



Wiehle Avenue and Reston Parkway Station Access Management Study

Public Meeting #2

7:00 pm, July 24, 2007

The Reston Town Center Hyatt Regency

Background

The Reston Metrorail Access Group (RMAG) hosted the second public meeting on July 24, 2007 at The Reston Town Center Hyatt Regency to gather ideas and input from stakeholders about the proposed new Metrorail stations at Wiehle Avenue and Reston Parkway. The public was asked to consider and comment on the issue of access and what could be done to facilitate the movement of people to and from the new stations. The following document is a summary of the input gathered over the course of the evening.

After presentations from representatives from the Fairfax County Department of Transportation and Vanasse Hangen Brustlin, Inc. (VHB) each table was divided into three small discussion groups to address the following:

- Each group was asked to work with a designated facilitator to discuss the transit modes of Pedestrian/Bicycle, Transit, and Roadways.
- Each group identified the main issues within each mode of transportation.
- Each group selected a spokesperson to report their findings to all attendees. The reports were given.

Methodology

In preparing this summary, the notes from the small group discussions and the comments from the surveys were compiled and analyzed. Major themes and common interests were identified using standard content analysis tools. Interested categories were identified and selected and the notes were analyzed and quantified according to the number of times each category was mentioned. The data was further sorted by the number of times the interest category was mentioned in relation to specific modes of transportation (Pedestrian/Bicycle, Transit, and Roadway).

The sum of the specific responses do not necessarily equal the total number of responses within each interest category due to the fact that many survey respondents chose not to mention a specific mode of transportation or mentioned more than one.

A summary of the top interest categories follows the table.

Content Analysis

Interest Category	Total References	Pedestrian/Bicycle	Transit	Roadway
Aesthetics	10	4	4	2
Affordability	11	2	5	4
Amenities	7	3	4	
Capacity	11	3	4	4
Conflicts	3		2	1
Congestion	14	2	6	6
Connections	6		5	1
Convenience	9	4	5	
Crossings	18	7	5	6
Density	18	5	4	9
Environment	2	1		1
Parking	9		2	7
Quality of Life	8	4	2	2
Safety	17	10	4	3
Signals	9	6	2	1

Summary of Top Issues

Affordability

Total References = 11

Pedestrian/Bicycle = 2

Transit = 5

Roadway = 4

Summary: The majority of the concerns and issues regarding affordability questioned where the funding was going to come from to pay for all of the infrastructure improvements needed, i.e: roadways, parking areas, sidewalks and signage. Other comments follow:

- Free transit bus service needs to be provided to promote Metrorail use.
- Metrorail prices do not lend to high usage.
- Pay to park garages at Reston Town Center are not commerce viable.

Congestion

Total References = 14

Pedestrians/Bicycle = 2

Transit = 6

Roadway = 6

Summary: The majority of the concerns and issues regarding congestion surround the amount of vehicles coming into the area because of the Metrorail stops being the end of the line. It is felt that the infrastructure was not built to handle the amount of vehicles and it will lead to worse congestion than exists today. Other comments follow:

- Road Diets don't make sense on most of the roads in the district which is leading mistrust in the process.
- Communities were built as no-thruways and busses will be a challenge because of it.
- Light rail/BRT up major routes (Reston Parkway, Soapstone) to relieve congestion.
- Reston Avenue south of the toll road is gridlocked with congestion. Keep transit buses off of it.
- Route 7 and Greenway both feed from Loudoun County, concern about major influx and congestion.
- Congestion concern: Emergency vehicle access – is this being considered?

Crossings

Total References = 18

Pedestrians/Bicycle = 7

Transit = 5

Roadways = 6

Summary: The majority of the concerns and issues regarding crossovers spoke to the point that more pedestrian/bicycles and transit bus crossovers were needed for traffic flow and safety concerns. Other comments follow:

- Like the idea of extending Soapstone Road with a dedicated bus crossover.
- Pedestrian overpasses are critical to safety and access, we need to maximize their use.
- Crossovers are needed, bike lanes are too dangerous on the roads.
- Need pedestrian crossing at Hunter Mill, Sunrise and Sunset.
- Despite RMAG's suggestion of many pedestrian overpasses, our small discussion group feels they are expensive and need to be integrated into trails, they don't work everywhere.

Density

Total References = 18

Pedestrians/Bicycle = 5

Transit = 4

Roadways = 9

Summary: The majority of the concerns and issues regarding density spoke to the point that it will be a challenge for the area. Changes will need to be made for the increased density that the Metrorail stops will bring. The group cited major concerns to adding density. Other comments follow:

- Most within the Hunter Mill Road area don't want density increased.
- There is concern with density to the south due to feeders.
- Concerned that the area is being set up for extreme development and density, even though these neighborhoods are long-established, single family areas.
- Many "improvements" will foster increased density and development, removing green buffer areas.
- No more park and rides on periphery of development and certainly no more as a pretext to density.
- Can't add 80 – 100k riders for Metrorail and still preserve the character of Reston, this seems impossible.
- How much high-density areas can there be without impacting residential areas?

Safety

Total References = 17

Pedestrians/Bicycle = 10

Transit = 4

Roadways = 3

Summary: The majority of the concerns and issues regarding safety are in regards to the safety of the pedestrians and bicyclists with the increase in traffic and lack of safe crossings. Other comments follow:

- Need to eliminate right turn on red to protect pedestrians.
- Priority for pedestrian improvements at Sunrise Valley & Wiehle Avenue intersection, eliminate the light and have pedestrians above grade.
- Need sidewalks to bus stops in lieu of social trails/goat paths.
- Safe walking is very important, need clear, safe paths.
- There will need to be an active, visible police presence to enforce traffic laws around the new stops. They must address running red lights, right on red with pedestrians' presence, etc.
- Need more connected sidewalks.
- Need for all transit stops to be well lit.

Other Comments:

- What thought has been put in to protect the surrounding established neighborhoods?
- Metrorail rates will be rising soon to at least \$4.50, this cost increase will keep potential riders from using Metrorail. It will be cost prohibitive.
- RMAG needs to have representation from Hunter Mill Road.
- Road Diets needs to be further explored.
- Suggested that a covered and movable sidewalk be considered from Reston Town Center to the Metro stop.
- The need for simplified bus schedules. As they are now, they are too confusing and should be simplified with the addition of the new Metrorail stops.
- The need for the running hours of both Metro and the transit buses to be coordinated. They both should run the same hours.
- The need for all local bus routes (Metro, Fairfax Connector, RIBS, etc.) to be listed on one web site.
- Build it and they will come.