

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 23, 2022 7:00 P.M.
IN-PERSON AND VIRTUAL**

The May 23, 2022 meeting of the Traffic and Parking Board is being held in person in the City Council Chambers at 301 King Street, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

<https://zoom.us/meeting/register/tJlodOyhrDopEtfY0rCqpmFCm0IpJGXi23cw>

Or an H.323/SIP room system:

H.323: 162.255.37.11 (US West) or 162.255.36.11 (US East)

Meeting ID: 965 3592 1383

Passcode: 639842

SIP: 96535921383@zoomcrc.com

Passcode: 639842

After registering, you will receive a confirmation email containing information about joining the webinar.

Public comment will be received at the meeting. The public may submit comments in advance to Katye North at katye.north@alexandriava.gov no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing.

For reasonable disability accommodation, contact Jackie Cato at jackie.cato@alexandriava.gov or 703.746.3810, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 23, 2022 7 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the April 25, 2021 Traffic and Parking Board meeting minutes.
3. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - Duke Street Truck Traffic
 - Food Trucks
 - Status of King, Callahan, and Russell
 - RPP process for N. Early Street
 - North Patrick Street Safety Improvements
 - Pandemic Curbside Loading Spaces
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

CONSENT ITEMS

5. **ISSUE:** Consideration of a request to extend the No Parking zone on the east side of Cambridge Road, south of Dartmouth Road and remove up to five (5) parking spaces

PUBLIC HEARING ITEMS

6. **ISSUE:** **[DEFERRED FROM APRIL MEETING]** Consideration of a request to implement 2 hour parking restrictions for approximately 19 on-street parking spaces along the 400 block of South Pickett Street and Cameron Station Boulevard
7. **ISSUE:** Consideration of Old Town Parking changes, including removal of the boundary for the Residential Pay-by-Phone Program and changes to parking rates fees in garages, meters, and Residential Pay-by-Phone areas.

INFORMATION ITEMS

8. **STAFF UPDATES**
9. **COMMISSIONER UPDATES**

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 25, 2022, 7 P.M.
VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Vice Chair James Lewis, Annie Ebbers, Ann Tucker, Lavonda Bonnard, and Casey Kane

BOARD MEMBERS ABSENT: Jason Osborne

STAFF MEMBERS PRESENT: T&ES – Katye North, Division Chief; Alex Block, Principal Planner; and Max Devilliers, Urban Planner II. DASH – Martin Barna, Director of Planning & Marketing

1. Election of Officers: The Board solicited nominations for new officers.

BOARD ACTION: Vice Chair Lewis asked for nominations for Chair. Ms. Tucker nominated James Lewis as chair. There were no other nominees. The Board unanimously approved the nominee.

BOARD ACTION: Mr. Lewis solicited nominations for Vice Chair; Mr. Kane nominated Ann Tucker for Vice Chair. There were no other nominations. The Board unanimously approved the nominee.

2. Announcement of deferrals and withdrawals: None.

3. Approval of the March 28, 2022, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to approve the minutes of the March 28, 2022, Traffic and Parking Board meeting. The motion carried unanimously.

4. **WRITTEN STAFF UPDATES:** The Board received written staff updates on the Vision Zero Program as well as the Dockless Mobility Program.

5. **PUBLIC DISCUSSION PERIOD:** Susan Cole joined via Zoom, with concerns about parking impacts during the redevelopment of the Minnie Howard campus of Alexandria City High School.

DISCUSSION: Ms. Tucker asked about the timing of private development in the area. Mr. Kane asked Staff if they have been in contact with these residents about options for managing parking. Mr. Block noted that Staff have been in contact and are working with the residents in determining the best path forward. Mr. Kane asked for an update on this process at a future meeting.

CONSENT ITEMS: Mr. Kane requested to remove Item 7 from the consent agenda.

6. **ISSUE:** Creation of Residential Permit Parking District 14 in Potomac Greens
8. **ISSUE:** Consideration a request to amend the approved Parklet Requirements for clarity based on feedback from business owners
9. **ISSUE:** Consideration of a request to remove one on-street parking space on Stevenson Avenue immediately west of the parking lot exit for 6000 Stevenson Avenue

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to approve items 6, 8 and 9 on the Consent items list. The motion carried unanimously.

PUBLIC HEARING

7. **ISSUE:** Consideration of a request to designate a disability parking space at 4415 Raleigh Avenue

DISCUSSION: Mr. Kane asked to forgo the presentation, but wanted to ask about the official procedure for reviewing and removing disability parking spaces. Mr. Block noted the City Code's annual renewal process for residential spaces. Spaces created outside of single family and townhouse areas are often created following a specific request, and the City will only remove them with a specific request.

PUBLIC TESTIMONY: There were no public speakers on this item.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to approve the request. The motion carried unanimously.

10. **ISSUE:** Consideration of a request to implement 2-hour parking restrictions for approximately 19 on-street parking spaces along the 400 block of South Pickett Street and Cameron Station Boulevard

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Kane asked if it would be appropriate to convert one of the parking spaces to bike parking and/or a scooter corral. Mr. Kane also noted that the speed limit on Pickett Street is 35 mph, and the on-street parking design is more appropriate for a street designed for slower speeds.

PUBLIC TESTIMONY: Robert Brant testified in favor of the request, representing the applicant, Alexandria Lighting and Supply, which will be moving into a retail space at 450 S. Pickett Street.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to defer the item, asking if it is possible to reserve one space for bike parking and scooter parking. The motion carried 3-2, with Mr. Kane, Ms. Ebbers, and Ms. Bonnard voting in favor and Mr.

Lewis and Ms. Tucker opposed.

END OF PUBLIC HEARING

INFORMATION ITEMS

11. **STAFF UPDATES:** Mr. Barna from DASH updated the Board on the DASH Transit Development Plan, including a proposal to re-route Line 34 onto North Pitt Street. The proposal will be before the DASH Board in May, and if approved would be adopted in the fall of 2022, to coincide with the opening of the Potomac Yard Metrorail Station. Mr. Barna anticipated coming back to the Traffic and Parking Board to request removal of an estimated 7 to 9 parking spaces along N. Pitt Street in total to make room for new bus stops. Mr. Kane asked about the Board's previous action in approving parking removal around bus stops; Mr. Block noted that the Board has approved such a procedure for improvements to existing bus stops, but not the creation of new stops. Mr. Kane also asked if these stops would be ADA compliant, and Mr. Barna confirmed.

Mr. Block updated the Board on a request from the City Council to advance some specific parking policy changes. The changes will require amendments to the City Code as well as Council resolution(s) to update parking pricing. Mr. Block anticipated bringing drafts of these items to the Board in May and to the Council in June.

12. **COMMISSIONER UPDATES:** Mr. Kane updated the Board on the Transportation Commission meetings in April, which included an update on the new DASH network, including the Line 34 proposal presented earlier. The Commission also received a briefing about the City's 311 system, as well as the long-range funding priorities.

Ms. Tucker asked staff to provide an update on (1) the Food Truck parking spaces and whether they should be removed for lack of usage, and (2) the status of the King, Callahan, and Russell project.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 23, 2022

DOCKET ITEM: 3

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Duke Street Truck Traffic

In March 2021, the residents along the 100 to 600 Block of Duke Street reached out to staff expressing concerns regarding the increase in number of trucks traveling through the street. Residents cited construction hauling trucks, service trucks, and various delivery trucks using Duke Street, east of S. Washington Street as a preferred route to their destination. To address safety concerns and neighborhood protection, the residents requested the City take action to reduce the number of trucks traveling through the blocks. These actions include enhanced enforcement of established construction hauling routes, advocating for changes to road classifications and designations on several maps, and designating Duke Street, east of S. Washington Street as a truck restriction street.

In response, the City’s Transportation Engineering Division committed to conduct an analysis to determine the impacts truck traffic creates and how it compares to neighboring streets. This analysis included traffic volume, truck traffic percentage, and assessing the crash history. Staff analyzed the 100 to 600 block of Duke Street, Wolfe Street, Wilkes Street, and Prince Street. The data was taken over a 12-hour period (7 AM to 7 PM) on each segment of each street between October 2021 to February 2022, not including holidays or days with inclement weather. It is important to note that the same block of each street was collected on the same day. It’s also worth noting that there was an error in data for the 400 block of Duke Street. We were unable to obtain accurate data for this block at the time allotted for data collection. However, all other data collection efforts were successful and yielded accurate results.

The results of the analysis are illustrated in **Table 1**.

Table 1: Truck Traffic East of S. Washington Street

Street	600		500		400		300		200		100		Unit block	
	Total Trips	Truck %	Total Trips	Truck %	Total Trips	Truck %	Total Trips	Truck %	Total Trips	Truck %	Total Trips	Truck %	Total Trips	Truck %
Duke Street	4992	2.1%	3679	2.6%	~	~	2481	2.5%	1509	3.0%	1325	4.4%	X	X
Prince Street	2217	1.5%	2035	1.8%	1719	1.7%	1340	2.8%	639	2.8%	X	X	798	4.1%
Wolfe Street	1429	1.1%	1296	2.3%	1061	1.6%	1042	2.2%	630	1.9%	528	3.0%	X	X
Wilkes Street	1451	1.3%	1022	1.9%	683	2.5%	269	1.9%	194	2.6%	X	X	X	X

The results show Duke Street experiences more vehicle trips and has a slightly higher percentage of truck traffic than other streets. However, the truck percentage is lower than the criteria to restrict trucks.

Using the StreetLight Platform, staff was able to determine the recent trend of total volume and truck traffic on each of the Duke Street blocks. The data shows in 2019, pre-pandemic, none of the Duke Street blocks between S. Washington Street and Union Street yielded more than 2% truck traffic. It also showed a greater number volume than what was recently collected.

Concluding that the difference in truck traffic percentage between the most recent data collected and what was found in 2019 may be a result of decreased total volume and a consistent to slight increase of truck traffic due to impacts of the pandemic.

The City’s Truck Restriction Program establishes the criteria and process for residents to request No-Through truck restrictions on qualified streets. Although blocks 600 to 300 of Duke Street do not qualify due to the current street classification, it is helpful to understand the basis in which the City would consider truck restrictions. **Table 2** illustrates the City’s Truck Restriction Requirements and if each block of Duke Street is met.

Table 2: City’s Truck Restriction Requirement Matrix

Criteria's	Requirement	600 Block of Duke Street	500 Block of Duke Street	400 Block of Duke Street	300 Block of Duke Street	200 Block of Duke Street	100 Block of Duke Street
Truck Volume	5% of ADT	No	No	No	No	No	No
Crash History	1 in 3 years	No	No	Yes	No	No	No
Lane Widths	<10FT Lanes	No	No	No	No	No	No
Tight Curb radius	<25 FT Radius	No	No	No	No	No	No

In accordance with the City’s Truck Restriction Program, one of the following requirements must be met to consider truck restrictions; the truck volume must be at least 5% of the total daily traffic, the crash history must show at least one truck related crash in the previous three years, or the street design must have lane widths less than 10 FT or a curb radius less than 25 FT. The results show the only block meeting one of the criteria’s is the 400 Block of Duke Street. This is due to crash involving a large truck and a parked vehicle in 2018.

Based on the findings, staff do not recommend further action to designate Duke Street as a truck restriction street. Staff will be mindful of VDOT’s upcoming efforts to update the Street Classification for better collaboration and understanding of the criteria and characteristics of each classification. In addition, the City’s Construction Management and Inspection team will continue to enforce truck hauling routes as appropriate.

B. Food Truck Program and On-Street Spaces

The on-street portion of the City’s Food Truck Program was approved in 2015 with City Code changes that outlined specific criteria for allowable locations for Food Trucks. Per Section 9-15-15 of the City Code, these on-street spaces must be designated by the City Council. At that time, City Council approved three on-street locations:

- 800 Block of N. West Street (near Braddock Metro)
- 1700 Block of King Street (near King Street Gardens)

- 2200 Block of Eisenhower Avenue

These on-street locations have had limited success in attracting food trucks. Unfortunately, the process to remove these spaces requires Council action as well. In FY 2023, T&ES, in coordination with other City departments, will begin reviewing the existing program and identifying potential changes to make the program more effective, including a new process for designating and removing on-street spaces. This project will evaluate the overall approval process for food trucks on public right of way, assess the current locations for continued food truck service, and potentially identify new food truck service locations.

C. Status of King/Callahan/Russell Project

In April, Dominion Energy completed utility relocations in support of the King/Callahan/Russell Access to Transit Project. Staff is also coordinating to ensure no features of the King/Callahan/Russell Project conflict with the ongoing [Municipal Fiber Project](#), which involves activities at this intersection.

Staff has completed development of the Request for Qualifications (RFQu) for Construction Management & Inspection as well as the Invitation to Bid (ITB) for Construction and is awaiting release of the solicitations for bidding. Construction is expected to begin in Fall 2022, dependent on the exact timing of the procurement process.

D. Residential Parking Permit (RPP) Process for North Early Street

At the last Board meeting, a public speaker commented on potential future issues with parking from the new Minnie Howard campus and residential development on Menokin Drive. They asked the Board about the process for creating a new residential parking district. The City Code establishes the process for creating new districts and typically this requires an area of at least 400 spaces (although this can be waived by the Council if there is a hardship meeting this threshold) and parking surveys must be done to show that there is an existing parking problem. It is unlikely that the neighborhood would be able to show there is an existing parking problem at this time.

The 2018 RPP Refresh update added a staff-initiated option for creating new districts for the following conditions: (1) an area is located within one mile of an existing or proposed transit station (such as the Potomac Yard Metro Station) or (2) the area has documented parking issues identified through a parking study conducted by the city (such as the Del Ray Parking Study). Unfortunately, this neighborhood does not meet either of these conditions to allow for a staff-initiated process to create a residential permit parking district.

E. North Patrick Street Safety Improvements

The Board recently received comments regarding safety concerns on North Patrick Street. Staff is aware of these concerns and have been in contact with concerned residents. Information related to these concerns, as well as additional context for this corridor is provided below:

Intersection of North Patrick Street and Cameron Street

During the February 2021's Traffic and Parking Board Meeting, several community members spoke during the Public Discussion Period regarding safety concerns within the intersection of Cameron Street and N. Patrick Street. After extensive investigation, crash data shows significant angle crashes resulting in several vehicles impacting the nearby building. Since that time, Transportation Engineering staff has had extensive correspondence with several of those community members and implemented several mitigation measures.

Several of the crashes cited a driver disregarding the red light. Therefore, staff looked at improvements that would improve visibility of the signals within the intersection. Thus far, the traffic signals within the intersection have been modified to include a retro-reflective backplate and slightly lowered. Nearby trees have also been trimmed to provide better visibility. In addition, pavement markings have been installed to clearly designate the lanes and appropriate movements.

Staff originally planned to modify the ramp on the impacted corner given the existing ramp's position and size allow vehicles to easily transverse onto the sidewalk and into the building. However, after further design, it was determined that a ramp modification will change the water flow, thus requiring significant grading changes and stormwater improvements. This would be beyond the scope of the project and funding has not been identified to proceed with this improvement.

However, the long-term plan still includes advocating for a red-light camera to be installed at this location once the program is approved to expand locations. This involves a detailed analysis, coordination with the Alexandria Police Department, extensive community engagement, and City Council approval.

It's important to note, since the improvements to the traffic signal were implemented, there have been two crashes in the area. Prior to these changes, there were 16 since 2018.

Speeding on North Patrick Street in Old Town

In April, the City received a request for traffic calming on North Patrick Street in Old Town. Because North Patrick Street carries a large volume of long-distance travel, traditional traffic calming measures such as speed cushions are not an appropriate treatment. The City's [FY 2023 Vision Zero Work Plan](#) includes a project to perform speed management measures on two high-speed corridors. On similar streets that carry high volumes of traffic, such as Duke Street, the City has installed speed radar signs that inform drivers of their current speed in relation to the posted speed limit. These could be an option for North Patrick Street, though further analysis is needed to (a) determine whether this would be an effective measure for North Patrick Street, and (b) identify priority corridors for speed mitigation measures. This work is expected to take place in FY 2023.

In the meantime, staff has notified the Alexandria Police Department of the concerns so additional speed enforcement may be performed along this corridor.

Right on Red Restrictions along Patrick Street and Henry Street

As part of the Fiscal Year 2023 Vision Zero Work Plan, staff plan to install No Turn on Red restrictions along two major corridors with high pedestrian traffic. The corridors to be evaluated as part of this process include Patrick Street and Henry Street in Old Town. Restricting right turns on red from side streets where appropriate can minimize drivers making risky maneuvers along a highly traveled corridor and minimize risk to pedestrians crossing at the selected intersections.

Improvements from Development on N. Patrick Street

Due to the projected trips created by the Braddock Gateway development, located within the First Street and Fayette Street area, the intersection of Fayette Street and N. Patrick Street will include a new traffic signal that will be activated later this year. The signal includes pedestrian accommodations that will improve pedestrian safety and will be incorporated with the timing plan along the N. Patrick Street corridor that promotes appropriate traveling speeds.

Intersection Improvements at Duke Street & South Patrick Street

The City recently applied for funding from the Metropolitan Washington Council of Governments' Regional Roadway Safety Program to design safety improvements at the intersection of Duke Street and South Patrick Street. The MWCOG Transportation Planning Board is expected to vote on projects recommended for funding this spring. The intersection of Duke Street and South Patrick Street was identified among the top five priority crash locations based on data from 2016 to 2020. During this timeframe, two fatal or severe crashes occurred, along with eight injury crashes.

F. Pandemic Curbside Loading Spaces

Over the past two years, 63 businesses requested temporary curbside pick-up signage for on-street parking spaces in front of or adjacent to their business to allow for the sale and pick-up of goods on the street, as opposed to indoors, to prevent the spread of COVID-19.

On March 25, 2022, Staff reached out to all 63 businesses with a mock-up of the permanent signage to gauge interest for the permanent signage, stating that City staff would work with businesses to try to accommodate their needs while also determining which locations would make the most sense for all affected parties (residents, customers, et cetera). Staff followed up on April 29, 2022 to notify the businesses that the temporary program would be ending on June 30, 2022, at which time the temporary signage would be removed.

As of May 6, 2022, Staff received interest for permanent signage from 26 unique businesses in neighborhoods throughout the city, including Del Ray, Old Town, Old Town North, and Arlandria. Staff is now determining the feasibility and preferred placement of the permanent signage for each interested business. Once complete, staff will notify each interested business with their decision on the signage to garner feedback. Once reviewed by the businesses, Staff will bring all signage requests to the Board at their June 27 meeting for consideration at a public hearing. City staff will remove all temporary signage on July 1, 2022, and install permanent signage wherever recommended for approval by the T&PB.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 23, 2022

DOCKET ITEM: 5

ISSUE: Consideration of a request to extend the No Parking zone on the east side of Cambridge Road, south of Dartmouth Road and remove up to five (5) parking spaces

REQUESTED BY: The College-Clover Park Civic Association

LOCATION: 200 Block of Cambridge Road

STAFF RECOMMENDATION: That the Board recommend removal of up to five (5) parking spaces on the east side of Cambridge Road south of Dartmouth Road.

BACKGROUND: Cambridge Road, between Duke Street and Dartmouth Road, is a 30 foot wide, two-lane undivided local street with speed tables throughout and sidewalk on each side. This block of Cambridge Road consists of single-family houses and Bishop Ireton High School. As a result of trips generated by Bishop Ireton High School, as well as being used for regional trip routing, Cambridge Road has endured significant congestion during the peak periods. As such, southbound Cambridge Road often has queued vehicles toward the Dartmouth intersection. With queued vehicles, as well as parked cars on both sides, it is a challenge for more than one lane of traffic to navigate the street at one time.

To address this issue, residents of the Clover College Park Civic Association (CCPCA) requested that the City remove parking on the entire length of the east side of Cambridge south of Dartmouth. The intent of the extending the No Parking zone is to utilize the space as a travel lane. This provides a safer environment by reducing the chances of conflicts between opposing traveling vehicles, as well as parked vehicles along Cambridge Road. However, the resident of 255 Cambridge Road, Ms. Guernsey, expressed concern with removing parking near her property. In consideration of everyone's concern, the city removed parking along the east side of Cambridge Road, except for approximately 45 feet in front of 255 Cambridge Road as part of a 90-day pilot. During the pilot staff observed traffic to evaluate the impacts of this change.

DISCUSSION: Prior to the pilot, the subject area consisted of "3 Hour, 8 AM to 5 PM, Monday to Friday, Except Holders of District 8a Permits" allowing on-street parking on the west side of Cambridge Road, as well as seven spaces on the east side, south of Dartmouth Road (see Attachment 1). On-street parking continues to be prohibited on the remaining east side of Cambridge Road, fronting Bishop Ireton. The pilot removed parking on the east side of the

street, except for approximately 45 feet near the driveway of 255 Cambridge Road (as shown in Attachment 2). During the pilot, staff observed very few instances in which congestion occurred due to vehicles parked in the remaining permitted parking spaces on the east side. The instances in which congestion were observed, vehicles were parked in the restricted area during Bishop Ireton's dismissal time. However, staff informed the Alexandria Police Department of this infraction and recommended higher level of enforcement. It is important to note, while staff observation was during a time in which school was in session, due to the COVID-19 pandemic, travel patterns and behavior may not reflect typical pre-pandemic conditions.

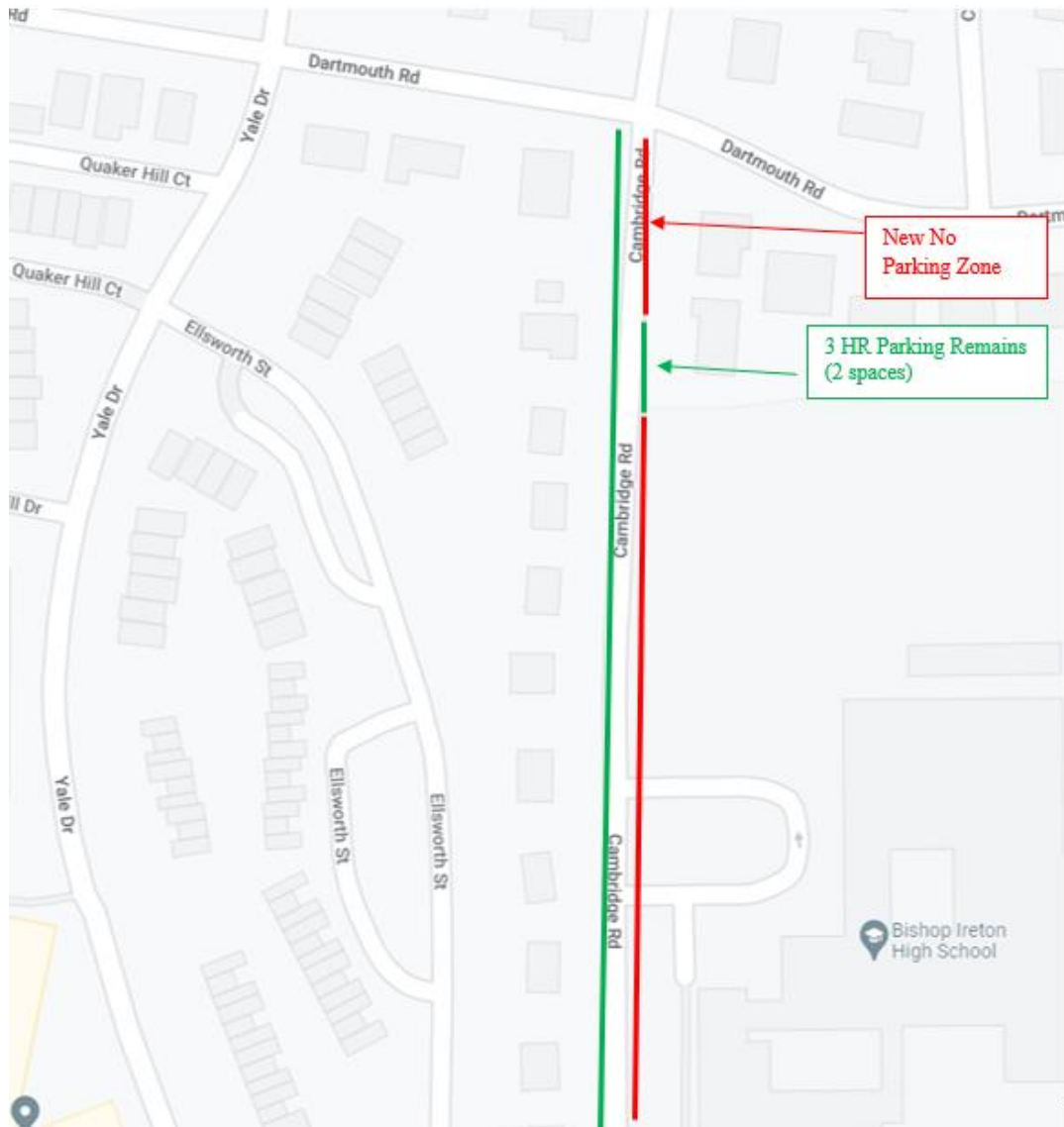
Staff recommends the changes made for the pilot be permanent. Although two spaces remain on the east side, the additional parking removed, allows enough space for two opposing lanes of continuous travel. In addition, although the two remaining spaces may create a pinch-point condition, given its short distance, it is seemingly easier to navigate.

OUTREACH: The resident of 255 Cambridge Road, Ms. Guernsey, observed no issues with the parking changes and recommends permanent change. Members of the Clover College Park Civic Association (CCPCA) still express concerns with allowing parking in the two spaces and would be in favor of full removal of parking.

ATTACHMENT 1: Pre-Pilot Parking Conditions






ATTACHMENT 2: Proposed Condition







ATTACHMENT 3: Correspondence with Ms. Guernsey

Re: Parking Changes on Cambridge

 Allison Guernsey <aguernsey@alexandriava.gov>
To:  Ryan Knight

 You replied to this message on 4/27/2022 11:31 AM.

 Reply  Reply All  Forward 

Tue 4/26/2022 1:22 PM

It's going well. No problems at all.

Sent from my iPhone

On Apr 26, 2022, at 10:49 AM, Ryan Knight <Ryan.Knight@alexandriava.gov> wrote:

Hello Allison,

Just following up. We have to recommend a permanent change to the Traffic and Parking Board next month and wanted to get your input on how you feel the temporary change went. Thanks.

Ryan Knight, P.E.
Division Chief, Transportation Engineering Division
Department of Transportation and
Environmental Services
2900 Business Center Dr.
Alexandria, VA 22314
703-746-4225

Attachment 4: CCPCA's Letter to the Board



May 16, 2022

City of Alexandria
Traffic and Parking Board
301 King Street
Alexandria, VA 22314

Reference: Cambridge Road Permanent Parking Modification

Dear Members of the Traffic and Parking Board,

Clover College Park Civic Association favors the elimination of all parking along the east side of Cambridge Road south of Dartmouth Road. The issue before the board is whether to approve a permanent change authorizing 3-hour parking from 8:00 am to 5:00 pm, Monday—Friday, except for District 8A decal holders, to accommodate two parking spaces directly in front of 255 Cambridge Road.

Unfortunately, this change does not sufficiently mitigate the underlying complaints and safety concerns of the community. Cambridge Road is a local road subject to high volumes of cut through traffic generally attributed to collector roads and was included in the Duke Street Traffic Mitigation Pilot that ended on April 29, 2022. At issue are the constant traffic bottlenecks during peak commuting hours because of cars parking on both sides of the road near the Dartmouth/Cambridge intersection, which precludes the two-way flow of vehicles, produces backups, and creates a hazard for drivers, pedestrians, and emergency vehicles.

While we recognize the loss of these two spaces poses an inconvenience to the resident of 255 Cambridge, the home has a garage and a driveway that combined can accommodate three vehicles. Additionally, parking will still be allowed directly across the street, as well as around the corner on Dartmouth. A benefit for the resident is that it will make access in and out of the driveway much easier, particularly during peak traffic hours, as well as during night and weekend events at Bishop Ireton High School.

Finally, this is the only stretch of Cambridge that allows for parking on both sides of the road for the benefit of a single homeowner, posing a hazard to everyone else.

For the safety of all residents, we encourage you to approve the community-based request to permanently eliminate parking on east side of the 200 Block of Cambridge Road, south of Dartmouth Road.

Roy R Byrd

Roy R. Byrd
President, CCPCA

Copy to:
Hillary Orr, Deputy Director, Transportation, Department of Transportation & Environmental Services

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 23, 2022

DOCKET ITEM: 6

ISSUE: Consideration of a request to implement 2-hour parking restrictions for approximately 19 on-street parking spaces along the 400 block of South Pickett Street and Cameron Station Boulevard

REQUESTED BY: Alexandria Lighting & Supply; 450 South Pickett Street

LOCATION: 400 block of South Pickett Street and Cameron Station Boulevard

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES restrict parking to 2 hours from 9:00 AM to 6:00 PM, Monday through Saturday, for the 9 on-street parking spaces along the western and northern facades of 450 South Pickett Street and the 10 on-street parking spaces on the remainder of the south side of the 400 block of South Pickett Street.

The Board also recommends staff identifies additional opportunities for bicycle and scooter parking along South Pickett Street.

BACKGROUND: Alexandria Lighting & Supply intends to move from 102 North Fayette Street to the ground-floor retail space of 450 South Pickett Street. To support parking availability for customers by encouraging turnover, Alexandria Lighting & Supply requested that the 9 spaces be restricted to 30-minute parking from 9:00 AM to 6:00 PM Monday through Saturday (Attachments 1 & 2).

These on-street spaces were created during the redevelopment of the adjacent properties into multi-family residential buildings with ground-floor retail space. Current on-street parking is unrestricted.

This item was deferred from the April Board meeting in order for staff to determine if some of the parking spaces on Cameron Station Boulevard could be converted to bike parking, in consideration of the Curb Space Prioritization Framework in the Alexandria Mobility Plan.

DISCUSSION: Staff recommend modifying the applicant's proposal in two respects:

- Expanding the proposed restrictions to include all of the retail-facing on-street parking spaces on South Pickett Street – approximately ten additional spaces (Attachment 3).

- Adopting a two-hour parking restriction, rather than the 30 minutes requested by the applicant.

For consistency and ease of enforcement, the City prefers restricting parking to two or three hours—not 30 minutes—unless the use case is unique. Furthermore, other retailers that currently front unrestricted parking as well could benefit from parking restrictions on the street that are also consistent with the rest of the block. Parking for residents and visitors of the two residential buildings is located on site, therefore this on-street parking is unnecessary for residential purposes.

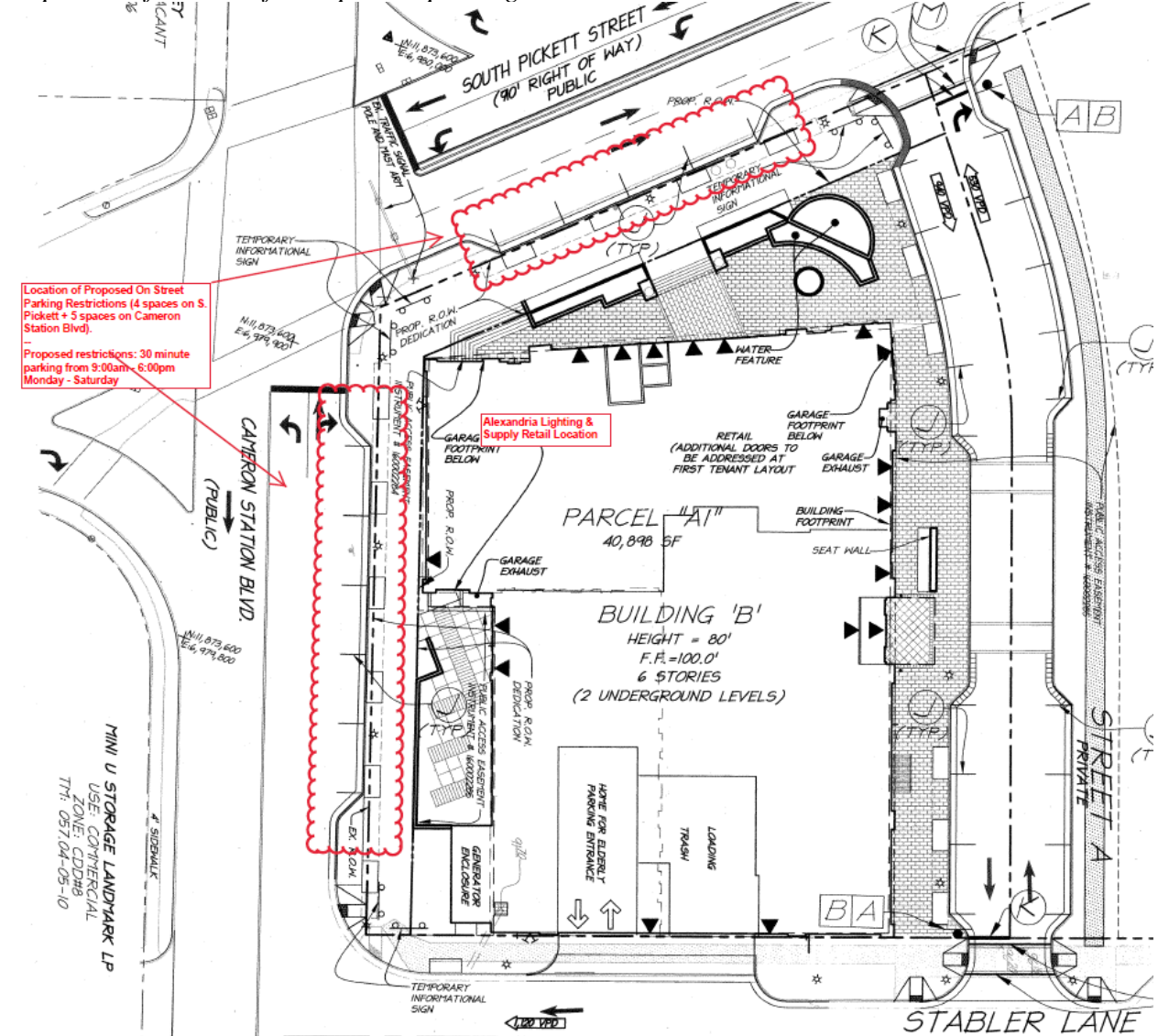
Regarding the request to review whether some of the on-street parking should be converted to on-street bike parking, staff reviewed the site plan and conducted a site visit to assess this option. There are 100 residential bike parking spaces in the parking garage at Cameron Square and 5 public bike racks on Cardinal Place in between both multifamily buildings.

While it is feasible to convert one on-street parking space on Cameron Station Boulevard to on-street bike parking, staff feels bike parking may be more appropriate on the sidewalk at this location given that many cyclists feel less comfortable parking their bikes in the parking lane where drivers could collide with parked bikes while parking. As a new development, there is ample room for additional bike racks to be installed at the corner of South Pickett Street and Cameron Station Boulevard as well as next to the bus stop at the corner of South Pickett Street and Cardinal Place (Attachment 4).

OUTREACH: The proposal came about as a result of an On-Street Parking Modification Request submitted by Robert Brant on behalf of Alexandria Lighting & Supply. The request included a letter of support from the owner of Brandywine Living, the assisted living facility located in the upper stories of 450 South Pickett Street. Staff have also reached out to the management of the Cameron Square apartment building. Both the Regional Portfolio Manager for Bozzuto and the General Manager of Cameron Square indicated the change should not be an issue for management.

Staff also notified the Cameron Station Civic Association of this request and received one response asking if all 19 spaces would be 2-hour parking, stating that some 30-minute parking spaces might be helpful, and raising concerns regarding low levels of parking enforcement in the area. Staff did receive three separate comments from the public protesting the implementation of parking restrictions in these spaces altogether, which were shared with the Board prior to the April meeting.

Attachment 1:
 Depiction of location for requested parking restrictions



Attachment 2:

Submitted On-Street Parking Modification Request Form

Narrative Statement in Support of Proposed On-Street Parking Modification Request

450 S. Pickett Street

Applicant: Alexandria Lighting & Supply

Alexandria Lighting & Supply (the “Applicant”) is in the process of opening its new location in the ground floor of the building located at 450 S. Pickett Street. The property has frontage along S. Pickett Street and Cameron Station Boulevard, and there are a total of nine (9) on-street parking spaces along these streets. There are no parking restrictions currently in place for these spaces. While these parking spaces are conveniently located to serve patrons of the Applicant and other ground floor retail uses along S. Pickett Street, they are mostly utilized vehicle storage by one or more of the automotive uses in the vicinity of the property. Vehicles are commonly parked in these spaces for long periods of time, rendering them unavailable for use by the general public. As such, the on-street spaces are not available for their intended purpose, which is to serve patrons of Alexandria Lighting & Supply and nearby ground floor retail uses along S. Pickett Street.

Accordingly, the Applicant is proposing to establish parking restrictions for the 9 on-street parking spaces along S. Pickett Street and Cameron Station Boulevard to preclude vehicles from being stored in the spaces for long periods of time. The Applicant is proposing 30 minute parking restrictions during business hours from 9:00am – 6:00pm, Monday through Saturday. The proposed restrictions will ensure that the spaces are available throughout the day for retail patrons and building visitors, while also ensuring their availability in the evenings for overnight guests of the nearby residential uses.



ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out the first page of this application and return to max.devilliers@alexandriava.gov or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

Reason for the Request (*What are you trying to solve/address?*):

See attached narrative.

Type of On-Street Parking Modification Requested:

- Loading Zone Removal
 - Loading Zone Addition
 - Parking Removal
 - No Parking Sign Removal
 - Parking Restriction Change (Non-RPP)
- Proposed restrictions 30 minute parking restrictions from 9:00am - 6:00pm Monday - Saturday

Location: See attached site plan.
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 9 Spaces

Project Champion (Point of Contact) Information:

Name: Alexandria Lighting & Supply c/o Robert D. Brant, Attorney/Agent

Address: 444 S. Pickett Street Alexandria, Virginia 22304

Email: rbrant@thelandlawyers.com

Phone Number: (703) 528-4700

Best Way to Contact: Email Phone

Best Time of Day to Contact: Morning Afternoon



BRANDYWINE LIVING

Life is Beautiful

February 28, 2022

City of Alexandria
Department of Transportation & Environmental Services, Mobility Services
421 King Street, Suite 235
Alexandria, Virginia 22314

To Whom it May Concern:

On behalf of the owner of property located at 450 South Pickett Street in the City of Alexandria, I am writing to express support for Alexandria Lighting's request to modify the on-street parking restrictions for the nine on-street parking spaces adjacent to the property along South Pickett Street and Cameron Station Boulevard. Specifically, the owner is supportive of Alexandria Lighting's request to establish short-term parking restrictions for these parking spaces during business hours to ensure that the spaces are available for customers and patrons of Alexandria Lighting and the other retail establishments in the area. Currently, the on-street parking spaces are effectively used as vehicle storage spaces where cars are parked for days at a time. Alexandria Lighting's proposed restrictions will address this issue by ensuring the spaces are available for retail patrons during business hours.

For the reasons above, the property owner hereby expresses its full support of the proposed on-street parking modifications.

Sincerely,

Name:

Owner:

450 South Pickett Street
Alexandria, VA 22304

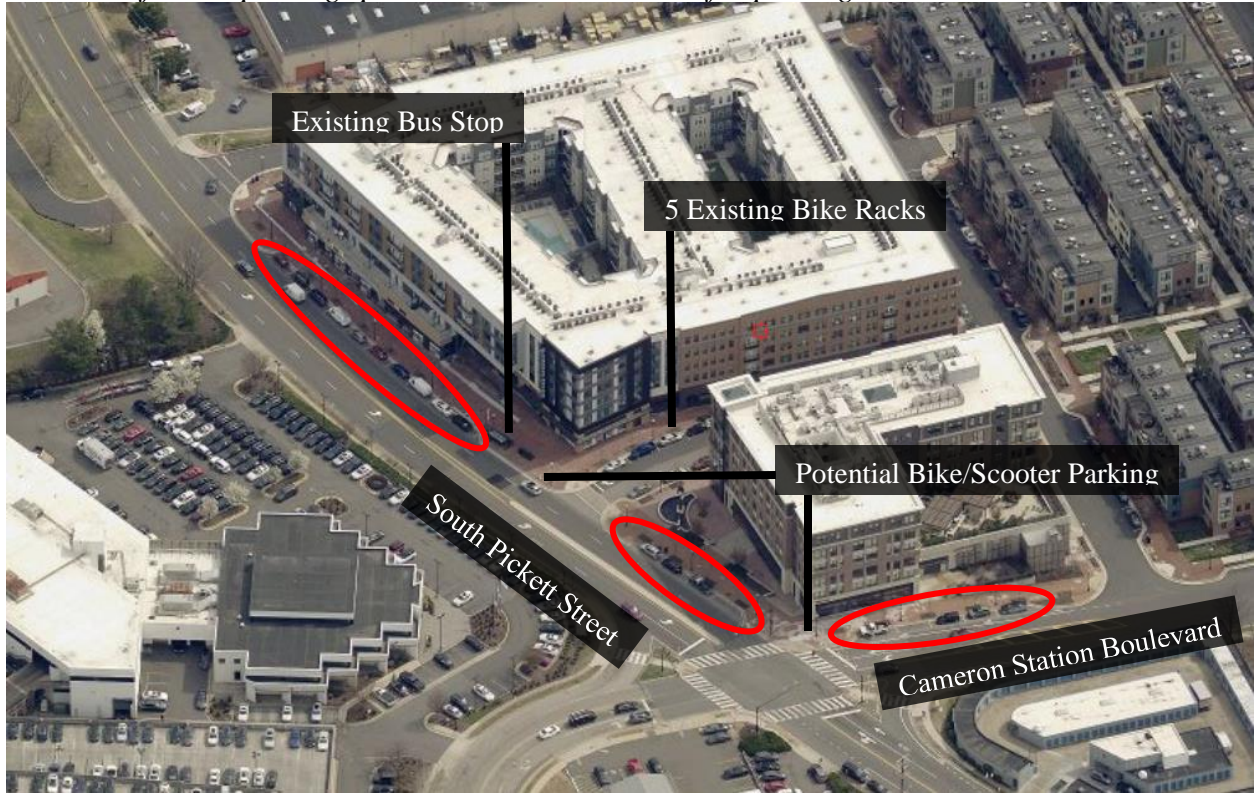
525 FELLOWSHIP ROAD SUITE 360 MOUNT LAUREL *new jersey* 08054

phone 856.813.2000 *fax* 856.813.2020

WWW.BRANDYCARE.COM

Attachment 3:

Location of all 19 parking spaces under consideration for parking restrictions circled in red



Attachment 4:
Potential locations for additional bike/scooter parking



Corner of South Pickett Street and Cameron Station Boulevard



Corner of South Pickett Street and Cardinal Place

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 23, 2022

DOCKET ITEM: 7

ISSUE: Consideration of Old Town Parking changes, including removal of the boundary for the Residential Pay by Phone Program and changes to parking rates fees in garages, lots, and Residential Pay-by-Phone areas.

REQUESTED BY: City Council

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board recommends the City Council:

1. Approve the ordinance (Attachment 1) amending the Residential Pay-by-Phone program and clarifying that pricing for Residential Pay-by-Phone areas and metered lots is set by Council resolution; and
2. Approve the resolution (Attachment 2) allowing the Director of T&ES to establish rates for parking garages, metered lots, and Residential Pay-by-Phone blocks.

BACKGROUND: In late 2021, several residents expressed concerns about the increase in non-residential vehicles parking on residential streets in Old Town and the inability to easily find parking near their residences. Staff conducted some initial data analysis and provided Council with information about trips to the Waterfront area.

At the March 22 City Council meeting, the Council discussed potential actions to address parking issues in Old Town that Mayor Wilson had previously suggested in a memo (Attachment 3). Staff evaluated the four proposed items suggested in the memo and Item #5 that was added based on comments from Councilman Chapman. These actions included:

1. Expansion of the Residential Pay-by-Phone Area
2. Adjusting Residential Pay-by-Phone Rates
3. Adjusting Parking Garage Pricing to Incentivize Use
4. Split Residential Permit Parking District 1 into Two Smaller Districts
5. Residential-Only Parking Restrictions

Staff alerted Council that #1 - #3 could be addressed prior to the summer recess. Items #4 and #5 are more complicated and would involve substantial community engagement and support. Staff proposed to first address items 1-3 and use data, to the best of our ability, to evaluate the impacts of these changes. Should there still be serious parking concerns after the first items are

implemented, staff remains open to revisiting #4 and #5 and developing a path forward for Council to consider.

DISCUSSION: There are a few ways to shift the behavior of people to encourage more off-street parking, which would enable residents to find parking near their homes more easily. Most of the behavior shifts are driven by costs. Decreasing prices in garages and concurrently increasing prices on-street encourages more people to utilize the off-street facilities rather than park in residential neighborhoods. Raising on-street prices also encourage more parking turnover, which makes it easier for residents to find spaces near their homes. To address City Council's requests and implement changes that will allow for more flexibility in parking management, staff proposes the following changes:

1. Amending City Code Section 5-8-84(c)(2) to remove the geographic limit for the Residential Pay-By-Phone Program eligibility (Attachment 1)
2. Amending City Code Section 5-8-84(b)(1) to allow for rates on residential pay-by-phone blocks to differ from parking meter rates (Attachment 1)
3. Creating a resolution that allows the Director of T&ES to establish rates for specific parking facilities and Residential Pay-by-Phone blocks up to a maximum of \$5 per hour as the maximum hourly rate (Attachment 2)

Residential Pay-by-Phone Program: In March 2019, the City Council approved a permanent program for pay-by-phone parking within Residential Permit Parking (RPP) districts. The Program was built off a 2016 pilot testing the idea in a portion of Old Town, bounded by Princess Street, Washington Street, Wolfe Street, and the Potomac River. The program features a resident-driven process, requiring a petition of 50% or more of the properties along an eligible block to agree to install paid parking signage. To be eligible, a block must be adjacent to an existing paid parking block, within the pilot program area, and posted with residential parking restrictions.

During the consideration of the pilot program at the end of its term, the Council voted to make the Program permanent but retain the pilot program area, which limited the potential application of the Program to other areas. To date, 18 blocks in the Program area have petitioned for and been approved for signage. These blocks are primarily south of King Street (see Attachment 4 for a map of approved blocks). Currently, the fee for parking on these blocks is \$1.75 an hour, which is consistent with the cost to park at a meter. Attachment 5 provides occupancy and revenue data about these blocks. City Code Section 5-8-84(c)(2) is deleted in the amended ordinance to remove this boundary.

Code Section 5-8-84(b)(1) specifies that the parking fee on a residential pay-by-phone block “shall be consistent” with the parking meter rates. The amended ordinance removes the reference to the meter rate and adds new language stating the rates will be set in accordance with a council resolution.

The Residential Pay-by-Phone program has proven to be an effective parking management tool and staff is supportive of the changes to allow the program to expand to other areas dealing with similar parking issues as the original program boundary. The ability for staff to increase the

parking fees on these blocks will offer another element to this management strategy to disincentivize parking on these residential blocks.

Incentivizing Garage Usage: This concept is consistent with the 2015 Old Town Area Parking Study (OTAPS) Work Group recommendations. Data that was collected for this study had found that many of the garages in Old Town were underutilized in the evenings. One of the goals from the Work Group was to encourage better utilization of the garages. Specific recommendations to support this goal included:

1. adjusting the garage rates to be lower than the cost to park on-street in metered spaces and
2. reducing rates at city facilities on evenings and weekends.

Currently, the hourly meter rate for most parking meters is \$1.75 per hour, while the hourly garage rate is \$2.50 per hour. The maximum rate at the garage in the evening (after 5PM) and on the weekend is \$5.00. While these rates are less than the rates at many of the private garages in the area, it is still more expensive than parking at the meters or on nearby residential blocks with 2-hour restrictions. Attachment 5 provides examples of occupancy data for the City garages.

The Council's direction for garage pricing was to use garage occupancy data to potentially lower rates at specific garages during specific times to encourage utilization. The City currently owns and operates four parking garages (Market Square, Courthouse, North Union Street and Thompson's Alley) and four surface lots (Cameron/St. Asaph, South Henry, 900 block of King Street and the Union Station lot), which account for ~900 spaces.

In addition to the garages and lots, the City also manages hundreds of metered parking spaces in Old Town, and 18 blocks participating in the Residential Pay-By-Phone program. Ideally, the pricing for all of these parking options should be coordinated to disincentive parking in the residential areas, discourage long-term parking on the metered blocks, and incentivize people to use the off-street parking options.

Some potential pricing changes that could be considered include:

- Using different parking rates at different times of day, or on different days of the week based on high and low utilization (e.g. lower rates at the Courthouse garage in the evenings and weekends to encourage usage).
- Changing the hourly rate at garages to be less than the hourly rate at the meter (\$1.75).
- Providing free or reduced rates in the evening and/or on weekends when the garages are typically not as full.
- Charging different rates for different garages
- Charging higher rates at residential Pay-by-Phone blocks to encourage parking at the meter or in the garages

The proposed resolution would authorize the Director of T&ES, to implement changes to the parking rates/structure for City garages and lots, and Residential Pay-by-Phone blocks. Under this resolution, the Director could increase these rates up to a maximum of \$5 per hour. Staff will use data to determine appropriate changes and analyze the data to determine the effectiveness of these changes and adjust as needed. As outlined in the resolution, staff will inform the Traffic

and Parking Board prior to pricing changes going into effect and will update the Board annually about the impact of these changes. While staff does not intend to shift to this maximum rate immediately, allowing flexibility of prices will enable staff to evaluate the impact of pricing changes to determine the right balance of on- and off-street pricing.

Staff will ensure information about the pricing changes is provided to the public to help inform their parking choices. Staff will work with the civic associations and other city partners including Visit Alexandria and the Chamber of Commerce, to share information about temporary changes to pricing. In addition, staff will explore opportunities for online information to be shared through third-party parking websites and applications.

OUTREACH: Staff notified the Old Town Civic Association about these changes but did not receive any comments or questions when the docket was finalized.

Staff also notified the Commission on Aging about the changes to the Residential Pay-by-Phone program since they were involved in 2019 during the review of the pilot program and with the establishment of a policy that was created following the approval of the program. The policy allowed institutional uses within the program area to request the installation of a meter as a payment option (that did not require a phone). The Commission did not object to these new changes to the program with the understanding that there would still be an option to allow for new meters in the program area under specific circumstances.

Attachment 1: City Code Amendment

Sec. 5-8-84 - Pay by phone parking fee within a residential permit parking district.

- (a) Purpose. On residential blocks adjacent to metered areas, which are often occupied by vehicles belonging to non-residents of the district, a pay by phone parking fee may be implemented that requires non-residents of the district to pay to park on the block during the posted times.
- (b) Parking restrictions. Residential blocks with a pay by phone parking fee shall prohibit parking in designated areas by motor vehicles which do not display a valid parking permit for that district or have not submitted appropriate payment through either the pay by phone application referenced on the posted signage, a city parking meter, or other authorized payment method.
 - (1) The hourly parking fee shall be ~~consistent with the cost of a meter as established in section 5-8-93~~ set in accordance with the terms of resolution of the city council.
 - (2) The hours during which a parking fee is applicable shall be consistent with the existing posted hours of restriction. Changes to the posted hours shall be reviewed by the traffic and parking board pursuant to section 5-8-72(b).
- (c) Establishment. A pay by phone parking fee may be added to certain designated residential permit parking district blocks in accordance with the following criteria and procedures:
 - (1) The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved. For the purposes of this subsection (1), an area that consists of multiple adjacent blocks may be considered simultaneously, so long as one block meets this locational requirement, and provided that all other requirements of this section are met for each individual block.
 - ~~(2) Reserved. The block must be located within the area bounded on the north by the north side of Princess Street, on the west by the east side of Washington Street, on the south by the south side of Wolfe Street and on the east by the Potomac River.~~
 - (3) The area subject to parking fee must already be posted with residential parking restrictions.
 - (4) The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed by an occupant of more than 50 percent of the residential properties abutting the block and submitted to the city manager. For the purposes of this section, the owner or managing agent of a residential property that is an apartment building may sign a petition in lieu of the occupants of the apartment building. In the event that a portion of the block is abutted by a property owned by a homeowner's association or condominium association, a letter of endorsement by the

association's board of directors or other governing body may be submitted or the governing body may sign a petition in lieu of the occupants of the residential property.

- (5) Upon receipt of a petition for a block meeting the criteria established above, the director of transportation and environmental services shall direct staff to conduct a survey of the parking conditions on the block. The survey shall be taken during the hours of the existing residential parking restrictions. If staff observes that 75 percent or more of the available parking spaces on the block are occupied, the director shall forward the request to the traffic and parking board for its review and recommendation at a public hearing.
- (6) If less than 75 percent of the available spaces are occupied, additional surveys may be made at other times of the day. If the surveys do not so demonstrate, the petition shall be deemed denied and no further action will be taken.
- (7) Following the board's recommendation, the director of transportation and environmental services shall decide the petition and cause his or her decision to be implemented; provided that in the event the director decides not to adopt the recommendation of the board or, whether or not in accord with the recommendation of the board, decides to deny the petition, he or she shall notify the board pursuant to section 5-8-5.
- (8) Parking restrictions may be removed from a block face in accordance with section 5-8-76.

Sec. 5-8-112 - Establishment of metered parking lots.

The city council may establish certain city owned parcels used for providing open air off street parking for vehicles as metered parking lots by adopting a resolution designating the location of the lot, the hours and rates to be used for the meters in the lot and any other necessary regulations for such meters. The traffic and parking board shall review the proposed metered parking lot and provide a recommendation, including hours and rates, to the city council prior to the adoption of such resolution. A change in rates to be used for the meters in the lot following the lot's establishment may be set in accordance with the terms of resolution of the city council.

Attachment 2: Proposed Resolution

RESOLUTION NO. _____

WHEREAS, pursuant to Section 2.07 of the City Charter, city council has the authority to establish fees to be charged for services provided by the City of Alexandria Virginia, (the City); and

WHEREAS, pursuant to Section 2.03(x) of the City Charter, city council has the authority to establish charges for parking on the public streets of the City; and

WHEREAS, pursuant to Section 5-8-84(b)(1) of the City Code, the residential pay by phone fee is set in accordance with the terms of a resolution of the city council; and

WHEREAS, the goals of the Old Town Area Parking Study (OTAPS) and Work Group included encouraging long term visitors to use off-street parking facilities, which include City-owned garages and off-street surface lots, when parking; and

WHEREAS, recommendations from the OTAPS Work Group included adjusting the rates at City parking facilities to be less than the cost of parking at a meter and reducing rates at City parking facilities in the evenings and weekends; and

WHEREAS, staff plans to use different parking pricing strategies consistent with that recommendation to determine the impact and effect on parking occupancies on and off street; and

WHEREAS, staff will collect data to evaluate the different pricing strategies in order to inform recommendations for changes to the rates at City parking facilities and residential pay by phone blocks; and

WHEREAS, the city council wishes to authorize the city manager to proceed with all steps necessary to implement these pricing changes;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA:

1. That the Director of Transportation and Environmental Services or designee is authorized to implement changes to the parking rate structures at applicable City parking locations and facilities.
2. That the following City parking locations and facilities are eligible for changes in parking rate structures:
 - Blocks participating in the Residential Pay-By-Phone program;
 - Market Square garage;
 - Courthouse garage;
 - N. Union Street garage;
 - Thompson's Alley garage;

- Cameron/St. Asaph surface lot;
 - Henry/Patrick surface lot at 116 S. Henry St;
 - 900 block of King Street surface lot; and
 - Union Station surface lot
3. That the hourly rate for any City parking location and facility listed above shall not be increased above an hourly rate of \$5.00. Information from current parking data demonstrates that this is within the normal range of limits for hourly rates at private off-street parking facilities.
 4. That changes in the hourly rates will be reported to the Traffic and Parking Board prior to implementation and staff will provide an annual update to the Board regarding the impact of any changes in parking rate structures.
 5. That this Resolution shall be effective immediately.

Adopted: _____

JUSTIN WILSON, MAYOR

ATTEST:

Gloria A Sitton, CMC
City Clerk

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 15, 2022

TO: MEMBERS OF THE CITY COUNCIL

CC: CITY MANAGER JIM PARAJON

FROM: MAYOR JUSTIN M. WILSON

SUBJECT: OLD TOWN PARKING

A decade ago, the approved Waterfront Small Area Plan¹ included a series of observations and recommendations on the scarcity of on-street parking in the vicinity of the waterfront. These recommendations focused on providing new incentives for the utilization of existing, underutilized off-street parking, while also suggesting new ways to protect the availability of on-street spaces for residents and short-term visitors alike.

The 2015 Old Town Area Parking Study (OTAPS)² observed similar conditions and made similar recommendations to address the scarcity of on-street parking and the impact on residents. Most of these recommendations have now been implemented, including changes to meter fees, limits to parking duration and the implementation of the Residential Pay-By-Phone program.

Yet, the scarcity of on-street parking availability remains a concern for residents of Old Town's neighborhoods. Last summer presented a confluence of positive events, including a rapid recovery from the pandemic for Old Town's restaurants, the opening of large new restaurants at Robinson Landing and the significant success of the expanded Waterfront Park and the pedestrianized King Street. While the economic growth has buttressed City revenues during a difficult time, the success has exacerbated pre-existing parking scarcity in our neighborhoods.

¹ <https://media.alexandriava.gov/docs-archives/planning/info/masterplan/city=master=plan=map/waterfrontplancurrent.pdf>

² <https://media.alexandriava.gov/docs-archives/2015-11-13-otaps-staff-report-w-attachments.pdf>

While most parking policy changes require significant trade-off analysis and community input, I believe there are several proposals that can be quickly implemented to ameliorate some of the impacts that these successes have had on Old Town residents. As such, I would propose the following for direction by City Council:

Expansion of Residential Pay-By-Phone Area: Three years ago, City Council voted to make the popular Residential Pay-By-Phone program permanent³. In doing so, City Council chose to maintain a geographic limitation that restricted the program to blocks bounded by Princess Street, Washington Street, Wolfe Street and the Potomac River⁴. Council should remove this limitation and allow the program to organically grow into eligible areas with demonstrated resident support.

Residential Pay-By-Phone Fees: Council should provide our staff with the authority to adjust residential pay-by-phone rates and the duration of parking allowed in the areas with the most significant parking scarcity. This market-based solution can serve to preserve on-street availability.

Incentivize City Garages: Using parking utilization data, reduce parking rates at City parking garages with lower utilization to provide an incentive to improve utilization.

Split District 1: As recommended by OTAPS, staff should return to the Traffic & Parking Board with a recommendation to split the current Residential Parking District Zone 1 to allow for a distinct district for those blocks most proximate to the waterfront.

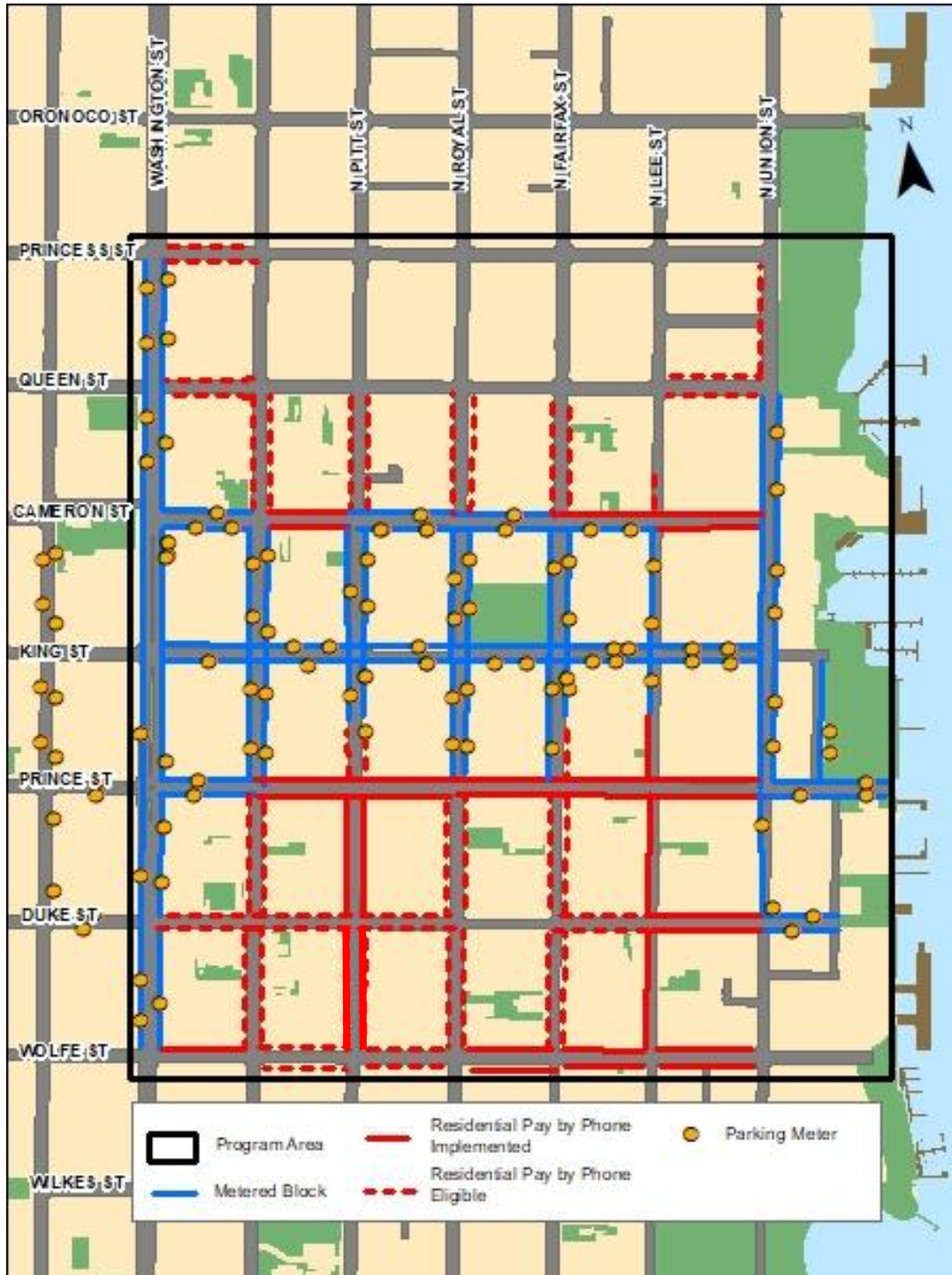
Cc: Yon Lambert, Director of Transportation & Environmental Services

³ <https://alexandria.legistar.com/LegislationDetail.aspx?ID=3882209&GUID=720C38CE-254E-4874-962B-ECC889BE0746>

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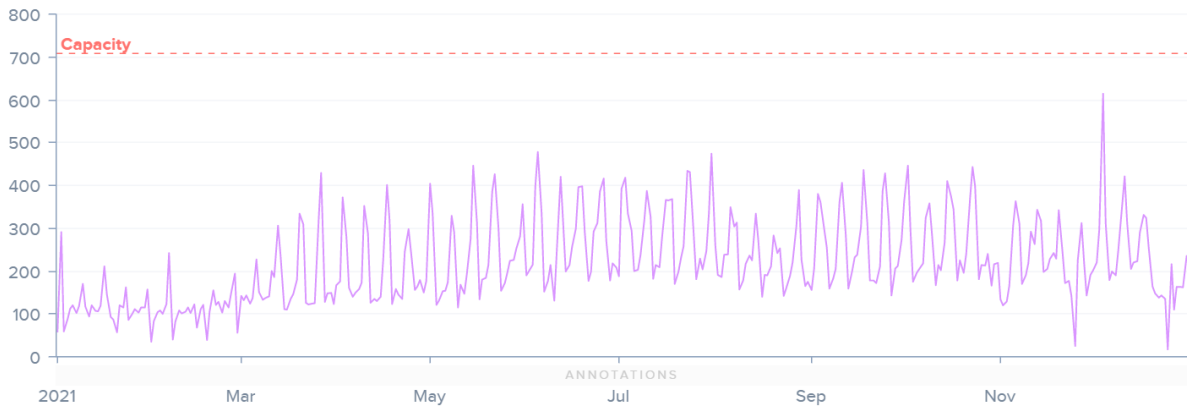
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Attachment 4: Map of Residential Pay-by-Phone Blocks



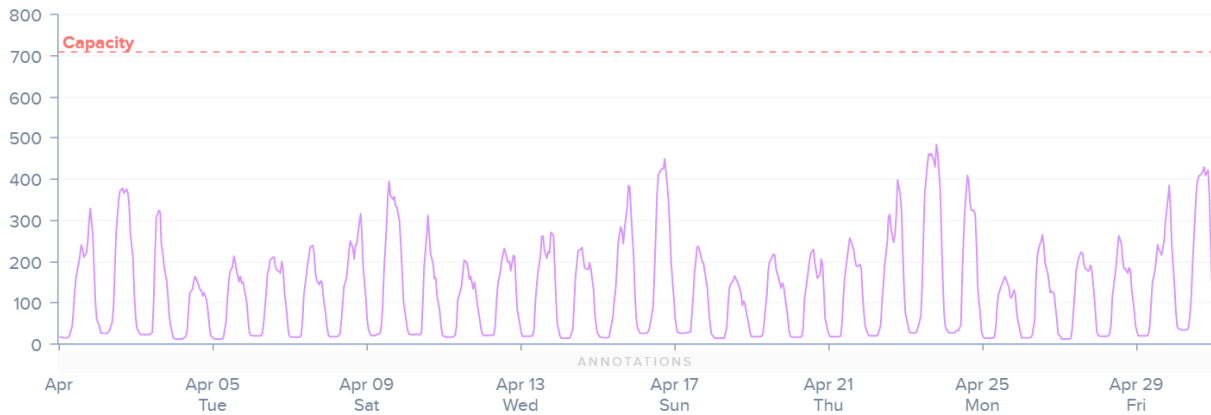
Attachment 5: Examples of Parking Occupancy and Revenue Data

CY 2021 Garage Occupancy – All Garages



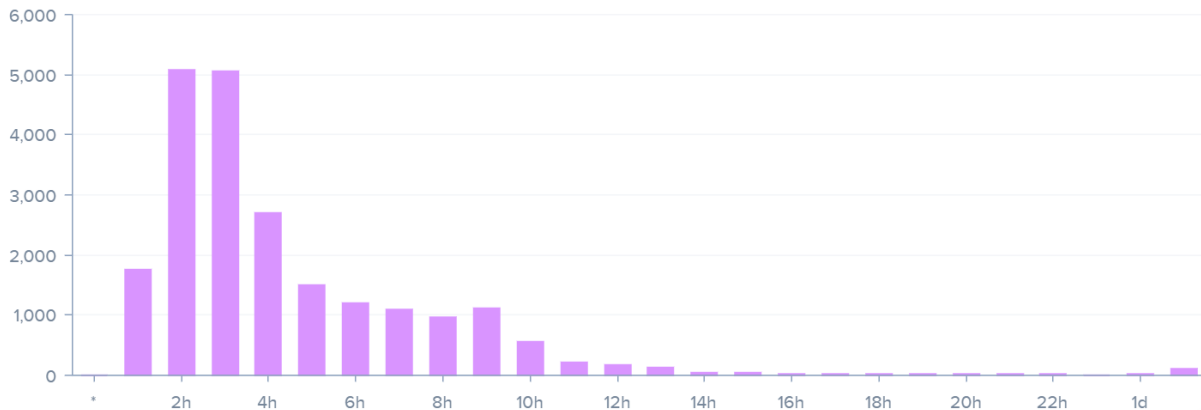
Note: Spike in December is Dec 4 – weekend of Scottish Walk and Boat Parade; Dips in November and December are Thanksgiving and Christmas

April 2022 Garage Occupancy – All Garages

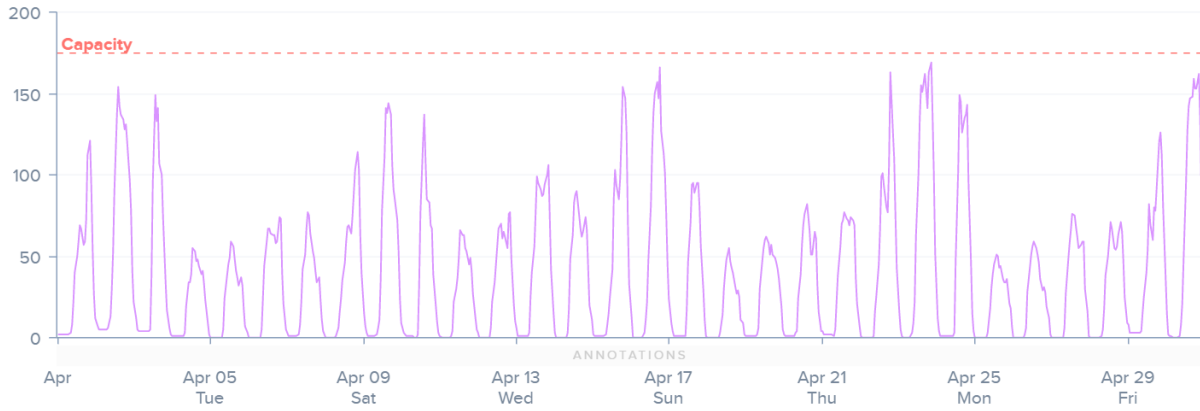


Note: typically, two peaks each date – first around 1-2 pm, second around 6 pm

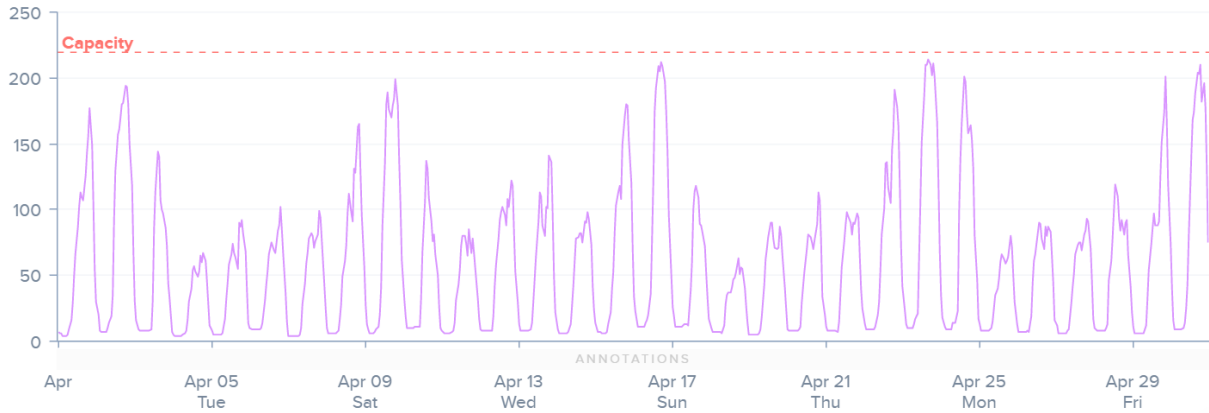
April 2022 Transient Parking Duration – All Garages



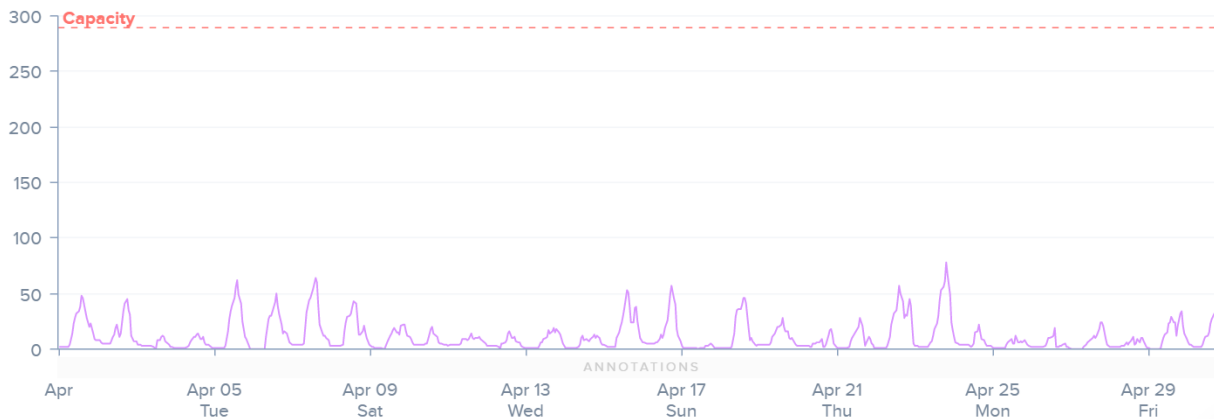
April 2022 Transient Garage Occupancy – Union Street Garage



April 2022 Transient Garage Occupancy – Market Square Garage



April 2022 Transient Garage Occupancy – Courthouse Garage



Residential Pay by Phone Blocks – Revenue and Transactions

Residential Pay Phone Phone Zone Number	April Revenue	Number of April Transactions	Average Transactions per Day
44612	\$ 4,004.64	1494	50
44600	\$ 2,707.04	955	32
44602	\$ 2,199.12	764	25
44622	\$ 1,731.44	600	20
44630	\$ 1,727.49	701	23
44604	\$ 1,587.01	581	19
44628	\$ 1,469.37	508	17
44614	\$ 1,440.57	551	18
44618	\$ 1,235.13	502	17
44616	\$ 1,073.13	429	14
44624	\$ 1,014.15	430	14
44603	\$ 868.22	316	11
44606	\$ 803.52	285	10
44601	\$ 772.01	275	9
44605	\$ 762.32	307	10
44610	\$ 723.52	307	10
44626	\$ 637.14	226	8
44620	\$ 461.11	159	5
44608	\$ 347.00	144	5
TOTAL	\$ 25,563.93	9,534	318

Note: Zone 44612 – 100 block of Cameron Street; Zone 44600 100 block of Prince Street; Zone 44602 – 100 block of Duke Street.