Reston Phase I Overview

The Reston Phase I Comprehensive Plan Amendment was adopted by the Fairfax County Board of Supervisors on February 11, 2014. This amendment approved approximately 40 million square feet of additional development potential in the three Transit Station Areas (TSAs) around the Silver Line Metrorail (Herndon, Reston Town Center, and Wiehle-Reston East Stations), with the goal of turning them into multimodal, mixed use, urban centers by 2050. The plan envisions the TSAs as areas with a mixture of residential, office, retail and other commercial uses.

Table 1: Reston, Phase I, Development Potential

Land Use	2010 Existing Land Use (by sq. ft.)	Comprehensive Plan Development Potential (by sq. ft.)
Residential	5,860,000 (5,860 units)	33,480,000 (27,900 units)
Office	20,982,169	29,457,000
Retail	1,094,476	1,722,000
Industrial	841,957	513,000
Institutional	2,096,840	2,174,000
Hotel	936,782	3,399,000
Total	31,812,224	70,745,000

To support this additional development, a conceptual roadway grid was designed with the intention of creating a balanced roadway network that meets the needs of all modes, including pedestrians, transit, cyclists, and vehicles. This grid was developed in conjunction with local stakeholders, with the understanding that it would be refined through a subsequent study.

Specific Transportation Recommendations from Phase I included the following:

- Construct an enhanced street network (also referred to as a grid of streets) to increase connectivity
- Construct an overpass (4-lane bridge) across the DAAR from Sunset Hills Road to Sunrise Valley Drive approximately at Soapstone Drive (referred to as the Soapstone Overpass)
- Construct a Town Center Parkway Underpass (4-lane tunnel) from Town Center Parkway and Sunset Hills Road to Sunrise Valley Drive west of Edmund Halley Drive
- Install a grade-separated interchange at Fairfax County Parkway and Sunrise Valley Drive
- Construct an overpass (4-lane bridge) across the DAAR from Sunset Hills Road to Sunrise Valley Drive approximately at South Lakes Drive (referred to as the South Lakes Overpass)
- Improve Reston Parkway - 6 lanes from South Lakes Drive to the DAAR
- Improve Fox Mill Road - 4 lanes from Reston Parkway to Monroe Street
- Improve West Ox Road - 4 lanes from Lawyers Road to Centreville Road
- Improve Monroe Street - 4 lanes from West Ox Road to the Town of Herndon
- Extend Pinecrest Road from South Lakes Drive to Sunrise Valley Drive
- Improve Fairfax County Parkway - 6 lanes with High Occupancy Vehicle (HOV) lane(s)
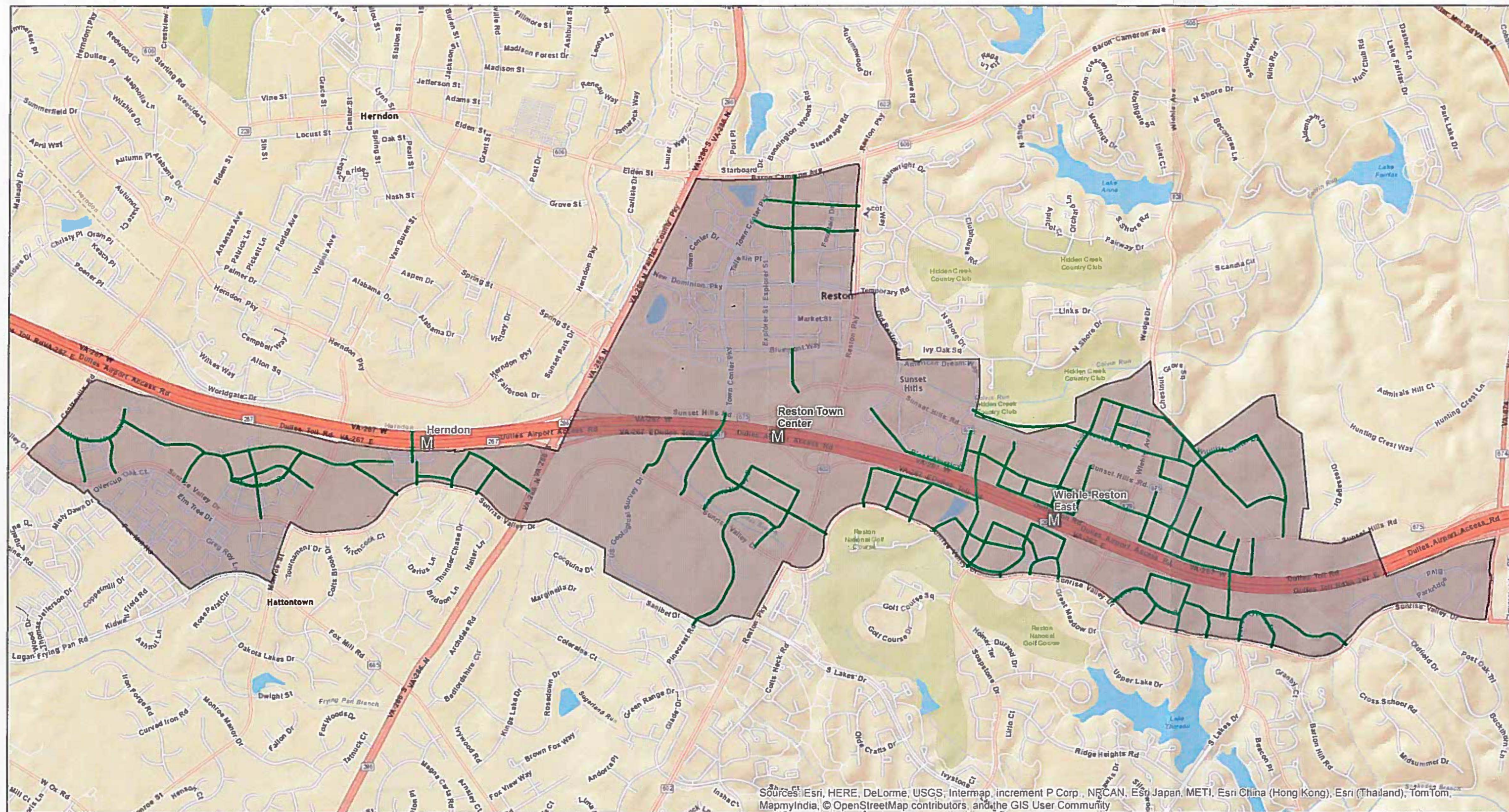
Conceptual Grid of Streets   Transit Station Areas

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Overview of Scope

Reston Detailed Network Analysis

The Purpose of the network analysis is as to evaluate the conceptual grids of streets and road elements at gateways to the Reston TSAs, which would result in traffic flowing at acceptable conditions while maintaining a walkable grid of streets. The end result should be TSA street networks that are cost effective, and require the minimum right-of-way, with the least negative impacts to adjacent properties and the environment and take into consideration the provisions of the Reston Phase I Master Plan. These improvements will mitigate problem locations in the three TSAs.

Task 1: Data Collection

Task 2: Establish Existing Conditions

- Quantify current traffic conditions in the TSAs to use as a baseline for the project.

Task 3: Analyze Future Conditions

- Finalize the conceptual grid of streets in the TSAs, determine the number of lanes, bike lanes, and what new connections might be needed.

Task 4: Phasing Analysis

- Analyze which improvements recommended in Phase I of the Reston Comprehensive plan are needed first. Which improvements provide the greatest amount of connectivity and help alleviate congestion.

Task 5: DRPT Classifications

- Determine the appropriate DRPT classifications for the new network in the TSAs

Task 6: Meetings

- Up to five public meetings during the process at key process points to ensure they remain involved in the process
- Monthly meetings with the Advisory Group to seek their input and update them on the project process
- Monthly meetings with stakeholders to ensure that the property owners and developers are onboard with the recommendations being made in the study.

Task 7: Documentation

- Final Report that documents the process, findings and recommendations of the study

Discrete Tasks

There are four specific tasks associated with the Reston Detailed Network Analysis.

1. *Reston Parkway Capacity Improvements*

As an extension of the Network analysis, this task will conduct a corridor analysis of Reston Parkway from Baron Cameron Avenue to Lawyers Road focused on mitigating the excessive delays at these intersections.

2. *Fairfax County Parkway & Spring Street Interchange*

The interchange of Spring Street and Fairfax County Parkway currently experiences heavy queuing on westbound Spring Street, as vehicles try to make a left hand turn to access northbound Fairfax County Parkway. As an extension of the Network analysis, this task will look at alternative interchange configurations to alleviate this queuing.

3. *Fairfax County Parkway & Sunrise Valley Drive*

The interchange of Sunrise Valley Drive and Fairfax County Parkway currently fails during both the AM and PM peak, with delays over 100 seconds. The analysis conducted as part of Reston Phase I determined that the delay at this intersection cannot be mitigated with intersection improvements, and that a grade separated interchange is needed. As an extension of the Network analysis, this task will re-evaluate if the intersection can be mitigated by at grade improvements. If it is determined that the excessive delays cannot be mitigated at grade, this task will look at alternative interchange configurations to alleviate the failing conditions.

4. *Rock Hill Bridge at Sunrise Valley Drive*

The Comprehensive Plan for Innovation Station, Land Unit A in the Dulles Suburban Center, modified the recommendation for a bridge crossing the DAAR, connecting the Innovation Center TSA with Loudoun County. The County wants to evaluate how Sunrise Valley Drive can connect with the proposed bridge