2022 DDOT Internship Program

Research, Development & Technology Transfer

Rush Hour Restrictions Internship

DDOT's Curbside Management Division (CMD) is responsible managing the District's curbsides to ensure safe, equitable, and sustainable access to people and goods. We do this through managing curbside signage, loading zones, parking meters, digital permits, and other curbside assets, as well as through coordination on projects and programs with curbside impacts.

The Major Projects Branch of the Planning and Sustainability Division (PSD) is responsible for planning major projects, including studying impacts of these projects (including community impacts and impacts upon the transportation network). The Traffic Engineering and Safety Division (TESD) is responsible for measuring and modeling traffic volumes and using technical skills to evaluate and implement roadway changes to improve safety and mobility.

Together, CMD, PSD, and TESD recognize that the need for rush-hour parking restrictions has changed since the COVID pandemic. Rush-hour parking restrictions are a tool to increase vehicular travel capacity during peak hours (usually 7-9:30 am and 4-6:30 pm), while allowing on-street parking and loading outside of these times.

In general, traffic volumes are lower than pre-COVID levels, yet all rush-hour restrictions were re-instated (meaning additional travel lanes are open and on-street parking is restricted during peak hours) in June 2021. While DDOT has some traffic volume data that may indicate whether there is a need for additional travel lanes, no one yet has studied this data in application to rush-hour restrictions.

Rush-hour restrictions are designated by static signage indicating the time of restrictions, as well as hours and category of parking in the off-peak. Changing rush-hour restrictions involves expensive and labor-intensive signage fabrication and installation, making these restrictions an inflexible tool.

Research Questions

- Does current traffic volumes on some or all rush-restricted corridors merit reconsideration of parking restrictions (as compared to 2019 levels)?
- What are some asset lite curbside management strategies to implement dynamic rush-hour restrictions (such that one may change restrictions over time without large-scale signage deployment)?
- What are some policy solutions to guide rush-hour parking or other flexible curbside use?

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Project Description

Task 1: Intern will analyze traffic volume data from 2018/2019 and 2021 comparing rush-hour restricted road volumes: pre and post COVID, peak versus non-peak.
Project Outcome: Demonstration of corridors where rush-restricted parking is (or is not) needed, understanding of whether some the return of traffic volumes has been consistent across the District. Potential to develop a formula or tool to recommend the threshold by which a flexible rush-hour restriction could be implemented.
Task 2: Identify the parking purpose, characteristics, and turnover rates for metered parking in up to three rush-restricted corridors.
Project Outcome: Understand the parking and loading needs on rush-restricted corridors to better match with policy or infrastructure solutions.
Task 3: Intern will research asset-lite management practices and policies focused on time-of-day curbside restrictions.
Project Outcome: Demonstration of best practices, innovations, new technologies, and/or policy solutions that can be implemented without significant capital investment.
Task 4: Intern will complete field work and observations of curbside design and asset management on rush-restricted and adjacent corridors.
Project Outcome: Through observation, intern can make recommendations on operational and policy improvements.

Intern Skills

- Basic proficiency using Excel is required, data analytics and visualization ability such as Tableau is preferred
- Research and analytic skills required, including ability to work independently and write research briefings
- Interest in transportation operations, policy, and urban development is preferred

Educational Background

Master's Candidate in Transportation Planning, Policy, Civil Engineering, or demonstration of comparable skills.

Bi-weekly stipends of $1,600
To apply, visit www.hutrc.org/internships

District Department of Transportation

HOWARD UNIVERSITY

HUTRC Howard University Transportation Research and Data Center