

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 22, 2019, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the March 25, 2019 Traffic and Parking Board meeting minutes.
3. Written Staff Updates
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

CONSENT CALENDAR

An item on the consent calendar will be heard only if a Board member, City staff or a member of the public requests it be removed from the consent calendar. Items not removed will be approved or recommended for approval as a group at the beginning of the meeting.

5. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the 300 block of Wolfe Street.
6. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the 100 block of Wolfe Street.
7. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the 100 block of S. Lee Street.
8. **ISSUE:** Consideration of a request to add a loading zone to the 900 block of King Street
9. **ISSUE:** Consideration of a request to relocate and change the hours of a loading zone on the unit block of Prince Street

PUBLIC HEARING

10. **ISSUE:** Consideration of a policies regarding installing pay stations, alternative payment methods, and text size on program signage related to the Residential Pay by Phone program.
11. **ISSUE:** Consideration of a request to temporarily revise the hourly and maximum rates for City Garages and Lots
12. **ISSUE:** Consideration of a request to prohibit parking in the right lane of the westbound Braddock Road approach to Russell Road.

- 13. ISSUE:** Consideration of a request to modify the Polk Avenue and N. Latham Street by:
- a. Prohibiting parking within the intersection on N. Latham Street's northbound side
 - b. Preliminary approval to install an All-Way Stop control at a given time deemed appropriate by the Director of T&ES during the McArthur at Taney Project.

STAFF UPDATES:

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MARCH 25, 2019, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

M I N U T E S

BOARD MEMBERS PRESENT: Chairman, William Schuyler, Vice Chair, James Lewis, Ann Tucker, Randy Cole, Kevin Beekman, and Casey Kane

BOARD MEMBERS ABSENT: Jason Osborne.

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief of Traffic Engineering, Katye North, Division Chief of Mobility Services, Thomas Hamed, TDM Coordinator and Cuong Nguyen, Civil Engineer II.

1. Announcement of deferrals and withdrawals: None
2. Approval of the February 25, 2019 Traffic and Parking Board meeting minutes: Mr. Kane made a motion, seconded by Mr. Cole to approve the minutes of the February 25, 2019 Traffic and Parking Board meeting. The motion carried unanimously.
3. Staff Written Updates:
 - a. Public Hearing Follow-up
 - b. Food Trucks
 - c. Bikeshare
 - d. East Taylor Run Turn Restrictions
 - e. Update of Dockless Mobility pilot
4. **PUBLIC DISCUSSION PERIOD**
No one from the public spoke during the discussion period.

CONSENT CALENDAR

BOARD ACTION: Mr. Lewis made a motion, seconded by Ms. Tucker to approve consent items 5 and 6. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to increase on-street parking in front of 206 North Fayette Street by 20 feet, one parking space.
6. **ISSUE:** Consideration of a request to remove two parking spaces on Hume Avenue at the Mt. Jefferson Park Trail crosswalk.

PUBLIC HEARING

7. **ISSUE:** Consideration of a request to modify Washington Street, East Abingdon Drive and West Abingdon Drive high occupancy vehicle lane restrictions.

DISCUSSION: Mr. Hamed presented the item to the Board. The Board expressed concern about the lack of public outreach and the lack of data to support increasing the occupancy requirements from HOV 2 to HOV 3.

PUBLIC TESTIMONY: Ms. MaryAnn Korona pointed out that the changes in the HOV lanes will increase traffic on the streets parallel to Washington St. The changes will increase the number of cars ignoring stop signs and speed limits and cause more backups on these streets.

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Cole to endorse to the resolution to:

- Change Washington Street high occupancy vehicle (HOV) lanes from HOV 2 to HOV 3.
- Extend northbound Washington Street HOV lane hours from 7AM-9AM to 6AM-10AM.
- Extend southbound Washington Street HOV lane hours from 4PM-6PM to 3PM-7PM.
- Change East and West Abingdon Drive high occupancy vehicle (HOV) lanes from HOV 2 to HOV 3.
- Extend northbound East Abingdon Drive HOV lane hours from 7AM-9AM to 6AM-10AM
- Extend southbound West Abingdon Drive HOV lane hours from 4PM-6PM to 3PM-7PM.

The motion carried with Ms. Tucker, Mr. Cole, Mr. Beekman and Mr. Kane voting in favor; and Mr. Schuyler and Mr. Lewis voting in opposition expressing concerns over the increase HOV-requirement and its potential to disincentive carpooling in the short and long term.

8. **STAFF UPDATES:**

- Residential Pay by Phone
- City Decal Elimination and Daytime/Overnight Parking District Impacts
- Smart Mobility

9. **COMMISSION UPDATES:**

TRANSPORTATION COMMISSION: Mr. Kane updated the Board about the Transportation Commission.

10. BOARD REQUESTS:

- The Board requested an update on how the All-Way Stop signs at Cameron Mills Road and Monticello Boulevard were impacting the fire station.
- The Board requested staff to re-engage the Federal Highway Administration concerning the bicycle signal at the Mount Vernon Trail crossing of the Porto Vecchio driveway and to perform a study of flashing yellow operation.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 22, 2019
DOCKET ITEM: #3
ISSUE: Written Staff Updates

ISSUE: Staff update to the Traffic and Parking Board on various ongoing projects.

RECOMMENDATION: That the Board receive the following staff updates:

A. All-Way Stop at Cameron Mills Road and Monticello Boulevard

Per the Board's request, staff contacted the Alexandria Fire Department to see what impacts the all-way Stop signs at the intersection of Cameron Mills Drive and Monticello Boulevard were having on emergency response. By way of history, the Traffic and Parking Board recommended approval of these stop signs at their November 28, 2019 meeting. The Fire Department expressed concern at the meeting that the stop signs might impede egress from the fire station.

Staff spoke with Deputy Chief Michael Cross who checked with staff at the fire station. Staff assigned to this station are indicating the new all-way stop signs are not impeding egress from the station nor are they hurting emergency response time. To the contrary, Fire Department staff reports that the intersection operation has improved with the new stop signs.

B. 72-Hour Rule Exemption Evaluation

Per Alexandria City Code Section 10-4-8 (Attachment 1), no vehicle may park in a given space on a public street for a period of more than 72 consecutive hours, excluding Saturdays, Sundays and holidays. The rule applies to everyone, even residents parking in front of their homes or residents with parking permit stickers. When the Alexandria Police Department receives notification of a violation, an officer is dispatched to respond to the situation. An officer returns three days later to check on the vehicle's status. If the vehicle in questions has moved, no action is taken. If the vehicle has not been moved, the officer issues a \$25 citation and, when warranted, places notification on the car indicating that the vehicle will be impounded if it is not removed.

Per Council direction, City staff initiated a review of the rule in December 2016. In May of 2017, City Council approved an exemption pilot program. Through November 2019, residents needing to park on-street for longer than 72-hours may apply for an exemption

through the City using [an online application form](#). If approved, residents may park their vehicles on-street for up to 14 days. Vehicles must be parked within 1/8 of a mile of one's place of residence (for reference, this is between 1.5 and 2 blocks in Old Town). Vehicles are eligible for up to four exemptions per calendar year.

Staff are starting the process of reviewing the pilot program to evaluate if it has been a success and if it should be continued beyond the November 2019 expiration with or without modifications. Staff plan to conduct an online questionnaire to gather public feedback, review usage data for the program, and solicit feedback on the program from Parking Enforcement. Staff intend to present program recommendations to the Traffic and Parking Board in July 2019 and to bring final recommendations to City Council in September 2019.

Attachment 1

Sec. 10-4-8 - Parking for more than 72 continuous hours.

Unless otherwise controlled by an official sign, the parking of any vehicle in the same place on the streets of the city for more than 72 hours is prohibited; provided that this prohibition shall not apply to the parking of a vehicle in the same place on the streets of the city on Saturday, Sunday and federal holidays, or any vehicle granted a 72-hour parking rule exemption as provided in section 10-4-8(a).

(a) Exemption. A 72-hour parking rule exemption may be provided to residents by the Alexandria Police Department in coordination with the department of transportation and environmental services pursuant to the regulations detailed in [subsection] (b). If granted, a 72-hour parking rule exemption will not supersede any posted signage. All hourly restrictions otherwise applicable to a parked vehicle remain subject to enforcement. The provisions of subsections (a) and (b) shall expire on November 1, 2019.

(b) Exemption regulations.

(1) Exemptions shall only be granted to vehicles registered with the City of Alexandria.

(2) Exemptions may not be transferred between vehicles.

(3) Each exemption may be granted for a maximum of two weeks.

(4) Vehicles may be granted a maximum of four exemptions per year.

(5) Vehicles may not be granted contiguous exemptions.

(6) Vehicles will only be permitted to park within one-eighth mile of their place of residence.

Vehicles granted exemptions found parking beyond this maximum radius will be subject to enforcement.

(7) The department of transportation and environmental services and the Alexandria Police Department retain the right to move and store vehicles when necessary due to street maintenance, in cases of emergency, or as otherwise provided by law. (Code 1963, Sec. 22-106, as amended by Ord. No. 2406, 11/3/79, Sec. 1; Ord. No. 3080, 10/8/85, Sec. 1; Ord. No. 5063, 5/13/17, Sec. 1; Ord. No. 5185, 12/15/18, Sec. 1)

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 22, 2019

DOCKET ITEM: #5

ISSUE: Consideration of a request to implement the residential pay by phone program on the 300 block of Wolfe Street.

REQUESTED BY: Residents of the 300 block of Wolfe Street

LOCATION: 300 block of Wolfe Street

STAFF RECOMMENDATION: The Board recommends to the City Manager implementing residential pay by phone parking restrictions in 300 block of Wolfe Street

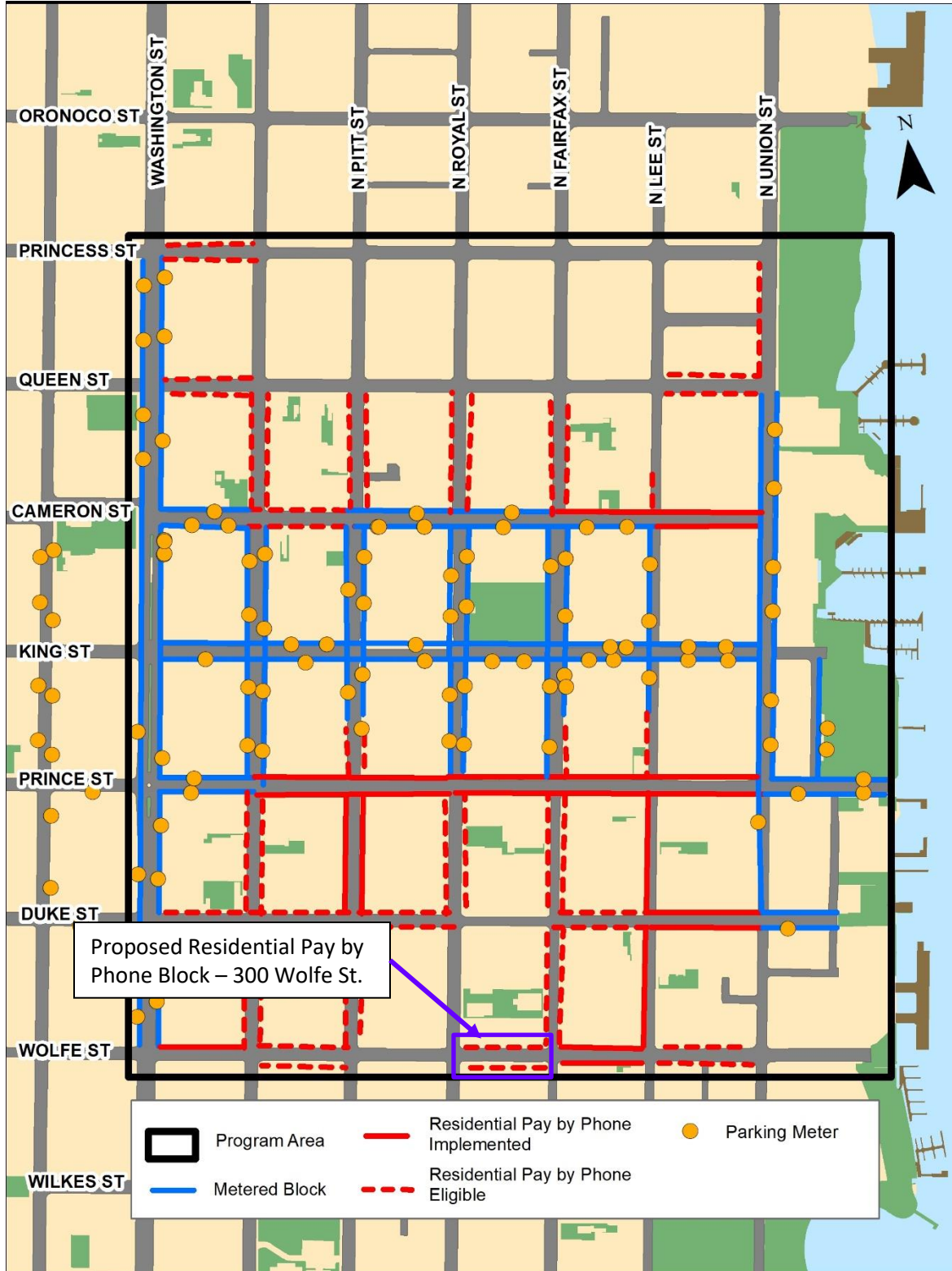
BACKGROUND: In November 2016, a pilot program was implemented that allowed the City to expand the pay by phone option previously only available on metered blocks to residential blocks. On March 16, 2019, City Council approved an ordinance to make the program permanent within the existing the Special Parking District Area (Attachment 1). To respect the residential character of the street, a meter would not be installed on these blocks. Rather, signage referring to the City's pay by phone app would replace the existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block.

DISCUSSION: The residents of the 300 block of Wolfe Street submitted a petition requesting residential pay by phone signage for their block (Attachment 2). Staff reviewed the request per the requirements outlined in the City Code and found the 300 block of Wolfe Street to be eligible for the signage. The table below summarizes the block's compliance with the requirements.

Requirement	Compliance
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	The block is adjacent to the 200 block of Wolfe Street, which has been approved for residential pay by phone parking. (See Attachment 1)
The block must be located within the Special Parking District Area.	This block is located within the Special Parking District Area.
The area subject to parking fee must already be posted with residential parking restrictions.	The block currently has the following residential parking restrictions: 8AM-2AM Mon-Sat; 11AM Sun-2AM Mon, except for District 1 vehicles
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.	A petition was submitted that was signed by occupants of 7 out of 13 or 54% of residential properties on the block (see Attachment 2).
The parking occupancy must be 75% or more.	Surveys were conducted on Wednesday, March 27, 2019 at 2:30PM and 21 out of 21 (100%) of on-street spaces were occupied.

OUTREACH: Old Town Civic Association was notified of this petition by email.

Attachment 1: Program Area (Special Parking District) and Proposed Residential Pay by Phone Block Location



Attachment 2: Resident Petition

We the undersigned residents hereby request that the City add residential pay by phone signage on the 300 Block of WOLFE Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

We also understand that this signage is permitted through a Pilot Program that will expire on March 1, 2019 and if the program is not extended or made a permanent program, that the signage will be removed and replaced with signage listing the original parking restrictions.

Resident Name (Printed)	Resident Signature	Address	Date
CAROL ANDERSON	Carol Anderson	313 WOLFE ST	10/20/18
Roger Grayson	Ron Gray	315 Wolfe St	10/24/18
Matthew Feely	Matthew Feely	308 Wolfe St	11/1/18
Hattie March	HOR	302 Wolfe St	11/1/18
Susan Fryther	Susan Fryther	312 Wolfe St	11/1/18
Elisabeth Pearson	[Signature]	311 Wolfe St.	11/1/18
Tom Rushford	[Signature]	309 Wolfe St	11/5/18

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: _____ Number of Households on the block
 _____ Number of Households that signed petition
 _____ Percentage of Households

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 22, 2019

DOCKET ITEM: #6

ISSUE: Consideration of a request to implement the residential pay by phone program on the 100 block of Wolfe Street.

REQUESTED BY: Residents of the 100 block of Wolfe Street

LOCATION: 100 block of Wolfe Street

STAFF RECOMMENDATION: The Board recommends to the City Manager implementing residential pay by phone parking restrictions in the 100 block of Wolfe Street

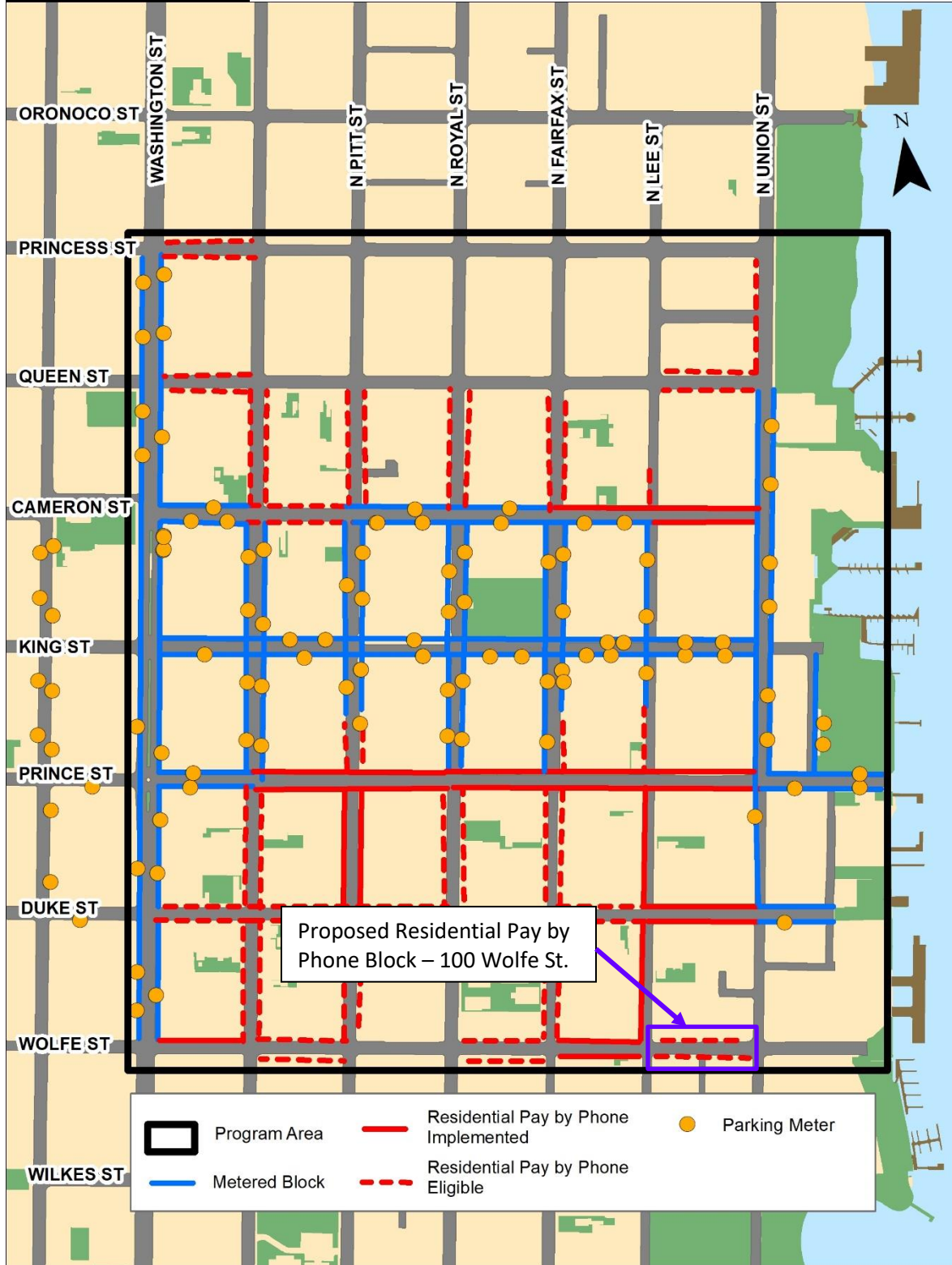
BACKGROUND: In November 2016, a pilot program was implemented that allowed the City to expand the pay by phone option previously only available on metered blocks to residential blocks. On March 16, 2019, City Council approved an ordinance to make the program permanent within the existing the Special Parking District Area (Attachment 1). To respect the residential character of the street, a meter would not be installed on these blocks. Rather, signage referring to the City's pay by phone app would replace the existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block.

DISCUSSION: The residents of the 100 block of Wolfe Street submitted a petition requesting residential pay by phone signage for their block (Attachment 2). Staff reviewed the request per the requirements outlined in the City Code and found the 100 block of Wolfe Street to be eligible for the signage. The table below summarizes the block's compliance with the requirements.

Requirement	Compliance
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	The block is adjacent to the 200 block of Wolfe Street and the 300 block of S. Lee Street, both of which have been approved for residential pay by phone parking. (See Attachment 1)
The block must be located within the Special Parking District Area.	This block is located within the Special Parking District Area.
The area subject to parking fee must already be posted with residential parking restrictions.	The block currently has the following residential parking restrictions: 8AM-2AM Mon-Sat; 11AM Sun-2AM Mon, except for District 1 vehicles
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.	A petition was submitted that was signed by occupants of 11 out of 17 or 65% of residential properties on the block (see Attachment 2).
The parking occupancy must be 75% or more.	Surveys were conducted on Wednesday, March 27, 2019 at 2:30PM and 19 out of 23 (83%) of on-street spaces were occupied.

OUTREACH: Old Town Civic Association was notified of this petition by email.

Attachment 1: Program Area (Special Parking District) and Proposed Residential Pay by Phone Block Location



Attachment 2: Resident Petition

We the undersigned residents hereby request that the City add residential pay by phone signage on the 100 Block of Wolfe Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Nicholas Kunesh	<i>[Signature]</i>	108 Wolfe St.	3/22/19
SM Stevenson	<i>[Signature]</i>	103 Wolfe St	3/22/19
Mike Fusin	<i>[Signature]</i>	119 Wolfe Street	3/22/19
Rob Engstrom	<i>[Signature]</i>	106 Wolfe St	3/22/19
Mark Bauerlein	<i>[Signature]</i>	400 S. Lee Street	3/22/19
SEAN MORPHY	<i>[Signature]</i>	120 Wolfe St.	3/22/19
MARGARET FRENCH	<i>[Signature]</i> for mom	114 WOLFE ST	3/22/19
DAVID GADSTONE	<i>[Signature]</i>	401 S. VNIEN	3/22/19
Dino Livraghi	<i>[Signature]</i>	118 Wolfe St.	3/23/19
BOB CADY	<i>[Signature]</i>	330 S. LEE ST	3/23/19
Kim Hartman	<i>[Signature]</i>	116 Wolfe St.	3/24/19

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: _____ Number of Households on the block
 _____ Number of Households that signed petition
 _____ Percentage of Households

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 22, 2019

DOCKET ITEM: #7

ISSUE: Consideration of a request to implement the residential pay by phone program on the 100 block of S. Lee Street.

REQUESTED BY: Residents of the 100 block of South Lee Street

LOCATION: 100 block of South Lee Street

STAFF RECOMMENDATION: The Board recommends to the City Manager implementing residential pay by phone parking restrictions for the 100 block of South Lee Street

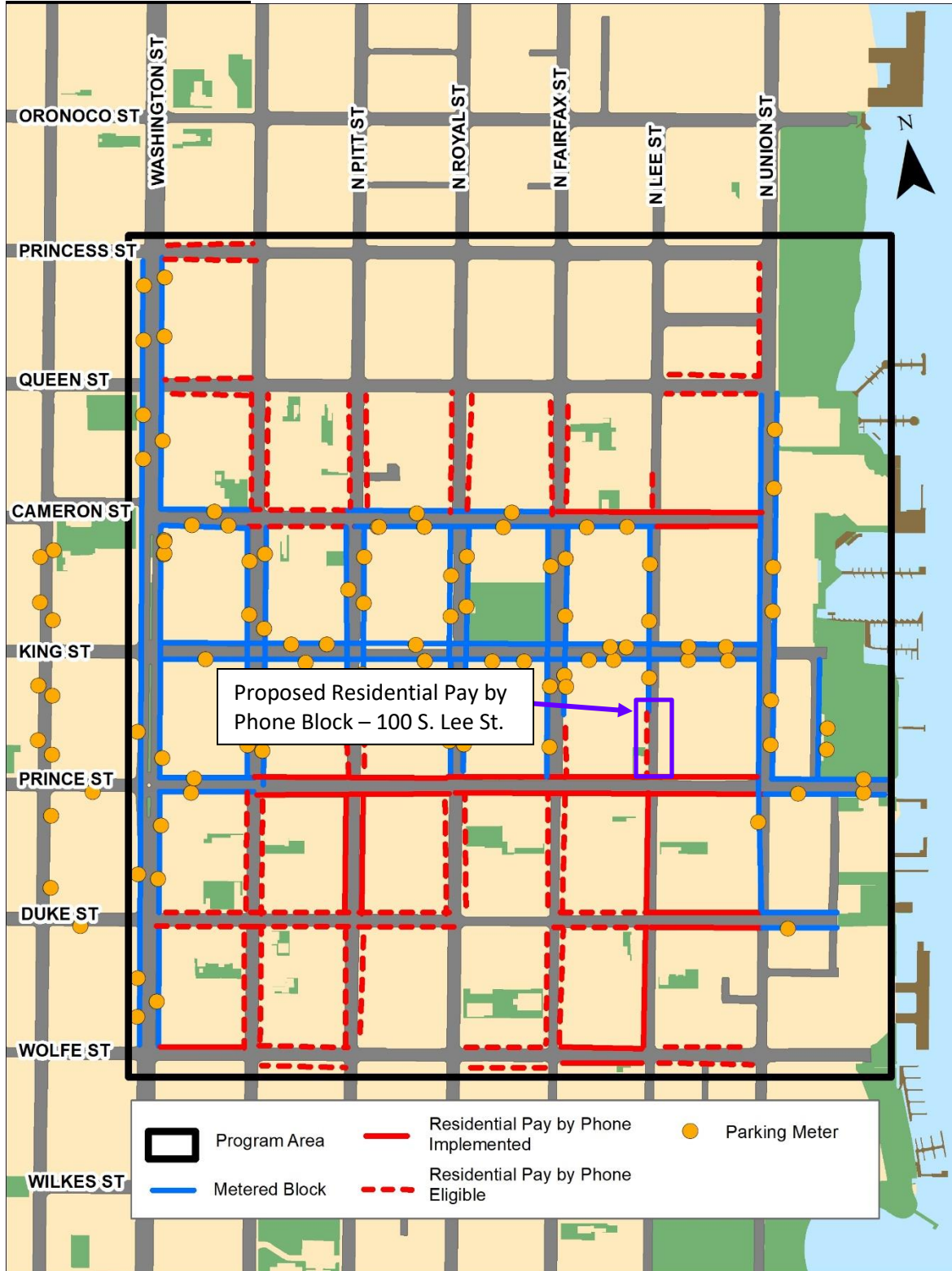
BACKGROUND: In November 2016, a pilot program was implemented that allowed the City to expand the pay by phone option previously only available on metered blocks to residential blocks. On March 16, 2019, City Council approved an ordinance to make the program permanent within the existing the Special Parking District Area (Attachment 1). To respect the residential character of the street, a meter would not be installed on these blocks. Rather, signage referring to the City's pay by phone app would replace the existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block.

DISCUSSION: The residents of the 100 block of South Lee Street (Attachment 2) submitted a petition requesting residential pay by phone signage for their block. Staff reviewed the request per the requirements outlined in the City Code and found the 100 block of South Lee Street to be eligible for the signage. The table below summarizes the block's compliance with the requirements.

Requirement	Compliance
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	The block is metered on the north end of the street and on the 100 and 200 blocks of King Street adjacent to this block.
The block must be located within the Special Parking District Area.	This block is located within the Special Parking District Area.
The area subject to parking fee must already be posted with residential parking restrictions.	The block currently has the following residential parking restrictions: 8AM-2AM Mon-Sat; 11AM Sun-2AM Mon, except for District 1 vehicles
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.	A petition was submitted that was signed by occupants of 8 out of 11 or 73% of residential properties on the block (see attachment 3).
The parking occupancy must be 75% or more.	Surveys were conducted on Wednesday, March 27, 2019 at 2:30PM and 11 out of 11 (100%) unmetered on-street spaces were occupied.

OUTREACH: Old Town Civic Association was notified of this petition by email.

Attachment 1: Program Area (Special Parking District) and Proposed Residential Pay by Phone Block Location



Attachment 2: Resident Petition

January 28, 2019

Department of Transportation and Environmental Services
City of Alexandria, Virginia

Re: Residential Pay by Phone Pilot Program

This letter is from a majority of the residents of the 100 block of South Lee Street in connection with the Residential Pay by Phone Program.

As described in the attached, signed letters, our block had not requested participation in the pilot program before now. However, in recent months parking on our block has become significantly more difficult for residents. Perhaps because ours is one of the few blocks close to King Street that did not set up pay by phone parking, more visitors have learned to seek parking here. This has made it increasingly difficult for us to park anywhere near our homes.

We request that our block be added to the Residential Pay by Phone program as soon as possible. We also request that, if the program is continued or permanently approved, our block be included.

The residential addresses on our block total nine and are as follows: 107; 109-11; 113-15; 117; 119; 106; 118; 120; and 122. The attached letters are signed by the residents of six of the nine residences, thus satisfying the majority requirement of the pilot program. (If the double lots at 109-11 and 113-15 were to be counted separately, there would be eleven in total and the attached letters would account for eight of the eleven, again satisfying the majority requirement.)

Please let the undersigned know what if any additional steps may be required. We would happy to facilitate a quick response.

Thanks in advance for your consideration.



Richard and Lois Rawson
113-15 South Lee Street
908-246-8010 or 908-246-8030
richrawson@comcast.net or lorawson@comcast.net

January 19, 2019

Department of Transportation and Environmental Services
City of Alexandria, Virginia

To Whom It May Concern:

The City of Alexandria initiated a pilot program to establish Residential Pay by Phone parking in 2018. At the time, our block (100 block of South Lee St) did not request participation in the program.

Since that time, parking on our block has become significantly more difficult for the residents of our block. Perhaps because ours is one of the few blocks close to King Street that did not set up pay by phone parking, more visitors have learned to seek parking here. This has made it increasingly difficult for us to park anywhere near our homes.

The pilot program is set to expire and be evaluated after March 1, 2019.

We, the undersigned residents of the 100 block of South Lee Street request that our block be added to the Residential Pay by Phone program as soon as possible. We also request that, if the pilot program is continued, our block be included in that program.

Thank you very much,

Name(s)

William Winborn

Address

107 S. Lee Street
Alexandria, VA 22314

January 19, 2019

Department of Transportation and Environmental Services
City of Alexandria, Virginia

To Whom It May Concern:

The City of Alexandria initiated a pilot program to establish Residential Pay by Phone parking in 2018. At the time, our block (100 block of South Lee St) did not request participation in the program.

Since that time, parking on our block has become significantly more difficult for the residents of our block. Perhaps because ours is one of the few blocks close to King Street that did not set up pay by phone parking, more visitors have learned to seek parking here. This has made it increasingly difficult for us to park anywhere near our homes.

The pilot program is set to expire and be evaluated after March 1, 2019.

We, the undersigned residents of the 100 block of South Lee Street request that our block be added to the Residential Pay by Phone program as soon as possible. We also request that, if the pilot program is continued, our block be included in that program.

Thank you very much,

Name(s)

Address

Christopher Davies

109 South Lee Street



Alexandria
22314

Kelly Davin

111 South Lee Street



Alexandria
22314

January 19, 2019

Department of Transportation and Environmental Services
City of Alexandria, Virginia

To Whom It May Concern:

The City of Alexandria initiated a pilot program to establish Residential Pay by Phone parking in 2018. At the time, our block (100 block of South Lee St) did not request participation in the program.

Since that time, parking on our block has become significantly more difficult for the residents of our block. Perhaps because ours is one of the few blocks close to King Street that did not set up pay by phone parking, more visitors have learned to seek parking here. This has made it increasingly difficult for us to park anywhere near our homes.

The pilot program is set to expire and be evaluated after March 1, 2019.

We, the undersigned residents of the 100 block of South Lee Street request that our block be added to the Residential Pay by Phone program as soon as possible. We also request that, if the pilot program is continued, our block be included in that program.

Thank you very much,

Name(s)	Address
<i>Laschawson</i>	<i>113 S Lee St</i>
<i>Kenneth Arpe</i>	<i>117 S. LEE ST.</i>
<i>JP Brown</i>	<i>115 S. Lee St.</i>

January 19, 2019

Department of Transportation and Environmental Services
City of Alexandria, Virginia

To Whom It May Concern:

The City of Alexandria initiated a pilot program to establish Residential Pay by Phone parking in 2018. At the time, our block (100 block of South Lee St) did not request participation in the program.

Since that time, parking on our block has become significantly more difficult for the residents of our block. Perhaps because ours is one of the few blocks close to King Street that did not set up pay by phone parking, more visitors have learned to seek parking here. This has made it increasingly difficult for us to park anywhere near our homes.

The pilot program is set to expire and be evaluated after March 1, 2019.


We, the undersigned residents of the 100 block of South Lee Street request that our block be added to the Residential Pay by Phone program as soon as possible. We also request that, if the pilot program is continued, our block be included in that program.

Thank you very much,

Name(s) 
Wilfred Hearn

Address

118 S. Lee Street
Alexandria, VA 22314


Grace Hinchman

118 S. Lee Street
Alexandria, VA 22314

January 19, 2019

Department of Transportation and Environmental Services
City of Alexandria, Virginia

To Whom It May Concern:

The City of Alexandria initiated a pilot program to establish Residential Pay by Phone parking in 2018. At the time, our block (100 block of South Lee St) did not request participation in the program.

Since that time, parking on our bock has become significantly more difficult for the residents of our block. Perhaps because ours is one of the few blocks close to King Street that did not set up pay by phone parking, more visitors have learned to seek parking here. This has made it increasingly difficult for us to park anywhere near our homes.

The pilot program is set to expire and be evaluated after March 1, 2019.

We, the undersigned residents of the 100 block of South Lee Street request that our block be added to the Residential Pay by Phone program as soon as possible. We also request that, if the pilot program is continued, our block be included in that program.

Thank you very much,

Name(s)

Robert L. Montague

Address

119 S. Lee Street

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 22, 2019

DOCKET ITEM: #8

ISSUE: Consideration of a request to add a loading zone to the 900 block of King Street

REQUESTED BY: Misha's Coffee

LOCATION: 917 King Street (new location)

STAFF RECOMMENDATION: The Board recommends to the Director of T&ES installing a 70-foot Loading Zone, from 6AM-11AM, Monday-Friday on the north side of King Street just east of North Patrick Street.

BACKGROUND: Misha's Coffee is located on the 100 block of South Patrick Street. Misha's is moving this spring to 917 King Street, which is on the north side of the street between North Patrick Street and North Alfred Street. This retail space was previously occupied by Radiance (a med-spa).

DISCUSSION: Misha's Coffee will receive deliveries of coffee beans and paper products at the new King Street location from tractor trailers. While there is an alley behind the business, it is a dead-end alley and is too narrow to accommodate tractor trailers. In order to provide a space for deliveries, the business is requesting a loading zone on their block near their new store (Attachment 1). These spaces are currently 3-hour metered parking spaces from 8AM-9PM, Monday-Saturday. There is a small 20-foot loading zone at the east end of the block that prohibits parking from 8AM-7PM, Monday-Saturday. However, this space is not large enough for the tractor trailer delivering to this location.

Misha's is requesting limiting the loading zone hours to 6AM-11AM, Monday-Friday to minimize the impact to parking during afternoon and evening hours when parking demand is higher. The opening hours for the two business on either side of the business begin at 11AM. The building at the corner of King Street and North Patrick Street is currently vacant but includes a retail space for lease. The proposed loading zone would start east of the existing fire hydrant and extend 70 feet to the east to approximately the east side of the business frontage (Attachments 2 and 3).

Staff supports this request since it provides a designated location for loading activities to occur outside of the travel lane. In addition, the hours are appropriate for morning deliveries and minimizes the loss of parking to just these early hours. This block is well-served by other parking locations, including an 18-space lot on the south side of King Street and a 50-space lot one block south between South Patrick Street and South Henry Street, so the loss of parking during these hours can be absorbed in these locations. Finally, this space could be used by other businesses in the area that may benefit from a designated loading space.

OUTREACH: The applicant indicated they have talked with the adjacent businesses. Additionally, staff notified the Old Town Civic Association and the Chamber of Commerce about these proposals.

Attachment 1: Request

28 March, 2019 Loading zone requests

Alexandria Coffee Company, LLC trading as
Misha's Coffee

*323 N. Patrick st.
for - 917 king st. (future location)*

MISHA'S, A GOURMET AND WELL-KNOWN COFFEE SHOP, CURRENTLY LOCATED AT 102 S. Patrick st is in the process of moving to a new location at 917 king st as well as building out a new operation at 6 prince st.

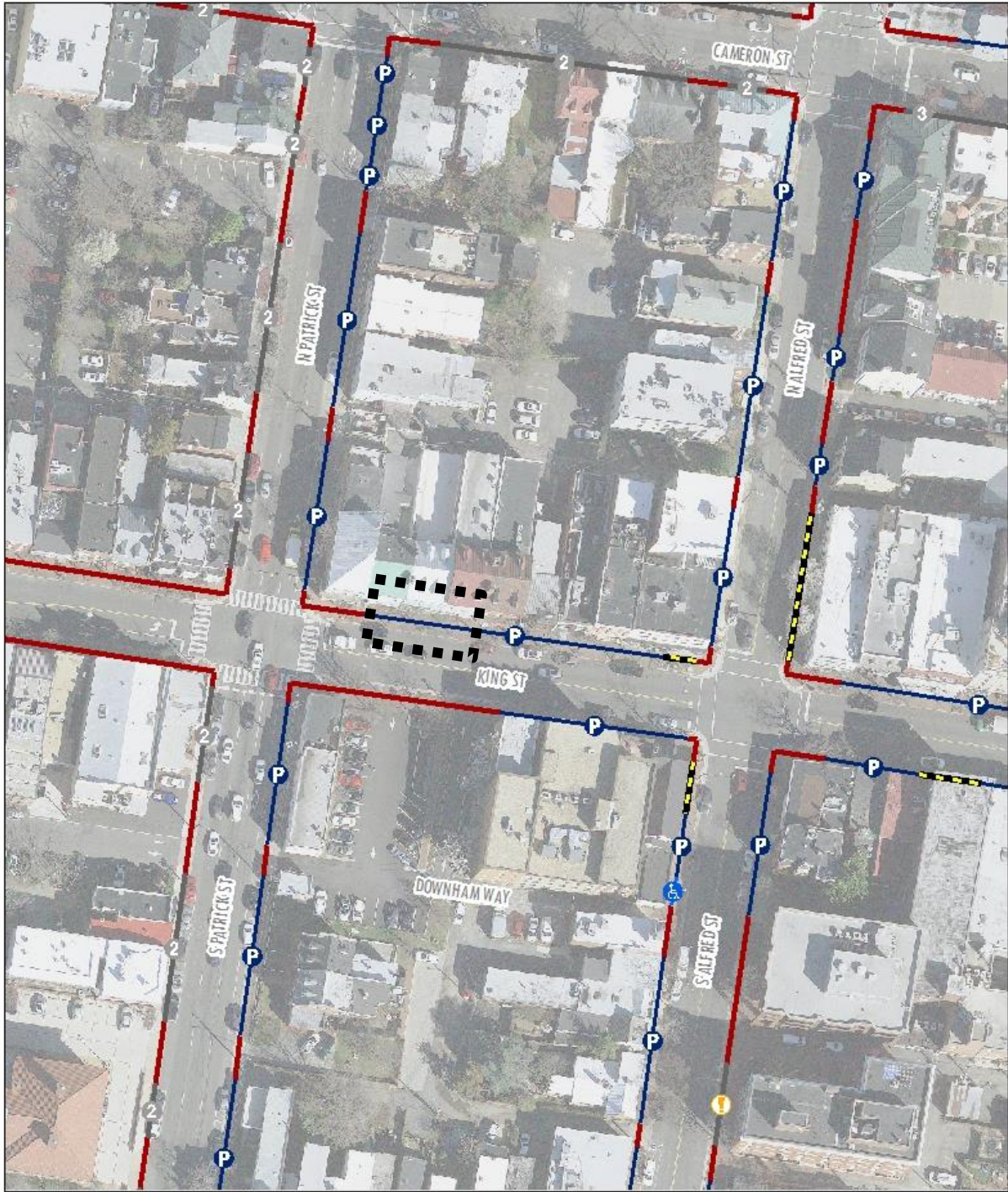
request 1:




to allow a loading zone of approximately 70 feet in the 900 king st. (WESTERN END) with the hours of 6:00 am, - 11:00 am, on monday - friday. the space would need to accommodate a tractor trailer for large deliveries of raw coffee beans & PAPER PRODUCTS. IN ORDER TO FACILITATE our deliveries AND KEEP large vehicles OUT OF THE TRAFFIC FLOW, WE ASK THAT THE ZONE BE LOCATED FROM THE EXISTING BUS STOP NEAR THE CORNER OF N. PATRICK & KING STREETS AND RUN 70' EAST TO THE TREE WELL IN FRONT OF 915 KING. THIS LOADING ZONE WOULD FACILITATE LOADING FOR SEVERAL ADJACENT BUSINESSES (10,000 VILLAGES @ 915 KING AND THE SACRED CIRCLE 919 KING) which CURRENTLY CANNOT BE SERVED BY THE NARROW DEAD END ALLEY DIRECTLY BEHIND THE BUILDINGS. (photo attached)

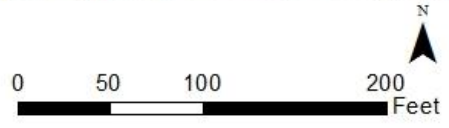
Thank you for your attention to this request. We look forward to working with the city to ensure our business does not impede traffic in the central business district.



Attachment 2: Location (Aerial)



-  Handicap
-  2 Hr Restricted Parking
-  Loading Zone
-  Pay to Park
-  No Parking



Attachment 3: Location (Streetview)



Looking west toward North Patrick Street



Looking east toward North Alfred Street

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 22, 2019

DOCKET ITEM: #9

ISSUE: Consideration of a request to relocate and change the hours of a loading zone on the unit block of Prince Street

REQUESTED BY: Misha's Coffee

LOCATION: 6 Prince Street (new location)

STAFF RECOMMENDATION: The Board recommendations to the Director of T&ES to:

1. Remove the existing loading zone on the south side of the west end of the unit block of Prince Street; and
2. Install "No Parking, Loading Zone" restrictions from 6AM-11AM, Monday-Friday, for the 70 feet of parking on the south side of Prince Street just west of Strand Street.

BACKGROUND: Misha's Coffee is currently located in a building on the 100 block of South Patrick Street. Misha's is opening a new location near the waterfront. The waterfront location is at 6 Prince Street, which is on the south side of the block between Strand Street and South Union Street. This retail space was previously occupied by a gemstone store.

DISCUSSION: Misha's will receive deliveries of coffee beans and paper products during the morning hours. There is a small alley behind the business, but it is not conducive to loading. To provide space for deliveries, Misha's is requesting a loading zone near their new location (Attachment 1). These spaces are currently 3-hour metered parking from 8AM-9PM, Monday-Saturday.

There is a 2-3 space loading zone in front of 10 Prince Street that restricts parking to loading activities from 8AM-5PM Mon-Fri. These restrictions have been in place for over 10 years and prior to the renovations to the building the space is in front of. It's likely the space was requested by a previous user and not necessary to the law firm that currently exists at 10 Prince Street. From a functional perspective, relocating the loading zone to the end of the block allows for easier access by delivery vehicles and makes a loading space available to other commercial uses in the area such as Chadwicks, the Old Dominion Boat Club, and Big Wheels Bikes

Misha's is requesting limiting the loading zone hours to 6AM-11AM, Monday-Friday to minimize the impact to parking during afternoon and evening hours when parking is in higher

demand. The proposed loading zone would start east of the existing fire hydrant zone and extend 70 feet to the west to the business frontage (Attachments 2 and 3).

Staff supports this request since it provides a designated location for loading activities for Misha's and other commercial uses in the area to occur outside of the travel lane. In addition, the hours are appropriate for morning deliveries and minimizes the loss of parking to just these early hours. By relocating the existing loading zone and tightening the hours of the restriction, more metered parking is made available to the general public during the peak periods in the afternoon and evening hours.

OUTREACH: The applicant has indicated that they have talked with the adjacent businesses. Staff also notified the law firm at 10 Prince Street by email about the change to the loading zone in front of their business. Additionally, staff notified the Old Town Civic Association and the Chamber of Commerce about these proposals.

Attachment 1: Request

28 March, 2019 Loading zone requests

Alexandria Coffee Company, LLC trading
as Misha's Coffee

*323 N. Patrick st.
for – 6 PRINCE st. (future location)*

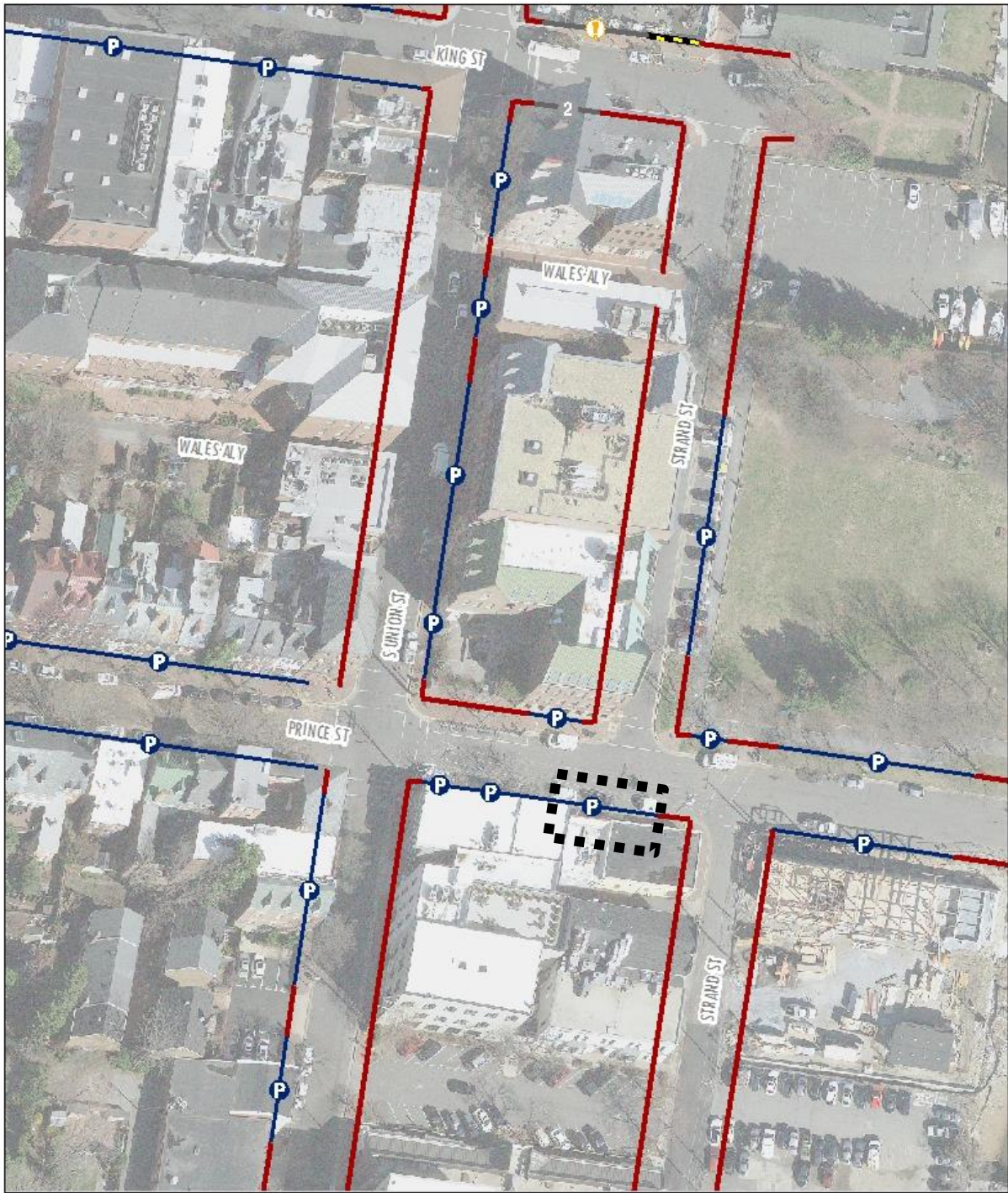
MISHA'S, A GOURMET AND WELL-KNOWN COFFEE SHOP,
CURRENTLY LOCATED AT 102 S. Patrick st is in the process of moving to a
new location at 917 king st as well as building out a new operation at 6 prince
st.

request 2:

to ALLOW A loading zone in the unit block of prince st to accommodate
deliveries with REDUCED hours AND days AS the current loading zone NEAR
THE CORNER OF UNION ST. our request is FOR the zone to include the
entrance to 6 PRINCE STREET AND RUN EAST TO THE CORNER OF THE
STRAND, (APPROXIMATELY 70') BUT WITH LIMITED DAYS OF
MONDAY-FRIDAY AND LIMITED HOURS OF 6:00AM – 11:00 AM. THE
DEAD END ALLEY BEHIND THE BUILDING IS CONGESTED WITH
DUMPSTERS AND IS NOT ADEQUATE FOR THE VOLUME OF
DELIVERIES WE ANTICIPATE. (photo attached)

Thank you for your attention to this request. We look forward to working with the
city to ensure our business does not impede traffic in the central business
district.

Attachment 2: Location (Aerial)



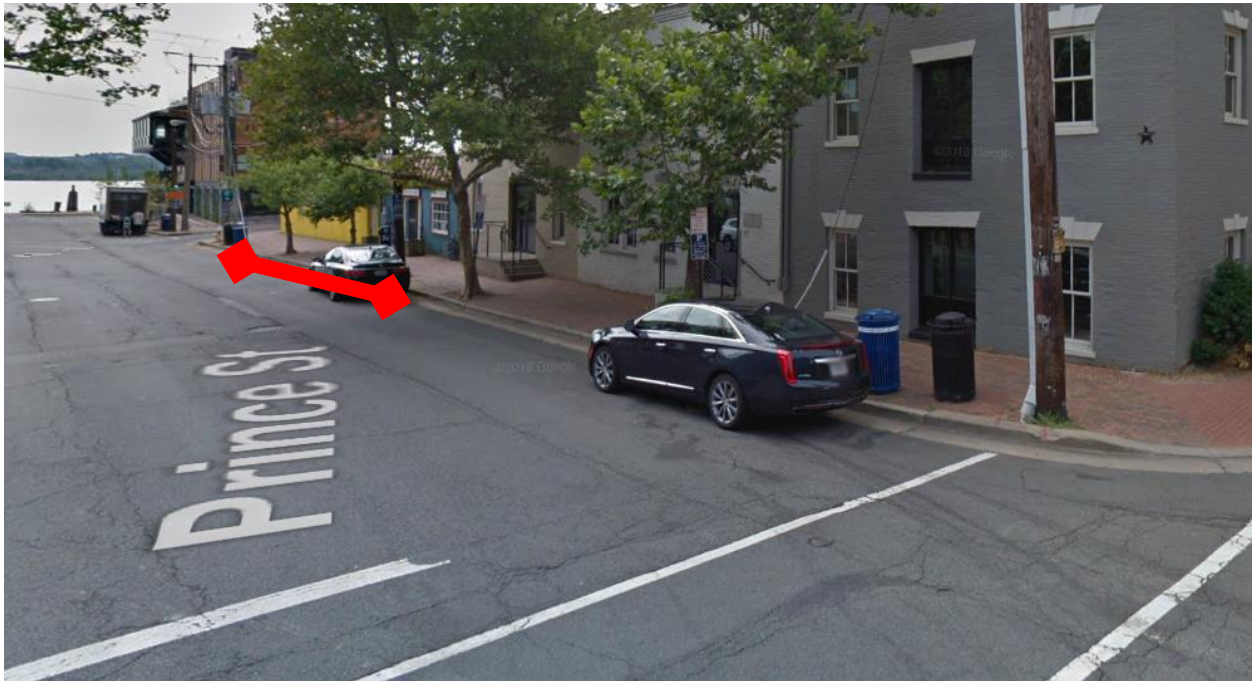
- Handicap
- 2 Hr Restricted Parking
- Loading Zone
- Pay to Park
- No Parking



Attachment 2: Location (Streetview)



Looking west toward South Union Street



Looking east toward Strand Street

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 22, 2019

DOCKET ITEM: #10

ISSUE: Consideration of policies regarding installing pay stations, alternative payment methods, and text size on program signage related to the Residential Pay by Phone program

REQUESTED BY: City of Alexandria

LOCATION: Special Parking District Area (east of Washington Street between Princess Street and Wolfe Street)

STAFF RECOMMENDATION: The Board recommends to the City Manager approval of the following program policies related to Residential Pay by Phone:

- 1) Allow pay by plate pay stations to be installed on or adjacent to non-residential properties within the program area if requested by a representative of the property with a petition signed by at least 25 supporters and approved by the Traffic and Parking Board.
- 2) Allow payment for on-street parking via pre-paid scratch-off vouchers on Residential Pay by Phone blocks.
- 3) Increase text size of the ParkMobile toll-free number and the location of the nearest pay station on program signage.

BACKGROUND: In November 2016, a pilot program was implemented that allowed the City to expand the pay by phone option previously only available on metered blocks to residential blocks. On March 16, 2019, City Council approved an ordinance (Attachment 1) to make the program permanent within the existing program area (the Special Parking District Area). City Council directed staff to explore (1) policy regarding placement of additional pay stations within the program area, (2) alternative payment methods for non-residential parkers on program blocks, and (3) modifications to the program signage to increase the text size, and to go before the Traffic and Parking Board with recommendations.

DISCUSSION:

Pay Stations

Under the existing program, pay stations are not installed on streets that implement the residential pay by phone program. Instead, parkers without a district permit who choose to park on the block can use the City's pay-by-phone app, ParkMobile, call the ParkMobile toll-free

number, or purchase a receipt from a meter on an adjacent block. Most residents in the program area were opposed to installing pay stations on residential blocks as part of the program. However, representatives and visitors of institutions like St. Paul's Episcopal Church on South Pitt Street have expressed that additional pay stations would facilitate on-street parking for their community, particularly for those who have difficulty using the existing payment options. Staff recommend allowing representatives of commercial or institutional properties to request installation of new pay stations on or adjacent to their properties within the residential pay by phone program area through a petition. Petitions signed by at least 25 supporters would be eligible to be brought to the Traffic and Parking Board for public hearing and recommendation, as is consistent with City Code Section 5-8-92. Transportation and Environmental Services Staff would work with the property owners and Historic Preservation staff on the placement of the pay stations.

The City currently has pay and display pay stations (issues receipt to display on dashboard) in Old Town and newer pay by plate pay stations (license plate is used at the pay station and no receipt is required to be displayed) in Carlyle. When the existing pay stations in Old Town are due for replacement in FY 2023, the City will consider replacing them with pay by plate models. Staff recommend using pay by plate pay stations on Residential Pay by Phone blocks, because they allow users to pay and not have to return to their vehicle and because the City is generally moving towards using the pay by plate model. Pay by plate pay stations could be configured to accept payment for vehicles on any residential pay by phone block and Parking Enforcement would be able to enforce the specific restrictions posted on each block. The cost to purchase and install pay stations is approximately \$5,500 each.

Staff recommends assessing the use of pay stations on residential pay by phone blocks one year after installation to determine if they are being utilized and if they should continue to be located within this area, or if pay stations could be relocated to serve the City in more appropriate locations. Staff proposes that if pay stations on residential pay by phone blocks are being used at a rate of 20% or less than that of pay stations on metered blocks, that consideration of relocation be brought before the Traffic and Parking Board.

Alternative Payment Methods

Based on feedback from City Council, the Commission on Aging, and the community, staff researched alternative payment options that could address concerns about users who do not have or do not want to use a cell phone for payment and/or have difficulty walking to a pay station on a nearby block to get a receipt. Staff identified two viable payment alternatives, described below.

1. *Pre-paid Parking Scratch-off Vouchers* – This method allows patrons planning to park on residential pay by phone blocks to purchase parking vouchers in advance at the same rate as meters (\$1.75/hour) in pre-paid increments such as 2 hours. Patrons scratch off the time and date when they begin parking and place the voucher on their dashboard for parking enforcement to check. An example of a scratch off voucher used in New Haven, CT is provided in Attachment 2. Parking vouchers could be sold at the Treasury window in City Hall, and other potential sale locations could be considered. This alternative payment method would be available to all users, and the proposed code amendment regarding “other authorized payment methods” would allow this method to be used. In a

letter to City Council dated March 15, 2019 (Attachment 3) the Commission on Aging recommended that staff explore the feasibility of prepaid vouchers.

2. *Senior Parking Permits for Use Only on Pay by Phone Blocks*– This method would allow senior residents in Alexandria over a certain age to apply to purchase an annual permit that would allow them to park only on Residential Pay by Phone blocks within the posted time limits without paying the hourly fees. While this is a legal option to pursue, this method would require further economic analysis into the appropriate up-front cost of a permit, eligible age and renewal options. Staff would also need to consider measures that would defend against abuse of a permit program, if adopted. Senior parking permits could be sold at the Treasury window in City Hall, and other potential sale locations or mail-in applications could be considered. An additional code section would be required to authorize this payment method.

Staff recommends moving forward with the pre-paid parking scratch-off voucher option. This option is available to all users, not just to a certain age groups or to City residents, and the code language is already in place to allow this payment method on Residential Pay by Phone blocks. This option is more straight-forward in terms of the cost to the user, as the cost would be the same per hour as paying at a pay station or through ParkMobile. Staff recognizes there is a risk that users may abuse this option by not scratching off the correct time in order to extend parking stays, however, staff believes this option is less likely to result in abuse than the senior parking permit option. Under the senior parking permit option, there is the risk of abuse by users who are not eligible for the program using vehicles with passes not assigned to them in order to avoid paying hourly fees.

Staff recommends assessing the sales of the pre-paid scratch-off vouchers in the Fall of 2020 to determine if the payment option is being utilized and should be continued. Staff propose that if parking vouchers are being sold at a rate of less than 50 vouchers per month, that they be discontinued payment option. The cost per pre-paid scratch-off parking voucher is estimated to be approximately \$0.60 per voucher.

Signage Text

City Council indicated that they would like to see larger text size for the ParkMobile toll-free number and the location of the nearest pay station on program signage. Staff developed a mark-up for new signage with larger text for this information that they recommend be installed to replace existing signage on residential pay by phone blocks. Attachment 3 shows the existing and proposed signage. Any blocks added to the program would have the proposed signage installed, and existing signage is proposed to be replaced with proposed signage by September 1, 2019.

OUTREACH: Public hearings were held on the Residential Pay by Phone ordinance at the Traffic and Parking Board on January 28, 2019 and at City Council meetings on February 23, 2019 and March 16, 2019. Staff met with representatives of St. Paul's Episcopal Church and the Commission on Aging to discuss questions and concerns regarding the program. An Enews was released informing residents of the approval of the ordinance to make the Residential Pay by Phone Program permanent and consideration of additional recommendations at the April Traffic

and Parking Board meeting. Staff also notified St. Paul's, the Commission on Aging, and the Old Town Civic Association about this proposal and the opportunity to provide comments.

Attachment 1: Residential Pay by Phone Ordinance

Sec. 5-8-84 - Pay by phone parking fee within a residential permit parking district.

- (a) Purpose. On residential blocks adjacent to metered areas, which are often occupied by vehicles belonging to non-residents of the district, a pay by phone parking fee may be implemented that requires non-residents of the district to pay to park on the block during the posted times. The provisions of this section shall expire on March 23, 2019.
- (b) Parking restrictions. Residential blocks with a pay by phone parking fee shall prohibit parking in designated areas by motor vehicles which do not display a valid parking permit for that district or have not submitted appropriate payment through either the pay by phone application referenced on the posted signage or a city parking meter.
 - (1) The hourly parking fee shall be consistent with the cost of a meter as established in section 5-8-93.
 - (2) The hours during which a parking fee is applicable shall be consistent with the existing posted hours of restriction. Changes to the posted hours shall be reviewed by the traffic and parking board pursuant to section 5-8-72(b).
- (c) Establishment. A pay by phone parking fee may be added to certain designated residential permit parking district blocks in accordance with the following criteria and procedures:
 - (1) The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.
 - (2) The block must be located within the Special Parking District Area.
 - (3) The area subject to parking fee must already be posted with residential parking restrictions.
 - (4) The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed by more than 50 percent of the residents of the block and submitted to the city manager.
 - (5) Upon receipt of a petition for a block meeting the criteria established above, the city manager shall direct staff to conduct a survey of the parking conditions on the block. The survey shall be taken during the hours of the existing residential parking restrictions. If staff observes that 75 percent or more of the available parking spaces on the block are occupied, the city manager shall forward the request to the traffic and parking board for its review and recommendation at a public hearing.
 - (6) If less than 75 percent of the available spaces are occupied, additional surveys may be made at other times of the day. If the surveys do not so demonstrate, the petition shall be deemed denied and no further action will be taken.
 - (7) Following the board's recommendation, the manager shall decide the petition and cause his decision to be implemented; provided that in the event the manager decides not to adopt the recommendation of the board or, whether or not in accord with the recommendation of the board, decides to deny the petition, he shall forward the petition, along with the board's recommendation and the reasons for his decision to city council which shall make the final decision on the petition. (Ord. No. 5044, 11/12/16, Sec. 1; Ord. No. 5202, 2/23/19, Sec. 1)

Attachment 2: Sample Pre-Paid Scratch-Off Parking Voucher

Adhesive Strip (will not print)

Scratch out the Year, Month and Date to validate this ticket. See reverse side for conditions of use.

 **CITY OF NEW HAVEN**
LONG TERM
PARKING VOUCHER \$8.00

Failure to clearly validate and scratch this voucher will be a violation.

YEAR: **2009** **2010** **2011**

MONTH: **JAN** **FEB** **MAR** **APR**
MAY **JUN** **JUL** **AUG**
SEP **OCT** **NOV** **DEC**

DATE: **1** **2** **3** **4** **5** **6**
7 **8** **9** **10** **11** **12** **13**
14 **15** **16** **17** **18** **19** **20**
21 **22** **23** **24** **25** **26** **27**
28 **29** **30** **31**

Warrant authorization of this voucher is a condition of application. Payment received will be processed to the full extent of the law.

 **023456**

Attachment 3

Letter from the Commission on Aging



**City of Alexandria, Virginia
Commission on Aging**

Division of Aging and Adult Services
Department of Community and Human Services
4401 Ford Avenue
Alexandria, Virginia 22302
703-746-5999
<http://alexandriava.gov/Aging>
daas@alexandriava.gov



March 15, 2019

Sent March 15, 2019 via email to City Clerk for Distribution to Addressees

RE: 3/18/2019 Docket Item #13-Pay by Phone Parking Fee within a Residential Permit Parking District

Dear Mayor Wilson, Vice Mayor Bennett-Parker and Members of City Council:

Unfortunately, I cannot be present at today's public hearing to present the position of the Commission on Aging (COA) regarding the Pay Parking by Phone Pilot Program. As a result, I am providing this letter, on behalf of members of the COA, for your careful consideration as you prepare to vote on a matter which will hopefully not only affirm the City's commitment to its core values but to its Age Friendly Plan which encourages us all to work collaboratively to find creative solutions designed to meet the needs of all residents.

We, members of the COA, continue to have concerns about the Residential Pay by Phone Pilot Program as it relates to older adults. These concerns did not dissipate after we were provided an updated courtesy briefing on March 4, 2019 by the Division of Transportation and Environmental Services (T&ES) staff. Consequently, on March 14, 2019, after much thoughtful discussion, the COA's position, simply stated, is as follows:

It is the position of the COA that City Council should consider the following with respect to the residential pay parking pilot program: (a) installing pay kiosks on every block with metered parking restrictions, (b) the feasibility of prepaid vouchers, and (c) options for making parking restrictions more uniform on all residential blocks.

We request that City Council consider the COA's position as it prepares to vote on the Residential Pay Phone Pilot Program tomorrow – March 16, 2019. Thank you for your consideration of COA's position and interest in pursuing equitable solutions for all residents, including older adults.

Respectfully,

Barbara (Babs) H. Waters
Chair, Commission on Aging

cc:
City Manager, Attn: Mr. Mark B. Jinks
Deputy City Manager: Ms. Emily Baker
Director, T&ES: Attn: Mr. Yon Lambert

Attachment 4
Program Signage



Existing Program Signage



Existing Program Signage



Proposed Program Signage

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 22, 2019

DOCKET ITEM: #11

ISSUE: Consideration of a request to temporarily revise the hourly and maximum rates for City Garages and Lots

REQUESTED BY: City Staff

LOCATION: City Garage and Surface Lot Parking Facilities in Old Town

STAFF RECOMMENDATION: The Board recommends to City Council supporting a resolution changing the evening and weekend hourly and maximum parking rates for City parking facilities in Old Town between Memorial Day and Labor Day of 2019.

BACKGROUND: The City owns and has a contractor operate four parking garages and three surface parking lots in Old Town. These are identified in the table below and the location is shown in Attachment 1. The hourly rate at these facilities is higher than the hourly rate at the nearby on-street meters, creating a disincentive to using off-street parking. These rates are summarized in the table below.

Facility Name	Location	Hourly Rate	Maximum Rate
Courthouse Garage	111 South Pitt Street	\$2.50/hr	\$10 Max until 5PM weekdays \$5 Max after 5PM weekdays and all day weekends
Market Square Garage	108 North Fairfax Street		
N Union Street Garage	220 North Union Street		
Thompson's Alley Garage	10 Thompson's Alley		
Cameron/St. Asaph Street Surface Lot	517 Cameron Street		
Henry Street Surface Lot	116 South Henry Street	\$2.50/hr	\$15 Max
Union Station Surface Lot	110 Callahan Drive		

With the upcoming Metro Platform Improvement Project that will shut down all Metro stations in the City during the summer, staff has been working the community to identify mitigation strategies. One such strategy recognizes there will be increases in the number of people driving to Old Town and seeks to encourage parking in off-street facilities rather than on-street and within the residential areas. To accomplish this, staff has proposed this change to the parking fees.

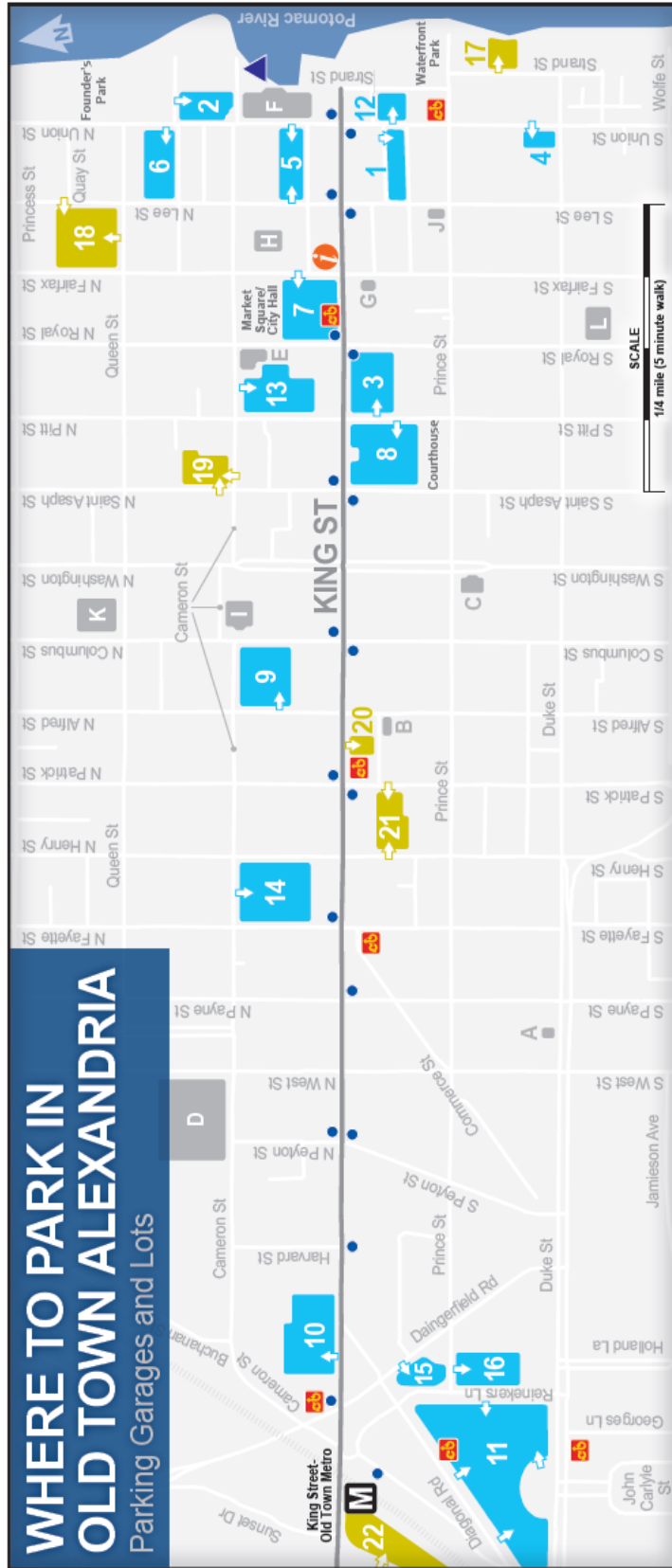
DISCUSSION: Metered parking is available near all of these garages and surface lots at the rate of \$1.75 per hour. Parking is permitted for 2 to 3 hours depending on the location. As this is less than the hourly rate in the garage, there is less incentive to park off-street. Between Memorial Day and Labor Day (the dates for the Platform Improvement Project and Metro shutdown), staff proposes lower rates in the evenings and weekends when these facilities have traditionally been less occupied. The proposed changes are as follows:

- All garages and surface lots except for the Courthouse Garage:
 - After 5PM weekdays and all day on weekends
 - Hourly Rate - \$1 per hour
 - Maximum Rate - \$2
 - Before 5PM weekdays – no changes to hourly or maximum rates
- Courthouse Garage:
 - After 5PM weekdays and all day on weekends - Maximum rate - \$1
 - Before 5PM weekdays – no changes to hourly or maximum rates

The rate is proposed to be lower at the Courthouse Garage than the others due to the lower occupancy rates at this garage and high capacity for parking. The low parking fee will hopefully entice parkers to this garage. Overall the reduced rates at all of the parking facilities will ideally encourage parkers to use off-street parking rather than search for metered parking or free parking in residential areas. Since this change is proposed to mitigate impacts of the Platform Improvement Project, the proposed change to the rates are only recommended from Memorial Day to Labor Day. After Labor Day, the current rate structure will return. However, this temporary change will allow staff to collect data on garage utilization and help inform future decisions about garage and surface lot pricing.

OUTREACH: Staff has coordinated with the Chamber of Commerce and will continue to partner with them to promote the reduced garage rates during the summer.

Attachment 1: Location of parking facilities



WHERE TO PARK IN OLD TOWN ALEXANDRIA

Parking Garages and Lots

Parking Entrances

Trolley/Bus Stops

Bikeshare

Area Attractions

Visitor Center

Water Taxi

Area Attractions

- A Freedom House Museum
- B Friendship Firehouse Museum
- C The Lyceum
- D Durant Center/Jefferson Houston Elementary School
- E Gadsby's Tavern & Museum
- F Torpedo Factory Art Center
- G Stabler-Leadbeater Apothecary Museum
- H Carlyle House
- I Christ Church
- J Athenaeum
- K Barrett Library
- L The Basilica of Saint Mary

703.746.HELP
www.alexandriava.gov/parking
 Rates as of January 2018

- ### Parking Garages
- 1 S. Union St Garage | 115 S. Union St | \$10 flat rate, overnight parking available (additional cost may apply)
 - 2 Thompson's Alley Garage | 10 Thompson's Alley | \$2.50/hr (\$10 daily max, \$5 evening/weekend max), overnight parking available (additional cost may apply)
 - 3 The Alexandrian Hotel Garage | 104 S. Pitt St | \$16 flat rate, overnight parking available (additional cost may apply)
 - 4 Solo Garage | 225 S. Union St | \$7 flat rate
 - 5 Torpedo Factory Garage | 102 N. Union St | \$7/hr (\$14 daily max)
 - 6 N. Union St Garage | 220 N. Union St | \$2.50/hr (\$10 daily max, \$5 evening/weekend max)
 - 7 Market Square Garage | 108 N. Fairfax St | \$2.50/hr (\$10 daily max, \$5 evening/weekend max)
 - 8 Courthouse Square Garage | 111 S. Pitt St | \$2.50/hr (\$10 daily max, \$5 evening/weekend max)
 - 9 N. Alfred St Garage | 117 N. Alfred St | \$5/hr (\$25 daily max, \$10 evening max)
 - 10 Hillton Hotel Garage | 1767 King St | \$6/hr (daily max \$14)
 - 11 King St Station Garage | 1800 Diagonal Rd | \$9/hr (\$18 daily max, \$8 evening/weekend max)
 - 12 The Strand Building Garage | 110 S. Union St | \$10 flat rate, evening and weekend hours only
 - 13 Tavern Square Garage | 418 Cameron St | \$5/hr (\$13 daily max, \$5 evening/weekend Max), closed Sunday
 - 14 King St Garage | 1150 Cameron St | \$6/hr (daily max \$14), closed weekends
 - 15 Diagonal Rd Garage | 1700 Diagonal Rd | \$6/hr (daily max \$14), closed weekends
 - 16 Edmundson Plaza Garage | 1701 Duke St | \$9/hr (daily max \$16), closed weekends

- ### Surface Parking Lots
- 17 The Strand Lot | 206 Strand St | \$5-10 flat rate
 - 18 Queen/M. Lee Lot | 300 N. Lee St | \$5 flat rate, evening/weekend hours only
 - 19 Cameron/St. Asaph Lot | 517 Cameron St | \$2.50/hr (\$10 daily max, \$5 evening/weekend max)
 - 20 King St Lot | 920 King St | \$1.75/hr (3 hour max time)
 - 21 Henny/Patrick Lot | 116 S. Henry St | \$2.50/hr (\$10 daily max, \$5 evening/weekend max)
 - 22 Union Station | 110 Callahan Dr | \$2.50/hr (\$15 daily max)

On-street parking is also available at metered spaces along King St and most side streets (\$1.75/hr for max of 2 or 3 hours). Please refer to specific restrictions on the signage for more details.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 22, 2019

DOCKET ITEM: #12

ISSUE: Consideration of a request to prohibit parking in the right lane of the westbound Braddock Road approach to Russell Road.

REQUESTED BY: City of Alexandria

LOCATION: 100 block of West Braddock Road

STAFF RECOMMENDATION: The Board recommends removing parking on the north side of West Braddock Road between Russell Road and the first driveway to the TES Director.

BACKGROUND: In October 2009, the Traffic and Parking Board approve replacing the westbound Braddock Road travel lane between Alexandria Avenue and Ruffner Road with a bicycle lane. This was done to provide cyclists with a climbing lane up the Braddock Road hill. When this change was made the two westbound Braddock Road approach lanes to this intersection were never changed.

DISCUSSION: Staff has been receiving complaints concerning the westbound Braddock Road approach to Russell Road since the Braddock Road bicycle lane was added. There are two westbound approach lanes and effectively only one departure lane. If two vehicles attempt to go straight through the intersection there is some confusion between drivers over who has the right of way. The approach lanes were left unmarked to provide options to go around left turning vehicles and maximize intersection capacity. To clear up the confusion, staff is proposing designating the left approach lane as left-turn only and designating the right lane as a shared thru/right lane. The right lane has No Turn on Red restrictions so the proposed change will not impact right turns on red. There are no parking restrictions in the right lane restricting parking in this travel lane. Usually no cars park in the right lane except when the Community Praise Church holds services some in the congregation utilize this area for parking.

OUTREACH: Staff contacted the Community Praise Church located on the north-west corner of the intersection.

Attachment 1: Proposed parking removal



Attachment 2: Street view



City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 22, 2019

DOCKET ITEM: #13

ISSUE: Consideration of a request to modify the Polk Avenue and North Latham Street intersection by:

- a. Prohibiting parking within the intersection on North Latham Street's northbound side
- b. Preliminary approving to install an All-Way Stop control at a given time deemed appropriate by the Director of T&ES during the MacArthur at Taney Project.

REQUESTED BY: City of Alexandria

LOCATION: Polk Avenue and N. Latham Street Intersection

STAFF RECOMMENDATION: The Board recommends to the Director of T&ES:

1. Prohibiting parking on the east side of North Latham Street within the intersection of North Latham Street and Polk Avenue.
2. Authorize the installation of an All-Way Stop control once deemed appropriate by the Director of T&ES.

BACKGROUND: Anticipated in August 2020, the MacArthur to Taney Project plans to relocate MacArthur Elementary School students to Patrick Henry Elementary School during the MacArthur Elementary School's renovation.

DISCUSSION: The purpose of this request is largely due to the potential increase in traffic created by relocating the MacArthur students to Patrick Henry Elementary school.

Per the residents' request, the City of Alexandria's Traffic Engineering Staff conducted a Stop Sign Warrant Analysis for the Polk Avenue and North Latham Street intersection. In accordance with the Federal Highway Association's Manual of Uniform Traffic Control (MUTCD), an analysis must be conducted to ensure additional stop signs within the intersection are warranted. This analysis includes a review of existing intersection's characteristics, traffic volume assessment, and reviewing the reported collision history within the intersection.

Based on staff's findings, an All-Way Stop control at the Polk Avenue and N. Latham Street intersection is not warranted. The intersection's does not appear to create significant safety concerns. Although, on-street parking may slightly obstruct sight distance coming from Polk Avenue, it appears motorists on N. Latham Street have enough sight distance to react and slow down when introduced to a vehicle within the intersection. This is supported by the lack of reported collisions. Typically, an All-Way Stop control has similar or minimal difference in traffic volume for all approaches. The Polk Avenue approach is significantly lower than the volume on North Latham Street, which does not meet the criteria set in the MUTCD. The traffic volume assessment also did not show when left-turn vehicles are introduced, a significant delay occurs within the intersection. In addition, the pedestrian volume threshold was not met to install additional stop signs.

To improve intersection operations, staff recommends removing parking within the intersection on N. Latham Street's northbound side. This would require the existing No Parking sign on the northbound side to be moved 20 feet north of the Polk Avenue intersection.

Although, the intersection does not meet warrants, the potential increase in traffic brought on by the additional students from McArthur Elementary School may result in growing concern from residents and school patrons. An All-Way Stop may address these pending concerns, and in which case, may be deemed an appropriate measure. At that time, an expedited action may be necessary.

The City of Alexandria's Traffic Engineering staff and the Director of T&ES will continue to monitor this intersection once the MacArthur to Taney Project is underway to determine if or when an All-Way Stop control is deemed appropriate.

Attachments:

Attachment 1: Staff Memo of All-Way Stop Control Analysis: Polk Ave and N. Latham St

Attachment 2: Aerial Image of Intersection and Street View from Polk Avenue

Attachment 3: 12-hour Intersection Turning Movement Count

Attachment 4: Student Drop-off Vehicle Queue

Attachment 5: Proposed Parking Restriction.

Attachment 1:

MEMORANDUM

DATE: April 11, 2019
TO: Bob Garbacz, P.E. Division Chief
FROM: Ryan Knight, P.E. Civil Engineer IV
SUBJECT: All Way Stop Warrant Analysis

ISSUE: Consideration of a request to install All-Way Stop control at the intersection of Polk Avenue and N. Latham Street.

APPLICANT: Alexandria City Public Schools

LOCATION: Intersection of Polk Avenue and N. Latham Street.

STAFF RECOMMENDATION: Staff does not recommend an All-Way Stop installation at this time

DISCUSSION:

The purpose of this request is largely due to the potential increase in traffic due to the additional students from MacArthur Elementary School to Patrick Henry Elementary school during MacArthur Elementary School's renovation.

Staff acknowledged the request and studied the intersection. In accordance with FHWA's MUTCD guidance, the following criteria were analyzed to determine if an All-Way Stop Control is warranted:

A. *Interim Measure:*

Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

A Traffic Signal is not being considered at this location. This warrant is not met.

B. *Crash History:*

All-way stop controls may be justified if there are five or more reported crashes in a 12-month period that are susceptible to correction by all-way stop controls.

This intersection has no reported crashes during the past five years so all-way stop signs would not be justified based on the crash experience.

C. Minimum Volumes (100%):

1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour (VPH) for any 8 hours of the average day; and*
2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in items 1 and 2.*

The traffic volumes are significantly lower than the minimum volumes listed above so all-way stop signs would not be justified based on the traffic volumes.

D. Minimum Volumes (80%)

Where no single criterion is satisfied, but where Criteria B, A.1, and A.2 are all satisfied to 80 percent of the minimum values. Criterion A.3 is excluded from this condition.

Reducing the crash and volume requirements to 80 percent still does not justify installing all-way stop control.

Additional Guidance:

1. *The need to control left-turn conflicts:*

Left turn conflicts are not a problem at this intersection, so the criterion is not satisfied.

2. *The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.*

Pedestrian volumes are low at this intersection, so the pedestrian conflict criterion is not satisfied.

3. *Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.*

The sight distance at this location is adequate so the criterion is not met.

4. *An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.*

This criterion is not met.

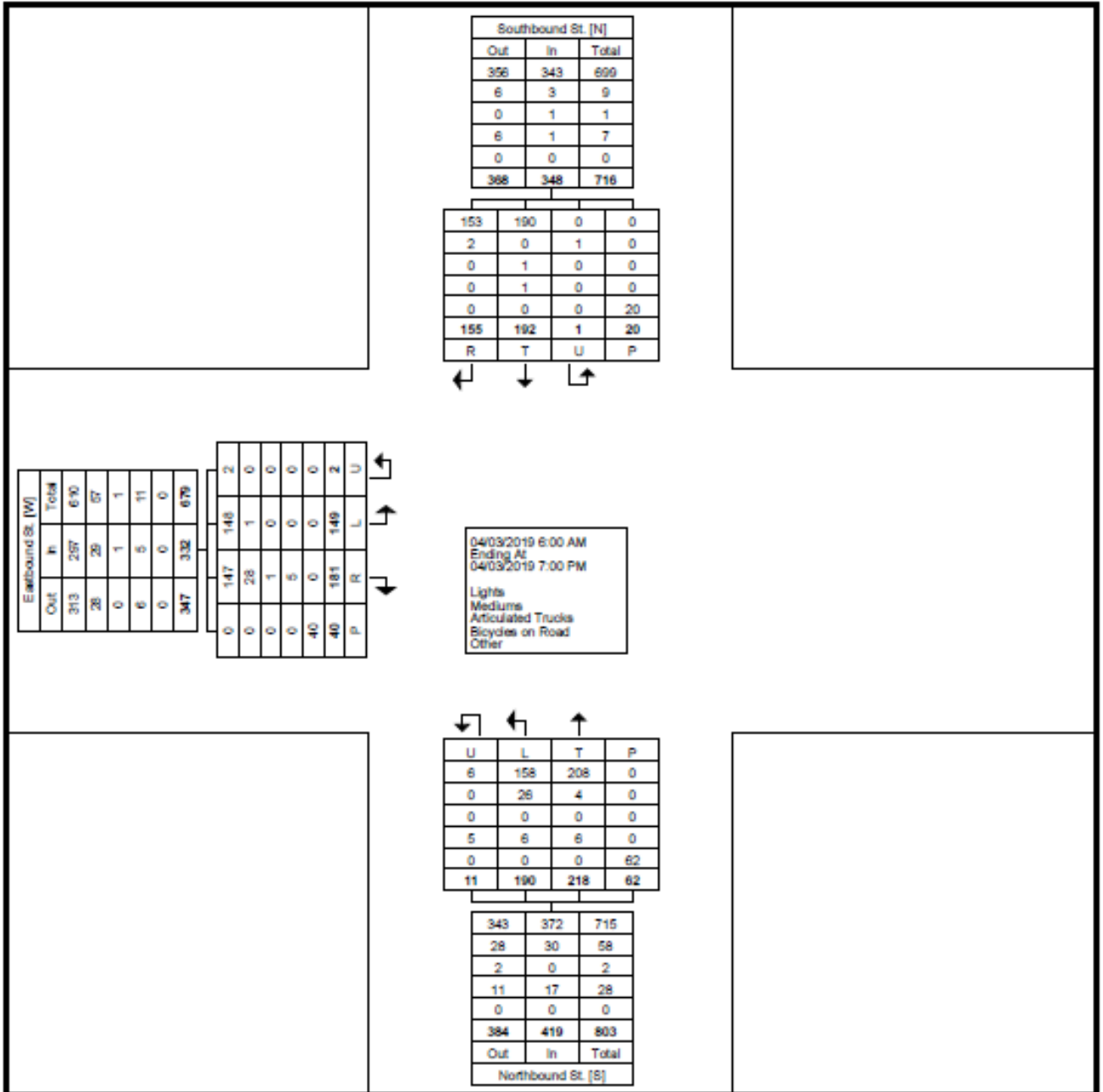
RECOMMENDATIONS:

Based on our findings, an All-Way Stop control at the Polk Avenue and N. Latham Street intersection is not deemed warranted at this time.

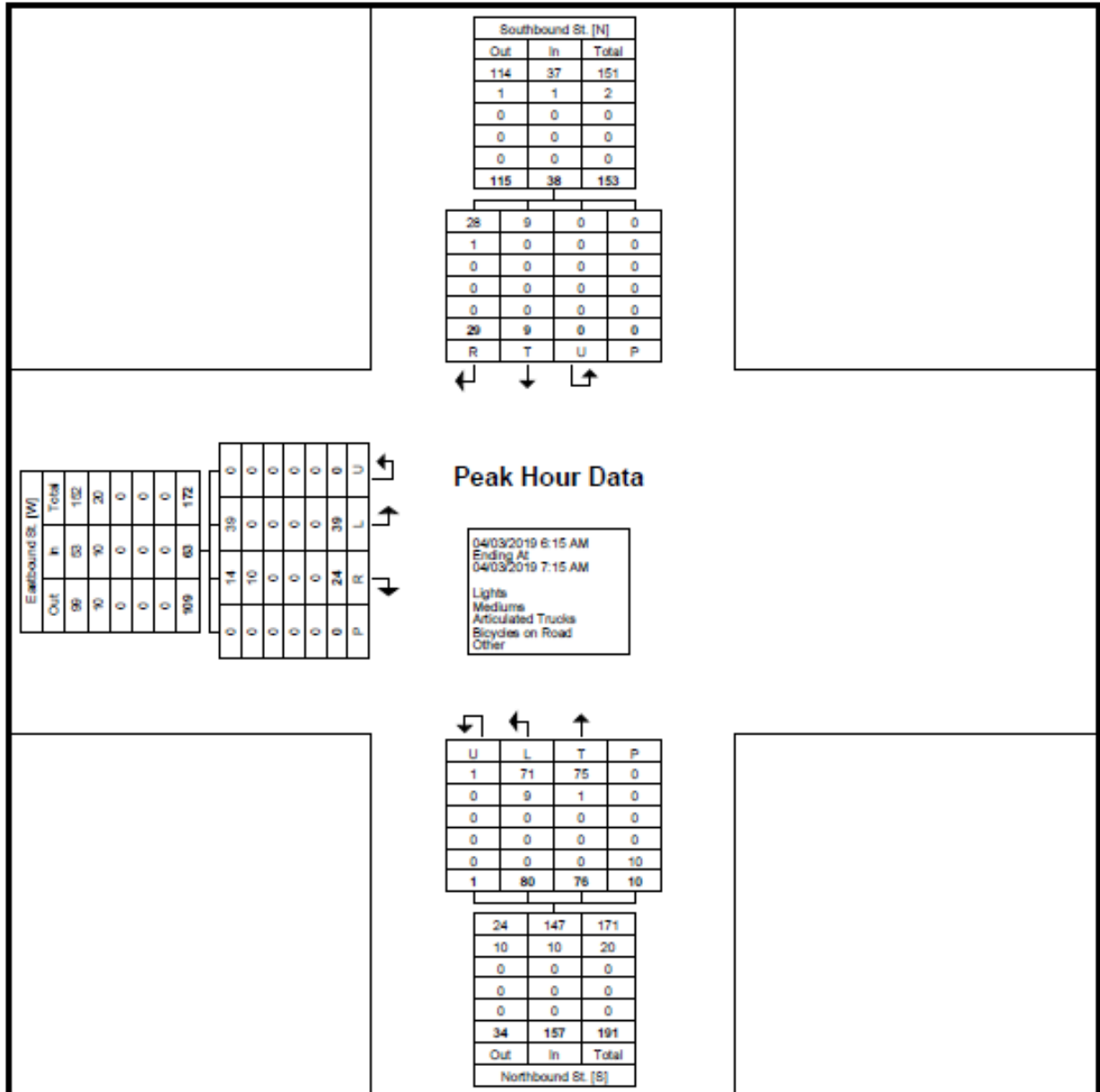
Attachment 2: Aerial View and Street View



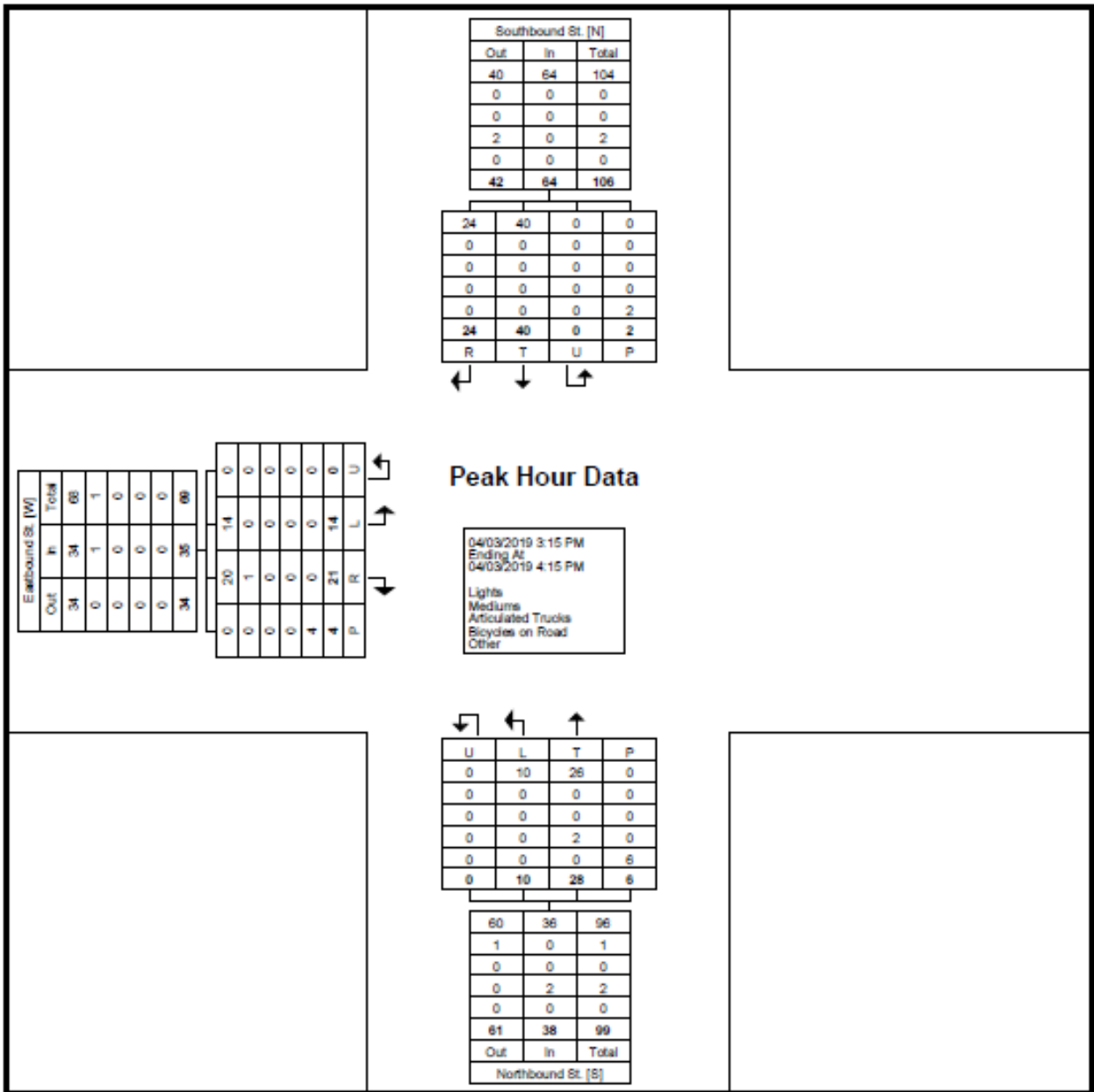
Attachment 3: 12-hour Intersection Turning Movement Count



Turning Movement Data Plot



Turning Movement Peak Hour Data Plot (6:15 AM)



Turning Movement Peak Hour Data Plot (3:15 PM)

Attachment 4: Student Drop-off Vehicle Queue



Attachment 5: Proposed No Parking within Intersection

