



TransAction2030

Transportation for Today and Tomorrow

MULTIMODAL TRANSPORTATION CORRIDOR EVALUATIONS

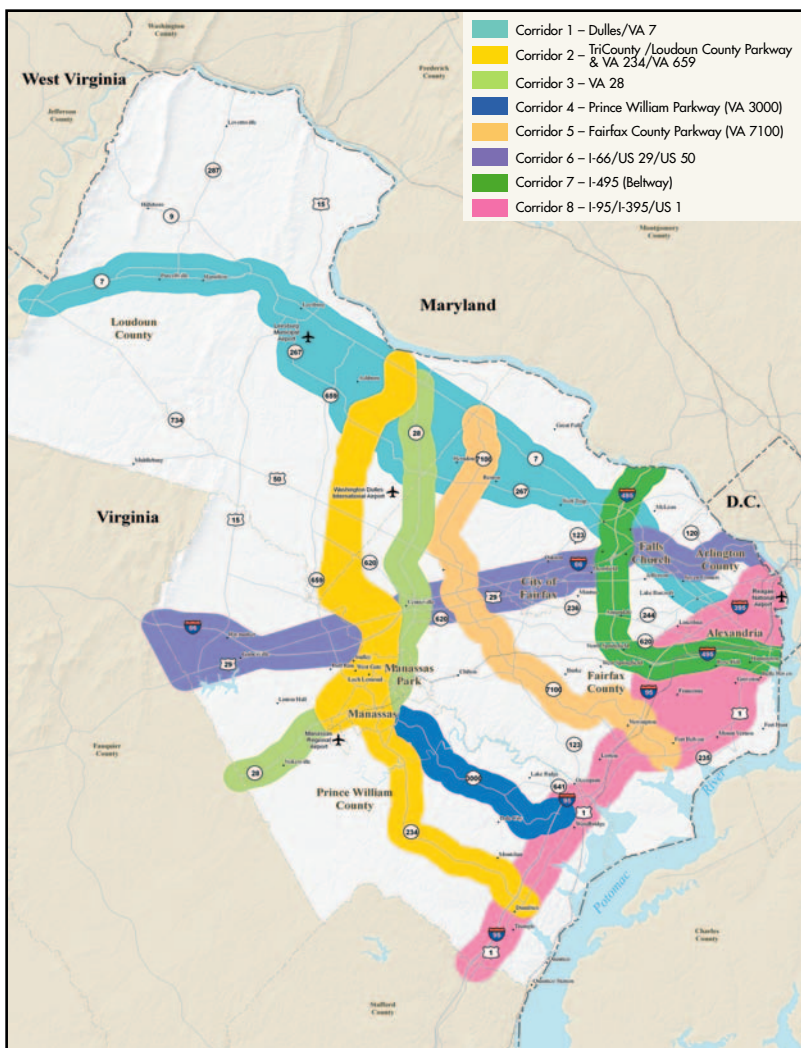
Northern Virginia travelers have a number of options for getting around:

- In a **private automobile** (alone or with others)
- By **public transportation**
- On a **bicycle**
- On **foot**

Northern Virginia's travel corridors also offer choices for the route taken:

- Driving on a **highway** or parallel **arterial streets**
- Riding **Metrorail**, **Virginia Railway Express**, or a **bus**
- Walking or bicycling along a **street** or along an off-street **multi-use trail**

But how well do Northern Virginia's major transportation corridors provide travel choices, and how well are the users of each mode served?



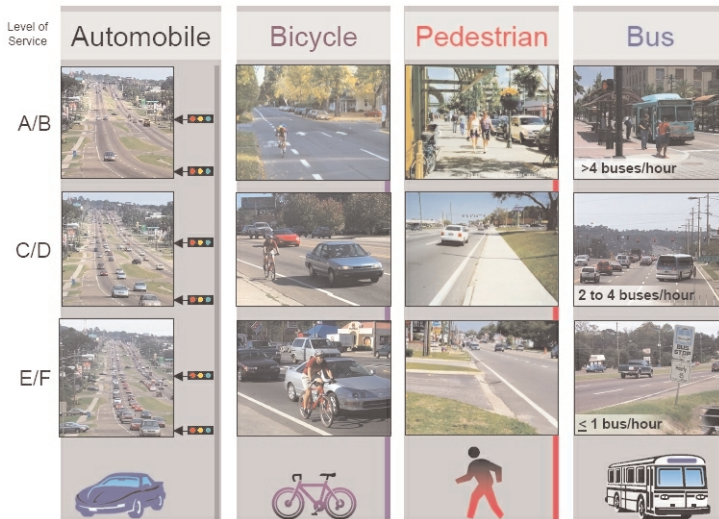
The **TransAction 2030 Study** team is evaluating the quality of service provided to drivers, transit riders, bicyclists, and pedestrians in eight of the region's major transportation corridors, shown on the left. Within each corridor, the team will evaluate highway congestion; crowding on parallel rail transit routes; and the quality of service provided to drivers, bus riders, pedestrians, and bicyclists on one or more parallel arterial streets.

Arterial streets are a backbone of the transportation system, serving users of different modes, and trips of various lengths.

If the parallel highway is congested, regional traffic may divert to the arterial streets, making local travel more difficult.

A wide street that moves many cars and trucks at high speeds serves those travelers well, but likely will not serve bus riders (who need to cross the street), bicyclists, and pedestrians as well.

This **multimodal evaluation** will help the region better understand current conditions and the trade-offs involved between modes when making transportation system improvements.



LOS is related on an A to F scale. LOS F is undesirable from a user point-of-view.
 Courtesy Florida DOT

Transportation planners use the concept of level of service (LOS) to describe conditions along roadways.

For automobiles, LOS reflects the level of congestion that drivers experience as low travel speeds, delays at traffic signals, and difficulty changing lanes.

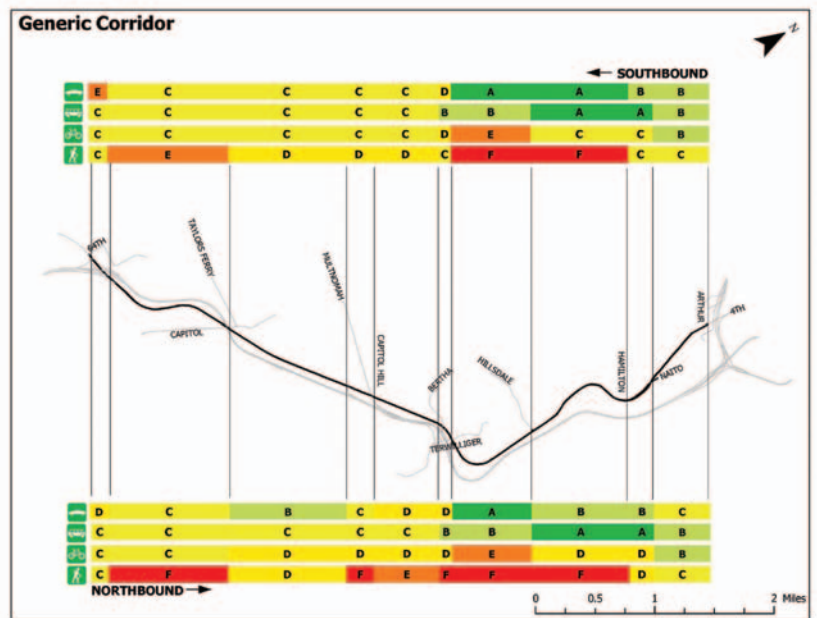
For pedestrians and bicyclists, LOS reflects one's comfort level—as traffic volumes go up and one's separation from cars and trucks goes down, one becomes less comfortable walking or biking along a roadway.

For bus riders, LOS on a roadway reflects how often service is provided, and the walking environment around bus stops.

The TransAction 2030 Study team will also evaluate aspects of regional transit service quality, such as travel times from one place to another, and crowding.

A set of color-coded maps, similar to the one shown to the right, will depict levels of service for each travel mode along the main arterials passing through the corridor, for the year 2005 and the year 2030.

Another set of maps will depict the level of service on the highways in each corridor, as well as the level of service for existing and possible future high-capacity transit lines, such as Metrorail, Virginia Railway Express commuter rail and future LRT.



These maps will help show the following:

- Current problem areas in each corridor, for each mode
- The impacts of regional growth on travelers' quality of service
- The impacts of different sets of improvement projects on service quality

This work will help the Northern Virginia Transportation Authority prioritize how the region's transportation dollars will be spent in the future.

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