

FACT SHEET: Master Transportation Plan Parking and Curb Space Management Element

October, 2009

Summary

Parking is a critical issue for vibrant, urban communities like Arlington. As a result, Arlington County has developed a robust parking plan that aims to ensure accessibility and convenience and support local businesses.

Prepared by County staff with input from the community, the Parking and Curb Space Management Element (Parking Element) is a 20-year planning document that elaborates on thirteen parking policies, which were adopted in November 2007 by the County Board as part of the overall Master Transportation Plan. The Parking Element continues an important public dialogue on critical transportation and accessibility issues in our community.

Parking in Arlington

- Arlington County strives to provide many travel options for those who live, visit, and work here. As a result Arlington's traffic has grown very little since the 1970s, even though the number of residents, workers and visitors continued to increase. In the metro corridors less than 50% of the workforce drives to work and metro corridor households use an automobile for approximately 40% of their daily household trips.
- The County provides residents, workers, and visitors with many different transportation choices – including Metrorail, Metrobus, ART bus, taxi, biking, walking, Zipcar (car sharing), carpooling and driving alone using private vehicles.
- Parking is an important part of our overall transportation plan. The Parking Element is just one part of our efforts to provide a sound transportation infrastructure and safe neighborhoods.
- We have a substantial existing supply of parking in Arlington.
 - For example, in the bustling Rosslyn-Ballston Corridor, we have 60 publicly accessible parking garages and 1,500 on-street (metered) spaces.
 - County planners work with developers to provide off-street parking options in most developments

**The Rosslyn-Ballston
Corridor hosts 1,500+
on-street spaces & 60
garages**

Planning for convenience, livability and access

- County staff worked with the community to develop a Parking Element that balances the needs of many groups – residents, workers, visitors, businesses and supporting services.
- In order to more effectively manage on-street parking, the Parking Element:
 - Aims to protect neighborhoods and promote retail activity
 - Reaffirms the residential zoned parking program to protect residential neighborhoods
 - Seeks to create new on-street parking spaces throughout the County
 - Provides for the use of parking meters to prevent the over-crowding of free spaces
 - Sets a target goal of 85% occupancy for on-street spaces in the urban areas
 - Ensures new buildings will construct sufficient off-street parking
 - Requires broad, extensive public consultation for any adjustment to parking meter policy

- Additionally, the Element addresses new payment technologies like pay-by-cell phone to simplify the parking experience and strategies such as performance-based pricing to prevent an overcrowded curb space and to improve access to businesses during peak hours
- The Parking Element includes implementation actions that will help create a more efficient off-street parking network.
 - Private garages can share spaces with the public for short-term parking and with employees from buildings with limited parking.
 - Garage design guidelines will assure well functioning facilities and allow minor adjustments to the number of spaces built in order to ensure they are easy to use.
 - Improved public and private wayfinding systems
 - Instead of building parking where there is no demand, developers can contribute to transit or Transportation Demand Management infrastructure and services or pay in-lieu fees.

Balancing the Transportation Needs of All

- Parking management is just one part of our overall plan to balance the transportation needs of all – residents, workers, visitors, businesses and supporting services.
- The on-street curb space is shared by many users besides personal vehicles, including ART and public and private bus lines, shuttles, taxi cabs, car-sharing vehicles, paratransit and delivery vehicles, handicapped vehicles and vendors. The Parking Element prioritizes the use of the curb space so that officials, staff and the public have the same understanding regarding what type of vehicle is appropriate at what location.
- Tenants and workers who do not own a car will benefit from the Parking Element’s support for “unbundling” because they would be able to choose to keep a parking space, rent it to someone else, or get a reduction in their lease payment for not using it. In addition the Element allows developers to partly contribute to bus, rail, bike and pedestrian facilities instead of building exclusively storage for automobiles.
- By actively managing parking and providing choice, we can help ensure there is a parking space available to the individuals who choose to drive and to those transit and commercial vehicles that rely on the curb space.
- The Parking Element **increases access for people with disabilities** by providing additional on-street handicapped spaces and increasing the number of passenger loading zones with accessible ramps.
- The County’s parking plan **fosters a more sustainable and aesthetically pleasing environment** by discouraging surface parking lots and extra curb cuts and by encouraging direct pedestrian access to buildings from public sidewalks and the voluntary removal of imperviously-paved surface parking.

For more information
www.ParkArlington.com
 for a copy of the Parking Element

Arlington County Contact

- For more information about the Parking Element and parking in Arlington, please contact Sarah Stott at 703-228-0592 or [sstott@arlingtonva.us](mailto:sscott@arlingtonva.us).