

Where all modes cannot be accommodated, the methodology embraces the concept of modal emphasis, described in detail within the Guidelines, in which localities can identify which modes to prioritize. Finally, the methodology of corridor design used in these Guidelines does not address issues of motorized vehicular capacity in a corridor, or address any changes to the number of travel lanes.

### **Guidelines Implementation/Multimodal System Plan**

Localities that wish to implement the methodology of the Multimodal System Design Guidelines and use the multimodal design standards shall prepare a Multimodal System Plan for review by DRPT and VDOT. The Multimodal System Plan shall include components that address locality plans for each transportation mode (consistent with §15.2-2223 of the Virginia Code), as applicable, and identify several key elements in map form, including the types of Multimodal Centers, key networks by travel mode, and modal emphasis on each corridor (where applicable). The “Guide for Preparing a Multimodal System Plan” can be found on the DRPT website at

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

VDOT and DRPT recognize that some localities have already developed and adopted the components of a Multimodal System Plan. In these instances, the locality should not need to develop an entirely new plan, but rather, existing components may be compiled to form the basis of a Multimodal System Plan submittal.

### **Additional Information on Multimodal System Design Guidelines**

The DRPT web site also contains three instructional videos, as well as an executive summary of the Multimodal System Design Guidelines, to further introduce the basic concepts and methodology in the Guidelines. The three videos are: “Why Multimodal Planning?”, “Multimodal System Design Guidelines” and “Applying the Design Guidelines.” Localities considering applying these Guidelines are encouraged to watch these three videos.

### **Benefits of Multimodal System Design Guidelines**

The benefits of applying this process to future road design in urban mixed-use contexts are many. In addition to ensuring that the final corridor design conforms to the best industry standards for complete streets and VDOT requirements, this design process can ensure an efficient and economical road design. Furthermore, by following a clear and logical step by step design process, the process of roadway design can ensure that all potential end users of the future corridor are considered appropriately. The remaining sections of this Appendix are intended to facilitate localities’ implementation of the Multimodal System Design Guidelines in order to use the multimodal design standards to develop roadway typical sections.