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9-14-10

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 10, 2010
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: JAMES K. HARTMANN, CITY MANAGER 
SUBJECT: DOCKET #19: ALLOCATION OF FUNDS FROM CONTINGENT RESERVE FOR THE INSTALLATION OF NEW MULTI-SPACE PARKING METERS FOR THE OLD TOWN AREA

In response to the questions raised by the Mayor in his September 8 e-mail to Council and staff, we will be making a presentation to Council at Tuesday's legislative meeting on parking issues. The presentation will include a summary of the Old Town Area Parking Study Work Group's recommendations. We will provide information on the various types of parking meters and our rationale for staff's recommendation for Council to allocate funds for new parking meters.

Attached is a table summarizing the Old Town Area Parking Study Work Group's recommendations. We have requested that Council hold a work session on the parking report before the Tuesday, October 12 legislative meeting.

The following are Mayor Euille's questions regarding replacement of existing single space meters with multispace meters:

- 1) What is the delivery date and installation time table?
- 2) What are the personnel savings, if any?
- 3) What are the annual maintenance costs?
- 4) Will the meters be of one kind or of various types?
- 5) What is the projected revenue and how long will it take to reach the break even point?

Attached is a table summarizing the Old Town Area Parking Study Work Group's recommendations. We have requested that Council hold a work session on the parking report before the Tuesday, October 12 legislative meeting.

ATTACHMENT: Old Town Area Parking Study Work Group Final Recommendation Chart

STAFF:

Rich Baier, P.E., LEED AP, Director of T&ES
Abi Lerner, P.E., Deputy Director of Transportation, T&ES
Andrea Wilkinson, Principal Parking Planner, T&ES

Old Town Area Parking Study Work Group
Final Recommendations
September 2010

Option	Disabled pay to park policy "All May Park, All Must Pay"	Installation of new meters in commercial areas	Parking Garages/Lots	Valet Parking
#1	No. of disabled spaces should start at 2% of all metered spaces. Spaces should be distributed throughout the Old Town Area.	Install multispace meters in blocks that are fully commercial (based on ground floor usage).	Improve City-owned parking lots: lighting, cleanliness, markings, signs, and accept multiple forms of payment.	Use City-owned lots for valet parking.
#2	Place 4-hr meters at designated disabled spaces.	Install meters only in blocks that are fully commercial, except between 700 and 1500 blocks of King and side streets in that section.	Implement validation program to encourage use of garages, but improved program w/ lessons learned from Park Alexandria.	Use spaces on King St for valet parking.
#3	Implement issuance of waivers to allow disabled not to pay meter fees based on income.	Install meters in combination blocks that are high activity/utilization. Allow for 1/2 blocks.	City-owned facilities should charge market rates at night.	Explore funding for valet parking.
#4	Implement technologies to allow 4-hr max time for disabled users at non-designated spaces such as in-vehicle parking devices.	Consider proximity and price of off-street parking facilities as criteria for placing new meters.	Develop brochure for users in partnership with others (CoC, AVCA, etc.) to distribute parking information.	Do not have City operated valet.
#5	Install parking meters at handicapped spaces that accept credit cards.	Divide study area into sections and do not treat area homogenously.	Improve parking information on City website.	
#6	Implement policy only after proper meter infrastructure is in place.	Do not change.	Work with private garages to extend hours.	
#7	Do not change.		Do not change.	

Final work group recommendations are in bolded text.

* No options shall impact placement of disabled spaces.

** To be explored 6 months after other measures are implemented, parking utilization is studied (including permit vs non-permit), and public input is gathered.

Old Town Area Parking Study Work Group
Final Recommendations
September 2010

Option	Extension of meter hours	Meters with shorter maximum allowable times	Time limits in residential neighborhoods for non-permit holders	Meters in residential neighborhoods	Variable Parking Rates	Multispace Meters	Pay-by-Phone
#1	Extend meter hours until 10pm on existing operational days.	Place 1 or 2 30-min meters per block.	Implement online permitting system for visitors.	Install parking meters in residential neighborhoods and give residents one reusable hang tag/pass for visitors.	Do not implement.	Install Multispace Pay and Display meters for new meter installations.	Implement Pay-by-phone technology at metered spaces.
#2	Extend meter hours until 10pm and include Sundays and holidays.	Place 1 or 2 1-hr meters per block.	Implement residential/permit parking during evening hours (i.e. 6pm-6am)**. Research further to revisit in future.	Install parking meters in residential neighborhoods and give residents (X) online permits per year for visitors.		Replace existing single-space individual meter heads with multispace meters.	Do not implement pay-by-phone technology.
#3	Do not change.	Place 1-hr meters on King St and 2-hr meters on side streets	Do not change.	Do not change.		Do not change.	
#4		Do not change.					
#5							
#6							
#7							

Final work group recommendations are in bolded text.

* No options shall impact placement of disabled spaces.

** To be explored 6 months after other measures are implemented, parking utilization is studied (including permit vs non-permit), and public input is gathered.

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FY 2010 Preliminary Financial Results

Report to City Council
September 14, 2010

\$3.0 Million in Uncommitted Savings

- **As a result of careful fiscal management and expenditure control, the City has \$3.0 million in additional uncommitted savings in FY 2010**
 - Disposition of those savings will be proposed in October for City Council consideration

Reasons for \$3.0 Million Savings

- **General Fund revenues \$8.1 million lower than the original budget estimates**
 - Decline in revenues projected early in the year
 - Decline primarily due to:
 - Lower real estate taxes (\$5.4 million)
 - Less aid from the Commonwealth (\$2.0 million)
 - At year-end, revenues within 0.1% of January 2010 estimates

Revenue Shortfall Required Expenditure Reductions

- **Careful fiscal management and expenditure control**
 - Achieved \$17.7 million in total gross General Fund expenditure savings from budgeted amounts
 - Partially used to cover \$6.6 million in unexpected City General Fund costs for the December and February snow storms of last winter

Sources of Savings

- **The majority of the savings came from 4 areas of the budget:**
 - METRO Subsidies (\$3.1 million)
 - Debt Service (\$3.0 million)
 - Department of Human Services (\$5.2 million)
(including \$2.3 million in Comprehensive Services Act for Foster Care and Special Education)
 - Personnel Compensation (\$1.5 million)
- All departments spent less than they had budgeted for FY 2010

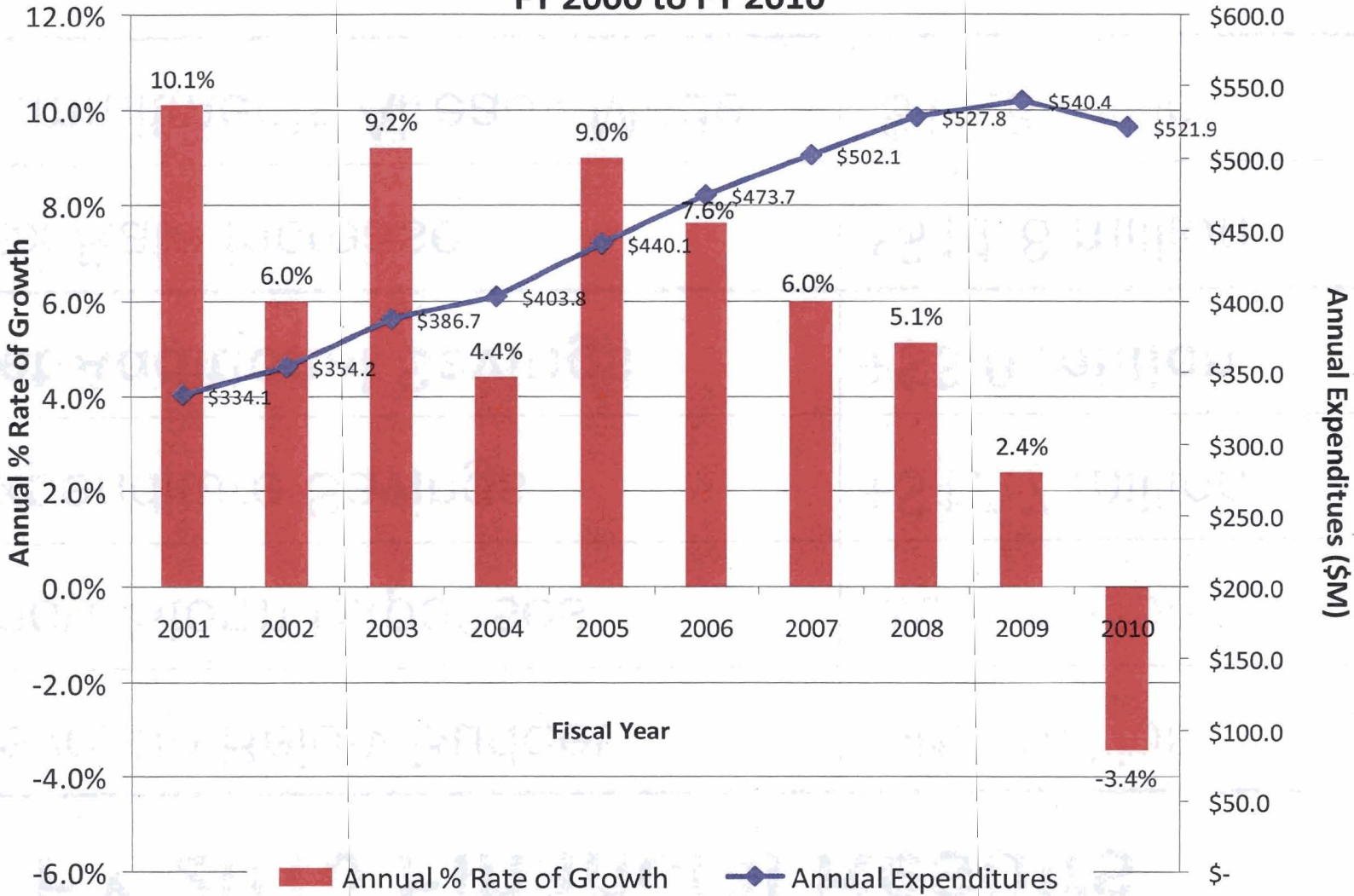
Real Estate Tax Rate Increase Not Used to Balance FY 10 Budget

- **The 7.5 cent real estate tax rate increase effective in June 2010 raised \$11.8 million in FY 2010 as planned**
- **Council has already committed this amount for:**
 - Capital Improvement Program (\$11.0 million)
 - Storm water management activities (\$0.8 million)

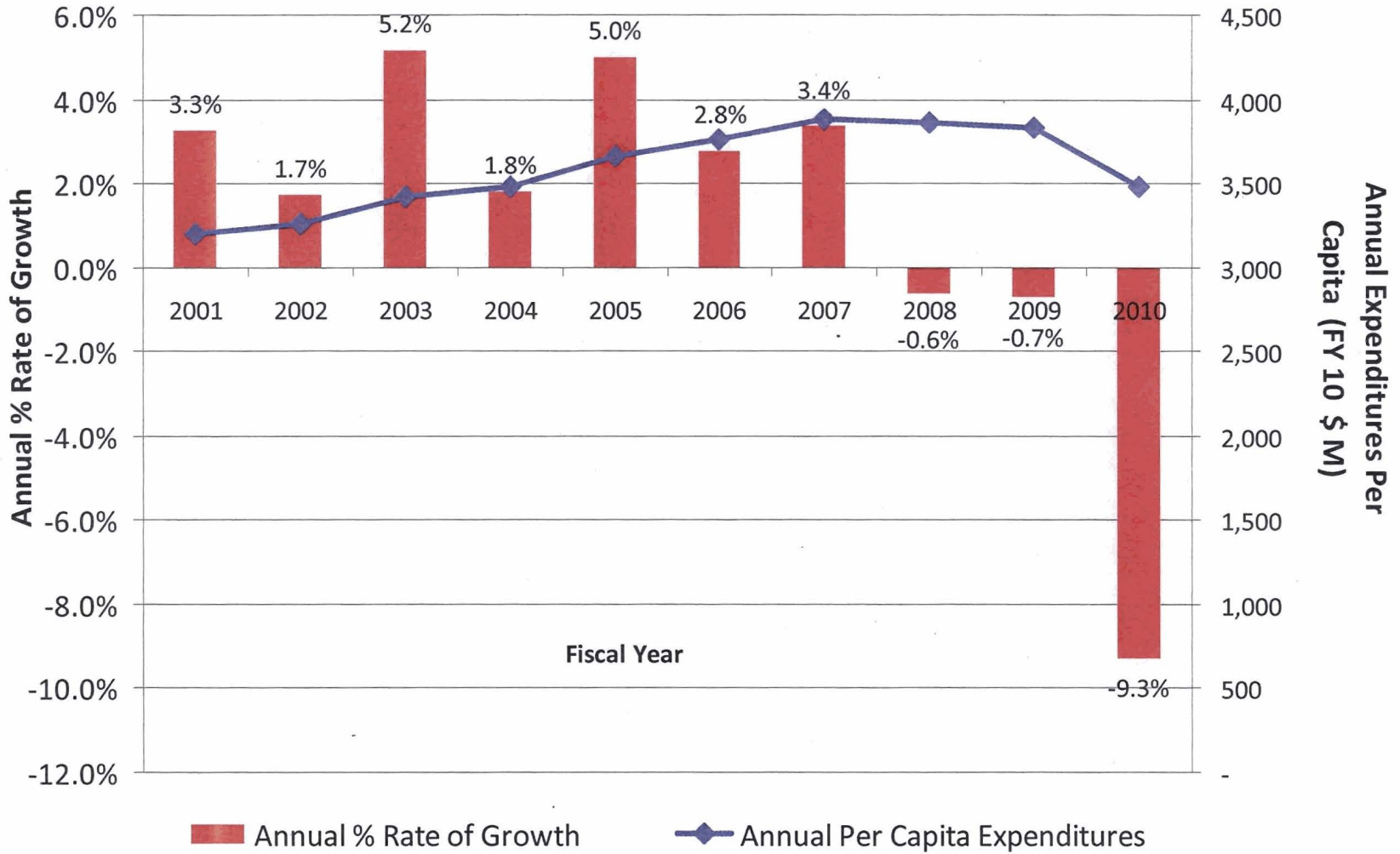
Summary of FY 2010 Financial Results

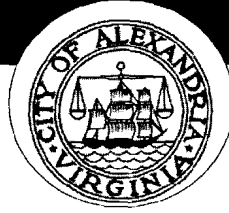
Revenue Below Budget	-\$8.1 million
Snow Storm Expenses	-\$6.6 million
Expenditure Savings	+\$17.7 million
Net Additional Savings	+\$3.0 million
Tax Rate Increase	+\$11.8 million
Commitments Already Made	-\$11.8 million

History of General Fund Actual Expenditures FY 2000 to FY 2010



History of General Fund Actual Expenditures Per Capita Inflation Adjusted Basis FY 2000 to FY 2010





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Old Town Area Parking Study Work Group: Overview and Final Recommendations

City Council Meeting
September 14, 2010



Old Town Area Parking Study Boundaries




Figure 1-1:
Old Town Parking Study Area



FIGURE
1-1

Old Town Area Parking Study Work Group

- Transportation & Environmental Services
 - Planning & Zoning
 - Alexandria Commission on Persons with Disabilities
 - Old Town Business and Professional Association
 - Chamber of Commerce
 - Citizens/Civic Associations
 - Parking Garages
 - USPTO
 - Real Estate
 - Restaurants
 - Hotels
 - Parking Garages
 - Retail
- 

Old Town Area Parking Study Work Group

Purpose:

- Improve parking management in the Old Town area through implementation of recommendations set forth in the Old Town Area Parking Study.

Goals:


- Discuss selected recommendations from the Old Town Area Parking Study
- Establish plan for implementation of selected recommendations

Old Town Area Parking Study Work Group


Recommendations topics to discuss:

- Short-term
 - Variable meter parking durations
 - Extension of on-street parking meter hours
 - Addition of new multispace meters in the Old Town area
 - Disabled pay to park policy
- Long-term
 - Parking time restrictions in residential permit areas
 - Use of parking garages

Old Town Area Parking Study Work Group

- Convened six times throughout summer
 - Final meeting on August 31
 - List of final recommendations for implementation
 - Report on Work Group recommendations to Council in late September
 - Request for Council Work Session on October 12
- 

“All May Park, All Must Pay”

- Designate 2% of metered spaces as disabled.
 - Allow 4 hours for disabled parkers.
 - Issue waivers based on income for low income disabled residents.
 - Implement policy after proper meter infrastructure is in place, including technologies that allow credit cards and in-vehicle parking devices.
- 

Parking in Residential Areas

Addition of Meters

- Do not add meters in residential areas.


Time limits

- Do not decrease time limits for non-permit holders in residential areas.


Non-permit holders

- Research implementation of permit only parking during evening hours in residential areas.

Meters in Commercial Areas

- Extend operational hours until 10 pm.
 - Do not install meters with 30 minute or 1 hour time limits.
 - Do not implement variable parking rates.
 - Install new meters in non-metered blocks that are fully commercial.
 - Install new meters in combination blocks that are high activity/utilization.
 - Consider proximity and price of off-street parking facilities when placing new meters.
- 

Off-street Parking Facilities

- Improve City owned facilities.
 - Develop brochure for users in partnership with ACVA, Chamber of Commerce, etc.
 - Improve parking information on City website.
 - Work with private garages to extend hours.
 - Use City-owned facilities for valet parking.
- 

New Technologies

- Implement pay-by-phone technology at metered spaces.
- Install multispace pay-and-display meters for new meter installations.
- Replace existing single space individual meter heads with multispace meters.

Multispace Meters

Recommendation in Old Town
Area Parking Study:

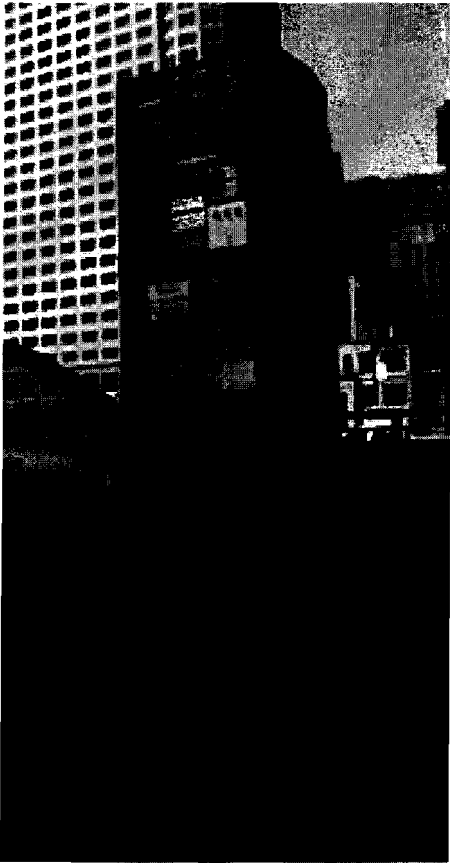
- Install multispace meters to replace coin-operated single-space meters on King Street and in side street locations with high demand.



Multispace Meters

Benefits:

- Provides alternate/convenient means of payment
- Less hardware in pedestrian area
- Less equipment to maintain
- Vandal resistant
- Can hold as many coins as 10-15 single meters (less collection/staff needs)
- Can adjust rates easily
- Quick return on investment



Multispace Meters

Negatives:

- Costlier to purchase/install
- Malfunction affects greater number of spaces
- Aesthetic impact of larger meter
- Placement is greater distance from parking space



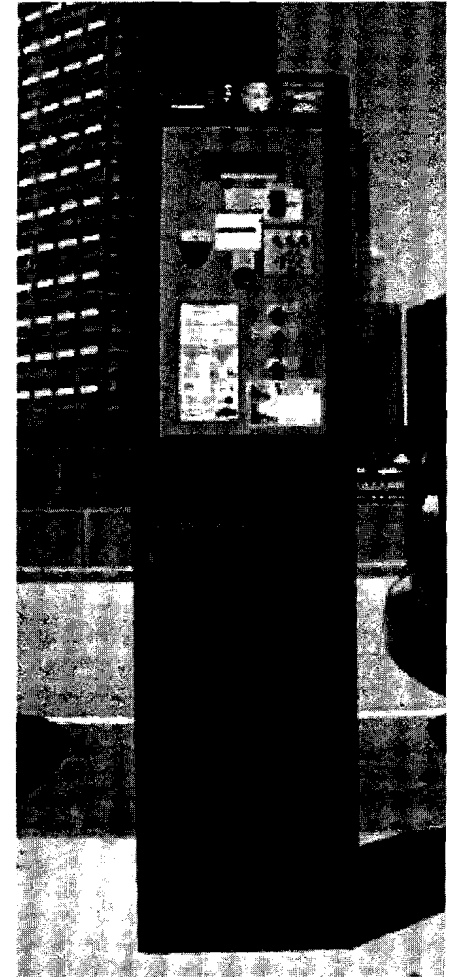
Multispace Meters

Pay and Display (Receipt in Window)	Pay by Space (Pay at Meter)
Provides more parking - Allows self-spacing	Limited spaces - Park in set spaces
Requires return trip to car	Ability to pay and go
Less maintenance needs - No painted lines, numbers	Needs maintenance: painted lines, numbered spaces
Maximizes revenue - No time “piggybacking”	Can increase revenue - Reduces “piggybacking”
Requires on-foot PEOs - Increases enforcement time	Can be monitored remotely for enforcement

Multispace Meters

Work Group Recommendations:

- Install multispace Pay and Display meters for new meter installations.
- Replace existing single-space individual meter heads with multispace meters.
- Include Modules for credit card processing and coin acceptance.



Existing Meters in Old Town Area



Legend

- | | |
|-----------------------------------|-------------------------|
| Old Town Study Area | Student Drop-Off |
| Residential District Parking | Metered Parking |
| General On-Street Parking | Handicap Parking |
| Loading and Unloading Only | School Bus Parking Only |
| Taxi Stand | Valet Only |
| Tour Bus and Trolley Parking Only | |

Multispace Meter Replacement: Vendors and Installation

- Vendors:
 - Duncan (Carlyle)
 - Parkeon
 - Cale
- Staff recommends one type of multispace meter throughout Old Town Area for consistency
- Delivery and installation: 5-6 months

Costs of Single Space and Multispace Meters

Type of Meter	1,039 Single Space Meters	Single Space Meters	Multispace Meters
Cost to Purchase/ Install per Space		\$500	\$1,000
Annual Operating Cost per Space:			
Operations Cost		\$20*	\$54
Hardware Maintenance Cost		\$10	\$48**
Total Annual O&M Costs per Space		\$30	\$102
Annual Gross Revenue per Space	\$1,983,780***	\$1,909	\$2673****
Annual Net Revenue per Space (Annual Gross Revenue - Total Annual O&M Cost)		\$1,879	\$2,571

* Technician overtime and reallocation of resources due to increased coin collection needs

** First year cost is negligible as equipment is covered by warranty

*** Annual projected revenue based on increased meter rate (57% increase in revenue)


**** Additional revenue is expected to be approximately 40% more than current revenue due to the following:

- A) Increased number of parking spaces per block
- B) Ability to charge credit cards results in increased revenue
- C) Elimination of "piggybacking" in vacated spaces

Multispace Meter Replacement: Fiscal Implications

- Personnel savings is estimated to be minor at this time
- Purchase costs:
 - \$1000 per space for multispace meters
 - \$500 per space for single space meters
- Annual operating & maintenance costs:
 - \$102 per space for multispace meters
 - \$30 per space for single space meters

Multispace Meter Replacement: Fiscal Implications

- Annual net revenue per space:
 - \$2,571 for multispace meter space
 - \$1,879 for single space meter space
 - 40% projected revenue increase at multispace meters due to:
 - Increased number of spaces per block
 - Credit card usage
 - Elimination of “piggybacking” in vacated spaces
 - 1.75 years to recoup capital investment
- 

Annual Revenue vs Cost of Multispace Meters

	Single Space Meters	Multispace Meters	Difference
Total Annual Revenue	\$1,952,281	\$2,671,269	\$718,988
Total Cost of Multispace Meters		\$1,250,000	

Number of years to recoup costs of new multispace meters is estimated at 1.75 years.

Thank you!

Questions?





COA Contact Us: Historic Old Town Parking/Meters -- 3 Items

philip matyas to: william.euille, frank.fannon, kerry.donley,
alicia.hughes, delpepper, paulcsmedberg, rose.boyd,
jackie.henderson, elaine.scott, rob.krupicka,
linda.owens, elizabeth.jones

09/14/2010 02:50 PM

Please respond to philip matyas

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9-14-10

Time: [Tue Sep 14, 2010 14:50:02] Message ID: [24194]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: philip
Last Name: matyas
Street Address: 219 n. pitt st.
City: alexandria
State:
Zip:
Phone:
Email Address: philip.matyas@longandfooster.com
Subject: Hlstric Old Town Parking/Meters -- 3 Items
A) Docket #19. The OTAPSWP's final recommendation did not include a simple short-term response to move cars into city owned parking garages. For parking after 5 p.m until closing make a standard price (\$3 would draw most into a garage) to park in a city-owned garage. Using Microsoft Publisher/Windows weather resistant stickers could be printed and placed on parking meters withing a two to three block area directing visitors to park there and keep the \$1.75 meters open for short term visitors. This sticker would alert visitors to the fact that there is a city garage to park at during the daytime as well.
B) The recommendations failed, failed miserably, to address the impact of Virtue, Pizza Paradisio, \$1.75/hr meter fees and other parking pressures on residents on streets that are located adjacent to King Street (4 to 5 blocks south and north of King Street and East of Washington Street). Council should immediately look at having residential only parking after 5 p.m. on the east/west and north/south streets. The impact of the increased parking fee just moving visitors to

park further south and north (or east to west parallel to King Street) on side streets IS TODAY'S REALITY and will get worse and action needs to be taken now before these restaurants open. It's time to start mandating parking spaces before new development/zoning changes are implemented in Historic Old Town. You require a parking space for each accessory apartment built in the KR zoning and whenever zoning change to offices occur (1 space for every 400 sq.ft.)

C) How is the metering of the

100/ 200 block of King Street a trial in docket #9, if you are allocating approving \$1.25 million for replacement of all single meters in docket #19?? Keep single meter for astetic/historic look and add single meters in 100/200 blocks. Making parking easier to park on King and side streets by paying by credit card is counter intuitive to moving cars into garages.



COA Contact Us: Sept 14th Council Meeting- Docket Item #19

william.euille, frank.fannon, kerry.donley, alicia.hughes,

Tina Leone to: delpepper, paulcsmedberg, rose.boyd, jackie.henderson,
elaine.scott, rob.krupicka, linda.owens, elizabeth.jones

Please respond to Tina Leone

09/10/2010 12:18 PM

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9-14-10

1 attachment



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Time: [Fri Sep 10, 2010 12:18:02] Message ID: [24089]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Tina
Last Name: Leone
Street Address: Alexandria Chamber of Commerce
801 N Fairfax St, Suite 402
City: Alexandria
State: VA
Zip: 22314
Phone: 703-739-3802
Email Address: tleone@alexchamber.com

Subject: Sept 14th Council Meeting- Docket Item #19
Dear Mayor, Vice-Mayor and Council Members,

On Tuesday, September 14th,

City staff will introduce a proposal to allocate funds from the City's contingent reserve for the installation of new multi-space parking meters in the Old Town area. This recommendation was included in the Old Town Parking Study.

The Alexandria Chamber of Commerce supports the Old Town Parking Study completed in February 2010 and its recommendations as suggested. We have attached our position statement on this matter that was issued in August 2010.

We also concur with the Old Town Parking Work

Group's recommendations for implementing the alternatives suggested in the

Study and thank you for the opportunity to have a Chamber representative included with this group.

Furthermore, we encourage City Council to

Comments: approve staff's proposal that will implement multi-space parking meters throughout Old Town immediately. These meters are needed to mitigate the effect of the City's recent action of increasing meter rates from \$1.00 to \$1.75 per hour.

Finally, we also support the implementation of a Pay-by-Phone system for parking, to bridge some of the gap between now and the time the multi-space meters could be expected to be installed, which is late this year. This is a practical solution which could remain in place and used at a reasonable cost to the City and the consumer.

We look

forward to your swift, positive action to resolve the parking challenges we are experiencing and encourage you to implement these recommendations as proposed by City staff immediately.

Tina

Leone
President/CEO
Alexandria Chamber of Commerce

Attachment: f93fd784afa4e3a57eab6517f010bdd4.pdf



Old Town Parking Study Position Statement

The Alexandria Chamber of Commerce supports the recent Old Town Parking Study that was completed by the city. The Chamber has and continues to work to eliminate parking availability as a basis for opposing expansion of business opportunities in our city. Through this Study the City staff and City Council now have a reliable summary of parking availability and trends in Old Town and a viable plan for mitigating both real and perceived parking challenges.

The next challenge for all affected parties will be implementation. The stated purpose of the study has been to take an inventory of available parking, then to determine what the utilization of that parking is at times throughout the day and the week, followed by developing recommendations for the City Council to consider will allow for the best use of the parking spaces. With this purpose in mind we maintain that the City staff's recommendations are sound and will benefit the city as it continues to grow and attract more residents and businesses.

Though we endorse the findings and recommendations of the study, the Chamber proffers the following recommendations:

1. Expand the scope of the Study to address long term parking requirements in anticipation of additional growth, featuring connectivity to planned public transportation infrastructure improvements and convenient access to popular destinations throughout the city.
2. Adopt an amendment to the City Code to permit changes to parking rates, hours, and locations without Council approval, thereby providing a more fluid and adaptive environment to address efficiently parking needs as they arise.
3. Implement the recommendations of the Study as soon as possible, and perform similar studies for other areas of Alexandria in which commercial and residential parking demands require balancing.
4. Engage parking garage operators to create more consistent hours of operations and clean, well-lit facilities while still allowing businesses to operate independently.

5. Use a portion of the additional revenue collected via the increased parking meter rates to fund multi-space meters and signs approved in the Wayfinding Plan.

The Chamber will closely monitor these efforts and will continue to work with City staff and the City Council to make Alexandria a better place to do business.