Streamlining the District’s Nightlife Curbside Access
Managing High-Demand Curbside Passenger Loading Zones
Washington, DC – Regional Setting

• 68.3 square miles
• DC metropolitan area
  – Population 6.1 million
  – 6th largest metro
• DC population 690,000+ (& growing)
  – 600,000+ daily commuters
  – 125,000+ daily visitors
  – 1,000 new residents every month
  – Population full of tech-savvy customers
DC’s Unique Travel Characteristics

Multimodal nature of travel

• 2nd highest percentage of non-vehicle mode share
  – 36% Transit (2nd to NY)
  – 4% Bike (5th in country)
  – 14% Walk (2nd to Baltimore)

• 37% of DC residents do not own an automobile

• Goal is to have 75% of trips by non-auto mode by 2032

Arterial system

• < 15 miles of freeway
• One out of every four vehicle trip entering the District is “cut through”
• 2 out of 3 cars in the District during rush hours is from out of state
Repurposing Curbside

DC to restrict Dupont Circle parking on weekend nights

By Real Augenstein | @AugensteinWTOP
October 4, 2017 6:59 am

TOW AWAY
NO PARKING
7AM - 9:30AM
6PM - 6:30PM
Monday - Friday

Night Restrictions
6PM - 7AM
Thursday – Sunday

If you need to drop off a guest, you can call 311.

DC Truck and Bus Map

The District has a new truck routing tool! It is required for over-size/overweight vehicles (as a part of their permit) but is available for use by the general trucking industry as well. You can access the routing tool here, select “Guest Access” when you are prompted to login.
Background

- Growth in night life activity since 2010
- Concentration of nightlife venues in a 3 blocks
- **100** restaurant and nightlife venues with a combined capacity of **17,528**
- Pedestrian Volume: **1,000 people per hour**

**Safety Concerns:**
- Pedestrian/vehicular conflict
- Bus & emergency vehicle access
- Travel lane obstructions constricting traffic flow
Community Engagement

• Golden Triangle BID convened a neighborhood nightlife working group in November 2016.
  – Response to increased uptick in Transportation Network Company (TNC) activity in study area.
  – Additional uptick in pick-up/drop-off in response to earlier MetroRail closing time and maintenance surge related service disruptions.

• Working group engaged the following stakeholders:
  – Local nightlife venues
  – Golden Triangle BID (facilitator)
  – District Department of Transportation
  – Department of Consumer and Regulatory Affairs
  – Alcohol Beverage Regulation Administration
  – Metropolitan Police Department
  – Office of Planning
  – Department of Public Works: Parking Enforcement Management Administration
  – Department of For Hire Vehicles
Problem Statement

- Observed pedestrian/vehicular conflict & traffic congestion after 10 from Thursday night to Saturday

  Why

  - For-hire vehicles block the travel lane

  Why

  - Rideshare vehicles can't stop to pick up/drop off passengers elsewhere

  Why

  - The nearest non-travel lane is a parking lane

  Why

  - Parking restrictions allow parkers to park on street during nightlife economy hours (10:00 PM onward)
Data Gathering

• Time-lapse photography – standardize visual of the operational problem
• TNC activity
  – Golden Triangle BID engaged in datasharing and behavior modification requests with the TNCs
    • Functioned as third-party entity to TNCs to share and protect information
    • Information on customer uptake, pick up/drop off, dwell time
• Curbside Use Audit – know your curb spatio-temporally (time and space)
Legislative Authority

• Leveraged existing DDOT authority to regulate District curbside for Pilot.
  – 18 DCMR 2400.6 – Prohibition of standing and parking apply on times indicated on official signs.
  – 18 DCMR 2400.7 – More restrictive curbside regulation override all other regulations.
  – 18 DCMR 2404.2 – Do not park in metered zone when prohibited.
    • Posting of restrictive signs needed to address 18 DCMR 2404.9 implications (unlimited duration free parking when metering is not enforced)
  – 18 DCMR 2406.3 – Allowance for Parking Prohibitions adjacent to a restaurant facilities accommodating 250+ persons.
Recommendations

- **What are we proposing?** A pilot program to remove parking and allow for safe pick up/drop off by for-hire vehicles and improve traffic flow
- **Why are we proposing it?** To address safety concerns and prevent pedestrian/vehicular conflicts during nightlife economy hours
- **Where?** Connecticut Ave from Rhode Island Ave to the Circle
- **When?** During nightlife entertainment hours Thursday through Saturday from 10 PM to 7 AM
- **Who will be impacted?**
  - **Positive impact:** pedestrians, ridesharing and taxi drivers, DDOT, MPD and DPW enforcement officers
  - **Negative impact:** parkers who currently park in blocks proposed for parking removal

*The spillover may not negatively impact residents since the majority of blocks in the area are metered.*
Recommendations

- Restricted parking from 10:00 PM to 7:00 AM Thursday through Saturday on the following blocks (part-time no parking restriction)
  - 1200 Connecticut Ave NW (west): 6 spaces
  - 1200 Connecticut Ave NW (east): 7 spaces
  - 1300 Connecticut Ave NW (east): 21 spaces
  - 1200 18TH St NW (west): 6 spaces
  - 1200 18th St NW (east): 5 spaces
- Convert no parking lanes to pick up-drop off lanes
Signage

- **Existing Rush Hour Restrictions:**
  - No Parking Monday-Friday
  - 7 AM - 9:30 AM and 4 PM - 6:30 PM

- **New Night Restrictions:**
  - No Parking Thursday-Saturday
  - 10 PM – 7 AM

- **New Signage combines existing and proposed restrictions**
Golden Triangle Nightlife Curbside Management (NCM) Pilot Timeline

**Taskforce Collaboration**
- Golden Triangle BID met with businesses to address nightlife issues
- Golden Triangle BID organizes Nightlife Taskforce
- Meeting of Nightlife Taskforce
- Summary report of Nightlife Asset and Operations

**Data Collection**
- Timelapse Photography
- Curbside Audit
- TNC Operations Data Planning
- TNC Operations Data Collection
- DDOT Operational Evaluation

**DDOT Collaboration and Operational Preparations**
- Interagency Parking Coordination on NCM
- Sign installation
- Enforcement Commence

**Public Outreach**
- Public Notice to Public
- Public Notice to DFHV
- DFHV notify taxi and TNC operators
- Public Notice to Businesses
- Reminder Public Notice to Public
Launch

DC to restrict Dupont Circle parking on weekend nights

By Neil Augenstein | @AugensteinWTOP
October 4, 2017 1:06 am

Buses, taxis, and carpoolers will be allowed in the Dupont Circle area starting Friday, Oct. 6. The goal is to prevent congestion during the evening rush hour.

Bar patrons crowd the sidewalk on Connecticut Avenue in Washington, D.C. // Courtesy of Golden Triangle BID

D.C. Gives Uber and Lyft a Better Spot in Nightlife

By Benjamin Schneider | Oct 23, 2017

Cities warm up to designated Uber, Lyft pick-up spots

by Matt McFarland | @mattmcfarland
November 15, 2016 10:14 PM ET

Parking Spots Near Dupont Circle to Be Replaced by Pickup Zones

The plan aims to make the area safer for people who go to bars and restaurants in the area.

By Lauren Lumpkin
Reaction

- Positive reviews from businesses and enforcement
- Unofficially been advised of increase in customer uptake, reduction in dwell times
- Issues remain with wayfinding in the area
  - MPD places cones out in street to direct curbside traffic
- Need to reeducate public on meaning of stopping, standing, and parking.
- Some drivers still park in no parking zones
Lessons Learned/Next Steps

- Evaluate pilot at 6 and 12 months of operations
  - Safety implications (reduction in crashes)
  - Traffic flow
  - TNC/taxi dwell time and customer uptake
  - Transit and bikeshare ridership
  - Bus transit travel speeds
  - Parking citation trends
  - Economic Impact

- Collaborative working group to develop guidance on delineating other pilot areas
  - Develop criteria for project eligibility
    - Land use
    - Multimodal Safety
    - Curbside geometry
    - Mode split
    - Transit availability trends
  - Develop performance indicators
  - Enforcement
  - Curbside Access Fee structure