

# Reston Parkway

(New Dominion Parkway to Baron  
Cameron Avenue)

Presented to:  
Reston Master Plan Task Force

Presented By: Fairfax County Department  
of Transportation

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# Task

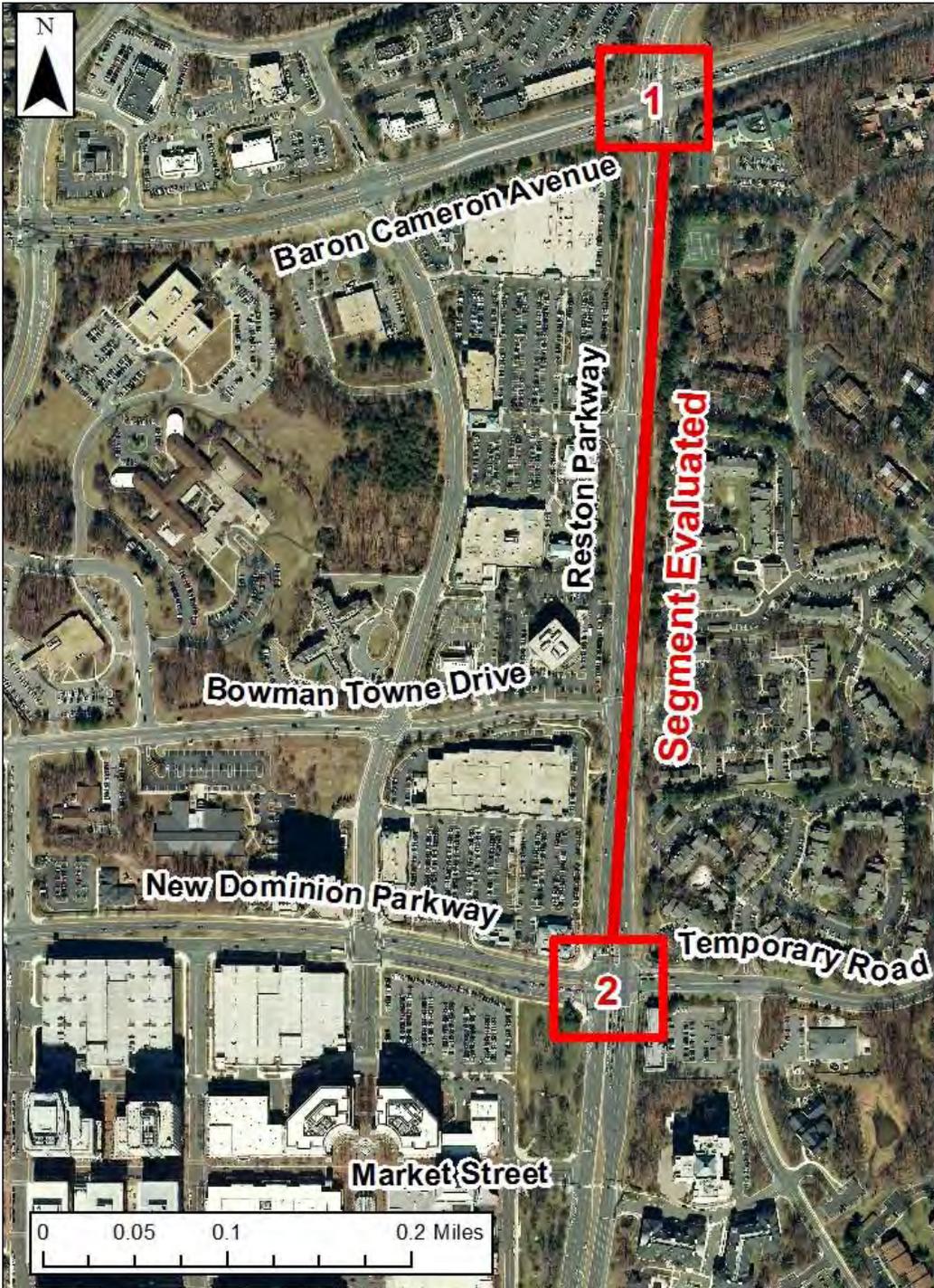
Evaluate Reston Parkway from New Dominion Parkway to Baron Cameron Avenue to determine if 4 lanes or 6 lanes are needed

## Considerations:

- Comp Plan: This section is shown to be widened to 6 lanes
- Transportation Study Submitted to VDOT: Assumed 6 lanes on this section of Reston Parkway
- Reston Parkway is more vehicle oriented than multimodal oriented
- Reston Parkway can be difficult to cross on foot or by bike

# Analysis Input Factors

- Scenario G land use
- Scenario G transportation network with crossings of the Dulles Toll Road included
- Improvement on New Dominion Parkway at Reston Parkway
  - Additional eastbound through lane



**1. Reston Pkwy and Baron Cameron Ave**



**2. Reston Pkwy and New Dominion Pkwy**



# 4-lane Analysis Results

- Reston Pkwy at New Dominion Pkwy
  - AM Peak Hour: LOS E (**increase** in 3 SOD from 6-lane Reston Parkway)
  - PM Peak Hour: LOS E (**decrease** in 15 SOD from 6-lane section)
- Reston Pkwy at Baron Cameron Avenue
  - AM Peak Hour: LOS E (no change in SOD from 6-lane Reston Parkway)
  - PM Peak Hour: LOS E (**decrease** in 6 SOD from 6-lane section)

\*note: LOS = Level of Service; and SOD=Seconds of Delay



# Findings

- Town Center Parkway underpass helps to alleviate Reston Parkway
- Change in through volume for a 4-lane Reston Parkway at New Dominion is minimal compared with a 6-lane Reston Pkwy
- Queuing and operations on Reston Parkway at New Dominion Parkway indicate existing lanes can accommodate through volume
- Reston Parkway, as a 4-lane road, can accommodate future volume with minor improvements but Town Center Parkway tunnel is considered built