

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, JULY 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 June 24, 2019 Traffic and Parking Board meeting minutes.
3. Written Staff Updates - None
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: (1) install meters on the 1100 block of Main Line Boulevard; and, (2) establish new meter rates and hours on Main Line Boulevard.
6. **ISSUE:** Consideration of a request to: (1) install meters to Hooffs Run Drive; and, (2) establish new meter rates and hours on Hooffs Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 800 block of John Carlyle Street.

**PUBLIC HEARING**

7. **ISSUE:** Consideration of a request to amend City Code Section 5-8-93 to allow for metered parking sessions of longer than four hours.
8. **ISSUE:** Consideration of a request to amend City Code Section 10-4-8 to continue to allow residents to apply for exemptions to the 72-hour rule.
9. **ISSUE:** Consideration of a request to temporarily remove approximately nine on-street parking spaces along Potomac Greens Drive for Potomac Yard Construction.

**STAFF UPDATES:**

10. None

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, JUNE 24, 2019, 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
COUNCIL CHAMBERS**

**MINUTES**

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

**BOARD MEMBERS ABSENT:** Randy Cole, Jason Osborne

**STAFF MEMBERS PRESENT:** Yon Lambert, Director of TE&S, Hillary Orr, Deputy Director, Bob Garbacz, Division Chief of Traffic Engineering, Christopher Ziemann, Division of Transportation Planning, Katye North, Division Chief of Mobility Services, Christine Mayeur, Complete Street Program Manager, Alex Carroll, Urban Planner III, Alex Block, Principal Planner and Cuong Nguyen, Civil Engineer II.

11. Announcement of deferrals and withdrawals: None
12. Approval of the April 22, 2019 Traffic and Parking Board meeting minutes: Ms. Tucker made a motion, seconded by Mr. Lewis to approve the minutes of the May 20, 2019 Traffic and Parking Board meeting. The motion carried unanimously.
13. Staff Written Updates: None
14. **PUBLIC DISCUSSION PERIOD**  
No one from the public spoke

**CONSENT CALENDAR**

**BOARD ACTION:** Ms. Tucker made a motion, seconded by Mr. Kane to approve item numbers 5, 6, 7 and 8 in the consent calendar. The motion carried unanimously.

15. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the 500 block of Cameron Street.
16. **ISSUE:** Consideration of a request to designate a disability parking space at 1622 Preston Rd.
17. **ISSUE:** Consideration of a request to (1) expand the boundaries of Residential Permit Parking District 4 to include the west side of the 400 block of South Payne Street, the north side of the 1300 block of Wilkes Street, and the west side of the 400 block of South West Street and (2) add 3-hour, 8AM to 5PM, Monday through Friday, residential restrictions to those streets.

- 18. ISSUE:** Consideration of a request to install a pay station on the 200 block of South Pitt Street near St Paul's Episcopal Church.

## **PUBLIC HEARING**

- 19. ISSUE:** Consideration of a request to implement the following operational changes to Seminary Road between North Howard Street and North Quaker Lane:
- Eliminate a travel lane in the eastbound direction on Seminary Road between St Stephen's Road and Zabriskie Drive
  - Install a pedestrian HAWK signal at two locations:
    - On Seminary Road at Chapel Hill Drive
    - On Seminary Road between St Stephens Road and Fort Williams Parkway

**DISCUSSION:** Ms. Mayeur presented the item to the Board and stated the goal of the project was to reconfigure Seminary Road to serve all modes of travel. She provided an overview of the project, options considered and community outreach. Ms. Mayeur indicated that the City was requesting the Board provide recommendations on the proposed Lane Reduction between St Stephens Road to Zabriskie Drive and the installation of two Hawk Signals.

The Board inquired about the project development process specifically the public outreach efforts. There was also concern about the section of Seminary Road between Howard Street and I-395 which was not included in the project because of the uncertainty about the future of the I-395 HOV ramp designation. The Board was concerned that the Fire Department's comments may not have been fully addressed and sought reassurance from staff.

**PUBLIC TESTIMONY:** The following 68 people spoke concerning the Seminary Road Complete Streets project: Mr. Knight, Ms. Knight, Mr. Murphy, Mr. Landerkin, Ms. Liu, Ms. Strauss, Mr. Kathpal, Ms. Freelance, Mr. Frank, Ms. Strauss, Ms. Boettcher, Ms. Roth, Mr. Hart, Ms. O'Day, Ms. Jacob, Ms. Kerwin, Ms. Michaelis, Mr. Michaelis, Ms. Michaelis (daughter), Mr. Bibler, Ms. Porter, Mr. Pool, Mr. DesJardins, Ms. Golden, Ms. McAfree, Mr. Goodman, Mr. Isbell, Mr. McKenzie, Mr. Goff, Mr. Mathes, Mr. Bloten, Mr. Allgood, Mr. Notis, Mr. Cregan, Mr. Trencheny, Ms. Roushkolb, Mr. Durkin, Ms. Vanman, Ms. Schroeder, Ms. Durkin, Mr. Durkin, Ms. Cook, Ms. Flinn, Ms. Meter, Ms. Alia, Mr. Curtis, Mr. Doxle, Ms. Jenkins, Mr. Watson, Mr. Toal, Ms. McKaren, Ms. Boes, Mr. Norman, Mr. Kolion, Mr. Putzu, Mr. Benavage, Ms. Clark, Mr. Dowling, Ms. Flemming, Ms. Burns, Mr. Curri, Mr. Eiffert, Ms. Pauljon, Mr. Durham, Ms. Griglione, Ms. Knoles, Ms. Johnson, and Ms. Vogel.

Two-thirds of those who spoke indicated they were opposed to staff's recommendation and supported bike lanes and a reduction in motor vehicle

lanes on Seminary Road. The remaining third mostly wanted to maintain the current lane configuration

**BOARD ACTION:**

Mr. Beekman made a motion, seconded by Mr. Kane to approve option 3 (reduce Seminary Road to two travel lanes, include a center left turn lane and buffered bike lanes) with further discussion with the Fire Department. The motion failed with Mr. Beekman and Mr. Kane voting in the affirmative and Mr. Schuyler, Mr. Lewis and Ms. Tucker voting in opposition to the motion.

Mr. Lewis made a motion, seconded by Ms. Tucker to approve maintaining a four lane Seminary Road cross section within the project boundaries and install HAWK traffic signals at Chapel Hill Road, and between St Stephens Street and Fort Williams Parkway. The motion carried with Mr. Schuyler, Mr. Lewis and Ms. Tucker voting in the affirmative, Mr. Kane and Mr. Beekman voting in opposition to the motion.

**STAFF UPDATES:**

None

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 22, 2019

**DOCKET ITEM:** 5

**ISSUE:** Consideration of a request to: (1) install meters on the 1100 block of Main Line Boulevard; and (2) establish new meter rates and hours on Main Line Boulevard.

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**REQUESTED BY:** Transportation and Environmental Services Staff

**LOCATION:** 1100 block of Main Line Boulevard

**STAFF RECOMMENDATION:** That the Board:

1. Makes a recommendation to City Manager to install meters on Main Line Boulevard.
2. Makes a recommendation to City Council to establish a \$1.00/hour parking meter rate with a maximum \$5.00 all-day rate on Main Line Boulevard with meter hours Monday-Friday, 8AM-6PM and no maximum time limit.

**BACKGROUND:** The 1100 block of Main Line Boulevard is located between the Braddock Road Metrorail Station and George Washington Middle School (Attachment 1) south of East Glendale Avenue. The parking on this block is currently unmetered and unrestricted. This block accommodates approximately 40 spaces. As this is one of the few unrestricted blocks in the area and is very close to the Braddock Metro Station, this block typically has high occupancy and low turnover during the week, likely a result of commuter parking.

In December 2018, the City Council approved an amendment to the City Code that included changes to the process for adding new meters and establishing meter rates. Proposals for new meters can be reviewed by the Board at a public hearing for a recommendation to the City Manager. Regarding meter rates, the City Code was updated to allow the City Council to approve meter rates by resolution. This allows for different meter rates structures to be approved in different locations, rather than the standard \$1.75 per hour rate.

In February 2017, staff brought forward a proposal to add two-hour parking restrictions on this block to address commuter parking issues. At that time, the Board did not support the proposal and recommended staff return to the Board later if parking conditions worsened. This block continues to be used for commuter parking, which increases traffic in this neighborhood. Since the City Code was amended to allow for more flexibility in the meter hours, staff identified this

block as an area for all day metered parking in order to better manage the parking in the neighborhood.

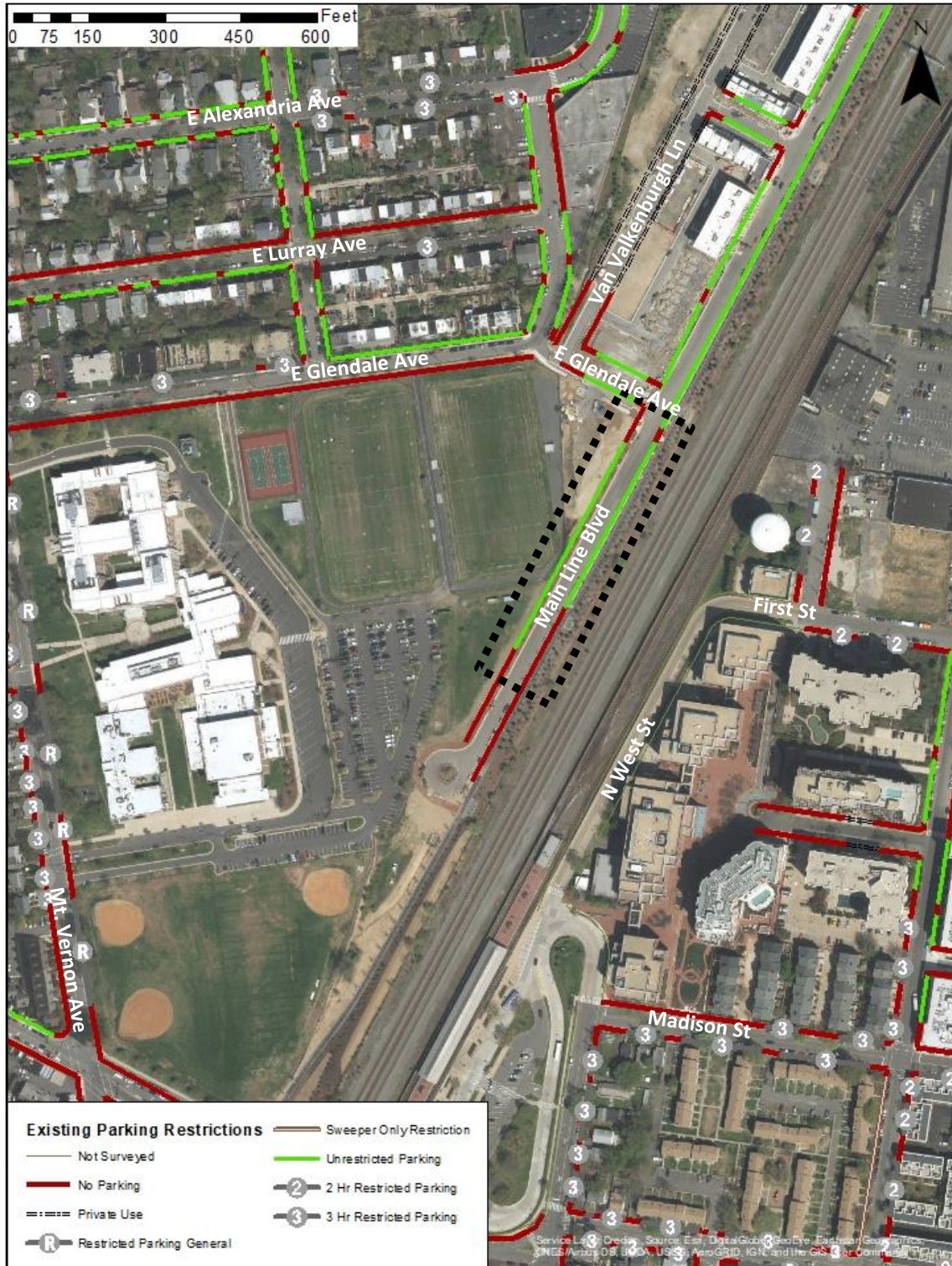
**DISCUSSION:** Staff recommends installing meters and establishing new meter rates on Mainline Boulevard in order to better manage on-street parking demand on this block. This block of Main Line Boulevard has high parking occupancy and is often used by commuters using the Braddock Metrorail Station. Adding meters is expected to help manage demand of on-street parking. A total of three pay stations would be required to cover both sides of the block. At approximately \$5,500 per pay station, the total cost would be approximately \$16,500.

Introducing an all-day meter rate may make these spaces more attractive to commuters or others desiring long term parking and therefore better utilized. Staff will monitor utilization of this block and nearby blocks to determine if the rates need further adjustment.

City Code allows a maximum meter time limit of four hours. However, staff is working on removing the four-hour limit to allow all day meter rates at this location as well as on Jamieson Avenue near the Carlyle area, and potentially other locations in the future.

**OUTREACH:** Staff informed the Porter Del Ray and the Potomac Yard Homeowners Association of the proposed meters and public hearing and had not heard anything at the time of this memo. Staff also informed Alexandria City Public Schools (ACPS) and Recreation, Parks, and Cultural Activities (RP&CA). Both indicated that the meters would not have significant impacts on their programming in the area.

**ATTACHMENT 1: LOCATION (AERIAL)**  
**1100 Block of Main Line Boulevard**



**ATTACHMENT 2: LOCATION (STREETVIEW)**



*Main Line Blvd looking south*



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 22, 2019

**DOCKET ITEM:** 6

**ISSUE:** Consideration of a request to: (1) install meters to Hooffs Run Drive; and (2) establish new meter rates and hours on Hooffs Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 800 block of John Carlyle Street.

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**REQUESTED BY:** Transportation and Environmental Services Staff

**LOCATION:** Hooff's Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 800 block of John Carlyle Street.

**STAFF RECOMMENDATION:** That the Board:

1. Makes a recommendation to City Manager to install meters to Hooff's Run Drive.
2. Makes a recommendation to City Council to establish a \$1.00/hour parking meter rate Monday through Friday from 8:00AM to 6:00PM for the:
  - a. 300 block of Hooff's Run Drive;
  - b. 1800 block of Limerick Street;
  - c. 800 block of Eisenhower Park Drive;
  - d. 800 block of Bartholomew Street;
  - e. 1800 block of Savoy Street; and
  - f. 800 block of John Carlyle Street.

**BACKGROUND:** Hooffs Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 800 block of John Carlyle Street are in the Carlyle/Eisenhower East neighborhood of Alexandria south of Eisenhower Avenue (Attachment 1). The streets are in the vicinity of the U.S. Patent and Trademark Office, the Carlyle Corner shopping center, several multi-family buildings, and an athletic field at AlexRenew.

Limerick Street (~16 spaces), Eisenhower Park Drive (~6 spaces), Bartholomew Street (currently no parking, but spaces will be added when the development on the east side of the street is built), Savoy Street (~5 spaces), and the 800 block of John Carlyle Street (~8 spaces) are currently metered at a rate of \$1.75 per hour, which is the standard meter rate for all meters in the City.

The hours of metered parking for these blocks is a maximum of 2 hours, 8AM-9PM, Monday-Saturday. On-street parking on these streets is underutilized.

In 2016, the Board reviewed a request to add on-street parking to Hooff's Run Drive. This street initially had four travel lanes, but it was converted to two travel lanes with on-street parking in order to provide more parking for the athletic field at AlexRenew. On-street parking restrictions were also added to allow for 2-hour parking restrictions from 8AM-9PM, Monday-Saturday. This block accommodates approximately 35 spaces. As this is one of the few unmetered blocks in the neighborhood, Hooff's Run Drive typically has high occupancy and low turnover.

In December 2018, City Council approved an amendment to the City Code that included changes to the process for adding new meters and establishing meter rates. Proposals for new meters can now be reviewed by the Board at a public hearing for a recommendation to the City Manager. Regarding meter rates, the City Code was updated to allow the City Council to approve meter rates by resolution. This allows for different meter rate structures to be approved in different locations, rather than the standard \$1.75 per hour rate that is currently in place.

**DISCUSSION:** Staff recommends installing meters on Hooff's Run Drive and establishing new meter rates on Hooff's Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 800 block of John Carlyle Street to better manage on-street parking demand.

Hooff's Run Drive is one of the few streets in the area that is not metered. Vehicles often park beyond the 2-hour posted limit on Hooff's Run Drive. Adding meters is expected to help balance demand and turnover of on-street parking. A total of three pay stations would be required to cover both sides of the block. At approximately \$5,500 per pay station, the total cost would be approximately \$16,500.

There are also two areas signed for Police parking only on the west side of the block, with approximately two spaces each for a total of four spaces. The Police Department and Sheriff have indicated these spaces are not needed for their staff. Staff recommends transitioning those spaces to general meter parking consistent with what is proposed for the rest of the block.

Because on-street parking on Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 800 block of John Carlyle Street is underutilized, staff recommends a different meter rate. For consistency, staff recommends these changes be applied to the new meters on Hooff's Run Drive as well. Staff proposes reducing the hourly parking rate from \$1.75 to \$1.00. Because the on-street spaces on Hooff's Run Drive are utilized by attendees of the athletic field at AlexRenew, Recreation, Parks, and Cultural Activities (RP&CA) staff requested that meter hours not interfere with field programming on weekday nights and Saturdays. Therefore, staff recommend meter hours from 8AM-6PM, Monday through Friday and a time limit of 2 hours Monday through Saturday 8AM-6PM, with no meter fees on Saturdays.

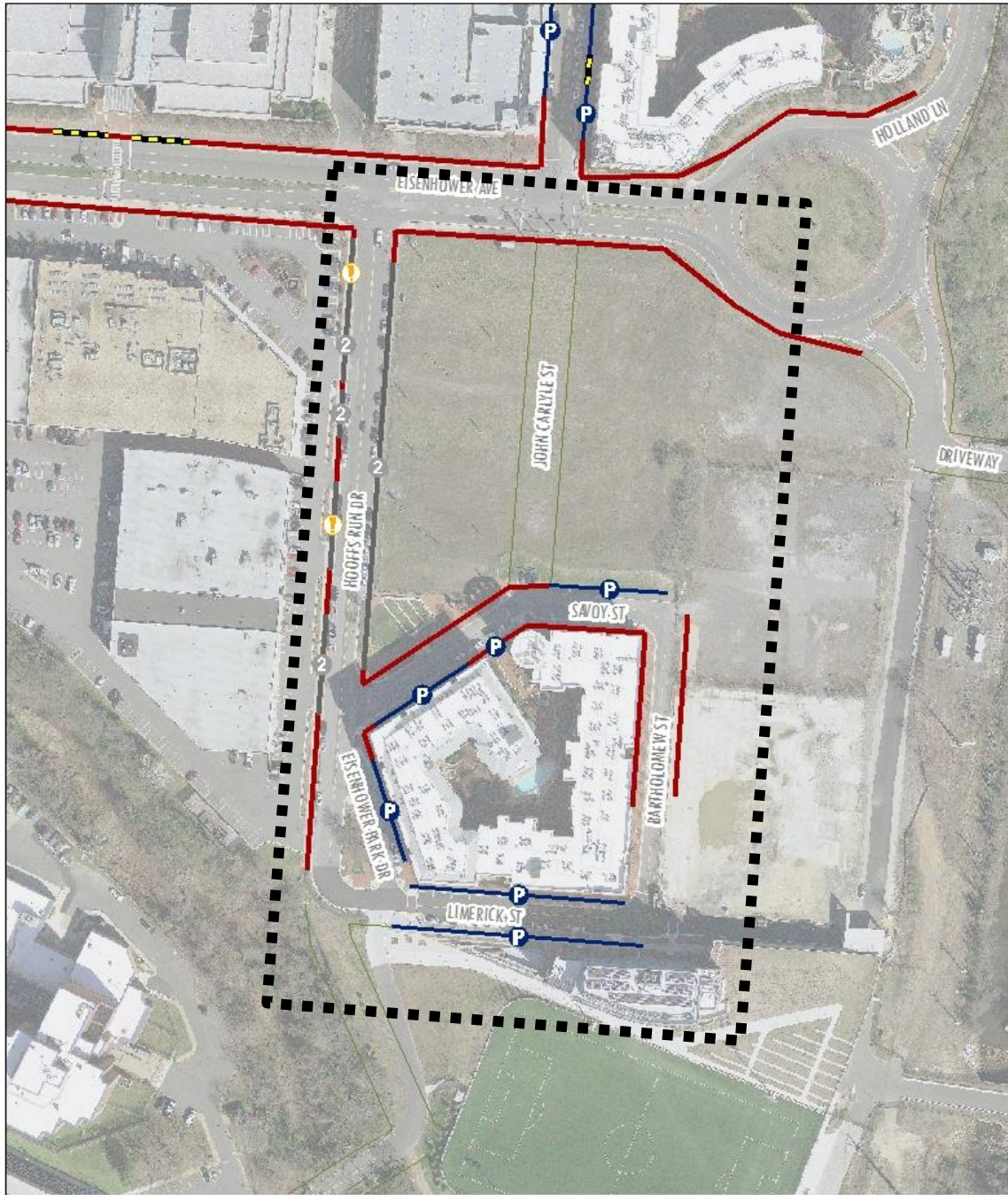
Most of the uses near these streets have off-street parking available, which in some cases is free to patrons. Therefore, the demand for short term parking to support the commercial uses is not

as high as other areas with meters. However, removal of meters and parking restrictions would result in full blocks as seen in the past on other unrestricted streets near Carlyle. Reducing the meter rate at these spaces may make them more attractive and better utilized. Staff will monitor utilization of these blocks to determine if the rates need to be further adjusted to encourage utilization.

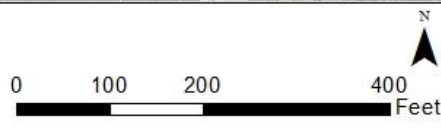
**OUTREACH:** Staff contacted surrounding property owners in the area including the Carlyle Community Council, the 800 Carlyle apartment building, AlexRenew, Lost Boy Cidery, and Carlyle Corner regarding the proposed meter changes and have not heard back. In addition, staff coordinated with Recreation, Parks, and Cultural Activities (RP&CA) staff to share this information with users of the athletic field. The change to meter rates and addition of new meter blocks was generally discussed during the most recent budget process.

**ATTACHMENT 1: LOCATION (AERIAL)**

*Hooffs Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 800 block of John Carlyle Street*



-  Loading Zone
-  No Parking
-  Pay to Park
-  Special Restriction
-  2 Hr Restricted Parking



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 22, 2019

**DOCKET ITEM:** #7

**ISSUE:** Consideration of a request to amend City Code Section 5-8-93 to allow for metered parking sessions of longer than four hours.

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**REQUESTED BY:** Transportation and Environmental Services Staff

**LOCATION:** Citywide

**STAFF RECOMMENDATION:** That the Board makes a recommendation to the City Council to amend the City Code to allow for maximum parking meter times of more than four hours.

**BACKGROUND:** In May 2016, the Traffic and Parking Board recommended a code amendment that included flexibility for maximum time limits for parking meters. At the time, the code specified maximum time limits of either 20 minutes, two hours, three hours, or four hours in some zones. At that time, the section was simplified to simply “not exceed” four hours, the longest time limit specified.

In December 2018, the City Council approved an amendment to the City Code that included changes to the process for adding new meters and establishing meter time limits and rates. Proposals for new meters can be reviewed by the Board at a public hearing for a recommendation to the City Manager. Regarding meter hours and rates, the City Code was updated to allow the City Council to approve meter hours and rates by resolution. This allows for different meter rate structures to be approved in different locations, rather than the standard \$1.75 per hour rate.

**DISCUSSION:** City Code Section 5-8-93 (b) currently requires that maximum time limit for metered parking not exceed four hours. This limitation precludes using metered parking in places suitable for all-day paid parking.

The updated language will remove the four-hour limit (see Attachment 1). Time limits for metered parking would still require a Council resolution; This is consistent with the preceding Section 5-8-92 (a) (2), which states that the “maximum time limit of the meters shall be determined by resolution of the city council.”

Several metered parking locations are suitable for maximum parking durations longer than four hours. One such location is the 1400-1600 blocks of Jamieson, Avenue where meters have not

been well utilized. In April 2019, the Traffic and Parking Board approved a \$1.00 hourly rate for the 1400-1600 blocks of Jamieson, as well as a maximum all-day rate of \$5.00. Allowing for longer parking spans may encourage better use.

**OUTREACH:** The proposed change is general and does not address a specific location, so no groups were notified. The public hearing at the Traffic and Parking Board and City Council will serve as opportunities for public input. In the future when changes are proposed for specific locations outreach will be done.

## **ATTACHMENT 1: PROPOSED CITY CODE AMENDMENT**

Sec. 5-8-93 - Parking meters; hours and days of operation; maximum time limits; rates.

(a) (1) The parking meters established by section 5-8-92 of this code, shall be operated every day of the week except Sundays and federal holidays. The city manager may designate additional days when meters, including specific meters in an identified location, shall not be in operation.

(2) The daily hours of operation and maximum time limit of the meters shall be determined by resolution of the city council.

(b) The maximum time limit for parking in any space shall be set forth on the meter for that space, ~~and shall not exceed four hours~~, subject to the provisions of subsection (a) above.

(c) The parking meter rate shall be set by resolution by city council. The applicable rate shall be payable in such increments as provided at the applicable meter or pay station.

(d) As used in this article, the phrase parking meter shall be deemed to include a parking pay station for multiple parking spaces, and all provisions applicable to parking meters shall apply to parking pay stations when meters are replaced by parking pay stations.

(Code 1963, Sec. 22-124, as amended by Ord. No. 2529, 11/25/80, Sec. 2; Ord. No. 2761, 1/26/83, Sec. 1; Ord. No. 2804, 5/14/83, Sec. 1; Ord. No. 3129, 5/27/86, Sec. 5; Ord. No. 3233, 9/22/87, Sec. 2; Ord. No. 3574, 5/16/92, Sec. 4; Ord. No. 3600, 11/14/92, Sec. 2; Ord. No. 4415, 6/21/05, Sec. 2; Ord. No. 4535, 5/5/08, Sec. 1; Ord. No. 4593, 5/16/09, Sec. 1; Ord. No. 4675, 6/12/10, Sec. 1; Ord. No. 4684, 11/13/10, Sec. 1; Ord. No. 4872, 5/1/14, Sec. 1; Ord. No. 4958, 6/13/15, Sec. 1; Ord. No. 4970, 10/17/15, Sec. 1; Ord. No. 4859, 2/22/14, Sec. 3; Ord. No. 5020, 6/18/16, Sec. 1; Ord. No. 5185, 12/15/18, Sec. 1)

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 22, 2019

**DOCKET ITEM:** 8

**ISSUE:** Consideration of a request to amend City Code Section 10-4-8 to continue to allow residents to apply for exemptions to the 72-hour rule.

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**REQUESTED BY:** City of Alexandria

**LOCATION:** Citywide

**STAFF RECOMMENDATION:** The Board recommends the City Council approve an amendment to the City Code to continue the 72-hour rule exemption with proposed modifications.

**BACKGROUND:** Per Alexandria [City Code Section 10-4-8](#), no vehicle may park in a given space on a public street for a period of more than 72 consecutive hours. The rule, known as the “72-hour rule”, applies to everyone, even residents parking in front of their homes or residents with parking permit stickers.

In 2017, the City undertook a comprehensive review of the 72-rule to determine if it should be eliminated or modified. In May of 2017, City Council approved keeping the 72-hour rule, but creating a pilot program to allow exemptions. Through this pilot, residents who need 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) and up to four exemptions are allowed per calendar year.

City Council approved the pilot program until November 1, 2019. As discussed below, staff evaluated community feedback, exemption usage data, and feedback from Parking Enforcement to develop recommendations on the program.

**DISCUSSION:** The continuation and modification of the 72-hour rule exemption will require an amendment to the City Code, as it was initially approved as a pilot program through November 1, 2019. After a recommendation by the Traffic and Parking Board, this amendment will be reviewed by the City Council. Below is a summary of the pilot program evaluation and the proposed recommendations for continuation and modifications to the program. Attachment 1 provides the proposed amendment to the City Code to make the program permanent.

## **Program Evaluation**

Staff issued a questionnaire on the 72-hour rule exemption from May 3 to May 19, 2019 and received 800 responses. A summary of the questionnaire is provided in Attachment 2. Most respondents (89%) indicated that they supported allowing exemptions to the 72-hour rule. When asked how many exemptions per year a vehicle should be eligible for, the average answer was eight, and when asked how many days a vehicle should be eligible to be exempt for, the average answer was 22 days. About 16% of questionnaire respondents indicated they had applied for a 72-hour exemption, and the remainder had not.

In addition to the online questionnaire, staff received feedback from residents via phone calls and emails. Several residents who contacted staff did not support the 72-hour rule itself and would like staff and City Council to reconsider the rule. Feedback heard from residents on the 72-hour rule included that residents who pay City taxes should not be penalized for parking on City streets, that the rule spurred disagreements between neighbors, and that it promotes otherwise unnecessary vehicle usage by requiring residents to drive their vehicles periodically. Staff informed the residents that continuing or eliminating the 72-hour rule was evaluated in 2017 and the result of that review was to maintain the rule with an option for an exemption. The purpose of this most recent review was solely to evaluate the exemption process.

Staff reviewed the exemption usage and found that on average, about 22 residents apply for 72-hour exemptions per month. Staff found that 6 out of 393 vehicles that have applied for exemptions reached the maximum number of four exemptions per year allowed by Code.

Finally, Parking Enforcement provided feedback that they were generally supportive of the 72-hour rule, but that they would like the exemption information to be more directly integrated with their handheld enforcement devices. Parking Enforcement Officers felt that expanding the duration of exemptions beyond the existing 14 days would make monitoring the vehicles more difficult and recommended not extending this duration.

## **Recommendations**

Based on this evaluation, staff recommends removing the November 1, 2019 expiration from the 72-hour rule exemption code in order to make it a permanent program. Staff also recommends increasing the number of allowed exemptions per vehicle per year from four to five based on feedback from the community. However, because very few vehicles reach the current four exemption maximum, staff does not recommend increasing it further. Additionally, T&ES staff recommend working with IT staff to identify if there is a more streamlined way to share the 72-hour exemption information with Parking Enforcement.

**OUTREACH:** Staff notified all users who had previously applied for a 72-hour rule exemption of the online questionnaire. They published eNews regarding the questionnaire and regarding the Traffic and Parking Board public hearing on the proposed program recommendation and code amendment.



## ATTACHEMENT 1: DRAFT ORDINANCE 72-HOUR RULE

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~~ **five** 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)

**Attachment 2**  
**72-Hour Exemption Questionnaire Results Summary**

Attachment 2

# 72-hour Rule Exemption Evaluation Questionnaire

Monday, May 20, 2019

Powered by  SurveyMonkey

# 800

Total Responses

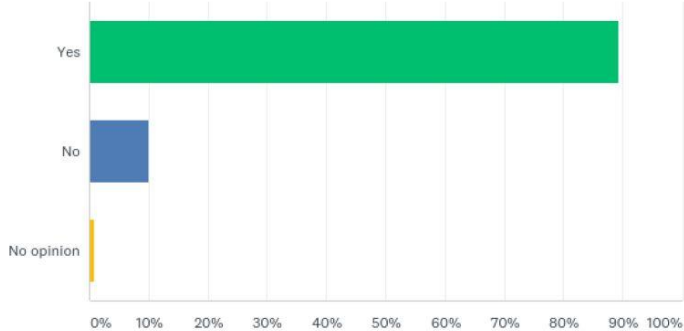
Open Friday, May 3 through Sunday, May 19

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Powered by  SurveyMonkey

# Q1: Do you support the City allowing exemptions to the 72-hour rule for residents through an online application?

Answered: 794 Skipped: 6



Powered by SurveyMonkey

# Q1: Do you support the City allowing exemptions to the 72-hour rule for residents through an online application?

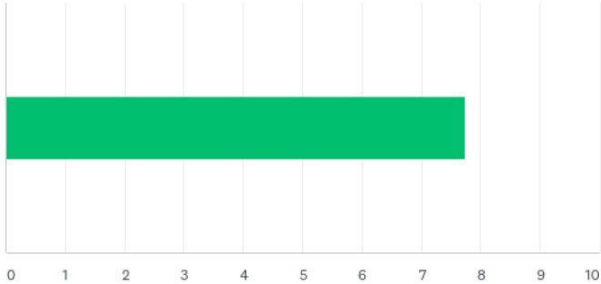
Answered: 794 Skipped: 6

ANSWER CHOICES	RESPONSES	
Yes	89.29%	709
No	9.95%	79
No opinion	0.76%	6
TOTAL		794

Powered by SurveyMonkey

**Q2: Under the pilot program, vehicles are eligible for up to four exemptions from the 72-hour rule in a calendar year. How many exemptions in a calendar year do you think should be allowed per vehicle?**

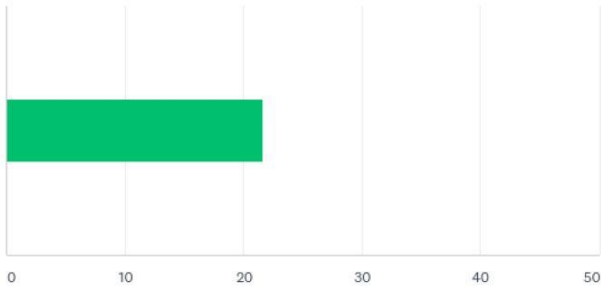
Answered: 771 Skipped: 29



Powered by SurveyMonkey

**Q3: Under the pilot program, vehicles are eligible for exemptions to park on the street for up to 14 days. How many days of parking do you think exemptions should allow?**

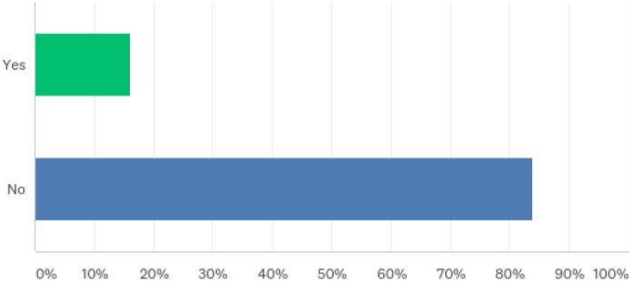
Answered: 766 Skipped: 34



Powered by SurveyMonkey

### Q4: Have you applied for a 72-hour exemption?

Answered: 781 Skipped: 19



Powered by SurveyMonkey

### Q4: Have you applied for a 72-hour exemption?

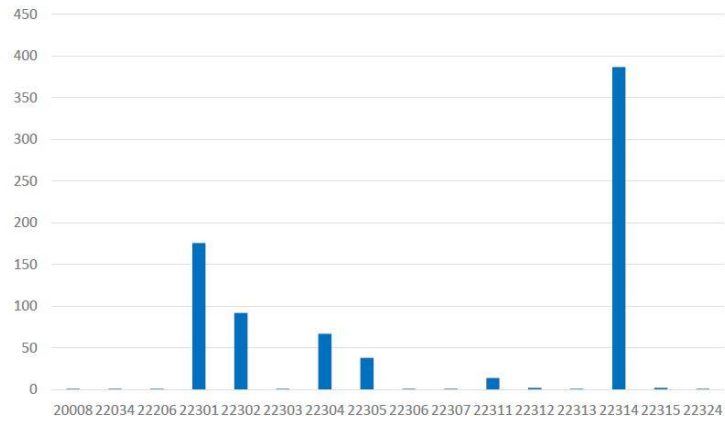
Answered: 781 Skipped: 19

ANSWER CHOICES	RESPONSES	
Yes	16.13%	126
No	83.87%	655
TOTAL		781

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## Q5: Please provide your zip code

Answered: 786 Skipped: 14



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 22, 2019

**DOCKET ITEM:** #9

**ISSUE:** Consideration of a request to temporarily remove approximately nine on-street parking spaces along Potomac Greens Drive.

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**REQUESTED BY:** Department of Project Implementation

**LOCATION:** 1690 Potomac Greens Drive

**STAFF RECOMMENDATION:** That the Board makes a recommendation to the Director of T&ES to temporarily remove approximately nine on-street parking spaces in the 1600 block of Potomac Greens Drive for the duration of the construction of the Potomac Yard Metrorail Station (approximately three years).

**BACKGROUND:** The area adjacent to the tennis courts at 1690 Potomac Greens Drive will be used by the Washington Metropolitan Area Transit Authority's (WMATA) contractor to access construction trailers and a portion of the construction site for the Potomac Yard Metrorail Station. The elimination of parking in this area is being proposed for safety (Attachment 1). Construction vehicles will be entering and exiting from this access road. The construction vehicles require additional area to safely perform turning movements from Potomac Greens Drive onto the access road. Removal of the on-street parking spaces improves sight distance and maneuvering space for larger construction vehicles.

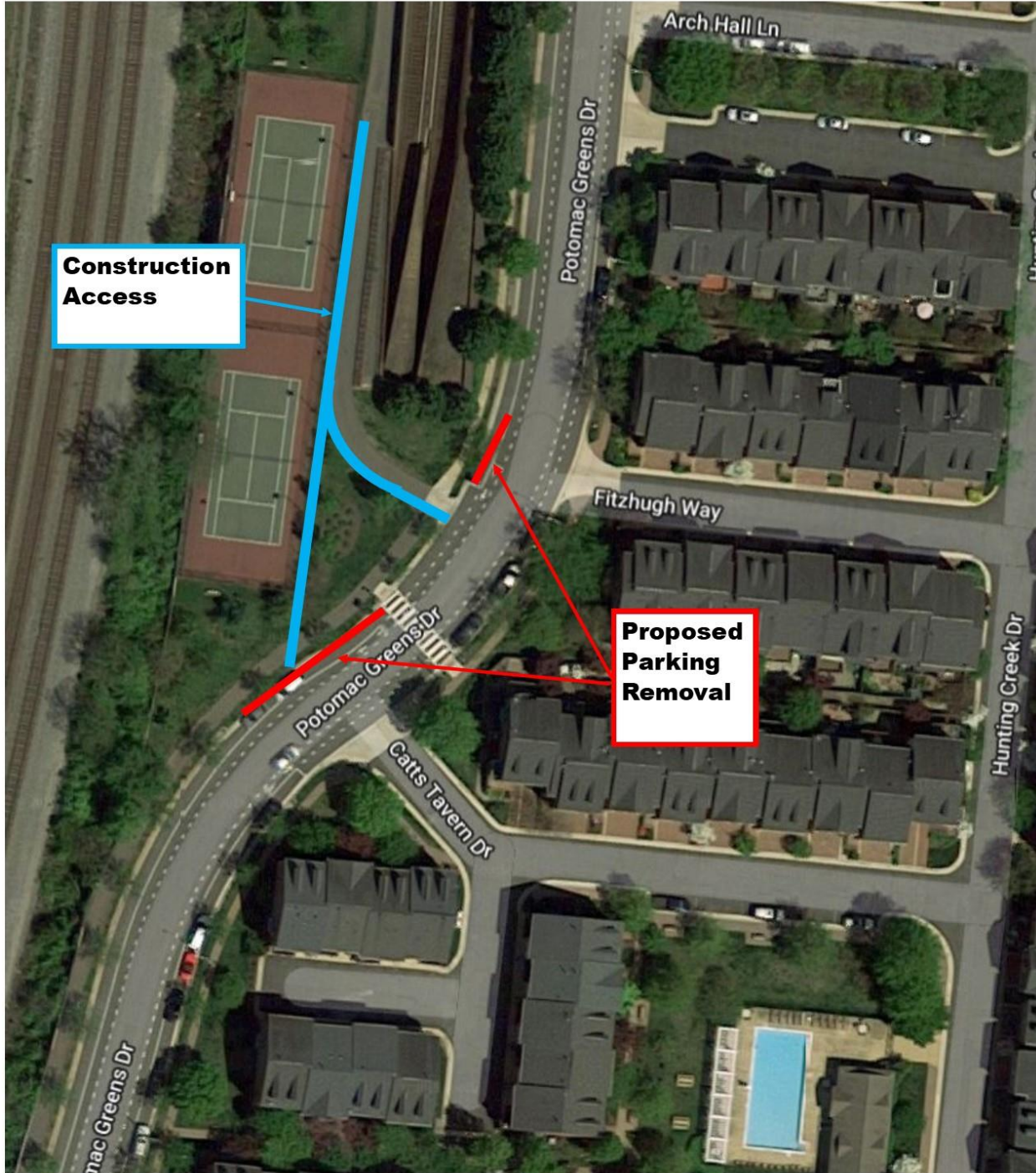
**DISCUSSION:** The WMATA contractor has submitted a proposed maintenance of traffic (MOT) plan (Attachment 2) which depicts the access route to their construction trailer area and construction site. The geometry of Potomac Greens Drive warrants the removal of approximately nine on-street parking spaces in the area adjacent to the community tennis courts and tot lot. The tennis courts and tot lot will be closed during the project so there will be less demand for parking. The removal of the noted parking spaces will provide for the reduction in blind spots, increased visibility, and improved safety for the traveling public, both vehicles and pedestrians. The elimination of these parking spaces will be maintained throughout the duration of the construction of the Potomac Yard Metrorail Station (approximately three years). Once the contractor restores the tennis courts and tot lot, the parking in this area will be reinstated.

**OUTREACH:** This Plan was presented to the Potomac Yard Metrorail Group (PYMIG), on which members of the Potomac Greens Home Owners Association and Old Towns Greens have representatives. The PYMIG was concerned over the loss of parking and inquired why the

removal of the spaces were needed. No additional questions or concerns were raised. Staff did re-confirm the spaces would be returned once the project was completed.



**ATTCHMENT 1: PROPOSED PARKING REMOVAL**



# ATTACHMENT 2: MAINTENANCE OF TRAFFIC PLAN

