

## **Reston Parkway Station Concerns and Opportunities**

### **Judy and Doug Pew**

**The Reston Parkway Metro Station should be treated as a destination to a major city area rather than a waypoint to a suburb. Buses arriving from the north or south should be routed through major thoroughfares to this location at the Reston Town Center. Although some passengers will transfer to the Metro, others will be working in Town Center. This is Reston's downtown. The design of the station should reflect this and bring people to this downtown to work, shop, and connect with others.**

#### **Points to consider:**

- 1. Reston Parkway station should be a major destination with a large adjoining structure to handle the traffic and buses. Right now the plan is inadequate for a city destination. The complex should not be the same size as the waypoint stations. It should be larger.**
  - A large parking structure for Metro should be built at the Reston Parkway station. This should also be the terminus for buses wishing to transfer passengers to the Metro. Many of the bus passengers may also be working at Reston Town Center. The parking structure can be placed on the southern side of the Dulles Toll Road. The structure will be well removed back from Sunrise Valley Drive and not be overly obtrusive. Sunrise Valley Drive can be widened between Reston Parkway and the Fairfax County Parkway to handle any additional traffic (unlike Wiehle and Soapstone). Again, this may reduce the size of parking structures at the waypoints.
- 2. The Reston Parkway station design should be more amenable to large numbers of passengers walking to the town center and looking for taxis and bus transport.**
  - The current Reston Parkway station is located in a very small area on the southern side of Sunset Hills Road. **Passengers bound for Town Center are expected to cross Sunset Hills Road at grade level.** This will be a major problem when passengers arrive on an 8 car train all wishing to walk to work. The station on the northern side of the Dulles Toll Road should be built in the lower level of an office building with numerous bays for buses and taxis. The building should connect to the station via an upper level bridge across Sunset Hills Road. The upper level of the building should provide connectivity to Bluemont Drive using a bridge over the W&OD Trail. There should be ramps to the W&OD Trail so those trail users can easily connect to the Metro. Secure bicycle parking should be provided in the building.
  - A shuttle should be provided on the northern side of the Reston Parkway Station that follows Town Center Parkway to Baron Cameron Avenue, Baron Cameron Avenue to Reston Parkway, and Reston Parkway to Sunset Hill Road. This will provide connections to Town Center points that may be too distant for some people to walk. The bus would operate in a continuous loop making all right turns.
- 3. This is a city metro stop. Amenities should be provided for passengers as they go to the town center and travel back home.**
  - Retail should be provided along the passageway above the terminal with coffee shops, bakeries, newspaper vendors, and packaged food services for passengers utilizing Metro or the buses. A transit store should be located here to provide schedules and sell Smart Trip cards.
- 4. Plans for the Reston Parkway metro stop should include structures that will draw visitors and shoppers to the Reston Town Center.**
  - On the south side of the station a hotel and convention center should be considered in addition to the Metro parking structure. Town Center benefits from visitors and a convention center will draw them. In the evenings guests will visit the shops in the Town Center adding badly need traffic to the stores. The convention center is justified by the large number of technology and financial companies and associations nearby adding further to the desirability of Reston for businesses.

5. **We have major north-south transportation issues to be addressed if Reston is to be a successful business and shopping destination. As stated, many of the office workers in Reston arrive here from the south county.**
  - Metro is supposed to ease our commute in an east – west direction. It does not solve transportation issues in a north – south direction. We should consider adding a bus only lane in the Fairfax County Parkway. This could be a light rail line but we don't want to hope for too much. The major concern is that it be dedicated to transit only so that it won't be impacted by congestion on the vehicle lanes. HOV on the parkway is not realistic because of the many left turn lanes at major intersections. There is a need to provide connectivity between the Cascades, the extended Metro along I66, the VRE and Amtrak line to Lynchburg, and Fort Belvoir and the VRE and Amtrak from Richmond. We should try to provide dedicated bus lanes to the Reston Parkway Station since that will be a major destination. Lanes parallel to the Dulles Toll Road may provide that need.
6. **Wiehle Avenue station is only a temporary destination. The Reston Town Center is the permanent major city destination.**
  - The Wiehle Avenue Metro Station is being treated as a destination rather than a waypoint. It will only be a destination until Metro is extended further west. **Wiehle Avenue and Soapstone Drive were never intended to handle highway traffic and are inadequate for that task.** There is not room to widen either. Only local buses should stop here for transfer to the Metro. Some of the Metro parking should later be converted to office parking.
7. **Herndon-Monroe station is also a waypoint station.**
  - The Herndon – Monroe Metro station should also be treated as a waypoint rather than a destination. Sunrise Valley Drive will be congested with traffic trying to park at that station. Most of the people arriving by car will be trying to board the Metro. Local businesses and residential housing will provide their own parking separate from this garage. **People working at the Reston Town Center do not wish to transfer at Herndon-Monroe and ride one stop on the Metro to the town center.**
8. **The Reston Town Center parking garages for shoppers and office workers need to be protected or they will lose their original purpose. Parking garage issues should be addressed.**
  - Lack of Metro Parking facilities near Town Center will create problems for the existing town center workers and for shoppers. They are within easy walking distance of the Metro Station. It will not take much imagination to envision people parking in the free garage and walking to the station rather than paying to park at the station. Some type of permit system will be needed for the free parking garages to halt commuters from parking there before shopping hours but to allow town center workers and shoppers to continue parking for free.
  - Silver Spring has both parking for local workers and for the Metro Station. There is a charge for parking at both locations. While it works there, it would have a negative impact on parking here because we want people to feel free to visit the center casually. Other solutions must be found. Again, a fee for parking will discourage casual shoppers.
  - There is a problem with thefts in the garages. A video surveillance system will be needed in our garages to prevent this type of activity. Entrance to the garages must be minimized to reduce vagrancy in the garages.
9. **Bad weather should be anticipated.**
  - Note that the Metro platforms are covered to keep passengers out of the rain. Bus platforms and connections between platforms should also be covered for the same reason.