

Integrating Transportation & Development in the National Capital Region

A New Approach - This study was conducted for the Chesapeake Bay Foundation. MCV obtained the MINUTP data sets and driver files for the 1990 and 2010 long range plan. The 1990 data sets were used to validate MINUTP setups at MCV. The 2010 long range plan was executed to establish a base case for comparison with land use alternatives. Two land use alternatives were evaluated. One alternative consists of a transit oriented development (TOD) utilizing a transit center site in Fairfax Center Area of Fairfax County. The TOD concept concentrated development nodes at strategic points along a regional rail system, using the transitways and hubs as a framework for shaping an efficient growth pattern. The second land use alternative utilized four prototypes for application in the Washington metropolitan area. The four prototypes included urban corridor, TOD, intense urban use model and lastly a rural village node concept. The transportation impacts of the land use changes were analyzed through vehicle miles of travel, vehicle miles of travel per household, vehicle hours of travel, average speed, average trip length, levels of service, etc.

