

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
APRIL 22, 2013**

**DOCKET ITEM:** 4

**ISSUE:** Consideration of a request to modify an existing right turn restriction at the intersection of Potomac Avenue and the southern Potomac Yards Shopping Center exit drive to allow passenger vehicles to turn right onto Potomac Avenue. The existing right turn prohibition would remain in place for trucks only.

**APPLICANT:** City of Alexandria

**LOCATION:** Intersection of Potomac Avenue and the southern Potomac Yards Shopping Center exit drive.

**STAFF RECOMMENDATION:**

Staff recommends modifying the existing “NO RIGHT TURN” sign to “TRUCKS NO RIGHT TURN” to allow passenger vehicles to turn right out of the shopping center exit onto southbound Potomac Avenue.

**DISCUSSION:**

The present intersection of Potomac Avenue and southern exit from the Potomac Yards Shopping Center was created with the opening of Potomac Avenue in 2010. Prior to construction of Potomac Avenue, the area behind the shopping center where the present exit is located served as a truck turn around area for trucks accessing the Target loading docks [Figure 1]. A significant portion of the truck turn around area was located within the Potomac Avenue roadway alignment, and became part of Potomac Avenue. The exit from the shopping center onto Potomac Avenue was primarily designed to continue to allow trucks the ability to turn around to access the Target loading docks. The exit is one-way eastbound; westbound traffic (traffic that would be entering the shopping center from Potomac Avenue) is prohibited.

While the exit design onto Potomac Avenue was focused on maintaining access for trucks to turn around, soon after the opening of Potomac Avenue the exit became a popular choice for passenger vehicles exiting the shopping center, since this exit serves as an alternative to Route 1. Because the geometric design of the exit was focused on trucks turning around to access the loading docks, it is not possible for large vehicles to turn right onto Potomac Avenue [Figure 2]. Therefore, the no right turn sign was installed prior to Potomac Avenue opening to vehicular traffic. However, it is possible for passenger vehicles to safely make a right hand turn onto Potomac Avenue without running over the existing curb or encroaching into oncoming Potomac Avenue traffic.

Several residents have asked City staff to investigate if the turn restriction could be removed. Staff observations of driver behavior at the intersection showed poor compliance with the existing right turn restriction sign by passenger vehicles. Over 70% of the observed vehicles using this exit violated the turn prohibition and turned right onto Potomac Avenue. The proposed signage change from “No Right Turn” to “Trucks No Right Turn” would effectively legalize the predominant existing turning movement for passenger vehicles using the exit.

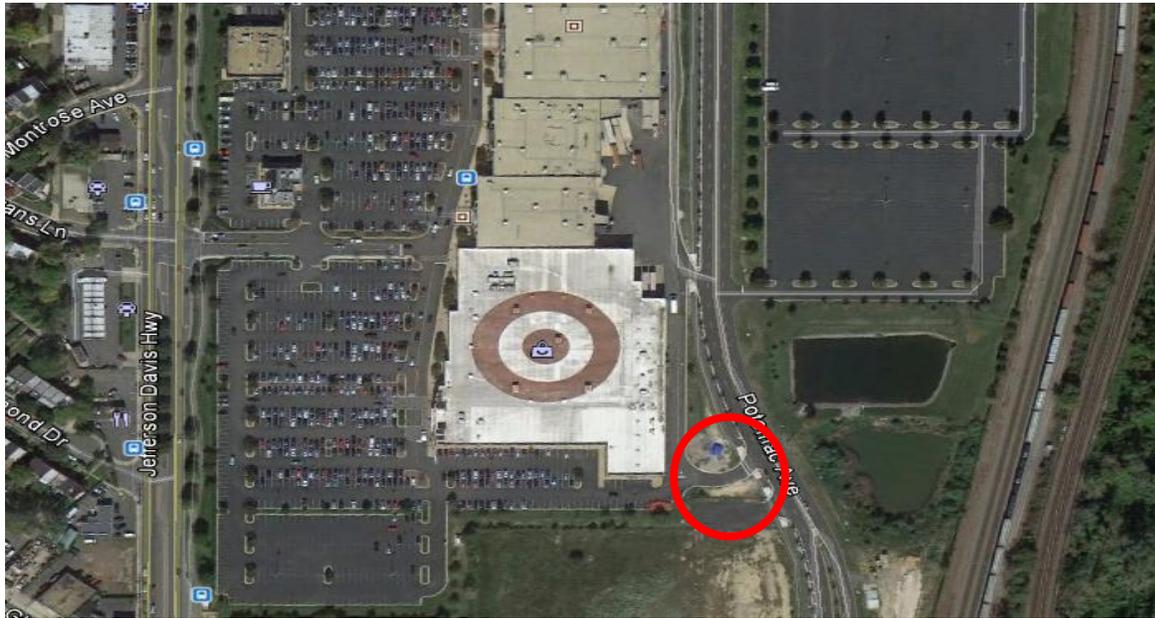


Figure shows overhead view of the location of the current turn restriction on Potomac Avenue

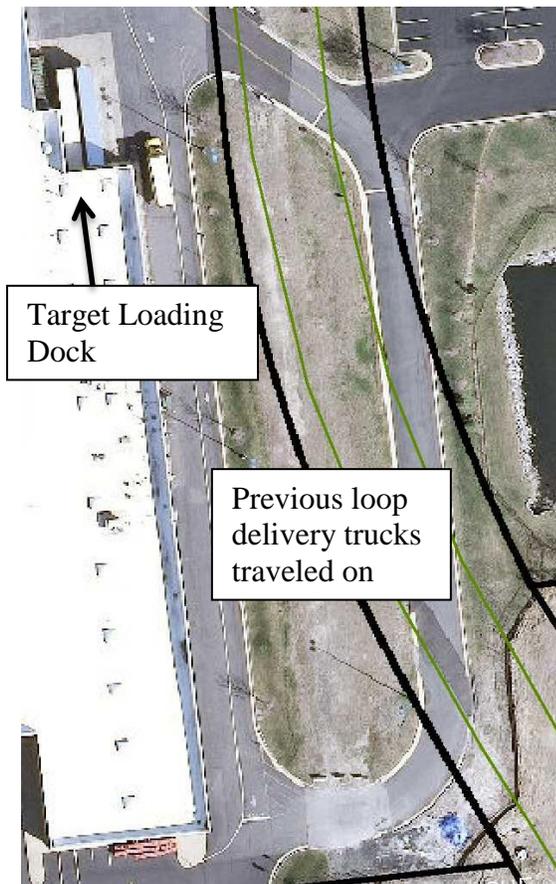


Figure shows loading area before Ave construction.



Figure shows loading area after Potomac Ave construction.



Figure shows Southern Potomac Yards Shopping Center Exit – Looking east to Potomac Avenue – Proposed Signage Change

**TRAFFIC AND PARKING BOARD PUBLIC HEARING**  
**April 22, 2013**

**DOCKET ITEM:** 5

**ISSUE:** Request to reserve on-street spaces for carsharing

**APPLICANT:** Zipcar Inc.

**LOCATION:** 600 Block of Madison Street (north side) - 1 space  
700 block of Montgomery Street (south side) - 1 space  
1600 block of Prince Street (north side) - 1 space  
700 block of Wilkes St (south side) - 1 space  
700 block of Jefferson St (south side) - 1 space  
100 Block of Stewart Ave (south side) -1 space

**STAFF RECOMMENDATION:**

Staff recommends advertising a solicitation for the requested spaces. Spaces should be awarded to carsharing companies on basis of qualification.

**DISCUSSION:**

The City of Alexandria expanded its network of carsharing options as a result of adoption of an On-street Carshare Policy by Council on January 22. This policy allows for the City to lease on-street parking spaces to interested carsharing companies on basis of qualification. According to the On-street Carshare Ordinance approved by Council, the annual fee to lease on-street spaces is \$2,300 in Old Town and \$1,500 in Carlyle (attachment 1). The first two on-street carsharing spaces were requested by Carlyle Community Council, and approved by the Traffic and parking Board in April 2012. Staff advertised a Request for Information (RFI) in July 2012 and awarded the two spaces to Hertz on Demand in October 2012. Two carsharing vehicles were placed on Ballenger Avenue on March 12, 2013.

ZipCar requested 14 on-street spaces at the following locations:

- 600 Block of Madison Street (north side) - 1 space
- 700 block of Montgomery Street (north side) - 1 space
- 100 block of S Peyton Street (west side) - 1 space
- 200 block of S Peyton Street (east side) - 1 space
- 700 block of Wilkes St (north side) - 1 space
- 700 block of Jefferson St (south side) - 1 space
- 2300 block of Mt Vernon (west side) -1 space

Staff surveyed requested block faces and found out that reserving on-street spaces for the purpose of carsharing on the following block faces may have a negative impact on residents and businesses in the area:

- 100 block of S Peyton Street (west side)

- 200 block of S Peyton Street (east side)
- 2300 block of Mt Vernon (west side)
- 700 block of Montgomery Street (north side)
- 700 block of Wilkes St (north side)

Staff recommends the following changes (see attachment 1):

- 600 Block of Madison Street (north side) - 1 space
- 700 block of Montgomery Street (~~north~~ **south side**) - 1 space
- ~~100 block of S Peyton Street (west side) - 1 space~~
- ~~200 block of S Peyton Street (east side) - 1 space~~
- **1600 block of Prince Street (north side) - 1 space**
- 700 block of Wilkes St (~~north~~ **south side**) - 1 space
- 700 block of Jefferson St (south side) - 1 spaces
- ~~2300 block of Mt Vernon (west side) - 1 space~~
- **100 block of Stewart Ave (south side) -1 space**

Staff recommends soliciting carshare companies to submit an expression of interest to lease six on-street spaces listed above for the cost of \$2,300 per space per year. On-street spaces should be awarded to carsharing companies on basis of qualification.



**City of Alexandria**

301 King St., Room 2300  
Alexandria, VA 22314

**Legislation Details (With Text)**

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<b>File #:</b>	13-0545	<b>Name:</b>	Carshare Policy - Citywide On-Street
<b>Type:</b>	Resolution	<b>Status:</b>	Agenda Ready
<b>File created:</b>	8/13/2012	<b>In control:</b>	City Council Legislative Meeting
<b>On agenda:</b>	1/8/2013	<b>Final action:</b>	
<b>Title:</b>	Consideration of a Citywide On-Street Carshare Policy and Adoption of a Resolution. [ROLL-CALL VOTE]		
<b>Sponsors:</b>			
<b>Indexes:</b>			
<b>Code sections:</b>			
<b>Attachments:</b>	<a href="#">13-0545 Attachment 1 Carshare Resolution.pdf</a> <a href="#">13-0545 Attachment 2 Carshare Presentation.pdf</a> <a href="#">13-0545 Attachment 3 City Managers Report 17 Aug 2012 Carshare Policy.pdf</a>		

Date	Ver.	Action By	Action	Result
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**City of Alexandria, Virginia**

**MEMORANDUM**

**DATE:** JANUARY 3, 2013  
**TO:** THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL  
**FROM:** RASHAD M. YOUNG, CITY MANAGER /s/

**DOCKET TITLE:**

**TITLE**  
Consideration of a Citywide On-Street Carshare Policy and Adoption of a Resolution. [ROLL-CALL VOTE]  
**BODY**

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**ISSUE:** City Council consideration of a “Citywide On-Street Carshare Policy” and Resolution.

**RECOMMENDATION:** That the Council approve a resolution to establish a “Citywide On-Street Carshare Policy” that would allow the leasing of on-street spaces to carshare vendors for an annual fee.

**DISCUSSION:** Since the mid-1980s, the City of Alexandria has been at the forefront of Transportation Demand Management (TDM) efforts in Virginia. The City’s Local Motion program provides support and options to reduce reliance on private automobiles and promotes transportation alternatives such as transit, bicycling, walking, carpooling, and telework programs.

Carsharing is a TDM tool that is used to reduce reliance on single occupancy vehicle (SOV) travel and is a component of Local Motion's overall effort to promote multimodal transportation options and enhance mobility throughout the City. Individuals can become members of a carsharing service by paying a flat annual fee and reserve a car for hourly use via internet or phone. Depending on the carshare program, members may be required to pay a nominal monthly membership fee as well as hourly or per mile fees. Rates generally cover gas, insurance, maintenance, and roadside assistance.

The City's Carshare Alexandria! program, currently funded by Local Motion, reimburses residents for their first year of membership. Local Motion is funded by a grant of \$285,000 with a City match of \$57,000 per year. The program was launched in 2004 and has had 477 participants to date. Carshare Alexandria! conducts follow up surveys of new members nine months after participating in the program. Recent surveys by Transportation Planning staff indicate that after participation in the program, the car ownership rate amongst participants decreased by 18 percent, which is within three percent of all jurisdictions surveyed in North America. To make car sharing more accessible to residents, the City is considering a citywide on-street carshare policy that would allow on-street parking spaces in the City to be designated as carshare spaces.

The following conditions are being proposed for inclusion in the policy:

- Interested vendors requesting consideration for on-street parking spaces for a carshare vehicle must submit their request to the City's Traffic and Parking Board for consideration. The Director of Transportation and Environmental Services will then make a recommendation.
- No more than two designated on-street parking spaces per block may be reserved for carshare.
- On-street spaces may be leased to carshare vendors for a minimum of two years.
- The per space rate will be set annually based on the average meter revenue if the space had operated as a metered space throughout the year. Leasing fees per space are based on meter revenue by location. 2013 annual fees are as follows:
  - Old Town: \$2,300 per space
  - Carlyle: \$1,500 per space
- Vendors will be selected through a competitive process and are required to sign a license agreement with the City subject to approval by the City Attorney's Office.

Staff has consulted with the City Attorney's office and no legal impediments to reserving on-street parking spaces for private carsharing vehicles within the public right of way have been identified. Staff will continue to consult with the City Attorney's office as the policy evolves.

The City-wide On-street Carshare Policy was favorably received by the City's Transportation Commission on December 5, 2012.

**FISCAL IMPACT:** Based on FY 2011 meter revenue figures implementation of the on-street car share policy is estimated to generate approximately \$2,300 per space in Old Town and \$1,500 per space in Carlyle in 2013. Since these spaces will replace metered spaces that generate the same amount of revenue, there is no fiscal impact to the City, unless the reserved on-street space is located in a non-metered area, in which case additional revenue of \$2,300 per space in Old Town and \$1,500 per space in Carlyle is estimated in 2013. The annual revenue may vary slightly based on the meter revenue during the year within which the request is made.

**ATTACHMENTS:**

Attachment 1: Resolution

RESOLUTION NO. \_\_\_\_\_

RESOLUTION ESTABLISH A CITY-WIDE ON-STREET CARSHARE POLICY

WHEREAS, The City of Alexandria's Local Motion program provides support and options to reduce reliance on the private automobile and promotes transportation alternatives such as transit, bicycling, walking, carpooling programs; and

WHEREAS, Carsharing is a Transportation Demand Management tool that is being used to reduce reliance on single occupancy vehicle travel and is a component of Local Motion's overall effort to promote multimodal transportation options and enhance mobility throughout the City; and

WHEREAS, Presently all carshare spaces within the city are either proffered by land-owners and are located on private property, or are located on Washington Metropolitan Area Transit Authority's property; and

WHEREAS, the City wishes to make car sharing more accessible to residents through introduction of an On-Street Carshare Policy that would allow on-street parking spaces throughout the City to be designated as carshare spaces; and

WHEREAS, the City Council wishes to authorize the City Manager to proceed with steps necessary to implement the Citywide On-Street Carshare Policy set forth herein;

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

1. That the City Council endorses introduction of a Citywide On-Street Carshare program that would allow reserving on-street parking spaces for private carsharing vehicles within the public Right of Way.
2. Interested vendors requesting consideration for on-street parking spaces for a carshare vehicle must submit their request to the City's Traffic and Parking Board for consideration. The Director of Transportation and Environmental Services will have the final approval authority.
3. Vendors will be selected through a competitive process and are required to sign a license agreement with the City subject to approval by the City Attorney's Office.
4. No more than two designated on-street parking space per block may be reserved for private carshare vendors.
5. On-street spaces may be leased to carshare vendors for a minimum of two years.
6. The per space rate will be set annually based on meter revenue. Leasing fees per space are based on meter revenue by location. 2013 annual fees are as follows:

ATTACHMENT 1

Old Town: \$2,300 per space

Carlyle: \$1,500 per space

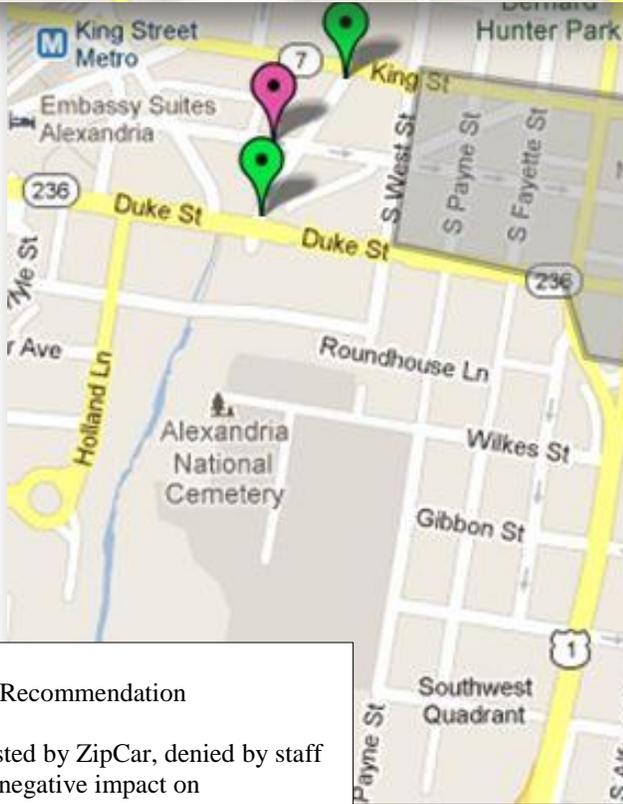
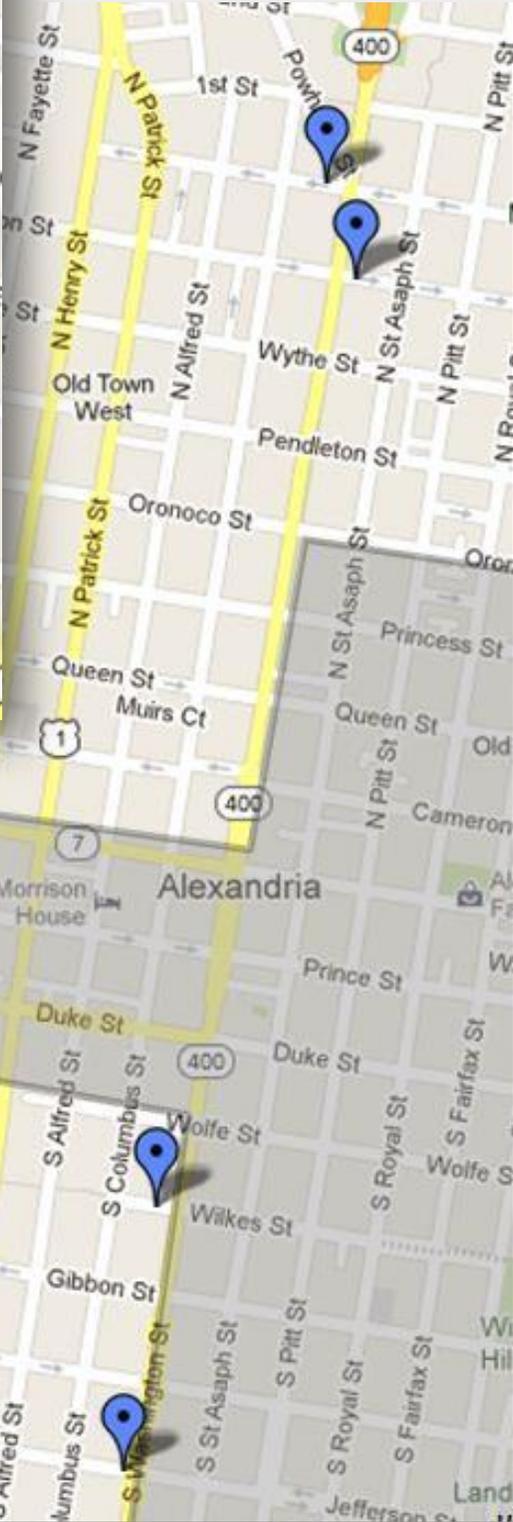
ADOPTED: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
WILLIAM D. EUILLE, MAYOR

\_\_\_\_\_  
Jacqueline M. Henderson, CMC City Clerk

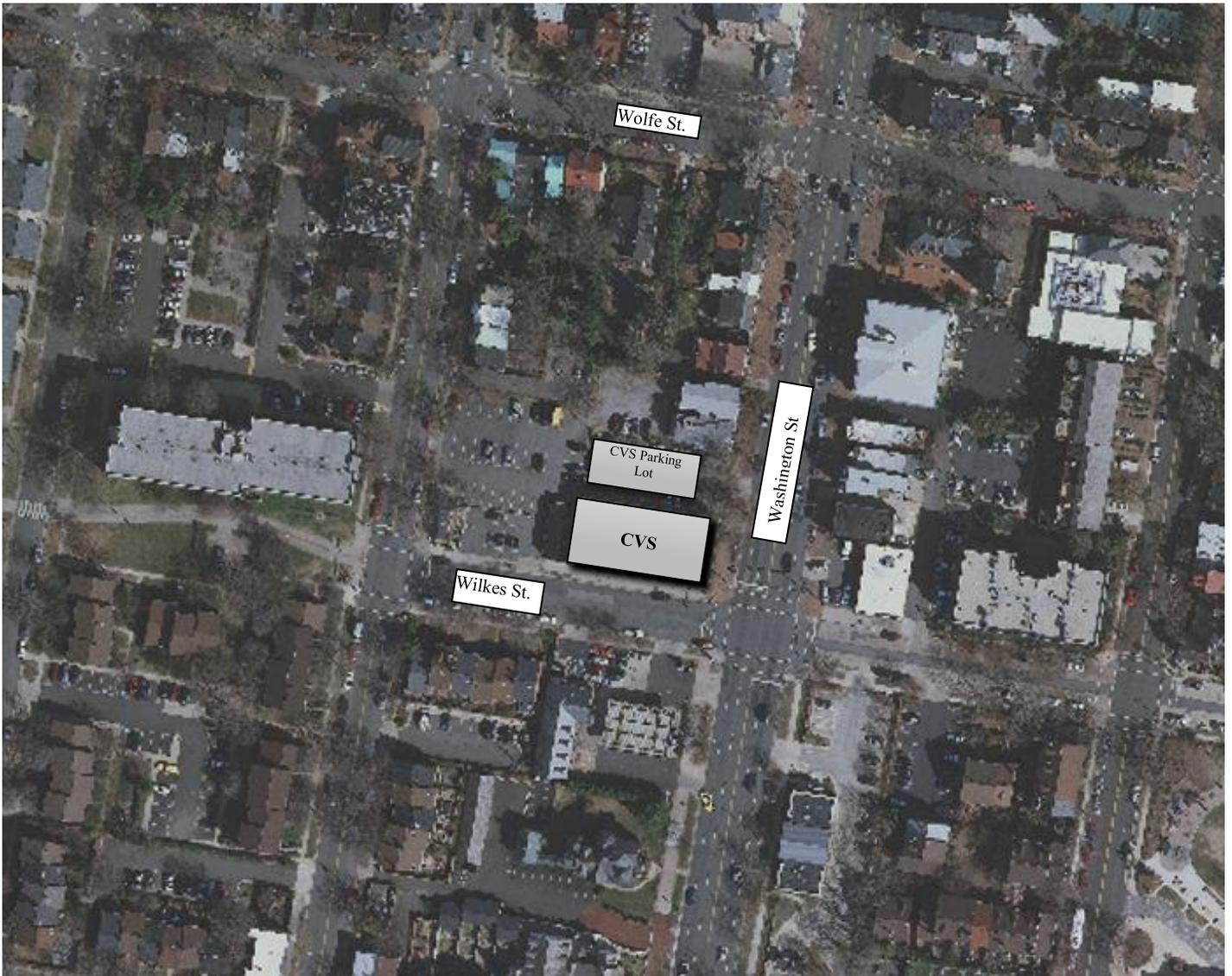
Attachment 2



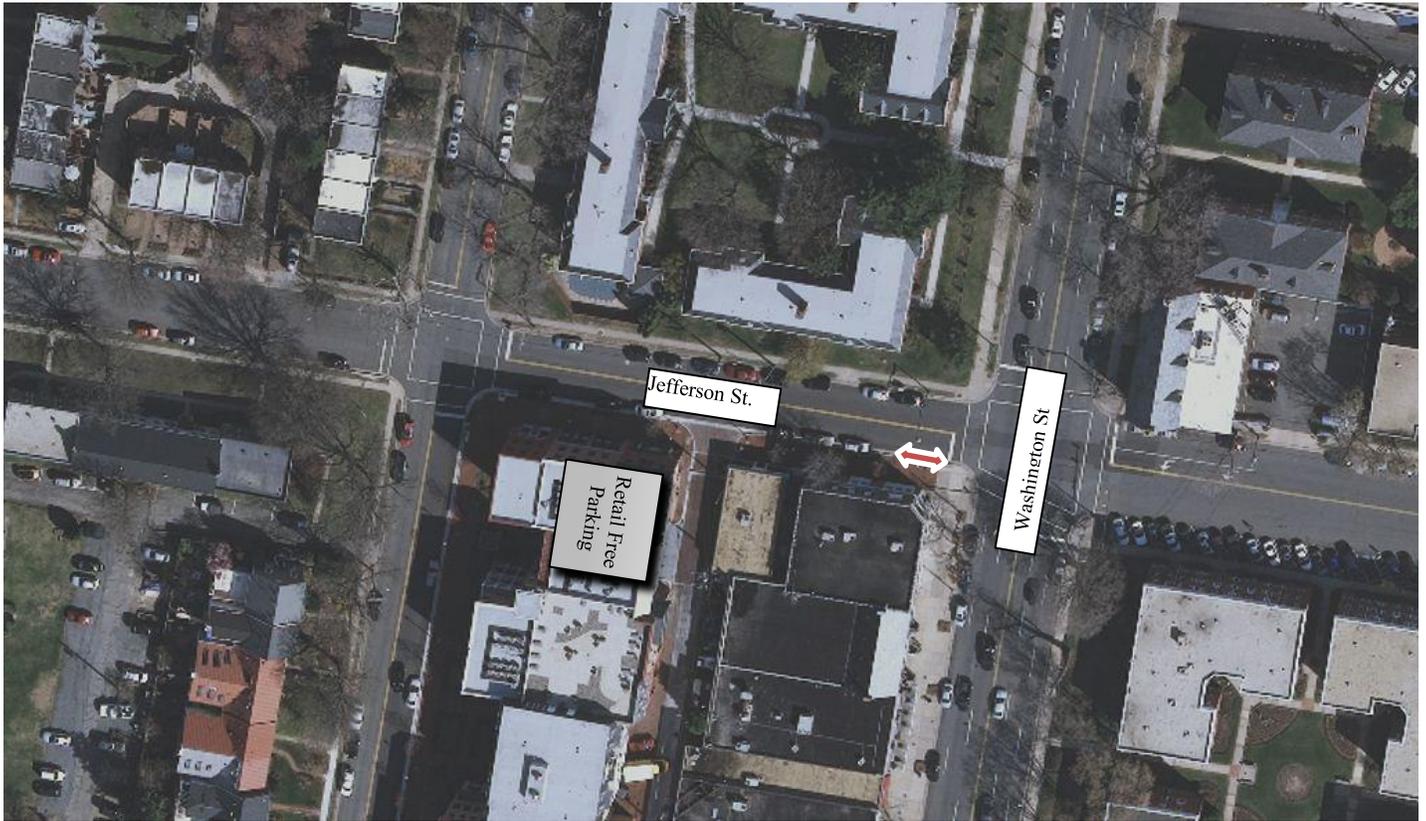
-  Staff's Recommendation
-  Requested by ZipCar, denied by staff due to negative impact on residents/businesses
-  Requested by ZipCar, and approved by staff



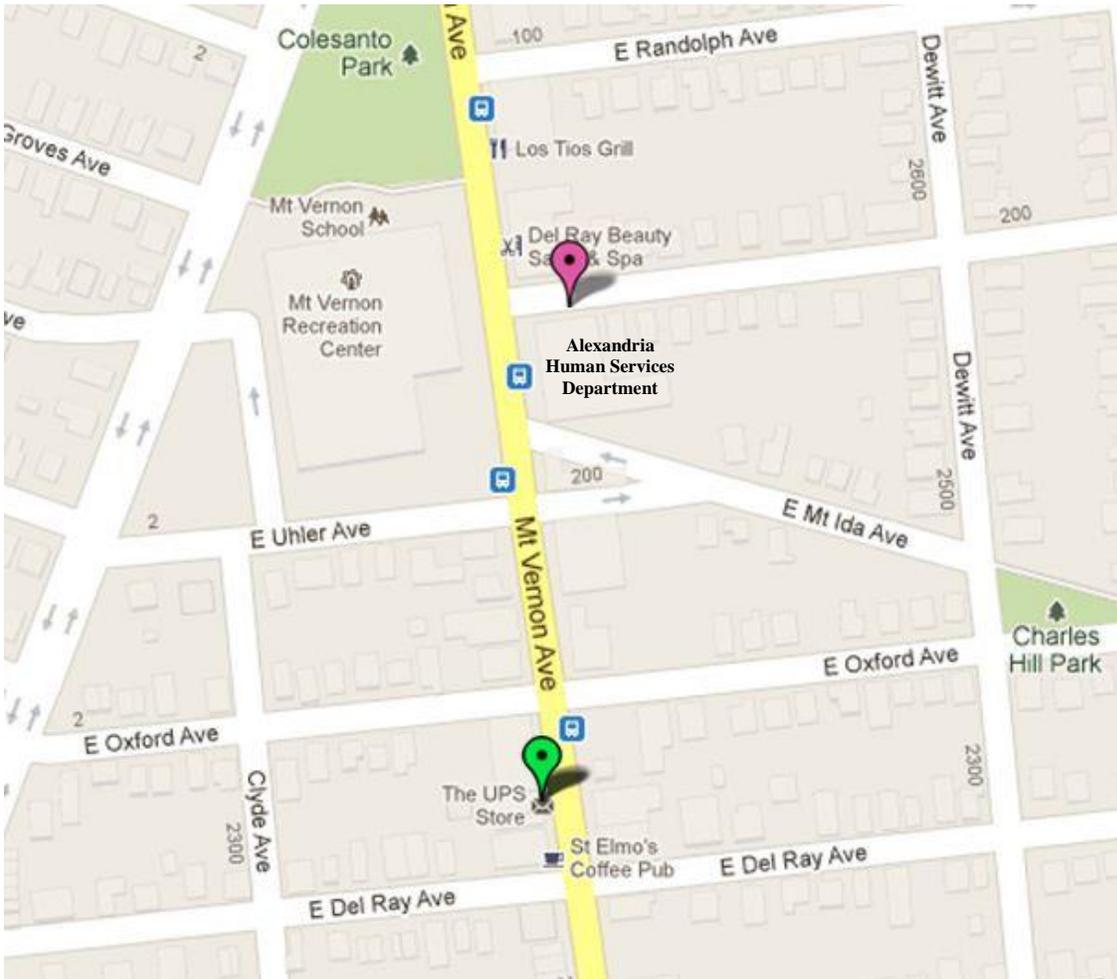
Wilkes Street



**Jefferson Street**



# Mt Vernon Avenue



Prince St



**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
APRIL 22, 2013**

**DOCKET ITEM:** 6

**ISSUE:** Consideration of a request to install a “No Parking” sign at the curb between 136 and 138 Jasper Place.

**APPLICANT:** Camille Simmons

**LOCATION:** 136 Jasper Place Alexandria, VA

**STAFF RECOMMENDATION:**

Staff recommends approving the request to install a “No Parking” sign at the curb between 136 and 138 Jasper Place.

**DISCUSSION:**

Mrs. Simmons, the applicant, currently resides at 136 Jasper Place, which is near the intersection of Duke Street and South Jordan Street. The house is a duplex, abutting their neighbors at 138 Jasper Place. This duplex is located on a cul-de-sac at the end of Jasper Place. Parking in the cul-de-sac is very constrained. Each home on the cul-de-sac has access to a driveway for off street parking. However, these driveways still do not meet the parking demand in this area. The driveway entrances are separated by a small curb that the residents call a “bump.” Each one of these bumps on the cul-de-sac has a “No Parking” sign with the exception of the bump between 136 and 138 Jasper Place.

The Simmons moved into their house in 2004, and they agreed with their neighbor at the time to take down the “No Parking” sign at the bump located between their two driveways in order to provide for extra parking. They agreed to share this on street parking space by partially blocking their individual driveways while parking on the bump. They always had access to their own driveways and could move their own cars around should one be blocked. The abutting house, 138 Jasper Place, is a rental so neighbors have come and gone. Mrs. Simmons states that this system of parking has not been a problem until now. It is possible to park on the bump with one car while not blocking access to either driveway. However, Mrs. Simmons states that the neighbor will park on the bump and block access to their driveway. She also states that she has talked with her neighbors about the issue numerous times as well as called the Alexandria Police Department to enforce the issue, but efforts to resolve the problem with her neighbors have failed.

Mrs. Simmons requests to install a “No Parking” sign at the curb located between 136 and 138 Jasper Place, similar to all of the other houses on this cul-de-sac, in order to resolve this ongoing problem.

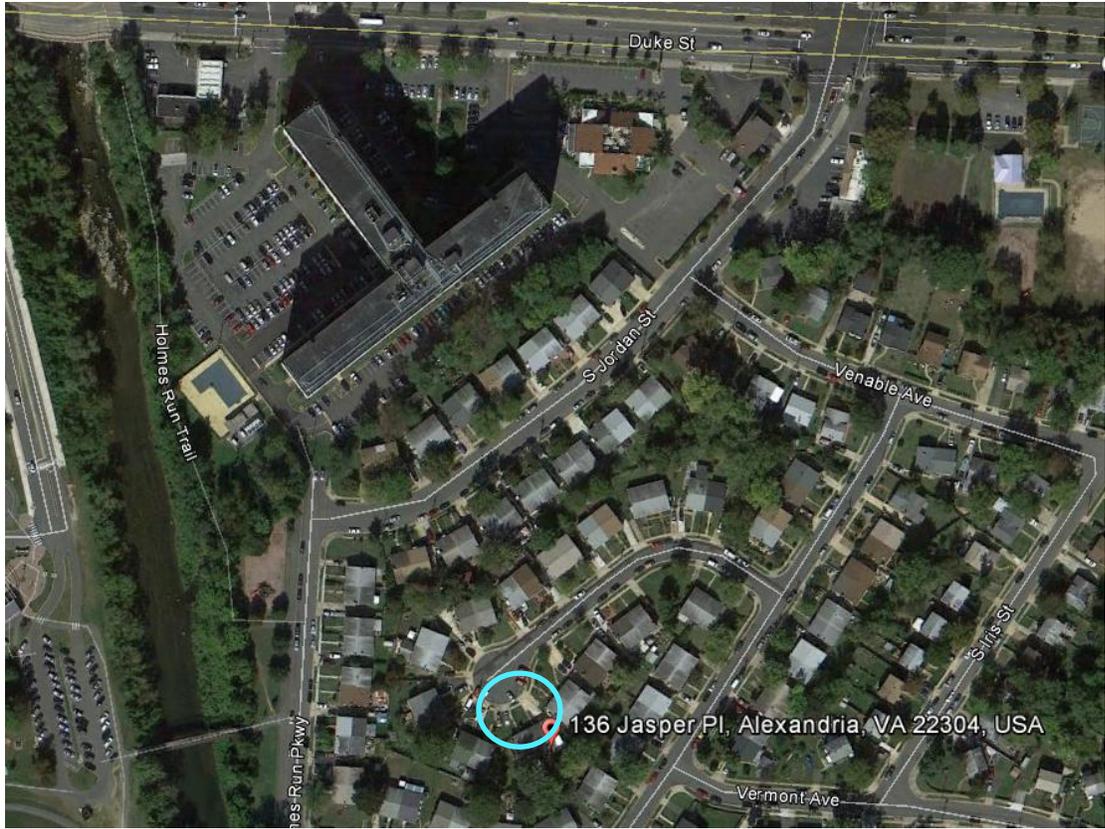


Figure shows location of 136 Jasper Place.



Figure shows location of the parking space the applicant requests to remove.



Figure shows the location of the requested “No Parking” sign



Figures show the “No Parking” signs at the others curbs on this cul-de-sac

Camille Simmons

136 Jasper Place

Alexandria, VA 22304

03/27/2013

Traffic and Parking Board,

I am writing to request a "No Parking" sign be placed on the pole in front of my house between the curb cuts for 136 and 138 Jasper Place. We have a long standing and ongoing problem with people parking there at an angle that partially blocks the entrance to my driveway. Efforts to correct this problem have repeatedly failed. I have had to call parking enforcement on multiple occasions. Due to the limited areas for parking and the multiple cars per household, we have to park behind our driveways as well. In addition, these slanted blocking cars, besides obstructing the entrance, do not allow for parking behind the driveway. Thank you for your timely attention to this matter.

Camille Simmons

**TRAFFIC AND PARKING BOARD PUBLIC HEARING**  
**APRIL 22, 2013**

**DOCKET ITEM:** 7

**ISSUE:** Consideration of a request to remove parking on both the East and West sides of Wayne Street, 10 feet on either side of the service alley entrance of Wayne Street between East Nelson Avenue and East Monroe Avenue.

**APPLICANT:** Stiles Peabody, Recycling Program Analyst, City of Alexandria

**LOCATION:** Wayne Street between East Monroe Avenue and East Nelson Avenue

**STAFF RECOMMENDATION:**

Staff recommends approving the request to remove parking on both the East and West sides of Wayne Street, 10 feet on either side of the service alley entrance of Wayne Street between East Nelson Avenue and East Monroe Avenue.

**DISCUSSION:**

Service trucks are having difficulty accessing the alley located on Wayne Street, between E. Nelson Avenue and E. Monroe Avenue due to cars parking close to the alley entrance. Wayne Street is a residential street approximately 28 feet wide. Many houses in this neighborhood have access to off-street parking. Parking is permitted on both sides of the street with no restrictions. If cars park too close to the alley, or in an undesirable location opposite the alley on the West side of Wayne Street, it is extremely difficult for service vehicles to maneuver into the alley. In some instances it has been necessary for the service vehicles to drive over the curb onto a resident's property in order to access the alley. This resident has recently complained to the City of Alexandria about the damage of his property, and is in support of the City implementing measures to allow for easier access into the alley.

It has been requested that parking be removed on both the East and West sides of Wayne Street, 10 feet on either side of the service alley entrance to allow for service trucks to enter the alley without damaging any personal property. Staff supports implementing the requested parking restrictions. Staff has studied the effects of the restrictions on Wayne Street and has concluded that a total number of two parking spaces will be lost. Staff has observed parking conditions on Wayne Street during evening and early morning hours and approximately 50 percent of the available on street parking spaces were occupied during each period.

The purpose of this request is to address the maneuverability of larger vehicles accessing the alley, not site distance, less space is needed than if this were a sight distance issue.

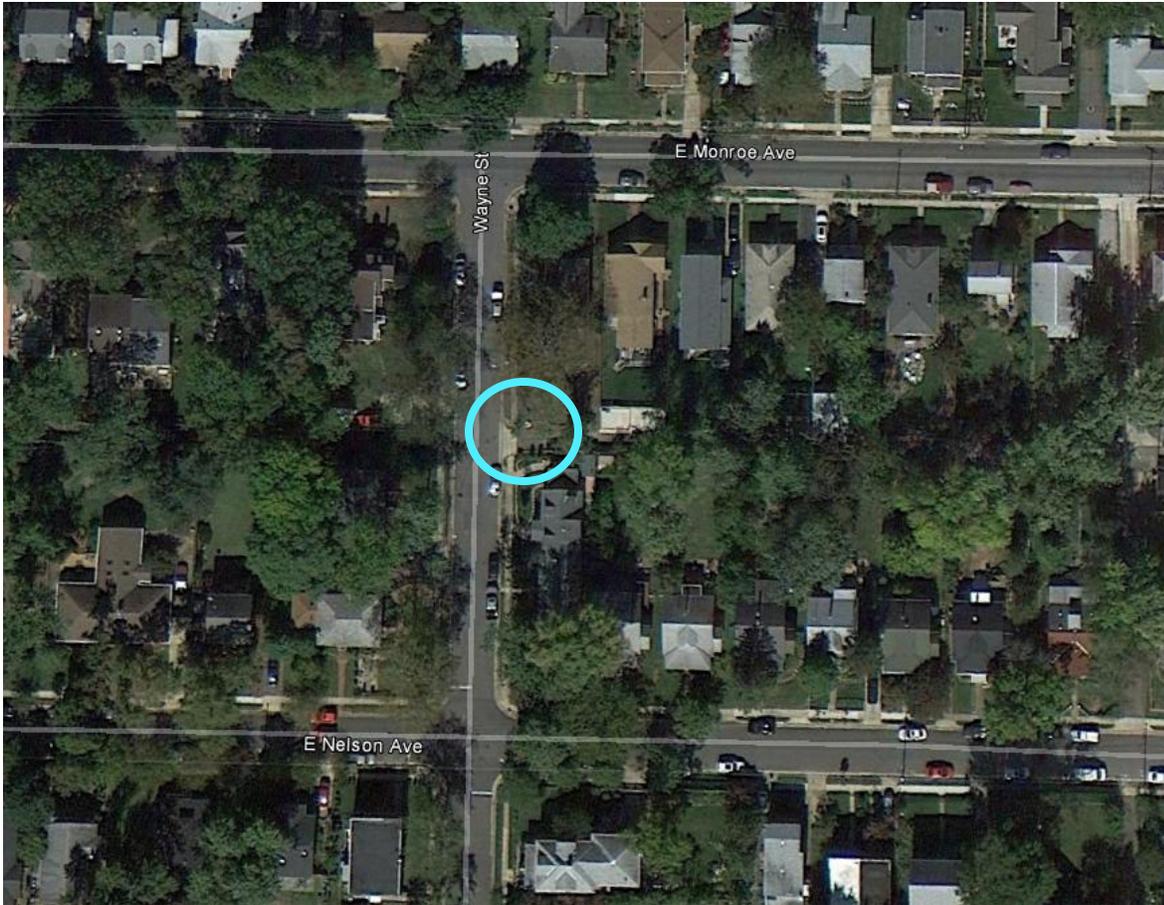


Figure shows location of service alley entrance on Wayne St. between E. Monore to the North and E. Nelson to the South.



Figure shows entrance to service alley with no current parking restrictions.



Figures show service alley entrance and property damage done by service vehicles accessing the alley.

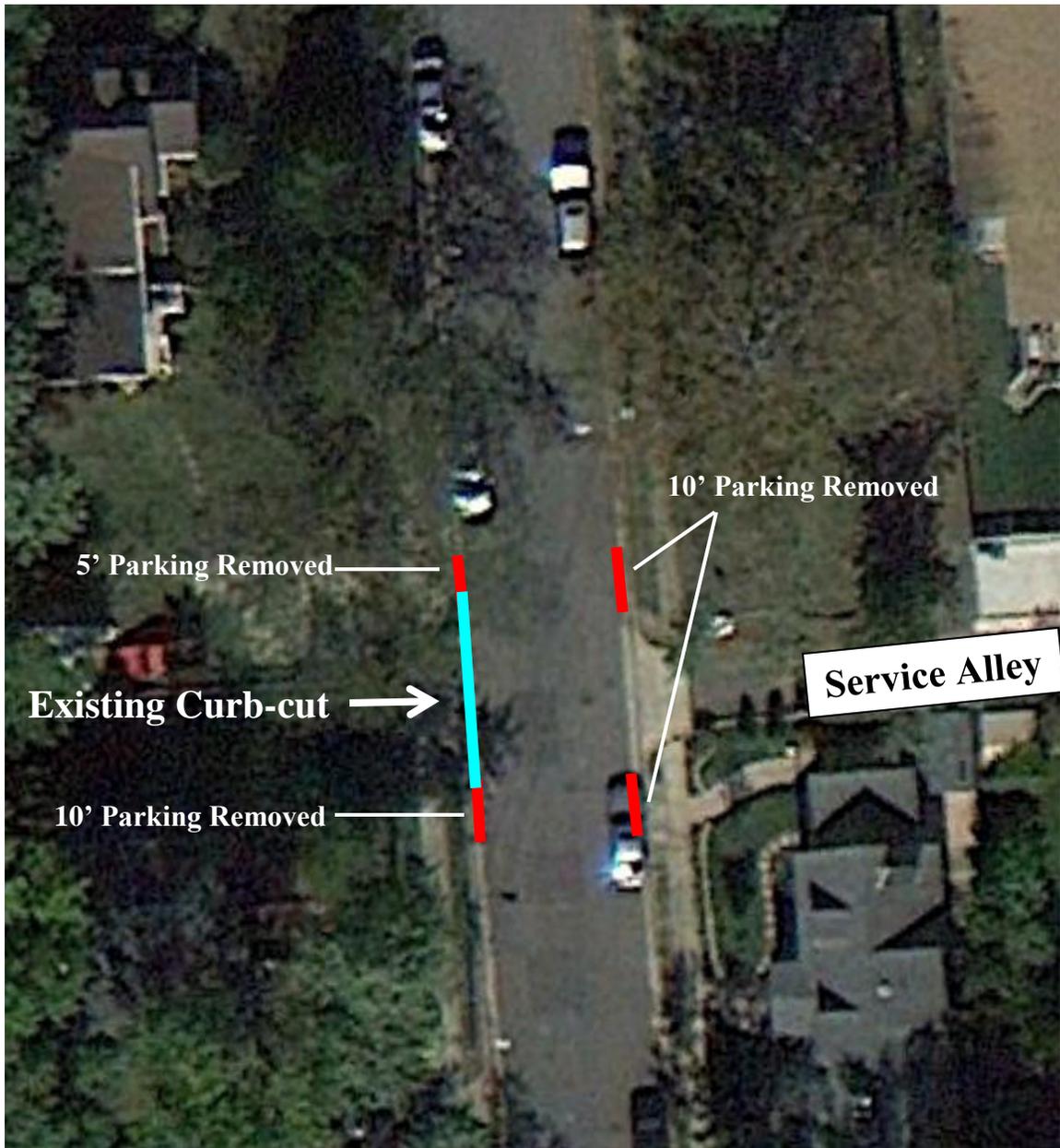


Figure shows where parking will be restricted on Wayne Street. As stated earlier, two spaces will be lost as a result of these restrictions.

**From:** Stiles Peabody  
**Sent:** Monday, March 18, 2013 5:12 PM  
**To:** Bob Garbacz  
**Cc:** Davis McCoy  
**Subject:** FW: Request Parking Restriction for Wayne St. Alley  
**Importance:** High

Bob,

I've confirmed with Excell Hart that a parking restriction on both sides of Wayne St within 10 to 15 feet of the alley entrance would allow our trash and recycling trucks to enter the alley without having to drive over the corner of the resident's property. The alley entrance is on Wayne St between E. Nelson Av and E. Monroe Av. This alley is usually serviced on Thursdays but is frequently serviced on Fridays due to holiday slides. A permanent parking restriction would be preferred, but if not, a temporary parking restriction on Thursdays and Fridays would be acceptable for the hours between 6:00am and 2:00pm. The downside to a temporary restriction is that any other commercial trucks that utilize this alley could also damage the property for which the City would likely be blamed. A permanent restriction would minimize this possibility and allow for better emergency vehicle access whenever necessary.

Please let me know if you need any additional information. Thanks for your help.

Stiles Peabody  
Recycling Program Analyst  
City of Alexandria  
2900 Business Center Dr  
Alexandria, VA 22314  
Tel: (703) 746-4135  
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