



Turn Restriction Permit Program

Board Transportation Committee

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Purpose

In its 2019 session, the Virginia General Assembly passed legislation to provide an additional tool to address cut-through traffic in Fairfax County.

On July 1, Fairfax County will have the authority to implement a permit program to exempt residents from cut-through restrictions currently in place or that may be established.

Staff is here today to present information about a proposed permit program, and to receive the Board's input and direction on implementation of the new program.

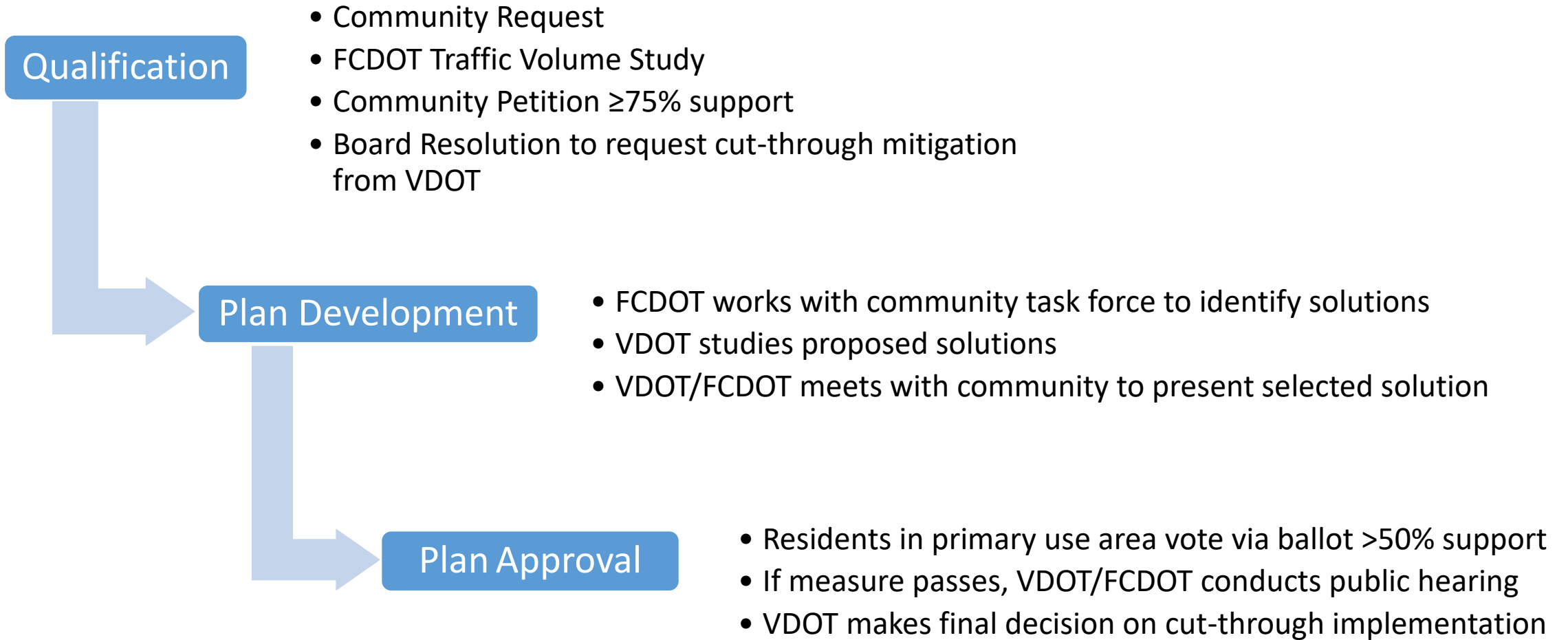
Cut-Through Mitigation Program



- VDOT/FCDOT Cut-Through Mitigation Program offers relief to residential communities impacted by peak-hour traffic using public neighborhood roads by restricting access to these public roads.
- Access is restricted by prohibiting turns onto certain roads during specific times of day, except for buses.

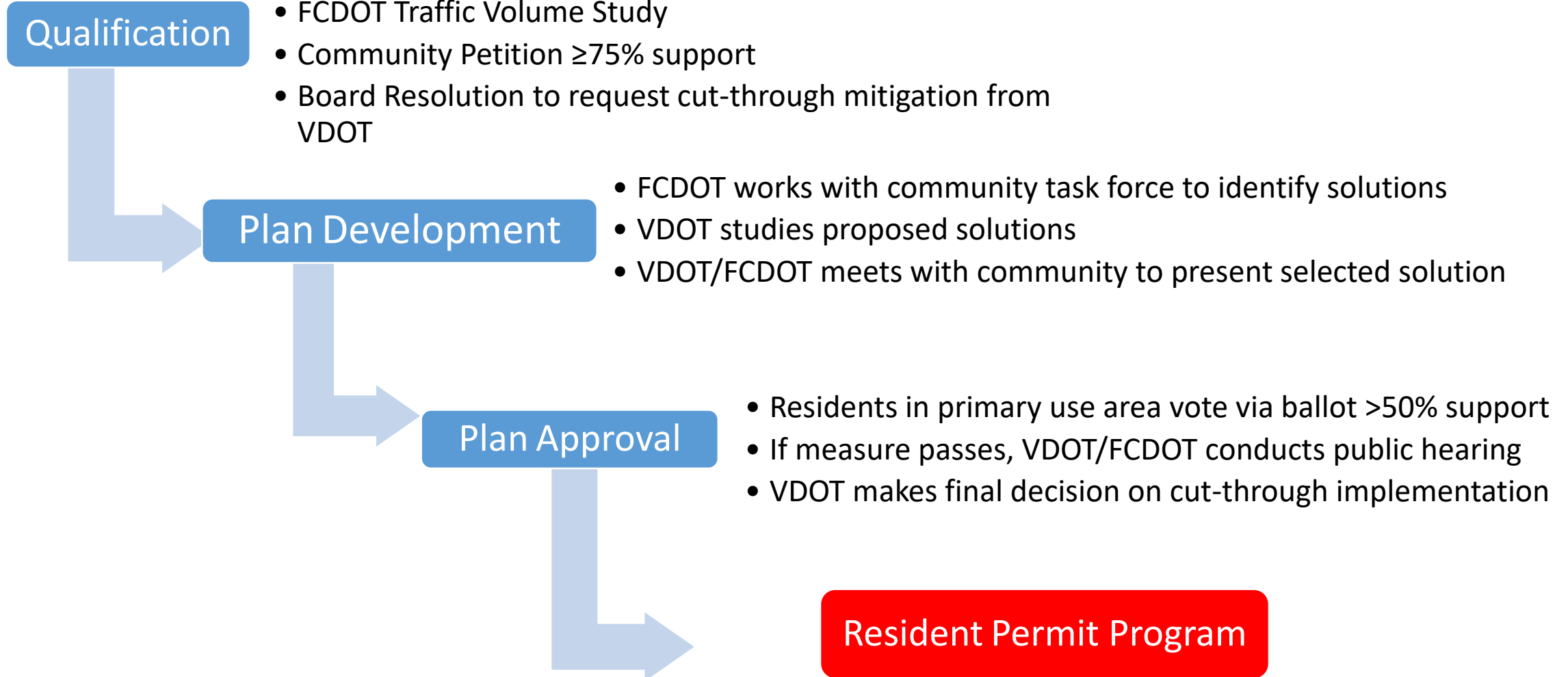


Cut-Through Mitigation Process



Timeline for turn restriction process is generally two to four years before a restriction is approved

Cut-Through Mitigation Process



Authority to Issue Permits to Residents

In the 2019 session, the General Assembly passed HB2033 (Murphy), which states that Fairfax County

“...may by ordinance develop a program to issue resident permits or stickers to residents of a designated area that will allow such residents to make turns into or out of the designated area during certain times of the day when such turns would otherwise be restricted.”

Authority to Issue Permits to Residents

This legislation does:

- Authorize the County to develop a program to issue permits to residents of restricted streets

This legislation does not:

- Change the existing cut-through mitigation program
- Authorize the County to establish its own cut-through restrictions irrespective of the VDOT process

Proposed Turn Restriction Permit Program

To develop and implement a new permit program, staff must:

- Develop a new ordinance section
 - Public hearing and Board approval of proposed ordinance required
- Determine program administration guidelines
- Procure services and resources needed for program administration
- Timeline to develop and implement proposed program is approximately 12 months
- Program development to begin after Board concurrence with process plan, and when funding has been identified
 - Costs are projected to be \$165,000

Program Implementation - Timeline and Resources

Step	Timeline	Resources
Develop new ordinance	6 months	FCDOT & OCA staff
Update information access agreements with Virginia DMV and Fairfax County DTA	1 month	FCDOT & OCA staff
Design and procure new permit stock	3 - 6 months	\$15,000
Work with contractor to develop new program software	12 months, after contractor begins work	\$150,000

Ordinance development and other tasks can be completed concurrently with software development.

Outstanding Issues to Resolve

- Determine permit-eligible area for each restriction.
 - Staff recommends that the primary use area, identified for balloting purposes during the turn restriction process, also be the permit-eligible area.
 - Primary use area is comprised of all residences on the street identified for cut-through restrictions, and residences on other streets whose sole or primary access is the street identified for cut-through restrictions and who would be considerably inconvenienced if they chose an alternate route.
- Determine if a fee should be charged for permits.
 - Staff does not recommend charging a fee at this time, as developing online payment capabilities would not be cost effective.
 - Including payment capabilities in the software would increase cost by approximately \$50,000, and increase development time by 6 months.

Program Administration

- Staff proposes to administer the permit program similar to the existing RPPD program:
 - After a residential cut-through restriction is approved by VDOT, residents of a designated area would be eligible to apply for vehicle permits.
 - To apply, residents would be required to show proof of residency and vehicle registration at a permit-eligible address, in accordance with Virginia residency laws.
 - Permits would not be available for turn restrictions implemented for safety or sight-distance purposes.

Program Administration

- Permits could be issued for each vehicle registered at a permit-eligible address, subject to application and program requirements.
- Permits could not be issued to visitors, caregivers, service providers, relatives, or others that do not reside at the address.
- Only vehicles that display a permit and buses would be allowed to turn onto a restricted street during restricted hours.
- Permit decals could specify the restriction at which vehicles could legally turn.

Permit Enforcement

- Permit requirement would be enforced by the Fairfax County Police Department
- Enforcement would mostly be conducted on a complaint basis, not as a scheduled daily activity:
 - Not Considered High-Priority (No Public Safety Nexus)
 - School Zones are Typically Enforced During the Same Timeframes
- Difficult to Enforce Due to the Following:
 - Low-light Conditions Due to Seasonal Changes
 - Potentially Confusing (Multiple Zones with different times, etc.)

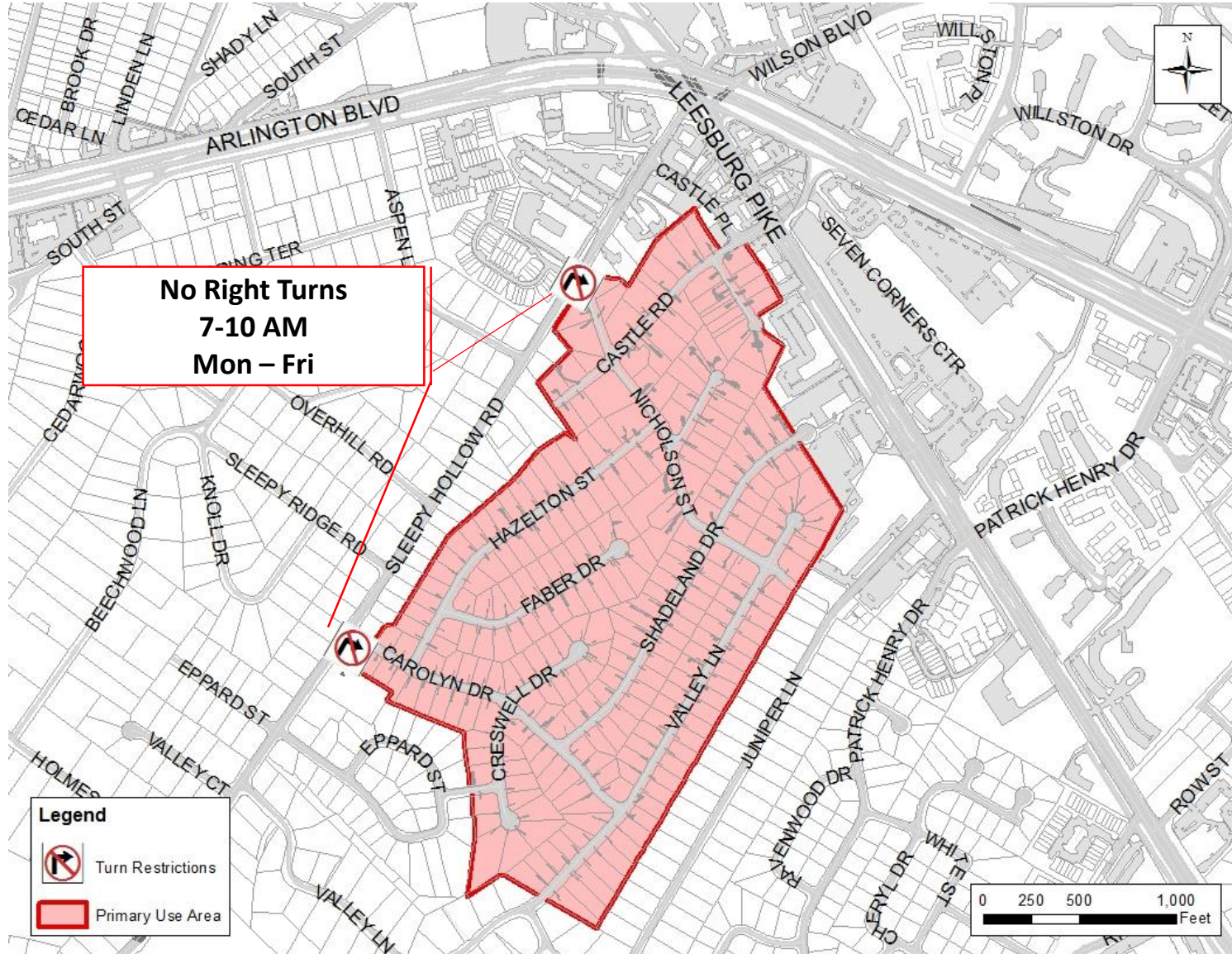
Program Participation

- After VDOT approval of a residential cut-through restriction, staff would send a letter to residents at permit-eligible addresses that explains the program and provides application instructions.
- Residents would apply online via the FCDOT website and upload required documentation.
- FCDOT staff would receive the electronic application, process and issue a permit, and send the permit to the resident by US Mail.

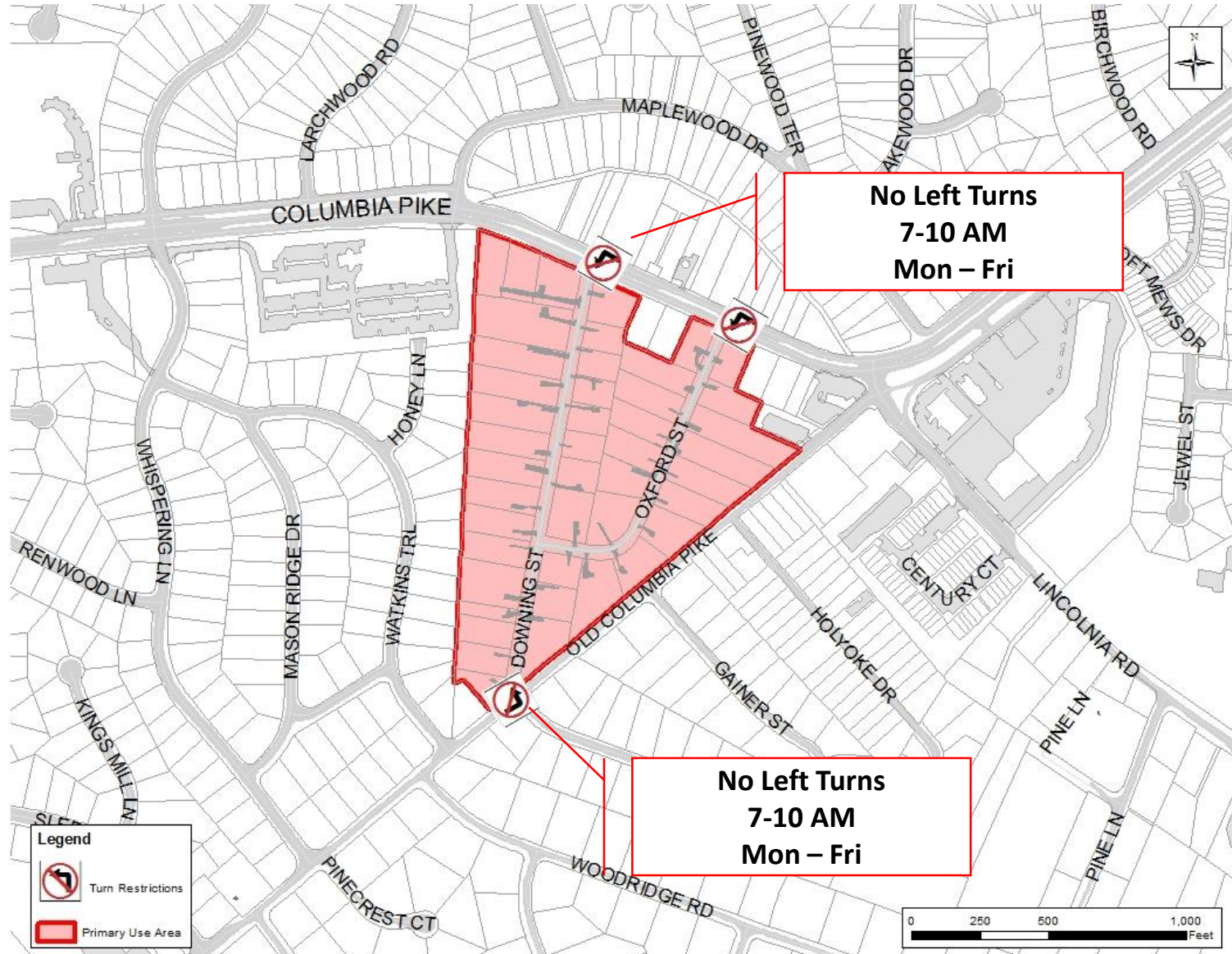
Program Administration

- There would be on-going program costs for annual permit supplies and software maintenance. On-going costs would be variable, dependent on the number of permits issued annually.
- A new staff position would likely be needed in the future to support the program if there is increased demand for cut-through restrictions.
- Initially, permits would be available to residents of designated areas at the County's two existing cut-through related turn restrictions.

Existing Turn Restriction Carolyn Drive and Nicholson Street (Mason District)



Existing Turn Restriction Downing and Oxford Streets (Mason District)



Proposed Next Steps

- Receive Board guidance on policy questions
- Work with Office of County Attorney and Police Department to develop draft ordinance
- Work with Police Department to ensure program is enforceable
- Develop program administration elements
- Return to Board for a public hearing and consideration of new ordinance section and program implementation guidelines in early 2020

Questions & Discussion