



Alexandria Transportation Commission
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Alexandria, VA 22314

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Phone: 703.746.4025

Mayor Allison Silberberg and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

January 5, 2016

Re: Request to Develop a Staff-Initiated Process for Amending or Changing Residential Permit Parking Districts

Dear Mayor Silberberg and Members of City Council:

This letter is a follow-up to the Transportation Commission's September 24, 2015 correspondence endorsing the recommendations of the OTAPS work group. The Transportation Commission remains generally supportive of the recommendations of OTAPS as well as most of the revised parking management work program developed by staff. However, **by unanimous vote at the Transportation Commission's December 16 meeting, we remain concerned that the revised parking management work program does not contain a provision for developing a staff-initiated process for amending residential parking permits.**

On December 8, 2015, City Council reviewed a draft parking management work program which included the implementation of a staff-initiated process for amending residential parking permits between Quarter 3 of FY 2018 and Quarter 4 of FY 2019. However, while this item was unanimously supported by the Transportation Commission, it was not supported by OTAPS and has therefore been removed by staff from the revised parking management work program, to be considered by Council on January 26, 2016.

As noted in our September 24, 2015 letter, **the Transportation Commission believes that reforming the current process to change on-street parking regulations may expedite improvements to individual block-faces and would allow for more consistent parking regulations block-to-block that would be less confusing to residents and visitors alike.**

Currently, changes to on-street parking regulations require a petition from a majority of residents on a block face to initiate the process.

The Commission believes that the addition of a staff-initiated process would streamline necessary adjustments to on-street parking regulations, and is an important resource management

tool for City government to have at its disposal. For example, this would allow staff to initiate a logical change in parking restrictions in response to a resident-requested change on an adjacent block (e.g., lengthening 2-hour parking restrictions from 8:00 p.m. to 11:00 p.m.). In addition, it would provide a simpler path for initiating restrictions on blocks that include mixed uses such as single-family residential, multifamily residential, commercial, and City-owned properties. A staff-initiated process would continue to allow residents to initiate a change and preserve the opportunities for public review and comment that currently exist, including notice of proposed changes to affected residents and a public hearing before the Traffic and Parking Board.

We note to that any change to this policy will impact an area greater than the OTAPS study area, affecting all parking districts citywide. Therefore, **we recommend that this recommendation be evaluated along with other citywide residential parking policies**, such as the review of the 72-hour parking ordinance planned by the Department of Transportation and Environmental Services in FY 2017 as part of the Draft FY 2017 Interdepartmental Long Range Planning Work Program.

We also note that for this policy change to be effective, sufficient funding must be budgeted for City staff to systematically evaluate parking restrictions from block-to-block. This will enable staff to begin the process of rationalizing the confusing assemblage of parking restrictions in residential areas.

We appreciate the opportunity to comment on this issue and hope that staff initiation of changes to residential permit parking becomes another of the many tools available to address the parking challenges in the City.


























Sincerely,



















A handwritten signature in black ink, appearing to read "Nathan M. Macek". The signature is fluid and cursive, with the first name "Nathan" being more prominent.

Nathan M. Macek
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Yon Lambert, Director, T&ES
Carrie Sanders, Acting Deputy Director, T&ES

Attachment: December 8, 2015 Draft Parking Management Work Program
December 14, 2015 Revised Draft Parking Management Work Program

2016				2017				2018				2019			
FY16		FY17				FY18				FY19				FY20	
Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
		WAYFINDING—REAL-TIME GARAGE SIGNAGE, ADDITIONAL DIRECTIONAL SIGNAGE AND DIGITAL SIGNAGE/APPS TO GARAGES													
		ENFORCEMENT—ADDITIONAL PEOs, UPGRADED CITATION EQUIPMENT, ADJUDICATION PROCESS													
		EMPLOYEE PARKING—OFF-STREET PARKING FOR CITY EMPLOYEES, GARAGE AND TRANSIT COORDINATION FOR PRIVATE EMPLOYERS													
		INFORMATION & MARKETING—IMPROVED MARKETING OF PARKING LOCATIONS AND PAYMENT OPTIONS													
		TRANSIT SERVICE—EXAMINE TROLLEY HOURS, OPTIMIZE DASH ROUTES, FARE FREE TRANSIT ZONE													
		PAY BY PHONE PAYMENT—STUDY, OUTREACH, AND IMPLEMENTATION TO ADD FEATURE TO RESIDENTIAL BLOCKS													
						GARAGE / SURFACE LOT PRICING & PAYMENT—ADJUST PRICING AT CITY FACILITIES TO BE LESS THAN METERS									
						RESIDENTIAL PARKING PERMIT FEES—INCREASE PERMIT FEE FOR MORE THAN TWO CARS									
								ADJUST DISTRICT BOUNDARIES—STUDY A SMALLER BOUNDARY ADJACENT TO KING ST							
								STAFF INITIATED PROCESS FOR AMENDING RESIDENTIAL PERMIT PARKING DISTRICTS—ALLOW STAFF TO INITIATE CHANGES TO PARKING DISTRICTS							
										END TIME FOR METERS—END METERS AT 7PM WEST OF ALFRED					
										TIME LIMITS FOR RESIDENTIAL PERMIT PARKING DISTRICTS—ADD 1 HOUR PARKING AS A DISTRICT OPTION					
													TICKET FEES—REDUCE TICKET FEES FOR METERS		
													TIME LIMIT FOR METERS—3 HOURS EAST OF ALFRED		
KEY															
SHORT-TERM		MID-TERM		LONG-TERM		REQUIRES FUNDING, BUDGET PROCESS = 		CITY CODE CHANGE = 		ADDITIONAL STUDY REQUIRED = 					

2016201720182019															
FY16		FY17				FY18				FY19				FY20	
Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
		WAYFINDING—REAL-TIME GARAGE SIGNAGE, ADDITIONAL DIRECTIONAL SIGNAGE AND DIGITAL SIGNAGE/APPS TO GARAGES													
		ENFORCEMENT—ADDITIONAL PEOs, UPGRADED CITATION EQUIPMENT, ADJUDICATION PROCESS													
		EMPLOYEE PARKING—OFF-STREET PARKING FOR CITY EMPLOYEES, GARAGE AND TRANSIT COORDINATION FOR PRIVATE EMPLOYERS													
INFORMATION & MARKETING—IMPROVED MARKETING OF PARKING LOCATIONS AND PAYMENT OPTIONS															
		TRANSIT SERVICE—EXAMINE TROLLEY HOURS, OPTIMIZE DASH ROUTES, FARE FREE TRANSIT ZONE													
	RESIDENTIAL PAY BY PHONE PAYMENT—PILOT PROGRAM TO ADD PAY BY PHONE PAYMENT AS AN OPTION RESIDENTS CAN INITIATE ON THEIR BLOCKS														
			END TIME FOR METERS—END METERS AT 7PM WEST OF ALFRED												
						GARAGE / SURFACE LOT PRICING & PAYMENT—ADJUST PRICING AT CITY FACILITIES TO BE LESS THAN METERS									
						RESIDENTIAL PARKING PERMIT FEES—INCREASE PERMIT FEE FOR MORE THAN TWO CARS									
								ADJUST DISTRICT BOUNDARIES—STUDY A SMALLER BOUNDARY ADJACENT TO KING ST							
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											TIME LIMITS FOR RESIDENTIAL PERMIT PARKING DISTRICTS—ADD 1 HOUR PARKING AS A DISTRICT OPTION				
													TICKET FEES—REDUCE TICKET FEES FOR METERS		