moveDC Vision
The District of Columbia will have a world-class transportation system serving the people who live, work, and visit the city. The transportation system will make the city more livable, sustainable, prosperous, and attractive. It will offer everyone in the District exceptional travel choices. As the transportation system evolves over time, the District will:

- Be more competitive and attractive locally, regionally, nationally, and internationally
- Have safer and more vibrant streets and neighborhoods
- Have cleaner air, streams, and rivers, and be more responsive to climate change
- Accommodate the travel needs of all residents, workers, and visitors regardless of age or ability
- Integrate the District’s transportation system with the region’s transportation network

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A dynamic city like Washington, D.C. has to make parking efficient and reliable to manage all transportation needs.
Parking and Curbside Management

I. Managing a Shared Resource

Curbside parking occupies some of the most valuable public real estate within any thriving city. Managed well, parking can be a tremendous benefit to the transportation system, helping to make the system efficient, highly accessible, and functional; however, there are trade-offs between the fixed quantity of curbside space and the ability to meet the many different demands for that space.

Parking demand varies by time of day, day of week, and even season, and is generated by residents, employees, and visitors seeking a place to store their vehicles while accessing their homes, jobs, and other places of interest. In 2012, 81% of District households reportedly had zero or one vehicles, which limits parking demand and provides an opportunity for management to meet this local demand. At the same time, almost 3 out of 4 of the District’s workers come from other jurisdictions, and 2 of 3 vehicles being driven on District streets originated outside of the city.¹ Daily drivers and recreational visitors seeking the lowest-priced parking contribute to congestion downtown by circulating to find an open on-street parking space.

Parking and curbside management must balance multiple competing needs, especially in the District’s densest neighborhoods. Curbside space is used to accommodate loading and unloading, general parking, residential parking, visitor parking, bicycles, Americans with Disabilities Act (ADA) accessible parking, commercial parking, valet parking, vending, and motorcycle and motorscooter parking. Many transportation modes in the District depend on some level of curbside accommodation to function effectively, including buses, bikes, and taxis. The city uses parking enforcement and infrastructure, including parking meters and signage, to manage curbside space and strike a balance in preserving residential access, promoting and facilitating commerce, and ensuring safety among all transportation users.

A proactively managed parking supply offers the opportunity for users to drive if and when they choose, while balancing that decision against other available trip options such as walking, biking, and transit. Effective management of the parking supply—commonly using time and pricing mechanisms—encourages drivers to park for only as long as needed, increasing parking availability for other users.

Management of the District’s curbside and parking resources is essential for achieving the city’s wider transportation, land use, and economic development goals. Parking availability is a key contributor to the financial health of commercial corridors and parking management is a key tool for managing congestion, growing transit ridership, and balancing transportation demand. The moveDC plan will help manage demand through two approaches:

- Using parking management techniques so that curbs are available for parking, loading, or vehicle movements based on local land use and travel patterns
- Creating a complete transportation network with many choices for every trip to minimize the demand for private vehicles and vehicle storage

¹ U.S. Census Bureau’s Longitudinal-Employer Household Dynamics (LEHD) Program
II. Existing Conditions

Like roadways, transit service, sidewalks, and other transportation facilities, public parking is an infrastructure investment in one of the critical links between transportation and land use. DDOT manages and regulates public curbside parking assets in the District of Columbia (aside from those under the authority of the federal government). This includes approximately 18,000 metered parking spaces across the District and all of the public curbside parking in the city’s residential neighborhoods.

In addition to vehicle storage, curbside space is dedicated to:

- Different transportation modes (vehicular travel lanes, transit lanes, and transit stops)
- Taxi stands
- Non-auto storage (bike corrals)
- Commercial vehicle loading
- Vehicle staging (including for tour buses accessing the District’s historic sites)
- Mobile vendors
- Other uses

Given the high demand for curbside access, especially in the District’s commercial corridors, DDOT has established several strategic management programs, including innovative pilot programs designed to provide consistent and equitable access to parking resources for the city’s residents, workers, and visitors. These programs exist to achieve the following primary goals set forth in the 2013 DDOT Parking Action Agenda:

- Preserve access to residential areas for the use of residents
- Promote and facilitate commerce by prioritizing customer and commercial vehicle access in commercial areas
- Ensure the safety of all transportation users including pedestrians, cyclists, transit users, and motorists

A. CORE FACTS

The District has more than 400,000 parking spaces. Figure PKG.1 shows the most prominent curbside uses. In the District:

Notes on This Element

- Data used and referenced throughout this element was current as of December 2013, unless otherwise noted.
- Recommendations cited in this element will require further development as outlined in Chapter 5.
- Policies in this element are in addition to or augment current DDOT policies identified in the DDOT Policy Compendium.
- Additional detail about this topic can be found in DDOT’s Curbside Management Study.
## What is a Smart Meter?

DDOT’s smart parking meters are single- and multi-space meters that are solar powered (to work regardless of weather conditions) and offer two-way communication to immediately alert DDOT of any malfunctions, as well as capture parking data that the agency can use in its performance parking program. The face of the machine features a digital display that provides the user with transaction information, including the time of day, amount of time purchased, and expiration time. These meters accept coins and bank card transactions.

DDOT’s smart parking meters are solar powered (to work regardless of weather conditions) and offer two-way communication to immediately alert DDOT of any malfunctions, as well as capture parking data that the agency can use in its performance parking program. The face of the machine features a digital display that provides the user with transaction information, including the time of day, amount of time purchased, and expiration time. These meters accept coins and bank card transactions.

- About 65% of parking spaces are on-street
- About 6% of on-street spaces are metered
- Some on-street parking is on corridors with time-of-day parking restrictions. To accommodate additional vehicular traffic during peak periods, the curb lanes are converted to travel lanes, as shown in Figure PKG.2
- Residents with disabilities who live in a single-family dwelling and meet certain other requirements can apply to have an on-street parking space designated as reserved for ADA permit parking adjacent to their home
- Approximately 300 metered and 12 unmetered spaces have been designated for motorcycles and scooters
- Approximately 300 tour bus parking spaces are located at popular tourist destinations
- Tour buses also are permitted to use any available curbside space
- DDOT establishes “slug lanes” along the curb, to allow vehicles to stop and pick-up rideshare passengers in high-demand areas
- Most off-street spaces are located in privately owned and operated downtown parking garages

Many other uses also require curbside space and together generate significant demand—10,786 fire hydrants, more than 3,500 bus stops (WMATA and Circulator), 954 motorcoach-dedicated spaces, 34 taxi stands, 37 valet zones, 84 carshare locations (totaling 224 on-street spaces), 11 on-street bike corrals, 13 on-street Capital Bikeshare (CaBi) stations, 450 embassy-related parking spaces, 38 curbside hotel loading zones (plus 15 hotel lay-bys and 45 hotel-related curb cuts), 95 mobile vending sites, and six electric vehicle charging stations, in addition to building entrances and entertainment staging zones.

### Metered Parking in Commercial Areas

DDOT seeks to regulate its commercial curbsides by ensuring that a percentage of spaces is available at any given time for short-term parking. This is vital for maintaining reasonable parking availability for customers of the District’s retail and dining establishments. Consistent parking space availability in commercial areas also supports congestion management and improved traffic circulation.

Parking meters assist in limiting parking duration in commercial areas. The 18,000 metered spaces throughout the District are an important asset; DDOT constantly evaluates how to manage these spaces in a manner that reasonably balances the demands of motorists, business owners, residents, and other users. Several years ago, DDOT implemented a two-rate system to simplify parking rates across the city. Premium zones were designated based on higher demand conditions, and assigned a $2.00 per hour rate. A base rate of $0.75 per hour is in effect for all other areas outside of the premium zones and the District’s Performance Parking zones.

### Meter Technology

DDOT has upgraded its meter technology as part of its efforts to improve payment compliance, offer a variety of price and payment options, reduce system costs, and increase meter
FIGURE PKG.1 – CURBSIDE USES
This figure shows commercial loading zones, commuter bus stops, on-street car sharing locations, and tour bus parking and loading areas.
FIGURE PKG.2 – PARKING RESTRICTIONS ON MAJOR CORRIDORS
This figure illustrates existing parking regulations on major corridors and streets in the District.

Legend
- Washington D.C. Boundary
- Quadrant Boundary
- Ward Boundary
- Water
- Park
- University
- Military
- Monumental Core

On-street Parking Restrictions
- AM Rush Hour Restricted
- PM Rush Hour Restricted
- Rush Hour Restricted: 7:00-9:30 AM, 4:00-6:30 PM
- All-Day Restricted: 7:00 AM-6:30 PM
- Other
- No Parking Anytime
ParKing and Curbside ManaGeMent

District Department of Transportation

reliability. Approximately 50% of D.C.’s meter inventory consists of smart (computerized rather than mechanical) meters.

In 2011, several parking meter pilot programs were implemented to assess various meter and payment technologies. Based on the results, DDOT accelerated investments in smart multi-space meters and “pay-by-phone” technologies. At present, 40% of all parking transactions are completed through pay-by-phone options which includes both a call-in system and a smartphone application.

Commercial Loading

DDOT strives to ensure that the District has adequate curbside loading capacity to meet demand, reduce loading and unloading times by encouraging more efficient use of commercial loading zone space, ensure that curbside space is allocated consistently with immediately adjacent land use, integrate commercial loading zones into the prioritization of competing uses of curbside space, and encourage the use of alternative modes of transportation to reduce curbside use conflicts. To do so, DDOT has established nearly 500 commercial loading zones throughout the District. Half of these loading zones are in commercial areas and focused along commercial corridors to serve businesses that deal in small consumer goods and perishables.

Commercial loading zones are intended for use by commercial vehicles to deliver and pick up freight merchandise or other commercial loads. In the District, a commercial vehicle (truck) is defined as any vehicle with more than three wheels that is greater than 22 feet in length, or that is used or maintained for transporting freight, merchandise, or other commercial loads or property. Commercial loading is primarily available between 9:30 a.m. and 4:30 p.m. (the period between rush hours on major corridors). Improving availability of loading zones will reduce double-parking for deliveries which impact multimodal travel and safety.

In 2014, DDOT will begin charging for commercial loading to improve turnover and availability. Annual commercial loading zone permits will cost $325 per vehicle and allow the vehicle to park in a loading zone for no more than the maximum time indicated on the signs or parking meters. Day passes will be available for $25.

Resident Permit Parking

Most curbside space along residential streets is regulated through the District’s Residential Parking Permit (RPP) Program. The RPP program’s goal is to ensure District residents have access to parking near their homes.

A residential parking program provides access to unlimited on-street parking to permit-holding residents of designated zones, while non-permit-holder parking is limited to 2 hours during designated RPP hours (usually 7:00 a.m. to 8:30 p.m.). Just as demand for parking varies throughout the District, the ratio of vehicles with RPPs to available curbside parking spaces varies greatly throughout the District, as shown in Figure PKG.3. With a low annual price for RPPs, in areas with high demand (as seen in Figure PKG.3), the system does not guarantee residents a curbside space will be available.

Visitor Parking Pass

DDOT’s Visitor Parking Pass (VPP) Program offers each RPP-eligible household one unlimited use VPP that avoids the need for residents to actively procure temporary permits each time they have household guests or are expecting service providers (childcare, health aid, contractor, etc.) who need curbside parking. To implement the Fiscal Year 2014 VPP program, DDOT mailed more than 113,000 passes to households in Wards 1, 3, 4, 5 and parts of Ward 6. DDOT is exploring ways to expand the program to the remaining parts of the District within the next year.

Embassy Parking

DDOT works with the U.S. Department of State to reserve curbside parking spaces for the exclusive use of foreign embassy staff. 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 inventoried all of the curbside restrictions related to embassy properties. The restrictions accommodate 456 reserved parking spaces (and 153 spaces designated as “No Parking”). DDOT is working with the State Department to identify unnecessary restrictions and to return curbside space to public use wherever possible. In addition, DDOT coordinates with relevant federal entities (including the Architect of the Capitol) for on-street parking around federal and Capitol buildings.
FIGURE PKG.3 – RESIDENTIAL PARKING DEMAND
This map shows the existing ratio of vehicles issued residential parking permits compared to available RPP designated parking spaces. The FedEx Center, Judiciary Square, and the Parking Enforcement Management Agency (PEMA) Headquarters have large numbers of registered, non-residential vehicles.

Source: Draft DDOT Curbspace Management Plan, December 2013
B. NOTABLE SYSTEM ACHIEVEMENTS

Performance Parking
Performance parking is a management strategy in which on-street parking rates and restrictions are adjusted based on the availability and demand of parking. DDOT actively has moved toward a price structure that links curbside rates to demand and “performance” (parking availability) to improve curbside access and traffic circulation. This market- and performance-based approach resulted in DDOT creating a premium meter rate for high demand areas and extending meter hours into evenings in areas where dining and entertainment activity is high.

DDOT’s Performance-Based Parking Program manages the demand for parking in order to achieve the following goals:

- **Protect resident parking.** In areas where business or entertainment uses draw many visitors, variable curbside parking rates combined with more stringent parking restrictions on residential streets help preserve curbside parking for residents.
- **Protect businesses.** Performance-based rates and time limits are designed to encourage brief curbside parking with high turnover while discouraging long-term parking that is not oriented to business customers. Higher meter rates encourage visitors with long-term parking needs to use off-street parking facilities.
- **Promote non-automotive transportation and reduce congestion.** Higher curbside meter rates encourage walking, biking and transit use in lieu of auto travel, for those who are able to do so.

DDOT began implementation of performance-based parking in three neighborhoods in 2008: Columbia Heights, the Capitol Hill/Ballpark District, and H Street NE. DDOT uses a variety of tools to manage the on-street parking resources in these designated pilot zones:

- Escalating or variable pricing parking meter rates
- Adjustable parking fines
- Adjusted days and hours of operation for curbside space management
- Expanded RPP plans

To support this increased focus on performance and strategic rate-setting, DDOT also has invested in innovative meter technology for monitoring, data collection, and payment.

These approaches have helped the District recognize that the key to successful parking management is to focus on availability rather than just supply. This is a lesson learned by many other cities (including New York and San Francisco), where pricing strategies encourage drivers to use a space for as long as needed, but vacate the space if not needed. As a result, the same parking supply is available to more parkers.

Loading Zone Strategies
In 2007, DDOT partnered with the Downtown DC and Golden Triangle Business Improvement Districts (BIDs) and the Department of Public Works (DPW) to develop strategies to reduce congestion in the downtown area. A primary focus of this effort was improving loading zone performance. Strategies identified for this include:

- Reallocating curbside loading through regulatory signage
- Lengthening loading zones to 100 feet wherever possible
- Introducing new technology such as real-time information
- Establishing metered loading zones
- Enhancing enforcement

DDOT has finalized regulations to begin metering commercial loading zones citywide. This program also will create a paid permit system for companies not wishing to pay for use of multiple individual commercial loading zones.

Parking Payment Technologies
The District has the largest and most successful implementation of pay-by-phone meter technology in the U.S. Approximately 40% of transactions are conducted by paying through smart phones. The Pay-by-Phone Program allows residents, workers, and visitors to use their mobile phones to pay for parking at all of the on-street metered spaces throughout the District, though either a phone call or use of a smart phone application (Parkmobile). This simplifies paying for parking, not even requiring aarker to stop at a meter. The data provided by the system also allows DDOT to track parking demand and adjust
Pay-by-phone is an asset for both drivers as parking users and DDOT as parking managers.

Carshare Parking
Having long set aside curbside spaces known as “home sites” for traditional car share operations, DDOT developed new curbside access agreements in 2012 to facilitate “one-way” carsharing across the District and started providing universal parking passes for 200 vehicles. One-way carshare vehicles can park at any legal curbside space and are exempt from meter rates and time limits. An annual fee paid by the service provider to DDOT offsets lost parking revenues. Users find and reserve vehicles in real time through a website and a smart phone application. As opposed to other cities’ carshare systems that require vehicles to be returned to their starting point, the District’s one-way carsharing provides a user-controlled experience that is flexible on both the time and place of vehicle use anywhere across the District. This also can reduce vehicle miles traveled per carshare vehicle; since travelers do not have to start and end at the same point, they may choose to make one segment of their trip using a different mode. Decoupling carshare rentals and return trip travel has greatly expanded the District’s carsharing market. By supporting this service through strategic curbside regulations, DDOT has built upon the District’s reputation for improving mobility and offering multimodal transportation options that enable residents to live car-free or car-lite in the District.

Mobile Roadway Vending in Public Space
In 2013, DDOT worked with the Department of Consumer and Regulatory Affairs (DCRA) to develop and implement regulations on where and how mobile roadway vendors (such as food trucks) can park and operate in the public space. Under this program, a total of 95 spaces in eight locations are reserved for the sole use of participating mobile vendors. These regulations and implementation brought predictability and certainty to consumers as well as the vendors.
C. OPPORTUNITIES FOR IMPROVEMENT

Parking Action Agenda
In 2012, DDOT engaged District residents at citywide meetings and through online activities to create the 2013 Parking Action Agenda, which addresses parking management in the District. Its key initiatives to improve parking accessibility include:

- Evaluating and identifying ways to update the RPP Program
- Creating a new, more flexible VPP Program
- Enhancing parking opportunities for individuals with limited mobility through the Red Top Meter Program
- Improving access to and turnover of on-street parking in congested areas
- Improving communication with the public about parking challenges and opportunities
- Expanding motorcycle and motorscooter parking
- Increasing online parking services
- Clarifying agency responsibilities to enhance transparency

DDOT is working actively to integrate all of these action agenda items into a comprehensive approach to parking that provides an easy-to-use, easy-to-understand system for all users. When viewed as a whole, the initiatives establish parking as a key element of the transportation system that:

- Preserves access to residential areas for the use of residents
- Promotes and facilitates commerce by prioritizing customer and commercial vehicle access in commercial areas
- Ensures the safety of all transportation users including pedestrians, cyclists, transit users, and motorists

Dynamic Pricing Pilot for Metered Parking
DDOT will be initiating a multimodal dynamic pricing pilot in the Chinatown-Penn Quarter area in downtown D.C. Funded through an FHWA grant, this pilot will test the impacts of various curbside pricing strategies on roadway and curbside congestion. The goal of the pilot is to price the curbside such that there is one open parking space per block, reducing circling to find a parking space. The project will collect and provide real-time information on parking availability. In addition, this pilot will evaluate the feasibility of strategies such as expanding pay-by-phone to reduce capital infrastructure costs of physical meters and collecting parking availability information through sensors or cameras.

Bicycle Parking and Motorcycle Parking
As bicycling becomes a more prominent mode throughout the District, additional bicycle parking also will be needed. DDOT will continue to seek opportunities to provide bicycle and motor-driven cycle (or motorscooter) parking, sometimes in curb lanes, with safe locking areas that do not conflict with pedestrian areas. Approaches to significantly increase the bicycle and motorscooter parking supply need to be balanced so as not to significantly impact access by other modes.

Space-efficient bicycle parking opportunities including installation of in-street bike corrals (10 bicycle parking spaces within the area of one on-street vehicle parking space), as well as converting decommissioned single-space parking meter poles into decorative bicycle racks. DDOT should also continue to emphasize the economic benefit of bicycling access and encourage developers, employers, and BIDs to install bicycle parking, especially in high-demand areas, while also listening to feedback about additional opportunities for DDOT to increase the overall supply of bicycle parking throughout the city.
III. Recommendations

DDOT currently is completing a comprehensive study of its curbside management practices, which will provide more detailed insight into potential areas of improvement while outlining an overall management approach and rationale. In addition to this study, several opportunities to improve current practices directly relate to moveDC’s long-term goals:

- Ensure the safety of all transportation users including pedestrians, cyclists, transit users, and motorists
- Preserve access to residential area for the use of residents
- Promote and facilitate commerce by prioritizing customer and commercial vehicle access in commercial areas
- Balance competing needs for curbside uses
- Offer the opportunity for people to drive if and when they choose, while incentivizing drivers to park for only as long as needed so that parking is available for others

The following outlines the moveDC plan’s recommendations in terms of infrastructure investments, policies, and education and enforcement.

A. INFRASTRUCTURE INVESTMENTS

Recommendation A.1: Expand DDOT’s Performance Parking program.

During the past decade, DDOT has linked curbside meter rates to demand for those curbs in select commercial areas. This approach helps drivers make rational decisions about how to travel and where to park. DDOT should enhance access to the District’s commercial areas and other destinations by expanding the Performance parking management program (currently underway in Chinatown-Penn Quarter), based on dynamic pricing that responds to local demand for curbspace and aims to provide one open parking space per block. This also will help reduce the number of vehicles circling for parking spaces.

Recommendation A.2: Tailor parking management tools to local context.

Demand for curbside parking spaces varies based on both land uses and transportation options. The high-density downtown area should have a different approach to parking management than single-family residential neighborhoods. Parking management should ensure a curbside management framework that allows parking to support the District’s overall goals while using tailored approaches. As part of this effort, curbside management should be linked to the land use and parking regulations included in the District’s zoning code, so that the potential for spillover is addressed in both on- and off-street parking management.

Recommendation A.3: Implement new management and information technologies.

DDOT has been an early adopter of parking management technologies, including smart meters and pay-by-phone options. The next evolution of curbside management technology shifts the effort from managing parking to providing information about the availability and price of parking. DDOT could install real-time monitors for curbside parking spaces during all street reconstruction projects, which would transmit real-time data to DDOT’s website and smart phone application. DDOT should offer private parking facility operators the opportunity to transmit availability and price from private parking facilities as part of one comprehensive parking information system.

Recommendation A.4: Collect and monitor parking utilization data.

DDOT should routinely collect parking utilization data for on-street spaces throughout the year and throughout the District. Data collected may include turnover rates, availability,
and utilization of parking by day of week or time of day. The collection and submission of similar data should be considered when developers consider off-street parking supply. These data sets will help the District determine whether its Transportation Demand Management (TDM) and parking initiatives are effectively influencing travel characteristics and enable decision-makers to make necessary modifications.

**Recommendation A.5: Improve the Residential Parking Permit and Visitor Parking Pass systems.**
RPP and VPP are existing curbside management tools that should be improved to accommodate curbside users while offering benefits and protections to District residents. Improvements to the RPP and VPP programs should be implemented in a way that achieves the District’s overall goals of accommodating growth through a balanced transportation system. DDOT should continue to evaluate programmatic options for RPP and VPP to improve the ability and reliability of residents to find a curbside parking space when needed without overly constraining other demands placed on District curbs.

**Recommendation A.6: Promote off-street commercial loading areas.**
Emerging practices that could improve curbside loading access and reduce conflict with other curbside uses are being explored through the **DDOT Curbside Management Study** including:

- **Time of day strategies.** Extend loading zones during off-hours and/or early morning periods, and reduce them and/or shift them to side streets during prime business hours. Alternatively, work with freight companies and their customers to develop overnight strategies similar to those recently piloted successfully in New York City.
- **Pricing strategies.** Build upon DDOT’s recent introduction of commercial loading meters by adding “progressive” rates (the hourly rate increases with duration or at certain times of day) and/or developing permit options that can be “right-sized” to each company’s needs.
- **Support vehicle consolidation strategies.** Ensure that District regulations support the use of electric trikes for deliveries and cargo-bike companies for certain municipal contracts (e.g., recycling, bikeshare rebalancing).

**B. POLICIES**

**Recommendation B.1: Capture and reinvest revenue for transportation improvements.**
The District currently dedicates revenues from parking meters to pay for part of the annual WMATA operating budget. As is the case for most transportation investments, the cost of transportation improvements is frequently the biggest barrier to implementation. The District should continue to use revenues from parking to fund complementary multimodal strategies, such as transit improvements and CaBi expansion.

**Recommendation B.2: Formalize curbside priorities/prioritization approach.**
Demand for curbside access will continue to intensify as the District’s resident, commuter, and visitor populations increase. Competing needs and desires for the use of curb lanes include not only public parking, but also multimodal investments or innovative projects in the curb lane such as bike parking corrals, CaBi stations, parklets, or pedestrian plazas.

For most of these uses to function effectively, all other uses must be prohibited from the same space; DDOT should develop standards that effectively formalize and prioritize the uses of the right-of-way during various times, conditions, and locations. Formalizing a set of curbside-use priorities also will make the decision-making process more transparent.

**Recommendation B.3: Encourage a balance of parking demand between private parking facilities and on-street parking.**
DDOT should work with off-street parking operators to implement strategies to better balance short- and long-term parking needs and accommodate additional demand in private facilities. Currently, rate structures in many private parking facilities disincentivize short-term parking, making low-cost public curbside spaces a more desirable option. Offering parking rate structures that are reasonable for both short- and long-term parkers can help manage curbside parking demand and maximize the use of off-street facilities. Combining off-street parking rate strategies with the strategy of raising on-street parking rates with demand would help optimize the overall use of on-street and off-street parking. It also has the potential to increase the attractiveness of other travel modes for long- and short-distance trips.
When private garages close before local businesses, additional demand is placed on curbside parking. The District should encourage publicly-accessible parking garages within walking distance of commercial uses to consider aligning garage hours of operation with neighborhood activity.

Recommendation B.4: Maximize availability of on-street parking in commercial districts.
Curbspace in commercial districts is extremely limited and extremely valuable. To help people use these spaces, curbs should be managed with a structure that links curbside rates to demand. The result will be better access for all users who can find a space when needed. Accessible on-street parking should continue to be provided.

C. EDUCATION AND ENFORCEMENT

Recommendation C.1: Support “car-lite” living.
DDOT should continue to support and promote the benefits of car-lite living. The reduction in the rate of auto ownership during the past few years reflects national trends of diminished interest by younger persons to own a car, in addition to the District’s extensive options for walking, biking, and transit. The no-car households in the District have significant positive impact on the District’s transportation infrastructure.
To promote car-lite living without mandating any specific change, DDOT should educate the public about the benefits it provides. DDOT also should investigate whether financial or other incentives can be provided for car-free households, and, if so, educate the public about these incentives.

Recommendation C.2: Use data to understand trends in parking demand.
DDOT should expand data collection on parking use and vehicle ownership to understand parking demands and policy needs. For example, carshare access has consistently been found to reduce vehicle ownership rates among households, particularly in areas also offering first-rate transit connectivity. The District already supports carsharing (and reduced parking demand per household) by dedicating on-street parking spaces and establishing curb management policies for carsharing operations. Documenting the impact of curbside carshare vehicles on vehicle-availability rates among nearby households should inform discussions about RPP in the District.

DDOT also collects information on the usage of metered parking. This data should be used to engage stakeholders on parking management decisions and made available to the general public. DDOT should embed data collection and analysis within the design of new parking programs.

Recommendation C.3: Balance enforcement.
Curbside management is intended to maximize the benefit of this valuable resource for all users. When the District’s management approach is ignored, it degrades the effectiveness of the program for all. Enforcement is needed to maintain program effectiveness, and ultimately support the transportation network; however, the program must be enforced in a way that is easy to understand for all users. DDOT should work with its partner agencies to communicate the District’s curbside management strategy, providing the greatest number of ways for users to support the system including multiple payment options and a graduated fine structure that offers occasional amnesty to clear drivers’ records, and only use punitive measures (such as fines) as a last resort.
The District of Columbia's Multimodal Long-Range Transportation Plan