



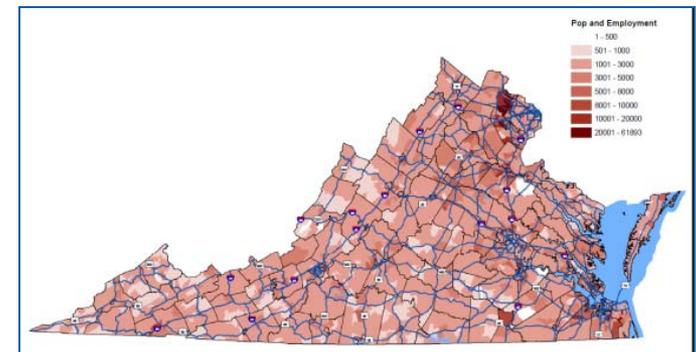
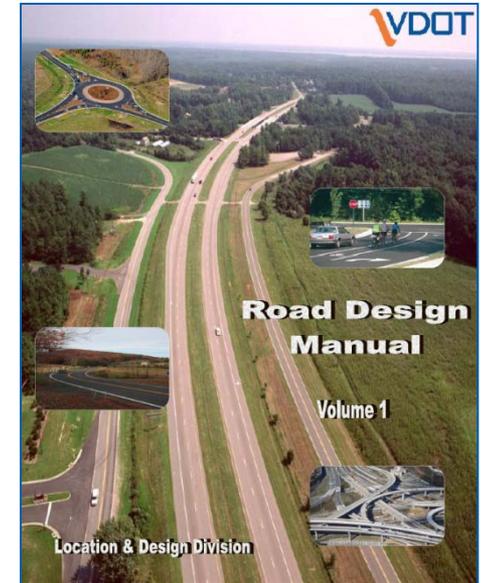
COORDINATING TRANSPORTATION PLANNING AND LAND USE FORUM

April 2, 2014

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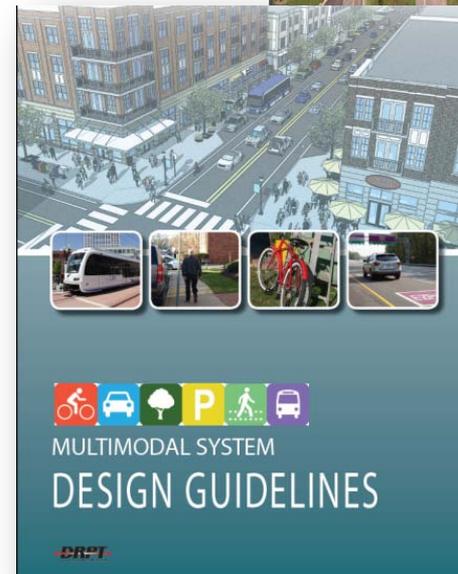
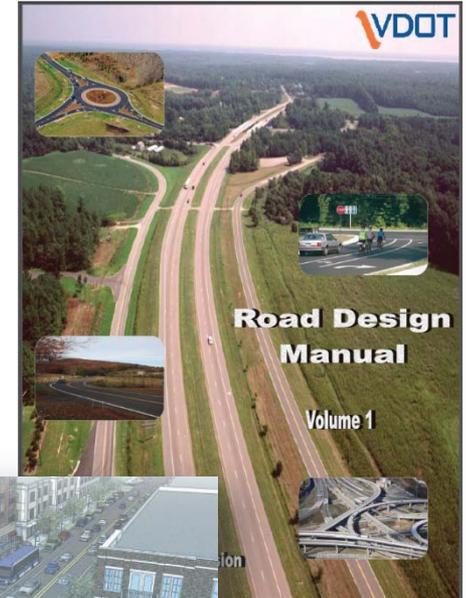
IMPLEMENTATION OF THE GUIDELINES & STANDARDS FOR MIXED-USE URBAN CENTERS

- VDOT owns/maintains majority of roads in Virginia
- Recent legislation allowed localities to work w/VDOT to adopt new urban roadway standards
- 160 localities in Virginia – It is a challenge for VDOT if each locality develops its own urban standards



IMPLEMENTATION OF THE GUIDELINES & STANDARDS FOR MIXED-USE URBAN CENTERS

- DRPT Multimodal System Design Guidelines allow VDOT and DRPT to have a more unified approach to Multimodal Planning and Design
- The Guidelines provide a common language and set of best practices to follow when Planning and Designing Mixed-Use Urban Centers



IMPLEMENTATION OF THE GUIDELINES & STANDARDS FOR MIXED-USE URBAN CENTERS

- DRPT owns the Multimodal System Design Guidelines and will maintain them
- Localities have the option to implement these Guidelines and Standards
- In January 2014, The DRPT Multimodal System Design Guidelines were incorporated into the VDOT Road Design Manual (RDM), Appendix B(2) as the *Multimodal Design Standards for Mixed-Use Urban Centers* with a “link” to the DRPT website

<http://www.drpt.virginia.gov/activities/MultimodalSystemDesignGuidelines.aspx>

IMPLEMENTATION OF THE GUIDELINES & STANDARDS FOR MIXED-USE URBAN CENTERS

Comparison of VDOT Functional Classification Classes to the Multimodal Corridor Types

VDOT Functional Class (Design Speed)	Interstate, Freeway or Expressway (50 – 70 mph)	Urban Other Principal Arterial (30 – 60 mph)	Urban Minor Arterial (30 – 60 mph)	Urban Collector (30 – 50 mph)	Local Street (20 – 30 mph)
Multi Modal Street Typology (Design Speed)	Multimodal Through Corridor (35 – 55 mph)				
		Transit Boulevard (30 – 35 mph)			
		Boulevard (30 – 35 mph)			
			Major Avenue (30 – 35 mph)		
			Avenue (25 – 30 mph)		
					Local Street (25 mph)

Notes:

1. See Road Design Manual, Appendix A for geometry design criteria
2. Posted Speed = Design Speed when Design Speed is 45 mph or less.
3. Roadway (Street) can be posted for less than the Design Speed.

IMPLEMENTATION OF THE GUIDELINES & STANDARDS FOR MIXED-USE URBAN CENTERS

Intersection Spacing Standards for P5 and P6 with Urban Connected Network

Minimum Access Point Spacing within P5 and P6 Multimodal Activity Centers				
Street Typology	Speed (MPH)	Signalized Intersections	Roundabouts or Unsignalized Intersections or Crossovers	Right-in / Right-out Intersections
Through Corridor	≥ 35	1000	500	300
Transit Boulevard	30 - 35	600	400	300
Boulevard & Major Avenue	30 - 35	600	300	200
Avenue	25-30	500	250	150
Local Street	25 ≥	See RDM, Appendix B(1) and Appendix F		

IMPLEMENTATION OF THE GUIDELINES & STANDARDS FOR MIXED-USE URBAN CENTERS

Intersection Spacing Standards for P4 with Urban Connected Network

Minimum Access Point Spacing within P4 Grid Pattern Multimodal Activity Centers				
Street Typology	Speed (MPH)	Signalized Intersections	Roundabouts or Unsignalized Intersections or Crossovers	Right-in / Right-out Intersections
Through Corridor	≥ 35	See RDM, Appendix F, Table 2-2		
Transit Boulevard & Boulevard	30 - 35	800	400	200
Major Avenue & Avenue	25 – 35 **	660	330	200
Local Street	25 ≥	See RDM, Appendix B(1) and Appendix F		

** Major Avenue speed range is 30-35 mph and Avenue speed range is 25-30 mph.

MULTIMODAL SYSTEM PLAN REVIEW & APPROVAL PROCESS

PHASE 1:

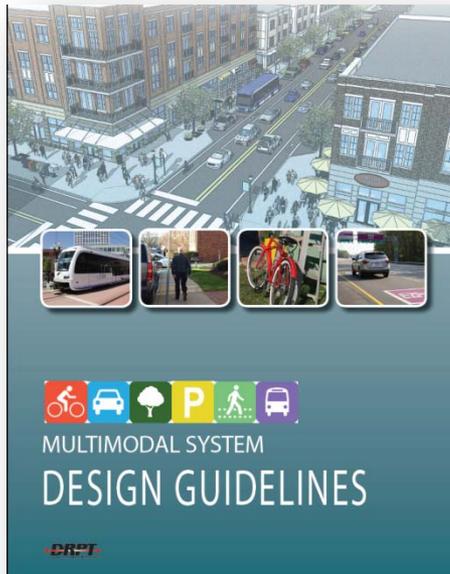
- Involves review and approval of the Plan itself, which shall include components that address locality plans for each transportation mode (consistent with § 15.2-2223 of the Virginia Code), as applicable and identifies the following key elements in map form:
 - Types of Multimodal Centers
 - Travel Modes (Bicycle, Pedestrians, Buses)
 - Modal Emphasis on each Corridor

MULTIMODAL SYSTEM PLAN REVIEW & APPROVAL PROCESS

PHASE 2:

- Involves the review and approval of the roadway typical sections using the Multimodal Design Standards based on the on the Type of Center, Roadway Typology and Modal Emphasis indentified in the Multimodal System Plan.
- Localities have the option to implement these Guidelines and Standards

IMPLEMENTATION OF THE GUIDELINES & STANDARDS FOR MIXED-USE URBAN CENTERS



Questions?

