A statement by Bert Ely to the Alexandria City Council
regarding the advertising of free parking on residential streets
November 18, 2017

Madam Mayor and members of Council I am Bert Ely, I live at 200 South Pitt, and I am speaking only for myself.

As you know there is a tremendous ongoing competition between Old Town residents and Old Town visitors for parking spaces on Old Town streets, with residents often the losers. The intense competition for on-street parking spaces led Council to authorize pay-to-park on specified blocks, if residents in that block petitioned for it. Recently pay-to-park has been authorized for the 100 blocks of Prince and Duke and the 200 block of South Lee. The divisive effects of pay-to-park will soon become evident.

Imagine my dismay when I discovered recently that this divisiveness is being fueled by the advertisement of free parking on Old Town residential streets. I found four websites with web pages promoting that free parking.

Only after I pointed it out in a letter-to-the-editor in the November 9 issue of the Alexandria Times was a reference on this City website to free parking on Old Town residential streets deleted: https://www.alexandriava.gov/recreation/info/default.aspx?id=12490. However, the deletion in the third paragraph on this webpage was done so hurriedly that a sentence fragment was left in the paragraph. Someone should clean that up.

However, free parking on residential streets in Old Town is still advertised on these websites:

http://blog.visitalexandriava.com/alexandria-va-parking/ See 4. "Off King Street: park in a postcard." The photo below on this website is the north side of the 400 block of Queen Street.

https://www.visitalexandriava.com/plan/parking/ See the paragraph under the headline Street Parking

https://www.tripsavvy.com/parking-in-old-town-alexandria-1039425 It had this to say about free parking in Old Town:

> On-street parking in Old Town Alexandria is available at meters and in free spaces with posted time limits. Most free parking is limited to two hours, from 8 a.m. to 2 a.m., Monday through Saturday, and 11 a.m. Sunday until 2 a.m. Monday.

All true but by advertising free on-street parking in Old Town, not only are these websites exacerbating parking problems for Old Town residents, they also are diverting cars away from paid parking on city meters and in city garages, which is costing the City who knows how much in lost revenue.

City staff should contact the owners of these websites, as well as any other websites promoting free on-street parking in Old Town, to request that they drop any references to free on-street parking. Hopefully Visit Alexandria would be especially receptive to that request since, as I understand it, it is partially funded by the City.

Reducing visitor parking on residential streets in Old Town will make more parking spaces available for residents, especially at times of peak demand, which in turn will reduce the likelihood that residents will petition for pay-to-park on their block.
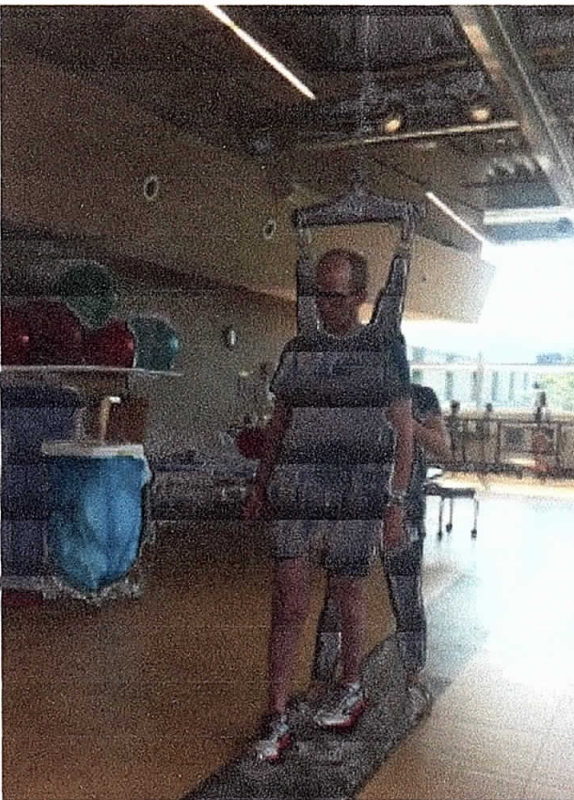
Thank you for your time today – I welcome your questions.

Left: From May 6, 2016. Ryan, unconscious, in the ICU at GWU Hospital.
Right: Ryan, Father's Day 2016, at Medstar NRH. He is still in a semi-comatose state. The white fabric behind him is part of the ceiling lift that needed to be used to get him out of bed safely because he was unable to move and control his own body.

Left: Ryan on July 21, 2016, relearning how to walk while attached to a ceiling lift called a Zero Gravity machine.
Right: Ryan on September 6, 2016, his first day of therapy at Mount Vernon Inova. Over a year later, Ryan continues with physical, occupational, and speech therapy here three times a week

November 18, 2017

Mayor Silberberg, Vice Mayor Wilson and City Council members,

My name is Jim Durham; I live on Fort Williams Parkway, and I am speaking as Chair of the Alexandria Bicycle and Pedestrian Advisory Committee.

On Friday, I provided five recommendations for Vision Zero with associated rationale, asking that you consider these when you review the City's Vision Zero plan next month.

Today, I will briefly address our rationale for recommending use all injury crash data, and explain how all of our recommendations are data driven.

Before doing so, I want to thank and commend City Staff and Police, under the City Manager's leadership, for producing a comprehensive and thoughtful draft Action Plan. Thanks so much

My career includes 26 years in the U.S. Navy, nearly all of that in the nuclear submarine service. During that time, my life and lives of my shipmates depended on people and processes designed to ensure Zero nuclear accidents. As part of their routine responsibilities, nuclear submariners report, track and act on smaller incidents to ensure that Accidents never happen. We recommend an analogous process for the City's Vision Zero effort, namely to track and report on all injuries, not just serious injuries.

When we look at the total number of people killed and injured, in publically available DMV data, we see a steadily increasing trend, and a sharply increasing trend for people who walk. Fire Department data shows a similar trend for pedestrians stuck and injured, including a 25% increase in 2016 to about 90 people per year from an average of 72 pedestrians struck and injured annually. Using insights from all injury crashes will enable the City to reach and maintain zero serious injuries, just as our U.S Navy has maintained Zero Nuclear Accidents.

We applaud the City's data driven approach, and have aligned our recommendations accordingly. For example, speed is the top risk factor identified in the City's data analysis report, and we ask that proposed "Speed management" strategies in the plan to address be given appropriate priority. Similarly, we recommend faster implementation of strategies such as LPI to address the City-identified risk factor of turning vehicles, and we recommend accelerated efforts to make streets safe near schools as a component of addressing the high risk to youth identified in the report.

In closing, I would like to thank you for your support, and thank the City manager and Staff for the thoughtful, dedicated and professional work.

I am very confident that with allocation of sufficient resources to expeditiously implement Vision Zero strategies, the City will reverse the injury trends of the past few years and put us on track to achieve the goal of eliminating traffic fatalities and serious injuries.
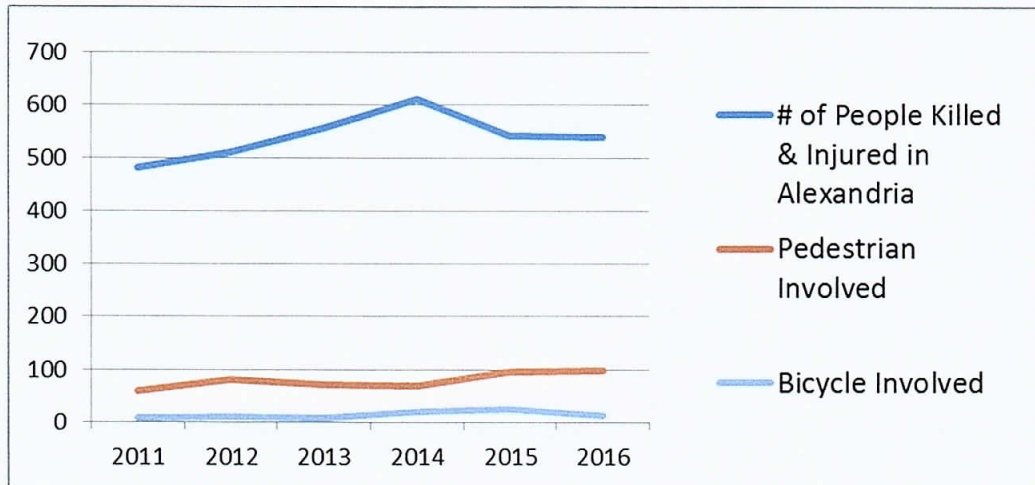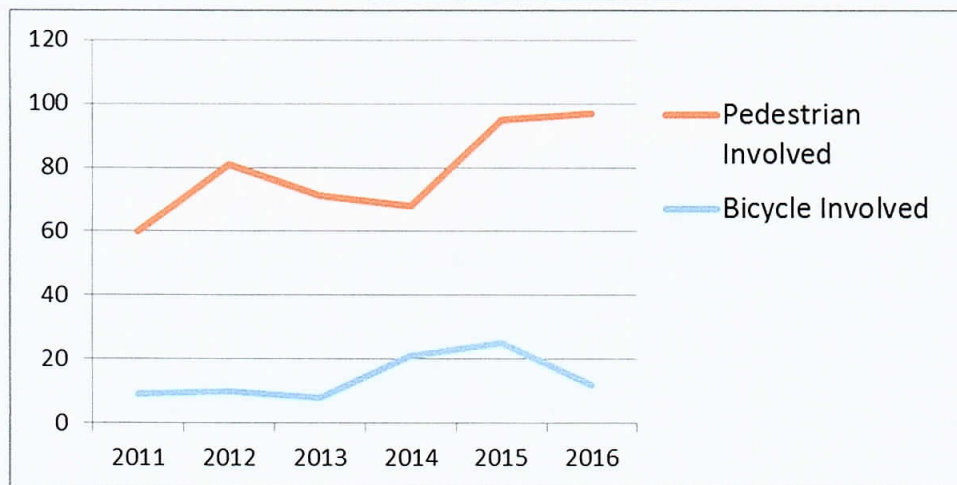
Thanks
Jim Durham,
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

The number of People Killed and Injured (K&I) in Alexandria 2011-2016 has <u>steadily increased</u>[1]

The number of People K&I in Pedestrian-Involved crashes has <u>sharply increased</u>[1]

The number of Pedestrians Struck and Injured in 2016 is <u>25% greater</u> than the 2008-2016 average, based on Alexandria Fire Department data
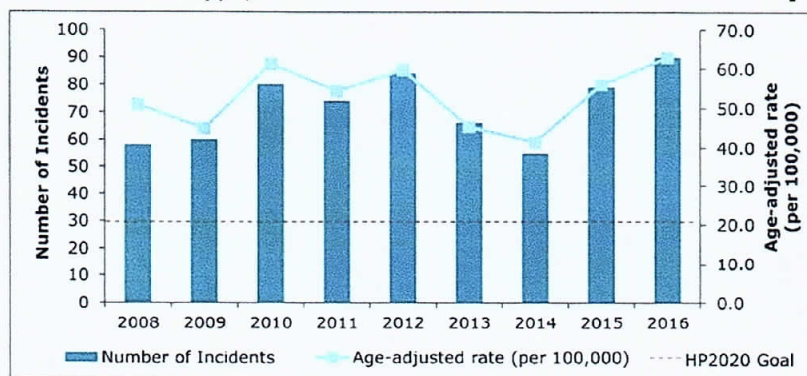

Figure 1. Alexandria Fire Department responses to pedestrians struck, 2008-2016.

[1] Alexandria crash data in the Virginia Department of Motor Vehicle (DMV) database, available here: https://www.treds.virginia.gov/UI/Reports/Public/InteractiveReport.aspx?ReportPath=/Interactive%20Crash%20Reports/Interactive%20Report