

APPENDIX B(2)

MULTIMODAL DESIGN STANDARDS FOR MIXED-USE URBAN CENTERS

SECTION B(2) - 1 – INTRODUCTION

INTRODUCTION

The Virginia Department of Transportation's (VDOT) *Road Design Manual* Appendix B(2) on Multimodal Design Standards for Mixed-Use Urban Centers has been developed in accordance with Chapter 498 (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+33.2-327>)* of the 2010 Acts of Assembly, which amended the Code of Virginia by adding [33.2-327](#), relating to design standards and methodologies for state secondary highway system components in certain jurisdictions.

Appendix B(2) serves to provide any interested localities an optional mechanism within the *Road Design Manual* to implement the methodology of the Department of Rail and Public Transportation's (DRPT) Multimodal System Design Guidelines and establish multimodal design standards for mixed-use urban centers.

Multimodal System Design Guidelines

The Multimodal System Design Guidelines were developed by DRPT in conjunction with VDOT and local jurisdictions. DRPT is the owner of the Multimodal System Design Guidelines and will remain responsible for any future revisions to the Guidelines in coordination with VDOT. The DRPT Multimodal System Design Guidelines can be found on the DRPT website at

<http://www.drpt.virginia.gov/planning-and-commuter-programs/multimodal-guidelines/>

It is noted that, for the purposes of establishing multimodal design standards, this Appendix is intended to facilitate the implementation of the *methodology* of the Multimodal System Design Guidelines; some elements of the Guidelines, apart from the methodology, may not be directly applicable to this process.

Multimodal System Design Guidelines Methodology

The methodology contained within the Multimodal System Design Guidelines constitutes a "Complete Streets" approach. Complete Streets are streets that are designed and operated to enable safe access for all travelers regardless of travel mode, age and ability. The overriding purpose of the methodology is the same as that of Complete Streets – to rethink the design of transportation infrastructure to attempt to provide all pedestrians, bicyclists, and transit riders equal access to all destinations. In doing so, the methodology addresses the common limitation of constrained rights of way by affording localities additional flexibility to attempt to accommodate all transportation modes.

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