

With extensive additional development in the Reston Core, it will simply not be possible for an unlimited number of single-occupant vehicles to attempt to access the Town Center and other Reston Core areas each day during peak travel periods. It is essential that other transportation modes be perfected and utilized in that area. To accomplish this, a thorough comprehensive, multi-modal analysis of Reston's present and future transportation system must be conducted as a prerequisite to permitting any significant additional development in Reston.

Rail transit will help greatly.

Transportation System - General

More vehicular and pedestrian/bicycle crossing points across the Dulles Highway must be planned for and given very high priority for implementation in order to form as effective a transportation grid as possible within the Reston Core area. Such projects as the long-planned Town Center Parkway – Edmund Halley Drive extension, and a Soapstone Drive - Comstock Drive - Isaac Newton Square West extension must be built. Other linkages may be possible. Currently, with few available crossing points, all north-south traffic must be funneled through the few available, highly limited and restricted passageways.

Commuter and Internal Feeder and Shuttle Bus System

In addition to a greatly enhance Reston internal neighborhood bus system, an effective shuttle-feeder bus system that is focused to serve the Reston Core area very effectively from the periphery of Reston must be developed as an alternative to the private auto especially during peak usage hours (not just weekday commuting hours). To compete effectively with the private auto, the bus system must –

- Assure service that is frequent and dependable.
- Have a dedicated right-of-way in high traffic volume Reston Core areas. Otherwise the bus will bog down with the rest of bumper-to-bumper traffic. If the bus does not have preferential treatment, there will be no incentive for motorists to use feeder and shuttle buses. Under those conditions, bus transit will continue to be of marginal value as it is today. However, with a distinct time advantage and money savings associated with using the enhanced Reston bus system, motorists will quickly see the value of bus travel to, from and within the Core.
- A set of reserved (dedicated) traffic lanes (both directions) must be set aside on Sunset Hills Road and Sunrise Valley Drive between Monroe Street and Hunter Mill Road. There is sufficient land area there today to accomplish this.
- Likewise, such a set of dedicated lanes must be provided on Fairfax Parkway and Reston Parkway at least between Sunrise Valley Drive and Baron Cameron Avenue. On Wiehle Avenue and Hunter Mill Roads, these lanes must be provided at least between Sunrise Valley Drive and Sunset Hills Road. On Monroe Street, dedicated lanes are needed between Fox Mill Road and Herndon Parkway.
- During non-peak hours, these dedicated lanes (possibly painted green to readily identify them) can revert to general vehicle usage.
- It is feasible to fit these buses with special transponders that give them preferential access at traffic lights and when making difficult turns.

An effective internal bus shuttle with frequent service must be established to serve during extended hours within the Town Center itself.

Parking Policies

For the remote parking-shuttle bus concept to work, adequate free or significantly reduced-rate parking must be provided at the park-and-ride lots on the periphery of Reston. At the same time, all free parking within the Town Center and other Core area locations must be eliminated during peak demand hours.

- The South Reston Park-and-Ride lot provides an obvious opportunity to provide a multi-level parking structure to accommodate traffic from south of Reston. Again, with greatly reduced parking cost on the

periphery of Reston relative to the peak-hour parking rates in the Core, and with frequent service and dedicated bus-only travel lanes, the periphery parking/shuttle bus option should be obviously beneficial to the typical motorist. The commuter will benefit with a distinct cost savings and a quicker, less stressful commuter trip to and from their Core-area destination.

- In a similar manner, the Herndon - Monroe Street Park-and-Ride structure should be expanded to serve Reston destined commuting autos coming into Reston from the west, as well as transit-oriented parking.
- A new remote park-and ride parking facility must be located off the Fairfax Parkway to the north of Reston, and another along Sunset Hills Road between Hunter Mill Road and Wiehle Avenue on the east.

While this proposal may seem drastic, it is both achievable and ultimately will prove to be much cheaper to implement than attempting to accommodate thousands of additional private autos in Reston Core areas. Town Center and other Core parking rates can be reduced, or be made free, after peak usage hours (such as after 6 PM on week days until 7:00 AM the next day) so as to attract after work usage by the general public. Without this approach, the future development potential of the Reston Town Center and other Reston Core areas must be greatly restricted. Building owners desperately seek prime tenants for their Town Center and Reston Core buildings. If the Reston Core and Town Center get the reputation for being inaccessible due to on-going traffic congestion, prime tenants will locate elsewhere.

The need to provide and maintain fewer very expensive parking spaces within the Core will greatly benefit Core area property owners, and will significantly off-set small additional tax costs they will incur contributing to a general Reston infrastructure fund.

Pedestrian – Bicycle System

Central to an effectively functioning Reston Urban Core must be a concerted effort to build into the entire fabric of the Core area an exceptionally good pedestrian / bicycle walkway-pathway-public open-space system. If the walking and the bicycle trips to, from and within the Core are safe, comfortable, pleasant and even enjoyable, many hundreds of Restonians will take advantage of this commuting opportunity to the benefit of their health as well as the general transportation system. Special attention must be paid to –

- Safe and well-lighted street/roadway crossings – grade-separated where at all possible
- Safe, patrolled, lighted, and reasonably sheltered and comfortable walk and access-ways
- Points of interest or diversion along the way – shopping, landscaped areas, natural features
- Facilities for bicycle storage, showers and dressing especially for bicyclists
- The inter-connectability of access-ways among the various buildings within the Urban Core, and the adjacent Reston pathway – access-way system serving all of Reston.
- It is absolutely essential that this entire access-way system be carefully designed to accommodate the special needs of citizens with mobility impairments.

In general, it must be remembered that bicyclist much prefer wide and safe, designated on-street bicycle lanes to pathways – accessways they must share with pedestrians.

