Reston and Tysons Managed Curbside Parking

Transportation Advisory Commission
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Background

- Board of Supervisors approved managed curbside parking study

- Managed curbside parking - limited duration parking, paid parking, and other restrictions

- Fairfax County has a limited toolbox of parking restrictions

- Study is first step towards future implementation

Study Focus

- Reston Transit Station Areas and Tysons Urban Center

- Managed curbside parking benefits

  - Supports TDM goals and discourages vehicle trips
  - Promotes parking space turnover
  - Could provide revenue stream for parking/transportation programs

- Assessment of implementation of managed parking strategies

- FCDOT, LDS, DPD, and FCPD contributed

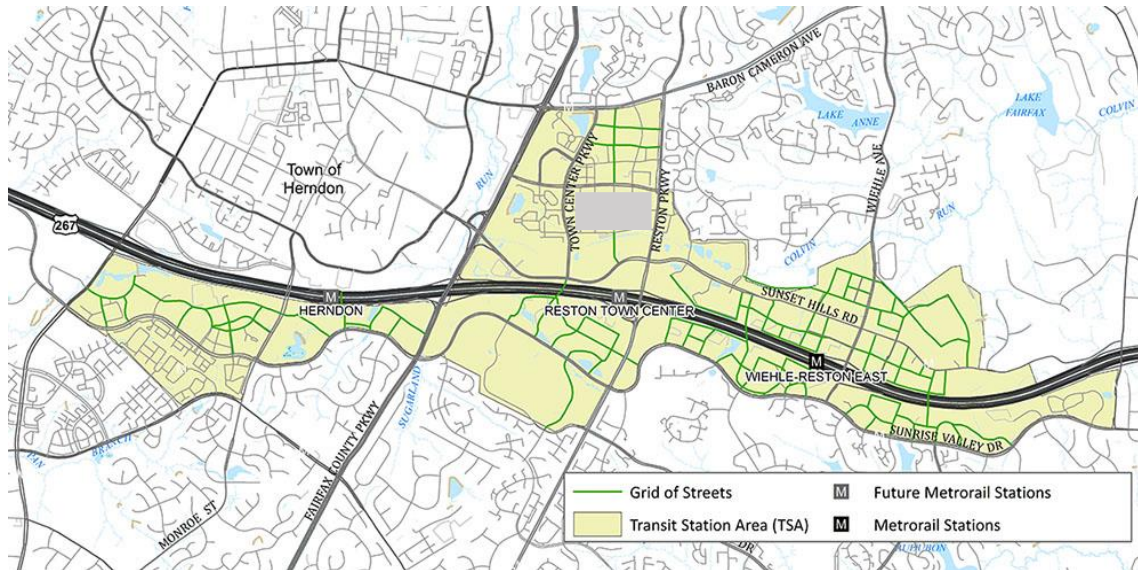*Greensboro Drive, Tysons*

Study Elements

- Assess existing curbside parking conditions

- Research in other jurisdictions

- Identify specific strategies for implementation
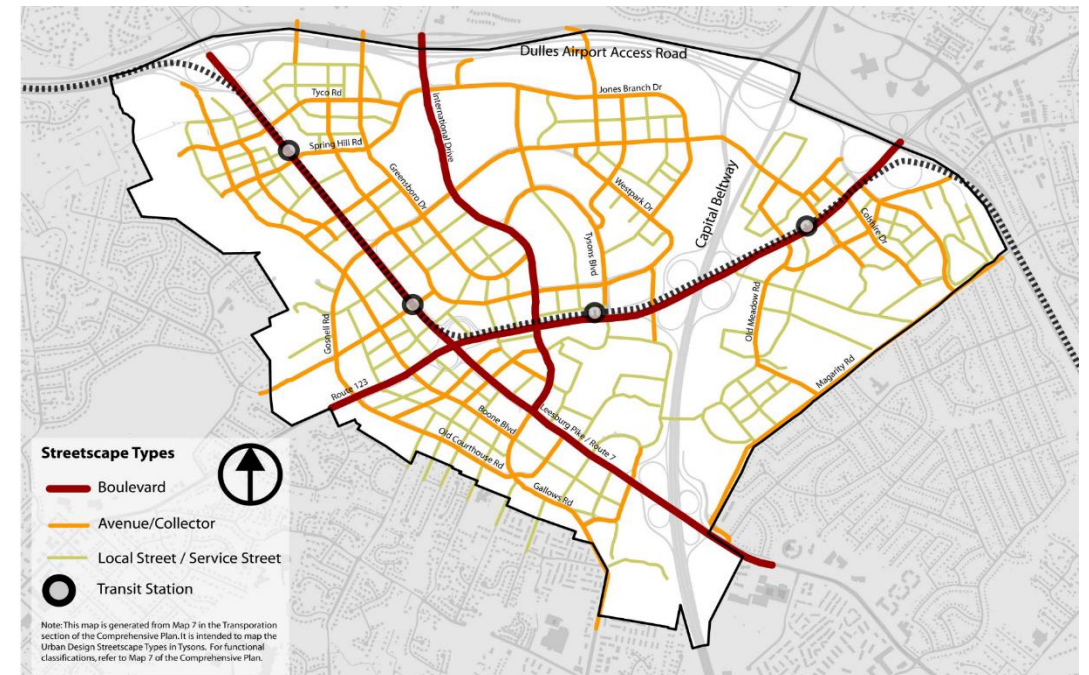
- Prepare draft recommendations

Boro Place, Tysons

Study Areas

Reston TSAs Grid Street Conceptual Map


Tysons Urban Center Map

Findings

- Low parking turnover on public streets within ½ mile of Metro stations, and near residential and mixed-use land uses

- Large commercial vehicles parked on public streets

Boone Blvd, Tysons

- Vehicles parking for extended periods on streets that serve businesses

- Vehicles parked in travel lanes and along curb marked as "No Parking"

- Limited existing public street parking near Metro and development areas

Managed Parking in Peer Jurisdictions

- City of Alexandria
  - 1,300 paid spaces managed by third-party vendor; $4.2 million revenue
  - Enforced by City police

- City of Charlottesville
  - No paid spaces; limited duration restrictions
  - Enforced by City Police

- City of Virginia Beach
  - 650 paid spaces; $1.6 million revenue
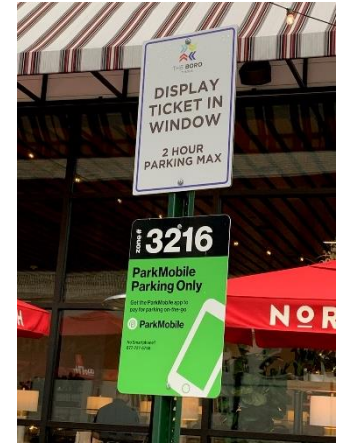 - Paid spaces and enforcement managed by third-party vendor
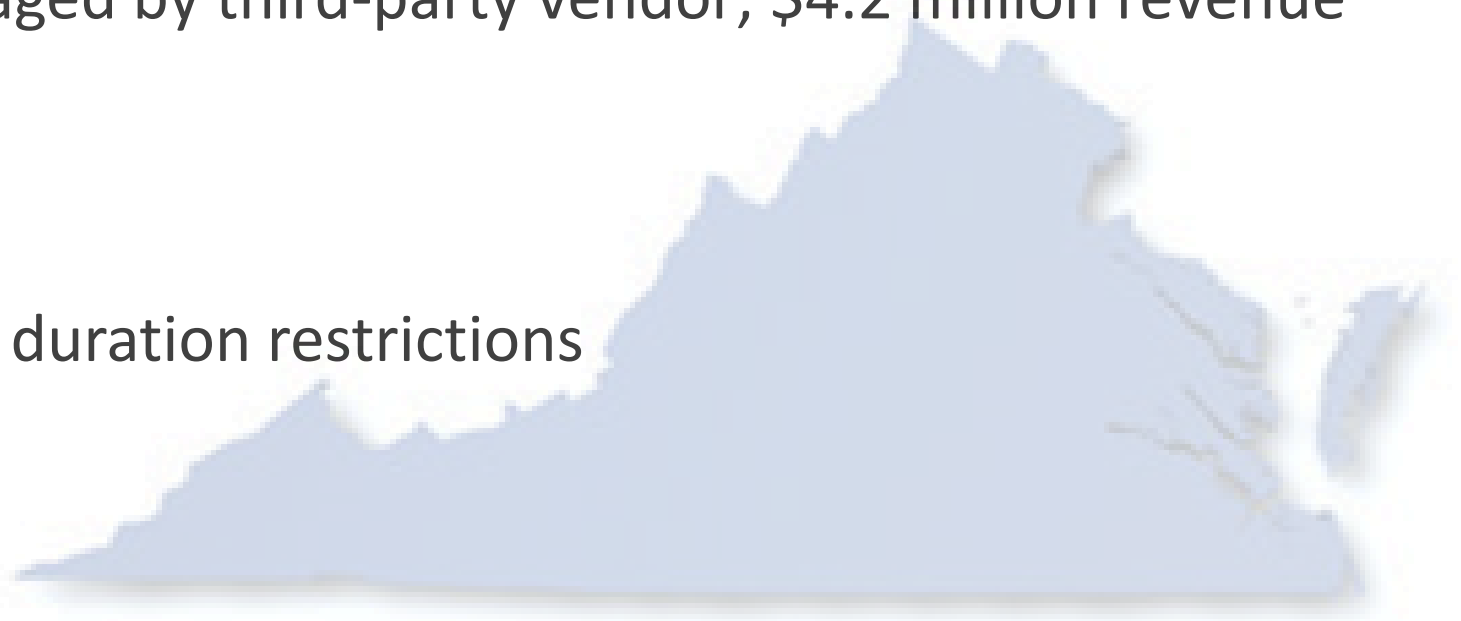
Recommendations

- Short-term
  - Work with VDOT to evaluate existing parking restrictions
  - Develop tools for managed curbside parking
    - Limited duration parking
    - Paid parking
    - Commercial vehicle restrictions
  - Work with Police on enforcement approaches for new parking features
- Medium-term
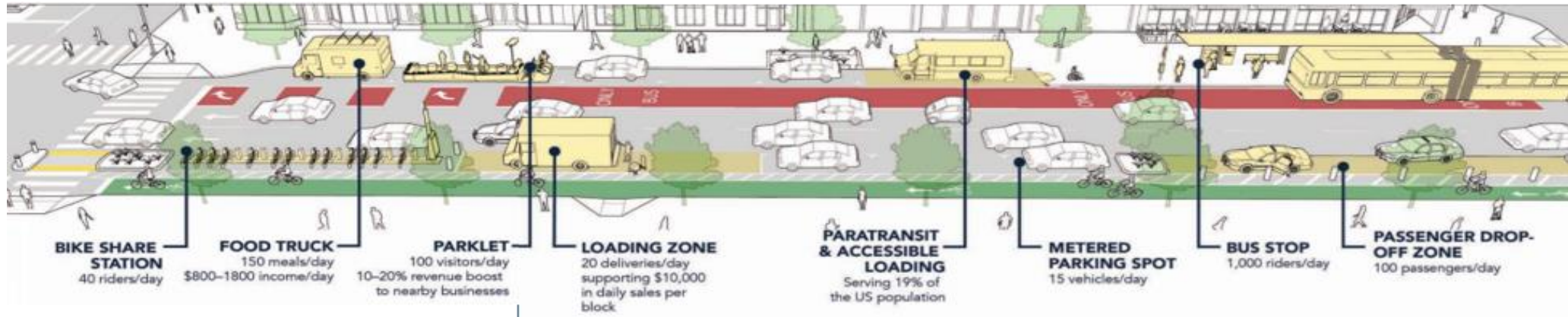 - Create curbside management plan to implement on new streets

Steps to Implement Short-term Recommendations

- Work with VDOT

- Develop managed curbside parking tools, including:
    - Public outreach to stakeholder groups
    - Determine how streets are selected for program
    - Develop criteria to evaluate streets and select parking strategies
    - Develop new policy and ordinance recommendations

- Work with Police to determine resources needed for enforcement

- Identify additional resources and third-party services needed

- Develop associated budget and funding strategies

Medium-Term Recommendations

BIKE SHARE STATION — 40 riders/day

FOOD TRUCK — 150 meals/day $800–1800 income/day

PARKLET — 100 visitors/day 10–20% revenue boost to nearby businesses

LOADING ZONE — 20 deliveries/day supporting $10,000 in daily sales per block

PARATRANSIT & ACCESSIBLE LOADING — Serving 19% of the US population

METERED PARKING SPOT — 15 vehicles/day

BUS STOP — 1,000 riders/day

PASSENGER DROP-OFF ZONE — 100 passengers/day

- Elements of a curbside management plan could include:
  - Paid parking zones
  - ADA accessible spaces
  - Food truck zones
  - Limited duration parking zones
  - Pick-up/drop off zones
  - Bus stops

- Curbside management planning will include coordination with Board offices, stakeholders, residents, and VDOT

Next Steps

- Board of Supervisors supports moving forward

- Staff will:

  - Coordinate with Board offices and stakeholder groups

  - Begin development of parking tools

  - Prepare policies and ordinances over the next 12 months