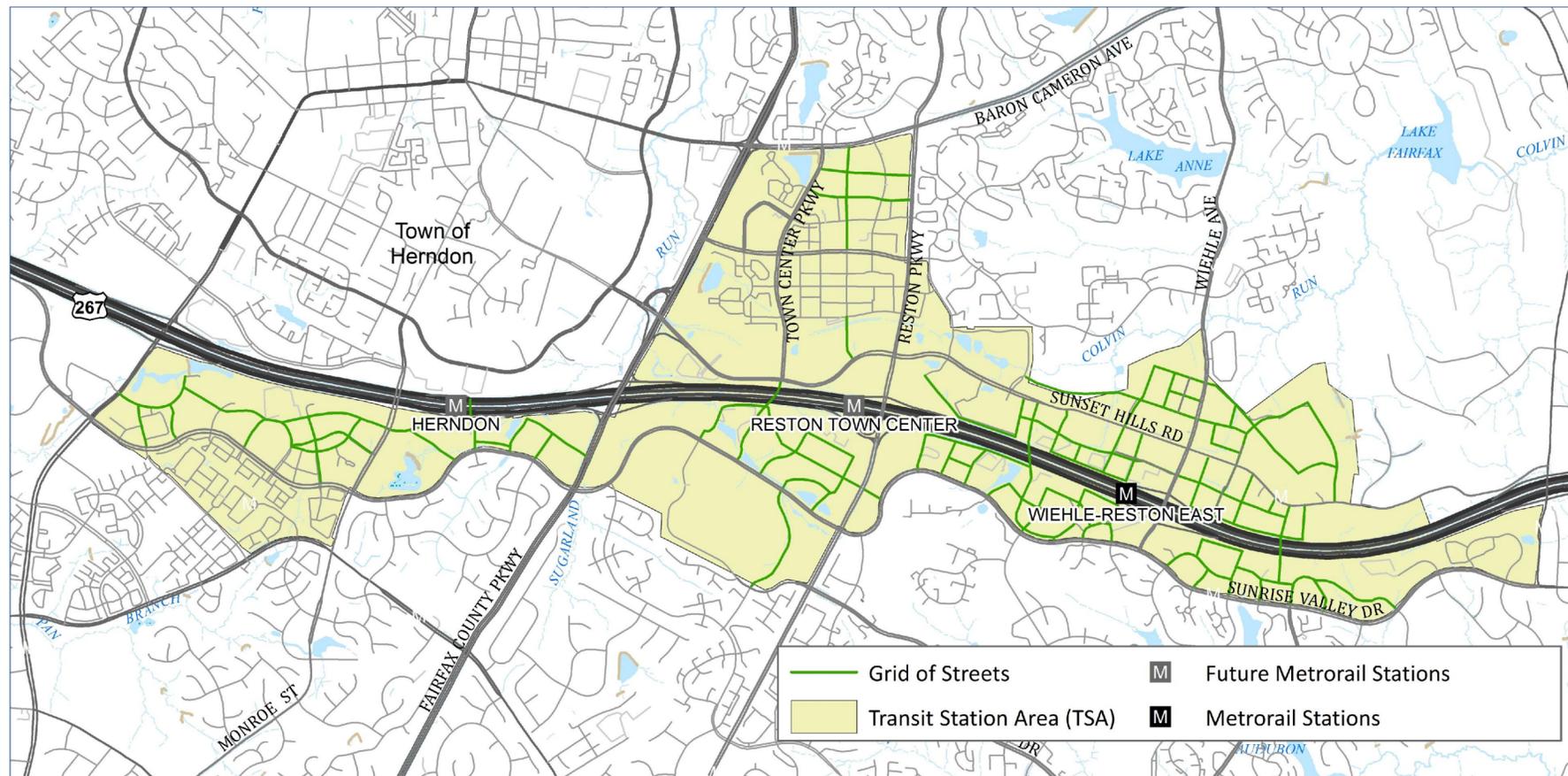
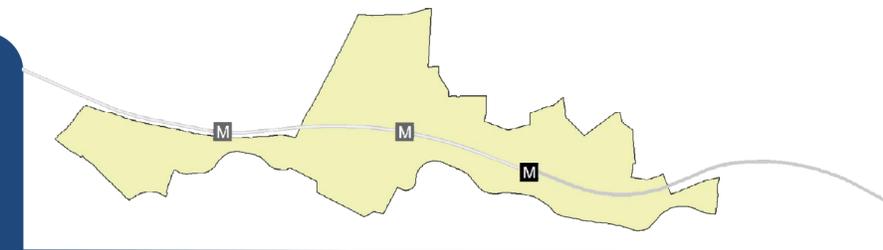


RESTON NETWORK ANALYSIS

What is the Network Analysis?



What is the Network Analysis?

The Network Analysis will evaluate the conceptual grid of streets in the Reston Transit Station Areas (TSAs) adopted in the Reston Phase I Plan Amendment. It takes into account the future demand for travel associated with the development around the three Metrorail Stations.

The analysis will identify what roadway features are necessary to support acceptable traffic conditions and a walkable and bikeable environment in the TSAs.

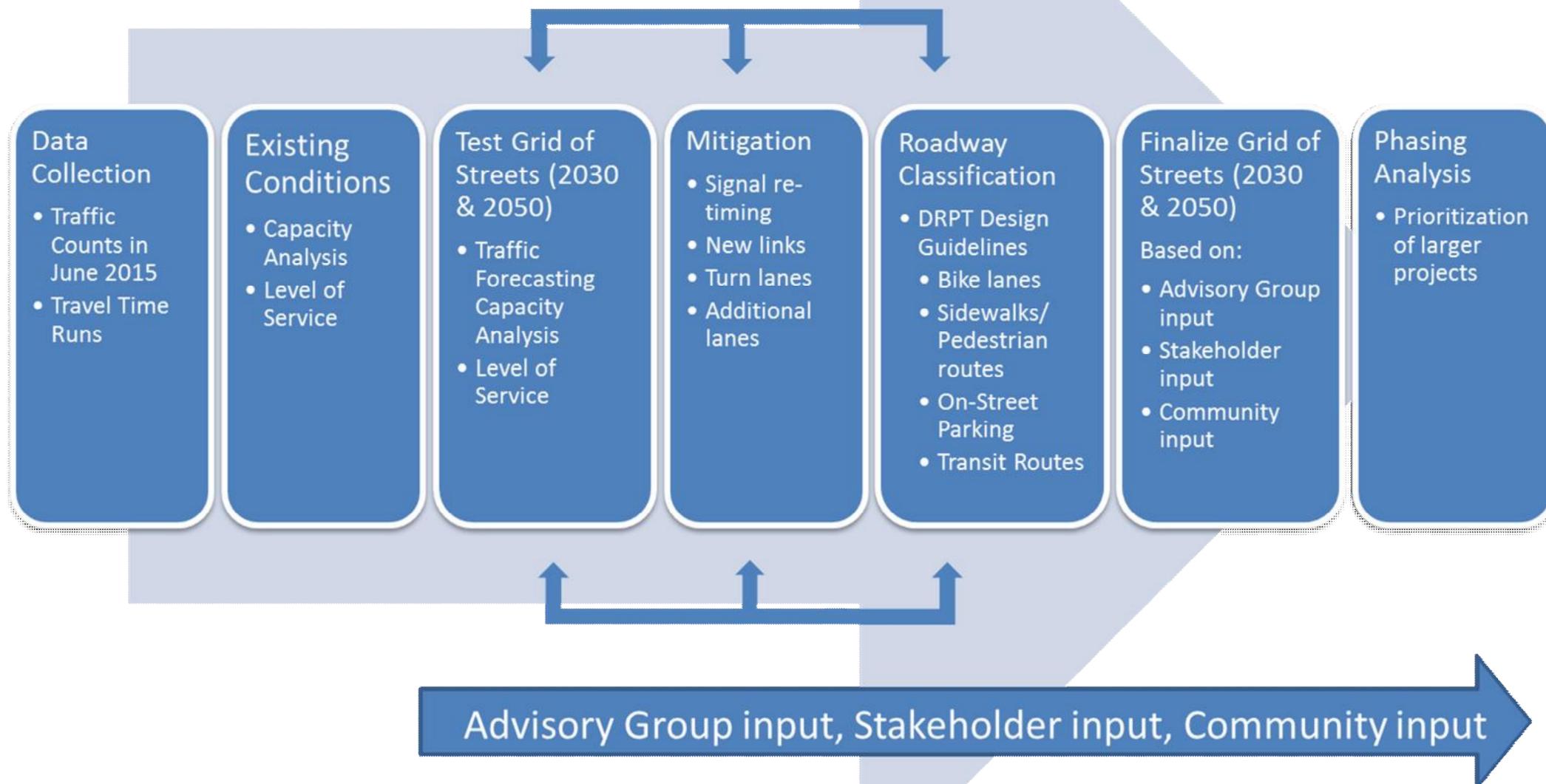
What will it accomplish?

The end result will be a street network that is cost effective and requires the minimum right-of-way, with the least impacts to adjacent properties while addressing the future travel demand. It will take into consideration the provisions of the Reston Phase I Master Plan.

The study is scheduled to be complete late 2016.

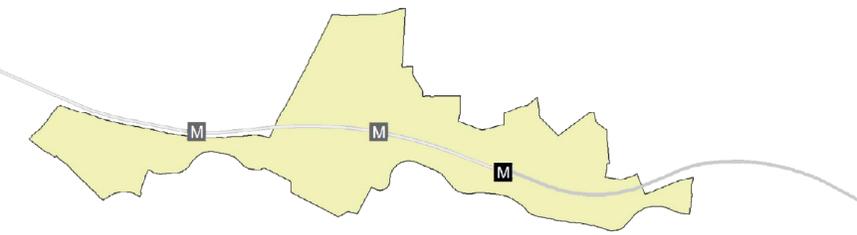
RESTON NETWORK ANALYSIS

Project Process



RESTON NETWORK ANALYSIS

Other Planning Efforts in Reston

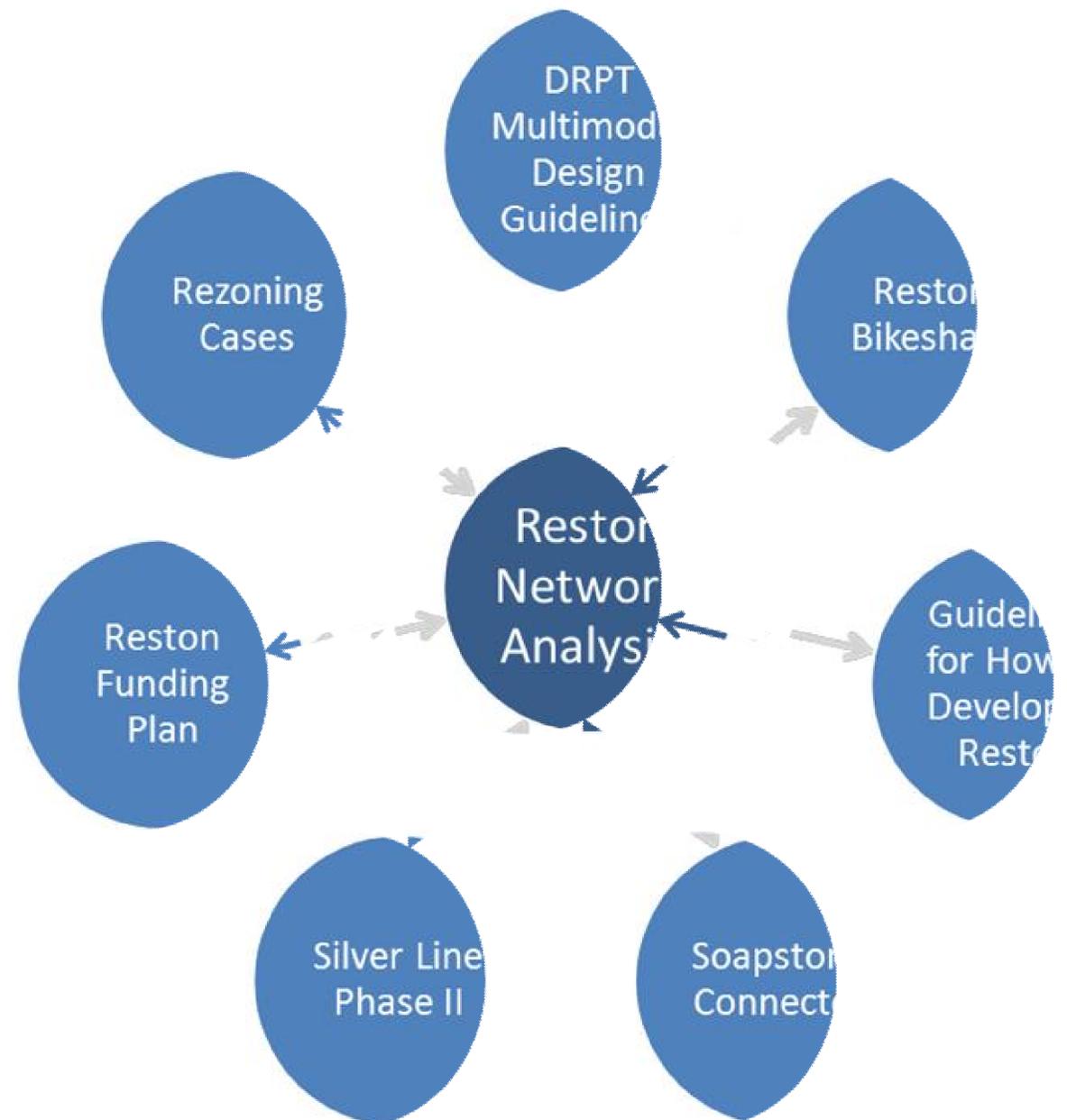


How does the Network Analysis relate to other efforts in Reston?

New development, redevelopment, bikeshare and more; there sure is a lot going on in Reston! The Reston Network Analysis is a long-range look at the transportation conditions in the Reston Transit Station Areas (TSAs) in 2030 and 2050.

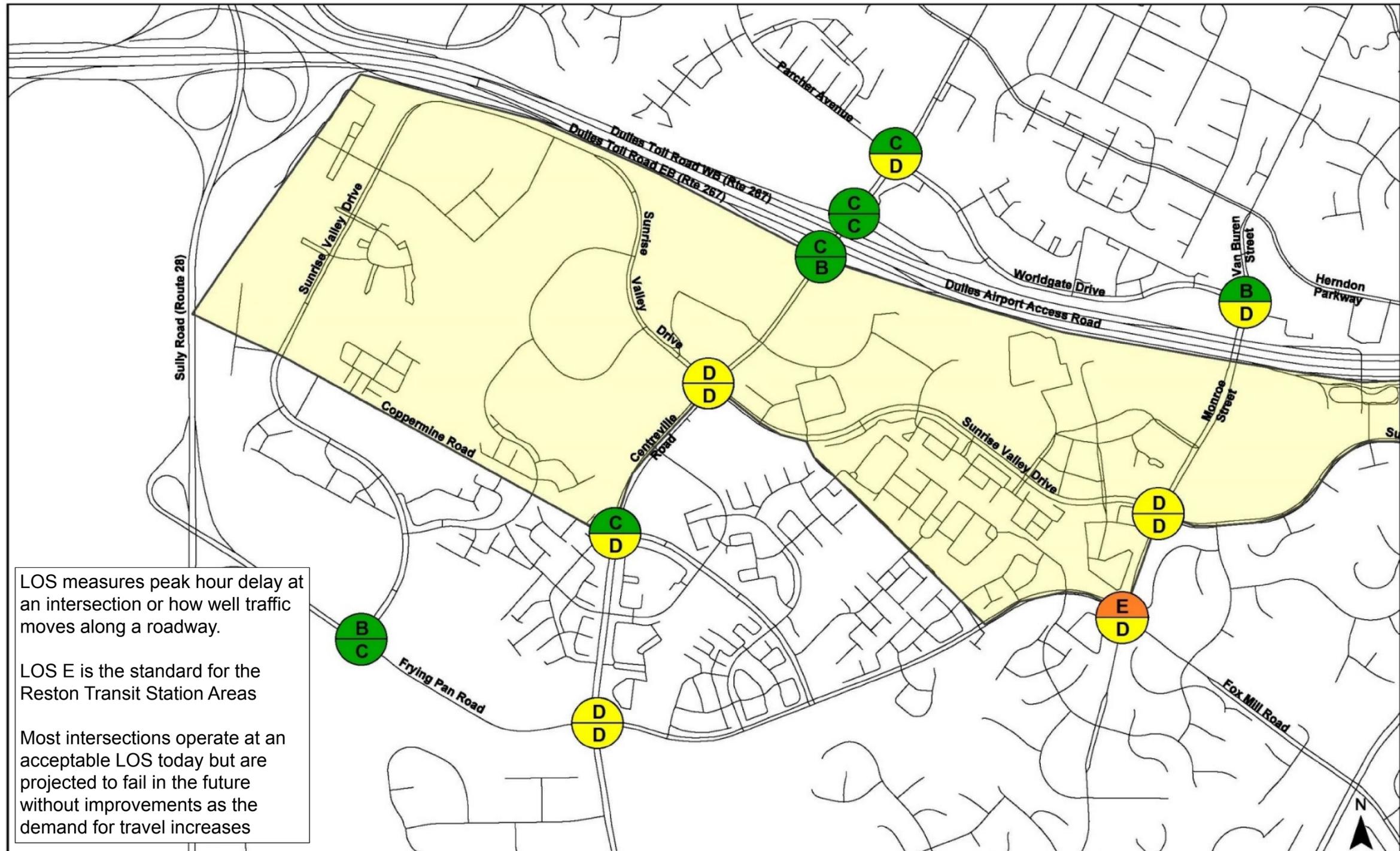
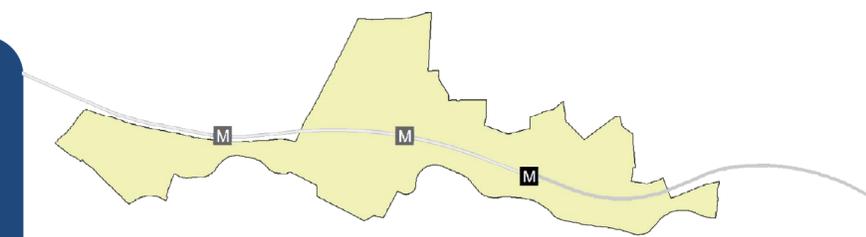
The Network Analysis takes into account ongoing planning efforts by the Fairfax County Department of Transportation (FCDOT) and others which will impact the future of the transportation network in the Reston TSAs.

The Reston Funding Plan is an concurrent effort by FCDOT to identify potential sources of revenue to implement the transportation recommendations made in the Reston Phase I Master Plan. The phasing of the funding for the improvements will be informed by the Network Analysis.



RESTON NETWORK ANALYSIS

Existing Level of Service



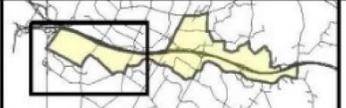
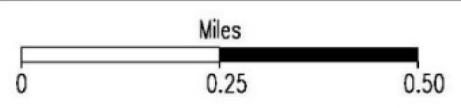
LOS measures peak hour delay at an intersection or how well traffic moves along a roadway.

LOS E is the standard for the Reston Transit Station Areas

Most intersections operate at an acceptable LOS today but are projected to fail in the future without improvements as the demand for travel increases

LEGEND:

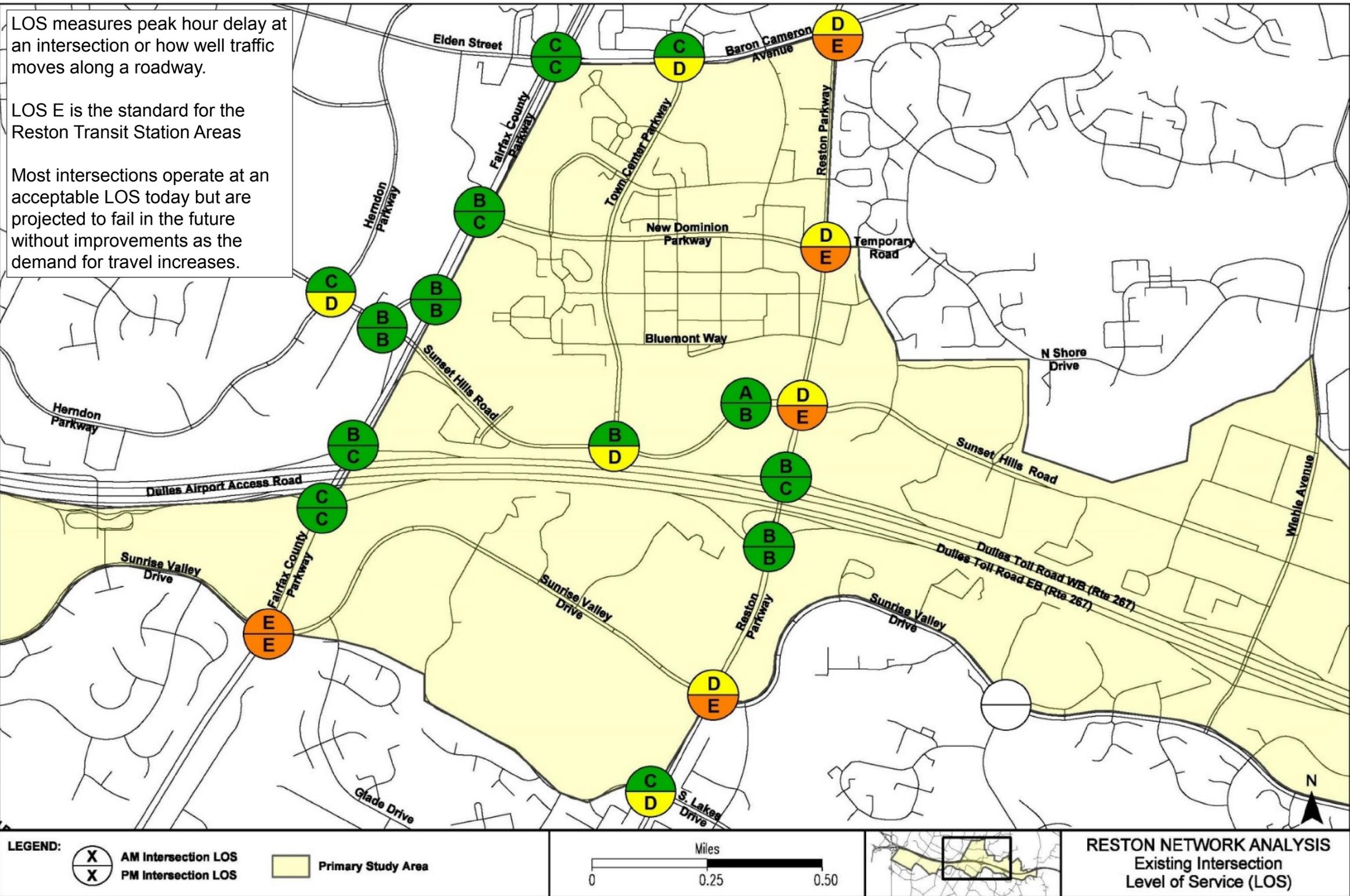
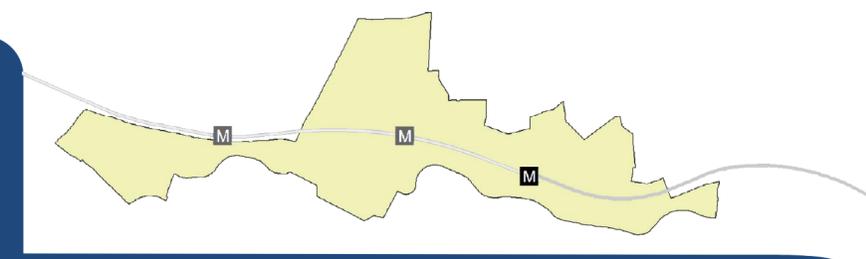
	AM Intersection LOS		Primary Study Area
	PM Intersection LOS		



RESTON NETWORK ANALYSIS
Existing Intersection Level of Service (LOS)

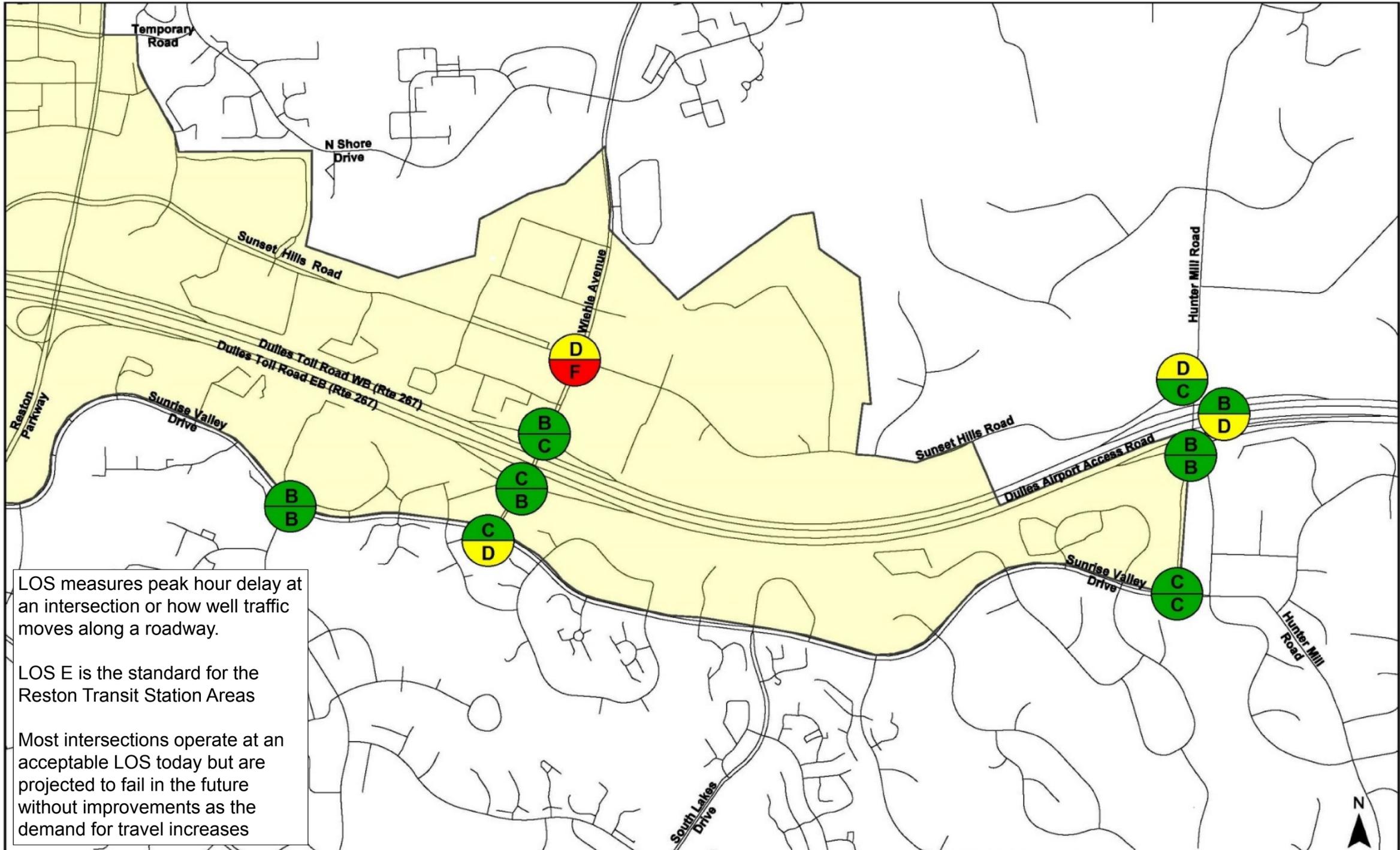
RESTON NETWORK ANALYSIS

Existing Level of Service



RESTON NETWORK ANALYSIS

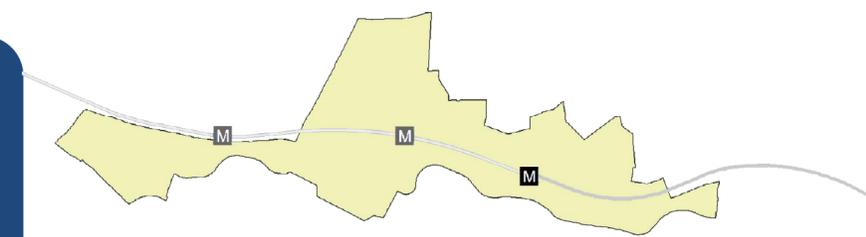
Existing Level of Service



<p>LEGEND:</p> <p> AM Intersection LOS PM Intersection LOS</p>	<p> Primary Study Area</p>	<p>Miles</p> <p>0 0.25 0.50</p>		<p>RESTON NETWORK ANALYSIS Existing Intersection Level of Service (LOS)</p>
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RESTON NETWORK ANALYSIS

Pedestrian Connections



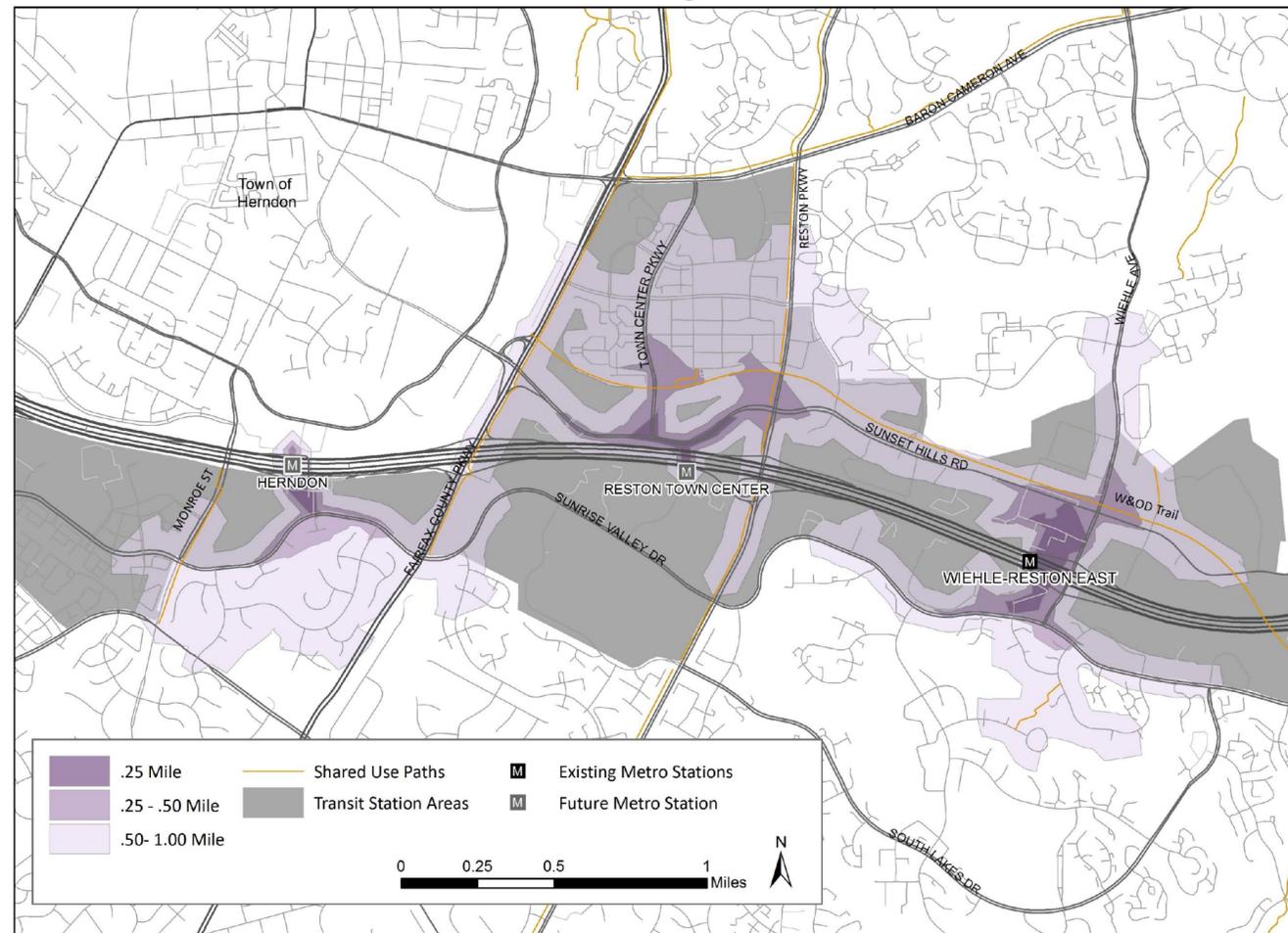
What is a walkshed?

Walksheds are the area which can be reached on foot from a defined location. A lack of pedestrian infrastructure limits pedestrian mobility and accessibility in an area. Map 1 shows the current walkable areas within quarter-mile, half-mile, and 1 mile from Reston's 3 Metrorail Stations.

The Grid of Streets makes a difference

The Grid of Streets will be implemented as "complete streets". The addition of these links to Reston's transportation network enhance movement of all modes. The grid will add much needed pedestrian facilities, increasing the area which can be accessed within a quarter-mile and half-mile walk from the Metrorail Stations. This improvement can be seen in Map 2.

Map 1: Existing Walkshed



Map 2: Future Walkshed with Grid of Streets

