

# Old Town Area Parking Study

29 June 2010

OTAPS Work Group Kickoff Meeting



# Agenda

- Background on the Parking Problem
- Old Town Area Parking Study
  - Findings
  - Goals & Community Input
- Recommendations



OLD TOWN *Parking Study*



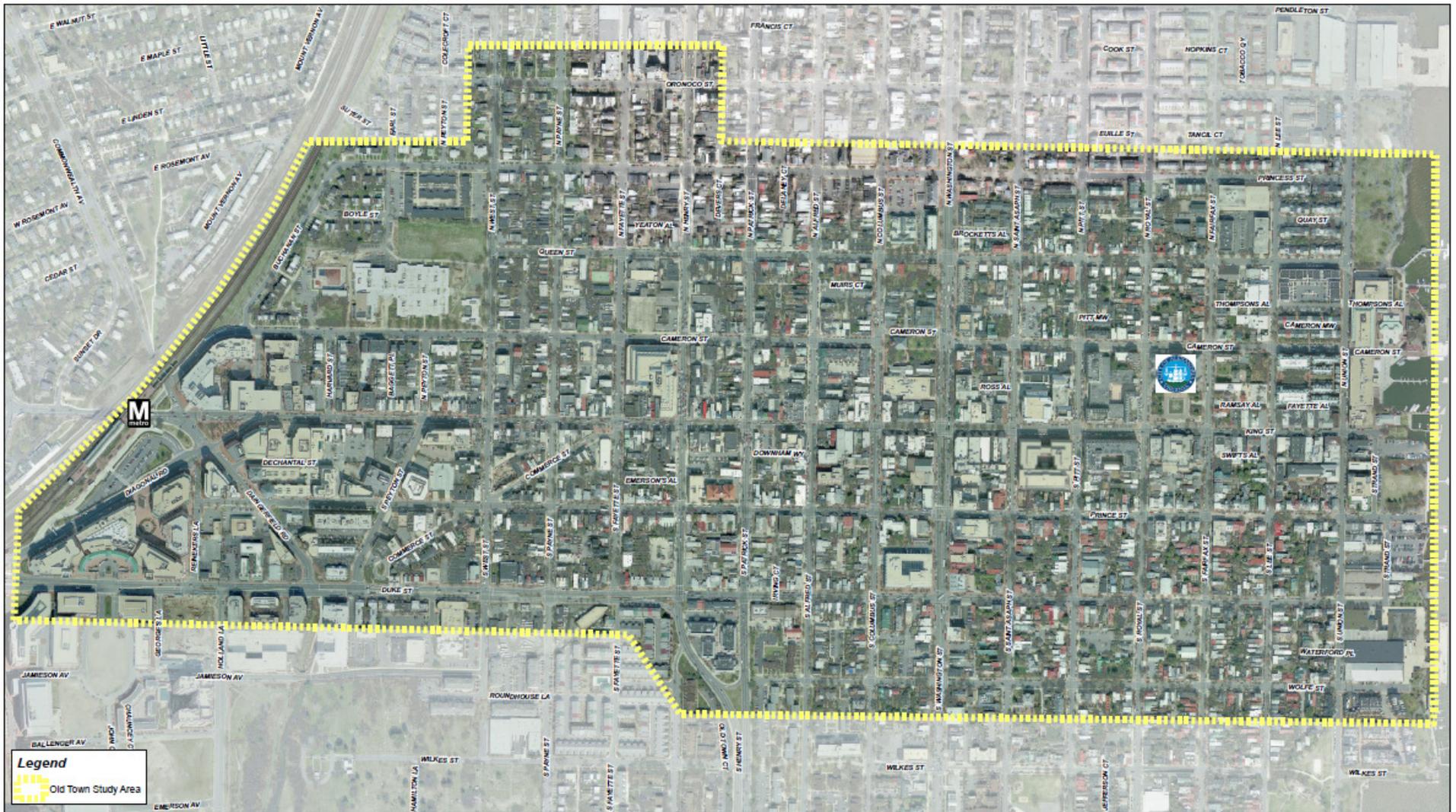
# Introduction

- Solutions vs. Management
- **Transportation Master Plan:**  
Provide parking supply to meet community demand in an efficient manner while being careful not to induce driving
- Parking spaces are assets which can be leveraged for the common good

# Old Town Area Parking Study

- **PURPOSE:**
  - Inventory existing public parking (supply)
  - Study utilization (demand)
  - Develop recommendations for eventual consideration by City Council
- Note about the supply...
  - Public-Public Garages/Lots
  - Public-Private Garages/Lots
  - Private-Private Garages/Lots (not included)

# Study Area



**Figure 1-1:**  
Old Town Parking Study Area



# Existing Parking Regulations

- City Code: Permit Parking
  - 11 Residential Districts
  - Special permit district
  - Federal courthouse parking zone, Restricted overnight parking district
- City Code: Parking Meters
  - Meter Zones, Meter Locations, Rates stipulated
  - Metered Parking Lots stipulated
- Zoning Ordinance: Off-Street Parking and Loading Requirements

# Major Findings: Inventory

- 8,332 publicly accessible parking spaces in the study area
  - 4,399 on-street spaces (53%)
  - 3,527 garage spaces (42%)
  - 406 surface lot spaces (5%)
- Including *private-private* locations, approximately 10,000 spaces

# On-Street Inventory

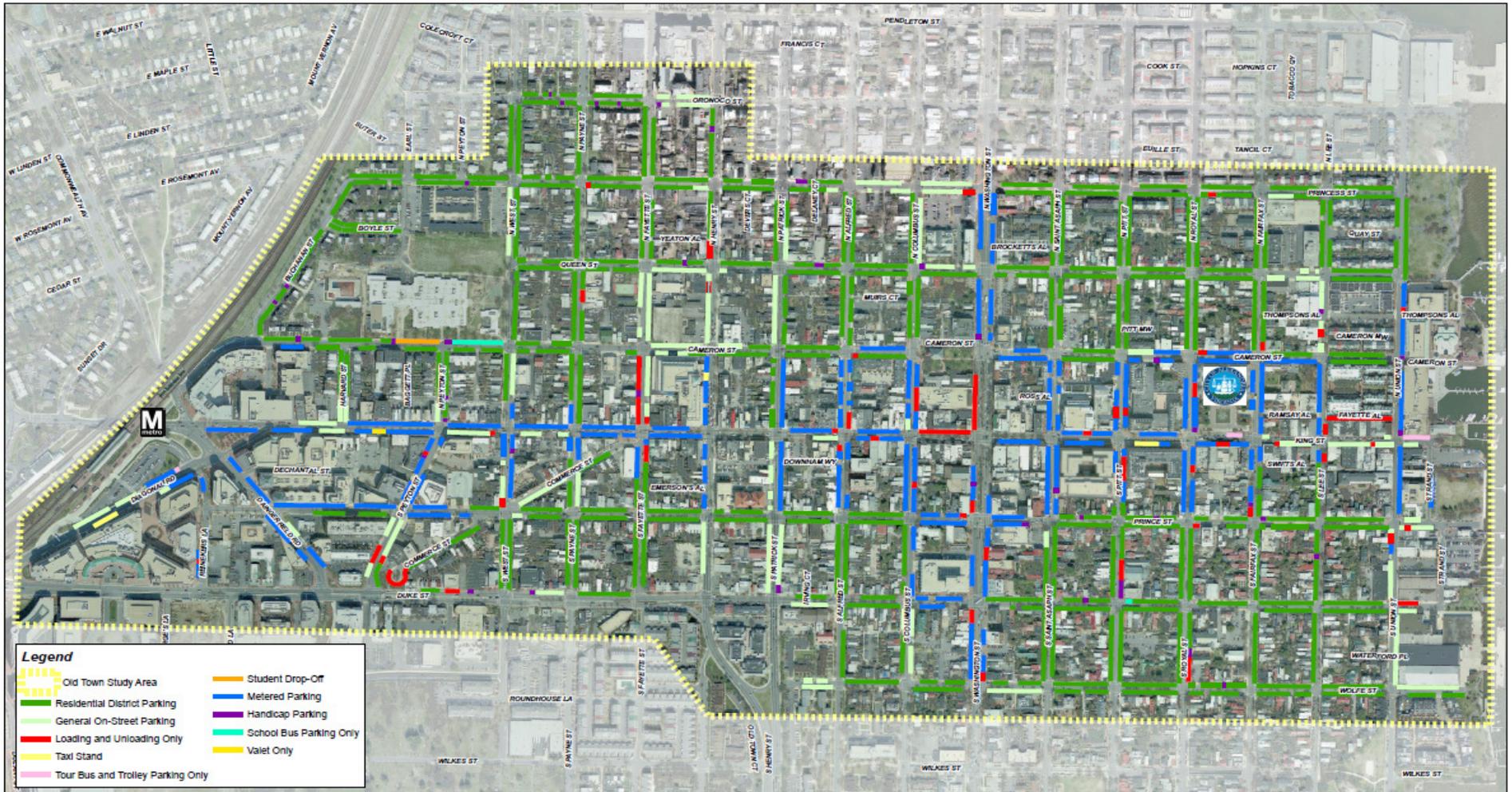


Figure 2-1:  
On-Street Parking Locations



# Off-Street Inventory

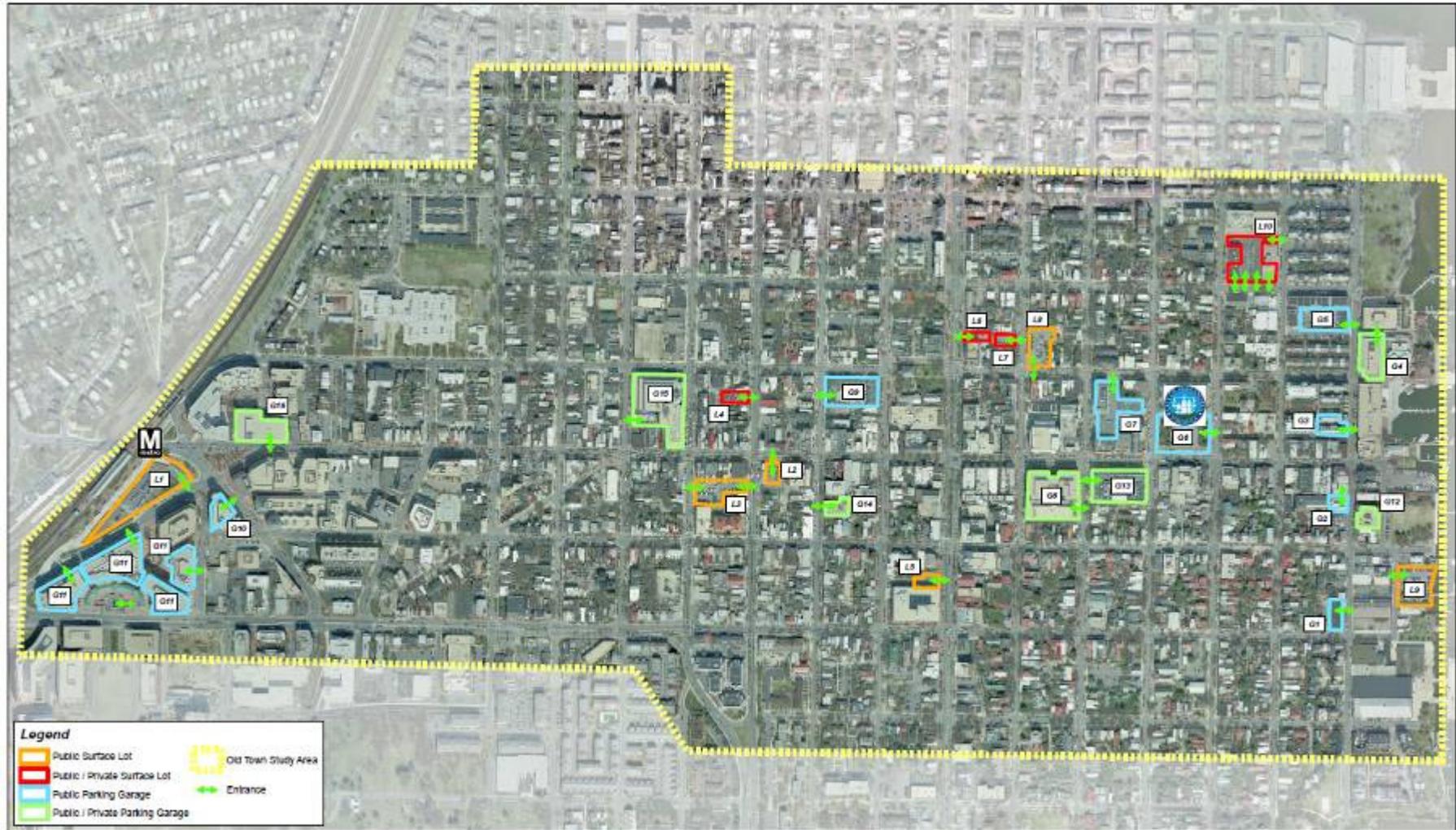


Figure 2-5:  
Publicly-Available Off-Street  
Parking Locations



FIGURE  
**2-5**

# Primary Findings

- System wide snapshot reveals availability at all times and in all areas with system peak at 75% capacity
  - Closer review of data reveals range of utilization levels
- Limited capacity on-street metered and residential
- All garages and lots are underutilized

# Utilization: Friday afternoon

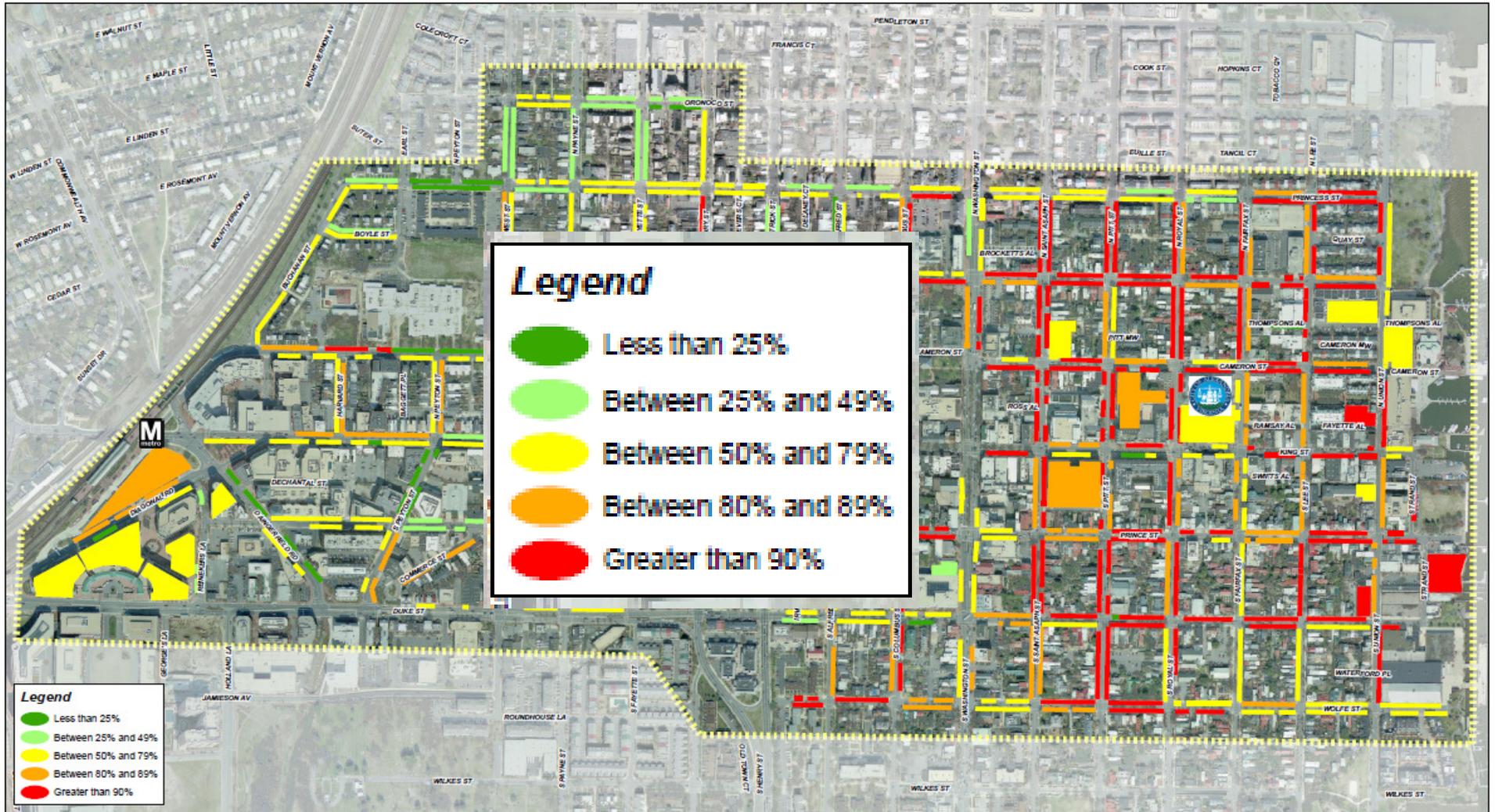


Figure 2-15:  
Parking Utilization  
During Friday Afternoon



# About the “parking problem”

**George:** I can't park in a garage.

**Elaine:** Why?

**George:** I don't know, I just can't. Nobody in my family can pay for parking, it's a sickness. My father never paid for parking; my mother, my brother, nobody. We can't do it.

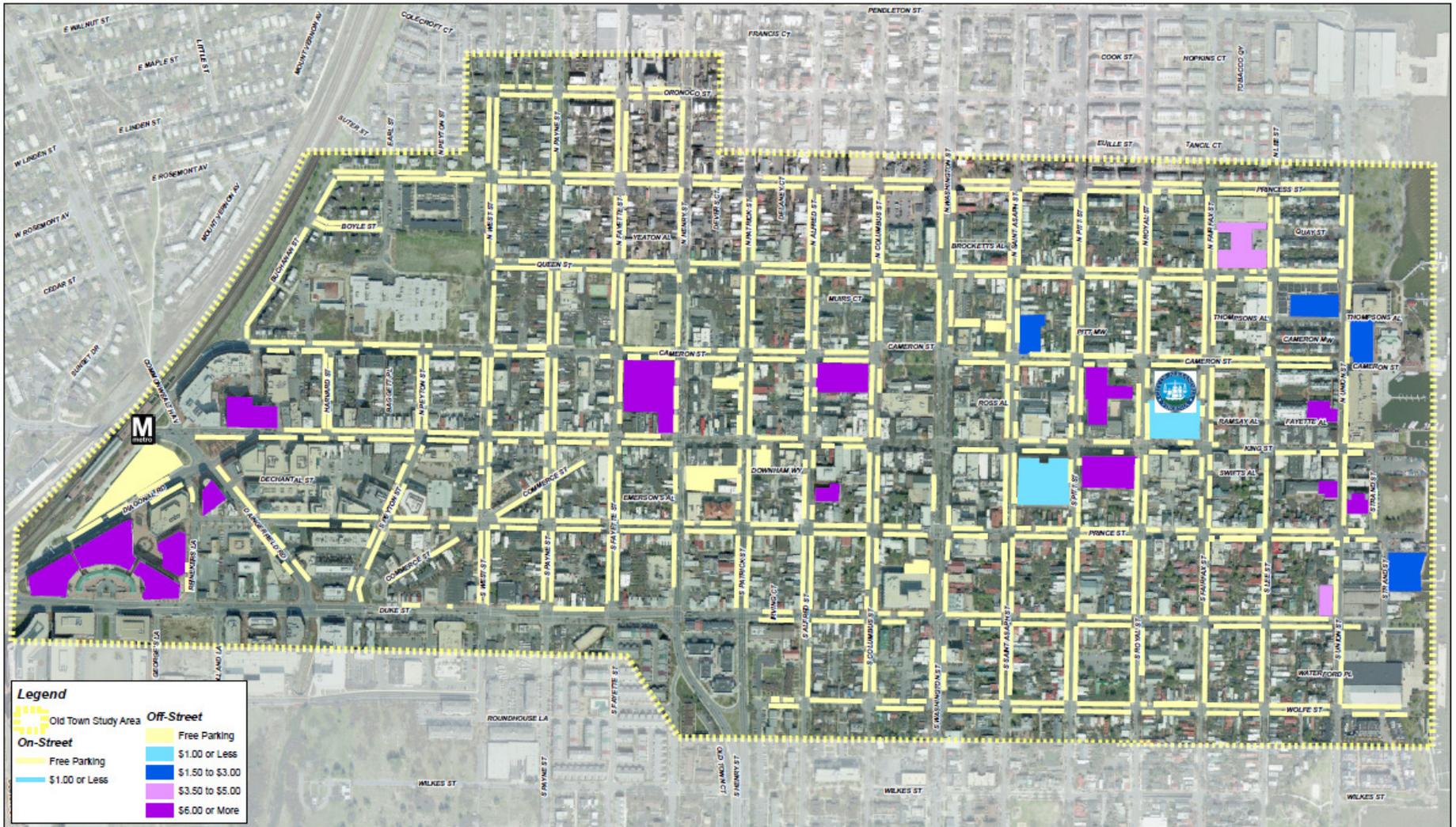
**Elaine:** I'll pay for it.

**George:** You don't understand. A garage. I can't even pull in there... Why should I pay, when if I apply myself, maybe I could get it for free?

**Seinfeld, “The Parking Space” (Episode 39),  
April 22, 1992**



# First-hour rates: Friday evening



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



# Utilization: Friday evening

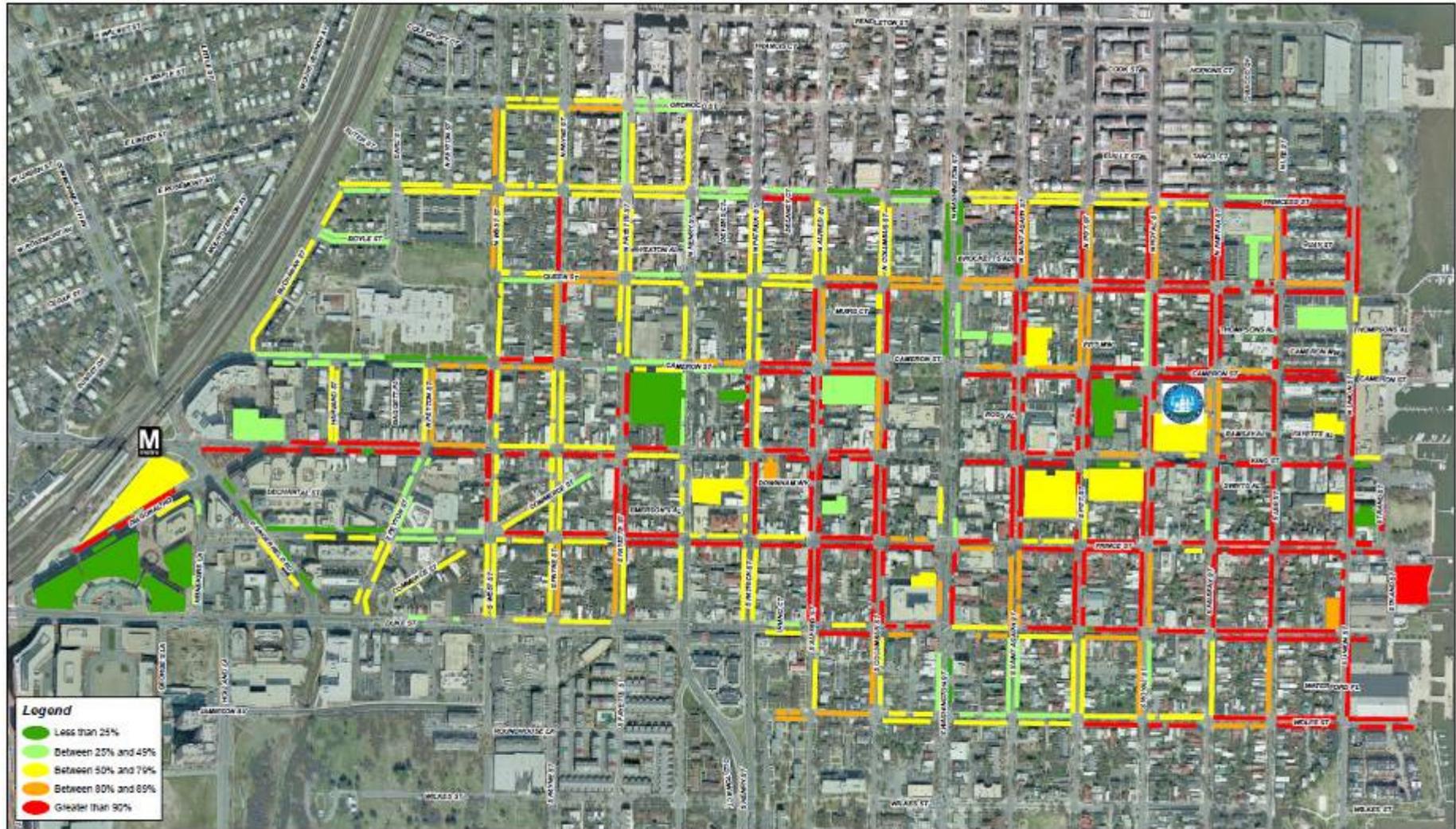


Figure 2-16:  
Parking Utilization  
During Friday Evening



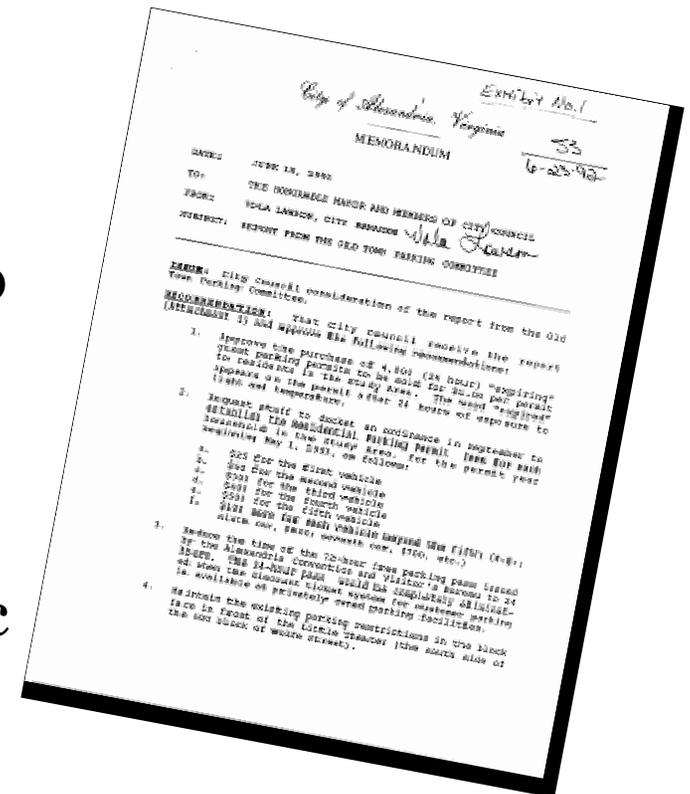
FIGURE  
2-16

# Parking Management Goals

- Higher on-street turnover to support higher retail and restaurant sales
  - Well-managed on-street parking can generate up to \$150,000 in direct retail sales
  - Short-term turnover provides choice, availability for customers
  - 85% occupancy is the rate at which there is approximately one space per block
- Increased use of garages for long term (2+ hour) parking
  - Better communication about location, availability and rates
- Use streets/parking to decrease auto use, support business and protect neighborhoods

# Goals & Community Input

- 1992/93: Old Town Parking Committee and Parking Report
- Business: ‘Dispel the myth that parking is inadequate ... and develop effective strategies for utilization’
- Residents: ‘Don’t let... infill development... (or) associated traffic and parking impacts destroy the stability of neighborhoods’



# Major Report Recommendations

## 1. Convenience

- ✓ Install multi-space meters & accept multiple forms of payment
- ✓ Explore variable pricing

## 2. Pricing

- ✓ Raise *on-street* rates to encourage choice, availability for short-term parkers
- ✓ Extend the hours of meters to encourage turnover in late peaks
- ✓ Add meters to the blocks on and close to King Street which lack meters now

## 3. Neighborhood Protection

- ✓ Reduce time for non-permit holders in residential districts
- ✓ Address guest, contractor issues

# Major Report Recommendations

## 4. Availability

- ✓ Use capacity in *existing garages* to increase availability
- ✓ Consider pricing changes in public garages
- ✓ Negotiate with private garages to add public parking
- ✓ Consider a valet system for King Street (city-managed?)
- ✓ Consider 'All May Park, All Must Pay'

## 5. Communication

- ✓ Wayfinding parking signs
- ✓ Advanced parking management, real-time availability

## 6. Enforcement

- ✓ Continually improve enforcement capacity

## 7. Consensus

- ✓ Form a workgroup to develop consensus on short-term management strategies

# Questions?

Thank You!

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# Work Timeline and Logistics

Activity	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT
OLD TOWN AREA PARKING STUDY (OTAPS) RELEASED								
OTAPS PRESENTED TO CITY COUNCIL								
CITY COUNCIL HOLDS WORK SESSION ON OTAPS								
COUNCIL ADOPTS BUDGET INCLUDING RECS FROM OTAPS								
COUNCIL REQUESTS FORMATION OF WORK GROUP								
WORK GROUP MEETINGS ARE HELD								
REPORT IS SUBMITTED TO COUNCIL								

We  
are  
here

