

Appendix A: Multimodal System Plan Maps

These maps represent the Multimodal System Plan for Norfolk.

The Multimodal System Plan envisions a new future for the way we travel in and around Norfolk. It's a way of understanding how different transportation networks – bicycle, pedestrian, and transit – could work together and interconnect as a system. This system-wide view of the City is the long-term vision for multimodal transportation in Norfolk.

A Multimodal System Plan is made up of layers of maps that show things like Multimodal Centers, Multimodal Districts, Multimodal Corridor Types, Transect Zones, and Modal Emphasis. These concepts are described and shown in the following maps.

These maps were developed through work sessions with a consultant project team and City staff and were presented to stakeholder and the public for feedback. The project team surveyed the public, held virtual town hall meetings, and received comments and suggestions on the draft maps. These maps have been revised to reflect the comments and suggestions submitted by members of the public.

[Citywide Maps](#)

[Northwest Maps](#)



[Northeast Maps](#)



[Southeast Maps](#)

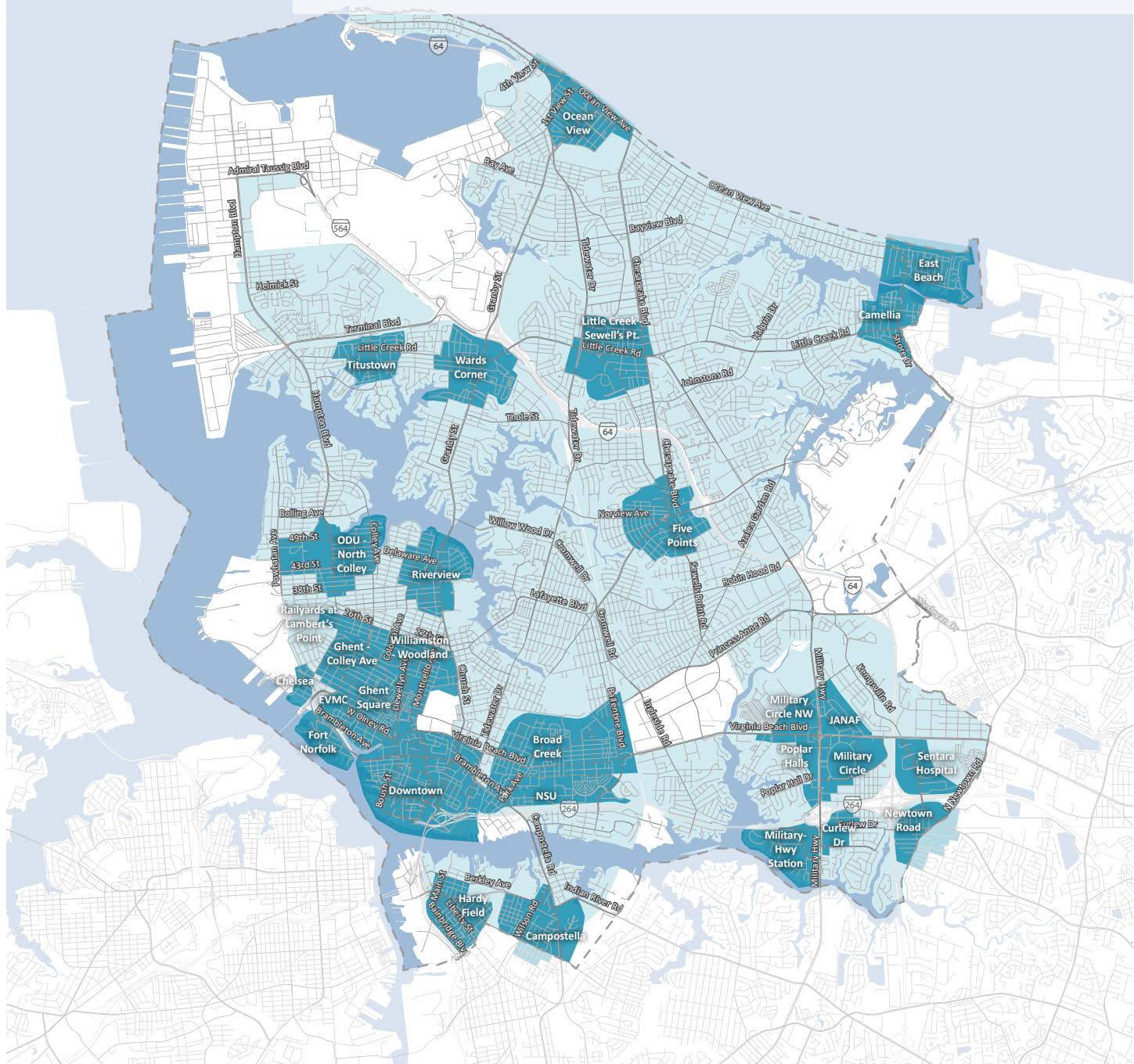


[Southwest Maps](#)

[Downtown Maps](#)



Multimodal Districts and Centers



Multimodal Districts and Centers

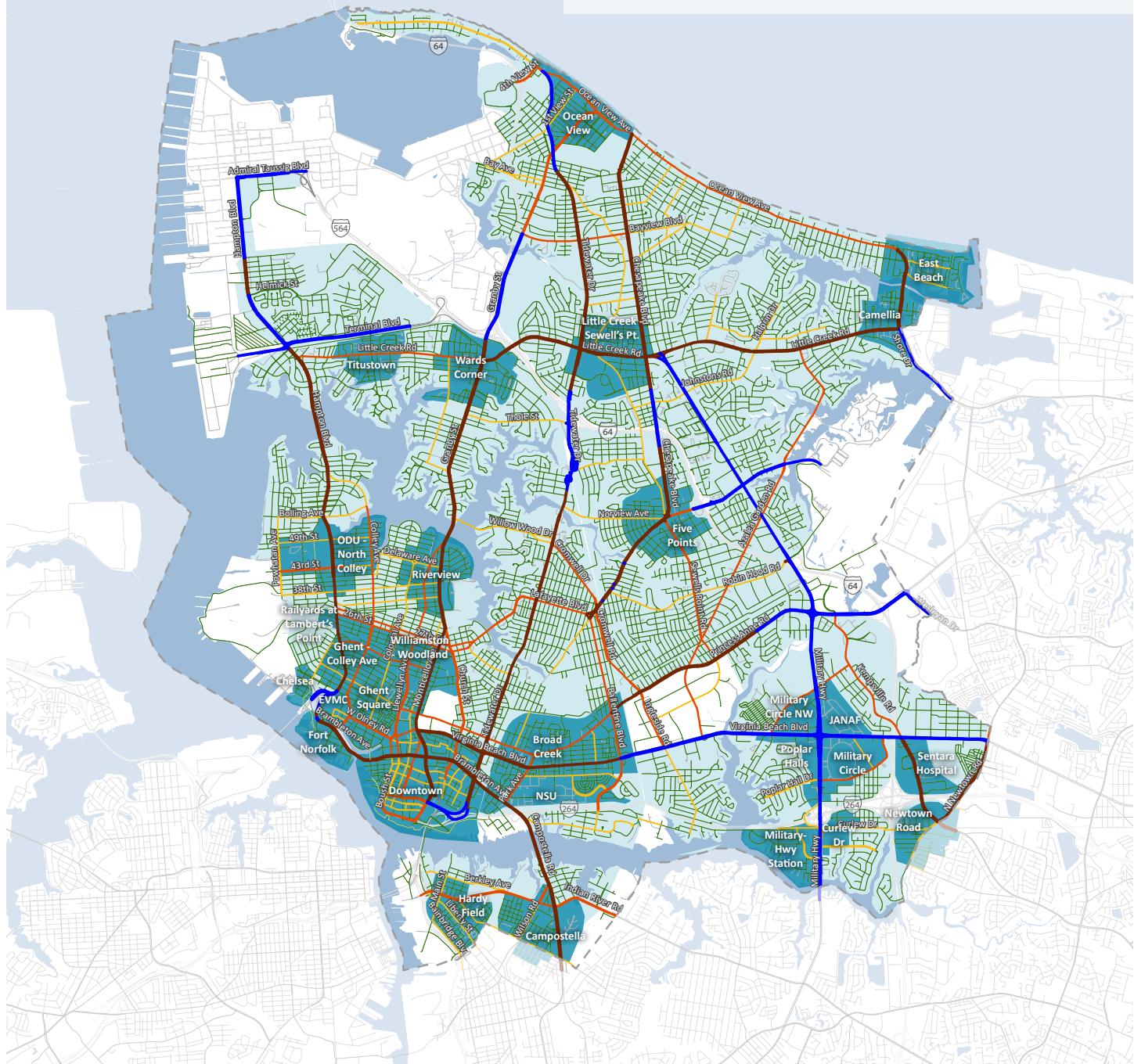
Multimodal District

Multimodal Center

Multimodal Districts are, quite simply, areas that should be safe for walking, riding a bike, or using other modes, either now or in the future. They are usually low density areas like residential neighborhoods and can be any size. They cover most of the City, except for areas like special industrial districts and federal land. All civic leagues are part of a multimodal district.

Multimodal Centers are areas with a higher density of people and jobs than Multimodal Districts. Destinations are closer together and easily reachable by bike or walking. Multimodal Centers should have a fine-grained network of high-quality facilities for walking and bicycling.

Multimodal Corridors



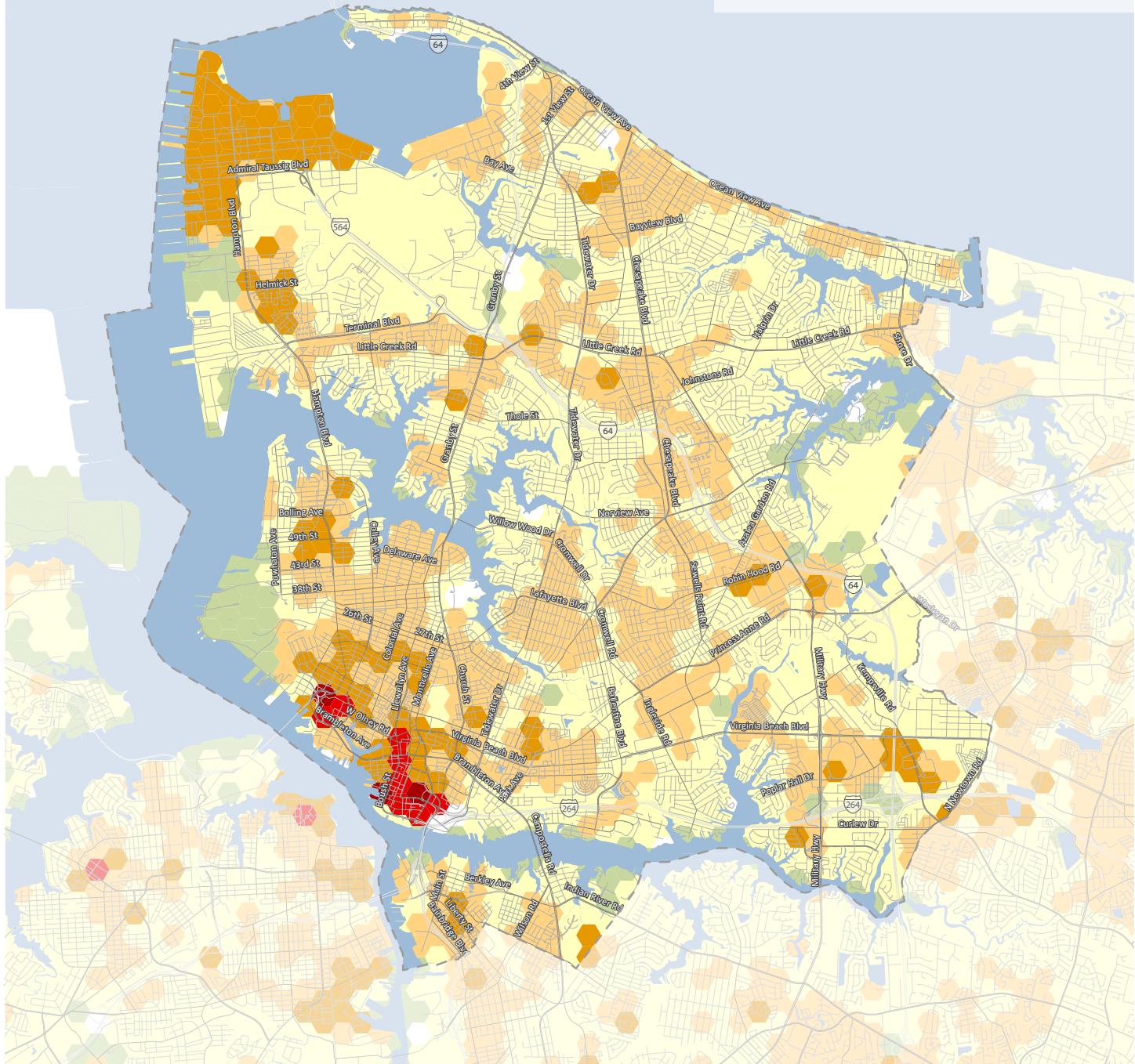
Multimodal Corridors

- Multimodal Through Corridor
- Boulevard
- Major Avenue
- Avenue
- Local Street
- Off-Street Path
- Multimodal District
- Multimodal Center

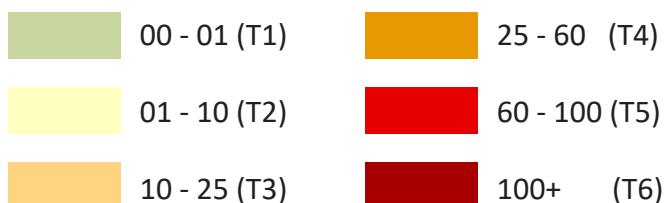
Multimodal Through Corridors are higher speed streets designed for vehicles to get smoothly and quickly from one area to another, yet still provide safe minimum facilities for non-motorized modes.

Boulevards, Major Avenues, Avenues, and Local Streets (Placemaking Corridors), are streets designed with slower speeds than Multimodal Through Corridors. These Placemaking Corridors will be designed for pedestrian and bicyclists to feel safe and comfortable. **Boulevards** will be designed to move lots of people in buses, on bikes, and on sidewalks. **Local Streets** will be designed to serve only trips that begin or end along them. **Avenues** and **Major Avenues** will be designed to connect Local Streets to Boulevards and Multimodal Through Corridors.

Transect Zones



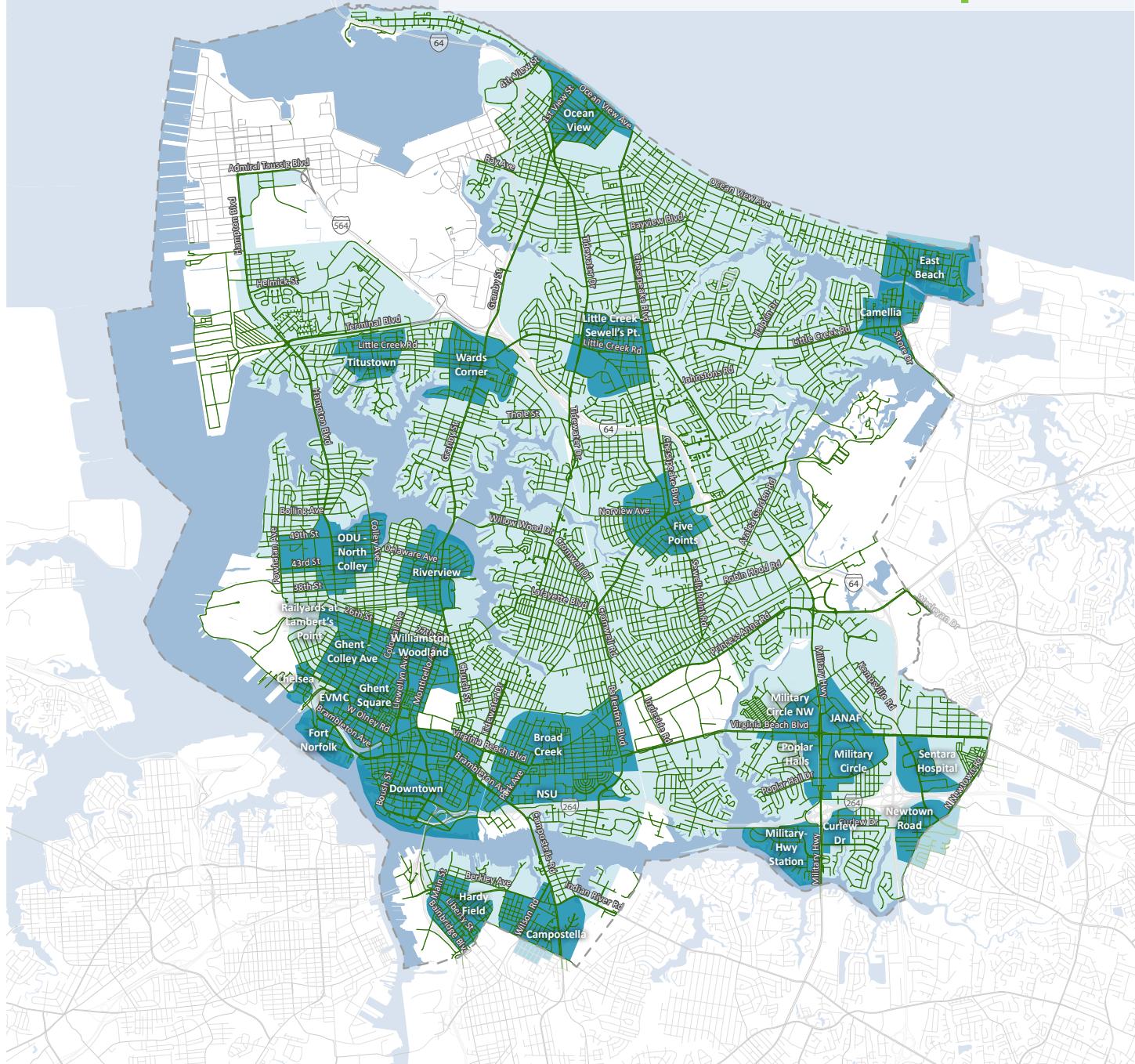
Activity Density (Population + Employment / Acre)



The design of a multimodal corridor is intended to vary depending on the surrounding land use and community context. Streets in areas with high activity levels like downtown are different from streets in areas with lower levels of activity in neighborhoods and should vary in design. **Transect zones** illustrate the general intensity of activity, based on population and job density.

The six categories of transect zones show a generalized gradation of density across the city, based on the level of employment and population in each area. These transect zones will be used to fine tune the specific corridor designs in a series of lookup tables for each element of the street, such as sidewalks, bike facilities and vehicle travel lanes.

Pedestrian Modal Emphasis



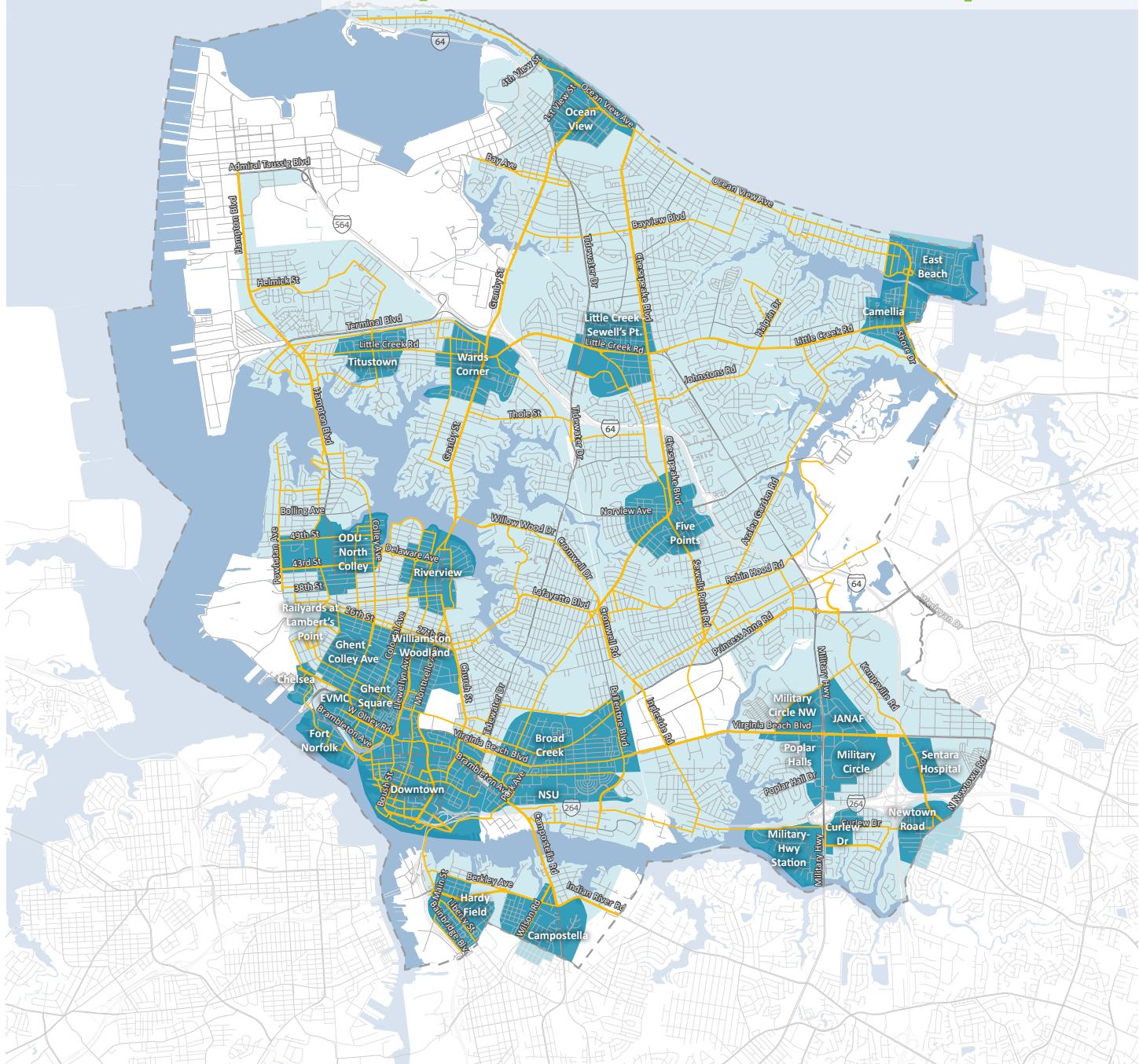
Modal Emphasis

- Pedestrian Emphasis
- Multimodal District
- Multimodal Center

Streets with **Pedestrian Modal Emphasis** will be designed to emphasize pedestrian safety and comfort. Improvements on streets with pedestrian modal emphasis will be designed to provide **optimal** facilities for walking on a case-by-case basis. Improvements may include wider sidewalks and wider buffers between sidewalks and vehicle travel lanes, where feasible.

Improvement projects on streets without pedestrian modal emphasis will meet **minimum** standards for pedestrian facilities.

Bicycle/Scooter Modal Emphasis



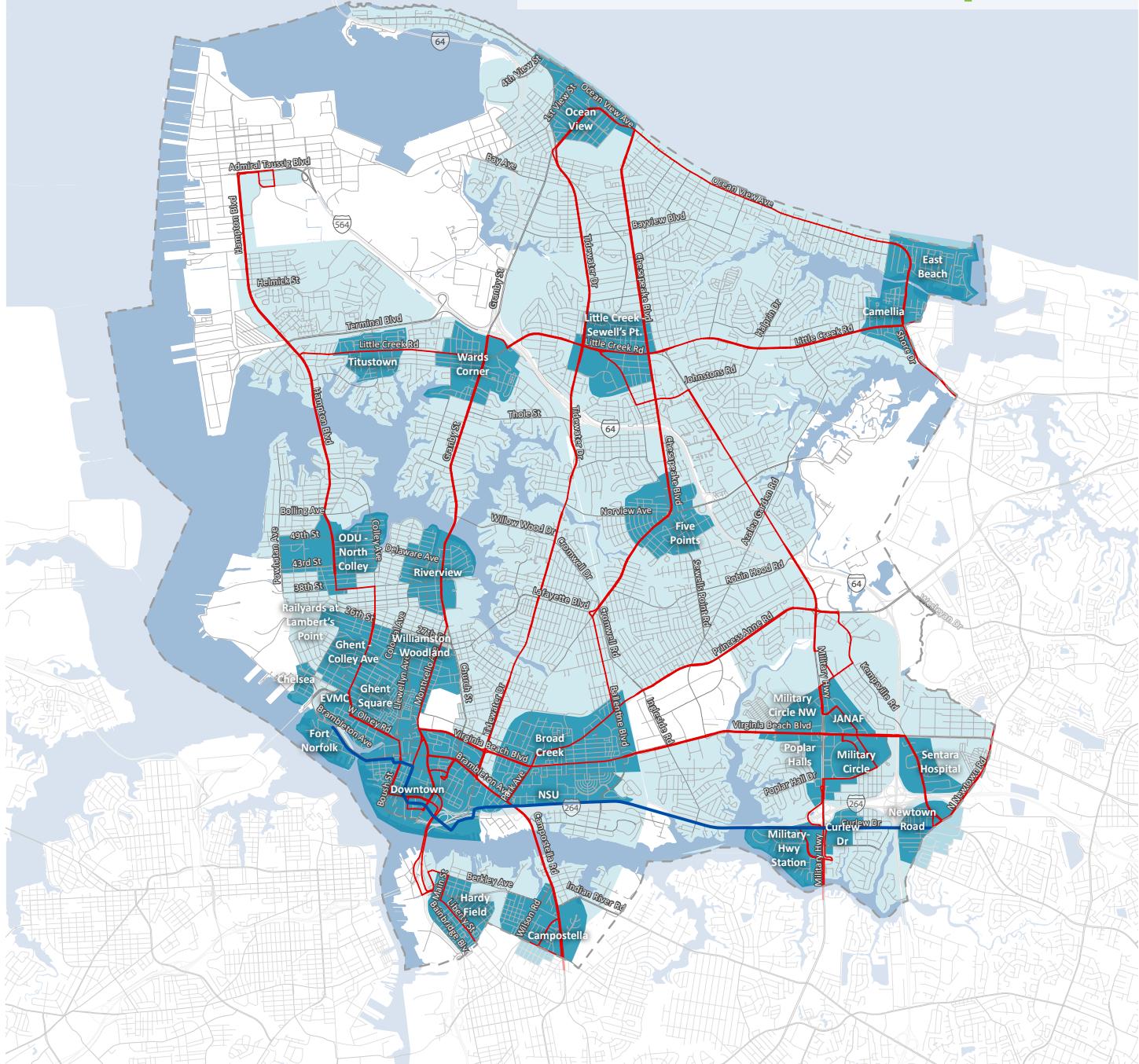
Modal Emphasis

- Bicycle/Scooter Emphasis
- Multimodal District
- Multimodal Center

Streets with **Bicycle/Scooter Modal Emphasis** will be designed to emphasize bicyclist and scooter rider safety and comfort. Improvements on streets with bicycle/scooter modal emphasis will provide optimal facilities for bicycling and scootering, which may include lane repurposing to provide separated bicycle/scooter facilities or collocated bike/bus lanes.

Bicycle/scooter facility design will be determined on a case-by-case basis and follow industry guidance to determine the appropriate type of treatment. Bicycle/scooter modal emphasis may be re-designed during the design phase to parallel corridors that serve the bicycle/scooter safety and connectivity needs better.

Transit Modal Emphasis

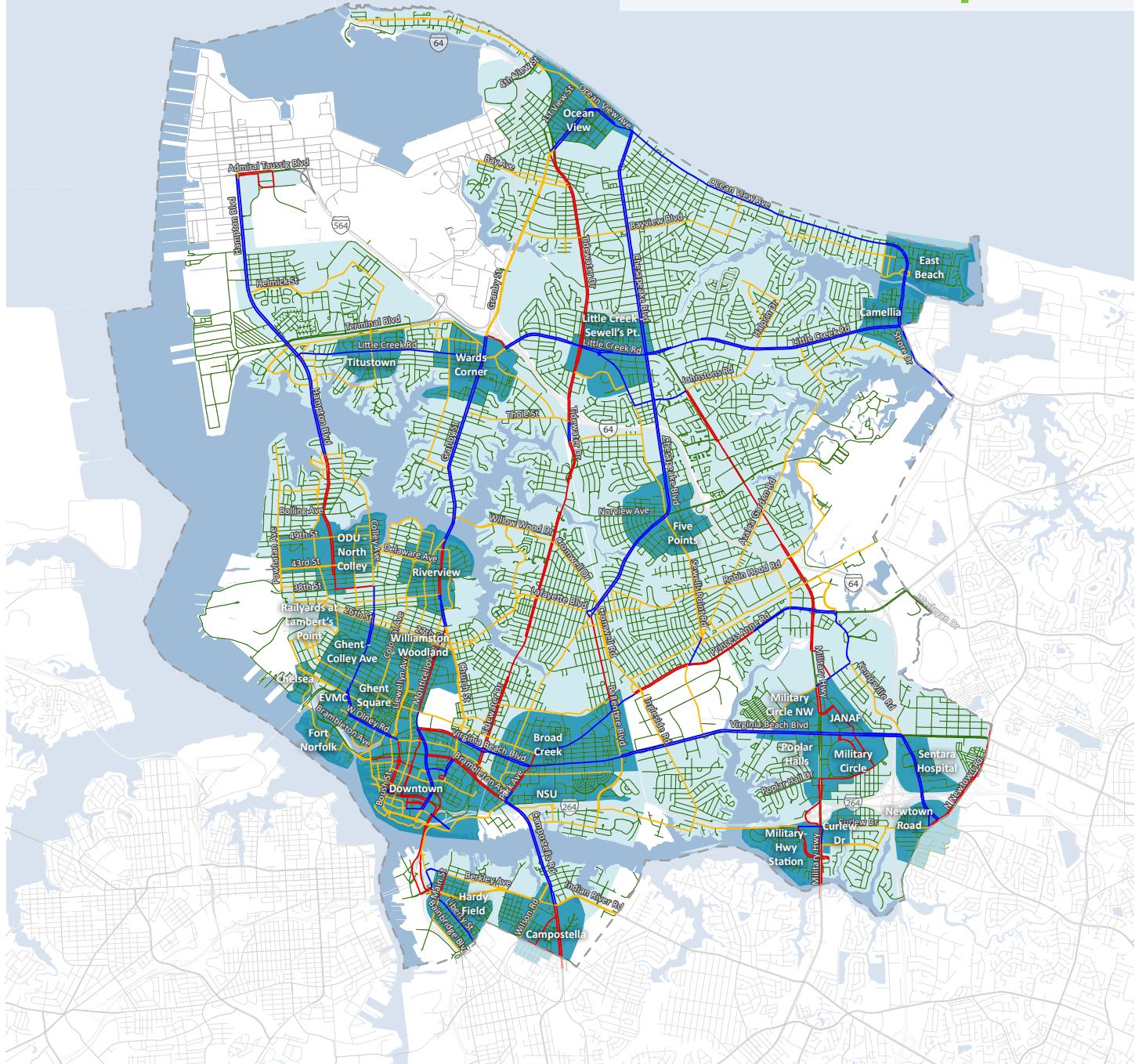


Modal Emphasis

- Transit Emphasis
- Light Rail
- Multimodal District
- Multimodal Center

Streets with **Transit Modal Emphasis** will be designed to provide for efficient transit operations. Improvements on streets with transit modal emphasis will provide adequate lane width for buses and may include dedicated bus-only lanes or combined bike/bus lanes. Improvements may also involve higher quality amenities at bus stops.

All Modal Emphasis



Modal Emphasis

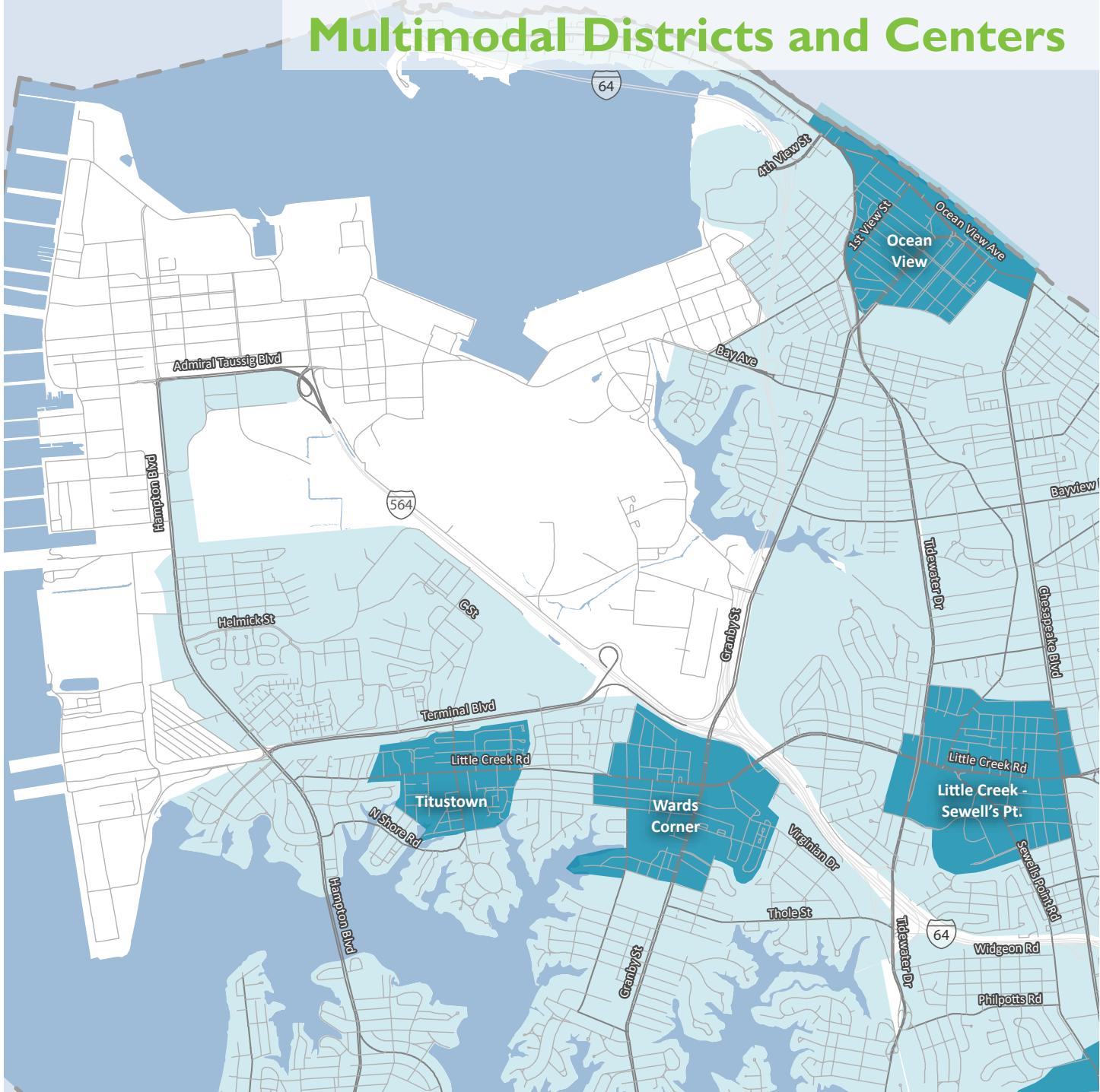
- Pedestrian Emphasis
- Bicycle/Scooter and Pedestrian Emphasis
- Transit and Pedestrian Emphasis
- Bicycle/Scooter, Transit, and Pedestrian Emphasis

— Multimodal District

— Multimodal Center

This map represents the Multimodal System Plan for Norfolk. Many streets have more than one modal emphasis. Some have all three. Improvements on Norfolk's streets will be designed according to the street's modal emphasis and multimodal corridor type.

Multimodal Districts and Centers



Multimodal Districts and Centers

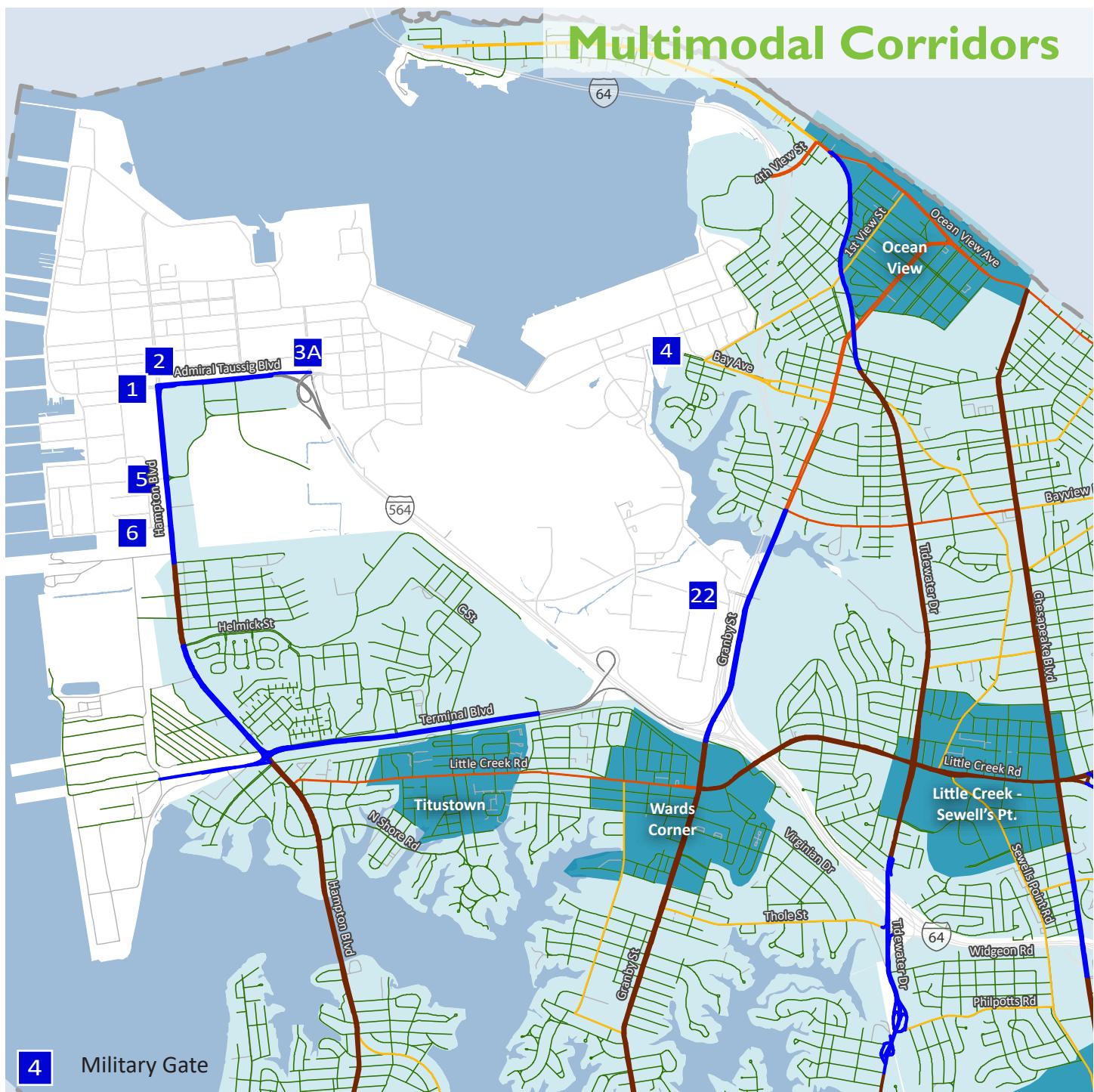
Multimodal District

Multimodal Center

Multimodal Districts are, quite simply, areas that should be safe for walking, riding a bike, or using other modes, either now or in the future. They are usually low density areas like residential neighborhoods and can be any size. They cover most of the City, except for areas like special industrial districts and federal land. All civic leagues are part of a multimodal district.

Multimodal Centers are areas with a higher density of people and jobs than Multimodal Districts. Destinations are closer together and easily reachable by bike or walking. Multimodal Centers should have a fine-grained network of high-quality facilities for walking and bicycling.

Multimodal Corridors



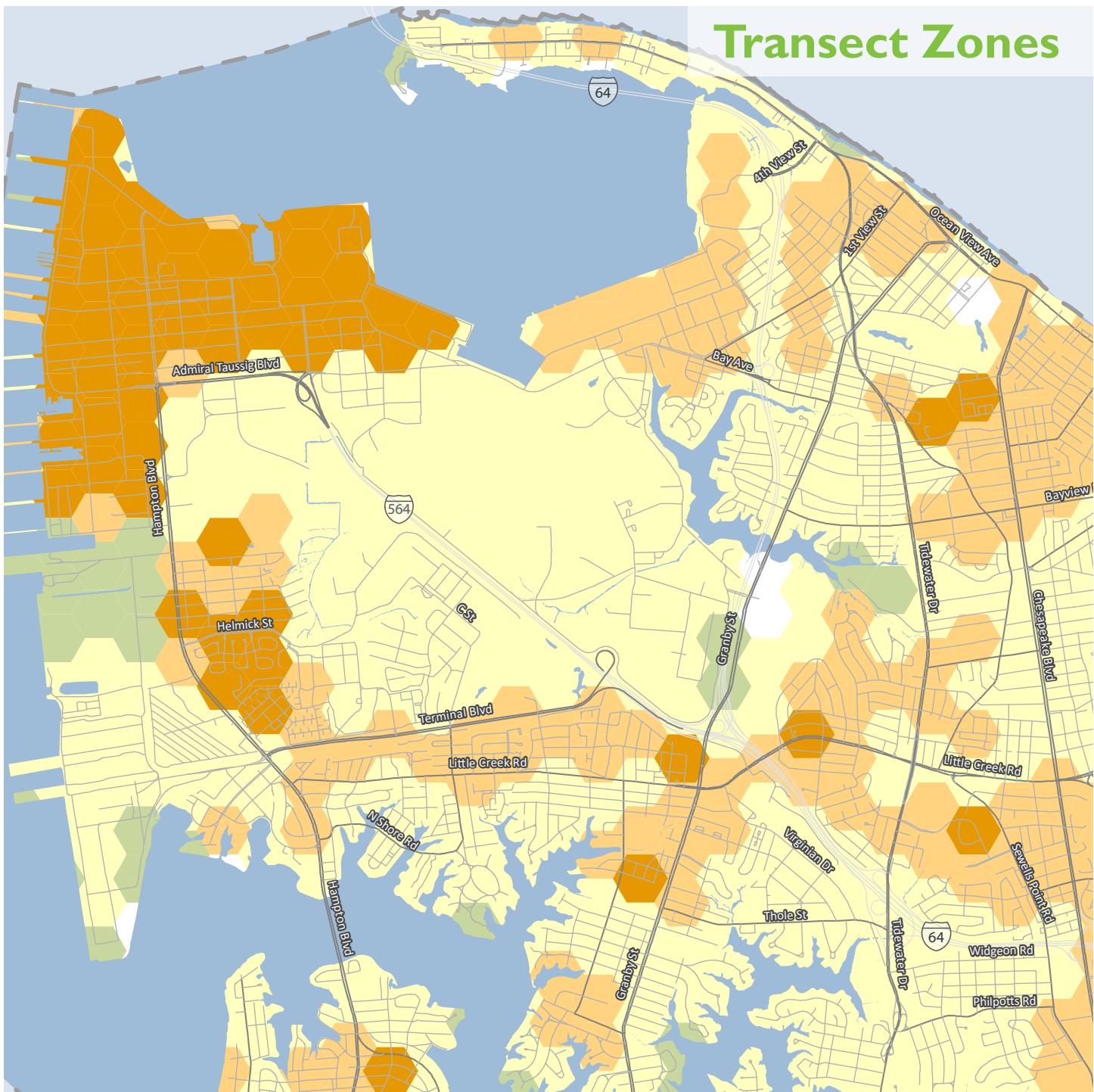
Multimodal Corridors

- Multimodal Through Corridor
- Boulevard
- Major Avenue
- Avenue
- Local Street
- Off-Street Path
- Multimodal District
- Multimodal Center

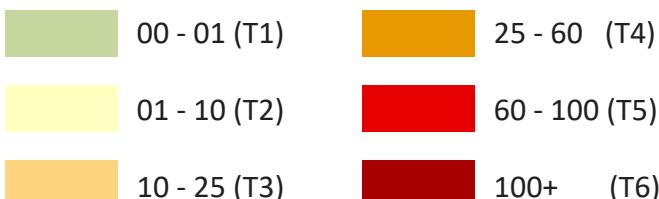
Multimodal Through Corridors are higher speed streets designed for vehicles to get smoothly and quickly from one area to another, yet still provide safe minimum facilities for non-motorized modes.

Boulevards, Major Avenues, Avenues, and Local Streets (Placemaking Corridors), are streets designed with slower speeds than Multimodal Through Corridors. These Placemaking Corridors will be designed for pedestrian and bicyclists to feel safe and comfortable. **Boulevards** will be designed to move lots of people in buses, on bikes, and on sidewalks. **Local Streets** will be designed to serve only trips that begin or end along them. **Avenues** and **Major Avenues** will be designed to connect Local Streets to Boulevards and Multimodal Through Corridors.

Transect Zones



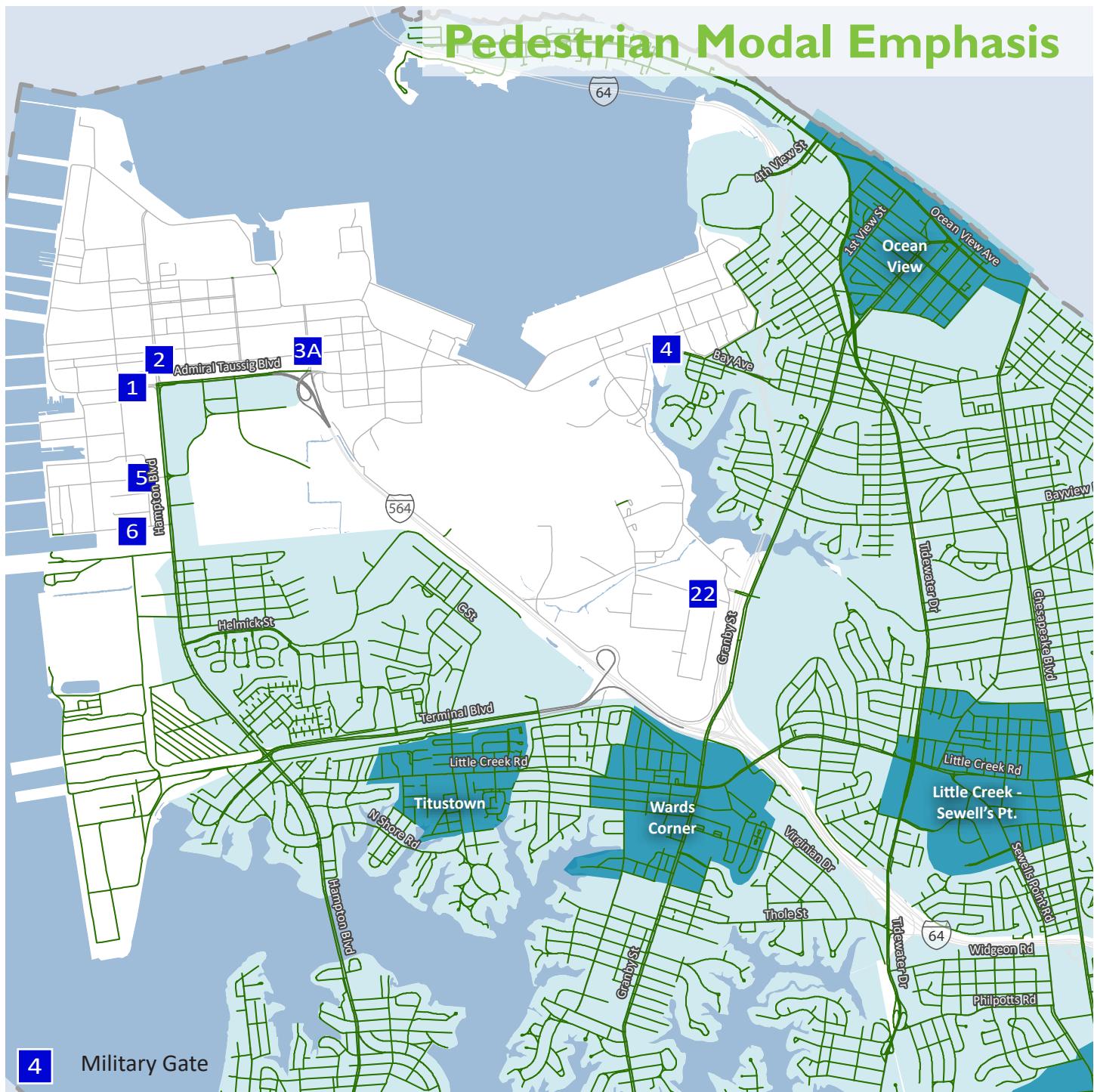
Activity Density (Population + Employment / Acre)



The design of a multimodal corridor is intended to vary depending on the surrounding land use and community context. Streets in areas with high activity levels like downtown are different from streets in areas with lower levels of activity in neighborhoods and should vary in design. **Transect zones** illustrate the general intensity of activity, based on population and job density.

The six categories of transect zones show a generalized gradation of density across the city, based on the level of employment and population in each area. These transect zones will be used to fine tune the specific corridor designs in a series of lookup tables for each element of the street, such as sidewalks, bike facilities and vehicle travel lanes.

Pedestrian Modal Emphasis



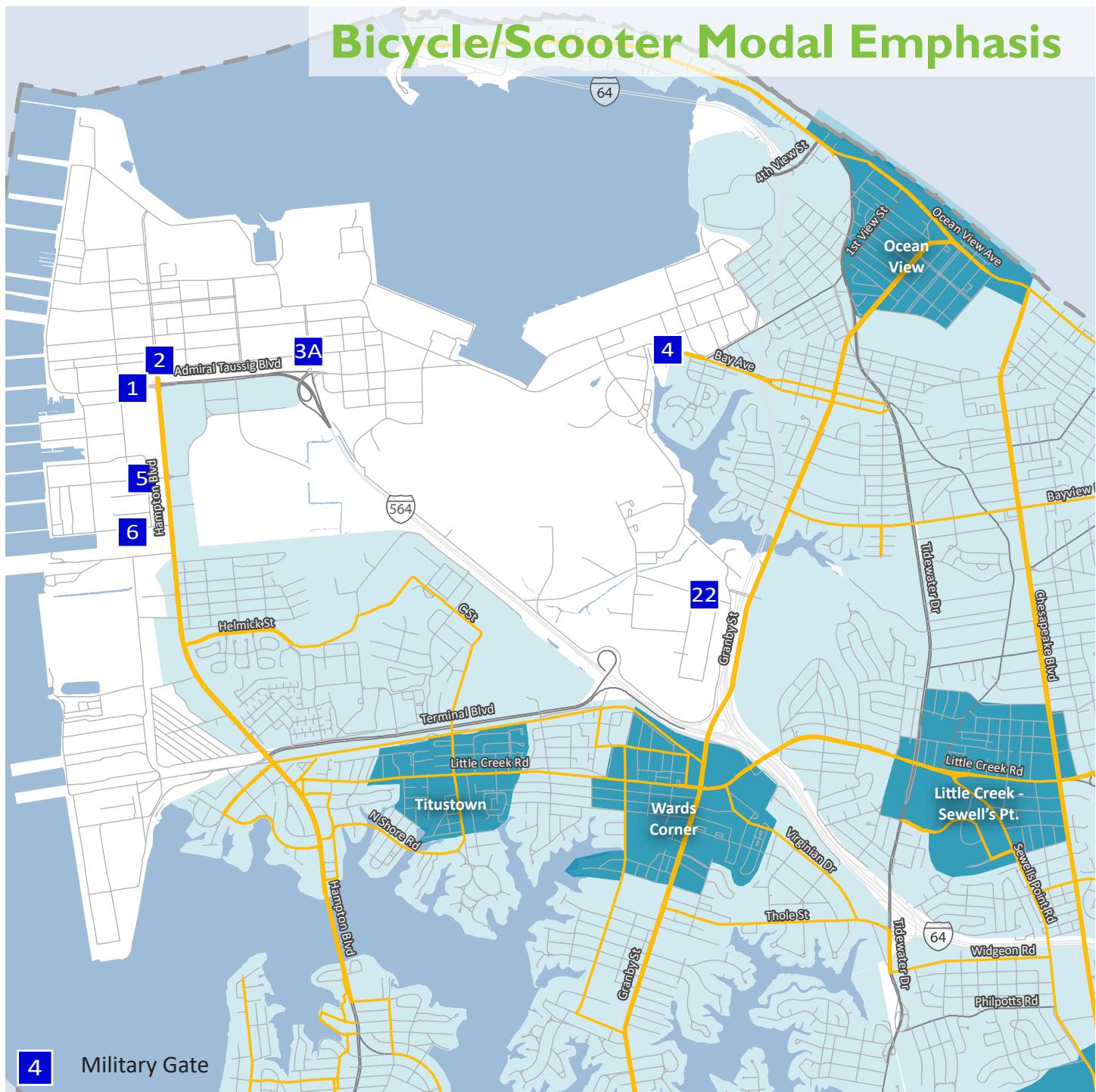
Modal Emphasis

- Pedestrian Emphasis
- Multimodal District
- Multimodal Center

Streets with **Pedestrian Modal Emphasis** will be designed to emphasize pedestrian safety and comfort. Improvements on streets with pedestrian modal emphasis will be designed to provide **optimal** facilities for walking on a case-by-case basis. Improvements may include wider sidewalks and wider buffers between sidewalks and vehicle travel lanes, where feasible.

Improvement projects on streets without pedestrian modal emphasis will meet **minimum** standards for pedestrian facilities.

Bicycle/Scooter Modal Emphasis



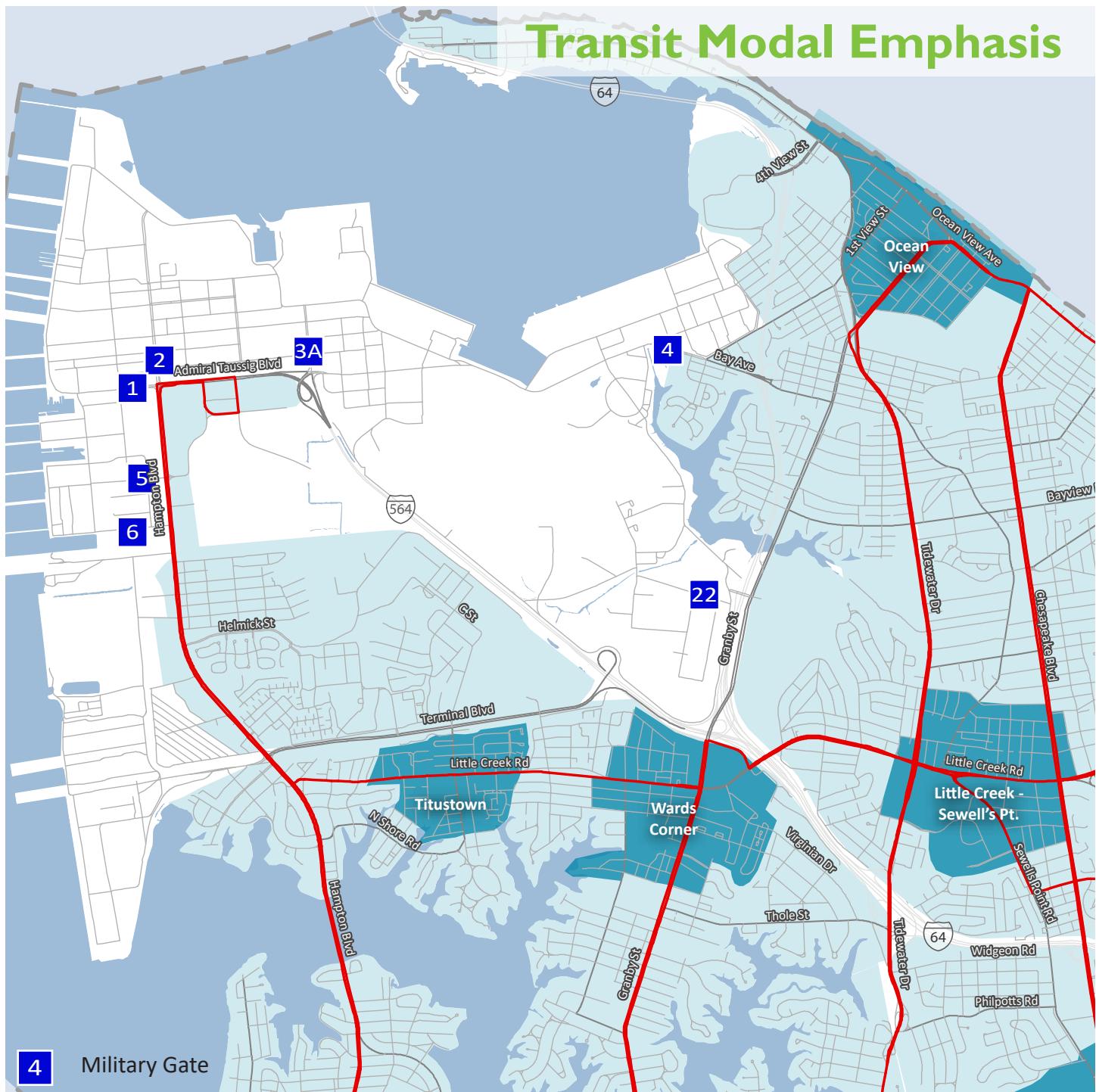
Modal Emphasis

- Bicycle/Scooter Emphasis
- Multimodal District
- Multimodal Center

Streets with **Bicycle/Scooter Modal Emphasis** will be designed to emphasize bicyclist and scooter rider safety and comfort. Improvements on streets with bicycle/scooter modal emphasis will provide optimal facilities for bicycling and scootering, which may include lane repurposing to provide separated bicycle/scooter facilities or collocated bike/bus lanes.

Bicycle/scooter facility design will be determined on a case-by-case basis and follow industry guidance to determine the appropriate type of treatment. Bicycle/scooter modal emphasis may be re-designed during the design phase to parallel corridors that serve the bicycle/scooter safety and connectivity needs better.

Transit Modal Emphasis

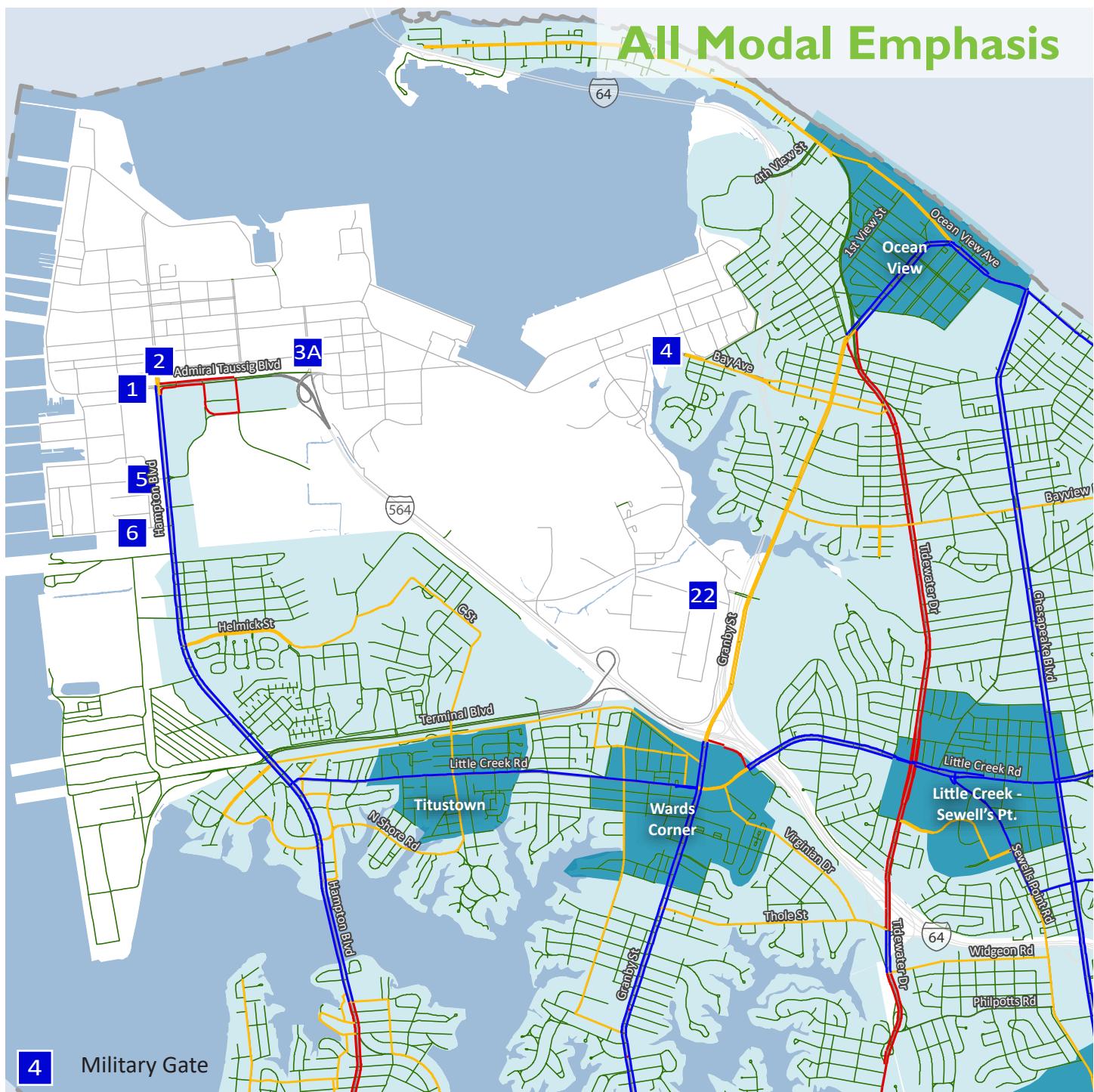


Modal Emphasis

- Transit Emphasis
- Light Rail
- Multimodal District
- Multimodal Center

Streets with **Transit Modal Emphasis** will be designed to provide for efficient transit operations. Improvements on streets with transit modal emphasis will provide adequate lane width for buses and may include dedicated bus-only lanes or combined bike/bus lanes. Improvements may also involve higher quality amenities at bus stops.

All Modal Emphasis



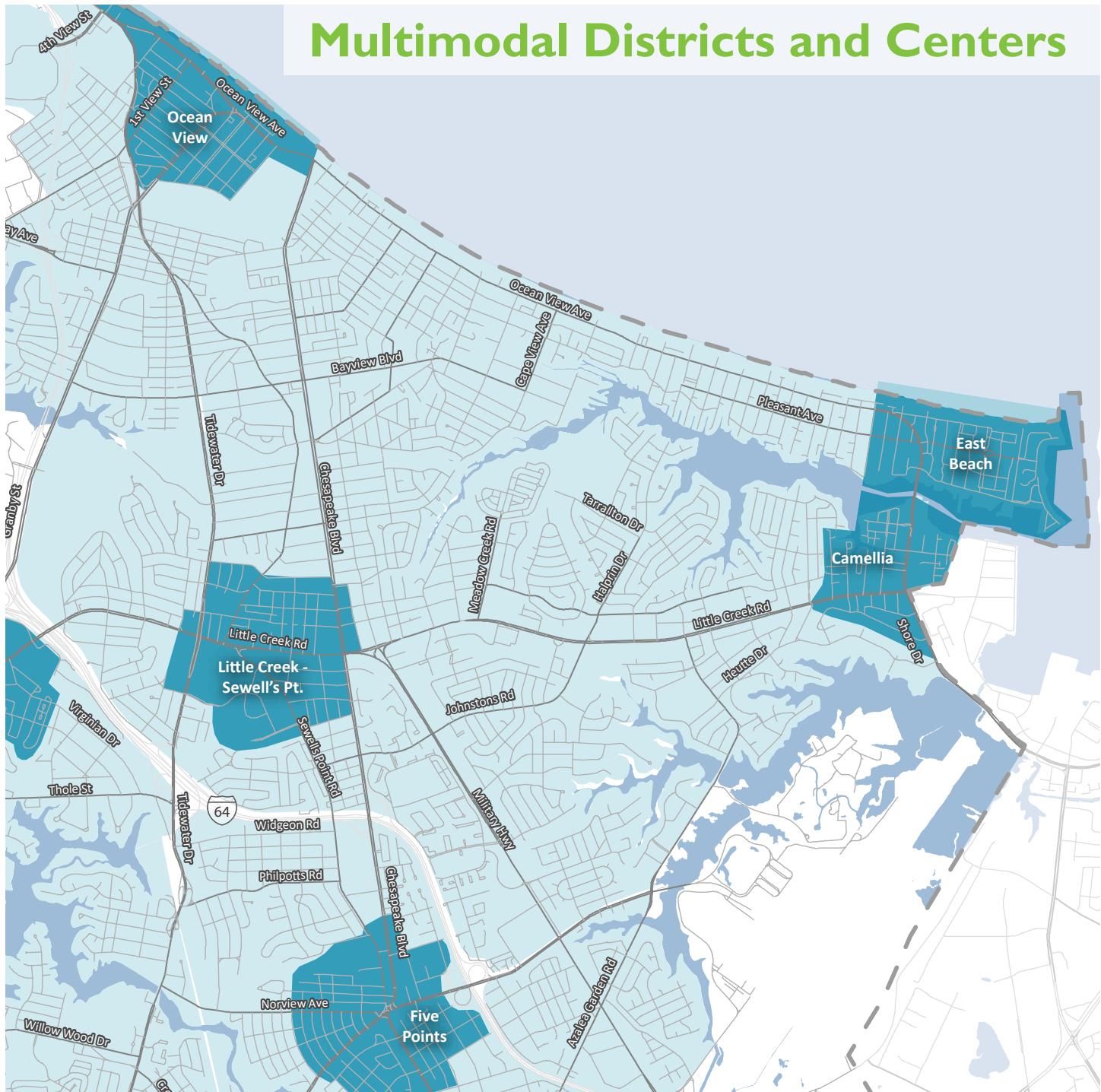
Modal Emphasis

- Pedestrian Emphasis
- Bicycle/Scooter and Pedestrian Emphasis
- Transit and Pedestrian Emphasis
- Bicycle/Scooter, Transit, and Pedestrian Emphasis

■ Multimodal District

■ Multimodal Center

This map represents the Multimodal System Plan for Norfolk. Many streets have more than one modal emphasis. Some have all three. Improvements on Norfolk's streets will be designed according to the street's modal emphasis and multimodal corridor type.



Multimodal Districts and Centers

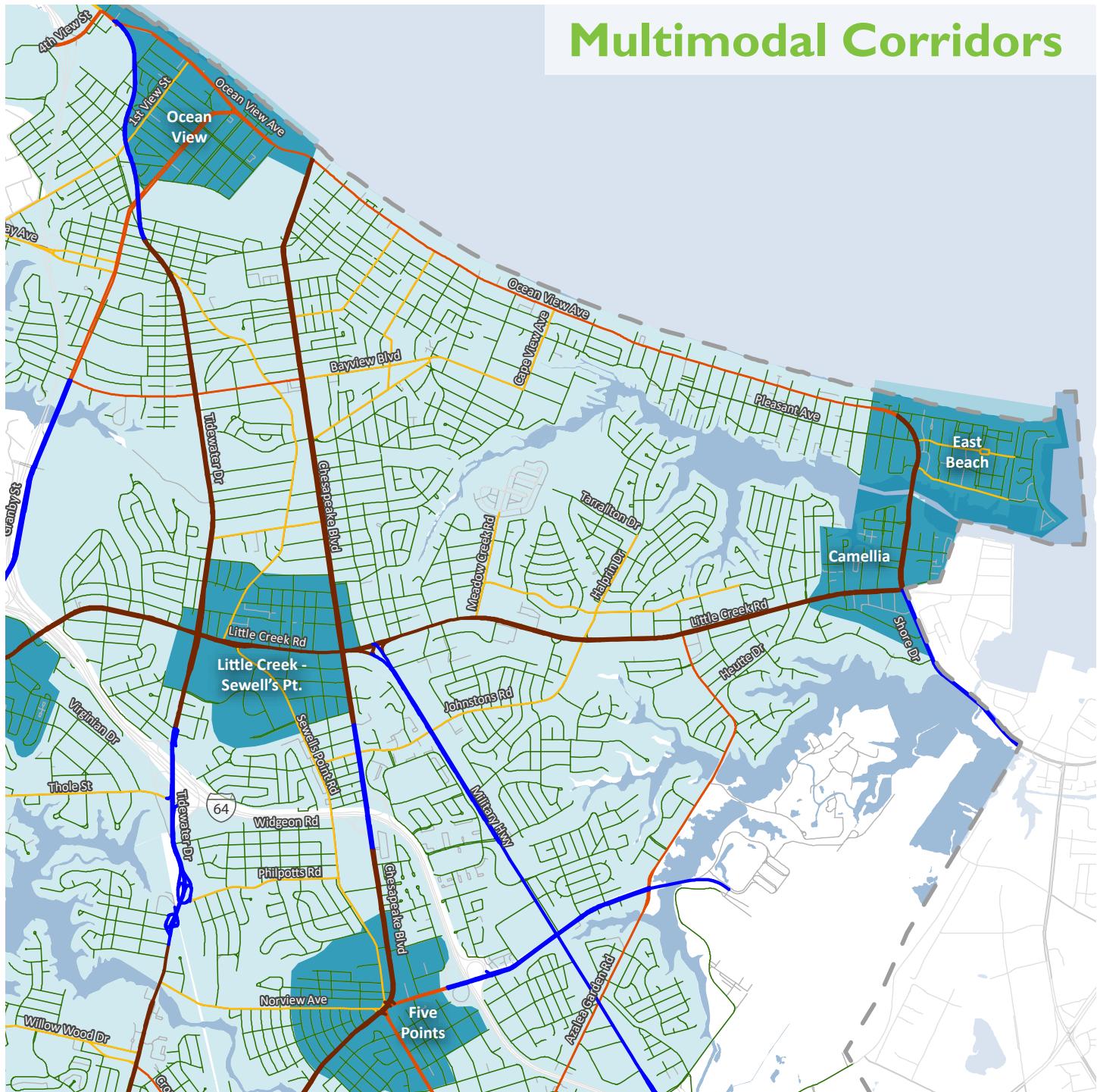
Multimodal District

Multimodal Center

Multimodal Districts are, quite simply, areas that should be safe for walking, riding a bike, or using other modes, either now or in the future. They are usually low density areas like residential neighborhoods and can be any size. They cover most of the City, except for areas like special industrial districts and federal land. All civic leagues are part of a multimodal district.

Multimodal Centers are areas with a higher density of people and jobs than Multimodal Districts. Destinations are closer together and easily reachable by bike or walking. Multimodal Centers should have a fine-grained network of high-quality facilities for walking and bicycling.

Multimodal Corridors



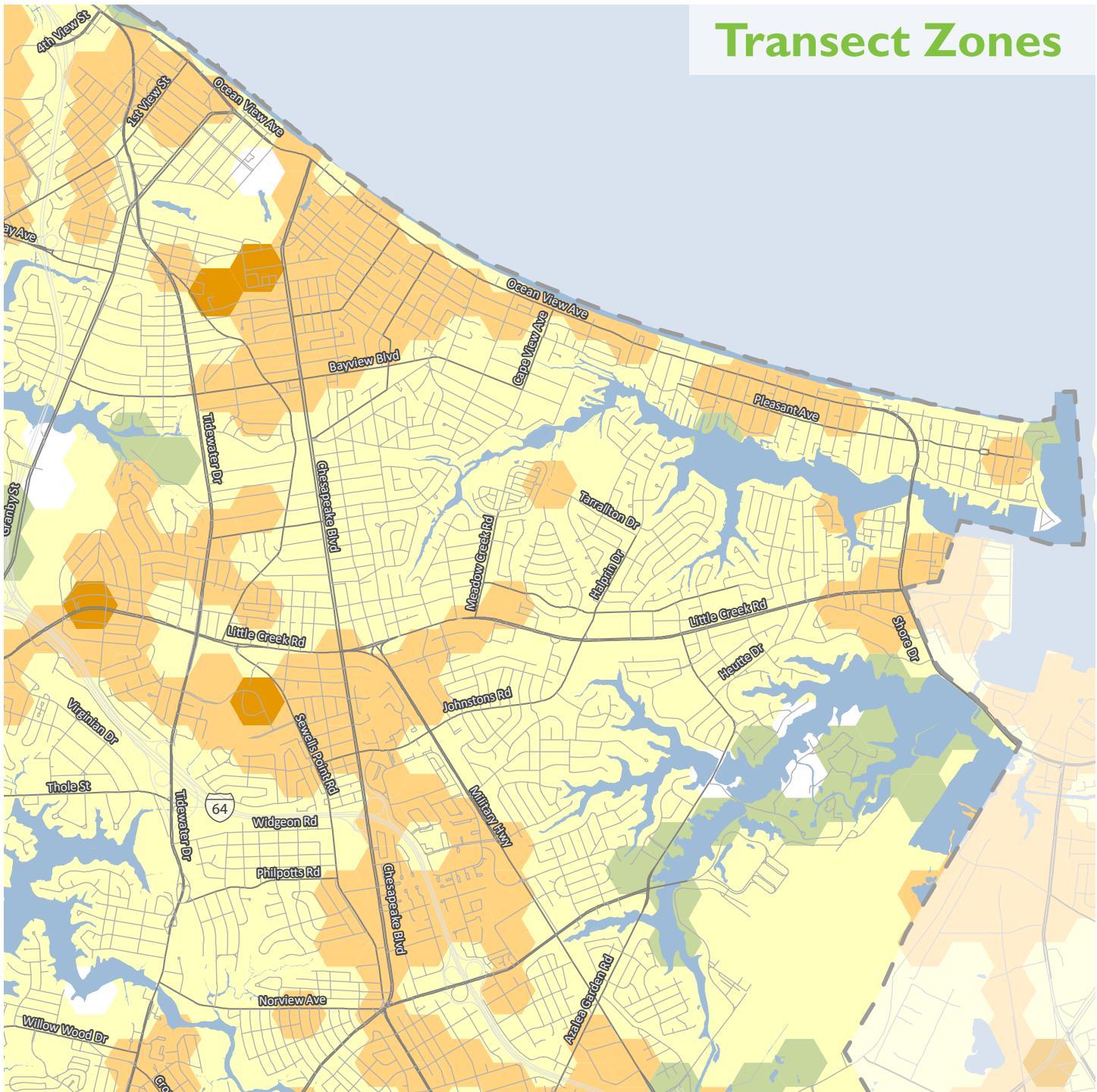
Multimodal Corridors

- Multimodal Through Corridor
- Boulevard
- Major Avenue
- Avenue
- Local Street
- Off-Street Path
- Multimodal District
- Multimodal Center

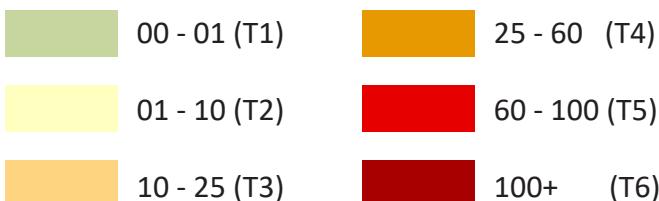
Multimodal Through Corridors are higher speed streets designed for vehicles to get smoothly and quickly from one area to another, yet still provide safe minimum facilities for non-motorized modes.

Boulevards, Major Avenues, Avenues, and Local Streets (Placemaking Corridors), are streets designed with slower speeds than Multimodal Through Corridors. These Placemaking Corridors will be designed for pedestrian and bicyclists to feel safe and comfortable. **Boulevards** will be designed to move lots of people in buses, on bikes, and on sidewalks. **Local Streets** will be designed to serve only trips that begin or end along them. **Avenues** and **Major Avenues** will be designed to connect Local Streets to Boulevards and Multimodal Through Corridors.

Transect Zones



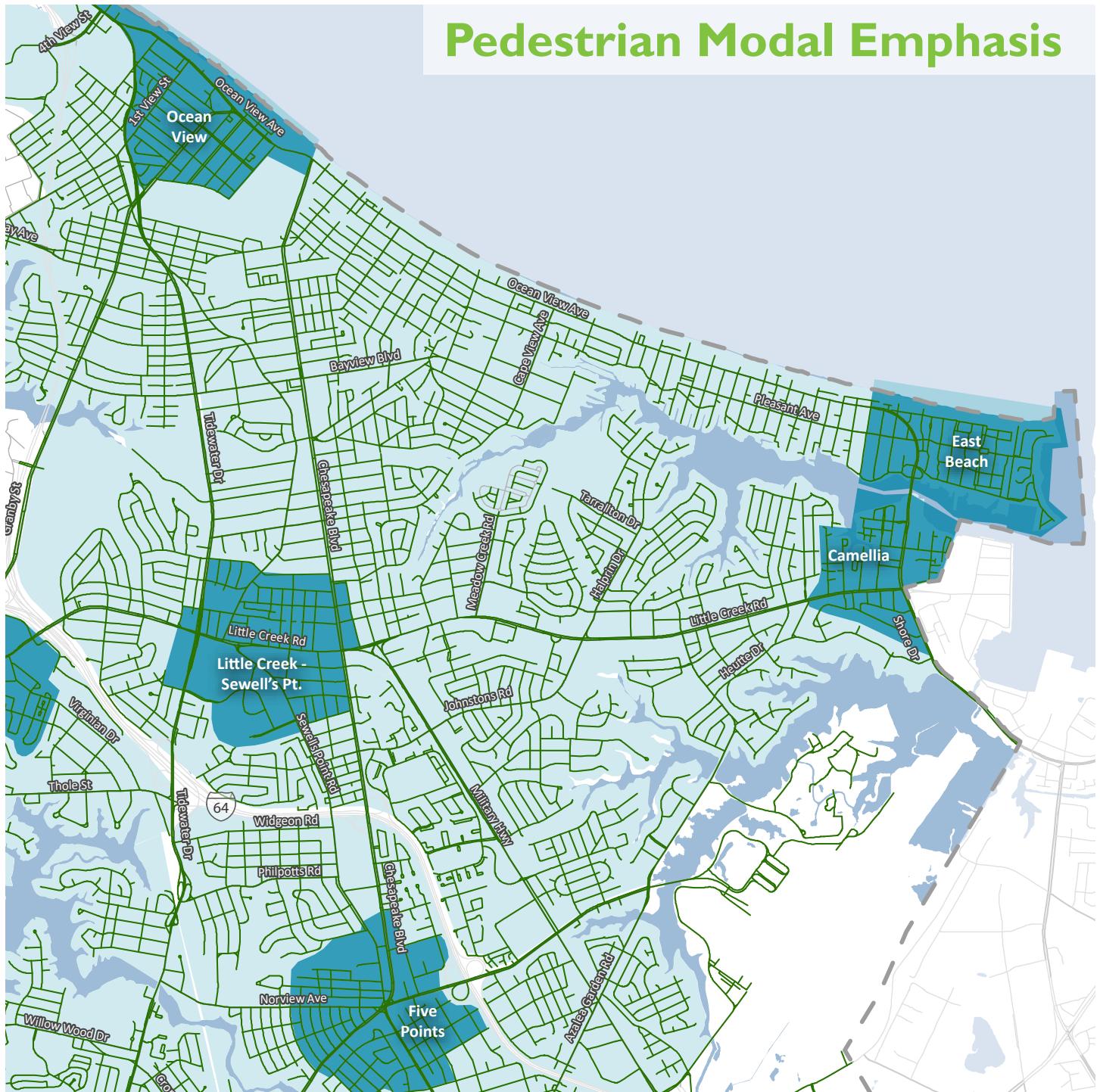
Activity Density (Population + Employment / Acre)



The design of a multimodal corridor is intended to vary depending on the surrounding land use and community context. Streets in areas with high activity levels like downtown are different from streets in areas with lower levels of activity in neighborhoods and should vary in design. **Transect zones** illustrate the general intensity of activity, based on population and job density.

The six categories of transect zones show a generalized gradation of density across the city, based the level of employment and population in each area. These transect zones will be used to fine tune the specific corridor designs in a series of lookup tables for each element of the street, such as sidewalks, bike facilities and vehicle travel lanes.

Pedestrian Modal Emphasis



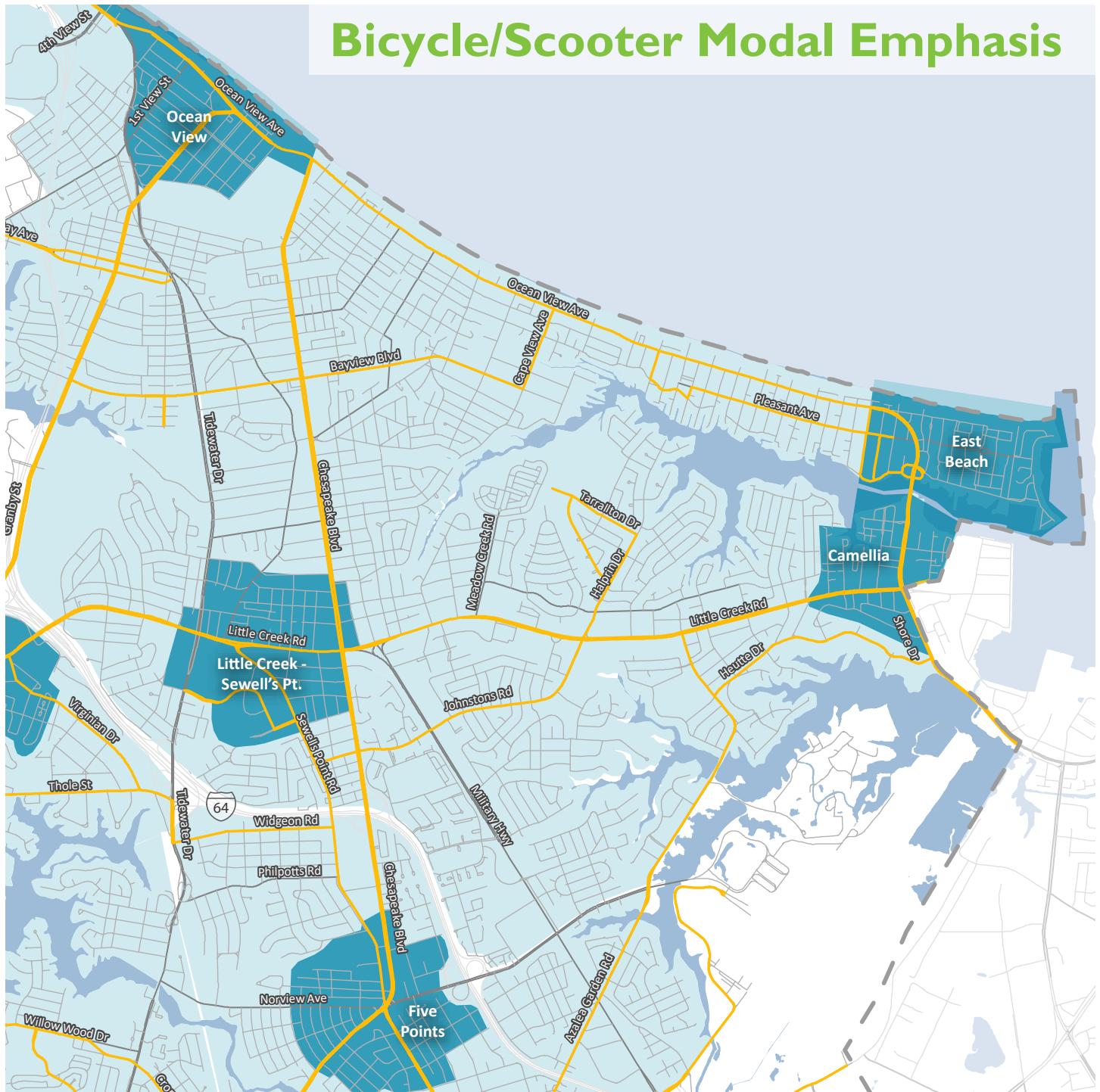
Modal Emphasis

- Pedestrian Emphasis
- Multimodal District
- Multimodal Center

Streets with **Pedestrian Modal Emphasis** will be designed to emphasize pedestrian safety and comfort. Improvements on streets with pedestrian modal emphasis will be designed to provide **optimal** facilities for walking on a case-by-case basis. Improvements may include wider sidewalks and wider buffers between sidewalks and vehicle travel lanes, where feasible.

Improvement projects on streets without pedestrian modal emphasis will meet **minimum** standards for pedestrian facilities.

Bicycle/Scooter Modal Emphasis



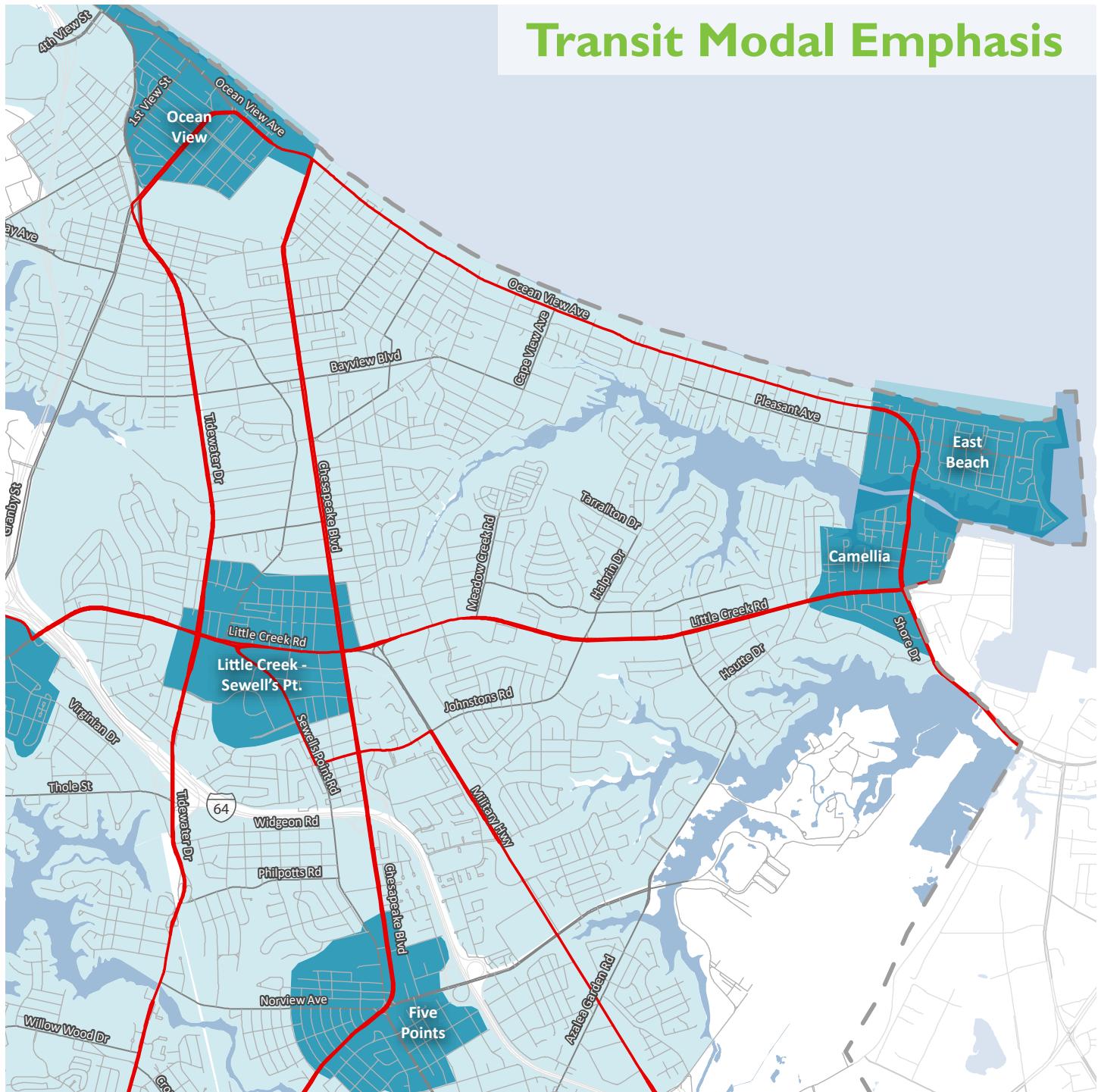
Modal Emphasis

- Bicycle/Scooter Emphasis
- Multimodal District
- Multimodal Center

Streets with **Bicycle/Scooter Modal Emphasis** will be designed to emphasize bicyclist and scooter rider safety and comfort. Improvements on streets with bicycle/scooter modal emphasis will provide optimal facilities for bicycling and scootering, which may include lane repurposing to provide separated bicycle/scooter facilities or collocated bike/bus lanes.

Bicycle/scooter facility design will be determined on a case-by-case basis and follow industry guidance to determine the appropriate type of treatment. Bicycle/scooter modal emphasis may be re-designed during the design phase to parallel corridors that serve the bicycle/scooter safety and connectivity needs better.

Transit Modal Emphasis

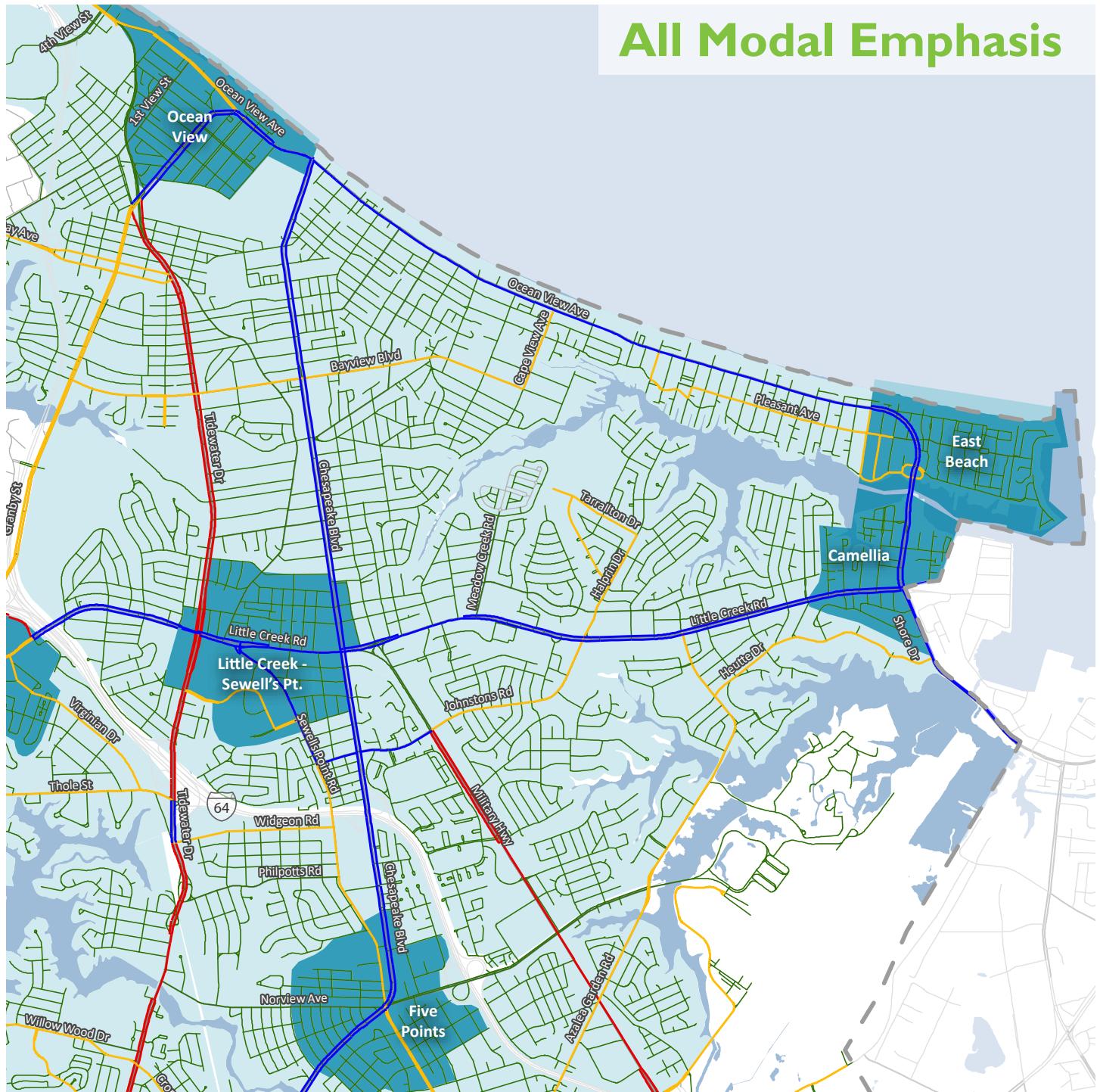


Modal Emphasis

- Transit Emphasis (Red line)
- Light Rail (Blue line)
- Multimodal District (Light blue)
- Multimodal Center (Dark blue)

Streets with **Transit Modal Emphasis** will be designed to provide for efficient transit operations. Improvements on streets with transit modal emphasis will provide adequate lane width for buses and may include dedicated bus-only lanes or combined bike/bus lanes. Improvements may also involve higher quality amenities at bus stops.

All Modal Emphasis



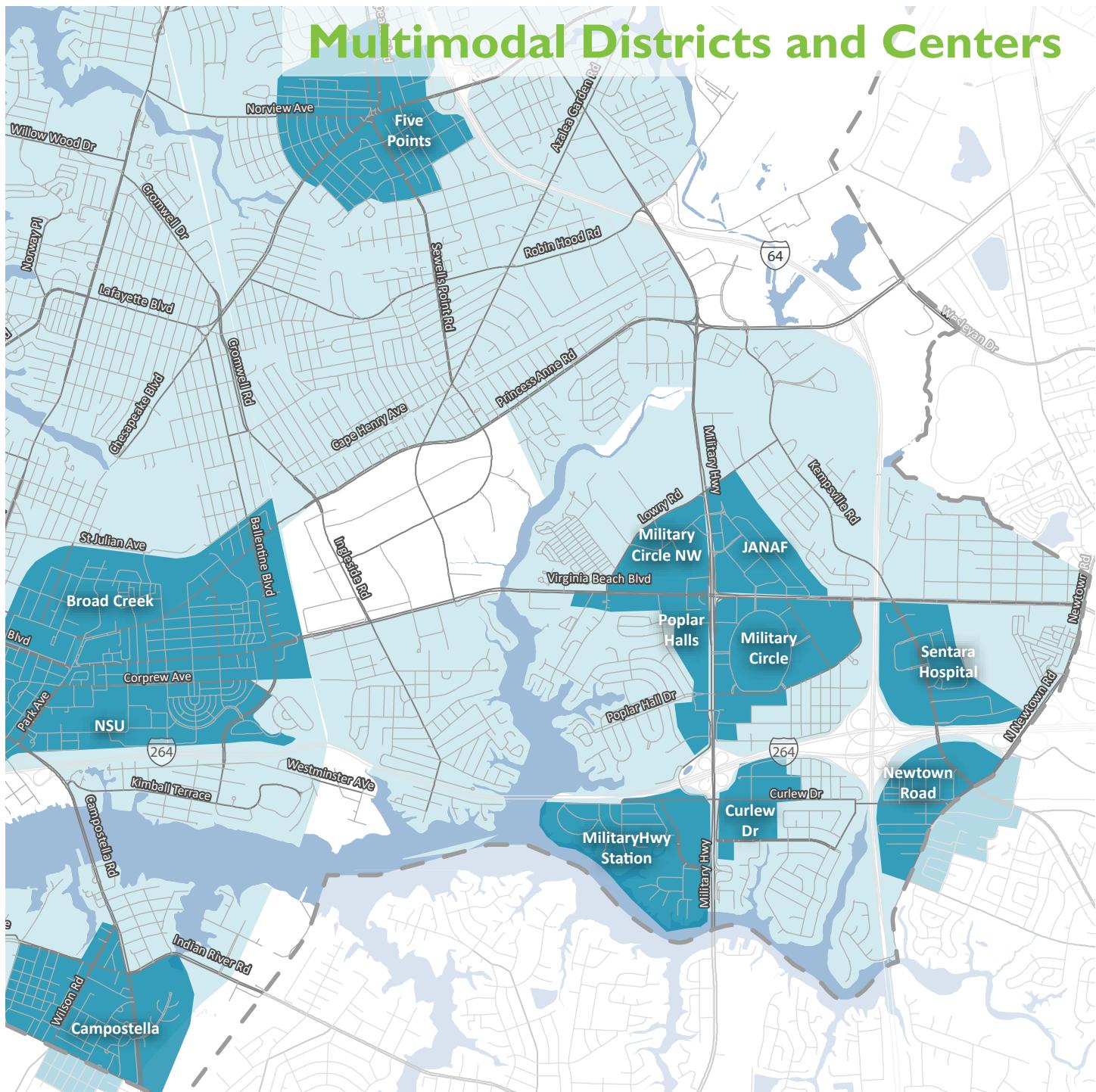
Modal Emphasis

- Pedestrian Emphasis
- Bicycle/Scooter and Pedestrian Emphasis
- Transit and Pedestrian Emphasis
- Bicycle/Scooter, Transit, and Pedestrian Emphasis

— Multimodal District

— Multimodal Center

This map represents the Multimodal System Plan for Norfolk. Many streets have more than one modal emphasis. Some have all three. Improvements on Norfolk's streets will be designed according to the street's modal emphasis and multimodal corridor type.



Multimodal Districts and Centers

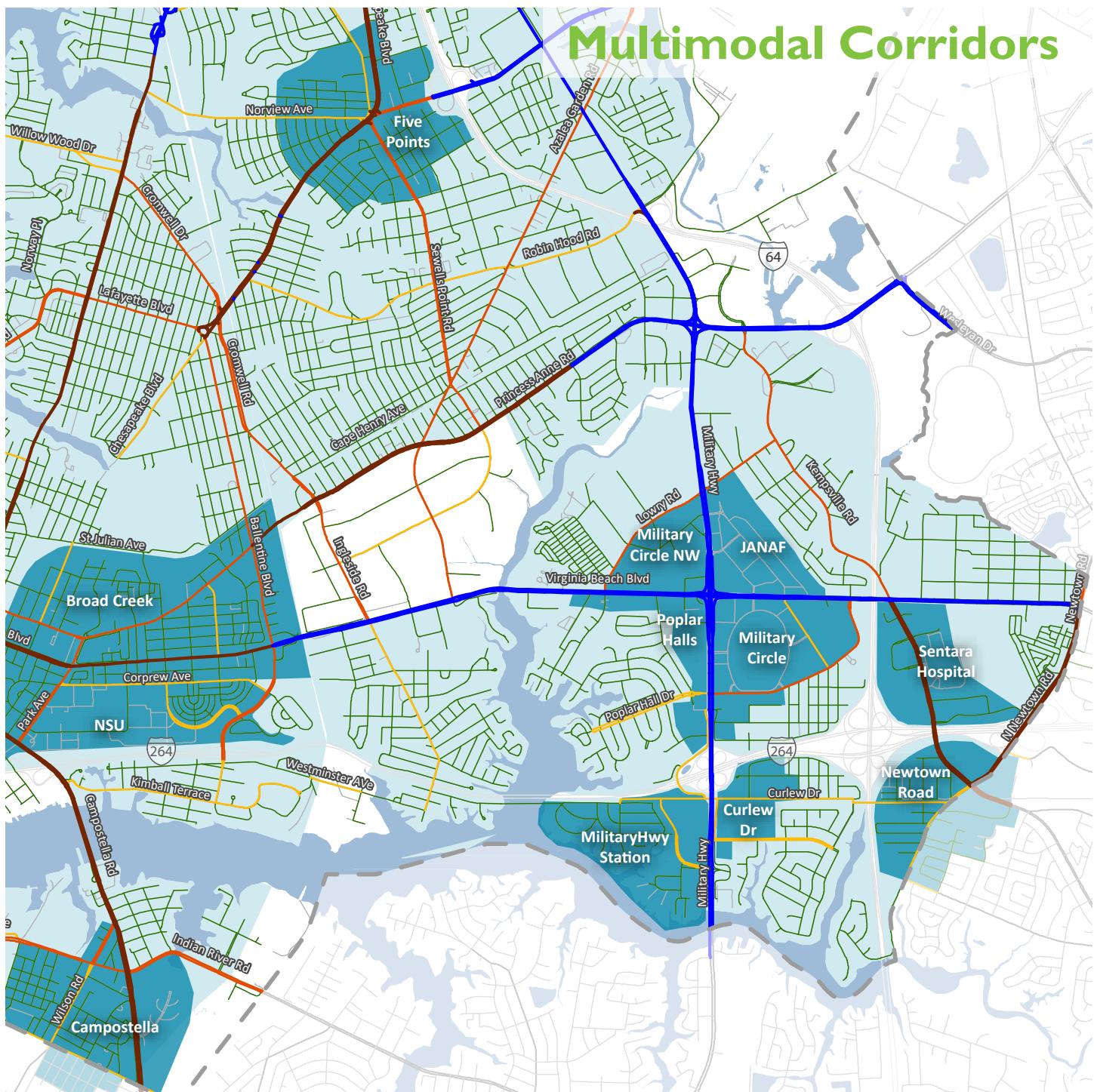
Multimodal District

Multimodal Center

Multimodal Districts are, quite simply, areas that should be safe for walking, riding a bike, or using other modes, either now or in the future. They are usually low density areas like residential neighborhoods and can be any size. They cover most of the City, except for areas like special industrial districts and federal land. All civic leagues are part of a multimodal district.

Multimodal Centers are areas with a higher density of people and jobs than Multimodal Districts. Destinations are closer together and easily reachable by bike or walking. Multimodal Centers should have a fine-grained network of high-quality facilities for walking and bicycling.

Multimodal Corridors

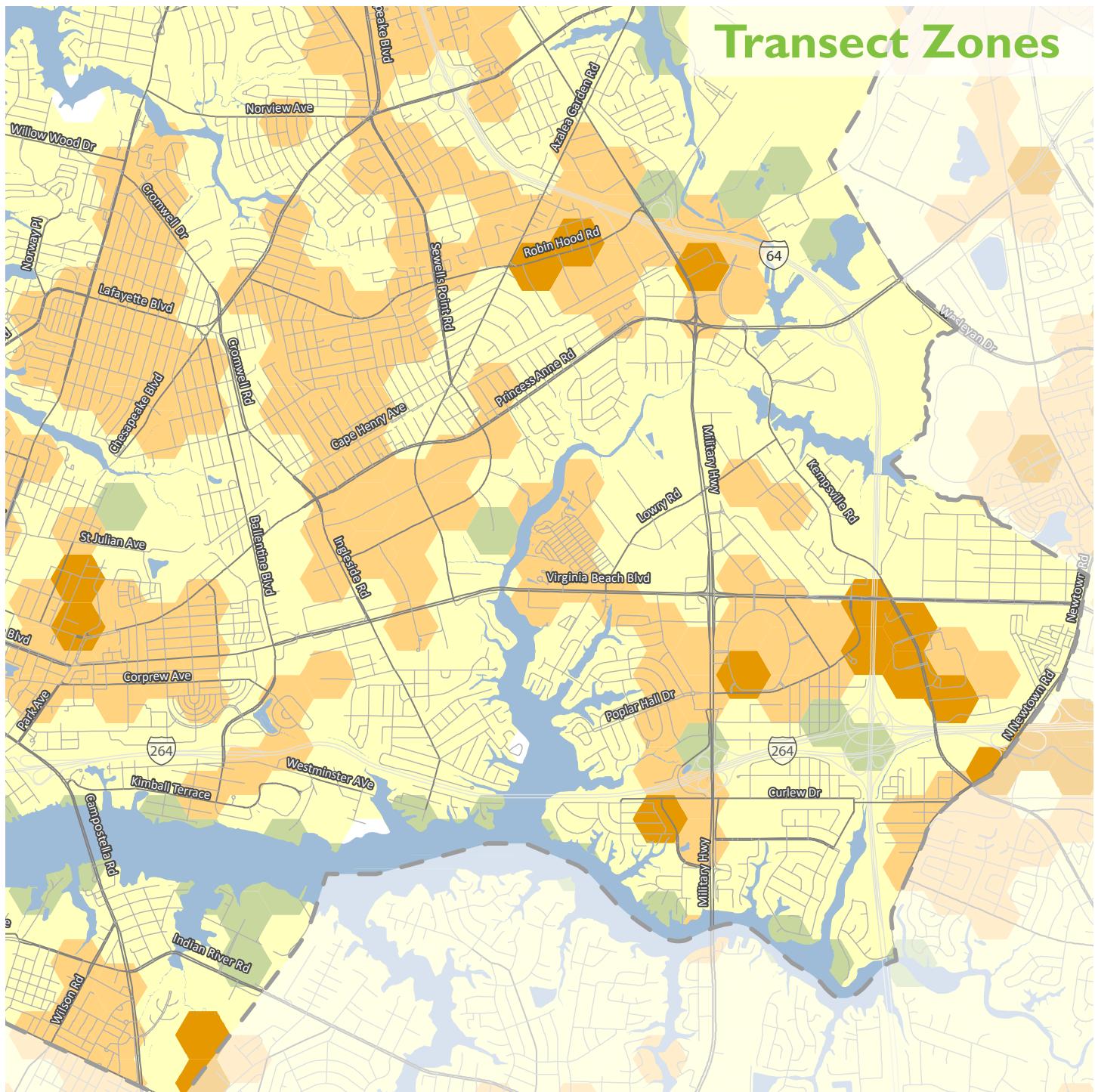


Multimodal Corridors

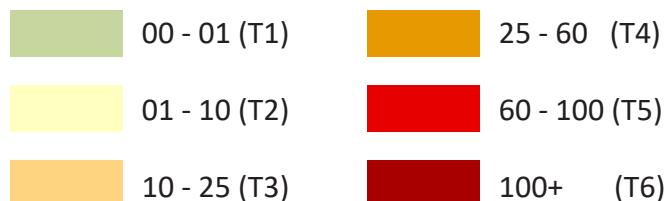
- Multimodal Through Corridor
- Boulevard
- Major Avenue
- Avenue
- Local Street
- Off-Street Path
- Multimodal District
- Multimodal Center

Multimodal Through Corridors are higher speed streets designed for vehicles to get smoothly and quickly from one area to another, yet still provide safe minimum facilities for non-motorized modes.

Boulevards, Major Avenues, Avenues, and Local Streets (Placemaking Corridors), are streets designed with slower speeds than Multimodal Through Corridors. These Placemaking Corridors will be designed for pedestrian and bicyclists to feel safe and comfortable. **Boulevards** will be designed to move lots of people in buses, on bikes, and on sidewalks. **Local Streets** will be designed to serve only trips that begin or end along them. **Avenues** and **Major Avenues** will be designed to connect Local Streets to Boulevards and Multimodal Through Corridors.

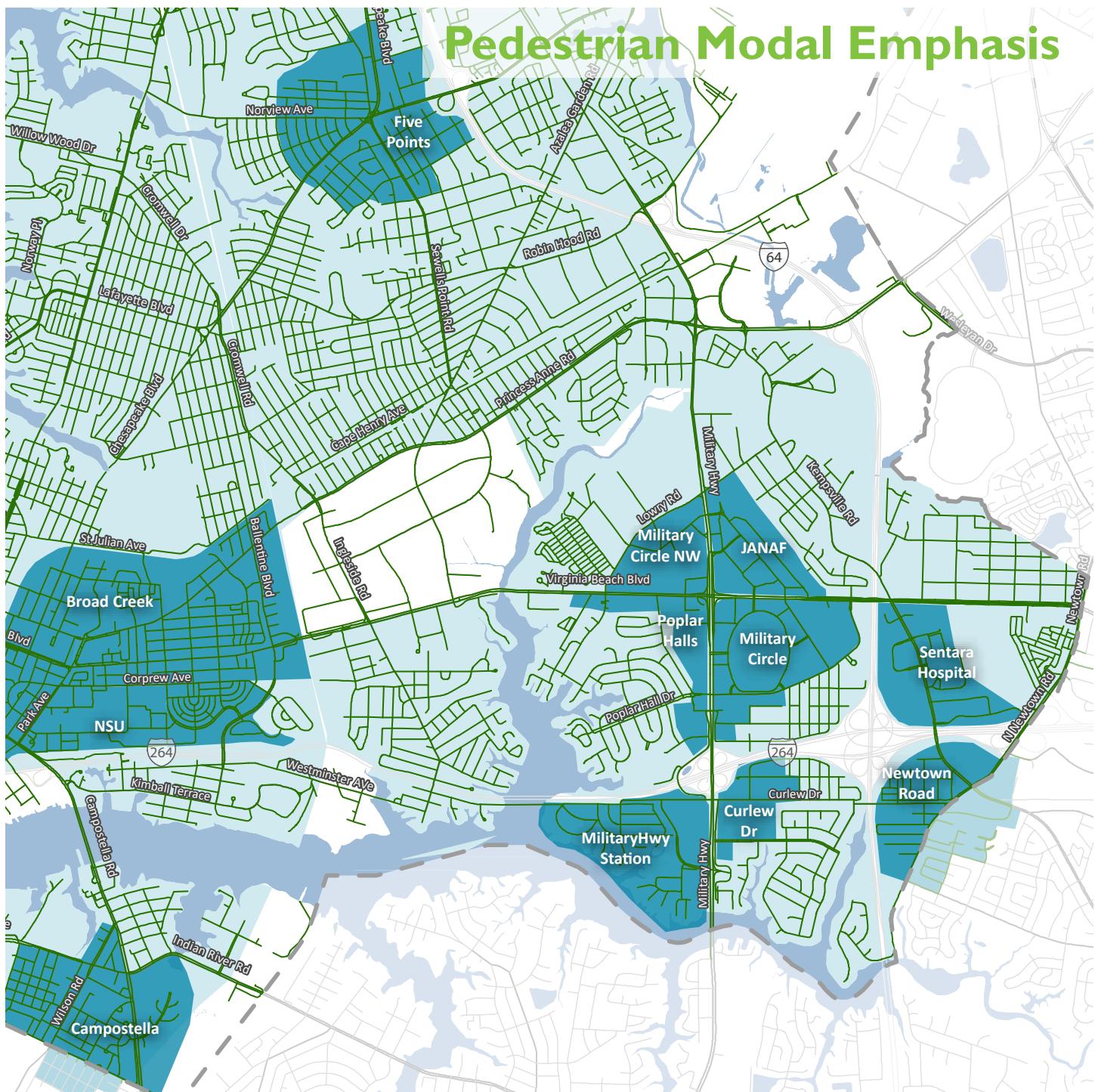


Activity Density (Population + Employment / Acre)



The design of a multimodal corridor is intended to vary depending on the surrounding land use and community context. Streets in areas with high activity levels like downtown are different from streets in areas with lower levels of activity in neighborhoods and should vary in design. **Transect zones** illustrate the general intensity of activity, based on population and job density.

The six categories of transect zones show a generalized gradation of density across the city, based on the level of employment and population in each area. These transect zones will be used to fine tune the specific corridor designs in a series of lookup tables for each element of the street, such as sidewalks, bike facilities and vehicle travel lanes.



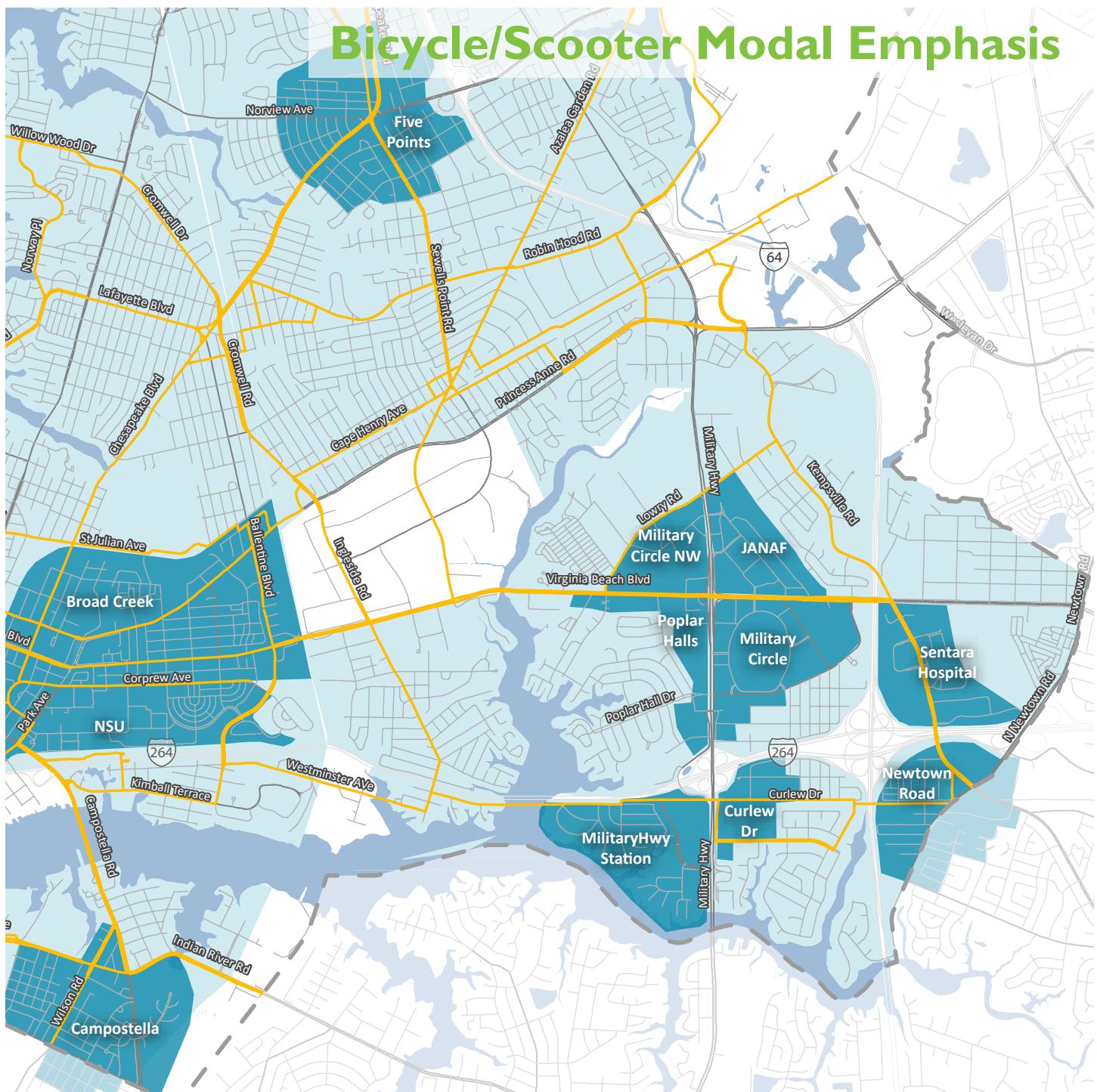
Modal Emphasis

- Pedestrian Emphasis
- Multimodal District
- Multimodal Center

Streets with **Pedestrian Modal Emphasis** will be designed to emphasize pedestrian safety and comfort. Improvements on streets with pedestrian modal emphasis will be designed to provide **optimal** facilities for walking on a case-by-case basis. Improvements may include wider sidewalks and wider buffers between sidewalks and vehicle travel lanes, where feasible.

Improvement projects on streets without pedestrian modal emphasis will meet **minimum** standards for pedestrian facilities.

Bicycle/Scooter Modal Emphasis



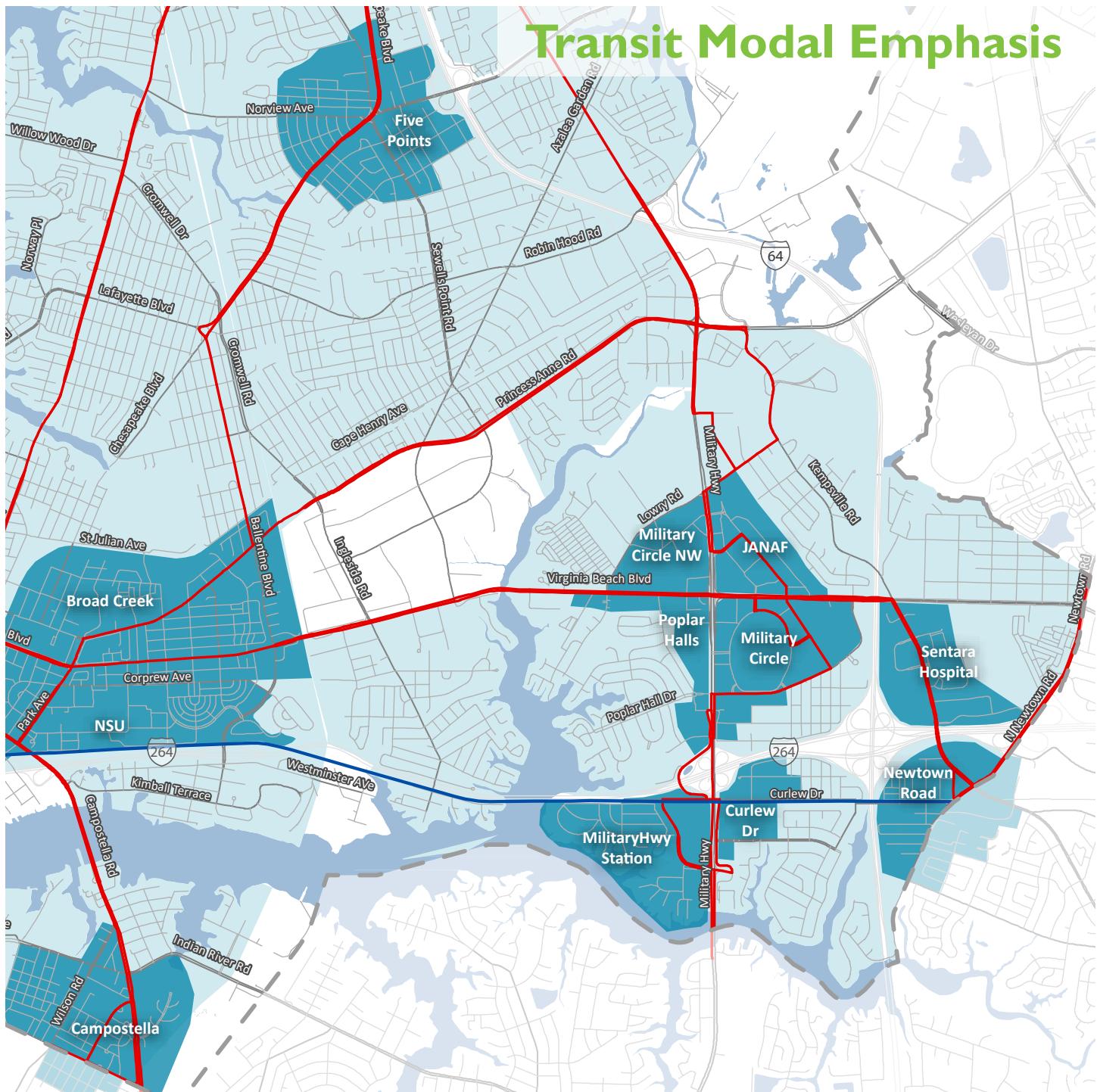
Modal Emphasis

- Bicycle/Scooter Emphasis
- Multimodal District
- Multimodal Center

Streets with **Bicycle/Scooter Modal Emphasis** will be designed to emphasize bicyclist and scooter rider safety and comfort. Improvements on streets with bicycle/scooter modal emphasis will provide optimal facilities for bicycling and scootering, which may include lane repurposing to provide separated bicycle/scooter facilities or collocated bike/bus lanes.

Bicycle/scooter facility design will be determined on a case-by-case basis and follow industry guidance to determine the appropriate type of treatment. Bicycle/scooter modal emphasis may be re-designed during the design phase to parallel corridors that serve the bicycle/scooter safety and connectivity needs better.

Transit Modal Emphasis

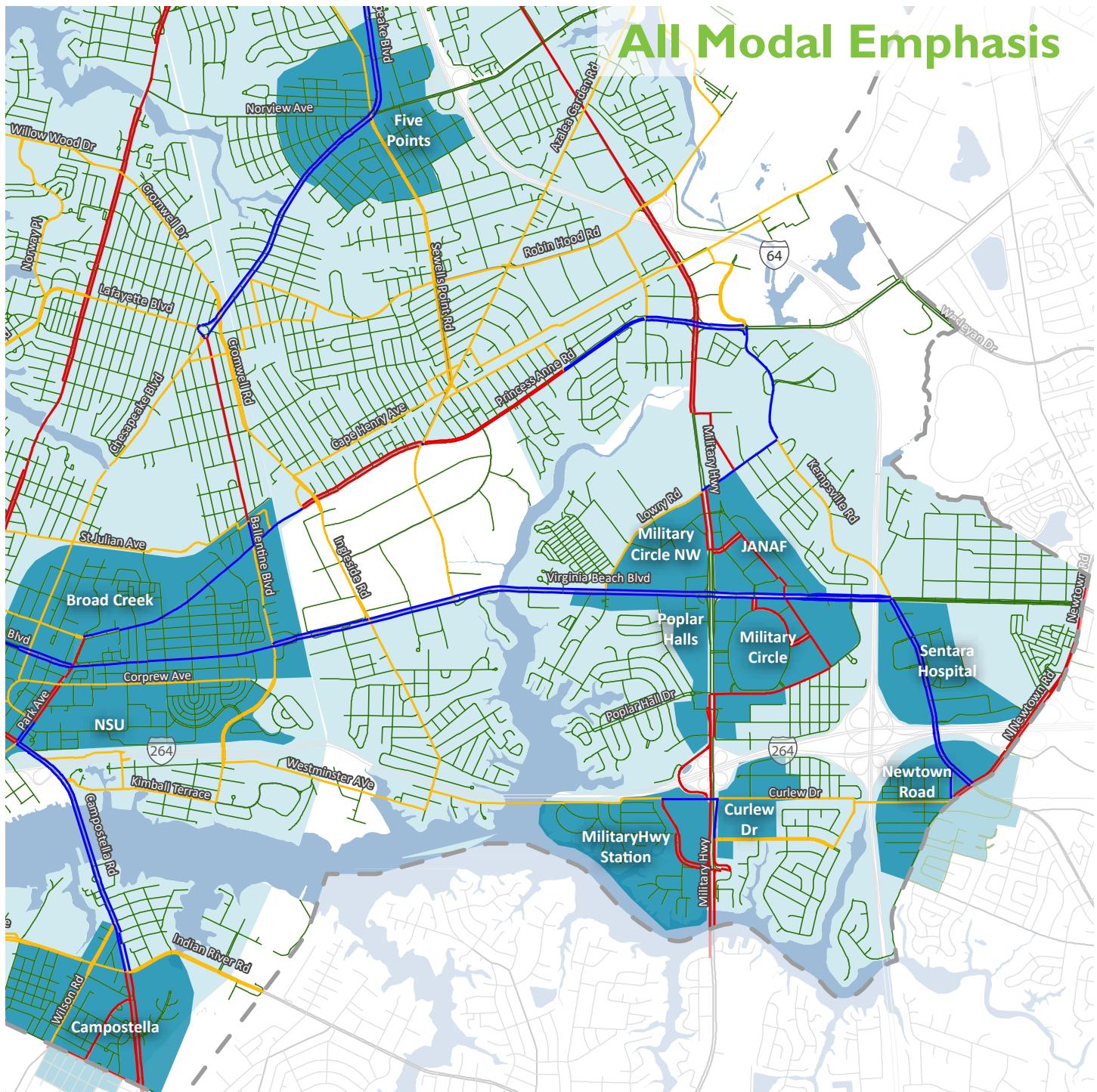


Modal Emphasis

- Transit Emphasis
- Light Rail
- Multimodal District
- Multimodal Center

Streets with **Transit Modal Emphasis** will be designed to provide for efficient transit operations. Improvements on streets with transit modal emphasis will provide adequate lane width for buses and may include dedicated bus-only lanes or combined bike/bus lanes. Improvements may also involve higher quality amenities at bus stops.

All Modal Emphasis



Modal Emphasis

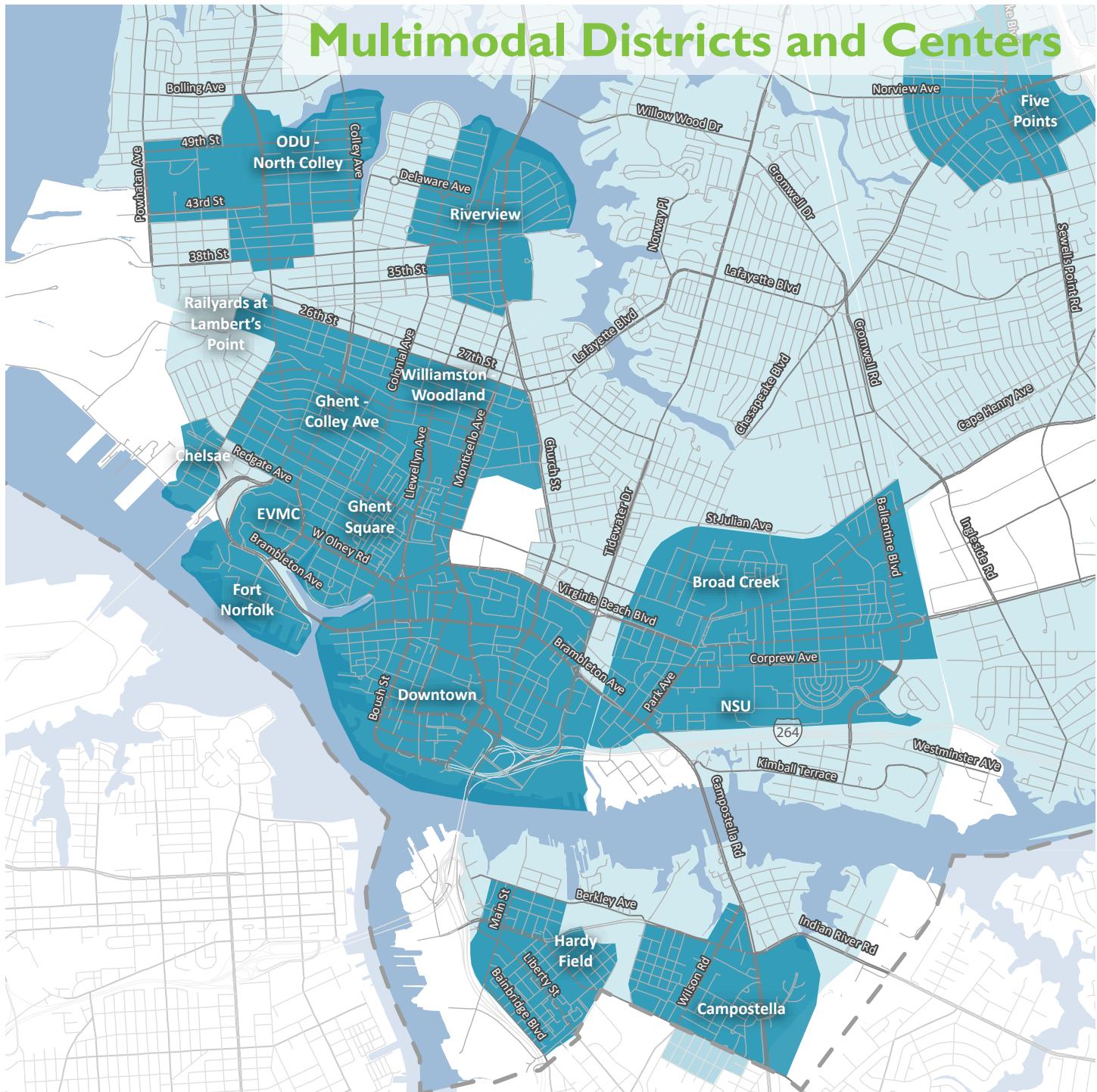
- Pedestrian Emphasis
- Bicycle/Scooter and Pedestrian Emphasis
- Transit and Pedestrian Emphasis
- Bicycle/Scooter, Transit, and Pedestrian Emphasis

— Multimodal District

— Multimodal Center

This map represents the Multimodal System Plan for Norfolk. Many streets have more than one modal emphasis. Some have all three. Improvements on Norfolk's streets will be designed according to the street's modal emphasis and multimodal corridor type.

Multimodal Districts and Centers



Multimodal Districts and Centers

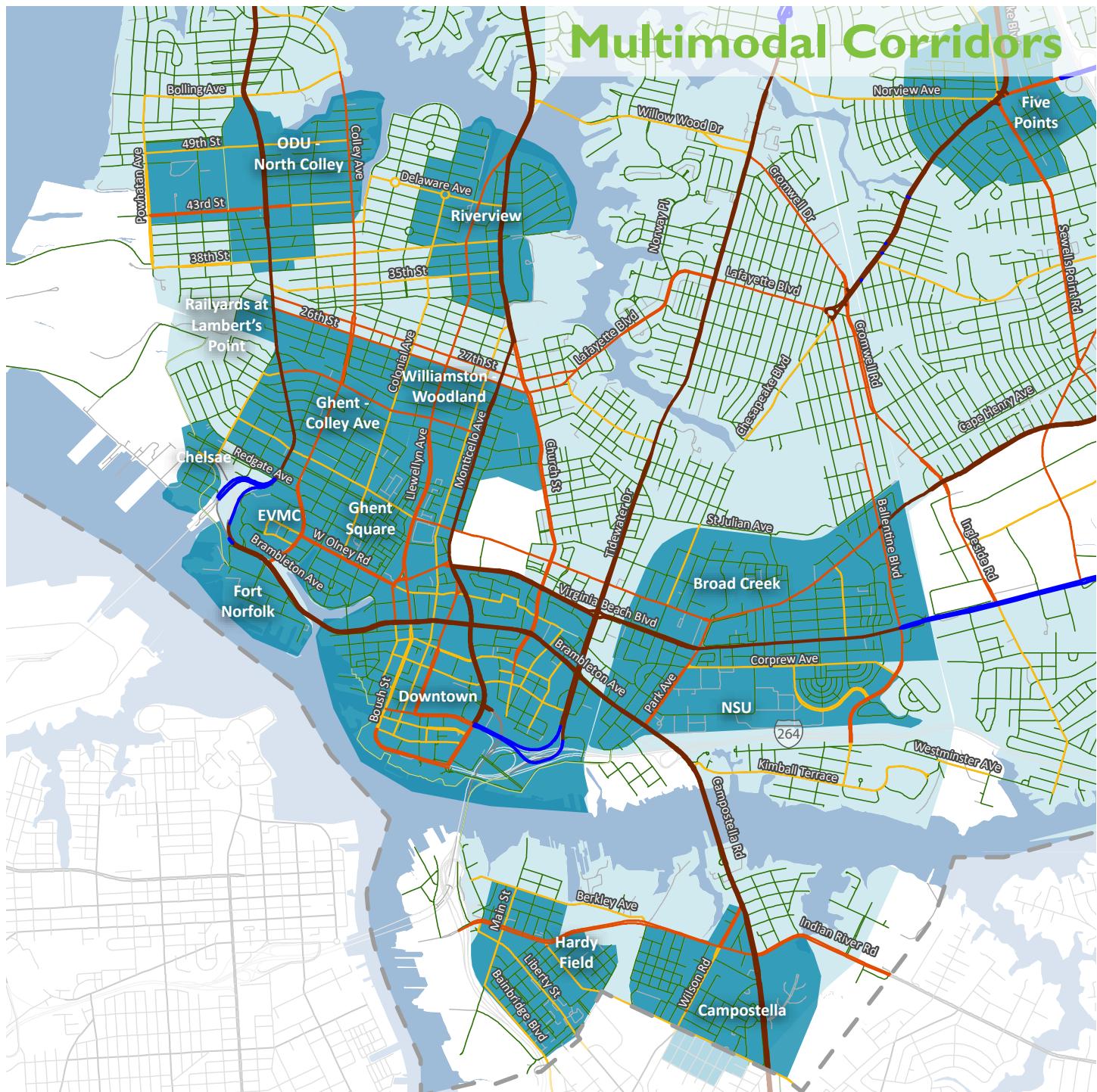
Multimodal District

Multimodal Center

Multimodal Districts are, quite simply, areas that should be safe for walking, riding a bike, or using other modes, either now or in the future. They are usually low density areas like residential neighborhoods and can be any size. They cover most of the City, except for areas like special industrial districts and federal land. All civic leagues are part of a multimodal district.

Multimodal Centers are areas with a higher density of people and jobs than Multimodal Districts. Destinations are closer together and easily reachable by bike or walking. Multimodal Centers should have a fine-grained network of high-quality facilities for walking and bicycling.

Multimodal Corridors

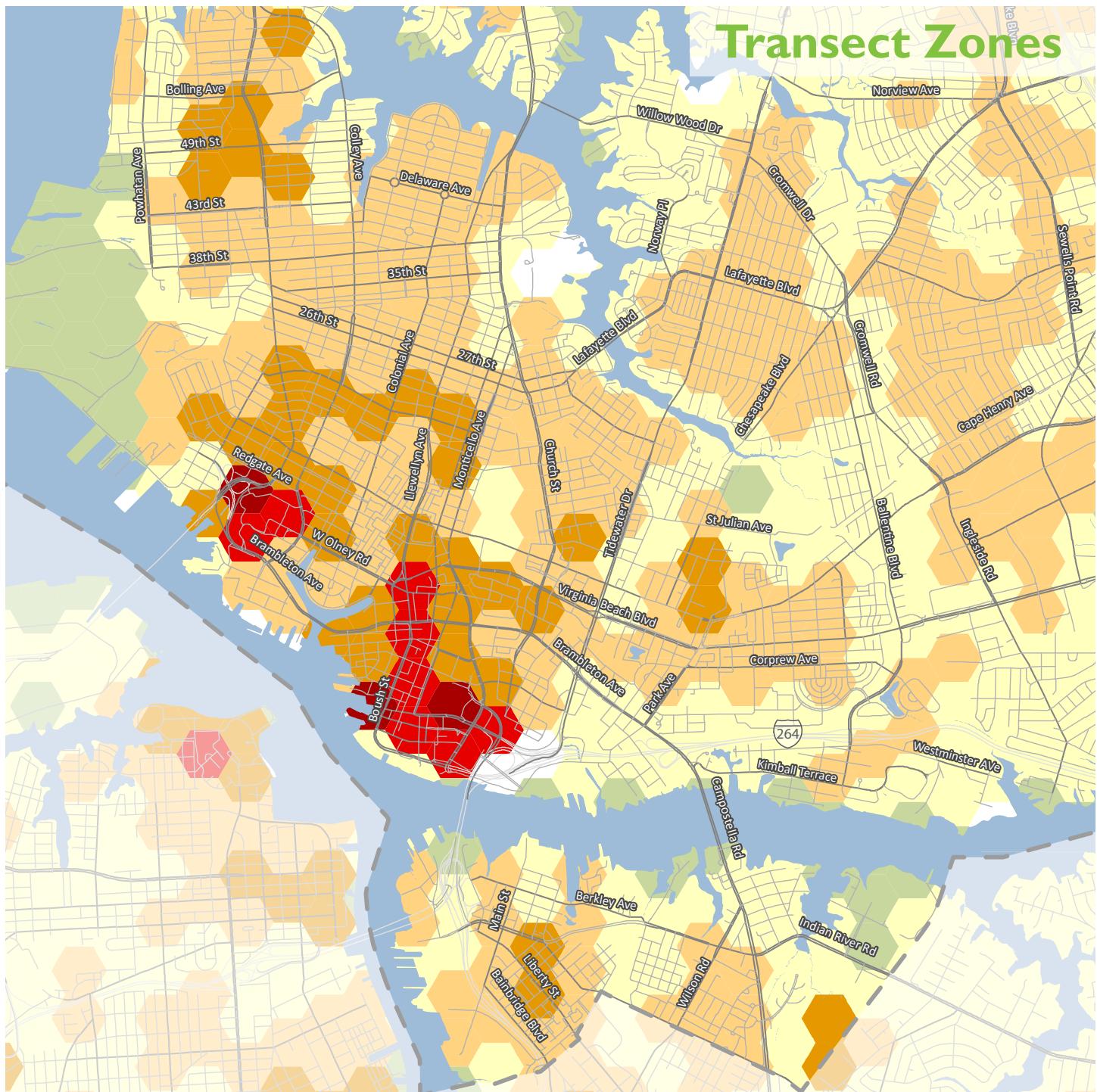


Multimodal Corridors

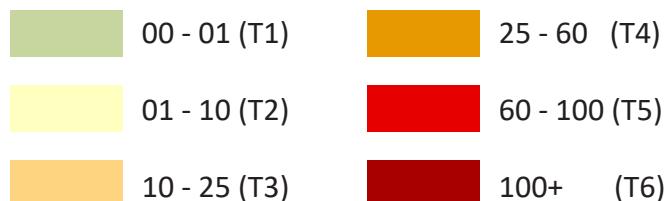
- Multimodal Through Corridor
- Boulevard
- Major Avenue
- Avenue
- Local Street
- Off-Street Path
- Multimodal District
- Multimodal Center

Multimodal Through Corridors are higher speed streets designed for vehicles to get smoothly and quickly from one area to another, yet still provide safe minimum facilities for non-motorized modes.

Boulevards, Major Avenues, Avenues, and Local Streets (Placemaking Corridors), are streets designed with slower speeds than Multimodal Through Corridors. These Placemaking Corridors will be designed for pedestrian and bicyclists to feel safe and comfortable. **Boulevards** will be designed to move lots of people in buses, on bikes, and on sidewalks. **Local Streets** will be designed to serve only trips that begin or end along them. **Avenues** and **Major Avenues** will be designed to connect Local Streets to Boulevards and Multimodal Through Corridors.

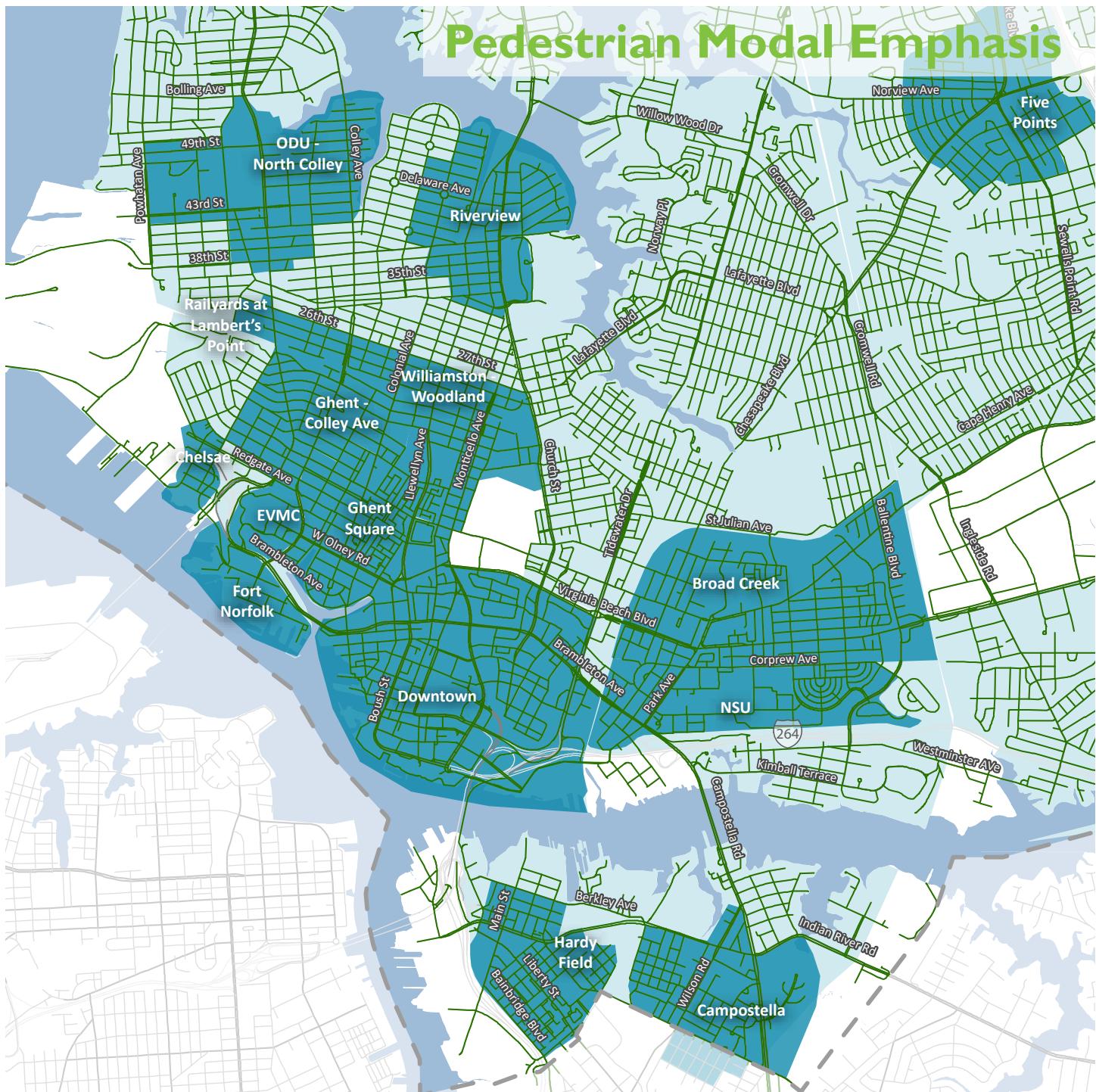


Activity Density (Population + Employment / Acre)



The design of a multimodal corridor is intended to vary depending on the surrounding land use and community context. Streets in areas with high activity levels like downtown are different from streets in areas with lower levels of activity in neighborhoods and should vary in design. **Transect zones** illustrate the general intensity of activity, based on population and job density.

The six categories of transect zones show a generalized gradation of density across the city, based the level of employment and population in each area. These transect zones will be used to fine tune the specific corridor designs in a series of lookup tables for each element of the street, such as sidewalks, bike facilities and vehicle travel lanes.

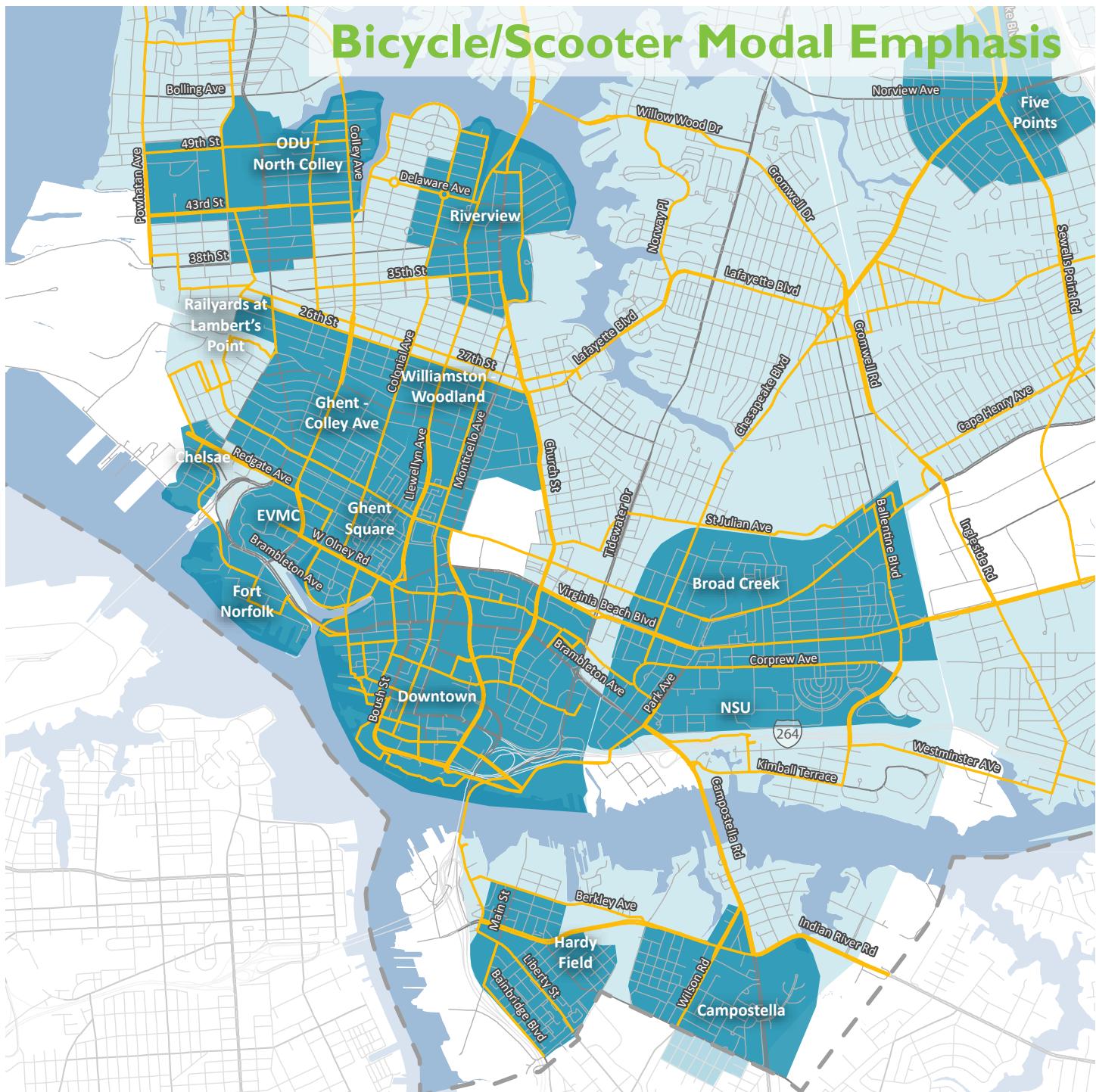


Modal Emphasis

- Pedestrian Emphasis
- Light Blue Multimodal District
- Dark Blue Multimodal Center

Streets with **Pedestrian Modal Emphasis** will be designed to emphasize pedestrian safety and comfort. Improvements on streets with pedestrian modal emphasis will be designed to provide **optimal** facilities for walking on a case-by-case basis. Improvements may include wider sidewalks and wider buffers between sidewalks and vehicle travel lanes, where feasible.

Improvement projects on streets without pedestrian modal emphasis will meet **minimum** standards for pedestrian facilities.



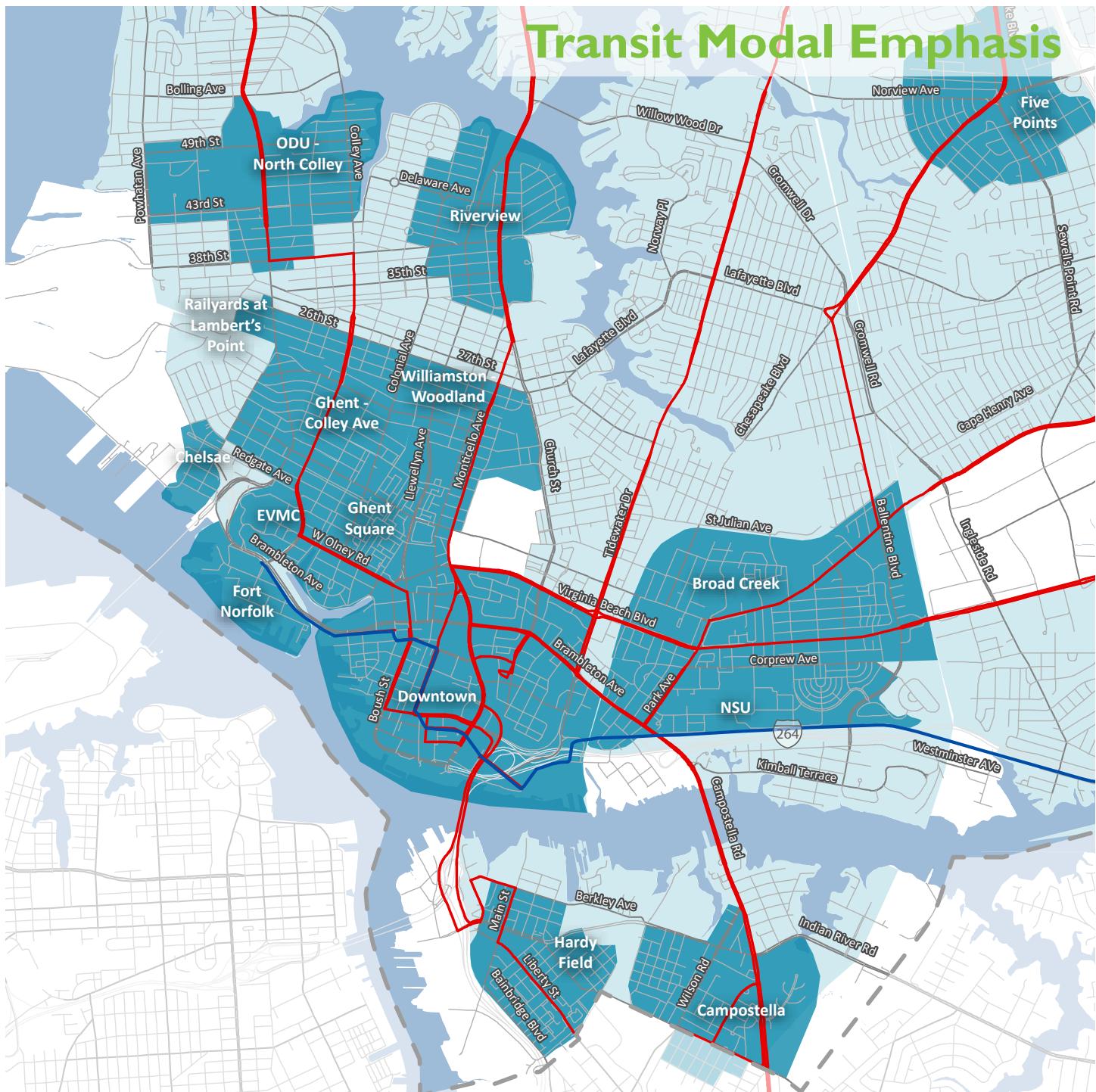
Modal Emphasis

- Bicycle/Scooter Emphasis
- Multimodal District
- Multimodal Center

Streets with **Bicycle/Scooter Modal Emphasis** will be designed to emphasize bicyclist and scooter rider safety and comfort. Improvements on streets with bicycle/scooter modal emphasis will provide optimal facilities for bicycling and scootering, which may include lane repurposing to provide separated bicycle/scooter facilities or collocated bike/bus lanes.

Bicycle/scooter facility design will be determined on a case-by-case basis and follow industry guidance to determine the appropriate type of treatment. Bicycle/scooter modal emphasis may be re-designed during the design phase to parallel corridors that serve the bicycle/scooter safety and connectivity needs better.

Transit Modal Emphasis

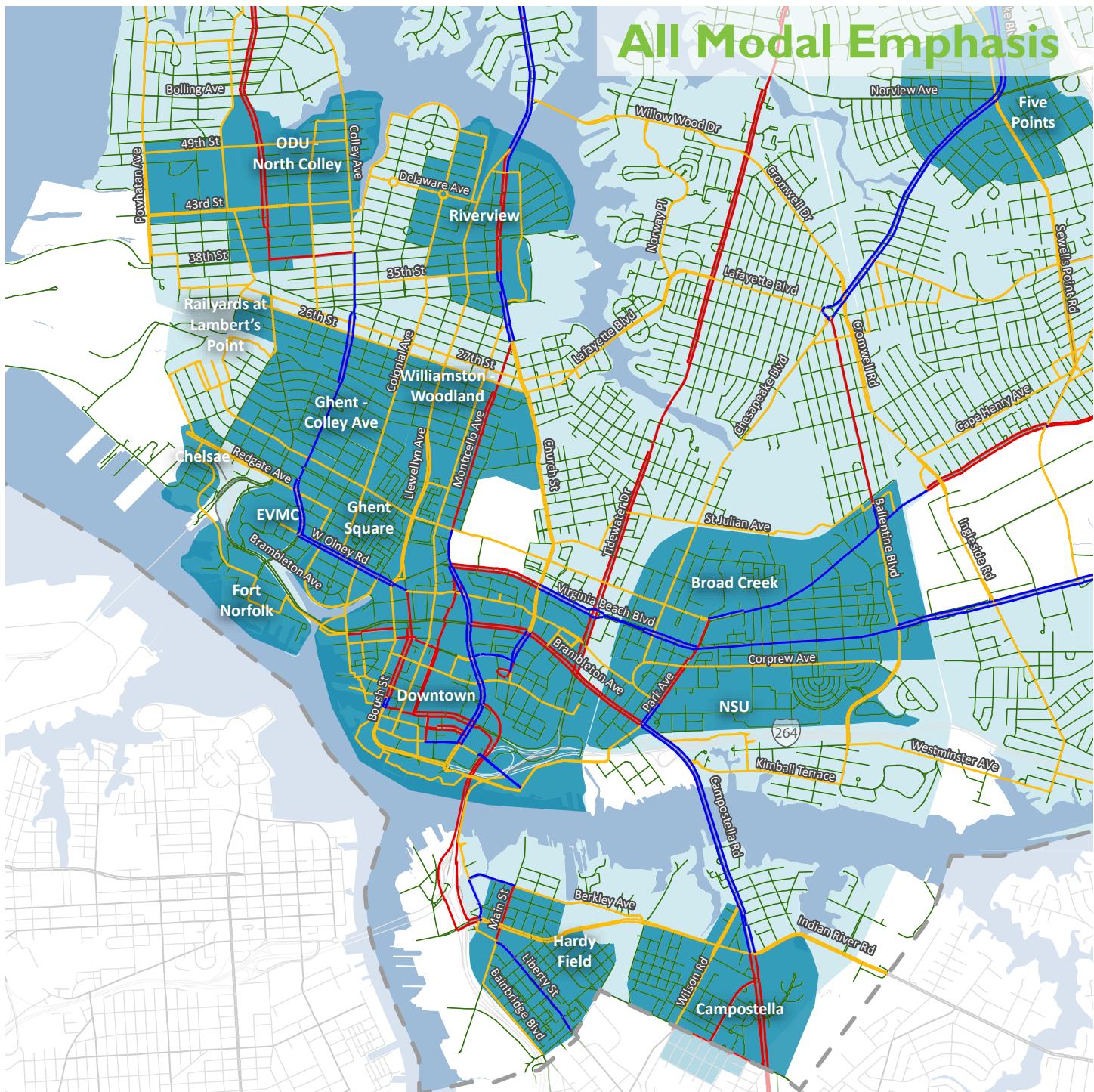


Modal Emphasis

- Transit Emphasis
- Light Rail
- Multimodal District
- Multimodal Center

Streets with **Transit Modal Emphasis** will be designed to provide for efficient transit operations. Improvements on streets with transit modal emphasis will provide adequate lane width for buses and may include dedicated bus-only lanes or combined bike/bus lanes. Improvements may also involve higher quality amenities at bus stops.

All Modal Emphasis



Modal Emphasis

- Pedestrian Emphasis
- Bicycle/Scooter and Pedestrian Emphasis
- Transit and Pedestrian Emphasis
- Bicycle/Scooter, Transit, and Pedestrian Emphasis

— Multimodal District

— Multimodal Center

This map represents the Multimodal System Plan for Norfolk. Many streets have more than one modal emphasis. Some have all three. Improvements on Norfolk's streets will be designed according to the street's modal emphasis and multimodal corridor type.

Multimodal Districts and Centers



Multimodal Districts and Centers

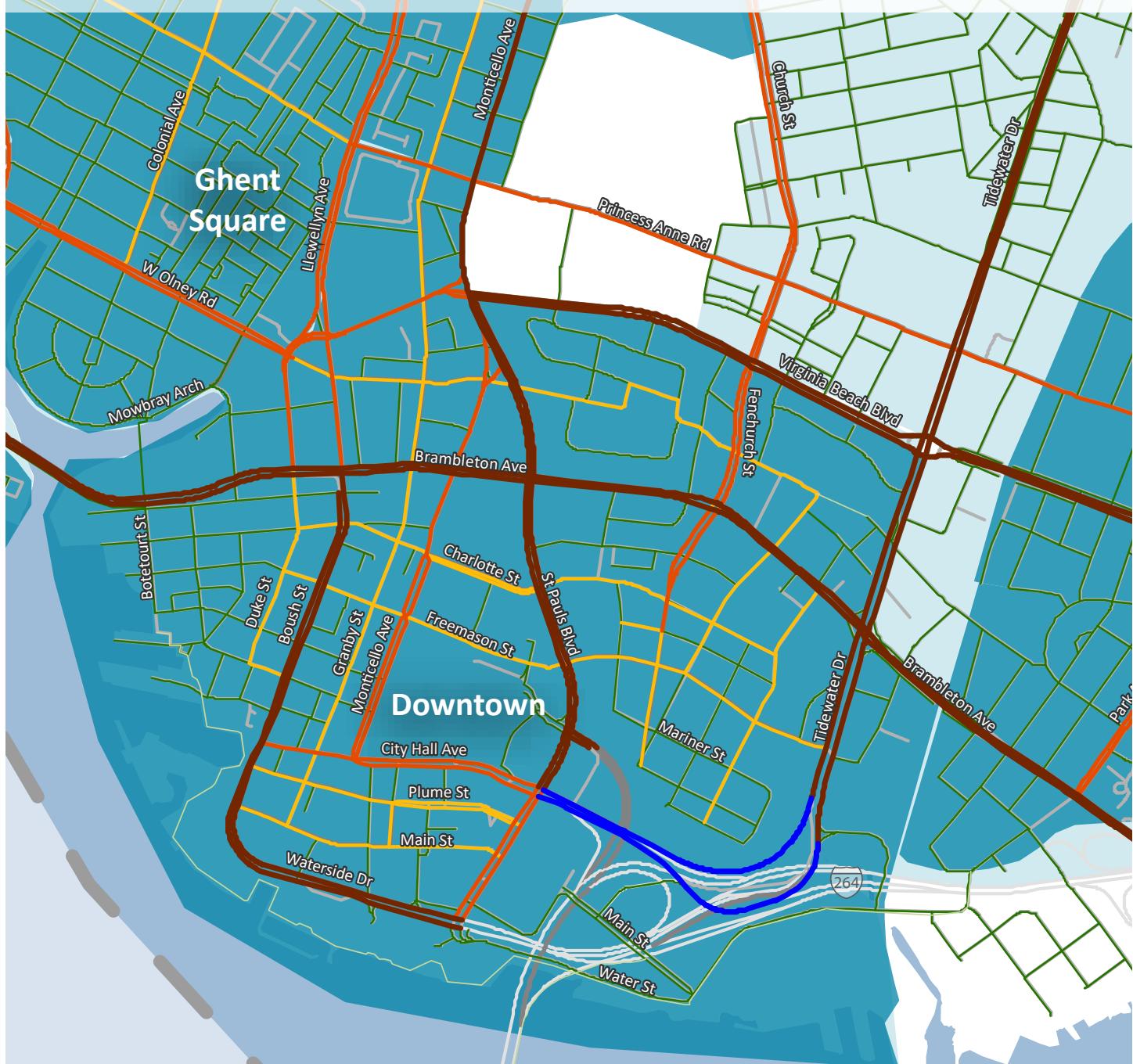
Multimodal District

Multimodal Center

Multimodal Districts are, quite simply, areas that should be safe for walking, riding a bike, or using other modes, either now or in the future. They are usually low density areas like residential neighborhoods and can be any size. They cover most of the City, except for areas like special industrial districts and federal land. All civic leagues are part of a multimodal district.

Multimodal Centers are areas with a higher density of people and jobs than Multimodal Districts. Destinations are closer together and easily reachable by bike or walking. Multimodal Centers should have a fine-grained network of high-quality facilities for walking and bicycling.

Multimodal Corridors



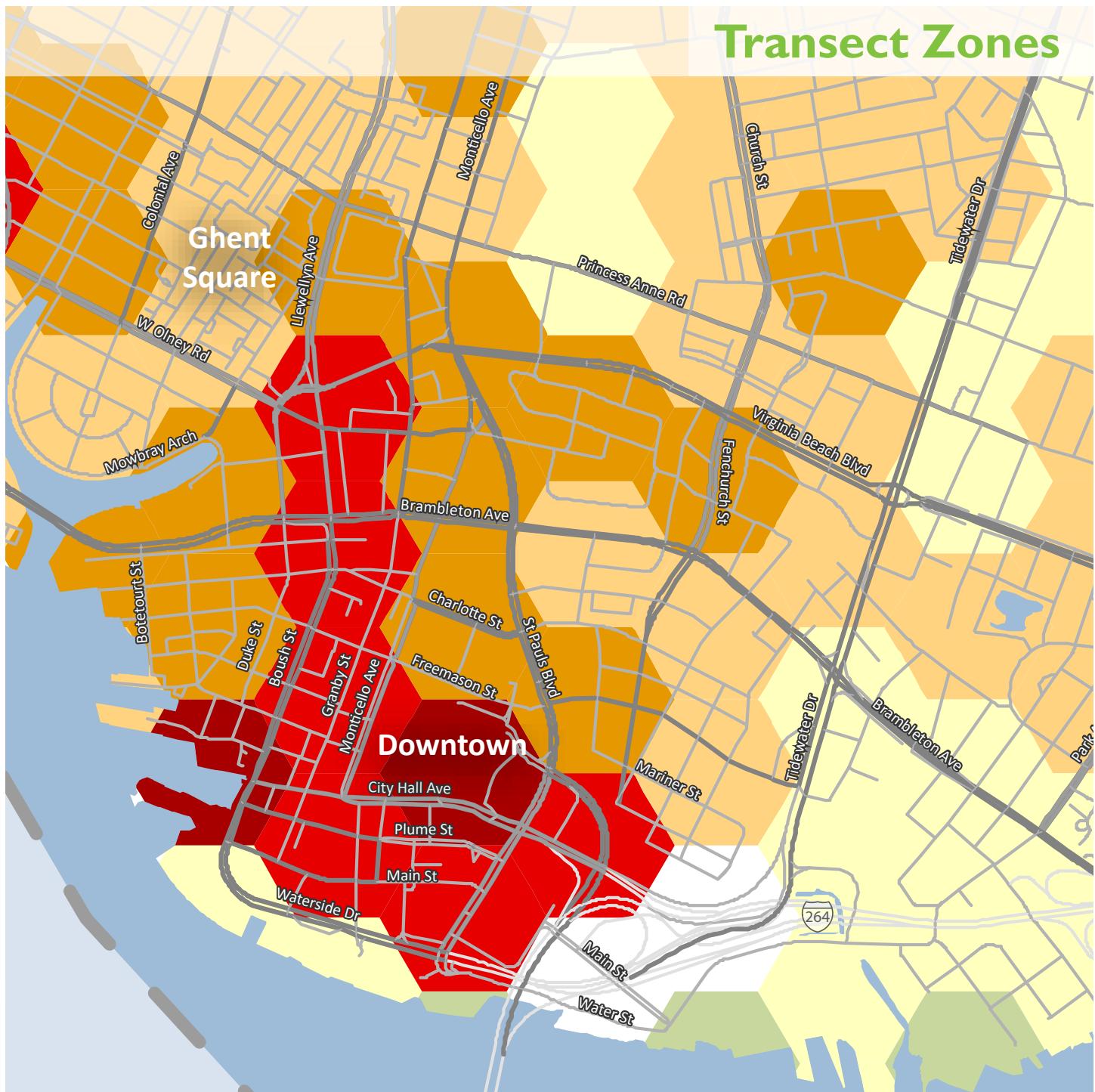
Multimodal Corridors

- Multimodal Through Corridor
- Boulevard
- Major Avenue
- Avenue
- Local Street
- Off-Street Path
- Multimodal District
- Multimodal Center

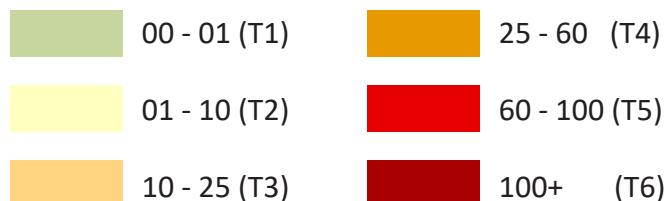
Multimodal Through Corridors are higher speed streets designed for vehicles to get smoothly and quickly from one area to another, yet still provide safe minimum facilities for non-motorized modes.

Boulevards, Major Avenues, Avenues, and Local Streets (Placemaking Corridors), are streets designed with slower speeds than Multimodal Through Corridors. These Placemaking Corridors will be designed for pedestrian and bicyclists to feel safe and comfortable. **Boulevards** will be designed to move lots of people in buses, on bikes, and on sidewalks. **Local Streets** will be designed to serve only trips that begin or end along them. **Avenues** and **Major Avenues** will be designed to connect Local Streets to Boulevards and Multimodal Through Corridors.

Transect Zones



Activity Density (Population + Employment / Acre)



The design of a multimodal corridor is intended to vary depending on the surrounding land use and community context. Streets in areas with high activity levels like downtown are different from streets in areas with lower levels of activity in neighborhoods and should vary in design. **Transect zones** illustrate the general intensity of activity, based on population and job density.

The six categories of transect zones show a generalized gradation of density across the city, based on the level of employment and population in each area. These transect zones will be used to fine tune the specific corridor designs in a series of lookup tables for each element of the street, such as sidewalks, bike facilities and vehicle travel lanes.

Pedestrian Modal Emphasis



Modal Emphasis

Pedestrian Emphasis

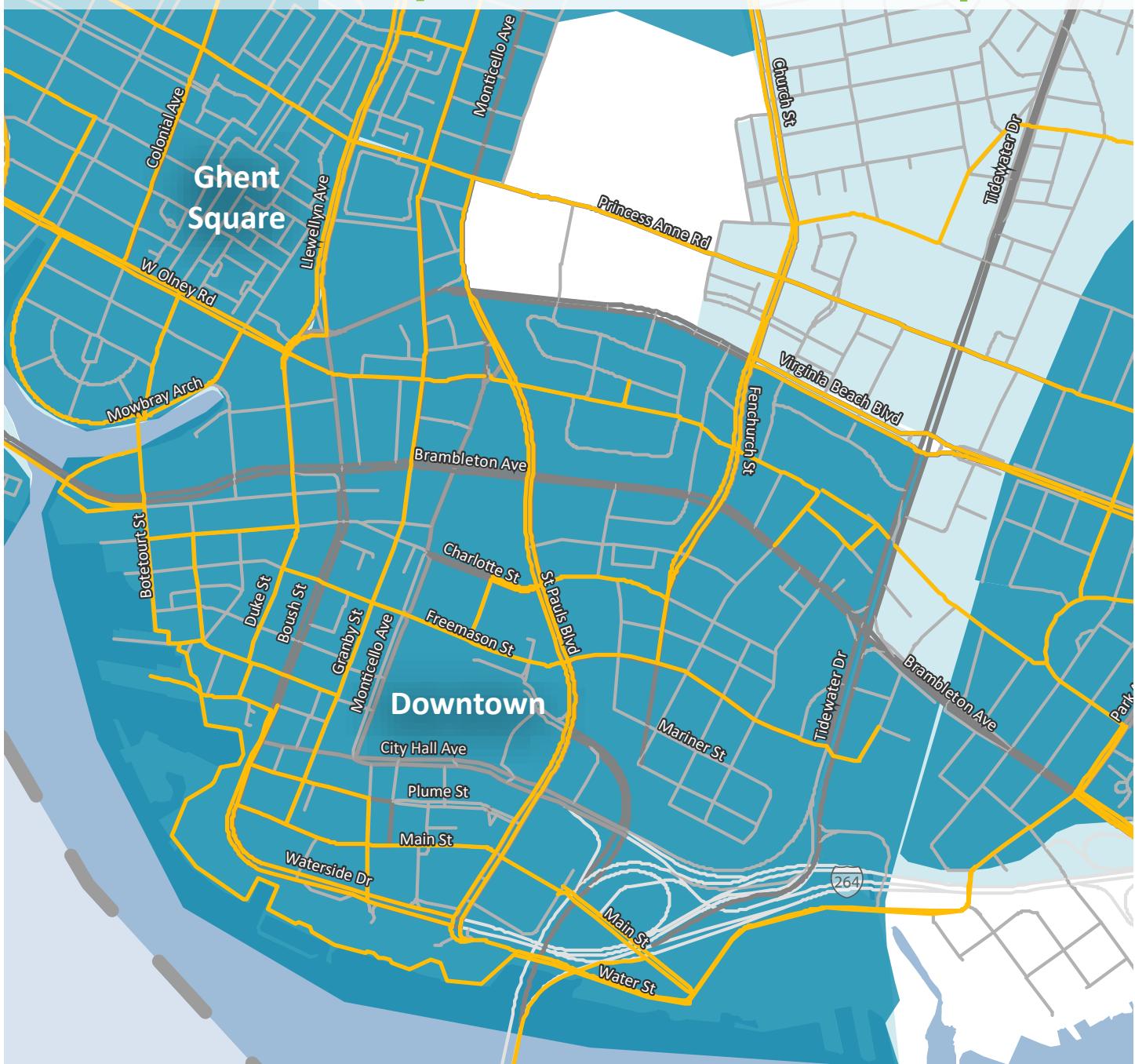
Multimodal District

Multimodal Center

Streets with **Pedestrian Modal Emphasis** will be designed to emphasize pedestrian safety and comfort. Improvements on streets with pedestrian modal emphasis will be designed to provide **optimal** facilities for walking on a case-by-case basis. Improvements may include wider sidewalks and wider buffers between sidewalks and vehicle travel lanes, where feasible.

Improvement projects on streets without pedestrian modal emphasis will meet **minimum** standards for pedestrian facilities.

Bicycle/Scooter Modal Emphasis



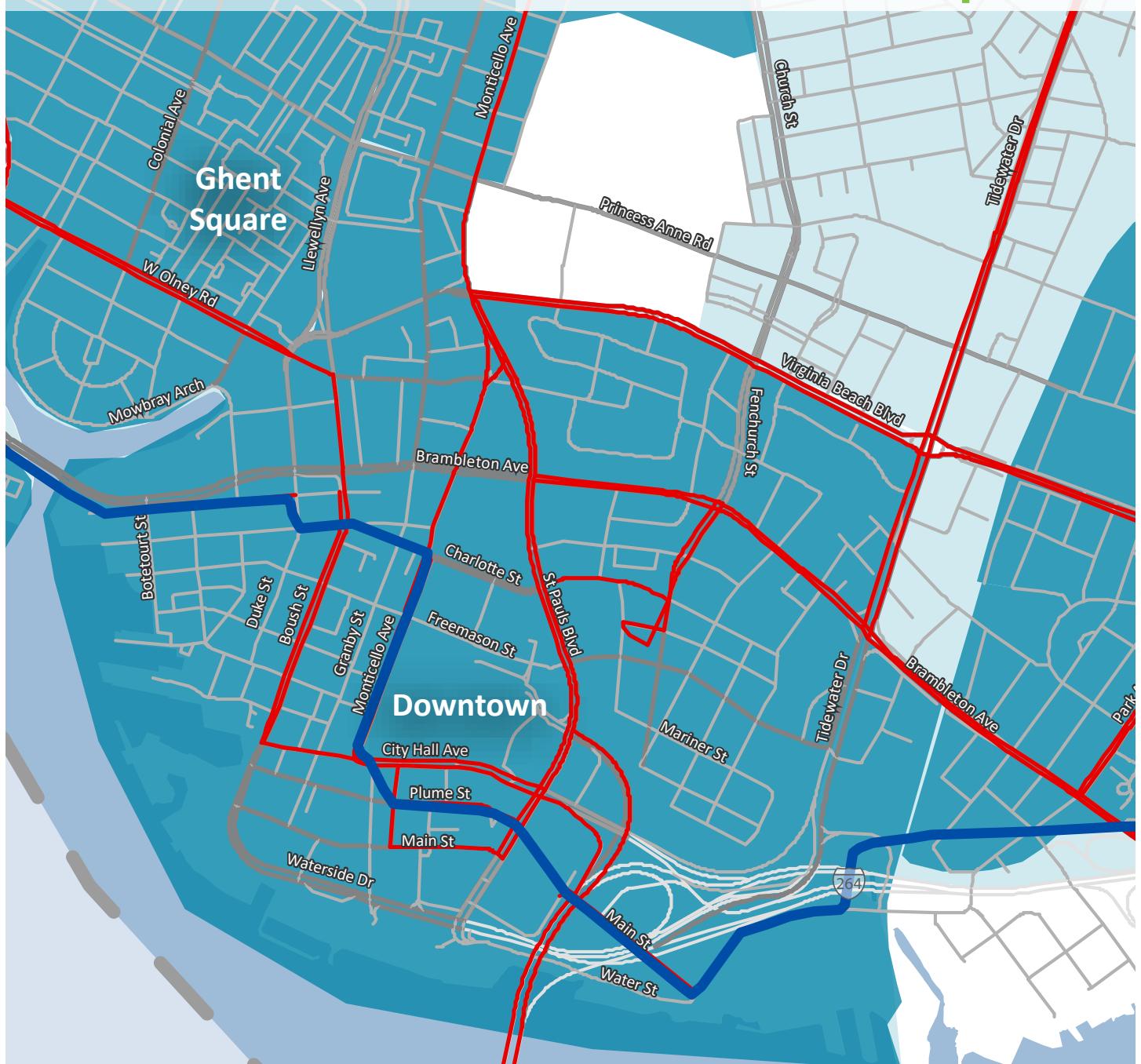
Modal Emphasis

- Bicycle/Scooter Emphasis
- Multimodal District
- Multimodal Center

Streets with **Bicycle/Scooter Modal Emphasis** will be designed to emphasize bicyclist and scooter rider safety and comfort. Improvements on streets with bicycle/scooter modal emphasis will provide optimal facilities for bicycling and scootering, which may include lane repurposing to provide separated bicycle/scooter facilities or collocated bike/bus lanes.

Bicycle/scooter facility design will be determined on a case-by-case basis and follow industry guidance to determine the appropriate type of treatment. Bicycle/scooter modal emphasis may be re-designed during the design phase to parallel corridors that serve the bicycle/scooter safety and connectivity needs better.

Transit Modal Emphasis

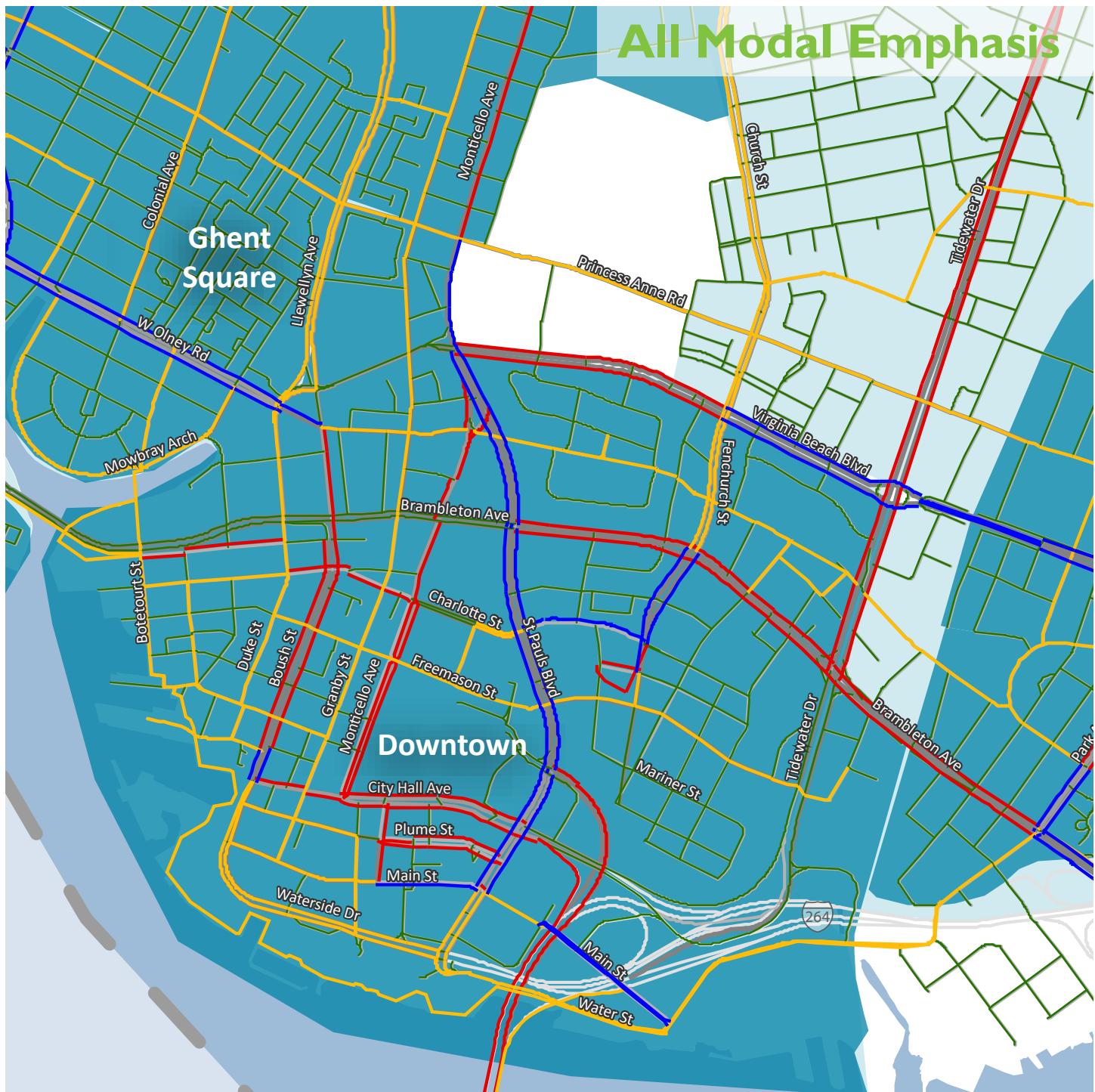


Modal Emphasis

- Transit Emphasis
- Light Rail
- Multimodal District
- Multimodal Center

Streets with **Transit Modal Emphasis** will be designed to provide for efficient transit operations. Improvements on streets with transit modal emphasis will provide adequate lane width for buses and may include dedicated bus-only lanes or combined bike/bus lanes. Improvements may also involve higher quality amenities at bus stops.

All Modal Emphasis



Modal Emphasis

- Pedestrian Emphasis
- Bicycle/Scooter and Pedestrian Emphasis
- Transit and Pedestrian Emphasis
- Bicycle/Scooter, Transit, and Pedestrian Emphasis

— Multimodal District

— Multimodal Center

This map represents the Multimodal System Plan for Norfolk. Many streets have more than one modal emphasis. Some have all three. Improvements on Norfolk's streets will be designed according to the street's modal emphasis and multimodal corridor type.