Parking Best Practices, SFpark, 2009.
25 "Parking Benefit District." City of Austin. austintexas.gov/department/parking-benefit-district-pbd (accessed April 22, 2013).

Figure B-8 Map of West Campus Parking Benefit District

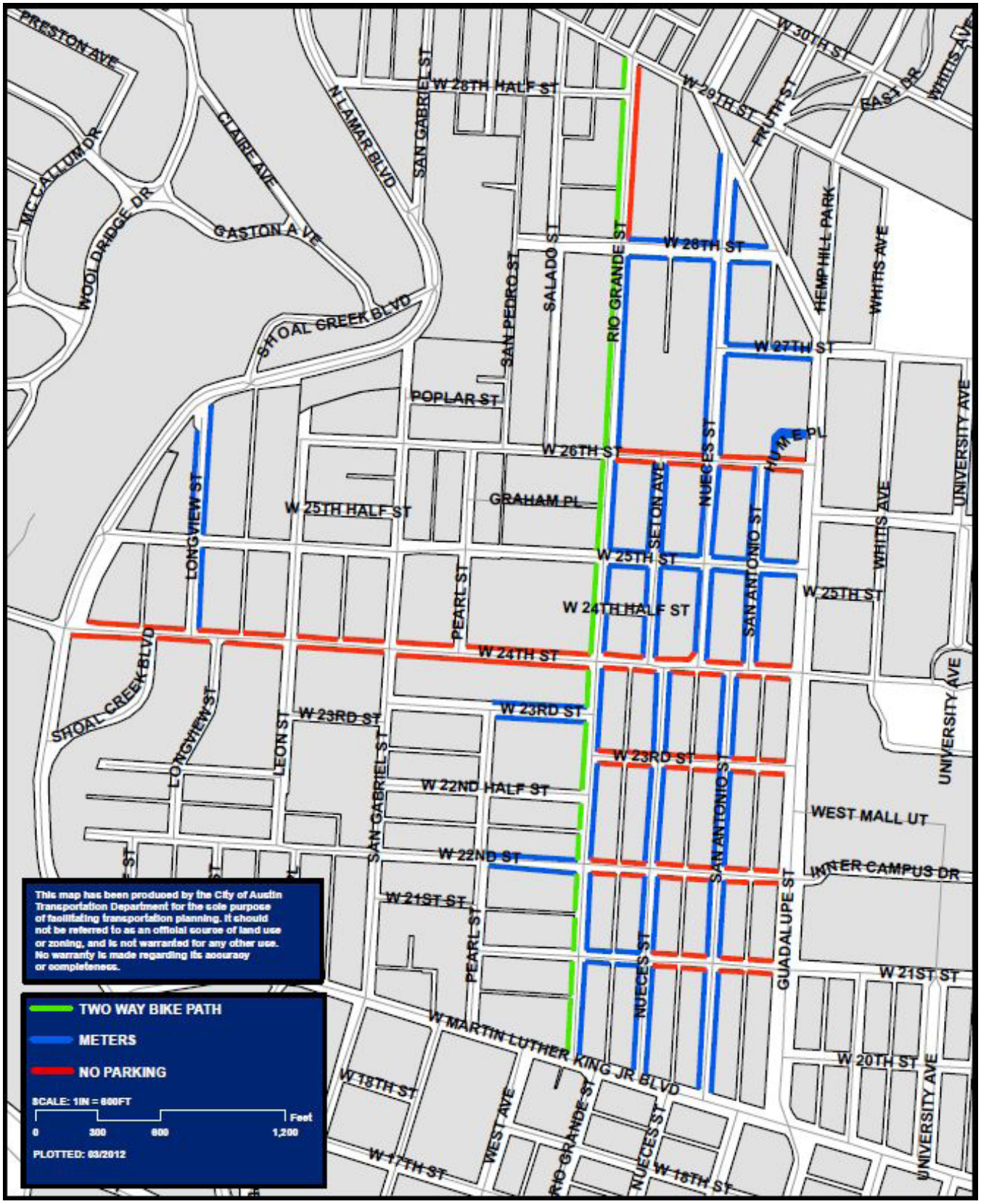


Image source: City of Austin

VISITOR PARKING

Charleston, SC

The City of Charleston established its first residential permit parking district in 1975 to minimize the number of nonresidential and commercial vehicles competing for parking in residential neighborhoods. Currently, there are 11 parking districts, ranging in size from a few blocks to several dozen, which cover much of downtown Charleston. Each residence within a Resident Permit Parking district is allowed up to two on-street parking permit decals for their specific district, and more than 8,000 permits are issued annually. The City offers homeowners the option to purchase the following guest passes to accommodate their individual need for long term visitor parking:

- Single day pass
- Two week pass
- A booklet of 30 single-day passes at a discounted rate

Guest passes must be filled out and initialed by the homeowner and placed on the vehicle dashboard.[26]

Boston, MA

The City of Boston does not provide visitor passes to park in its Resident Permit Parking (RPP) areas, but designates some visitor parking spaces based on community input and needs. These spaces typically allow up two-hours of visitor parking, though permitted residents are allowed to occupy these spaces for longer periods. There is no specific policy or threshold for creating visitor parking spaces, except that the Boston Transportation Department (BTD) attempts to address community concerns.[27]

Boston's RPP program designates resident-only spaces in the neighborhoods indicated in Figure B-9 to prioritize on-street parking in residential neighborhoods for residents. Any resident within a RPP area may obtain a permit, regardless of whether there are residential parking restrictions on their street. The RPP program does not charge a fee or limit the number of permits an individual or household may obtain, so the number of permits greatly outnumbers spaces available. According to the BTD, the lack of permit fees helps convey that these permits give residents a better chance of finding a parking space, but do not entitle them to one.

The RPP program is initiated or expanded in response to community requests. BTD has established a thorough implementation process for RPP, involving community meetings to ensure that the potential impacts of the program are fully understood. A petition, with 51% of resident support, is required for BTD to consider implementing RPP restrictions in an area.

The days and hours that RPP restrictions are in effect vary by neighborhood, based on resident input and non-resident parking demand. The program was initially instituted in downtown neighborhoods, such as Beacon Hill and Back Bay, to manage commuter traffic and encourage transit use. Later programs addressed the impact of on-street parking by employees and hospital visitors in the Fenway, Mission Hill and Allston. RPP programs were also developed near MBTA stations with morning restrictions to discourage transit commuters from parking on neighborhood streets.[28]

MONETIZING EXCESS RESIDENTIAL CAPACITY

Aspen, CO

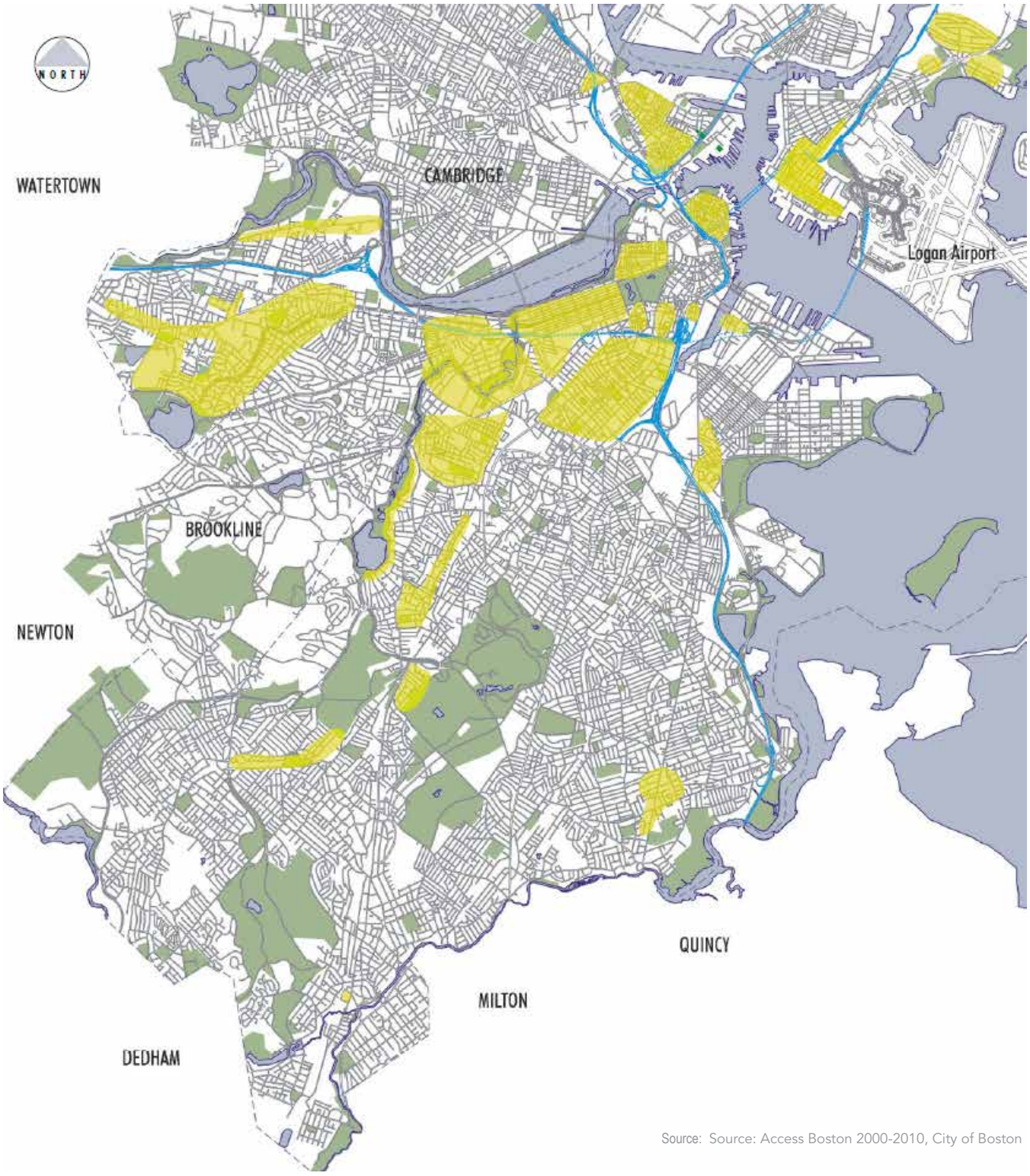
The City of Aspen established Residential Permit Parking zones to prevent overflow parking from the city's downtown, which implemented paid parking in 1995. Residents are provided with parking permits and visitors are allowed to park for free for up to 2 hours in an 8-hour period. To increase utilization of on-street parking facilities towards 85% occupancy, the city sells 1-day visitor passes to park for more than 2 hours in RPP zones. Any visitor may purchase day passes without involvement of a resident for $7 at a local grocery store, via pay-by-phone, or at one of 15 neighborhood pay stations.

Businesses in RPP zones are allowed to purchase business vehicle permits, which are non-transferable and cost $1,000 per year. Lodges within RPP zones can purchase parking permits for guest use. After lodge employees were found using guest permits for personal parking, the City implemented a "two strikes" program that banned lodges from purchasing permits when employees are caught twice abusing the program. Parking availability in residential neighborhoods is regularly monitored by the city and rates are increased when average occupancy in the neighborhood exceeds 85% over a 1-year period.

RPP zones are enforced using license plate recognition (LPR) technology, which allows the 3,000 residential-zone parking spaces to be checked 2-3 times per day. Enforcement vehicles identify cars that park in RPP zones for more than 2 hours in an 8-hour period without purchasing a day pass or holding an RPP. Physical passes are unnecessary as

26 "Charlotte Curb Lane Management Study." Charlotte Department of Transportation. charmeck.org/city/charlotte/Transportation/Parking/Pages/CurbLaneManagementStudy.aspx (accessed April 22, 2013).
27 "Access Boston 2000-2010 Transportation Plan." City of Boston. http://www.cityofboston.gov/transportation/accessboston/ (accessed May 13, 2013).
28 Nelson\Nygaard Consulting Associates, "Downtown Brooklyn Residential Permit Parking Study", prepared for the Downtown Brooklyn Council, May 2006.

Figure B-9 Map of Boston's Resident Permit Parking Program Locations, 2010



Source: Source: Access Boston 2000-2010, City of Boston

enforcement vehicles access a database with information on all residential pass holders.[29]

BICYCLE PARKING - CORRALS

Portland, OR

Bike Corrals expand the amount of bicycle parking on a street without taking valuable space away from the sidewalk. Bike Corrals typically replace one parking space at the request of a local business or property owner and accommodate 12-24 bikes. Corrals can be installed at corners to "daylight" an intersection since bicycle parking has no effect on the visibility of pedestrians to moving vehicle traffic. Portland's Bicycle Corral Program has installed over 40 corrals since 2004 with business owners reporting an increase in bicycle and foot traffic to their business.[30] Some bike corral installations include curb extensions and covered bike parking facilities which protect bicycles from rain and other elements, as seen in the photo below.

Covered Bicycle Parking in Hawthorne Neighborhood of Portland, OR

Source: Nelson\Nygaard

New York, NY

In August 2011, NYCDOT installed its first bike corral, rows of bicycle racks installed in the curbside lane in the Carroll Gardens neighborhood of Brooklyn. The design is used in locations where demand for bicycle parking outstrips the available sidewalk space. Bike corrals can be requested by anyone, a maintenance partner is necessary to keep the bike corral clear of snow and debris. Maintenance partners may be businesses, community groups and individual volunteers. NYCDOT meets with applicants, measures the potential site, and assesses bike parking demand to determine if bike corrals are appropriate. Some bike corral designs include large planter pots delineating the ends, which are also maintained by the partner. NYCDOT then presents proposed bike corrals to the local Community Board.[31]

MOTORCYCLE AND SCOOTER PARKING

San Francisco, CA

Source: Google Street View; Google Maps. http://maps.google.com (accessed May 7, 2013).

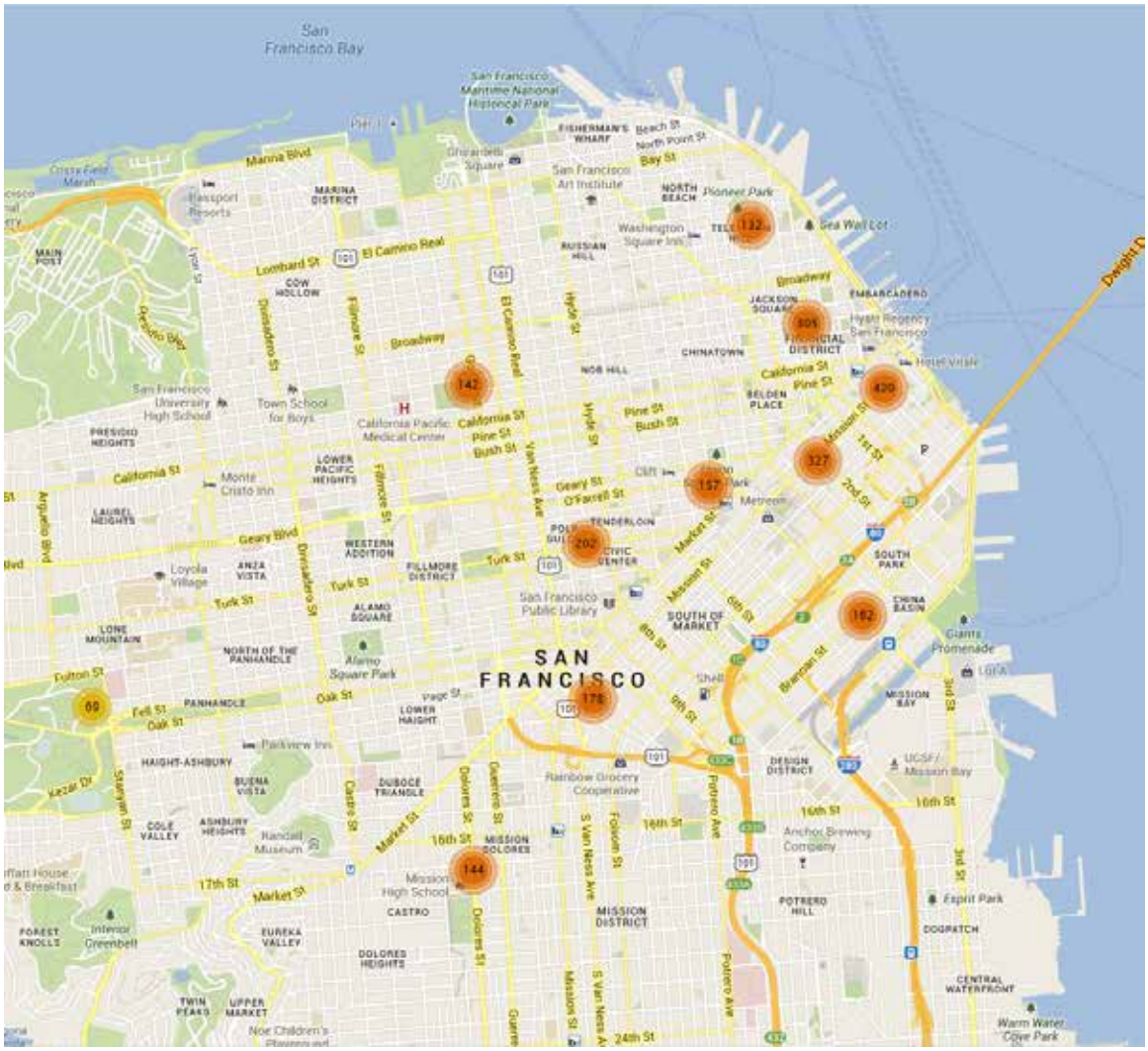
San Francisco has a long history of dedicated motorcycle and scooter parking beginning nearly 20 years ago as an adaptive use of curb space too small for larger vehicles. As motorcycle and scooter use has increased, dedicated motorcycle parking has proliferated along streets throughout the city (see photo at right).[32] In 1984, the San Francisco City and County Board of Supervisors requested the Department of Public Works and the City Attorney to outline regulations for curb space at least three feet wide but too small for an automobile to park to be designated as motorcycle parking. The Board of Supervisors approved the creation of a dedicated motorcycle parking space amendment to the San Francisco Traffic Code on September 24, 1984.[33]

Since 1984, the Department of Parking and Traffic has expanded motorcycle parking to 1,361 metered parking spaces throughout San Francisco.[34] Motorcycle parking is concentrated in the downtown core, within and surrounding the Financial District (Figure B-10).

29 *Contemporary Approaches to Parking Pricing: A Primer*, USDOT-FHWA, 2012
30 Meisel, Drew. *Bike Corrals: Local Business Impacts, Benefits, and attitudes."* Portland State University. http://bikeportland.org/wp-content/uploads/2010/05/PDX_Bike_Corral_Study.pdf

31 "Bike Corrals." NYCDOT. www.nyc.gov/html/dot/html/bicyclists/bicycleparking.shtml#bikecorrals (accessed April 23, 2013).
32 "Legislative Analyst Report: Motorcycle Assessment/Methodology." (2002). San Francisco Board of Supervisors. http://www.sfbos.org/index.aspx?page=1262 (accessed June 12, 2013)
33 *Journal of Proceedings. (*20 August 1984). San Francisco City and County Board of Supervisors. 79:27,820-822 & 917. http://archive.org/stream/journaljulydecofproceed79sanfrich#page/n3/mode/2up (accessed June 10, 2013).
34 "On-Street Parking Management and Pricing Study." (2009) San Francisco County Transportation Authority. http://www.sfcta.org/sites/default/files/content/Planning/ParkingManagementStudy/pdfs/parking_study_final.pdf (accessed June 10, 2013).

Figure B-10 Motorcycle Parking Map of San Francisco



Motorcycle Parking Map.
Source: SFgov.org San Francisco Data, https://data.sfgov.org/Transportation/Motorcycle-Parking-Map/8ghf-hzw6 (accessed June 12, 2013)

- The San Francisco policy concerning motorcycle parking is to ensure safe use of streets:
- "For pedestrians, motorcycles will be less likely to park on sidewalks
- For motorists, motorcycles will be less likely to take on-street parking from automobiles
- For motorcyclists, motorcycles will have a safer, legal place to park with less likelihood of damage from car bumpers
- For property owners, motorcycle parking can help to frame the edge of a driveway and lessen the chance of driveway blockage from illegally parked cars"[35]

On-street motorcycle parking is requested through the San Francisco Municipal Transportation Agency. The final placement and approval of motorcycle parking is addressed in public hearings.[36] Motorcyclists are allowed to park in any metered space in San Francisco but can pay less per hour in dedicated motorcycle parking stalls, between $0.40 to $0.70 versus $2.00 to $3.50 per hour.[37]

35 "Legislative Analyst Report: Motorcycle Assessment/Methodology." (2002). San Francisco Board of Supervisors. http://www.sfbos.org/index.aspx?page=1262 (accessed June 12, 2013).

36 "Request On-street Motorcycle Parking." SFMTA. http://www.sfmta.com/services/streets-sidewalks/installation-requests/request-motorcycle-street-parking (accessed June 12, 2013).

37 "Parking." SFMTA. http://www.sfmta.com/getting-around/parking/meters (accessed June 12, 2013).

DISABILITY PARKING

Philadelphia, PA

The City of Philadelphia had issues with accommodating the demand for disability parking and with disability parking placard abuse. Prior to 2001, placard holders were exempt from paying for parking and from all time limits. However, in the 1990s there was a sharp increase in the issuance of placards while at the same time the amount of on-street parking in the downtown core decreased. Local merchant groups felt that placard abuse was affecting the ability of their customers to park and shop downtown.

To address these issues, Philadelphia employed a multi-faceted approach to accessible parking. The City installed more accessible parking zones, and in two neighborhoods provided a one spot per block. Installation was prioritized at the end of the block wherever feasible. The biggest change was that placard holders had to start paying the posted rate for parking, but were allowed an additional hour beyond the posted time limit.

The results paint a clear picture of success. A survey conducted in March 2001 found that 65% of vehicles parked in the downtown core displayed disabled parking placard. In May 2001, after the city implemented its strategies, the percentage of vehicles displaying disabled placards declined to 2%. Between 2000 and 2002, the availability rate for on-street parking in the downtown core increased from 2% to 13%.[38]

San Francisco, CA

San Francisco's MTA is building upon Philadelphia's success to try to deal with its own, rapidly intensifying, ADA-permit abuse issues. Within San Francisco, there are 29,200 metered on-street parking spaces, however 60,750 disabled placards have been issued as of November 2012, with another 453,830 issued in the surrounding eight Bay Area counties.[39] The number of disability placards has jumped by more than 100 percent in the past decade, far outstripping the growth of the overall population, which has increased just 5%.[40]

As a consequence, current policies are failing to provide access for people with legitimate disabilities, while reducing parking availability for all drivers. In October 2012, the SFMTA formed an Accessible Parking Policy Advisory Committee made up of disability rights advocates as well as business, regional-transportation, and medical stakeholders. They were tasked to identify problems, establish goals, review research, analyze solutions, and create an integrated set of recommendations. The committee identified a program of policy recommendations based on best practices from across the nation in order to reduce placard abuse and increase access to street parking.[41]

1. Reserve more parking spaces for people with disabilities: 4% of metered parking spaces should be blue zones.
2. Remove the meter payment exemption: Requiring everyone to pay for parking is the most effective way to reduce placard abuse and open up parking spaces. This policy should only be allowed as an option in jurisdictions that offer accessible payment options.
3. Direct revenue to accessibility improvements: Funds should be used to improve accessibility and mobility for people with disabilities, such as constructing more curb ramps and expanding public transportation.
4. Establish reasonable time limits: Time limits for placard holders should be 4 hours in blue zones and at regular meters, unless the posted limit is longer.

Many of these proposed changes - including requiring placard holders to pay for parking - would require a change in California state law. These could be introduced in 2014 and go into effect in 2015 at the earliest.

PARKLETS

San Francisco, CA

Since San Francisco piloted its first parklet in 2010, the Pavement to Parks program has grown to more than 38 parklets providing outdoor public seating in the parking lane of the street as an amenity to pedestrians at places where sidewalk seating is not available. Also known as "Pop-Up Cafes" in New York, Parklets provide well-designed public open spaces that invite people to stay where narrow sidewalks often prevent traditional sidewalk cafés or permanent public seating. The San Francisco Parklet program seeks applications from business improvement districts, community organizations, property owners, retail stores, and restaurants to design, construct, and maintain the spaces for one-year leases that can be renewed on an unlimited basis. San Francisco has found that the program works best when specific businesses sponsor and maintain the parklets. To streamline the permitting process, design standards are specified to construct Parklets as semi-permanent, which

38 "Accessible Parking Policies and Practices in Other Jurisdictions," San Francisco MTA, 2013.
39 "Accessible Parking Policy," http://sfpark.org/how-it-works/accessible-parking-policy/ (accessed June 10, 2013).
40 "Do Disabled Motorists Need Free Parking?," http://www.eastbayexpress.com/oakland/do-disabled-motorists-need-free-parking/Content?oid=3536084 (accessed June 10, 2013).
41 "Improving Parking Access in San Francisco – Description," http://www.sfmta.com/projects-planning/projects/improving-parking-access-san-francisco/detail (accessed June 10, 2013).

can include tables, chairs, bicycle parking, benches and landscaping. They are also intended to easily removable if needed for seasonal use, such as in New York City.

Installation of parklets has the potential to increase revenue for adjacent businesses. A study of pedestrian traffic, behavior and perception around three parklet locations in San Francisco found increased pedestrian and bicycle traffic, as well as people engaged in stationary activities, especially on weekdays.[42]

CARPOOL LOADING

Seattle, WA

Carpool loading zones are provided in designated curbside spaces throughout Seattle. These zones are assigned to qualified carpool groups, based on the number of passengers, frequency of carpool commuting, and proximity of residence or place of employment. To prioritize morning carpool commuters, carpool spaces are restricted between 7 AM and 10 AM, after which they are available to the general public for use.[43]

CAR SHARE

Washington, DC

The District of Columbia's policies, and DDOT's curbside regulations in support of car-share parking, combine to form what is, arguably, the nation's leading practice in this area. For that reason, no other leading practice is summarized here as a model of potential improvement.

RUSH HOUR LANE CONVERSION

Chicago, IL

Beginning in October 2012, the City's Department of Transportation (CDOT) began to lift rush hour parking restrictions on specific blocks to increase pedestrian safety and clear the way for bicycle lanes to be introduced. Rush hour parking restrictions were first lifted along North Avenue between Ashland Avenue and Western Avenue. The rush hour lanes along this corridor were introduced in 1993 and have been determined ineffective by CDOT traffic engineers because motorists frequently park in the peak hour restricted lanes, creating bottlenecks from vehicles merging in and out of the rush hour lane. According to CDOT Deputy Commissioner Luann Hamilton, the merging vehicles along the corridor "present pedestrians with a less predictable situation [of] how vehicles will operate in the corridor during peak times."[44] The removal of rush hour parking restrictions has created a consistent pedestrian experience along the corridor and a safer pedestrian environment.

More recently, Chicago Alderman John Arena filed an ordinance to lift rush hour parking restrictions along Milwaukee Avenue between Lawrence Avenue and Addison Street. The ordinance is meant to slow traffic, provide parking during rush hours to attract shopping in the area and lead to the installation of bicycle lanes alongside permanent parking.[45]

FORMAL CURBSIDE PRIORITIES

Seattle, WA

To address demands on the limited amount of available curb space, the City of Seattle began prioritizing curb uses as part of their comprehensive planning process in the 1990s. This approach to curb management provides a strategic tool to balance diverse and competing demands, to assist in moving people and goods more efficiently, to support the vitality of business districts and to create livable neighborhoods. In general, the use of curb space for long-term commuter parking is not one of the City's priorities. In residential areas, the priorities for curb space use are:[46]

1. Transit use (bus stops and spaces for bus layover),
2. Passenger and commercial vehicle loading zones,
3. Parking for local residents and for shared vehicles, and
4. Vehicular capacity.

In business or commercial areas, including blocks with mixed-use buildings containing residential units, the priorities for curb space use are:

1. Transit use (bus stops and spaces for bus layover),
2. Passenger and commercial vehicle loading zones,
3. Short-term customer parking (time limit signs and paid parking typically for 1- or 2-hours);
4. Parking for shared vehicles, and
5. Vehicular capacity.

42 "Parklet Impact Study." San Francisco Great Streets Project. sfgreatstreets.org/wp-content/uploads/2012/01/Parklet_Impact_Study.pdf (accessed April 29, 2013).
43 "Charlotte Curb Lane Management Study." Charlotte Department of Transportation. charmeck.org/city/charlotte/Transportation/Parking/Pages/CurbLaneManagementStudy.aspx (accessed April 22, 2013).
44 "Goodbye North Avenue Parking Controls. Hello Bike Lanes?" Vance, S. (5 April 2013). Streetsblog. http://chi.streetsblog.org/2013/04/05/goodbye-north-avenue-parking-controls-hello-bike-lanes/ (accessed June 10, 2013).
45 "Rush Hour Parking Bans." Nadig Newspapers. http://nadignewspapers.com/stories/rush-hour-parking-bans.html (accessed June 10, 2013).
46 "Curb Use Priorities in Seattle." SDOT. www.seattle.gov/transportation/parking/parkingcurb.htm (accessed May 1, 2013).

Appendix C
Adjacent Jurisdiction Review

Appendix C: Adjacent Jurisdiction Review

Curbside management plays a role in both retail and residential strength and attraction, as consumers seek out locations that meet their mobility and accessibility needs, including, for some, parking that is available and management practices that are predictable and understandable. While significant transportation facilities vital to regional and/or statewide mobility are subject to oversight at the state level, parking is considered a uniquely local phenomenon with management practices generally being determined at the most local level of incorporated government. This means that Washington DC is surrounded by more than a dozen different parking regimes.

This memo explores the curbside policies and practices among four of the largest, and most comparable jurisdictions to the District. While each is unique, all share various commonalities with the District of Columbia.

- **Arlington County, Virginia** – Although just a third the size of the District of Columbia in both population and geography, the County is in many ways the city's peer. Arlington is characterized by both dense, highly mixed use employment and destination centers around the Ballston-Rosslyn Corridor and Crystal City, as well as lower density largely residential areas and rapidly transitioning corridors such as Columbia Pike. The County is relatively compact and possesses a dense array of transportation options.
- **City of Alexandria, Virginia** – Lying six miles south of downtown DC, Alexandria, like the city, is a municipality with independent jurisdiction over parking. It too faces challenges in accommodating the parking demands with severely limited land resources and high demands especially for destination areas like the Old Town waterfront and high density employment centers such as the Mark Center.
- **Montgomery County, Maryland** – At over 500 square miles with over one million residents, Montgomery County is larger than the District and governs parking from a larger scale. However the county oversees parking management in multiple diverse commercial center contexts from Bethesda to Germantown, Silver Spring to Potomac. In addition, the County oversees residential parking management in all areas in between.
- **Baltimore, Maryland** – Although 40 miles and roughly an hour travel time separate the two cities, Baltimore offers valuable lessons of both comparable contexts and divergent approaches to parking management.

ARLINGTON COUNTY, VA

Arlington County manages over 53,000 on-street parking spaces county-wide, less than a tenth of which (4,500) are metered. Complementing the public on-street spaces are more than 100,000 spaces within off-street garages and surface lots maintained and managed by private owners and operators. With a litany of competing demands for on-street space, the county has developed specific policy goals for their curbside parking program. To carry out the policy goals, Arlington has several programs to manage parking, and the county is actively developing new programs and enhancements to current programs in order to best meet the established goals.

Guiding Policies

The county's Transportation Master Plan (TMP) includes a dedicated element for the management of public curb space[1]. Divided into on-street and off-street parking, the plan establishes the following policies for on-street parking:

1. Prioritize the use of curb space, matching the various types of uses to the most appropriate locations. In commercial areas and high-density residential areas, consider bus stops, curb extensions, taxi stands, paratransit pick-up, short-term retail and disability parking to be the highest priority.
2. Increase curb space availability through use of applications such as off-street loading, time specific regulations, street redesigns or re-striping and new street space.
3. Promote on-street parking within residential neighborhoods and on commercial streets to calm traffic, support retail activity, and efficiently use public resources.
4. Provide residential permit parking to manage the parking supply, limit overspill parking, and reduce the effects of vehicle congestion in single-family housing zones.
5. Utilize parking meter pricing strategies that vary by hour and location to better match parking availability and demand. Implement newer technologies such as multi-space meters and credit card and phone payment to enhance parking payment options.

Simplifying further, the county's website lists four primary goals for its curbside parking inventory:

- Balance competing needs
- Move people and goods efficiently

1 Excerpt from Arlington Virginia Master Transportation Plan: Parking and Curb Space Management Element – Adopted April 2009

- Support business district vitality
- Create livable neighborhoods

Commercial Metered Parking

Performance Based Pricing

Arlington is considering performance based pricing, but parking managers have not decided how to implement it yet. The county has many goals that can be served by implementing performance parking, such as an 85% occupancy rate for most metered parking areas. To achieve this ratio, the county knows it must provide economic cues to motorists to compel parking behavior that supports the goals.

In the past, county officials have experimented with lowering rates on a low-occupancy block from one dollar per hour to fifty cents. Despite this rate decrease, county staff did not observe a rise in occupancy. They theorize that this was because drivers had already made the decision on where to park without having previous knowledge of the lower parking price.

County staff have recently performed field observations in certain Metro-adjacent zones which suggest two noticeable patterns of activity after the meter hours end at 6:00 PM: 1) park & ride activity with individuals using the free on-street parking while they ride the train into DC for nightlife activities, and 2) employees of nighttime businesses parking on-street while they are at their jobs. Both activities block customer access to the curbside spaces, and both would likely be addressed to a large degree by performance parking.

Meter Rates and Hours of Operation

Arlington County meters parking in commercial mixed-use neighborhoods. Parking time limits may range from as little as 30 minutes to as much as 10-hours. Hourly parking rates also range from a high of $1.25 in the short-term (less than 4 hours) area to $1 per hour in the longer term meters. Parking meters are generally in operation from 8:00 AM to 6:00 PM Monday through Saturday with free parking available evenings, all day Sunday, and on major holidays.

Meter Technology

Arlington uses the constant process improvement approach to keep its parking technology current, but acknowledges they have fallen behind the curve of late with a notable absence of a pay-by-phone option.

At present, the parking managers are exploring real-time occupancy detectors, but have yet to commence procurement. The county would like to use these devices to gather data in advance of implementing performance parking to clearly demonstrate and document for the public the demand prior to rolling-out a performance parking zone. Automated occupancy detectors promise a vastly more efficient way to gather this data when compared to manual occupancy surveys.

Multi-space Meters

The county deploys "pay-and-display" multi-space meters (MSMs) in high-demand commercial areas. These meters allow payment by coin or credit card. Users receive a date and time stamped printed receipt they must display in the car windshield. Such meters provide both County and customers increased reliability, lower maintenance cost, reduced streetscape clutter, and more parking spaces per block face as compared to single-space meters.

Smart Single-space Meters

In addition to the multi-space meters, the county uses two types of single space meters – the traditional coin-operated variety and newer smart single space meters. Smart meters have the ability to take both traditional coin payment as well as credit card transactions. Historically, the county prioritized the credit card meter installations for ADA spaces, but at present these meters have been placed throughout the jurisdiction. Going forward, Arlington will retire its coin-only meters in favor of newer, more flexible technologies.

Where traditional coin meters remain, the county utilizes a color-coded system to indicate meter time limits (Figure C-1).

Figure C-1 Arlington County Color-coded Meter System

Image Source: Arlington County Environmental Services. https://www.arlingtonva.us/departments/EnvironmentalServices/dot/traffic/parking/meters.aspx

In Vehicle Parking Meter (iPark)

Arlington County utilizes a unique in vehicle parking meter (IVPM) program. The "iPark" is a small electronic device that users pre-load with funds for metered parking via cash, check or credit card on-line or in person at the Office of the Treasurer. The credit card size device (Figure C-2) costs $20 to acquire and $2 each time it is reloaded, regardless of reload amount. Users may reload in increments of $25, $50 or $100.

Figure C-2 iPark device

Image Source: iPark.

Users pay for only the amount of parking actually consumed down to the minute. To use, drivers park at a meter, select the type of meter zone on the device, start the iPark and hang it over their rear view mirror or place near the windshield with the screen facing out so it can be read by parking enforcement staff. The screen displays a digital clock, which counts down the allowable time remaining. Upon return to the vehicle, users turn off the device and are charged only for actual time used. Additionally, the device is programmable to start at an assigned time – for instance when meters begin paid period in the morning after parking overnight. iPark devices stop counting down after 6:00 PM when metered periods are over.

iPark is, however, a proprietary system developed by ePark Systems. Users must acquire the hardware device in order to utilize this system. Arlington County has experienced at least two periods of manufacturer shortages when iPark devices were unavailable to consumers. Despite these challenges, the program remains popular among many County users who argue that the $2 reload fee it is competitive with (or superior to) the $0.35 cent per transaction fee charged by most pay-by-phone systems and is simpler for the driver to use.

Like Arlington County, the city of Miami Beach, Florida and Portsmouth, New Hampshire utilize the iPark device.

Pay by Phone

Arlington does not, at present, utilize a pay by phone system. The county is, however, actively looking for a pay-by-phone parking system that can be open to the general public through the use of a smartphone or cell phone.

Commercial Loading

It is Arlington's policy that loading areas should be on-site or located in rear alleys. This is made feasible by the fact that the majority of development in the county's largest urban centers post-dates the emergence of the auto era. As such, most of the curbside retail space in the county is located within buildings developed in accordance with zoning requirements for off-street loading.

On-street goods loading areas are generally discouraged. In certain circumstances vehicles which make very short-term and frequent deliveries may be accommodated on-street in assigned loading areas which are time-restricted. Development of adequate off-street loading space is facilitated through the county's zoning order and site review process.

Parking for Persons with Disabilities

In 1998, in cooperation with the ADA community, Arlington pursued an "all may park, all must pay" policy in relation to parking for persons with disabilities. The county recognized that the lure of free parking was attracting opportunists with dubious claims of disability to seek out ADA parking passes and use them for free parking, and therefore blocking spaces intended for those with legitimate disability accessibility needs. The county rejected the notion that disabled drivers, by virtue of their disability, needed the financial assistance of free on-street metered parking, pointing out that just because a person is disabled does not mean they also need a government subsidy.

As part of this program, the County has made a pronounced effort to accommodate disabled parkers by establishing ADA spaces close to curb ramps and with accessible meter heads which also accept credit cards and allow double the standard time interval. The county also uses the iPark system which allows a user to pre-pay into an account and a dash mounted device to complete the parking transaction without the need to use the meter.

Results from fifteen years of this policy indicate significantly lower levels of fraud than neighboring jurisdictions which offer free parking to anyone with a disability placard.

Valet Parking

The county values valet parking as a service to busy restaurants and retail areas to increase the convenience of off-street parking and to enhance the customer experience

when visiting Arlington. As the highest demand for valet parking is typically in the evening hours, the curb space may be allotted to other users at other hours. Permanent valet activity, such as found at hotels, is directed to take place on private property through the county zoning order.

Residential Permit Parking

Arlington County was the national pioneer for residential permit parking. The residential permit parking (RPP) program began in 1973 as a response to commuter parking encroachment into residential neighborhoods. Since that time, it has developed into an important tool to facilitate access to parking for residents within their neighborhood, especially for residents adjacent to higher intensity commercial and employment clusters.

Every vehicle regularly parked in Arlington County – whether on-street or in an off-street garage – must have an Arlington County decal. This decal certifies that the owner has paid the County vehicle tax. This is sufficient to park on unregulated curbsides in the county. However, an additional permit is necessary for parking in designated RPP zones.

The RPP program has two types of permits to meet resident's various parking needs:

- **Flex Pass** – The Flex Pass is, in essence, a floating RPP permit. It may be used on any vehicle owned by the household, shared vehicles (such as ZipCar), rental cars or visitor vehicles, etc. by displaying it on a vehicle's dashboard. Although flexible in use, the pass is specific to unique households. The pass is free, but must be especially requested. Lost Flex Passes are not replaced.
- **Vehicle Specific Permits** – Unlike the FlexPass, these permits are tied to a specific vehicle. The actual pass is a rear bumper sticker that is matched to the license plate of the vehicle. Residents are permitted to purchase up to three vehicle-specific permits. The first two have an annual cost of twenty dollars each while the third is fifty dollars. Used in conjunction with the Flex Pass, households may have permits sufficient to cover a total of four vehicles in the public space.

RPP Zones

There are currently twenty-three RPP zones in Arlington County. Most are adjacent to commercial or business districts – many clustered along the Ballston-Rosslyn Metrorail Corridor or Crystal City/Pentagon Metrorail corridor. According to Sarah Stott, Arlington's parking manager as of 2013, three of these zones are too big, and a pattern of intra-zone commuting is readily apparent. The county is looking to adjust the size of the zones, but the procedures to do so are challenging, and there is public pressure from residents of these zones to maintain the status quo.

Establishing an RPP District

To be established as an RPP zone:

1. 60% of the residents of a block must sign a petition of support
2. The county must confirm a minimum of 75% parking occupancy on the block, and
3. At least 25% of the available on-street parking is occupied by out-of-area vehicles at least four days per week and nine months per year.

Multifamily properties, including duplexes and town homes, built before adoption of the current zoning code may participate in the RPP program only if they do not meet zoning standards, existing on-site parking is available is maximized, and the building does not charge more for off street parking than the county charges for on-street permits. Multifamily properties constructed after adoption of current zoning are assumed to meet it and therefore automatically precluded from participation.

Permit parking restrictions are only implemented on block faces with residential frontages. RPP protections generally are not established adjacent to parks, green spaces, or other block faces that do not have residential addresses on them.

Visitor Parking

To park on protected residential streets, visitors must display a valid permit. Two types of permits are available for residents in RPP zones to accommodate visitors at the curbside:

- **FlexPass –** As described in the earlier section, the free FlexPass is available to residents of RPP zones upon request and may be used for residential or visitor vehicles.
- **Short term visitor pass** – Visitor passes are valid for up to 3 consecutive days and allows guests to park within an RPP zone. Residents are provided a booklet of 20 free passes per year and may purchase up to four more booklets for a total of 100 visitor passes per year. Passes come in books of 20. Each book costs $5.00. Passes may be purchased in-person or on the web.

Car-Share Parking

The county is very supportive of car-sharing as a supporting element of a less car-centric lifestyle for residents. Generally traditional on-street car-share spaces are located in highly-visible, publicly accessible locations, often near high density residential areas, and are not located on arterial streets or

snow-emergency routes. Point to Point car-sharing is not present in Arlington.

Taxi Stands

Taxi stands are encouraged at activity centers, major nodes of the primary transit network, and at strategic locations throughout Arlington. The county plans for a full-time taxi stand located as close as possible to, and within visible range of an entrance of each Metrorail station and bus transfer station. The size and time limitations of taxi stands is assessed periodically and varies by demand.

Slug Lanes

Slugging is system of informal carpooling where commuters catch *ad hoc* rides with drivers at designated meeting places. Slugging is primarily incentivized by high occupancy vehicle (HOV) lanes, which drivers need additional passengers to use. Slug lines are designated only at peak hours to match the hours of operation of the HOV lanes, so these stops may be placed in regular parking spaces with signage showing times of the special restrictions.

Bus Zones

Local Bus Service

Arlington County prioritizes bus accommodation in the allocation of curbside space. WMATA and Arlington Regional Transit (ART), which provide local bus service in Arlington, locate their bus stops to maximize bus service reliability, safety and good access to major destinations. Arlington has a continual line of communication with transit providers, and constantly evaluates for opportunities for processes to improve bus operations in the county. Bus curb extensions are encouraged since they reduce the amount of linear curb space needed for bus operations and place the stops within the cone of vision of other drivers. More recently, the county has moved toward sharing bus stops with other uses during off-peak transit hours.

Commuter and Shared Bus Stops and Parking

Public bus services, such as Dash, Fairfax Connector, Loudoun County Transit, and Omni-ride are accommodated principally at or near Arlington's regional intermodal terminals of Rosslyn, Pentagon, Ballston, and Pentagon City. Commuter bus traffic is managed so as to not adversely affect the quality of the pedestrian experience on adjacent sidewalks with activities like excessive alighting queues and long duration idling. Some stops may be co-located with other uses.

Tour Bus Parking and Loading

Areas are designated for short-term tour bus parking and active unloading/loading. Buses are encouraged to use off-street locations for day-long and overnight parking, although some on-street bus spaces may be established in locations where demand is high and off- street locations are unavailable. Site lines and needed visibility of retail signage will be considered in locating bus stops.

CITY OF ALEXANDRIA, VA

The City of Alexandria manages an inventory of both on-street and off-street parking resources. The city has approximately 5,498 designated on-street spaces and ten municipally owned parking lots and garages. In 2010, the city completed a parking study of Old Town followed by a 2012 parking study of the Del Ray neighborhood. Both have informed parking management in the city.

Commercial Metered Parking

Performance Based Pricing

Alexandria currently does not have a performance based pricing system. There are, however, two distinct meter rates, one for multi-space meters (MSM) of $1.75 per hour, and one for single space meters of $1.25 per hour. Since the entirety of Old Town uses MSMs, and other areas still retain their single space meters, the bifurcation of rates is *de facto* zone based pricing.

Meter Operations

Meters are in effect in Old Town Monday through Saturday, from 8:00 AM to 7:00 PM Parking is free on Sundays and state holidays. In the Carlyle area, spaces are metered Monday through Friday, from 8:00 AM to 5:00 PM, and are free on Saturdays, Sundays, and state holidays. There is a two-hour maximum parking time limit in both areas.

Until April 2011, meter hours of operation in Old Town varied in different zones (ending at 5 PM, 6 PM, or 7 PM). At that time, city council acted on a resolution to establish a uniform period of operation to reduce confusion for parkers and extended hours of operation to encourage additional turnover.

Parking Technology

Multi-space Meters

In 2010, at the recommendation of the Old Town Area Parking Study Work Group, City Council approved the replacement of the existing single head meters in the Old Town area with multi-space meters.

The principal benefits of the new meters are that they require less maintenance by city technicians, reduce physical clutter on the streetscape, reduce the need to retrieve and process large amounts of cash, and provide a receipt to the user for their parking transaction. Notably, these meters also accept dollar coins in addition to credit cards and the typical coin denominations. Purchased time is valid throughout Alexandria until it expires, providing a streamlined transaction for multiple-stop trips in Alexandria.

Smart Single-space Meters

Single space meters are currently deployed in Alexandria in commercial areas outside of Old Town, primarily in the Carlyle area. These "smart meters" accept cash (coins) and credit forms of payment.

Pay by Phone

Alexandria introduced pay by phone in December 2013. The system offers some features unique from the District's program. Rather than selecting the amount of time a driver wishes to pay for, the driver contacts the system to initiate their parking period and then contacts the system to end the parking session when they return to their vehicle. This means the drivers need not guess how much time is needed and then extend if necessary. It also means drivers pay only for the time they actually use. Drivers who do not terminate their session are charged the maximum time allowed in that zone.

Alexandria's pay by phone system also permits commercial establishments (restaurants, retail shops, and others) to prepay to provide complimentary parking to their customers via a coupon code. Additionally, the system smartphone app displays all public city garages in the vicinity.

Residential Permit Parking

Residential permit parking in certain enumerated areas of the city was designated by ordinance in 1979 by the Alexandria City Council. The RPP program, as in Arlington County and the District, was in response to increased demand near Metro stations and spillover parking effects particularly in the Old Town residential areas.

Parking in protected residential areas, for non-resident vehicles, is limited to two or three hours depending on time and location. Additionally, overnight parking is prohibited from 12:00 midnight to 6:00 AM on certain blocks. Visitors may park with the appropriate visitor pass.

The newest RPP district, designated as "District 12", was established in May 2011 in the neighborhoods surrounding the MARK Center (Figure C-3), which received a tremendous increase of defense department staff and facilities as a result of the Base Realignment and Closure Act (BRAC). The designation prohibits non-residential parking from 8 AM to 5 PM.

Figure C-3 District 12 – BRAC-Impacted Neighborhoods

Adopted daytime parking district for BRAC-impacted neighborhoods.
Source: City of Alexandria

Alexandria practices an escalating fee structure for residential permit parking, charging $30 per year for the first vehicle, $40 for the second vehicle, and $100 for each additional vehicle. There is no limit on the number of residential permits. All permitted vehicles must, however, be registered with the city as taxable personal property tax and display a purchased a City windshield decal.

All vehicles, regardless of permit, must be moved at least every three days. City Code also prohibits parking a vehicle in the same place for more than 72 continuous hours.

Visitor Parking

The City of Alexandria differentiates between a "guest" and a "visitor". Visitors are typically considered a longer term presence (more than 24 hours) while guests occupy spaces for a shorter period of time (less than 24 hours). The city has also established unique programs to address short term tourist overnight parking and residential contractor parking.

Guest Parking Pass

Guest parking passes are valid for up to 24 hours and provide the guest vehicle the same accommodations permitted to residential vehicle. Vehicles displaying a guest permit may park in any legal unmetered space in a residential

permit parking district. Each guest vehicle requires its own unique pass.

Guest parking passes are available free of charge and may be acquired and printed at home through an online issuance system (MyAlex) or from any city library branch or at City Hall. Only valid residents of Alexandria may use the online system. Residents must register for the pass on behalf of their guests. Residents may also use the online system to check the validity of guest permits they see displayed on vehicles in their residential district, even if they have no association with these vehicles. This helps with neighborhood enforcement.

Guest passes, as well as visitor and business permits, may be acquired in advance of the designated date of use.

Visitor Parking Pass

Free standard visitor parking passes are issued for up to 7 consecutive enforcement days. Visitor permits, unlike guest permits, must be obtained in person at City Hall.

Visitor permits may be valid for a maximum of 30 days, however any pass for more than 7 enforceable days is subject to a $5 fee (7 days and less is free). The permit is not renewable, meaning that two (or more) consecutive permits may not be issued for the same vehicle. No more than two visitor permits may be issued to the same residence at the same time.

No vehicle, regardless of permit, may stay on the city street longer than 30 days without being registered for personal property tax. As with the residential permit, although they may be permitted for up to 30 days, visitor vehicles may not remain in the same place longer than 72 hours.

Business Parking Permits

Business permits are available for vehicles of contractors doing business at the home of an RPP zone resident. A maximum of three business permits are allowed for any given residence at any given time. Business permits must be registered, but are available free of charge. While only three concurrent permits are permitted, at present there is no identified limit on the number of consecutive permits.

Parking for Persons with Disability

Parking for persons with disabilities displaying a valid designated license plate or hangtag is free for up to 4 hours at single and multi-space meters. Persons with disabilities may park for up to twice the restricted time posted on signs in time restricted parking zones.

Car-Share Parking

Starting in January 2013, Alexandria authorized a pilot program to allow carshare vehicles to park in designated on-street reserved spaces. During this pilot program, no more than two on-street carshare parking spaces will be established on any block. Carshare space requests are reviewed and approved by the Alexandria Traffic and Parking Board. City staff assume the number of such spaces will be fairly limited with no more than designated each year of the pilot.[2]

Tour Bus parking

Alexandria is a tourism destination and experiences a high volume of tour bus travel and parking demand. The city allows on-street short-term tour bus parking only in a very few designated locations. Some 4-hour spaces in historic Old Town Alexandria require a free parking permit which must be obtained in advance; paid short-term parking is also available. Idling while parked is not allowed.

All tour buses staying for a period of 24 hours or more are required to park off-street

Capital Bikeshare Stations

In 2012, Alexandria became the third jurisdiction to join the regional Capital Bikeshare program. These early stations are located in Old Town and Del Rey. Some in-street stations were installed in curbside spaces which had previously been curbside parking.

MONTGOMERY COUNTY, MD

The Montgomery County Department of Transportation (MCDOT) manages more than 21,000 parking spaces in some of the County's densest population and business centers, including Bethesda, Silver Spring, and Wheaton (as well as the smaller areas of Montgomery Hills and Shady Grove). In the County's incorporated cities, including Rockville and Takoma Park, municipal governments take responsibility for regulating parking and curb management. This section focuses on the areas regulated by MCDOT.

The following is an overview of key County curbside-management policies, regulations, and strategic practices.

Guiding Policies

MCDOT has a long-standing set of policies that provide for comprehensive parking management in the county's urbanized, unincorporated districts. These policies serve to maintain a shared supply of parking to support businesses,

2 http://www.localkicks.com/community/news/alexandria-city-council-adopts-on-street-parking-policy-for-carshare-alexandria---source-alexandria-news, accessed 5/21/2013

and efficiently manage on-street parking, while encouraging a shift to non-auto modes of transportation. There are two administrative structures used to implement these policies, Parking Lot Districts (PLDs) and Transportation Management Districts (TMDs).

Parking Lot Districts

The majority of the parking supply under MCDOT management is located in one of four Parking Lot Districts (PLD). The areas include Bethesda, Montgomery Hills, Silver Spring, and Wheaton. The PLD inventory includes all on-street spaces and numerous off-street facilities in each district, providing a shared pool of parking resources for the benefit of all area businesses. MCDOT programs in these districts, including curbside management actions and administration, are funded primarily through parking fees and an annual tax on real estate in the district (known as the *Ad Valorem* tax).

The PLD program is written into the County Code, and was established over 60 years ago to manage parking in the urbanizing communities along the border with the District. The County Code identifies two purposes for establishing the PLDs, including:

1. To build, manage and provide public parking to encourage economic development;
2. To manage parking in a way that encourages the use of other modes of transportation.

An additional set of mission statements have also been adopted for the program that emphasize the importance of finding the right supply-provision/ demand-management balance, including the following:

1. To support the role of public parking in commercial areas throughout the County. Parking management is growing in importance as a tool for achieving public objectives of economic development and transportation management;
2. To support the comprehensive development of the Silver Spring, Bethesda, Wheaton, and Montgomery Hills central business districts and promote their economic growth and stability by supplying a sufficient number of parking spaces to accommodate that segment of the public demand which is neither provided for by developers nor served by alternative travel modes;
3. To promote and complement a total transportation system through the careful balance of rates and parking supply to encourage the use of the most efficient and economical transportation modes available; and
4. To develop and implement parking management strategies designed to maximize the usage of the available parking supply in order to enhance the economic development of specific central business districts.

While the program activities in the PLD's focus on building and managing a shared supply of off-street parking, the management of curb parking is an essential complement to these activities.

Within the PLDs, MCDOT's Division of Parking Management (DPM) designates spaces for short-term or long-term use, and periodically adjusts the balance between the two based on utilization surveys and input from parkers and businesses.

Transportation Management Districts

Montgomery County also has five Transportation Management Districts (TMDs): Friendship Heights; Downtown Silver Spring; Downtown Bethesda; North Bethesda; and Greater Shady Grove. The County provides concentrated services in

Figure C-4 Parking Meter Rates and Hours of Operation

Parking Area	Short-Term Parking Rate	Long-Term Parking Rate	Meter Hours	Meter Days
Parking Lot Districts				
Bethesda PLD	$1.25	$0.80	9:00am - 10:00pm	Monday - Saturday
Montgomery Hills PLD	$0.25	$0.25	9:00am - 6:00pm	Monday - Friday
Silver Spring PLD	$1.00	$0.65	9:00am - 6:00pm	Monday - Friday
Wheaton PLD	$0.75	$0.60	9:00am - 6:00pm	Monday - Friday
Transportation Management Districts				
North Bethesda TMD	$1.00	$0.65	7:00am - 7:00pm	Monday - Friday
Shady Grove TMD (Planned)	$0.65	NA	7:00am - 7:00pm	Monday - Friday

TMDs to encourage the use of transit and other commuting options.

The major goals of the TMD program are to:

- Cut traffic congestion
- Increase transportation capacity
- Reduce air and noise pollution
- Promote bicycle and pedestrian access

Where Transportation Management Districts exist outside the jurisdiction of PLD's, TMD staff participate in setting parking meter rates, and parking revenues help to fund TMD activities.

Commercial Metered Parking

Parking meters are used to manage access to curb parking spaces in the commercial centers of Bethesda, Silver Spring, Wheaton, and Montgomery Hills PLD's; and the North Bethesda TMD. Meters are currently planned for the Life Sciences Center area, an emerging, mixed-use TOD center in Shady Grove.[3]

Meter Rates and Hours of Enforcement[4]

As shown in Figure C-5, parking meter rates and hours of enforcement vary by area.

Each area has both short-term meters, which permit either 30-minute, 1, 2, and 3 hour parking durations, and long term meters, which permit 9-, 12-, or 15-hour parking duration. Approximately three percent of all long-term meters are located on-street; primarily in areas where parking utilization is low.. One set of rates applies to short-term meters, while a different set of rates applies to long-term meters.

Bethesda has the highest short-term and long-term parking rates of all five hours as well as the longest hours of enforcement.

Performance Based Pricing

Current MCDOT policy is to keep meter rates below comparable private-sector rates, relying on funding from other sources to help carry the full cost of the program.

Division of Parking Management (DPM) has recently made initial steps toward demand-based parking pricing. As a first step, staff recommended that the Bethesda PLD rate structure be changed from rates based on length-of-stay to rates based on location and level of demand. The County Executive has approved these changes, and staff believe that the County Council will soon approve them as well. The recommended rates for FY14 are $2.00 per hour for on-street parking, $1.25 per hour in surface lots, and $0.80 per hour in garages.

DPM staff believes that the next steps toward full implementation of demand-based pricing would include adjusting the price of off-street parking to reflect demand (raising rates at high-demand facilities and lowering them at low-demand facilities), while maintained on-street parking at the highest rate. They have not yet formally recommended these steps to the County Executive.

Meter Technology

Single-space Meters

Conventional single-space parking meters are used at curbside spaces and in some off-street facilities as well. The meters are color-coded to indicate the maximum allowable parking times, with time limits as indicated in the Figure C-5.

3 http://www3.montgomerycountymd.gov/311/(S(hvec5j45whsnsj45nuvhcli5))/Solutions.aspx?SolutionId=1-2D66Z4

4 http://www6.montgomerycountymd.gov/dpktmpl.asp?url=/content/dot/parking/gallery.asp

Figure C-5 Montgomery County Color-coded Meter System

The meters accept coins (nickels, dimes, and quarters) as well as the Cash Key payment system or Pay-by-Phone. These alternate payment technologies are described in more detail below.

Cash Key

The Cash Key electronic payment system can be used at all electronic meters located in Montgomery County owned garages, lots and on-street locations. The keys are programmed with stored value. They can be purchased and refilled at the Bethesda Parking Sales Store, North Bethesda Transportation Management Office, and Silver Spring Parking Sales Store.

Pay by Phone

A pay-by-phone service, operated under the brand name ParkNOW, is available at approximately 11,000 parking meters located in Bethesda, Silver Spring, Wheaton, Montgomery Hills, and North Bethesda. Montgomery County operates the service in partnership with a private contractor, MobileNOW LLC. Drivers register for the service online and pre-fund an account. When parking, drivers call a designated phone number or use the ParkNOW smartphone app to enter a location number (noted on a decal on the parking meter), and indicate the amount of time they wish to park (up to the time limit). When returning to their cars, parkers can allow any remaining time to expire, or call/us the ParkNOW app to stop the parking session. ParkNOW is not integrated with the ParkMobile system, requiring users who utilize parking in the District and Montgomery County to maintain two separate accounts.

Multi-space Meters

A centralized pay- station system is used in several off-street parking facilities. Drivers enter their parking space number and pay at one of several pay stations. This system is not used for on-street parking spaces.

"Smart" Parking Meters and In-Street Sensors (planned)

MCDOT has requested funding to implement "smart" parking meters and in-street sensors in Bethesda. This arrangement would allow staff to obtain data on parking utilization and use that data to inform demand-based price adjustments. If implemented, this plan would also include using sensor data to display parking availability information on the web and through mobile applications.

Parking Permits

MCDOT issues four types of parking permits that may be used to park in certain areas. Figure C-6 provides a summary of the permit types available and their cost by parking area. Each of the permit types is described in more detail below.

Parking Convenience Sticker (PCS) Monthly Parking Permits

The Parking Convenience Sticker (PCS) monthly permit allows a vehicle to park in the district(s) for which it is issued without payment of hourly fees. Good for one calendar month, the permit allows long-term parking at County metered parking garage, lot facilities, PCS reserved areas of off-street facilities, or long-term on-street parking spaces.

Daily Permit

Daily Parking Permits allow the same privileges as PCS stickers, but are issued for one day. They are available in the Bethesda PLD ($12.00/Day) and Silver Spring PLD ($7.80 per day).

AM/PM Permit

The AM/PM Permit allows for parking between 7 am to 9 am and from 5 PM to 10 PM. It can only be used at long-term metered spaces, and is not valid at short-term spaces or cashier operated facilities. The cost is $20 per month.

Carpool Permit

The carpool permit authorizes the registered vehicle to park in the one designated facility for which the permit is issued. Within the given facility, vehicles with carpool permits are to park in designated carpool spaces, or in long term metered

Figure C-6 Permit Costs by Type and Parking Area

Parking Area	PCS Sticker	Daily Permit	AM/PM Permit	Carpool Permit
Bethesda PLD	$150/month	$12/day	$20/month	$15 - $107/month
North Bethesda TMD	$123/month	$7.80/day	$20/month	NA
Montgomery Hills PLD	$45 per month	NA	NA	NA
Silver Spring PLD	$123/month	$7.80/day	$20/month	$11 - $87/month
Wheaton PLD	$113/month	NA	NA	NA

or non-restricted spaces within the designated facility if there are no spaces available in the reserved carpool area. Carpool permits vary in cost depending upon the number of persons or passengers per vehicle (Figure C-7). They are only available in the Bethesda PLD and Silver Spring PLD.

Figure C-7 Carpool Permit Rates

Number of Persons	Cost/Month (Sliver Spring)	Cost/Month (Bethesda)
2	$87.00	$107.00
3 and 4	$49.00	$58.00
5 or more	$ 11.00	$15.00

Commercial Loading

MCDOT does not provide for any dedicated curbside commercial vehicle loading space. According to County Code Section 31-14, a commercial vehicle can load or unload anywhere where Stopping or Standing is not prohibited by signs or statute. This includes all curbside parking, as well as curbside locations where parking is not permitted.

Residential Parking Permit (RPP) Program

Montgomery County's Residential Permit Parking (RPP) program is intended to reduce spillover parking in neighborhoods near certain public facilities and land uses such as Metrorail stations. The program has been in place since 1974. In most RPP districts, only permit-holders may park between the hours of 9:00 AM and 5:00 PM, Monday through Friday. MCDOT sometimes varies the days or hours of enforcement in response to specific problems identified in particular neighborhoods.

RPP Permit Types

There are three types of permits in the RPP program: Resident Permits, Permanent Visitor Permits, and Temporary Visitor Permits.

- **Resident Permits**. Resident Permits are issued for each motor vehicle registered to an address within a designated RPP district. Eligible residents can apply for as many permits as they have vehicles. Each permit costs $35.00, and is renewable on a two-year basis.
- **Permanent Visitor Permits**. One Permanent Visitor permit may be purchased per dwelling unit to allow for parking by guests. Cost is $35.00 and is renewable on a two-year basis.
- **Temporary Visitor Permits**. These allow for additional visitors, guests, family members and/or repairmen/ contractors are visiting. Permits are available free of charge for up to 30 days.

Establishing an RPP District

The process for establishing an RPP district begins when a resident or civic association submits a written request. MCDOT reviews this request, establishes the boundaries of the RPP area, and schedules a public hearing. Following the hearing, the County Executive issues a written notice of the decision and the district is established.

After the decision, residents of a block who desire inclusion in the residential permit parking program submit a petition to MCDOT. The petition must indicate that two thirds of a block's residents are in favor of having signs installed on their block and buying permits. Once approved, signs are installed and permits are issued to residents who request them.

Disability Parking

Disabled parking plates and placards are issued to qualified individuals by the Maryland Motor Vehicle Administration. Vehicles displaying disabled parking placards or tags have special privileges for curbside parking: payment is not required, and parking is permitted for double the time limit of the meter, up to a maximum of 4 hours. In addition to these on-street privileges, disabled-only parking spaces are provided in all parking lots and garages. As per ADA requirements, only vehicles displaying valid disabled parking placards may park in these spaces.

Car Share Parking

MCDOT makes on- and off-street parking spaces available to the car share services Zipcar and Hertz on-demand. A total of 32 parking spaces are set aside in Bethesda, Silver Spring, Wheaton, Montgomery Hills, and North Bethesda. Of those 32 carshare parking spaces 10 are located on-street. Car sharing vehicles are also available at Metrorail stations in Montgomery County including Bethesda, Grosvenor-Strathmore, Silver Spring, Shady Grove, and White Flint.

The Zipcar and Hertz On-Demand were selected following a competitive bid processes, and they pay established parking rates for use of the County parking spaces. As part of the bidding process, the companies were allowed to choose locations that best fit their service areas and the types of vehicles they offer.

Taxi Stands

Taxicabs in Montgomery County are regulated by MCDOT. Taxis may be hailed at any curb. Taxi stands are also placed strategically throughout the urbanized areas of the county, as well as most Metrorail stations.

Public Valet

There are currently two valet parking zones operating in Bethesda. These areas are signed as "no parking" during the hours that valet service operates. MCDOT staff also intends to add new language supporting valet parking in its next revision to Chapter 60 of the County Code, which establishes the Parking Lot District program.

Bus Zones

Local Bus Service

MCDOT operates RideOn local bus service and WMATA operates 20 Metrobus routes in Montgomery County, with service focused on providing feeder transit access to Metrorail stations. More than 6,000 curbside bus stops are present throughout the County, with numerous routes serving one of the PLD and TMD districts. Stop placement considers destination access, bus service operational needs, and passenger safety. The MCDOT coordinates with transit agencies on the location and curbside length of bus stops.

Commuter Bus Stops and Parking

MTA Commuter Bus routes 201, 202, and 203 serve Montgomery County. Commuter Bus operates weekdays during morning and evening rush hours, and is managed by private contractors with oversight from the MTA. The MCDOT coordinates with transit agencies on the location and curbside length of bus stops.

Capital Bikeshare

Capital Bikeshare began operating in Montgomery County in October 2013, under contract with MCDOT. As of March 2014, there will be 16 stations with over 150 bikes in the City of Rockville and Greater Shady Grove TMD. Locations include the City of Rockville and Shady Grove Metrorail stations, Rockville Town Center, King Farm, Montgomery College's Rockville campus and the universities area of Shady Grove.

MCDOT's rollout also included 26 stations with 189 bikes total, located at Red Line Metrorail stations inside the Capital Beltway, including Takoma Park, Silver Spring, Friendship Heights, Bethesda and Medical Center as of March 2014. MCDOT will subsidize bike-sharing costs for low-income residents who want to use it to commute to work or job-training.

BALTIMORE, MD

The Baltimore City Parking Authority (BCPA) is charged with installing, overseeing and maintaining parking meters, enforcing parking regulations, overseeing city-owned parking facilities, and managing curbside parking programs, including the citywide Residential Parking Permit Program. The Baltimore City Department of Transportation oversees parking enforcement.

Guiding Policies

BCPA's mission is "to find, or create, and implement parking solutions for Baltimore City, and to be the resource on all things "parking" in Baltimore City. The authority was created by City Ordinance in 2000, to enhance the planning, development, management, and operations of the City's parking institutions. Prior to this, the Baltimore Parking Authority was a division within the Baltimore City Department of Transportation. A five member Board of Directors governs the BCPA, while BCPA staff administers its programs and executes the Board's decisions.

BCPA oversees both on-street and off-street parking, parking meters, loading zones, parking demand management strategies, and residential permit parking regulations. The Authority also performs planning activities related to the development of parking-related policies, programs or other management strategies that support efficient use of existing parking assets.

Commercial Metered Parking

There are approximately 12,000 metered parking spaces in Baltimore City. Parking rates and hours of enforcement are set by the by the BCPA.

Meter Rates and Hours of Enforcement

Rates and hours vary widely by area, and even within districts, as rates are tailored to specific parking management needs. Hourly parking rates range from $0.10 to $2. Time limits range from 30 minutes to 10 hours. Meters are not enforced on holidays.

Parking Technology

The City of Baltimore has approximately 5,000 conventional, coin-operated, single-space parking meters in operation. The Parking Authority has installed over 800 solar-powered, pay-and-display, multi-space meters, known in Baltimore as EZ Park meters. These meters accept credit cards as well coins.

Commercial Loading

The City of Baltimore designates freight loading zones to accommodate businesses' shipping and receiving needs. The regulations require active loading, restricting use of these spaces by service vehicles. The City's Director of Transportation is responsible for establishing loading zones, including determining their location, operational hours, and time limits.

Residential Permit Parking (RPP) Program

The City's RPP Program was established in 1979 to address the specific needs of residents in city neighborhoods where the demand for on-street parking was considered to be greatest. In 1979, the City Council of Baltimore passed an ordinance creating the authority to establish RPP areas and regulations. These restricted parking areas are established primarily to help secure available parking for a residential community, while encouraging alternative parking plans for non-residents. Generally, these programs govern the parking restrictions in residential communities located near major employers, colleges, universities, medical institutions and sports complexes.

The intent of the RPP program is to:

- Promote clean air
- Reduce hazardous traffic conditions
- Protect the resident from unreasonable burden in gaining access to their residence
- Preserve the quality of life in the general community

Today, the RPP Program includes 44 designated RPP areas, each designated with its own specific number or letter. Permits and passes are issued and valid for a one-year period. Annual renewal dates are specific to each RPP area, and residents must re-apply every year. The annual cost of RPP permits is $20.

To be eligible for a permit, an applicant must reside within the boundaries of an RPP area. They must show required proof of residency to the satisfaction of the RPP section, and are assigned a permit valid only in the RPP area associated with their home address. Households are allowed up to four parking permits and between zero and two visitor permits, depending on their RPP area.

Establishing an RPP District

To establish a new RPP area, the following initial criteria must be met:

1. Non-resident demand is reducing resident access to curb spaces within a residential area.
2. At least 10 roughly contiguous block faces (each side of a block) must participate.
3. The Community Association for the neighborhood must be supportive of the effort.

If those criteria are met, the process for establishing a new RPP is initiated by the Community Association representing the interested residents. The Community Association sends a letter to the RPP Supervisor who is part of the BCPA, expressing the community's intent to establish an RPP area. This letter should include the following information:

- Days and times that the RPP program will be in effect
- List of participating block faces (minimum 10) and streets
- Number of visitor passes allowed per household (0, 1, 2)
- The names and contact information of the Community Association President and designated Community Representative (if applicable) for the pending new RPP Area.

If the preliminary request is approved, BCPA will contact the Community Representative requesting additional information regarding the desired RPP area including the number of: single households, businesses, households with off-street accessible parking (with addresses), vacant houses and lots, multi-dwelling units, apartment complexes, schools and universities, and houses of worship. After this step BCPA initiates a formalized petition process which must result in signatures of approval from 60% of the households in the proposed RPP area. If 60% of households are in favor, a New RPP Area Parking Study and Plan is completed and, typically, the zone established.

RPP areas must be renewed each year. To renew the RPP area for the following year, the Community Representative or Community Association President must provide written notice to the RPP Supervisor 90 days prior to the expiration date. To discontinue the RPP program, the Community Representative or Community Association President must provide written notice six months prior to the expiration of the program to the Mayor, the City Council Representative for the area and the RPP Supervisor at the Parking Authority of Baltimore City.

Disability Parking

Disabled parking plates and placards are issued to qualified individuals by the State of Maryland Motor Vehicle Administration. Within the City of Baltimore, vehicles with a disability tag or plate displayed are entitled to park at a meter for double the allotted time printed on the face of

the meter (not to exceed four hours), however they must still pay the meter.

The City of Baltimore also provides reserved residential disability parking spaces to qualified residents. These spaces are located in front of, or next to, a residential unit that occupied by a resident who is permanently disabled or mobility-restricted. The space is designated by a disability street sign. The resident's neighbors, especially their next door neighbors, must sign a petition allowing the resident a reserved parking space in front of their house.

Residents who have a driveway, garage, or parking pad next to or behind their house do not qualify for a reserved on-street parking space. Also, if a resident lives on a street with parking restrictions it may not be possible for them to receive a designated on-street parking space.

Car Share Parking

ZipCar offers over 160 vehicles throughout the Baltimore area, including 77 vehicles located in on-street parking spaces allocated through an agreement with BCPA. In the last year, ZipCar has added over 20 new vehicles to its Baltimore fleet – including new Zipvan cargo vans – expanding the presence of car sharing into Charles Village, Fells Point, and Mt. Vernon.

Taxi Stands

The Maryland Public Service Commission regulates the taxi business in the City of Baltimore. There are several curbside taxi stands in the City of Baltimore, including at Penn Station, Baltimore Orioles and Baltimore Ravens stadiums (during home games), Johns Hopkins medical center, and the Baltimore Convention Center (during major conventions).

Valet

Businesses may apply for a valet parking permit. In addition to completing an application, businesses must also include a valet parking plan that includes information on hours of operation, days of operation, off-site parking locations, number of employees, occupancy capacity, and drop-off and pick-up patterns. A valet parking zone permit may be issued by the Parking Authority, with the approval of the Director of Transportation.

Currently, about 100 valet services operate in Baltimore. As of May 2013, the Baltimore City Council is considering a bill that would put in place new regulations for valet companies and make them accountable to the Baltimore City Parking Authority. The companies would be required file a detailed plan for how their services would operate, and apply for a license from the Authority.

Bus Zones

Local and Commuter Bus Service

Most bus service in the City of Baltimore is operated by the Maryland Transit Administration (MTA). MTA bus services include numerous local bus routes as well as regional connecting routes. Stops in the City use dedicated curbside space where parking is not permitted.

The City of Baltimore also operates the Charm City Circulator, with two bus routes serving Federal Hill, Inner Harbor, City Center, Mt Vernon, and University of Maryland, Baltimore areas.

Tour Bus Stops[5]

In June, 2012 the City of Baltimore established a motor coach parking area that can accommodate 61 vehicles at 1100 James Street. The lot is located next to the B&O Railroad Museum and near popular Baltimore destinations such as the Inner Harbor, the National Aquarium, and the Maryland Science Center. This parking lot provides motor coach bus drivers with an area where they can park their vehicle and take a break, get something to eat or drink, or check out the B&O Railroad Museum for free. This parking facility is intended to support the City's no idling policy, which helps reduce greenhouse gas emissions and curbside congestion. For years, the City has required trucks, tour buses, RVs and motor homes to reduce idling times by issuing fines for those idling in the city's neighborhoods.

The lot is open seven days a week from 7:00 AM to 7:00 PM and parking is available by reservation only. The hourly cost of parking is $5.00 or drivers can pay $25 for 12 hours or $35 for 24 hours.

Motorcycle and Motor Scooter Parking

BCPA has designated some on-street parking spaces in several business districts for motorcycle parking. These spaces have single-space parking meters that do not require the display of a parking receipt.

Bike Corrals

The City of Baltimore currently has one on-street bicycle corral, located in Charles Village. The City is currently in the planning stages for adding additional bike corrals throughout the City.

5 http://www.baltimorecity.gov/Portals/0/agencies/parking%20authority/public%20downloads/Motor%20coach%20Parking%20Map.pdf

Appendix D
Map Atlas

Appendix D: Map Atlas

DDOT has authority over all streets within the District with some exceptions. It controls minor and principal arterial streets in the District, which could have multiuse curbs, as well as freeways like Kenilworth Avenue and Interstate highways like the Southeast-Southwest Freeway, which would not have curb uses. DDOT does not have control over roads on campuses like the former Walter Reed Hospital, Georgetown, Catholic, and Gallaudet universities, on the National Mall, in Rock Creek Park, and at the National Arboretum.

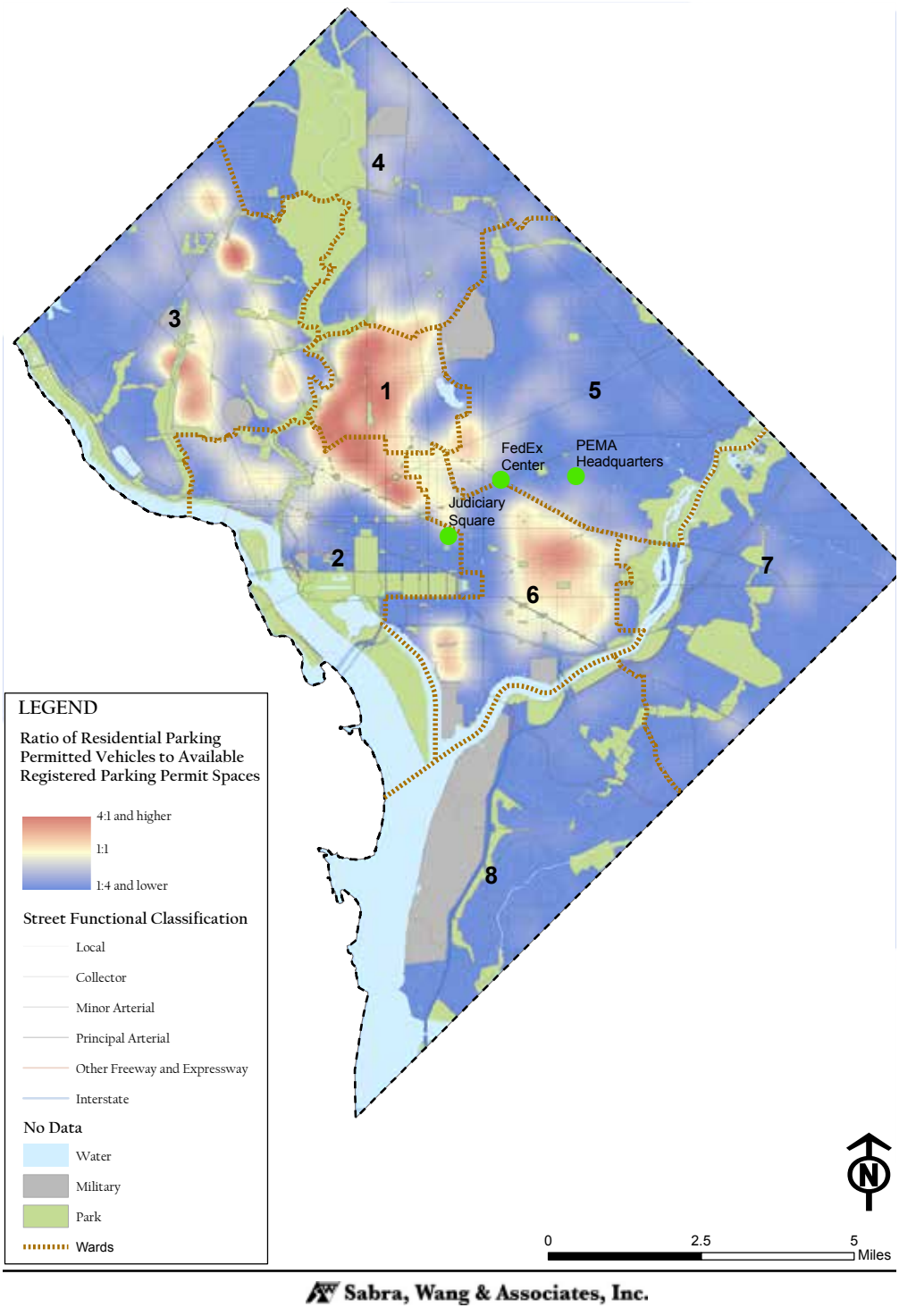
Figure D-1 Roadway Functional Classification and Non-DDOT Roadways

CURBSIDE SUPPLY AND DEMAND

Throughout most of the District, there are more RPP parking spaces than there are registered vehicles. The number of spaces and vehicles are roughly equal in Georgetown, Cleveland Park, Woodley Park, Shaw, and Eastern Market.

There are more vehicles than parking spaces in most of Ward 1, Dupont and Logan circles in Ward 2, the north side of Capitol Hill and Southwest in Ward 6, and Glover Park and Van Ness in Ward 3.

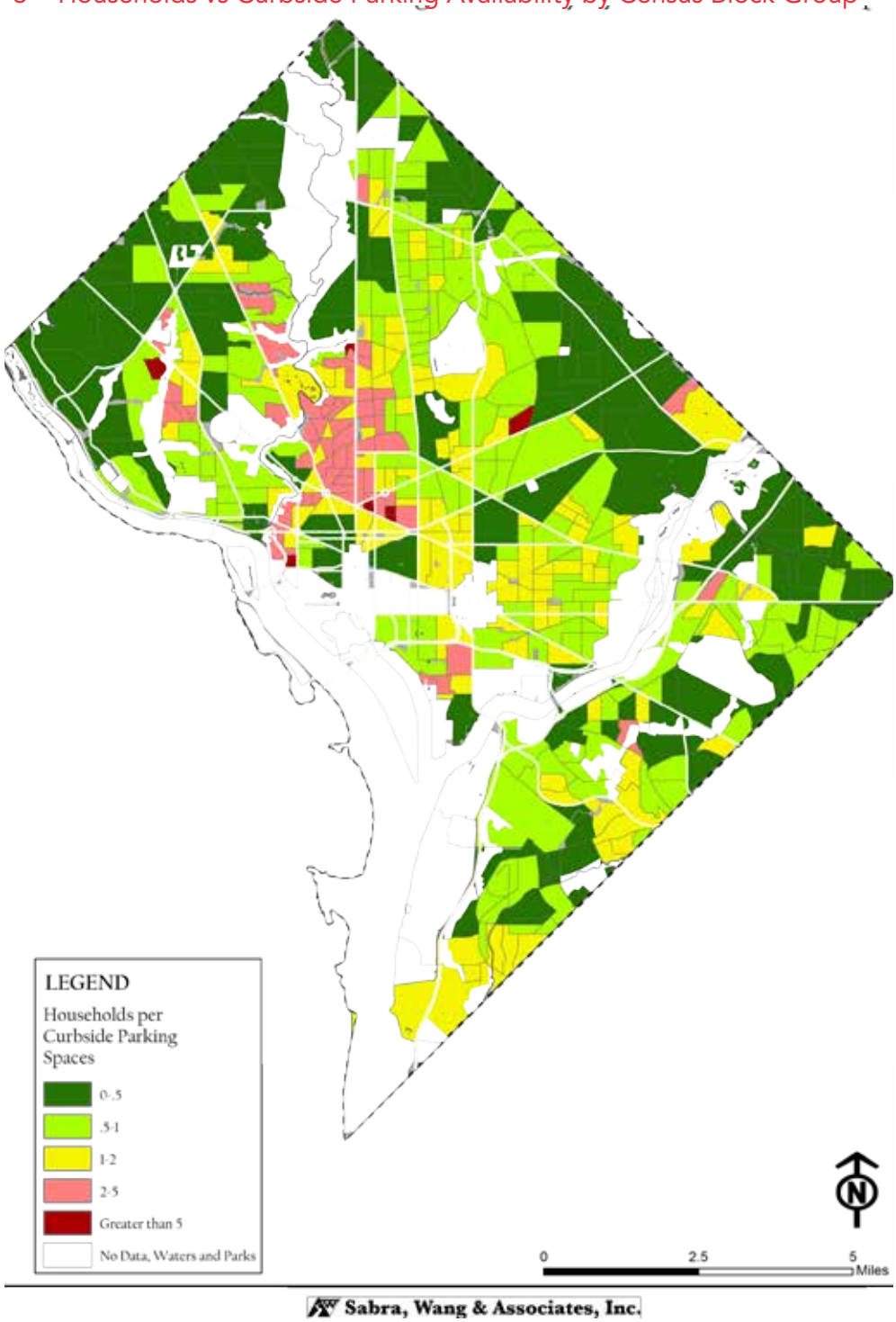
Figure D-2 Registered Parking Permit (RPP) Vehicles Per RPP Parking Spaces



Sabra, Wang & Associates, Inc.

In many areas of the District, there are more households than available curbside parking spaces, especially in Northwest DC. The areas with the highest ratio of households to curbside spaces are Foggy Bottom, Logan Circle, Dupont Circle, U Street NW, Adams Morgan, Columbia Heights, Mount Pleasant, Glover Park, Cleveland Park, Forest Hills, and Brightwood Park. In addition, high household to curbside space ratios exist in Edgewood and Fort Lincoln in Ward 5, Minnesota Avenue in Ward 7, and Southwest in Ward 6. Meanwhile, there are more parking spaces than households in most of wards 3, 7, and 8, in Ward 5 east of North Capitol Street, and Ward 4 north of Upshur Street NW.

Figure D-3 Households vs Curbside Parking Availability by Census Block Group

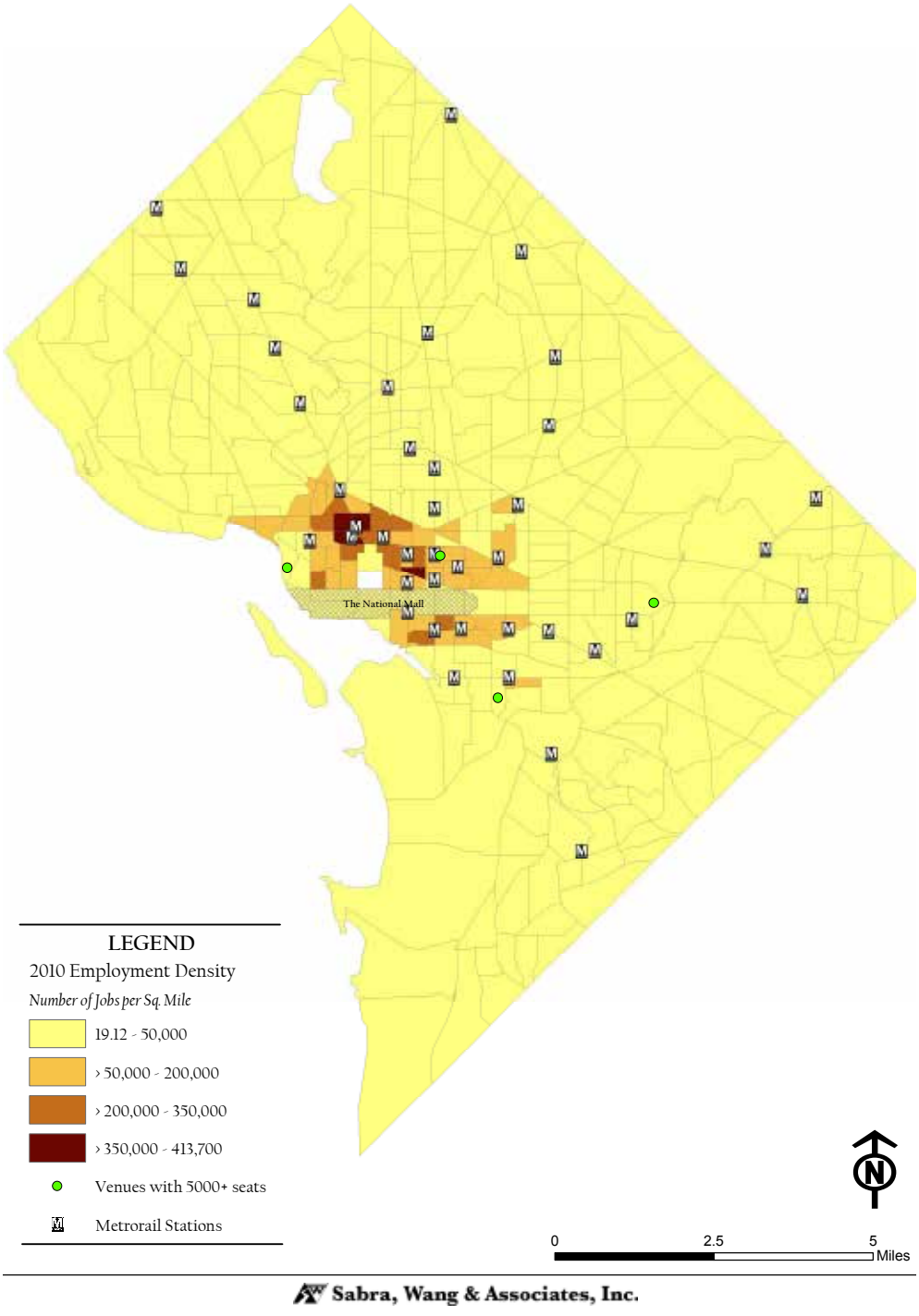


LAND USE GENERATORS FOR PARKING DEMAND

Unique land uses such as major employers or institutions, metro stations and intermodal hubs, and commercial main streets draw visitors from across the region – many of them arriving via automobile and seeking curbside parking.

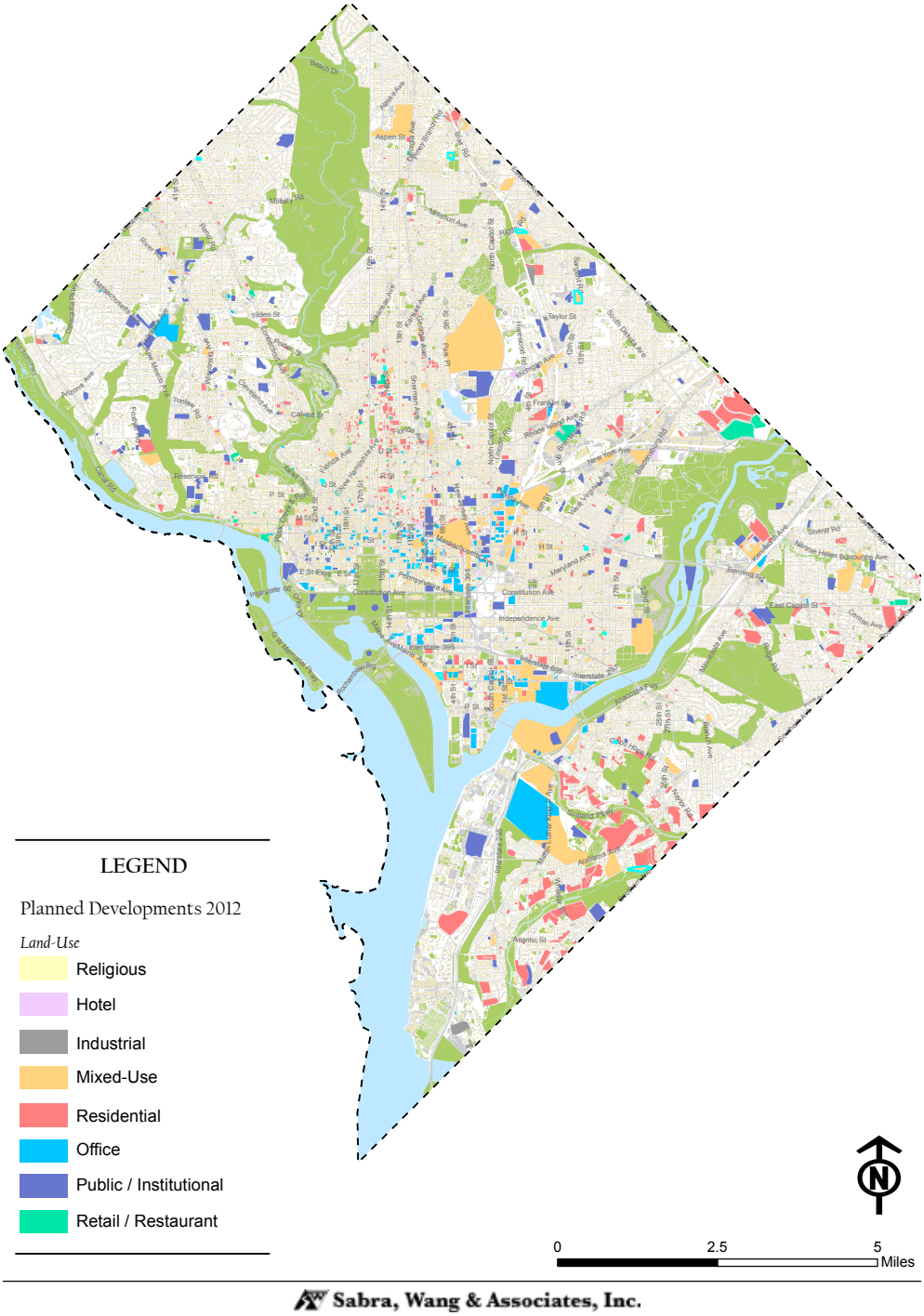
The Central Business District is the city's largest trip generator, with the highest employment density and the largest number of Metro stations. The District has four major venues with 5000 or more seats that generate a lot of trips, including the Kennedy Center, Verizon Center, Nationals Park, and RFK Stadium.

Figure D-4 Trip Generators



There are planned developments occurring in all eight wards of the District, including a substantial concentration of office construction in the Central Business District, NoMa, and the Capitol Riverfront, as well as at St. Elizabeths in Ward 8. There are also many residential developments along 14th Street NW in Ward 1, at Fort Lincoln in Ward 5, and in Congress Heights in Ward 8. There are several public or institutional developments occurring on the east side of the Central Business District, as well as large, mixed-use developments in Mount Vernon Triangle, Capitol Riverfront, Hill East, Poplar Point, St. Elizabeths, the Armed Forces Retirement Home, and the former Walter Reed Hospital.

Figure D-5 Planned Developments



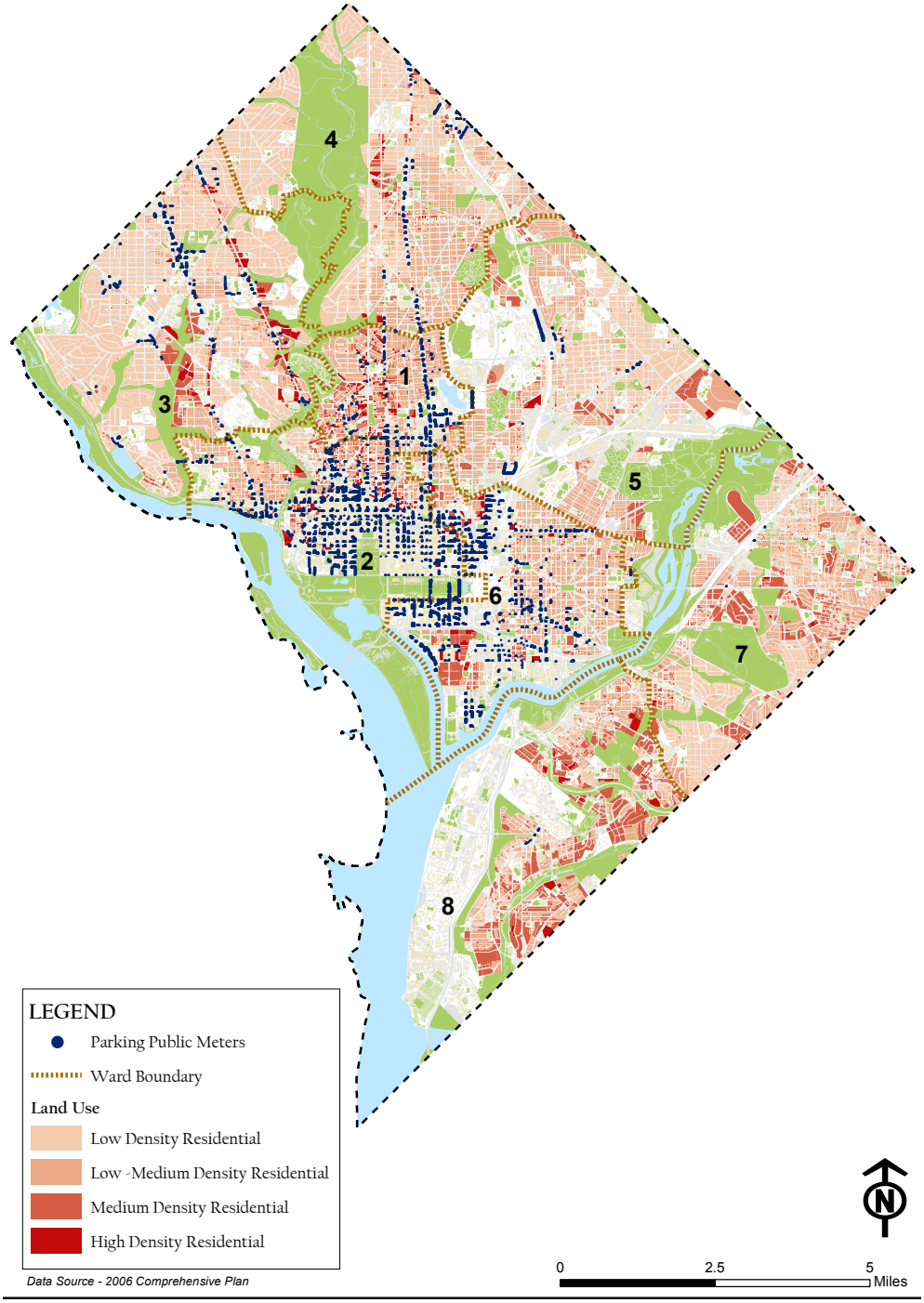
Of the District's 40 Metro stations, most are surrounded by blocks where curbside space has residential permit parking. Nearly all of the blocks within ½ mile of the Friendship Heights, Tenleytown, Takoma, Petworth, Columbia Heights, U Street, Shaw, Mount Vernon Square, Capitol South, and Eastern Market Metro stations have residential permit parking on them. Meanwhile, most blocks around Metro stations in the Central Business District do not have permits, as well as the Anacostia and Congress Heights stations east of the Anacostia River.

Figure D-6 Residential Permit Parking Blocks within a ½ mile radius of Metro Station

Sabra, Wang & Associates, Inc.

Curbside parking meters are generally rare in the District's residential areas, even on major streets like Georgia Avenue. Blocks with high-density residential uses, which presumably would generate a higher demand for curbside space, generally do not have parking meters on them, especially east of the Anacostia River.

Figure D-7 Public Parking Meters & Residential Land Use

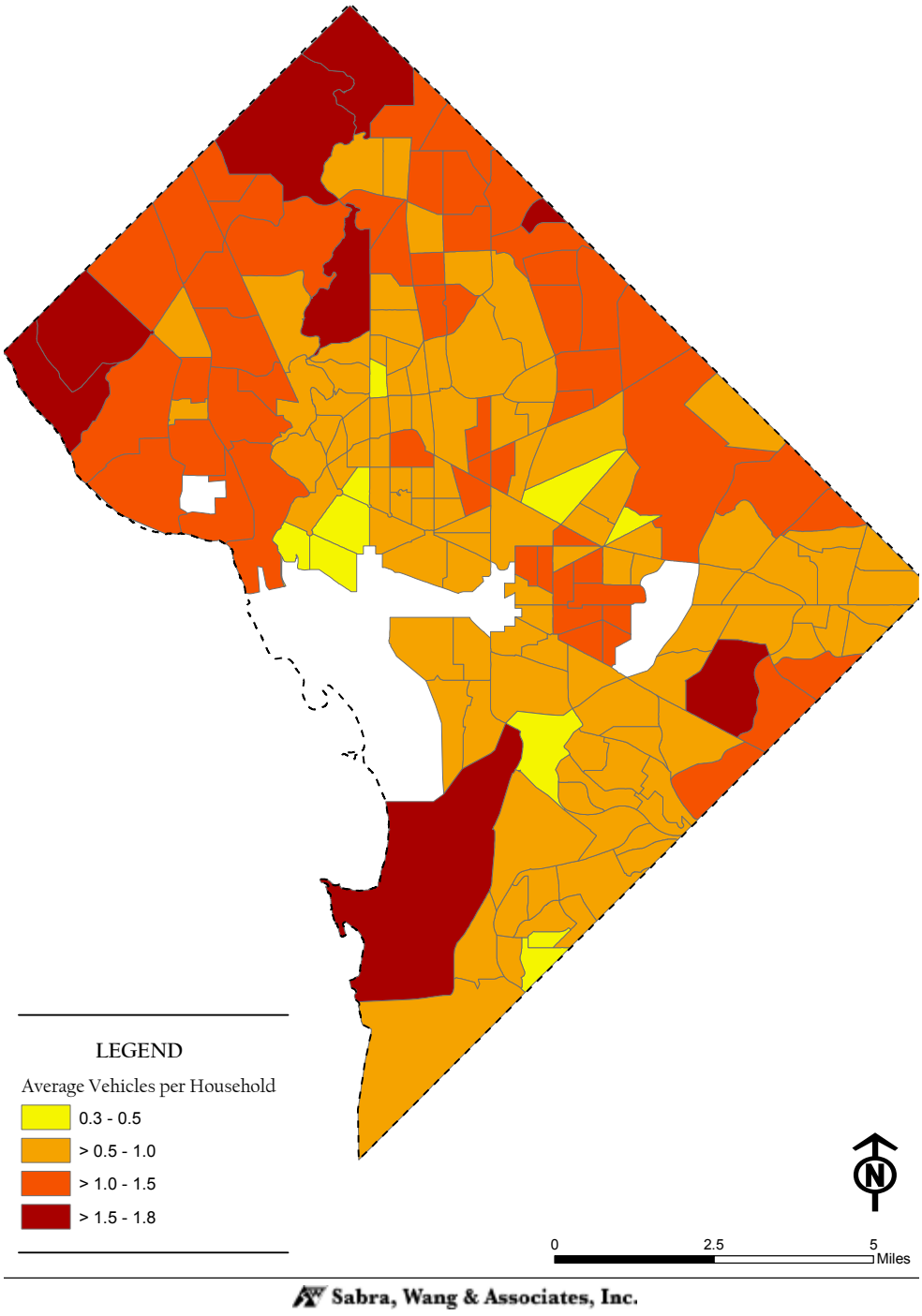


DEMOGRAPHIC INFLUENCES OF CURBSIDE DEMAND

In addition to major land uses, demographic characteristics such as age, population density, and auto ownership also strongly influence curbside demand.

The number of average vehicles per household varies widely throughout the District, with lower rates downtown, in large parts of wards 1, 2, and 6, and east of the Anacostia River, and higher rates in wards 3, 4, and 5, and in Capitol Hill. The lowest rates of vehicles per household can be found in Dupont Circle, Foggy Bottom, Columbia Heights, Ivy City, Anacostia, and Washington Highlands, all of which have an average of 0.3-0.5 cars per household. Meanwhile, the Palisades, Chevy Chase, Shepherd Park, Crestwood, Penn Branch, and Bolling Air Force Base have the highest rates of vehicles per household, at 1.5-1.8 vehicles.

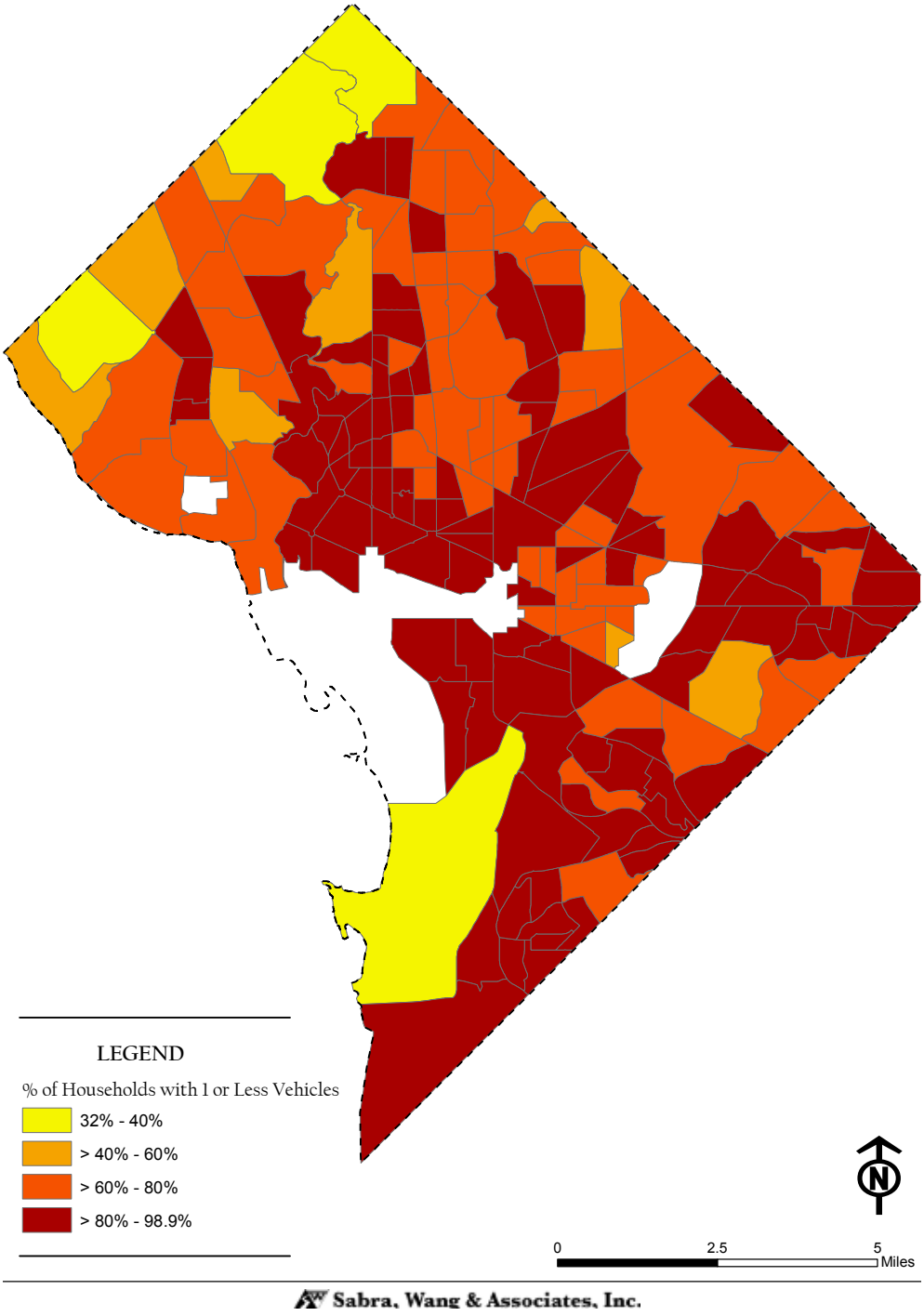
Figure D-8 Average Vehicles Per Household by Census Tract



Sabra, Wang & Associates, Inc.

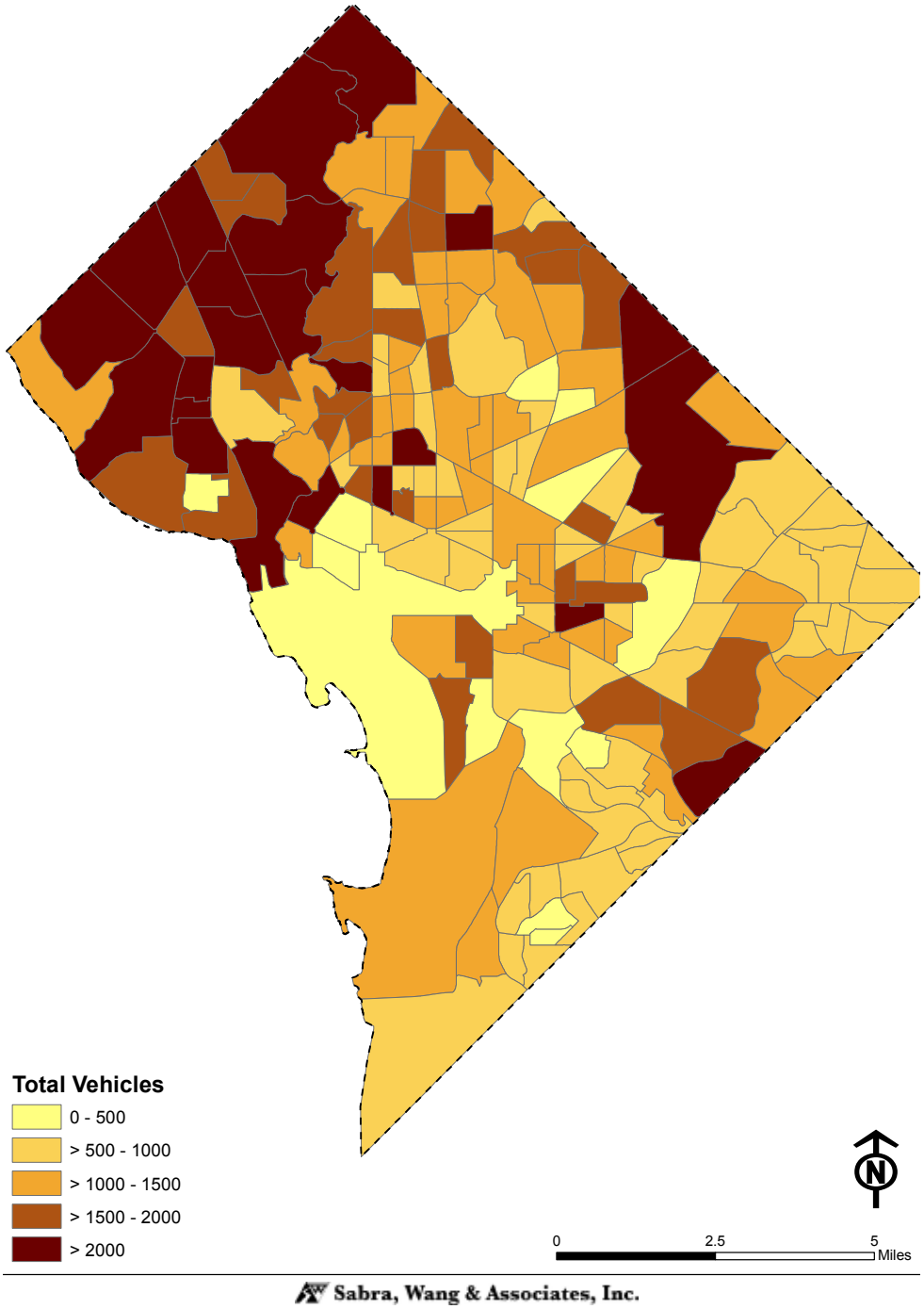
Many households in the District have one vehicle or fewer. Most of these households are concentrated in wards 1, 2, 6, 7, and 8, where over 80% of households in some census tracts have one or fewer vehicles. There are fewer carless or car-lite households in wards 3 and 4, and at Bolling Air Force Base in Ward 8.

Figure D-9 Percent of Households with 1 Vehicle or Fewer



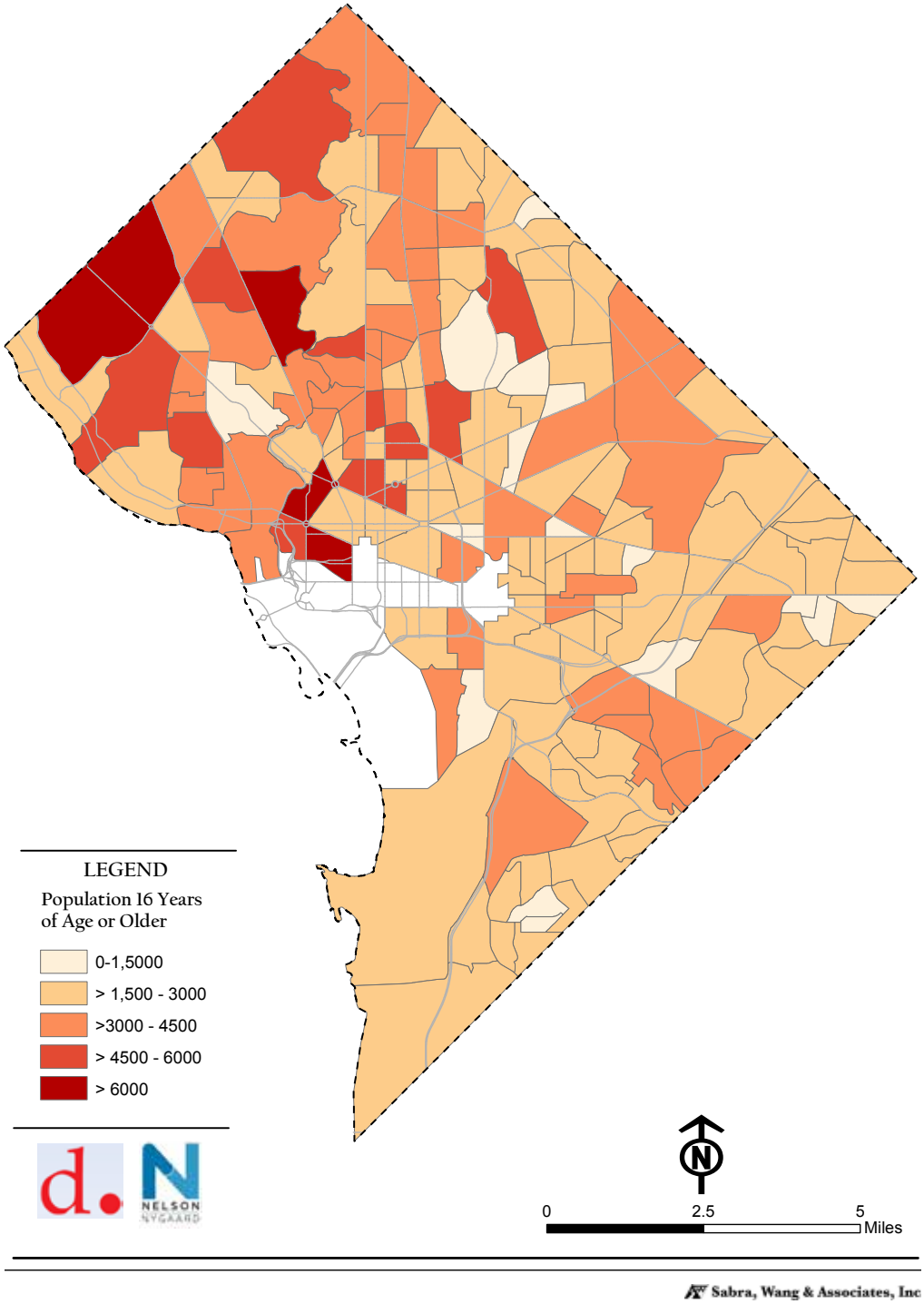
Car ownership in the District is highest west of Rock Creek Park, with over 2000 vehicles per census tract in most of Ward 3. High car ownership rates also exist along the U Street Corridor and Mount Pleasant in Ward 1, Brightwood Park in Ward 4, Woodridge and Langdon in Ward 5, and Naylor Gardens in Ward 7. Car ownership is generally lower in wards 1, 2, and 6.

Figure D-10 Household Auto Ownership by Census Tract



Eligible drivers over age 16 are mainly concentrated in Northwest DC, especially west of Rock Creek Park. Not surprisingly, the largest concentrations are at universities, including George Washington, Howard, Catholic, and American. Other large concentrations exist in the West End, U Street, Columbia Heights, Cleveland Park, American University Park, and Spring Valley.

Figure D-11 Eligible Drivers



CURBSIDE SUPPLY AND DEMAND

Throughout most of the District, there are more available residential permit parking spaces than there are vehicles, up to a ratio of 4 spaces per resident. But in many parts of the city, there are more vehicles than parking spaces. These areas comprise nearly all of Ward 1, Dupont Circle and Logan Circle in Ward 2, Bloomingdale and Eckington in Ward 5, Capitol Hill and Southwest in Ward 6, and Glover Park and the Connecticut Avenue corridor in Ward 3. These areas are generally the densest areas of the city, and also have the lowest rates of car ownership.As with residential permit parking, there are more parking spaces than vehicles throughout much of the District. But there are more vehicles than parking spaces in nearly all of Ward 1, Dupont Circle, Logan Circle, Mount Vernon Square and Georgetown in Ward 2, Bloomingdale in Ward 5, Capitol Hill and Southwest in Ward 6, and Glover Park and the Connecticut Avenue corridor in Ward 3. The number of vehicles and parking spaces is roughly equal in other areas, including Petworth and Brightwood in Ward 4, Brookland in Ward 5, and Benning Road and Skyland in Ward 7.Throughout most of the District, there are more RPP parking spaces than there are registered vehicles. The number of spaces and vehicles are roughly equal in Georgetown, Cleveland Park, Woodley Park, Shaw, and Eastern Market. There are more vehicles than parking spaces in most of Ward 1, Dupont and Logan circles in Ward 2, the north side of Capitol Hill and Southwest in Ward 6, and Glover Park and Van Ness in Ward 3.In many areas of the District, there are more households than available curbside parking spaces, especially in Northwest DC. The areas with the highest ratio of households to curbside spaces are Foggy Bottom, Logan Circle, Dupont Circle, U Street NW, Adams Morgan, Columbia Heights, Mount Pleasant, Glover Park, Cleveland Park, Forest Hills, and Brightwood Park. In addition, high household to curbside space ratios exist in Edgewood and Fort Lincoln in Ward 5, Minnesota Avenue in Ward 7, and Southwest in Ward 6. Meanwhile, there are more parking spaces than households in most of wards 3, 7, and 8, in Ward 5 east of North Capitol Street, and Ward 4 north of Upshur Street NW.

Appendix E
Residential Consumer Market Survey and Assessment

Appendix E: Residential Consumer Market Survey and Assessment

Several surveys have been conducted over the past few years regarding curbside management and on-street parking priorities. However, nearly all have been online surveys in which respondents self select to participate. While these surveys still provide valuable insight, respondents typically are not representative of the broader community. Respondents may cluster by age, geography, income, or interests. The findings of such surveys therefore cannot be taken as true public opinion, but rather an incomplete subset of opinions.

The study sought to gauge, in a statistically significant way, the priorities and willing trade-offs of the average Washingtonian. A professional market research firm was retained to design, test, administer and analyze the curbside consumer preference survey. The result of the survey provide a representative picture of resident priorities for curbside management. The survey was organized around the four curbside management scenario approaches and designed to gauge resident priorities and preferences with regard to approaches and desired outcomes.

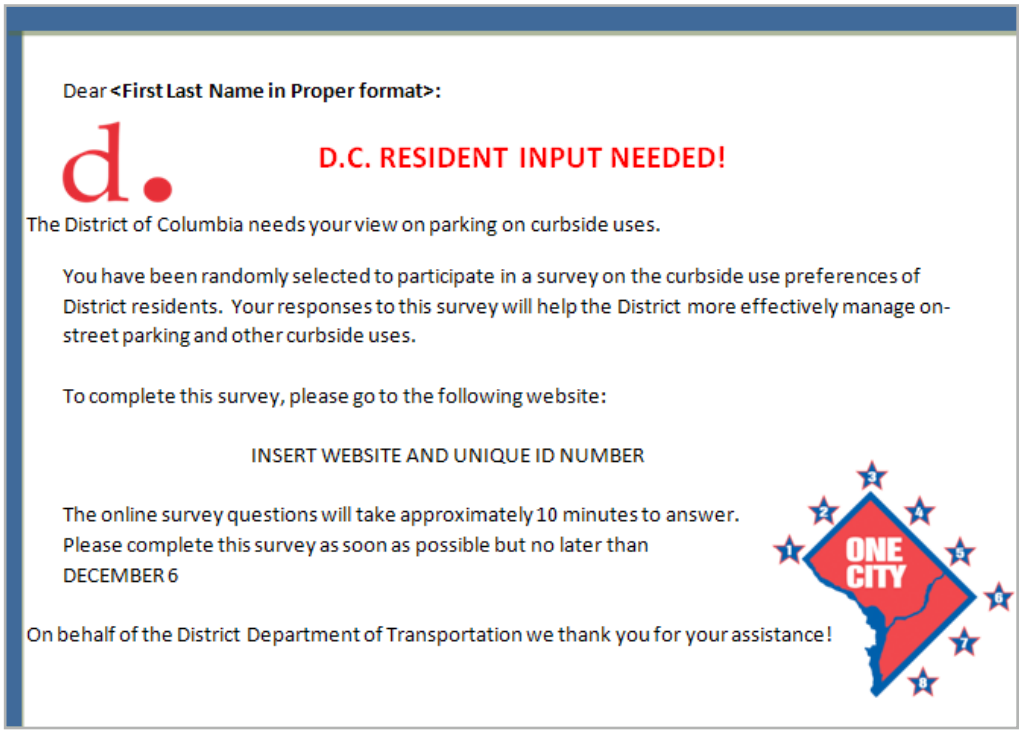
Survey instrument, methodology, and sampling

The survey instrument presented respondents with a number of statements regarding personal priorities with regard to curbside management. Participants were asked to weigh trade-offs between competing priorities and indicate their level of agreement with certain policy approaches or community outcomes influenced by curbside management.

The survey was designed by curbside management subject matter experts, vetted by DDOT staff, and then subjected to cognitive testing administered by the research professionals. The survey was tested for clarity and understanding (cognitive testing) and confusing, sensitive, or illogical questions were modified or eliminated (see Appendix for Cognitive Testing Memo and more information).

The survey was administered through dual modes and available in both English and Spanish. Members of the survey pool were first sent a postcard in the mail identifying the survey as a project of the District government. Each postcard included a unique PIN for accessing the survey. Only the first survey completed using the unique ID was recorded and tabulated. Upon receiving the postcard, participants were directed to an online portal to complete the survey. The online survey was administered for two weeks during early December 2013. Follow up telephone calls and telephone administration of the survey was then made to underrepresented geographic or demographic sample pools.

Figure E-1 Survey Postcard



The randomized survey pool was drawn from multiple sources including the Master Address Repository (MAR), vehicle registrations, and property ownership records. The sample pool was carefully crafted to encompass owners and renters; residents with and without access to a vehicle; a broad spectrum of income levels and ages; and a diversity of neighborhood contexts with various levels of alternative transportation access.

Over 11,000 adult residents received postcards inviting them to take the survey, and 854 people responded. A sufficient number of surveys were completed to provide statistical confidence in the assessment of preferences across geographic area and various demographic characteristics.

Demographic Characteristics of Respondents

Survey respondents represent a wide cross-section of District residents. Respondents split roughly equally between male and female and were roughly evenly distributed among the 25 to 34 years, 35 to 44 years, 45 to 54 years, 55 to 64 years, and 65 and older) with 18% to 23% of respondents per bracket. 18 to 24 year olds were underrepresented with 2% of respondents in this age group (Figure E-2).

Homeowners in single-family homes represented a large portion of respondents, through renters and residents of multifamily buildings were adequately represented. 55% of survey respondents live in a single-family home, including both detached and attached houses. Residents of multifamily buildings make up another 44% of respondents. 71% of respondents own their homes, and 76% live in either "primarily residential" or "mostly residential" neighborhoods (Figures E-3 and E-4).

Respondents skewed toward the higher end of the income scale, though roughly 9% of survey respondents refused to provide an estimate of their household income. 58% of respondents have annual household incomes of over $100,000, well above the District's median household income of $64,267[1] while over 13% were well below median income levels (Figure E-5).

Respondents represented all eight wards. Although more invited respondents completed surveys in the more affluent wards of the city, there were sufficient and sufficiently randomized responses from all wards for reliable analysis. Researchers had difficulty reaching members of the sample pool in Ward 8 particularly where telephone numbers were frequently incorrect or inoperable. When residents were reached, many refused to participate in the survey. Researchers attempted to gain a minimum of 50 completed surveys from each ward of the city. This would provide 85%

1 2009-2013 American Community Survey, U.S. Census Bureau.

Figure E-2 Age of Survey Respondents

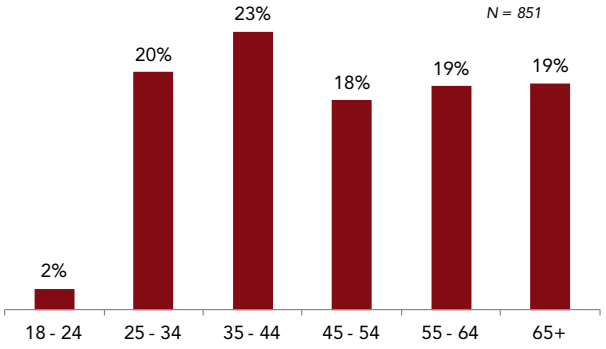


Figure E-3 Neighborhood Context

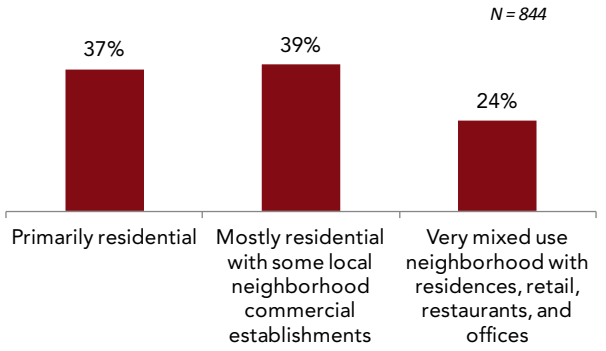


Figure E-4 Survey Respondent Housing Type

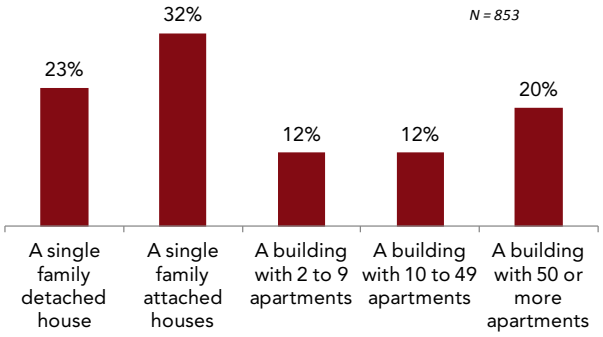
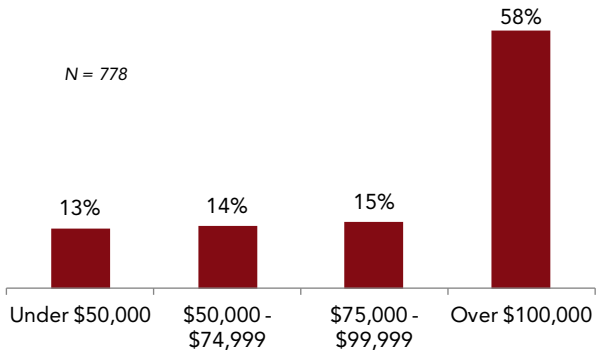


Figure E-5 Respondent Estimated Income Levels



confidence of a representative sample. Only Ward 8 fell shy of this desired number, however in assessing the diversity of respondents from that Ward, researchers concluded the sample was reliably representative nonetheless (Figure E-6).

Most respondents routinely use multiple modes of transportation to get around. A majority use a personal vehicle, walk and/or take transit while relatively few borrow personal vehicles or are routine users of car share, ride sharing or motorcycles or motor-driven cycles. Of those who do use car share, however, the majority use it at least once a month (Figure E-7).

69% of respondents who owned cars parked them on neighborhood streets, while another 39% had a reserved parking space either in a garage or driveway. This does not, however, necessarily mean that respondents did not have access to off street parking (Figure E-8).

Figure E-6 Respondents by Ward

Ward	Count	Percentage
Ward 1	119	14%
Ward 2	138	16%
Ward 3	163	19%
Ward 4	100	12%
Ward 5	76	9%
Ward 6	167	20%
Ward 7	58	7%
Ward 8	33	4%

Figure E-7 Respondent Routine Transportation Modes

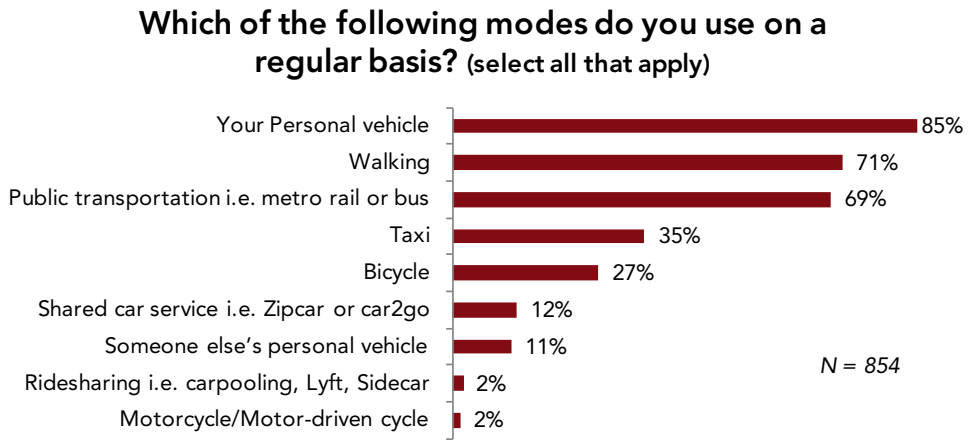
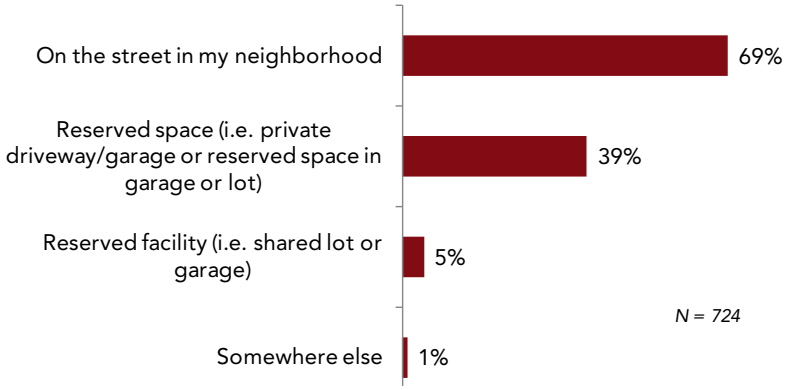


Figure E-8 Typical Parking Location (Auto Owners)



Priorities for Curbside Management

Survey participants were asked to weigh various opposing priorities for curbside management and indicate which statement they agreed with more strongly. Key findings are summarized below:

	Choices	Key Findings
1	**Statement A:** Only immediate-neighborhood residents or their guests should be permitted to park on local residential streets. **Statement B:** Curb spaces throughout the District are a public resource which all residents and guests should be permitted to use, regardless of where they live.	Residents were split between protecting local curbsides primarily for local residents versus making them available to all District users. Higher density wards (1, 2, and 6) and Ward 8 preferred to protect the local curbside for local residents (≥60%). Fewer than half the residents of lower density Wards 3, 4, 5, and 7 strongly preferred local neighborhood protection (Statement A) over broader access (Statement B).
2	**Statement A:** All DC residents should be able to park near places such as parks, libraries, schools, churches **Statement B:** Citywide access to amenities should not come at the cost of local resident parking access.	Statement A was preferred across all wards of the city and most strongly in Wards 1, 3, and 7. Overall, more than half (57%) favor an "equal access" approach to curbside management
3	**Statement A:** I would pay more for a parking permit if that ensured me a parking space on my street without having to hunt for a space. **Statement B:** I would be willing to search for a parking space, or walk farther from my destination, so long as parking costs are low.	There was very strong support (63%) for demand-driven pricing approaches represented by Statement A compared to just 23% who prefer to hunt for a space in order to keep prices low. However a number (14%) of respondents held no preference. Statement A was preferred by at least 50% of respondents across all wards and all income brackets – including those earning less than $50,000 per year.
4	**Statement A:** Parking should cost the same for everyone in all areas of the District. **Statement B:** Parking costs should be priced according to demand—the more people want them, the higher prices should be.	61% of residents thought parking costs should be the same across all areas of the District compared to just 32% who felt price should reflect demand. Although a majority of residents in all wards favored uniform pricing over variable rates, the preference was most pronounced in Ward 7 and 8 where over 80% of residents agreed with Statement A. Over 70% of residents in households earning less than $100,000 per year preferred uniform parking fees. A smaller majority (53%) of more affluent residents preferred uniform over demand-responsive parking rates.
5	**Statement A:** Neighborhood parking should be just for residents of my neighborhood. **Statement B:** Accommodating non-resident parking is important to support neighborhood shops, restaurants, and services.	Citywide, many more residents favored Statement B (52%) over Statement A (37%), however a significant number of residents were undecided (11%). Wards 1, 3, 4, and 5 strongly agreed that curbside access is vital to support local businesses. Only Ward 8 definitively (56%) preferred to protect curbsides for local residents only.
6	**Statement A:** Vehicle parking should take priority over all other uses of the curb space. **Statement B:** Curb space should be prioritized for uses that serve many people such as transit, car share, and bike parking.	There was not a clear majority opinion between the two statements, however more residents (48%) would prioritize the public curbside for vehicles versus the 39% who would prioritize for other modes of access. A significant number (13%) of respondents did not prioritize one over the other. The preference to prioritize for vehicle parking ***declined*** as incomes rose. Fewer than a third of Ward 5, 7 and 8 residents would prioritize curbside space for non-auto uses where the majority (53%) of Ward 1 residents would.

Overall, residents generally preferred an approach to curbside management that would improve availability of the curbside space and provide adequate access to support local businesses and public facilities to strengthen the city overall and the vitality of their neighborhood amenities in particular. Having said that, residents still placed a high value on residential curbside space and desired its protection as a residential resource after meeting other needs for the public good.

Residents favored management strategies that would improve the availability of curbside space, primarily for automobile parking. Residents preferred consistent citywide policies over locally unique or tailored strategies.

Although on the surface, the preferences indicated in pairs 3 and 4 appear to contradict one another, it can be concluded that, all things being equal, residents would like the city to find a universal parking rate that would concurrently ensure availability of the curbside in all neighborhoods.

Preferences

Residents were asked a series of questions that correspond to approaches, which gauge their preferences for needs in isolation (rather than in contrast to other choices or trade-offs). Residents were made to either agree (or strongly agree) or disagree (or strongly disagree). Residents were not permitted to report as undecided.

	Question	Percent Agree/ Strongly Agree
RESIDENT PRIORITY		
C1	As a local neighborhood resident, I should have first access to curbside parking near my home.	89%
C2	Commuters, retail customers or outside visitors take up too many parking spaces in my neighborhood.	39%
C4	Too many vehicles are allowed to park in my neighborhood for the amount of curb space that is available.	40%
LOCAL AMENITY SUPPORT		
C11	I want to be able to walk to more retail and amenities in my own neighborhood.	86%
C3	Commercial streets do not provide enough curb spaces to support and sustain local businesses.	64%
C10	The curb space should primarily be used to support neighborhood shops, restaurants and services.	40%
EQUAL ACCESS		
C6	D.C. residents who register their vehicle in the District should be able to park on any non-metered street in the District.	76%
C12	On major commercial streets, I would prefer that the curb space be used for parking rather than bus stops or lanes, bicycle parking or lanes, and commercial loading.	46%
MANAGED AVAILABILITY		
C8	I would be willing to pay more to park if it meant a spot would be available.	62%
C9	If I want to park in popular areas, where the demand for parking is high I should pay more	48%
C7	When it comes to metered parking, no one should be limited in how long they can park in an area, as long as they pay for the time they are there.	56%

The findings are not entirely surprising. Absent any trade-offs or consequences, personal priorities and preferences tend to contradict one another. Residents want their curbside space for themselves while concurrently wanting access to any curbside space elsewhere in the city. They have a strong desire for more vibrant local businesses nearby and recognize that commercial curbside parking spaces alone may be inadequate to fully support those retail businesses. They would pay more to better manage curbside availability, but don't necessarily think they should have to. In residential neighborhoods, most respondents across the District feel that there was enough parking in their neighborhoods.

Overall, residents felt most strongly that curbside management should help to grow and/or maintaining local amenities (shops, dining and community services) but concurrently protecting residential areas and the availability of parking to the maximum extent possible. Low cost parking and better non-auto accommodation were important, but relative to the others, lower priorities.

Geography played a role in District residents' opinions. Not surprisingly, wards with many employment and retail destinations (Wards 1, 2, and 6), accompanying high demand for curbside parking, and densely mixed land uses (retail, office and entertainment uses immediately adjacent to or mixed with residential uses), together with Ward 8, leaned more heavily toward restricting curbside management in favor of residential protection. However adults between 18 and 44 and residents of wards 2 and 6 expressed strong support for ensuring general curbside management support local businesses and amenities. Wards with more suburban development patterns where most residential areas have some separation from commercial districts, where quality commercial offerings are more limited and therefore lower pressures for curbside space (Ward 3, 4, 5, and 7) were more open to allowing broader access to local curbside parking.

Residents were split with regard to demand-responsive parking pricing. The majority of respondents want available space at the curbside for when they want or need it, they just don't necessarily want to use pricing as a mechanism to achieve that. Residents in Wards 5, 6, 7, and 8 are more likely to disagree with demand-based parking rates. This is logical in that these wards, with the exception of Ward 6, generally have fewer neighborhood amenities than other parts of the city. Residents who consistently drive elsewhere in the District to access quality products or services are reluctant to pay more than they do now.

Overall Conclusions

District residents seek convenient parking that's available most of the time, but were open to new ways of managing

curbside parking, both in residential neighborhoods and on commercial corridors.

In residential neighborhoods, District residents prefer having guaranteed access to a parking space on their own street, and oppose policies that restrict access to non-residents. They are open to policies that manage the availability of residential parking, and are willing to pay more for the convenience.

Meanwhile, respondents want all District residents to have equal access to parking at commercial or public amenities, and prefer that parking cost the same throughout the city. However, they will loosen restrictions on residential curbside protections if such protections had a negative effect on local businesses or public services.

Appendix

- Cognitive Testing Results Memo
- Curbside Practice Matrix
- Curbside Resident Survey Intsrutment
- Curbside Resident Survey Presentation

To: Karina Ricks

From: EurekaFacts, LLC

Re: Cognitive Interview Testing Results

Date: November 4, 2013

On October 30 and 31, 2013, EurekaFacts conducted a total of five (5) cognitive interviews with a diverse group of participants as reflected in the chart below. Overall, the EurekaFacts team found the survey to be easy to understand by a diverse range of participants across age, gender, race and education; including individuals who own vehicles, utilize various types of parking options for those vehicles, use public transport and various types of shared car services.

After an initial review of the cognitive testing interview results, EurekaFacts determined that 13 questions were problematic in some way i.e. question confusing or definitions unclear. The following section presents data and suggestions on those problematic questions and EurekaFacts' recommendations for improvement.

Opening Introduction/Instructions

Testing Issue: Use of the term curb space

Result: There was variation in understanding/meaning of the term curb space. Some participants thought that this term referred to parking on the street while others thought it meant space along the curb. However, the meaning of this term became clear when it appeared in a specific survey question.

Recommendation: Insert definition of curb space as defined by District Department of Transportation (DDOT) and NN at the beginning of survey instrument. Curb space should be

defined as: *the portion of the street immediately adjacent to the curb that is free for a variety of uses such as vehicle parking, passenger or freight loading or unloading, or travel.*

Section A: YOUR USE OF THE CURB SPACE

Question A1:

Testing Issue: Meaning of the terms shared car service and ridesharing

Result: Even with examples listed in the survey question, there were varied interpretations of these terms. For example, two participants interpreted shared car service to mean a car rental service. Also, some participants viewed a shared car service and ride sharing as interchangeable terms and services.

Recommendation: Currently taxi and ridesharing are listed together as a single option response. EurekaFacts (EF) recommends making taxi and ride sharing into two distinct response options and providing a clear definition of ride sharing along with examples provided by Nelson Nygaard (NN) and DDOT such as Uber, Lyft, and Sidecar. The revisions in this question will also be applied to question A7.

Question A2:

Testing Issue: Meaning of the term motor vehicle

Result: There was some level of confusion surrounding this term. For example, one respondent stated that motor vehicle meant a scooter which we attribute to the inclusion of the clause "in your household" in the question. Although the question presents some minor flaws as there may be some ambiguity or confusion, as described above, this question should be included in the survey instrument.

Recommendation: Adding some example of what is meant by motor vehicle, i.e. car, SUV etc. Initiate further discussion with NN/DDOT on the purpose of this question.

Section B: YOUR PRIORITIES

Instructions:

Testing Issue: Understanding of the term mutually exclusive

Results: A majority of the respondents had varied (mis)understandings of the term mutually exclusive. It is unclear if respondents did not understand the term or if they merely had difficulty articulating their understanding of the term.

Recommendation: Remove the mutually exclusive clause from the instructions

Question B2:

Testing Issue: Use of term amenities

Results: Overall there was confusion around the meaning of term amenities.

Recommendation: Remove amenities from statement A and change the statement to: *All DC residents should be able to park near **places** such as parks, libraries, schools and churches.*

Question B4:

Testing Issue: Two versions of the B statement of this question were tested for clarity.

Results: Three of the 5 participants preferred version one (*Accommodating non-resident parking is important to support neighborhood shops, restaurants, and services*.)

Recommendation: Use Version B1

Section C: YOUR PREFERENCES ON USE OF THE CURB SPACE

Question C2:

Testing Issue: Meaning of neighborhood

Results: Respondents voiced some confusion in responding to this question based on some ambiguity in the meaning of neighborhood.

Recommendation: Further discussion with Nelson Nygaard to ensure that question aligns with NN and DDOT meaning of neighborhood and different proposed management approaches. This discussion of neighborhoods will also inform modifying other questions in survey instrument that relate to neighborhoods such as Question C4 and D6.

Question C3:

Testing Issue: Two versions of this statement were tested for clarity

Results: Respondents found both versions to be equally comprehensible.

Recommendation: Defer to client wording and use Version 1 of this statement: *Commercial streets do not provide enough curb spaces to support and sustain local businesses.*

Question C5:

Testing Issue: Test overall wording of question for clarity

Results: Despite the fact that only 1 out of 5 of survey participants seemed confused by this question, the severity of their misunderstanding was high. The respondent had to re-read the question several times before admitting to their confusion.

Recommendation: Remove item from survey. This question was designed to address the question of Equal/Equitable access. If we remove this question, we will still have coverage of this issue with QC6.

Question C6:

Testing Issue: Two versions of this statement were tested for clarity

Results: Slight advantage to version 1. Respondents stated that fewer words made the statement easier to understand.

Recommendation: Defer to client wording and use Version 1 of this statement: *District residents who register their vehicle in the District should be able to park on any no-metered street in the District*.

Question C7:

Testing Issue: Test overall wording of question for clarity

Results: Some confusion of respondents around use of terms customers or visitors.

Recommendation: Modify wording so that question reads: *When it comes to metered parking,* ***no one*** *should be limited in how long they can park in an area, as long as they pay for the time they are there.*

Question C9:

Testing Issue: Test overall wording of question for clarity

Results: Some confusion of respondents around use of phrase "where parking demand is high"

Recommendation: Suggest alternative wording: *If I want to park* ***where there are limited spaces****, I should pay more."*

Question C10:

Testing Issue: Test overall wording of question for clarity

Results: This question failed in a number of ways. First, there was general misunderstanding around the use of the term "managed". This is not lay person's terminology. Second, the inclusion of the phrasing "convenient transit access" created confusion because it is immediately associated with the need for greater access to public transit in neighborhoods which takes emphasis off of the intent of this question. Finally, as mentioned previously, respondents had various meaning and (mis)understandings of the term amenities.

Recommendation: Eliminate question from survey instrument. If we remove this question, we will still have coverage on the issue of walkable access/neighborhood amenity support in questions C3 and C11.

Question C12:

Testing Issue: Test overall wording of question for clarity

Results: Number of clauses in question confused survey respondents.

Recommendation: Suggest alternative wording: *On major commercial streets, I would prefer that the curb space to be used for parking rather than bus stops or lanes, bicycle parking or lanes, and commercial loading.*

Section D: ABOUT YOU

Question D6:

Testing Issue: Test clarity and understanding of response options

Results: Participants voiced confusion around how to conceptualize neighborhood i.e. 2-4 blocks or larger

Recommendation: Suggest alternative wording: How would you best describe your neighborhood and further discussions with NN on use of neighborhood throughout survey instrument.

Curbside Practice Matrix

	Practice	Concept	Pros	Cons	Practicing Example
Residential	No resident protected parking	Public curbside space is a public resource and should be available to all public users.	▪ Avoids inefficiency of reserved spaces ▪ Easy to manage, no enforcement needed	▪ No reason for local voter support ▪ No actual curbside management	New York, NY Many smaller cities
	Resident reserved with grace period allowance	Curbside space reserved for vehicles displaying a residential permit. Non-resident vehicles allowed to stay fee-free for designated time period	▪ Easily accommodates occasional visitors to residences	▪ Difficult to manage and enforce (must observe exceeding of time limits) ▪ Produces extra demand which is unmanaged ▪ May create under-utilization of on-street spaces	Washington, DC San Francisco, CA Austin, TX
	Resident-only	Parking at curbside allowed only for vehicles displaying a valid permit (resident or visitor)	▪ Prohibits all but residential vehicles ▪ Most protective management strategy	▪ Residents must get a specific permit for all contractors and visitors ▪ Residents of the wider jurisdiction do not have curbside access to public amenities within these areas (e.g. schools, parks, and recreation centers) ▪ Prohibits all but residential vehicles leading to potential under-utilization	Select blocks of Washington DC
	Small RPP zones	Permit parking zones are roughly the size of neighborhoods (on average a 10 minute walk radius)	▪ Deters intra-zone commuting ▪ Easier to tailor management of the zone to localized conditions ▪ Better matches resident accommodation with residence location	▪ Limits equal access to citizens (via auto) to public amenities such as Metro stations, commercial areas or schools ▪ Many "border" areas	Toronto, CA Arlington County, VA Sacramento, CA Santa Monica, CA
	Political area RPP zones	Permit parking zones are established based on elected representative are boundaries (may be small, medium or large)	▪ Elected representatives can affect curbside regulations in response to their electorate ▪ All residents of the designated area have equal access to public amenities within that area (e.g. transit services, parks, retail)	▪ Boundaries must change with electoral boundary changes (e.g. those associated with dicentennial census) ▪ Governing policies become politicized ▪ Likely leads to some intra-zone commuting	Washington, DC
	Jurisdiction RPP zone	Whole jurisdiction is one common zone; distinguishes only resident from non-resident of the city or jurisdiction	▪ All residents have equal access to public curbside in all areas and amenities of the jurisdiction or zone ▪ Populist	▪ Does not provide management for high demand areas distinct from low demand areas ▪ Inter-zone commuting possible	
	"Opt in/out" designation	Residents (or other designee) are authorized to choose whether or not to have parking managed in their area	▪ Residents can choose what is appropriate to their location ▪ More responsive to local values, income conditions, needs, etc.	▪ Can pit neighbor against neighbor ▪ Can give disproportionate influence to a small number of individuals ▪ May not meet larger citywide needs	Washington, DC Austin, TX Many smaller cities
	Government designated zones	Government agency has authority to designate areas for parking management	▪ More predictable and rational ▪	▪ May not allow variation among neighborhoods of identical context	
	Annual RPP permit	One (or biannual) purchase for a year of permitted use	▪ Easy for residents – "one and done" – no need to renew ▪ Easier to stay in compliance	▪ If permit cost is high, can be burden for lower income HHs ▪ Does not encourage HHs to only "consume what you need". No need to consider options ▪ Cost is quickly forgotten ▪ Motivation to "use what paid for" ▪ Difficult to track use	Washington, DC Aspen, CO Austin, TX Berkeley, CA Sacramento, CA Santa Monica, CA Santa Barbara, CA
	Monthly/quarterly/semi-annual RPP	New permit purchase required multiple times through the year	▪ Better able to pay for only what is needed when it is needed ▪ Incremental cost would be lower for HHs	▪ If efficient systems are not in place, can be significant hassle ▪ Possibility to penalize residents who forget to renew	Toronto, ON Boston, MA Manhattan Beach, CA
	Free RPP	All residents are given a permit to park at the public curbside	▪ All residents have equal access to public amenity ▪ Eliminates "pay to play" ▪ Levels the field	▪ No value assigned ▪ Can lead to consumption even when not necessary ▪ Can lead to excessive demand and degradation of public good	Sacramento, CA Aspen, CO

CURBSIDE MANAGEMENT PRACTICE MATRIX

District Department of Transportation

	Practice	Concept	Pros	Cons	Practicing Example
	Nominal price RPP	RPP permits issued at minimal cost necessary to administer the program	▪ May be court mandate that limits all to this[1] ▪ Reasonably affordable to most	▪ Price not reflective of value ▪ No disincentive to use	Washington, DC Austin, TX Berkeley, CA Santa Monica, CA Santa Barbara, CA
	Demand-responsive priced RPP[2]	Cost of permit necessary to ensure demand for curbside use does not exceed supply	▪ Ensures value of the permit as curbside space will reasonably be available ▪ More reflective of public value for curbside commodity	▪ May be cost prohibitive to lower income HHs and therefore may limit their mobility options ▪ Significant challenges in determining appropriate price point and keeping current	
	"Free market' RPP	After issuance, permits are bought and sold in the independent marketplace	▪ Total number of permits available remain proportional to curbside space ▪ HHs not in need of their permit can gain (one time) value ▪ Truer determination of value	▪ Can lead to permit "black market' ▪ May be inaccessible to lower income households in high price zones ▪ Difficult to track use	
	Escalating rate RPP	RPP fees increase based on some factor (such as multiple vehicles or larger vehicles)	▪ Scales impact of fee to impact of household curbside consumption ▪ Incentive to scale vehicle size and number to urban context Incentive to consider shared options for 2nd & 3rd vehicle	▪ Requires close and accurate tracking of resident movements ▪ May perpetually penalize residents of group quarters (e.g. students, young workers, etc.)	Toronto, CA Huntington Beach, CA
	Limited quantity permits	Number of permits issued for a zone are limited to an amount reasonably proportional	▪ Enables reasonable certainty that item purchased (curbside space) will be available when demanded by consumer ▪ Reduces illegal parking of permitted vehicles ▪ Does not necessarily adversely impact low income HHs	▪ Can lead to long wait lists ▪ Can lead to tendency to "hoard" ▪ Subtle "social engineering" of access to curbside space	
	Unlimited number of permits	Permits are issued to all eligible applicants	▪ Permits are available to anyone who meets the requirements ▪ No "quantity" barrier to entry	▪ May result in permits being only a "fishing license"	Boston, MA Austin, TX Santa Monica, CA
	New development RPP prohibition	New construction in an RPP zone is prohibited from eligibility to use surrounding public curbside space	▪ Encourages new development to build parking supply anticipated to be necessary for residents of that property ▪ May ease opposition to new infill development in high demand areas	▪ Benefit of curbside is disproportionately provided to single family units (higher incomes?) ▪ As time passes, covenants may be handicap to property ▪ Public amenity not accessible to all members of the public ▪ Relies on outside factors to accommodate access (transit, ped, bike networks). If those change, residents of new development are disproportionately harmed.	Some projects in DC Santa Monica, CA
	Daytime workday resident parking protection	RPP protections in place during typical workday hours	▪ Discourages commuter parking on residential streets	▪ Other than in transit areas, parking demand is typically comparatively light in daytime hours – does not optimize resource ▪ May harm local businesses and makes home-services (construction, repairs) difficult	Washington, DC
	Evening and weekend resident parking protection	RPP protections in effect in evening or weekend hours	▪ Discourages parking by non-resident visitors (e.g. retail or entertainment patrons)	▪ May introduce difficulty for resident's evening visitors ▪ May adversely impact adjacent	Limited areas of DC

1

2 Illegal in California. Case law has determined that RPP must be revenue-neutral limiting fees to only what is necessary to cover program costs.

CURBSIDE MANAGEMENT PRACTICE MATRIX

District Department of Transportation

	Practice	Concept	Pros	Cons	Practicing Example
			▪ May allow use of residential curbside for non-residential users during lower demand workday times	entertainment districts	
	24-hour resident parking protection	RPP protections in place all day every day	▪ Discourages parking by non-residents	▪ May introduce difficulty for resident's evening visitors ▪ May adversely impact all adjacent commercial districts	
Visitors	Free annual visitor permit	Each eligible household is provided a free visitor permit	▪ Eases burden of residents having contractors and visitors in resident-only protected areas ▪ Reduces cost for household workers such as nannys	▪ Creates additional, and potentially unnecessary, demand on curbside space ▪ May encourage abuse or tempt residents to "sell" permits ▪ Allows HH only one visitor at a time (e.g. no dinner parties) ▪ No information as to utilization	Washington, DC Austin, TX Aspen, CO Huntington Beach, CA San Clemente, CA
	Limited quantity free per-use visitor permits	Eligible RPP households are provided a limited number of "free use" visitor day passes. Typically by tear-off booklet, punch card, LPR, or print and scan	▪ Assumes residents will have a certain number of visitors over the course of a year and accommodates them without extra cost	▪ Would introduce some cost for daily visitors such as nannys, or other regular household workers ▪ Possible that free passes could be sold or otherwise abused	Arlington County, VA Austin, TX Berkeley, CA Santa Barbara, CA Santa Monica, CA
	Paid per-use visitor permit	Each visitor "event" requires a separately procured, and paid, permit. May be hang tag, tear off pad, or electronic receipt.	▪ Limits potential for off-market permit sales and abuse ▪ Accommodates use when and how much needed by resident ▪ Better data for tracking	▪ Can be a hassle for HH to register each visitor ▪ May require new systems for distribution and enforcement	Toronto, ON Arlington County, VA Hermosa Beach, CA Huntington Beach, CA Santa Cruz, CA
	Temporary visitor permits	Temporary visitor permits may be acquired for guests to park in residential areas with all protections of residents	▪ Accommodates longer-term guests ▪ Permits may be issued for 24 or 48 hours; 1 or 2 weeks, or 1 month ▪ Pricing will encourage appropriate duration of permit	▪ May be difficult to track utilization and abuse if records and issuance are not electronically recorded ▪ Enforcement and fraud can be a challenge	Toronto, ON (fee) Washington, DC (free from police)
	Designated visitor parking zones	A small number of curbside spaces in each neighborhood are designated as "visitor parking".	▪ Visitor parking is provided even where the majority is reserved for resident only	▪ May not be proximate to destination ▪ May be abused or insufficient to respond to demand	Boston, MA
	Pay to use surplus residential	Day pass program where non-residents/non-visitors can use available curbside space in residential zones for a fee.	▪ Optimizes available curbside space giving those who need it access when not in demand by reserved population ▪ Generally utilized by regularly scheduled area workers (instead of one-time visitors) who are most comfortable to residents	▪ Can be difficult to identify when periods of low demand cease in order to protect curbside for when residents return	Austin, TX Santa Cruz, CA
Commercial – on-street	Universal rate metered parking	Meter rates are universal across a jurisdiction	▪ Easy for users to understand ▪ Predictable	▪ Not at all demand-responsive ▪ Not tailored to local areas	Many smaller cities
	Zone rate metered parking (single pricing)	Meter rates are assigned to particular zones. The same meter rate is in effect for all hours of meter operation.	▪ More responsive to levels of demand – higher rates apply in higher demand zones; lower rates in lower demand areas	▪ Does not reflect varying demand by day or time ▪ Often are large zone areas (for instance a whole neighborhood vs. block by block)	Washington, DC Austin, TX Los Angeles, CA Redwood City, CA
	Performance parking (variable pricing only)	Meters are priced to reflect high and low demand times, days and locations	▪ Responsive to demand ▪ Improves curbside accessibility	▪ Can be difficult to get right without good monitoring data ▪ Can be difficult for users to understand and predict without good communication tools	New York, NY Seattle, WA
	Performance parking (price and sensors)	Meters are priced at rates appropriate to demand; occupancy is tracked in real time	▪ Can be highly tailored to respond to demand ▪ Improves curbside management and optimization	▪ Can be expensive to implement	San Francisco, CA

CURBSIDE MANAGEMENT PRACTICE MATRIX

District Department of Transportation

	Practice	Concept	Pros	Cons	Practicing Example
	Residential Parking Benefit District (PBD)	Expands allowable paid/metered parking zone beyond traditional commercial corridor into adjacent neighborhood blocks. Revenues generated by non-residential use of spaces are set aside and reinvested in the local neighborhood for improvements	▪ Increases utilization and optimization of curbside ▪ Recognizes the benefit/ amenity commercial areas provide to the surrounding neighborhood and supports them ▪ Provides stream of funding for neighborhood improvements	▪ If priced too low, can increase pressure on residential parking resources	Austin, TX
	Metered parking, residents exempt	Residents are permitted to park fee-free in metered zones within or immediate to residential area	▪ Increases resident parking availability	▪ Can make enforcement confusing ▪ Reduces commercial parking resources	Mill Valley, CA (citywide with permit) Laguna Beach, CA (citywide with permit)
	Time-limited parking	Maximum time limits apply to parking in metered zones	▪ Deters meter-feeding ▪ Aimed to improve turnover ▪ Deters employees from parking in locations for patrons	▪ Deters meter-feeding (if people want to pay, why not let them?) ▪ Time limits may not match the time periods patrons desire ▪ Patrons must risk tickets to shop longer (and spend more)	Most cities
	No time limits (managed by price)	Patrons may park for as long as desired, but must pay for full period	▪ Allows patrons ability to stay in commercial area as long as necessary ▪ Simple to understand and calculate ▪ Will likely deter employee pkg	▪	San Francisco, CA
	Escalating meter rates	Meter rates are low for short periods of time but rise progressively	▪ Affordably accommodates short term parkers ▪ May increase curbside turnover	▪ More difficult to calculate and communicate ▪ May be possible to "feed meter" for repeated short term stays	Aspen, CO Many privately owned parking facilities
	Valet – individual	Individual establishments provide valet parking services for their patrons	▪ Increases parking access utilizing a comparatively small number of parking spaces	▪ May have multiple valet zones in the same area creating traffic and confusion ▪ Patrons must come back to the same valet they left	Washington, DC San Francisco, CA
	Valet - public	Valet is operated by, or under contract to, the municipality at common, designated locations	▪ Makes efficient use of curbside space ▪ Makes the distance to off-street parking "invisible" ▪ Allows patrons to drop vehicle at one location and pick it up from another	▪ May not please all commercial operators who want specially designated valet parking for their establishment ▪ May eliminate some valet parking companies	Charleston, SC Pasadena, CA
Payment technology	Coin meters	Traditional, typically mechanical, single-space meters that take only coins as payment media	▪ Low tech, low cost way to implement paid parking ▪ Simple to understand	▪ Requires users to carry coins ▪ Limits the practical amount that can be charged for parking ▪ Requires frequent emptying and maintenance ▪ Many tricks to foil payment ▪ Provides little data on usage ▪ Limited to one rate for all times ▪ Changes to fee or duration limits must be done manually	Most cities
	Smart single-space meters	Solar powered, networked meters capable of accepting multiple forms of payment	▪ More user-friendly by accepting multiple media ▪ Can be remotely programmed ▪ Can be programmed for unique rates at various times ▪ Cost effective when using existing meter casings	▪ Can contribute to "curb clutter" with multiple meters on a block face	Washington, DC (but not networked) Austin, TX San Francisco, CA Santa Monica, CA
	Pay and display Smart multi-space meters	One meter manages 10 or more curbside spaces. Patrons pay and then display receipt in car window for enforcement	▪ Reduces curbside clutter ▪ Can be programmed for unique rates at various times ▪ Accepts multiple forms of	▪ Can be difficult for patrons to understand ▪ Requires extra trips (car to meter, meter to car, before car to destination)	Washington, DC (but not multiple rates) Austin, TX Aspen, CO

CURBSIDE MANAGEMENT PRACTICE MATRIX

District Department of Transportation

	Practice	Concept	Pros	Cons	Practicing Example
			payment	▪ Can lead to unnecessary tickets while parkers are paying at the meter ▪ Multiple trips can be an issue for disabled users ▪ Can be pricier to implement (though almost always quickly pay for themselves) ▪ Do not give unique data on usage per space	Berkeley, CA Oakland, CA
	Pay per space smart multi-space meters	One meter manages 10 or more curbside spaces. Patrons enter space ID and then payment	▪ Reduces curbside clutter ▪ Can be programmed for unique rates at various times ▪ Accepts multiple forms of payment ▪ Do not create extra trips between car and meter ▪ Can provide data on utilization of unique spaces	▪ Requires marking unique IDs for each curbside space ▪ IDs can be hidden by snow or debris or quickly eroded ▪ Can be pricy to implement (see above)	San Francisco, CA Redwood City, CA Ventura, CA
	In-car meter	User acquires a designated in-car devise with pre-paid parking that is activated when parked and deducts from account	▪ Does not require meters for use at all ▪ Easy to use – no trip to meter	▪ Generally requires users to have credit card or bank account ▪ Can introduce enforcement complications ▪ Requires advance planning to obtain meter	Arlington, VA Austin, TX
	Pay by phone	Users register account in pay-by-phone system and call in zone number to park	▪ System will call you back to request if you need more time ▪ Does not require meters ▪ Very convenient to use	▪ Requires a phone and bank account or credit card ▪ Somewhat long period for initial set up – thus not convenient for visitors ▪ Requires individual vehicle ID so can be inconvenient for shared vehicle users	Washington, DC San Francisco, CA Aspen, CO Redwood City, CA Ventura, CA
Off-street	Minimum hourly rate	Require owners to charge no more than a designated portion (e.g. 1/8) of the maximum daily rate for the 1st hour	▪ Eliminates the benefits of "early bird" programs that generate more traffic in peak hours	▪	San Francisco, CA
Information	Way finding and signage	Signage indicating curbside regulations and directions for accessing locations	▪ When clear and concise, critical to good curbside management	▪ Too often signs are cluttered, seemingly contradictory, and difficult to decipher	Everywhere does it Few do it well: • NYC • Ann Arbor, MI
	Apps	PDA/Smart phone applications that provide parking information such as availability, price and location	▪ Increases information for parking decision making ▪ Can reduce circling ▪ Can inform decision-making BEFORE patron opts to take car to an area – increases predictability	▪ Requires a smart phone or PDA for use ▪ Quality of information into app can be questionable and uncontrolled by municipality ▪ Requires use of a device while operating motor vehicle	Park Me Parking Panda SF Park
	Space availability information	Sensors in spaces to indicated to travelers where available parking spaces can be found	▪ Allows tracking of demand for spaces which enables better pricing and information	▪ Can be expensive to install and maintain	San Francisco, CA Baltimore, MD
Loading	Designated, but unpriced loading zones	Loading zones designated at select locations and reserved for commercial vehicles	▪ Provides location for loading activity	▪ Enforcement difficulties ▪ Commercial vehicles may park for extended periods of time limiting availability for many	Most US cities
	Targeted loading zone enforcement	Deployment of parking enforcement and tow trucks to remove non-commercial, or long-parked commercial vehicles from designated parking zones	▪ Combined with education campaign, can change culture of utilization of loading zones	▪ May increase ticketing (and therefore general angst) ▪ May inconvenience businesses if commercial vehicles are towed and must alter delivery services	Los Angeles, CA
	Priced/permitted loading	Designated loading zones have	▪ Increases turn over of	▪ Finding appropriate price can be	New York, NY

CURBSIDE MANAGEMENT PRACTICE MATRIX

District Department of Transportation

	Practice	Concept	Pros	Cons	Practicing Example
	zones	time period charges applied to them which may be paid by permit, in-vehicle meter, or curbside meter	commercial loading spaces ▪ Encourages the use of off street loading when available ▪ Can reduce tickets issued to distributors	difficult ▪ If paid permit, permittees expect reasonable availability of loading zone spaces ▪ Requires effective enforcement	Seattle, WA Houston, TX San Francisco, CA Washington, DC to roll out
		Mandatory off-peak loading	▪ Limits truck traffic, parking, and maneuvering in peak hours ▪ Can reduce likelihood of tickets for delivery operators	▪ May require changes to business practices of local businesses ▪ Not practical for "just-in-time" deliveries like FedEx/UPS	New York, NY (pilot) Boston, MA Philadelphia, PA
Disabled Accommodation	Reserved ADA parking	Parking spaces are designated by permit for unique disabled user – for instance in front of a residence	▪ Addresses accessibility issues for the disabled community ▪ Ensures available spot for specific users	▪ Can be abused ▪ Adds physicians into the parking permitting work flow ▪ Many on a block can irritate general populace	Washington, DC
	Unreserved, unmetered ADA parking	Non-metered parking spaces designated for general disability community for instance near institutions, medical facilities, etc	▪ Provides response to accessibility needs of disabled community	▪ Often abused ▪ Often sub-optimally used (either totally occupied or totally vacant) ▪ Not demand-responsive	
	Metered designated ADA parking	Metered spaces for use only by vehicles displaying a handicap placard	▪ Ensures parking location convenient to curb ramps and accessible access points ▪ Metering helps to manage use for demand response	▪ May frustrate the general user if disabled spaces are under utilized	
	Motorcycle or scooter parking	Perpendicular parking for 2-wheeled motorized vehicles	▪ Can park multiple vehicles in a site that could accommodate only one auto ▪ Keeps scooters off the sidewalk	▪ If underused, can introduce resistance and reduce efficiency of curbside use for overall parking demand ▪ Scooters are light and thus may require in-road anchor for locking ▪ Need to be strategic about what meter technology is used (e.g. pay and display is no good)	Washington, DC Seattle, WA San Francisco, CA Austin TX
	On-street car share	Shared vehicles are permitted to park in designated metered or unmetered curbside spaces without each individual user paying fee (entity pays lump fee)	▪ Car share vehicles are used more than stored in greater proportion than private vehicles ▪ Availability of car share has demonstrated effect of reducing number of privately owned vehicles thereby reducing private vehicle parking demand	▪ Can be public resistance to reserving public parking for private (for-profit) companies ▪ Enforcement of no-parking in reserved car share spaces can be problematic leading to car share vehicles parking illegally	Washington, DC Austin, TX Vancouver, BC San Francisco, CA
	Carpool or ride share loading zones	Areas of the curbside designated for arranged carpool or dynamic ride sharing (aka "slugging") during the peak hour	▪ Improves efficiency of the transportation network by encouraging and enabling multi-person vehicles	▪ Period of demand is very short (generally just the PM rush hours). Ensuring availability during this time while allowing other uses at other times can pose a challenge	Seattle, WA Washington, DC
	Electric vehicle only parking	Designated curbside spaces for electric vehicles – typically in conjunction with charging station	▪ Supports low/no emission vehicle use	▪ Level I or II chargers are typically too slow for rapid charging leading to long storage on the public space ▪ Current electric vehicle fleets may be too small to have frequent utilization ▪ Reduce efficiency of curbside use for overall parking demand	Washington, DC
	Bicycle corrals	On-street, curbside locations converted to bicycle parking facilities	▪ Accommodates roughly 10 bicycles in the space of one vehicle thereby increasing access	▪ If underused, can introduce resistance and reduce efficiency of curbside use for overall parking demand	Washington, DC Portland, OR San Francisco, CA
	Parklets	Conversion of an on-street parking space to a park-like area – may be green space or seating; may be a general public resource or associated with an adjacent property	▪ Increases human activity on the street which may increase vitality, retail sales, and sense of safety and comfort. ▪ May enable outdoor café space on sidewalks otherwise too	▪ Removes a public parking space for what may be a private commercial activity ▪ Controls for quality design, perpetual maintenance and safety assurance are necessary	San Francisco, CA Philadelphia, PA

CURBSIDE MANAGEMENT PRACTICE MATRIX

District Department of Transportation

	Practice	Concept	Pros	Cons	Practicing Example
			narrow to permit such activity		
	No parking – entrance or curb cut (no fee)	Property secures reserved access to property by eliminating public curbside use for a segment of frontage	▪ Benefits accrued to property owner may translate into increased property value ▪ May allow the processing of more vehicles in limited curbside space	▪ Reduces efficiency of curbside use for overall parking demand ▪ Benefit accrued to single property owner without commensurate public benefit	Most US cities
	No parking – entrance or curb cut (annual fee)	Property pays annual fee commensurate with benefit accrued by having what amounts to a perpetually reserved curbside access point that would otherwise be public parking	▪ Benefits accrued to property owner may translate into increased property value ▪ Benefited property returns annual benefit to public good in the form of curbside rent	▪ reduces efficiency of curbside use for overall parking demand ▪ May be resistances from property owners	

SURVEY OF RESIDENT PREFERENCES FOR CURB SPACE USE

Your response to this survey will help identify the curb space use preferences of District residents. The results of this survey will help the District Department of Transportation develop parking policies and better balance the needs of all users of the curb space including parking, transit and shared services such as shared bike and car sharing.

As you answer the following questions, please note that curb space is defined as the portion of the street immediately adjacent to the curb that is free for legal use. This space may at times be a travel lane or reserved for fixed uses such as parking, pedestrian protections or other uses.

We can only accept one response per household. If multiple adults wish to take the survey, please select a representative adult or collaborate on a single set of responses.

S1. Are you a resident of the District of Columbia?

Yes.....1
No.....2

S2. Have you lived in the District for 6 months or more?

Yes.....1
No.....2

S3. Are you age 18 or older?

Yes.....1
No.....2

A: **YOUR USE OF THE CURB SPACE**

A1. Which of the following modes of transportation do you use on a regular basis? (Select all that apply)

Your Personal vehicle ~~(yours or someone else's)~~.....1
Shared car service i.e. Zipcar or car2go.....2
Public transportation i.e. metro rail or bus.....3
Bicycle 4
Motorcycle/scooter.....5
Taxi 6
Someone else's personal vehicle..... 7
Walking..... 8
Ridesharing i.e. carpooling, Lyft, Sidecar.....9

A2. : Is there a motor vehicle in your household to which you have regular access? In selecting your response, please note that a motor vehicle includes cars, SUVs, motorcycles, motorscooters, etc.

Yes.....1
No.....2

A3. [IF A1=2, Ask] Which of the following shared car services have you used in the past 12 months?
car2go.....1
Zipcar 2
Relay Rides.....3
Enterprise ….....4
Other (please specify)…….……..……..……..…….5

A4. [IF A3=1, Ask] Which of the following best describes how often you use this/these shared car services. If you use multiple shared car services, please base your response on all services used.

At least weekly.....1
At least monthly 2
Less often than once a month.....3

A5. [If A1=3, Ask] Which of the following best describes how often you use public transportation (i.e. bus or metro rail?

At least weekly.....1
At least monthly 2
Less often than once a month.....3
Never 4

A6. [IF A1=1, Ask] Where do you usually park your vehicle when at home? Select all that apply.
Reserved space (i.e. private driveway/garage or reserved space in garage or lot) 1
Reserved facility (i.e. shared lot or garage) 2
On the street in my neighborhood.....3
Somewhere else 4

A7. For trips other than your commute to work, what is your dominant mode of transportation (please choose no more than three)?
Your Personal vehicle ~~(yours or someone else's)~~.....1
Shared car service i.e. Zipcar or car2go.....2
Public transportation i.e. metro rail or bus.....3
Bicycle 4
Motorcycle/scooter.....5
Taxi …… 6
Someone else's personal vehicle……. 7
Walking……. 8
Ridesharing i.e. carpooling, Lyft, Sidecar……..……9

Section B: Your Priorities

For the following questions select one option (A or B), indicating how strongly you prefer each choice. Your choices give us an indication of what is more important to you. Please note as you answer the following questions that the term neighborhood refers to an area accessible within a 10 to 15 minute walk.

For each question below, please indicate the number that corresponds most closely to your preference.

Strongly prefer A.....1
Prefer A.....2
No Preference.....3
Prefer B.....4
Strongly prefer B.....5

B1.

A: Only immediate-neighborhood residents or their guests should be permitted to park on local residential streets.

B: Curb spaces throughout the District are a public resource which all residents and guests should be permitted to use, regardless of where they live.

B2.

A: All DC residents should be able to park near places such as parks, libraries, schools, churches

B: Citywide access to amenities should not come at the cost of local resident parking access.

B3.

A: I would pay more for a parking permit if that ensured me a parking space on my street without having to hunt for a space.

B: I would be willing to search for a parking space, or walk farther from my destination, so long as parking costs are low.

B4.

A: Neighborhood parking should be just for residents of my neighborhood.

B: Accommodating non-resident parking is important to support neighborhood shops, restaurants, and services.

B5.

A: Parking should cost the same for everyone in all areas of the District.

B: Parking costs should be priced according to demand—the more people want them, the higher prices should be.

B6.

A: Vehicle parking should take priority over all other uses of the curb space.

B: Curb space should be prioritized for uses that serve many people such as transit, car share, and bike parking.

C. YOUR PREFERENCES ON USE OF THE CURB SPACE

For each question below, please indicate the number that corresponds most closely to your preference.

Strongly agree.....1
Agree.....2
Disagree.....3
Strongly Disagree.....4

C1. As a local neighborhood resident, I should have first access to curbside parking near my home.

C2. Commuters, retail customers or outside visitors take up too many parking spaces in my neighborhood.

C3. Commercial streets do not provide enough curb spaces to support and sustain local businesses.

C4. Too many vehicles are allowed to park in my neighborhood for the amount of curb space that is available.

C6. D.C. residents who register their vehicle in the District should be able to park on any non-metered street in the District.

C7. When it comes to metered parking, no one should be limited in how long they can park in an area, as long as they pay for the time they are there.

C8. I would be willing to pay more to park if it meant a spot would be available.

C9. If I want to park in popular areas, where the demand for is high I should pay more

C10. The curb space should primarily be used to support neighborhood shops, restaurants and services.

C11. I want to be able to walk to more retail and amenities in my own neighborhood.

C12. On major commercial streets, I would prefer that the curb space be used for parking rather than bus stops or lanes, bicycle parking or lanes, and commercial loading.

D. ABOUT YOU

D1. Are you male or female?

Male 1
Female.....2

D2. What is your age?

18-24 1
25-34 2
35-44 3
45-54 4
55-64 5
65+ 6

D4. Which of the following best describes the type of building in which you live?

A single family detached house 1
A single family attached houses 2
A building with 2 to 9 apartments 3
A building with 10 to 49 apartments 4
A building with more 50 or more apartments 5

D5. Do you currently own or rent the home in which you live?

Own 1
Rent 2
Something else 3

D6. How would you best describe your neighborhood?

Primarily residential 1
Mostly residential with some local neighborhood commercial establishments 2
Very mixed use neighborhood with residences, retail, restaurants, and offices 3

D7. Please estimate your household income (income earned by all members living at this address):

Under $50,000 1
$50,000 - $74,999 2
$75,000 - $99,999 3
Over $100,000 4

District Department of Transportation

DC Curbside Online Survey

January 2014

Survey Methodology

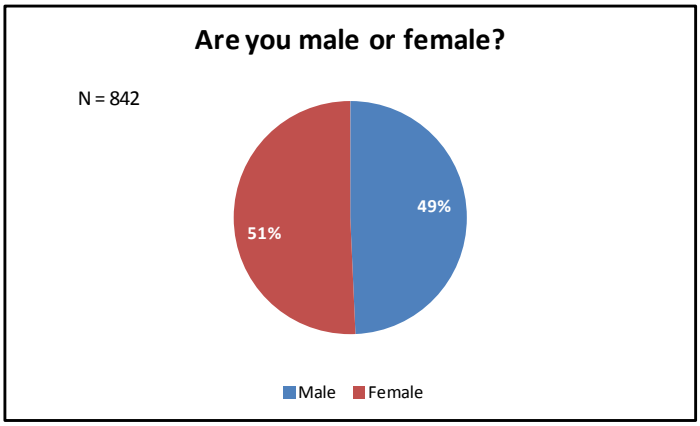
- An online survey was conducted between December 5th –December 31st, 2013 in order to help identify the curb space use preferences of District residents.
- EurekaFacts used a stratified random sampling of DC residents for whom an address was known.
- In early December, post cards invitations were sent out to DC residents (11,881) directing them to the online survey site.
- Respondents were given the option of completing the survey in either English or Spanish.
- Following initial online data collection, a telephone follow-up was conducted to reach individuals who had not completed the survey.
- A total of 854 respondents completed the survey.

d.

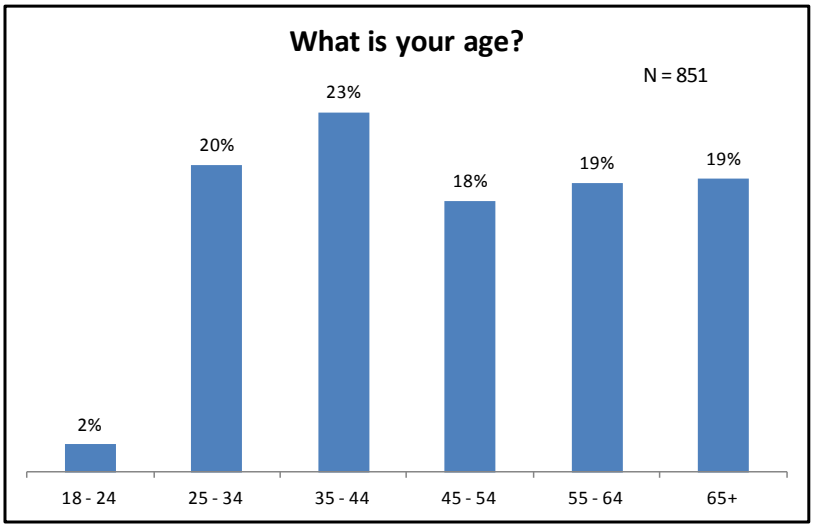
DC Curbside Online Survey

DEMOGRAPHICS

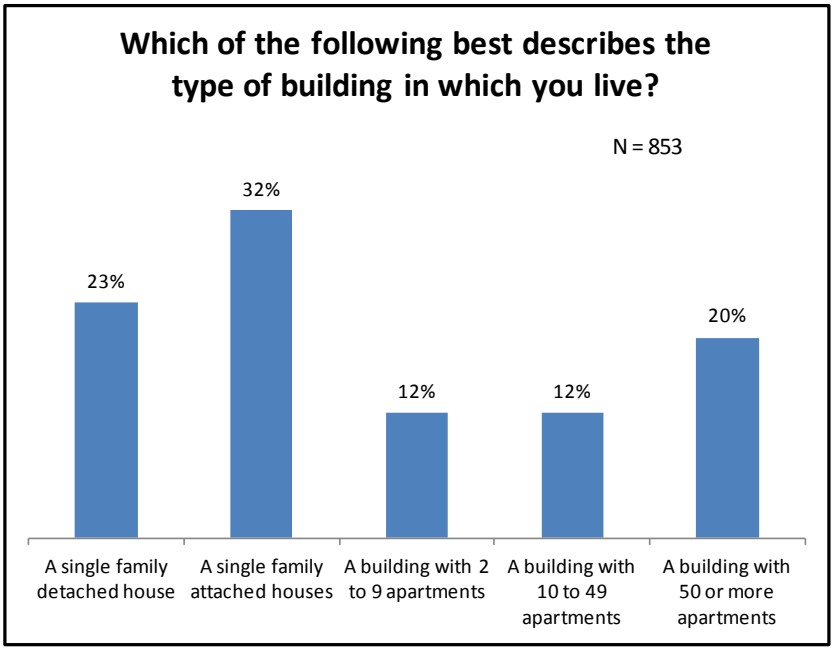
Approximately half of survey respondents were female and half were male.



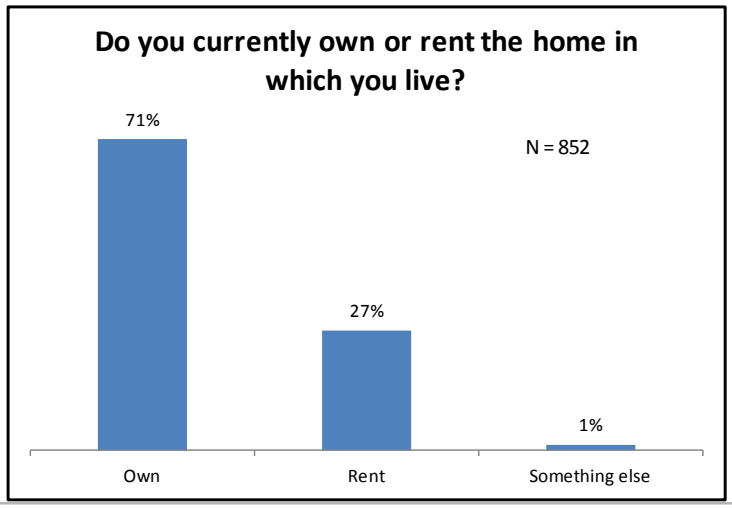
With the exception of the 18-24 age group, approximately one-fifth of respondents fell within each of the age brackets.



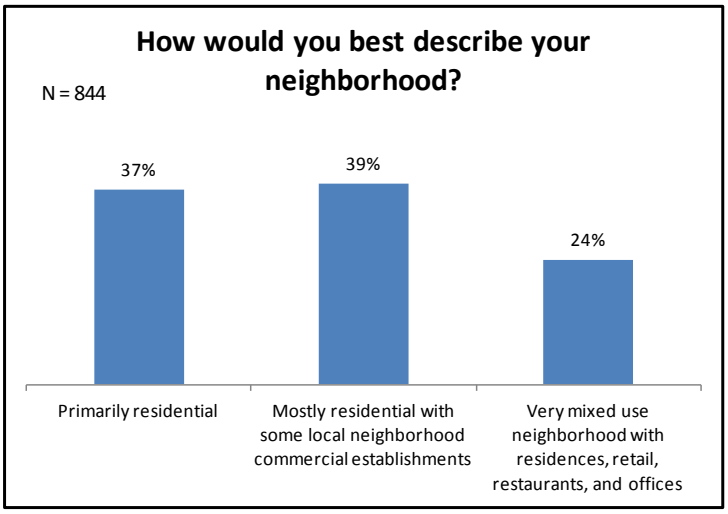
Half of survey respondents live in a single family home.



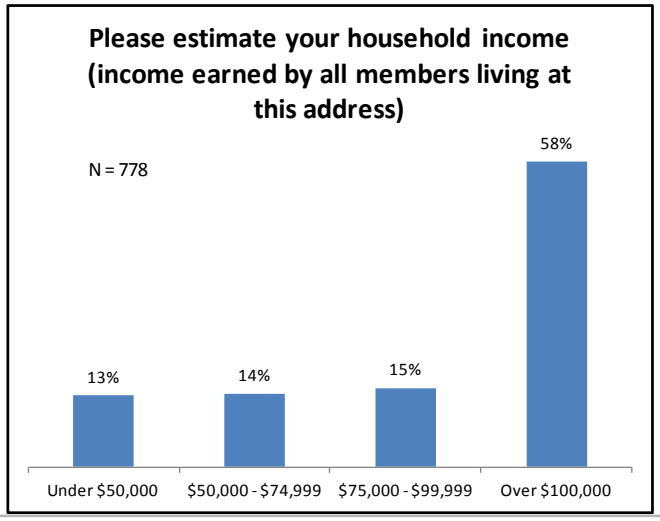
A majority of survey respondents own their homes.



A majority of survey respondents (76%) live in a primarily residential or mostly residential neighborhood.



More than half (58%) of respondents' income was over $100,000.



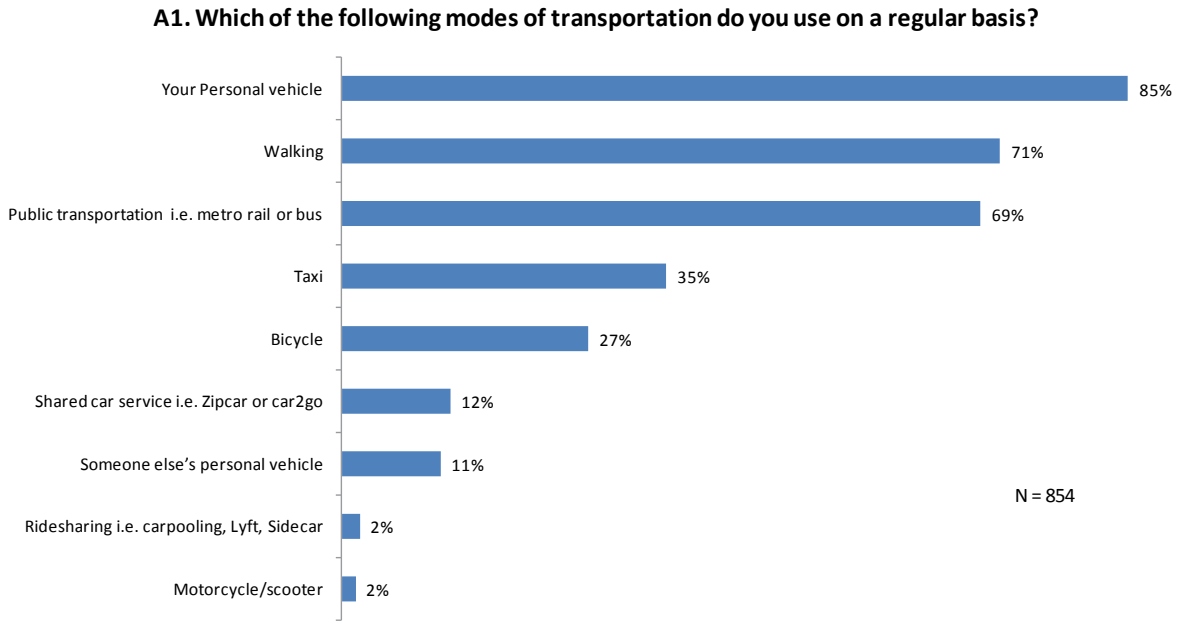
Ward Level Participation

WARD	COUNT	PERCENTAGE
Ward 1	119	14%
Ward 2	138	16%
Ward 3	163	19%
Ward 4	100	12%
Ward 5	76	9%
Ward 6	167	20%
Ward 7	58	7%
Ward 8	33	4%

DC Curbside Online Survey

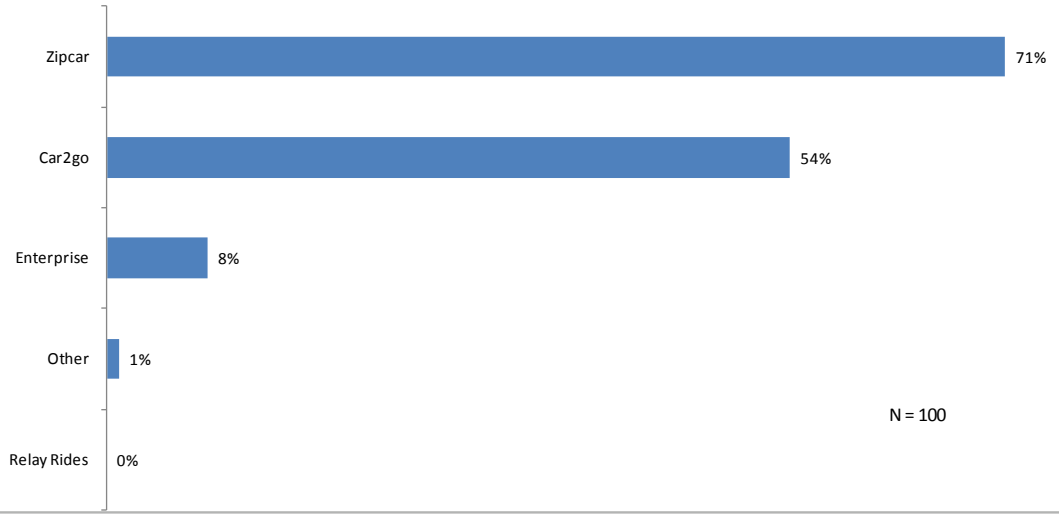
RESIDENT USE OF CURB SPACE

A majority of survey respondents regularly use a personal vehicle as their mode of transportation.



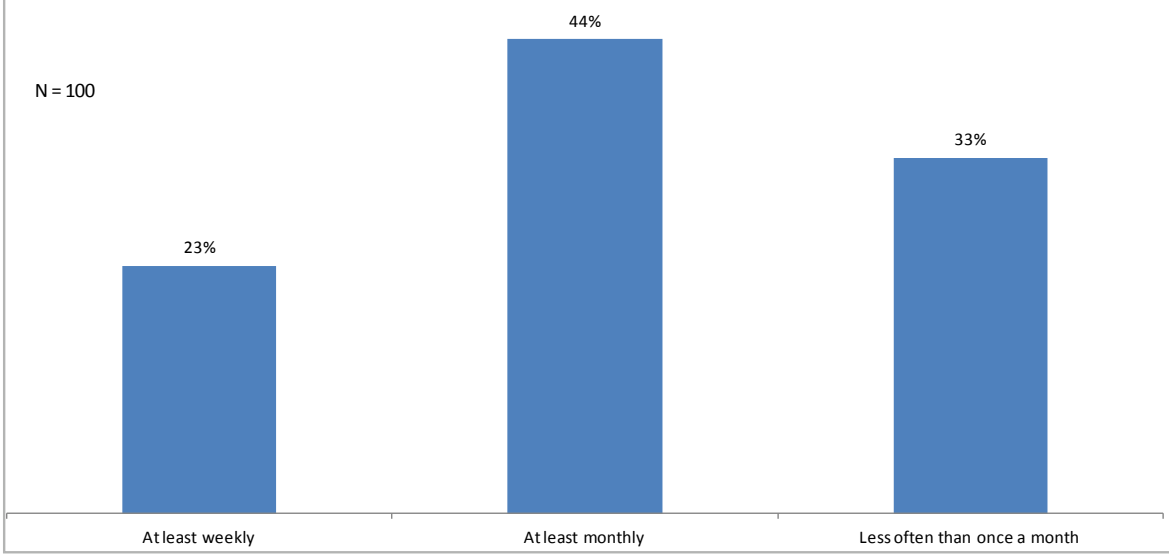
When using a shared car service, a majority of respondents use Zipcar.

A3. Which of the following shared car services have you used in the past 12 months?



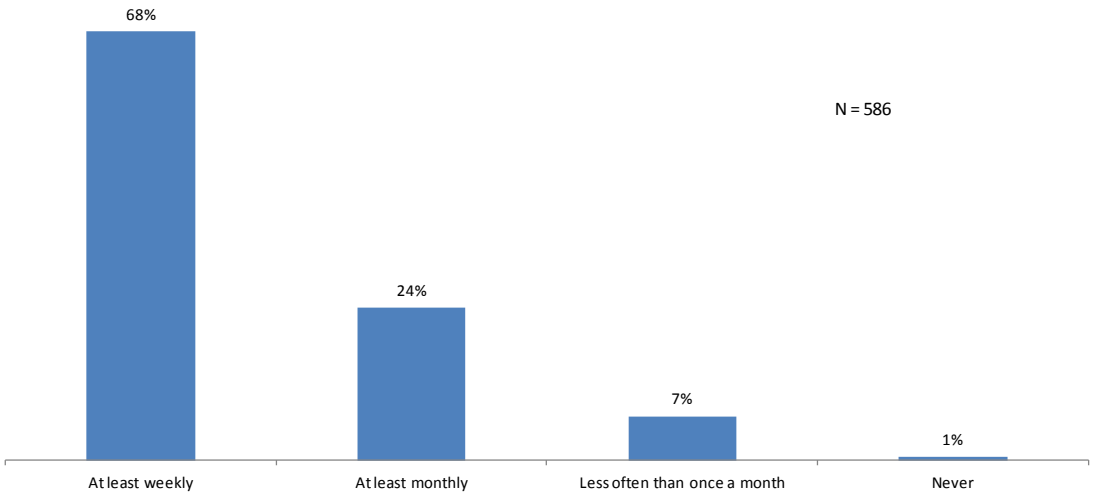
Of those who use a shared car service, a plurality do so at least monthly.

A4. Which of the following best describes how often you use this service?



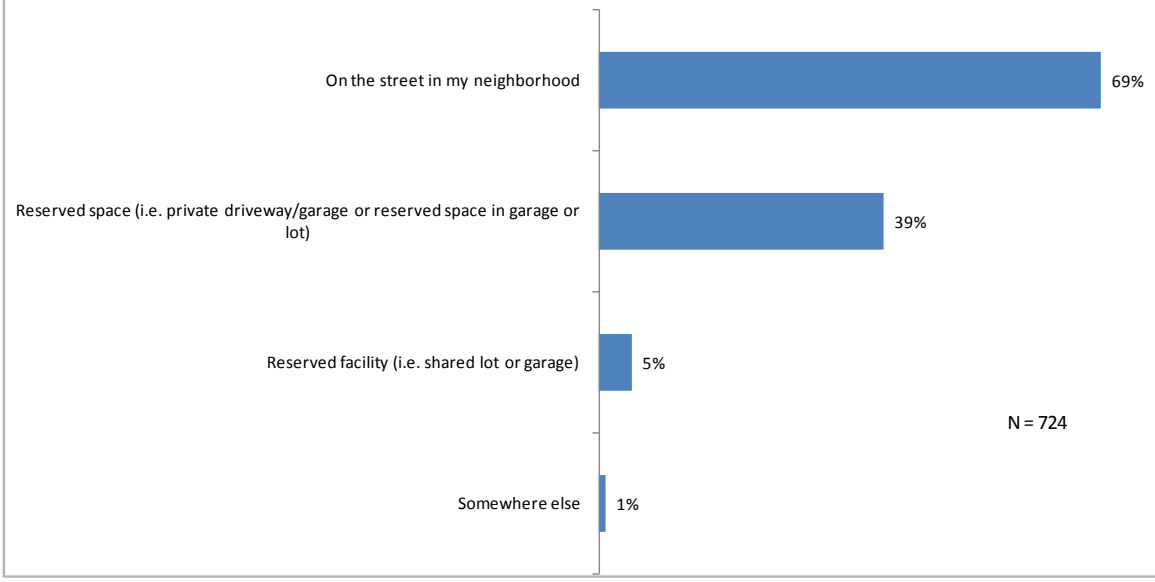
Of those who use public transportation, a majority do so at least weekly.

A5. Which of the following best describes how often you use public transportation (i.e. bus or metro rail)?



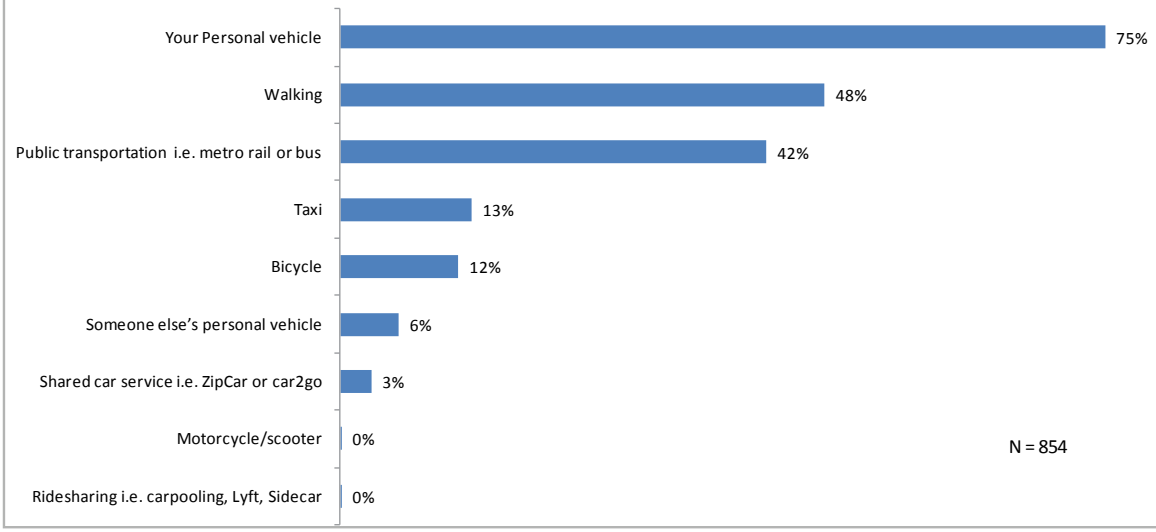
Of those with a motor vehicle, over two-thirds of respondents park their vehicles on neighborhood streets.

A6. Where do you usually park your vehicle when at home?



A majority of those surveyed use a personal vehicle as their dominant mode of transportation.

A7. For trips other than your commute to work, what is your dominant mode of transportation?

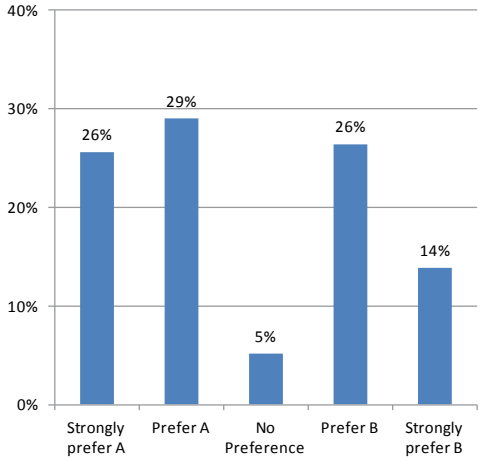


DC Curbside Online Survey

RESIDENT PRIORITIES

Nearly double the amount of residents strongly prefer a Resident Priority approach to curbside management when compared to an Equal Access Approach.

B1. Resident Priority (A) vs. Equal Access (B)



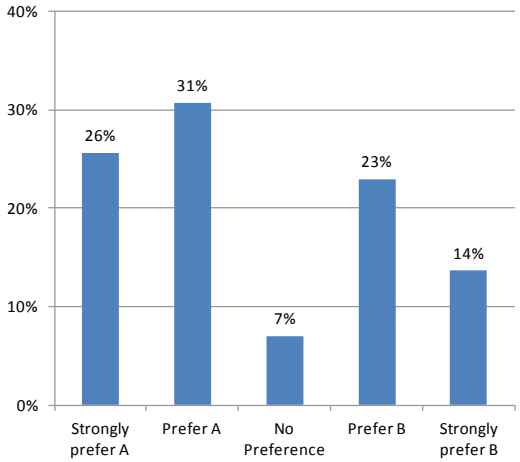
Statement A: Only immediate neighborhood residents or their guests should be permitted to park on local residential streets.

Statement B: Curb spaces throughout the District are a public resource which all residents and guests should be permitted to use, regardless of where they live.

- One fourth of car owners strongly prefer statement A.
- Among the different age groups, the largest degree of support is found in the 55-64 age group. One third strongly prefer statement A.
- Very small differences (4%) were found between respondents who strongly prefer statement A and live in a house when compared to those who reside in an apartment building.
- The majority (60%) of residents in Wards 1, 2, 6, and 8 strongly prefer or prefer Statement A. In contrast, nearly half (49%) of the residents in Wards 3,4,5, and 7 strongly prefer or prefer Statement B.
- Overall, more than half (55%) of residents strongly prefer or prefer a resident protection approach to curbside management.

Almost twice the amount of residents strongly prefer an Equal Access approach to curbside management when compared to a Resident Priority approach.

B2. Equal Access (A) vs. Resident Priority (B)



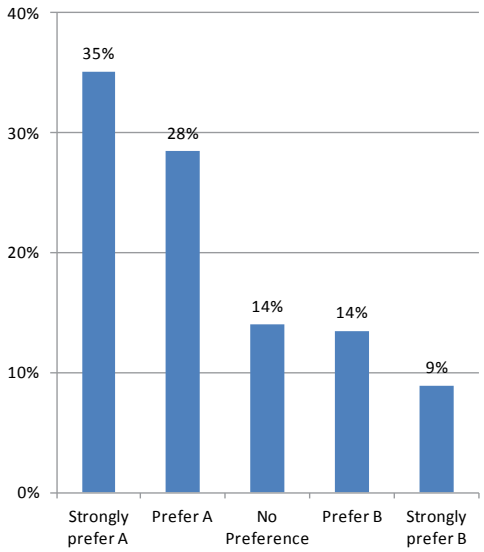
Statement A: All DC residents should be able to park near places such as parks, libraries, schools and churches.

Statement B: Citywide access to amenities should not come at the cost of local resident parking access.

- Just over one fourth of car owners strongly prefer Statement A.
- Roughly equal (about ¼) the amount of preference for Statement A was found among the different age groups.
- Very small differences (4%) were found between respondents who strongly prefer statement A and live in a house when compared to those who reside in an apartment building.
- Overall, more than half (57%) strongly prefer or prefer equal access approach to curbside management

Nearly four times the among of residents strongly prefer a Resident Priority approach to curbside management when compared to an Equal Access approach.

B3. Managed Availability (A) vs. Equal Access (B)



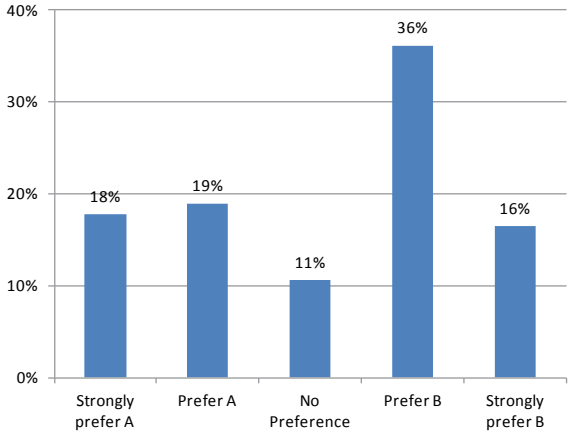
Statement A: I would pay more for a parking permit if that ensures me a parking space on my street without having to hunt for a space.

Statement B: I would be willing to search for a parking space, or walk farther from my destination, so long as parking costs are low.

- However there are a notable (14%) number of no preference responses. Within this group of "undecideds", 20% do not own a car; 17% are in the 55-64 or 65+ age group. There was a small difference between those who live in a house (15%) and those who live in an apartment (12%).
- Among the Wards, all strongly prefer or prefer a managed availability approach to parking at a rate of at least fifty percent.
- Overall, almost two-thirds (63%) strongly prefer or prefer a managed availability approach to curbside management.

More than half of residents strongly prefer or prefer a Walkable Access approach to curbside management when compared to a Resident Priority approach.

B4. Resident Priority (A) vs. Walkable Access (B)



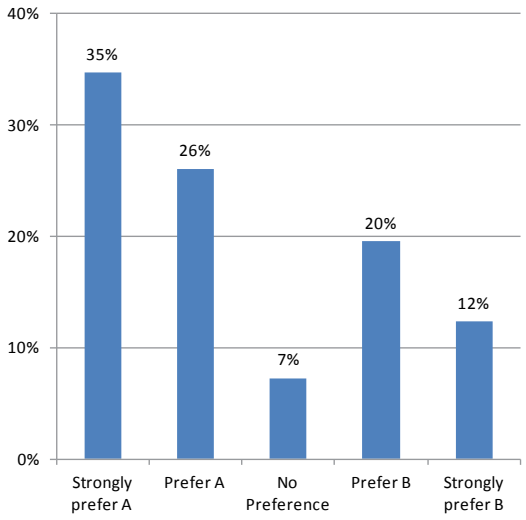
Statement A: Neighborhood parking should be just for residents of my neighborhood.

Statement B: Accommodating non-resident parking is important to support neighborhood shops, restaurants, and services.

- It should be noted that there is a considerable amount of no preference (11%) responses for this comparison of priorities.
- Within this group of "undecideds", 16% do no own cars; 14% of are in the 35-44 age group; and there was roughly equal distribution between house those who live in a house (10%) and apartment dwellers (11%).
- A majority of the Wards (1,3,4,5,7) strongly prefer or prefer a walkable access approach to curbside management.

Nearly three times the amount of residents strongly prefer an Equal Access approach to curbside management in comparison to Managed Availability approach.

B5. Equal Access (A) vs. Managed Availability (B)



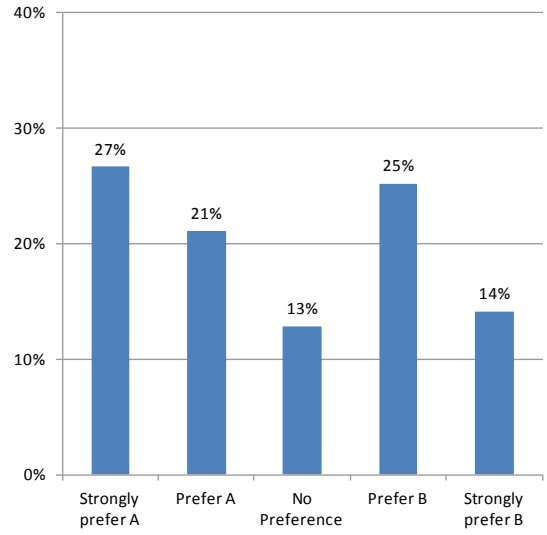
Statement A: Parking should cost the same for everyone in all areas of the District.

Statement B: Parking costs should be priced according to demand – the more people want the, the higher prices should be.

- Among car owners, 36% strongly prefer statement A.
- Between the age groups, the strongest support (40%) came from the 65+ age group
- Over one third of residents who live in houses and those who live in apartment strongly prefer statement A.
- Although at different rates, all wards strongly prefer managed availability.
- Overall, a majority (61%) of residents strongly prefer or prefer managed availability approach to curbside management.

Nearly double the amount of residents strongly prefer a Vehicle Priority approach to curbside management when compared to an Equal Access approach.

B6. Vehicle Parking (A) vs. Equal Access (B)



Statement A: Vehicle parking should take priority over all other uses of the curb space.

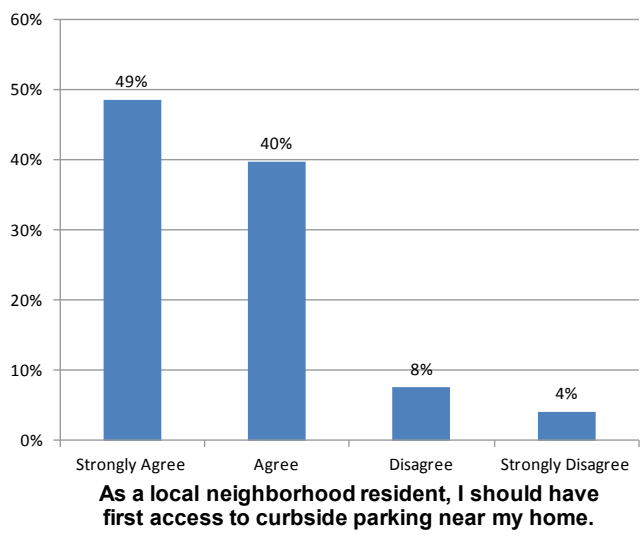
Statement B: Curb space should be prioritized for uses that serve many people such as transit, car share, and bike sharing.

- Thirty percent of car owners strongly prefer statement A.
- In terms of age groups, greatest support is found in the 45-64 age bracket with 31% strongly preferring A
- Roughly the same percent strongly prefer statement A between those who live in a house (28%) and those who live in an apartment (25%)
- However, there are a notable amount of no preference responses (13%). Within this group of "undecideds", 14% own cars; 16% are in the 35-44 age bracket; roughly equal between those who live in a house (14%) and those who live in an apartment (12%).
- With the exception of Ward 1, all Wards strongly prefer a resident priority approach.
- Overall, almost half (48%) strongly prefer or prefer a resident priority approach to curbside management.

DC Curbside Online Survey

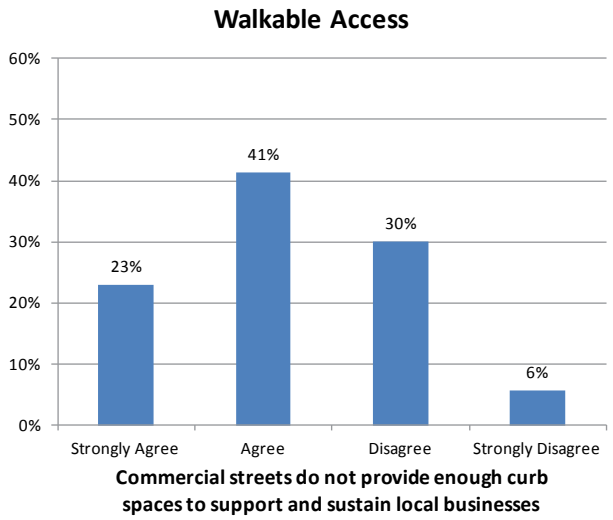
RESIDENT PREFERENCES

Large majorities strongly agree or agree that residents should have first access to curb space.



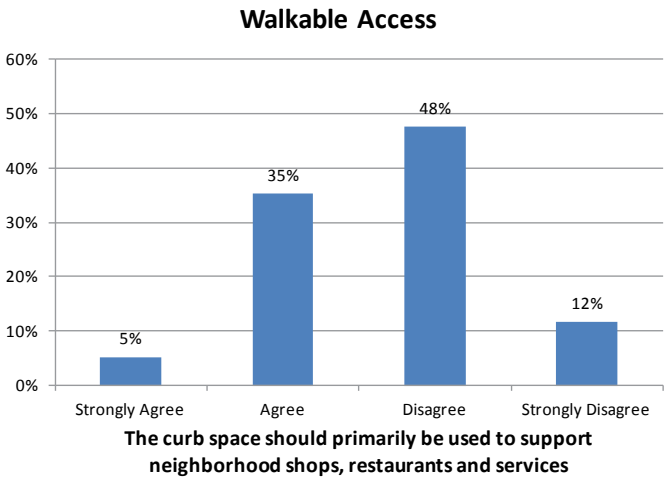
- Among those who regularly use a personal vehicle (car owners), more than half (52%) strongly agree with this statement.
- Among the different age groups, strongest support is found in the 55-64 age group. A majority (60%) strongly agree with this statement.
- Strongest support for this approach is found in Ward 8. Over 2/3 (69%) of respondents in Ward 8 strongly agree with this statement.

Nearly two-thirds (64%) of residents strongly agree or agree that commercial streets need more curb space for local businesses.



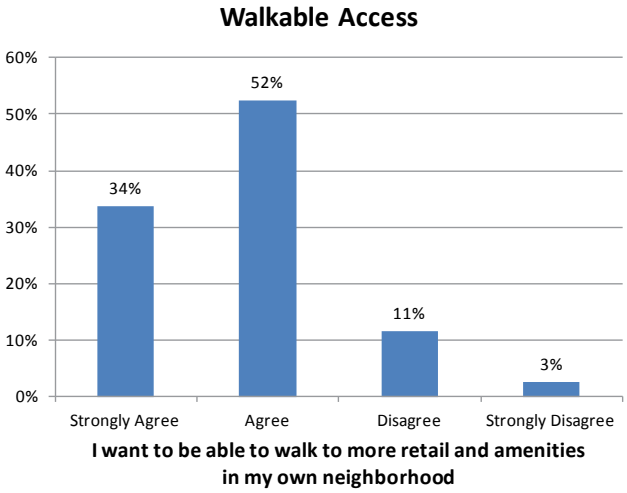
- Among car owners, nearly one fourth (24%) strongly agree with this statement.
- Within the 55-64 age group, over one fourth (27%) agree with this statement.
- Roughly equal support was found between those who live in a house vs. and apartment.
- The most support for this approach is found in Ward 8. Forty-two percent of respondents strongly agree with this statement.

Two thirds of respondents strongly disagree or disagree that curb space should primarily support neighborhood amenities.



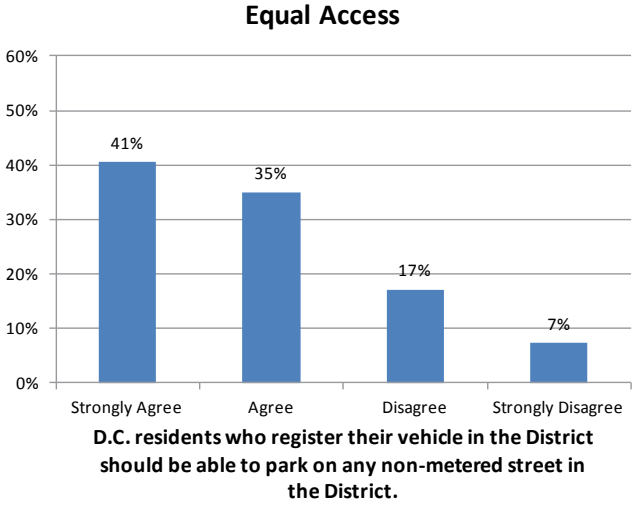
- Among car owners, a little over one in ten strongly disagree with this statement.
- While roughly equal among the age groups, the most rejection of this approach was found in the 45-54 age group. Fifteen percent of respondents strongly disagree with this statement.
- Nearly one fifth of respondents in Ward 8 strongly disagree with this statement.

A majority of respondents want walkable access to shopping in their neighborhood.



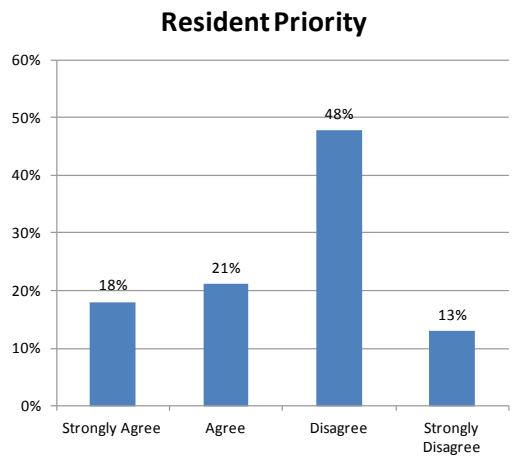
- Among car owners, almost half (45%) strongly agree with this statement.
- Between the age groups, strongest support was found in the 18-34 and 35-44 age bracket. Over two thirds of respondents strongly agree with this statement.
- The most support (42%)for this approach was found in Wards 2 and 6.
- Overall, a majority (86%) of respondents strongly agree or agree with this statement .

Most (76%) of respondents support unrestricted parking access for registered vehicles.



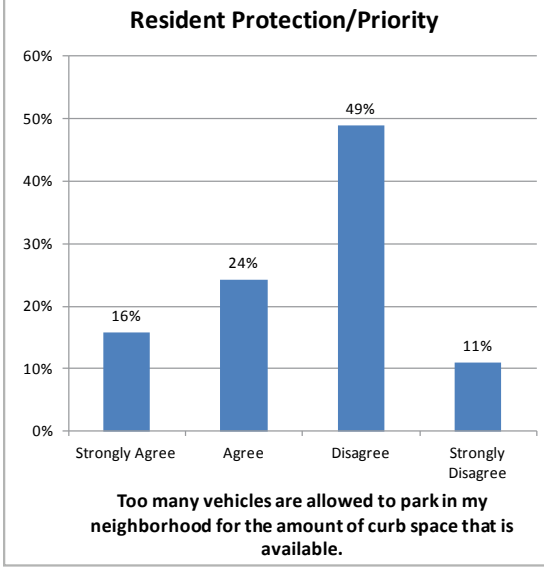
- Among car owners, 42% strongly agree with this statement.
- Roughly equal support was found among the different age groups.
- Among those who live in an apartment, 43% strongly agree with this statement.
- Strongest support for this approach is found in Ward 7. Nearly 2/3 of residents strongly agree with this statement.

A majority of respondents feel there is enough parking for a variety of users in their neighborhoods.



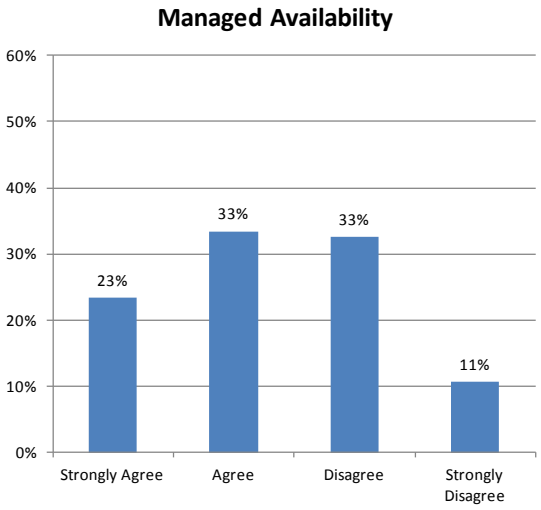
- A majority of respondents strongly disagree or disagree with the notion that outside visitors, commuters, or retail customers take up too many parking spaces in their neighborhood.
- The majority both car owners and non car owners strongly disagree or disagree with this statement.
- The majority of respondents in all Wards strongly disagree or disagree with this statement.
- Strongest rejection of this statement was found in the 18-34 age group. More than 2/3 of respondents in this age group strongly disagreed or agreed with this statement.
- More than half of respondents who live in a house and those who live in an apartment strongly disagree or disagree with this statement.

Most respondents reject the notion that too many vehicles are allowed to park in their neighborhoods for the amount of curb space available.



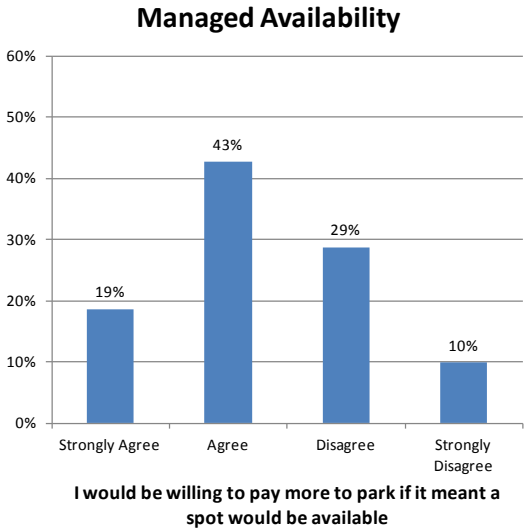
- The majority of car owners and non car owners strongly disagree or disagree with this statement
- More than half of respondents in all age groups strongly disagree or disagree with this statement. The strongest rejection of this idea was in the 18-34 age group. Over 2/3 strongly disagreed or disagreed with this statement.
- Over fifty percent of both those who live in a house and those who live in an apartment reject this notion.

More than half of respondents strongly agree or agree that parking meter limits should be unrestricted as long as users pay for their time.



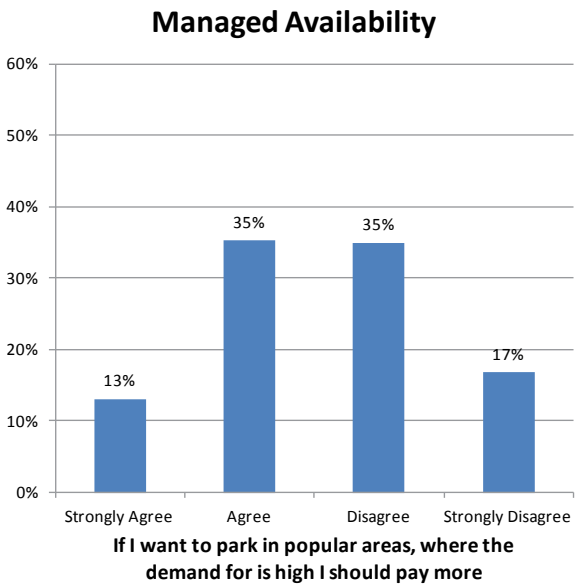
- Nearly twice the amount of respondents strongly agree than strongly disagree with this statement on managed availability.
- The majority of both car owners and those who do not own cars strongly agree or agree with this statement.
- Strongest support for this statement on managed availability is found in Ward 8. More than two-thirds of residents strongly agree or agree with this statement. More than half of residents in all remaining Wards strongly agree or agree with this statement.
- The majority of respondents in all age groups strongly agree or agree with this statement.
- The majority of both house and apartment dwellers strongly agree or agree with this statement.

A majority of respondents would be willing to pay more to park in exchange for a guaranteed parking space.



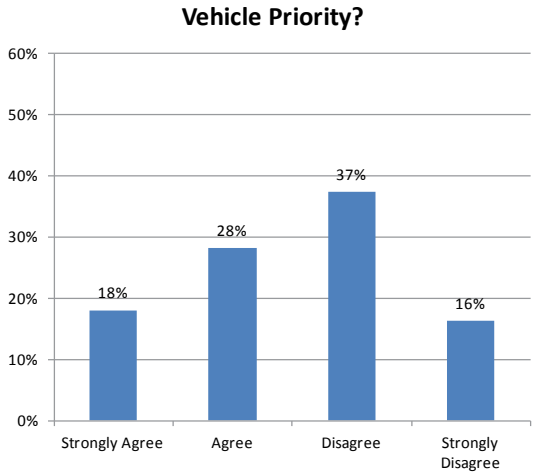
- Nearly double the amount of respondents strongly agree than disagree with this statement on managed availability.
- More than half of both car owners and non-car owners strongly agree/agree with this statement on managed availability.
- Nearly two thirds of those who live apartments and half of those who live in houses in strongly agree/agree with this statement.
- More than half of respondents in all age groups strongly agree/agree with this statement.
- The majority of respondents in Wards 1, 2, and 6 strongly agree/agree with this approach. More than half of respondents in Wards 3 and 4 strongly agree/agree with this approach. The least amount of support was found in Wards 5, 7 and 8. Less than half of respondents strongly agree/agree with this approach.

Respondents are divided in their level of acceptance/rejection to a managed availability approach.



- Nearly half of respondents strongly agree or agree with this statement. The other half strongly disagrees or disagrees with this statement.
- Degree of intensity i.e. strongly agree or strongly disagree is low (4%)
- More than half of car owners strongly disagree or disagree with this statement. The majority of non-car owners agree with this statement.
- All age groups, except 65+, strongly agree or agree with this statement at a rate of nearly 50%.
- More than half of both those who reside in a house and an apartment building strongly disagree or disagree with this statement.
- A majority of residents in Wards 1,2,3,4 and strongly agree or agree with this statement. The majority of residents in Wards 5, 6, 7, 8 strongly disagree or disagree with this statement.

More than half of respondents reject the use of curb space in commercial areas solely for parking.



- The majority of non car owners strongly disagree/disagree with this statement while, half of car owners strongly disagree/disagree with this statement.
- The majority of respondents in Wards 1 and 2 strongly disagree/disagree with this statement. More than half of residents in Wards 3 and 6 strongly disagree/disagree with this approach. Less than half of respondents in Wards 4, 5, 7, and 8 strongly disagree/disagree with this statement.
- More than half of both those who live in homes and those who live in apartments strongly disagree/disagree with this statement.
- With the exception of the 45-54 age group (with 48% strongly disagree/disagree), more than half of respondents in all age groups strongly disagree/disagreed with this statement.

Priority Rankings

- Overall rankings of survey respondents reveal that DC residents strongly prefer or prefer approaches to parking in the following order:
  - Walkable Access
  - Vehicle Priority
  - Managed Availability
  - Equal Access
  - Resident Priority

Appendix F
Comercial Retail and Distributor Market Research

Appendix F: Commercial Retail and Distributor Research

Neighborhood retail businesses are vital to the overall quality of life of the District. Small local businesses often lack significant (or any) private off street parking resources and therefore rely almost exclusively on the public curbside to provide patron access to their business – whether patrons come by car, bus or bicycle.

Loading likewise is predominantly done from the public curbside. If delivery vehicles are unable to access a curbside space or are repeatedly financially penalized when making such deliveries, suppliers and distributors may either interrupt deliveries or pass these additional delivery costs on to the local small business who, in turn, passes costs on to the consumer.

For retail and restaurant businesses in the District, access to parking spaces, loading opportunities, and distribution channels are tenuously maintained lifelines. Daily operations are often disrupted by activity such as roadway or sidewalk construction, malfunctioning parking meters, illegally parked vehicles, newly constructed bicycle lanes, changes to ticket adjudication practices, and other similar occurrences. While most of these events appear minimal, the effect on DC's retailers and restaurateurs (especially small, independent businesspeople) can be extremely detrimental.

Commercial Parking and Loading Surveys

The DC Commercial and Retail Parking Survey was conducted on line via Survey Monkey in 2013, targeting commercial and retail business owners to gauge their customer profiles, on-street parking, employee parking, deliveries, and busiest times. The online survey to loading and distribution vendors served as a supplement to the first and included information regarding deliveries, truck parking, busiest times, restrictions, and vehicles used.

The 2013 DC Commercial and Retail Parking Survey had 148 applicable individual responses at its close, with 177 businesses represented. The breakdown by category of respondent when grouped into four categories (three retail, one non-retail) is as follows:

- Neighborhood Goods & Services: 30 (16.9%)
- Food & Beverage: 78 (44.1%)
- General Merchandise, Apparel, Furnishings, and Other (GAFO): 40 (22.6%)
- Non-retail (professional offices, medical offices, non-profit agencies): 29 (16.4%)

Commercial District Curbside Demand

Where spaces for parking and loading are concerned, not all retailers have the same needs. Due to differences in inventory turnover and travel distances (as well as means of travel) for customers, retail establishments' curbside uses are grouped by the following categories:

- Neighborhood Goods & Services
- Food & Beverage
- General Merchandise, Apparel, Furnishings, and Other (GAFO)
- Non-retail (professional offices, medical offices, non-profit agencies)

Neighborhood Goods & Services (NG&S)

This category includes establishments that depend upon the patronage of local residents and workers, such as grocery stores, drugstores, florists, bakeries, specialty food stores, delicatessens, butchers, dry cleaners, Laundromats, hair and nail salons, day spas, printers, pet salons, machine repair shops, shoe repair shops, gyms and similar.

Neighborhood Goods & Services retailers rely on spending from nearby residents, students, and employees, generally located within a ½ mile radius.[1] NG&S is "convenience-based" retail and will locate within close proximity to its customer base.

Although the customer base of NG&S establishments is local, retail employees are from other neighborhoods or neighboring jurisdictions, arriving by public transit (39%) or car (33%). Employees who arrive by car are most likely (59%) to occupy on-street parking or park in a dedicated space (14%). Therefore, based upon the average of 11 employees per NG&S establishment, 2 on-street parking spots are occupied, detracting from the availability of parking for the 28% of customers who do not live or work in the area.

For densely populated areas, customer parking is not critical or even unnecessary for NG&S retailers. In less densely populated neighborhoods, adjacent and accessible parking is a necessity. As the District includes neighborhoods with a range of density levels, retailers report an even distribution of patrons arriving to NG&S establishments by car (40%) and by foot (38%).

For the customers who choose to drive, 68% understand parking regulations associated with NG&S retail establishments. This high-level of awareness is indicative of a

1 Over 72% of NG&S customers denoted that they live or work in the neighborhood.

clientele that repeatedly patronizes similar types of businesses on regular basis.

Regarding access to loading and delivery areas, NG&S establishments typically receive deliveries daily (32%), if not several times a day (32%). Convenient and reliably available loading areas are a vital aspect of this retail category's baseline operation, because 55% of all deliveries are made through the front of the establishment throughout the day as needed.

Food & Beverage (F&B)

This category includes establishments that serve food and/or alcohol consumed on premises. Tenant types in the F&B category include sit-down restaurants, cafes, bars, coffee shops, sandwich shops, ice cream shops, "quick-bite" establishments, fast-food restaurants, and similar.

Food & Beverage establishments, especially when clustered, can attract customers from a larger trade area than NG&S retailers. A wider trade area of patrons will be interested in a collection of F&B establishments that offer a variety of options, contributing to the 40% of F&B customers who originate from outside of the neighborhood.

Parking needs for this retail category vary based on a number of factors. Small operations that can be supported by their surrounding neighborhoods, such as coffee shops and sandwich shops, often have pedestrian-oriented customer bases and will not require nearby parking. Larger, sit-down restaurants and restaurant clusters will attract customers who will travel by transit or car. The amount of needed parking is a factor based on distance to transportation alternatives (especially Metro) and access to consolidated parking (a public parking facility) within a reasonable distance, often less than two blocks. Across the District, Food and Beverage (F&B) customers most often arrive on foot (41%), then via car (33%).

Similar to NG&S retailers, F&B establishments need convenient and reliably available access to loading and delivery areas that will be used daily, often several times a day. Considering that F&B establishments receive up to 50 deliveries per week, they attribute to the majority of delivery vehicles on the street. About half of F&B establishments mainly receive deliveries only through the front of their businesses, though about a third more receive them through the front and back entrances. Around a third of deliveries to F&B establishments occur in the morning. Vendors typically need between 10 and 30 minutes to complete their deliveries at F&B establishments.

Food & Beverage establishments account for majority (63%) of the retail work force, F&B establishments employ an average of 37 people per establishment. A large share (72%) of employees generally uses public transit, bike or foot to arrive to work every day. Approximately a fifth of all employees occupy on-street parking spaces.

General Merchandise, Apparel, Furnishings & Other (GAFO)

This category includes establishments such as clothing stores, furniture stores, bookstores, jewelry stores, gift boutiques, pet stores, sporting goods stores, home good stores, craft stores, antique shops, electronics stores, auto parts stores, and similar.

GAFO retailers face a tremendous amount of competition, both in stores and online, for a relatively small percentage of household expenditures. Successful GAFO stores attract customers from long distances, with 45% living outside of the neighborhood. However, these stores also rely on the exposure and foot traffic generated by an anchor that draws people with the same customer profile. GAFO customers primarily arrive by car (44%), then on foot (37%)

The GAFO retail category has the lowest level of needs for curbside space. Although these stores rely on a customer base that will travel longer distances – 44% arrive by car – than the NG&S or F&B categories, its patrons often have higher tolerance for parking inconvenience (distance, availability, and cost). Those who park on-street, most likely do not understand parking regulations imposed (60%), do not believe that meter rates are reasonable priced (68%), and therefore have a high likelihood of receiving tickets.

The exceptions to this category's parking requirements are retailers with large merchandise, such as furniture stores, and bulk/discount stores. Because convenient parking is essential to the operations of these stores, large merchandise and bulk/discount stores are the most likely to provide off-street parking options for customers – and employees - and have the lowest levels of demand for curbside use.

Loading and delivery requirements for GAFO retailers are similarly adjusted; delivery times only require 5 to 20 minutes. Small GAFO stores need curbside space for inventory delivery less frequently – only once per day (62%) – than NG&S or F&B retailers. Large merchandise and bulk/discount stores will often select locations where deliveries can occur at off-street locations. However, similarly to NG&S establishments, majority of GAFO retailers receive 75% of their deliveries through the front of the store.

GAFO establishments on average employ the least amount of people per retail category – 4 full-time and 7 part-time – due to their typically smaller store sizes and more manageable inventory scales. Surprisingly, a high percentage

of GAFO employees bike to work daily (18%) compared to other retail categories, in part because their hours of operation generally do not extend late into the night, unlike F&B and some NG&S retailers.

Commercial District Loading and Delivery

Retailers from all three categories and distribution companies/vendors have a unique perspective on the use of the curbside. Retailers seek to schedule their deliveries at times that inversely correlate to their busiest times of the day. By doing so, they reduce the conflicts between customer parking and loading/delivery, when possible.

The busiest sales times for retailers were concentrated on the weekends and Thursday and Friday evenings. Deliveries were evenly distributed throughout the business week from 7:00 AM to 5:00 PM. Since retailers generally use several vendors for goods needed for operation and sales, most establishments receive deliveries daily or several times per day. However, when preparing for sporadic high demand, during holidays and the warm season, unpredictable problems arise.

Delivery rules and regulations vary and include not only curbside regulations enforced by street sign restrictions. General restrictions include delivery hours imposed by traffic laws and regulations. Over 25% of vendors are restricted to only non-peak hour deliveries due to truck size[2] and the parking regulations associated with larger trucks. However, 40% of distribution vendors also have to abide by a local agreements with neighborhood associations, business improvement districts, among others, such as settlement or voluntary agreements to mitigate noise. Deliveries are further complicated by retailers who use a combination of delivery vendors – national carriers, local trucks, and other personal vehicles.

The delivery rules and regulations also impact curbside parking and traffic flow. Many vendors note that they routinely make deliveries from travel lanes, because loading zones aren't available because they are occupied by other loading distribution vehicles, small contractors, or illegally parked vehicles. Therefore, vendors must occasionally double park or occupy several on-street spaces at a time outside of the loading zone.[3] The possibility for parking fines incurred during the 38 minutes, on average, needed to complete a delivery is high.[4]

Summary and Findings

Within commercial districts, curbsides are needed and use differently based on the type of retail tenants that occupy a majority of the space on the street.

In NG&S-dominated neighborhoods (such as Petworth, Foggy Bottom and Van Ness):

- Fewer curbside customer parking spaces are necessary (on average);
- Shorter parking times are tolerable;
- Larger loading/delivery zones are needed; and
- Fewer loading/delivery zone time restrictions are appropriate.

In F&B-dominated neighborhoods (such as Barracks Row, U Street Corridor, and Adams Morgan):

- Existing curbside parking spaces are adequate (on average – increased curbside parking needed in areas of F&B concentration with lower neighborhood density levels);
- Longer parking times are needed;
- Existing loading/delivery zones are adequate (on average); and
- Fewer loading/delivery zone time restrictions are necessary.

In GAFO-dominated neighborhoods (such as Dupont Circle, Metro Center, and Friendship Heights):

- Fewer curbside customer parking spaces are necessary (on average);
- Longer parking times are needed;
- Existing loading/delivery zone time restrictions are adequate (on average); and
- Existing loading/delivery zone time restrictions are adequate.

Regardless of the composition of tenants, most retailers agree that their commercial districts and the establishments in them struggle with the disconnect between their needs and the current curbside restrictions. The effect of this misalignment has system-wide implications. Curbside use, regulation, and enforcement in DC commercial districts have impacts that affect the Metropolitan Washington retail market. Inconsistent connections to customers and goods

2 Majority (52%) of vendors use mostly (75% or more) vans and trucks under 26,000 lbs. that are under 40 feet in length.

3 All of the distribution vendors stated that they use loading docks in buildings. Curbside parking was the second most popular delivery method, representing 96% of all deliveries. 36% of deliveries were made through a public parking lot, and 32% were made in other locations such as alleys or nearby parking lots. Of the deliveries made on the street, most of the drivers are most likely to occupy space within a loading zone (30%). They are 24% likely to double-park, yet leaving a travel lane for vehicles to pass. Other options include occupying an on-street parking space (21%), occupying more than one on-street parking space (15%), and occupying more than one space in a loading zone (10%).

4 This includes the amount of time needed to find a parking solution, off-load the vehicle, merchandising and any other conditions that impacts the time along the street. 40% of delivery teams complete their deliveries in less than 20 minutes, while 16% take over an hour at one location.

places urban retail locations at a severe disadvantage to more easily accessible suburban sites. Unfortunately, the negative effects of existing curbside regulation are not limited to access issues. Stores and restaurants bear the costs of parking fines and tickets for loading and distribution violations. When these costs are passed on to customers, urban retail locations are placed at further disadvantage to their suburban alternatives.

Effective curbside solutions for commercial districts will "right-size" the number of customer parking spaces needed and the length of loading zones necessary based on the composition of the retail mix. Restrictions for length of parking in spaces and in loading zones will be eased. Employee parking strategies will be addressed. Finally, the importance of these commercial districts as vital resources to DC's urban neighborhoods will be recognized and impediments to their business operations will be minimized.

Figure F-1 Please estimate (best guess) the percentage of your customers that get to your establishment

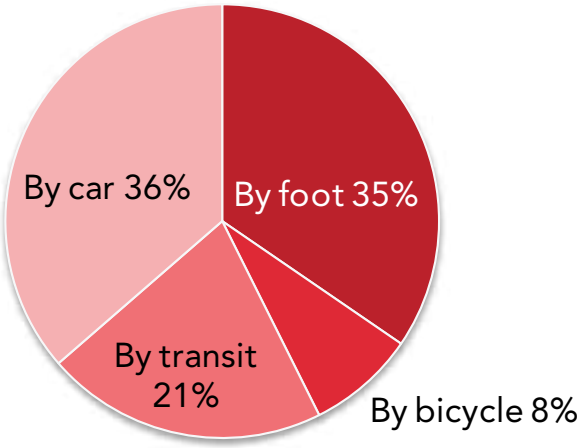
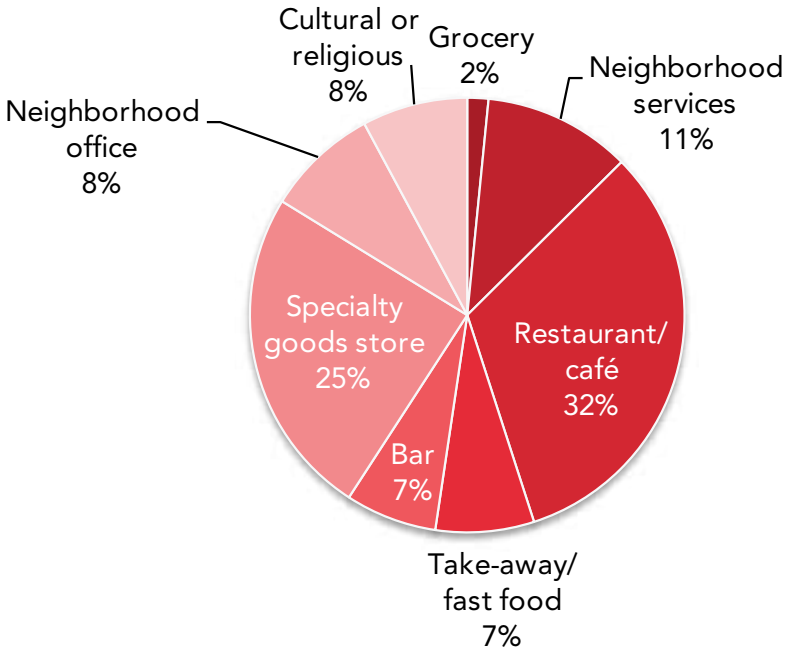


Figure F-2 Which category best describes your establishment?



DC Distribution Vendors Survey on Loading and Parking

Q1 Company Profile

Answered: 25 Skipped: 0

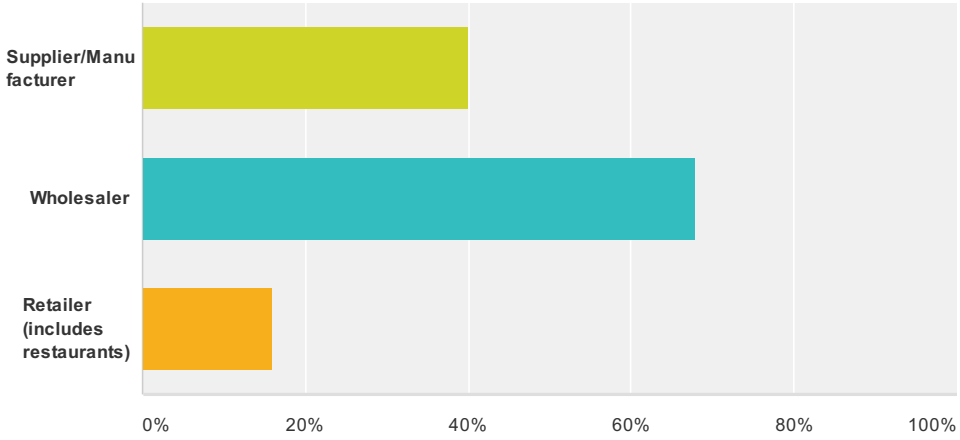
Answer Choices	Responses	
Name of distribution company	100%	25
Location (city, state)	100%	25

#	Name of distribution company	Date
1	Sysco Foods	7/15/2013 8:21 AM
2	AM BRIGGS INC	7/12/2013 12:17 PM
3	ELITE WINES IMPORTS INC	7/12/2013 10:21 AM
4	united shellfish co. inc.	6/26/2013 2:48 PM
5	Canada Dry Potomac Corp	6/21/2013 5:48 AM
6	Saval Foodservice	6/20/2013 5:39 PM
7	Capital Eagle Inc.	6/20/2013 9:36 AM
8	Capital Eagle Inc.	6/19/2013 12:49 PM
9	Coosemans DC Inc	6/19/2013 10:09 AM
10	Arbee Associates	6/18/2013 1:51 PM
11	Metropolitan Meat Seafood and Poultry	6/18/2013 12:29 PM
12	CAPITAL AREA FOOD BANK	6/18/2013 12:02 PM
13	Republic National	6/18/2013 8:03 AM
14	Safeway Inc	6/17/2013 12:57 PM
15	Winebow, Inc	6/17/2013 10:47 AM
16	Premium Distrubutors	6/17/2013 10:44 AM
17	SWS	6/17/2013 10:26 AM
18	Builders FirstSource	6/17/2013 8:57 AM
19	Hop & Wine Beverage	6/17/2013 6:27 AM
20	Coastal Sunbelt Produce	6/16/2013 8:16 PM
21	Certified Packaging & Transport	6/14/2013 1:31 PM
22	Kane Company	6/14/2013 12:11 PM
23	American Energy Restaurant Equipment	6/13/2013 2:01 PM
24	Washington Wholesale	6/13/2013 12:50 PM
25	SWS	6/12/2013 11:19 AM
#	**Location (city, state)**	**Date**
1	Jessup MD	7/15/2013 8:21 AM
2	WASHINGTON DC	7/12/2013 12:17 PM
3	WASHINGTON DC	7/12/2013 10:21 AM
4	grasonville, md	6/26/2013 2:48 PM
5	Landover, MD	6/21/2013 5:48 AM

6	Elkridge, MD	6/20/2013 5:39 PM
7	Washington D.C.	6/20/2013 9:36 AM
8	Washington D.C.	6/19/2013 12:49 PM
9	Jessup Md	6/19/2013 10:09 AM
10	Beltsville, MD and Gaithersburg, MD	6/18/2013 1:51 PM
11	Landover, Maryland	6/18/2013 12:29 PM
12	WASHINGTON,DC 20017	6/18/2013 12:02 PM
13	Washington DC	6/18/2013 8:03 AM
14	Lanham, Maryland	6/17/2013 12:57 PM
15	Washington DC	6/17/2013 10:47 AM
16	N.E. Washington DC	6/17/2013 10:44 AM
17	Wash DC	6/17/2013 10:26 AM
18	Point of Rocks, MD	6/17/2013 8:57 AM
19	Sterling, VA	6/17/2013 6:27 AM
20	Savage, MD	6/16/2013 8:16 PM
21	Jessup, MD	6/14/2013 1:31 PM
22	Landover, MD	6/14/2013 12:11 PM
23	Springfield, VA	6/13/2013 2:01 PM
24	Washington, DC	6/13/2013 12:50 PM
25	Washington DC	6/12/2013 11:19 AM

Q2 What is your supply chain role(s)?

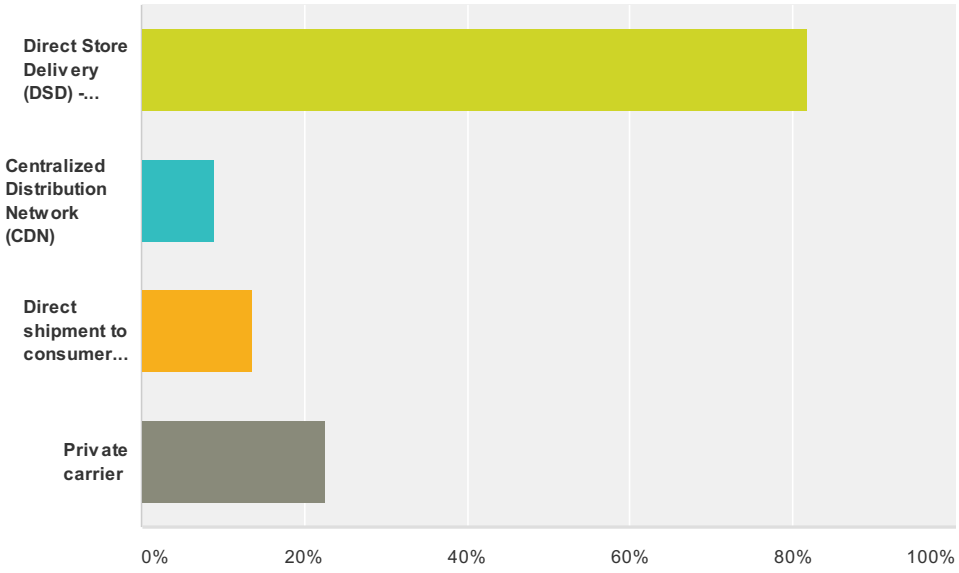
Answered: 25 Skipped: 0



Answer Choices	Responses	
Supplier/Manufacturer	**40%**	10
Wholesaler	**68%**	17
Retailer (includes restaurants)	**16%**	4
Total Respondents: 25		

Q3 Which of the following best describes the nature of your distribution operations? (check all that apply)

Answered: 22 Skipped: 3

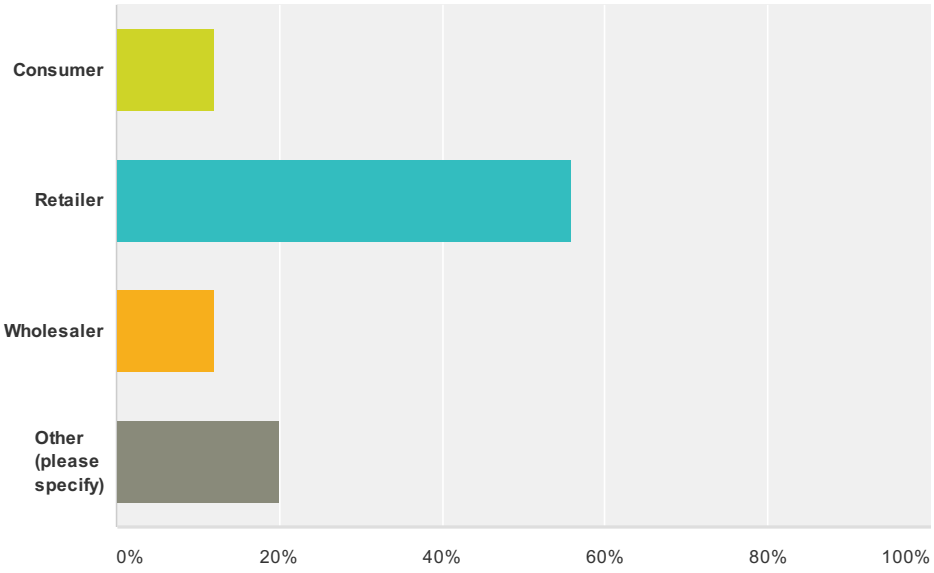


Answer Choices	Responses
Direct Store Delivery (DSD) - products are delivered from supplier/distributor to retailer and merchandised by supplier/distributor	**81.82%** 18
Centralized Distribution Network (CDN)	**9.09%** 2
Direct shipment to consumer (e.g. food/grocery delivery such as Giant Peapod)	**13.64%** 3
Private carrier	**22.73%** 5
Total Respondents: 22	

#	Other (please specify)	Date
1	sometimes delivering and servicing to Special Event locatons, for example the Annual Chili Cook Off	6/19/2013 12:49 PM
2	Delivery of commercial furniture and related services to businesses, hospitals, colleges and government agencies.	6/18/2013 1:51 PM
3	Wholesale food delivery to resturants, Hotels, etc	6/18/2013 12:29 PM
4	DELIVER TO AGENCIES OR PICK UP FOOD FROM DONORS	6/18/2013 12:02 PM
5	Job site deliveries	6/17/2013 8:57 AM
6	Deliver furniture to residence, and provide moving services	6/14/2013 1:31 PM

Q4 Deliveries are made primarily to: (more than one may be selected if necessary)

Answered: 25 Skipped: 0

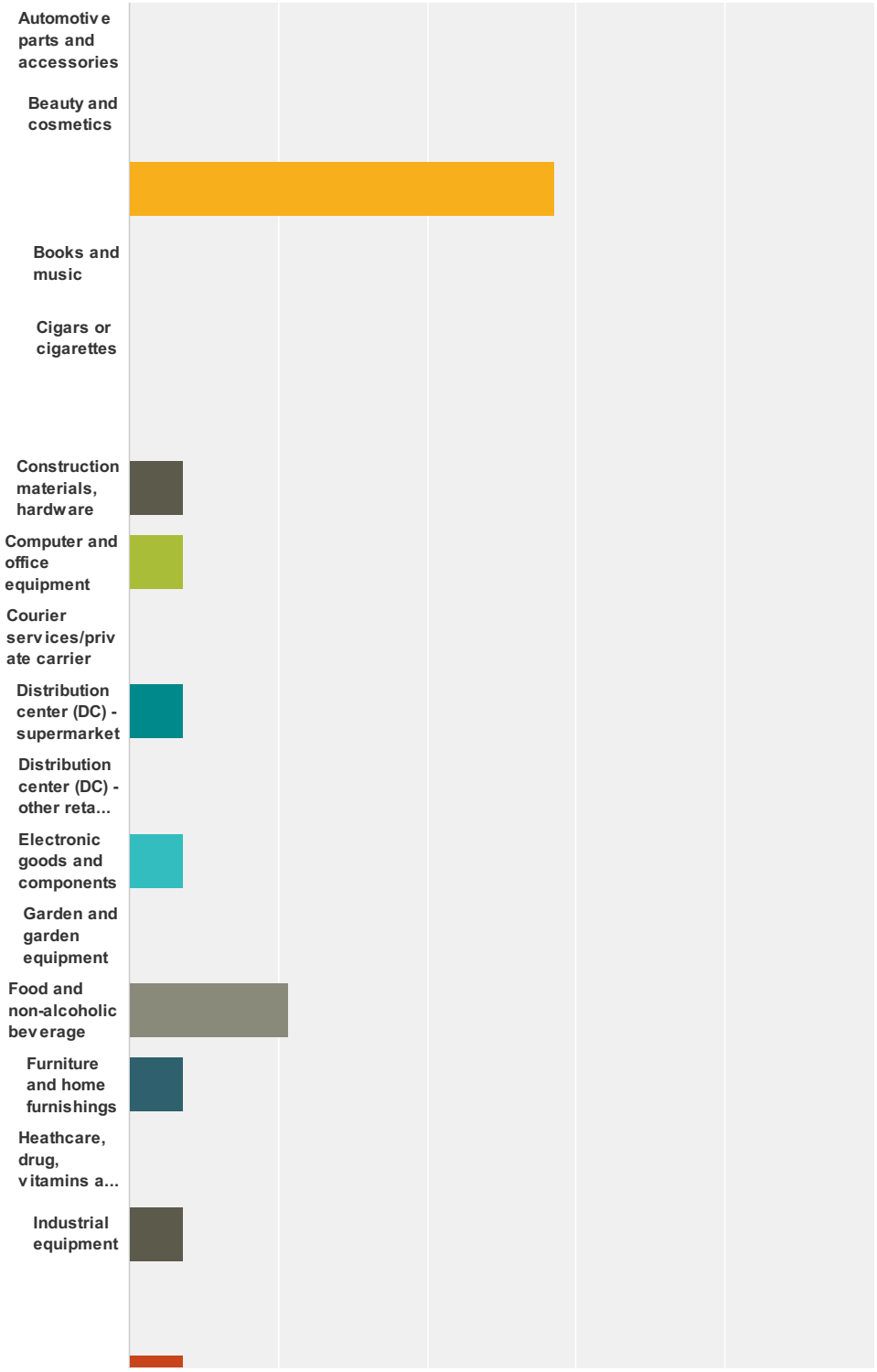


Answer Choices	Responses	
Consumer	**12%**	3
Retailer	**56.00%**	14
Wholesaler	**12%**	3
Other (please specify)	**20%**	5
Total		**25**

#	Other (please specify)	Date
1	RESTAURANTS, HOTELS, COUNTRY CLUBS	7/12/2013 12:17 PM
2	Office Buildings, Government Buildings, Hospitals and Universities	6/18/2013 1:51 PM
3	resturants, Hotels, embassasys, convention centers, government buildings, corperate cafaterias	6/18/2013 12:29 PM
4	AGENCIES	6/18/2013 12:02 PM
5	Contractors	6/17/2013 8:57 AM

Q5 Which of the following best describes the nature of your business?

Answered: 14 Skipped: 11



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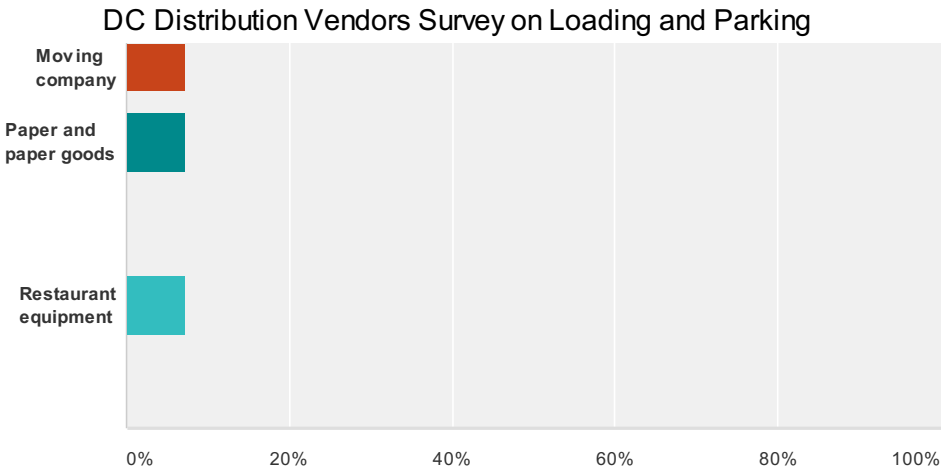


Answer Choices	Responses	
Automotive parts and accessories	**0%**	0
Beauty and cosmetics	**0%**	0
Beer, wine and/or distilled spirits	**57.14%**	8
Books and music	**0%**	0
Cigars or cigarettes	**0%**	0
Clothing, footwear, notions	**0%**	0
Construction materials, hardware	**7.14%**	1
Computer and office equipment	**7.14%**	1
Courier services/private carrier	**0%**	0
Distribution center (DC) - supermarket	**7.14%**	1
Distribution center (DC) - other retail (describe in comment section)	**0%**	0
Electronic goods and components	**7.14%**	1
Garden and garden equipment	**0%**	0
Food and non-alcoholic beverage	**21.43%**	3
Furniture and home furnishings	**7.14%**	1
Heathcare, drug, vitamins and druggist supplies	**0%**	0
Industrial equipment	**7.14%**	1
Medical equipment and supply	**0%**	0
Moving company	**7.14%**	1
Paper and paper goods	**7.14%**	1
Petroleum and petroleum products	**0%**	0
Restaurant equipment	**7.14%**	1
Other (please specify)	**0%**	0

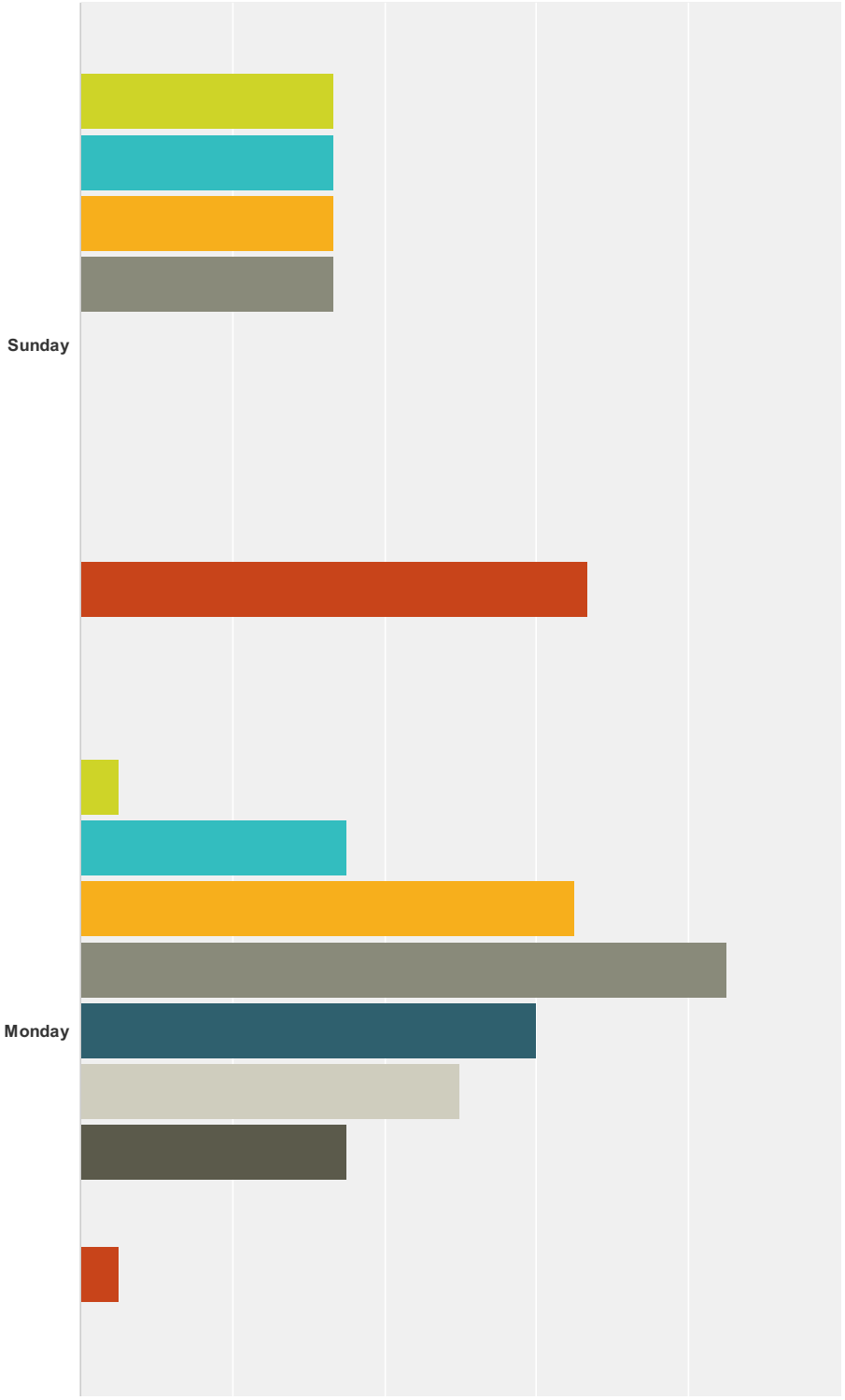
DC Distribution Vendors Survey on Loading and Parking

Total Respondents: 14	

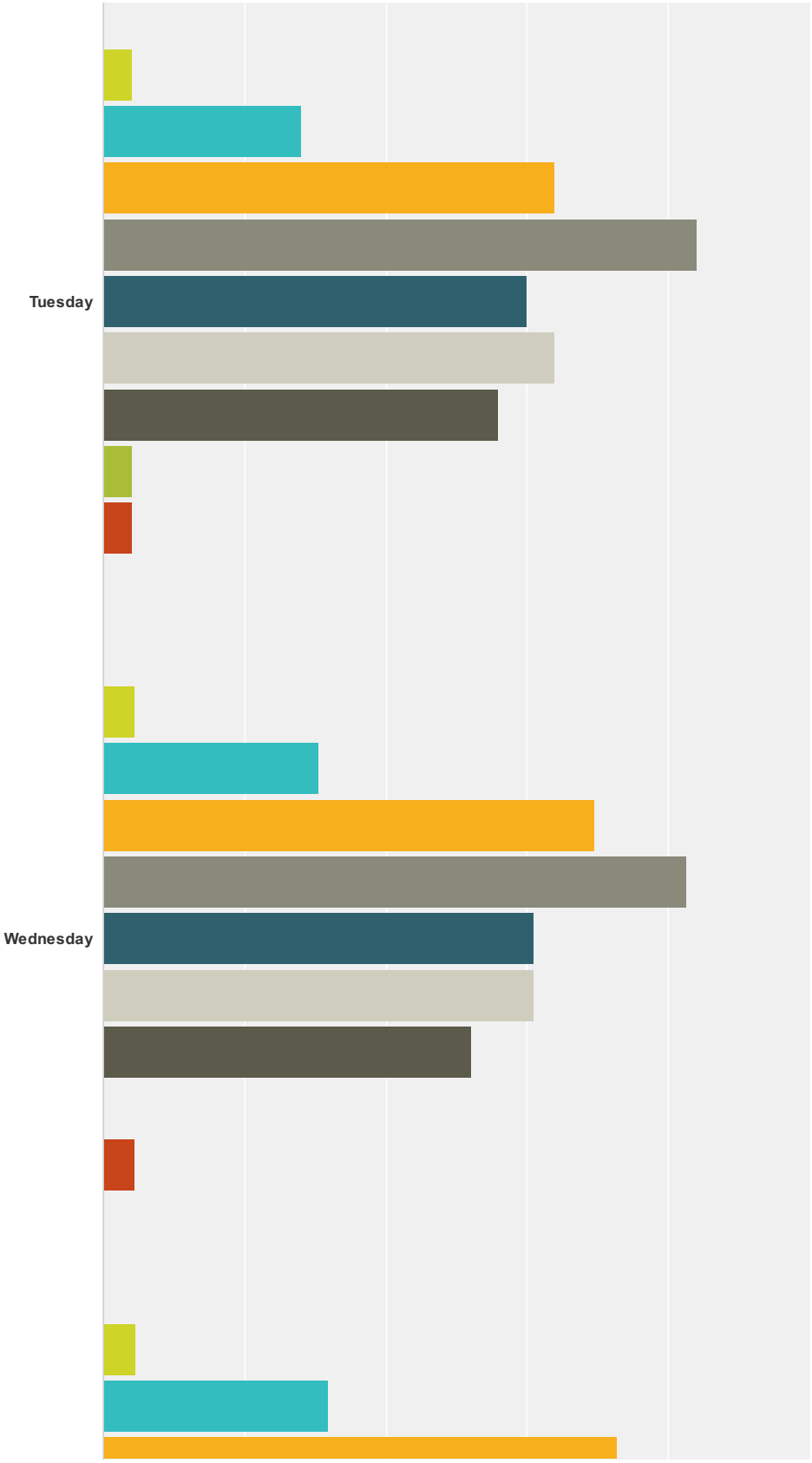
#	Other (please specify)	Date
	There are no responses.	

Q6 Please indicate your five busiest delivery times

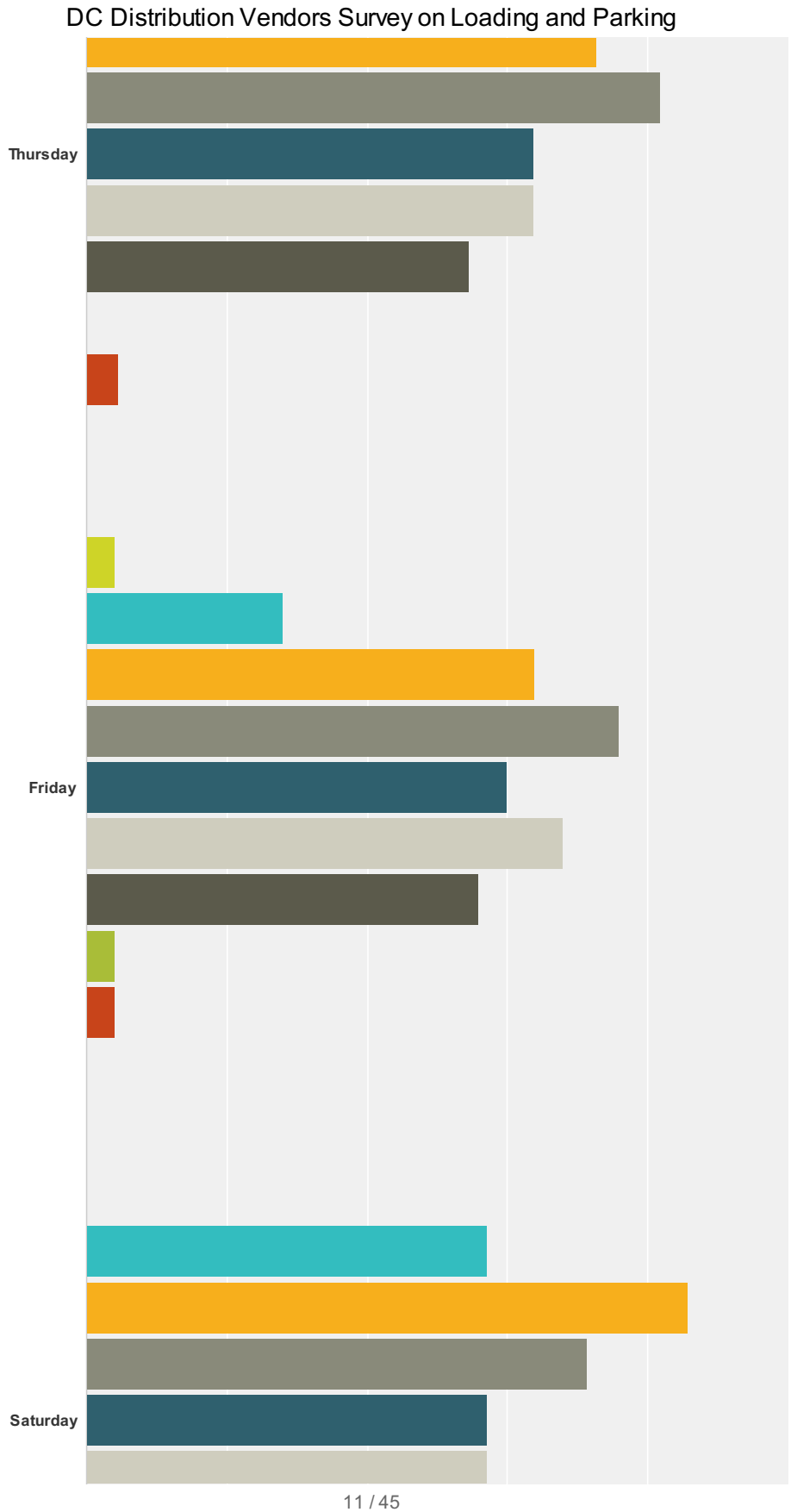
Answered: 25 Skipped: 0



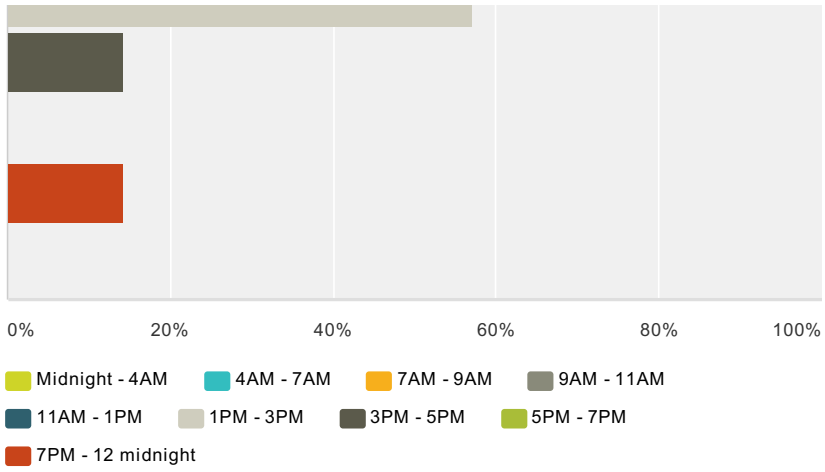
DC Distribution Vendors Survey on Loading and Parking



10 / 45


DC Distribution Vendors Survey on Loading and Parking
Thursday
Friday
Saturday
11 / 45

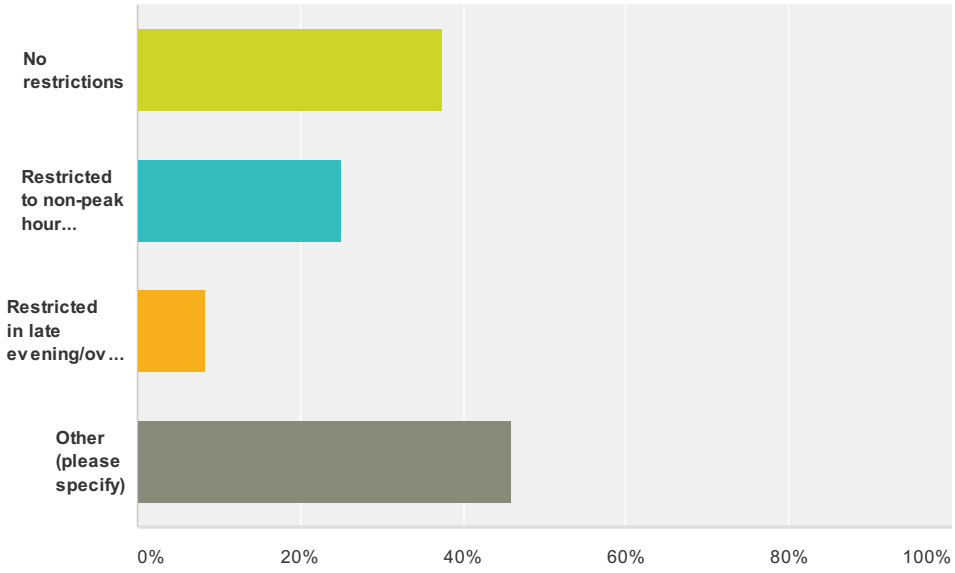
DC Distribution Vendors Survey on Loading and Parking



	Midnight - 4AM	4AM - 7AM	7AM - 9AM	9AM - 11AM	11AM - 1PM	1PM - 3PM	3PM - 5PM	5PM - 7PM	7PM - 12 midnight	Total Respondents
Sunday	**33.33%** 1	**33.33%** 1	**33.33%** 1	**33.33%** 1	**0%** 0	**0%** 0	**0%** 0	**0%** 0	**66.67%** 2	6
Monday	**5%** 1	**35%** 7	**65%** 13	**85%** 17	**60%** 12	**50%** 10	**35%** 7	**0%** 0	**5%** 1	68
Tuesday	**4%** 1	**28.00%** 7	**64%** 16	**84%** 21	**60%** 15	**64%** 16	**56.00%** 14	**4%** 1	**4%** 1	92
Wednesday	**4.35%** 1	**30.43%** 7	**69.57%** 16	**82.61%** 19	**60.87%** 14	**60.87%** 14	**52.17%** 12	**0%** 0	**4.35%** 1	84
Thursday	**4.55%** 1	**31.82%** 7	**72.73%** 16	**81.82%** 18	**63.64%** 14	**63.64%** 14	**54.55%** 12	**0%** 0	**4.55%** 1	83
Friday	**4%** 1	**28.00%** 7	**64%** 16	**76%** 19	**60%** 15	**68%** 17	**56.00%** 14	**4%** 1	**4%** 1	91
Saturday	**0%** 0	**57.14%** 4	**85.71%** 6	**71.43%** 5	**57.14%** 4	**57.14%** 4	**14.29%** 1	**0%** 0	**14.29%** 1	25

Q7 What restrictions, if any, does the District of Columbia impose regarding delivery hours for your operation?

Answered: 24 Skipped: 1



Answer Choices	Responses	
No restrictions	**37.50%**	9
Restricted to non-peak hour deliveries only	**25%**	6
Restricted in late evening/overnight hours (e.g. 10pm to 7am)	**8.33%**	2
Other (please specify)	**45.83%**	11
Total Respondents: 24		

#	Other (please specify)	Date
1	TICKETS GIVEN IN ALLEY	7/12/2013 12:21 PM
2	NOT ENOUGH LOADING AND UNLOADING	7/12/2013 10:26 AM
3	parking and unloading is very difficult parking tickets all the time when trying to make deliveries	6/26/2013 2:52 PM
4	Not being able to deliver during AM and PM Rush Hour can be troublesome, when rtrying to avoid the cost parking tickets.	6/20/2013 10:48 AM
5	No Parking, Early Rush Hour 7am to 9:30am	6/19/2013 2:04 PM
6	Tractor-Trailer Deliveries Restricted to Non-Peak Hours	6/18/2013 2:10 PM
7	no parking areas, rush hour zones, heavy fines	6/18/2013 12:33 PM
8	Trailer size	6/17/2013 1:00 PM
9	Parking	6/17/2013 9:00 AM
10	No loading Zones	6/14/2013 1:33 PM

11	In certain areas of D.C. commercial vehicles are not allowed to park before 9:30am.	6/13/2013 12:56 PM

Q8 Please indicate the typically authorized hours for delivery. If delivery is permitted at any hour, please answer "any hour"

Answered: 24 Skipped: 1

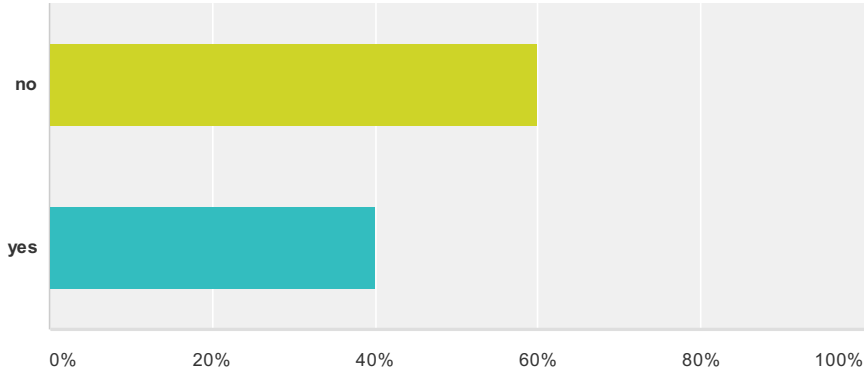
Answer Choices	Responses	
Weekdays (Monday to Friday)	**100%**	24
Saturday	**33.33%**	8
Sunday	**20.83%**	5

#	Weekdays (Monday to Friday)	Date
1	4am-10 am lunch curfew 11 am to 2:00 pm	7/15/2013 8:26 AM
2	ANY HOUR	7/12/2013 12:21 PM
3	11-5	7/12/2013 10:26 AM
4	9am-2pm	6/26/2013 2:52 PM
5	any hour	6/20/2013 5:41 PM
6	6AM to 6PM, Generally, resturants don't allow deliveries between 12PM and 2pm.	6/20/2013 10:48 AM
7	6am to 6pm, but resturants not between 12pm and 2pm	6/19/2013 2:04 PM
8	until 11am	6/19/2013 10:10 AM
9	7 AM to 11 PM	6/18/2013 2:10 PM
10	7am-4pm	6/18/2013 12:33 PM
11	7AM TO 5PM	6/18/2013 12:06 PM
12	any hour	6/18/2013 8:04 AM
13	7am - 10pm	6/17/2013 1:00 PM
14	any hour	6/17/2013 11:06 AM
15	9am to 5 pm	6/17/2013 10:51 AM
16	Tuesday-Friday	6/17/2013 10:28 AM
17	7am - 4:00pm	6/17/2013 9:00 AM
18	9am to 3pm	6/17/2013 6:29 AM
19	any hour	6/16/2013 8:31 PM
20	9:00 am to 2:00 pm	6/14/2013 1:33 PM
21	Monday to Friday	6/14/2013 12:15 PM
22	6am - 11am; 1:30pm -- 4pm	6/13/2013 2:04 PM
23	6:30am - 5:30pm	6/13/2013 12:56 PM
24	any hour	6/12/2013 11:23 AM
#	**Saturday**	**Date**
1	9am-2pm	6/26/2013 2:52 PM
2	untill 11am	6/19/2013 10:10 AM
3	7 AM to 5 PM	6/18/2013 2:10 PM

4	7am-4pm	6/18/2013 12:33 PM
5	7am - 10 pm	6/17/2013 1:00 PM
6	any hour	6/17/2013 11:06 AM
7	any hour	6/16/2013 8:31 PM
8	N/A	6/13/2013 12:56 PM
#	**Sunday**	**Date**
1	n/a	6/19/2013 10:10 AM
2	8 AM to 12 PM	6/18/2013 2:10 PM
3	7am - 10 pm	6/17/2013 1:00 PM
4	none	6/17/2013 11:06 AM
5	N/A	6/13/2013 12:56 PM

Q9 Are any of your deliveries to unique establishments restricted by a local neighborhood agreement, such as settlement or voluntary agreements? If so, please clarify.

Answered: 25 Skipped: 0



Answer Choices	Responses	
no	**60%**	15
yes	**40%**	10
Total		**25**

#	if yes, please provide additional information	Date
1	no parking in alley,no delivery in area before 7 am	7/15/2013 8:26 AM
2	Quiet zones	6/21/2013 5:55 AM
3	Some of the chain stores (Safeway, Giant, and Harris Teeter) have community agreements to start their receiving hours no earlier than 7AM do to noise. Most Chains have receiving hours that start at 4 or 5 AM.	6/20/2013 10:48 AM
4	Certain chains (Safeway, Giant, and Harris Teeter) have "No Deliveries before 7am" do to neighborhood restrictions. We have the ability to make deliveries at 4 or 5 am, when these restrictions are not in place.	6/19/2013 2:04 PM
5	many noise restrictions, delivery hour restrictions	6/18/2013 12:33 PM
6	No delieveries between 10pm and 7am.	6/17/2013 1:00 PM
7	Local noise ordinance	6/17/2013 11:06 AM
8	Harris Teeter, Adams Morgan, limited to 2 deliveries per week	6/17/2013 10:28 AM
9	Parking along major streets waiting to unload material when there is a backup of trucks unloading	6/17/2013 9:00 AM
10	Many local noise ordance starts at 7am at certain locations	6/16/2013 8:31 PM

Q10 Please include any additional information about times of delivery to certain areas or certain types of retailers

Answered: 13 Skipped: 12

#	Responses	Date
1	WE NEED TO BE ABLE TO PARK IN AREAS WHERE PARKING IS NOT ALLOWED AFTER 4PM	7/12/2013 10:26 AM
2	we try to deliver earlier than 9 am but most loading zones are restricted til 930	6/26/2013 2:52 PM
3	Parking restrictions inhibit our Drivers ability to make deliveries without parking fines.	6/21/2013 5:55 AM
4	The cost of "AM / PM Rush Hour" parking tickets greatly impacts our delivery schedule. Most chain stores, hotels, and many resturants are open by 6AM for deliveries, but the "No Parking AM / PM Rush Hour" law means risking the cost of parking tickets to make these deliveries. This results in limiting our morning deliveries from 9:30AM till 11;30am for bars and resturants as well as from 2PM till 4PM. Bars and Resturants don't want deliveries between 12PM and 2PM. This results in only a 2 hour window in the mroning and a 2 hour window in the afternoon.	6/20/2013 10:48 AM
5	Chain stores generally stop receiving at 11am or 12 pm making the delivery windows very small, when the neighborhood rectrictions are in place. Many resturants are open early for deliveries, but do to the "No Parking during AM Rush Hours" means our delivery window is reduced to 9:30am to 11;30am. Then, the resturant closes their delivery window from 12pm till 2pm. After 2pm we are able to make deliveries again till 4pm when the afternnon rush hour starts. In some cases the issue can boil down to paying for parking tickets or making a delivery.	6/19/2013 2:04 PM
6	Most customers want small deliveries to occur during normal working hours (8 AM-4 PM). Large deliveries and office moves are generally Friday evenings (5-11 PM) and Saturdays (7 AM-4 PM).	6/18/2013 2:10 PM
7	Can't deliver to Safeway L Street before 7:00am	6/17/2013 11:06 AM
8	We have a number of customers who do not permit deliveries during lunch time 11-1:30	6/17/2013 10:51 AM
9	Parking during the day at all jobsites	6/17/2013 9:00 AM
10	Most customers want a 4-9 window. this is most prime. Very difficult to get around that time.	6/16/2013 8:31 PM
11	Loading Docks and ticketing. How can you be ticketed for unloading at a dock? How can you be ticketed for waiting to get in a dock.	6/14/2013 12:15 PM
12	See answer to # 7 and some of our customers have specific time windows. Example: Grocery stores receivng closes at noon.	6/13/2013 12:56 PM
13	Many restaurants do not want deliveries during the lunch and dinner periods	6/12/2013 11:23 AM

Q11 Are there particular holidays, seasons, events, or general times of year when your deliveries are in particularly high demand?

Answered: 20 Skipped: 5

#	Responses	Date
1	MOTHERS DAY, FATHERS DAY, THANKSGIVING, CHRISTMAS, NEW YEARS	7/12/2013 12:21 PM
2	THANKSGIVING, CHRISTMAS, NEW YEARS	7/12/2013 10:26 AM
3	all holidays and weekends	6/26/2013 2:52 PM
4	Yes. Summer and Christmas holiday season	6/21/2013 5:55 AM
5	middle of spring to middle of fall	6/20/2013 5:41 PM
6	The week leading up to any holiday always has perticularly high delivery demands. Memorial Day, Labor Day and the 4th of July are extremely heavy. Halloween is one of the biggest beer seling days of the year.	6/20/2013 10:48 AM
7	The week prior to any holiday can be perticularly demanding. Memorial Day, 4th of July and Labor Day are big beer selling holidays. Halloween has become one of the biggest beer selling hiolidays of the year.	6/19/2013 2:04 PM
8	all holidays	6/19/2013 10:10 AM
9	Prior to the start of school year for universities (August) and Government Year End (August through October).	6/18/2013 2:10 PM
10	September-December, March-June	6/18/2013 12:33 PM
11	MAy, June December	6/18/2013 8:04 AM
12	All holidays	6/17/2013 1:00 PM
13	All summer holidays, New Years and St. Patricks Day	6/17/2013 11:06 AM
14	Between November 1 and December 31 our deliveries to retailers increases every year	6/17/2013 10:51 AM
15	Nov-Dec and around major holidays	6/17/2013 10:28 AM
16	NO	6/17/2013 9:00 AM
17	any events. We serivce all the downsown rest the produce. Parades / marathons are difficult becuase many stops are inside the route	6/16/2013 8:31 PM
18	We are in demand year round because of ou many service offerrings to customers.	6/14/2013 12:15 PM
19	All holidays and October through mid January.	6/13/2013 12:56 PM
20	Holidays-Nov/Dec, weeks with a holiday July 4-Memorial day...,	6/12/2013 11:23 AM

Q12 How many drivers (on average) from your organization make deliveries to DC retailers each week?

Answered: 25 Skipped: 0

#	Responses	Date
1	30	7/15/2013 8:28 AM
2	75 AVE PER WEEK	7/12/2013 12:23 PM
3	100-130	7/12/2013 10:27 AM
4	2	6/26/2013 2:53 PM
5	12	6/21/2013 5:57 AM
6	20	6/20/2013 5:42 PM
7	22	6/20/2013 10:50 AM
8	20	6/19/2013 2:05 PM
9	9	6/19/2013 10:11 AM
10	6-8	6/18/2013 2:11 PM
11	200	6/18/2013 12:34 PM
12	5	6/18/2013 12:06 PM
13	20	6/18/2013 8:05 AM
14	50	6/17/2013 1:01 PM
15	24	6/17/2013 11:08 AM
16	4 drivers each day in DC	6/17/2013 10:53 AM
17	4	6/17/2013 10:29 AM
18	10	6/17/2013 9:01 AM
19	6	6/17/2013 6:30 AM
20	1000+	6/16/2013 8:32 PM
21	1	6/14/2013 1:34 PM
22	30	6/14/2013 12:16 PM
23	5	6/13/2013 2:06 PM
24	58 (2 on Mondays and average of 14 Tuesday - Friday)	6/13/2013 12:58 PM
25	3	6/12/2013 11:24 AM

Q13 Please estimate (best guess) the percentage of your deliveries that take place by:

Answered: 25 Skipped: 0

Answer Choices	Responses	
Vans and trucks under 26,000 lbs	88%	22
Trucks over 26,000 lbs	72%	18

#	Vans and trucks under 26,000 lbs	Date
1	0	7/15/2013 8:28 AM
2	100	7/12/2013 12:23 PM
3	90%	7/12/2013 10:27 AM
4	100	6/26/2013 2:53 PM
5	10	6/21/2013 5:57 AM
6	20	6/20/2013 5:42 PM
7	1%	6/20/2013 10:50 AM
8	100	6/19/2013 10:11 AM
9	75%	6/18/2013 2:11 PM
10	95%	6/18/2013 12:34 PM
11	2	6/18/2013 12:06 PM
12	100%	6/18/2013 8:05 AM
13	10%	6/17/2013 11:08 AM
14	50%	6/17/2013 10:53 AM
15	100	6/17/2013 10:29 AM
16	5	6/17/2013 9:01 AM
17	20%	6/17/2013 6:30 AM
18	95%	6/16/2013 8:32 PM
19	100%	6/14/2013 1:34 PM
20	100%	6/13/2013 2:06 PM
21	80%	6/13/2013 12:58 PM
22	100	6/12/2013 11:24 AM
#	Trucks over 26,000 lbs	Date
1	30 a day	7/15/2013 8:28 AM
2	10%	7/12/2013 10:27 AM
3	90	6/21/2013 5:57 AM
4	80	6/20/2013 5:42 PM
5	99%	6/20/2013 10:50 AM
6	95%	6/19/2013 2:05 PM

7	25%	6/18/2013 2:11 PM
8	5%	6/18/2013 12:34 PM
9	12	6/18/2013 12:06 PM
10	100%	6/17/2013 1:01 PM
11	90%	6/17/2013 11:08 AM
12	50%	6/17/2013 10:53 AM
13	10	6/17/2013 9:01 AM
14	80%	6/17/2013 6:30 AM
15	5%	6/16/2013 8:32 PM
16	90%	6/14/2013 12:16 PM
17	0%	6/13/2013 2:06 PM
18	20%	6/13/2013 12:58 PM

Q14 Please estimate (best guess) the percentage of your deliveries that take place by:

Answered: 25 Skipped: 0

Answer Choices	Responses	
Vans and trucks under 40 feet in length	**88%**	22
Trucks over 40 feet in length	**56.00%**	14

#	Vans and trucks under 40 feet in length	Date
1	22 a day	7/15/2013 8:28 AM
2	100	7/12/2013 12:23 PM
3	100%	7/12/2013 10:27 AM
4	100	6/26/2013 2:53 PM
5	20	6/21/2013 5:57 AM
6	80	6/20/2013 5:42 PM
7	2%	6/20/2013 10:50 AM
8	100	6/19/2013 10:11 AM
9	75%	6/18/2013 2:11 PM
10	100%	6/18/2013 12:34 PM
11	5%	6/18/2013 12:06 PM
12	100%	6/18/2013 8:05 AM
13	10%	6/17/2013 11:08 AM
14	100 %	6/17/2013 10:53 AM
15	100	6/17/2013 10:29 AM
16	10	6/17/2013 9:01 AM
17	100%	6/17/2013 6:30 AM
18	75%	6/16/2013 8:32 PM
19	100%	6/14/2013 1:34 PM
20	100%	6/13/2013 2:06 PM
21	100%	6/13/2013 12:58 PM
22	100	6/12/2013 11:24 AM
#	**Trucks over 40 feet in length**	**Date**
1	8 a day	7/15/2013 8:28 AM
2	20	6/21/2013 5:57 AM
3	20	6/20/2013 5:42 PM
4	98%	6/20/2013 10:50 AM
5	95%	6/19/2013 2:05 PM
6	25%	6/18/2013 2:11 PM

7	95%	6/18/2013 12:06 PM
8	100%	6/17/2013 1:01 PM
9	90%	6/17/2013 11:08 AM
10	10	6/17/2013 9:01 AM
11	0%	6/17/2013 6:30 AM
12	25%	6/16/2013 8:32 PM
13	25%	6/14/2013 12:16 PM
14	0%	6/13/2013 2:06 PM

Q15 Roughly how many deliveries do you make to retailers (including restaurants) in Washington, DC per week?

Answered: 25 Skipped: 0

#	Responses	Date
1	1800	7/15/2013 8:32 AM
2	75 AVE	7/12/2013 12:24 PM
3	100-130	7/12/2013 10:27 AM
4	50-100	6/26/2013 2:53 PM
5	600	6/21/2013 6:01 AM
6	300	6/20/2013 5:42 PM
7	950 to 1050 per week	6/20/2013 10:55 AM
8	950 to 1050	6/19/2013 2:10 PM
9	35	6/19/2013 10:11 AM
10	0	6/18/2013 2:15 PM
11	2000	6/18/2013 12:35 PM
12	0	6/18/2013 12:07 PM
13	100	6/18/2013 8:05 AM
14	200	6/17/2013 1:02 PM
15	1,300	6/17/2013 11:10 AM
16	300	6/17/2013 10:54 AM
17	250	6/17/2013 10:29 AM
18	none	6/17/2013 9:02 AM
19	550	6/17/2013 6:31 AM
20	950+	6/16/2013 8:34 PM
21	0	6/14/2013 1:36 PM
22	300	6/14/2013 12:17 PM
23	80	6/13/2013 2:07 PM
24	1300	6/13/2013 1:01 PM
25	300	6/12/2013 11:24 AM

Q16 Please estimate the percentage of parking locations utilized by your delivery truck drivers in order to make deliveries:

Answered: 25 Skipped: 0

Answer Choices	Responses	
Loading dock in a building	**100%**	25
Curbside parking	**96%**	24
Public parking lot	**44%**	11
Other	**40%**	10
Other	**8%**	2

#	Loading dock in a building	Date
1	400 wk	7/15/2013 8:32 AM
2	10	7/12/2013 12:24 PM
3	50	7/12/2013 10:27 AM
4	15	6/26/2013 2:53 PM
5	15	6/21/2013 6:01 AM
6	15	6/20/2013 5:42 PM
7	5%	6/20/2013 10:55 AM
8	5%	6/19/2013 2:10 PM
9	80	6/19/2013 10:11 AM
10	45%	6/18/2013 2:15 PM
11	40%	6/18/2013 12:35 PM
12	10	6/18/2013 12:07 PM
13	5	6/18/2013 8:05 AM
14	100%	6/17/2013 1:02 PM
15	15%	6/17/2013 11:10 AM
16	10 %	6/17/2013 10:54 AM
17	35	6/17/2013 10:29 AM
18	15	6/17/2013 9:02 AM
19	20%	6/17/2013 6:31 AM
20	20%	6/16/2013 8:34 PM
21	30%	6/14/2013 1:36 PM
22	60%	6/14/2013 12:17 PM
23	10%	6/13/2013 2:07 PM
24	20%	6/13/2013 1:01 PM
25	5	6/12/2013 11:24 AM
#	**Curbside parking**	**Date**

1	1200 wk	7/15/2013 8:32 AM
2	80	7/12/2013 12:24 PM
3	50	7/12/2013 10:27 AM
4	75	6/26/2013 2:53 PM
5	65	6/21/2013 6:01 AM
6	83	6/20/2013 5:42 PM
7	93%	6/20/2013 10:55 AM
8	93%	6/19/2013 2:10 PM
9	20	6/19/2013 10:11 AM
10	40%	6/18/2013 2:15 PM
11	60%	6/18/2013 12:35 PM
12	90	6/18/2013 12:07 PM
13	95	6/18/2013 8:05 AM
14	75%	6/17/2013 11:10 AM
15	75%	6/17/2013 10:54 AM
16	60	6/17/2013 10:29 AM
17	85	6/17/2013 9:02 AM
18	70%	6/17/2013 6:31 AM
19	75%	6/16/2013 8:34 PM
20	70%	6/14/2013 1:36 PM
21	30%	6/14/2013 12:17 PM
22	65%	6/13/2013 2:07 PM
23	20%	6/13/2013 1:01 PM
24	95	6/12/2013 11:24 AM
#	**Public parking lot**	**Date**
1	10	6/26/2013 2:53 PM
2	10	6/21/2013 6:01 AM
3	2	6/20/2013 5:42 PM
4	2%	6/20/2013 10:55 AM
5	2%	6/19/2013 2:10 PM
6	15%	6/17/2013 10:54 AM
7	5	6/17/2013 10:29 AM
8	0	6/17/2013 9:02 AM
9	5%	6/16/2013 8:34 PM
10	10%	6/14/2013 12:17 PM
11	0%	6/13/2013 2:07 PM
#	**Other**	**Date**
1	alley-200 wk	7/15/2013 8:32 AM
2	10 ALLEY	7/12/2013 12:24 PM
3	10	6/21/2013 6:01 AM

4	0	6/20/2013 5:42 PM
5	15%	6/18/2013 2:15 PM
6	10%	6/17/2013 11:10 AM
7	0	6/17/2013 9:02 AM
8	10%	6/17/2013 6:31 AM
9	25% back alley	6/13/2013 2:07 PM
10	60% (parking abreast because not enough available loading zones)	6/13/2013 1:01 PM
#	**Other**	**Date**
1	0	6/20/2013 5:42 PM
2	0	6/17/2013 9:02 AM

Q17 On average, how many minutes does your team typically need to complete a delivery? Please include the amount of time needed to find a parking solution, off-load the vehicle, merchandising and any other conditions that would impact time along the streets (time needed to stock shelves, time to deliver to several establishments, etc.).

Answered: 25 Skipped: 0

#	Responses	Date
1	60 minutes	7/15/2013 8:32 AM
2	15	7/12/2013 12:24 PM
3	30 MIN	7/12/2013 10:28 AM
4	5-15 min	6/26/2013 2:54 PM
5	40	6/21/2013 6:02 AM
6	20	6/20/2013 5:43 PM
7	35 min.	6/20/2013 10:58 AM
8	35min	6/19/2013 2:12 PM
9	25	6/19/2013 10:11 AM
10	180 minutes	6/18/2013 2:15 PM
11	15	6/18/2013 12:35 PM
12	30	6/18/2013 12:07 PM
13	17	6/18/2013 8:05 AM
14	1 hour	6/17/2013 1:02 PM
15	45 min	6/17/2013 11:12 AM
16	10-20 min	6/17/2013 10:54 AM
17	19minutes	6/17/2013 10:30 AM
18	30	6/17/2013 9:03 AM
19	20 MIN	6/17/2013 6:32 AM
20	17	6/16/2013 8:34 PM
21	30 minutes	6/14/2013 1:37 PM
22	2 Hours	6/14/2013 12:17 PM
23	40 min.	6/13/2013 2:09 PM
24	26	6/13/2013 1:02 PM
25	17	6/12/2013 11:25 AM

Q18 What percentages of your DC deliveries involve:

Answered: 24 Skipped: 1

Answer Choices	Responses	
a. 1 retailer when parked in one parking location?	**95.83%**	23
b. 2-3 retailers when parked in one parking location?	**75%**	18
c. 4-5 retailers when parked in one parking location?	**41.67%**	10
d. 5-6 retailers when parked in one location?	**20.83%**	5
e. Other	**16.67%**	4

#	a. 1 retailer when parked in one parking location?	Date
1	80%	7/15/2013 8:33 AM
2	95	7/12/2013 12:26 PM
3	95%	7/12/2013 10:29 AM
4	90	6/26/2013 2:56 PM
5	75	6/21/2013 6:10 AM
6	85	6/20/2013 5:43 PM
7	95%	6/20/2013 11:13 AM
8	88%	6/19/2013 2:14 PM
9	100	6/19/2013 10:12 AM
10	80%	6/18/2013 12:37 PM
11	15	6/18/2013 8:06 AM
12	100%	6/17/2013 1:03 PM
13	50%	6/17/2013 11:16 AM
14	100%	6/17/2013 10:56 AM
15	85	6/17/2013 10:31 AM
16	90	6/17/2013 9:06 AM
17	85%	6/17/2013 6:32 AM
18	65%	6/16/2013 8:37 PM
19	0	6/14/2013 1:38 PM
20	100%	6/14/2013 12:18 PM
21	75	6/13/2013 2:11 PM
22	90%	6/13/2013 1:07 PM
23	70	6/12/2013 11:25 AM
#	b. 2-3 retailers when parked in one parking location?	Date
1	20%	7/15/2013 8:33 AM
2	5	7/12/2013 12:26 PM
3	5%	7/12/2013 10:29 AM

4	10	6/26/2013 2:56 PM
5	20	6/21/2013 6:10 AM
6	10	6/20/2013 5:43 PM
7	5%	6/20/2013 11:13 AM
8	10%	6/19/2013 2:14 PM
9	20%	6/18/2013 12:37 PM
10	70	6/18/2013 8:06 AM
11	45%	6/17/2013 11:16 AM
12	15	6/17/2013 10:31 AM
13	10	6/17/2013 9:06 AM
14	10%	6/17/2013 6:32 AM
15	25%	6/16/2013 8:37 PM
16	25	6/13/2013 2:11 PM
17	10%	6/13/2013 1:07 PM
18	20	6/12/2013 11:25 AM
#	**c. 4-5 retailers when parked in one parking location?**	**Date**
1	5	6/21/2013 6:10 AM
2	5	6/20/2013 5:43 PM
3	2%	6/19/2013 2:14 PM
4	15	6/18/2013 8:06 AM
5	5%	6/17/2013 11:16 AM
6	0	6/17/2013 9:06 AM
7	5%	6/17/2013 6:32 AM
8	10%	6/16/2013 8:37 PM
9	0	6/13/2013 2:11 PM
10	10	6/12/2013 11:25 AM
#	**d. 5-6 retailers when parked in one location?**	**Date**
1	0	6/20/2013 5:43 PM
2	0	6/17/2013 11:16 AM
3	0	6/17/2013 9:06 AM
4	0	6/16/2013 8:37 PM
5	0	6/13/2013 2:11 PM
#	**e. Other**	**Date**
1	No retailers. We typically deliver to a single commercial customer per stop.	6/18/2013 2:21 PM
2	0	6/17/2013 9:06 AM
3	Apartment Buildings	6/14/2013 1:38 PM
4	0	6/13/2013 2:11 PM

Q19 Please enter average time for deliveries described in a-e. Please also provide additional comments regarding factors that impact delivery time:

Answered: 19 Skipped: 6

#	Responses	Date
1	15 MIN AVE BUT TIME MAY INCREASE WHEN DRIVER IS LOOKING FOR PARKING	7/12/2013 12:26 PM
2	9am- 2 pm	6/26/2013 2:56 PM
3	40 minutes per delivery on average. Loading zones filled by service vans. Not enough loading zones. time restrictions. Inability to utilize metered spots.	6/21/2013 6:10 AM
4	a-20 minutes b-45 minutes c-1-1.5 hours	6/20/2013 5:43 PM
5	The time can vary because of the load size and the time to find a parking location. But 30 to 40 min. is about average. Some deliveries could take up to 60to 90 mins to deliver.	6/20/2013 11:13 AM
6	25 min	6/19/2013 10:12 AM
7	A common delivery during normal working hours is 8-10 pieces of office furniture. This furniture must be unloaded, delivered and installed. A typical stop will take 2-3 hours inclusive of installation time.	6/18/2013 2:21 PM
8	20 -40 minutes, distance, load size	6/18/2013 12:37 PM
9	24	6/18/2013 8:06 AM
10	1 hour	6/17/2013 1:03 PM
11	A- 30 min B- 45 min C- 1 hour	6/17/2013 11:16 AM
12	Finding a parking spot is the most time consuming portion of the delivery	6/17/2013 10:56 AM
13	20 minutes	6/17/2013 10:31 AM
14	Material must be unloaded by forklift or by hand	6/17/2013 9:06 AM
15	Average stop 17 min each. Parking is an issue for locations that do not have an alley or a dock.	6/16/2013 8:37 PM
16	5	6/14/2013 12:18 PM
17	40min. The biggest variant on delivery times is the amt. of time to find a parking spot and its proximity to the customer.	6/13/2013 2:11 PM
18	a - 30 minutes - lack of available loading zones, size of orders b - 45 - 60 minutes - same as above	6/13/2013 1:07 PM
19	17	6/12/2013 11:25 AM

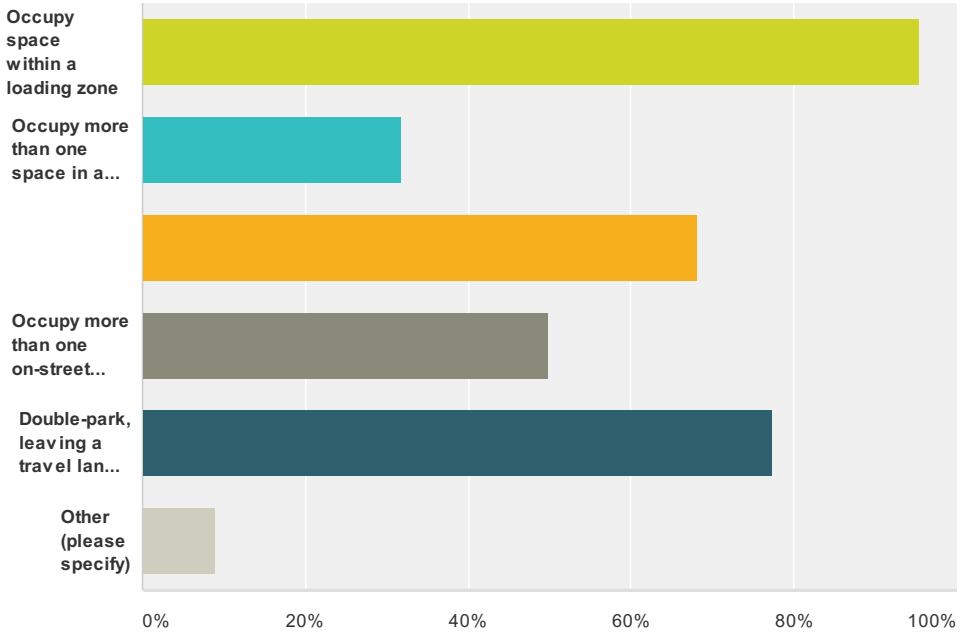
Q20 Please include any notes that provide further detail regarding the amount of time required to complete deliveries in your average delivery time calculation.

Answered: 9 Skipped: 16

#	Responses	Date
1	most deliveries are less than 20 minutes. hardest part is finding a loading zone or parking that will not result in parking tickets	6/26/2013 2:56 PM
2	Due to the sparseness of truck parking our vehicles are forced to drive incrementally to find spots. This causes fuel waste and unneccessary emissions.	6/21/2013 6:10 AM
3	In addition to just bringing in the product, the driver's time at that loacation could be extended for various reasons. The receiver or manager is unavailable or delayed to check in the product. The driver may have to wait for some one to write a check or money order. Employees are unavalable to assist the driver because of customers. The manager my allow only one vender at a time, so the driver may have a good parking spot, but must wait till the prior vendor is done.	6/20/2013 11:13 AM
4	We frequently deliver to loading docks, however, we must then find somewhere to park the truck while the furniture is being installed, which is extremely difficult. We are frequently ticketed while making curbside deliveries, even when we are in a loading zone. For large projects, we deliver using full sized tractor-trailer combos. These trucks come directly from out of state manufacturers. Deliveries take 3-4 hours per trailer.	6/18/2013 2:21 PM
5	1 hour	6/17/2013 1:03 PM
6	Drivers must keep moving from spot to spot to wait for clearence to park at jobsite in order to unload. DC Police keep making vehicles move from site.	6/17/2013 9:06 AM
7	We use handcarts to offload product and get signaures.	6/16/2013 8:37 PM
8	Need more loading zones downtown for apartment buildings that do not have its own loading docks.	6/14/2013 1:38 PM
9	Waiting for parking space to come available and size of orders.	6/13/2013 1:07 PM

Q21 When making deliveries to customers, are your drivers most likely to (check all that apply)

Answered: 22 Skipped: 3



Answer Choices	Responses	
Occupy space within a loading zone	**95.45%**	21
Occupy more than one space in a loading zone	**31.82%**	7
Occupy an on-street parking space	**68.18%**	15
Occupy more than one on-street parking space	**50%**	11
Double-park, leaving a travel lane for vehicles to pass	**77.27%**	17
Other (please specify)	**9.09%**	2
Total Respondents: 22		

#	Other (please specify)	Date
1	LOADING DOCK	7/12/2013 12:34 PM
2	Park in allies or have a driver circle the block while the furniture is being installed.	6/18/2013 2:24 PM

Q22 What percentages of time are loading zones unavailable for your use because:

Answered: 22 Skipped: 3

Answer Choices	Responses	
They are occupied by other loading/distribution vehicles	**86.36%**	19
They are occupied by small contractors	**81.82%**	18
They are occupied by illegally parked vehicles	**86.36%**	19
Other	**22.73%**	5

#	They are occupied by other loading/distribution vehicles	Date
1	20	7/12/2013 12:34 PM
2	60%	7/12/2013 10:30 AM
3	15	6/26/2013 2:56 PM
4	30	6/21/2013 6:11 AM
5	50	6/20/2013 5:45 PM
6	35%	6/20/2013 11:15 AM
7	25	6/19/2013 10:12 AM
8	35%	6/18/2013 2:24 PM
9	50%	6/18/2013 12:38 PM
10	75	6/18/2013 8:06 AM
11	10%	6/17/2013 11:17 AM
12	75 %	6/17/2013 10:57 AM
13	20	6/17/2013 10:32 AM
14	80	6/17/2013 9:08 AM
15	30%	6/17/2013 6:33 AM
16	25%	6/16/2013 8:38 PM
17	60%	6/14/2013 12:19 PM
18	30%	6/13/2013 2:13 PM
19	50%	6/13/2013 1:10 PM

#	They are occupied by small contractors	Date
1	20%	7/15/2013 8:34 AM
2	20	7/12/2013 12:34 PM
3	20%	7/12/2013 10:30 AM
4	50	6/26/2013 2:56 PM
5	60	6/21/2013 6:11 AM
6	15	6/20/2013 5:45 PM
7	40%	6/20/2013 11:15 AM
8	10%	6/18/2013 2:24 PM

9	20%	6/18/2013 12:38 PM
10	10	6/18/2013 8:06 AM
11	30%	6/17/2013 11:17 AM
12	10 %	6/17/2013 10:57 AM
13	2020	6/17/2013 10:32 AM
14	15	6/17/2013 9:08 AM
15	30%	6/17/2013 6:33 AM
16	10%	6/16/2013 8:38 PM
17	15%	6/14/2013 12:19 PM
18	20%	6/13/2013 1:10 PM
#	**They are occupied by illegally parked vehicles**	**Date**
1	50%	7/15/2013 8:34 AM
2	20	7/12/2013 12:34 PM
3	20%	7/12/2013 10:30 AM
4	35	6/26/2013 2:56 PM
5	10	6/21/2013 6:11 AM
6	35	6/20/2013 5:45 PM
7	25%	6/20/2013 11:15 AM
8	15%	6/18/2013 2:24 PM
9	30%	6/18/2013 12:38 PM
10	15	6/18/2013 8:06 AM
11	1%	6/17/2013 1:04 PM
12	60%	6/17/2013 11:17 AM
13	15%	6/17/2013 10:57 AM
14	5	6/17/2013 9:08 AM
15	30%	6/17/2013 6:33 AM
16	25%	6/16/2013 8:38 PM
17	25%	6/14/2013 12:19 PM
18	70%	6/13/2013 2:13 PM
19	30% (illegally parked vehicles are not being cited but our delivery trucks are for double parking beside the loading zones)	6/13/2013 1:10 PM
#	**Other**	**Date**
1	20 OTHER (SECURITY CLOSINGS, CITY WORK ZONE)ETC	7/12/2013 12:34 PM
2	0	6/20/2013 5:45 PM
3	0	6/17/2013 9:08 AM
4	10%	6/17/2013 6:33 AM
5	unknown	6/12/2013 11:26 AM

Q23 Please list three Washington, DC neighborhoods where delivery/loading/unloading conditions are ideal.

Answered: 15 Skipped: 10

Answer Choices	Responses	
1.	100%	15
2.	53.33%	8
3.	40%	6

#	1.	Date
1	CAPITAL HILL	7/12/2013 12:58 PM
2	loading docks at any location	6/26/2013 2:59 PM
3	Anacostia	6/21/2013 6:25 AM
4	N/A	6/20/2013 5:46 PM
5	NE residential	6/20/2013 11:32 AM
6	Northwest near UDC	6/18/2013 2:42 PM
7	None	6/18/2013 12:38 PM
8	Trade Center	6/18/2013 8:09 AM
9	Hechinger Mall	6/17/2013 1:08 PM
10	Southeast	6/17/2013 11:27 AM
11	Upper Northwest	6/17/2013 10:33 AM
12	NONE	6/17/2013 9:11 AM
13	Upper Northwest	6/14/2013 1:40 PM
14	K Street, NW	6/13/2013 2:17 PM
15	none	6/13/2013 1:13 PM
#	2.	Date
1	SW WATERFRONT	7/12/2013 12:58 PM
2	Congress Heights	6/21/2013 6:25 AM
3	SE residential (other side of the Annocostia River)	6/20/2013 11:32 AM
4	Lenfant Plaza	6/18/2013 2:42 PM
5	Conn Ave	6/18/2013 8:09 AM
6	Alabama Avenue SE	6/17/2013 1:08 PM
7	Southwest- not including waterfront	6/17/2013 11:27 AM
8	8th Street, SE	6/13/2013 2:17 PM
#	3.	Date
1	ADAMS MORGAN	7/12/2013 12:58 PM
2	Mt Pleasant	6/21/2013 6:25 AM

3	Grocery Accounts	6/18/2013 8:09 AM
4	Georgetown	6/17/2013 1:08 PM
5	Northeast- But not H street	6/17/2013 11:27 AM
6	Connecticut Ave., NW	6/13/2013 2:17 PM

Q24 Please list three Washington, DC neighborhoods where delivery/loading/unloading conditions are particularly difficult.

Answered: 18 Skipped: 7

Answer Choices	Responses	
1.	100%	18
2.	77.78%	14
3.	66.67%	12

#	1.	Date
1	DOWNTOWN	7/12/2013 12:58 PM
2	georgetown	6/26/2013 2:59 PM
3	Capital Hill	6/21/2013 6:25 AM
4	Northwest as a whole	6/20/2013 5:46 PM
5	Georgeown	6/20/2013 11:32 AM
6	K Street Corridor	6/18/2013 2:42 PM
7	everywhere	6/18/2013 12:38 PM
8	Georgetwon 3000 K street amd Wisconson Ave	6/18/2013 8:09 AM
9	Corcoran Street	6/17/2013 1:08 PM
10	Chinatown	6/17/2013 11:27 AM
11	Anywhere downtown	6/17/2013 10:33 AM
12	Georgia Ave	6/17/2013 9:11 AM
13	Capitol Hill	6/17/2013 6:36 AM
14	Dupont	6/16/2013 8:44 PM
15	Georgetown	6/14/2013 1:40 PM
16	M Street, NW	6/13/2013 2:17 PM
17	Georgetown	6/13/2013 1:13 PM
18	Anywhere downtown	6/12/2013 11:27 AM

#	2.	Date
1	GEORGETOWN	7/12/2013 12:58 PM
2	k street	6/26/2013 2:59 PM
3	Foggy Bottom	6/21/2013 6:25 AM
4	Adams Morgan	6/20/2013 11:32 AM
5	Capitol Hill	6/18/2013 2:42 PM
6	Midtown L and 15th	6/18/2013 8:09 AM
7	5th & K Sts	6/17/2013 1:08 PM
8	Midtown	6/17/2013 11:27 AM

9	Georgetown	6/17/2013 10:33 AM
10	Connecticut Ave	6/17/2013 9:11 AM
11	Chinatown	6/17/2013 6:36 AM
12	K street	6/16/2013 8:44 PM
13	Georgetown	6/13/2013 2:17 PM
14	All NW D.C. (downtown)	6/13/2013 1:13 PM
#	**3.**	**Date**
1	NW	7/12/2013 12:58 PM
2	i street	6/26/2013 2:59 PM
3	Dupont Circle	6/21/2013 6:25 AM
4	Mid - Town (K St. corridor)	6/20/2013 11:32 AM
5	Penn Ave- Ronald Reagan Bldg	6/18/2013 2:42 PM
6	upper Downtown	6/18/2013 8:09 AM
7	MacArthur Blvd.	6/17/2013 1:08 PM
8	Georgetown	6/17/2013 11:27 AM
9	Wisconsin Ave	6/17/2013 9:11 AM
10	Cleveland Park	6/17/2013 6:36 AM
11	U Street, NW	6/13/2013 2:17 PM
12	Chinatown	6/13/2013 1:13 PM

Q25 Please list three Washington, DC neighborhoods where you are most likely to receive a parking violation.

Answered: 19 Skipped: 6

Answer Choices	Responses	
1.	**100%**	19
2.	**73.68%**	14
3.	**68.42%**	13

#	1.	Date
1	Georgetown, NW,SE	7/15/2013 8:35 AM
2	GEORGETOWN	7/12/2013 12:58 PM
3	georgetown	6/26/2013 2:59 PM
4	Capital Hill	6/21/2013 6:25 AM
5	Northwest as a whole	6/20/2013 5:46 PM
6	Georgetown	6/20/2013 11:32 AM
7	K Street Corridor	6/18/2013 2:42 PM
8	everywhere	6/18/2013 12:38 PM
9	Georgetwon	6/18/2013 8:09 AM
10	5th & K Sts	6/17/2013 1:08 PM
11	Chinatown	6/17/2013 11:27 AM
12	Downtown	6/17/2013 10:33 AM
13	NE	6/17/2013 9:11 AM
14	Chinatown	6/17/2013 6:36 AM
15	Capitol Hill	6/16/2013 8:44 PM
16	Downtown	6/14/2013 1:40 PM
17	14th Street, NW	6/13/2013 2:17 PM
18	Georgetown	6/13/2013 1:13 PM
19	Downtown	6/12/2013 11:27 AM
#	2.	Date
1	DOWNTOWN	7/12/2013 12:58 PM
2	k street corridor	6/26/2013 2:59 PM
3	Foggy Bottom	6/21/2013 6:25 AM
4	Adams Morgan	6/20/2013 11:32 AM
5	Midtown	6/18/2013 8:09 AM
6	Corcoran Street	6/17/2013 1:08 PM
7	Georgetown	6/17/2013 11:27 AM
8	Georgetown	6/17/2013 10:33 AM

9	NW	6/17/2013 9:11 AM
10	Georgetown	6/17/2013 6:36 AM
11	14th street	6/16/2013 8:44 PM
12	Geogetown	6/14/2013 1:40 PM
13	Pennsylvania Ave., SE	6/13/2013 2:17 PM
14	Chinatown	6/13/2013 1:13 PM
#	**3.**	**Date**
1	NW	7/12/2013 12:58 PM
2	i street	6/26/2013 2:59 PM
3	Dupont Circle	6/21/2013 6:25 AM
4	Mid - Town (K St. corridor)	6/20/2013 11:32 AM
5	upper Down town	6/18/2013 8:09 AM
6	14th & Kentucky Sts	6/17/2013 1:08 PM
7	Midtown	6/17/2013 11:27 AM
8	Cap Hill	6/17/2013 10:33 AM
9	SW	6/17/2013 9:11 AM
10	14th street	6/17/2013 6:36 AM
11	Embassy row	6/16/2013 8:44 PM
12	I Street, NW	6/13/2013 2:17 PM
13	All NW D.C. (downtown)	6/13/2013 1:13 PM

Q26 Are there unique conditions within particular neighborhoods or along certain streets where you routinely encounter unavailable loading zones? Please describe.

Answered: 11 Skipped: 14

#	Responses	Date
1	YES 809 15TH ST NW WISCONSIN/M 11TH PENN NW 8TH PENN NW NOT ENOUGH SPACE DOWNTOWN AND GEORGETOWN WE GET TICKETS ALL OVER TOWN BUT THE ABOVE ARE WHERE WE GET A TICKET ALMOST EVERY DELIVERY	7/12/2013 12:58 PM
2	Connecticutt Ave, K Street, Wisconsin Ave, 2200 M St.	6/21/2013 6:25 AM
3	All of the loading zones are not big enough. There aren't enough total loading zones in the city. The zones were created nearly 30 to 50 years ago. Any Street in Georgetown K St. NW 18th St. NW Columbia Rd. NW Mount Pleasent St. NW 14th and Park Rd. NW (area) H St. NE Penn. Ave SE Capitol Hill .	6/20/2013 11:32 AM
4	We have a lot of customers in the commercial buildings around K Street and 20th Street, NW. We often have trouble getting into their docks due to competing delivery or construction company vehicles. We also have a problem with docks being blocked by the personal vehicles of the securoty guards on duty. When we do get into commercial load docks, we have to unload then get right out. We then have to go find somewhere to park our trucks while we install the furniture. We are often ticketed while we are actively unloading a truck in a legal loading zone. It has not been uncommon for a driver to complain that he was ticketed while he was pulling furniture off of the ramp on the back of truck.	6/18/2013 2:42 PM
5	illegal parking	6/18/2013 12:38 PM
6	- Chinatown, Georgetown, & Midtown consistenly have issues with illegally parked cars in loading zones requiring our drivers to double park or spend unnecessary amounts of time searching for alternative parking solutions. - The increase in city bike lanes has replaced what used to be curbside parking in many areas. This requires our drivers to spend an inordinate amount of time searching for an alternative parking solution, without blocking commuter traffic.	6/17/2013 11:27 AM
7	No room to park large trucks for unloading due to traffic, other vehicles parked, and other trucks unloading.	6/17/2013 9:11 AM
8	8th st & Chinatown, 14th st south of P st, 14th and Irving	6/17/2013 6:36 AM
9	We get tickets inside of alley ways almost daily. Loading zones are almost always blocked K, 14ths street	6/16/2013 8:44 PM
10	The good areas are because of police enforcement to keep out vehicles parked illegally in loading zones. And, the police are cooperative and reasonable with the commercial drivers.	6/13/2013 2:17 PM
11	Georgetown K St M St Penn Ave Mass Ave Conn Ave Constitution Ave U Street Not enough available loading zones for all of these areas.	6/13/2013 1:13 PM

Q27 Is there any additional information you would like to share on the topic of curbside uses for loading and distribution for commercial establishments in the District of Columbia?

Answered: 10 Skipped: 15

#	Responses	Date
1	WHEN WE WERE GETTING 10-15 TICKETS A WEEK WE WERE NOT MAKING PROFITABLE DELIVERIES AND IT HURT OUR COMPANY TREMENDOUSLY. TRUCKS WERE GETTING BOOTED AND CUSTOMERS CANCELED ORDERS BECAUSE WE WERE TOO LATE. NOW WE AVE ABOUT 7 TICKETS A WEEK BECAUSE OF LESS DELIVERIES IN TOWN SO WE HAVE LOST THE BUSINESS.	7/12/2013 1:07 PM
2	Some leeway needs to be given to Drivers who are just trying to provide goods and services to the people in the District. Currently it seems that the system is set up to earn income for the District instead of providing safe and efficient means of delivery of goods and services.	6/21/2013 6:28 AM
3	The regulation allowing parking abreast for a delivery is unreasonable. Unloading of the truck is permitted but taking product into the customer is not. What are we to do with the product once it is off the truck? There are too few loading zones and the ones that are there are generally filled with other vendors or illegally parked vehicles.	6/20/2013 5:48 PM
4	We coordinate the delivery and installation of hundreds of tractor trailers of new furniture annually in DC. These deliveries are brought in by a number of contract or independent carriers on behalf of the furniture manufacturers. I have heard about the daily or annual permitting requirements for these commercial trucks. I don't understand how a contract carrier who picks up a load out in the mid-West is going to know that they need a permit in order to make a delivery in DC. If they are fined while making a delivery, how will DC collect? If DC prevents the deliveries from occurring when a trucker doesn't have a permit, this is going to have a devastating effect on the commercial or government entity that was slated to recieve the furniture. If the goal is to improve the flow of goods in/out of the city, how does it help to require permits of all of the commercial trucking companies? DC doesn't need to earn a reputation of being a city where it is difficult to conduct business. Our company makes deliveries in NY, Newark, Philadelphia, Baltimore, Arlington, Richmond, Pittsburgh, Wilmington, Boston, Hartford and many other cities in the North East. I am not familiar with any other city that has a similar permitting requirement.	6/18/2013 2:49 PM
5	The continued decrease of loading zones, and increase in city development, throughout the city has increased an already large burden on our drivers to complete their daily duties. They find themselves spending an inordinate amount of their duty time seeking out ways to safely remove their vehicles from traffic lanes, as opposed to completing their daily deliveries.	6/17/2013 11:31 AM
6	NO	6/17/2013 9:11 AM
7	The ticket program that DC ofered was for our non prime time. I would have bought a license for prime time. A special permit parking pass or something along the lines that would help me 6am-9am!	6/16/2013 8:45 PM
8	More curbside loading zones.	6/14/2013 1:41 PM
9	The police have been very unreasonable and seem like an enemy of commercial drivers. On numerous occasions, the officer is getting ready to ticket a vehicle while the driver is at the payment center paying for a pass.	6/13/2013 2:18 PM

10	Since the announcement of 30 additional parking enforcement officers, our parking violations (tickets) have increased 100% (from $5000 per month to $10,000 per month). However, no efforts have been made to date to improve the commercial parking issues that remain in the District. The curbside parking conversation has been going on for over 3 years with no tangible results for commercial vehicle, only added expenses for companies making deliveries. Our drivers do not carry cash or credit cards in order to pay for metered loading zones. We receive many tickets for parking before 9:30 am on streets (no rush hour parking) in order to meet our customers delivery needs. We continue to receive numerous "phantom tickets"; we are cited but the tickets are not left on our delivery trucks. This mainly happens in Georgetown and in NW D.C (downtown). Parking officers should be better trained to understand all D.C. parking laws.	6/13/2013 1:30 PM