



**TOWN OF OCCOQUAN**  
**Town Hall - 314 Mill Street, Occoquan, VA 22125**  
**MEETING DATE: 2018-05-08**

**MEETING TIME: 6:30 PM**

**Staff Present:** Eliot Perkins, Ann Kisling, Ryan Somma, Joe McGuire

**Staff Absent:** Heather Ozuna

**1. Call to Order**

The Planning Commission Public Hearing was called to order by Eliot Perkins, on May 8<sup>th</sup>, 2018, at 6:30 p.m.

**Secretary for Meeting**

Ryan Somma took minutes for the meeting.

**2. Approval of Minutes of April 10, 2018**

Anne Kisling moved to approve the Planning Commission meeting minutes of April 10, 2018. Ryan Somma seconded the motion. The motion carried by poll vote, unanimously.

**3. Parking and Traffic Study Discussion**

Eliot Perkins opened the discussion by asking Joe McGuire for his thoughts on the study. McGuire said the priority was to extend, expand, and widen Commerce Street. He said the parking portion of the study was premature due to additional parking coming with the new construction planned on Mill Street.

Perkins said the Commission had found a need to improve signage in town, having observed people turning left when parking was to the right and that there was a need for big obvious signs.

Ryan Somma thanked Chis Coon for contacting google about marking parking on Google Map. Coon said parking was marked on two places in town and was visible in street view mode.

McGuire said that events at Madigan's Waterfront would take up parking under the bridge and at that end of town. Perkins said there was a need to maximize the parking the Town does have and that finding parking keeps customers in Occoquan.

Somma gave overview of the draft report, going over the priorities listed.

On the subject of Walk Occoquan McGuire said the problem was the cost of improving walkability. That crosswalks at two sidewalks would cost \$50k each. Coon said that the Town was working with

Prince William County to share costs, walkability was a priority in the CIP, and that the speed study on Washington St had resulted in a crosswalk being put in place. A similar study on Tanyard Hill is planned and the rumble strips being refreshed to reduce speeding.

Anne Kisling inquired about the length of such a study. Coon answered that it would be two to three days. There were concerns that such a short time period might not catch the times when people are speeding on the road.

On the subject of Cooperation with Private Parking Owners, Perkins said there has been discussion in the past about partnership with private parking. Having watched lots for six to seven days, he found much of the parking was not being used. McGuire said that private lot owners would not allow public parking on their lots.

Somma said the issue the Commission had discovered was not allowing public parking on private lots, but rather clearly marking private parking and customer parking. That there was confusion about where customer parking was due to a lack of signage or poorly worded signage. Coon said that private parking signage was a private issue. Somma asked if the Town could mandate signage the same way it mandated shop signage. Coon said if the signage was not visible from the public right-of-way, the Town would have issues with enforcement.

Somma said the other aspect of parking was that it only becomes an issue during special events and holidays. Having observed many people in town charging money for parking during events, that the Town could partner with the private lot owners. McGuire expressed concern about putting onerous regulations on citizens making use of their private lots. Somma clarified that the thinking is more of a partnership between the Town and lot owners to encourage and empower the practice. Coon said the Town has something like such a partnership with Patriot Scuba, which offers shuttle service during events and has been successful.

On the Bike Occoquan subject, Perkins said this was a safety issue and one that would grow more prominent as more bike trails run through the Town. Kisling said that she did finally find the bike racks, but that they were hidden in the park and not clearly marked. Perkins said that in planning for the future of Occoquan as a biking hub, bike racks should be in more obvious places, like under the 123 Bridge, and more visible.

Perkins asked McGuire for additional thoughts. McGuire said there were three bridges crossing the Occoquan River, Route 1, I-95, and the 123 Bridge, constricting traffic. VDOT has widened at Lorton Road to send traffic to 123 and towards Occoquan. VDOT will not redirect traffic around Town. He stressed the complexity and cost of making Commerce Street two-way. Asking if VDOT will pay for it and how will traffic be routed if Commerce Street is shut down.

Kisling added that the Town may have to take property to widen the road for two-way traffic. Somma said the road was historically two-way and made one-way to accommodate parking. Kisling said there may be new requirements when trying to restore traffic to two-way.

It was agreed that consulting the Town Engineer about the width of Commerce Street might help anticipate the complexity of the change. Coon said the report could be approved with an amendment to consult the Town Engineer.

Ryan Somma moved to approve report with amendment to consult town engineer on feasibility of Commerce Street width. Anne Kisling seconded. The motion carried by poll vote, unanimously.

## **5. Adjournment**

The meeting was adjourned at 7:06 p.m.

---

Eliot Perkins  
Chair, Planning Commission

*Submitted by Ryan Somma, Planning Commission Member*