

2012 OLD TOWN AREA PARKING STUDY
WORK GROUP

Final Report and Recommendations

February 2013

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Department of Transportation & Environmental Services

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INTRODUCTION

BACKGROUND

Following the completion of the Old Town Area Parking Study in February of 2010, the Council directed the City Manager to appoint an Old Town Alexandria Parking Study (OTAPS) Work Group (2010 Work Group) to assess the recommendations set forth in the study and develop recommendations for implementation of parking management measures based on the parking study. The Work Group was appointed at a Council Work Session in April 2010, and represented stakeholder groups, associations and organizations that would be affected by changes to parking management in the Old Town area. The 2010 Work Group met six times between June and August of 2010 to discuss a series of topics and concluded in August 2010 with the recommendation for implementation of selected study recommendations to improve parking management throughout the Old Town area (Attachment 1). Since the 2010 OTAPS Report (2010 Report) was finalized and presented before Council in fall 2010, staff has completed addressing some of the recommendations set forth in the 2010 Report which will be discussed on page 3 on this report (Attachment 2).

As a follow up to the 2010 Work Group and in response to a request from the Waterfront Commission in a November 1, 2011 letter to the Department of Transportation and Environmental Services, staff reconvened the OTAPS Work Group to continue implementing recommendations from the OTAPS to begin to address recommendations of the Waterfront Small Area Plan and to ensure the recommendations in the Plan are implemented (Attachment 3). Prior to implementing the remainder of OTAPS recommendations and before proceeding to address the Waterfront Small Area Plan's recommendations, a public process was developed that actively engages stakeholders who may be affected by the recommendations set forth in the 2010 Report and the Waterfront Small Area Plan. The reconvened OTAPS Work Group included two additional members from the Waterfront Commission.

2012 OLD TOWN AREA PARKING STUDY WORK GROUP

Reconvening the Old Town Area Parking Study Work Group

In May 2012 the City Manager directed staff to reconvene the 2010 Work Group. Also consistent with language in the Waterfront Small Area Plan, two City Manager-appointed members from the Waterfront Commission were added to the Work Group to assist in implementing the 2010 Report recommendations as well as Waterfront Small Area Plan recommendations.

Establishment and Members

The reconvened OTAPS Work Group (2012 Work Group) included stakeholders from the 2010 Work Group as well as two representatives from the Waterfront Commission. The Upper King Street Neighborhood Association, an appointed stakeholder group in

2010, which did not have a representative during the 2010 Work Group meetings, also participated in the 2012 Work Group.

U.S. Patent and Trademark Office (1 member)
Citizen Representative (2 members)
Real Estate Developer representative (1 member)
Old Town Business and Professional Association representative (1 member)
Parking garage owner/operators representative (1 member)
Small business owners, including restaurants, retailers, and hoteliers (3 members)
Old Town Civic Association representatives (2 members)
Upper King Street Neighborhood Association representative (1 member) - New
West Old Town Citizens Association representative (1 member)
Alexandria Commission on Persons with Disabilities (1 member)
Alexandria Chamber of Commerce (1 member)
City P&Z representative (1 member)
City T&ES representative (1 member)
Alexandria Waterfront Commission (2 members) - New

In addition to the members of the public, other City departments also contributed to the Work Group efforts. It is important to note that staff with the Department of Planning and Zoning and the Alexandria Police Department (APD) attended the meetings and provided information and expertise on the various topics of discussion.

Purpose and Goals

The purpose of reconvening the Work Group was to:

- Follow up on the implementation status of the previous Work Group's recommendations, and discuss the remainder of short-, medium, and long-term recommendations set forth in the 2010 Report
- Improve parking management in the waterfront area through implementation of recommendations set forth in the Waterfront Small Area Plan

The reconvened Work Group met seven times between July and October of 2012. The 2012 Work Group concluded on October 16, 2012 with recommendations for the continued implementation of the OTAPS recommendations and the parking recommendations included in the Waterfront Small Area Plan.

2010 OTAPS: IMPLEMENTATION STATUS UPDATE

During the kick-off meeting the 2012 Work Group was briefed on the implementation status of the 2010 Report.

In May 2012 an Implementation Status Memorandum was submitted to City Council that included the status of the recommendations in the 2010 Report as well as several other recommendations in 2009 Old Town Area Parking Study (see attachment 2). These recommendations were divided into four categories: (1) completed/ in progress tasks, (2) short-term, (3) medium-term, and (4) long-term recommendations. The first set of

recommendations which are either completed or in progress included increasing parking meter rates, extension of on-street parking meter hours, addition of meters in currently unmetred commercial blocks in the Old Town area, and implementation of the existing City's Wayfinding and Signage Program, and a pay by phone service. Short-term, medium-term, and long-term recommendations were assigned to be discussed by the 2012 Work Group.

TOPIC DISCUSSIONS

Residential Parking Permit Program (RPP)

During the 2010 meetings, the 2010 Work Group discussed the following recommendations in the Old Town Area Parking Study:

1. Reduce time limits in residential areas for non-permit holders
2. Adding meters in residential parking districts

The 2010 Work Group ultimately recommended not to reduce time limits in residential areas and voted against installing meters in Residential Parking Permit (RPP) Districts. The 2010 Work Group also recommended implementing an online permitting system for permit holders and their guests and asked that staff research the feasibility of a permit-only parking policy in residential parking areas adjoining the commercial districts of Old Town. The online permit system for permit holders was implemented in 2011.

In order to follow up on the recommendation regarding other RPP policies such as permit-only parking for residents, and to follow up on the Waterfront Commission's discussions regarding the City's RPP policies, this topic was put on the agenda and made a priority. The 2012 Work Group focused on addressing the following main issues:

1. During certain times of the day there is not adequate parking for residents
2. Commuters and visitors park on residential streets

In addition, it was agreed that while strategizing possible options, the 2012 Work Group should consider the following guiding principles:

1. The need for a healthy balance between visitor and residential parking
2. The necessity to maintain adequate parking to support businesses

Policies for consideration included:

1. Reduce time limits in residential areas for non-permit holders
2. Add meters in residential parking districts
3. Resident only parking on one side of the Street after 6 pm
4. Resident parking only on two sides the street after 6 pm

During the first 2012 Work Group meeting, staff discussed the concept of practical capacity, which is the level of utilization at which potential parkers perceive a parking facility or block face as full. Staff explained that parking industry standards indicate that practical capacity is in the range of 85 to 90 percent occupancy. Residents' concern

regarding the possible impact of Waterfront development on on-street parking in Districts 1 and 2 was also discussed. Furthermore, the Work Group expressed concerns that each district has its own specific parking issues due to dissimilarity in land use characteristics and car ownership rates. The Work Group suggested that staff consider studying each district individually since a “one size fit all” policy would not be the best approach.

In order to analyze existing parking occupancy patterns by district by permit type, staff completed a 40 block parking utilization survey in Residential Districts 1 through 5 during three different peak hours (11 am to 1 pm, 5 to 7 pm, and 10 pm to midnight) on a weekday (non-Friday), a Friday, and a Saturday. Green highlighted blocks in Figure A illustrate the surveyed blocks within each district. Of note, surveyed blocks were selected among the most congested blocks per observations and resident complaints.

The survey captured percentage of parking permit holders versus non-permit holders during the morning, afternoon and evening peak hours within each district in selected surveyed blocks. Results of the survey indicated that on-street parking utilization peaks between 5 to 7 pm in all districts when residents are coming back from work, some employees may still be at work, and restaurant and retail patrons are coming to Old Town to frequent various bars and restaurants. The following are district by district parking observations based on findings of the sample block survey conducted in June 2012.

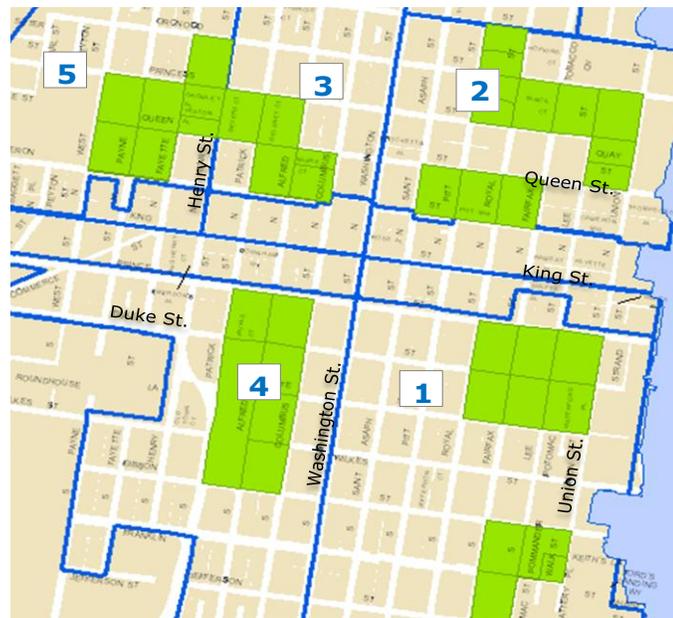
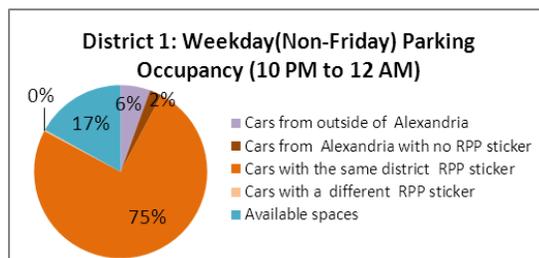
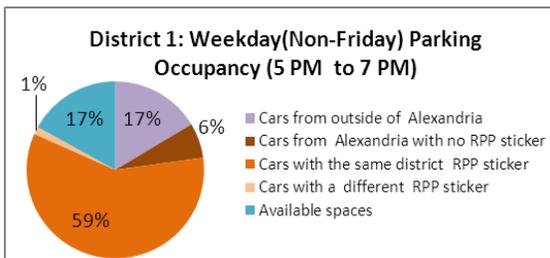


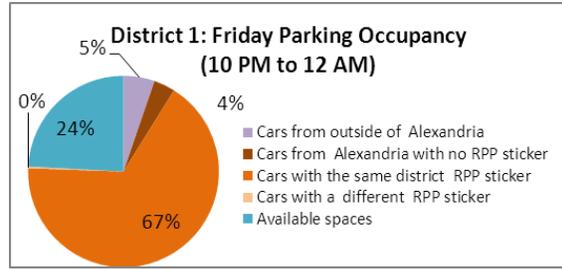
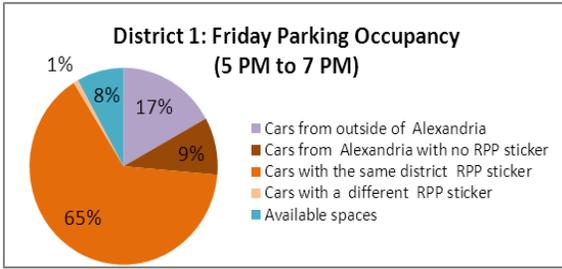
Figure A: Surveyed Blocks

Appendix B includes a map of residential districts in Old Town.

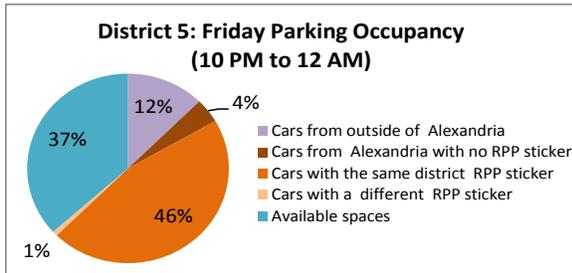
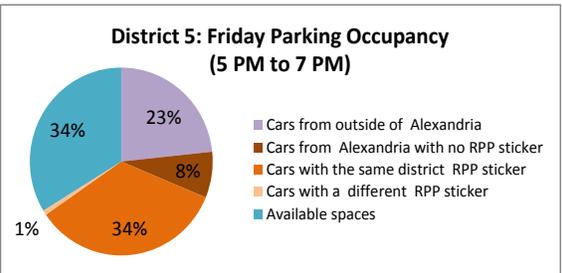
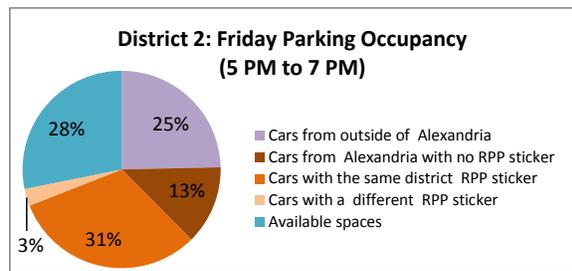
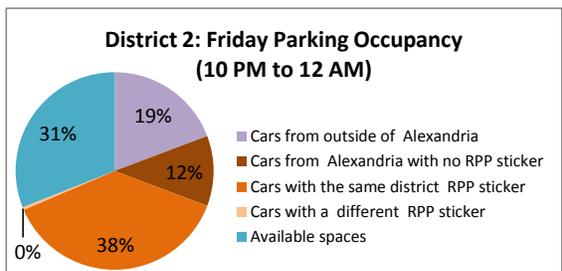
Findings by District

District 1 – Survey findings in District 1 indicated that parking approaches its practical capacity at certain hours of the day (5-7 pm). Overall, on weekdays and Saturdays from 5-7 pm and from 10 pm-12 am, 60-75% of parked vehicles have District 1 RPP stickers.

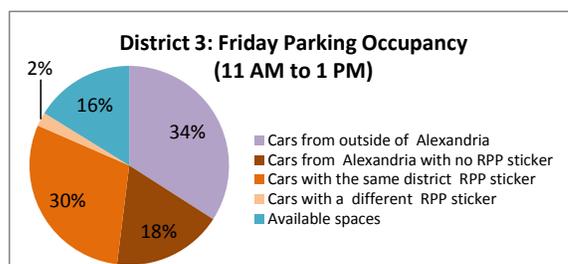
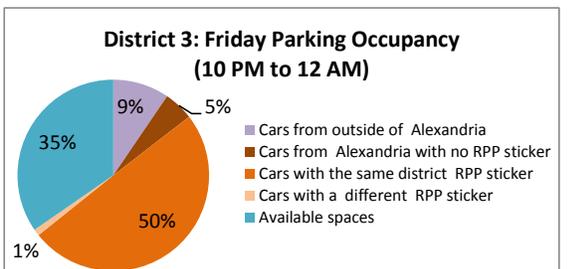
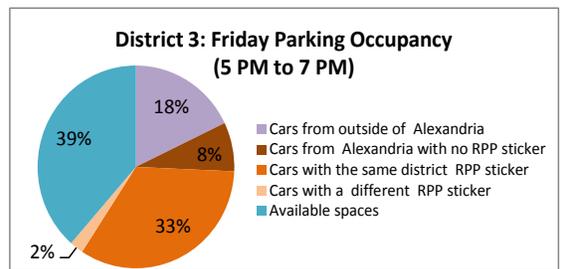




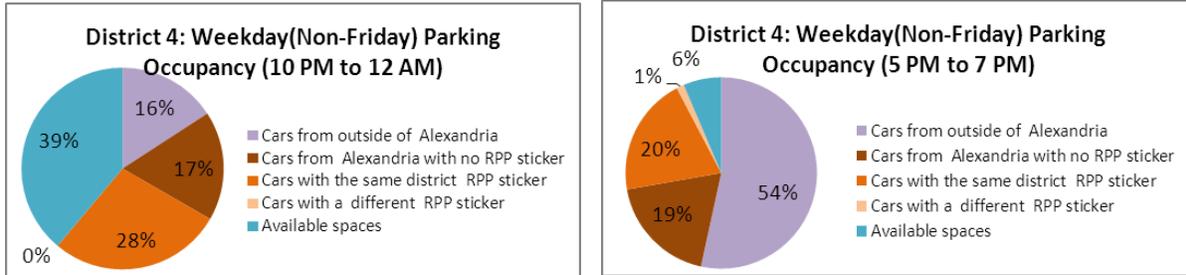
Districts 2 and 5 - Districts 2 and 5 had similar parking occupancy patterns during the course of the day. There is a balance between vehicles with RPP stickers and those that are from other districts or outside of Alexandria. In addition, at least 25% of parking spaces are available during the 5-7 pm peak occupancy hour in each district.



District 3 - District 3 had the same parking occupancy pattern as Districts 2 and 5, in the afternoon and evening with a significant number of available spaces. However, parking in District 3 reached its practical capacity on Fridays between 11 am- 1 pm.



District 4 - District 4 had a different parking occupancy pattern than all other districts. Practical capacity was reached during the peak afternoon hours of 5-7 pm. On weekdays between 40% and 55% of parked vehicles were from outside of the City and only 6% of parking spaces were available during the peak utilization hour between 5 to 7 pm . Similarly, on Saturday during the same time, only 4% of parking spaces were available and 60% of the parked cars came from outside of Alexandria.



See Attachment 4 for a detailed weekday and weekend parking occupancy information for selected surveyed blocks.

District Specific Recommendations

Based on results of the parking occupancy survey, staff proposed a series of district by district, and area-wide recommendations to address district specific and general parking concerns in Residential Districts. The 2012 Work Group discussed pros and cons of the following proposed RPP strategies and made district specific recommendations for each district.

1. ***Decrease allowable parking duration on residential blocks within acceptable walking distance of King Street to one hour for non-permit holders***
 This strategy would increase turnover and chances of finding an available space, reduce cruising time for drivers looking for a parking space, and encourage long term parkers to park in long term parking lots and garages. The downside would be reduced parking options for businesses where customer visits are typically longer than one hour.

2. ***Install multispace meters on residential blocks (Residential parking permit holders may be exempt form paying meter fees)***
 This strategy would have the same pros and cons as decreasing parking duration to one hour on residential blocks. However, another negative impact of this strategy would be the time it takes to recoup the cost of the meters and maintenance of the meters.

3. ***Resident only parking after 6 pm within acceptable walking distances of King Street on both sides of the street***
 This strategy would encourage long-term parkers to park in longer-term parking facilities and allow for individual blocks to opt out. However, it would reduce

parking options for visitors to businesses, and under-utilization may occur as parking will be restricted to residents on both sides of the street.

4. ***Resident only parking after 6 pm within acceptable walking distance of King Street on one side of the street***

This strategy would give visitors an option of available parking on one side of the street and encourages long-term parkers to park in appropriate longer-term facilities. It would also allow for individual blocks to opt out. The downside would be that residents of the block face without the "Resident Only" parking restriction may complain as purchasing a RPP doesn't guarantee a parking space. In addition, implementing "resident only" parking on one side of the street would slightly reduce parking options for visitors to businesses.

Table 1 compares the four different RPP strategies presented by staff.

	Pros	Cons
Reducing time limit for non residents to one hour for non-permit holders	<ol style="list-style-type: none"> 1- Increases turnover in RPP districts and as such allow parkers an increased chance of finding a space 2- Reduces the cruising time around the block to find free parking 3- Encourages long-term parkers to park in longer-term parking facilities 	<ol style="list-style-type: none"> 1- Negative impact on businesses 2- Negative impact on residents who depend on two or three hour parking restrictions to provide free parking for visitors or household help that would otherwise require a permit
Adding meters in residential areas	<ol style="list-style-type: none"> 1- Increases turnover in RPP districts and as such allow parkers an increased chance of finding a space 2- Reduces the cruising time around the block to find free parking 3- Encourages long-term parkers to park in longer-term parking facilities 	<ol style="list-style-type: none"> 1- Creates confusion with permit holders in non-commercial areas 2- Negative impact on residents who depend on two or three hour parking restrictions to provide free parking for visitors or household help that would otherwise require a permit 3- It takes a longer time to recoup the cost of the meters because parkers are reluctant to pay for meters located far away from their destination 4- Meter maintenance cost
<u>Resident Only</u> parking restrictions on both sides of the street during certain hours	<ol style="list-style-type: none"> 3- Encourages long-term parkers to park in longer-term parking facilities 2- Individual blocks can opt out 	<ol style="list-style-type: none"> 1- Negative impact on businesses (makes on-street parking unavailable for visitors) 2- Negative impact on residents who depend on on-street parking to provide free parking for visitors or household help that would otherwise require a permit 3- Underutilization of on-street parking space may occur as parking will be restricted to resident ONLY on both sides of the street
<u>Resident Only</u> parking restrictions on ONLY one side of the street during certain hours	<ol style="list-style-type: none"> 1- Gives visitors an option of parking on one side of the street if there is availability 2- Individual blocks can opt out 3- Encourages long-term parkers to park in appropriate longer-term facilities 	<ol style="list-style-type: none"> 1- Residents of the block face without the "Resident Only" parking restriction may complain about the location of the sign 2- Purchasing a permit doesn't guarantee a parking space on the "Resident Only" side of the street

Table 1: Pros and cons of different RPP strategies presented

Staff Recommendations

District 1:

Staff realized that “Resident Only Parking” would not be helpful in districts where the high evening parking utilization rate is driven by residential not visitor parking such as District 1 and so staff did not recommend it as a solution. Staff discussed installing multispace meters in blocks located within acceptable walking distance of King Street (residents would be exempt from paying).

Districts 2, 3 and 5:

Since the overall on-street parking occupancy has not reached the practical capacity threshold of 85% in these districts, staff recommended that the City not

take any action until the overall on-street parking occupancy does reach 85%, and when it does, to install multispace meters on residential blocks within acceptable walking distance of King Street.

District 4:

District 4 had the highest number of parked cars that did not have a residential parking permit. Staff recommended discussions with parking demand generators in the area to encourage users to utilize other modes of transportation rather than a single occupancy vehicle (SOV), and installation of multispace meters or Resident Only Parking on one side of the street.

It is important to note that staff identified installing multispace meters in residential neighborhoods as a mid- to long-term solution and presented two options:

- A. Install multispace meters in residential areas using the following guidance:
 - 1. Wait until the overall occupancy rate per district reaches 85%
 - 2. Determine if less than 70% of parkers are RPP holders
 - 3. Install multispace meters and implement a distance-based pricing structure where meter fees are higher closer to high demand areas such as retail districts and the waterfront core area.
- B. Install multispace meters and real-time demand pricing where parking fees will automatically be adjusted based on real-time parking occupancy and demand. District of Columbia Department of Transportation (DDOT) and other jurisdictions are currently using federal grants to implement this initiative.

Area-Wide Recommendations

Aside from district by district recommendations which targeted specific residential districts, staff also presented the following area wide recommendations that would help reduce the car ownership rate throughout Old Town:

- 1. Increase the cost of obtaining a RPP
- 2. Limit the number of parking permits that could be issued to a household

The 2012 Work Group has identified high car ownership rate as a main contributor to high parking occupancy figures in some residential blocks in Old Town and requested that staff investigate car ownership rate by district in Old Town.

Staff's analysis of personal property tax registrations in districts 1 through 5 indicated that District 1 has the highest car ownership rate (1.85 cars per household) followed by districts 4, 2, 5 and 3. With a car ownership rate of 1.57, District 3 has the lowest car ownership rate amongst all districts. The 2012 Work Group was interested in an alternative to discourage households from maintaining multiple cars. Staff also gathered information regarding the number of RPPs issued per household per residential district in 2011 (Table 2).

District #	Number of Housholds with that obtained a permit in 2011						Total # of permits
	1 Permit Per HH	2 Permits Per HH	3 Permit Per HH	4 Permit Per HH	5 Permit Per HH	6 Permit Per HH	
1 *	1,031	553	147	36	8	2	2,774
2	489	257	40	19	2	0	1,209
3	347	146	30	7	1	0	762
4 *	620	255	45	10	0	0	1,305
5	549	190	45	8	2	0	1,106
Total	3,036	1,401	307	80	13	2	7,156

* District 1 includes 54 blocks and is slightly bigger than the other residential districts in Old Town
 *With 44 blocks District 4 is the second biggest residential district in Old Town

Table 2: Number of permits issued per household by district

The 2012 Work Group was also briefed on the number of vehicles that could potentially be moved to off-street facilities if the City places a limit on the number of permits that could be obtained per household. Based on information provided in Table 2 if the number of permits that each household could obtain is limited to three permits, a total of 112 vehicles would not be eligible to obtain a permit and would be moved to an off-street location (Table 3a). Similarly if the number of permits that could be issued to a household is reduced to two, then a total number of 541 vehicles would not be eligible to obtain a permit and would be moved to an off-street location (Table 3b). It is important to note that under the current RPP restrictions vehicles without a permit cannot stay in residential parking districts for more than 72 hours.

District Number	Households with 4 or more parking permits	Number of vehicles that could potentially be moved to garages
1	46	58
2	21	23
3	8	9
4	10	10
5	10	12
Total	95	112

Table 3a: Potential number of vehicles that could be moved to off street facilities if no more than three residential parking permits could be obtained per household.

* The number of vehicles is higher than the numbers of households as some households have more than 4 vehicles.

District Number	Households with 3 or more parking permits	Number of vehicles that could potentially be moved to garages
1	193	251
2	61	84
3	38	47
4	55	65
5	55	67
Total	402	514

Table 3b: Potential number of vehicles that could be moved to off street facilities if no more than two residential parking permits could be obtained per household.

* The number of vehicles is higher than the numbers of households as some households have more than 3 vehicles.

Currently, the fees to obtain a RPP sticker are as follows:

- First vehicle: \$30 per vehicle
- Second vehicle: \$40 per vehicle
- Third and subsequent vehicles: \$100 per vehicle

Staff presented an option for consideration that would increase the annual RPP fees to the following with a maximum of four RPP permits per household.

- First vehicle: \$50 per vehicle
- Second vehicle: \$100 per vehicle
- Third vehicle: \$200 per vehicle
- Fourth vehicle: \$500 per vehicle

2012 Work Group Discussion

Members of the 2012 Work Group unanimously agreed that parking enforcement should be improved throughout Old Town. The APD representative stated that parking enforcement in residential areas is a top priority. APD's new License Plate Readers (LPR) mounted on parking enforcement vehicles can read tags and, with the use of a GPS locator and a time stamp device, can increase the efficiency of parking enforcement in residential areas.

The 2012 Work Group expressed concerns regarding the negative impact of implementing a "Resident Only" parking policy on businesses throughout all residential Districts. They agreed with staff's recommendation of not taking any actions until the overall occupancy in each district meets the practical capacity threshold of 85%.

There was broad agreement amongst members of the 2012 Work Group that it might be too soon for Alexandria to install real-time demand pricing structures. While the Work Group agreed with staff's recommendation regarding installing meters in residential areas once the 85% peak parking utilization for both on- and off-street facilities is reached in each district, they recommended that the City implement a pilot program prior to an area-wide meter installation in Residential Districts. In addition, members discussed the spillover effect of parking on adjacent blocks with no meters and argued that the acceptable walking distance needs to be evaluated prior to installing meters in residential Districts. Members suggested that the acceptable walking distance should be set as three blocks north and south of King Street. The 2012 Work Group also raised concerns regarding clear communication with residential parking permit holders regarding exemption from paying meters in residential only not commercial areas. The Group also noted that in order to avoid visual clutter in residential neighborhoods smart parking technologies such as pay by phone could serve as an exclusive payment system for meters on residential blocks. Staff discussed the fact that in some districts, such as District 1, permit holders account for up to 75% of evening parkers, and it would take a long to recoup the original meter cost if permit holders (residents) are exempt from paying meter fees. Members did not support the recommendation at this time.

Although some members agreed with staff's recommendation on limiting the number of permits that each household could obtain, it was agreed that placing a cap on the number of permits that each household could obtain would be not be ideal at this time since not all permit holders live close to the high occupancy blocks, and residential parking districts extend farther to 10 to 15 blocks north and south of King Street. However, the 2012 Work Group recommended re-examining this recommendation in future. Members expressed interest in keeping the fee to obtain the first permit at \$30, but fully supported implementation of a steeper permit pricing structure for the second permit and higher. Some members discussed that the price tag for the third permit and higher should be similar to the cost of obtaining an annual parking pass to park at any of the publicly available parking garages overnight which is around \$1,300 per year.

Furthermore, during the last meeting, members discussed the issue of inconsistent RPP restrictions in all Residential Districts and agreed that this would create confusion for parkers especially first time visitors.

2012 Work Group Recommendations

- **Districts 1,2,3,4,and 5 : Increase enforcement**
- **Districts 1,2,3,4,and 5 : Do not implement resident only parking**
- **Districts 2, 3 &5: Monitor parking utilization until the peak afternoon occupancy (5 to 7 pm) reaches 85%**
- **District 4: Staff to work with parking demand generators such as religious organizations to ensure peak parking demand is met**
- **Develop a pilot program to install meters within three blocks north and south of King Street once the overall on-street occupancy in each district reaches 85%**
- **Consider making the RPP restrictions including the hours and maximum parking durations consistent throughout the districts**
- **Do not limit the number of permits that can be issued to a household at this time but re-examine this recommendation in the future**
- **The fee to obtain the first permit should stay at \$30**
- **Consider steep graduation of permit fees beginning with the second vehicle, up to \$1000 for the fourth vehicle**

Citywide Handicapped Employee Parking Permit Program

In the City of Alexandria, vehicles displaying handicapped license plates or placards are exempt from parking fees pursuant to the Code of Virginia § 46.2-1245. The Code establishes a uniform statewide exemption for vehicles displaying handicapped license plates or placards of: (1) up to four hours in time-restricted parking zones or metered spaces; and (2) from payment of parking meter fees. However, the Code of Virginia also permits local jurisdictions to set aside these exemptions by ordinance. Alexandria currently has three established parking meter zones that are affected by this Code. The 2010 Work Group and staff recommended implementation of an "All May Park All Must Pay" which would require holders of handicapped license plates or placards to pay for

parking in metered zones for up to four hours. The policy was not supported by City Council due to concerns from the disabled community. In January 2011, Alexandria Commission for People with Disabilities (ACPD) submitted a letter to City Council opposing any modification to the Code of Virginia and asked City Council to authorize a permit program for handicapped employees in Alexandria that would allow them to park free for up to 12 hours.

In March 2012 City Council approved continuation of the City's existing four hour handicapped parking policy and directed staff to develop a two year pilot Employee Handicapped Permit program that is consistent with ACPD's recommendation of a 12 hour parking permit program for handicapped employees who are employed anywhere in the City. Staff explained to the 2012 Work Group the details of the new program including background, eligibility criteria and implementation steps. It was also stated that implementing such a program would require an amendment to the City Code, and that staff will have to develop a marketing and outreach strategy for the program. Once implemented, the four hour rule will be enforced for those with handicapped parking privileges who do not have a 12 hour parking permit.

2012 Work Group Discussion

The 2012 Work Group raised a point regarding City residents with handicapped parking privileges who work outside of the City and park near Metrorail stations as those individuals would not qualify for the 12 hour handicapped parking permit. The 2012 Work Group also discussed that part of the marketing strategy for the 12 hour handicapped parking permit program could be aggressive enforcement of the four hour rule and grant violators an appeal process giving them an opportunity to apply for the 12 hour program. 2012 Work Group members also recommended that staff reach out to the Chamber of Commerce to help communicate the 12 hour handicapped parking permit program.

2012 Work Group Recommendations

- **Implement the City-wide employee handicapped parking permit program**

Set Triggers for Actions to Be Taken to Increase the Garage Capacity

Based on data provided in the 2009 Old Town Area Parking Study and findings from the sample occupancy survey collected by staff in June 2012, the peak parking utilization occurs between 5 and 8 pm in Old Town when residents are coming home from work, some employees have not left work and retail and restaurant patrons are in Old Town.

In addition, data presented in 2009 Old Town Area Parking Study indicated that during Friday and Saturday evening peak hours, the occupancy rate was higher for parking garages east of Washington Street than those west of Washington Street. However, even during the peak occupancy hour on a Saturday night, 39% of the spaces east of Washington Street were available for public parking.

While on-street parking occupancy peaks in the evening, garage occupancy peaks during the mid-day because of employee parking. Tables 4a and 4b below illustrate the peak midday and late afternoon occupancy in garages west and east of King Street respectively. Figure B illustrates Saturday parking availability in garages east and west of Washington Street.

Time of The Day	Total Inventory	Weekday			Friday			Saturday		
		% Occu.	Occu.	Avail.	% Occu.	Occu.	Avail.	% Occu.	Occu.	Avail.
Mid-day (12 to 1 PM)	1,738	80%	1,247	311	80%	1,348	328	46%	798	940
Late Afternoon (7 to 8 PM)	1,738	40%	703	1,035	53%	922	816	61%	1,058	680

Table 4a: Mid-day and evening Peak Parking Occupancy East of Washington Street

Time of The Day	Total Inventory	Weekday			Friday			Saturday		
		% Occu.	Occu.	Avail.	% Occu.	Occu.	Avail.	% Occu.	Occu.	Avail.
Mid-day (12 to 1 PM)	2,195	76%	1,656	520	71%	1,553	642	28%	450	1,171
Late Afternoon (7 to 8 PM) *	1,551	30%	428	1,123	26%	398	1,153	25%	387	1,164

Table 4b: Mid-day and evening Peak Parking Occupancy west of Washington Street

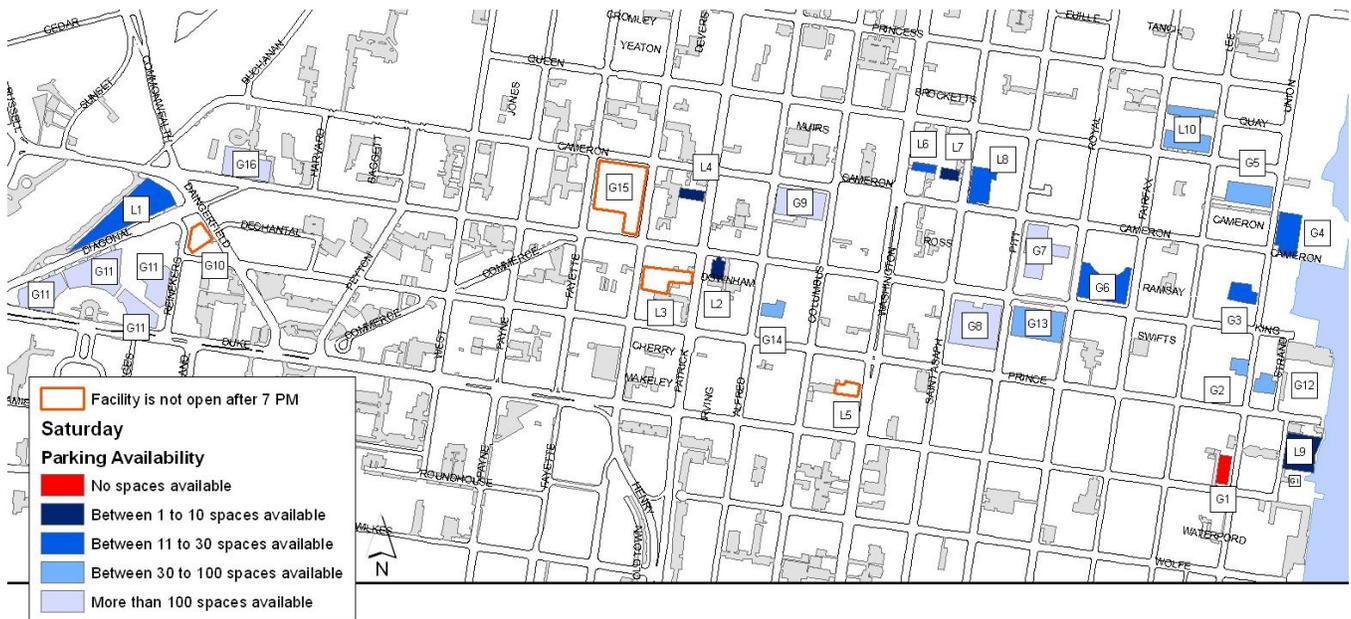


Figure B: Saturday evening parking availability by facility

Various actions taken since the OTAPS was completed such as installation of multispace meters, increasing on-street parking rates as well as implementation of parking directional signs relieved the stress on the on-street parking spaces and encouraged drivers to park in the garages. As a result, parking occupancy in some off-street facilities has increased between 10 to 20 percent. Other factors contributing to the increase in parking garage use could be an overall increase in visitors to Old Town. In spite of evidence of an increase in parking demand in the area, there is not yet a need to increase the capacity of off-street facilities, since the City's on- and off-street facilities can still absorb considerable demand for parking before reaching 85% of capacity.

When to take action?

Staff recommended that the time to take action to add capacity is when the overall on-street and off-street occupancy during any peak hour reaches 85% in each of the following areas:

- Lower King Street (Waterfront to Washington Street)
- Mid King Street (Washington Street to Payne Street)
- Upper King Street (Payne Street to King Street Metro)

What actions to be taken?

When the 85% threshold is met (combined on-street and off-street), the following actions should be taken to increase garage capacity in the Waterfront area:

- Attendant parking over self-parking or a valet parking program
- Working with private garages to open them for public use
- A long-term option could be providing shuttles to/from remote parking facilities

Staff explained that there are currently 574 spaces in two private garages within the OTAPS study area that are unavailable after 7 pm which could be used as a resource to add more capacity to the supply of off-street spaces. The Waterfront Small Area Plan also identified 3,164 parking spaces in private garages, some of which are open to the public today.

If the 85% threshold isn't met, then the City needs to continue monitoring occupancy in order to determine when the 85% overall on-street and off-street occupancy is reached.

The following are other ongoing recommendations proposed by staff.

- Increase enforcement
- Waterfront developments must provide adequate parking to meet the parking demand they generate (Waterfront Small Area Plan)
- Monitor parking occupancy (on-street and off-street facilities) every two years
- Continue to implement the City's Wayfinding Program to direct drivers to use available parking garages
- Implement a dynamic signage program

- Launch a more aggressive Transportation Demand Management (TDM) program for office employees to reduce mid-day occupancy at parking garages and encourage them to use other modes

2012 Work Group Discussion

The 2012 Work Group agreed that the trigger for action (such as adding garage capacity) should be when the overall on- and off-street parking utilization reaches the practical capacity of 85%, and recommended that the focus should be on the evening peak when there are conflicts with resident parking. The 2012 Work Group strongly recommended that enforcement should be reviewed more closely as a solution to provide more on-street spaces and requested increasing the budget for on-street parking enforcement. The 2012 Work Group also suggested that implementation of smart parking technologies (parking applications for smart phones) should begin immediately in order to direct parkers to available parking spaces.

With regards to increasing the capacity of the garages, some members of the 2012 Work Group recommended that once Waterfront garages reach capacity, the King Street Trolley should be advertised and made available to transfer visitors from garages located in the mid- and upper sections of King Street to the upper-King Street area. The 2012 Work Group also stated that the City should consider running the King Street Trolley earlier than 11 AM.

2012 Work Group Recommendations

- **The trigger for action (such as adding garage capacity) is when on- and off-street parking occupancy reaches 85% of capacity.**
- **When this trigger is met for on-street parking, manage on-street parking demand by increasing meter rates or implementing dynamic pricing on parking meters. The Work Group voted 9 in favor and 1 against.**
- **When this trigger is met for parking garages, implement one or more of the strategies for adding garage capacity including opening public garages that are now closed in the evening, opening private garages for public use, and attendant parking.**
- **Increase enforcement to address parking deficiencies in Old Town. The 2012 Work Group unanimously voted to increase enforcement in Old Town.**
- **Improve the current condition of parking facilities in terms of lighting and cleanliness. The 2012 Work Group voted 6 in favor, 1 against and 3 abstaining**

Adding Meters in Commercial Blocks

In 2012, the City installed multispace meters on the majority of commercial blocks along King Street and on side streets north and south of King Street. However, there are still some commercial blocks that are not metered. Meters were installed to improve enforcement of two hour parking restrictions, which supports two goals, by encouraging: (1) turnover in high demand parking areas and (2) long-term parkers (e.g., employees) to

park in off-street parking facilities. The APD representative also stated that it is much easier to enforce metered parking spaces than time restricted parking spaces. In order to be consistent with the remainder of metered blocks, staff proposed installing meters on blocks with a ground floor commercial use east and west of Washington Street and in North Old Town where there is currently time restricted parking. This would make parking enforcement easier and allows for parking spaces to turn over more quickly.

Staff surveyed the commercial blocks in North Old Town on a Tuesday after Labor Day at 5:30 AM and 10:30 AM. One purpose of the survey was to determine whether installation of multispace meters on commercial blocks would affect residents of adjacent blocks who may park there during the day and overnight. Only 3% of cars parked on commercial blocks at 5:30 AM were also observed at 10:30 AM which indicates that residents rarely park on the street during the day. The survey also found that 98 cars that were parked in 130 surveyed spaces were from outside of Alexandria.

Staff explained to the Work Group that the installation of meters on commercial blocks requires the Traffic & Parking Board's approval.

Proposed locations

The following blocks were considered for meter installation:

East of Washington Street

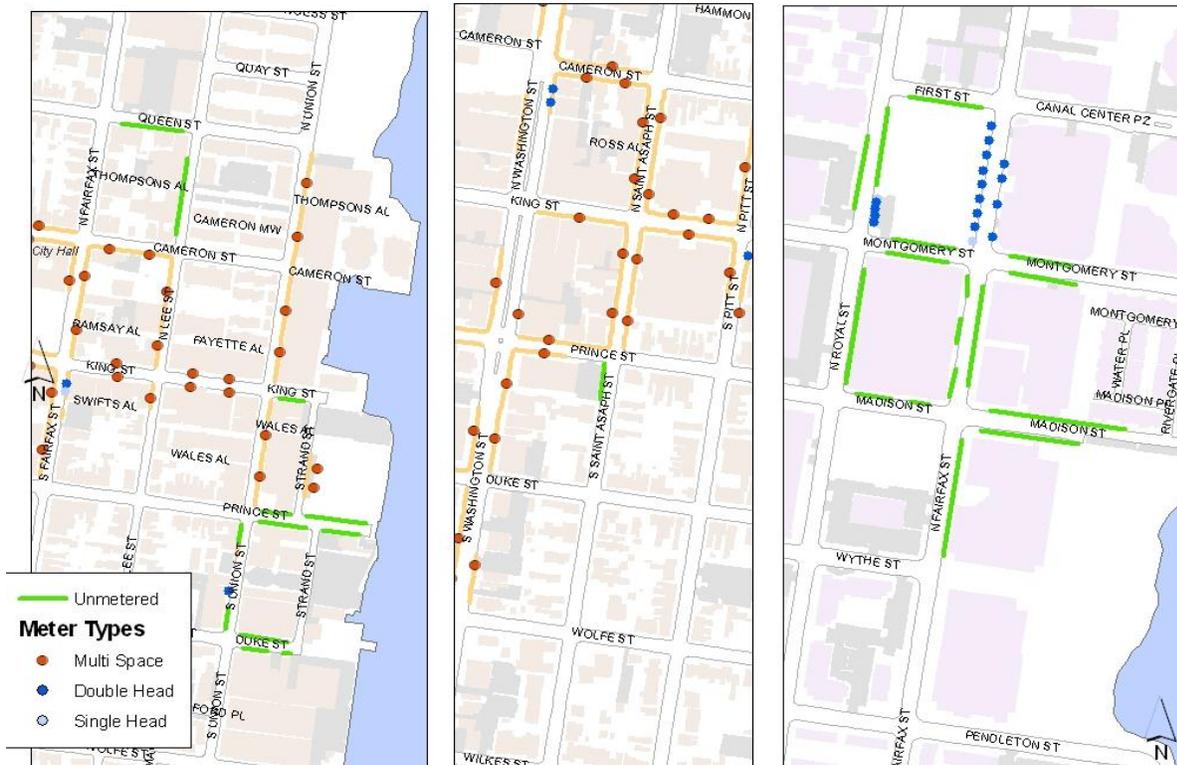
200 block of N. Lee Street between Cameron St. & Queen Street

200 block of Queen Street between N. Lee Street & N. Fairfax Street

Unit block of Prince Street between Union Street & Waterfront

200 block of S. Union Street between Prince Street & Duke Street

Unit block of Duke Street between Union Street & the Strand



West of Washington Street

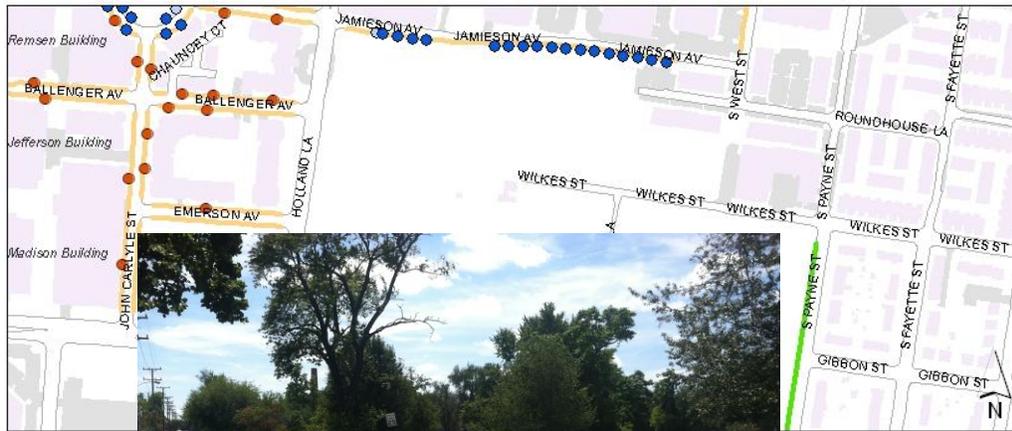
100 block of N. Patrick Street between King Street & Cameron Street
100 block of S. Patrick Street between King Street & Prince Street
100 block of N. Fayette Street between King Street & Cameron Street
King Street between S. Payne & S. Payton Street
St. Asaph St. between Prince St & Norton Court
1100 block of Cameron Street between N. Henry Street & N. Fayette Streets
100 block of N. Payton Street
100 block of N. Harvard Street
200 block of S. Payton Street
500,600 & 700 block of Payne Street

North Old Town

Fairfax Street & N. Royal Street between Madison Street and Montgomery Street

Staff recommended reaching out to the community before exploring any meter installations on the 500, 600 and 700 blocks of Payne Street and in North Old Town. Staff also stated that the following steps would be taken prior to any meter installation

- Traffic and Parking Board's approval (public hearing)
- City Council Approval (public hearing)
- Modification to the City Code



- | | |
|--|-------------|
|  | Unmetered |
| Meter Types | |
|  | Multi Space |
|  | Double Head |
|  | Single Head |



2012 Work Group Discussion

The 2012 Work Group stated that meters should have been installed in all commercial blocks once the recommendation had been approved by the 2010 Work Group. Although some 2012 Work Group members raised a question regarding the differences between metered parking versus time restricted parking, members agreed with staff's recommendation to make all commercial blocks consistent and install meters on the remainder of blocks with ground floor retail/commercial use. As a general matter the 2012 Work Group expressed concerns regarding enforcement and stated that enforcement should increase in residential districts adjacent to the identified metered locations.

A motion was made to install meters on designated unmetered blocks with commercial ground floor retail east of Washington Street with the exception of St. Asaph Street

between Prince Street and Norton Court. After discussions, the motion was seconded, voted on and approved by a vote of 8 in favor, 4 against and 1 abstained.

A vote was taken in favor of installing parking meters in commercial areas west of Washington Street. The 2012 Work Group voted 9 in favor and 4 against.

The 2012 Work Group recommended tabling the proposal to install meters on commercial streets in North Old Town until staff reaches out to businesses in the area. The 2012 Work Group noted that the North Old Town area is outside their purview since North Old Town was not included in the 2009 Old Town Area Parking Study and is not represented on the 2012 Work Group. When staff discusses the issue with North Old Town, the 2012 Work Group recommends that staff raise the issue of changing parking restrictions in North Old Town from two to three hours to accommodate the needs of some uses such as the Art League that offers three hour classes.

The 2012 Work Group took the same position regarding the 500, 600, and 700 blocks of Payne Street. Because this area was not part of the 2009 Old Town Area Parking Study, the Work Group decided not to vote on the recommendation affecting this location.

2012 Work Group Recommendations

- **Install multispace meters in recommended areas east and west of Washington Street.**
- **Table the proposal to install meters in North Old Town until staff reaches out to businesses and residents in the area.**
- **Table the proposal to install meters on 500, 600, and 700 blocks of Payne Street since those blocks are outside of the original study area boundaries**

Old Town Valet Parking Program

The Waterfront Small Area Plan expressed a need for a valet parking program in Old Town. There is currently an administrative approval process in place for valet parking for businesses who are interested in operating a private valet program. Staff discussed the benefits of valet parking with the 2012 Work Group, including providing convenience to users, targeting underutilized garage spaces, increasing parking garage capacity and reducing cruising for available spaces. Staff also discussed different approaches to valet parking including valet parking provided by businesses in which the business and the customer both pay half the fee for the valet parking ticket (this approach is currently used by Landini's and other restaurants/hotels in Old Town), and the City Coordinated Valet Parking Program used in cities such as Manhattan Beach, California and Charleston, South Carolina. Staff stated that the key factor to consider for a City coordinated valet parking program is the economic viability of the program including cost to parkers, the City, and businesses, days/hours of operation, vehicle/pedestrian circulation, number and location of pick up/drop off areas, off-street vehicle storage locations (City-owned and privately owned garages), and accessibility and availability of off-site parking. Staff recommends researching the feasibility of a City Coordinated Valet Program and, if economically viable, implementing a pilot valet program for Old Town.

2012 Work Group Discussion

The 2012 Work Group had a lengthy discussion about the previous Park Alexandria Validation Program that was operated by the Alexandria Chamber of Commerce. Some members suggested that in addition to evaluating the economic feasibility of a City operated valet program, staff also consider studying a validation program similar to Park Alexandria. Staff expressed concerns regarding the success of such a validation program without having a Business Improvement District (BID) in place that would encourage all businesses to participate in the program. The 2012 Work Group also raised a point regarding existing funding that is available through the Alexandria Chamber of Commerce, and is specifically designated for valet parking. This funding could be used to study economic viability of a parking validation programs further in detail.

2012 Work Group Recommendations

The 2012 Work Group voted unanimously for staff to continue studying the feasibility of both valet and a validation parking program, and if deemed feasible, implement a pilot program.

IMPLEMENTATION

Implementing each of the aforementioned recommendations would require coordination with various City departments, resident and business stakeholders groups, and others. As such, a detailed implementation plan is required in order to execute the various recommendations set forth in this report. The following describes a general “to do” list of steps to implement each recommendation:

1. **Residential Parking Permit Program**
 - *Develop an annual occupancy monitoring plan for on street parking spaces*
2. **City-wide Employee Handicapped Parking Permit Program**
 - *Coordination with Finance & Treasury Departments*
 - *Coordination with ACPD*
 - *Traffic and Parking Board public hearing*
 - *Revision to the City Code*
3. **Triggers for Action to be Taken to Increase Garage Capacity**
 - *Request funding for additional parking enforcement officers*
 - *Develop an annual occupancy monitoring plan for on- and off-street garages in the waterfront area*
 - *Coordination with General Services on City owned parking garages*
4. **Add Meters in Unmetered blocks with Commercial Ground Floor Use**
 - *Traffic and Parking Board public hearing*
 - *Revise the City Code*
5. **Old Town Valet Parking Program**
 - *Research the feasibility of an Old Town Valet Program and Parking Validation Program in Districts 1-5.*

CONCLUSION

After discussing the remainder of 2009 Old Town Area Parking Study recommendations and parking recommendations set forth in the Waterfront Small Area Plan, the 2012 Work Group established a comprehensive chart of final recommendations, shown in Appendix A, to improve parking management in Old Town. These recommendations are intended to work cohesively to improve the utilization of the existing parking capacity. By implementation of these strategies, the City can work towards improving parking operations in Old Town.

Appendix A: 2012 OTAPS Chart of Final Recommendations

1	Residential Parking Permit Program (RPPP) *	District 1	Districts 2,3&5	District 4
		1- Decrease allowable parking duration on residential blocks 2- Install multispace meters on residential blocks 3- Resident Only parking after 6 PM one side of the street 4- Resident Only parking after 6 PM both sides of the street 5- Increase enforcement 6- Consistency in Residential Parking Permit restrictions including the hours and maximum parking durations	1- Decrease allowable parking duration on residential blocks 2- Install multispace meters on residential blocks 3- Resident Only parking after 6 PM one side of the street 4- Resident Only parking after 6 PM both sides of the street 5- Increase enforcement 6- Consistency in Residential Parking Permit restrictions including the hours and maximum parking durations 7- Monitor parking utilization until the peak afternoon occupancy (5 to 7PM) reaches 85%	1- Decrease allowable parking duration on residential blocks 2- Install multispace meters on residential blocks 3- Resident Only parking after 6 PM one side of the street 4- Resident Only parking after 6 PM both sides of the street 5- Increase enforcement 6- Consistency in Residential Parking Permit restrictions including the hours and maximum parking durations 7- Staff to work with religious organizations to ensure Sunday parking demand is met
		ALL DISTRICTS		
		Increase the cost of obtaining an PRR to \$50 for the first, \$100 for the second, \$200 for the third, and \$500 for the 4th vehicle Install multispace meters in residential neighborhoods and implement a distanced based pricing structure Limit the number of permits that can be issued to a household Do not limit the number of permit that can be issued to a household at this time but re-examine this recommendation in the future The Work Group recommended that the fee to obtain the first permit stays at \$30 The Work Group recommended steep graduation of price after the first car for up to \$1000 per permit* Develop a pilot program to install meters within three blocks north and south of King St.		Time Frame - - - Short-term Short-term Mid-term Long-term
2	City-wide Employee Handicapped Parking Permit Program	ALL DISTRICTS		
		Implement the City-wide 12 Hour Handicapped Parking Permit Program **		
3	Set Triggers for actions to be taken to increase garage capacity	ALL DISTRICTS		
		ONGOING RECOMMENDATIONS 1-Increase enforcement *** 2-Require new Waterfront development to provide adequate parking to meet their parking demand 3-Monitor parking occupancy for on-street and off street facilities two years 4-Improve current condition of parking facilities in terms of lighting cleanness	TAKE ACTION WHEN The overall on-street and off-street occupancy during any peak hour reaches 85% IF THE THRESHOLD ISN'T MET THEN Continue monitoring on and off street spaces	IF THE 85% THRESHOLD IS MET THEN 1-Increase meter rates OR Implement dynamic pricing on parking meters in commercial areas 2-Increase capacity of existing garages through Attendant parking/Valet parking program Opening private garages to public use Shuttles to/from remote lots (long-term)

Final Work Group recommendations are in bolded text

* \$500 for the 3rd vehicle and \$1000 for the 4th vehicle and more

** Needs to go to the City's Traffic and Parking Board and City Council. Once implemented, the four hour rule shall be enforced for those with handicapped parking privileges who do not have a 12 hour parking permit

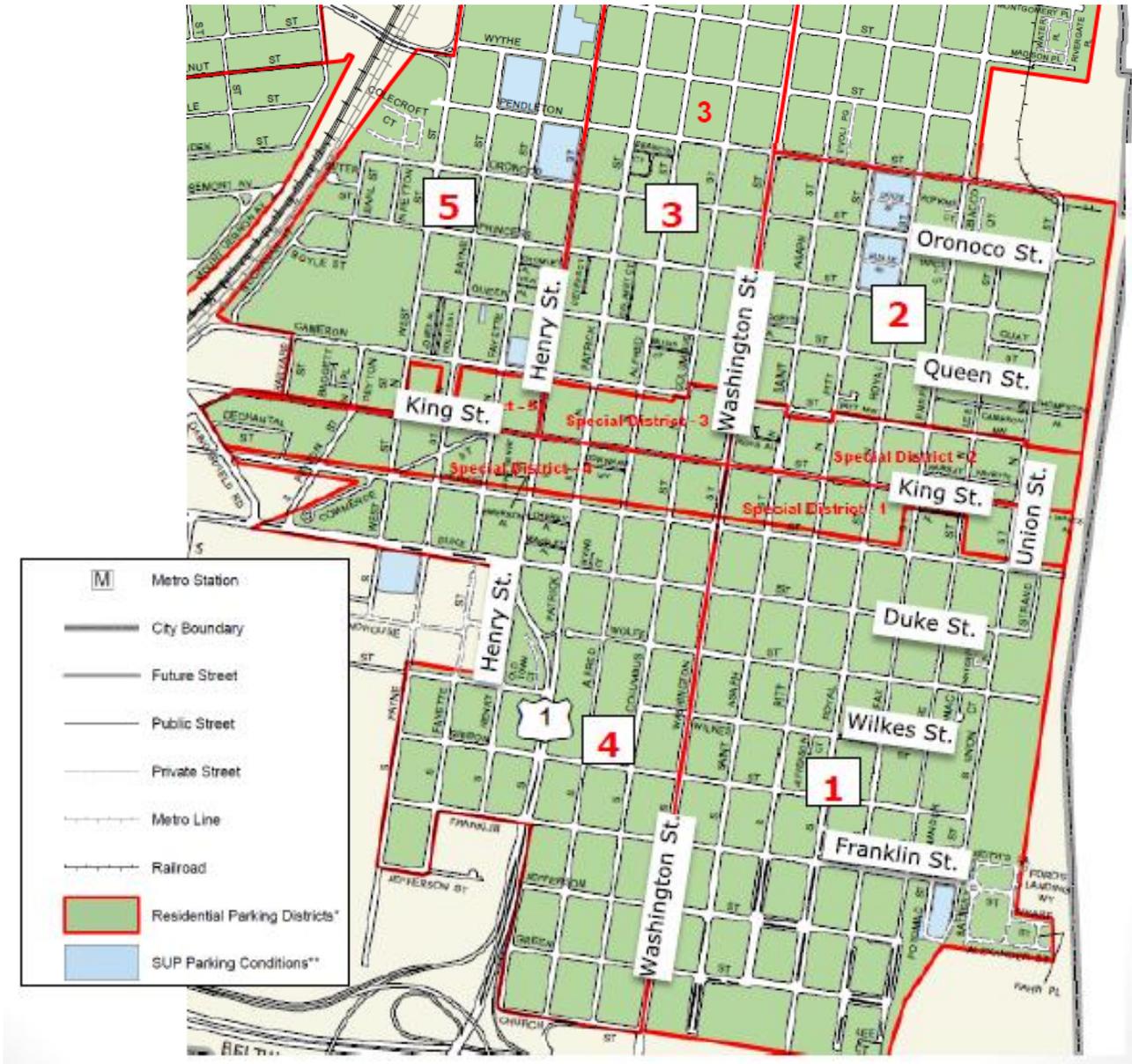
*** Request for funding for an additional parking enforcement officer

4	Adding meters in unmetered blocks with commercial ground floor use	SELECTED BLOCKS	Time Frame
		200 block of N. Lee St. between Cameron St. & Queen St. 200 block of Queen St. between N. Lee St. & N. Fairfax St. Unit block of Prince St. between S. Union St. & Waterfront 200 block of S. Union St. between Prince St. & Duke St. Unit block of Duke St. between S. Union n St. & the Strand 100 block of N. Patrick St. between King St. & Cameron St. 100 block of S. Patrick St. between King St. & Prince St. 100 block of N. Fayette St. between King St. & Cameron St. King St. between S. Payne St. & S. Payton St. 1100 block of Cameron St. between N. Henry St. & N. Fayette St. 100 block of N. Payton Street 100 block of N. Harvard St. 200 block of S. Payton St. N. Fairfax St. & N. Royal St. between Madison St. & Montgomery St. S. St. Asaph St. between Prince St & Norton Ct. 500,600 & 700 blocks of S Payne St.	FY 14 FY 14 - - -
5	Old Town Valet Parking Program	ALL DISTRICTS	Time Frame
		Research the feasibility of an Old Town Valet Program Research the feasibility of an Old Town Parking Validation Program	Mid-term

Final Work Group recommendations are in bolded text

* The Work Group voted to table the recommendation pending more information from merchants who will be affected as a result of meter installation

Appendix B: Residential Parking Districts in Old Town



Attachment 1: 2010 OTAPS Chart of Final Recommendations

Extension of meter hours	Meters with shorter maximum allowable times	Time limits in residential neighborhoods for non-permit holders	Meters in residential neighborhoods	Variable Parking Rates	Multispace Meters	Pay-by-Phone
Extend meter hours until 10pm on existing operational days.	Place 1 or 2 30-min meters per block.	Implement online permitting system for permit holders and their guests and visitors.	Install parking meters in residential neighborhoods and give residents one reusable hang tag/pass for visitors.	Do not implement.	Install Multispace Pay and Display meters for new meter installations.	Implement Pay-by-phone technology at metered spaces.
Extend meter hours until 10pm and include Sundays and holidays.	Place 1 or 2 1-hr meters per block.	Implement residential/permit parking during evening hours (i.e. 6pm-6am)**. Research further to revisit in future.	Install parking meters in residential neighborhoods and give residents (X) online permits per year for visitors.		Replace existing single-space individual meter heads with multispace meters.	Do not implement pay-by-phone technology.
Do not change.	Place 1-hr meters on King St and 2-hr meters on side streets	Do not change.	Do not change.		Do not change.	
	Do not change.					

Final work group recommendations are in bolded text

* No options shall impact placement of disabled spaces.

** To be explored 6 months after other measures are implemented, parking utilization is studied (including permit vs. non-permit), and public input is gathered.

Disabled pay to park policy "All May Park, All Must Pay"	Addition of meters in unmetered commercial areas	Parking Garages/Lots	Valet Parking
No. of disabled spaces should start at 2% of all metered spaces. Spaces should be distributed throughout the Old Town Area.	Add multispace meters in blocks that are fully commercial (based on ground floor usage).	Improve City-owned parking lots: lighting, cleanliness, markings, signs, and accept multiple forms of payment.	Use City-owned lots for valet parking.
Place 4-hr meters at designated disabled spaces.	Add meters only in blocks that are fully commercial, except between 700 and 1500 blocks of King and side streets in that section.	Implement validation program to encourage use of garages, but improved program w/ lessons learned from Park Alexandria.	Use spaces on King St for valet parking.
Implement issuance of waivers to allow disabled not to pay meter fees based on income.	Add meters in combination blocks that are high activity/utilization. Allow for 1/2 blocks.	City-owned facilities should charge market rates at night.	Explore funding for valet parking.
Implement technologies to allow 4-hr max time for disabled users at non-designated spaces such as in-vehicle parking devices.	Consider proximity and price of off-street parking facilities as criteria for adding meters in unmetered locations.	Develop brochure for users in partnership with others (CoC, AVCA, etc.) to distribute parking information.	Do not have City operated valet.
Install parking meters at handicapped spaces that accept credit cards.	Divide study area into sections and do not treat area homogenously.	Improve parking information on City website.	
Implement policy only after proper meter infrastructure is in place.	Do not change.	Work with private garages to extend hours.	
Do not change.		Do not change.	

Final work group recommendations are in bolded text.

* No options shall impact placement of disabled spaces.

Attachment 2: Implementation status of 2010 OTAPS recommendations

		OTAPS & WATERFRONT IMPLEMENTATION STATUS								
IMPLEMENTATION TASK	IMPLEMENTED/ IN PROGRESS	SHORT-TERM	MEDIUM-TERM					LONG-TERM		
OTAPS	Extension of meter hours	Extend meter hours until 10pm on existing operational days ⁽¹⁾								
OTAPS	Time limits in residential neighborhoods for non-permit holders	Implement online permitting system for permit holders and their guests and visitors ⁽²⁾	Consider increasing residential parking protections. Research further whether or not to implement residential/ permit parking during evening hours (i.e. 6pm-6am)							
OTAPS	Multi-space Meters	Replace existing single-space individual meter heads with multi-space meters.								
OTAPS	Pay-by-Phone	Implement pay-by-phone technology at metered spaces.								
OTAPS	Disabled pay to park policy		Introduce a 2 year pilot permit program for Handicapped workers							
OTAPS	Addition of meters in unmetered commercial areas	Add multi-space meters in blocks that are fully commercial (based on ground floor usage).	Consider proximity and price of off-street parking facilities as criteria for adding meters in unmetered locations.	Add meters in combination blocks that are high activity/ utilization. Allow for 1/2 blocks.						
OTAPS & WF	Parking Garages/Lots		Improve parking information on City website.	Improve City-owned parking lots: lighting, cleanliness, markings, signs, and accept multiple forms of payment.	Marketing in partnership with others (CoC, AVCA, etc.) to distribute parking information.	Work with private garages to extend hours.	Make garages more desirable through steps such as distance based pricing differentials ⁽³⁾	Manage and monitor parking capacity through Technology (Parking Smartphone Apps, websites) ⁽³⁾	Open private garages to public ⁽³⁾	Manage and monitor real-time parking occupancy through Technology (Sensors) ⁽³⁾
OTAPS & WF	Valet Parking			Use City-owned facilities for valet parking.						
WF	Special Events Parking			Manage capacity through introducing a shuttle service for special events						
WF	Wayfinding	Garage wayfinding and signage								
WF	Develop Triggers		Develop a set of triggers for actions that must proceed in future to support the plan							

(1) Meter hours were extended to 7pm for multi-space meters
 (2) Night-time parking districts are not a part of the online system yet, however IT & EGOV are currently working to implement the online processing system for night-time districts
 (3) Waterfront Recommendations



Attachment 3: Waterfront Commission's letter to Department of Transportation and Environmental Services



Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314

October 16, 2012

Mr. Richard J. Baier, Director
Department of Transportation and Environmental Services
City of Alexandria
301 King Street, Room 4100
Alexandria, VA 22314

Dear Mr. Baier:

RE: Old Town Area Parking Study Work Group Draft Recommendations

At a meeting on October 16, 2012, the Alexandria Waterfront Commission reviewed the draft recommendations of the Old Town Area Parking Study Work Group. The Waterfront Commission generally welcomes the policies adopted by the work group thus far. This letter outlines additional policy suggestions and points of emphasis from the perspective of the Waterfront Commission.

- The Waterfront Commission believes that enforcement of parking regulation should be a high priority. Existing and proposed parking policies will only succeed if they are vigorously enforced by Parking Enforcement Officers. We are encouraged by the adoption of new technologies by the City that will facilitate enforcement (such as license plate readers), but for these tools to be effective staffing levels must be sufficient.
- The Waterfront Commission recommends consistency in parking policies within each residential parking district. At present, policies vary block-by-block within each district, including the hours and maximum duration vehicles without residential parking permits may park on-street. Along some blocks there are no parking restrictions for vehicles without residential permits. This variation creates needless confusion and inconsistency from block to block. We recommend replacing the current block-by-block method of establishing restricted on-street parking with a uniform policy for all residential blocks within each parking district in Old Town.
- The Waterfront Commission endorses a pilot program of priced on-street parking on residential blocks within three blocks of King Street, with exemptions for residential permit holders within a given parking district. This program would reduce the incentive for non-residents to hunt for free on-street parking in residential areas and encourage greater use of parking garages and on-street parking in commercial areas. We recommend the City consider using pay-by-phone and smart phone applications for payment, which could alleviate the need for multispace meters, which the Commission believes are incompatible with residential areas in historic Old Town.
- The Waterfront Commission endorses the installation of dynamic wayfinding signage and development of a smart phone application to inform drivers of the location, price, and availability of off-street, garage parking. Motorists armed with better information regarding abundant and reasonably priced off-street parking—which does exist in Old Town—will be less likely to waste time hunting for on-street spaces.
- The Waterfront Commission encourages the City to work with employers within each parking district to manage employee demand for parking. The City's parking policies are generally designed to discourage

Mr. Richard Baier
October 16, 2012
Page 2

daylong use of on-street parking by employees in Old Town. However, the City should work with major employers—including the City itself—to ensure employees are complying with existing policies.

- The Waterfront Commission supports the development of pilot valet and validated parking programs in Old Town. Such initiatives will encourage further utilization of garages and alleviate demand for on-street parking.

Next Steps

In our [Fiscal Year \(FY\) 2014 Capital Improvement Program \(CIP\) and operating budget recommendations](#), the Waterfront Commission endorsed funding for the City’s Transportation Signage and Wayfinding System to support the deployment of smart signage (with pricing and changeable messages) to direct motorists to parking. The Commission also endorsed funding for expansion of the King Street Trolley, including a reduction in headways, which would incentivize additional use of transit rather than private automobiles to access Old Town. We reiterate these budget recommendations, which support the parking policies articulated in this letter.

* * * * *

We appreciate the opportunity to provide this feedback on the Old Town Area Parking Study, and look forward to providing continuing feedback on parking in the Waterfront area. On behalf of the Alexandria Waterfront Commission and the broad Citywide constituencies that we represent, thank you for your consideration of this matter.

Sincerely,



Nathan M. Macek, Chair
Alexandria Waterfront Commission

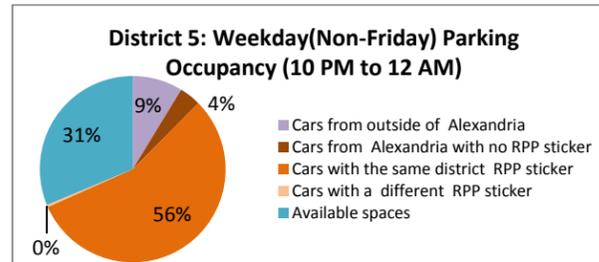
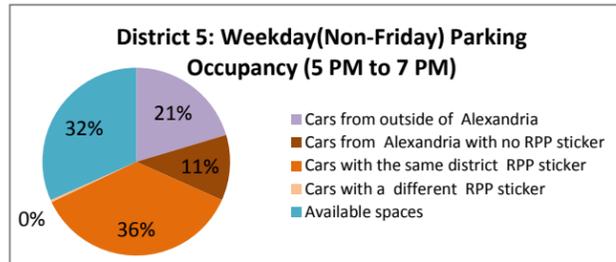
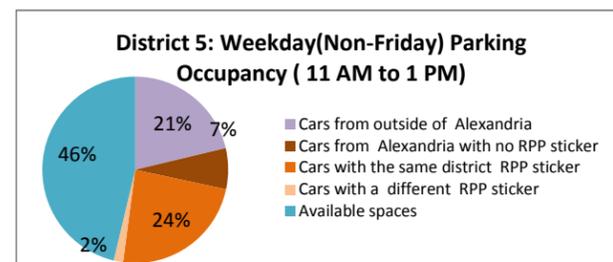
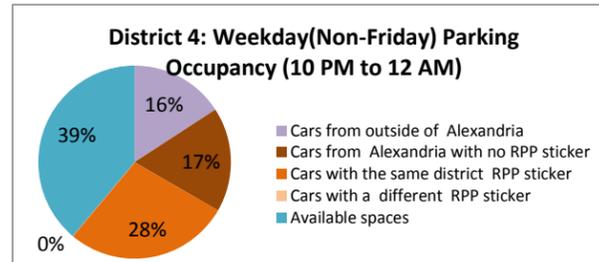
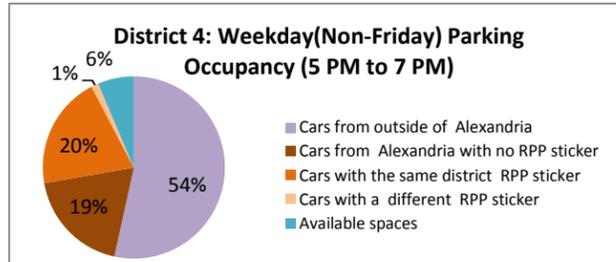
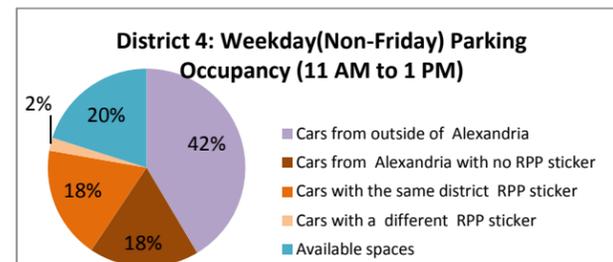
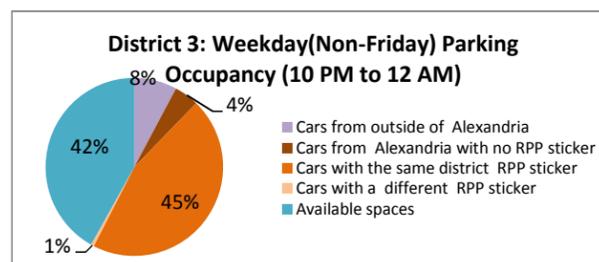
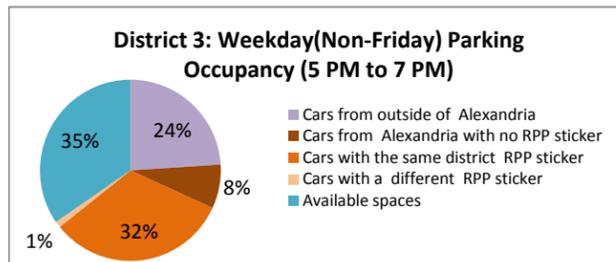
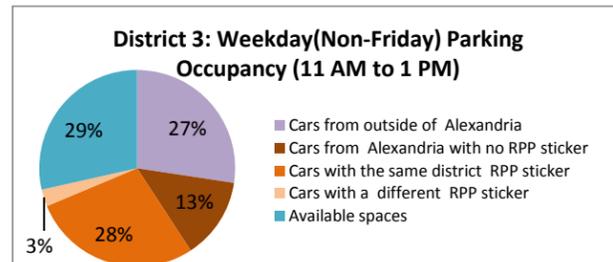
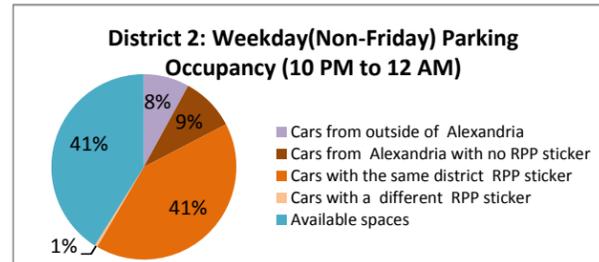
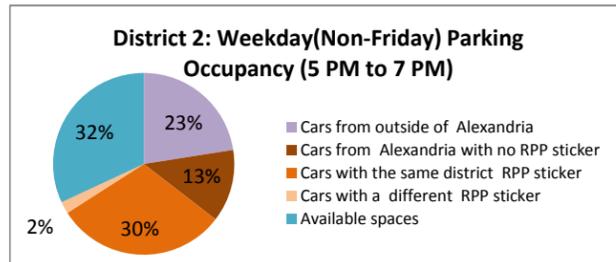
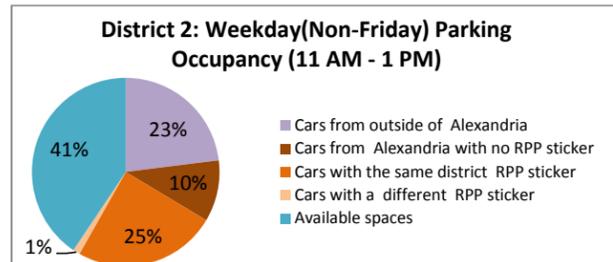
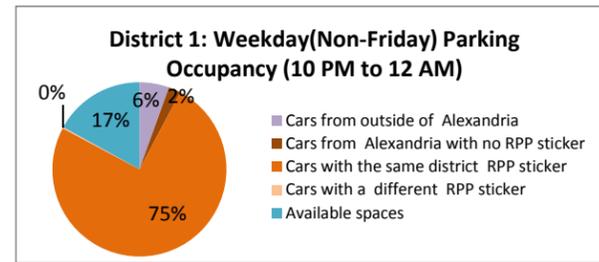
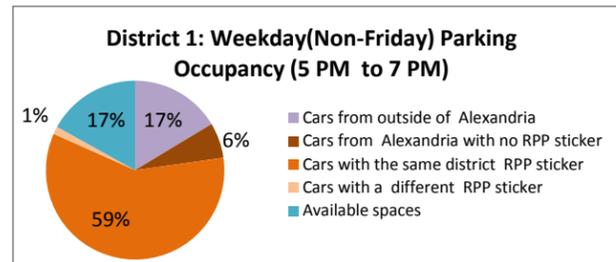
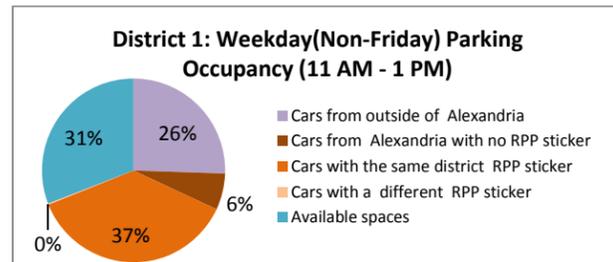
- CC: Kevin Posey, Chair, Transportation Commission
 Thomas "Jay" Johnson, Jr., Chair, Traffic and Parking Board
 Rashad Young, City Manager
 Earl Cook, Chief of Police
 Faroll Hamer, Director, Department of Planning and Zoning
 James Spengler, Director, Department of Recreation, Parks and Cultural Activities
 Capt. James Bartlett, Alexandria Police Department
 Lt. Juan Torres, Alexandria Police Department
 Emily Baker, City Engineer, Department of Transportation & Environmental Services
 Sandra Marks, Department of Transportation & Environmental Services
 Faye Dastgheib, Department of Transportation & Environmental Services
 Karl Moritz, Department of Planning and Zoning
 Barbara Ross, Department of Planning and Zoning
 Nancy Williams, Department of Planning and Zoning
 Jack Browand, Department of Recreation, Parks and Cultural Activities
 Cheryl Lawrence, Department of Recreation, Parks and Cultural Activities
 Jim Hixon, Department of Recreation, Parks and Cultural Activities
 Alexandria Waterfront Commission

Attachment 4: Parking Occupancy Data by Residential District by Day of the Week

Old Town Area Parking Study (OTAPS) Work Group, Meeting #3, July 31, 2012

Weekday (Non-Friday) Parking Occupancy by Permit District by Time of the Day

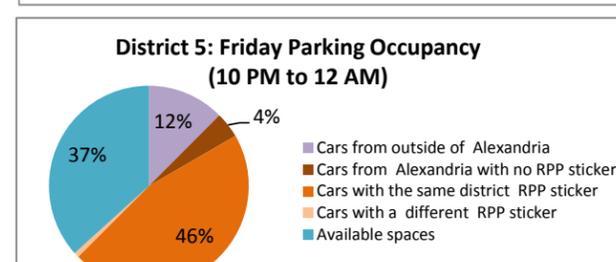
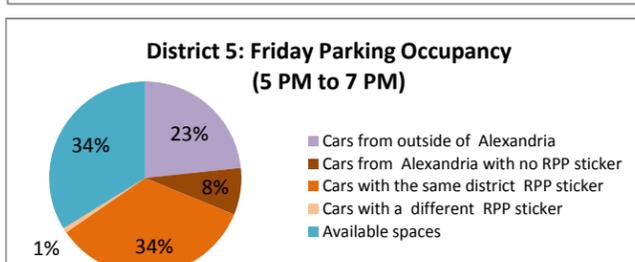
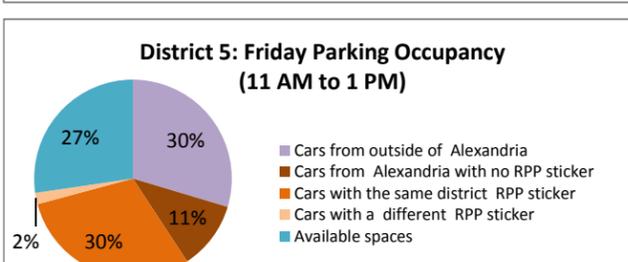
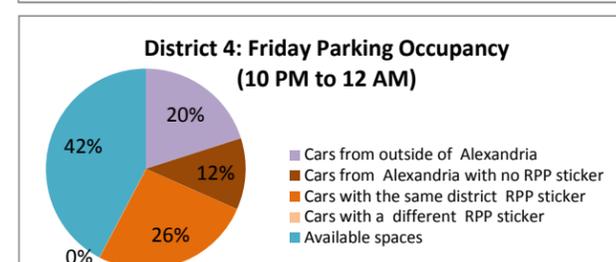
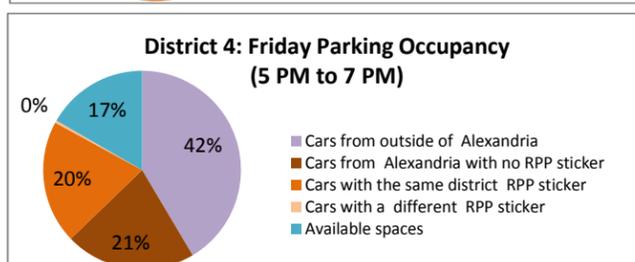
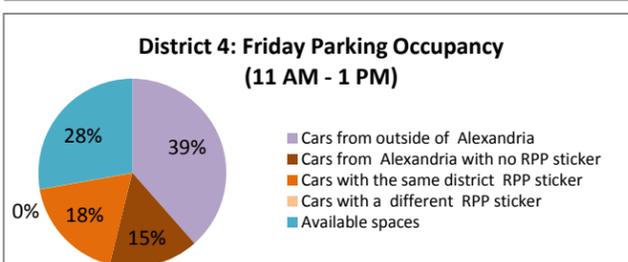
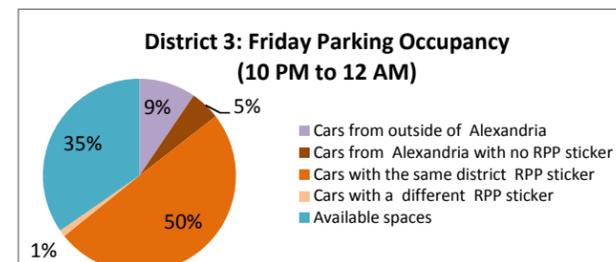
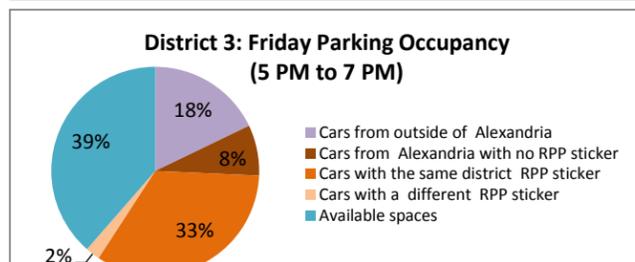
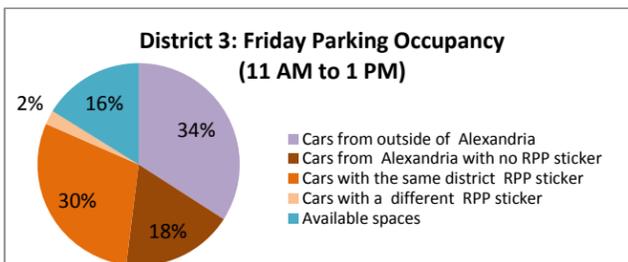
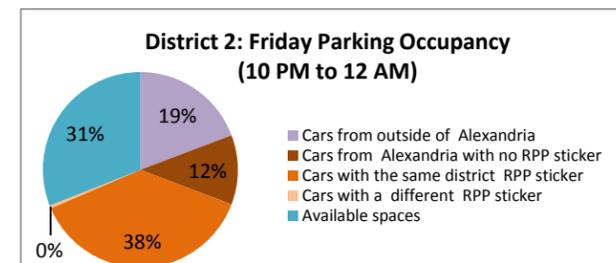
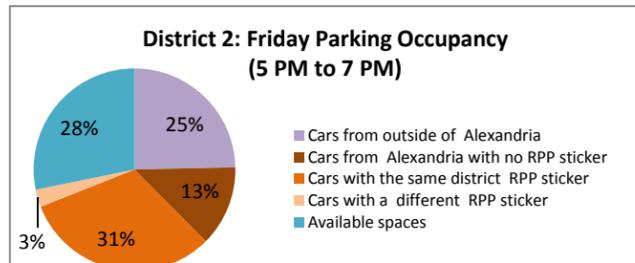
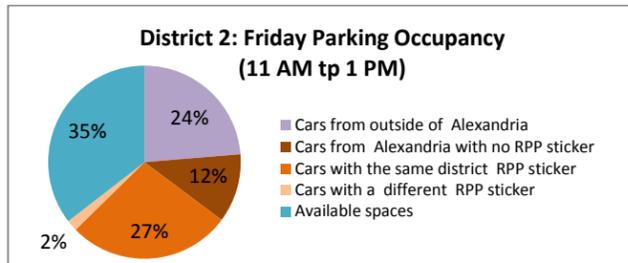
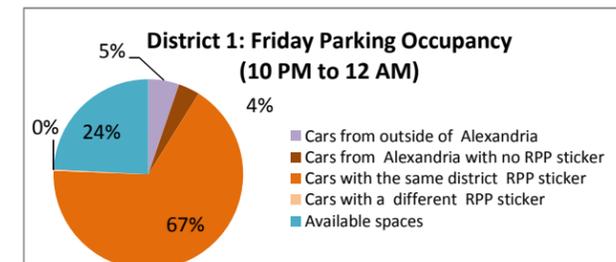
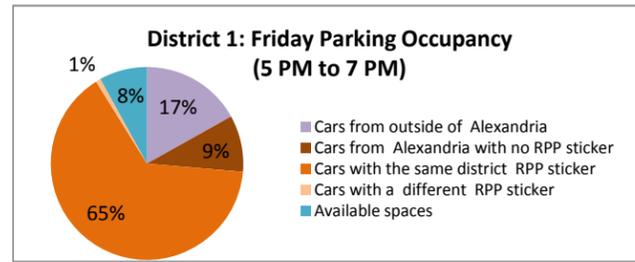
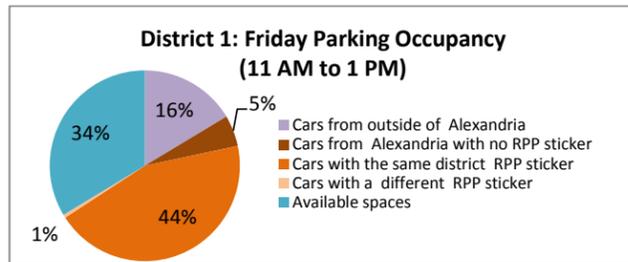
District number	Total number of spaces	11 AM to 1 PM (Lunch Time)						5 PM to 7 PM (Early Evening)						10 PM to 12 AM (Night Time)					
		Cars from Alexandria	Cars from outside of Alexandria	Cars from Alexandria with no RPP sticker	Cars with the same district RPP sticker	Cars with a different RPP sticker	Available spaces	Cars from Alexandria	Cars from outside of Alexandria	Cars from Alexandria with no RPP sticker	Cars with the same district RPP sticker	Cars with a different RPP sticker	Available spaces	Cars from Alexandria	Cars from outside of Alexandria	Cars from Alexandria with no RPP sticker	Cars with the same district RPP sticker	Cars with a different RPP sticker	Available spaces
1	360	157	92	23	133	1	111	240	59	23	212	5	61	279	20	8	270	1	61
2	426	155	98	45	105	5	173	194	96	55	130	9	136	217	34	40	175	2	175
3	179	79	49	24	50	5	51	74	43	14	58	2	62	90	14	8	81	1	75
4	234	90	97	42	43	5	47	94	125	44	47	3	15	106	37	41	65	0	91
5	240	78	51	17	57	4	111	115	49	27	87	1	76	144	21	9	134	1	75



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Friday Parking Occupancy by Permit District by Time of the Day

District number	Total number of spaces	11 AM to 1 PM (Lunch Time)						5 PM to 7 PM (Early Evening)						10 PM to 12 AM (Night Time)					
		Cars from Alexandria	Cars from outside of Alexandria	Cars from Alexandria with no RPP sticker	Cars with the same district RPP sticker	Cars with a different RPP sticker	Available spaces	Cars from Alexandria	Cars from outside of Alexandria	Cars from Alexandria with no RPP sticker	Cars with the same district RPP sticker	Cars with a different RPP sticker	Available spaces	Cars from Alexandria	Cars from outside of Alexandria	Cars from Alexandria with no RPP sticker	Cars with the same district RPP sticker	Cars with a different RPP sticker	Available spaces
1	360	180	59	19	159	2	121	270	61	34	233	3	29	254	19	13	240	1	87
2	426	174	101	49	117	8	151	201	105	55	134	12	120	212	82	49	161	2	132
3	179	89	61	32	53	4	29	78	32	14	60	4	69	100	17	9	89	2	62
4	234	79	90	36	43	0	65	98	97	50	47	1	39	88	47	27	61	0	99
5	240	93	64	24	65	4	59	103	56	19	82	2	81	122	30	10	110	2	88



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Saturday Parking Occupancy by Permit District by Time of the Day

District number	Total number of spaces	11 AM to 1 PM (Lunch Time)						5 PM to 7 PM (Early Evening)						10 PM to 12 AM (Night Time)					
		Cars from Alexandria	Cars from outside of Alexandria	Cars from Alexandria with no RPP sticker	Cars with the same district RPP sticker	Cars with a different RPP sticker	Available spaces	Cars from Alexandria	Cars from outside of Alexandria	Cars from Alexandria with no RPP sticker	Cars with the same district RPP sticker	Cars with a different RPP sticker	Available spaces	Cars from Alexandria	Cars from outside of Alexandria	Cars from Alexandria with no RPP sticker	Cars with the same district RPP sticker	Cars with a different RPP sticker	Available spaces
1	360	235	42	19	210	6	83	238	62	21	216	1	60	275	14	12	263	0	71
2	426	212	79	58	140	14	135	231	84	56	169	6	111	220	53	43	174	3	153
3	179	92	29	13	76	3	58	78	30	12	65	1	71	84	17	7	76	1	78
4	234	103	71	40	61	2	60	90	134	38	51	1	10	94	38	40	53	1	102
5	240	98	43	16	79	3	99	109	44	12	94	3	87	118	26	10	107	1	96

