Innovative Parking Strategies for the Sacramento Region

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Topic: Innovative Solutions: Arlington County, Virginia

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About Arlington, VA

• 26 sq. miles in area
• Located in the core of the Washington region
• At the confluence of major regional multimodal transportation facilities
• Location for significant regional and federal facilities such as National Airport and the Pentagon
• 200,000 residents and 200,000 jobs
• More than 30m sq. ft. of private office space
• Dozen plus condo/apt buildings currently under construction
• 11 Metro stations, 22 Metrobus & 12 ART bus lines

Arlington As An Employer

• Arlington County offers a full array of commuting benefits including:
  - 80% transit subsidy (up to $60 per pay period)
  - Telework program participation
  - Free carpool and vanpool parking
  - Market rate parking for employees
  - Flexible work hours
  - Motor - Free “Bike/Walk Benefit” ($25 per month payable 2 times per year
  - Showers and lockers in most buildings

Arlington County

Site Plan Parking Ratio

• Site Plan proposals prepare Traffic Impact Analysis (TIA) to measure the transportation impact of the site on the surrounding area.
• TDM Plans are designed to help mitigate the transportation impacts and achieve or exceed TIA non-SOV mode split assumptions. For development along the Rosslyn-Ballston metrorail corridor, an assumption of a 40% non-SOV mode split has been accepted in County approved TIAs in conjunction with a robust TDM Plans.
• In general, the higher the non-SOV mode split assumption then the more effective the TDM Plan must be.

Site Plan Parking Ratio

• For site-plan development proposal that has a TIA that assumes a high non-SOV mode split and an equally effective TDM Plan, the County offers favorable site plan parking ratios.
• Transit-oriented, mixed-use, pedestrian-friendly development such as development along the Rosslyn-Ballston Metrorail corridor can generates less vehicle trips and then can require less parking than more auto-oriented development. Therefore when planning transit-oriented development the amount of parking can be reduced from what is required in the zoning ordinance for by-right development.
• Transit-oriented site-plan development is usually parked at one space per 580 square feet for commercial and 1,125 square feet per residential unit.
Innovative Parking Plans

• The reduced parking-comprehensive TDM plan nexus creates both public and private benefits. Reduced parking ratios can greatly reduce construction and maintenance costs for developers since structured parking can cost between $15,000 and $40,000 per space. For an average sized office development the site-plan development parking ratio can save over $30 per square foot compared with by-right parking requirements.

Structured Parking - By-Right versus Site Plan Development - How Much Does the 1/580 parking ratio save?

<table>
<thead>
<tr>
<th>Parking Type</th>
<th>One Space per Total Cost Savings</th>
<th>Cost per Total Cost Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>By-Right</td>
<td>$4,721,982.7</td>
<td>$18.89</td>
</tr>
<tr>
<td>Site Plan</td>
<td></td>
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Developer contributions finalized in site plan conditions represents considered trade-offs between transportation priorities and other public benefits such as affordable housing contributions. In Arlington the benefits of coordinating land use and transportation planning—that is, bringing life’s routine destinations closer together, closer to home, and closer to efficient transportation—were recognized early on and have played an important part in the transformation of Arlington from a Washington suburb to an urban community.

Special New Project: Car sharing

• Arlington’s integration of transportation into all aspects of urban development emphasizes mobility options and prioritizes the movement of people rather than just vehicles.

• In Arlington’s urban villages—walkable, mixed-use neighborhoods well-served by public transportation and pedestrian facilities—residents and visitors in these neighborhoods can walk to shopping or restaurants and hop on Metrorail, Metrobus, Arlington Transit, or one of the many other transit services available to get where they want to go. Consequently, Arlington residents, employees, and visitors spend more time enjoying the attractions of the region, and less time promoting carsharing from the beginning.

Long Range Planning & Good Communications

• It is our goal with our parking programs to reach out to our customer groups through a variety of programs to solicit input and engage and involve their communities in planning decision making process.

• Parking taskforce groups, customer surveys, secret shopper programs, public forums, etc. are all tools used to be an effective parking operations.

Alternatives to Consider

• Increase/Decrease minimum parking
  - Residential
  - Commercial
  - ATM & Street Inclusion studies
• Support car sharing
  - Credit in TDM Program
  - On-Street spaces reserved
• Increase residential parking in metro corridor (not commuter)
• County enforcement of site plans requiring shared parking
Introduction to Symposium

The process started with citizen workshops. The objective of these workshops was to begin planning for an overall review of our parking initiatives.

Attendees included representatives from homeowner, neighborhood and civic groups, along with members of the transportation commission, as well as a commercial developers and tenant groups.

Major issues:
- Parking Ratio
- Arlington Standards vs. ITE Standards
- Emergency Vehicle Access
- Policy vs. Demand
- Convenience vs. Control
- Grandfathered/Existing Conditions
- Management of On-street Street Parking
- Revenue Enhancement

Arlington County Parking Symposium: The Beginning of Case Study

Planning Commission (PC)
Neighborhood Traffic Calming Committee (NTC)
Fiscal Affairs Advisory Committee (FAAC)
Transportation Commission

County Board
Appointed

Pedestrian Advisory Committee (PAC)
Bicycle Advisory Committee (BAC)
Transit Advisory Committee (TAC)

County Manager
(Staff)

Site Plan Review Committee (SPRC) is made up of various advisory groups and citizen groups and helps guide the site plan process.

List of Hot Spots

- Arlington is an urban county of 26 square miles located directly across the Potomac River from Washington DC.
- Arlington is internationally recognized as a model of forward-thinking development and smart growth. Until the 1920’s, there was very little development in the area, yet today almost all of the land in Arlington has been developed, and consists of extensive single-family residential areas as well as commercial, office and multi-family dwelling area. Arlington’s mixed-use development, smart-growth and new urbanism are recognized world-wide. The Rosslyn-Ballston Corridor is one of the nation’s premier transit-oriented corridors and was recognized as such in 2002 by the Environmental Protection Agency (EPA) with a “Smart Growth” award.

Community Involvement

- Transportation Commission
- Bicycle Advisory Committee
- Pedestrian Advisory Committee
- Transit Advisory Committee
- Neighborhood Traffic Calming Committee
- Columbia Pike Implementation Team
- Numerous task forces and community efforts

Alternatives to Consider

- Parking Garage options- public, private, non-profit, etc.
- Car sharing
- Additional public transportation-circular vans, smaller vehicles
- Free and subsidized transit passes
- Raise and enforce minimum parking regulations on new development
  - Consider “1 per bedroom” type standard
  - Spots for visitors
  - Expedited speed hump projects – 5-6/year
- Commercial Parking
  - Include impacts of spill over into residential areas

Future Initiatives

- Master Transportation Plan
- Pedestrian Plan update
- Arterial Traffic Management projects
- Rosslyn Sector Plan and other area plans
- Greater role in site plan review
- Parking Master Plan
Alternatives to Consider

- Ending parking minimums
- Explore more zoned parking
- Night time stickers
- Decrease auto usage vis-a-vis parking need and metro access
- Excess vehicles owned by owners
- Transferable parking rights

Above objectives plus...
- To reduce the adverse impacts of vehicles from outside the neighborhood from any source
- To inspire confidence that the smart growth policies won’t negatively impact neighborhoods

Alternatives to Consider

The Project Team of Nelson Nygaard was selected as the consultant to work with Arlington County and the Citizen task force for the Parking Symposium. The Project Team conducted interviews with developers, building owners, parking garage manager and local financial lenders. One of the major outcome was getting citizens to think outside our protective box!

Ideally, the parking system should be vertically integrated with control of off-street, on-street and parking enforcement operations. The addition of transportation elements is another logical addition.

Having control of all or most aspects of parking can contribute to a more effective operation, because of the interactive nature of parking as a system.

Community Outreach
- October, 2003 3-Day Parking Symposium
- Input from Civic Associations, Business Associations, Multi-family complexes and Individuals

Important Findings
- Parking needs vary block-by-block
- Some neighborhoods are pleased with program as it is, others are not

Developer Feedback

- Did the County’s required number of spaces adequately meet your building’s need?
- Could you have done with less parking? Would you have preferred more parking?
- Is there more that the County can do through its parking requirements to:
  - Require more shared parkings?
  - Encourage more HOV trips?
  - Encourage more short-term parker rather than long term parkers?
Arlington County has over 53,000 on-street spaces County-wide with about 4,200 spaces in higher-density and commercial areas managed through parking meters.

Our parking rates remained the same from 1986 to 2007. We just increased our on-street rates to $1.00 per hour.

In locations where un-metered spaces on residential streets are being routinely used by commuters and customers of nearby commercial establishments, parking access can be restricted at designated hours to nearby residents and their visitors with appropriate permits. The program is not intended to guarantee a resident the parking space(s) in front of their property, but it does enable residents and their visitors to more readily find parking on their street when they need it.

Commercial Establishments

- Civic associations may work with adjacent commercial establishments to accommodate parking needs such as employees parking
- Meters in abutting residential areas with permits to exempt residents from paying
- Multi-family units with 1st floor retail can institute permit parking only after close of business

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Does the amount of parking developed vary by intention to hold or sell the building?
• Does the amount of parking developed impact the ability to sell the building?
• How much money is it worth to you to reduce the number of parking spaces in the garage (by space)?
• What are the variables associated with creating affordable housing units?

Major Issues:
Affordable housing units
Public Transportation
Recreation/Parks

Arlington’s off-street parking structures contain 72,500 off-street public garage parking spaces in the Rosslyn-Ballston corridor alone, as of 2005. Off-street public parking facilities include three types of use and ownership:
- County-operated garages (Ballston Public Parking Garage, Barcroft Park Garage, and I-66/Washington Lee High School Garage)
- County-leased garages (e.g., Courthouse and Department of Human Services Building garages)
- Publicly-accessible private garages
These resources significantly increase the parking supply without using...
Arlington will change some or all single-space on-street meters to multi-space meters. In garages, advanced parking monitoring systems will be installed. The meters and garage monitoring systems will be linked to Arlington County’s Traffic Operations Center (TOC). This center is successfully monitoring and controlling the County’s 250 traffic signals, along with 30 closed-circuit television cameras for supporting active traffic control. The operators at the TOC will use parking occupancy and traffic congestion data to help determine parking habits and travel patterns of motorists to determine parking prices. Prices will be communicated at the meters and the garage monitoring systems. Dynamic message signs and online public information interfaces, located in the County’s websites, will also communicate parking prices, as well as parking availability.

The Value Priced Parking Program will begin with a feasibility study that identifies facilities, gathers existing conditions data, and estimates the effects of value pricing in the Rosslyn-Ballston corridor. These concepts will be refined in the pre-implementation stage of the project with the development of policy, institutional, and legal frameworks, as well as a public outreach campaign, ITS architecture review and development, and analysis of alternative concepts.

Parking management is no longer an afterthought. It is very important to continue to monitor the success of parking from the very beginning of a new development.

- Utilization patterns
- Peak periods
- Average length of stay
- Average time spent looking for a space
- Breakdown of parkers—dailies versus monthlies
- How many spaces does each tenant get?
- Is parking unbundled?

Parking is never “Free”
- What are the general rates?
- Special rates for carpool/vanpools
- How often are fees increased
- If there is a parking tax, would you pass the entire amount to the consumer.
- Do you offer earlybird or nightowl rates

Value Pricing encourage set pricing levels at on street spaces and garages to maximize short term uses of on street parking in retail and commercial areas.

Arlington County has more private office space than downtown Boston, Dallas, Denver, or Los Angeles. At the close of 2006, 1,354,323 square feet of office space was completed and approximately 1.4 million square feet of office space was under construction.

In a typical day in 2006, there were 4.4 million daily vehicle miles traveled on Arlington’s streets. Transit system saw 202,000 Metro rail boarding, 40,000 bus trips, 3,000 commuter rail boarding, and 150,000 transit-related walking trips.
The goals and objectives:
- Price Parking to encourage effective use
- Use parking to manage congestions
- Ensure parking availability
- Maximize user convenience
- Provide measurable benefits

The Program will take advantage of the capability of Arlington County's Growing ITS communication network and deploy the latest technology to expand the deployment of advanced parking management system and Advanced traveler information System.