



Wiehle Avenue and Reston Parkway Station Access Management Study

Hunter Mill Road Community Meeting Summary

September 19, 2007

(Reviewed and approved by the attendees.)

Attendees:

Jody Bennett	Feliza Kepler
Ro Niemeyer	Mark Salter
Jenny Painter	James Kepler
Steve Hull	Bob Neuland
Eric Wolf	Donna Neuland
Bruce Bennett	

Background

On September 19, 2007, The Perspectives Group met with representatives from the Hunter Mill Corridor Community to discuss their issues and concerns regarding the Wiehle Avenue and Reston Parkway Station Access Management Study.

Paul LeValley of The Perspectives Group began the meeting by welcoming the attendees and providing them with a timeline and overview of the project. Mr. LeValley noted that there were several opportunities for members of the public to provide input into the project and that all points of view were welcomed and appreciated. He noted that in addition to the regular monthly meetings of the Reston Metrorail Access Group, there were two more large public meetings scheduled in the coming months. He explained that the purpose of the night's outreach meeting was to hear from members of the public selected according to geographic area regarding their concerns and ideas on station access management for the Reston Metro stations, and that comments collected would be submitted to VHB and Fairfax County for review.

Core Issues

A general discussion about issues and concerns followed Mr. LeValley's opening remarks. Several common themes emerged and most of the participants spoke in agreement about them.

1. The Hunter Mill Road Corridor has a character and identity that is separate and distinct from Reston's character and identity.
2. The character of the Hunter Mill Corridor should be preserved and protected in the same manner as the Reston area, especially when planning access to the Wiehle Avenue Station.
3. Care must be taken to ensure that the station access management measures do not provide an inducement or justification for development at densities higher than currently planned in the Corridor.
4. Hunter Mill Road should not be viewed as an eastern gateway to Reston or a primary ingress/egress route to the Wiehle Avenue Station area.

5. The Hunter Mill Road Corridor and the green buffer zone between the Reston/Herndon Suburban Center and the Tysons Corner Suburban Center defined in the Fairfax County Comprehensive Plan must be protected. The unique character of the Hunter Mill Road corridor and its adjacent communities should not be destroyed. Only the currently planned low density development is acceptable for the Corridor.
6. The Hunter Mill Corridor community should be represented in the RMAG just as Reston was represented in the Hunter Mill Special Study Task Force that concluded in March, 2006. The conclusions and recommendations of that Task Force should be made available to the Station Access Management planning efforts for background and context.
7. The station access planning area boundary has been defined too far east and not far enough west.
8. A mutual trust and respect needs to develop between Reston and the Hunter Mill Road Corridor communities.

After the general discussion, participants divided into three sub-groups to discuss specific modes of transportation. One group discussed issues surrounding transit; the second group discussed pedestrian and bicycle issues; while the third group discussed roadway issues. The following are summaries of the information that each sub-group reported at the end of their discussions.

Traffic and Roadway Ideas/Suggestions

1. Discourage one or two passenger cars in the Wiehle Avenue Station area, perhaps also in the Reston Town Center area.
2. Provide limited and market cost commuter parking at the station areas so as to discourage commuters from the outlying areas of Fairfax County and Loudoun County from driving into the station.
3. The streets of communities and parking lots of office buildings within walking distance from the Metro should be protected from being used as commuter parking. (parking stickers, restricted parking signs)
4. Hunter Mill Road should not be widened to accommodate increased traffic flow. It can not become a "short cut" for traffic heading to and from the Wiehle Avenue Station and allowed to carry more traffic or become more congested than it already is.
5. Fairfax County should work with the outlying jurisdictions from which the commuters who use the Reston Metro stations will originate so that those jurisdictions provide parking at the commuter bus stations in their areas.
6. Phase 1 should go as far as the Reston Parkway instead of ending at Wiehle Avenue.
7. Traffic calming provisions should be implemented along Wiehle Avenue, Sunset Hills Road and Hunter Mill Road for pedestrian and bicycle safety.
8. Grade separated intersections are undesirable in the vicinity of the stations.
9. Development of the Hunter Mill Road and Sunset Hills Road intersection should be according to the Comprehensive plan or the community preferred alternative recommended by the SHR/HMR/DAAR Subcommittee of the Hunter Mill Road Task Force.
10. The one lane bridge over Colvin Run on Hunter Mill Road should remain a single lane or developed according to the community preferred alternative recommended by the Colvin Run Bridge Subcommittee of the Hunter Mill Road Task Force.

Transit Ideas/Suggestions

1. Instead of the Reston loop bus route going along SHR/HMR/SVD/RP/SHR, consider a bus route that goes east and west along the business areas of SHR to Lake Fairfax Business Park Drive to the Reston Town Center and a bus route that runs along Sunrise Valley Drive from Parkridge to the Reston Town Center and back.
2. Consider a hub and spoke routing system for buses that carry commuters to the Wiehle Avenue and Reston Parkway Stations.
3. There will be a very limited, almost non-existent market for bus service along the Hunter Mill Road between Baron Cameron and 123. No bus routes using HMR should be planned as buses will create additional congestion in the two lane road.
4. There should be bus routes that radiate from the Wiehle Avenue Station to commuter parking lots in the outlying areas of Fairfax County and from Loudoun County. Responsibility for building and maintaining parking lots for their commuters should belong to the governments of those areas. As stations are built farther west, the terminus of these buses would be changed from Wiehle Avenue to the new stations.

Bicycle and Pedestrian Ideas/Suggestions

1. Construct sidewalk on both sides of Sunset Hills Road and/or bridge the gaps on one side. Widen if possible for bicycle traffic or provide bike lanes.
2. Install bike trail along the section of Hunter Mill Road from Oakton to Reston.
3. Consider setting aside bike paths and/or paved trails along the edge of Lake Fairfax Park joining Reston trails.
4. Improve existing trails within Reston to accommodate bikes. Widen sidewalks along Wiehle Avenue to allow pedestrian and bicycle traffic.

Conclusion

The group spent more than two hours discussing both general and specific comments regarding this project, and expressed the importance of preserving their quality of life and the character of the Hunter Mill environment. The participants strongly expressed that station access planning should be done with due consideration of the Hunter Mill community's concerns and they expressed a desire to participate in the planning process in a positive way and to work with others to find solutions that are mutually beneficial to all.