



Old Town Area Parking Study Work Group Meeting
<http://alexandriava.gov/ParkingStudies#OldTownStudy>
July 17, 2012

Work Group Attendees

Aimee Houghton	Jon Gosling	Andrew Blair	Bert Ely
Rob Kaufman	Mark Abramson	Nate Macek	
Charlie Banta	Mark Feldheim	Peter Pennington	<u>Absent</u>
Heidi Ford	Marsha Wright	Charlotte Hall	Mollie Danforth
John Hassett	Merrie Morris	Jody Manor	

City Staff Attendees

Abi Lerner
Barbara Ross
Faye Dastgheib
Karen Callaham
Nancy Williams

Citizen Count

8

Call to Order

The meeting was called to order at 5:35 pm by Abi Lerner. Abi gave a brief overview of themes and goals to be discussed during the upcoming meetings. Work Group members introduced themselves and indicated the organization they represent.

Purpose of Meeting

Abi informed the group tonight's meeting will focus on residential permit parking strategies, implications, collected data regarding car ownership and percentages of residents holding RPPP stickers and background into what other jurisdictions' parking initiatives are at other jurisdictions.

stated that the meeting was of the meeting was program (RPPP)

History and Background of the Residential Parking Permit Program (RPPP)

Project Manager Faye Dastgheib gave a history of the City's Residential Parking Permit Program (RPPP) and stated that the program was created to deter long-term parkers such as commuters and employees from parking in residential areas near metro stations. Vehicles displaying the appropriate parking permits are exempt from RPP restrictions.

Existing Conditions

Eligibility criteria for applying for RPP restrictions were presented to the Work Group. Project Manager Faye Dastgheib then reported the results of data collected regarding percentages of households with a residential parking permit stickers in each district, car ownership, and weekday,

RPP

Friday, and Saturday parking occupancy percentages in Permit Parking Districts. Faye stated that parking demand generators vary from a district to another, for example the high occupancy rate in District 1 is generated by residential not visitor demand, whereas in District 4 visitor demand accounts for almost half of the existing peak occupancy.

Alternatives for Consideration

- Alternatives discussed in the previous Work Group were presented.
 - Decrease allowable parking duration by 1 hour in the residential permit districts within three blocks of King Street for non-permit holders.
 - Install multi space meters on residential blocks within 3 blocks north and south of King Street (permit holders ~~will~~ ^{may} be exempt from paying meter fees).
- The following two alternatives were also presented to the Group
 - "Resident Only" parking after 6 pm within 3 blocks of north and south of King Street on one side of the street.
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A handout including the pros and cons of each alternative was handed out to the Work Group. Faye asked the Group to review the table prior to the next meeting.

Work Group Discussions

- In 1979 when parking districts were created, there was no metro rail so commuters are not the primary problem.
- It is not clear what the issue is, commuter parking or visitor parking?
- Is a "visitor" a citizen that doesn't live in the area or a transient?
- Explore the possibility that we have no parking issues (do nothing alternative)
- Does the City have a set percentage of what is ideal (i.e. 70% resident and 30% visitors parking on each block)?
- There are different solutions if you want to discourage commuters/employees from parking for eight compared to preventing restaurant and retail visitors from parking two or three hours
- The solution should be based on what time of the day and on what streets are problematic.
- An alternative to discourage households from purchasing multiple cars and residential parking permits would be to raise the car registration price.
- Is there a guarantee that reducing allowable parking durations will deflect non-residents into parking garages? Are there any models to prove that will happen?
- Arlington residents can only park on one side of the street in the neighborhoods near the orange Metrorail.
- The City providing valet parking ^{may} can be a solution to the problem.
- The practicality of enforcement is very important.
- The Police Department's representative stated that parking enforcement is sporadic in the City. However residential issues have top priority. The APD's new technology mounted on parking enforcement vehicles that can read tags, has a GPS locator, photograph tags and time stamps could help locate available parking spaces. Clarity of parking signage can be an issue for those looking for a parking space.

Public Comments

- The primary issue in the residential areas is the potential lack of parking for residents ~~at~~ ^{and} residents ~~can~~ ^{can} during the evenings peak period

and thought with the use of a GPS locator and time stamp device can increase the efficiency of the APD parking enforcement in residential areas

one

three

Three

Residential areas

It is possible that

areas are in

Alexandria Police Department (APD)

locates

More than three two hours

(when residents come back home from work)

THUR

- The parking problem extends beyond the 3 blocks north and south of King Street by several blocks. There are crucial time periods because of the activity of the church at Wolfe Street.
- What we are really looking at is supply and demand. There is a demand for parking spaces and there is a limited supply. On-street parking and garages are the supply. Demands are the residents and people arriving for meetings, retail, restaurants and the ambiance of Old Town.
- Private garages have a business model. The greater the demand for parking, the greater the price. By the same token, if you make it easier for the residents to park, they will get more cars.
- Why is the Group not looking at the Restaurant Policy which is based on a balance between residents, retail and restaurants?
- ~~In 1992, Council passed a small area plan for Old Town. In the small area plan was a moratorium for no more restaurants west of Washington Street.~~
- ~~Implement variable pricing for on-street spaces similar to what SFPark did in San Francisco~~
- Post a map of all public and private garages and rates online.
- Arlington ipark is a good example of a system that Arlington County uses to manage on-street parking.
- Responsive pricing is a little too advanced.
- Many of the options being considered deal with the either reducing the effective supply by making it more expensive or ~~parking restrictions~~. Staff should also look at options that reduce the demand or increase the effective supply over time.
- Unintended consequences of putting out an "Unwelcome" sign for citizens, visitors and patrons by making it more difficult or impossible to park in Old Town.
- Has staff considered Park and Ride?
- There could only be parking issues during certain times of the day in certain districts.
- District boundaries should be reexamined.
- ~~Has there been a reduction in numbers of people parking illegally since the installation of the multi-space meters?~~
- There is revenue associated with parking enforcement in terms of parking tickets.

on-street parking.

Next Meeting (Tuesday, July 31 at 5:30 PM)

- The Work Group will go through the "Alternatives for Consideration" and decide on a recommendation for each ~~district~~ *RPP DISTRICT*.
- ~~Discussions on the Residential Parking Permit Program (RPPP).~~
- Review data provided by APD.

Consider the implementation

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