

Parking Management

To facilitate the achievement of TDM goals and encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, unbundling the parking, or other parking reduction strategies are encouraged. Additionally, shared parking between similar uses with both existing and new buildings should be explored, especially if the existing use is over parked. These parking strategies can serve to reduce vehicle trips and increase the cost-effectiveness of the provision of parking. For development within ½ mile of the Metrorail station, a parking plan should be submitted along with a development application that shows the amount of parking provided is sized to support the development. Provisions for parking reductions and other incentives to lower parking should be utilized if it is supported by the parking plan. The use of higher parking rates in the first phases of a development followed by lower parking rates in subsequent phases can be considered. Parking agreements with neighboring sites can be considered on an interim basis. Residential uses should take into account the number of bedrooms per unit when establishing the amount of parking to supply. All nonresidential uses should reduce their parking supply below the County minimum.

For Office space a maximum parking rate is recommended. The parking rate is:

- 2.1 spaces per 1,000 square feet within one quarter mile of a Metrorail station
- 2.4 spaces per 1,000 square feet between one quarter and one half mile of a Metrorail station.

Reston Parkway

(New Dominion Parkway to Baron
Cameron Avenue)

Presented to:
Reston Master Plan Task Force

Presented By: Fairfax County Department
of Transportation

October 1, 2013



Task

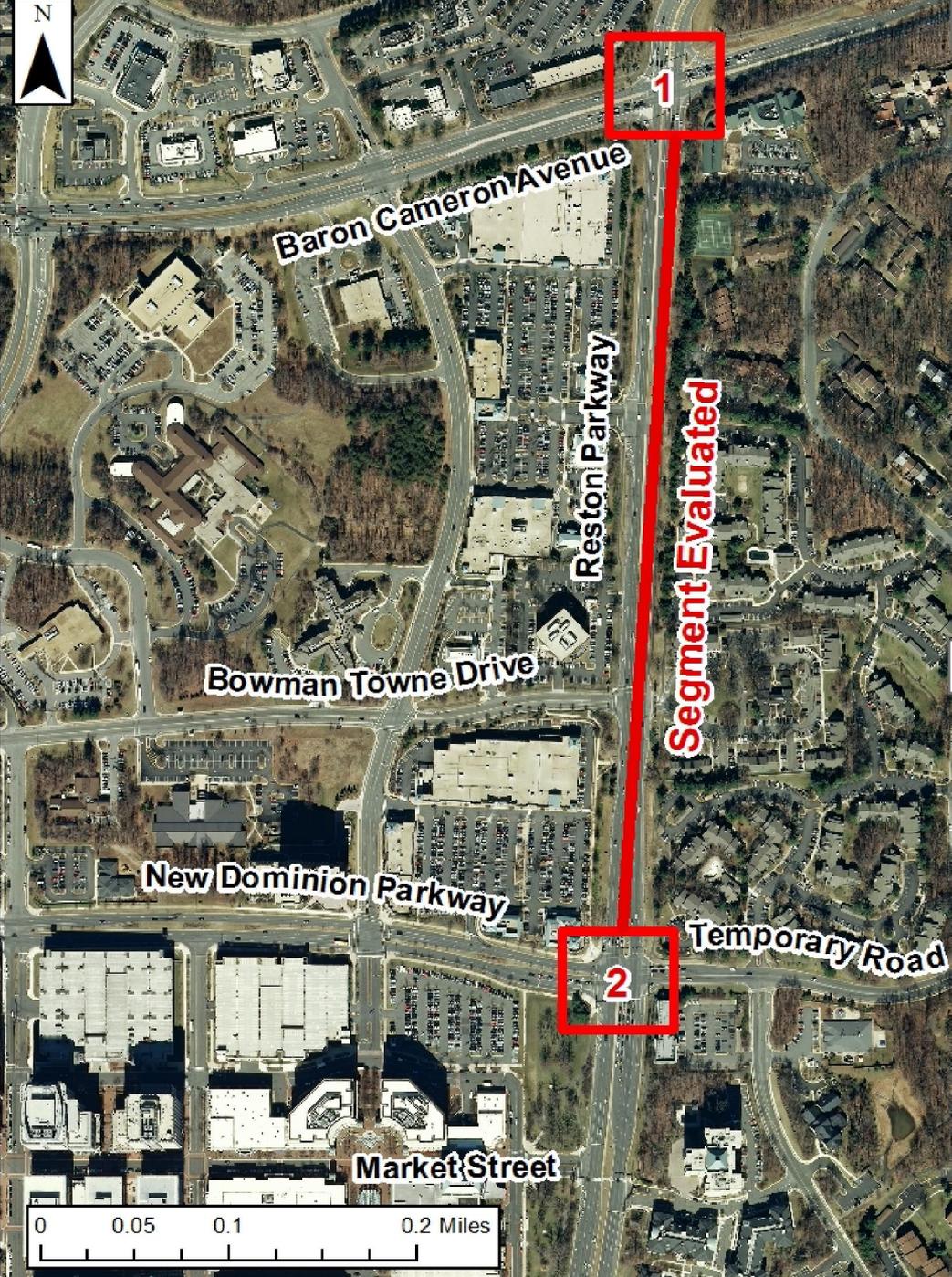
Evaluate Reston Parkway from New Dominion Parkway to Baron Cameron Avenue to determine if 4 lanes or 6 lanes are needed

Considerations:

- Comp Plan: This section is shown to be widened to 6 lanes
- Traffic Study Submitted to VDOT: Assumed 6 lanes on this section of Reston Parkway
- Reston Parkway is more vehicle oriented than multimodal oriented
- Reston Parkway can be difficult to cross on foot or by bike

Analysis Input Factors

- Scenario G land use
- Scenario G transportation network with overpasses included
- Improvement on New Dominion Parkway at Reston Parkway
 - Additional eastbound through lane



1. Reston Pkwy and Baron Cameron Ave



2. Reston Pkwy and New Dominion Pkwy



4-lane Analysis Results

- Reston Pkwy at New Dominion Pkwy
 - AM Peak Hour: LOS E (**increase** in 3 SOD from 6-lane Reston Parkway)
 - PM Peak Hour: LOS E (**decrease** in 15 SOD from 6-lane section)
- Reston Pkwy at Baron Cameron Avenue
 - AM Peak Hour: LOS E (no change in SOD from 6-lane Reston Parkway)
 - PM Peak Hour: LOS E (**decrease** in 6 SOD from 6-lane section)

*note: LOS = Level of Service; and SOD=Seconds of Delay

Findings

- Town Center Parkway underpass helps to alleviate Reston Parkway
- Change in through volume for a 4-lane Reston Parkway at New Dominion is minimal compared with a 6-lane Reston Pkwy
- Queuing and operations on Reston Parkway at New Dominion Parkway indicate existing lanes can accommodate through volume
- Reston Parkway, as a 4-lane road, can accommodate future volume with minor improvements but Town Center Parkway tunnel is considered built