



Profile of Existing Conditions

Reston Metrorail Access
Group

April 24, 2007

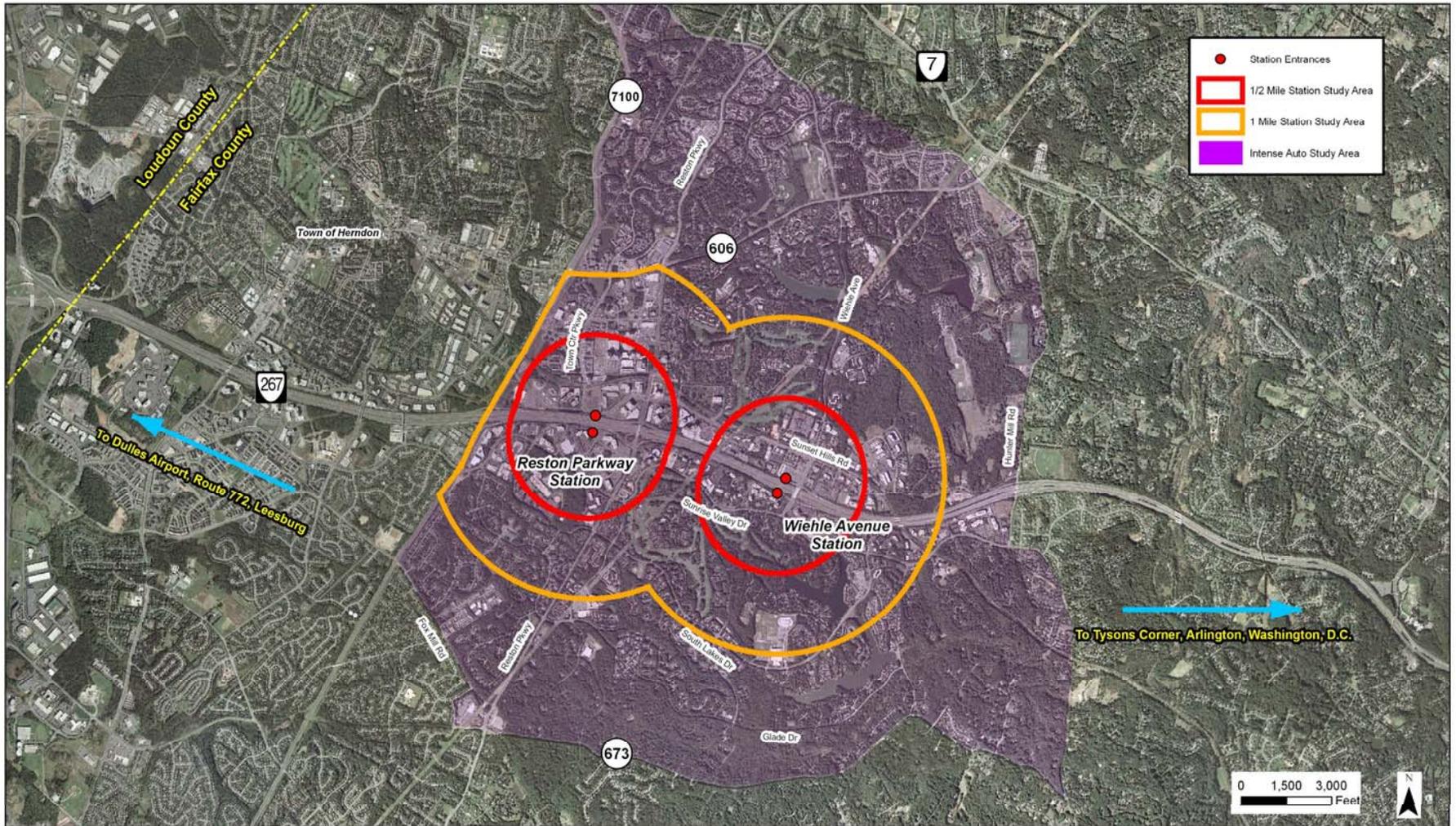


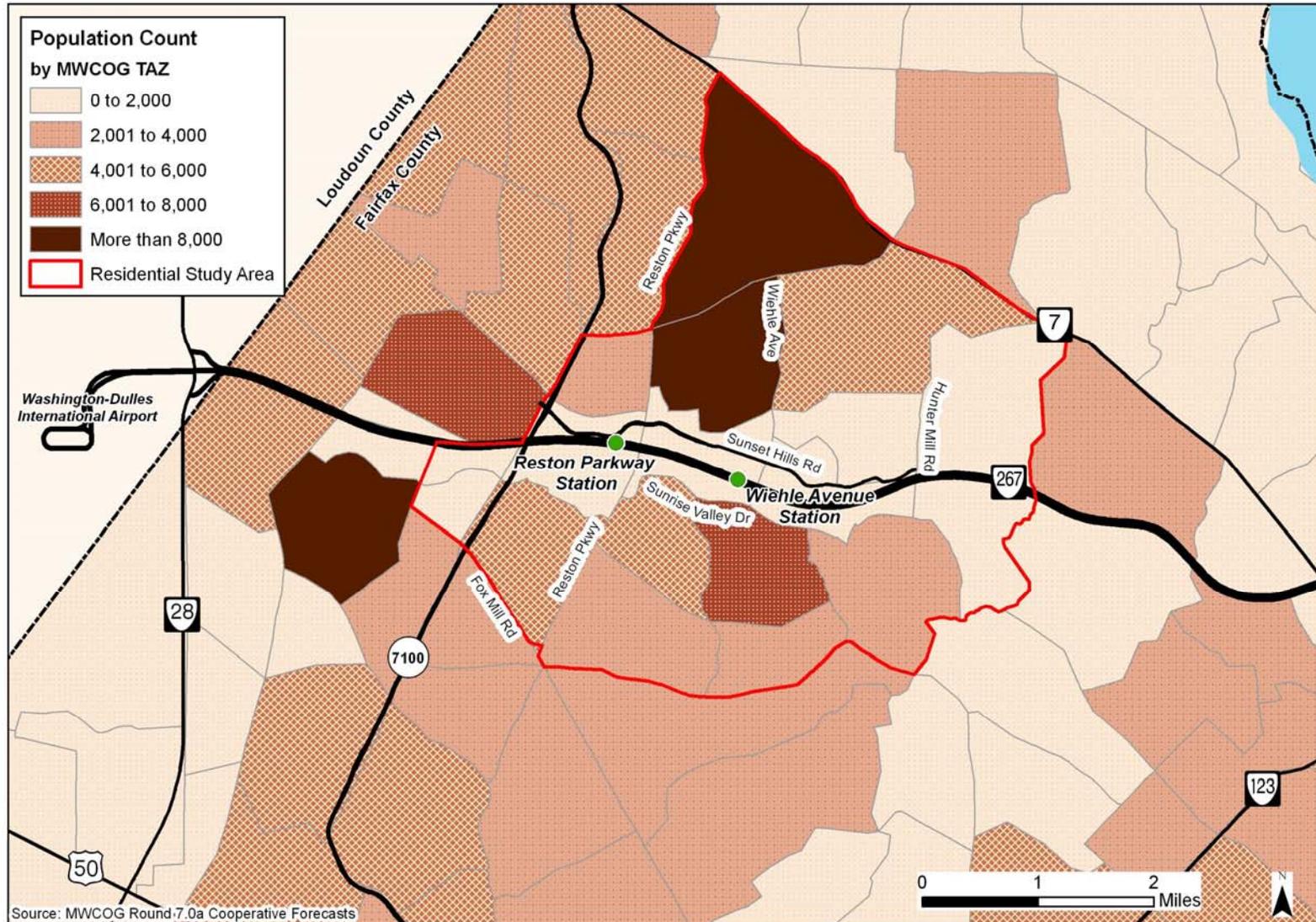
Existing Conditions

- Some of the materials were presented at the public meeting on March
- The draft report is being distributed to RMAG at the meeting
- Comments will be appreciated before or at the next RMAG meeting



Figure 1. Study Area Overview

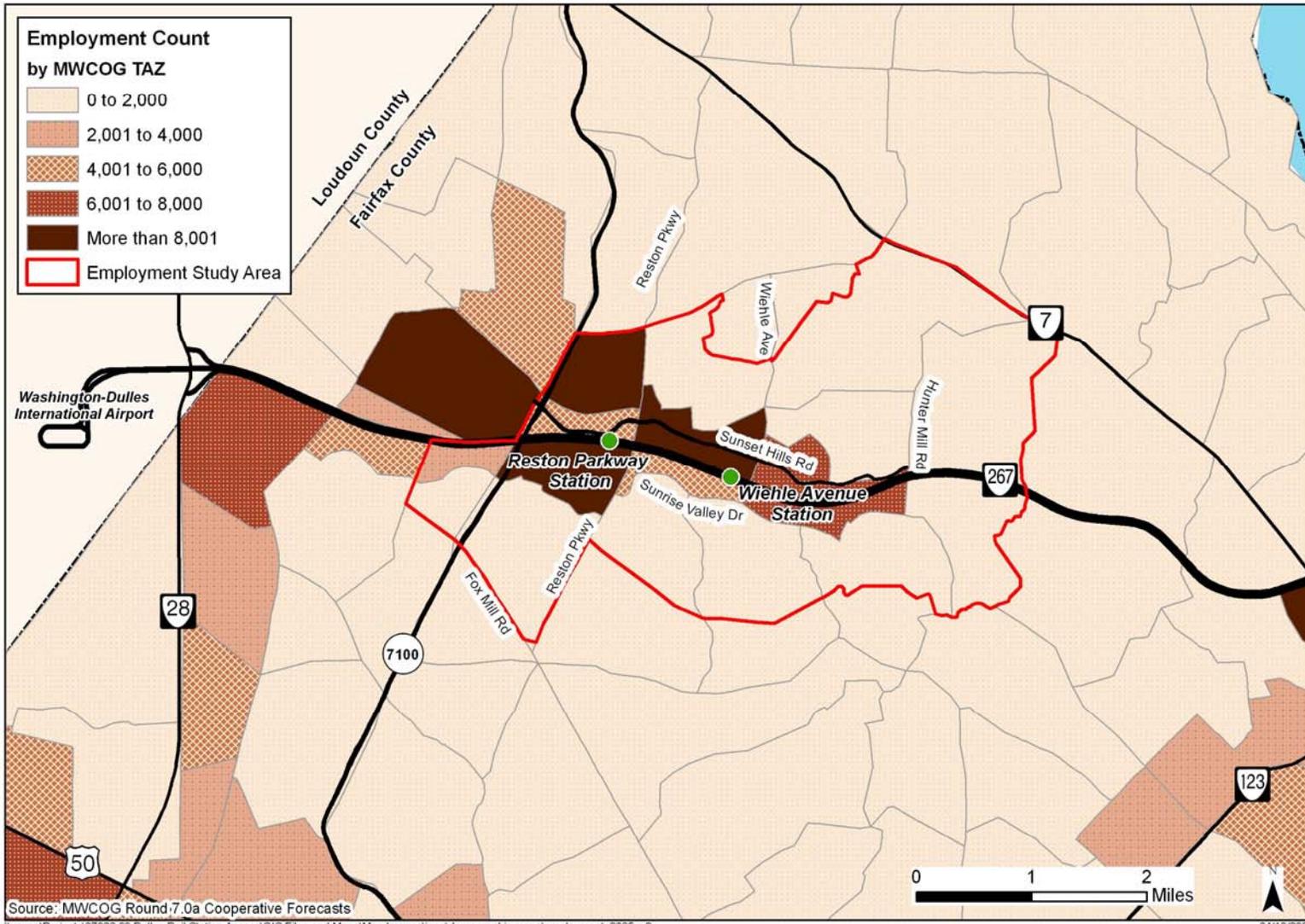




Source: MDCOG Round 7.0a Cooperative Forecasts

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04/10/2007





Commuting Patterns

People working in Reston area:

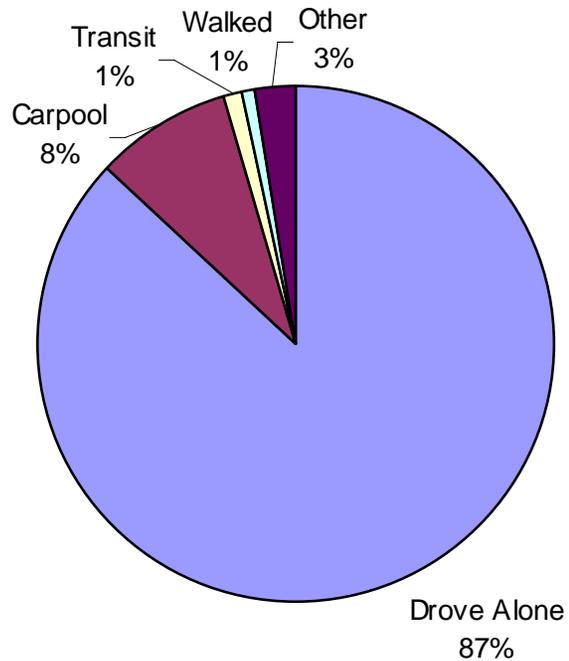
- 60% Fairfax County
- 17% Loudoun County
- 10% Prince William County
- 6% Maryland

People living in Reston area:

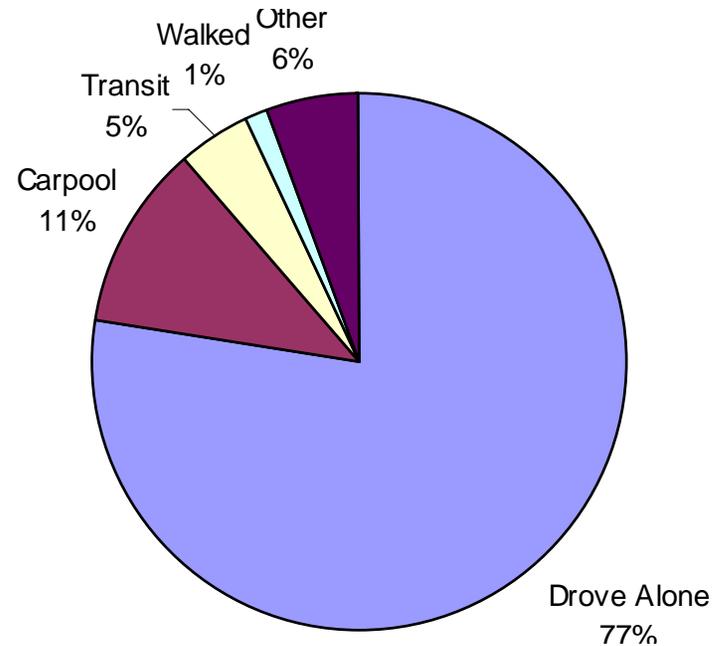
- 70% Fairfax County
- 8% Loudoun County
- 9% D.C.
- 4% Arlington County
- 4% Maryland

Commuting Mode Choice

Commute Mode of Reston Workers (Source: CTPP Part 2)



Commute Mode for Reston Area Residents (Source: CTPP Part 1)





Traffic Growth in Study Area

North-South Road	Annual Growth 1995-2005
Fairfax County Parkway	2.9%
Reston Parkway	2.1%
Wiehle Avenue	1.7%
Hunter Mill Road	1.6%

West-East Road	Annual Growth 1995-2005
Dulles Toll Road	3.0%
Baron Cameron Avenue	3.2%
Sunrise Valley Drive	3.3%
Sunset Hills Road	3.2%



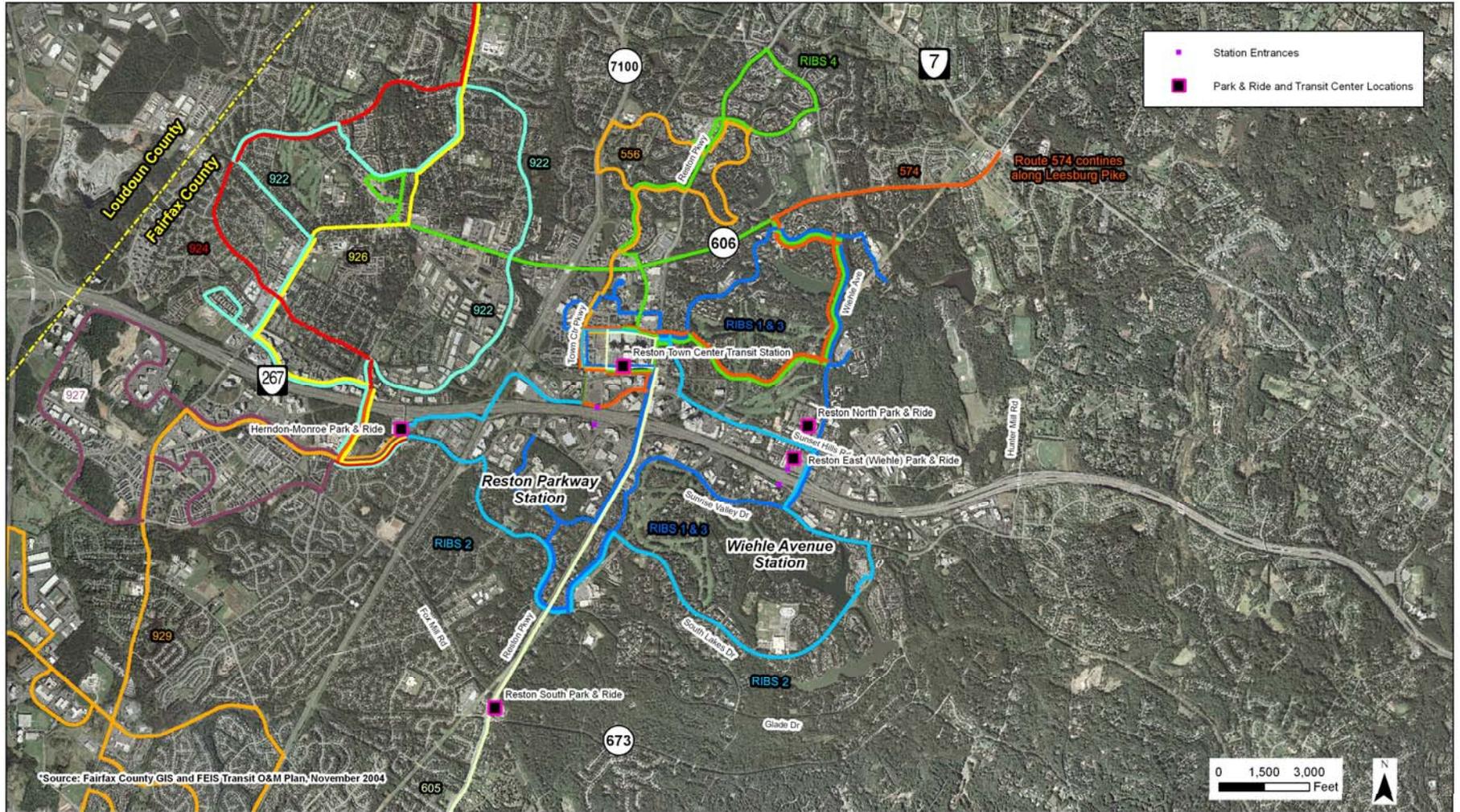
Existing Traffic Operations

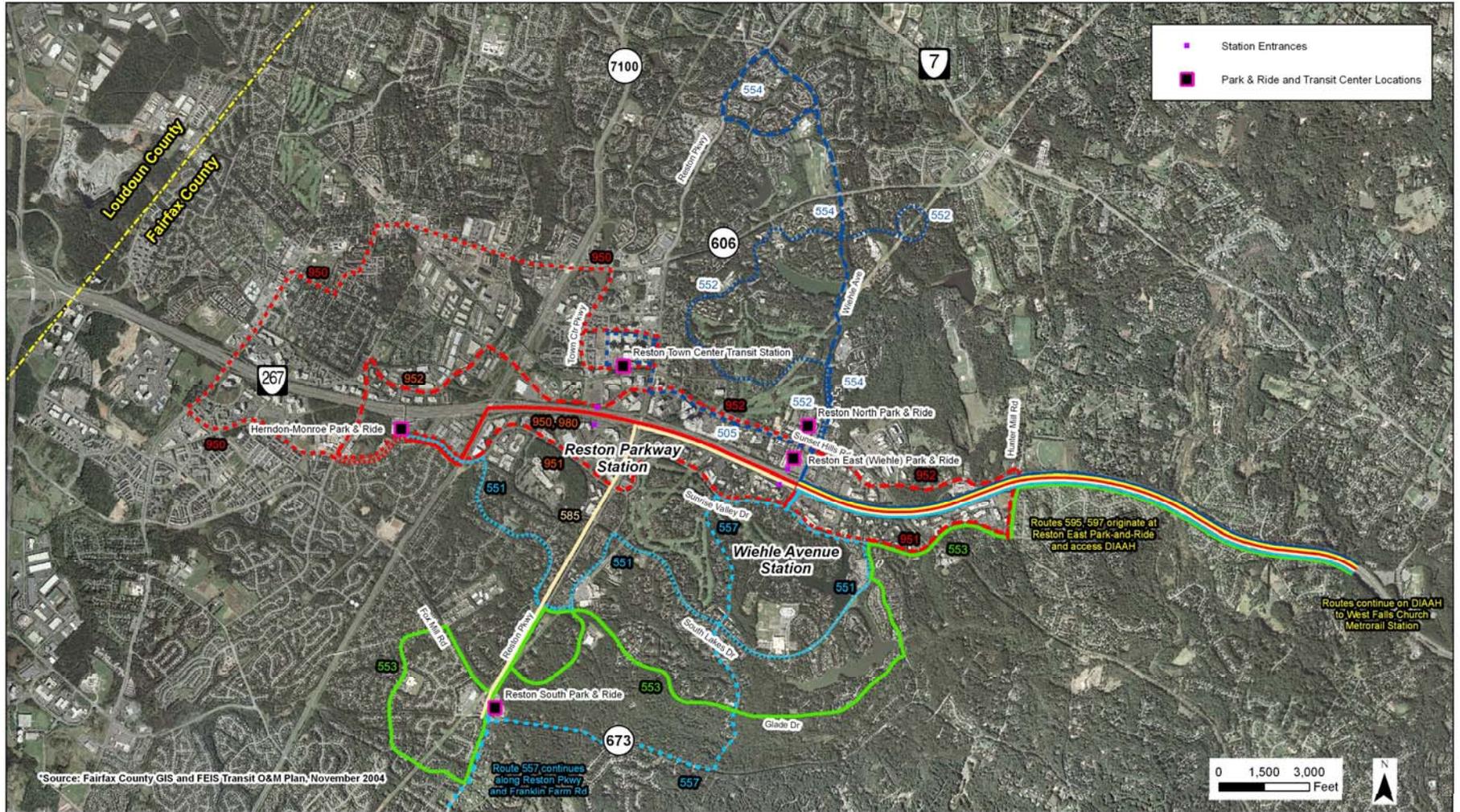
- Based on 2005 VDOT Synchro Model
- Model may not represent queuing spillback and related operational deficiencies
- Future year analyses will utilize state-of-the-art VISSIM simulation model



At-Capacity/Over-Capacity Intersections

- Fairfax County Parkway @:
 - Sunrise Valley
 - Fox Mill Road
- Reston Parkway @:
 - Baron Cameron
 - Sunset Hills
 - Dulles Toll Road Ramps
 - Sunrise Valley
- Wiehle Avenue @ Sunset Hills







Future Bus Service

- Review of bus routes assumed for FEIS
- Review of FEIS forecasts of station access by mode
- Identify unserved or overserved areas
- Consider local circulation options
- Propose plans
- Activities being coordinated with Fairfax Connector

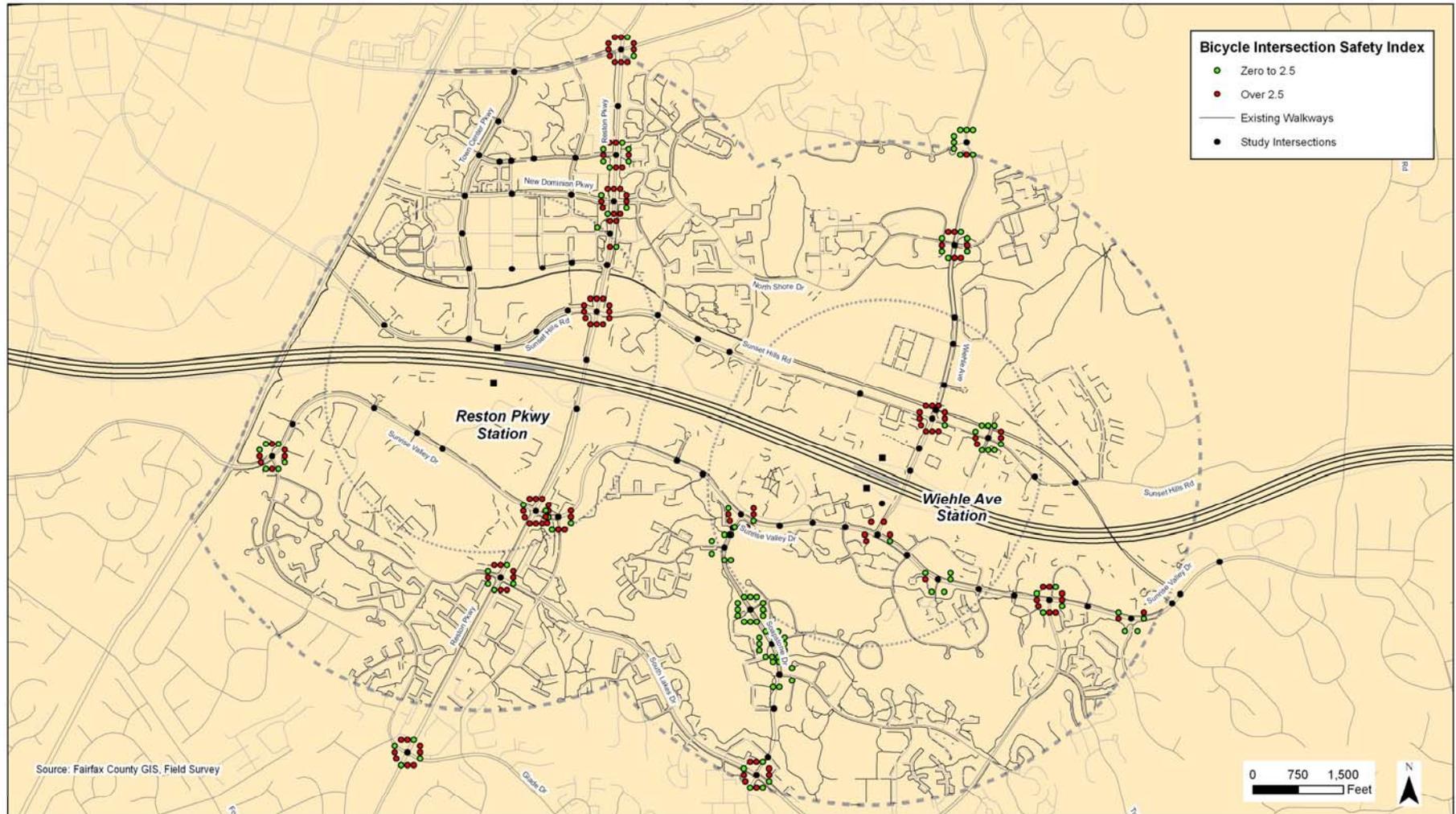


Bicycle Facilities

- Inventoried within 2 miles of proposed stations
- W&OD Trail – at-grade and grade-separated crossings
- No on-street marked bike lanes
- Assessed bike facilities using Bicycle intersection Safety Index (Bike ISI)



Existing Intersections Bicycle Intersection Safety Indices (BISI)





Pedestrian Facilities

- Inventoried more than 80 intersections and mid-block crossings within 1 mile of proposed stations
- Data inventory included:
 - Crosswalks
 - Pedestrian signals
 - Pedestrian signal countdowns
 - ADA compliance
- Pedestrian ISI quantified



Inventory Results

- 42 signalized & 37 stop-controlled intersections
- 300 potential crossing locations were identified:
 - 40% have crosswalks
 - 27% have pedestrian signals
 - 5% have countdown displays
 - 5% have ADA compliant ramps

