

**REPORT OF THE
SECRETARY OF TRANSPORTATION**

**TRANSPORTATION
IMPROVEMENTS FOR
THE RESTON AREA**

**TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA**



SENATE DOCUMENT NO. 35

**COMMONWEALTH OF VIRGINIA
RICHMOND
2000**



COMMONWEALTH of VIRGINIA

Office of the Governor

James S. Gilmore, III
Governor

Shirley J. Ybarra
Secretary of Transportation

December 1, 1999

The Honorable James S. Gilmore III
Members, Virginia General Assembly

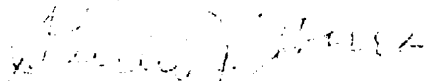
Dear Governor and General Assembly Members:

Pursuant to Senate Joint Resolution 335 and House Joint Resolution 542 of the 1999 General Assembly Session, I am enclosing the results of our study efforts for short-term and long-term highway, transit, and pedestrian improvements for the Reston area. This study was guided by the resolution's patrons and a committee of Reston citizens, and thus portrays the transportation needs recognized by people who live and work in the community. While we believe that these identified needs will provide benefit to the Reston community, I must note that the majority of the projects recommended have not been evaluated in detail nor balanced against the needs of the other magisterial districts in Fairfax County. Neither Fairfax County nor the Virginia Department of Transportation has made any commitment at this time to implement the recommendations of this project.

We are pleased to present our findings and we thank you for the opportunity to conduct this study. As you know, Reston is the second largest employment center in the Commonwealth of Virginia. These improvements will enhance Reston both as a place to live and as a vibrant place to work.

Please let me know if you have any questions about this study.

Sincerely,


/Shirley J. Ybarra

Enclosure

PREFACE

The 1999 session of the Virginia General Assembly agreed on two identical resolutions requesting the identification of transportation needs for the Reston, Virginia, area. Senate Joint Resolution 335 (SJR 335), which was patroned by Senators Janet Howell & William Mims as well as House Joint Resolution 542 (HJR 542), which was patroned by Delegate Kenneth Plum, both requested "that the Secretary of Transportation assist in the development of options that might result in short-term and long-term improvements affecting the Reston area". The resolutions further stipulated that in developing transportation options for the region "these efforts should identify the costs associated with the various program options and identify funding options associated with the program options." A copy of each of these resolutions is included in Appendix A.

This study was conducted by a steering committee comprised of Reston residents and business representatives with the oversight of the legislative patrons. Staff members of the Fairfax County Department of Transportation (FCDOT) and the Virginia Department of Transportation (VDOT) supported the study effort by providing status updates on ongoing Reston area transportation improvements and by discussing the scope and timing of proposed future improvements. The steering committee was chaired by Mr. Karl Ingebritsen, the Director of LINK. LINK is a local transportation management association serving the Reston area. The steering committee members are listed below:

Steering committee members (and their Reston involvement):

Karl Ingebritsen, Director, LINK -- Steering Committee Chairman
Philip E. Tobey, Tobey and Davis, GRCC -- Steering Committee Vice Chairman
John Palatiello, Hunter Mill District Planning Commissioner
Brian Caldwell, Bus Riders Council
David Edwards, Washington Gas, Greater Reston Chamber of Commerce (GRCC)
Alvarez LeCesne, Reston Association
Patty Nicoson, Dulles Corridor Rail Association
Jack Suchland, Oracle, GRCC
Mike Martin, Reston 2000 Transportation Committee
Tom D'Alesandro, Terrabrook, Vice President GRCC
Tom Hirst, Mason Hirst, GRCC
John Hunter, Reston 2000 Transportation Committee
Greg Mankevich, American Society of Civil Engineers
E. Thomas Sines, Smart Tag, GRCC
Donn Dears, Director, Reston Association
Glen Dowell, Boeing, GRCC
Bob Howard, Wellborn Management, GRCC
Bill Keefe, Chairman, Reston 2000 Transportation Committee
Mike McDonald, McDonald Morrissey Associates, GRCC
Tracey Pless, Reston 2000 Transportation Committee
Joe Stowers, SYDEC, GRCC
Vicky Wingert, Executive Vice President, Reston Association

Ex officio members:

Hon. Robert B. Dix, Jr., Fairfax County Board of Supervisors
Thomas F. Farley, Northern Virginia District Administrator, VDOT

While many individual staff members participated in this study, key staff supporting this study were:

Mr. Andy Szakos, Fairfax County Department of Transportation (FCDOT)
Ms. Fatemeh Allahdoust, Northern Virginia District of VDOT

The yeoman chairmanship of Karl Ingebritsen must be recognized. This complex study was completed in a very short time chiefly due to his tenacity in keeping the steering committee focused on the purpose for the study and milestones for its completion. Andy Szakos, FCDOT, provided valuable contributions to the transit aspects of the study. Without the patient and wise counsel of Fatemeh Allahdoust, of the Northern Virginia District's Transportation Planning Section, this report could not have been written in a timely fashion.

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EXECUTIVE SUMMARY

Reston is the second largest employment center in the Commonwealth of Virginia with an estimated 2,800 firms providing 50,000 jobs. It is also recognized worldwide as one of America's most successful planned residential communities. There are now 62,000 people who call Reston home.

The 1999 General Assembly agreed on two identical resolutions, Senate Joint Resolution (SJR) 335 and House Joint Resolution (HJR) 542 (Appendix A), patroned respectively by Senators Janet Howell and William Mims and Delegate Kenneth R. Plum. The purpose of both SJR 335 and HJR 542 was to identify needed highway and transit improvements for the Reston area in order to facilitate the movement of large volumes of people and products within the immediate Reston area and between Reston and external origins and destinations. The resolutions also specified completing this study in time for the Secretary to submit her findings and recommendations to the Governor and the 2000 General Assembly session.

Following a discussion between the resolution patrons and the Virginia Department of Transportation (VDOT) staff, a steering committee of local Reston residents and business representatives was established under the chairmanship of Mr. Karl Ingebritsen. Mr. Ingebritsen is the Director of LINK, a local transportation management association that serves the Reston area. The patrons agreed that this study effort should be a community led effort to obtain maximum citizen input and community support.

The actual study process included several committee meetings at which a lengthy list of possible improvements was discussed, pared down, and organized into two priority lists. As a final step in the process, a public hearing was held at the Reston Community Center on September 28, 1999, to present the committee's recommendations and receive public comments. Following that hearing, the proposed list of transportation needs was refined by the chairman based on citizen comments.

The final list of recommended short term and long term transportation needs is presented in this study report for consideration by the 2000 session of the General Assembly. This recommended project list includes pedestrian and safety needs in addition to transit and highway projects. As stipulated in the resolutions, cost estimates have been prepared for the suggested projects. Because a defined scope of work has not been developed for many of these projects, the cost estimates given are only approximations based upon costs for similar types of work that have occurred in VDOT's Northern Virginia District. Additionally, some of the recommendations suggest more detailed study by VDOT or the Fairfax County Department of Transportation (FCDOT) transportation staff to determine the feasibility of implementing specific transportation improvements. Detailed cost estimates are not provided for recommendations requiring additional study.

The priority lists for short term and long term multi-modal transportation improvements are summarized in Table 1, "Short-Term List of Recommendations" and Table 2, " Long-Term List of Recommendations".

A more detailed discussion of each improvement is contained in the chapter on study recommendations. For the purposes of this study the steering committee considered "short term" to mean a project that can be implemented now, or within a year or two, if needed funding is provided.

It must be recognized that there is a limit to funding for transportation improvements throughout the Commonwealth; the improvements recommended by the steering committee must successfully compete in established project selection processes to be funded and implemented either by FCDOT or VDOT. The "possible sources" of funding listed in this study report are sources that initially appear appropriate. However, no commitment has been made for any funds from these sources beyond those amounts contained in the Commonwealth's approved Six Year Improvement Program.

This study report is intended to present the suggested Reston area improvements determined by a steering committee of local residents and business representatives to be their most critical transportation needs. This report does not imply any commitment on the part of FCDOT or VDOT to implement the recommended projects without more detailed evaluation and selection for funding.

SJR 335 / HJR 542
Reston Transportation Improvement Study
Table 1

Short Term List of Recommendations

(Each recommendation is described more fully in the Study Recommendation chapter.)

Priority	Recommendation ¹	Lead Agency	Cost Estimate ²	Possible Funding Source
1	Review Reston 2000 Task Force Committee Report – Transportation Section	FCDOT, VDOT	No Additional Funding Needed for Review of Proposals	Not Applicable
2	Implement Signal Optimization Plan for Reston	VDOT	No Additional Funding Needed	Fully Funded (Ongoing VDOT project)
3	Expedite Sunset Hills Road / Hunter Mill Road Improvement - Short Term per Citizen Suggestions	VDOT, FCDOT / Hunter Mill Supervisor /Citizen Group	No Additional Funding Needed	To Be Funded From "Item #2 – Long Term List" – 99-2000 VDOT Six Year Program.
4	Fund Dulles Corridor Express Bus Service – FY2002 & Beyond	FCDOT Virginia Department of Rail and Public Transportation (VDRPT)	Approx. \$5.0 million / Year	Dulles Toll Road (DTR) Surplus Revenue Set Aside for Transit in the Corridor
5	Coordinate & Implement Sunrise Valley Drive and Reston Parkway Improvements	Private Developer, FCDOT, VDOT	No Additional Funding Needed	Proffers
6	Expedite Dulles Access Road Improvements for Bus Access to West Falls Church Metro Station	VDOT, MWAA	\$973,000	Fully Funded – 99-2000 VDOT Six Year Program
7	Install Automated Gates at Slip Ramps to Dulles Access Road for Buses	FCDOT, MWAA, VDOT	\$1.0 million per Slip Ramp	Fully Funded by FCDOT

¹ Implementation of some of these recommendations is contingent upon detailed feasibility and engineering work that would be performed after appropriate funding is secured.

² Cost estimates for some of the recommendations will be refined based on engineering and design to be done at a future time.

8	Improve Pedestrian Amenities by Constructing Identified Specific Walkways - "Reston On Foot" Report – Revised 1999	FCDOT, VDOT	\$2.0 million to \$5.0 million	Fairfax Co. Secondary Road, Transportation Enhancement, Congestion Mitigation Air Quality (CMAQ) Funds, FCDOT Trails/Sidewalk Program
9	Construct "Right Turn Only" Lanes for Congested Reston Intersections	VDOT, FCDOT	To Be Determined on Case by Case Basis	Incidental Funds (Part of Secondary Road Funds)
10	Improve Lane Designation on Approaches to DTR Toll Plazas	VDOT	To Be Determined	DTR Surplus Revenue Funds
11	Improve Level of Maintenance	Special Committee, VDOT	No Additional Funding Needed	Not Applicable
12	Install Street Lights Along Wiehle Ave. @ North Shore Drive, @ Inlet Court, @ Fairway Drive	Fairfax County Board, FCDOT	To Be Determined	FCDOT Street Light Funds
13	Implement Intersection Improvements at Baron Cameron/Reston Parkway	VDOT, FCDOT	To Be Determined	FCDOT, Secondary Road Funds, Hazard Elimination Safety (HES) Program Funds
14	Implement Other Intersection Improvements to Enhance Safety in the Reston Area.	FCDOT, VDOT	To Be Determined	FCDOT, Secondary Road Funds
15	Continue to Market and Promote Dulles Corridor Express Bus Service, Transportation Demand Management, Ridesharing and Telecommuting	FCDOT, VDRPT, VDOT	No Additional Funds Needed	Not Applicable

¹ Implementation of some of these recommendations is contingent upon detailed feasibility and engineering work that would be performed after appropriate funding is secured.

² Cost estimates for some of the recommendations will be refined based on engineering and design to be done at a future time.

SJR 335 / HJR 542
Reston Transportation Improvement Study
Table 2

Long Term List of Recommendations

(Each recommendation is described more fully in the Study Recommendation chapter.)

Priority	Recommendation ¹	Lead Agency	Cost Estimate ²	Possible Funding Source
1	Extend Rail from West Falls Church to Washington Dulles Airport and Beyond by 2010	VDRPT, Washington Metropolitan Airports Authority, FCDOT	\$1.9 billion	Federal, State and Local Funds
2	Implement Sunset Hills Road / Hunter Mill Road / DTR Interchange – Long Term	VDOT	37.0 million (99-2000 VDOT Six Year Program)	Fully Funded – 99-2000 VDOT Six Year Program
3	Extend Town Center Parkway to Sunrise Valley Drive	FCDOT, VDOT	To Be Determined After Scope is Finalized	To Be Determined/ Private Developer
4	Widen Reston Parkway to Six Lanes – North of DTR to South Lakes Drive	Private Developer, FCDOT	No Additional Funding Needed	Fully Funded (Proffers)
5	Construct a Bus Transfer Center at Reston Town Center	FCDOT	To Be Determined	CMAQ Program, FCDOT Funds
6	Construct a “Smart Tag / Transit Vehicle Only” lane at Toll Plazas Along the DTR	VDOT	To Be Determined	DTR Surplus Revenue
7	Expedite Plans for Improving DTR Interchange at the Beltway	VDOT	\$2.0 billion (Total Cost per Beltway MIS)	Primary Road, Interstate (National Highway System) Funds, DTR Surplus Revenue

¹ Implementation of some of these recommendations is contingent upon detailed feasibility and engineering work that would be performed after appropriate funding is secured.

² Cost estimates for some of the recommendations will be refined based on engineering and design to be done at a future time.

8	Expedite Route 7 Widening from Loudoun County to DTR	VDOT	Total Cost: 50.5 million	\$13 million in State Bond Funds, 99-2000 VDOT Six Year Program
9	Implement Long Term Pedestrian Amenities (see Short Term #8)	Reston Association, FCDOT	To Be Determined	FCDOT Secondary Road Funds, CMAQ Funds, FCDOT Trails/Sidewalk Program
10	Continue and Expand Dulles Corridor Express Bus System	FCDOT, VDRPT	To Be Determined	Federal, State, Local Funds, DTR Surplus Revenue
11	Construct a Parking Structure at Reston East Park & Ride Lot	FCDOT, VDRPT	To Be Determined	To Be Determined, Multiple Funding Sources Possible
12	Install Street Lights at Major Reston Street Intersections	FCDOT	To Be Determined	FCDOT Funds
13	Initiate a Bus Shelter Construction Program	FCDOT	No Funding Needed	To Be Determined, FCDOT, CMAQ Funds
14	Explore Feasibility of Innovative Transportation Technologies	Reston Community, Federal, State, and Local Agencies	No Funding Needed For Feasibility Determination	Not Applicable

¹ Implementation of some of these recommendations is contingent upon detailed feasibility and engineering work that would be performed after appropriate funding is secured.

² Cost estimates for some of the recommendations will be refined based on engineering and design to be done at a future time.

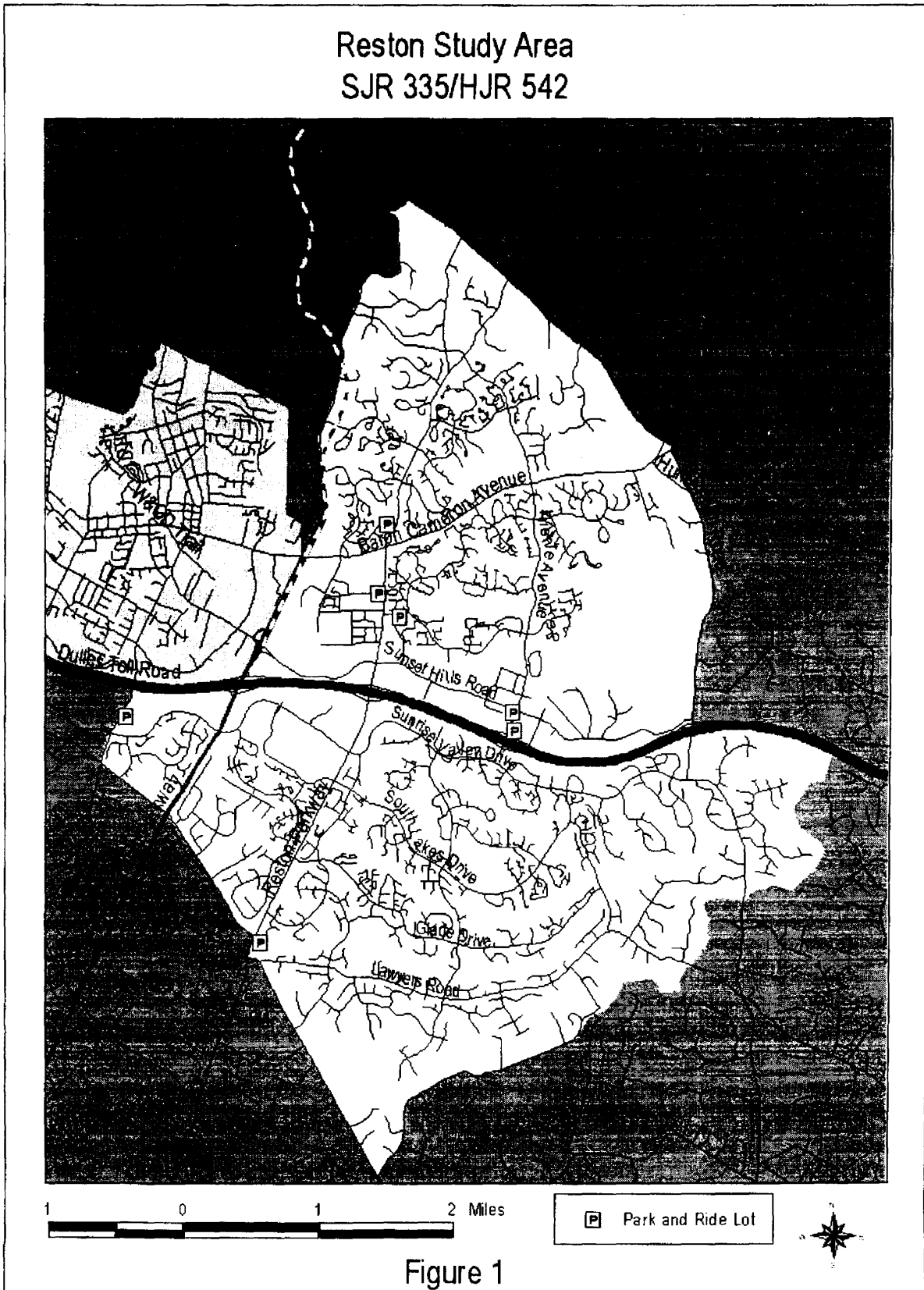
SJR 335/HJR 542 STUDY METHODOLOGY

To obtain a clear understanding of the intent of these resolutions and the desired product of the mandated study, Northern Virginia District staff of the Virginia Department of Transportation (NoVA VDOT) met with the two patrons on June 18, 1999. The goals for the study were discussed along with the desired outcome. Additionally, there was discussion and agreement on the study process to be followed. A proposed milestone schedule was discussed, and clarification provided by the study patrons regarding the anticipated role of local elected officials in this study effort. It was decided that, to maximize support from Reston citizens and business leaders, the study would be a community-led study with staff support coming from NoVA VDOT.

After coordination among the legislative patrons and sponsors, a steering committee was proposed by the patrons. This committee was comprised of local Reston residents and business representatives. The chairman of the steering committee was Mr. Karl Ingebritsen, who serves as the Director of LINK (the local Reston transportation management association). Mr. Ingebritsen was not only very familiar with Reston area transportation issues but had also served as a member of the "Reston 2000 Task Force". That Task Force, established by the Honorable Robert B. Dix, Jr., Hunter Mill District Supervisor, involved seven committees of Reston residents and business representatives. They examined the Reston community at present and provided a vision for the community's future. The result of the Task Force's examination of public policy issues impacting Reston's future and development of a vision for the community was the "Reston 2000 Task Force Committee Reports", published in November, 1998. That report is under review by the Fairfax County Board of Supervisors and has not been officially adopted or submitted to VDOT for consideration of the highway improvements it suggests. To insure that there was a solid linkage between the work of the SJR 335/HJR 542 steering committee and the work of the Reston 2000 Task Force, Supervisor Dix was invited to be an *ex officio* member of the steering committee. Similarly, the NoVA VDOT District Administrator, Mr. Thomas Farley, was invited to participate in an *ex officio* role.

The study effort included meetings of the appointed steering committee and research and presentations by staff from NoVA VDOT and the Fairfax County Department of Transportation (FCDOT). Four steering committee meetings and one public hearing were held to identify and prioritize transportation needs for the Reston area. The inaugural steering committee meeting was held on August 2, 1999. At that meeting, Senators Howell and Mims and Delegate Plum explained to the committee members the background and purpose for their legislation along with their vision of the desired product of this study effort. Assistant Secretary of Transportation Charles Waddell represented Secretary Ybarra and offered remarks in her stead. In Chairman Ingebritsen's absence, Mr. Philip Tobey chaired the meeting and provided the overall charge to the committee to help focus its efforts. To provide a common understanding of ongoing and planned Reston area transportation improvements, NoVA VDOT staff briefed committee members on the status of highway projects managed by VDOT, FCDOT, or private developers. Major study milestones and proposed meeting dates

were discussed and the committee reached agreement on the geographical boundaries of this study. The study area is shown in Figure 1.



The committee next met on August 19, 1999 to review and discuss information that had been requested of staff. Additionally, committee members discussed the contents of the "Reston 2000 Task Force" report that had been distributed to them in preparation for this meeting. NoVA VDOT staff presented a graphic representation of the designated study area map, which was accepted by the committee. NoVA VDOT staff also briefed committee members on the scope and planned schedule for optimizing approximately 71 traffic signals in the Reston area. Based on the positive impact on traffic flow that similar work has had in the Tysons Corner area, traffic flow improvements are expected in the Reston area from this ongoing VDOT project. Additionally, the scope and schedule of current VDOT maintenance work in Reston was presented to the committee members. A major committee concern is that the Reston Association be given the responsibility for grass mowing operations within Reston under direct contract with VDOT. At present, the Association must submit bids for consideration along with all other interested commercial firms. The work goes to the low bid by responsive firms. The committee believes the Association should be funded directly in the same manner that incorporated towns and cities receive direct funding from VDOT.

Staff from the FCDOT briefed the committee members at their September 8, 1999 meeting on near term transit improvements planned by FCDOT. In addition to mentioning the success of the Herndon - Monroe Street commuter parking lot opening during the summer of 1999, FCDOT discussed impending changes to "Fairfax Connector" bus routes that serve the Reston area, and the improved service Reston residents are likely to experience from these changes. Also discussed was the bus rapid transit system now being planned for the Dulles Corridor. This system, which is envisioned to lead to a commuter rail system in the Corridor, will also serve Reston. The results of the "Reston On Foot" report of pedestrian needs, that had been sent to committee members in advance of this meeting, were also discussed. The "Summary of Recommendations" of the "Reston On Foot" report is in Appendix B.

The final committee meeting was held on September 15, 1999. VDOT procurement staff explained the process that VDOT must follow in awarding maintenance contracts, in response to the questions raised by the committee at its August 19, 1999 meeting. In brief, it was explained that current law must be changed if VDOT is to contract directly with the Reston Association for mowing as VDOT does with incorporated cities and towns. The committee members agreed that such legislative change should be initiated by their state representatives. There was lengthy discussion of the transportation improvements suggested in the "Reston 2000 Task Force" report and the "Reston On Foot" pedestrian needs report. There was also a discussion on several Reston area intersections believed to have high accident rates. Accident statistics developed by NoVA VDOT (Appendix C) were reviewed and used in developing study recommendations. The result of this discussion was the development

of a list of near-term and long-term transportation improvements that the committee suggested to be offered for public review. A public hearing was scheduled for September 28, 1999 to permit Reston citizens to review, and comment upon, the improvements proposed by the committee.

The public hearing was held in the Reston Community Center. "Handouts" were distributed to update citizens on the purpose for this study, improvements proposed in the "Reston 2000 Task Force" report, and the improvements proposed by the steering committee. Several citizens offered comments on the proposed improvements as well as suggesting a few additional improvements that they felt should be considered. As a result of this citizen input, the list of suggested improvements was revised. In accordance with the guiding legislation, the suggested improvements are multi-modal, broken into near-term and long-term timeframes, and have estimated costs identified where possible.

It should be noted that the cost estimates developed for the suggested projects are only preliminary estimates due to limited project scoping. More precise cost estimates must be developed before projects are programmed. The estimates contained in this report were developed based on similar type projects implemented within NoVA VDOT and are intended to provide a benchmark for funding requirements.

During the course of this study, the steering committee reviewed a number of sources of information in arriving at its recommended list of transportation improvements. These sources included:

- The "Reston 2000 Task Force" report, November, 1998;
- "Reston On Foot" sidewalk plan, July '93 (revised in 1999);
- VDOT Six Year Improvement Program for Fiscal Year 1999-2000;
- FCDOT Secondary Six Year Improvement Program;
- Transportation improvements proffered by private developers.

RESTON TRANSPORTATION IMPROVEMENT STUDY RECOMMENDATIONS

The SJR 335/HJR 542 steering committee recommendations are based on the findings of the Reston 2000 Transportation Committee, the committee work of the Greater Reston Chamber of Commerce and Reston Association/Reston Citizens Association, and important contributions by the FCDOT and VDOT. To better implement the recommended projects when funding becomes available, a "lead agency" is recommended to assign responsibility for project initiation and management. A detailed discussion of each suggested improvement is provided in the next chapter. The category "Cost/funding" contained within each recommendation are possible sources of funding, but the agencies/organizations listed have not committed funding except as noted.

SHORT-TERM MULTI-MODAL TRANSPORTATION IMPROVEMENTS:

The following are specific recommendations identified by the steering committee as the top short-term improvements addressing roadway, transit and pedestrian needs in Reston. Each recommendation lists the background, identifies the likely entity responsible for implementation, and identifies costs where possible.

1. REVIEW "RESTON 2000" TRANSPORTATION COMMITTEE REPORT

Recommendation:

VDOT and FCDOT have been asked to respond to the Hunter Mill District Supervisor with a review of the final report including preliminary feasibility and order of magnitude costs for specific roadway and traffic control improvements. These improvements are to be identified and prioritized by the "Reston 2000 Task Force" Transportation Committee by the end of 1999.

Background:

The Reston 2000 effort has been ongoing for almost two years under the leadership of Reston citizens and with the support of Supervisor Bob Dix. The Reston 2000 Transportation Committee is in the process of revising its detailed recommendations. It is anticipated that a revised report will be completed by the end of 1999 and submitted to FCDOT and VDOT. The steering committee regards the Reston 2000 committee report as being the top priority to be addressed by both FCDOT and VDOT.

Lead Agency:

FCDOT and VDOT.

Cost/Funding:

No costs are associated with the agencies reviewing the recommendation, however funding sources will need to be identified to implement any of the projects (to be determined as part of the review of the Reston 2000 Report). Cost estimates and possible funding sources will be identified in the final Reston 2000 Report.

2. SYNCHRONIZATION OF TRAFFIC SIGNALS IN RESTON

Recommendation:

Improve the synchronization of traffic signals on Reston Parkway and other major Reston arteries. Encourage VDOT to move to a real time, demand responsive traffic control system using Intelligent Transportation Systems technologies.

Background:

The Greater Reston Chamber of Commerce and Reston citizens have long regarded improved synchronization of traffic signals along Reston Parkway and on other major Reston arteries as the single most important short term contribution that could be made to improve traffic flow in Reston. Committee members unanimously recommend that VDOT move to a real time traffic control system for Reston.

Data collection and design for signal optimization for the Reston Area is currently anticipated to begin in Spring of 2000. The project, when fully implemented, will optimize the signal timing of approximately 71 signalized intersections in the Reston area. Expected completion date will be determined later.

Lead Agency:

VDOT.

Cost/Funding:

Signal optimization is an ongoing district-wide VDOT project that is fully funded and involves nearly 900 intersections. No additional funding is required at this time. VDOT is always looking to implement new technology. While a true "fully adaptive" system may not be feasible to implement at this time, this suggestion will be kept in mind as existing hardware and software are replaced.

3. SUNSET HILLS ROAD / HUNTER MILL ROAD / DULLES TOLL ROAD INTERCHANGE

Recommendation:

Expedite low cost improvements to the Sunset Hills Road / Hunter Mill Road / DTR interchange.

Background:

Reston business executives and residents agree that there are low cost improvements that can be implemented in the short term while plans are underway for future widening and interchange improvements to Sunset Hills Road/Hunter Mill Road/Dulles Toll Road. VDOT has been studying short-term low cost improvements for this interchange for the last several months. There has been close coordination with the office of Supervisor Dix. The committee asks that identified low cost short-term improvements be expedited.

Lead Agency:

VDOT and FCDOT/Hunter Mill District Supervisor/Citizen Group.

Cost/Funding:

No additional funding is required at this time. Improvements will be funded from the \$37.0 million allocated in the 1999-2000 VDOT Six Year Plan for this project.

4. FUNDING BEYOND 2002 FOR THE DULLES CORRIDOR EXPRESS BUS SERVICE

Recommendation:

Seek a commitment to fund Dulles Corridor Express Bus Service for fiscal year 2002 and beyond.

Background:

Improved bus service for the Dulles Corridor centered on Reston has been planned since 1990 by FCDOT, the Commonwealth of Virginia and Federal authorities. County and federal funds have built the Reston East Park and Ride Lot and the Monroe Park and Ride garage. The two lots provide about 2,500 parking spaces for mass transit users and carpoolers in Reston and the Dulles Corridor. In July 1999, expanded bus service began operating in the Dulles Corridor serving the Reston East, the Monroe Street facility, Reston/Herndon business centers, Reston Village Centers, the Reston Town Center and Reston neighborhoods. With this improved service, FCDOT hopes to substantially increase mass transit ridership in the Dulles Corridor. The expanded bus service connects Reston to the Metrorail Orange Line and benefits both residents and those seeking access to jobs in Reston. Continuing to fund the bus service for fiscal

year 2002 and beyond is important to the residents and those who commute by bus to Reston businesses.

Lead Agency:

FCDOT and VDRPT.

Cost/Funding:

Cost is estimated to be \$5.0 million per year. The specific amount will be determined at a later date. A potential source may be the DTR surplus revenue transit set aside.

5. SUNRISE VALLEY DRIVE AND RESTON PARKWAY INTERSECTION

Recommendation:

Implement Sunrise Valley Drive and Reston Parkway improvements by coordinating with the following private proffers:

- a) Westbound on Sunrise Valley Drive, extend the right turn lane farther east.
- b) Extend the "right turn only" lane on westbound Sunrise Valley Drive as far east as the Exxon Station on Sunrise Valley Drive. Install signs and pavement markings to designate.
- c) Install a right turn traffic signal for westbound Sunrise Valley Drive traffic coordinated with the existing southbound left turn signal on Reston Parkway.

Background:

One of the most critical intersections in Reston is the Sunrise Valley Drive and Reston Parkway intersection. Proffers have been made by the owners of the Sheraton Hotel site in Reston for the redevelopment of this intersection. A possible westbound right turn lane interchange on Sunrise Valley Drive at Reston Parkway may be warranted prior to implementation of the proffered interchange improvements.

Lead Agency:

Private developer, FCDOT and VDOT.

Cost/Funding:

No additional funding needed at this time. Proffers (monies/improvements dedicated by developers).

6. A LANE FOR BUSES ONLY ON THE I-66 DULLES CONNECTOR ROAD

Recommendation:

Expedite the construction of a shoulder lane for buses only on the I-66 Dulles Connector Road eastbound connector to improve the access of transit vehicles to the West Falls Church Metro Station.

Background:

During evening rush hours, buses travelling east on the I-66 Dulles Connector Road bound for the West Falls Church Metro Station are delayed in reaching the station by eastbound traffic backing up along the connector from the intersection with I-66. About one mile of roadway is needed to provide a shoulder lane "for buses only" so that transit vehicles can reach the West Falls Church Metro Station on schedule. Currently, VDOT is strengthening the shoulder and installing appropriate signs for the peak period use of public transit buses accessing the West Falls Church Metro Station. This provision will enhance the expanded express bus service in the Dulles Corridor. VDOT is working closely with other agencies to achieve the earliest possible opening.

Lead Agency:

VDOT and MWAA.

Cost/Funding:

\$973,000. This project is fully funded by DTR surplus revenue, listed in 1999-2000 VDOT Six Year Plan. Project ongoing.

7. AUTOMATED GATES AT SLIP RAMPS FOR BUSES OPERATING IN THE DULLES CORRIDOR

Recommendation:

Install automated gates at slip ramps to the Dulles Airport Access Road for Reston/Herndon buses to permit all day access for transit vehicles to the Access Road.

Background:

There has been much talk about automated gates at slip ramps that would permit buses operating out of Reston/Herndon to use the Dulles Access Road. The Airports Authority has granted permission for buses to operate on the Dulles Access Road. Reston morning and afternoon rush hour buses use slip ramps just east of Wiehle Avenue to get on and off the Dulles Access Road. The steering committee recommends installing, as soon as possible, automated gates at slip ramps east of Wiehle Avenue and east of the Monroe Street Park and Ride Facility to be used by public transit buses.

Lead Agency:

FCDOT, MWAA and VDOT.

Cost/Funding:

\$1.0 million per slip ramp. The project has been fully funded by FCDOT.

8. PEDESTRIAN AMENITIES FOR RESTON

Recommendation:

Improve pedestrian amenities by constructing walkways as follows:

1. South side of Sunset Hills Road, east of Plaza America to Hunter Associates Laboratory.
2. East side of Old Reston Avenue from Temporary Road to the entrance to SallieMae.
3. Baron Cameron Avenue from Town Center Parkway to the Town of Herndon.
4. Wiehle Avenue from Baron Cameron Avenue to North Shore Drive.
5. Sunrise Valley Drive from Colts Neck Road to the entrance of Sheraton Hotel.
6. Temporary Road from North Shore Drive to Kindercare Child Care.

Background:

There are gaps in the sidewalks along major Reston roads that make it extremely difficult to walk from major office complexes to and from retail destinations and residential neighborhoods.

Along Sunset Hills Road, for example, there is no sidewalk along the south side of the road east of Plaza America connecting with offices housing the MITRE Corporation, Hunter Associates Laboratory, and Eurotherm. "Reston On Foot" (Appendix B), a report recently endorsed by the Reston Association, has a complete list of all needed improvements. The most critical locations have been identified in that report.

Lead Agency:

FCDOT and VDOT.

Cost/Funding:

\$2.0 million to \$5.0 million. Fairfax County Secondary Road, Transportation Enhancement, Congestion Mitigation Air Quality (CMAQ) funds and FCDOT Trails/Sidewalk Program may be possible funding sources.

9. RIGHT TURN LANE SOLUTIONS FOR BUSY RESTON INTERSECTIONS

Recommendation:

Provide "right turn only" lanes for westbound traffic on Sunrise Valley Drive at Reston Parkway and other busy Reston intersections.

Background:

Separate right turn lane solutions to relieve some traffic congestion, such as those detailed for the Sunrise Valley Drive/Reston Parkway intersection, may be warranted at many Reston intersections. Westbound Sunrise Valley Drive at Reston Parkway was also recommended as part of this project. Further analysis by VDOT is required to determine the location and design at each specific intersection.

Lead Agency:

VDOT and FCDOT.

Cost/Funding:

Cost estimates are to be determined on a case by case basis. VDOT incidental funds (part of Secondary Road funds) is one possible funding source.

10. BETTER LANE DESIGNATIONS AND SIGNS AT DTR TOLL PLAZAS

Recommendation:

Improve lane designations, pavement marking and signing at approaches to DTR Toll Plazas.

Background:

The committee's major concern is with the Spring Hill Road Toll Plaza. Additional work needs to be done to improve lane designations at Spring Hill Road Plaza and at other toll plazas to minimize weaving and driver confusion. Currently, VDOT is in the process of improving the DTR westbound on ramp at Spring Hill Road by providing additional toll-lane capacity. Appropriate signage and lane designations are to be included in this effort. Similar applications are needed at other toll collection plazas.

Lead Agency:

VDOT.

Cost/Funding:

To be determined. \$2.5 million in DTR Surplus Revenue funds is included in the 1999-2000 Six Year Plan for the Spring Hill Road plaza improvement including the lane signage and designation. Additional funds will be required to implement this recommendation at other locations.

11. MAINTENANCE OF RESTON'S MAJOR STREETS

Recommendation:

Improve the level of maintenance of Reston's major streets with particular reference to mowing, litter pickup and street sweeping. Permit the Reston Association to perform such work with appropriate state funding.

Background:

Several of the steering committee members would like to see VDOT give the Reston Association the responsibility, with appropriate funding, for mowing and streetscape cleaning. Incorporated towns receive such direct funding but the Reston Association has had to submit bids to perform this work. Under present state law, VDOT must award this maintenance work to the lowest responsive bidder.

A special committee chaired by Senator Janet Howell and including Reston Planning Commissioner John Palatiello was created to explore what needs to be done by law and regulation to allow the Reston Association to undertake the mowing of Reston streetscapes under a funded contract.

Lead Agency:

Senator Janet Howell's special committee, General Assembly and VDOT.

Cost/Funding:

Not applicable.

12. STREET LIGHTS FOR WIEHLE AVENUE

Recommendation:

Install Town Center type street lights at three Wiehle Avenue intersections where no lighting is presently provided:

- Wiehle Avenue at North Shore Drive at the pedestrian overpass,
- Wiehle Avenue at Inlet Court,
- Wiehle Avenue at Fairway Drive.

Background:

Wiehle Avenue is a major north/south thoroughfare in Reston. There are Town Center type street lights at every intersection along Wiehle Avenue except at North Shore Drive at the pedestrian overpass, Inlet Court, and Fairway Drive. Reston Association, the Reston Community Association, and the Greater Reston Chamber of Commerce have written to Supervisor Bob Dix asking that Town Center type lights be installed at these three intersections and elsewhere in Reston. Supervisor Dix has taken this matter to the Fairfax County Board of Supervisors and asked for action.

Lead Agency:

Fairfax County Board, FCDOT.

Cost/Funding:

To be determined. FCDOT Street Light funds are a possible source.

13. BARON CAMERON / RESTON PARKWAY INTERSECTION

Recommendation:

Implement intersection improvements to the Baron Cameron / Reston Parkway intersection which will reduce the number of accidents at that intersection.

Background:

The Baron Cameron/Reston Parkway intersection has been identified by VDOT statistics as one of the highest accident locations in Reston, according to the 1998 Intersection Critical Rate Report (Appendix C contains the top critical accident locations in Reston). That report confirmed the steering committee's opinion for the need to improve this intersection in the near term.

Lead Agency:

VDOT and FCDOT.

Cost/Funding:

To be determined. FCDOT Secondary Road funds, VDOT Hazard Elimination and Safety (HES) Program funds are possible sources of funding.

14. SAFETY IMPROVEMENTS FOR CRITICAL ACCIDENT INTERSECTIONS IN RESTON

Recommendation:

Implement intersection improvements to enhance safety at other critical accident intersections in Reston.

Background:

VDOT supplied the committee with a report on critical accident intersections in Reston. One of the problem intersections with no street lighting or traffic lights and minimal signage is at Wiehle Avenue and Fairway Drive. The committee suggested that safety improvements are needed at Fairway Drive and Wiehle Avenue and at all of the intersections identified in the VDOT critical accident intersection report (See Appendix C).

Lead Agency:

FCDOT and VDOT.

Cost/Funding:

To be determined. Funding may be provided from FCDOT Secondary Road funds or HES funds.

15. BUS TRANSIT MARKETING, RIDESHARING, TELECOMMUTING

Recommendation:

Continue to market and promote the Dulles Corridor Express Bus Service, helpful commuter information, and transportation demand management programs including ridesharing, and telecommuting.

Background:

The committee felt that more should be done to market the new Dulles Corridor Express Bus Service. FCDOT has done a great deal in marketing the new expanded service and is committed to continuing to advertise the bus service. The steering committee recommends more be done by local authorities and businesses to

strengthen transportation demand management programs including ridesharing and telecommuting.

Lead Agency:

FCDOT, Reston business community, VDRPT and VDOT.

Cost/Funding:

No additional funding is needed at this point.

LONG-TERM MULTI-MODAL TRANSPORTATION IMPROVEMENTS:

The following are specific recommendations identified by the steering committee as the top long-term improvements addressing multi-modal needs in Reston. Each recommendation includes a brief background, identifies the agency that should be responsible for implementation, and identifies costs where possible.

1. EXTEND RAIL FROM WEST FALLS CHURCH METRO STATION TO WASHINGTON DULLES AIRPORT AND BEYOND BY 2010

Recommendation:

Extend rail from the West Falls Church Metro Station through Reston beyond the Washington Dulles International Airport, with such system to be operational no later than 2010 and with a Bus Rapid Transit (BRT) system as an interim step toward rail.

Background:

The committee's number one long range priority is the extension of rail from the West Falls Church Metro Station through Reston beyond Dulles Airport by no later than 2010. The BRT system is regarded only as an interim step toward rail.

Lead Agency:

VDRPT, Washington Metropolitan Area Transit Authority and FCDOT.

Cost / Funding:

\$1.9 billion. Federal, state and local funds are needed.

2. SUNSET HILLS ROAD / HUNTER MILL ROAD / DTR INTERCHANGE

Recommendation:

Redesign and construct improvements for Sunset Hills Road and the Hunter Mill Road / DTR interchange.

Background:

There is no more needed long range Reston highway improvement than redesigning and constructing improvements for the eastern end of Sunset Hills Road and the interchange between Hunter Mill Road and the DTR. VDOT's present projected completion date for this work should be expedited. Completion of planned improvements by 2008 is felt by the steering committee to be a far too distant target date.

Lead Agency:

VDOT.

Cost/Funding:

\$37.0 million from DTR surplus revenue funds has been provided, for FY2000 to FY2004 (1999-2000 VDOT Six Year Program).

3. EXTEND TOWN CENTER PARKWAY SOUTHWARD TO SUNRISE VALLEY DRIVE

Recommendation:

Extend Town Center Parkway southward to Sunrise Valley Drive.

Background:

This recommendation is strongly endorsed by Planning Commissioner John Palatiello and supported by the steering committee. This project will require crossing of DTR by bridge or tunnel.

Lead Agency:

FCDOT and VDOT.

Cost/Funding:

To be determined. Funding may be provided by private developers.

4. WIDEN RESTON PARKWAY TO SIX LANES SOUTH TO SOUTH LAKES DRIVE

Recommendation:

Widen Reston Parkway to six lanes from the north side of the DTR to South Lakes Drive.

Background:

Continuous rapid development of office properties in Reston south of the DTR makes it imperative that Reston Parkway be widened to three lanes in each direction from the north side of the DTR to South Lakes Drive.

Lead Agency:

Private developer and FCDOT.

Cost/Funding:

No additional funding needed. Improvement has been proffered.

5. RESTON TOWN CENTER BUS TRANSFER FACILITY

Recommendation:

Provide a permanent bus transfer center in Reston Town Center.

Background:

Both FCDOT and Terrabrook, as well as developers of Reston Town Center, want to move ahead with the location and construction of a permanent bus transfer center in Reston Town Center. The developer is considering leasing a parcel to the County. Fairfax County and Terrabrook are holding discussions on design considerations for the facility

Lead Agency:

FCDOT.

Cost/Funding:

To be determined. FCDOT and CMAQ funds may be possible funding sources.

6. A THIRD LANE AT TOLL PLAZAS FOR SMART TAG AND TRANSIT VEHICLES

Recommendation:

Construct a third lane for "Smart Tag and transit vehicles only" at every Reston area toll plaza along the DTR.

Background:

The third lane for Smart Tag vehicles at the northbound Route 28/DTR interchange is so successful that the steering committee would like to see that solution applied to every Reston toll plaza along the DTR. This additional toll lane should be limited to Smart Tag and transit vehicles only.

Lead Agency:

VDOT.

Cost / Funding:

To be determined. DTR surplus revenue may be a possible funding source.

7. EXPEDITE IMPROVEMENTS TO THE TRAFFIC FLOW AT THE DULLES TOLL ROAD AND I-495

Recommendation:

Expedite plans for improving the traffic flow at the interchange between the DTR and the Capital Beltway.

Background:

While this recommendation is outside the Reston geographic area, improving the traffic flow at the interchange between the DTR and the Capital Beltway is considered by the steering committee to be of paramount importance for Reston residents and businesses alike. The committee asks that plans for improving the traffic flow at this interchange be expedited rather than having to wait for plan approval of the entire Beltway widening project.

Lead Agency:

VDOT.

Cost/Funding:

\$2.0 billion (total cost for Beltway widening from American Legion Bridge to Springfield Interchange per the Beltway Major Investment Study completed in January 1997). Primary and Interstate funds (National Highway System), DTR surplus revenue may be used.

8. EXPEDITE THE WIDENING OF ROUTE 7 EAST FROM THE LOUDOUN COUNTY LINE

Recommendation:

Expedite the widening of Route 7 from the Loudoun County line to the DTR.

Background:

Route 7 should be widened to six lanes from the Loudoun County line east to the DTR. Widening of Route 7 is currently under study by VDOT and is also included in the VDOT 1999-2000 Six-Year Improvement Program for construction (Loudoun Co. line to Reston Parkway only) in the years (FY 2003-05). This project should be expedited.

Lead Agency:

VDOT.

Cost/Funding:

Total estimated cost is \$50.5 million. \$10.0 million for Loudoun County to Reston Parkway and \$3.0 million for Reston Parkway to Dulles Toll Road (Preliminary Engineering & Right of Way only) segment funded from state bond funds (99-2000 VDOT Six Year Plan). Primary road funds may be a possible funding source for the remaining funds needed.

9. IMPLEMENT LONG TERM PEDESTRIAN AMENITIES

Recommendation:

Provide pedestrian amenities as identified and prioritized by the Reston Association and the Hunter Mill District Supervisor using the "Reston On Foot" report (Appendix B) as a resource.

Background:

Reston Association recently adopted the revised "Reston On Foot" report. There is strong community support for implementing every pedestrian amenity listed in the report. Currently, the Reston Association is responsible for maintaining over 50 miles

of trails and walkways in Reston and is working with the Hunter Mill District Supervisor on preparing a list of long-term pedestrian amenities. This will be developed later this year.

Lead Agency:

The Reston Association and Hunter Mill District Supervisor.

Cost/Funding:

To be determined. FCDOT Secondary Road, Transportation Enhancement, CMAQ and FCDOT Trails/Sidewalk Program are possible funding sources.

10. EXPAND AND REFINE THE DULLES CORRIDOR EXPRESS BUS SYSTEM

Recommendation:

Continue to refine and expand the Dulles Corridor Express Bus System to include cross-county service as well as service to and from Dulles Airport and Reston.

Background:

The steering committee asks that there be a continuing effort to expand and refine the Dulles Corridor Express Bus System to include cross-county service as well as service to and from Dulles Airport and Reston.

Lead Agency:

FCDOT and VDRPT.

Cost/Funding:

To be determined. Federal, State, local and Dulles Toll Road Surplus Revenue funds may be possible.

11. CONSTRUCT A PARKING STRUCTURE AT THE RESTON EAST PARK AND RIDE LOT

Recommendation:

Construct a parking structure at the Reston East Park and Ride Lot.

Background:

Supervisor Dix has secured funds to move forward with a study for the construction of a parking structure at the County owned Reston East Park and Ride Lot. The lot has a

capacity of 827 spaces; over 700 cars are regularly parking at Reston East. Supervisor Dix hopes that his efforts to expand parking at Reston East will enable public authorities to keep ahead of the growing demand for parking there. This lot is served by the Fairfax County Express Bus Service.

Lead Agency:

FCDOT.

Cost/Funding:

To be determined. Multiple funding sources possible.

12. INSTALL TOWN CENTER TYPE STREET LIGHTS AT ALL MAJOR INTERSECTIONS

Recommendation:

Install Town Center type street lights at all major Reston street intersections.

Background:

The committee recommends that Town Center type streetlights be installed at all major Reston street intersections.

Lead Agency:

FCDOT.

Cost/Funding:

To be determined. FCDOT Street Light funds are a possible source.

13. INITIATE A BUS SHELTER CONSTRUCTION PROGRAM

Recommendation:

Initiate a bus shelter construction program.

Background:

Most of the bus shelters in Reston have been provided by either the developers of Reston or Reston businesses. To encourage and increase bus ridership, a publicly funded bus shelter program should be initiated.

Lead Agency:

FCDOT.

Cost/Funding:

No funding needed to start up a program. To fund the purchase and installation of the shelters FCDOT funds or CMAQ funds are possible sources of funding.

14. INNOVATIVE TRANSPORTATION TECHNOLOGIES FOR RESTON

Recommendation:

Explore the feasibility of innovative transportation technologies for Reston (such as automated guideways, people movers and others).

Background:

Reston, America's premier planned community and the second largest employment center in Virginia, is one of the most suitable locations to initiate and test various innovative transportation technologies.

Lead Agency:

Reston community and local, state and federal agencies.

Cost/Funding:

No funding needed at this point.

CONCLUSION

Reston has emerged as Virginia's premier high tech center. It is home to such world class firms as Andersen Consulting, Cable and Wireless, Dyncorp, Nextel, Oracle, Teleglobe, TRW, and dozens of smaller companies at the cutting edge of today's communications revolution. The Reston Hospital Center and other health related facilities make Reston an important regional medical center. The Reston Town Center, Plaza America, and Reston's several village centers make Reston a regional shopping destination. Finally, Reston is home to 62,000 people, many of whom care passionately about their community.

Transportation is perhaps the most important issue for Reston businesses and residents alike. This study brought Reston business representatives and residents together to identify some transportation improvements that all parties agree must be addressed to meet both quality of life issues and to enhance Reston as a business location. Particularly notable about the study process was the significant involvement by elected officials who guided the study process and who looked to the citizens, business representatives and the agencies to find mutually agreeable interests and priorities with the steering committee members.

Reston's planning gives this community advantages that others lack. The business and residential communities work together to build on what has been achieved. All parties recognize that for Reston to continue to succeed and maintain its quality of life, transportation improvements are imperative. Too often, attention is focused only on large projects. There are several relatively inexpensive improvements recommended in this report that, when built can make significant differences. Filling in gaps in walkways and incremental highway and transit improvements are important because they can provide cost effective relief in the short term, not years hence.

The steering committee appreciates the opportunity to inform local officials and the members of the General Assembly about Reston's transportation needs. The hope is that this report both communicates a sense of urgency and will be a stimulus to transportation improvements for Reston.

APPENDICES

APPENDIX A

**SJR 335
HJR 542**

GENERAL ASSEMBLY OF VIRGINIA -- 1999 SESSION

SENATE JOINT RESOLUTION NO. 335

Requesting the Secretary of Transportation, with the assistance and cooperation of certain agencies and organizations to assist in the development of options that might result in short-term and long-term improvements affecting the Reston area.

Agreed to by the Senate, February 25, 1999

Agreed to by the House of Delegates, February 25, 1999

WHEREAS, the Reston area of Fairfax County is a major center of business, commercial, and residential activity; and

WHEREAS, Reston has 15.3 million square feet of commercial space, making it the number two "downtown" office location in Virginia; and

WHEREAS, there is a need to move large volumes of people and products both within the immediate Reston area and between Reston and origins and destinations outside the area; and

WHEREAS, Congressman Frank Wolf has proposed the initiation of an innovative bus service in the Dulles Airport Corridor while the extension of rapid rail service is developed; and

WHEREAS, the extension of rapid rail service in the Dulles Airport Corridor is critical to meeting future needs; and

WHEREAS, in the interim there is a crucial need to identify additional short-range highway and transit improvements that would improve circulation within the Reston area and to coordinate all planned improvements; and

WHEREAS, the Fairfax County Board of Supervisors has adopted a Dulles Corridor Express Bus Service Plan which includes significant service improvements in the Reston area; and

WHEREAS, the Secretary of Transportation has convened the Dulles Corridor Task Force to study future transit needs in the Dulles Corridor, including Reston; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the Secretary of Transportation, with the assistance and cooperation of certain agencies and organizations, be requested to assist in the development of options that might result in short-term and long-term improvements affecting the Reston area. The Commonwealth Transportation Board, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, the County of Fairfax, Washington Metropolitan Area Transit Authority, LINK, the Dulles Corridor Rail Association, the Dulles Corridor Task Force, and local elected officials are included within the agencies and organizations assisting the Secretary; and, be it

RESOLVED FURTHER, That these efforts identify the costs associated with the various program options; and, be it

RESOLVED FINALLY, That public transportation program options be implemented as funding is available.

The Secretary shall complete her work in time to submit her findings and recommendations to the Governor and the 2000 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

GENERAL ASSEMBLY OF VIRGINIA -- 1999 SESSION

HOUSE JOINT RESOLUTION NO. 542

Requesting the Secretary of Transportation, with the assistance and cooperation of certain agencies and organizations, to assist in the development of options that might result in short-term and long-term improvements affecting the Reston area.

Agreed to by the House of Delegates, February 7, 1999

Agreed to by the Senate, February 23, 1999

WHEREAS, the Reston area of Fairfax County is a major center of business, commercial, and residential activity; and

WHEREAS, Reston has 15.3 million square feet of commercial space, making it the number two "downtown" office location in Virginia; and

WHEREAS, there is a need to move large volumes of people and products both within the immediate Reston area and between Reston and origins and destinations outside the area; and

WHEREAS, Congressman Frank Wolf has proposed the initiation of an innovative bus service in the Dulles Airport Corridor while the extension of rapid rail service is developed; and

WHEREAS, the extension of rapid rail service in the Dulles Airport Corridor is critical to meeting future needs; and

WHEREAS, in the interim there is a crucial need to identify additional short-range highway and transit improvements that would improve circulation within the Reston area and to coordinate all planned improvements; and

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RESOLVED by the House of Delegates, the Senate concurring, That the Secretary of Transportation, with the assistance and cooperation of certain agencies and organizations, be requested to assist in the development of options that might result in short-term and long-term improvements affecting the Reston area. The Commonwealth Transportation Board, the Department of Transportation, the Department of Rail and Public Transportation, the County of Fairfax, WMATA, LINK, the Dulles Corridor Rail Association, the Dulles Corridor Task Force, and local elected officials are included within the agencies and organizations assisting the Secretary.

These efforts should identify the costs associated with the various program options and identify funding options associated with the program options. Public transportation program options may be implemented as funding is available.

The Secretary shall complete her work in time to submit her findings and recommendations to the Governor and the 2000 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

APPENDIX B

**RESTON ON FOOT
Revised October 1999**

**(“Summary of Recommendations” section is included only.
A complete copy of the document may be obtained by calling
the Reston Association at (703) 437-9580)**

RESTON ON FOOT

**A Prioritized Plan for Completing the Pathway and
Sidewalk System**

**Greater Reston Chamber of Commerce
Reston Association
Reston Citizens Association**

**July 1993
Revised 1994
Revised October 1999**

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PURPOSE OF REPORT

This report has been prepared by citizen volunteers in an effort to complete Reston's pedestrian system in the most expeditious manner. Their intent, and that of Reston Citizens Association (RCA) and the Reston Association (RA) is to facilitate coordination among the several organizations responsible, and to urge that they all place high priority on implementing this plan. They also urge that the high standards recommended for the implementation of crosswalks and other pedestrian improvements be adopted by all of the responsible organizations.

Although this plan includes facilities to be used by bicyclists as well as pedestrians, it is not intended to be a complete plan for bicycle routes. It includes no recommendations for on-the-road bicycle lanes, except for crossings at intersections and the W&OD Trail. The focus of the plan is limited primarily to pedestrian improvements.

We are committed to continuing to press for successful completion of Reston's pedestrian system.

Greater Reston Chamber of Commerce
Reston Association
Reston Citizens Association

1994 UPDATE OF THE REPORT

Since the original July 1993 version, this report was formally adopted as a general policy guide by the community organizations that participated in drafting it. In addition, RA's Pathways and Facilities Committee adopted it as a working document and updated all data in the text and tables to reflect conditions as of May 1994.

A 1993 recreation survey by the Reston Association confirmed what RA staff had thought for a number of years: that the pathway system in Reston is by far the most popular recreational amenity in this community. In fact, nearly 85% of the population use the pathways on a regular basis, and nearly 70% use the pathways as often as four to five times per week! This is not too surprising, considering the pathways and sidewalks interlace the roadway and open space network, making it possible to get to almost anywhere in Reston without going on a road.

Because no one organization was totally responsible for the pathways in Reston, there had been a severe lack of communication, coordination, and implementation of needed improvements. The multiple players included the developer, Reston Land Corporation, which was responsible for pathways as part of its land development activities; Fairfax County, which is responsible for the countywide trails system, which represented about 10 of the 60 miles of pathway in Reston; Reston Association, which, at the time, was responsible for about 50 miles of the system; and the Virginia Department of Transportation, which is responsible for intersection improvements and sidewalks in the rights-of-way.

The Need for an Implementation Mechanism

The main items missing from the report were a funding vehicle and a recognized mechanism for coordinating implementation of the prioritized improvements contained in this report. While the responsibilities of the respective entities mentioned above were laid out, no attempt was made to develop a funding strategy for implementing the improvements. This important part of the pathway system puzzle has been very complicated. The need was for the responsible entities to (1) recognize the importance of the pathway system, (2) recognize that improvements are needed, (3) agree that *Reston On Foot* represents the best effort to date to set priorities on the needs of the community, and (4) cooperate with each other, through some jointly agreed upon mechanism, to implement the plan.

If all the interested and involved parties agreed to the priorities, it should follow that a cooperative funding setup could provide for implementation of the top priorities to get the plan moving forward.

The Need for Periodic Updating

Because plans for development of Reston and surrounding areas were still evolving and likely to change substantially, this plan needed to be revised periodically -- perhaps once every two years, more often if the opportunity is created to have the plan directly affect the capital improvement programs of Fairfax County and Virginia Department of Transportation (VDOT).

1999 UPDATE OF THE REPORT

This is the first update of this report since 1994, although many pathway and intersection changes have been made. The concerns expressed in the 1994 update regarding adoption of the document and the need for an implementation mechanism still remain. For the most part, developers have been amenable to putting in pathways at the time of construction, but there have been areas where, even though there was a recommendation in this report, pathway or intersection improvement recommendations have been overlooked.

Since 1994, several major changes have occurred in Reston: the North Point area is almost completed, other areas have been annexed to Reston, the Town Center area development has been continuing, and the Dulles industrial corridor has been growing rapidly bringing many more jobs and residents to Reston. In short, Reston continues to grow considerably. All of these changes create more traffic on the roads in the area. The increase in traffic naturally leads to an increase in the need to safely move pedestrians through the community.

The Reston Association Facilities Advisory Committee (formerly the Pathways and Facilities Committee) formed a special Reston on Foot subcommittee to deal with the complex job of checking the many miles of pathway in Reston and updating these priorities. In some cases, areas that were high priority five years ago no longer appear urgent by comparison with Town Center needs, and what were almost "wish list" priorities in 1994 have become necessities in 1999.

This document does not address the issues of lighting pathways and streets or signing of pathways; these areas are being worked on by the Facilities Advisory Committee. The participants in this update wish to express their commitment to these efforts.

SUMMARY OF RECOMMENDATIONS

1. We urge that each of the organizations identified in this plan as being responsible for recommended improvements make a formal commitment to implement them as proposed. In the case of public agencies, this can be done by placing them on capital improvement programs. Developers can make commitments in the form of proffers, or can add these improvements to officially approved Site Plans, or can simply provide a letter of commitment to the sponsoring organizations.
2. Developers and all land owners in the vicinity of the planned rail stations at Reston Parkway, Wiehle Avenue, and Monroe Street should undertake a serious planning effort for future access points to the stations, including all locations identified in this report. This planning effort should actively involve representatives of Reston's principal organizations, Fairfax County, and the Virginia Department of Rail and Public Transportation.
3. VDOT should adopt our recommended standard for prominently marked crosswalks: white plastic markings or paint stripes in the direction of traffic flow, at least one foot wide (measured across the roadway), spaced about 18 inches apart (also measured across the roadway), covering the full normal width of a crosswalk -- about eight feet wide. VDOT, Fairfax County, and all developers should follow this standard wherever prominently marked crosswalks are recommended in this plan.
4. Pedestrian signals should be placed where they are most needed by pedestrians and bicyclists, as recommended in this plan. Often this will require that a separate signal phase be provided to interrupt turning movements, thereby reducing vehicular capacity. Pedestrian signals and crossings should not be shifted to the other side of intersections or to adjacent intersections for the convenience of vehicle traffic *except when absolutely necessary*.
5. Developers should be responsible for all pedestrian facility improvements on their property, for crosswalks at intersections adjoining their property, and for signals wherever traffic (pedestrian and vehicular) generating the need for the signal is principally traffic to and from the development. While this plan attempts to define those responsibilities, it recognizes that plans and associated responsibility for pedestrian improvements may change from time to time.
6. VDOT should be responsible for all intersection improvements including overseeing improvements by developers and other agencies. In summary, these include:

- 8 new traffic signals (1 at Market Street and Reston Parkway, 1 on the section of the Fairfax County Parkway at New Dominion Parkway, which is under construction, 1 on Wiehle Avenue and the W&OD Trail, 1 on Sunrise Valley Drive at the W&OD Trail and Cross School Road), and 4 in newly developing areas of Town Center)
- 52 new pedestrian signals at 31 existing signalized intersections
- 158 prominently marked crosswalks at 83 intersections, plus 27 standard crosswalks
 - 5 sets of special warning signs
- 7. Fairfax County should be responsible for about 7.3 miles of sidewalks and trails at 40 locations where a specific need has been identified. These sidewalks and trails are needed to provide safe access to schools, other county facilities, or to fill missing gaps in the system originally constructed by developers. In order to maintain consistency with adjoining sidewalks and trails, or to conform with general standards of the community, these should be built to design standards and layouts recommended in this plan.
- 8. Curb cuts should be added at locations identified in Table 5 of this report by VDOT, or by developers in locations still being developed, or by property owners in cases where the majority of pedestrian traffic is to and from the owners' property.
- 9. The Reston Association (RA) should be responsible for improvements that are recommended to be built on RA property or to provide important links to RA facilities.
- 10. Trails should connect with those of the town of Herndon, as shown in the plan, and should be coordinated with the Town of Herndon in terms of location, design, and timing of construction.
- 11. Fairfax County should provide sidewalks or some form of hard surface pads at all bus stops. Only two locations are identified in this report; however, many additional needed locations are known to exist and should be identified.
- 12. Short missing gaps in sidewalks or trails in several locations should be completed by the appropriate organization. These include several linkages to the W&OD Trail (NVRPA responsibility) and the pathway along Sunrise Valley Drive near

Preston White Drive (Fairfax County).

13. A regional bicycle plan should be prepared as a cooperative effort of Fairfax County, VDOT, NVRPA, and other responsible agencies. Such a plan may require modifications to some of the recommendations in this report, such as widening of high volume pathways to 10' or 12' and/or the provision of centerlines. Examples of sections that may require such modifications include the pathways through the Town Center sections along the Fairfax County Parkway and the Reston Parkway.
14. The NVRPA should undertake a study of both near-term and long-range improvements to the W&OD Trail through the full length of the Reston area. A major focus of this study should be the evaluation of possible grade separations or other alternatives at Sunset Hills Road, Sunrise Valley Drive, Hunter Mill Road, and Wiehle Avenue.

APPENDIX C

Reston Critical Accident Locations

RESTON TRANSPORTATION IMPROVEMENT STUDY

SRR 335 / HJR 542

Reston Critical Accident Locations Based on "Intersection Critical Rate Report - 1998"

Location	Accident Rate / Critical Rate*
Reston Parkway @ Baron Cameron Ave.	2.002 / 0.775
Reston Parkway @ Sunset Hills Rd.	1.799 / 0.775
Reston Parkway @ New Dominion Drive	1.431 / 0.775
Reston Parkway @ Bluemont Way	1.129 / 0.606
Reston Parkway @ South lakes Drive	1.004 / 0.775
Reston Parkway @ Glade Drive	0.948 / 0.775
Reston Parkway @ Fox Mill Rd.	0.790 / 0.775
Reston Parkway @ Sunrise Valley Dr.	0.790 / 0.775
Wiehle Ave. @ Baron Cameron Ave.	1.099 / 0.775
Wiehle Ave. @ Roger Bacon Dr.	1.108 / 0.606
Wiehle Ave. @ Fairway Dr.	1.015 / 0.231
Bowman Towne Dr. @ Town Center Parkway	2.726 / 0.231
Hunter Mill Rd. @ Sunset Hills Rd.	1.280 / 0.231
Hunter Mill Rd. @ Crowell Rd.	0.860 / 0.231
Baron Cameron Ave. @ Stuart Rd.	0.538 / 0.231
Baron Cameron Ave. @ Route 7	1.016 / 0.775
South Lakes Dr. @ Colts Neck Rd.	0.938 / 0.775

* Accident Rate: The total number of accidents divided by the annual vehicle miles traveled in Fairfax County, expressed per 100 million vehicles.

* Critical Rate: Calculated based on average accident rates for entire population of Fairfax County by roadway system categories (urban, rural; 2 lane, 4 lane; divided, undivided; signalized, a stop sign, controlled and other geometrical factors) expressed per million vehicles per intersection.

