



Administrative Directive

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1.0 Purpose and Need

- A. Complete Streets improve Virginia Beach's transportation system by providing safe, attractive travel for all users, through a prioritized system of connected transportation choices designed in harmony with adjacent land uses.
- B. The purpose of this Administrative Directive is to develop streets that balance the needs of all users while implementing the Comprehensive Plan's principles for enhancing Virginia Beach's sense of place and creating a highly connected multi-modal transportation system. Through the implementation of this Complete Streets Administrative Directive, the City of Virginia Beach intends and expects to realize benefits in improved public health; environmental sensitivity; more walkable neighborhoods which can foster interaction; a greater sense of community pride; and an improved quality of life.
- C. To implement this Vision, the goals of the City of Virginia Beach will be to:
 1. Consider all users in all aspects of the project development process for surface transportation projects to the fullest extent practicable.
 2. Match and balance roadway functions with user needs, both at the roadway segment level and as part of the larger transportation network.
 3. Develop the public rights of way in harmony with the adjacent land uses.
 4. Develop an attractive and sustainable transportation system.
 5. Promote public health by supporting healthy lifestyle choices and improved air quality.
 6. Promote safety and accident reduction.
 7. Increase the economic value of business districts and neighborhoods.
 8. Strengthen communities by creating a sense of place.

2.0 Administrative Directive

- A. All streets in the City's transportation system will be designed, constructed, operated and maintained to achieve a safe, reliable, convenient, and aesthetically pleasing multi-model system to the fullest extent possible within the constraints of budgets, acquisition, environmental, and other similar factors.
- B. All users and modes - The needs of current and future users of the City's streets, including but not limited to motorists, pedestrians, bicyclists and transit, will be fully considered, evaluated, balanced and accommodated to the fullest extent practical

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- C. All projects and phases - This policy is intended to cover all streets associated with development and redevelopment in the public domain and areas intended for public use within the City of Virginia Beach. This includes all public street projects such as new road construction, reconstruction, retrofits, upgrades, resurfacing and rehabilitation.
- D. Considerations for Exceptions - There are a number of considerations that may limit the applicability of accommodating all users and modes. These considerations are listed below:
 - 1. There is an absence of current or future need.
 - 2. The costs of accommodations for a particular mode are excessively disproportionate to the need and potential benefit within the project.
 - 3. The purpose and scope of the project does not facilitate provisions of such accommodation.
 - 4. The project involves routine, ordinary maintenance activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching and surface treatments.
 - 5. Natural or cultural resource constraints preclude such accommodations.
 - 6. Conditions or restrictions outside the purview of the City of Virginia Beach prohibit such actions.
 - 7. Certain modes may be prohibited on the facility as per city or state code.
- E. Jurisdiction - Where projects involve other jurisdictions or other transportation agencies, the City will work with those jurisdictions to ensure compliance with this policy to the fullest extent practicable.
- F. Design Standards and Guidelines - Designers may consider flexibility in design to the fullest extent allowed by law and regulation. The following standards and guidelines will be used as applicable:
 - 1. Policy on Geometric Design of Highways and Streets (the "Green Book", AASHTO);
 - 2. Guide for the Planning, Designing and Operating of Pedestrian Facilities (AASHTO);
 - 3. Guide for the Development of Bicycle Facilities (AASHTO);
 - 4. Roadside Design Guide (AASHTO)
 - 5. Manual on Uniform Traffic Control Devices ("MUTCD", FHWA);
 - 6. Public Right-of-Way Accessibility Guidelines (US Access Board)
 - 7. ADA Standards for Accessible Design (US Access Board)
 - 8. Virginia Supplement to the MUTCD (VDOT)
 - 9. Road Design Manual (VDOT)
 - 10. Road & Bridge Standards (VDOT)
 - 11. Structure & Bridge Manual (VDOT)
 - 12. Multimodal System Design Guidelines (VDRPT)
 - 13. Public Works Design Standards Manual
- G. Context Sensitivity - Public rights-of-way and other areas intended for public use shall reflect the context and character of the surrounding built and natural environment, and enhance their appearance. Project design will be context-sensitive, considering adjacent land uses, local needs, standards set forth in the various Comprehensive Plan documents, along with the project's roles for connectivity and continuity within the larger network.

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3.0 Procedure to Accomplish Administrative Directive

- A. As part of its regular meeting, the City's Transportation Committee (reactivated) will facilitate accomplishing the Administrative Directive. The following departments are represented on the City's Transportation Committee:
1. Public Works
 2. Planning
 3. Economic Development
 4. Parks and Recreation
 5. City Manager
 6. Strategic Growth Area
- B. Project review. Each City department involved in the development, review and/or administration of projects applicable to this Directive will consider the Complete Streets process through their normal project review and implementation processes and through coordination with other departments and the general public.
- C. Staff Training. The City will train pertinent City staff on the content of the Complete Streets principles and best practices for implementing the policy.
- D. Collaboration. The City will foster a collaborative atmosphere across departments throughout the planning, design and management phases to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

Approved as to Content:		10.13.14
	Director, Strategic Growth Areas Department	Date
Approved:		10-21-14
	Director, Department of Public Works	Date
Approved:		10/22/14
	Director, Department of Planning	Date
Approved:		10/23/14
	Director, Department of Parks and Recreation	Date
Approved as to Legal Sufficiency:		10/28/14
	City Attorney's Office	Date
Approved:		11/4/14
	City Manager	Date
Approved:		11.4.14
	Dave L. Hansen, Deputy City Manager	Date
Approved:		11/9/14
	Cindy A. Curtis, Deputy City Manager	Date
Approved:		11/3/14
	Douglas L. Smith, Deputy City Manager	Date