

Ward 1 Columbia Heights Performance Parking Report



District Department
of Transportation

2011

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Executive Summary

The Ward 1 Columbia Heights performance parking pilot zone is comprised of 43 blocks with a total of 1,396 curbside parking spaces. Performance parking is a management strategy the District Department of Transportation (DDOT) began in Columbia Heights in March 2009 to address special traffic generators such as the DC USA parking facility and surrounding commercial establishments, as well as new residential developments along 14th Street, NW. Performance parking works by adjusting the rates and/or time restrictions on metered blocks while protecting the parking supply on surrounding residential and mixed used corridors through increased residential parking enforcement.

The department's goals for variable pricing curbside parking remain established in the concept that parking demand does not generally distribute evenly throughout any 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. Parking demand tends to be highest for the most convenient parking which tends to be located nearest to special traffic generators. These traffic generators may be commercial, residential, institutional, and recreational or there may be a blend of activities; nonetheless, each type draws parking patrons from beyond the immediate community thereby increases traffic congestion. Through performance based parking DDOT seeks to distribute demand to underutilized areas of the Columbia Heights zone and this process is guided by three principles 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 of Columbia provides curbside 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.

In 2010, the District of Columbia ranked fifth on the Forbes Magazine annual poll of the 100 most congested cities in the United States. Ward 1 residents directly benefit from performance parking through reduced traffic on their streets and non automotive transportation improvements paid for with pilot zone revenues.

Non automotive transportation improvement funding in the pilot zone may be used for pedestrian, bicycle and mass transit congestion mitigation measures. Pilot zone implementation was slowed in Columbia Heights due to the 14th Street, NW streetscape project. Since completion of the project the department has continued coordinating with stakeholder groups, including the Development Corporation of Columbia Heights (DCCCH), the Park Road Business Association and the Columbia Heights Farmers Market on projects that will be funded this fiscal year. The projects include:

- Partial funding of Development Corporation of Columbia Heights Park Road, NW Streetscape Project
- Partial funding of Columbia Heights Farmers Market Streetscape Project

DDOT, in partnership with the National Capital Region Transportation Planning Board (TPB) of the Metropolitan Council of Governments (COG) has completed 2010 data collection for the Columbia Heights pilot zone. This data represents the reporting requirements under the Performance Based Parking law and provides updates on each of the following:

EXECUTIVE SUMMARY: PERFORMANCE PARKING LAW REPORTING REQUIREMENTS	
2.0	Curbside Occupancy Rates by block for all streets in pilot zone
3.0	Turnover Rates by block for all streets in the pilot zone
4.0	Revenue Update with Expenditures, and Non Automotive Transportation Improvements and Recommendations
5.0	Proposed Pilot Zone Modifications for Fiscal Year 2011

Below are the blocks with the five highest occupancy rates during the 2010 data collection process:

EXECUTIVE SUMMARY: 2010 COLUMBIA HEIGHTS TOP TEN HIGHEST CURBSIDE OCCUPANCY RATES BY HUNDRED BLOCK							
HUNDRED BLOCK	STREET NAME	PARKING SPACES PER BLOCK SEGMENT	AVERAGE OCCUPANCY		MAXIMUM OCCUPANCY		TURNOVER RATE
			NUMBER OF VEHICLES	OCCUPANCY PERCENTAGE	NUMBER OF VEHICLES	OCCUPANCY PERCENTAGE	
1300	Park Road, NW	6	14	233%	45	750%	2:25
1350	Park Road, NW	9	13	144%	58	644%	1:42
3300	14 th Street, NW	16	10	63%	49	306%	1:49
3000	13 th Street, NW	15	17	113%	20	133%	3:53
3000	11 th Street, NW	20	16	80%	25	125%	3:30
2700	14 th Street, NW	17	8	47%	32	188%	2:04

Curbside occupancy rates are determined by dividing the number of spaces per block by the vehicles parked per block. A percentage over 100% means the block is parked at full capacity. On Table 4 of this report blocks with occupancy rates at or above 150% are designated as full capacity. In the Executive Summary the actual curbside occupancy rates for the five most heavily occupied blocks are presented. It is important to note that blocks with the highest occupancy rates tend to be short blocks with very few spaces; therefore a relatively small number of parked vehicles will yield a very high occupancy rate.

In 2010, DDOT continued to collect data using License Plate Reader (LPR) technology. Data collection vehicles were equipped with LPR cameras and laptops that recorded plates on each block in the zone. Table 1 of the report provides license plate data by duplicate registrations, or plates identified more than once on a block segment during data collection; each of these plates were counted. Table 2 provides LPR collected data without duplicate registrations. Several data collection vehicles with LPR were used for each data cycle and they followed the same routes each time.

Following is a summary of the 2010 Columbia Heights pilot zone findings:

2010 Columbia Heights Occupancy Rates

- 100% of multi space metered blocks had an occupancy rate at or above 85%
- 53% of pilot zone blocks had a maximum occupancy rate at or above 85%
- 9% of blocks had an average occupancy rate at or above 85%

2010 Columbia Heights Turnover Rates

- 2:25 (two hours and twenty five minutes) for all blocks
 - 2:33 (two hours and thirty three minutes) for metered blocks
 - 2:24 (two hours and twenty four minutes) for non metered blocks

2010 Vehicle by State of Registration Data

- 53% of parked vehicles were registered in the District of Columbia
- 32% of parked vehicles were registered in other States
- 9% of parked vehicles were registered in the State of Maryland
- 6% of parked vehicles were registered in the Commonwealth of Virginia

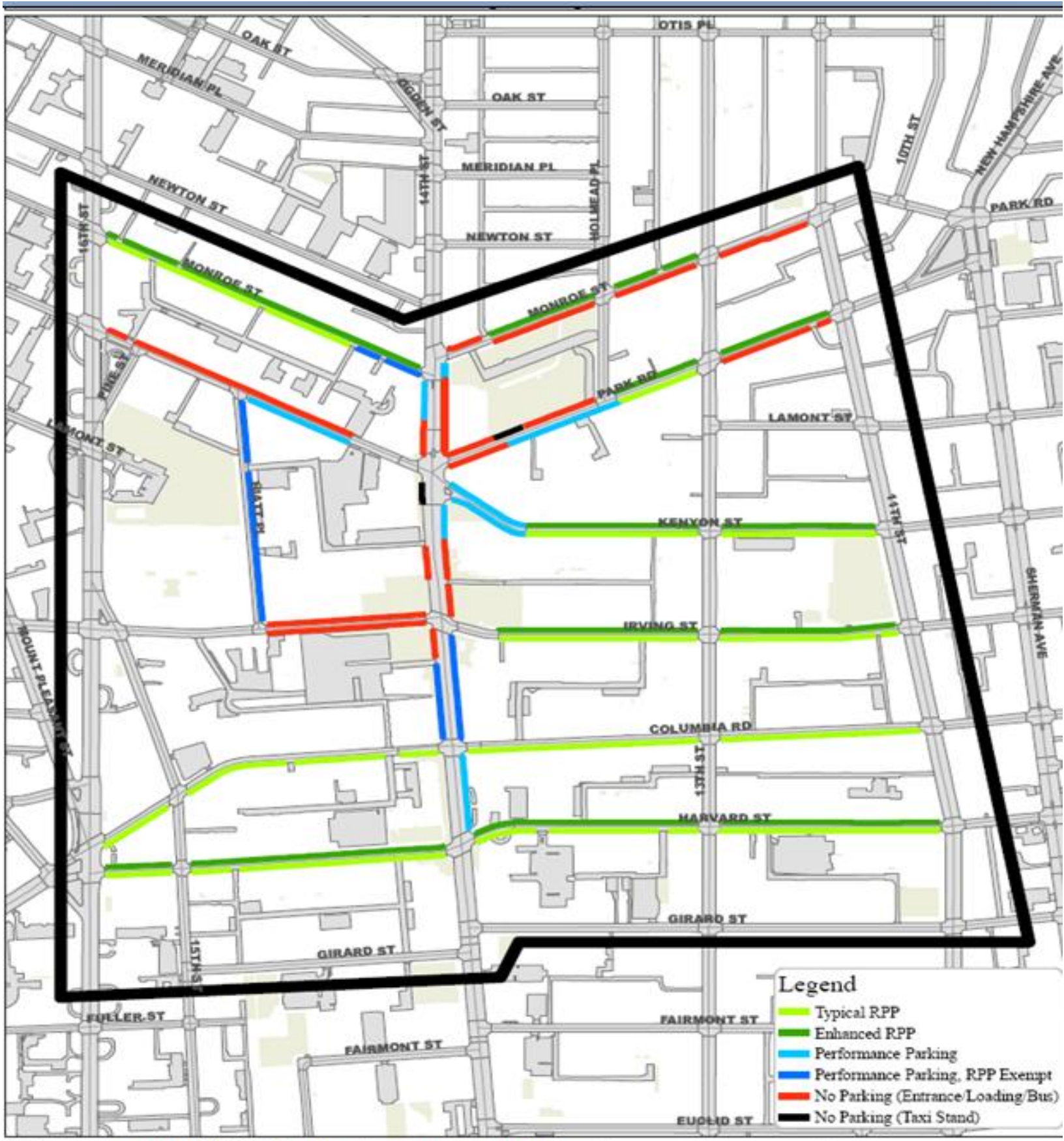
2010 Columbia Heights Revenue Numbers

Total revenue collected in Columbia Heights pilot zone is \$52,136.98. DDOT proposes spending a portion of these funds on:

- Partial funding of Development Corporation of Columbia Heights Park Road, NW Streetscape Project
- Partial funding of Columbia Heights Farmers Market Streetscape Project

2011 Columbia Heights Proposed Modifications

- Extend meter hours of operation throughout pilot zone to 7am – 10pm Monday – Saturday
- Increase multi space meter rates in the 2900 – 3300 blocks of 14th Street, NW Monday – Saturday (7am – 10pm) from \$4.00 for two hours to \$5.50 for two hours and \$8.50 for three hours



Columbia Heights Performance Based Parking Pilot Zone

1.0 Introduction: Data Collection Methodology and Approach

The purpose of this year's pilot zone data collection effort was to determine the impact of performance-based parking in the Columbia Heights area of northwest Washington, DC. This data includes on street usage and the duration that vehicles were parked in either free (non metered mix used or residential parking) spaces and on street metered spaces.



DDOT MULTI SPACE METER

Data collectors used two or three private vehicles outfitted with LPR systems¹ traveling the same routes, with both free and pay parking, continuously for eight hour intervals for three consecutive days, including a Saturday or Sunday. LPR technology allowed the data collectors to record the registration plate numbers of parked vehicles hands free while driving each block in the Columbia Heights zone. Each tag number observed was recorded into a computer file, along with timestamp and geographic coordinates where the tag was read. The LPR equipped vehicles began each data collection cycle at the Rock Creek Park Carter Barron parking lot and traveled south down 16th Street, NW to the northern boundary of the pilot zone at Monroe Street, NW for each data interval.

Once collected, the data was subjected 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 zone 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 state was assigned (D.C., Maryland, Virginia and Other State)³.

TABLE 1: COLUMBIA HEIGHTS TOTAL CURBSIDE OCCUPANCY BY STATE WITH TURNOVER RATES ON ALL BLOCKS (with duplicate registration numbers not removed)

DISTRICT OF COLUMBIA		MARYLAND		VIRGINIA		OTHER OR UNKNOWN STATE	
TOTAL CURBSIDE OCCUPANCY BY STATE	TURNOVER RATE BY STATE	TOTAL CURBSIDE OCCUPANCY BY STATE	TURNOVER RATE BY STATE	TOTAL CURBSIDE OCCUPANCY BY STATE	TURNOVER RATE BY STATE	TOTAL CURBSIDE OCCUPANCY BY STATE	TURNOVER RATE BY STATE
6,324	53%	1,142	9%	728	6%	3,864	32%

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.

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 states and region, particularly six digit registration numbers, nonetheless tags assigned to other States were used for this analysis.

Data collected was coded to each hundred block within the study area and 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 average duration of parked vehicles. 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 metered streets as well as mixed use and purely residential blocks.

TABLE 2: COLUMBIA HEIGHTS TOTAL CURBSIDE OCCUPANCY BY STATE WITH TURNOVER RATES ON ALL BLOCKS (with duplicate registration numbers removed)							
DISTRICT OF COLUMBIA		MARYLAND		VIRGINIA		OTHER OR UNKNOWN STATE	
TOTAL CURBSIDE OCCUPANCY BY STATE	TURNOVER RATE BY STATE	TOTAL CURBSIDE OCCUPANCY BY STATE	TURNOVER RATE BY STATE	TOTAL CURBSIDE OCCUPANCY BY STATE	TURNOVER RATE BY STATE	TOTAL CURBSIDE OCCUPANCY BY STATE	TURNOVER RATE BY STATE
2,705	40%	717	10%	532	8%	2,880	42%

The overall State of registration data is shown in Tables 1 and 2. This data was then assigned to blocks in the Columbia Heights study area. For analytical purposes, blocks with conventional or multi-space parking meters were broken out or in some cases aggregated with nearby blocks if the number of observed records was small.

2.0 2010 Columbia Heights Occupancy Rates: Performance of Spaces by Block

The following performance metrics were adopted for this project: (i) number of tag numbers observed exactly once in any given data collection day in a specific block; (ii) duration of time that a vehicle is parked in a block; (iii) average utilization for each block that is metered; and (iv) maximum utilization for each metered 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.⁴

Below are the occupancy rate results for all 43 blocks in the Columbia Heights pilot zone:

- **100% of multi space metered blocks had an occupancy rate at or above 85%:** the occupancy rate is determined by dividing the total number of parking spaces on a block by the total number of parked vehicles. Any occupancy rate at or above 85% is optimal because it means the majority of spaces are in use but there is enough parking supply to accommodate a few additional parking patrons at any time. Each metered block in the Columbia Heights zone operated at or above optimal capacity.
- **53% of pilot zone blocks had a maximum occupancy rate at or above 85%:** these blocks, both metered and non metered, met the optimal capacity threshold during at least one data collection cycle but the average occupancy rate fell below 85% therefore parking spaces are usually available on these blocks.
- **9% of blocks had an average occupancy rate at or above 85%:** these blocks were parked at or above their parking supply during the data collection cycles therefore there are regularly none or very limited parking options for patrons who wish to park on these streets.

⁴ 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.

For unmetered blocks only, an analysis of States of registration was conducted, this being a possible surrogate for measuring changes in vehicles visiting the area from outside the District of Columbia. See Table 3. An average duration of parked vehicles was computed for all vehicles observed twice or more than twice in a given block.

TABLE 3: 2010 COLUMBIA HEIGHTS CURBSIDE OCCUPANCY RATES AT OR ABOVE 85%							
HUNDRED BLOCK	STREET NAME	PARKING SPACES PER BLOCK	AVERAGE OCCUPANCY		MAXIMUM OCCUPANCY		TURNOVER RATE
			NUMBER OF VEHICLES	OCCUPANCY PERCENTAGE	NUMBER OF VEHICLES	OCCUPANCY PERCENTAGE	
3000	11 th Street, NW	20	16	80%	25	125%	3:30
3100	11 th Street, NW	27	16	59%	25	93%	3:06
3300	11 th Street, NW	28	17	61%	26	93%	3:07
3400	11 th Street, NW	19	11	58%	17	89%	2:57
3000	13 th Street, NW	15	17	113%	20	133%	3:53
3100	13 th Street, NW	22	15	68%	20	91%	3:34
3200	13 th Street, NW	21	17	81%	21	100%	3:11
3300	13 th Street, NW	13	11	85%	14	108%	4:39
3400	13 th Street, NW	23	17	74%	23	100%	2:54
2700	14 th Street, NW	17	8	47%	32	188%	2:04
2800	14 th Street, NW	11	9	82%	16	145%	2:29
2900	14 th Street, NW	15	10	67%	17	113%	2:42
3000	14 th Street, NW	26	14	54%	28	108%	2:42
3300	14 th Street, NW	16	10	63%	49	306%	1:49
3400	14 th Street, NW	9	5	56%	11	122%	1:41
2900	15 th Street, NW	26	17	65%	38	146%	1:00
3100	Hiatt Place, NW	21	17	81%	32	152%	3:08
3300	Holmead Place, NW	24	13	54%	26	108%	2:18
1300	Kenyon Street, NW	64	17	27%	59	92%	1:12
1200	Lamont Street, NW	35	22	63%	33	94%	2:55
1400	Newton Street, NW	38	18	47%	36	95%	2:27
1100	Park Road, NW	17	11	65%	19	112%	2:51
1300	Park Road, NW	6	14	233%	45	750%	2:25
1350	Park Road, NW	9	13	144%	58	644%	1:42
1400	Park Road, NW	16	7	44%	15	94%	2:35
1500	Park Road, NW	10	7	70%	19	190%	2:20

3.0 2010 Columbia Heights Turnover Rates: Performance of Spaces by Block

The 2900 block of 15th Street, NW has the shortest turnover rate in the Columbia Heights zone. There are a total of 26 curbside parking spaces along this corridor and on average, a parking space turned over once every one hour.

The block segment with the longest observed turnover rate is the 3300 block of 13th Street, NW. There are only 13 on street parking spaces in this purely residential block between Park Road, NW and Lamont Street, NW and a space turned over once every four hours and thirty nine minutes. Although there is a two hour limit for non Zone 1 permit holders it should be noted that the vast majority of vehicles observed on this block had Residential Permit Parking (RPP) stickers; thereby explaining the turnover rate. This block is situated very close to retail along Park Road to the north so these curbside spaces are coveted by both residential parking patrons and out of zone parkers.

TABLE 4: 2010 COLUMBIA HEIGHTS CURBSIDE OCCUPANCY AND TURNOVER RATES BY BLOCK

HUNDRED BLOCK	STREET NAME	PARKING SPACES PER BLOCK	AVERAGE OCCUPANCY		MAXIMUM OCCUPANCY		TURNOVER RATE
			NUMBER OF VEHICLES	OCCUPANCY PERCENTAGE	NUMBER OF VEHICLES	OCCUPANCY PERCENTAGE	
2900	11 th Street, NW	27	17	63%	20	74%	3:12
3000	11 th Street, NW	20	16	80%	25	125%	3:30
3100	11 th Street, NW	27	16	59%	25	93%	3:06
3200	11 th Street, NW	22	12	55%	15	68%	2:54
3300	11 th Street, NW	28	17	61%	26	93%	3:07
3400	11 th Street, NW	19	11	58%	17	89%	2:57
2900	13 th Street, NW	16	11	69%	13	81%	3:05
3000	13 th Street, NW	15	17	113%	20	133%	3:53
3100	13 th Street, NW	22	15	68%	20	91%	3:34
3200	13 th Street, NW	21	17	81%	21	100%	3:11
3300	13 th Street, NW	13	11	85%	14	108%	4:39
3400	13 th Street, NW	23	17	74%	23	100%	2:54
2700	14 th Street, NW	17	8	47%	32	188%	2:04
2800	14 th Street, NW	11	9	82%	16	145%	2:29
2900	14 th Street, NW	15	10	67%	17	113%	2:42
3000	14 th Street, NW	26	14	54%	28	108%	2:42
3300	14 th Street, NW	16	10	63%	49	306%	1:49
3400	14 th Street, NW	9	5	56%	11	122%	1:41
2900	15 th Street, NW	26	17	65%	38	146%	1:00
3000	15 th Street, NW	38	10	26%	14	37%	2:06
1100	Columbia Road, NW	74	12	16%	16	22%	2:31
1300	Columbia Road, NW	60	8	13%	14	23%	2:31
1400	Columbia Road, NW	81	13	16%	30	37%	2:32
1100	Harvard Street, NW	60	14	23%	25	42%	5:12
1300	Harvard Street, NW	38	12	32%	24	63%	5:41
3100	Hiatt Place, NW	21	17	81%	32	152%	3:08
3300	Holmead Place, NW	24	13	54%	26	108%	2:18
1100	Irving Street, NW	50	10	20%	26	52%	1:36
1400	Irving Street, NW	60	17	28%	37	62%	1:17
1100	Kenyon Street, NW	40	9	23%	17	43%	1:02
1300	Kenyon Street, NW	64	17	27%	59	92%	1:12
1200	Lamont Street, NW	35	22	63%	33	94%	2:55
1100	Monroe Street, NW	19	6	32%	12	63%	1:41
1300	Monroe Street, NW	75	12	16%	23	31%	1:49
1400	Monroe Street, NW	91	17	19%	36	40%	2:36
1400	Newton Street, NW	38	18	47%	36	95%	2:27
1500	Newton Street, NW	83	12	14%	22	27%	2:09
1100	Park Road, NW	17	11	65%	19	112%	2:51
1300	Park Road, NW	6	14	233%	45	750%	2:25
1350	Park Road, NW	9	13	144%	58	644%	1:42
1400	Park Road, NW	16	7	44%	15	94%	2:35
1500	Park Road, NW	10	7	70%	19	190%	2:20
3200	Pine Street, NW	14	6	43	7	50	2:23

1,396 CURBSIDE PARKING SPACES IN COLUMBIA HEIGHTS PILOT ZONE

AVERAGE TURNOVER RATE FOR ALL PILOT ZONE BLOCKS: 2:25

AVERAGE TURNOVER RATE FOR METERED BLOCKS: 2:33

AVERAGE TURNOVER RATE FOR RESIDENTIAL BLOCKS: 2:24

**HIGHLIGHTED BLOCK SEGMENTS HAVE AN AVERAGE OR MAX OCCUPANCY RATE AT OR ABOVE 85%
PERCENTAGES ABOVE 100% MEAN TOTAL VEHICLES COUNTED PER BLOCK SEGMENT EXCEEDED TOTAL
NUMBER OF PARKING SPACES COUNTED PER BLOCK SEGMENT**

4.0 Revenue Update with Expenditures and Non Automotive Transportation Improvement Recommendations

Total revenue collected in the Columbia Heights pilot zone is \$52,136.98. As mentioned previously, during most of fiscal year 2010, DDOT was completing the 14th Street, NW Streetscape project. As a result of this federal aid roadway project a few meters were removed from the pilot zone and all of the multi space meters from the 2900 – 3300 blocks of 14th Street, NW were not in service during portions of the year. During this delay the department continued to meet with stakeholders from the Columbia Heights zone and based on those conversations DDOT proposes spending a portion of pilot zone funds on the following projects during fiscal year 2011:

- Partial funding of Development Corporation of Columbia Heights Park Road, NW Streetscape Project
- Partial funding of Columbia Heights Farmers Market Streetscape Project

DDOT is working with the Development Corporation of Columbia Heights (DCCH) as well as the Park Road Business Association on partial funding for the streetscape work taking place in the 1300 – 1400 blocks of Park Road, NW. To date, private sector partners have spent \$47,449.55 on this portion of the Park Road streetscape project. During fiscal year 2011, DDOT proposes complimenting these existing efforts with funding for:

- Sidewalk demolition to create a traffic calming ‘bulb out,’
- Backfill foundation walls
- Replacement of concrete base slab and brick paver
- Relocation of gas and meter lines

DDOT has also participated in discussions with the Columbia Heights Farmers Market regarding streetscape funding for their seasonal activities in public space along 14th Street, NW. The department has provided representatives of the Market with the funding criteria for pilot zone funds. Although DDOT is actively working with the abovementioned stakeholders, the department remains open to providing funding to other stakeholders groups upon request and completion of the application process.

5.0 Proposed Pilot Zone Modifications for Fiscal Year 2011

Revenue for modifications to the Columbia Heights pilot zone must be used for non-automotive transportation improvements. These uses must generally fall within the following categories:

- Mass Transit Enhancements: these include funding for bus and rail such as electronic real-time schedule displays outside of stations and stops; bus and rail maps; bus-only and bus priority lanes; and programs to increase electronic fare payment technologies
- Pedestrian Enhancements: these include new or improved sidewalks, lighting, signage, benches; improved streetscapes; countdown crosswalk signals; and neighborhood traffic calming
- Bicycle Enhancements: these include: painted and separated bicycle lanes; installation of bicycle racks or bike share kiosks; and wayfinding signage for bicyclists

Individuals or organizations within the Columbia Heights pilot zone with an idea for non automotive transportation improvements should submit a written proposal to DDOT. Included in this proposal should be:

- Individual/Organization Information: name and contact information for the individual or organization submitting request.
- Type of Non Automotive Enhancement: a detailed description of the project and its funding category (e.g., mass transit, pedestrian or bicycle enhancement).
- Approximate Cost: approximate cost of the proposed enhancement

DDOT proposes the following modifications for the Columbia Heights pilot zone during this fiscal year.

- Extend meter hours of operation throughout pilot zone to: 7am – 10pm Monday – Saturday

Based on the curbside data collected in Columbia Heights 100% of the metered blocks had an occupancy rate at or above the existing parking supply. This level of vehicular congestion on the commercial corridors of the pilot zone should be addressed by extending the meter hours of operation. By extending the hours occupancy rates should be reduced and turnover rates increase through forcing out of zone parking patrons to move their vehicles due to meter rates or time limits.

- Increase multi space meter rates in the 2900 – 3300 blocks of 14th Street, NW Monday – Saturday (7am – 10pm) from \$4.00 for two hours to \$5.50 for two hours and \$8.50 for three hours:
 - First hour: \$2.50
 - Second hour: \$3.00
 - Third hour (after 6:30pm): \$3.00
 - Two hour limit: 7am – 6:30pm
 - No limit parking: 6:30pm to 10pm

This proposed modification works in conjunction with extending meter hours of operation. Presently, DDOT manages the metered parking in Columbia Heights through time limits. Congestion pricing orthodoxy suggests that if a metered block is at full capacity, then the meter rate is too low. By adding the feature of variable pricing along the commercial corridor, congestion should decrease through providing more patrons with the opportunity to use the curbside for shorter stays. Furthermore, the DC USA lot is underutilized and increasing curbside parking rates is designed to induce out of zone parkers to take advantage of this 1,000 space parking facility and leave curbside parking on residential corridors to Ward 1 residents.

TABLE 5: 2011 BALLPARK DISTRICT PILOT ZONE MODIFICATIONS		
2011 BALLPARK DISTRICT PILOT ZONE MODIFICATIONS	RECOMMENDATION	TIMELINE
1. Increase Multi Space Meter Rates in the 3000 – 3400 blocks of 14th Street, NW	DDOT will introduce MSM fee increase as soon as the 14th Street, NW Streetscape project is complete.	April 2011
2. Extend Hours of Operation for All Meters within Pilot Zone	Presently, meter operations end at 8pm. All meters operations will be extended to 10pm Monday – Saturday	April 2011
3. Partially Fund Development Corporation of Columbia Heights Park Road, NW Streetscape Project	<p>DCCH, in conjunction with ANC 1C and the Coalition of Park Road Business Association is requesting streetscape funding for the 1400 block of Park Road, NW.</p> <p>DDOT will assist in funding the existing streetscape project on Park Road, NW between 14th Street and 16th Street, NW. This project will provide pedestrians, cyclists and mass transit users with clearly visible information on exciting destinations along Park Road and the greater Columbia Heights community.</p>	May 2011
4. Partially Fund Columbia Heights Farmers Market Streetscape Project	<p>Farmers Market is requesting streetscape funding for their seasonal activities in public space along 14th Street, NW.</p> <p>DDOT has provided representatives of the Market with the funding criteria for pilot zone funds. The department has not received a formal request for funding but is working with representatives of the Market</p>	Ongoing