

RPP PUBLIC FORUM NOTES

11/14/18

Station 1: Eligibility

Note Taker Notes:

Summary:

Extreme disagreement on eligibility for single family vs. multi-family homes
Tension where zones meet
Moratorium is very unpopular
Some good ideas on resource allocation

Rotation # 1: Roger Munter facilitator

How many in RPP now? A little more than half. Three said aren't in and want to be. One person is not in it and does not want to be in it. One-third single family, one third townhomes, one-third condo.

What is working well with program as experienced it? It is working overall, good for our neighborhood of Lyon Village.

Forest Glen has 9 pm to 6 am protected parking, and we can always find a place to park in the evening.

How well it works may depend in part on the hours of the specific neighborhood.

In another view, it is very hard in the evening to find a place to park for residents.

Visitor pass issue: Placards and guest passes are working. Dashboard placard /temp pass for visitors is working. There are options for getting more than one, IE baby sitter or cleaning lady can get them. Can have abuse of visitor passes, if each home/unit gets many placards and visitors' passes per unit.

Should have a minimum standard, like in his neighborhood now, he can take the trash out without blocking his own driveway. Eligibility now is managing curbside flow so he doesn't have to block his driveway in now.

Program is not keeping up with demand as the county gets more populous. Douglas Park and near Courthouse Metro stop, there is 1/16th of a spot available per unit. We pay taxes and should get what pay taxes for. County does not acknowledge non-single family home residents in this way. Program is unfair to multi-family dwellings, all who are not single family homes. 8 people agree with that perspective here.

Arlington historically has not been building condo buildings that provide adequate parking, IE condo buildings are not building enough parking, which forces people to find parking elsewhere. Sir, the county is allowing that; it is a county problem. The people should not be penalized who live in these condos. County has insisted in recent years that some parking is allocated per another resident. Counter argument is – 1/16th, is not enough. County problem, not residents of condo issues.

Distribution of parking now favors people who live in single family dwellings.

Most who say the program is good now live in single family homes.

My complaint on what is not working is the process is that we were zoned one zone and then another zone took away some of our parking and then another zone took more of our parking. Process does not take into account the people outside a zone when another zone is adjusted and the change affects the other nearby zones.

County should have a strategy for the northern areas in contrast to the areas around the metro/central areas. New ideas: multi-tiered approach for different areas of the county.

Roger: DC approach 2 hours visitors can park vs. longer okay to park for residents?

No, not enforceable for Arlington Co- must be checked every two hours; now we are lucky if they come by once a day to enforce it.

When did Arlington county allow parking at night? My neighborhood has no commuter parking during the day, xxxx and other areas begin restrictions at 6 a.m.; country club program; original purpose was to protect commuter neighborhoods, not for other purposes.

Roger – program has morphed over the years, you are right, and now we are looking into the program again.

Assumptions about who has cars and who does not. Some assume that millennials do not have cars and people in multi-family homes.

Goals are unrealistic in trying to know what is happening in 10 years. Sustainability, green environment, reducing footprint.

Problem will be that county allows things to be built, ie red top location; 500 residences and 250 parking spots underneath which is less than ½ per unit of a parking space. Once you build it you cannot go back and build more under that building.

Could you get some special greening permits- IE hybrid cars. Greening eligibility.

More condo / renter eligibility.

Smaller residential living space due to expensive housing but the people living there have the same parking needs.

Rotation # 2: Roger Munter, facilitator

Mostly car-free diet, happy with taking metro, would be happy to park in a parking garage when I don't need to drive. If the county were to build, provide, rent, parking structures within a mile of her home, she would be more than happy to park her car there when she does not need to drive it. Or use under-utilized parking structures and garages already in existence now and let residents park there. Like a private zip cars. People in a mile of garage could park there at night.

Before we start zoning things maybe we could paint stripes or lines on the streets to make spaces more clear and I see commercial vehicles parked on the street for days and days and days. These vehicles take up space when they are clearly not servicing a home nearby. In Arlington, these commercial vehicles will not be touched a resident says. County official says if zoned, could get towed but won't get touched if it is zoned. Resident says if only zoned for the day, they won't get towed at night.

We are in middle Arlington near foreign service center and a lot of vehicles are active military or foreign service and need to park for two to three days in the area. Could we distinguish them from regular commuters so they could park there? Other resident, says why don't these facilities provide enough parking for the people using them.

What is working? If you are eligible and it is working, this is good that caregivers can park; they can park on her street. Quality of life issue. Visitor parking issue – works.

Moratorium.

We walk through zoned prohibited spaces a mile from my house at night with kids in my neighborhood through zoned areas to park. We don't want zones.

Another resident said without moratorium could fix that and have zones.

We are not eligible for zones – old townhouse, fraction of a parking space per unit.

Should have rules apply and not have special exceptions to rules or conditions to being able to be eligible to apply.

It doesn't seem fair to me who is eligible now. Higher density homes with less curb space should be eligible as single family homes - should have new guidelines on who can qualify.

Neighborhood conflict because people have to park in other neighborhoods now. One is zoned and one is not zoned and get parking conflicts. Can't park in own neighborhood. Have to park in other neighborhood and not near their home.

We had a conflict when single family homes next to high density housing and have our streets used as a parking lot and then we got zoned and that fixed the issue. Our neighborhood is no longer used as a parking lot who don't have a stake in the quality of life there.

Could county taper zones so transition from single family areas to greater density near the borders, is that where the conflict mostly is?

Our neighborhood was a garbage dump before we had controlled parking put in.

Stopping the program is not on these boards as an option, one resident said.

Rotation # 3: Roger Munter, facilitator

Roger: conversations are focusing on the pain points where zoned and non-zoned adjacent neighborhoods and single family vs. higher density areas meet. People who are in single family neighborhood zones think it is working pretty well, but condo and townhome residents don't think it is working well.

One resident is not in it and wants to be. No one is not in it and does not want to be.

What is working now generally well?

Overall it has been good, and we have a place to park now and before we had little place to park in Forest Glen neighborhood.

Roger: one thing we heard is not all neighborhoods have the same hours.

How are these hours determined??

Technical expert: a survey is done; neighborhood applied for it and asked for certain hours/things and then county examines it.

Stickers for zones work well – demonstrate eligibility now.

In my area, enforcement works pretty well.

What is not working so well?

County is starting to make concessions to developers to reduce the number of spots in the building which forces up the number of people who think they should be able to have access to on street parking. There was an original area between the county and single family neighborhoods about the ratios that would be in place for development and those have eroded over time, most especially at the Red Top site. Parking there has been reduced for that development and now cars will be forced into Lyon Village and Lyon Park neighborhoods. Emphasis to Red Top development.

Signage not working. People are taking advantage of the hours. Signs are not clear or just that it is not enforced? Both. Yes, the signs could be more conspicuous. Key Blvd adjustment to back in parking was made quickly and people did not know of the change ??

Bad signage when after hours must still pay to park beyond 2 hours but just can park longer than 2 hours.

From 7 pm to 8 am, reverse commuters. For corporate buildings, can residents park their car at night – more efficient use of space, but if people sleep late and don't move the car then the workers at the office building won't have their place to park.

Unequal distribution favoring single family homes- I think there SHOULD be unequal distribution so single family homes get more parking.

When people decide to live in a condo, one thing they should think about is whether they should live there if there is not enough parking.

Give incentive to multi-family homes/ others if they give up their car to live in higher density housing. IE transit or something else.

Moratorium is currently hurting our townhouse development. Va Hospital Center is expanding and is taking away spaces on George Mason Dr immediately from our spaces. Immediate negative impact on a 12-house neighborhood.

Distribution: 12 townhouses, we should have the same equality as the single family homes; six cars in driveways and we only have two cars in our townhome(s).

If moratorium for changes to zones but there is no moratorium on the development that is getting built up during that time.

We are going to be hurt in next three months, with an extended moratorium, a year and a half moratorium now is going to hurt us badly.

County keeps extending the moratorium, 1.5 years is too long.

Moratorium on changing or new zones.

Allow temporarily relief from moratorium for immediate negative impacts happening to neighborhoods from IE development.

Thursdays into weekends no protected zone where I live and now county is allowing a huge condo building with 12 spots and these people are going to be parking in my neighborhood.

Facilitator Notes:

What's Working

- Overall good
- Signage – delivery of materials
- Gues passes
- Helps manage curb space
- Made a better quality of life to have a zone
- Zone stickers themselves
- Passes responsive
- Unequal distribution is working it's right

What's Not Working

- Depends on hours in neighborhood – hours at night
- Guest Passes (too many)
- Program not keeping up with demand
- Unequal distribution of spaces that favors single family homeowners
- Doesn't take into account people in the neighboring zones
- Assumptions of who has cars and who hasn't
- County's aspirations
- Moratorium is hurting – being excluded hurts
- Two neighborhoods one zoned, one not zoned creates conflict
- Concessions to developers that are changing who is eligible – standards eroding (Red Top)
- Signage could be more clearer
- Motorcycles don't need passes
- Parking Program is hiding behind rules not aligning with community values

New Ideas

- Multi-tiered approach for different parts of County
- special greening eligibility
- More Condo/renter eligibility – Dissenting views on the subject
- Create parking structures within a mile of residents
- Paint lines for more efficient parking
- Can people apply for short term parking?
- New guidelines on eligibility
- For corporate buildings can residents park there at night? For greater efficiency of space
- Incentives for giving up spaces
- Temporary relief from moratorium for development - Immediate

Station 2: Visitor Parking

Key Themes

Abuse of visitor passes

Problems with enforcement

Number of passes vs availability of on-street parking spots

What's working:

- Number of free passes available to residents – most people agreed with this.
- People without driveways have an increased chance for having visitor's find a spot to park.
- Some voiced opinion on ease of parking for workers coming to home.
- Residents generally found the paper passes to work well and said the process to attain passes was simple and easy.
- Generally people thought the cost for passes were affordable and priced adequately.

What's not working:

- The process to get the passes to visitors can be challenging – particularly for contractors, residents found they have to sometimes stop what they're doing to come home and give visitors spots.
 - Communicating to visitors the nuances of the program was also challenging.
- Running out of passes.
- There are more passes than spaces – people that don't live on your block can come and use the spots along your street.
- Some residents resell passes – a few people agreed with this and that was directly tied with response/lack of enforcement

- Abusing visitor passes was a huge theme of the night for this station – anecdotes were shared that someone could give their visitor passes to someone indefinitely (i.e. A worker in the area) and that person would then use up spots who do not live in the zone during the business day.
 - Consistent themes from others who shared experiences of residents they caught sharing passes with people that do not live in the immediate area.
 - One person said a neighbor did this with a Taxi cab driver; reported it to the Parking Team who has the ability to revoke parking privileges. Nothing was done to the resident and after a short while, he was caught abusing the system again.
- “Long-term” visitors also an issue, such as contractors. Example when someone hires a contractor to renovate home – this is a long process and they need enough passes for weeks/months to get the work done.
- Enforcement is an ongoing challenge – some people said that if you call, an officer will come within the hour; others disagreed. Claimed that they didn’t think it was enforced at all.
 - Some said they would offer cookies or other treats to the officers to get them to continue to answer calls.
- Restricted hours are too short in certain areas.
- Resident found the zoned parking to be too exclusive to single family homeowners. ie. Multifamily residents also can find use of visitor parking.
 - Someone claimed some of this was the County’s fault for its rule of not requiring a higher number of parking spaces during the site plan review process.
- It is challenging to have multiple large occasions with visitor passes.

New Ideas:

- Some thought that parking passes for visitors could be categorized by type of visitor, ie. Contractor or healthcare worker.
- It would be easier for police to enforce RPP if there was a database of cars.
- Ability to allow for additional flex passes based on need.
- Strong support for ending the moratorium soon.
- Differentiating between passes (ie. Contractor vs. friend)
- Allow for short-term parking for people going to nearby institutions (such as a military/ foreign service pass)
- Online application for visitor passes
- Annual single hard pass per visitor home.
- Have an option to apply for paper or electronic passes.
- Tiered pricing

Facilitator Notes:

What’s Working

- Number of free passes
- People without driveways – Increase chance for spot
- Workers coming to home to provide a service
- Paper passes
- Getting pass process
- Keeper sticker
- Cost is good (keep same)

What’s Not working

- Getting it to people
- Communicating to visitors
- Running out

- More passes than spaces
- Reselling passes – Response better enforcement
- Pass abuse
- Enforcement
- Hours too short in places
- No visitors for apartments
- Large occasions
- Long term visitors
- W&L controls street

New Ideas

- Database of cars
- Education about spaces vs. Passes.
- Additional Flex pass (based on need)
- Ending moratorium soon?
- Contractor passes vs. Friend pass
- Short-term military/foreign service pass
- Online application for visitor pass
- Single hard pass per home – Annual?
- Option app or paper passes.
- Cameras tracking
- Tiered pricing
- Neighborhood response

Station 3: Public Facilities

WHAT WORKS

- Doesn't bother me [allowing teachers to park near a school] – only there in the mornings and afternoons (parents); knew that choosing where they live; limited use.
- Parent and teachers are there for a limited time. There is something there to increase green space [less parking, more space to build field/parks].
- They changed parking restrictions to accommodate parent pick-up and drop-off on Key Blvd.
- I live in this neighborhood and I'm going to walk to places so teachers should be able to park in the neighborhood. If you are driving into this neighborhood (non-teachers) you should park in the County garage.
- It feels like the County is in more favor of green space than parking, depending on the location. E.g. Courthouse slip lane. North Arlington would need more parking, than a dense, commercial area.
- Metered parking for parents/visitors

WHAT DOESN'T WORK

- If there is more free parking available, it encourages more people to drive
- They don't take care of the neighborhood because they don't care. (X3)
- You know how many parents/teachers, once you open it up to everyone there is an unknown number of cars parking and coming in. [Giving teachers/parents passes is okay but not opening it up to everyone]
- Since parking around County facilities is completely unrestricted, it turns into storage for vehicles (e.g. by Washington-Lee. Limo company stored vehicles with MD tags). Also, by the National Cemetery unrestricted parking. Creates impacts to neighboring streets. Tends to happen more on places that are quieter and more out of the way.
- Teachers are parking in the neighborhoods anyways.
- We pay a premium to live where we live. We should have more of a right to park near/in front of our homes.

- Had to reschedule tree company 3 times. Can't accommodate service needs. (VISITORS)
- We do not have parking for staff (APS and County)
 - We all recognize it and we ignore it.
 - Absurd that some teachers have to pay for parking.
- Parking is extremely expensive.
 - E.g. Reed School – There is not enough land to put enough parking for school and library and it will flow out into business and residential areas.
 - Swanson – You have needs for school space and parking is turned into school space.
- Ideal world would not treat teachers differently and they should not be allowed to park in neighborhood. This should be considered when building and they should supply enough parking.
- School evening events:
 - Some parents are unable to park for events. Would be okay if they were given special privileges.
 - NOT OKAY – Shouldn't be allowed. (X2) Wash-Blvd; Arlington Science.; Thomas Jefferson – event overflow into neighborhood
 - Issue for night events – some residents are unable to find parking.
- People's expectations need to be managed. You shouldn't assume free parking if you're visiting, should expect to pay for parking and park at a garage.
 - Managing expectations: People would move their car every 2 to 4 hours in neighborhoods.
- Businesses have some responsibility for this issue. Need to subsidize parking or offer free parking.
- Some schools do a better job managing expectations of parking
- Not working: Developers aren't allotting enough parking (Arlington Mill) and relying on neighborhoods to absorb the parking needs or forcing nearby residents to apply and rely on zoned parking to manage problem.

NEW IDEAS

- Space is such an issue. Should better manage utilize/facilities with vacancy around surrounding County facilities and build less parking at County facilities. Garages are underutilized throughout the County. Don't want to see the County have to build garages, especially if there are available options nearby.
- Shoulder turn over period – issue usually around 5pm when people are trying to park near their homes and others haven't left yet. [Change restrictions hours.]
- You could give parents and teachers passes but parents should only be there for a very short period of time.
- We have done a good job working block by block. Things shouldn't be done on a blanket basis. We should look at hours, splitting zones. It is working.
- Unrestricted nature around the facilities is the issue. Add no parking
 - South Gate
- It would be nice as a tax payer, there should be free parking or validation if you're going to pay a bill or visit the Courthouse for Arlington residents only.
 - Had to get leaf bags and had to pay for parking even though I was there for 5-10 minutes
- Also, for other facilities, County residents should not have to pay.
- Coming up with a strategy for more high-volume parks.
 - Concerned about Crystal City for other future County facilities, especially if it is not walkable.
- If there is an option to take the bus, students should not be given a parking pass. For teachers, all in favor for giving them parking on nearby streets since they are doing a service.
- I like the idea of the zoned parking for teachers, especially since you can estimate it but it needs to be on a school by school basis.
- Arlington Mill – Residents should be allowed to utilize County facilities at night.
- Teachers are not payed enough to have to pay for parking. They should be allowed to park in neighborhoods. (X2)

Facilitator Notes:

What Works:

- Limited times for parents
- Not blanket regulations across the County, should be specific to local area

- Changed some parking restrictions for parent pick up
- Prioritizing park/green space over parking in dense areas (ex. Slip lane)
- Metered parking outside of Key is fine for parents/visitors
- County has enough parking, don't necessarily need to build more with every facility

What doesn't work

- Developers have nearby residents depend on RPP if they don't provide parking
- Apartment renters/condo owners to fight for their right to park
- Physically not enough space for developers to build more parking
- Issue during shoulder period – people coming home but facilities haven't cleared out
- Sometimes doesn't allow us to accommodate service needs
- Not enough parking for APS or County Staff
- Parking is extremely expensive to create (e.g. Reed school does not have enough land)
- Teacher's parking in neighborhood
- Expensive to create underground parking
- Very hard for parents to come during the day for events. Can also be an issue for night events
- Businesses need to provide parking
- Hard to find free parking when trying to conduct business as a taxpayer
- Need parking strategy for high volume facilities (i.e. aquatics center)
- County residents shouldn't have to pay to park at a County facility
- Money should go back to the community instead of general fund
- If there is an option for a bus, I don't think there should be student parking unless for safety reasons
- Residents unable to park during school events (W&L) & Science Focus & TJ
- People from out of the neighborhood are not taking care of it
- Encourages more people to drive
- Not as limited use for commuters/patrons
- Seems to be storage of commercial vehicles by Washington Lee
- Spaces are not available during the day
- The unrestricted nature for free parking that's not zoned – people/commercial vehicles park overnight for example limo from MD

New Ideas

- Give parents/teachers their own zoned parking
- There should be balance in the allowances for teachers
- We should be able to tweak things as issues are realized
- Patrons should use private garages
- Some sort of identifiable way to allow parents to park
- Manage people's expectations – parking in Arlington is not easy
- Give residents free parking near courthouse
- Parking for teachers should be on a school by school basis
- County facilities that have parking should allow residents to use it overnight

Station 4: Business Patrons/Commuter Parking

Note Taker Notes:

First Rotation:

- Incorporate a benefit for active military and foreign service benefit
- Live down the street on Key Blvd, Zone 4 is 8a-5p in specific areas. People park there, commuters and bar patrons park in our spot. Does the zone need to be 24 hours?

- Near Key Blvd, ours is zoned for work hours but there is not a space when people get off work. People in DC and Maryland are there when I get home from work
- There was no notification for back-in parking changes on my street. She was out of town when the changes went into effect and ticketed due to no notification
- Parking enforcement is poor
- Adjust the time limit. Currently it's 8a-5p. Extend the time to allow residents time to get home from work and find parking
- Parking on a street will not be enforceable for short-term visitors if we allow visitor parking on the street
- Enforcement is not occurring and they can call police but police will not be serious about enforcing non-criminal violations. When they first moved in, police were literally working the streets. Now there is a reduced police force
- There are black-market flex passes. On our street, there is a flex pass is for North Oakland Street. That is not near our house. Flex passes are not working
- My nanny uses the flex pass and it works for us except she has to walk a block to park
- We had a resident who was selling his guest pass to a person outside of the zone. The county told us to prove it. We proved it. We followed him, got his address, he worked for a cab company. The rule says if anyone is selling the passes, the pass will be revoked but it was not revoked
- Vespas/motor scooters don't need a pass but they take up all the parking space. They should be required to have a pass.
- Nearby adjacent residents that don't have permits or no adequate spaces park on our street and they are charged too much where they live to park. It's not commuters or business patrons it people not parking on their streets
- The program works. Or we'll be overrun by commuters and not get enforced. If we loosen the restrictions further, we'll be overrun by commuters in Virginia Square
- Provide military passes and some way to enable short-term business-related parking not just for military but not restaurants
- If there is nearby parking, I don't blame people parking in the neighborhoods. People don't want to pay for parking. Even at night at the building at Highland (3033). People won't pay \$5-6.
- Give some way to enable business parking
- On N Rhodes Street, they're required to have zoned stickers. But across the street, there is free parking. DC, MD, PA park there unrestricted. I have an issue with that because I have to pay but other people can park for free across the street. People car squat for extended time periods.
- Zone stickers work
- But stickers on the bumpers don't work because we have back-in parking and it doesn't work. Enforcement can't see the sticker. Enforcement isn't working. Change it to put it in your window. That would be better
- The car decal is going away but not the zone sticker
- The mailers help people reduce their car use and congestion certainly around Courthouse especially for young people who are willing to go car-free. I urge you to continue to do outreach for biking and other public transit.

Second Rotation:

- On our block, people park on our block and walk one block over. I don't know why our block is zoned different because we're very close to the bars
- Possible solution could be a split parking sign like they do in DC to allow visitor parking. There is too much paid metered parking and not enough residential parking
- Adding to the meter or feeding the meter used to be allowed. Parking at the meter is for a limited time, you shouldn't feed the meter.
- But if you need an additional hour if we've already paid, we should be allowed to add more time instead of going back out to your car. Currently you can't add.
- It would be helpful to explain what you can and can't do at the meter so that people don't feed the meter. Once your time is up you can't add more time from your phone, but you can add more time with cash
- Add more structured, public garages. There are tons of garages in Bethesda. We should do what Montgomery County does

- They think that if you reduce parking spaces in buildings, people will take metro. It's a farce. Red Top was voted on and it will not work
- Streets are for residents and parking garages are for the business patrons.
- If I can give out two passes but I've invited 20 people, that won't work. But if there is a garage nearby they can walk from there. I have a friend in south Arlington and we park at a nearby garage and walk to her home
- We should form a special business tax so that they pay their fair share.
- I don't want to overburden the businesses and business patrons need places to park. Arlington County should provide structured parking for patrons to park in existing buildings. The Red Top closest garage is 3 blocks away, so most people will park in our neighborhood. We need creative solutions for people parking at business retail. We need creative business solutions. I'm sure AED has looked at this already. It should be full-cost recovery.
- The County has a policy of limiting residential parking spaces. The County believes that people will not drive cars if people don't have places to park. But I'm sorry, it was cold tonight and I drove my car.
- It's not the current Transportation Commission but it's the Transportation Commission that approved the policy
- It's catch as catch can. What we need to do is look at it comprehensively. I live two blocks from VA Hospital, there is no staff/patients/visitors parking and there is not a single parking space for extended parking on my street for my service provider.
- The Arlington County parking office is very disorganized and they need to get their act together

Third Rotation:

- When did the County stop striping parking spaces? Like Texas, people should not be able to take up more than one space without the striped line.
- There should be some way to distinguish for visitors from homes, businesses, contractors, etc.
- The amount of parking available at a site should be based on the size of the business and the commercial zone.
- But in Clarendon, Arlington approved a building in the Red Top location in that large building with not much parking. The residents will end up driving in the neighborhood to find parking. Multifamily building will not have enough parking spots for their residents.
- Because the developer does not have enough money to pay for the building, the residents will then park on my street. We are paying for a developer benefit. At Sheffield Apartments, for example, they park on the street and dump trash.
- We're a townhome community, we're off Columbia Pike and there are lots of commuters that take up our parking. We're also competing with our neighbors, donut shop parking, retail, used car shop parking, the apartments and commuters. We would like residential permit parking and the moratorium lifted.
- So, one of the suggestions for townhouses that would normally be eligible, the development has 12 buildings for 16 spots. Because they have the 1.125, they are not eligible. Take away the zoning restriction on townhome eligibility.
- There is a construction site nearby and a lot of construction parking nearby, construction workers should be able to park near the construction site and utilize temporary parking
- It is the citizen's responsibility to report tax evaders or people in vehicles with Maryland tags that use flex passes and park on the street. We should report it and the commissioner should verify.

Station 5: Enforcement

Note Taker Notes:

- Ending of the Arlington decal will make it difficult for enforcement in zoned neighborhoods.
- Current program is not working because it is not enforced. The only way it is enforced is by the resident calling police.
- Evenly split among housing types
- Hire more meter maids in Arlington County to raise revenue in fees
- No meter maids at night past 9pm get more enforcement after that time
- Generally speaking there is no enforcement

- Issue with hours – difficulty in parking is not during day but at night, but the time stops after 5:30 p.m. it's difficult to find parking in the evening. (Hours don't make sense for residents Zone 6)
- The enforcement is required by meter maids vs. actually police officers. Maybe police could take in more enforcement
- Residents don't want to call the police after 9pm because they feel their issue isn't urgent enough to call the police
- Overall positive experience with calling the police.
- Overall zoned sticker is effective in enforcement
- Paper hang tags aren't effective in enforcement many are being replicated and duplicated
- Many people are using flex tags and passes are being sold to people who don't live in the area
- Enforcement of N. 19th street appeal to demonstrate a pattern to repeat offenders that typically have a lot parkers
- Many stickers get stolen
- Two hour limit is not an enforcement (no window at all) A short window for parking isn't enforceable – Full time permanent in DC
- Report repeat offenders through the my Arlington app vs non emergency police
- What's the punitive damage for tickets
- Issue with contractors parking overnight who don't live in the neighborhood but are within the range of ability to park for example park in evening when zone is 8-5
- The moratorium is making it difficult to petition for alternate times or different times
- Random enforcement is working
- Individual enforcement has dropped off
- Is a ticket enough of a deterrent?
- Better signage better lighting on signage, more threatening on signage, more meter maids
- Better communication to resident to resident on parking changes, more time, more channels of communication
- Zone six works for applicable time tailor the times and hours of zones to the neighborhoods.
- Residents selling guest passes to condo owners who have additional vehicles
- County isn't enforcing penalties for duplicating even when hard proof is available.
- Residents don't want to task the police with parking enforcement issues.
- No comparison of where the car is parked vs where the owner lives
- Issues with out of state drivers parking illegal
- Staff is understaffed
- Need to make infraction more obvious to see
- Parking enforcement does respond but may take a day to
- It's clear that staff is understaffed
- Issues with used car dealership parking inventory on Columbia Pike 12th St. & Monroe. Business particularly car dealerships should not be able to park in residential neighborhoods.
- Frustrated with moratorium.
- Visitor passes seem to be used for far away from property
- Response to parking complaints has been inadequate – when enforcement arrives usually they won't ticket. Enforcement has said to residents that if a car is blocking their driveway that they can drive on their grass to get by.
- Inconsistent response – not an equitable response and not getting the same level of response for service.
- After 5:00 p.m. service quality is not
- If the zone is in place it works, but the timing needs to be reconfigured in neighborhoods

- No issue with people parking with short times. Some people tend to park for extended periods of time
- Lot less issue with neighborhood disruption with zoned parking.
- Increase the individual ticket amount
- Visitor passes need expiration dates on them
- Limit on number of books make issuing of books a cause and effect – tailored to the neighborhood. Find ways to better regulate supply and demand.
- Is the penalty for selling passes high enough? Is it being enforced?
- Has it been enforced what is the data on selling of passes being duplicated and sold?
- People are not being prosecuted for selling passes, enforcement is not working
- Passes are being abused (too many passes are being issued)
- Many out of state people are parking for long periods of time.
- Abandoned vehicles
- Wants the Arlington sticker to continue
- Restore Arlington tax decal easy identifier
- Group homes are an issue – multiple people living in one plot each have a car park on the lawn or on the street in the neighborhood. Often times room share situations, code enforcement issues, multiple vehicles/ home
- Group home residents are evading parking on the street i.e. on the lawn, ally, back yard
- Give meter maids more responsibility, more respect, more empowerment.
- More focus on parking enforcement less on police dept.
- Need for the parking times to be looked at and adjusted.
- Expand the hours of parking enforcement as for police it's a low priority
- Disconnect with parking enforcement hours of operation and need
- Policy changes that instigates community enforcement would be a benefit
- The population growth of Arlington is changing from one of a single family to multi family
- More creative solutions for multi-family areas and single family areas
- Balancing conflicting generational viewpoints
- Require developers to build adequate parking for all residents in multi-family dwellings.
- Issue a hard pass vs. a paper pass. For visitors to understand which house that belongs to and how long it has been there
- Only issue two visitor passes/household
- Develop a way to better enforce duplication
- Develop a board/working group including a diversity of thought
- Make residents of single family homes park in the street between certain hours unless they have a visitor pass.
- Enforce street sweeping and snow emergency parking.
- Better link parking to the address.

Facilitator Notes:

What Works:

- Response of PDs & Parking Enforcement
- Majority of respondents didn't feel it was PDs job to write tickets
- Zone & Sticker – Bumper/windshield
- Zone 6 works for applicable time
- Random Enforcement
- Ticketing

What doesn't work

- Current program not enforced, not enough parking enforcers particularly after 9:00 p.m.
- Hours of enforcement are not applicable to the area
- After hours personnel
- Duplication of hang tags
- Passes being sold/traded
- Theft of stickers/ obtaining a replacement
- Contractors are parking overnight within the time range legally leaving little space available
- Not random
- Is the \$50 ticket enough?
- Too easy to sell passes, County is not enforcing the penalty
- Location of car relative to where flexpass is issued
- Visitor passes are sometimes being used far away from the primary address
- Perception that County is understaffed
- Columbia Pike not eligible for zoning, competing with businesses (used car dealership) Monroe & Columbia Pike
- Response time from enforcement staff/police May not come out
- Inconsistent response
- After hours enforcement
- Passes being used undated
- People selling passes are not being punished
- Multiple vehicles per home

New Ideas

- Appeal to demonstrate repeat offenders/areas
- Short window of parking not enforceable
- Photo Submission
- Better Signage/more threatening/more enforcers
- Better communication to residents on more channels
- Tailor hours to the neighborhood
- Increase ticket cost
- Limited # of visitor books
- Corrective action for residents who duplicate passes – penalties
- Single family residents – required to park in driveway of resident vs on street
- Restore sticker
- More focused resources on parking enforcement less on the police department
- Expanding parking enforcement hours so they don't have to call police
- Policy changes that instigate a community enforcement involvement
- Creative solutions for multi-family dwellings, policies have not kept up with changing demographics
- Hard pass for visitors

Station 6: Other

Note Taker Notes: N/A

Facilitator Notes:

- No set limit for parking
- Space tradeoffs for off street parking
- Garages not used when available

- RPP restrictions put in after purchase low impact on property value for property value
- Where are the parking meters going?
- Parking permit advisory committee
- Separate committee/work with developers for shared parking
- Be more responsive to citizens
- Crackdown on black market for flexpasses – frequent on lee highway apt. Dwellers selling/giving passes
- Reduce abandoned vehicle time limit
- Multi-family residents are treated differently than single-family homes – not reasonable to set rules based on 1964 zoning patterns of vehicle ownership
- Other residential uses/limiting those is important
- Balance of cars & parking supply on a street especially renters
- Developers need to provide more parking
- Transit doesn't address everyone
- Residents in same zone should not be able to zone each other out
- People should be able to park on street in their neighborhood
- Problem of safety and parking supply with curb-side protected bike lanes on residential streets
- Passes for FSI & Military – Short-term pass for non-residents
- Removal of non-street spaces for projects
- Grandfather existing restrictions
- How does a zone get decided?
 - Smaller zones are better
 - By housing type
- New technology for enforcement would be better and efficient for enforcement
- Require apartments not to charge
- Private residential parking permits by apartment complexes and their restrictions
- Put a premium on car # - lower limits on passes
- Charge the spaces for what they are worth based on location
- Put in restrictions before new development is built, don't wait until after
- Hours end, business patrons and other residents come in
- Yield streets have special challenges need pull over space and RPP creates pull over space
- County needs to require more parking from developers

RPP PUBLIC FORUM NOTES

11/29/18

Station 1: Eligibility

Note Taker Notes:

WHAT'S WORKING?

- Permitted hour restrictions – like them. They work well. Wouldn't want to change.
- Homeowner based system works – doesn't care as much about apartments, that should be the building's issue to deal with
- Parking due to high traffic – currently the places that most need it have it and it is protecting those residents. Wouldn't want to take it away from those that have it already because that is necessary
- Restricted eligibility is working, it creates a safer neighborhood.
- Stickers!!

WHAT'S NOT WORKING?

- Inconsistent Eligibility test – not treating everything the same
- The county is developing without enough parking.
 - Arlington County’s bias against garage spaces for complexes.
 - Never enough spaces to match the number of units in a development.
- The “car free diet” is NOT working. It’s “insane”. Never see people on bikes in south Arlington.
- Overflow from apartments is causing problems.
- Treating all zones the same – zones should have different rules because neighborhoods have different problems. The entire zone should be considered when a decision is made.
- Houses have greatly increased their occupancy. There is a rule about the size of your driveway. People are exceeding their driveways. Anticipated occupancy codes.
- Residents pushing out other residents so they can have their own exclusive parking. Folks in houses have taken over the parking and don’t leave spaces for condos and apartments. The zone is much larger than it needs to be.
- Ride sharing companies have blanket exemptions. Why is that? Folks that use the bus and pay taxes don’t have that luxury.
- The system is setup to control commuter traffic. Don’t understand why I can’t come to the library and park on the street when I live here. What about reciprocity? There is no zone reciprocity. There’s little benefit to the permit. Live in Arlington but can’t go to Clarendon. What do the stickers mean?
- Apartments with too little parking.
- There’s a lack of communication with new development. Not adequate accounting for parking when planning for building.
- Not all residents are treated the same. That’s wrong. We’re all tax payers thus the rules should be the same. (single family vs apartment)
- Zone and non-zoned parking on the same street.
- People that are going to the hospital for work (like employees at hospital subway) will drive to the bus parking their cars on neighborhood streets to commute to hospital regularly. Or people parked waiting for people to come out of the hospital.
- The signs are not up to offer parking support what we need.
- There are not enough permits for large families.

NEW IDEAS?

- Extend Hours (6pm? Or 8pm? And add Saturday and Sunday?) (But If you extend to 8pm people will just move upwards in the neighborhood to hide from parking enforcement.)
- Differ rentals vs homeowners
 - Some renters don’t want to pay parking for the complex and park on the street
- Multi-year sticker (for homeowners) as opposed to a current parking permits
 - Add Long term leases?
- There should be some sort of ability to revisit parking decisions after a few seasons or years. Have flexibility in the policy.
- Case by case according to neighborhood
 - Consider the entire zone
 - Special considerations should be made (i.e. amazon – making it more restricted than others, S Arlington)
- Put zone on the personal property stickers and make it free like you used to be!
 - We only get two stickers per house. Then our children become drivers. If we have four cars, pay taxes on our cars, pay taxes for property we should be able to park free. (!)
 - With the limit of two, some can’t park the car on the street during the week legally.
 - There should be provision for large families.
- If you build an apartment building, you should be REQUIRED to provide parking (included). Make it part of the rent.
- Apartments should provide enough spaces.
- County is missing opportunity to increase revenue. Shouldn’t we capitalize on the commuters driving from home to metro to get into DC.

- Put parking at the airport. Build it with more density. Make more paid commuter parking (revenue source!).
- Create an UBER lot to prevent them from collecting on the street.
- People renting should be able to apply for parking. Long term lease tenants should be eligible. (with proof of residency)
 - Some folks cannot afford to own – doesn't mean they shouldn't have access to parking.
- 2100 clarendon should charge market rate or staff rate

Additional QUESTIONS:

Are parking permits always restricted by hours? Some places have 24 hour permits.
Can Arlington change the parking signs without permission from the residents?

Facilitator Notes:

What Works:

- Restricted hours
- Home owners
- Proximity to high traffic areas
- Stickers
- Restricted eligibility – safe for neighborhood
- Three sticker limit

What doesn't work

- Inconsistent eligibility test
- Policy against building more parking (Car Free Diet)
- Overflow from apartments
- Same rules all zones
- Anticipated load of occupancy code
- Trading between bikes and cars
- Residents pushing out others
 - Residents – zone too big
- Ride sharing exemptions (Car2Go)
- No zone reciprocity
- Apartments with too little parking
- Lack of coordination with new construction/zone
- Types of residents treated differently
- Zone & non-zone on the other side of same street
- Not enough passes for large families
- Long term leased tenants should be eligible.

New Ideas

- Extend hours – 6:00 p.m. or 8:00 p.m. plus Saturday and Sunday
- Differ rentals vs homeowners
- Multi year sticker (Homeowners)
 - Add Long-term leases
- Case by case by neighborhoods
 - Consider entire zone
 - Special considerations – Amazon S. Arlington
- Put zone on personal property sticker & free like it used to be
- Free stickers parking – up to 4
- Apartments must provide free parking

- Apartments provide enough spaces
- Make paid commuter parking (source of revenue)

Station 2: Visitor Parking

Note Taker Notes:

What's Working

- Landlord permits are working just fine.
- Paper passes for workers
- Flex Pass works great
- Program is working well. Don't change it.
- No issue with visitor (X2)
- Every home should be able to have only 1 flex pass. I don't care what they do with it. The parking pass has been given to us to do whatever we want with it (sell, lend, etc.)
 - It's not adding another car, I don't have a problem.
- Current cost of the program is appropriate.

What's Not Working

- If you have an in-home health care person, they need a long-term pass that won't expire in 3 days.
- People in the house lending a FlexPass to friends. Illegal use of the pass.
- Limit of the 3-day pass.
- During the day, when I have a group meeting at my house, I have to give out multiple number of passes.
- Shouldn't have to pay for passes. Sometimes only use them for one day. We shouldn't have to pay extra for them.
- A lot of these problems come from the lack of early enforcement issues from the beginning.
- Car-2-Go should not have an exemption
- People will park and leave their car in an unrestricted residential area for 2 weeks. Take Uber to airport.
- Being in zones means more money to County with less space.

New Ideas

- If you have someone who is providing help daily, there needs to be another way to identify for a person who provides in home service daily e.g. nurse (car unmarked).
- Can you do something like ParkMobile, enter someone's license plate, that way enforcement would know that visitor will be there for the next 6 months, etc.
 - If they are not computer literate, they can call a number.
- In-home care permit like the landlord permit
- Long-term pass that won't expire in 3 days.
- Having more than one flex pass. Ability to purchase another Flex pass similar to Boston and other cities.
- Compare program to other cities.
- Build more parking garages. Take away the need for people to park in the neighborhoods.
 - Make it part of the zoning ordinance to require business parking.
- The County needs to take a hard look at new development and make sure there is enough parking and that will alleviate the burden on the neighbors. Look at the demand and the County should not push their car-free diet agenda on residents.
- Eliminate the charge for the FlexPass since residents pay so much already.
- (X2) Some areas should have a 1-2 hour parking exemption within a zone without a pass but it has to be enforced.
- Make passes printable online for one-day passes.

- Online printing of passes would allow people to track how many days they use on average to know how many extra passes they need to purchase.
- (X2) It would be nice if they were more than 3 days. At least 5. It is hard to see the dates on the pass.
 - It would cover long weekends when visitors are in town.
- If you lose your FlexPass, you should be able to get a new one.
- The hour restrictions need to be extended in some areas to allow the ability to have visitors in high-peak times.
- The County needs to better communicate parking for visitors during large events; e.g. exemption for large groups.
- Give Car2Go designated spaces (like Zipcar)
- Have the money for the parking program go to a community fund for the related zone area.
 - E.g. help fund parks for communities.
- The renewal timeframe for the program should be every 2-3 years instead of every year.

6:50 PM – Nobody at the station for 10 minutes

7:15PM – Nobody at station

Enforcement is a huge part of what you decide to do.

*** Suggestion: For next meeting, have the residents pair up by their zone, that way their comments are very similar and you have a better idea of what the issues are and where.*

Facilitator Notes:

What Works:

- Would be overrun by commuters if program was not there.
- Zone stickers
- Solicitation for public transit/biking (green commute)

What doesn't work

- Large cars taking up multiple spots due to lack of spot lines
- Multi-family building with not enough parking spots – feeds into other neighborhoods
- Redtop parking
- Is enforcement occurring? End of day rest. Goers take spots at 5:00 p.m. restricted parking time
- Communication/time limit not working
- No short-term validation
- Reduced enforcement staff
- Black market flex pass
 - Guest passes being sold
 - Proof not accepted
- Not adequate parking
- On free parking side people car squat for extended time period
- Too much paid parking not enough residential
- Explain what you can/cannot do (paid parking what happens when it expires)
- Policy in place false belief they'll stop driving cars

New Ideas

- Provide residential parking on Columbia Pike – Between commuters parking/donut shop
- Take away restriction on townhome limit space parking
- Construction workers should have ability to utilize temp parking pass
 - Example 3 month work = 3 month pass
- Provide visiting military visitor pass (temp) Near foreign service
- Extend time limit for homeowners to have spots by homes
- Vespas/scooters need passes

- Have timed visits for corporations I.e. DMV visitors
- Window sticker would be better – options of location
- Add split parking shown on signage – Don't take away zone
- Visitors pay for two hours
- More public parking garages/lots structures – add in new buildings
 - Especially for business (retail) full cost recovery by Arlington County
- Have something that differentiates family/friends/contractors etc.
- Square footage of establishment should compute into sufficient parking spots reinforce zoning.

Station 3: Public Facilities

Note Taker Notes:

Rotation 1

- **Fine with parking for facilities, parks. There's room – in middle of neighborhood, can accommodate it.**
- **More Park for two or three-hour parking, instead of all or nothing approach.**
- **No more than 40% is full—but a couple hours, 2-3 hours. Can park anytime they want after 5; shorter period to do business or lunch.**
- **Feel good about schools – what kind of impact would it have? Would be ok.**
- **If give them to teachers, make sure it is just the stick on decals ONLY!**
- **County Board philosophy for builders where you know there will be more cars than spaces. Good thing if appropriate places to park. Builder has to build enough space for intended parking!**
- **Enforcement would need to step up if this is case.**
- **Timed parking without meters means enforcement has to come continuously; puts a burden on parking areas. Could use Parkmobile? Minor charge, but a way to track vehicle very quickly. License plate readers.**
- **House owner calls in, enforcement usually comes quickly. Enforcement consideration if we go to shorter 2-3 hour terms.**
- **Some opposed paying for parking in their neighborhood—not eligible for zoned parking.**
- Many issues with people parking in permitted spots; work as volunteers.
- Have to accommodate because no parking.
- Problems zone by zone.
- Ok with people who come 2-3 hours.
- Zoned parking does--- it is a good thing, but if you cross one street, they cannot park. It carves out neighborhoods. Can walk in Pentagon City, cannot park. Double edged sword. If you have a sticker, you should be able to park in other zones. If Arlington resident, with stickers, why cannot you park in Clarendon?
- **How you plan this, protests on own area, can walk but cant park—it bothers resident. Sick and tired of paying for parking.. to library. Etc.**
- **Arbitrary—why not one big zone within a neighborhood.**
- **Prevents from having to park when you live here.**
- **Some people against this idea. Should park in the metered spot. One sticker isn't a good idea—people in N Arlington have all parking, issue in parking NO NO NO! That's why we have permit only for people in neighborhood. Bad idea!**

Rotation

- **How many spaces in county facilities assigned to staff. Not forcing own staff to do it. How many spots do we need in Clarendon-Courthouse are needed?**
- **Use those garages and rent it out to residents. Live by car-free and lead the way first.**
- **How many vehicles owned by County and what is the usage rate?**
- **Usage rates**
- **Where there are schools, usual restriction around schools at moment**

- Issue with County vehicles that stay in neighborhood 24/7; Leaves about 25 parking spaces for a staff of 80 people. N 7 th petitioned County and got it, cut down. Have to park way far down as a teacher. No teacher parking – older schools is not a priority.
- There is no solution other than parking on the streets; understand residents don't want people to park in their neighborhood. Create a teacher pass for the school to allow to park in zoned parking.
 - Hanging card ie: Barcroft.
- Build new schools—need to put parking in place.
- Concern at some point the streets will become overwhelmed—build more parking at the schools
 - Can't if there is no land. Longbridge, Barcroft don't have a lot – look at the where parking issues are; and do a study and propose solutions to help alleviate lack of parking.
- Get more parking at this library/Aurora Hills Library.
- 19th Road on cul de sac – hours zoning 8-5, people have a tendency to come and park and use it for other purposes than go to park. After 5; Enforcement is an issue—public parking after hours, when it is dark. Hasn't seen enforcement in 10 years.
- Zoned sticker should be eligible to park in front of the community center. To go to that facility. Not pay to park at the facility. 18th street – two hour free parking; paid parking sticker says County resident should be able to park at county facility.
- Whenever you have business, Clarendon Boulevard, parking is a mess. Shouldn't we take care of our own mess before going to change things in neighborhoods?
 - When you have to vote, pay for parking, maybe we should offer another place to do Absentee Voting so that they don't have to pay to vote.
 - Go to voting place, during day to vote, don't enforce parking. Maybe do the same for voting at CHP? Voucher?
 - There to pay for County business, and then have to pay for parking.
- No new schools!
- County facilities vs. businesses – Arlington County/recreation stickers for zoned areas?
 - It's a balance, if using parks or fields, it is ok. Not ok for those that may not want to park at a nearby hotel or going to restaurant.
 - Print pass and bring it with you to see if you're using the facility. Special weekend passes are ok.
- Near school and church, church zoned commercial—have congregants coe and park on street.
- County should pay for curb cuts—cut into sidewalk lower it to pull in driveway for those who live near County facilities. Build a driveway.
- Have a program like they used to have for residents without them who live adjacent to County facilities, churches, etc.
- Most business districts have metered parking; should have that around libraries, community centers. If not enough free parking, immediate neighboring streets, should be metered.
- County needs to get out of mindset that people don't drive! Car-free diet doesn't work and is a joke!
 - Teacher and students need parking to measure use of facility. Garage is expensive, but people don't want to build it and parking is an issue.
 - Willing to pay more taxes for that?
 - No unreasonable overflow FROM community centers and schools should not get into the neighbors—it's a balance.
- Car-free diet. A few people agreed with this assertion. Hypocrisy is the sentiment – not practicing what we preach.

Facilitator Notes:

What Works:

- Location – Middle of neighborhood
- Enforcement is working

What doesn't work

- Arlington kids need to be able to participate in parks & rec regardless of neighborhood
- Timed parking without meter burdens system
- Parking at CHP is a mess (inadequate spots)
- County Boards philosophy not enough parking for number of commuters. Need adequate space.
- Problem with paying for parking
- Parking across zones that are close together
- Zones are arbitrary
- Inadequate parking for teachers
- Not enough land to expand
- Inadequate parking at Aurora Hills
- Lighting @ 19th (Close to WETA) after zoned hours.
- No blanket policy – Study current situation individual situations
- More two – three hour spots
- Shorter time parking only
- Stick on decals for teachers

New Ideas

- Voucher to vote at CHP that eliminates parking fee for any county business
- One sticker for all residents regardless of neighborhood
- Spots for employees could be rented out
- How many vehicles owned by the County/ usage rates
- Parking pass for the school teacher in to park in zoned parking
- With Arlington sticker allow free parking at County facilities
- Car Free Diet – City needs to get out of the mindset that people don't drive
- Schools teachers & students need adequate parking
- Overflow from Community Center and schools
- County should pay for curb cuts so that residents could build driveways – specifically for residents adjacent to County facilities.
- Metered parking around businesses.

Station 4: Business Patrons/Commuter Parking

Note Taker Notes:

Resident comment “Metro riders who park on the street and then get on the metro” Seeing people park on George Mason Dr, on the non-restricted parking side.

Resident comment: Arlington Hospital: Taking more parking spaces off the street, spilling over to our neighborhood, restricted parking

Resident comment: Amazon coming to Arlington might lower the quality of life in Arlington.

What is working?

Working very well, shared dwellings and group housing, concern about Amazon and can't tell what it would be without it. It would become a “Uber” parking lot!

Process for applying for it, and paying for it. , clear signage.

It's not expensive to get a permit and worth the cost. There should be no exceptions and worry about opening the door even for the short term.

Haven't had problems with business people parking on the street.

Not losing parking to Amazon development

Deters outsiders, eliminates clutter and littering by non-residents.

Depending on the neighborhood support short term parking.

What is not working?

County has policy restricting parking additions and added pressure for business development. Amazon Enforcement, it a subcontractor and not county employees.

states there 2 meter maids that enforce RR parking

No meters just to go to the store. Close to the bus area

There is a fair amount of Uber parking, and that sit there and idle in the cars, adding collusion to our community Scooters being parked in spaces and the area out side the zone, and see's a stack of scooters that gotten out of control. Scooters need to be permitted to park.

Renters and Airbnb taking up off street parking, and that it has been increasing. All the off street parking is being taken up by visitors.

Parking on the street for 4 days and going to airport, on Friday afternoon, and are parked in front of the house. Not enforcing the Delivery trucks parking

Business lots have taken over other business patrons, and business and resturants are losing business without parking.

Process is difficult to understand on how the county evaluates RPP parking.

Some homes with 5 people living in a house have five cars.

Don't open the door for short term parking.

Engagement process in regards to the RPP has been a failure until recently.

Rumors of adding meters to the neighborhood. Because the Amazon development.

It's a parking lot of Eads street, and having issues getting out there driveway.

Scooters parking in off street parking spaces,

Call to report parkers / business patrons, and enforcement never shows up

Reduce the time abandoned cars can be parked on the street, have seen cars parking for months taken up space.

Apartments charging too much for parking in garages driving people to residential streets

Car free diet prohibits adequate parking

Failure to provide loading docks, and making use of them , sizes are being reduced, and its very difficult for truck drivers to fit to carry on there business duties

Not enough adequate parking for business parking.

Car2go exemptions shouldn't exist. Because they take up parking spaces in popular areas residents would like to park. Uber/Lyft parking lot is not working..

New Ideas?

Would be nice if the put the address on the permit and can only be parked a couple blocks away from there address

Expand the restricted parking to the weekdays, because of the airport traffic.

Make it easier for people to use park near property, and building the garage.

Extend the times to 8pm during the week / ir 24/7

Parking lot behind 23rd street not being used.

Being thoughtful of students that go to universities in the area, and being mindful of the new construction

Uber lane for carshare companies to idle , Eads street, very hard to drive down the street.

New standards that reflect the needs of the neighborhood , or that makeup the community.

Better signage

Public parking facilities, like Shirlington, Bethesda and Reston.

Provide parking so residents can attend leisure activities

Not enough parking in high density areas I.e. Clarendon. Buses do not run late enough because they stop running at 9:00

Too many county vehicles, and not believing the policy of Car Free diet. Usage rates on the vehicles is very low.

Expand the Crystal City Model for business patrons that park in the garage, and the open the parking up to the residents, in the evening

Evaluate and set standards the make up the community that parks in the area.

Not enforcing idle time for waiting cars in parking spots

Considering 2-3 hour parking for person going to restaurants, and having restaurants possibly have parking passes for customers.

Rent our 2100 Clarendon Blvd Garage, charge county staff \$24 dollars to park per day. Get rid of county vehicles to open up the space for them, and have them using car2go vehicles.

Facilitator Notes:

What Works:

- Eliminates Litter
- Eliminates constant
- Makes safer for children
- Support for short-term parking
 - Depending on neighborhood.
- Program works in Aurora Highlands
 - Still enough space
 - Concerned about losing especially with Amazon
- Deters outsiders
- Does keep commuters out
- It works
 - Don't want it to evolve
- Not prohib. Expensive
- Don't open door to short-term parking
- No business people parking

What doesn't work

- Not enough parking in high-density areas like Clarendon
- Buses don't run late enough
- Business lots taken over by other businesses patrons
 - Bus & Rest. Lose out without parking
- Process difficult to understand and how County evaluates
- Engagement process in RPP failure until now
- Rumors of meters in neighborhood because of Amazon
- Car2Go exemptions shouldn't exist
- Apts charging too much for parking, driving people to residential streets
- Car free diet prohibits adequate parking for residents
- Failure to require loading docks and make use of them
 - Sizes being reduced
- Additional pressure from additional development
- Enforcement
- Close to bus areas no meters
- Uber & taxi parking waiting
 - Countywide
- Scooters left
 - Park in non RPP areas and scoot in
- Renters with multiple cars per house
 - Housing without off street parking
 - AirBNB
- In zone commuters
- Not zoned on weekends.

- Delivery trucks parking (no parking)

New Ideas

- Public Parking Facilities
 - Like Shirlington Reston Bethesda
 - Expand Crystal City model
- Extend free parking so can attend one hour class
- Open business garages to residential & visitors in the evening
- Rent out 2100 Clarendon Blvd. Garage to tohers or charge city staff community rate
- Get rid of County fleet for car-to-go vehicles
 - Or better manage the fleet
- Parking pass for rest. & businesses
- Enforcement of idling waiting cars in parking spots
- Improve enforcement through Policy & procedure
 - Text in; photo comm. Enforcement.
- Split larger zones into 1-2 blocks
- Make easier for people to use prop. For off-street parking
 - E.G. build garage
- Evaluate extending times & Day
 - 8:00 p.m. - weekends - 24/7
- Parking lot behind 23rd St.
- Thoughtful about new construction and impact to surrounding parking
- Improve Uber lot (Eads St.)
 - Move back to airport
- Consider 2-3 hr short-term parking
- Set standards that reflect eeds of neighborhood & make up of community
- Reduce time for abandoned cars
- Better signage for public parking and more public parking.

Station 5: Enforcement

Note Taker Notes:

Not working:

Used to have public safety aids/meter maids come around; I haven't seen a meter maid come out and enforce in years. Grant St. (??) Four people said they don't see meter maids.

Working:

Pre-zoned parking, they would have up to 10 days to move their vehicle and that was too long. Would get chalk marks on the tires and still would be there. Now, with zoned parking, they can't do it. It is much better.

Now people park on the outskirts, people park along Columbia Pike, before, at 2 a.m. to 3 a.m. shine horns, drug deals, urinate. Used to get trash/condoms and now it is much better now.

Want residential parking program to stay in place, general idea is good.

We can find parking during the day.

Less illegal activity now with program.

Not working:

Near Va Hospital Center, get a lot of Maryland tags and they seem to feel comfortable parking on their streets during restricted hours. I do call the cops. There are no meter maids. I take pictures of the car and tags when they come.

New ideas: extend the time of the day the program is in place.

Having more stickers- IE extend a three day pass to a week, for example.

More flexible variety for visitors, like elderly care givers. Home health care.

Currently: you have flex pass, three-day pass. Flex can be used all year, someone at house routinely, like in-home child care. Home health care.

New idea:

More meter maids

Have a volunteer in the community, maybe they can't issue a ticket. But they could issue warnings, take pictures of the cars and plates to show they lack a sticker and help with enforcement.

Not working:

People now take down the zoned parking signs so they can park.

People pave over their yards and charge people for parking.

County needs to start enforcing this stuff.

Not working:

Huge issue Fed Ex, UPS, bike share people park in no parking zones and block traffic and the county never tickets any of them. Police are not coming to enforce it.

Traffic on Eads Street is putting a lot of pressure on the neighborhood; Uber lot and really cutting into the quality of life.

Not working:

Enforce the flex pass, how about enforce the fact the flex pass is not supposed to be used for someone going to the airport for a week.

Easy to prove, you have the data with the pass number to show and prove it.

New idea: have one pass per household.

Not working:

Ticket and tow cars not following rules.

New ideas:

I did not know you could get 300 days per year at additional cost. It seems to me we already have a means to give people temporary passes, give someone a three day pass; flexibility with three day pass.

Not working: People going to the airport using someone else's flex pass illegally.

What is working:

Citizens call in illegally parked cars while walking their dogs to report and enforce it at the neighborhood level.

Not working: some cars have multiple tickets and are still not towed.

New idea: do NOT hire more meter maids.

Working now:

Meter maids come out at the first of the month to enforce

Working now:

Enforcement is quick.

Not working: They should be coming back more often. It is non-existent.

What is working: Yes, I agree not as much trash.

Not working: people are parking illegally re: Uber lot causing traffic. Parking on the street and blocking things.

Working:

“You’re mad when you get a ticket but usually they are right.”

Improved quality of life in Penrose neighborhood.

PSA’s come when called.

Not working: you should not HAVE to call them to enforce; they should just do it.

New ideas: commission for PSA’s

Not working: Where there are problem areas: buses idle for hours and hours and park in front of fire hydrants, at McDonalds and hotel and it is chronic problem. Pollution and not supposed to be parking.

Not working: Eads – bike things in and not enforcing the methods they put in; to allow right turn lane; people still park in the right hand turn lane; that is a chronic problem.

Greater enforcement needed in chronic problem areas.

Ride sharing car does not need a permit; can park anywhere regardless of parking zone area. (Car2Go). Should not be doing that or be allowed to do that.

Building inspectors for county need to have enforcement authority to make sure construction workers are parking on site and not on the street.

New idea:

Have an app – a phone app- to report problems for enforcement purposes.

And have a place to send photos of what we see people doing; email account to send the pictures to.

Not working: You need a policy that tracks the adaptations of the violators to enforce smarter. People will figure out how to get around the rules and you need to figure out how to stop them.

Question: How long can a person park in front of their house with a sticker. A: as long as they want. He called the county and they said give them 14 days to park in front of his house. I like the stickers and I don’t mind certain things but that is too long.

So, new idea: have a limit on how long people can park in front of my house even with a sticker. His house is near a bus stop but no one moves the car. Near this community center where he lives.

New idea:

Question: do PSA's work after hours or is it just police that are enforcing after hours?
Have PSA's work after hours, during 24 hour restrictions.

Have a text hotline to report violators.

New idea: re-visit parking to examine the problem of commuting within the zones. Zones are big enough that people do that.

Works well: PSA's are ticketing and she sees it happening in her neighborhood.

I can find a parking spot in my neighborhood usually.

Not working:

People park at a church 23rd and Grant, Calvary, people park and don't get caught or ticketed and they walk to work.

Working: we don't have many people coming and going now with the parking system now.
Want to keep the parking system in place, not eliminate it.

Include the resident's address on the sticker also; now on the placard but not on the sticker.
To make enforcement much easier, do that.

Not working: Not enforcing rules for ride share cars. They should not get blanket exemptions.

Working; Yes, rules are enforced in this area. I am a single person and single driver and flex pass works well.

Working: People are minding the signs in this area.

Not working: chronic areas need more attention.

Working/ not working: Does it work? It runs in cycles. Some people on the block periodically let enforcers know there is an issue. What you get is persistent violators, same people. You can't have someone go by every street every day at 10 a.m. ?? to check on the situation. PSA's need to be responsive to call-ins. I see a guy park his car on my street and then get on his bicycle. Commuters use the zone parking. Should have some provision for short term parking. Someone picking up their child who has been visiting someplace else. You can't run down and give the guy a three day pass if they are only going to be there for half an hour. There should be a shorter term pass.

Do NOT put a person's address on the sticker; they could scope out the house and burglarize it.

You should be able to use a bar code on the sticker so it is something not as visible and not using the address. IE a QR code.

Airport parkers – some park a long time; this should only be allowed for five days, and then I could call the police and have them towed. More and more people are using her space to pick up an Uber in front of her house to get the Uber to the airport. We should be able to call police after five days to report vehicles not normal to the neighborhood.

+5,000 people in neighborhood and they tell people, hey come into our area and park to go to the airport. Some people block her driveway. You should be able to ticket or tow cars partially blocking a driveway, not just for the ones that fully block the driveway. Police won't enforce partially blocked driveways.

Paint the curbs similar to Boston and Cambridge, Mass. – not so much signs, but they paint the curbs so it is very clear so it is not wasting as much money as when you put up signs.

Catholic church Lady of Lourdes does not want to share their empty parking lot.

New idea: good idea have address on the sticker vs. other person said bad idea for security to put address on stickers.

Facilitator Notes:

What Works:

- PSAs come when called
- I've experienced the PSAs working
- We don't have many people coming & going.
- Prior to zoned parking there were people who didn't live there who would get up to 10 days to move – too long. Now it's better
- General idea of RPP is good
- More more trash (a lot less)
- Less cars
- Less illegal activity
- I can find parking (generally)
 - During the day
- Variety of passes for contractors
- Enforcement is great

What doesn't work:

- People parking at church and walking to work (23rd & Grant)
- New commuters try to test RPP limits
- Repeat violators
- PSAs need to be responsive to call ins
- People parking and biking.
- Tour busses idle/parking in front of fire hydrants
- Chronic areas need more attention
- Car sharing is allowed to park (car2Go)
- Limit to people parking directly in front of my house.
- Traffic putting ressure on neighborhood
- Visitors going to the airport using someones flex pass illegally
- Uber lot causing traffic
 - Parking on the street
- Shouldn't have to call to get someone to enforce the law.
- No focus in problem areas
- PSAs are not coming around
- Have to call the police
- Lots of MD visitors
- I have to call the cops
- People removing parking zone signs
- People parking over yards & charging
- Commercial vehicles parking in no parking zones blocking traffic
-

New Ideas:

- Paint curbs for restricted zones
- Should not include address

- Include residents address on sticker (security concerns)
- Need provisions for short term parking
- Maybe include a bar code
- If we don't have RPP we should be able to call police if there is a car parked for more than five days
- If my driveway is blocked I should be able to get car removed even ticketed.
- App for reporting
- A place to submit photos
- Enforcement should be adaptable
- Make some PSAs work 24hrs
- Text hotline
- Restrict RPP so people are not abusing in-zone parking.
- Flexibility with three day pass
- Once there are a lot of tickets – Tow
- Don't hire more PSAs
- Commission for PSAs
- Building inspectors from AC need enforcement authority to make sure construction workers are parking on the site not street.
- Ext. Of time during nights/weekends
- More flexible variety for people who regularly visit (I.e. home healthcare)
- Hiring extra PSAs
- Get a neighborhood ambassador who could take a picture to help enforcements
- One home/ one pass
- Should get ticketed.

RPP PUBLIC FORUM NOTES

12/08/18

Station 1: Eligibility

Note Taker Notes:

For single family homeowners the program is working. We need the parking spaces in front of our homes for visitors as well as workers who come by. Not a lot of parking. Home lots are small. Paying pretty high property tax rates.

I live in townhome. I pay taxes too and my complex has no designated parking Lee Hwy. I can't park in zone 6 where I live. Townhouse communities near us get zone 6 parking. I can't run errands during business hours; no parking. We do have a (community??) garage. Driveway homes could have guests park there. I don't have a driveway.

We're married and my family has lived here 30 years; own property Lyon Village. Have driveway and they are eligible for zone 6 parking but they can fit six cars in their driveway. Single family house. You face Lee Hwy so no parking.

I live in a neighborhood with single family homes and no driveways. No option where to go unless I park on my grass. Extensive planning for parking. Only on street parking. I have no place to park at all. Which is worse than having a townhouse community garage.

Fact that multi family parking is omitted from this is not right.

You have a big house and can't have zone parking but people two houses down who don't have a mansion can have it.

I live in a townhouse with no garage or driveway; part of our street has parking and our block does not. I said why does a block over need it but we don't??

They build these high rises and they don't pay for parking because they don't want to pay \$120 to community to park. Make them pay for it in the rent and it should not be an option. Should have to pay for parking. County should not approve developments without making developer pay more to put in enough parking for the community.

Developers are asking for it and county is allowing it. Why would you build a development without requiring parking to be a part of it. "You guys are screwing us over." I live in Penrose and these people park on the street for a week or two. It is not public parking. They go away for a week or two and leave their car on the street. Should not be allowed to do that.

Instead of reducing number of parking spaces with developers, increase the amount of parking.

Arlington Co. is 26 or 27 square miles and you continue building and building and building. Building needs to stop because there is no place to park. You are not requiring developers. Okay if you want 150 units then you had better have 150 spots built too.

Signs are not working. People are stupid. They say it does not say No Parking, but instead just says need a permit. Should make signs more clear so that they know it means NO PARKING during these hours. – enforcement issue.

Resident of 40 years. I've seen the changes in Arlington Co. Anyone with decal and pays taxes should be allowed to park anywhere in the county, regardless of any zoning. Someone should not be treated any differently because they don't live in their neighborhood. Got a ticket for \$50 to drop something off for 2 minutes. That's ridiculous. I got ticketed in Penrose area for 2 minutes and I got ticketed. Or give a limitation of 2 to 4 to 6 hours in a zone. Some people can't afford to pay money for parking to park for an hour. \$6 per hour, not everyone can afford that.

Tall apartment building. A lot of units and if everyone has a car and you spread them all over the county, would we even have enough streets and spots for all those folks?? Probably not. Charged or not, they are not putting in enough spaces in new developments.

Should make apartment high rise dwellers pay for parking at the building. Should not be an option. Force it to be included in their rent to pay for on site parking.

Stay within specific zones is working for us. Two people said that. It works for parking in the zone.

North Arlington has a lot more single family homes and south Arlington has more multi family homes. May need to treat these different areas differently in a solution.

People park on streets to avoid paying parking for work during the day... (inaudible).

New high school is being built. Substitute teacher. There is not going to be any parking and what do they want people to do? They want people to park on the street. They are talking about charging the teachers and others to pay to park on the school grounds, which will make them park on street if they can't afford it.

Giant underground parking. Can you use it for some commuters. Subsidize so \$2 instead of \$10. Unused parking. Shoppers would be able to park there more and would not be taking up street parking.

Would private stores allow overnight parking for residents. A community center allows residents to park. Maybe private garages would allow that as a possible solution. IE Giant store complex.

We have had significant increase in number of neighborhoods applying – apply three to four times and we are repeatedly denied for the program. County comes out and says you don't need it. Comes out when cars are not there. Need reform the process of deciding who gets to participate in this program and who does not get to participate in the program. We get so many different reasons why we cannot participate. One way street was one reason cited and that was not true.

Suspect survey going on and they did not want approve it for us because they are trying to research what to do about it. Suspicious.

Video from county board meeting. Yes, they talked about spike in applications. Board members agreed with the county that while they are trying to go through this, there was a concern they needed to freeze the eligibility part so they don't have to un-do something if they change the rules later. Elected officials backed up the county to renew the temporary freeze.

They did not tell us that. They just denied us and denied us and denied us. They came out at times when the neighborhood was empty.

I live off Ashton Heights. We have a street constantly problematic. We applied twice and they come in and said it is zoned 8 am to 5 pm and do an after hours zoning, do an inspection and they found almost every car was actually registered to someone on that street. During the day, there are no issues per se because that becomes an enforcement issue.

Need to evaluate process for how decide who is eligible though.

Rule: 75 percent full = streets; and would need to hit a 25 percent of parkers from outside Arlington (not registered in Arlington).

It can be the people who live in the three large apartment complexes around our house; 200 unit development near us and people don't want to pay the complex to park. That is a problem.

We want permit parking on our street and county says that is not a good enough reason to grant participation in the program.

Problem is that people are registered in Arlington and parking there and that is not a good criteria to use. It was originally trying to combat commuters. And now, it should be to make parking more available for residents, not just from people outside of Arlington. Problem is people from within Arlington parking in the streets. Why keep that criteria for the program that cars have to be from outside of Arlington when that is not the main issue??

Have something else (other program??) for when people are concerned about people from multi family developments parking in front of their home. RPP should be re-evaluated?? I am trying to understand the qualifying factors. Special use permit issue or a site plan where the community weighed in.... How does that work? How does it change when new residents come in, like with more and more multi family homes now. Conversations had with developers and community already engaged and agreed on it, but developers come in and then there is not enough parking. ????

County already has engaged with the developers on where residents are going to park. Disingenuous to go backward when they agreed on the parking situation by site plan. Conversations were already had. Need to consider this as a consideration. ????

Site plan debate does not include RPP inclusion. These new residents are not going to participate in the RPP at all.

Community members are already weighing in on the site plans for developments. There are a lot of communities engaged with site plans and the process for getting use permits for those. Red Top site decreased amount of parking and saved \$5 million by not including another level of parking. This is just going to encourage more unsustainable

parking situations that are then going to make the county and residents do things like this and having to adopt street parking permitting program, after the fact. Need another option to address this situation of multi family residents not having enough parking on site. It is a problem that needs to be addressed perhaps another way.

Columbia Pike will eventually have same issues as places near Metros. Need to have clarity when new developments want to come in, and make it clear to residents that the parking situation for new sites is being decided THEN and they need to address this up front.

Perhaps part of criteria should not be the year the development or home was established. But then must ask how would you do it. By street? Do need to focus it in on parking needs.

Tricky for the people who live around the new developments. Everyone says stop driving a car but that is not happening.

Has to be parking for high rises. Need county wide policy to provide enough parking for these high rises.

Once get a kid in the mix high rise people are going to need to drive. Can't take scooters. Need to think about that and not just assume that single people will live in the high rises. People move into Arlington for the schools.

Some people put two kids in a bedroom so they can attend Arlington Co. schools.

I live in single family home neighborhood and if the county is going to limit ... why can I own 12 cars in a single family home; next door neighbor has 4 cars and 2 drivers. Why can't limit single family homes in terms of number of cars they can have, if do that for multi family homes.

In looking ahead to future of Arlington. Strikes me as backwards. Why make any sense to have residential street permit parking right next to East Falls Church metro station when people already have benefit of living near the Metro. Does not make sense. High demand curb side at Metro should not be allocated to single family homes where it is most valuable.

My husband only uses Metro, does not drive, we pay a lot more for our house/property for the privilege to live near Metro. But I do understand need parking near Metro.

Maybe should have high priced meters and maybe residents near Metro get discount on the meters.

Not all our jobs are on the Metro.

My family also pays for Arlington Co. property taxes too. You decided to live near the Metro so you knew there is a common public interest and need to park near the Metro.

RPP should stay in high density areas.

Glebe and Columbia Pike said would have two car garages and they don't have that now. I don't know what office it is, but whoever accepted that site development plan with two car garages and people still need to park on street. You need to as the county officials verify a garage actually fits two cars and the space is actually big enough for two cars in there. They don't and park on the street.

Do not just trust the developer, but instead need to verify the structure matches the paper plans. They did not do that for Columbia and Glebe Rd. development.

Grandfather in existing RPP zones because it is working in our area. No matter what you do to change it for the future, you should grandfather us in.

My street you do not need eligibility. Probably because not meeting 25 percent requirement. However, I still can't park on my street. I'd like the county to re-visit that because there are now businesses at the end of my street and the situation is that I can't park on my street despite not meeting the 25 percent requirement. No where to park my car near Lee and Glebe. Parking lots will tow you. I already have to walk 10 to 20 minute walk to my house from where I can find a parking space for my car.

What is not working is the current rules. All row houses. Dead end. One little section has permit parking. 8 people in exact same house as me get permit parking on my street but I don't get it. Unfortunately, we need permit parking and it needs to be more restricted than now. Extend RPP to streets bordering RPP zones. The one little area near me needs to also have RPP. Can't just give it to the 8 houses that have it now. Not fair or right. Maybe they got it because it used to be access to Lee Hwy and there is a bus stop so maybe that is why they got it. Access is now closed off.

Not working. We put something in place in the past but things have changed. Need zone by zone review due to changed conditions.

It doesn't make sense that people who have driveways and space in yard to build driveways old longer standing houses/people in them get benefit of the program but new people do not get the benefit of the program. Not right.

But how do you apply this in practice? Do by square footage? Must be based on zone and how big the lot size is, so that there is potential for the garage or building a driveway. Then do not need to have the RPP applied to them.

Area is changing a lot.

If have ability to create parking on their own property, like zone 6 or where ever it is, then need to consider that on whether they have RPP or not.

Four Mile Run area no RPP and others not far due. Duplexes and townhouses. Need to re-look it. Two to three cars per unit. Denser than single family home area and not enough parking on street. Do not have them in the gray area for eligibility. They should be eligible for the program.

(Side note: KW, the scribe, agrees with the note above from the participant in the group: that's where I live along S. George Mason and there needs to be some type of permit parking there, in front of condo community there on the street.- Near intersection with Four Mile Run.)

Facilitator Notes:

What Works:

- SFH program working
 - Visitors/workers
 - Paying high property taxes
- Stay in specific zones
- RPP should stay in high density areas

What doesn't work

- We put something in place and don't review it zone by zone
- Doesn't make sense for SFH with driveways/garages to also have RPP
- Duplexes and townhouses should not be in gray area for eligibility
- Need to have conversations about site plans and parking availability before RPP
- Criteria shouldn't be when your house was built but focused on parking needs
- There needs to be appropriate conditions considering different types of households
- RPP in high density areas already have access to public transit

- Storage parking
- Need to limit development
- Signs need to say no parking without permit
- Should be able to park anywhere in the community regardless of zone
 - Five min to drop something off should not be ticketed
 - Maybe give time limitations in other zones
- Investigation process is not accurately reflecting my streets problems
- No des. Parking. Can't park in zone 6 where I live (townhouse) guests can't park in neighborhoods
- Detached SFH has six parking spots, we pay property taxes too.
- Have no driveway or garage
- Driveway/garage/RPP taking away from other people
- MFH being omitted is not right
- Can't be zoned differently on the same street
- Next to zoned parking don't have RPP and we need it.

New Ideas

- Revisit the 25% not living in Arlington
- RPP should be extended to streets that face similar issues and border zones that are already in place
- Consider the potential for driveways and garages
- Evaluate the investigation process – Come when the street is full.
- Eligibility should consider 25% and above who are not registered on our street.
- Limit SFH dwellers on number of permitted cars
- Keep developers accountable with their parking plans/promises
- RPPs in place no should be grandfathered in to the next program.
- High rises need to pay for their parking – should be part of the rent
- Developers should provide enough parking for their residents
- Increase the number of parking spaces
- Stop high rise buildings without parking
- Make all paid parking
- CC open parking space in underground
 - County should get subsidized off street parking.

Station 2: Visitor Parking

Note Taker Notes:

Rotation #1

- 2 of 3 in RPP Program – Asked by facilitator; one did not own car. Single family and condo.
- Zone 22—parking restrictions at night from 6pm-midnight by Columbia Pike. Have a lot of work vehicles people bring home with them. How would differentiate – can't park in front of house because employees live down street in apartment. Need parking restrictions in evening, but there are challenges.
- Abuse of parking—happening because of this. Should be short term, but not for 6 hours or 3 days for businesses
- Service business worker-registered with County, has a business license, can they get a service permit for car to visit homes in Arlington.
- Business parking permit—short-term purposes
- Non RPP person – can't get visitors pass, in condo buildings, it would be nice to be able to print passes for temporary visitors. Should be able to get flex pass.
- Just pay for time—expensive, but can be abused
- Not working – evening hour restrictions, people park there that shouldn't and there is no enforcement of the program.
- What is working: process to get tickets; and that program is tailored to zones where people can't park in other zones even if they have an RPP pass.

- Generous with the amount of visitor passes

Rotation #2

- **2 PARTICIPATE out of 6; 1 condo two townhouse, rest SFH**
- **They don't get stickers, residents drive done and park on our street**
- **Don't know enough about program to determine**
- **Zone 21; apartments at Walter Reed and Four mile Run where fully occupied and had more than one car per vehicle – before zoned, cars would constantly park and block driveways**
- **Condo residents get on-site parking and then the Managers tell them don't worry about it because there is additional parking on the street**
- **SFH - add more onto their lots through development and more HH and vehicles get added**
- **Visitors would need option to park in high demand areas for residents that are not eligible and non-RPPd zone**
- **Abuse of visitor booklets – selling them/giving them away to non-residents**
- **Zone 1B – visitor parking not a problem**
- **Long-term visitor Parking—option to have long-term visitor parking.**

Rotation #3

- Can survey be taken prior
- Issues with people having passes stolen or selling them – can you add an enforcement or QR code. If tracked better—print out, code on it, officer can check the QR code.
- Live in duplex and single family home – 2 people.
- Not in program – live on S Four Mile Run, street parking on minor part and major road. Issue is that businesses, auto shop, use the parking on minor street. During business day, ok, but problem is they leave vehicles over the weekend and residents cant park.
- Could expand program, do various hours tailored to neighborhood. Ie. 7pm to – in AM.
- Wondering how zone 23 happened?
- Is there way of getting permit to park in different zones?
- Non- zoned resident, why they can't pay for passes?
- If they are zoned, responsible for giving visitor zoning. Issue is that they go and get ticket from home and walk to car, there is already a ticket on car.
- How do businesses get a service pass? Real Estate agent. Does not mind purchasing to put on dashboard to park no more than 2 hours.
- Problem with people in non RPP leaving vehicles for days. Zone 7pm to 3am—different zones may help discourage people from leaving their vehicle overnight.
- Add more zones and hours that permit parking overnight. Take up space residents would need and need to discourage this behavior.
- Businesses can park 9-5, but then outside of that permit it.
- Teachers should be allowed to park everywhere—they should get a permit. Not all can afford to live in Arlington so they need places to park.
- Not in zones, but would like to be. Don't like zones – County decals, it is a money thing. Way of making money – do away with zone or sticker.
- If have County sticker, should be able to park anywhere. Why have to pay double?
- Zones might be necessary – south Arlington may make sense – places like Crystall City where all high rises, not necessarily make sense. Should be required to have parking spaces come with every unit.
- Parkmobile app—do something similar for zoned parking. Register car, pay taxes and have stickers.
- Zoned parking works well particularly when high rises are nearby. People who live in buildings, should have to buy visitor passes.

Facilitator Notes:

What Works:

- Stickers have zone number

- Generous with passes
- It works
- Park mobile app
- It frees up space

What doesn't work

- Evening parking restriction needed for service vehicles
- Visitors park for when not eligible
- Not enough space because enforcement is not working
- Over populated not enough space
- No RPP zone out of control
- Misuse of permit
- Pass fraud
- Businesses owners get ticket event if parked for 15 minutes (realtors)
- Not enough parking affects real estate business
- Not zone areas are over parked
- Teachers park in people's park
- Parking fee is a way of making money
- Out of state vehicles don't register

New Ideas

- QR codes for passes
- Passes for traveling businesses (realtor)/online purchase
- Parking restrictions should be enforced over night in no zone areas
- Teachers should get permit during school renovations
- Build garage with high rise buildings
- Is it possible to get permit for businesses to carry?
- Service vehicles should get a permit on dashboard
- Clock that shows when servicers gets back
- Online permit purchase for visitors.
- Being able to buy long-term service vehicles (1month)

[Station 3: Public Facilities - Station 4: Business Patrons/Commuter Parking](#)

Note Taker Notes:

What is working?

Business Patrons/Commuters

- If you live on the street you should be able to park 2go on the streets
- If you do call parking enforcement, they do come.
- People like to use Car2go, and park on their streets
- Currently the RPP in working, and should not modify and should only address commercial parking.
- RPP is addressing people from parking in infront of my house.

What is not working?

- Car2Go holding them accountable for parking longer and they line up on Fern St

County Facilities

- Residents that had off street parking,
- There is not interface if you give permitting to one apartment to in country, lack of coordination if issuing permits, one side of the street is RRP and the other side of the street is not.

Business Patrons/Commuters

- Enforcement that relates to businesses and Parking enforcement is very poor.
- Should not be zoned out of our community.
- Single Family neighborhoods having RPP to solve the problems of Urban planning polices that the county has been in place
- Live in Noc, and have problems with Auto body shops parking cars on the off street parking
- Asking for both streets, (duplexes) to have Residential Parking spaces. Challenging for residents to park.
- Parking during business hours ok, but after 5 pm should be just residents only.
- Took a long time to move a non working vehicle parked in front of the home (one of the designated spots.
- Amazon is coming to take up parking spots.
- The program should take in account to multifamily , high density and low density home, but the low density not become a parking lot, but restrictions for multifamily.
- Lack of metro , getting metro in will elimiate parking issues along Columbia Pike.
- Douglas Park area, have nighttime restricted parking by Monroe street , monore park and Douglas Park , how
- Forest Glen neighborhood and Arlington mill that can qualify could have before the moratorium went in.
- The Country program needs to address the high density parking issues, in relation to multifamily programs.

New Ideas?

- Short term commercial parking during the day, and convinced that the 2 hour time limit would be enforcement.
- Is at work during the day so would not mind if persons would park in the on the zoned street. The streets are empty during the day.
- Meters for short term parking
- Supporting the time limited parking around the commercial properties.
- Zones should be larger so , so everyone in the zone can park similar to D.C
- Teachers should be able to park on county streets without restrictions.
- Based on events, should be able to report online of the event and print out a pass to park in the zone.
- Permore shopping center has a garage and would like to park in the parking garage for free/public garages/commercial garages.
- Collaborative spaces with affordable housing communities who are not using spaces have the option to rent out those parking spaces.
- Business workers should be able to purchase parking permits to park in RPP zones.
- Neighbors should be about to determine if business can share RPP with residential streets
- Business should be able to provide parking for their the patrons , or have adjacent parking metered / or parking lots charge a low hourly rate (\$1 per hour)
- Businesses should be colloaborting with the county on methods to utilize the space.
- Any new development with there will be large number of parking, parking needs to be apart of planning process.
- Planning facility and zoning in the county need to loosen the zoning requirements to allow single families can put a parking garage/driveway on their lot. That would free up spaces on the street . Making it easier for residents to put driveways in their single family homes for houses built 60 years ago when only off street parking was available.
- Education of accessory dwelling parking , no more than 4 unrelated people can park in the house. Reducate the community.
- Would like to park in Clarendon, all these empty spots because they are zoned.

Facilitator Notes:

What Works:

- If you live on the street you should be able to park Car2 Go on the street
- Zone 1b is working well with restrictions (not effective to allow more business parking in the zone)

What doesn't work

- County is not adequately addressing the problem of lack of multi-family high density parking demands adjacent to low density neighborhoods.
- Parking for accessory dwelling not working and education and accessory dwellers
- There is a problem with high density adjacent to low density
- Multi-family not being allowed to park in RPP zones
- With restrictions lack of metro parking on Columbia Pike
- Nighttime restricted parking in Douglas Park
- You are using RPP to solve urban planning zoning policies that do not work
- Car2Go on our residential streets – cars staying too long
- Amazon will make parking on neighborhood streets worse
- County allowed zoning change for garden apts to business & put parking did not change lack of coordination and community input
- Enforcement is poor

New Ideas

- Neighbors should be able to determine if businesses can share in RPP the residential streets
- RPP should allow duplexes residential parking adjacent to other uses
- Parking on 4MRV should be restricted to residents after adj use hours for overnight
- County facility parking
- Should be accounted for and integral part of process
- Metro Parking, zoning requirements should be considered when requiring parking
- Barriers to entry – Setbacks
- We should empty streets adjacent to businesses (Clarendon) in RPP zones.
- Businesses should be able to purchase RPP permits
- Loosen parking restrictions in garages for patrons
- Shared parking arrangements
- Where there is excess parking garages collaborate with County to utilize empty spaces
- Multi-family should not be zoned out of the community
- Teachers should have passes to park during school hours
- Go online to use park mobile to purchase a temporary space near schools for events
- Shared parking with garages nearby for neighbors
- Time limited short term parking (2 Hr) but must be enforced
- Add meters for short term parking (location dependent)
- Two hours to short – short term should be longer for residential parking
- Zones should be open to everyone in community.

Station 5: Enforcement

Note Taker Notes:

- Who do we contact regarding parking enforcement?
- What are the hours of operation for enforcement?
- Response timing for enforcement
- Increase enforcement in areas with business traffic
- Need to review time restrictions on a neighborhood by neighborhood basis
- Include RPPP decal with VPP decal
- Increase staffing for parking enforcement
- STV passes not completed (filled out) and used for weeks
- Non emergency police don't show up outside of PSA enforcement hours

- Regulate commercial vehicles for RPPP compliance operated by residents
- Passes and Decals being sold by residents to non residents
- Fake passes being created
- Enforce usage of expired handicap materials
- Car2go vehicles need to be enforced for rppp violations
- Pay for parking in RPP zones for non-residents
- Consistent pass/decal placement
- STV passes need to be for 24hours
- Time restrictions on service/commercial vehicles

Facilitator Notes:

What Works:

- Helps to keep parking available
- Some hours are working
- Like time restrictions
- Works in Penrose

What doesn't work

- No one to contact when enforcement is needed
- Hours cut of PSA
- Consistent enforcement (lack of)
- Resident enforcement
- Time restrictions not working – needs reviewed
- Consistency
- Not buying permits (flex pass)
- Tax enforcement
- No enough PSAs
- Visitor passes not complete
- Enforcement hours cuts
- Branded vehicles
- Enforcement of fake passes
- Selling visitor passes
- Car2Go in RPP zones
- Current program trying to solve too many problems
- Time of demand study
- Flex/visitor passes being sold
- Not enough enforcement education
- Citizen enforcement
- Moratorium not working
- Guest passes too long

New Ideas

- Park Mobile
 - Pay for parking RPP Zones (free for residents)
- More off-street parking in new development
- Digital tracking – license plates
- Consistent pass placement

- Different time/amount of guest passes
- Time restriction on service providers.
- More education around the program – knowing who to call
- More enforcement
- Scheduled enforcement
- Signage – more education around the program (proactive)
- No parking signage in residential zones
- Include RPP with tax sticker
- Using plate readers to check RPP
- More enforcement staffing
- Time ordinance for commercial vehicles
- Signage changes – prominent
- Car2Go not in RPP review
- Standardized time options.