



District Freight Stakeholder Meeting

April 22nd, 2010

Reeves Center

10am-12pm

d.

District Department of Transportation



Commercial Curbside Loading Zone Implementation Act

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Commercial Curbside Loading Zone Act

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

Meter Fees

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



General Findings

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



General Findings (cont'd)

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



Approach (cont'd)

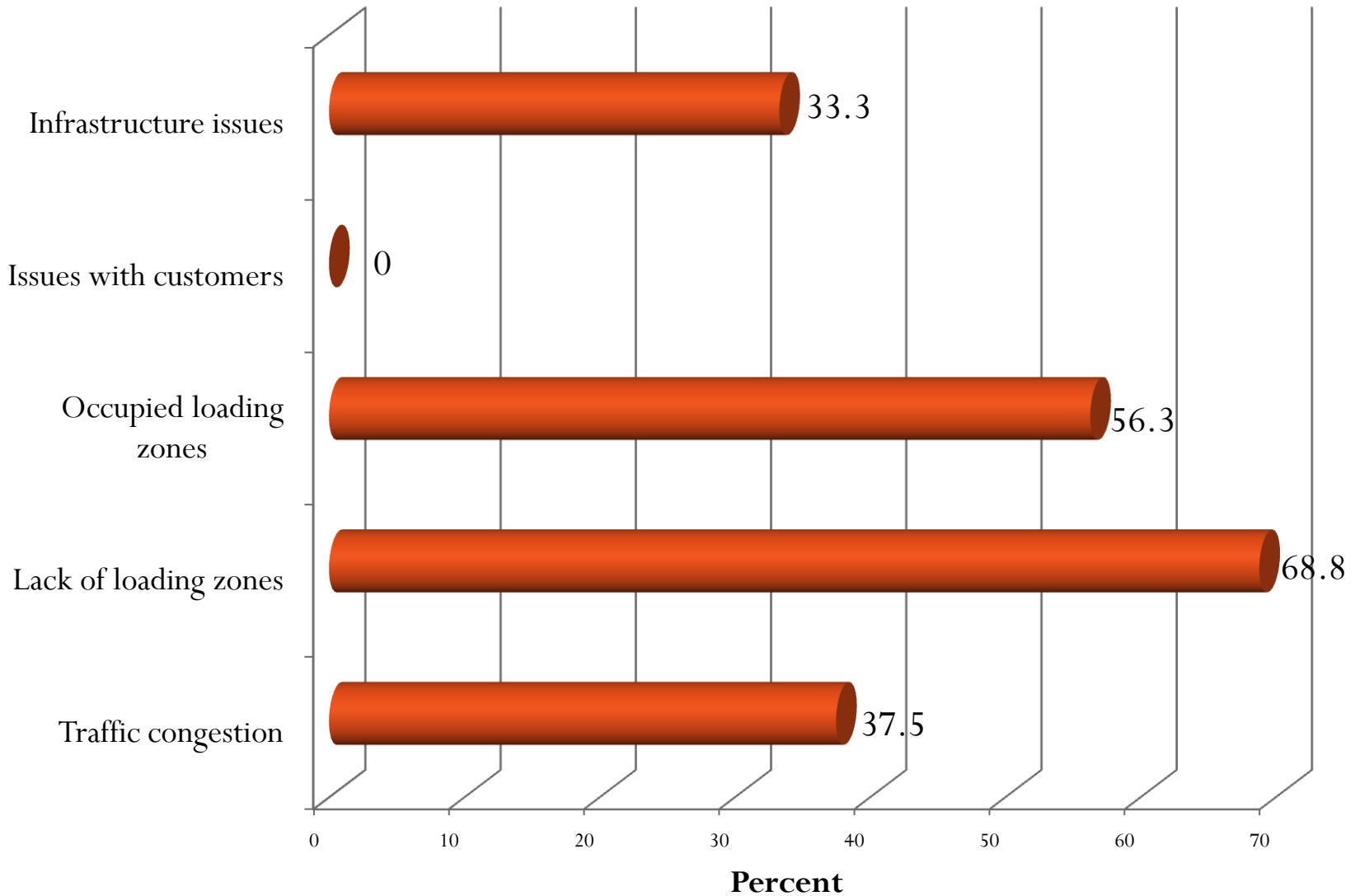
- Various methods of collecting fees
 - Muti-space meter
 - Pay-by phone
 - Park Magic
 - Additional technology being considered
- Setting meter rates by zones; graduated rates is an option
- Meter all loading zones through phased approach
 - Central Business District
 - Ust Street/ Columbia Heights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



Approach (cont'd)

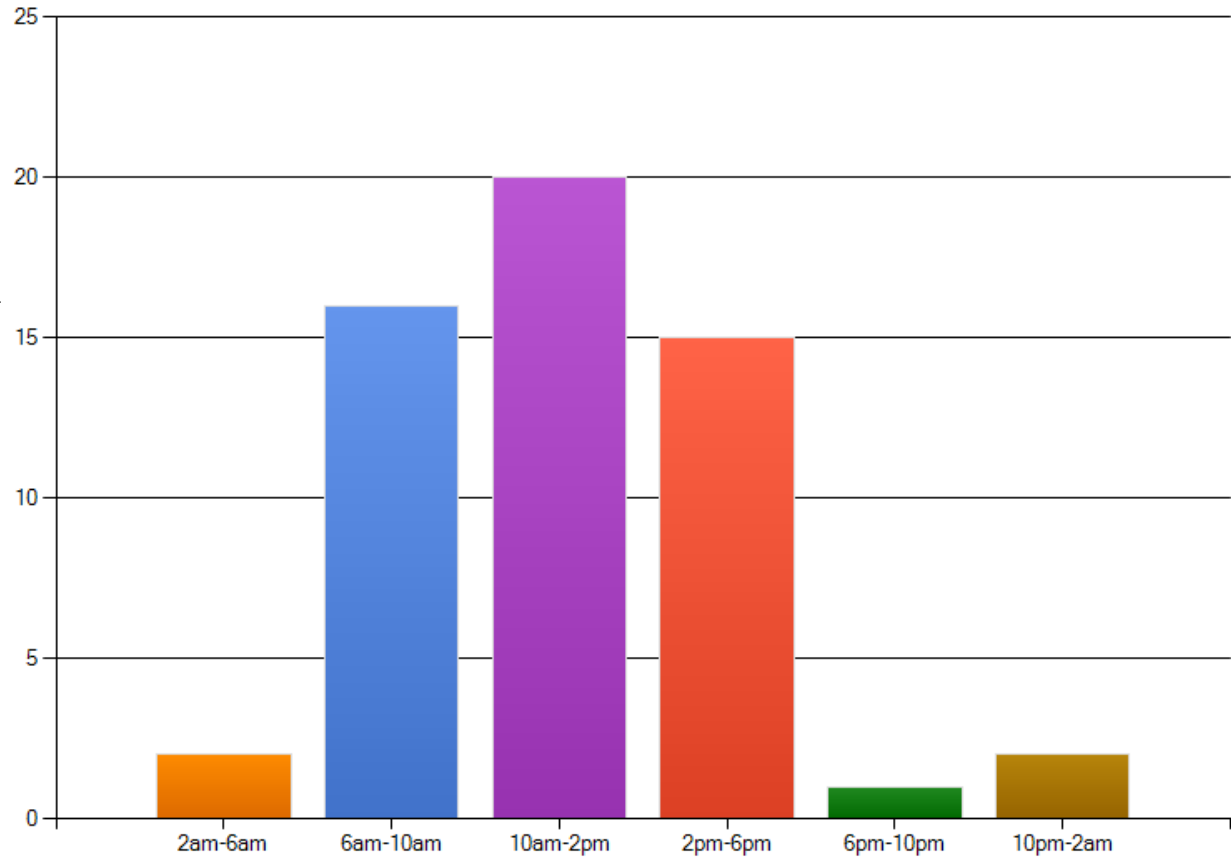
- Incorporating feedback from stakeholders
 - BIDs(Business Improvement Districts)
 - Freight stakeholders
 - Other business interests
- Additional data collection efforts
 - Identification of loading zones in phased areas
 - Freight stakeholder survey
 - Focus Groups

Survey Results



Survey Results (cont'd)

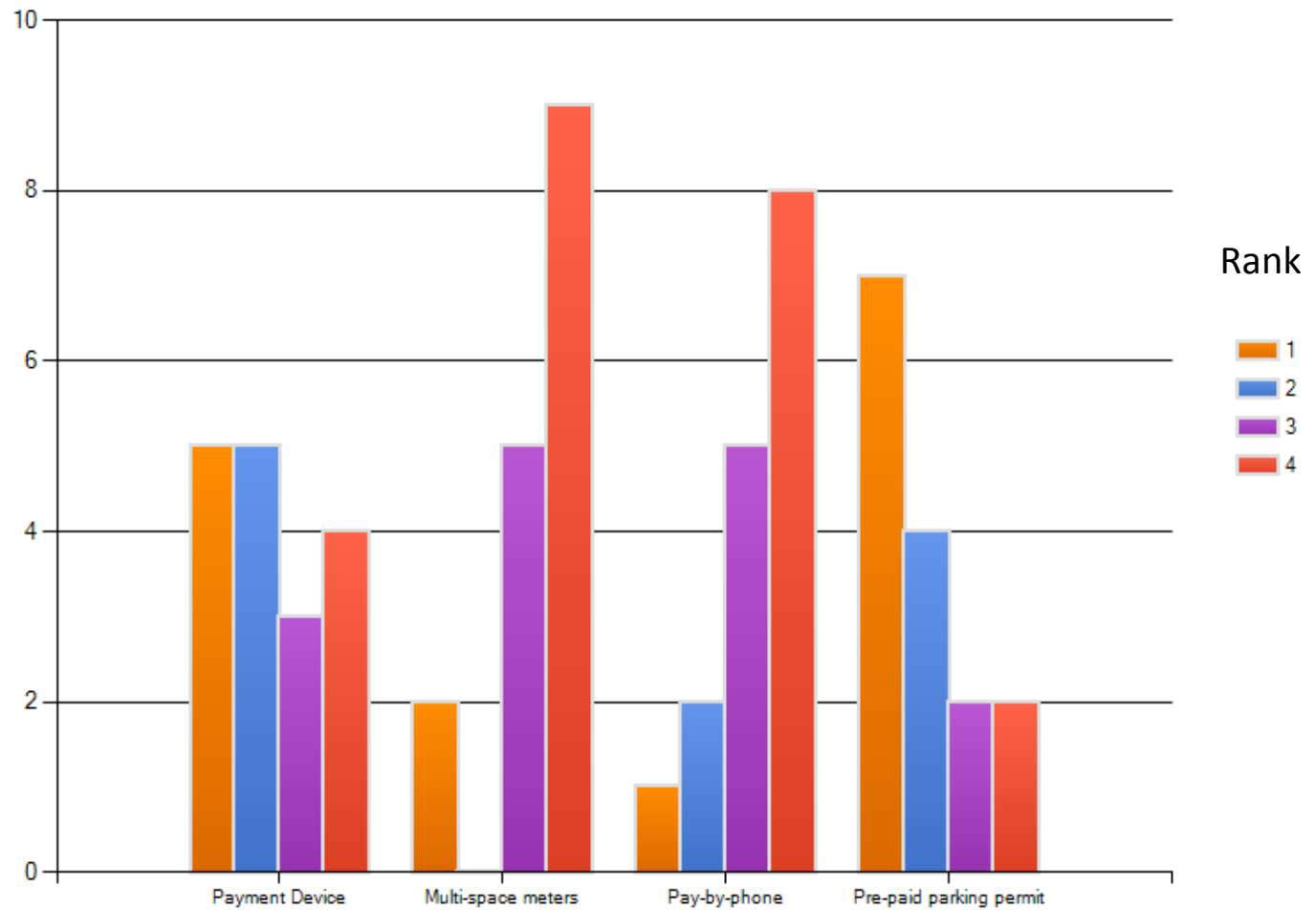
What time do you typically make deliveries?(You can select more than one)



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

Survey Results (cont'd)

Permit option ranked as the most favorable



Program recommendations

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

Permit option

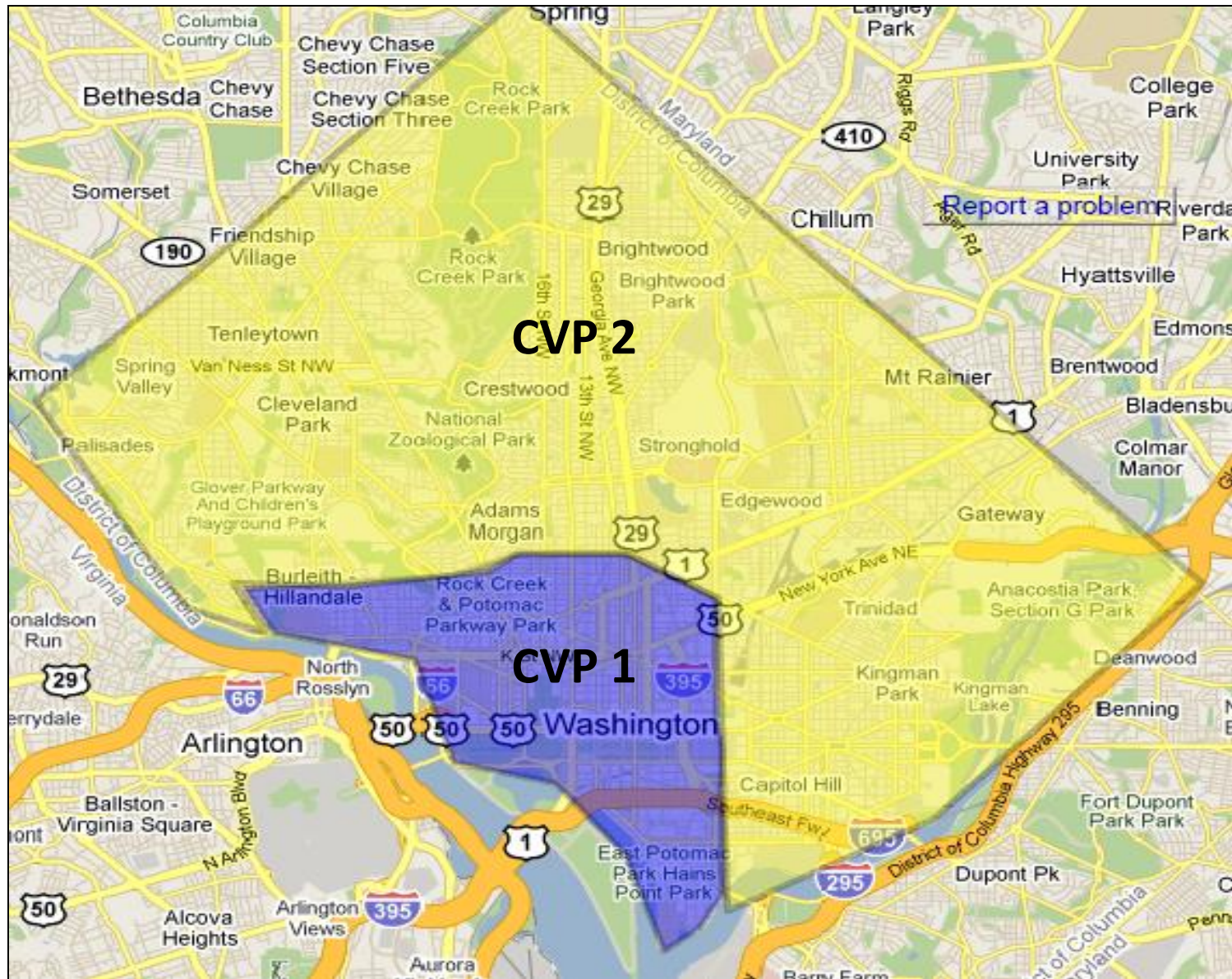
Multispace meter

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

Permit system

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

Commercial Vehicle Parking Zones



Loading Zone Signage

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



Implementation plan

- DDOT will begin the management plan on three corridors in 3 areas in the District:
 - Central Business District (I St.)
 - Adams Morgan (Columbia Rd.)
 - Capitol Hill (Pennsylvania Ave.)
- 60 day pilot
- Performance measures
 - Occupancy rate of loading zones
 - Violations for double parking and over staying
 - Amount of time each vehicle uses loading zone
 - Reductions in delivery times for carriers
 - Reduction in travel time along corridor

Next Steps

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



District of Columbia Truck Route Map

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Truck Route System

- District does not have an official truck route system
- Intent of the project is to identify specific routes suitable for truck traffic that encompasses the following elements:
 - Traffic data
 - Road Characteristics
 - Connectivity
 - Safety
- Data will drive the decision

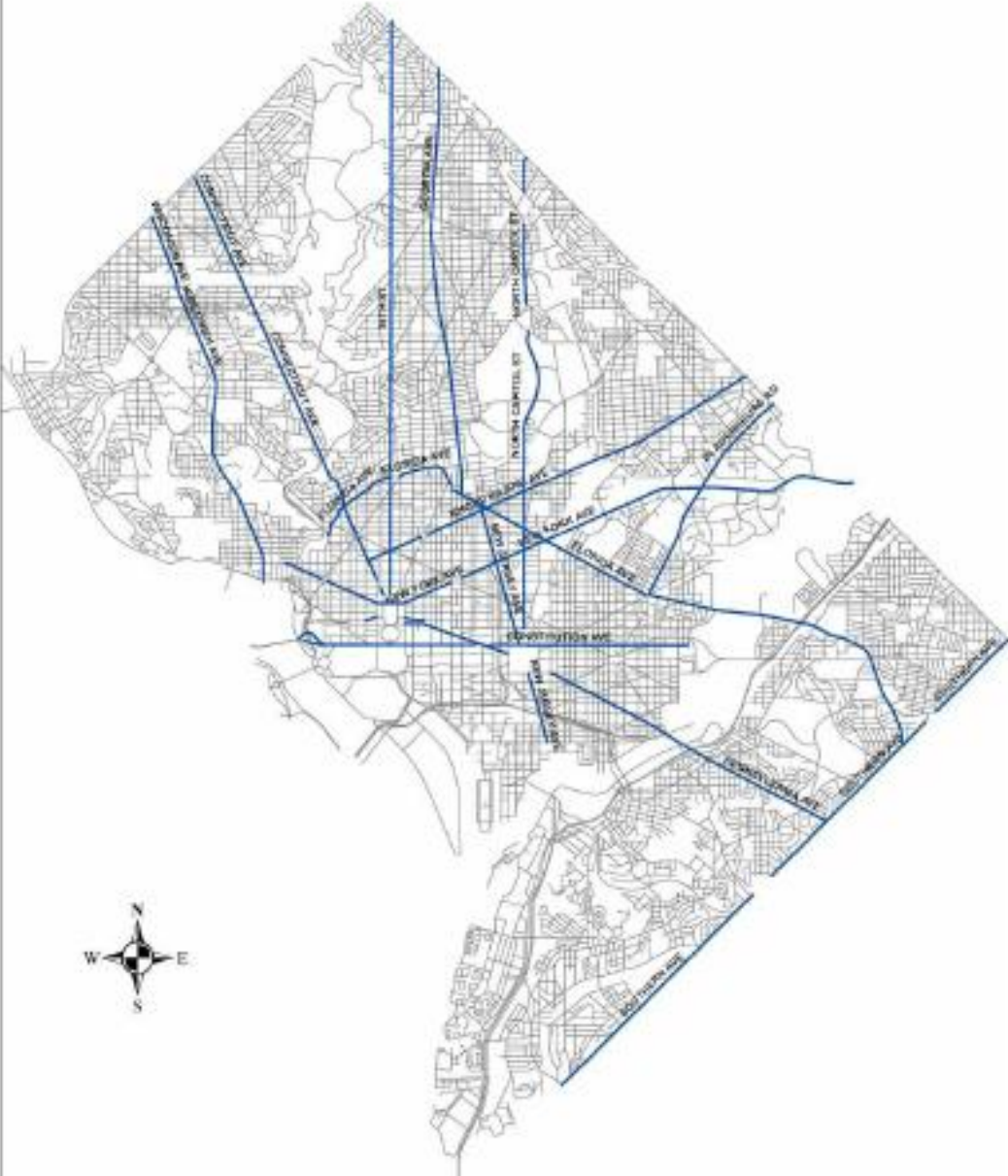
Truck Route System

- Additional analysis included:
 - Transportation and neighborhood context
 - Field observations
 - Land use classification
 - Industry feedback
 - Public feedback
 - Regional coordination
- Route Designations:
 - Primary route
 - Restricted Route or Restricted Area
 - Charter bus route only
- 102 routes/segments across 8 different wards

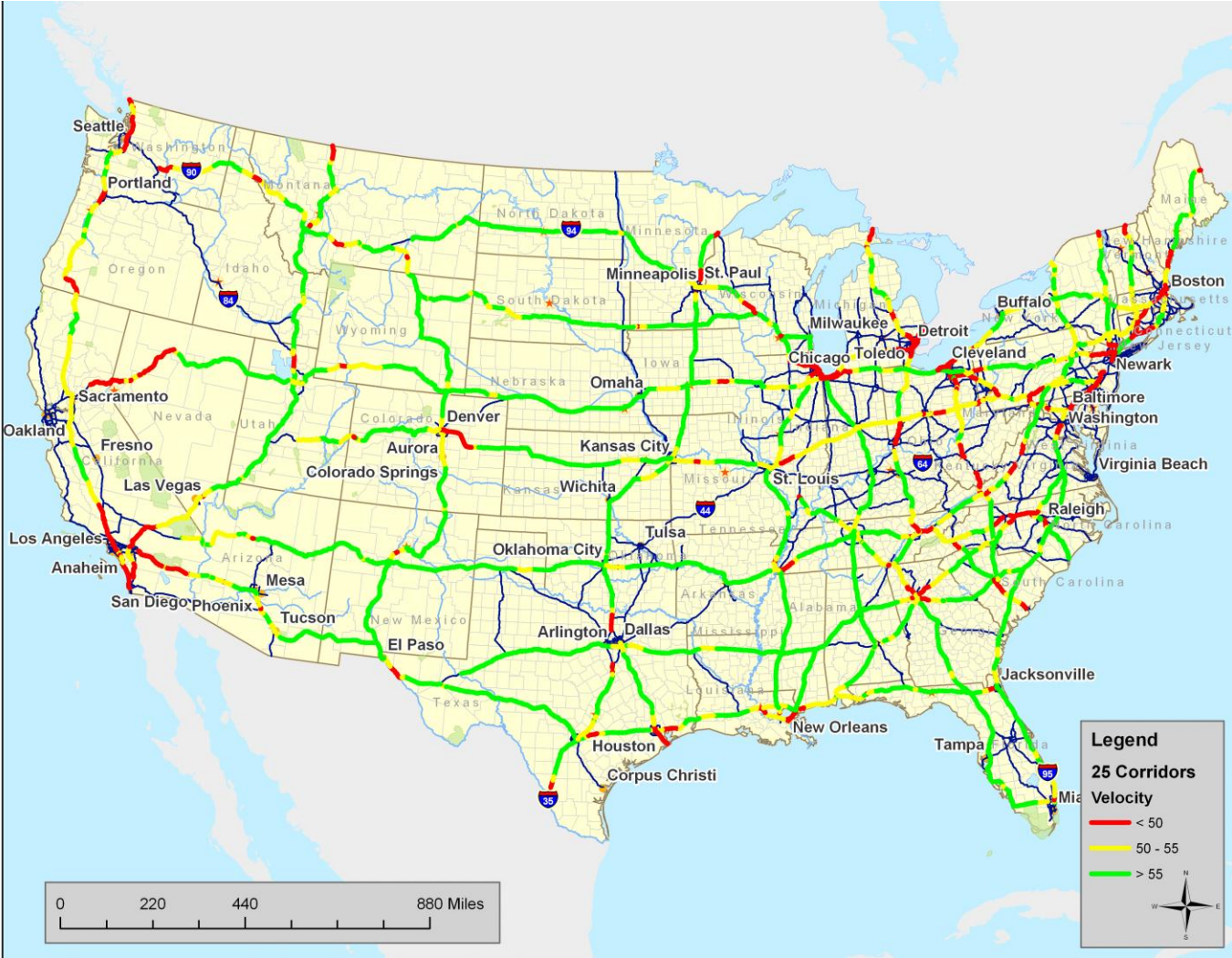
Truck Route System

- Approximately 5 percent of overall traffic comprises of trucks
- High crash corridors include:
 - New York Avenue between Montana Avenue and Bladensburg Road
 - M Street NW between Wisconsin Avenue NW and 31st Street NW
 - South Capitol Street between M Street and I Street
- High crash intersections Include:
 - Minnesota Ave & Pennsylvania Ave
 - Georgia Ave & Missouri Ave
 - 14th St & U St, NW
 - H St & N Capitol St
 - New York Ave & N Capitol St

Map of Corridors with High Frequency Crash



Freight System Performance



Truck Route System

- Benefits of the new Truck route system
 - Properly identified and signed routes
 - Maps will be available for carriers
 - Assists with project planning and prioritization processes
 - Assists with the allocation of maintenance funds

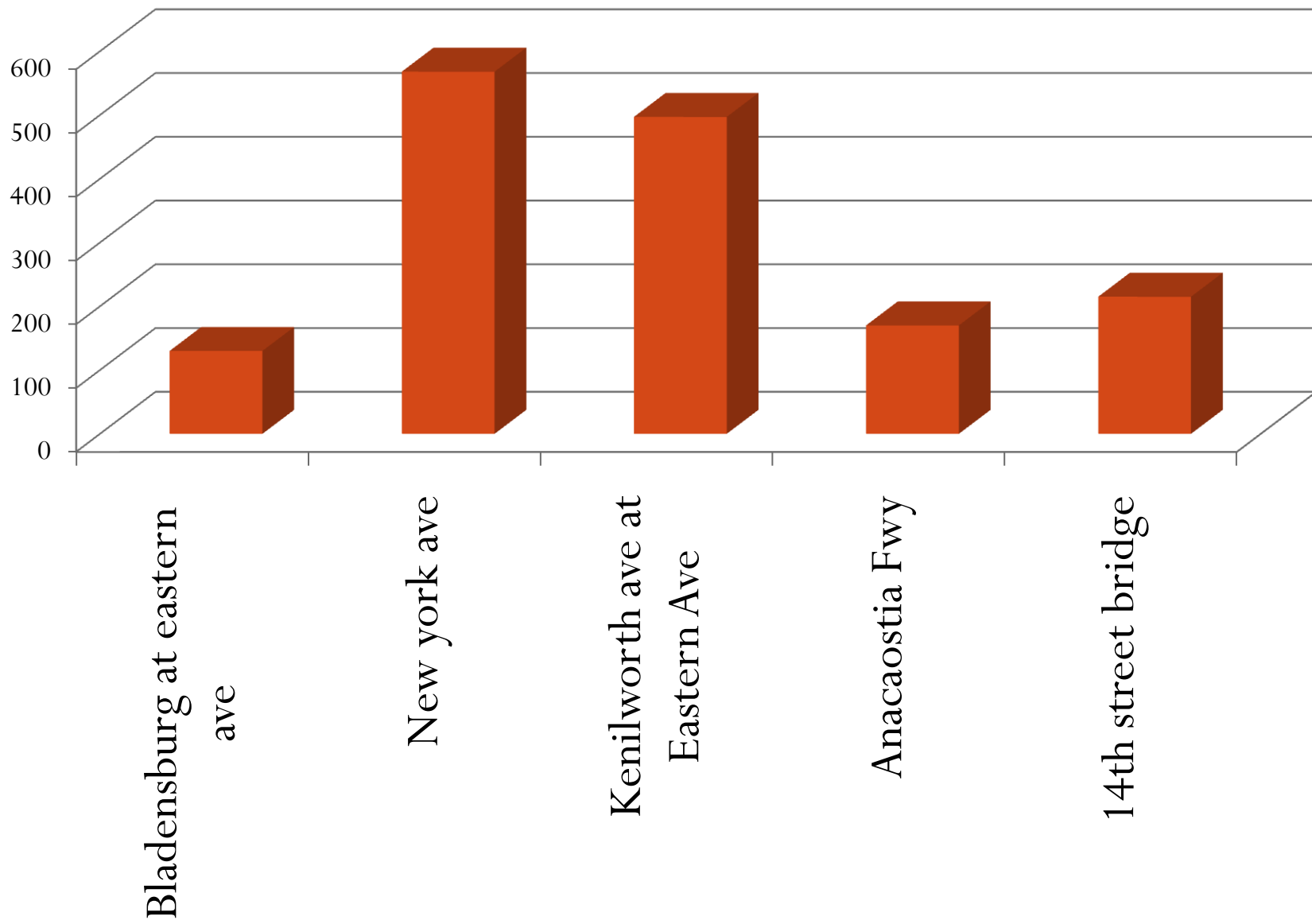
Truck Route System

- Next Steps
 - Industry Review
 - April 22nd- May 7th 2010
 - Submission to official rulemaking process
 - May 10th 2010
 - Anticipated approval timeframe
 - August- September 2010

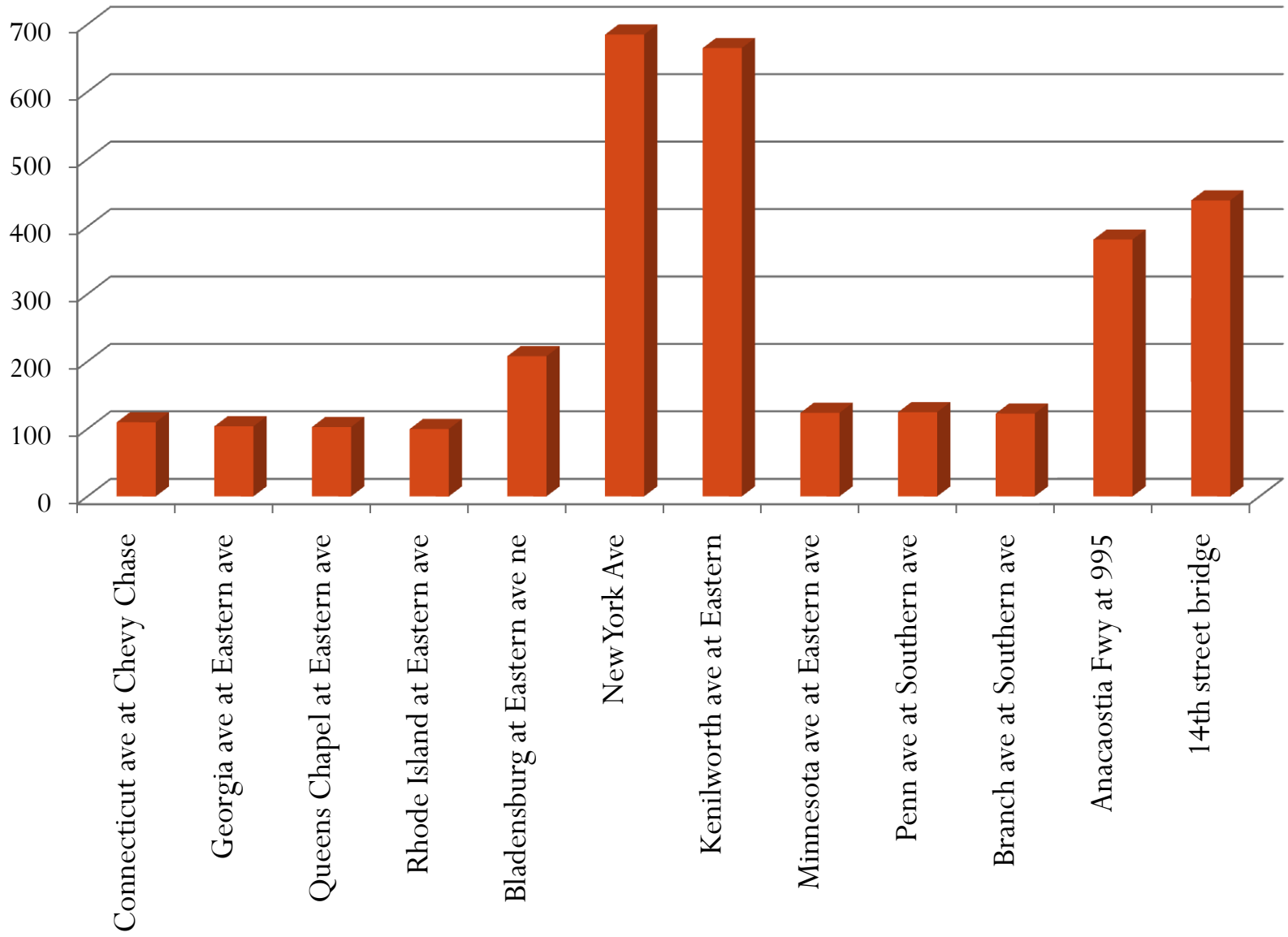
Truck Route System Preview

- Take a few minutes to review the map in select groups
- Provide feedback on specific routes and considerations
- Please indicate trouble spot areas or intersections

PM Peak Truck Volume



Am Peak Truck Volume





District of Columbia Municipal Regulations for Motor Carriers

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Regulations

- Title 18, Chapter 25 states:
 - 2502.1-Except as provided in §2502.7, no single unit vehicle, including any load on the vehicle, shall have an overall length in excess of forty feet (40 ft.), inclusive of the front and rear bumpers no combination of vehicles. (*Typically applies to delivery vehicles*)
 - 2502.2- including the length of any load on such combination, shall exceed a total overall length of fifty-five feet (55 ft.), inclusive of the extreme front and rear bumpers of the combination.(except for permitted loads)

Regulations

- 2502.3- A semi-trailer (single) when operated in combination with a truck-tractor and when operated on a street, road, highway, or route specified in §2511 shall not be subject to the limitations specified in §§2502.1 and 2502.2; Provided, that the semi-trailer shall not exceed forty-eight feet (48 ft.) in length.
- See Title 18 of Chapter 25

Permit process

- Vehicles over 55 feet in length or hauling a trailer greater than 48 feet should obtain a trip permit to travel in the city (Subject to kingpin distance).
- Annual and single haul permits can be obtained online or through the permit office through Web-Enabled Permitting System (WEPS)
- Annual Permit fee of 85 dollars per vehicle



Future Policy Initiatives

- DDOT encourages carriers to pursue the following:
 - Increase the use of alleys for deliveries
 - Begin to use the suggested truck route system specifically for through movements. Limit the use of Local roads for through movements.
 - Be cautious of parking in bus zones and blocking travel lanes
 - New weigh scale on I-295 by Blue Plains
 - Stay abreast of the Truck Safety Enforcement Plan

Open Discussion

Contact Information

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