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Executive Summary

The Metropolitan Washington, DC region is one of the country's fastest growing areas and as a result of this rapid growth the residents of the District of Columbia suffer from severe traffic congestion that causes additional air pollution endangering citizen's health in a region that is designated as a "non-attainment" area for ozone and particulates. Additionally, residential communities and business districts throughout Washington, DC face increasingly complex mobility challenges as the District of Columbia government agencies, non profit organizations and metropolitan planning organizations plan for the region's future.

Columbia Height is one of the most diverse communities in the District of Columbia

While Washington, DC continues to retain a large share of the region's jobs, the region itself continues to decentralize, creating longer commutes, increased peak period congestion, while exacerbating already poor air quality. As a result of these transportation pressures the District's major surface transportation arteries are nearing their capacity. All of these factors lead to one conclusion; funding to maintain the existing transportation system in the nation's capital, let alone expand the system to meet increased demand, is severely constrained.

The District Department of Transportation (DDOT) is working to solve these mobility problems before they constrain growth in the city and region. One of the newest transportation tools DDOT is using to diminish congestion concerns is performance based parking. DDOT, through the Mayor's office and the DC Council began implementation of the *Performance Parking Pilot Zone Emergency Act of 2008* in Columbia Heights in March 2009.

This report provides an update on each of the following:

Status	
✓	Any changes to established parking fees
✓	A description of curbside parking availability
✓	A description of parking turnover rates on retail streets
✓	Parking violation statistics for retail streets in pilot zone
✓	Statistics on use of pay-by-phone technology
✓	Total revenue from the pilot zone
✓	An itemization of expenditures for meter procurement, maintenance and non-auto transportation improvements and recommendations for initiatives to improve curbside parking efficiency

Below is a summary of the Columbia Heights pilot zone findings:

Columbia Heights Pilot Zone Curbside Occupancy Rate

- There are 44 blocks within the Columbia Heights pilot zone
- 32 or 73% of the blocks have an occupancy rate below 85%
- 12 or 27% of the blocks have an occupancy rate at or above 85%
- 6 blocks have multi space meters (MSMs) with variable hours of operation
- 3 MSM blocks or 50% have an occupancy rate at or above 85%

Columbia Heights Pilot Zone Turnover Rate

- The average turnover in the Columbia Heights pilot zone is two hours and forty seven minutes.
- The average turnover on multi space meter (MSM) blocks is one hour and fifty eight minutes.
- The average turnover on non metered streets in pilot zone is two hours and fifty two minutes.

Vehicle Data within Columbia Heights Pilot Zone

- 8,722 vehicles were observed in the pilot zone during data collection
- 42% of these vehicles were registered in the District of Columbia
- 34% were registered in 'other jurisdictions.'
- 16% were registered in the State of Maryland
- 8% were registered in the Commonwealth of Virginia

Columbia Heights Pilot Zone Revenue Collections

- DDOT began meter collections in Columbia Heights in March 2009.
- From March 2009 through August 2009 the department has collected a total of $83,173.51 in revenues.
- $16,634.70 of revenues collected is dedicated to immediate non automotive transportation improvements within the Columbia Heights pilot zone.

District Department of Public Works (DPW) Parking Ticket Violation Information

- DPW has issued a total of 1,945 tickets in the Columbia Heights pilot zone from March 2009 through August 2009.
- 1,242 of these tickets were issued in the 2900 through 3300 blocks of 14th Street, NW. This segment of the 14th Street, NW corridor is the central retail corridor of the zone. Each of these blocks is a MSM street with occupancy rates above 85%.
- 703 tickets were issued on the remaining residential streets and mixed used blocks.

Recommended Modifications to Columbia Heights Pilot Zone

- Increase size of DC USA parking signage on corridors throughout pilot zone
- Provide a parking validation program at DC USA
- Increase meter fees within pilot zone

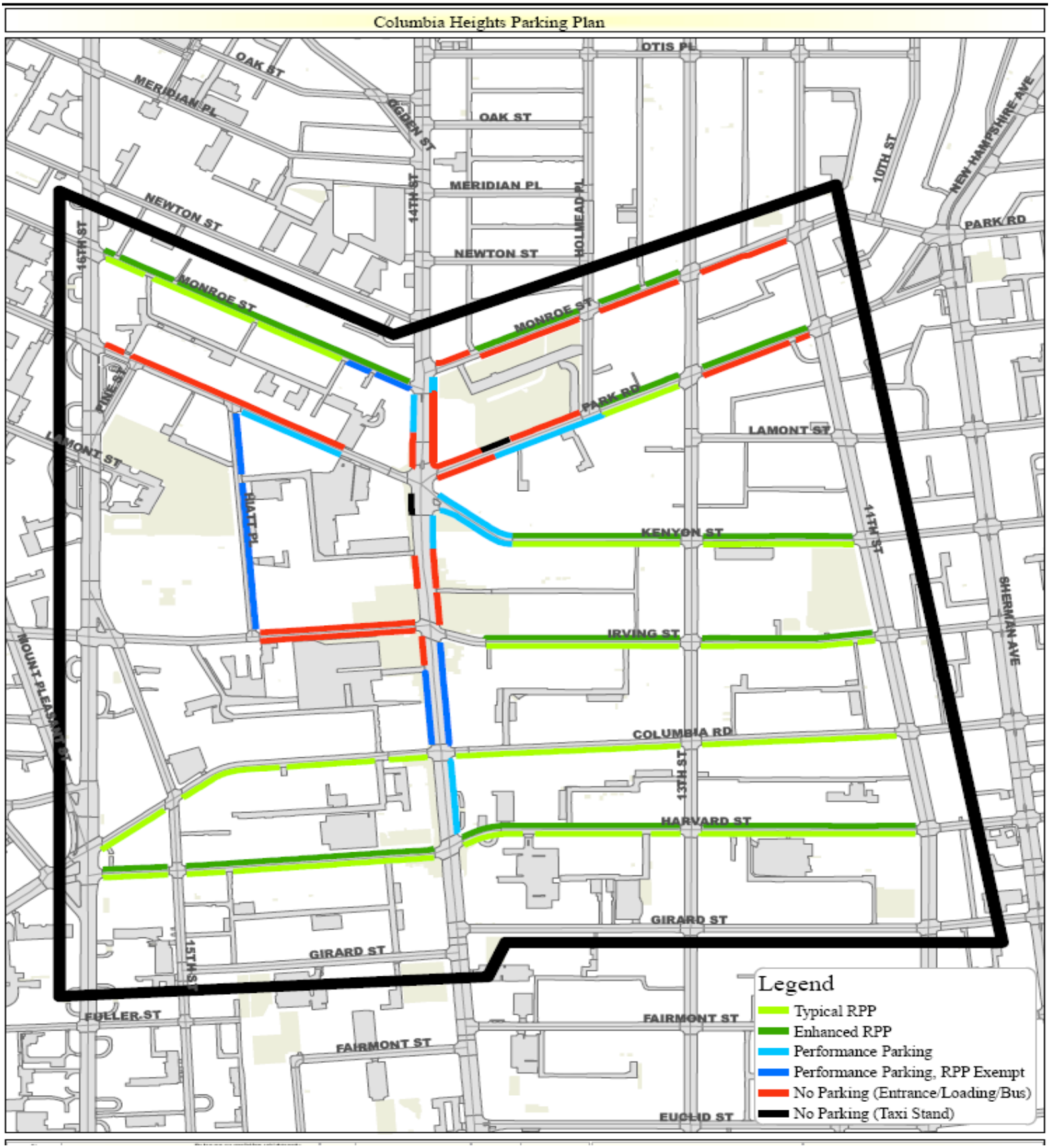

Figure 1: Columbia Height Performance Based Parking Pilot Zone

Introduction: Performance Based Parking: An Innovative Parking Policy Approach

Pay to Park Signage is prominent throughout Columbia Heights

The District of Columbia is not alone in implementing aggressive parking policies designed to decrease congestion, improve the quality of life and reduce pressure on the existing transportation system. Several large urban jurisdictions have begun the process of identifying the myriad of uses in the public right of way which is a limited and increasingly valuable area of municipal real estate. Such right of way is distinctly finite and its use for parking directly competes with its use for bike lanes, automobile travel lanes, sidewalks or landscaping. These are all important elements of the public streetscape. When cities limit or forego these elements in order to simply provide curbside parking, that parking should be utilized to its highest possible purpose to benefit the overall community.

Municipalities throughout the United States are implementing performance based parking policies designed to decrease congestion, improve on street parking availability and protect existing land uses. For example, in 2007, Seattle, Washington implemented a similar program in its South Lake Union neighborhood as part of its effort to remain responsive to current and anticipated development in the area.

In 2008, the city of Chicago, Illinois privatized operations and management of public parking facilities and is implementing a variable pricing system similar to the District's along with transit improvements for implementation no later than 2010. San Francisco is planning significant infrastructure improvements to support real time automated parking management, including pricing, for its parking authority. This growing interest in curbside management in every region of the country is attributable to increasing concerns about traffic congestion and parking issues, coupled with technology advances that make parking revenue and management systems more comprehensive.

DDOT's goals for variable pricing curbside parking are set within the context of clear policy objectives and a comprehensive management program. Generally, parking demand does not distribute evenly throughout an area. Given the scarcity of public right of way and the high costs of parking construction, cities have an obligation and an opportunity to manage public parking to best achieve clearly delineated purposes. Intuitively, demand is highest for the most convenient parking which tends to be located nearest to major activity centers. These may be commercial, residential, institutional, and recreational or there may be a blend of activities. Through performance based parking DDOT seeks to distribute demand to underutilized areas and is guided by three principles as articulated by Donald Shoup.

- **Principle #1: *People don't come to traffic generating areas to park***. People are attracted to communities such as Columbia Heights as places to work, live, shop, dine, and play, and parking is simply a means of access. The demand for parking is *derived* from the demand for these other activities.
- **Principle #2: *Cities don't provide parking in order to store cars.*** Like roadways, transit service, sidewalks, and other transportation facilities, public parking is an infrastructure investment in one of the critical links in the transportation/land use

connection. The District provides parking to support the development and viability of adjacent land uses such as retail and housing developments.

- **Principle #3: *Parking does not live alone.*** Parking resides in a complex and dynamic universe of transportation, access and land use alternatives. The demand for parking is certainly affected by the price for parking; but demand is also impacted by cost, convenience, and availability of other modes as well as development patterns that support trip combining and pedestrian accessibility.

One of the most important objectives of the District's program is to reduce time stays, thereby increasing parking turnover. DDOT considers parking pricing and time limits as fundamental implementations tool for identified time stay restrictions.

DDOT contracted with the Metropolitan Washington Council of Governments (COG) staff from the National Capital Region Transportation Planning Board (TPB) to determine the impact of performance-based parking on the residential, mixed use and commercial corridors within the Columbia Heights area of northwest Washington, DC. The COG analysis includes usage and the length of time vehicles parked in both un-metered curbside parking spaces as well as on street metered spaces. Many of the metered parking spaces, particularly along the mixed use and commercial corridors, have residential parking permit exemptions; therefore, if a resident of Columbia Heights parks along this curbside they do not have to pay for parking. (*See Figure 1 for a map of the Columbia Heights area)*

Data collection for the project was conducted on a series of weekdays during the fourth quarter of fiscal year 2009 along blocks with both free and pay parking.

DDOT installed 15 MSMs in Columbia Heights

1. Changes to Established Parking Fees in Pilot Zone

Presently, no changes have been made to the established Columbia Heights curbside parking fees or hours of operation. DDOT began performance based parking in Columbia Heights in March 2009 once all the multi space meters were installed and fully operational. In the pilot zone the department charges two dollars ($2.00) per hour on all meters. DDOT regulates turnover through time limit restrictions. Specifically, all parking patrons are limited to no more than two hours on a meter from 7am to 4:30pm and no more than four hours on a meter from 4:30pm to 8:30pm.

DDOT collects data in the pilot zone to determine the occupancy and turnover rates. *(See Table 3)* Based on the occupancy rates DDOT has the ability to modify the existing meter fees.

Generally, an occupancy rate greater than 85% suggests the department should increase meter fees to free up curbside space. While, an occupancy rate of less 85% indicates DDOT should consider reducing meter fees to induce more on street opportunities.

There are a total of forty four blocks within the Columbia Heights pilot zone and 27% of the blocks have an occupancy rate at or above 85%; of these twelve blocks six have MSM's with variable hours of operation. Three of the six MSM blocks, or 50%, have an occupancy rate at or above the 85% threshold.

These MSM blocks above 85% are:

- 3000 block of 14th Street: 89%
- 3100 block of 14th Street: 130%
- 3300 block of 14th Street: 100%

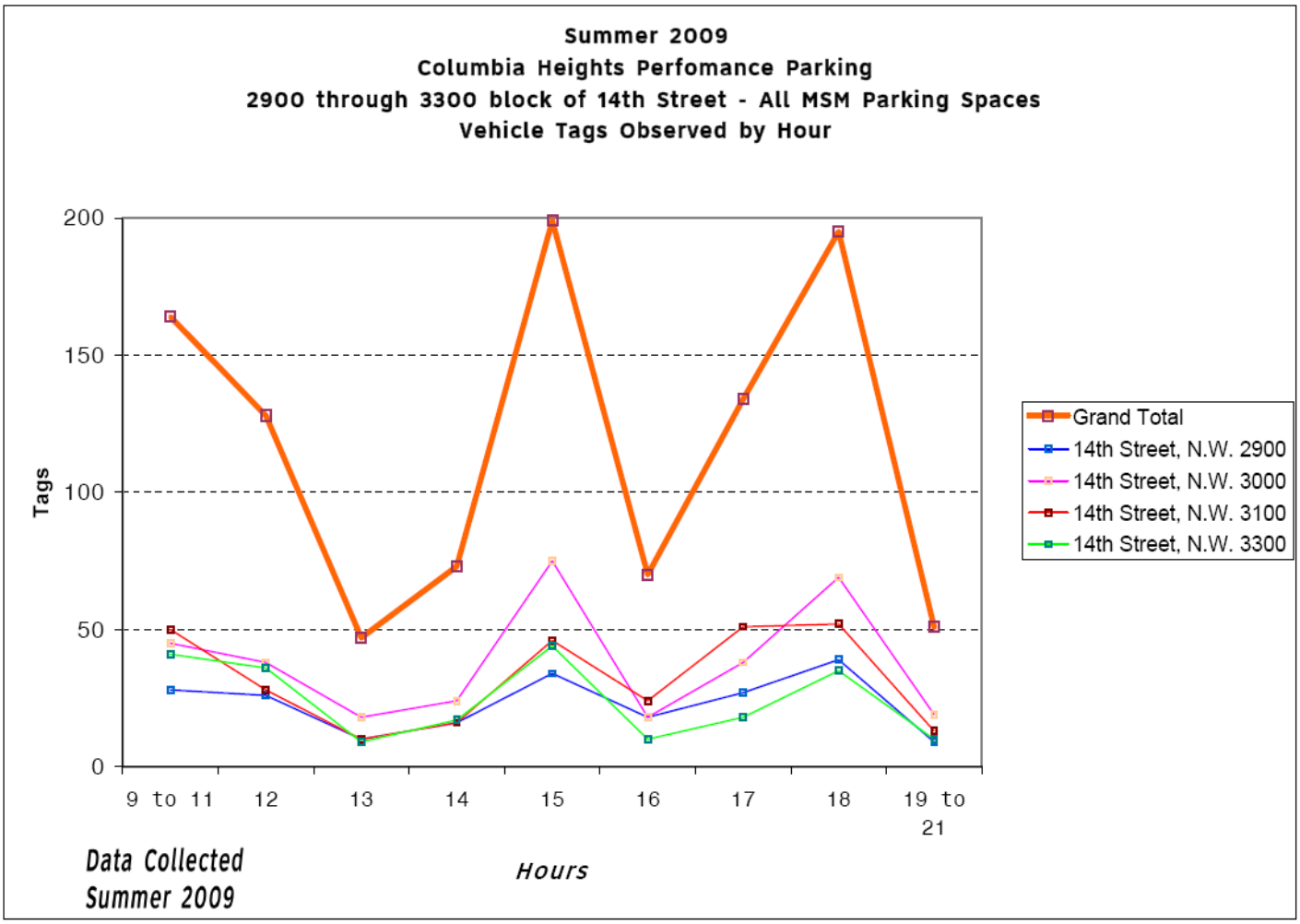

Figure 2: 14th Street, NW MSM Blocks Above 85% Occupancy Rate

Percentages above 100% suggest drivers are parallel parking very close to other vehicles thereby allowing more cars to park legally as well as double park illegally. This is especially true on corridors with MSM's because the lack of single space meters and poles allows more vehicles to fit on the curbside. Another reason several streets may have percentages above 100% is that more drivers are in smaller vehicles such as Mini Coopers and Smart cars.

On average a standard passenger vehicle is between 16ft and 20ft. However, smaller cars take up less space thereby allowing more vehicles to fit on the same curbside.

The remaining nine blocks with occupancy rates at or above 85% are:

- 3000 block of 13th Street: 113%
- 3300 block of 13th Street: 85%
- 1200 block of Columbia Road: 86%
- 1500 block of Columbia Road: 140%
- 1200 block of Irving Street: 113%
- 1300 block of Irving Street: 110%
- 1200 block of Monroe Street: 86%
- 1300 block of Monroe Street: 86%
- 1200 block of Park Road: 92%

2a. Description of Curbside Parking Availability Methodology

Data collection for this project consisted of the use of two or three private vehicles outfitted with license plate reader (LPR) systems,[1] which recorded the registration plate numbers of parked vehicles in the Columbia Heights pilot zone. Data collection took place from mid-morning to about 9pm during each interval with a primary focus on determining the curbside occupancy percentage and turnover rate for each curbside parking space. Each tag number observed was recorded into a computer file, along with timestamp and geographic coordinates where the tag was read. Most emphasis was on parked vehicles on the right side of the street during each data collection interval, but because several streets in Columbia Heights are one-way and allow some parking on the left curb, care was taken to survey these blocks as well on a separate data collection interval. Structured routes were used, two for right-hand tag reading, and one for left-hand reading, using the parking facilities outside the pilot zone at the Carter Barron Amphitheatre near 16th Street and Colorado Avenue, N.W., for staging. Upon leaving the Carter Barron parking lot the data collectors proceeded south on 16th Street, then left on Irving Street, N.W. to follow a pre-determined route through Columbia Heights. After a circuit of the route was completed, the vehicles would return to the staging point at Carter Barron. Data was removed from the laptop units at the end of each data collection day.

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[1] This consists of a digital camera, a laptop computer, a video conversion unit (to convert images from the camera into a format acceptable for computer processing and a global positioning system (GPS) unit.

Once the data was collected, it was subject to extensive processing before analysis. First, the geographic coordinates were converted from latitude and longitude to Maryland State Plane Coordinate System, and then each observed record was coded to a block within the Columbia Heights area using ARCMap Geographic Information System (GIS) software.

Registration numbers that seemed illogical were removed. [2] Each tag number was examined for state of registration (this is not something that the LPR units are currently capable of interpreting), and when possible, the vehicle's state of registration was assigned as follows: (i) D.C..; (ii) Maryland; (iii) Virginia; and (iv) other/unknown[3].

Data collected was coded to each hundred block within the study area.[4] If a record was not found to have a matching entry with the same tag number; it was marked as such, and not used to compute the curbside occupancy or turnover rates. If a record had one or more matches, the duration of time between the earliest observation and the latest observation was computed. These durations were then averaged for each block.

2b. Description of Curbside Parking Availability Results

Just over 8700 license plates were recorded and found to be usable within the Columbia Heights pilot zone. Overall, these were classified by state of registration as follows:

Table 1
State's of registration (with duplicate registration numbers not removed)

D.C.		Maryland		Virginia		Other or unknown	
4690	54%	1227	14%	589	7%	2216	25%

Table 2
State's of registration (with duplicate registration numbers removed)

D.C.		Maryland		Virginia		Other or unknown	
2005	42%	785	16%	406	8%	1635	34%

[2] The LPR software will, at times, recognize street signs and lettering on commercial vehicles (especially telephone numbers) as "registration plates."

[3] Staff was conservative in assigning the state of registration, since some valid series of plates overlap between the three states in the region, including especially all-numeric six-digit registration numbers, however, tags assigned to other/unknown were still used for analysis.

[4] Due to limitations imposed by accuracy of GPS equipment, it was not possible to determine which side of a street where the tag was observed.

Table 3
Columbia Heights Parking Space Occupancy and Turnover Rates

Hundred block	Street name (all in N.W.)	Performance Parking MSM Blocks	Supply of parking in block (in spaces)	Average Utilization During Monitoring Period		Maximum Utilization Observed During Monitoring Period		Average duration of parked vehicles (hours and minutes)	Duration Difference from Average Block
				Number of Vehicles	Curbside Occupancy in Per Cent	Number of Vehicles	Curbside Occupancy in Per Cent		
2900	11th Street		27	17	63%	20	74%	3:12	+ 00:20
3000			20	16	80%	25	125%	3:30	+ 00:38
3100			27	16	59%	25	93%	3:06	+ 00:14
3200			22	12	55%	15	68%	2:54	+ 00:02
3300			28	17	61%	26	93%	3:07	+ 00:15
3400			19	11	58%	17	89%	2:57	+ 00:05
2900	13th Street		16	11	69%	13	81%	3:05	+ 00:13
3000			15	17	113%	20	133%	3:53	+ 01:01
3100			22	15	68%	20	91%	3:34	+ 00:42
3200			21	17	81%	21	100%	3:11	+ 00:19
3300			13	11	85%	14	108%	4:39	+ 01:47
3400			23	17	74%	23	100%	2:54	+ 00:02
2900	14th Street	PP	16	11	69%	20	125%	2:36	+ 00:38
3000		PP	18	16	89%	21	117%	2:15	+ 00:17
3100		PP	10	13	130%	19	190%	0:42	- 01:16
3300		PP	11	11	100%	15	136%	1:18	- 00:40
3400			12	5	42%	8	67%	2:15	- 00:37
2900	15th Street		11	8	73%	11	100%	3:02	+ 00:10
3000			34	20	59%	27	79%	2:57	+ 00:05
1200	Columbia Road		28	24	86%	33	118%	2:09	- 00:43
1300			32	22	69%	32	100%	1:56	- 00:56
1400			30	23	77%	31	103%	2:30	- 00:22
1500			10	14	140%	14	140%	3:29	+ 00:37
1200	Harvard Street		27	17	63%	20	74%	2:10	- 00:42
1300			25	16	64%	19	76%	3:23	+ 00:31
1400			75	20	27%	49	65%	3:24	+ 00:32
1500			17	7	41%	8	47%	2:27	- 00:25
3200	Hiatt Place	PP	21	15	71%	23	110%	2:46	+ 00:48
3300	Holmead Place		25	10	40%	12	48%	1:14	- 01:36
1200	Irving Street		16	18	113%	26	163%	2:12	- 00:40
1300			20	22	110%	36	180%	2:01	- 00:51
1400			20	10	50%	13	65%	2:12	- 00:40
1200	Kenyon Street		28	10	36%	14	50%	3:47	+ 00:55
1300			49	14	29%	23	47%	3:32	+ 00:40
1200	Lamont Street		24	6	25%	8	33%	N/A	N/A
1200	Monroe Street		14	12	86%	21	150%	1:45	- 01:07
1300			22	19	86%	36	164%	1:59	- 00:53
1500			71	32	45%	66	93%	3:18	+ 00:26
1500	Newton Street		60	27	45%	35	58%	2:26	- 00:26
1200	Park Road		13	12	92%	16	123%	3:32	+ 00:40
1300			17	12	71%	19	112%	2:44	- 00:08
1330		PP	20	14	70%	26	130%	1:50	- 00:08
1500			18	4	22%	10	56%	1:38	- 01:14
3200	Pine Street		14	6	43%	12	86%	3:13	+ 00:21

Average duration for all blocks in study area	2:47
Average duration for Performance Parking blocks	1:58
Average duration for non-Performance Parking blocks	2:52

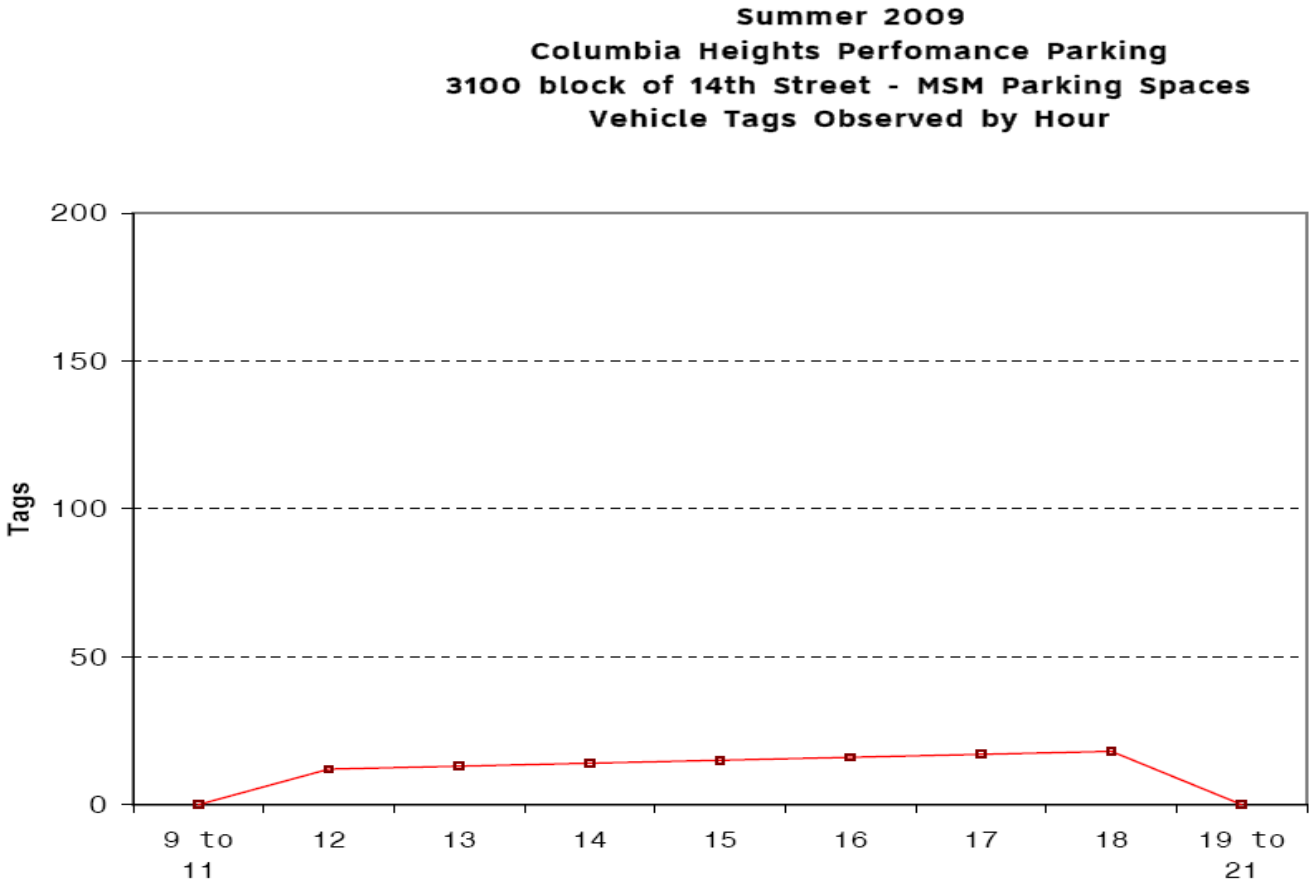
Performance of parking spaces by block

Tag numbers observed exactly once on a block on a given day implies that the vehicle may not have been parked on the block during subsequent data collection passes.[5]

An average duration of parked vehicles was computed for all vehicles observed twice or more than twice in a given block. The reader is cautioned that the duration for any given block is based on a subset of vehicles parked there while data collection was being conducted, not a 24 hour basis. Reasons for these numbers being relatively low include vehicles leaving and arriving on each block, obstructions of the digital camera caused by double parked vehicles and other traffic, including pedestrians and bicycles.

3. Description of Parking Turnover Rates on Retail Streets

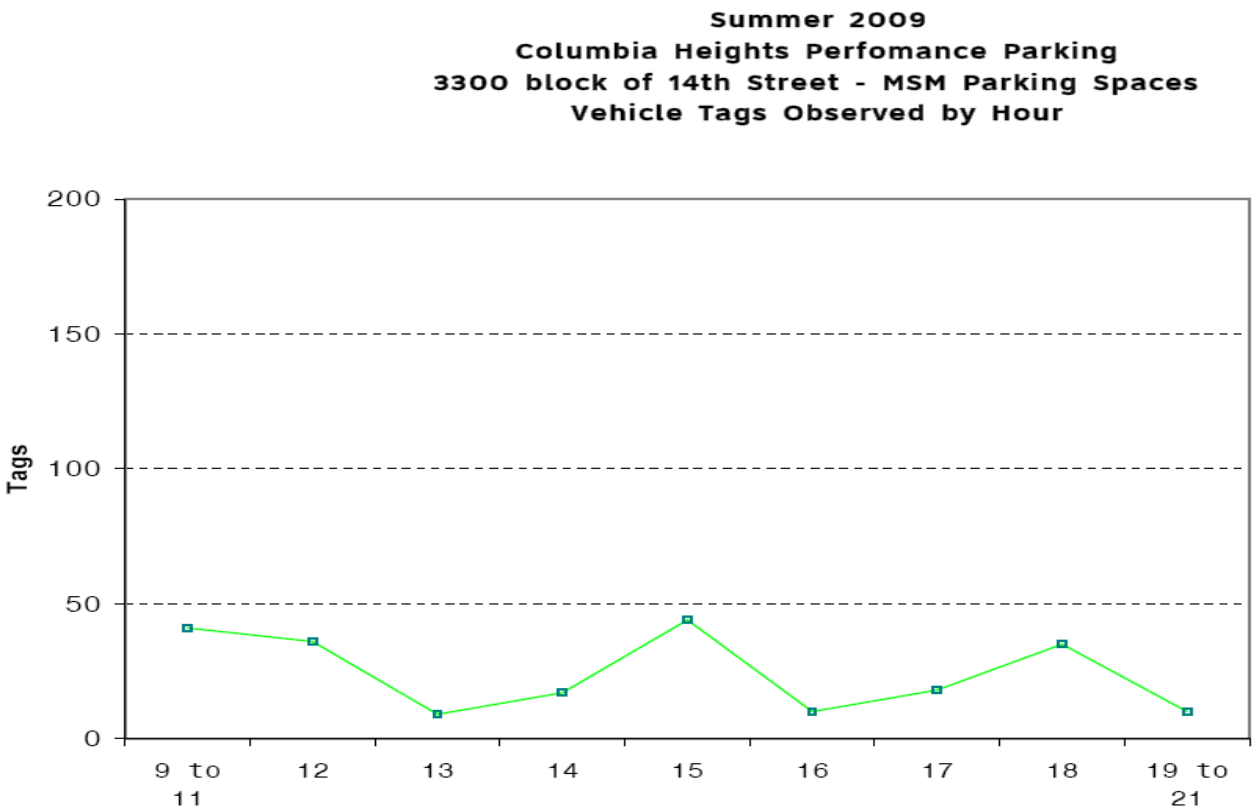
The block with the highest turnover rate was the 3100 block of 14th Street, NW between Columbia Road and Irving Street, directly in front of DC USA in the heart of the business district.



5 Though the lack of further matches could also be due to the registration plate of the vehicle being obstructed by another vehicle parked very close behind.

On average each parking space in this block turned over once every 42 minutes. All parking spaces on this block are regulated by MSM's in operation from 7:00 A.M. to 8:30 P.M.

To the north, the 3300 block of 14th Street, which has an occupancy rate of 100%, also was observed to have a relatively high turnover rate at 1 hour and 18 minutes. COG staff was not able to collect as many tag numbers in this block due to frequent double parking, especially on the northbound side of 14th Street so the turnover rate may actually be closer to the 42 minutes observed in the 3100 block of 14th Street, NW.



Monroe Street, N.W. and Park Road, N.W. also had relatively high turnover rates. As a result of the 14th Street, NW Streetscape project it is difficult for DDOT to determine at this time if these turnover rates are: (i) a direct result of the mixed use nature of these corridors; (ii) overflow parking because there are fewer available spaces on 14th Street, NW due to construction; or (iii) a combination of factors. It seems reasonable that although the construction has an impact on parking on both Monroe Street and Park Road that the turnover numbers are also driven by short term commercial parking since Park Road is all retail on the south side of the 1500 block and the 1400-1500 block of Monroe Street abuts businesses on the southwest corner. The 1200 and 1300 blocks of Monroe Street have occupancy rates of 86%, while the 1200 block of Park Road has an occupancy rate of 92%.

4. Congestion and Parking Statistics for Retail Streets

The retail corridor in the Columbia Heights pilot zone is 14th Street, NW within the 2900 through 3300 blocks. From March 2009 when performance based parking operations began through August 2009, DPW has issued 1,242 in these four blocks. DPW has issued tickets for: (i) double parking; (ii) disobeying official signs (e.g., zone exemption signage); (iii) parking on an expired meter; and (iv) parking on a meter without a valid zone 1 exemption. DPW has issued an additional 703 tickets on the remaining residential and mixed use blocks within the pilot zone.

5. Statistics for Pay by Phone Technology

DDOT is set to begin piloting pay by phone operations in the District of Columbia during the first quarter of fiscal year 2010 so there are no statistics to provide at this time. The department is currently in negotiations with various contractors and comparing each firm's technological capabilities. Pay by phone will be implemented by using signage that has 'call in' numbers alerting drivers that they must pay to park on the curbside, even if no meter is present on the block. Each sign will tell the driver the zone where they will be parking.

Additionally, the signage will detail any parking restrictions on the block such as Residential Parking Permit (RPP) or rush hour restrictions and the pay by phone system will not allow parking patrons to pay for more time beyond the existing restrictions. For example, if the block restricts parking to a two hour limit, then the technology will not allow for payment beyond two hours along that street. Once the pay by phone pilot vendors are determined it is anticipated that the Columbia Heights and Ballpark District pilot zones will be two of the first areas to receive implementation of this new technology to determine its feasibility throughout the District.

DDOT began performance based parking in Columbia Heights early in 2009

6. Total Revenue from Pilot Zone and Itemization of Expenditures in Pilot Zone

DDOT began performance based parking operations in the Columbia Heights pilot zone in March 2009. The department expended a total capital layout of $122,100 at the outset of this project. (*See Table 4)* These funds were used to purchase fifteen MSM's at a cost of $7,140 per meter. DDOT also spent $15,000 on new signage for the pilot zone, including 'Pay to Park' signs and 'wayfinding' parking signs that direct drivers to the DC USA parking facility.

On average each MSM in the zone collects $924.15 per day, however during the 14th Street, NW streetscape project meter operations have been hampered due to ongoing construction. It is anticipated that DDOT will pay off the capital layout within the next six months; therefore additional revenues will be available to the residents of the pilot zone for non automotive transportation improvements during the second quarter of FY 2010.

Through August 2009, the department has collected a total of $83,173.51. The performance based parking enabling legislation delineates how all of these funds must be distributed.

- MSM Repayment: 60% of revenue generated must go towards infrastructure costs until all of these funds are reimbursed to the District of Columbia.
- DDOT Operating Fund: 20% of these funds must go to the departmental Operating Fund
- Non Automotive Transportation Improvements within Pilot Zone: The remaining 20% of revenue must go back into the pilot zone community.

Once the initial infrastructure costs are repaid 5% of revenue generated must be used for maintenance of the MSM's and signage as well as any other associated costs. The remaining 75% must go back to the pilot zone community for non automotive transportation improvements. In July DDOT held a public meeting in Columbia Heights where residents were asked to provide feedback on potential non automotive improvements. Recommendations included:

- Use funds to provide additional pedestrian access to the DC USA retail and parking facilities.
- Fund additional DDOT Traffic Control Officers (TCO's) throughout the pilot zone.
- Implement more pedestrian safety improvements throughout the pilot zone, including making the DC USA exit in 1500 block of Park Road more pedestrian friendly.
- Install dynamic messaging signage throughout the pilot zone that would provide drivers, bicyclists and pedestrians with 'real time' information on bus routes, parking at DC USA and community based materials.
- Install District of Columbia themed bike racks throughout the pilot zone.

The department will continue to solicit funding recommendations from the community and present them at pilot zone public meetings.

Table 4 Columbia Heights Pilot Zone Revenue Collections						
Number of MSM:			15	Average Collection Per Meter:	$924.15	
Cost per Meter:			$7,140			
MSM Investment:			$107,100	Months Left To Payback	6 Months	
Signage Investment:			$ 15,000			
Capital Layout			$122,100			
Collection Period:		Collections:	Meter Balance:	20% DDOT Operating Fund	60% Meter Repayment	20% Non-Automobile Improvements
March	2009	$5,269.53	$118,938.28	$1,053.91	$3,161.72	$1,053.91
April	2009	$14,982.74	$109,948.64	$2,996.55	$8,989.64	$2,996.55
May	2009	$19,349.62	$98,338.87	$3,869.92	$11,609.77	$3,869.92
June	2009	$ 25,980.44	$82,750.60	$5,196.09	$15,588.26	$5,196.09
July	2009	$11,635.88	$75,769.07	$2,327.18	$6,981.53	$2,327.18
August	2009	$5,955.30	$72,195.89	$1,191.06	$3,573.18	$1,191.06
September	2009		$72,195.89	$ -	$ -	$ -
October	2009		$72,195.89	$ -	$ -	$ -
November	2009		$72,195.89	$ -	$ -	$ -
December	2009		$72,195.89	$ -	$ -	$ -
January	2010		$72,195.89	$ -	$ -	$ -
February	2010		$72,195.89	$ -	$ -	$ -
March	2010		$72,195.89	$ -	$ -	$ -
April	2010		$72,195.89	$ -	$ -	$ -
May	2010		$72,195.89	$ -	$ -	$ -
June	2010		$72,195.89	$ -	$ -	$ -
July	2010		$72,195.89	$ -	$ -	$ -
August	2010		$72,195.89	$ -	$ -	$ -
September	2010		$72,195.89	$ -	$ -	$ -
Totals		**$83,173.51**		**$16,634.70**	**$49,904.11**	**$16,634.70**

7. Recommended Modifications within Pilot Zone

During the first six months of performance based parking implementation in Columbia Heights DDOT has successfully worked with many stakeholders and held a public meeting to gather recommended modifications for the pilot zone. Table 5 is a list of adjustments either implemented or recommended in the pilot zone.

Table 5 Columbia Heights Pilot Zone Modifications

Issue	Recommendation	Status
Curbside Occupancy Rate Higher than 85% on Retail Corridors in Pilot Zone	**DDOT will introduce MSM fee increase as soon as the 14th Street, NW Streetscape project is complete.**	
Extend Hours of Operation for Meters within Pilot Zone	**Presently, MSM's are in operation from 7am to 8:30pm. Other commercial areas of the District operate until 9:30pm or 10pm.**	
Lack of Residential Parking in the 2900 block of 14th Street, NW	DDOT will install Zone 1 permit holder exemption signs along this block.	Installation will take place in September 2009
DC USA Wayfinding Parking Signs Too Small and not Enough Coverage of Pilot Zone	DDOT will work with DC USA and Council staff to create a sign design and size for new signage.	First Quarter FY 2010
Lack of Off Street Overnight Parking within Pilot Zone	DDOT has notified DC USA of this request, however this parking facility is not under the jurisdiction of the department	Work with DC USA and other stakeholders on issue
Validation Program for DC USA	DDOT has notified DC USA of this request, however this parking facility is not under the jurisdiction of the department	Work with DC USA and other stakeholders on issue
Lack of Zone 1 Permit Holder Exemption Signs in 3200 block of Hiatt Place, NW	DDOT initially installed zone exemption signs on this block. Based on residential feedback DDOT re-installed exemption signage in more locations.	COMPLETED
Providing Residential Parking Permit (RPP) Protection to Every Household in Pilot Zone	DDOT has worked with DMV and every household, including apartments now have RPP protection	COMPLETED

Conclusion

In the COG report entitled, *District of Columbia Projected Job and Household Growth from 2005 – 2030*, the metropolitan planning organization projects substantial increases of 800,000 regional jobs and 350,000 new households between 2010 and 2030. As a result, transportation models show that congestion will also increase substantially both in terms of its duration and the number of lane miles affected over the next two decades. Regionally, the District of Columbia is an active partner in crafting solutions for this impending onslaught of new transportation users.

Existing trip patterns reflect the District's role as the region's major employment destination. In 2000, approximately 70 percent of persons working in the District commuted in from the suburbs. Of these, according to the United States Census Bureau some 39% drove alone, 21% carpooled or vanpooled, and 40% used transit. DDOT understands that creating a safe, sustainable, efficient multi-modal transportation system that meets the access and mobility needs of District residents, the regional workforce, and visitors; supports local and regional economic prosperity; and enhances the quality of life for District residents.

Transit, walking, and bicycling must be made safe, comfortable, and convenient in order to be viable alternatives to single occupancy vehicle travel on any significant scale. Reliable transit service, secure bicycle paths and parking, and continuous sidewalk networks are essential elements of a multi modal transportation system. In the face of growing demand and diminished resources, this requires the guidance of clear policy in order to balance needs and priorities; evaluate real and perceived conditions; as well as define and implement parking management plans that are equitable and effective.

DDOT understands that on street spaces are perceived as more convenient than off street facilities and the proximity to retail and employment within the Columbia Heights pilot zone is a key determinant of parking space value. Based on these premises, on street parking is the most valuable category of public parking supply. DDOT anticipates residents, customers and visitors to the Columbia Heights pilot zone will respond to performance based parking by driving to this area less during peak hours and special events. Simply put, people respond to incentives and pricing is a signal to consumers about the relative value and scarcity of parking in congested areas of the District of Columbia.

DDOT strongly believes that performance based parking will alter travel behavior by positively influencing customer mode choices as long as the department provides real choices such as increased mass transit and bicycle accessibility and walkable communities. Columbia Heights is a magnificent illustration of a mixed use urban community with multiple retail opportunities, exciting new places to live with a transit oriented development focus.

Applied appropriately in Columbia Heights performance based parking can produce positive results in congestion reduction and mode choice behavior. By introducing a detailed goal based curbside parking management approach using new technologies, DDOT is attempting to do its part in making Columbia Heights a model urban community that jurisdictions throughout the nation will emulate.