

Route 28 Station – South Study

Working Group Meeting #7
L.L. Coates ES @ 7 PM, Monday 10-18-10

Meeting Notes

Chair Brian McMillan Intro

- Weeks 5 and 6 meeting summary notes were approved.

Transportation Analysis – Leonard Wolfenstein, FCDOT

- Analysis assumed that all planned road improvements to be in place by 2030, and it also assumed projects for Loudoun County from figures provided in regional forecast models.
- Data collected from regional forecasts are more accurate. Focusing on exact numbers is not feasible. The forecasts help identify emerging trends.
- The peak hour level of service (LOS) does take into account back-ups on to the toll road at the exits.
- The growth models used are based on data from regional jurisdictions that are updated every couple of years. This is not the same approach for collecting data as was presented by George Mason University.
- Land use language should take into account the transportation capacity when determining mix of uses and density.
- The transportation model is capable of forecasting data that would reflect if the Rock Spring overpass is not built.
- Will do analysis of data planning staff provides and suggest mitigation techniques. Time table for this study is joined with the Reston Master Plan Special Study.
- Most road improvements in study area have been done either via private funds or through the Route 28 Tax District.
- It was pointed out that there are only two major roads in the study area.
- What is the carrying capacity of transit? Need to draw more people to use transit than what is forecasted.
- When do a more detailed analysis, will look at more intersections than what went over tonight.
- Peak period is the same for all intersections, but based on the data, each intersection could have a different peak hour.
- Can the bridge be removed from the model? Yes, staff hopes to do some kind of sensitivity testing. What's in the Constrained Long Range Plan? Route 28 assumed to be 8 lanes and no bridge.