

**Subject: DES- Modal Split & Avg Time at Metered Space in Major Corridors**

**FY 2019 Proposed Budget  
Budget Work Session Follow-up**

**4/19/2018**

The following information is provided in response to a request made by Erik Gutshall over email on 4/17/2018, regarding the following question:

I'd be interested in any available staff analysis of average expenditure per visit for patrons visiting our dining and entertainment districts, modal split of patrons, and expected additional cost for parking under the proposed new fees and hours (i.e., average length of parking at metered spot).

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Regarding per-visit expenditures, AED does not have access to this level of detailed business data. Details on per-customer spending at restaurants is proprietary to individual businesses and research to determine those figures through patron surveys or other method would require significant effort. Based on broad observations from similar parking meter restrictions throughout the region, AED does not see data to suggest that changes will result in significant or lasting impacts to patron behavior.

Residents use a variety of means of travel for non-work trips, which include shopping and dining out. The Department of Environmental Services can draw on information from the Arlington County 2015 Residential Travel Survey which is based on a telephone survey of 400 residents and an internet survey of 4,008 residents. This survey specifically asked questions about non-work travel and allowed respondents to select the many different modes of transportation they use. There are enough resident responses to describe differences by geographic area.

Bottom line is that our residents use a variety of means of travel to non-work destinations which varies by area of residence. In the Rosslyn-Ballston Corridor which has roughly 25% of the County's population and many of its non-work destinations, the most frequent mode for non-work travel was walking (67% of responses), followed by driving alone (61%), transit (43%), drive/ride with others (38%), Taxi/Uber/Lyft (31%) and biking (11%). The Jefferson Davis Corridor was similar with walking as the most frequent response (59%) followed by drive alone (56%) and transit (49%). Other parts of the community had higher response rates for drive alone (ranging from 71 to 77%) but still exhibited the use of a range of travel modes.

The maximum increase in meter fees that any patron would pay is \$3.50, which is the fee that would be paid at the County's most expensive meters between 6 PM and 8 PM, hours at which parking is currently free. Someone who already uses metered spaces during the current hours of enforcement would see an average increase of \$0.34 in fees. Average parking duration at our meters is approximately 82 minutes when

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excluding 12-hour meters, which are less conveniently located and less likely to be used for shopping and dining visits.