



Planning to Deliver

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NACTO Designing Cities 2019: Toronto
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Washington, DC

- Nation's capital, City/State DOT
 - Multiple jurisdictions: NCPC, AOTC, Secret Service, NPS, CSX
- ~700,000 residents (40% commute by car)
- ~600,000 commuters (80% commute by car)
- ~125,000 daily visitors
- ~260,000 on-street parking spaces (~19,800 metered)
- ~99% freight arrives by truck
- Freight to increase 75% in tons and 159% in value by



Existing Programs & Plans: Curbside & Freight

- District Freight Plan 2014 & 2017
- Curbside Management Study 2014
- Truck & Bus Route/Restrictions Map
- Routing Tool for Oversize / Overweight Truck Permits
- Weigh in Motion & Weigh Station
- Residential loading zone pilot
- Personal delivery device program
- **Commercial Loading Zones**
- **Pick up/ Drop off (PU/DO)**



Commercial Loading Zone Program

- Request-based system ~600 zones
- Converted to meters in 2015
- Permits & mobile payment
- Active management required
- Usage-tracking challenges
- Enforcement challenges
- Commercial loading vs parking



Pick Up & Drop Off (PUDO) Pilot

- < 25 No Parking zones with special signage & higher fines
- Sited at ride-hail hot spots
- Regulation in effect 24/7
- Short term loading allowed unless signed otherwise
- Free access to the curb



curbFlow Research Project

- 3-month research project in partnership with curbFlow
- 9 “curbFlows” sited by company via on-demand delivery data
- Registered drivers to reserve space
- Data-sharing agreement in place
- In operation 9am-9pm 7 days/wk
- curbFlow ambassadors on site to collect data, register drivers, report violations via 311





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