



2. EXISTING OLD TOWN PARKING CONDITIONS

The majority of public parking in Old Town is on-street. Most streets in the study area accommodate parallel on-street parking on both sides of the street. The existing on-street parking supply is a mixture of restricted and unrestricted parking. Unrestricted spaces are generally metered and primarily located along King Street and the first block of each intersecting street. Restricted spaces are typically free; however, only allow residential parking permit holders to park all day. In addition to publicly accessible parking lots and garages, there are a number of private facilities that serve local businesses and residents. This chapter summarizes conditions for public on- and off-street parking, quantifies the number of spaces, and summarizes the type and cost.

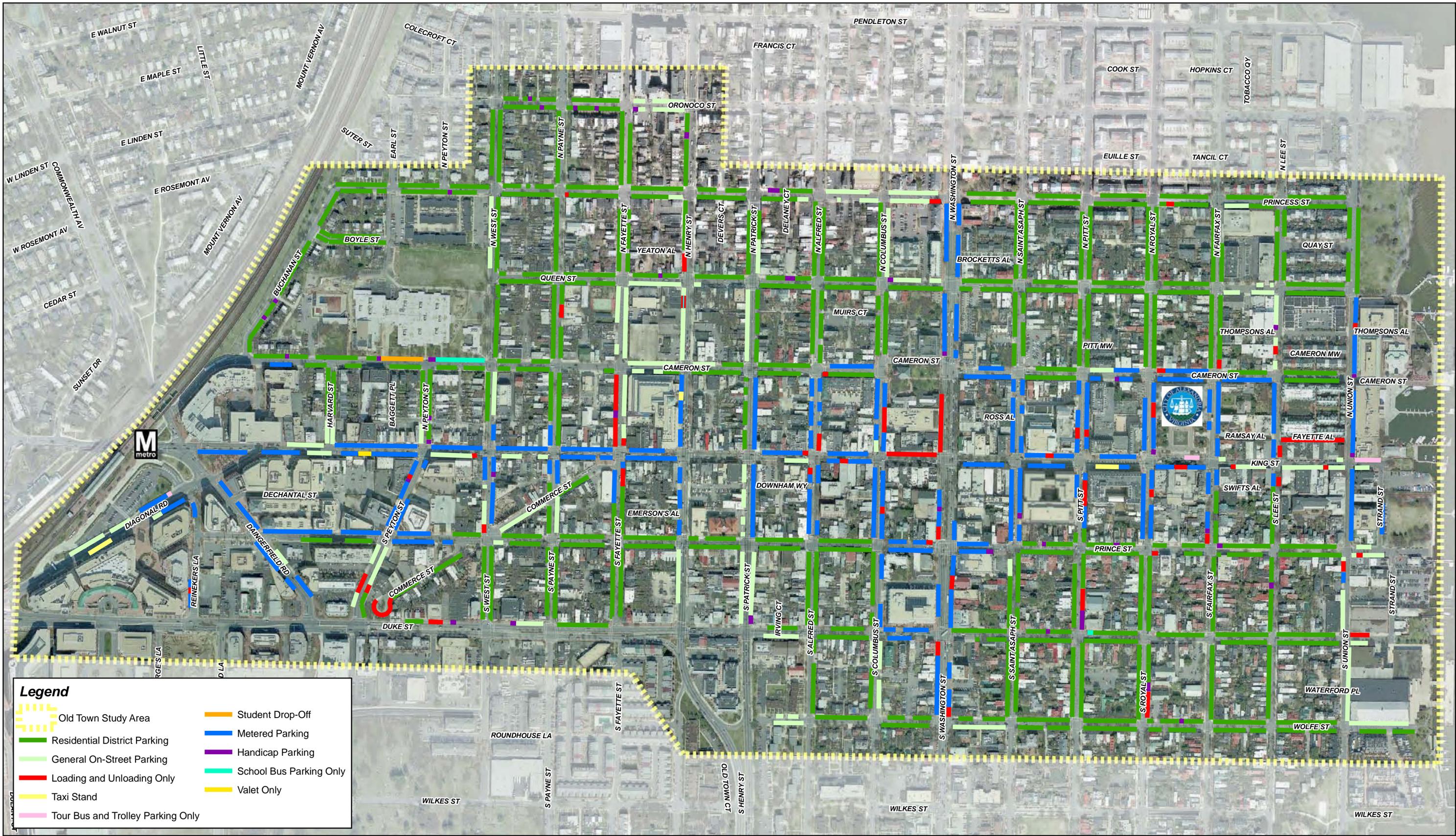
2.1 ON-STREET PARKING

The following sections describe the types and number of on-street parking spaces as well as the cost and time restrictions for on-street parking in the study area.

2.1.1 TYPES OF ON-STREET PARKING

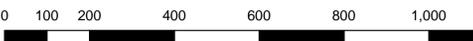
As part of this study, an inventory of publicly available on-street parking was performed. The inventory included counting the number of available parking spaces and noting each space's type. Types of on-street parking included metered, residential permit, unrestricted, handicap, tour bus, trolley, and special parking. During the inventory, areas not available for parking due to fire hydrants, driveways, bus stops, etc. were noted as "no parking" areas. On-street parking locations by type are shown in **Figure 2-1, On-Street Parking Locations**. The following describes each parking type:

- **Metered Parking.** Metered parking includes spaces for which patrons use cash in a meter to pay for parking. Metered parking spaces are generally located along King Street, on intersecting streets one block north and south of King Street, near the King Street Metrorail station, along Washington Street, and in the waterfront area. The limits of metered parking within the study area are shown in **Figure 2-1**.
- **Residential Permit.** This type of parking includes spaces where a City-issued residential parking permit is required to park a vehicle without time restriction. Twelve residential permit districts exist in the City of Alexandria and five exist in the study area. These are shown in **Figure 2-2, Residential District Parking**. City residents must register their vehicle(s) and pay an annual fee to obtain a residential parking permit. Residential permits are valid within a specific district and not elsewhere in the city. For vehicles parking in a permit district without a permit, parking is restricted to two hours on weekdays during specific hours of the day. With or without a residential permit in permit districts, City ordinances prohibit parking a vehicle in the same location for more than 72 consecutive hours.



**Figure 2-1:
On-Street Parking Locations**


 Kimley-Horn
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**FIGURE
2-1**



- Handicap. Handicap parking consists of those spaces designated for vehicles displaying a handicap decal, license plate, or hanging tag. Within the study area, few (less than 1 percent) on-street parking spaces are designated for handicap use specifically. Illegally parking within a handicap zone is enforced through fines and towing.
- Tour Bus. Old Town attracts a significant number of visitors every year, many of whom arrive by bus. Tour bus parking in Old Town is limited to short-term lay by space for buses and not long-term storage or standing. The space allocated for tour buses is intended to be used for passenger loading and unloading only. Other vehicles are prohibited from parking in these locations.
- Trolley. Space is allocated for King Street Trolley loading and unloading. The King Street Trolley operates on King Street between the Potomac River waterfront and the King Street Metro Station on weekdays and weekends from 11:30 AM to 10:00 PM. The service stops at 20 locations along its route. The Trolley departs from the waterfront and the King Street Metrorail station at 10, 30, and 50 minutes past each hour. The stops between the waterfront and the Metro station are typically marked by a Trolley sign.
- Special Parking. There are a variety of special on-street parking spaces throughout the study area including school drop off, school bus, taxi stand, valet, police vehicle, and loading and unloading only. These areas represent a small percentage (3-4 percent) of all on-street space and they are not available to the general public.

2.1.2 NUMBER OF ON-STREET PARKING SPACES

On-street parking spaces were counted during the field inventory. This inventory was performed for each block face by counting the number of parking spaces and noting any sign restrictions and parking prohibitions. Where parking spaces were not delineated by pavement markings, the number of parking spaces was estimated by one of the following methods:

- If all of the available on-street parking spaces were occupied, the number of spaces was assumed to be the number of legally parked vehicles.
- If the available on-street parking was unoccupied, it was assumed that on-street parking spaces are 20-22 feet in length.

The field inventory revealed that there are approximately 4,400 on-street parking spaces in this study area. **Table 2-1** shows numbers of on-street parking spaces on each street including both sides of the street. A detailed summary of the existing on-street parking spaces is provided in the Appendix.



Table 2-1: Number of On-Street Parking Spaces per Street

Street	Number of On-Street Parking Spaces
Oronoco Street (From West Street to Henry Street)	66
Princess Street (From West Street to Union Street)	307
Queen Street (From West Street to Union Street)	289
Cameron Street (From Buchanan Street to the river)	318
King Street (From the King Street Metro Station to the river)	312
Prince Street (From Reinekers Lane to the river)	375
Duke Street (From Diagonal Street to The Strand)	204
Wolfe Street (From west of Alfred Street to the river)	166
Buchanan Street (from Princess Street to Cameron Street)	35
Boyle Street (from Princess Street to Buchanan Street)	37
Diagonal Street (From King Street to Duke Street)	34
Reinekers Lane (From Duke Street to Diagonal Street)	10
Daingerfield Road (From King Street to Duke Street)	27
Harvard Street (From Cameron Street to King Street)	28
Peyton Street (From Cameron Street to Duke Street)	71
Commerce Street (From King Street to Duke Street)	40
West Street (From Oronoco Street to Duke Street)	152
Payne Street (From Oronoco Street to Duke Street)	149
Fayette Street (From Oronoco Street to Duke Street)	170
Henry Street (From Oronoco Street to Duke Street)	76
Patrick Street (From Princess Street to Duke Street)	140
Alfred Street (From Princess Street to Wolfe Street)	150
Columbus Street (From Princess Street to Wolfe Street)	175
Washington Street (From Princess Street to Wolfe Street)	121
St. Asaph Street (From Princess Street to Wolfe Street)	174
Pitt Street (From Princess Street to Wolfe Street)	171
Royal Street (From Princess Street to Wolfe Street)	180
Fairfax Street (From Princess Street to Wolfe Street)	137
Lee Street (From Princess Street to Wolfe Street)	106
Union Street (From Princess Street to Wolfe Street)	114
The Strand (From King Street to Duke Street)	16
Thompsons Alley (From Lee Street to the river)	30
Ramsey Alley/Fayette Alley (From Fairfax Street to the river)	19
Study Area Total	4,399



2.1.3 PARKING RATES

On-street parking revenue is created by those who park at a meter, by residents who purchase a residential parking permit, and by those that receive parking tickets at meters and other locations. Generally, metered parking spaces in Old Town have a two-hour limit and a rate of \$1.00 per hour. **Figure 2-3, On-Street Parking Rates** shows the locations of metered parking in the study area. Parking is free at meters along King Street and Washington Street in the study area except during the following periods:

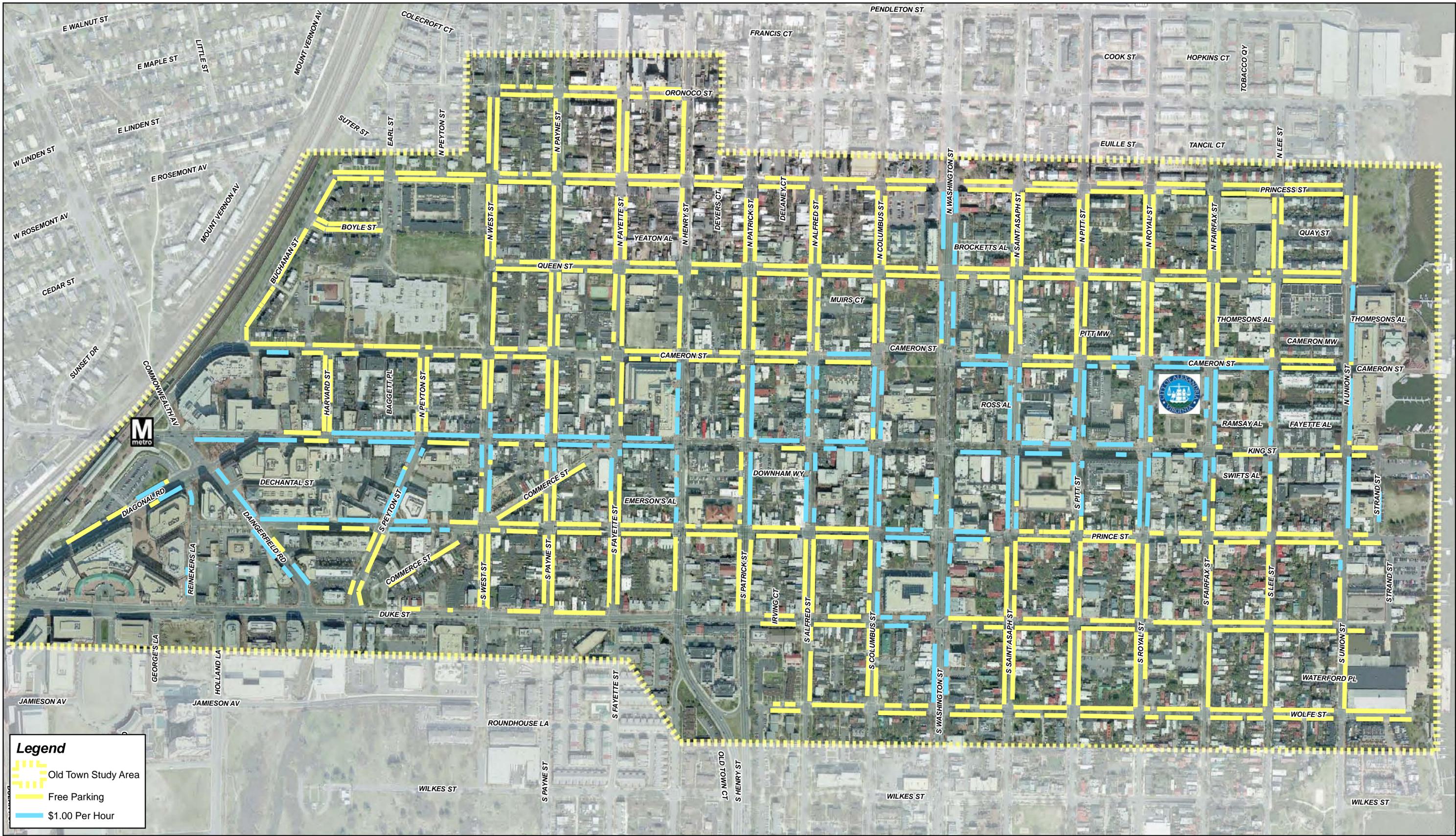
- King Street to the east of Washington Street. 8:00 AM to 7:00 PM on weekdays and Saturdays
- King Street between Washington Street and Patrick Street. 8:00 AM to 6:00 PM on weekdays and Saturdays
- King Street west of Patrick Street. 8:00 AM to 5:00 PM on weekdays and Saturdays
- Washington Street. 8:00 AM to 5:00 PM on weekdays and Saturdays

In general, most of the metered on-street parking is located along King Street and Washington Street. Other metered on-street parking is located on the first block of north/south streets intersecting King Street between Henry Street and Union Street, at the waterfront, and near the King Street Metrorail Station.

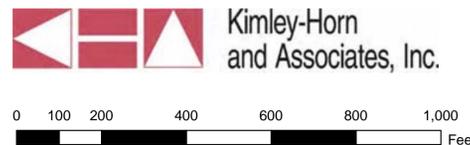
Residential permit fees are assessed annually. Currently, residential permit holders must pay \$15 per year for the first vehicle, \$20 per year for the second vehicle, and \$50 per year for each additional vehicle.

2.1.4 TIME RESTRICTIONS

Most on-street parking within the study area is limited to a two- or three-hour duration. Metered parking spaces have a two-hour limit. In residential permit districts, permit-holders are allowed to park within the district for which their permit was issued without a time restriction. The lone caveat to this restriction is that City ordinance prohibits any vehicle from being parked—permit or not—in the same location for more than 72 consecutive hours. Non-permit parking is allowed in residential districts. The general duration restriction for non-permit parkers in residential permit districts is two to three hours; however, a limited number of locations have 20- to 30-minute or 1-hour parking duration restrictions. Parking duration restrictions within the study area are shown on **Figure 2-4, On-Street Parking Time Restrictions**.



**Figure 2-3:
On-Street Parking Rates**



**FIGURE
2-3**



2.2 OFF-STREET PARKING

The following sections describe the types of off-street public parking and the number of off-street parking spaces, cost, and time restrictions for the study area.

2.2.1 TYPES OF OFF-STREET PARKING

Off-street parking studied included publicly accessible surface parking lots and parking garages. Privately owned and private-only-use parking facilities were not studied. Privately owned facilities that offer public use during specific times and days were studied. Data for these facilities was collected only during periods when the facility was available to the public.

The following describes surface parking lots and parking garages located within the study area:

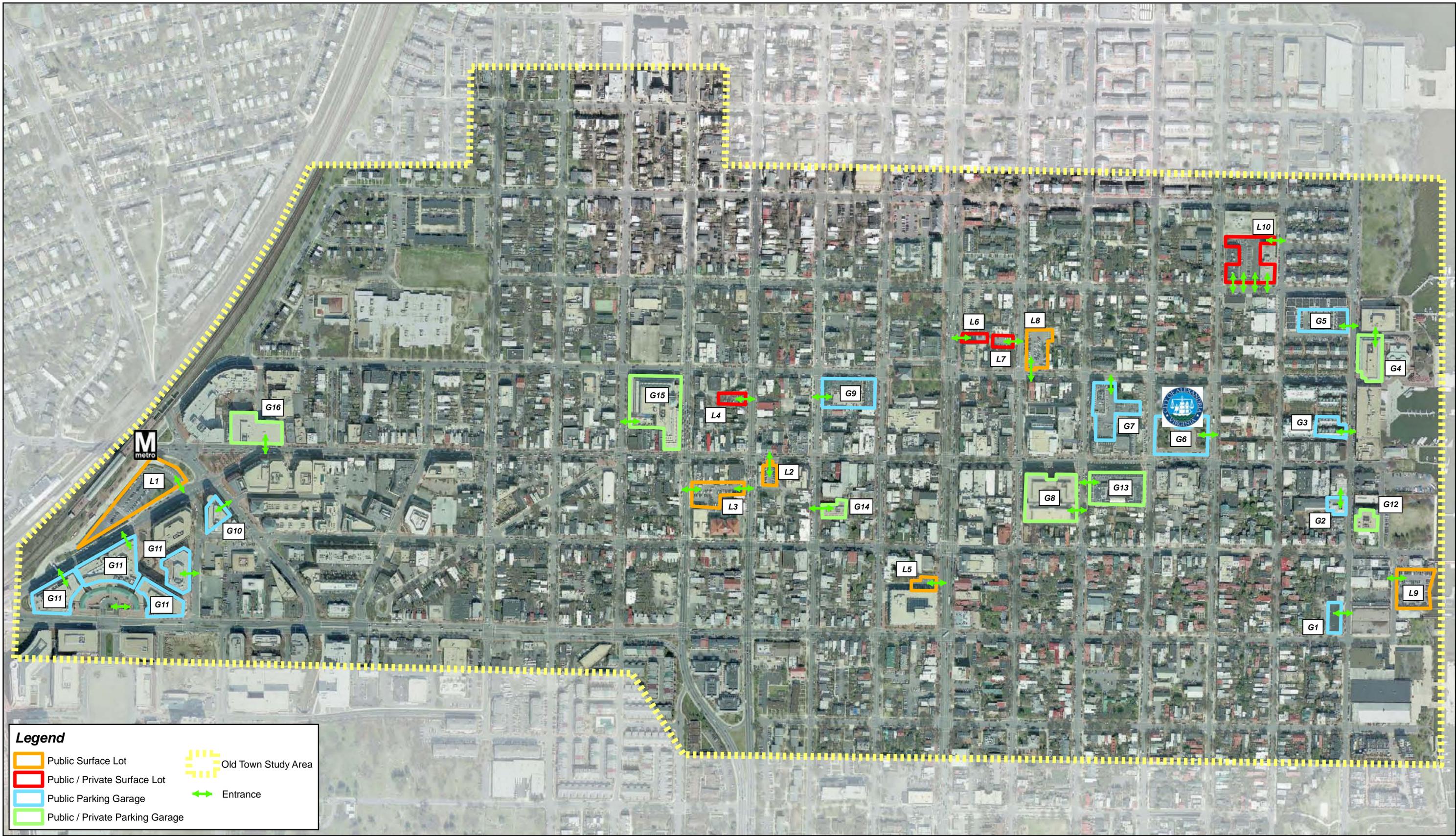
- Surface Parking Lots. Many of the surface parking lots in the study area used parking meters to collect parking fees. Other surface lots have a parking attendant to issue a ticket when vehicles arrive and collect payment when vehicles depart. Within the study area, there are ten surface parking lots open for public use. These lots are located along Diagonal Road near the Metro Station; on King Street between Patrick Street and Alfred Street; on Henry Street just south of King Street; on Patrick Street just north of King Street; on Washington Street between Prince Street and Duke Street, and between Cameron Street and Queen Street; on the east and west side of St. Asaph Street, just north of Cameron Street; on The Strand Street just south of Prince Street near the Potomac River; and on Queen Street between Fairfax Street and Lee Street. Most of the aforementioned lots are open to the public for parking during typical weekdays. A limited number have weekday restrictions. The King Street Metro parking lot along Diagonal Road offers short-term metered parking to the public. The surface lot located along South Washington Street serves visitors of the Lyceum Museum. The surface lots located along North Washington Street and on the west side of North St. Asaph Street serve the Military Officers Association and are reserved on weekdays between 6:00 AM and 6:00 PM. The Strand surface lot is located along the Potomac River just south of Prince Street. The lot is operated by the Port of Alexandria, and serves the activity centers and restaurants near the waterfront, as well as the river boat tours that operate from the dock attached to the parking lot.
- Parking Garages (structure parking). Information pertaining to capacity, cost, and hours of operation of parking garages in the study area was collected during the field inventory. Within the study area there are 16 public parking structures, most of which are located east of Washington Street near the waterfront. Most of the public parking garages are operated by independent parking companies and offer public parking during normal business hours or only during weekends and evenings.



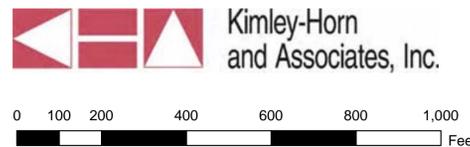
Figure 2-5, Publicly-Available Off-Street Parking Locations, shows the locations of off-street public parking facilities in the study area.

2.2.2 NUMBER OF OFF-STREET PARKING SPACES

City staff provided an inventory of the number of available public parking spaces in each off-street parking facility. Based on the field inventory and information provided by the City, there are 3,933 off-street parking spaces in the Old Town study area. **Table 2-2** presents a summary of the off-street parking supply by facility.



**Figure 2-5:
Publicly-Available Off-Street
Parking Locations**



**FIGURE
2-5**



Table 2-2: Number of Off-Street Parking Spaces by Facility

Facility	Number of Public Parking Spaces
Surface Parking Lots	
L1. King Street Metro Lot	45
L2. King Street Metered Lot	15
L3. South Henry Street Lot	49
L4. North Patrick Street Lot*	19
L5. Lyceum Museum Lot*	21
L6. Military Officers Association Lot 1*	13
L7. Military Officers Association Lot 2*	18
L8. Cameron Street/St. Asaph Street Lot	54
L9. The Strand Parking Lot	85
L10. Altman's Lot*	87
Total Surface Parking Lots	406
Parking Garages	
G1. Solo Garage	25
G2. 115 S. Union Garage	68
G3. Torpedo Plant Condo Garage	361
G4. Thompson's Alley Garage	43
G5. N. Union Street Garage	174
G6. Market Square Garage	196
G7. Tavern Square Garage	164
G8. Courthouse Square Garage	293
G9. N. Alfred Street Garage	220
G10. PNC Bank Garage	102
G11. King Street Station/Embassy Suites Garage (1-4)	831
G12. Altman's Garage*	62
G13. Hotel Monaco Garage*	174
G14. Morrison House Hotel Garage*	54
G15. 1100 Cameron Street Garage*	472
G16. Hilton Hotel Garage*	288
Total Parking Garages	3,527
Total Off-Street Parking Spaces	3,933

*Location available to facility users only or open to the public on evenings/weekends only



2.2.3 PARKING RATES AND TIME RESTRICTIONS

Parking garage hours of operation vary from facility to facility and by day of week. Some of the parking garages are open each day during normal business hours and into the evening (11:00 PM or later). During weekdays, some of the garages are open by 8:00 AM. On weekends and holidays, all of the parking garages are open by 10:00 AM. In general, the parking garages east of Washington Street are open past midnight. The parking garages near the King Street Metrorail station generally close around midnight. Exceptions to operating hours of facilities are noted below:

- Solo Garage opens at 9:00 AM on weekdays and weekends.
- 115 S. Union Garage opens at 9:30 AM on weekdays and weekdays.
- Tavern Square Garage closes at 9:30 PM Monday through Thursday and 11:00 PM on Fridays and weekends.
- N. Alfred Street Garage closes at 11:00 PM Monday through Thursday.
- PNC Bank Garage closes at 6:30 PM on weekdays and is closed on weekends.

Although parking rates vary from garage to garage, trends among rates do exist. In general, during the daytime hours patrons pay a flat rate for the first hour, followed by a flat rate for additional hours up to a daily maximum. For the first hour, patrons of parking garages within the study area pay between \$2.00 and \$10.00 and the daily maximum is \$7.00 to \$15.00. Evening rates are typically less than daytime rates. During the evening, rates are between \$0.50 and \$10.00 for the first hour with an evening maximum of \$2.00 to \$15.00. Several parking garages offer a flat rate during evening hours and on weekends. On weekends, garages that do not offer a flat rate charge between \$0.50 and \$6.00 for the first hour with a maximum of \$2.00 to \$15.00. The Appendix contains a summary of the location, hours of operation, rate, and number of spaces for the public and public/private parking lots and garages in the Old Town study area.

Figures 2-6 through 2-11 show the parking rate for the parking system during each study time period.

2.2.4 PRIVATE OFF-STREET PARKING

There are also numerous private surface lots and parking garages in the study area. These facilities were not considered in this study because they are not open to the public. Information provided by City staff indicated that there are approximately 1,700 spaces within the 43 private lots and garages. **Figure 2-12** shows the location of the private lots and garages.

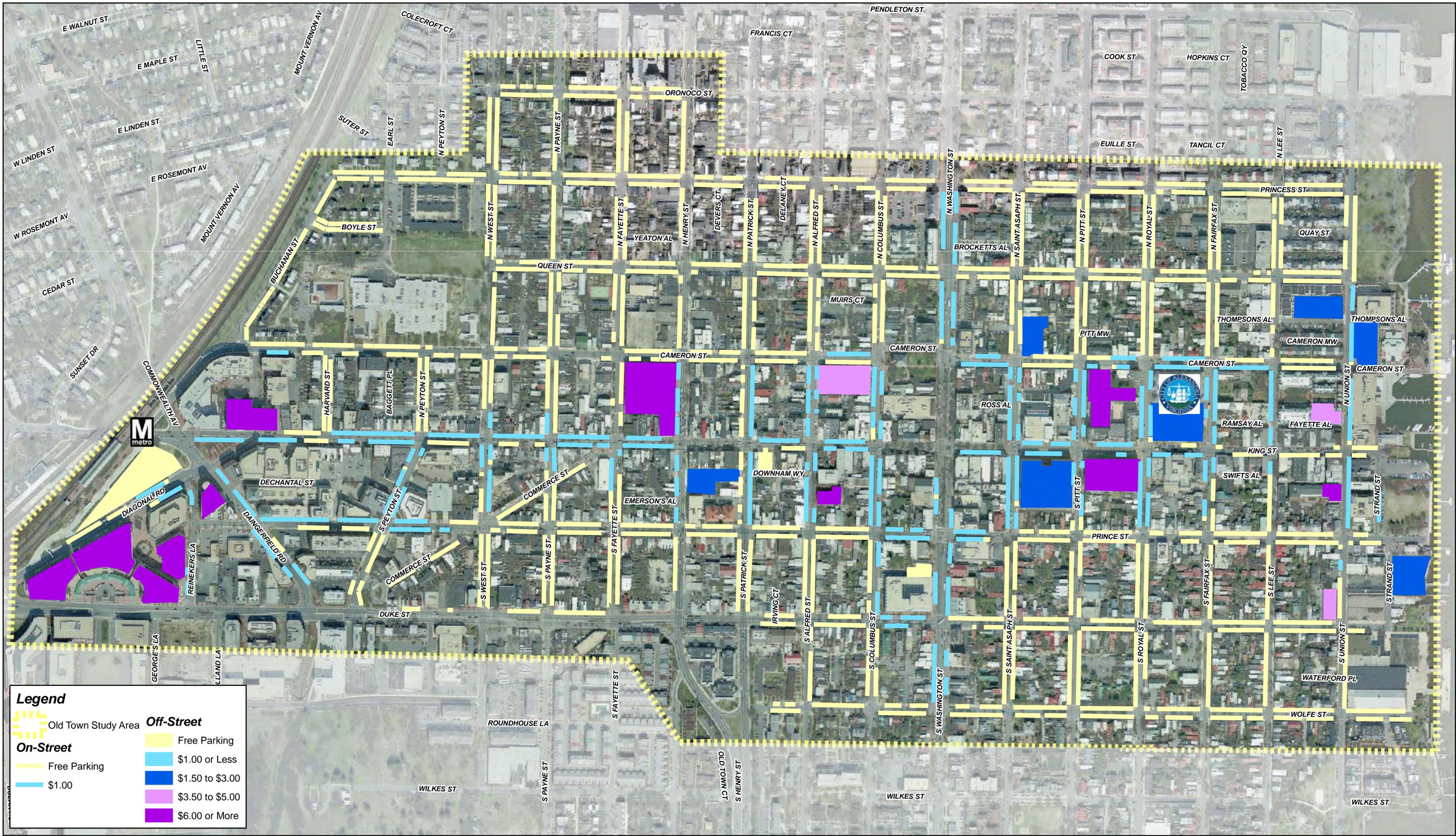


Figure 2-6:
Old Town First Hour Parking Rates
During Weekday Afternoon

Kimley-Horn
and Associates, Inc.

0 100 200 400 600 800 1,000
Feet

FIGURE
2-6

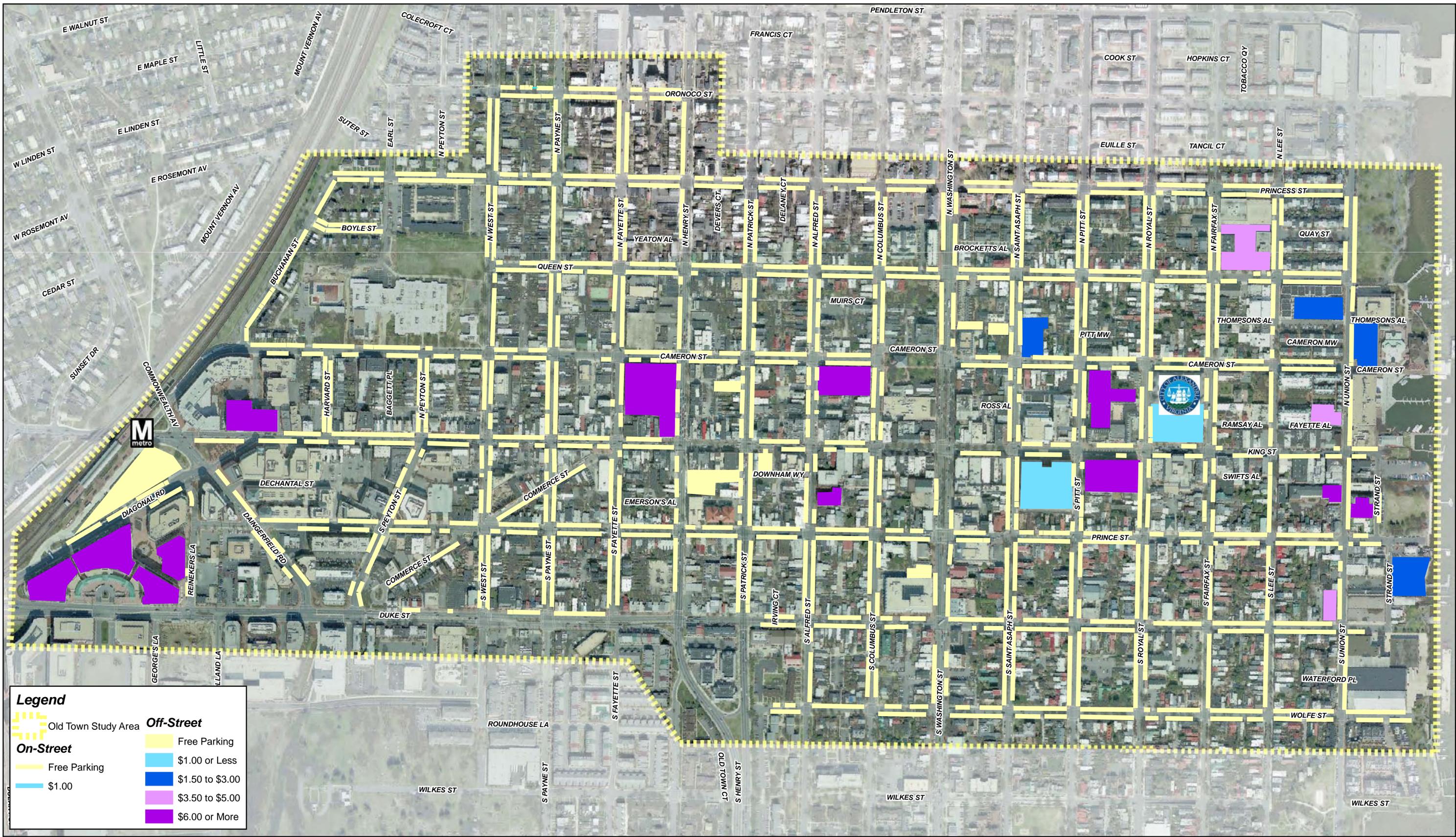


Figure 2-7:
Old Town First Hour Parking Rates
During Weekday Evening

Kimley-Horn
and Associates, Inc.

0 100 200 400 600 800 1,000
Feet

FIGURE
2-7

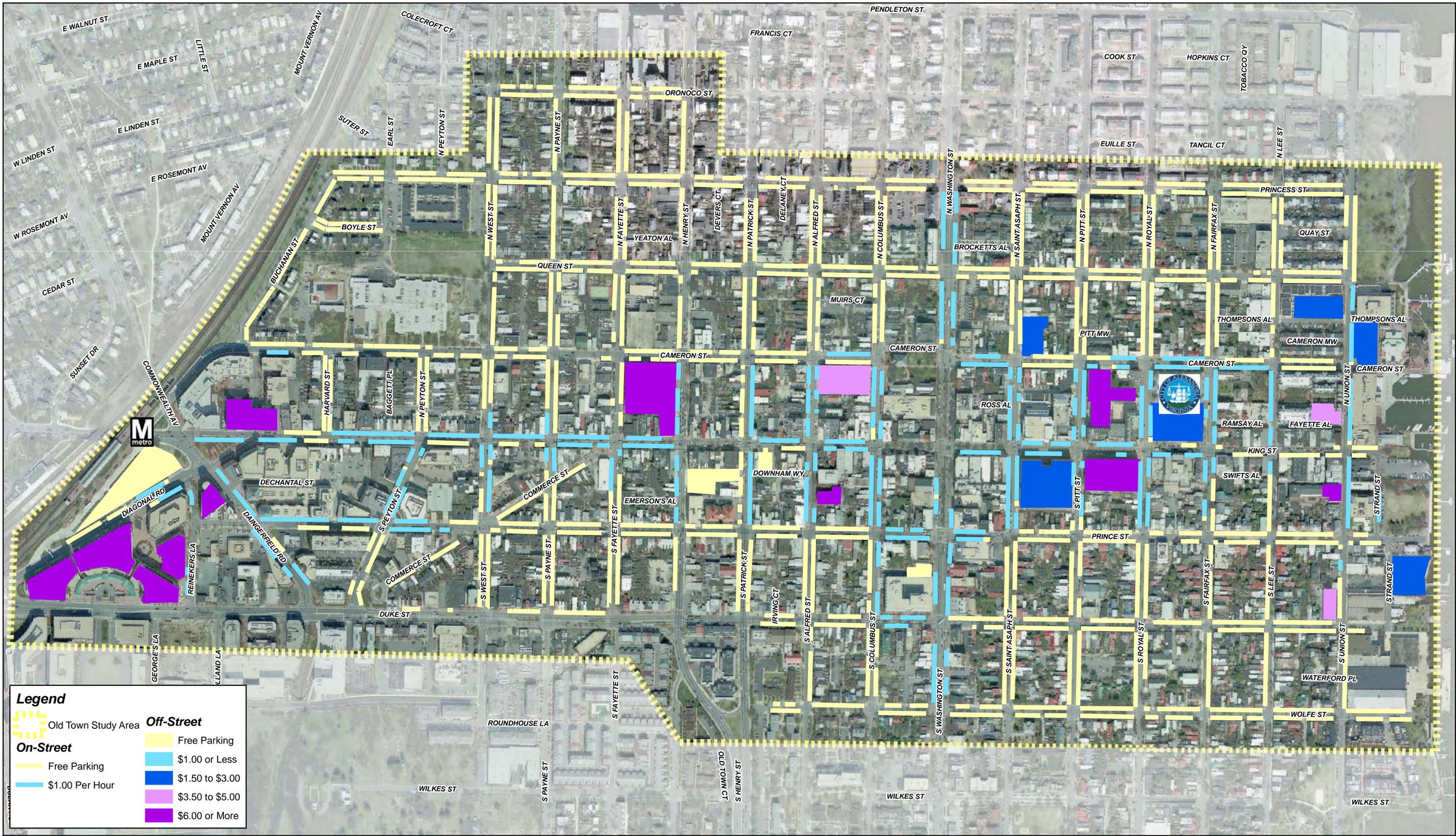


Figure 2-8:
Old Town First Hour Parking Rates
During Friday Afternoon

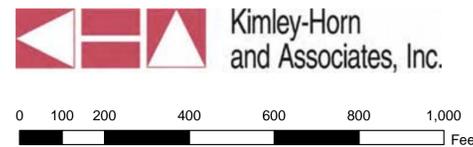


FIGURE
2-8

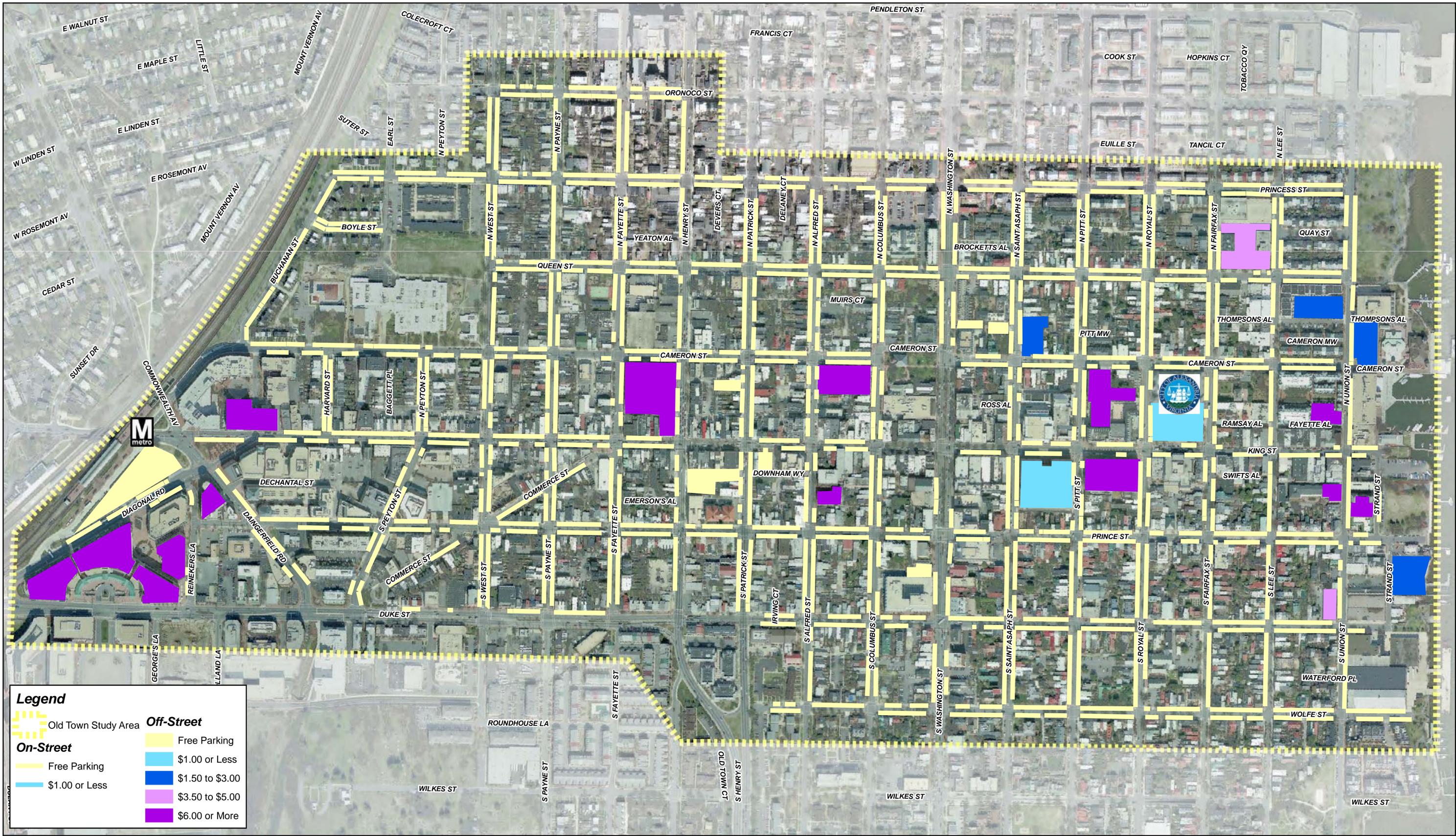


Figure 2-9:
Old Town First Hour Parking Rates
During Friday Nighttime

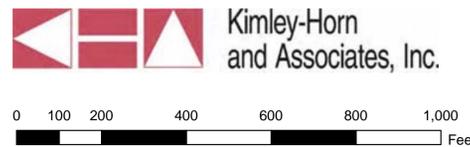


FIGURE
2-9

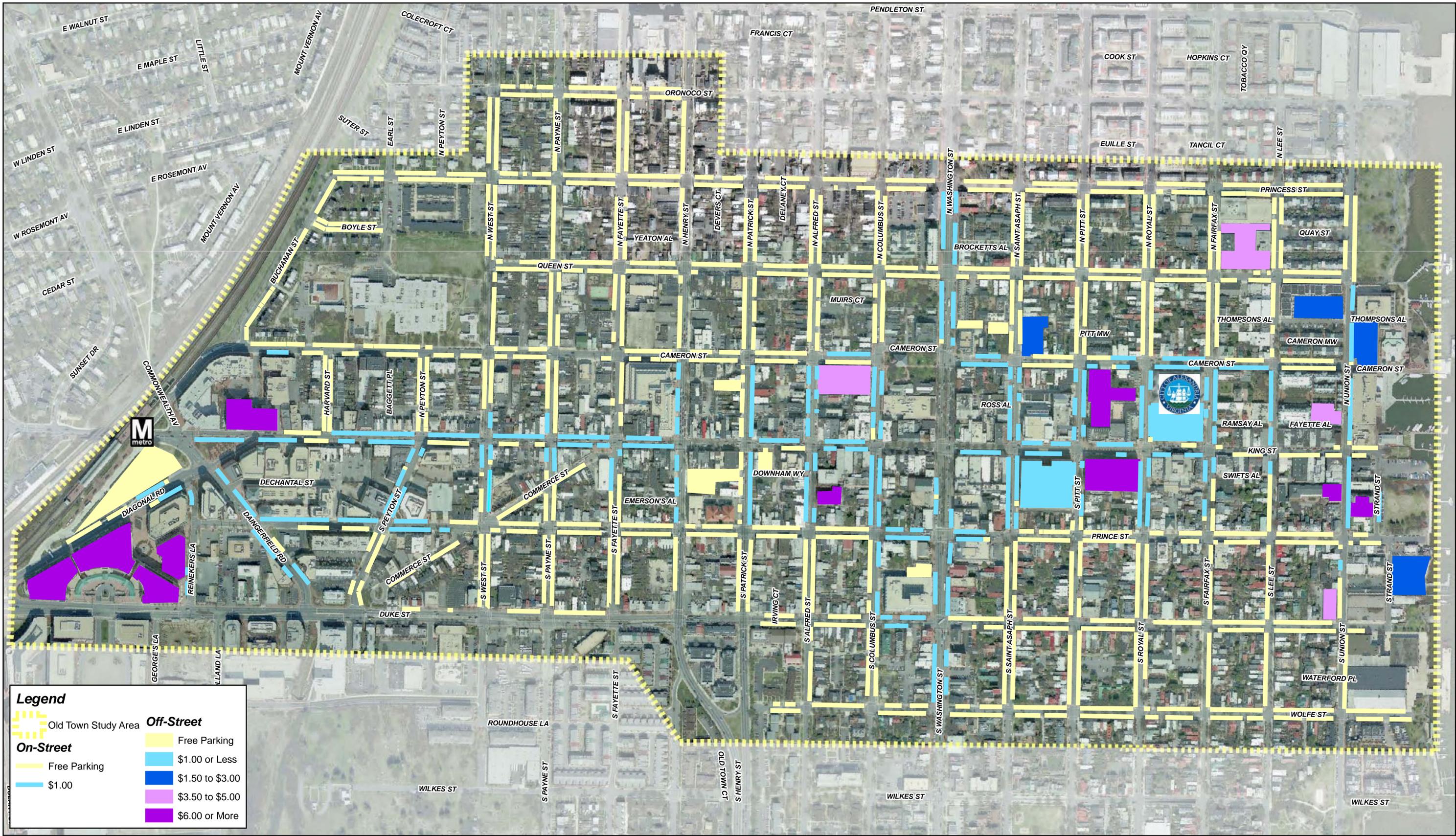


Figure 2-10:
Old Town First Hour Parking Rates
During Saturday Afternoon

Kimley-Horn and Associates, Inc.

0 100 200 400 600 800 1,000 Feet

FIGURE 2-10

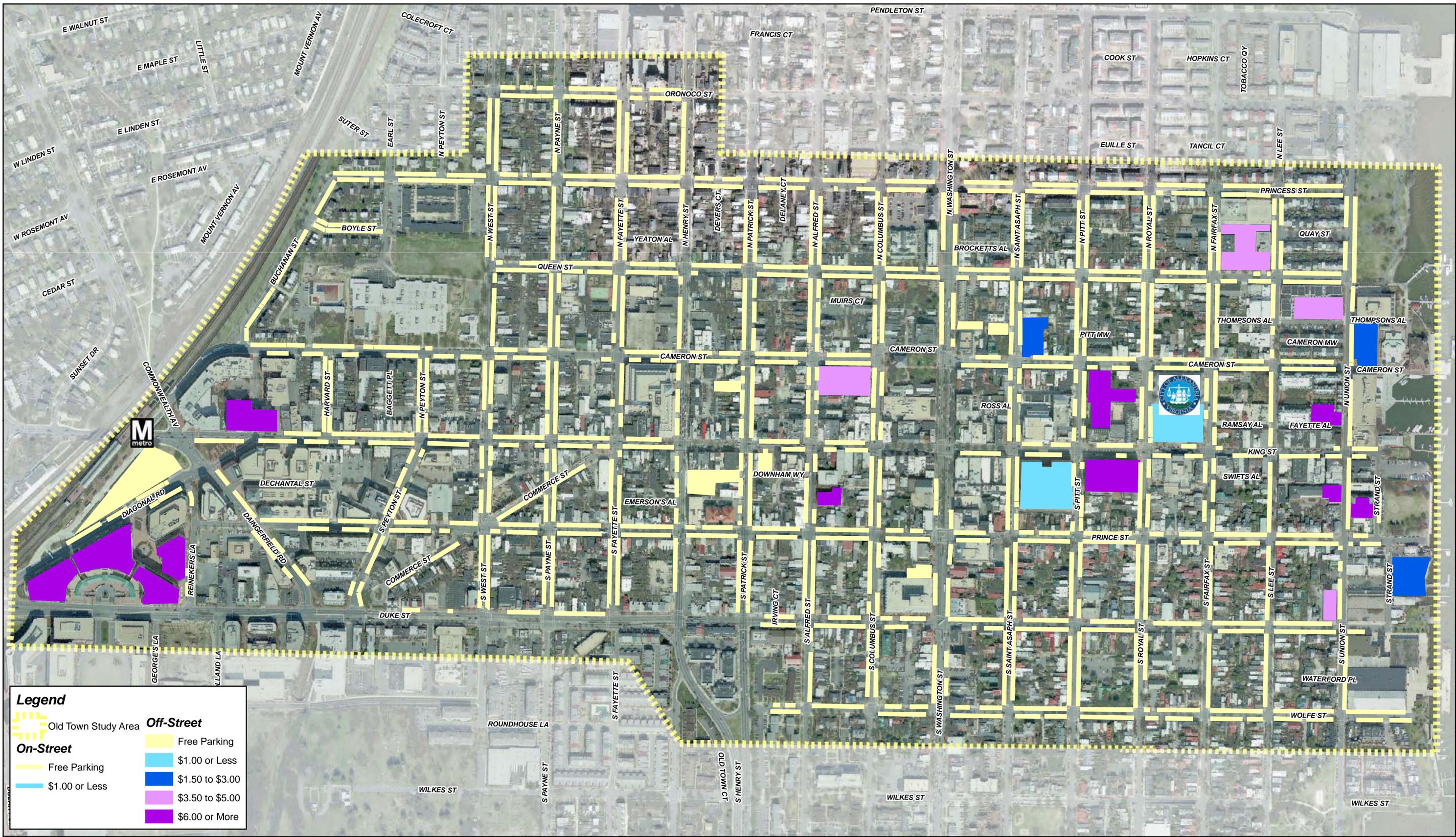


Figure 2-11
Old Town First Hour Parking Rates
During Saturday Evening

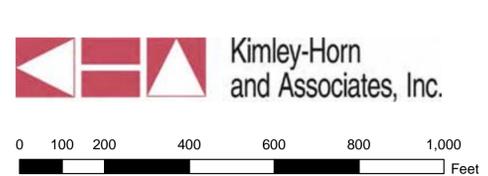


FIGURE
2-11

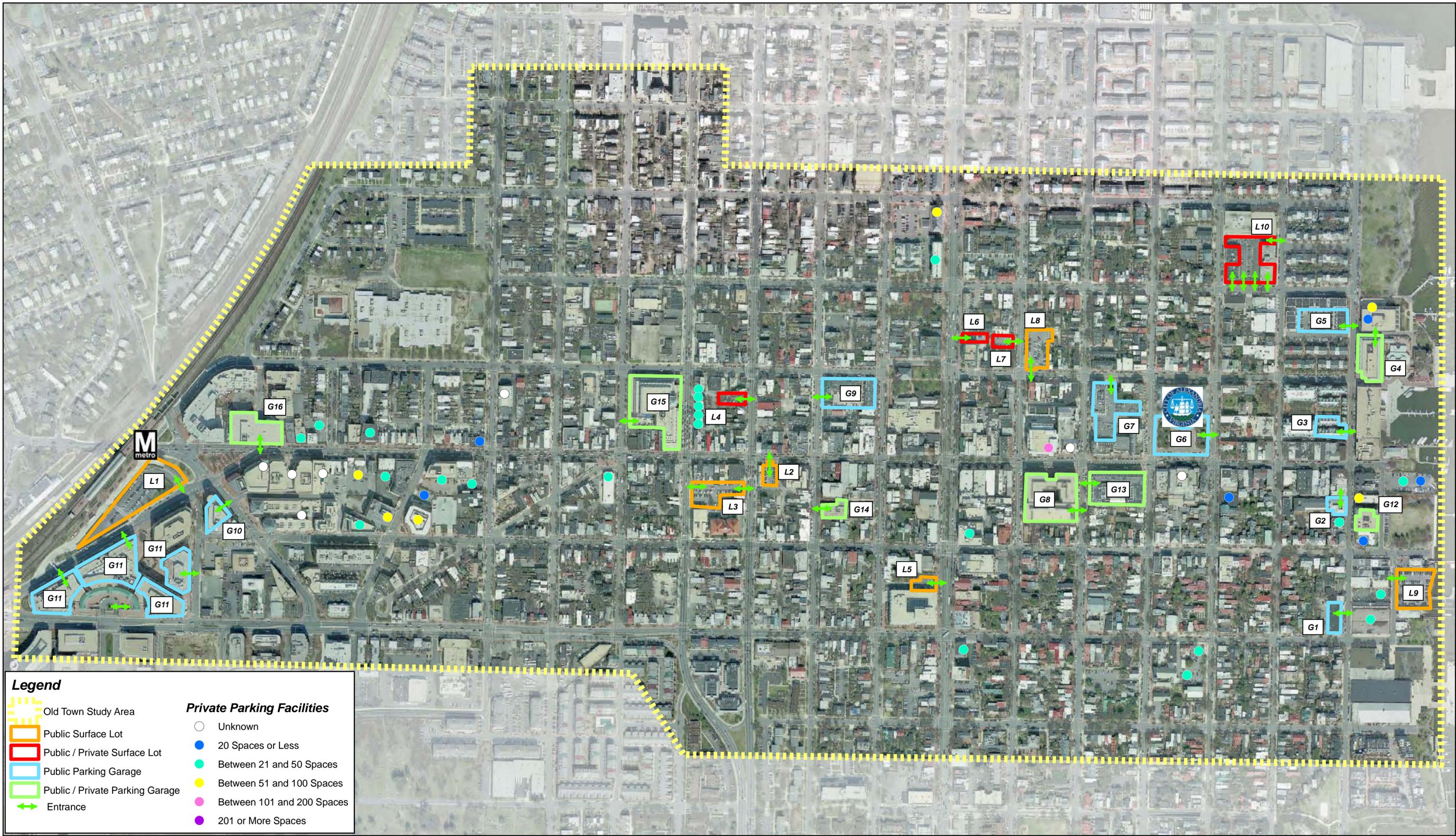


Figure 2-12:
Locations of Public and Private
Parking Lots and Garages

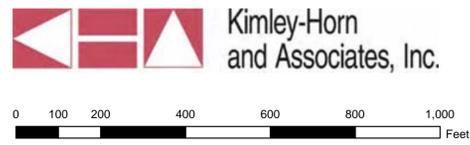


FIGURE
2-12



2.3 PARKING COUNTS

Parking counts were conducted in the study area in June 2009 for on-street parking and off-street surface parking lots. Count information for parking garages was collected at the City's direction in early December 2009, which is during the holiday shopping season where demand for parking is typically higher than during other times of the year. The following is a summary of the methodology used and the results of the data collection. The parking count information is contained in Section 2.4.

2.3.1 ON-STREET PARKING COUNTS

On-street parking counts were collected for the following six, two-hour periods:

1. Thursday, June 4, 2009, 12:00 PM to 2:00 PM
2. Tuesday, June 9, 2009, 6:00 PM to 8:00 PM
3. Friday, June 12, 2009, 12:00 PM to 2:00 PM
4. Friday, June 12, 2009, 6:00 PM to 8:00 PM
5. Saturday, June 13, 2009, 11:00 AM to 1:00 PM
6. Saturday, June 13, 2009, 7:00 PM to 9:00 PM

These periods were selected to capture times of the day and days of the week when peak parking demand is likely to occur for different activities in Old Town. Counts were performed once per hour during each time period. The counts noted the number of occupied handicapped, tour bus or trolley, and general use parking spaces along the street and within public surface parking lots. A detailed summary of the on-street parking counts by curb face is included in the Appendix of this report. It should be noted that along some curb faces where data was collected, the number of parked vehicles exceeds the number of reported parking spaces. This can be attributed to the methodology used to determine the on-street parking inventory (previously described in section 2.1.2) which assumed a standard space size. The presence of a significant number of smaller vehicles would allow more cars to be parked in a smaller area.

2.3.2 PARKING LOT COUNTS

Counts were conducted for publicly accessible off-street surface parking lots during the six periods described in Section 2.3.1. The number of parked cars was collected each hour during each two hour period.

2.3.3 PARKING GARAGE COUNTS

Counts were conducted for publicly accessible parking garages during time periods similar to those described in Section 2.3.1. The following describes the specific time periods for the parking garage data collection:



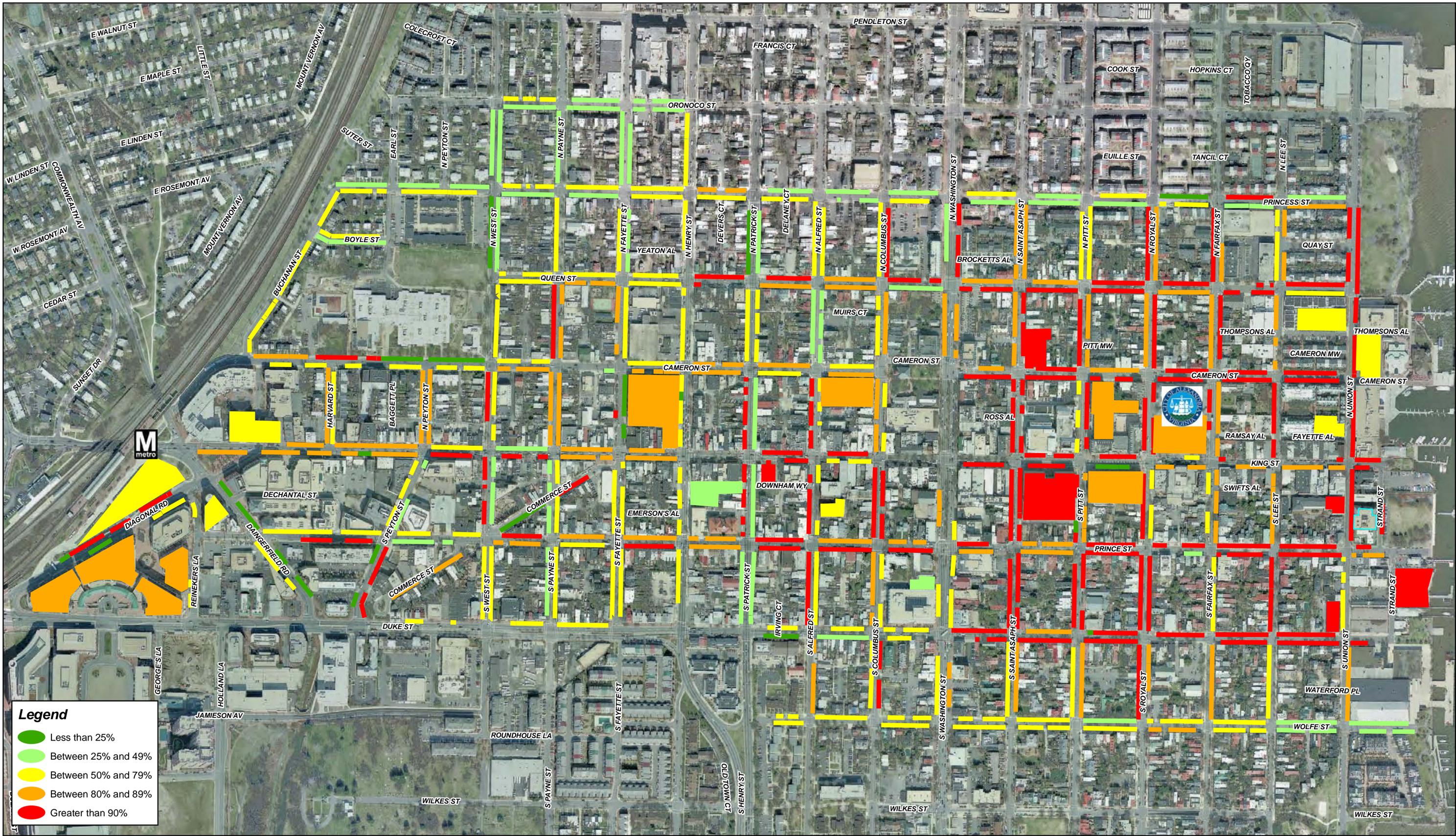
1. Thursday, December 3, 2009, 12:00 PM to 2:00 PM
2. Thursday, December 3, 2009, 6:00 PM to 8:00 PM
3. Friday, December 4, 2009, 12:00 PM to 2:00 PM
4. Friday, December 4, 2009, 6:00 PM to 8:00 PM
5. Saturday, December 12, 2009, 11:00 AM to 1:00 PM
6. Saturday, December 12, 2009, 7:00 PM to 9:00 PM

The number of parked cars was collected each hour during each two hour period.

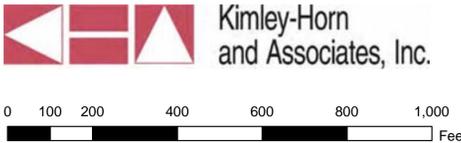
2.4 PARKING UTILIZATION

Parking count data was compared to the number of available parking spaces for each curb face, within each surface parking lot, and within each parking garage to determine parking utilization—facility occupancy—during each period studied. Generally, off-street parking facilities are considered full when they reach an occupancy of 85 percent to 90 percent; however, in very large parking facilities with technology to guide parkers to available spaces, the measure of full can often be increased to 90 percent to 95 percent. In the same manner, a large parking system—the combination of lots, garages, and street parking—is viewed as full when it reaches the same 85 percent to 90 percent range. The reason that full occupancy—100 percent of spaces occupied—is not used in parking planning is that as occupancies rise above 85 percent, it is increasingly difficult for parkers to find the spaces that remain open within the system. In areas that employ comprehensive parking guidance systems with real-time parking system information for users, effective full occupancy assumptions can be increased to in-excess of 90 percent.

The narratives, tables, and figures on the following pages describe on- and off-street parking utilization and substantive conclusions that can be drawn from the evaluation of utilization information. **Figures 2-13 through 2-18** show a summary of parking utilization by day (weekday, Friday, or Saturday), time period (mid-day or evening), and for all parking types (on-street, lots, and garages) within the study area.



**Figure 2-13:
Parking Utilization
During Weekday Afternoon**



**FIGURE
2-13**

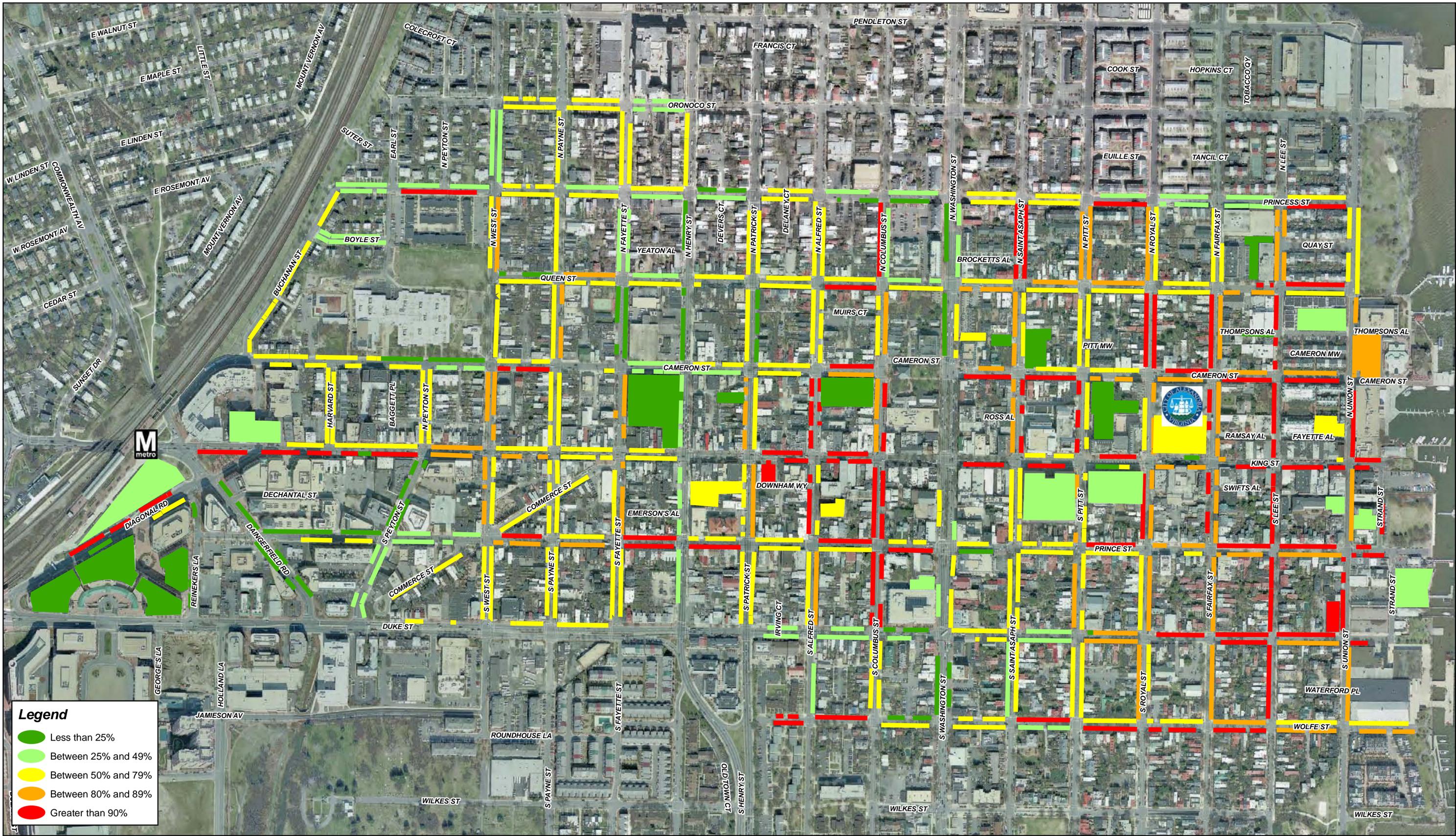


Figure 2-14:
Parking Utilization
During Weekday Evening

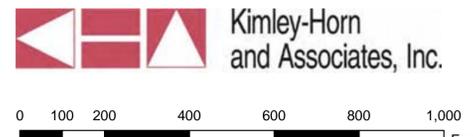
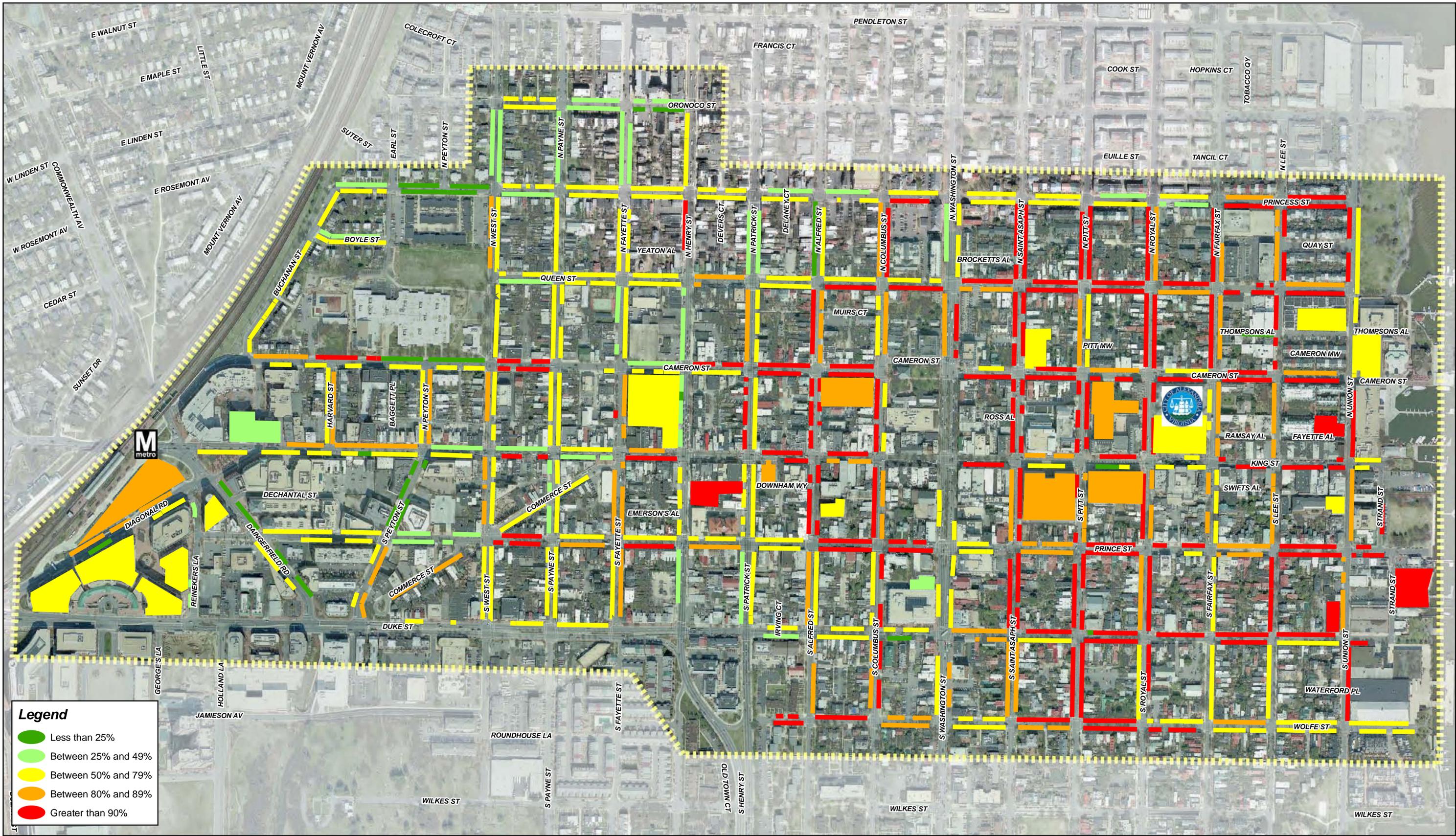


FIGURE
2-14





**Figure 2-15:
Parking Utilization
During Friday Afternoon**

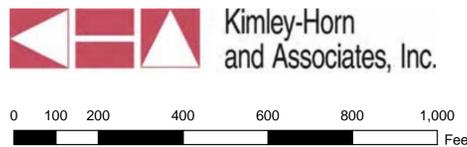
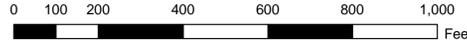


FIGURE
2-15



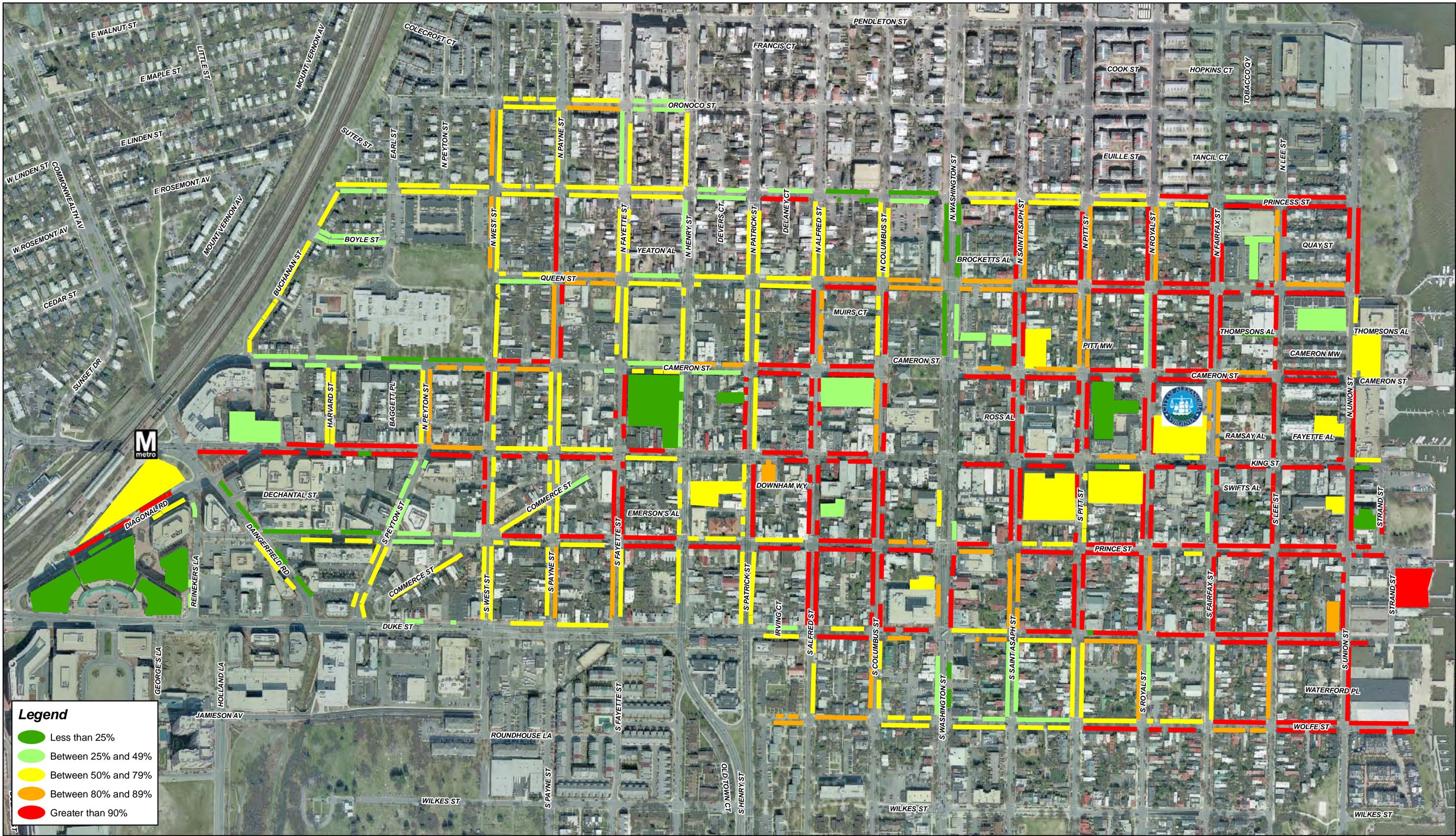
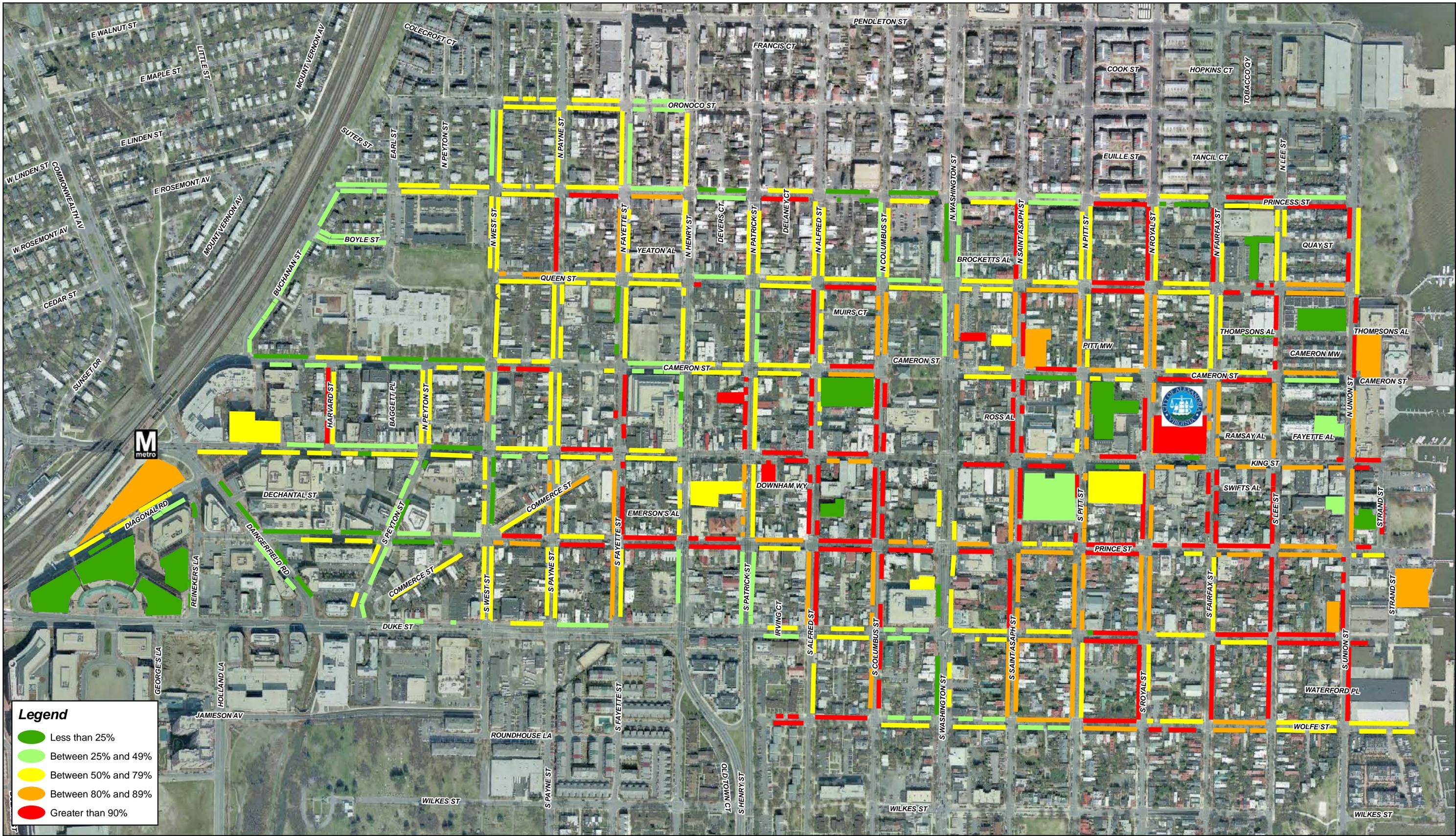


Figure 2-16:
Parking Utilization
During Friday Evening

Kimley-Horn
and Associates, Inc.

0 100 200 400 600 800 1,000
Feet

FIGURE
2-16



Legend

- Less than 25%
- Between 25% and 49%
- Between 50% and 79%
- Between 80% and 89%
- Greater than 90%



Figure 2-17:
Parking Utilization
During Saturday Afternoon

Kimley-Horn
and Associates, Inc.

0 100 200 400 600 800 1,000
Feet



FIGURE
2-17

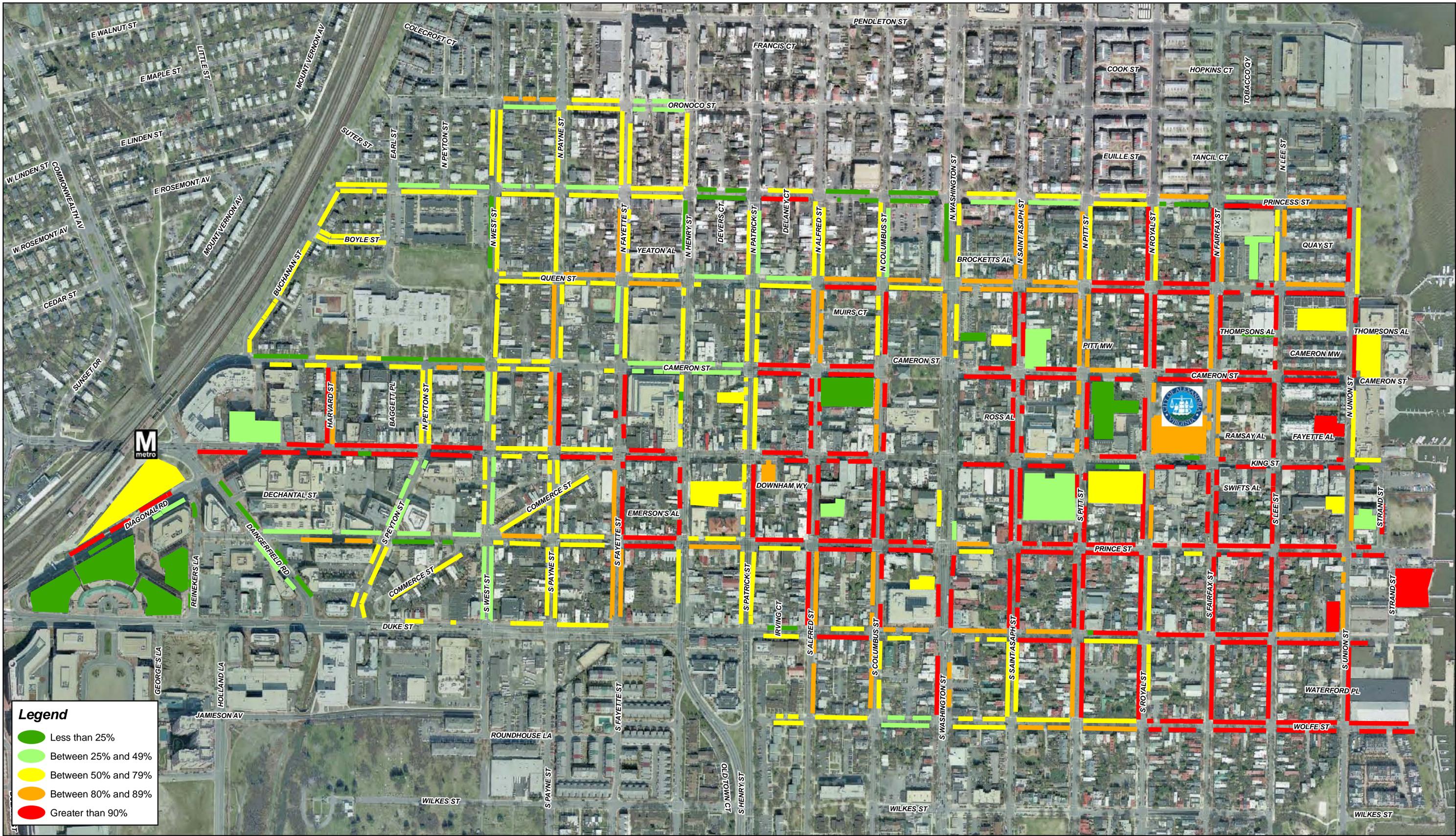


Figure 2-18:
Parking Utilization
During Saturday Evening

Kimley-Horn
and Associates, Inc.

0 100 200 400 600 800 1,000
 Feet

FIGURE
2-18



2.4.1 ON-STREET PARKING UTILIZATION

Utilization was calculated for each curb face for on-street parking. **Table 2-3** shows a summary of the number of available spaces, the number of parked vehicles, and the percent utilization for each street during each time period counted. The Appendix contains a summary of the on-street parking counts by curb face. Occupancies in-excess of 90 percent are highlighted.

Table 2-3: On-Street Parking Utilization Summary

Street	Available Spaces	Weekday Afternoon (12:00PM to 1:00PM)	Weekday Afternoon (1:00PM to 2:00PM)	Weekday Evening (6:00PM to 7:00PM)	Weekday Evening (7:00PM to 8:00PM)	Friday Afternoon (12:00PM to 1:00PM)	Friday Afternoon (1:00PM to 2:00PM)	Friday Evening (6:00PM to 7:00PM)	Friday Evening (7:00PM to 8:00PM)	Saturday Afternoon (11:00AM to 12:00PM)	Saturday Afternoon (12:00PM to 1:00PM)	Saturday Evening (7:00PM to 8:00PM)	Saturday Evening (8:00PM to 9:00PM)
Oronoco St.	66	27	29	35	33	32	26	37	41	40	35	35	35
		41%	44%	53%	50%	48%	39%	56%	62%	61%	53%	53%	53%
Princess St.	307	143	169	157	148	175	180	165	174	170	165	154	147
		47%	55%	51%	48%	57%	59%	54%	57%	55%	54%	50%	48%
Queen St.	289	236	226	183	184	243	235	212	231	218	211	217	238
		82%	78%	63%	64%	84%	81%	73%	80%	75%	73%	75%	82%
Cameron St.	318	255	239	213	223	256	256	229	239	207	190	227	237
		80%	75%	67%	70%	81%	81%	72%	75%	65%	60%	71%	75%
King St.	312	251	255	217	254	272	234	260	301	222	220	272	287
		80%	82%	70%	81%	87%	75%	83%	96%	71%	71%	87%	92%
Prince St.	375	324	298	264	273	306	302	297	305	301	293	299	310
		86%	79%	70%	73%	82%	81%	79%	81%	80%	78%	80%	83%
Duke St.	204	164	156	119	130	164	162	138	170	144	146	174	166
		80%	76%	58%	64%	80%	79%	68%	83%	71%	72%	85%	81%
Wolfe St.	166	100	115	101	121	107	130	111	124	122	120	121	132
		60%	69%	61%	73%	64%	78%	67%	75%	73%	72%	73%	80%
West St.	152	79	93	83	98	92	98	98	111	87	82	76	76
		52%	61%	55%	64%	61%	64%	64%	73%	57%	54%	50%	50%
Payne St.	149	33	32	34	33	40	30	31	32	43	34	36	36
		22%	21%	23%	22%	27%	20%	21%	21%	29%	23%	24%	24%
Fayette St.	170	96	108	98	98	111	111	127	126	116	123	125	134
		56%	64%	58%	58%	65%	65%	75%	74%	68%	72%	74%	79%
Henry St.	76	49	45	27	25	53	41	40	45	47	41	47	45
		64%	59%	36%	33%	70%	54%	53%	59%	62%	54%	62%	59%



Table 2-3 (continued): On-Street Parking Utilization Summary

Street	Available Spaces	Weekday Afternoon (12:00PM to 1:00PM)	Weekday Afternoon (1:00PM to 2:00PM)	Weekday Evening (6:00PM to 7:00PM)	Weekday Evening (7:00PM to 8:00PM)	Friday Afternoon (12:00PM to 1:00PM)	Friday Afternoon (1:00PM to 2:00PM)	Friday Evening (6:00PM to 7:00PM)	Friday Evening (7:00PM to 8:00PM)	Saturday Afternoon (11:00AM to 12:00PM)	Saturday Afternoon (12:00PM to 1:00PM)	Saturday Evening (7:00PM to 8:00PM)	Saturday Evening (8:00PM to 9:00PM)
Patrick St.	140	69	84	81	83	94	83	97	100	87	79	89	94
		49%	60%	58%	59%	67%	59%	69%	71%	62%	56%	64%	67%
Alfred St.	150	114	122	116	104	123	117	113	132	123	125	128	132
		76%	81%	77%	69%	82%	78%	75%	88%	82%	83%	85%	88%
Columbus St.	175	141	138	142	140	143	149	134	146	141	145	147	149
		81%	79%	81%	80%	82%	85%	77%	83%	81%	83%	84%	85%
Washington St.	121	84	77	32	41	68	74	35	57	53	56	71	83
		69%	64%	26%	34%	56%	61%	29%	47%	44%	46%	59%	69%
St. Asaph St.	174	159	163	121	126	158	166	122	142	149	155	143	158
		91%	94%	70%	72%	91%	95%	70%	82%	86%	89%	82%	91%
Pitt St.	171	151	147	104	128	149	162	130	150	130	133	141	153
		88%	86%	61%	75%	87%	95%	76%	88%	76%	78%	82%	89%
Royal St.	180	168	166	112	145	168	166	140	153	135	159	150	161
		93%	92%	62%	81%	93%	92%	78%	85%	75%	88%	83%	89%
Fairfax St.	137	116	127	98	117	111	113	125	116	112	112	124	130
		85%	93%	72%	85%	81%	82%	91%	85%	82%	82%	91%	95%
Lee St.	106	88	94	83	101	98	93	96	102	99	94	99	99
		83%	89%	78%	95%	92%	88%	91%	96%	93%	89%	93%	93%
Union St.	114	113	97	77	99	101	96	108	120	93	104	105	105
		99%	85%	68%	87%	89%	84%	95%	105%	82%	91%	92%	92%
The Strand	16	16	15	15	15	17	15	17	16	16	16	16	16
		100%	94%	94%	94%	106%	94%	106%	100%	100%	100%	100%	100%
Thompson Alley	30	13	14	15	17	18	17	20	23	22	21	18	22
		43%	47%	50%	57%	60%	57%	67%	77%	73%	70%	60%	73%
Fayette Alley / Ramsey Alley	19	11	12	8	10	11	14	14	15	11	10	17	17
		58%	63%	42%	53%	58%	74%	74%	79%	58%	53%	89%	89%
Buchanan Street	35	32	33	26	30	30	29	23	28	24	22	21	22
		91%	94%	74%	86%	86%	83%	66%	80%	69%	63%	60%	63%
Boyle Street	37	19	18	14	16	19	19	16	17	15	13	18	19
		51%	49%	38%	43%	51%	51%	43%	46%	41%	35%	49%	51%



Table 2-3 (continued): On-Street Parking Utilization Summary

Street	Available Spaces	Weekday Afternoon (12:00PM to 1:00PM)	Weekday Afternoon (1:00PM to 2:00PM)	Weekday Evening (6:00PM to 7:00PM)	Weekday Evening (7:00PM to 8:00PM)	Friday Afternoon (12 :00PM to 1:00PM)	Friday Afternoon (1:00PM to 2:00PM)	Friday Evening (6:00PM to 7:00PM)	Friday Evening (7:00PM to 8:00PM)	Saturday Afternoon (11:00AM to 12:00PM)	Saturday Afternoon (12:00PM to 1:00PM)	Saturday Evening (7:00PM to 8:00PM)	Saturday Evening (8:00PM to 9:00PM)
Diagonal Road	34	30	34	26	28	26	26	29	29	13	22	26	25
		88%	100%	76%	82%	76%	76%	85%	85%	38%	65%	76%	74%
Reinekers Lane	10	5	7	3	2	8	3	3	4	1	2	2	2
		50%	70%	30%	20%	80%	30%	30%	40%	10%	20%	20%	20%
Daingerfield Road	27	6	6	2	2	9	5	5	5	4	4	5	4
		22%	22%	7%	7%	33%	19%	19%	19%	15%	15%	19%	15%
Harvard Street	28	23	24	18	14	24	23	17	15	25	26	27	27
		82%	86%	64%	50%	86%	82%	61%	54%	89%	93%	96%	96%
Peyton Street	71	46	42	31	31	42	40	32	40	31	32	35	37
		65%	59%	44%	44%	59%	56%	45%	56%	44%	45%	49%	52%
Commerce Street	40	27	40	25	25	31	36	23	23	31	29	24	24
		68%	100%	63%	63%	78%	90%	58%	58%	78%	73%	60%	60%
TOTAL	4,399	3,189	3,226	2,680	2,894	3,300	3,252	3,044	3,332	3,032	3,019	3,189	3,323
		72%	73%	61%	66%	75%	74%	69%	76%	69%	69%	72%	76%

The following identifies the peak hours of the on-street parking during each time period studied:

- Weekday afternoon, 1:00 PM to 2:00 PM
- Weekday evening, 7:00 PM to 8:00 PM
- Friday afternoon, 12:00 PM to 1:00 PM
- Friday evening, 7:00 PM to 8:00 PM
- Saturday afternoon, 11:00 AM to 12:00 PM
- Saturday evening, 8:00 PM to 9:00 PM

As shown in Table 2-3, on-street parking utilization is between 61 percent and 76 percent for all time periods studied. This would indicate that on-street parking is available within the study area during each time period; however, parking may not be proximate to people’s desired destinations. Typical of any parking system, utilization is uneven throughout the overall on-street system and parking nearest to popular destinations and/or at the least cost



is the most utilized. This condition of high utilization in high demand areas is likely to give some the impression that there is not parking available. Locations and time periods where parking utilization was in excess of 90 percent are summarized in the following:

- King Street on Friday and Saturday evenings
- St. Asaph Street on typical weekday afternoons, Friday afternoons, and Saturday evenings
- Pitt Street on Friday afternoons
- Royal Street on typical weekday and Friday afternoons
- Fairfax Street on typical weekday afternoons, Friday evenings, and Saturday evenings
- Lee Street on typical weekday evenings, Friday afternoons, Friday evenings, Saturday afternoons, and Saturday evenings
- Union Street on typical weekday afternoons, Friday evenings, Saturday afternoons, and Saturday evenings
- Strand Street during all six time periods
- Vicinity of King Street Metrorail station on typical weekday afternoons, Friday afternoons, Saturday afternoons, and Saturday evenings
- Vicinity of the Potomac River waterfront during all six time periods

2.4.2 OFF-STREET PARKING UTILIZATION

Utilization was calculated for each surface parking lot and parking garage. **Table 2-4** and **Table 2-5** show a summary of the number of available spaces, the number of parked vehicles, and the percent utilization for each street during each time period counted for surface lots and parking garages, respectively. It should be noted that some parking lots and parking garage operators park vehicles in tandem (double-park) to maximize lot and garage capacity during periods of high demand. The tandem parking practice is reflected in the data by the indication of utilization in excess of 100 percent. Occupancies of 90 percent or greater are also highlighted.



Table 2-4: Off-Street Surface Lot Utilization Summary

Lot	Available Spaces	Weekday Afternoon (12:00PM to 1:00PM)	Weekday Afternoon (1:00PM to 2:00PM)	Weekday Evening (6:00PM to 7:00PM)	Weekday Evening (7:00PM to 8:00PM)	Friday Afternoon (12:00PM to 1:00PM)	Friday Afternoon (1:00PM to 2:00PM)	Friday Evening (6:00PM to 7:00PM)	Friday Evening (7:00PM to 8:00PM)	Saturday Afternoon (11:00AM to 12:00PM)	Saturday Afternoon (12:00PM to 1:00PM)	Saturday Evening (7:00PM to 8:00PM)	Saturday Evening (8:00PM to 9:00PM)
L1. King Street Metro Lot	45	31	28	32	21	38	36	27	26	41	40	41	34
		69%	62%	71%	47%	84%	80%	60%	58%	91%	89%	91%	76%
L2. King Street Metered Lot	15	15	15	19	20	12	12	14	13	13	15	11	13
		100%	100%	127%	133%	80%	80%	93%	87%	87%	100%	73%	87%
L3. South Henry Street Lot	49	19	14	41	37	42	44	37	37	31	29	35	38
		39%	29%	84%	76%	86%	90%	76%	76%	63%	59%	71%	78%
L4. N. Patrick Street Lot*	19	-	-	4	3	-	-	1	2	17	18	14	14
		-	-	21%	16%	-	-	5%	11%	89%	95%	74%	74%
L5. Lyceum Museum Lot**	21	8	7	4	8	7	10	13	15	8	12	10	16
		38%	33%	19%	38%	33%	48%	62%	71%	38%	57%	48%	76%
L6. Military Officers Association Lot***	13	-	-	6	9	-	-	3	4	13	12	2	1
		-	-	46%	69%	-	-	23%	31%	100%	92%	15%	8%
L7. Military Officers Association Lot***	18	-	-	6	4	-	-	6	7	13	12	9	13
		-	-	33%	22%	-	-	33%	39%	72%	67%	50%	72%
L8. Cameron Street/St. Asaph Street Lot	54	54	45	10	8	36	38	31	31	40	43	28	26
		100%	83%	19%	15%	67%	70%	57%	57%	74%	80%	52%	48%
L9. The Strand Lot	85	81	94	35	37	76	91	85	100	65	69	75	80
		95%	111%	41%	44%	89%	107%	100%	118%	76%	81%	88%	94%
L10. Altman's Lot	87	-	-	20	18	-	-	27	28	10	13	35	31
		-	-	23%	21%	-	-	31%	32%	11%	15%	40%	36%
TOTAL	406	208	203	177	165	211	231	244	263	251	263	260	266
		77% ¹	75% ¹	44%	41%	78% ¹	86% ¹	60%	65%	62%	65%	64%	66%

*Permit parking only, 7:00 AM to 6:00 PM, Monday through Friday

**Lyceum Museum visitor parking only

***Reserved parking, 6:00 AM to 6:00 PM, Monday through Friday

1. Based on 269 available public spaces as a result of L4, L6, L7 and L10 restrictions



The following identifies the peak hours of the surface parking lots during each time period studied:

- Weekday afternoon, 12:00 PM to 1:00 PM
- Weekday evening, 6:00 PM to 7:00 PM
- Friday afternoon, 1:00 PM to 2:00 PM
- Friday evening, 7:00 PM to 8:00 PM
- Saturday afternoon, 12:00 PM to 1:00 PM
- Saturday evening, 8:00 PM to 9:00 PM

As shown in Table 2-4, surface parking lot utilization is between 41 percent and 86 percent for all periods studied. This would indicate that surface lot parking is available within the study area during each time period with the exception of Friday afternoons. However, this does not mean that parking is available in all lots or areas of the study area. The data indicates that the following surface lots are effectively full during one or more periods:

- King Street Metro Lot during Saturday afternoon and evenings
- King Street Metered Lot during typical weekday afternoons and evenings, Friday evening, and Saturday afternoons
- South Henry Street Lot on Friday afternoons
- North Patrick Street Lot on Saturday afternoons
- Military Officers Association Lot on Saturday afternoons
- The Strand Lot during typical weekday afternoons, on Friday afternoons and evenings, and on Saturday evenings



Table 2-5: Off-Street Parking Garage Utilization Summary

Garage	Available Spaces	Weekday Afternoon (12:00PM to 1:00PM)	Weekday Afternoon (1:00PM to 2:00PM)	Weekday Evening (6:00PM to 7:00PM)	Weekday Evening (7:00PM to 8:00PM)	Friday Afternoon (12:00PM to 1:00PM)	Friday Afternoon (1:00PM to 2:00PM)	Friday Evening (6:00PM to 7:00PM)	Friday Evening (7:00PM to 8:00PM)	Saturday Afternoon (11:00AM to 12:00PM)	Saturday Afternoon (12:00PM to 1:00PM)	Saturday Evening (7:00PM to 8:00PM)	Saturday Evening (8:00PM to 9:00PM)
G1. Solo Garage	25	33	34	20	24	32	27	21	21	17	22	26	25
		132%	136%	80%	96%	128%	108%	84%	84%	68%	88%	104%	100%
G2. 115 S. Union St. Garage	68	61	57	21	17	43	46	30	35	13	18	31	37
		90%	84%	31%	25%	63%	68%	44%	51%	19%	26%	46%	54%
G3. Torpedo Plant Garage	361	273	287	184	203	288	330	168	232	80	139	268	340
		76%	80%	51%	56%	80%	91%	47%	64%	22%	39%	74%	94%
G4. Thompson's Alley Garage	43	24	32	40	36	33	34	25	25	33	36	27	26
		56%	74%	93%	84%	77%	79%	58%	58%	77%	84%	63%	60%
G5. N. Union Street Garage	174	99	103	82	65	109	112	66	58	34	35	92	96
		57%	59%	47%	37%	63%	64%	38%	33%	20%	20%	53%	55%
G6. Market Square Garage	196	163	185	109	105	149	152	132	154	168	182	188	172
		83%	94%	56%	54%	76%	78%	67%	79%	86%	93%	96%	88%
G7. Tavern Square Garage	164	136	134	48	26	125	132	39	28	25	22	15	11
		83%	82%	29%	16%	76%	80%	24%	17%	15%	13%	9%	7%
G8. Courthouse Square Garage	293	270	263	140	90	240	262	146	147	106	122	128	137
		92%	90%	48%	31%	82%	89%	50%	50%	36%	42%	44%	47%
G9. N. Alfred Street Garage	220	185	184	47	40	194	196	56	54	50	47	27	28
		84%	84%	21%	18%	88%	89%	25%	25%	23%	21%	12%	13%
G10. PNC Bank Garage	102	68	66	-	-	70	69	93	-	-	-	-	-
		67%	65%	-	-	69%	68%	91%	-	-	-	-	-
G11. King Street Station Garages	831	675	593	240	157	630	628	211	128	62	65	87	92
		81%	71%	29%	19%	76%	76%	25%	15%	7%	8%	10%	11%
G12. Altman Garage	62	-	-	6	21	-	-	13	15	16	15	22	25
		-	-	10%	34%	-	-	21%	24%	26%	24%	35%	40%



Table 2-5 Continued: Off-Street Parking Garage Utilization Summary

Garage	Available Spaces	Weekday Afternoon (12:00PM to 1:00PM)	Weekday Afternoon (1:00PM to 2:00PM)	Weekday Evening (6:00PM to 7:00PM)	Weekday Evening (7:00PM to 8:00PM)	Friday Afternoon (12:00PM to 1:00PM)	Friday Afternoon (1:00PM to 2:00PM)	Friday Evening (6:00PM to 7:00PM)	Friday Evening (7:00PM to 8:00PM)	Saturday Afternoon (11:00AM to 12:00PM)	Saturday Afternoon (12:00PM to 1:00PM)	Saturday Evening (7:00PM to 8:00PM)	Saturday Evening (8:00PM to 9:00PM)
G13. Hotel Monaco Garage	174	140	145	78	72	139	141	92	89	122	123	90	89
		80%	83%	45%	41%	80%	81%	53%	51%	70%	71%	52%	51%
G14. Morrison House Hotel Garage	54	39	39	27	28	34	35	20	19	12	13	17	15
		72%	72%	50%	52%	63%	65%	37%	35%	22%	24%	31%	28%
G15. 1100 Cameron Street Garage	472	378	376	62	29	342	345	66	51	-	-	-	-
		80%	80%	13%	6%	72%	73%	14%	11%	-	-	-	-
G16. Hilton Hotel Garage	288	151	152	125	127	131	129	110	104	133	146	136	140
		52%	53%	43%	44%	45%	45%	38%	36%	46%	51%	47%	49%
TOTAL	3,527	2,695	2,650	1,229	1,040	2,559	2,638	1,288	1,160	871	985	1,154	1,233
		78% ¹	76% ¹	36% ²	30% ²	74% ¹	76% ¹	37%	34% ²	29% ³	33% ³	39% ³	42% ³

1. Based on 3,465 available public spaces as a result of G12 closure
2. Based on 3,425 available public spaces as a result of G10 closure
3. Based on 2,953 available public spaces as a result of G10 and G15 closures

The following identifies the peak hours of the surface parking lots during each time period studied:

- Weekday afternoon, 12:00 PM to 1:00 PM
- Weekday evening, 6:00 to 7:00 PM
- Friday afternoon, 1:00 PM to 2:00 PM
- Friday evening, 6:00 PM to 7:00 PM
- Saturday afternoon, 12:00 PM to 1:00 PM
- Saturday evening, 8:00 PM to 9:00 PM

As shown in Table 2-5, parking garage utilization is between 29 percent and 78 percent for all periods studied. This would indicate that there is parking available in garages within the study area during each time period; however, this does not mean that parking is available in all garages or areas of the study area. Data indicates that the following garages are effectively full during the periods indicated:



- Solo Garage during typical weekday afternoons and evenings, Friday afternoons, and Saturday evenings
- 115 S. Union Street Garage during typical weekday afternoons
- Torpedo Plant Garage on Friday afternoons and Saturday evenings
- Thompson's Alley Garage during typical weekday evenings
- Market Square Garage during typical weekday afternoons and Saturday afternoons and evenings
- Courthouse Square Garage during typical weekday afternoons
- PNC Bank Garage on Friday evenings



2.5 SUMMARY OF EXISTING CONDITIONS

The field inventory revealed that there are 8,332 publicly accessible parking spaces in the study area. On-street parking accounts for the majority of available parking and comprises 53 percent (4,399 spaces) of the system. Parking garages account for 42 percent (3,527 spaces) of the inventory and surface lots comprise 5 percent (406 spaces) of the parking system. As shown in **Table 2-6**, which summarizes the parking utilization for all public parking during the six time periods, parking is available during all periods studied in Old Town. The evaluation of parking data for individual areas revealed that Old Town does not have an overall supply problem, it has proximity, rate, and facility availability problems.

Table 2-6: Study Area Public Parking Summary

Type	Available Spaces	Weekday Afternoon (12:00PM to 1:00PM)	Weekday Afternoon (1:00PM to 2:00PM)	Weekday Evening (6:00PM to 7:00PM)	Weekday Evening (7:00PM to 8:00PM)	Friday Afternoon (12:00PM to 1:00PM)	Friday Afternoon (1:00PM to 2:00PM)	Friday Evening (6:00PM to 7:00PM)	Friday Evening (7:00PM to 8:00PM)	Saturday Afternoon (11:00AM to 12:00PM)	Saturday Afternoon (12:00PM to 1:00PM)	Saturday Evening (7:00PM to 8:00PM)	Saturday Evening (8:00PM to 9:00PM)
		On-Street	4,399	3,189 72%	3,226 73%	2,680 61%	2,894 66%	3,300 75%	3,252 74%	3,044 69%	3,332 76%	3,032 69%	3,019 69%
Surface Lot	406	208 77% ¹	203 75% ¹	177 44%	165 41%	211 78% ¹	231 86% ¹	244 60%	263 65%	251 62%	263 65%	260 64%	266 66%
Garage	3,527	2,695 78% ²	2,650 76% ²	1,229 36% ³	1,040 30% ³	2,559 74% ²	2,638 76% ²	1,288 37%	1,160 34% ³	871 29% ⁴	985 33% ⁴	1,154 39% ⁴	1,233 42% ⁴
Total	8,332	6,092 75% ⁵	6,079 75% ⁵	4,086 50% ⁶	4,099 50% ⁶	6,070 75% ⁵	6,121 75% ⁵	4,576 55%	4,755 58% ⁶	4,154 54% ⁷	4,267 55% ⁷	4,603 59% ⁷	4,822 62% ⁷

1. Based on 269 available public spaces as a result of L4, L6, L7 and L10 restrictions
2. Based on 3,465 available public spaces as a result of G12 closure
3. Based on 3,425 available public spaces as a result of G10 closure
4. Based on 2,953 available public spaces as a result of G10 and G15 closures
5. Based on a total of 8,133 spaces as a result of surface lot and garage restrictions
6. Based on a total of 8,230 spaces as a result of surface lot and garage restrictions
7. Based on a total of 7,758 spaces as a result of surface lot and garage restrictions

Reviewing the utilization data presented in Figures 2-13 through 2-18, parking utilization appears to be highest east of Alfred Street. Utilization increases approaching the Potomac River waterfront. **Tables 2-7 and 2-8** summarize parking data for areas west (and including) and east of Alfred Street, respectively.



Table 2-7: Summary of Parking West of Alfred Street

Type	Available Spaces	Weekday Afternoon (12:00PM to 1:00PM)	Weekday Afternoon (1:00PM to 2:00PM)	Weekday Evening (6:00PM to 7:00PM)	Weekday Evening (7:00PM to 8:00PM)	Friday Afternoon (12:00PM to 1:00PM)	Friday Afternoon (1:00PM to 2:00PM)	Friday Evening (6:00PM to 7:00PM)	Friday Evening (7:00PM to 8:00PM)	Saturday Afternoon (11:00AM to 12:00PM)	Saturday Afternoon (12:00PM to 1:00PM)	Saturday Evening (7:00PM to 8:00PM)	Saturday Evening (8:00PM to 9:00PM)
		On-Street	2,007	1,246 62%	1,270 63%	1,116 56%	1,120 56%	1,332 66%	1,235 62%	1,224 61%	1,302 65%	1,217 61%	1,170 58%
Surface Lot	128	65 60% ¹	57 52% ¹	96 75%	81 63%	92 84% ¹	92 84% ¹	79 62%	78 61%	102 80%	102 80%	101 79%	99 77%
Garages	1,693	1,272 75%	1,187 70%	427 27% ²	313 20% ²	1,173 69%	1,171 69%	480 28%	283 18% ²	195 17% ³	211 19% ³	223 20% ³	232 21% ³
Total	3,828	2,583 68% ⁴	5,514 66% ⁴	1,639 44% ⁵	1,514 41% ⁵	2,597 68% ⁴	2,498 66% ⁴	1,783 47%	1,663 45% ⁵	1,514 47% ⁶	1,483 46% ⁶	1,541 47% ⁶	1,581 49% ⁶

1. Based on 109 parking spaces as a result of time-of-day restrictions
2. Based on 1,591 parking spaces as a result of time-of-day restrictions
3. Based on 1,119 parking spaces as a result of time-of-day restrictions
4. Based on a total 3,809 spaces as a result of time-of-day restrictions on surface lot parking
5. Based on a total of 3,726 spaces as a result of time-of-day restrictions on garage parking
6. Based on a total of 3,254 spaces as a result of time-of-day restrictions on garage parking



Table 2-8: Summary of Parking East of Alfred Street

Type	Available Spaces	Weekday Afternoon (12:00PM to 1:00PM)	Weekday Afternoon (1:00PM to 2:00PM)	Weekday Evening (6:00PM to 7:00PM)	Weekday Evening (7:00PM to 8:00PM)	Friday Afternoon (12:00PM to 1:00PM)	Friday Afternoon (1:00PM to 2:00PM)	Friday Evening (6:00PM to 7:00PM)	Friday Evening (7:00PM to 8:00PM)	Saturday Afternoon (11:00AM to 12:00PM)	Saturday Afternoon (12:00PM to 1:00PM)	Saturday Evening (7:00PM to 8:00PM)	Saturday Evening (8:00PM to 9:00PM)
		On-Street	2,392	1,943 81%	1,956 82%	1,564 65%	1,774 74%	1,968 82%	2,017 84%	1,820 76%	2,030 85%	1,815 76%	1,849 77%
Surface Lot	278	143 89% ¹	146 91% ¹	81 29%	84 30%	119 74% ¹	139 87% ¹	165 59%	185 67%	149 54%	161 58%	159 57%	167 60%
Garages	1,834	1,423 80% ²	1,463 83% ²	802 44%	727 40%	1,386 78% ²	1,467 83% ²	808 44%	877 48%	676 37%	774 42%	931 51%	1001 55%
Total	4,504	3,509 81% ³	3,565 82% ³	2,447 54%	2,585 57%	3,473 80% ³	3,623 84% ³	2,793 62%	3,092 67%	2,640 59%	2,784 62%	3,062 68%	3,241 72%

1. Based on 160 parking spaces as a result of time-of-day restrictions
2. Based on 1,772 parking spaces as a result of time-of-day restrictions
3. Based on a total 4,324 spaces as a result of time-of-day restrictions on surface lot parking

2.5.1 SUMMARY OF PARKING ISSUES AND OBSERVATIONS

Based on the field inventory, information provided by the city, field observations, and utilization calculations a number of parking issues were identified in the study area. These issues are described in the following:

Primary Issues

- Limited on-street metered parking availability. Particularly, east of Alfred Street the density of desirable destinations (jobs, attractions, entertainment, restaurants, shops, and similar) places substantial demand on metered parking. Ideally, metered parking should be set-up to create high turnover—to increase the number of different vehicles using a space in a given period of time. The low rate charged for metered parking probably encourages employees, business owners, and some visitors to “feed the meters” and park for relatively long periods of time.
- Limited on-street parking availability east of Alfred Street in the neighborhood permit district. Again, the density of desirable destinations places substantial demand on on-street parking east of Alfred Street. Generous time limits (2 to 3 hours) for free parking in the residential permit district make on-street parking



attractive to visitors as well as to employees and business owners. During weekdays, it is likely that some people move their vehicles throughout the day to avoid being ticketed.

- Garages and lots are underutilized. In areas where there is substantial on-street parking demand, many of the off-street facilities are significantly less utilized. A number of factors probably contribute to this condition. These include high rates charged for lots and garages, low (or free during the evenings) rates charged at meters, free residential neighborhood parking, unclear signage as to a facility's use (public or private), limited operating hours of lots and garages, lack of visibility of garage and lot entrances, and fee collection method for off-street facilities.
- Proximity. Data demonstrates that even during the busiest periods, parking is available within the system. Typical of many busy parking systems, Old Town appears to have a parking supply proximity problem, not an overall supply problem; however, it is arguable as to whether parking at the western periphery would ever be effective in serving eastern areas of Old Town.

Secondary Issues

- Difficulty in locating off-street parking. Signage related to parking is neither clear nor consistent in the study area. While some signage exists, it is relatively inconspicuous and incomplete. Wayfinding signage guides vehicles to parking facilities but does not indicate driveway locations. Similarly, some garages are publicly accessible; however, signage is not sufficient to communicate this condition. It is likely that Old Town visitors are not fully aware of the availability of off-street parking opportunities. Old Town's off-street parking system is comprised of relatively small facilities spread over a fairly broad geographic area. During peak periods, finding the remaining open parking spaces is likely to be difficult for some parkers.
- Inconsistent parking rates. The current rate structure for on- and off-street parking does not provide incentive for people to park in off-street facilities. The inconsistency of rates from facility to facility and between times of day is confusing and can be intimidating. Variability between facilities is acceptable; however, it should be based on reasonable decision-making as to the facility's use and not arbitrary rate-setting. Existing meter rates are \$1.00 for each hour throughout the system whereas off-street rates vary widely, but are generally significant higher per hour. Off-street parking facility rates should be set according to facility location and intended use. Daily parking facilities, which are usually less convenient to popular destinations, should have high first-hour rates, but relatively low daily rates. Daily rates for these facilities should be considerably less than the fee that would be



accumulated if the same vehicle were parked at a curbside meter space. Hourly facilities are typically located closer to popular destinations. These facilities should have consistent hourly rates that are less than on-street metered spaces.

- Fee collection method. Nearly all of the off-street parking facilities in the study area only accept cash payments for parking. Meters only accept coins, which some view as problematic due to the inconvenience of finding quarters or other change. In higher rate parking facilities, many people find it undesirable and inconvenient to use cash for parking transactions. The use of a cash payment system has advantages; however, it does create security and convenience issues for users and operators.
- Inconsistent hours of operation. Parking garage hours of operation vary widely throughout the study area. Patrons who are unfamiliar with the area may choose not to park in off-street facilities for fear of being unable to retrieve their vehicle at the end of the night. Creating consistency in hours of operation and appropriate durations of facility operation provides users the confidence that they will be able to retrieve their vehicle.
- High auto use. While transit services are available to Old Town, a large percentage of area visitors, employees, residents, and shoppers choose to drive and park in the area. Bus trolley service is provided free of charge; however, it runs relatively infrequently and gets stuck in traffic on King Street. Metrorail is available at the western edge of the study area, but is relatively ineffective in serving the waterfront due to its distance. Parking demand can be reduced in Old Town through improved transit service, enhancements to pedestrian and bicycle facilities and programs, and through other incentives and disincentives.
- Insufficient tour bus parking. Buses bring countless visitors to Old Town to shop and visit other local attractions. Based on other studies conducted by the city, it is understood that there is insufficient space within Old Town to park buses for long periods of time. Currently, buses are provided short-term lay by space for loading and unloading and long-term parking is provided outside Old Town.
- Loading, valet, taxi, and other standing spaces reduce available on-street parking supply. Based on field observations, some block faces have a considerable number of areas where parking is not permitted due to the need to designate the space for other uses.
- Illegal parking. Some vehicles were observed to illegally park adjacent to fire hydrants, in crosswalk zones, and encroaching on driveways. Pavement markings, signage, and enforcement can be used to direct people to permissible parking areas.