

FUNDAMENTAL CONCEPTS AND DEFINITIONS

The following concepts and definitions are fundamental to the implementation of the Multimodal System Design Guidelines and the establishment of multimodal design standards. They are included in this Appendix for quick reference.

Multimodal Center

The type of Multimodal Center is determined by the Activity Density, which is defined as the sum of jobs plus population per acre. Multimodal Center Types are designated as P6 (most dense) through P1 (least dense), and consist of: P6 Urban Core, P5 Urban Center, P4 Large Town or Suburban Center, P3 Medium Town or Suburban Center, P2 Small Town or Suburban Center and P1 Rural or Village Center. An example of a P6 Urban Core Multimodal Center is Tysons Corner, located in Fairfax County, which has an Activity Density above 70.

Modal Emphasis

Modal Emphasis, based upon local modal plans, may consist of automobiles, biking, walking, transit and rail within the type of Multimodal Center being developed. In addition, parking and green space are included in the consideration of Modal Emphasis because they have a significant impact on the roadway cross section design.

Roadway Typology

Roadway (Street) Typology, similar in concept to functional classification, consists of Multimodal Through Corridors, Transit Boulevards, Boulevards, Major Avenues, Avenues and Local Streets.

Below is a translation matrix that compares VDOT Functional Classification Classes to the Multimodal Corridor Types.