

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 23, 2012, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the minutes from the February 27, 2012 Traffic and Parking Board meeting.
3. **STAFF REPORTS AND UPDATES:**
Nomination of Traffic and Parking Board representative to the Taxicab Review committee.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to remove the first two parking spaces on the west side of North St Asaph Street immediately north of Pendleton Street and replace with a bikeshare station.
5. **ISSUE:** Consideration of a request to replace the NO TURN ON RED 6 A.M. - 9 A.M. restrictions on eastbound West Abingdon Drive at Slater's Lane with NO TURN ON RED, all times, restrictions.
6. **ISSUE** Consideration of a request to remove one metered parking space and replace it with a carshare space at the following locations:
 1. 1920 Ballenger Avenue, south side of the street;
 2. 2000 Ballenger Avenue, south side of the street.
7. **ISSUE** Consideration of a request to remove one parking space to the north of Gretna Green Court on Valley Forge Drive.
8. **ISSUE** Consideration of an ordinance to adopt and ordain a new City Code section 5-8-97 and amend and reordain sections 10-4-22, 10-4-25, 10-4-29, and 3-2-354 of the City Code to regulate the use of parking pay stations.

NOTE: The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4101 or TTY/TTD 703-838-5056. Please provide at least 7 calendar days advance notice. Amplified sound devices are available from the sound technician in the City Council Chambers.

NEXT TRAFFIC & PARKING BOARD PUBLIC HEARING MAY 21, 2012

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY FEBRUARY 27, 2012, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

MINUTES

BOARD MEMBERS PRESENT: Chair, Jay Johnson, Amy Slack, Kevin Posey, Gregory Cota, Mary White and Vishal Aswani

BOARD MEMBERS ABSENT: Vice Chair, Larry Ruggiero

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief, Ravi Raut, Studies Engineer, Faye Dastgheib, Parking Planner

1. Announcements of deferrals and withdrawals: There were no deferrals or withdrawals.
2. Approval of the minutes from the January 23, 2012, Traffic and Parking Board Meeting: Ms. Slack made a motion to approve the minutes, seconded by Mr. Cota. The Traffic and Parking Board voted unanimously to approve the minutes of the January 23, 2012 Traffic and Parking Board meeting.
3. **STAFF REPORTS AND UPDATES:** There were no staff updates.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to replace the YIELD signs on Ramsey Street at East Luray Avenue with ALL-WAY STOP signs.

PUBLIC TESTIMONY: Mr. Ryan Work and Mr. Brian Parish spoke in favor of posting ALL-WAY STOP signs at the intersection of East Luray Avenue and Ramsey Street.

BOARD ACTION: Mr. Cota made a motion seconded by Ms. Slack to: 1) replace the YIELD signs on Ramsey Street with TWO-WAY STOP signs; 2) study the intersection for speed and accidents during the next 18 months; and, 3) report back to the Traffic and Parking Board. The motion carried with Mr. Johnson, Ms. Slack, Mr. Posey, Mr. Cota and Ms. White voting for the motion and Mr. Aswani voting against the motion.

5. **ISSUE:** Consideration of a request to change the parking restrictions on North Hampton Drive between Ford Lane and Kirkpatrick Lane from NO PARKING 7:00 A.M. to 7:00 P.M. to NO PARKING 9:00 A.M. to 5:00 P.M. MONDAY THRU FRIDAY.

PUBLIC TESTIMONY: The following people spoke in support of the request: Charlotte Tucker, Michelle Witt, A.J. Heidmann, Christopher Brown, Marcos Correa, Richard Spataro, Cecilia Corrigan, Crystal Lazcano, Challie Dunn, Denise Blackburn, Jason Soules, Virginia Lyon, Lee Castillo and Amy Karo. The following person spoke against the request: Keith Leggett.

BOARD ACTION: Mr. Posey made a motion seconded by Vishal Aswani to: 1) accept staff's recommendation of changing the parking restrictions to NO PARKING 7 A.M. TO 7 P.M. MONDAY THROUGH FRIDAY and allowing parking all day on weekends and holidays; and, 2) have staff study North Hampton Drive and report back to the Board in October with a complete streets solution. The motion carried with Mr. Johnson, Ms. Slack, Mr. Posey, Mr. Cota and Mr. Aswani voting for the motion and Ms. White abstaining.

TRAFFIC AND PARKING BOARD PUBLIC HEARING

APRIL 23, 2012

DOCKET ITEM: 4

ISSUE: Consideration of a request to remove the first two parking spaces on the west side of North St Asaph Street immediately north of Pendleton Street and replace with a bikeshare station.

APPLICANT: City of Alexandria

LOCATION: 600 block of North Saint Asaph Street at Pendleton Street

STAFF RECOMMENDATION: Remove the first two parking spaces on the west side of North St Asaph Street immediately north of Pendleton Street and replace with a bikeshare station.

DISCUSSION: In September 2010, Capital Bikeshare, the largest bicycle sharing system in the United States, launched in Washington, D.C., and Arlington County with 1,100 bicycles located at 110 stations. A map of the stations is in Figure 1. In October 2011, City Council authorized the City to join the regional Capital Bikeshare network utilizing federal CMAQ/RSTP grant funds. Capital Bikeshare is a government bikeshare program coordinated by D.C., Arlington, and now Alexandria. To implement the Capital Bikeshare in Alexandria, T&ES staff has been coordinating with other City departments, including the Department of Planning and Zoning and the Department of General Services, as well as key stakeholders, including the Old Town Civic Association, the Northeast Citizens Association, and the Upper King Street Neighborhood Association. The 2008 Bicycle and Pedestrian Mobility Plan identified and mapped areas for potential bicycle activity, shown in Figure 2, with streets in red as those with the highest levels of potential bicycle activity. Old Town and Carlyle areas have high potential, and also have a street network that lends itself to safe bicycle travel. Consistent with the success of previous bicycle sharing programs that have been tightly clustered, staff is proposing initial pilot stations and expansion stations to be located close to Metrorail and transit stations, commercial centers, tourist destinations, and residential areas, spaced approximately one quarter-mile apart.

Field evaluations were held to assess technical considerations for the locations identified. Specific siting considerations include the provision of four hours of sunlight per day for recharging the solar-powered stations, clearance from catch basins, minimum sidewalk width, pedestrian and bicycle safety, and utility clearance. Through these evaluations, more specific station locations were identified as shown in Figure 3.

One of the eight stations in Alexandria is located next to Trader Joe's grocery store and along North Saint Asaph Street. The station will require replacement of two on-street parking spaces as shown in Figure 4. The spaces are not metered spaces and do not have time restrictions. The station is 8 feet in depth, including access area to the bicycles, and 42 feet wide. Flexible

bollards will be placed around the station, which is the standard for on-street stations in D.C. and Arlington.

Figure 1: Capital Bikeshare Regional Station Map

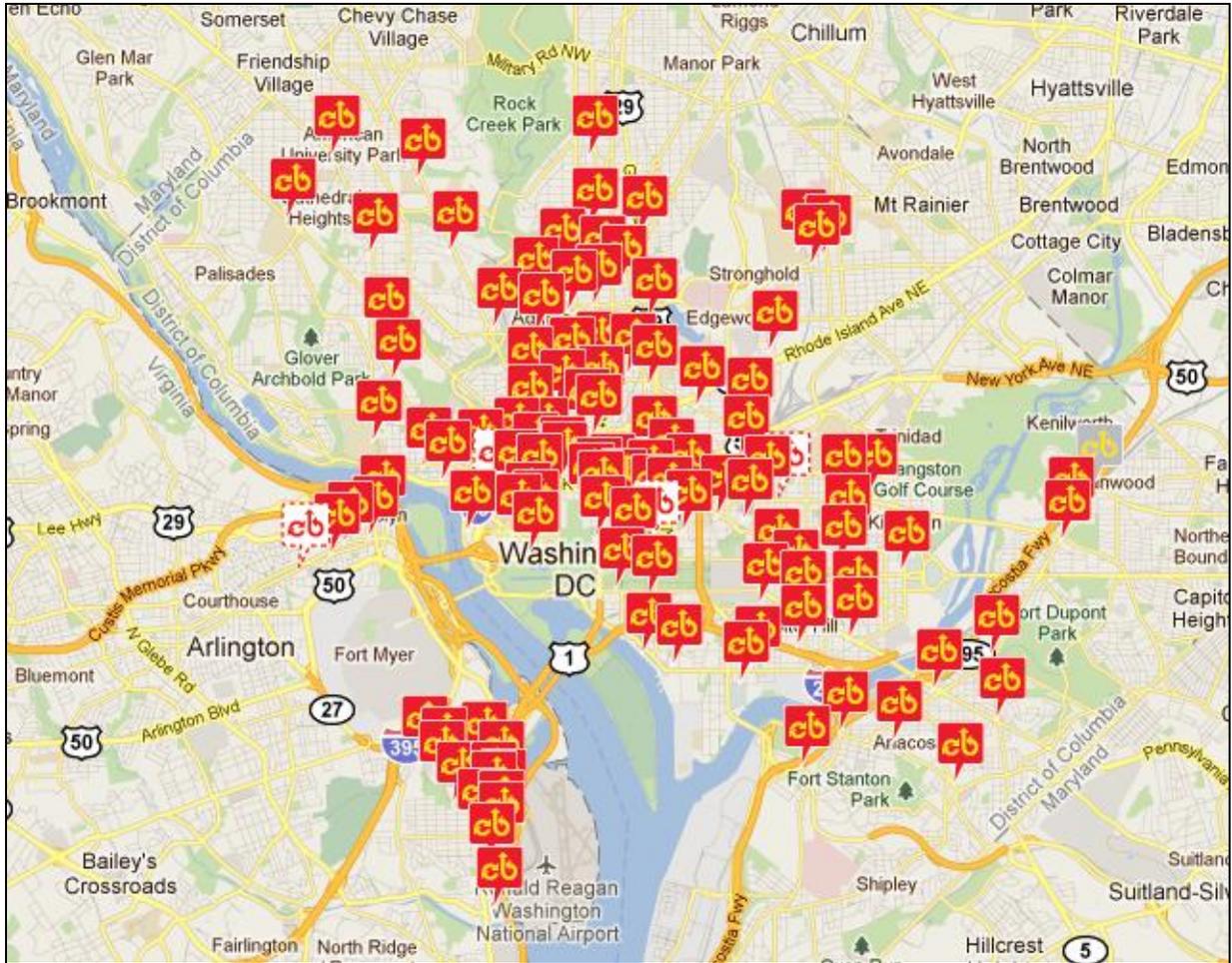


Figure 2: Alexandria Potential Bicycle Activity

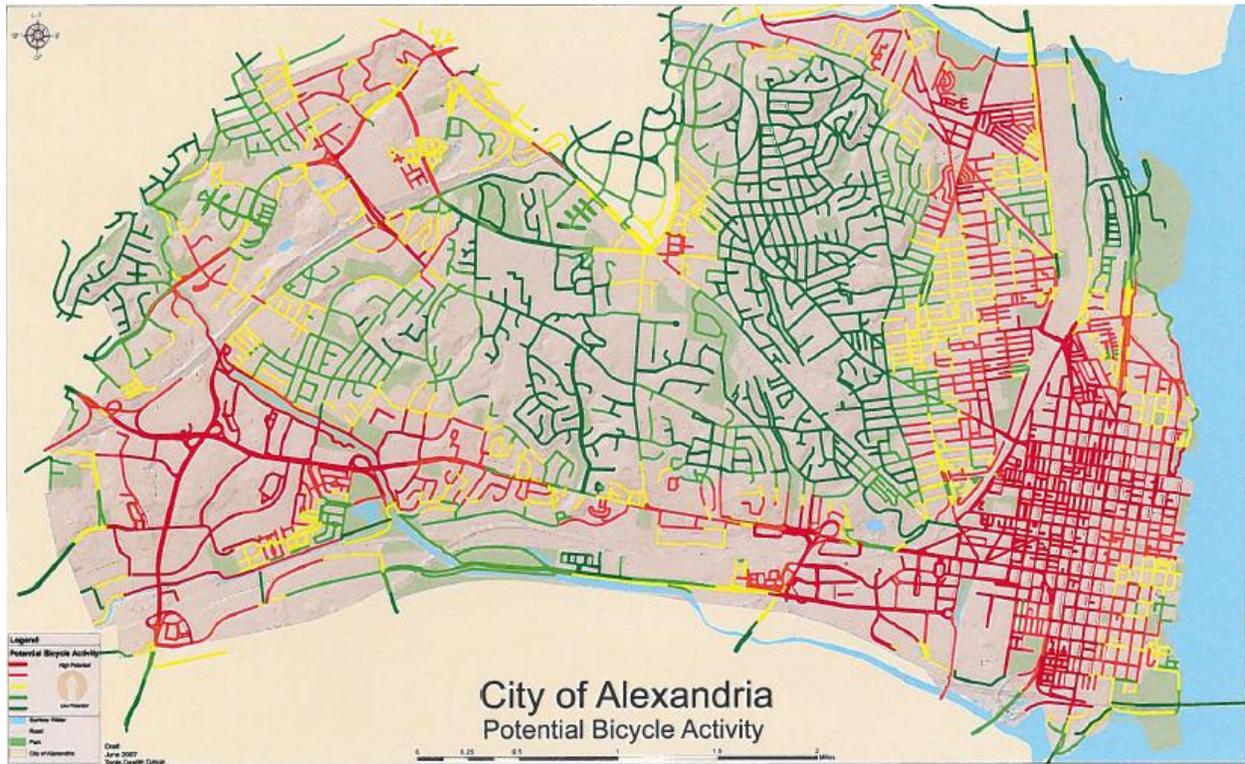


Figure 3: Alexandria Capital Bikeshare Pilot Program

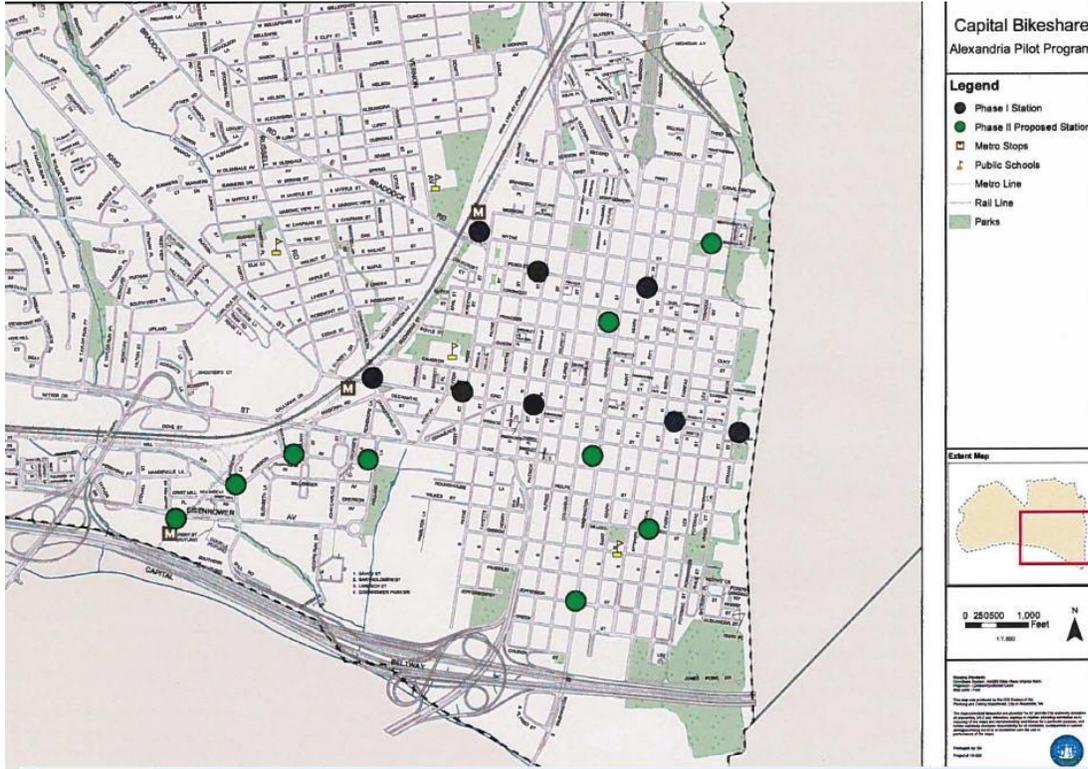


Figure 4: Parking changes resulting from implementation of the Capital Bikeshare program at the intersection of North Saint Asaph Street and Pendleton Street





APRIL 23, 2012

DOCKET ITEM: 5

ISSUE: Consideration of a request to replace the NO TURN ON RED 6 A.M. - 9 A.M. restrictions on eastbound West Abingdon Drive at Slater's Lane with NO TURN ON RED, all times, restrictions.

APPLICANT: Pauline Mitchell

LOCATION: Slater's Lane at the George Washington Parkway.

STAFF RECOMMENDATION: Staff recommends replacing the NO TURN ON RED 6 A.M. – 9 A.M. to NO TURN ON RED WHEN PEDESTRIANS ARE PRESENT, all times.

DISCUSSION: Ms. Pauline Mitchell, Property Manager for Potomac Crossing submitted this request. Ms. Mitchell indicated that it is nearly impossible to exit West Abingdon Drive or walk across the intersection. Staff is not recommending an outright ban on right turns on red as requested. This would make conditions more difficult for pedestrians crossing Slater's Lane. The Slater's Lane WALK light is displayed when the conflicting right turning vehicles have a green light. Restricting the right turn on red movement would consolidate all of the right turning traffic to be released at the same time as the WALK light is displayed. Staff is recommending that right turns on red only be prohibited when pedestrians are present. Of further concern is the impact an outright ban on right turns on red would have. The eastbound Abingdon Lane right turn movement carries 573 vehicles per hour in the afternoon peak period. Restricting this right turn might cause capacity issues for this movement.

Bob Garbacz

Subject: FW: traffic calming program/ Monday 1.30.2012

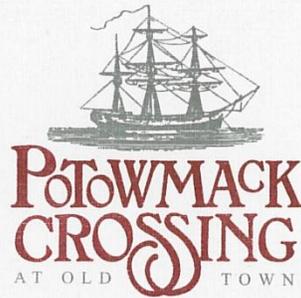
From: potowmackcrossing@gmail.com [mailto:potowmackcrossing@gmail.com] **On Behalf Of** Pauline Mitchell
Sent: Monday, January 30, 2012 10:02 AM
To: Elizabeth Jones
Cc: Alexandria Community Groups
Subject: Re: traffic calming program/ Monday 1.30.2012

Dear Ms Jones: The corner of GW Parkway and Slater's Lane as you travel toward King Street has a stop light inter section. There is a NO TURN ON RED 6-9AM however it is still nearly impossible to exit W. Abingdon Drive or walk across this wide intersection as a pedestrian.

I am requesting on behalf of the Board of Directors to make this a NO TURN ON RED stop light. There have been very many near misses with both collisions and people trying to cross the street to get on east Abington Drive or over to Sam's Cleaners or beyond. Currently this intersection is not safe for pedestrians, baby strollers, bikes or vehicles and we need the city's help to make it safe for all residents. Thank you for your help on this.

Pauline Mitchell
Property Manager

703 548 1414 O
571 235 3228 C



Monday, March 12, 2012

City of Alexandria Transportation Division
Bob Garbacz
2900 Business Center Drive
Alexandria, VA. 22314

RE: Potowmack Crossing Condominium Request for Traffic Calming Study

I represent the Board of Directors of Potowmack Crossing Condominium and I am alerting you to the fact that the intersection of Slater's Lane and West Abingdon Drive as traffic moves toward Old Town is a hazardous intersection. The cars are restricted from turning right on a red light between the hours of 6:00 - 9:00 a.m. however this remains perilously hard to cross during the remainder of the day if you are a pedestrian or if you are driving and are trying to exit or enter West Abingdon Drive via Slater's Lane.

There have been many close-calls when drivers jam on their brakes to avoid hitting the car ahead or a pedestrian. There are many families with small children riding in strollers; cyclists; people walking with grocery carts or luggage and everyone has to wait for an endlessly long time before crossing is possible. Many pedestrians I have observed take a chance by running across the parkway as the traffic flow does not let up. This is routine in the morning or early evening rush hours.

If this was converted to a NO TURN ON RED intersection, the intersection would instantly become a safer environment for all who live in the community as well as the adjoining neighborhood properties.

Brendan Sammon, President
Potowmack Crossing Condominium Association



Proposed NO TURN ON RED



TRAFFIC AND PARKING BOARD PUBLIC HEARING

APRIL 23, 2012

DOCKET ITEM: 6

ISSUE: Consideration of a request to remove one metered parking space and replace it with a carshare space at the following locations:

3. 1920 Ballenger Avenue, south side of the street;
4. 2000 Ballenger Avenue, south side of the street.

APPLICANT: City of Alexandria

LOCATION: Ballenger Avenue in Carlyle

STAFF RECOMMENDATION: Staff recommends:

1. Removing one metered space at 1920 Ballenger Avenue and one metered space at 2000 Ballenger Avenue and replacing them with carshare spaces; and,
2. Charging an annual fee of \$1,500 per space until Council approves a formal careshare policy which will include specific language on annual charges for carshare spaces that utilize the public right-of-way.

DISCUSSION: This request was submitted by Jay Neiditch, Director and Chair of the TMP Committee for the Carlyle Community Council. Carshare is a short term car rental business. Patrons pay a membership and annual fee to rent the vehicle on an as-needed hourly basis. The City currently subsidizes this program by reimbursing the membership an annual fee for the first year for Alexandria residents. Members schedule to use the car on a first-come, first-serve basis. When members use the car, they pay a mileage fee and hourly usage fee. These fees cover all usage costs, including gas, maintenance and insurance. The benefits of carsharing include: the reduction of privately-owned vehicles, increased transit use and improved air quality. In addition, carsharing allows individuals who cannot afford a car to have use of one for food shopping, medical appointments and the like.

The City is in the process of developing a policy for carshare spaces on the public right-of-way. This policy, which will need to be approved by City Council, will require that the carshare provider lease the space from the City for a market rate fee. The proposal for the two spaces on Ballenger Avenue in Carlyle is a pilot project that will allow the City to evaluate the implementation of carshare utilizing existing on-street parking spaces. The experience gained in Carlyle will guide staff in refining the carshare policy. Staff has evaluated the carshare programs in Washington D.C. and in Arlington, Virginia to see how well the concept works. The City Attorney has not identified any legal impediments to reserving space for carsharing vehicles on the public street and will be consulted as the policy evolves.



March 21, 2012

Ms. Faye Dastgheib, Principal Parking Planner
Dept. of Transportation & Environmental Services
City of Alexandria
421 King Street, Suite 300
Alexandria, VA 22314

Dear Ms. Dastgheib:

As a Director of the Carlyle Community Council (CCC) and Chair of its Transportation Management Plan (TMP) Committee, I am writing to request an agenda item for the April meeting of the Traffic and Parking Board. We are seeking City approval to designate two street parking spaces for Zipcars in the Carlyle Community.

The Carlyle Community Council

The Carlyle Community Council represents the property owners within the 76-acre mixed used development known as Carlyle. This 76.5 acre community contains 4.3 million square feet of commercial space including over 30 retail businesses and nearly 15,000 workers. In addition, there are 1,408 residential units with an additional 344 units under construction.

The CCC Transportation Management Plan (TMP)

The CCC has one of the oldest and largest TMPs in the City and is stepping up efforts to improve its TMP by updating the choice of transit options available to our residents, workers and visitors. The purpose of the TMP is to reduce the use of single occupancy vehicles and car-sharing is one means to that end. We believe that locating Zipcar within Carlyle would be a worthwhile improvement to our TMP program and offer a new transit option for over 16,000 workers and residents in the Carlyle Community. The TMP programs currently offered by the Carlyle TMP include enhanced bus service to Metro via the DASH system, a lunchtime shuttle service to Old Town, free monthly DASH passes and discounted Metrocards for workers and residents.

Zipcar

Zipcar is the world's largest car-sharing service. Its members have 24/7 access to thousands of cars around the globe. Zipcar encourages use of transit by allowing transit users a convenient option to use a car if needed, for those who do not own a car or use transit for work. Zipcar members can reserve cars by the hour or day, rates vary based on where you drive and the type of car you're driving.

Proposed Carlyle Zipcar Locations

We have met with Zipcar representatives who are interested in placing two Zipcars in Carlyle once a location is identified. Zipcar prefers to place two cars in a location that are adjacent to each other as a benefit to members and to streamline their maintenance services. Initially we contacted our

commercial and residential properties about locating Zipcars in a parking garage. Due to lack of available spaces for the residential properties and concerns from commercial properties about providing 24/7 access to their garages, street parking became the preferred option.

Reportedly there are 250-350 on-street parking spaces in Carlyle. With the switch to the kiosk system, individual parking spaces are not as delineated, so an exact number is not possible. Based on our informal survey of street parking, we have identified the following locations as potential sites for Zipcars but recommend that we work with City staff to determine the optimal site:

400 Block of John Carlyle Street – east side
2000 Block of Jamieson Avenue – on the north side, near the northwest corner of Dulany and Jamieson
1700 Block of Emerson or Ballenger Streets

These locations were selected for several reasons; they appear to be underutilized, they strike a balance of proximity to workers and residents and are not located directly in front of retail establishments.

Reasons to Approve

1. The City has encouraged the CCC to make Carlyle a more vibrant community. During a City Council worksession on Carlyle retail in late 2010, the Mayor and City Council members indicated to CCC representatives their willingness to provide City support and flexibility on actions the CCC could take to make Carlyle more livable. Your approval of street parking for a successful car-sharing service in the heart of Carlyle would be a significant case in point.
2. The City already supports Zipcar. Alexandria currently has a number of Zipcar locations at Metro Stations, commercial areas and residential developments. In addition, the City pays the first time application and annual membership Zipcar fee for City residents, clear evidence of the City's support of Zipcar.
3. The City already supports other private uses for public owned street parking. The City has a long history of providing dedicated street parking space for taxi stands in the City.
4. The CCC considers Zipcar an essential component of an enhanced TMP program. For 2012, the CCC has brought on a new on-site TMP coordinator; is hosting a Bike to Work Day Pit Stop for the first time this May; has been approached by the City to consider participating in the new bikeshare program and we have just launched a new website that will prominently feature TMP programs in Carlyle. Our goal is to make the Carlyle TMP the most effective in the City.

Your support of our request would be deeply appreciated. Thank you for your consideration. In the meantime if you have questions or need additional information, please contact Janet Gregor, Council Manager and TMP Coordinator at 703.684.4424. Thank you.

Sincerely,



Jay Neiditch, Director and
Chair, TMP Committee
Carlyle Community Council

Cc: ✓ CCC Board of Directors
✓ Mayor Euille and members of City Council
Rich Baier, Director, T&ES

Bob Garbacz

From: Jamieson <jamieson@capitolconciierge.com>
Sent: Thursday, April 12, 2012 1:23 PM
To: Bob Garbacz
Subject: Request for Zipcars in Carlyle Community

April 13, 2012

Bob Garbacz, Division Chief
Department of Transportation & Environmental Services
City of Alexandria
421 King Street, suite 300
Alexandria, VA 22314

Dear Mr. Garbacz:

As board president of the Jamieson Condominiums Association in Carlyle, I am writing to express our support for the request by the Carlyle Community Council to designate two street parking spaces for Zipcars in the Carlyle Community.

Many Residents choose to live in Carlyle because of its close proximity to metro rail and bus service, making it easier to do without a car or to own fewer cars. Having a car available for trips where metro or bus service is not practical would be an inviting feature. In addition, with limited garage space in this area, this would be an incentive for families to reduce their number of cars. Having Zipcars located in Carlyle would be a convenient and conducive option for residents, employees in the area, and visitors.

The city of Alexandria supports Zipcars already by subsidizing the first year of membership for its residents. Having Zipcars located in Carlyle would increase easy utilization of our area and an added amenity for Carlyle residents and visitors.

Your support of our request to designate street car spaces for Zipcar in Carlyle would be appreciated. Thank you for your consideration.

Sincerely,

Sandee Tuccio, board president Jamieson Condominiums
2050 Jamieson Avenue | Alexandria, VA |
Office: 703.299.9162 |
Email: Jamieson@capitolconciierge.com

THE WESTIN ALEXANDRIA
400 Courthouse Square, Alexandria, VA 22314 USA
T 703.253.8609 F 703.253.8625
rich.casale@westin.com

April 19, 2012

Bob Garbacz, Division Chief
Department of Transportation & Environmental Services
City of Alexandria
421 King Street, Suite 300
Alexandria, VA 22314

Dear Mr. Garbacz:



As the general manager of the Westin Alexandria, located at 400 Courthouse Square in Carlyle, I am writing to express my support for the request by the Carlyle Community Council to designate two street parking spaces for Zipcars in the Carlyle Community.

We encourage our employees to use transit and appreciate the transit programs currently offered by the Carlyle TMP. Having Zipcars located close by would be an added benefit to our workers who use transit but at times need access to a car during the day for medical appointments, shopping or business trips. I believe that having Zipcars in Carlyle could even be the tipping point for some of our employees deciding to forgo driving a car to work and taking transit instead.

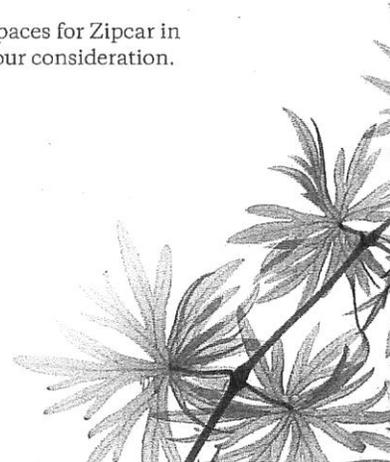
Your support of this request for street parking spaces for Zipcar in Carlyle would be appreciated. Thank you for your consideration.

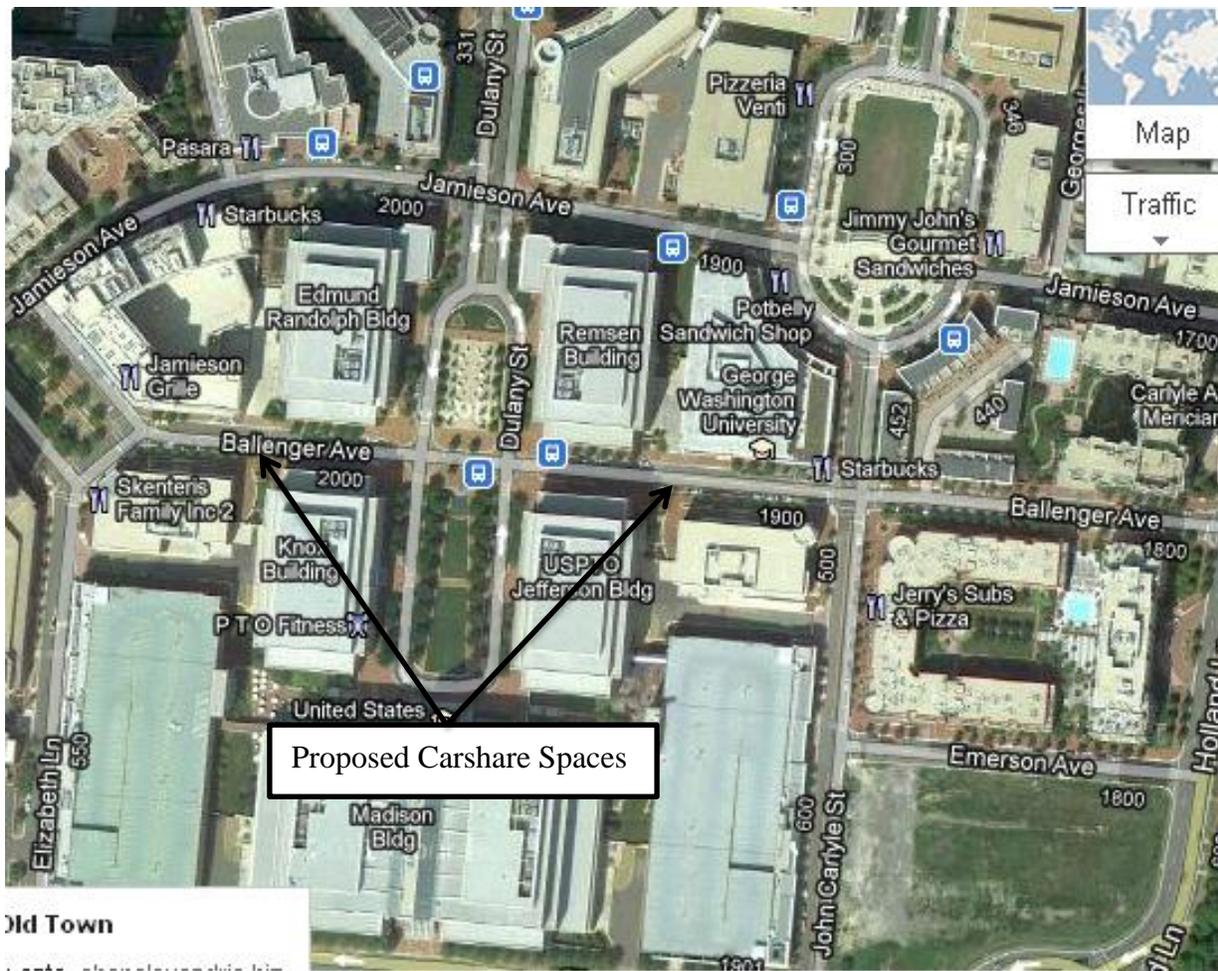
Sincerely,

A handwritten signature in black ink, appearing to read "Rich Casale".

General Manager

RICH
CASALE





Proposed Carshare Spaces

Old Town



Proposed Carshare Space
2000 Ballenger Avenue



Proposed Carshare Space
1920 Ballenger Avenue

TRAFFIC AND PARKING BOARD PUBLIC HEARING

APRIL 23, 2012

DOCKET ITEM: 7

ISSUE: Consideration of a request to remove one parking space to the north of Gretna Green Court on Valley Forge Drive.

APPLICANT: Roger W. Midgette, Property Manager, Brigadoon Homeowners Association

LOCATION: 5200 Valley Forge Drive

STAFF RECOMMENDATION: Staff recommends removing one parking space to the north of Gretna Green Court on Valley Forge Drive.

DISCUSSION: Mr. Roger Midgette, Property Manager for the Brigadoon Homeowners Association, submitted this request. Valley Forge Drive is a short street that can only be accessed from South Pickett Street. All of the property uses are residential, either townhomes or apartment/condominium. On street parking is in high demand because of the overflow parking from these abutting parcels. Presently parking is allowed on Valley Forge Drive on both sides of Gretna Green Court. There is no other on-street parking to accommodate the overflow parking from the abutting properties. A commercial transportation provider has been parking their fleet of vans on Valley Forge Drive for the past year. One of the vans monopolizes the parking space immediately to the north of Gretna Green Court on Valley Forge Drive. This large vehicle obstructs the visibility of motorists entering Valley Forge Drive from Gretna Green Court. Staff is recommending the removal of one parking space to be consistent with past policy.

Abode Management Enterprises, Inc.

Association Management & Consulting
P.O. Box 580, Annandale, VA 22003
703-750-3110 FAX: 703-914-9563
e-mail: mail@abodemgmt.com

*Administrative Services
Financial Management
Maintenance
Operations*

January 25, 2012

Traffic and Parking Board
City of Alexandria
Transportation Division
2900 Business Center Drive
Alexandria VA 22314

SUBJECT: Parking Issue on Valley Forge Drive
Request for No-Parking Sign

Dear Traffic & Parking Board Members:

I am writing to you on behalf of the Brigadoon Homeowners Association, located on Gretna Green Court off of Valley Forge Drive in Alexandria, Virginia. Our Board of Directors represents the interests of 81 homeowners in your district, who have expressed concern regarding the parking conditions on Valley Forge Drive.

Valley Forge Drive is the first right turn after you turn left (south) on Pickett Street as you head west on Duke Street. Valley Forge Drive dead ends at an iron gate at the top of the street. Just before the gate on the left hand side is the driveway entrance to Gretna Green Court into the Brigadoon community.

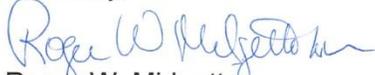
At the present time, parking is allowed on both sides of Valley Forge Drive. As a result, most of the time there is a vehicle parked on Valley Forge Drive in the first parking space as you are leaving Gretna Green Court and turning right onto Valley Forge Drive. In the past year, someone has regularly parked a fleet of commercial transportation vans on Valley Forge Drive, always parking one of the vans in the spot immediately outside of our entryway. Because it is a tall vehicle, it blocks the view entering and exiting

of our development. Residents of the community have experienced many close calls with oncoming traffic.

On behalf of the Board of Directors and the residents of the Brigadoon Association, I request that the Alexandria Traffic and Parking Board evaluate this situation in light of the distance and sight line issues described above, as a first step, place a "No Parking To Corner" sign on Valley Forge Drive at least one vehicle distance from the Brigadoon entrance at Gretna Green Ct. We believe that removing this one parking spot will dramatically improve the visibility and enhance safety in the area, while not having a large impact on the availability of parking on Valley Forge Drive.

I appreciate your consideration of this matter, and look forward to hearing from you. Please contact me with any questions or further details that you require when considering this issue.

Sincerely,

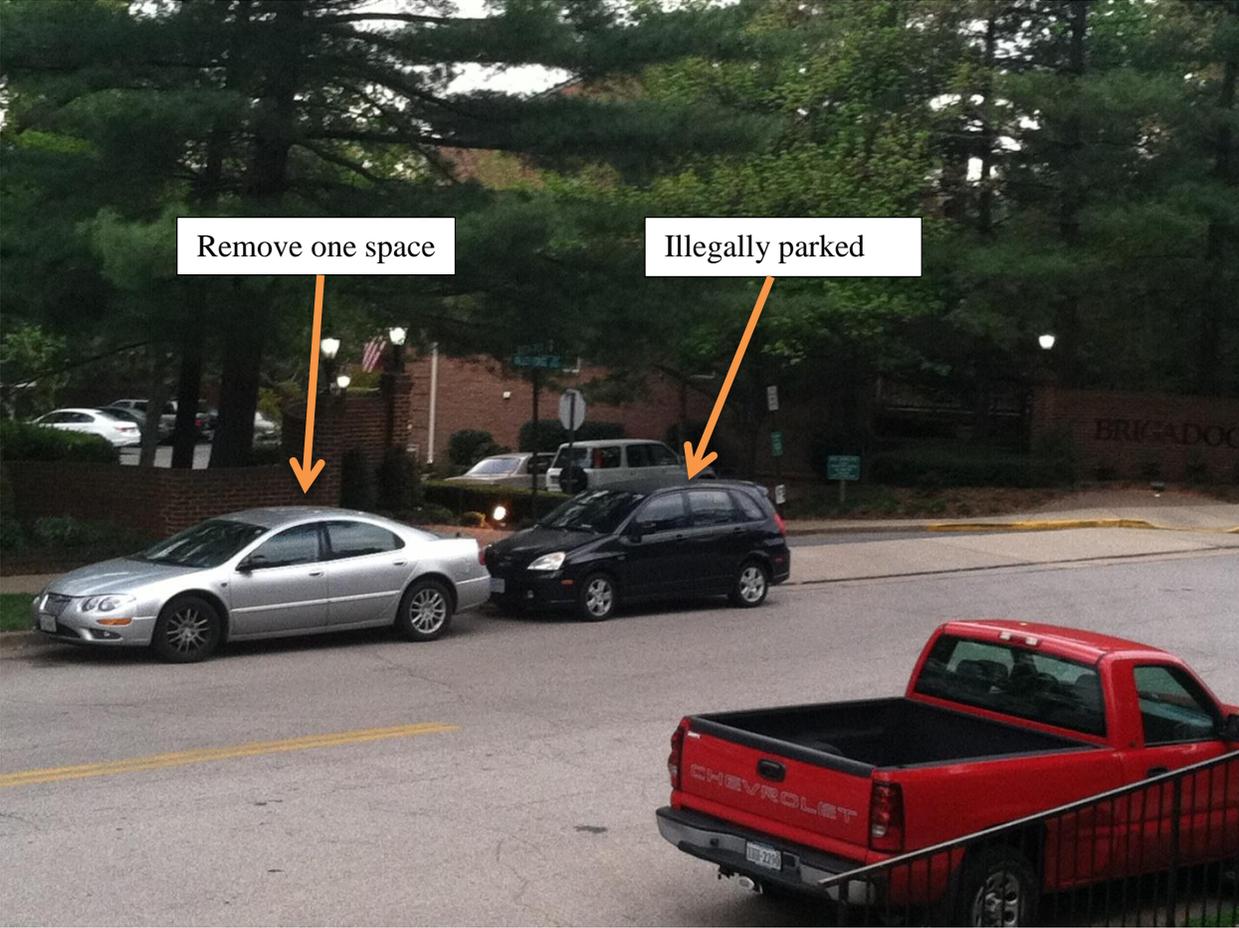


Roger W. Midgette
Property Manager
Brigadoon Homeowners Association

Cc: Board of Directors, Brigadoon



Remove One Parking Space





Remove one space

TRAFFIC AND PARKING BOARD PUBLIC HEARING

APRIL 23, 2012

DOCKET ITEM: 8

ISSUE: Consideration of an ordinance to adopt and ordain a new City Code section 5-8-97 and amend and reordain sections 10-4-22, 10-4-25, 10-4-29, and 3-2-354 of the City Code to regulate the use of parking pay stations.

APPLICANT: City of Alexandria

LOCATION: City Wide

STAFF RECOMMENDATION: That the Board recommend to City Council the approval the proposed ordinance adopting and ordaining a new City Code section and amending and reordaining sections of the City Code to regulate the use of parking pay stations and increase the penalties for uncontested citations related to parking meter and pay station violations from \$35 to \$40.

DISCUSSION: Parking pay stations have been or will be installed in some areas of the City. In some locations, the parking pay stations will replace existing parking meters. The parking pay stations allow for the installation of one to two pay stations per block, instead of one meter per parking space. Since the parking pay stations are or will be installed, there are provisions of the City Code that need to be updated to reflect the use of this newer technology.

The proposed ordinance would create a new Section 5-8-97 of the City Code to address how parking pay stations are to be installed and about their operation generally. (Section 5-8-96 already addresses the installation and operation of parking meters.)

The proposed ordinance also contains amendments to Title 10 (Motor Vehicles and Traffic), Chapter 4 (Stopping, Standing and Parking), specifically to Sections 10-4-22, 10-4-23, 10-4-24, 10-4-25, 10-4-26, 10-4-27 and 10-4-29 of the City Code. The proposed amendments will specifically relate the aforementioned Code provisions to parking spaces with pay stations as well as those with parking meters. The amendments to Section 10-4-22 direct drivers to deposit payment into parking pay stations and display their receipts in the front window of their motor vehicles. The update to Section 10-4-23 makes it unlawful for a vehicle to be parked overtime in parking meter or pay station spaces. The updates to Section 10-4-24 make it unlawful for a person to deposit payment in a parking meter or pay station in order to extend his parking time beyond the maximum time limit. The amendments to Section 10-4-25 make it unlawful for a driver to park in the same block when his parking pay station receipt has expired. The updates to

Section 10-4-26 make it unlawful to deposit slugs into parking meters or pay stations. The updates to Section 10-4-27 make it unlawful to damage parking meters or pay stations. The updates to Section 10-4-29 levies the money deposited in parking pay stations, in addition to money deposited in parking meters, as police regulation and inspection fees.

Finally, Section 3-2-354 (“Penalties for uncontested citations”) will be amended to reflect the new titles for City Code Sections 10-4-22, 10-4-24, 10-4-25, and 10-4-29. Additionally, Section 3-2-354(a)(20) through (23), will be amended increase the penalties for uncontested citations from \$35 to \$40 for violations related to parking meters and pay stations as approved by City Council on June 8, 2010 via Resolution 2404.

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Section 3-2-354 of Article S (PAYMENT, CONTEST AND ENFORCEMENT OF PARKING CITATIONS) of Chapter 2 (TAXATION) of Title 3 (FINANCE, TAXATION AND PROCUREMENT); to add and ordain Section 5-8-97 of Article G (PARKING METERS) of Chapter 8 (PARKING AND TRAFFIC REGULATIONS) of Title 5 (TRANSPORTATION AND ENVIRONMENTAL SERVICES); and to amend and reordain Sections 10-4-22, 10-4-23, 10-4-24, 10-4-25, 10-4-26, 10-4-27, 10-4-29 all of Article C (RESERVED) of Chapter 4 (STOPPING, STANDING AND PARKING) of Title 10 (MOTOR VEHICLES AND TRAFFIC); of the Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Section 3-2-354 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained to read as follows:

Sec. 3-2-354 - Penalties for uncontested citations.

Any other provisions of this code to the contrary notwithstanding, the penalty for any of the following violations of this code shall, when the citation which was issued for the violation is uncontested, be as follows:

(a) If a payment is tendered to the director of finance within 30 calendar days from the date the citation was issued:

(1) \$40 for a violation of section 10-4-1, "Stopping contrary to directions of police officers;"

(2) \$40 for a violation of section 10-4-2, "Permitting vehicle to remain parked contrary to the directions of an official sign;"

(3) \$40 for a violation of section 10-4-3, "Right to parking space;"

(4) \$40 for a violation of section 10-4-4, "Stopping so as to obstruct traffic or on crossing;"

(5) \$40 for a violation of section 10-4-5, "Double parking;"

(6) \$40 for a violation of section 10-4-6, "Parking trucks or commercial vehicles in residential districts;"

(7) \$40 for a violation of section 10-4-7, "Parking of vehicles by businesses on streets;"

(8) \$25 for a violation of section 10-4-8, "Parking for more than 72 continuous hours;"

- (9) \$40 for a violation of section 10-4-9, "Parking trailers or recreational vehicles in residential districts;"
- (10) \$40 for a violation of section 10-4-10, "Parking on sidewalk;"
- (11) \$40 for a violation of section 10-4-11, "Parking in alleys or courts;"
- (12) \$40 for a violation of section 10-4-12, "Parking of vehicles on private property;"
- (13) \$40 for a violation of section 10-4-13, "Stopping for purpose of sale, repairs, etc.;"
- (14) \$40 for a violation of section 10-4-14, "Use of bus stops;"
- (15) \$40 for a violation of section 10-4-15, "Stopping for loading or unloading passengers or cargo generally;"
- (16) \$40 for a violation for section 10-4-16, "Permit for parking truck beside railroad car on public right-of-way;"
- (17) \$40 for a violation of section 10-4-17, "Angle parking for loading and unloading;"
- (18) \$40 for a violation of section 10-4-18, "Use of loading zones;"
- (19) The amount set by order of the Supreme Court of Virginia, pursuant to Section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of subsection (a) of section 10-3-1242, "Parking in spaces reserved for persons with a disability;"
- (20) \$3540 for a violation of section 10-4-22, "How meter and space to be used; how pay station and space to be used;"
- (21) \$3540 for a violation of section 10-4-23, "Overtime parking;"
- (22) \$3540 for a violation of section 10-4-24, "Depositing coin or payment in meter or station for purpose of extending time;"
- (23) \$3540 for a violation of section 10-4-25, "Permitting vehicle to remain parked at meter after expiration of time limit; permitting vehicle to remain parked in block with pay station after expiration of time limit"
- (24) \$40 for a violation of section 10-4-28, "Parking across lines designated parking space;"
- (25) \$40 for a violation of section 10-4-30, "Interfering with enforcement of chapter;"
- (26) \$40 for a violation of section 10-4-33, "Use of metered parking lots by vehicles other than private passenger automobiles;"

- (27) \$40 for a violation of section 10-4-34, "Parking illegally in permit parking districts;"
- (28) \$40 for a violation of section 5-8-114, "Designation of parking spaces; parking across lines;"
- (29) \$40 for a violation of section 10-4-40, "Location of parked vehicles;"
- (30) \$40 for a violation of section 10-4-37, "Failure to procure and display city license plate, windshield tag or decal;"
- (30A) \$40 for a violation of section 10-4-37.1, "Enforcement of the Northern Virginia Local Motor Vehicle License Compact;"
- (31) \$40 for a violation of section 10-4-38, "Parking without display of current state inspection sticker or current state license plate;"
- (32) \$40 for a violation of section 10-4-39, "Temporary parking prohibited;"
- (33) \$40 for a violation of section 9-12-162, "Use of locations other than designated parking spaces by sight-seeing buses;"
- (34) \$40 for a violation of section 9-12-163, "Use of parking spaces designated for use by sight-seeing buses by other vehicles;"
- (35) \$40 for a violation of section 9-12-164, "Use of designated spaces by sight-seeing buses;"
- (36) The amount set by order of the Supreme Court of Virginia, pursuant to Section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of section 10-4-41, "Parking prohibited at certain locations;"
- (37) The amount set by order of the Supreme Court of Virginia, pursuant to Section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of section 10-4-42, "Parking prohibited near fire hydrant, etc.;"
- (38) \$40 for a violation of section 10-4-35, "Parking in two-hour parking zones in the central business district;"
- (39) \$40 for a violation of section 10-4-36, "Removal of chalk marks placed for enforcement purposes;"
- (40) \$40 for a violation of section 3-2-336, "Offenses relating to city license plate, windshield and decal."

(b) If payment is not tendered to the director of finance with 30 calendar days of the date the citation is issued, a penalty of \$25 in addition to the penalty imposed by subsection (a) for the violation for which the citation was issued; provided, that, in the event the 30th calendar day from the date the citation is issued is a Saturday, Sunday or legal holiday, such additional penalty shall not be imposed if payment is tendered in the amount required by subsection (a) on the next succeeding business day; provided further, that if payment is remitted to the director of finance in a sealed envelope bearing a postmark on or before midnight of the 30th calendar day from the date the citation is issued, no such additional penalty shall be imposed; and provided further, that the director of finance may waive such additional penalty, even though payment has not been tendered or mailed within 30 calendar days of the date the citation was issued, whenever the owner of the vehicle identified in the citation establishes any of the following to the satisfaction of the director:

(i) that the owner did not find the citation at the time of its issuance on the owner's vehicle and only learned of the citation after the day on which it was issued, and has tendered the required payment with 30 days of first learning of the citation;

(ii) that, within 30 days after the issuance of the citation or, if later, after first learning of the citation, the owner has made a written request to the director for information concerning the citation, and has tendered the required payment within 30 days of the director's response; or

(iii) that the owner was medically incapable of making the required payment within 30 calendar days of the date the citation was issued.

(c) In addition to the fees and charges imposed pursuant to subsections (a) and (b) hereof, upon collection the director of finance shall impose on each person chargeable with a delinquent parking citation fees to cover the administrative costs and reasonable attorney's or collection agency fees actually contracted for. The attorney's or collection agency's fees shall not exceed 20 percent of charges collected. The administrative costs shall not exceed \$30 for any amount collected subsequent to 30 days or more after notice of a delinquent parking citation is provided by the director of finance but prior to taking judgment and shall not exceed \$35 for any amount collected subsequent to judgment

Section 2. That Section 5-8-97 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, added by inserting new language as follows:

Sec. 5-8-97 - How parking pay stations to be installed; operation generally.

(a) The parking pay stations shall be placed upon the curb alongside of or next to individual parking places within a block, which parking places shall be either parallel to or diagonal with the curb.

(b) Each parking pay station shall print a receipt that indicates legal parking in a parking space within the block, upon the deposit of a coin or coins of the United States or other authorized payment, for a period of time conforming to the parking limits specified in this article.

(d) The printed parking pay station receipt will indicate when the parking period expires.

Section 3. That Section 10-4-22 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained to read as follows:

Sec. 10-4-22 - How meter and space to be used; how pay station and space to be used.

(a) When any vehicle shall be parked in any metered space, in accordance with the provisions of this chapter, the operator of such vehicle shall, upon entering such parking space, immediately deposit or cause to be deposited the proper coin or coins of the United States in the parking meter, and when required by directions on a meter, the operator shall also set or cause to be set in operation the timing mechanism on the meter in accordance with directions, and the parking space may then be used by a vehicle during the parking period purchased by the proper coin or coins deposited in accordance with the provisions of this section and this chapter. Any person placing a vehicle in a parking space adjacent to a meter which indicates that unused time has been left in the meter by the previous occupant of the space shall not be required to deposit a coin as long as his occupancy of such space does not exceed the indicated unused parking time.

(b) When any vehicle shall be parked in any pay station space, in accordance with the provisions of this chapter, the operator of such vehicle shall, upon entering such parking space, immediately deposit or cause to be deposited the proper coin or coins of the United States or other authorized payment in the parking pay station, the operator shall place the parking pay station receipt in the front window of the vehicle in an unobstructed location, and the parking space may then be used by a vehicle during the parking period purchased by the proper coin or coins or other authorized payment deposited in accordance with the provisions of this section and this chapter.

Section 4. That Section 10-4-23 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained to read as follows:

Sec. 10-4-23 - Overtime parking.

It shall be unlawful for the operator of any vehicle or for any person in whose name a vehicle is registered to cause, allow, permit or suffer any such vehicle to be parked overtime in any parking meter or pay station space.

Section 5. That Section 10-4-24 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained to read as follows:

Sec. 10-4-24 - Depositing coin or payment in meter or pay station for purpose of extending time.

It shall be unlawful for any person to deposit or cause to be deposited in a parking meter or parking pay station a coin or coins or other authorized payment for the purpose of extending the parking time beyond maximum limits specified in sections 5-8-93 and 5-8-116 of this code.

Section 6. That Section 10-4-25 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained to read as follows:

Sec. 10-4-25 - Permitting vehicle to remain parked at meter after expiration of time limit; permitting vehicle to remain parked in block with pay station after expiration of time limit.

(a) It shall be unlawful for any person to permit a vehicle to remain or be placed in any parking space alongside of or next to which any parking meter is placed while the meter is displaying a signal showing that the vehicle shall have been already parked beyond the time for which a coin has been deposited.

(b) It shall be unlawful for any person to permit a vehicle to remain or be placed in any parking space in the same block as any pay station while the pay station receipt indicates that the vehicle shall have been already parked beyond the time for which a coin or other authorized payment has been deposited.

Section 7. That Section 10-4-26 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained to read as follows:

Sec. 10-4-26 - Use of slugs, etc., in meters or pay station.

It shall be unlawful for any person to deposit or cause to be deposited in any parking meter or pay station any slug, device or metallic substance, or any other substitute for a coin of the United States. Any person violating this section shall, upon conviction, be punished as provided in section 10-1-19 of this code.

Section 8. That Section 10-4-27 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained to read as follows:

Sec. 10-4-27 - Injuring or tampering with meters or pay stations.

It shall be unlawful for any person willfully to deface, injure, tamper with, open or willfully break, destroy or impair the usefulness of any parking meter or pay station. Any person violating this section shall, upon conviction, be punished as provided in section 10-1-19 of this code.

Section 9. That Section 10-4-29 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained to read as follows:

Sec. 10-4-29 - Deposit in meters and pay stations levied as police regulation and inspection fee.

The coins or other authorized payment required to be deposited as provided in this chapter are hereby levied as police regulation and inspection fees to cover the cost of inspection and regulation involved in the inspection, installation, operation, control and use of the parking spaces and parking meters and pay stations described in this chapter and involved in regulating the parking of vehicles in the parking meter zones and pay station zones and lots created by this code.

Section 10. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction:	6/13/12
First Reading:	6/13/12
Publication:	
Public Hearing:	6/16/12
Second Reading:	6/16/12
Final Passage:	6/16/12

G:\DOCUMENT\DATA\ORD\3-2-354 PENALTIES FOR UNCONTEST CITATIONS.DOC

Introduction and first reading: 6/13/12
Public hearing: 6/16/12
Second reading and enactment: 6/16/12

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Section 3-2-354 of Article S (PAYMENT, CONTEST AND ENFORCEMENT OF PARKING CITATIONS) of Chapter 2 (TAXATION) of Title 3 (FINANCE, TAXATION AND PROCUREMENT); to add and ordain Section 5-8-97 of Article G (PARKING METERS) of Chapter 8 (PARKING AND TRAFFIC REGULATIONS) of Title 5 (TRANSPORTATION AND ENVIRONMENTAL SERVICES); and to amend and reordain Sections 10-4-22, 10-4-23, 10-4-24, 10-4-25, 10-4-26, 10-4-27, 10-4-29 all of Article C (RESERVED) of Chapter 4 (STOPPING, STANDING AND PARKING) of Title 10 (MOTOR VEHICLES AND TRAFFIC); of the Code of the City of Alexandria, Virginia, 1981, as amended.

Summary

This ordinance adopts and ordains a new City Code section 5-8-97 and amends and reordains sections 10-4-22, 10-4-23, 10-4-24, 10-4-25, 10-4-26, 10-4-27, 10-4-29, and 3-2-354 of the City Code to regulate the use of parking pay stations and increase the penalties for uncontested citations related to parking meter and pay station violations from \$35 to \$40.

Sponsor

None

Staff

Christina Zechman Brown, Assistant City Attorney

Authority

§§ 2.03(x), 2.04(g) Alexandria City Charter, § 1-1-7 Alexandria City Code, § 46.2-1220 Code of Virginia, City Council Resolution 2404

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None