



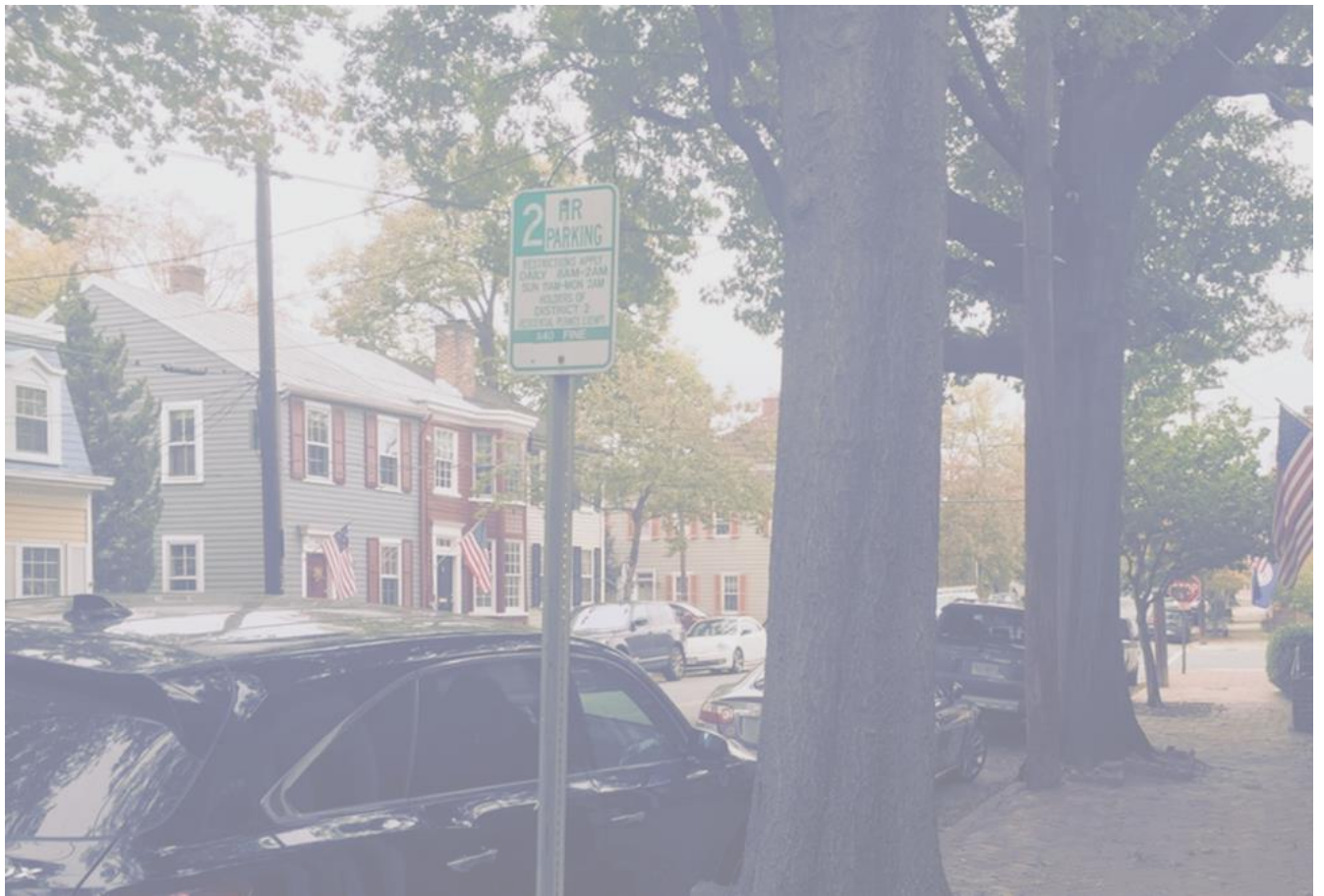
PARKING & CURBSIDE MANAGEMENT



WE ARE



- City of Alexandria, VA
- Department of Transportation & Environmental Services
- Mobility Services Division



ABOUT PARKING & CURBSIDE MANAGEMENT

The City manages competing demands for curb space and works to efficiently use parking to help achieve City goals. Over the past several years, Alexandria has seen an increase in e-commerce deliveries, rideshare use, and scooter and bikeshare use, all of which have unique demands for space along the curb. During the 2020 COVID-19 pandemic, the City saw increased interest in allowing retail uses and outdoor dining along the curb. The evolving nature of the curb and broader mobility trends prompt the City to rethink how parking and curb space is allocated and how to manage this resource effectively to maintain order on our streets and ensure that various needs are being met.

FY23 MAJOR ACCOMPLISHMENTS

- Implemented new technology in City garages
- Expanded Residential Pay by Phone to 29 blocks
- Used data and pricing to manage on-street parking on residential blocks and garages
- Launched the permanent commercial parklet program and issued permits for 28 parklets citywide
- Implemented two new residential permit parking districts near the Potomac Yard Metrorail Station
- Implemented permanent 'Active Loading' signage for pick-up and drop-off zones
- Raised taxicab fares by \$1 and increased the vehicle age limit
- Coordinated and implemented interim improvements on the pedestrianized Unit and 100 blocks of King Street
- Coordinated the installation of 44 new bike racks
- Responded to over 250 customer 311 requests for parking



FY24 MAJOR WORK OBJECTIVES



Parking Requirements

As part of the Zoning for Housing/Housing for All project, the parking team will work to update the parking requirements for smaller residential properties to support the City's affordable housing goals. The team will also evaluate the changes to larger residential and commercial parking requirements and recommend updates as necessary.



Parking Technologies

As part of the VDOT parking technologies grant, the City will proactively seek technology applications to enable data-driven decision-making in support of the City's policies. Grant-applicable technologies being considered include license plate readers, EV-charging technologies, and real-time parking technologies.



Taxi Code Updates

Staff and a Traffic and Parking Board sub-committee on taxicab regulations will review taxi fare regulations, vehicle age requirements, and other potential changes to the City's taxicab regulatory framework and the relevant sections of the City Code.



Lower King Street Pedestrianization Project

Staff will continue to work with stakeholders from the 100 and Unit blocks of King Street as elements of a permanent pedestrian block progresses along with the Waterfront construction project.

FY24 MAJOR WORK OBJECTIVES



In-home Childcare Residential Parking Permit

Staff will propose an amendment to allow residential parking permits to be issued for in-home childcare workers, which would allow families living in these districts to obtain a permit for childcare providers that come to their home.



Food Truck Regulations

The City adopted food truck regulations in 2015. In FY24, staff will work with the food truck industry, local businesses, and residents to evaluate, research, and propose updates for the food truck program.



Carshare Policy

The City adopted a Carshare Policy in 2013. In FY24, staff will update this policy to reflect current best practices and meet demand.



EV Charging

Staff will work with the Office of Climate Action to develop electric vehicle charging policies across the city. This will include a curbside EV charging pilot, a policy for City-owned garages, and other policy considerations.

ONGOING PROGRAM MANAGEMENT



Traffic & Parking Board Management

The parking and curbside management team staffs the Traffic and Parking Board and serves as the liaison between City staff and the Board. In FY23, the Board heard 35 public hearing items, not including consent items. The Traffic and Parking Board Annual Report outlines the Board's goals for FY24.



Residential Parking Permit (RPP) Program

The RPP program started in 1979 as a response to increased demand for parking particularly in Old Town and residential areas of the City near Metrorail stations. The RPP districts have expanded over the years to 14 districts. Staff manages requests for changes to RPP restrictions and boundaries and brings them to the Traffic and Parking Board and City Council for consideration.



Residential Pay-by-Phone Program

The Residential Pay-by-Phone program was established in 2019. Since that time, 29 blocks have joined the program, including 7 in FY 2023. In FY 2024, staff will evaluate pricing on high-use blocks in coordination with pricing of City-owned parking garage facilities.



ONGOING PROGRAM MANAGEMENT



Parklets

The parklet program started as a pilot program in 2020 and the permanent program began in 2022 offering three types of parklets: annual commercial parklets, short-term parklets, and annual public parklets. There are currently 28 annual commercial parklets citywide and new businesses are able to apply throughout the year.



Bike Parking

The parking and curbside management team manages bike parking requests and coordinates installations in the public right-of-way. The installation of bike racks is coordinated alongside the installation of scooter and e-bike corrals to provide a variety of options to users.



Disability Parking

Persons with disabilities may request signage for a disability parking space on the public street in front of their home. Existing spaces are re-certified annually. Currently there are 64 signed disability parking spaces on residential streets. Staff also manages requests in commercial areas and brings them to the Traffic and Parking Board.

ONGOING PROGRAM MANAGEMENT



Curbside Management

The curbside loading and pickup zones were offered to businesses during the pandemic and were made permanent in 2022. Currently there are 18 places where these zones have been implemented. The parking meter replacement and consolidation project will upgrade and consolidate over 200 parking meters throughout the city.

Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
1: High	City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5: Low	Activation	Parking	Activation	Activation

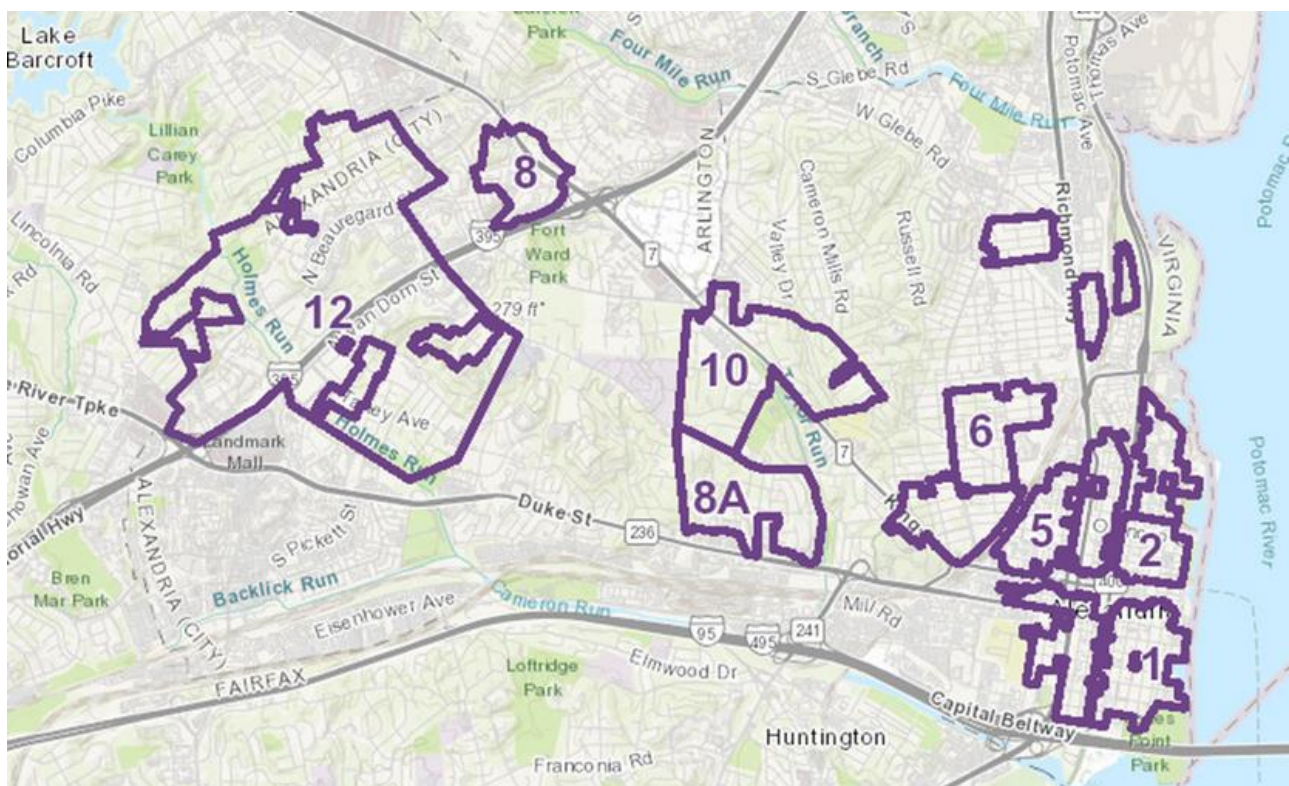


City Garage Management

City staff manages the City-owned garages to ensure parking needs are met. Staff uses Smarking to make decisions on pricing, revenue, and availability, and manages programs for the garages including employee parking pricing and local business programs.

KEY METRICS

- 4 City-owned garages and 2 paid parking surface lots
- \$2.6 million from parking garages and lots in FY23
- 14 Residential Permit Parking Districts
- 28 approved parklet permits in FY23
- 200+ parking meters being upgraded and consolidated
- 22 curbside pick-up and drop-off zone spaces
- 57,000 parking-related citations issued in FY23
- 64 disability parking spaces on residential streets



RESOURCES & PARTNERS

- [Alexandria Mobility Plan, Curb Space and Parking](#)
- [Traffic and Parking Board](#)
- [Parking in Alexandria](#)
- [Parking in Old Town Alexandria](#)
- [Curbside Loading and Pickup Zones](#)
- [Parklets Program](#)
- [Residential Parking Permits](#)
- [Residential Pay By Phone Parking Program](#)
- [Disability Parking on Residential Streets](#)
- [Taxicabs](#)
- [Food Trucks](#)
- [Tour Bus, Motorcoach and School Tour Bus Information](#)

