



County of Fairfax, Virginia

Policy on Level of Service in Activity Centers

Board Transportation Committee
December 17, 2013



Purpose of Presentation

- Provide information to the Board on a staff recommendation to change the Transportation Policy Plan level of service (LOS)D standard to LOS E for activity centers
- Activity centers consist of:
 - Transit Station Areas
 - Community Business Centers
 - Revitalization Areas
 - Suburban Centers
 - Tysons Urban Center



What is Level of Service (LOS)?

- LOS measures how well traffic moves along a roadway
- In activity centers delays at intersections typically determine LOS - see table

Average Delay per Vehicle (seconds)	LOS
≤ 10	A
$> 10 - 20$	B
$> 20 - 35$	C
$> 35 - 55$	D
$> 55 - 80$	E
> 80	F



Present LOS Standards

Fairfax County

- Current LOS standard is D

VDOT/FHWA

- LOS standard for National Highway System (NHS) routes is D



County Policy Plan

Transit Oriented Development Guidelines (Appendix to Land Use Policy Plan)

“The design of streets should encourage lower traffic speeds and superior pedestrian circulation....”

Transportation Policy Plan

“Support public transportation and non-motorized travel through design...”



Recently Approved LOS Standards in County

- Springfield CBC, Springfield Metrorail Station Area: **LOS E**
- Baileys Crossroads CBC: **LOS E**, except Leesburg Pike which is LOS D
- Annandale CBC: **LOS E**, except Little River Turnpike which is LOS D
- Tysons Urban Center: **LOS E**
- Reston Transit Station Areas: **LOS E** (proposed)



Impacts of a LOS E Standard for Activity Centers

- Increases a pedestrian/bike friendly environment by slowing traffic
- Limits the width of streets
- Reduces transportation infrastructure costs
- Increases highway congestion and delay

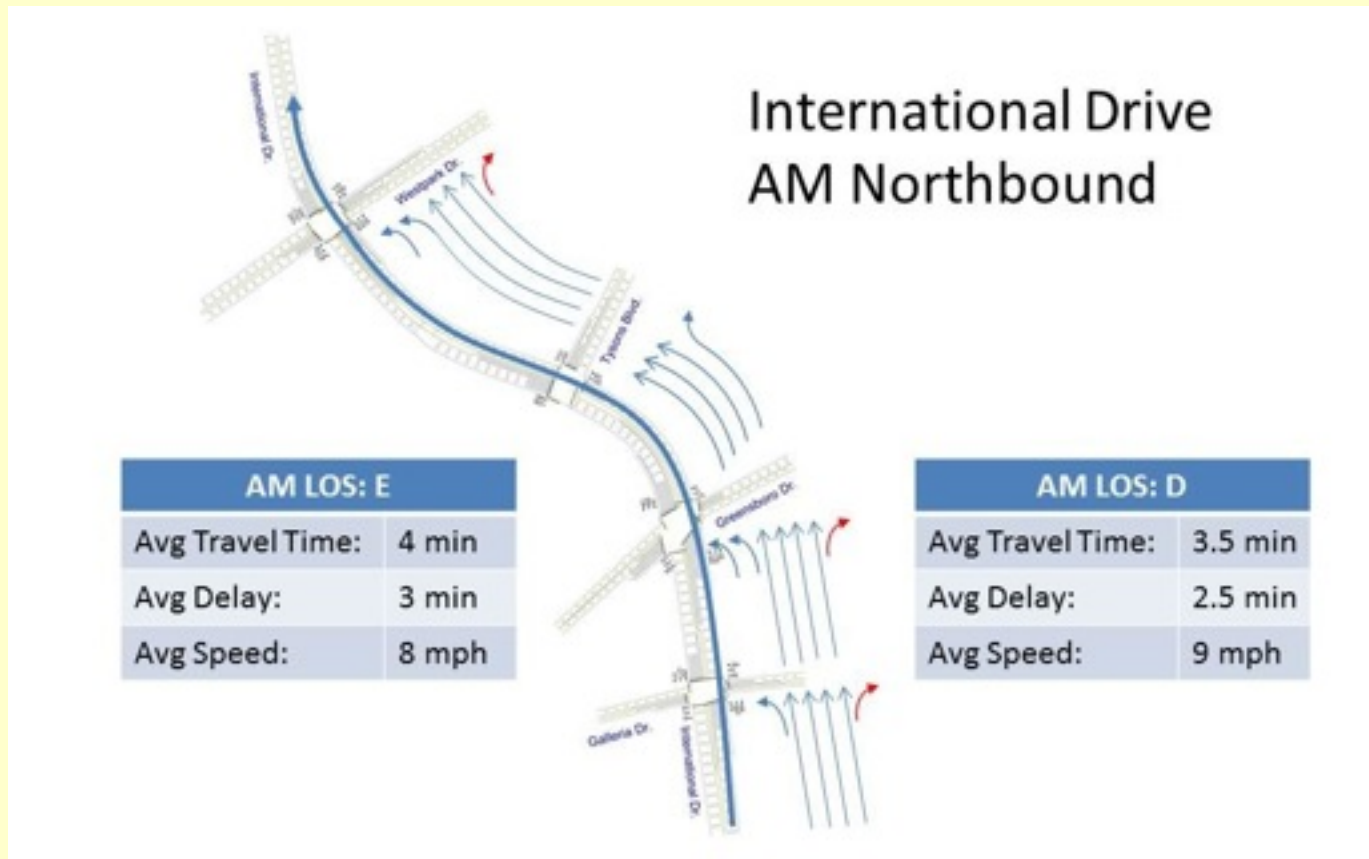


Impact of LOS E: Example 1

Intersection	Delay (seconds)		Additional Mitigation Required to Move from LOS E
	LOS E	LOS D	
Reston Pkwy and Sunrise Valley Drive	79	42	Four additional turn lanes
Reston Pkwy and DTR On/Off Ramps	57	50	One additional turn lane
Hunter Mill Road and Sunrise Valley Drive	65	50	One additional turn lane



Impact of LOS E: Example 2



Note: Red arrows indicate additional turn lanes required to achieve LOS D



Local Jurisdictions: LOS Policy

- Arlington County
 - Emphasis on multimodal level of service
- Montgomery County
 - Has a minimum of LOS D / LOS E for “urban” areas
- Prince William County
 - Has a minimum of LOS D for intersections
- Loudoun County
 - Has a minimum of LOS D for all roads in the County



Jurisdictions in U.S. that Apply LOS E in Activity Centers

- King County, Washington
- Riverside County, California
- Santa Ana, California
- City of Sacramento, California
- Phoenix, Arizona
- San Diego, California



Conclusion & Recommendation

Conclusion:

- The application of LOS E in activity centers will reduce traffic speeds and create a more pedestrian/bike friendly environment. This is in conformance with elements of our existing Policy Plan.

Recommendation:

- Change (through a Plan Amendment) the Transportation Policy Plan LOS D standard to LOS E for activity centers. The standard for NHS roads within activity centers will remain at LOS D.