Secondary Street Acceptance Requirements

Jimmy Carr
Assistant Secretary of Transportation
June 20, 2007

Secondary Street Acceptance Requirements

- Legislation proposed by Governor Kaine and unanimously approved by General Assembly
- Chapter 382 requires CTB to develop Secondary Street Acceptance Requirements
- New regulation will replace and supersede current Subdivision Street Requirements
- Intended to ensure streets accepted into state system for perpetual public maintenance provide commensurate public benefit

Secondary Street Acceptance Requirements

- Initial regulatory notice published April 16th
  - Initial comment sought through Virginia Regulatory Town Hall and dedicated Web site: www.vdot.virginia.gov/projects/SSAR
  - List of other jurisdictions' similar standards posted for review and comment
  - Public comments under review
- Internal Technical Team (ITT) developing initial draft for Implementation Advisory Committee and CTB input

Secondary Street Acceptance Requirements

Legislation mandates new regulation include requirements or provisions that:

- ensure connectivity of road and pedestrian networks with existing and future transportation network
- minimize storm water run-off and impervious surface area through reduced streets widths
- address performance bonding and cost recovery

Secondary Street Acceptance Requirements

Threshold concepts for CTB input/discussion:

- Uniform or Graduated Requirements
- Boundaries for Threshold Requirements

Uniform or Graduated Requirements

ITT Recommendations:

(1) Graduated requirements, tailored according to location and conditions, are necessary to achieve appropriate infrastructure development over the long-term.

(2) Requirements based on regional long-range plans and existing conditions are more appropriate than requirements based on jurisdictional boundaries, existing densities, or other specific factors considered by the ITT.

(3) *3-tiered system with urban, suburban and rural standards is most appropriate.*

Defining Urban, Suburban and Rural

Urban Standard Concepts

- Highest connectivity of road network
- Highest public benefit thresholds
- Street widths to accommodate on-street parking
- Highest level of pedestrian accommodation
- Lower vehicular design speed
- Shorter block lengths
- Planting strips and appropriate storm water measures
- Alleys

Defining Urban, Suburban and Rural

Suburban Standard Concepts

- High-moderate connectivity of road network
- Varied requirements for pedestrian facilities and shared use paths
- Increased variation in street width and design
- Block lengths to accommodate vehicular and pedestrian traffic
- Increased flexibility in storm water management

Defining Urban, Suburban and Rural

Rural Standard Concepts

- Reduced connectivity and public benefit requirements
- Limited or no requirements for pedestrian facilities and shared use paths
- Greatest flexibility in street design

Potential Definitions

Proposal 1

- Urban – FHWA Urban Area Boundary (Census Urbanized Area smoothed in coordination with state/local entities)

  Urban Development Areas (HB3202)*
- Suburban - MPO Study Area and Census Urban Clusters + 1-mile buffer
- Rural - Remaining areas

Potential Definitions

Proposal 2

- Urban – Census Urbanized Area (unsmoothed)

  Urban Development Areas (HB3202)*
- Suburban - MPO Study Area and Census Urban Clusters + 1-mile buffer
- Rural - Remaining areas

Potential Definitions

Proposal 3

- Urban – FHWA Urban Area Boundary

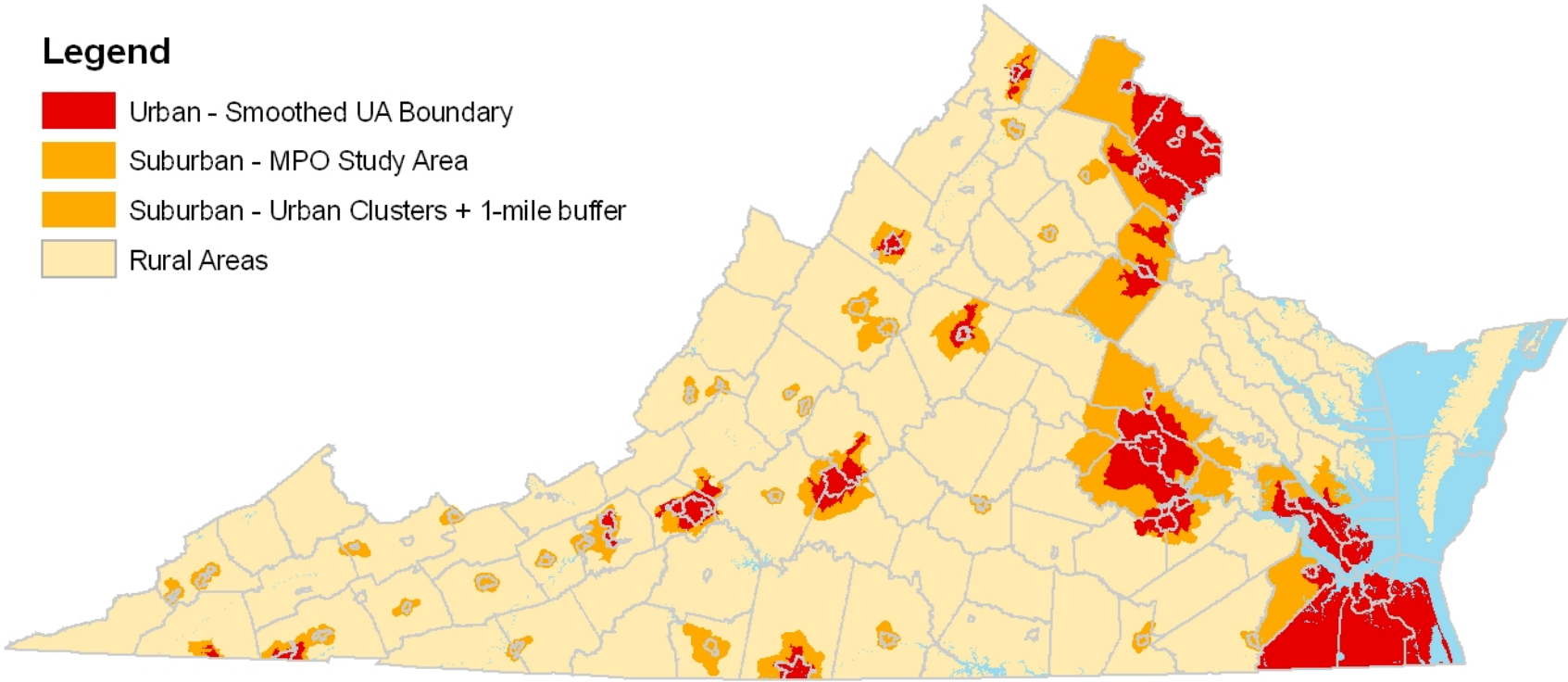
  Urban Development Areas (HB3202)*
- Suburban – 5-mile buffer area around urban population centers of 200,000+

  2-mile buffer area around urban population centers of 200,000-

  Census Urban Clusters + 1-mile buffer area
- Rural – Remaining areas

VDOT Virginia Department of Transportation
Transportation and Mobility Planning

Proposal 1
Defining Area Types
Urban, Suburban and Rural

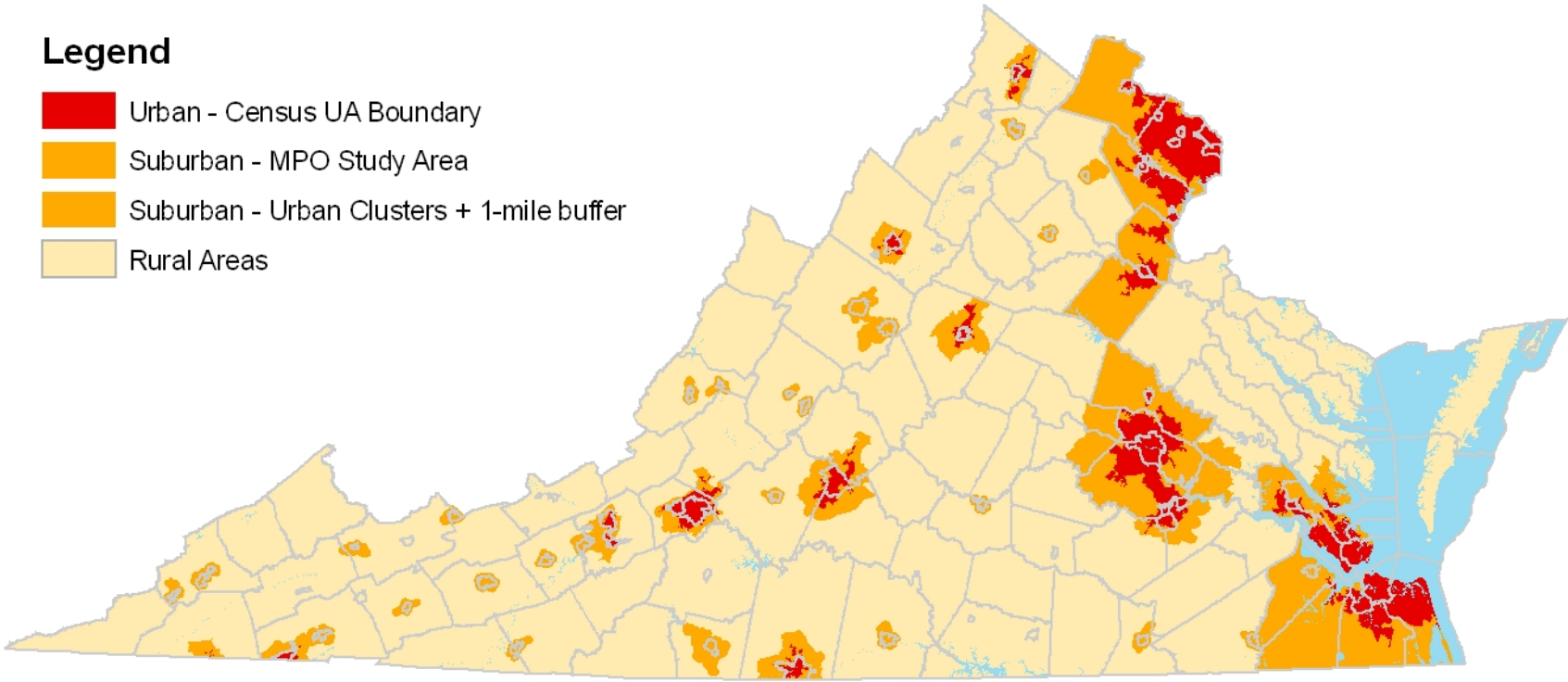


Map Produced by TMPD on 6/5/2007

The accuracy, validity, or reliability of the data,metadata, or maps, is not guaranteed or warranted in any way. The Commonwealth of Virginia and its agencies and representatives disclaim all warranties, express or implied, including but not limited to liability for quality, performance, merchantability, and fitness for a particular purpose arising out of the use of or inability to use the data, metadata, or maps.

VDOT Virginia Department of Transportation
Transportation and Mobility Planning

Proposal 2
Defining Area Types
Urban, Suburban and Rural

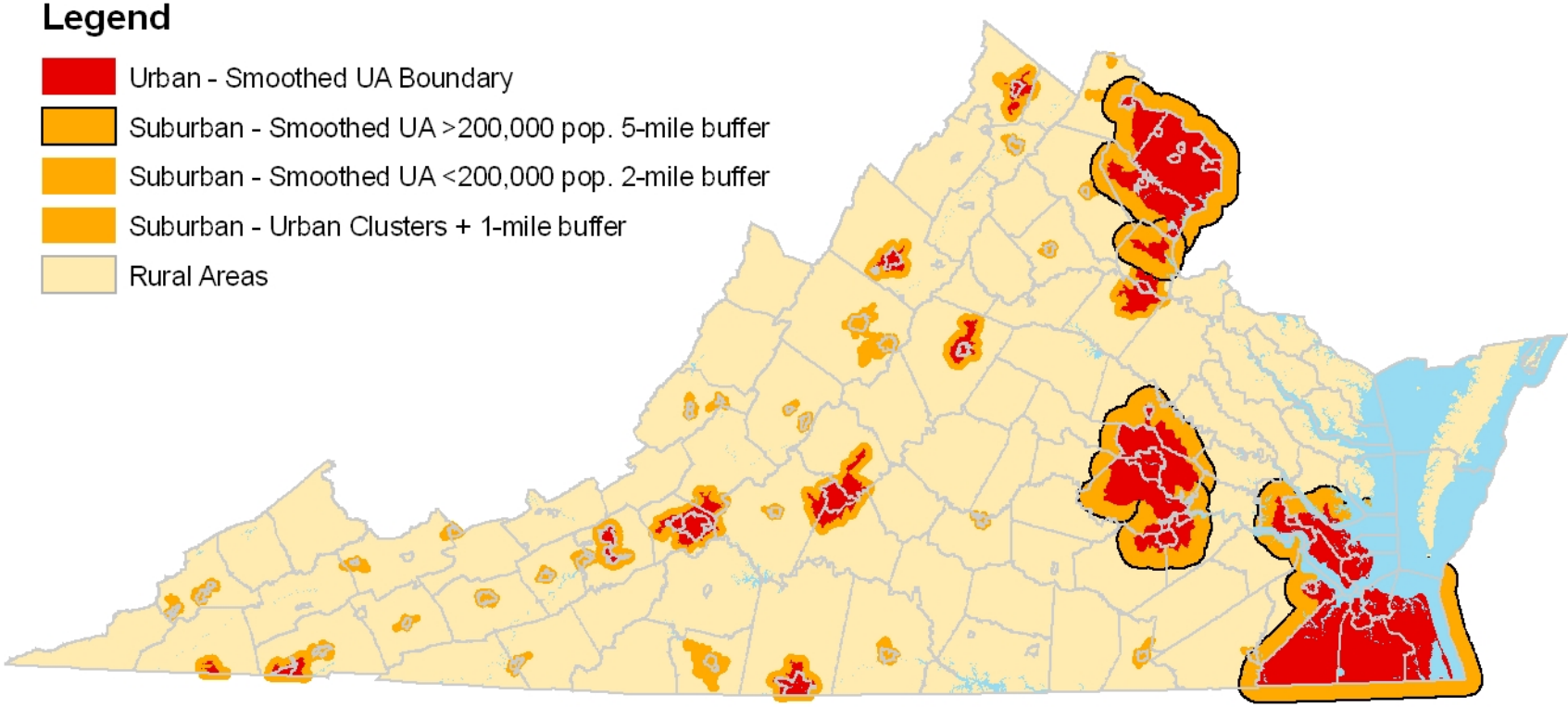


Map Produced by TMPD on 6/5/2007

The accuracy, validity, or reliability of the data, metadata, or maps, is not guaranteed or warranted in any way. The Commonwealth of Virginia and its agencies and representatives disclaim all warranties, express or implied, including but not limited to liability for quality, performance, merchantability, and fitness for a particular purpose arising out of the use of or inability to use the data, metadata, or maps.

VDOT Virginia Department of Transportation
Transportation and Mobility Planning

Proposal 3
Defining Area Types
Urban, Suburban and Rural

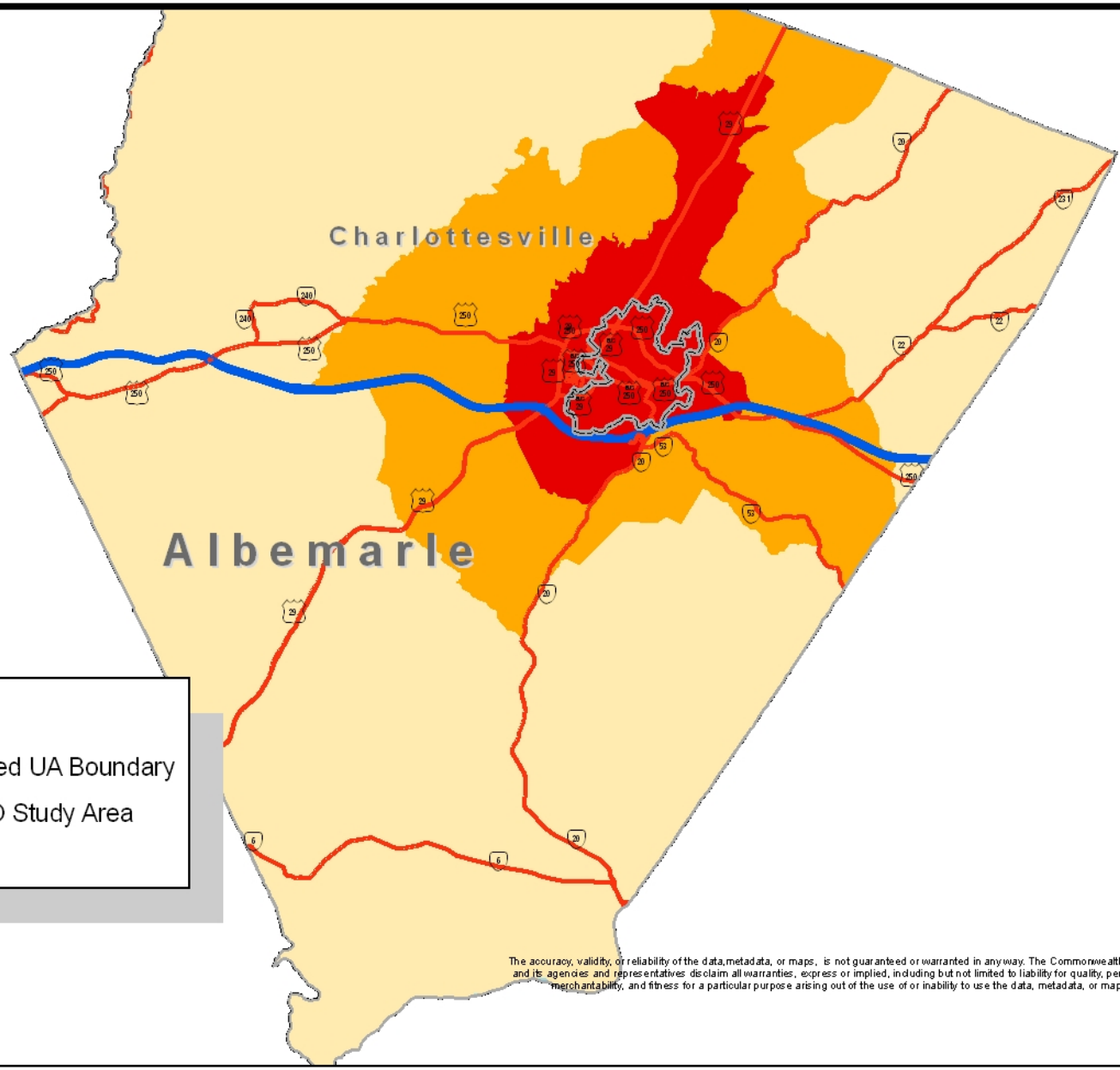


Map Produced by TMPD on 6/5/2007

The accuracy, validity, or reliability of the data,metadata, or maps, is not guaranteed or warranted in any way. The Commonwealth of Virginia and its agencies and representatives disclaim all warranties, express or implied, including but not limited to liability for quality, performance, merchantability, and fitness for a particular purpose arising out of the use of or inability to use the data, metadata, or maps.

VDOT Virginia Department of Transportation
Transportation and Mobility Planning

Proposal 1
Defining Area Types
Urban, Suburban and Rural



Legend

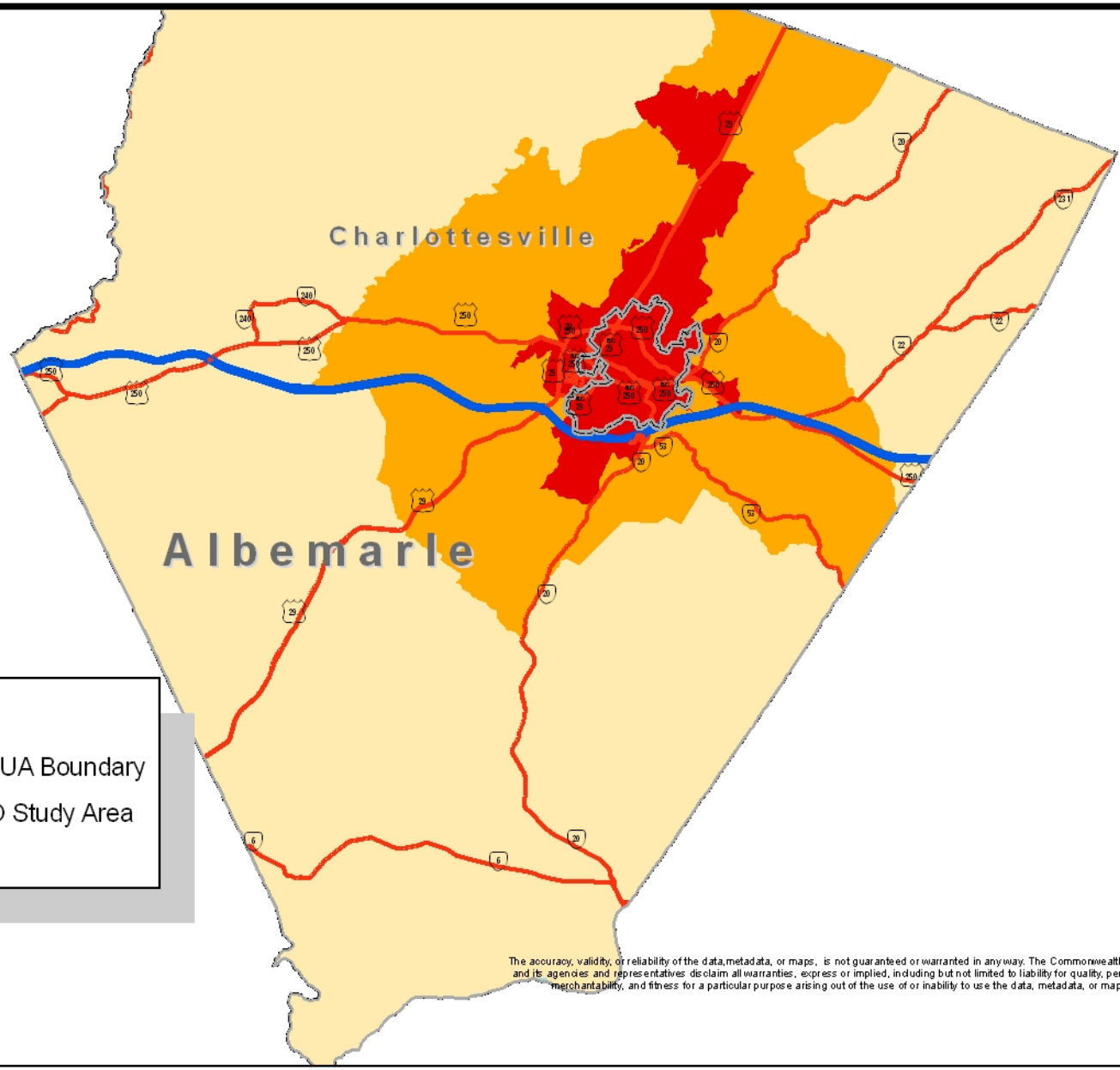
- Urban - Smoothed UA Boundary
- Suburban - MPO Study Area
- Rural Areas

Map Produced by TMPD on 6/5/2007

The accuracy, validity, or reliability of the data, metadata, or maps, is not guaranteed or warranted in any way. The Commonwealth of Virginia and its agencies and representatives disclaim all warranties, express or implied, including but not limited to liability for quality, performance, merchantability, and fitness for a particular purpose arising out of the use of or inability to use the data, metadata, or maps.

VDOT Virginia Department of Transportation
Transportation and Mobility Planning

Proposal 2
Defining Area Types
Urban, Suburban and Rural



Legend

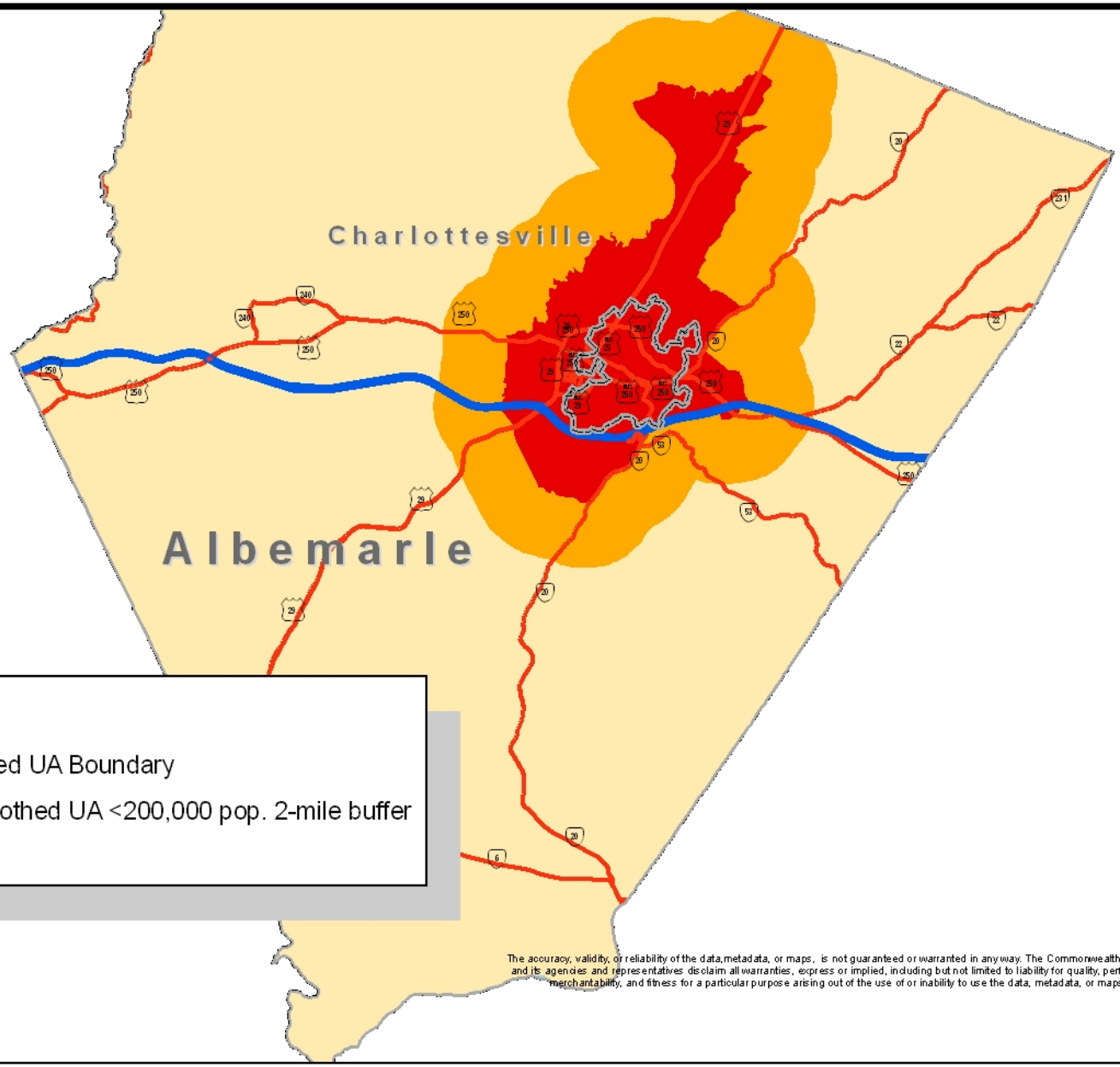
- Urban - Census UA Boundary
- Suburban - MPO Study Area
- Rural Areas

Map Produced by TMPD on 6/5/2007

The accuracy, validity, or reliability of the data, metadata, or maps, is not guaranteed or warranted in any way. The Commonwealth of Virginia and its agencies and representatives disclaim all warranties, express or implied, including but not limited to liability for quality, performance, merchantability, and fitness for a particular purpose arising out of the use of or inability to use the data, metadata, or maps.

VDOT Virginia Department of Transportation
Transportation and Mobility Planning

Proposal 3
Defining Area Types
Urban, Suburban and Rural



Legend

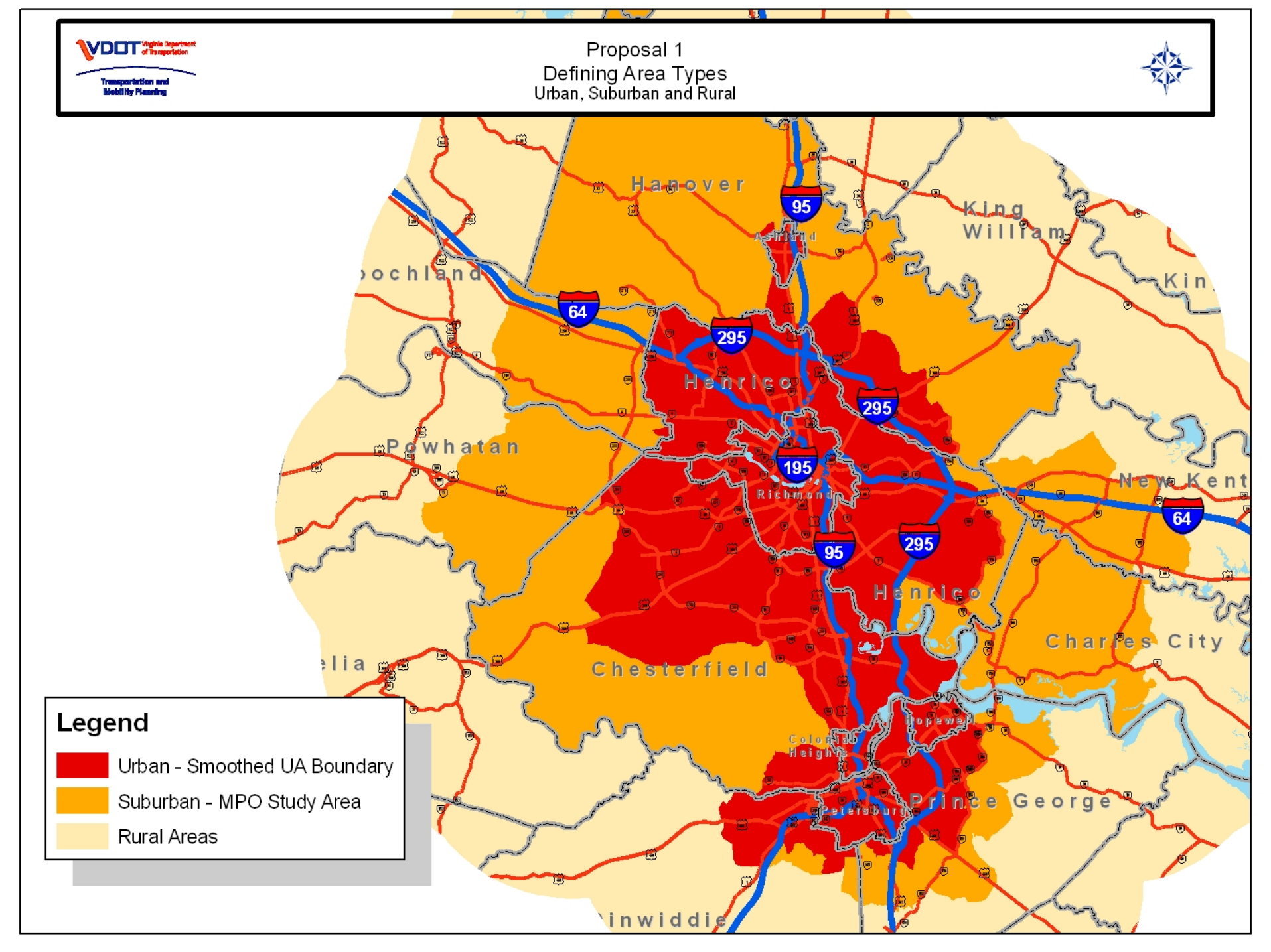
- Urban - Smoothed UA Boundary
- Suburban - Smoothed UA <200,000 pop. 2-mile buffer
- Rural Areas

Map Produced by TMPD on 6/5/2007

The accuracy, validity, or reliability of the data, metadata, or maps, is not guaranteed or warranted in any way. The Commonwealth of Virginia and its agencies and representatives disclaim all warranties, express or implied, including but not limited to liability for quality, performance, merchantability, and fitness for a particular purpose arising out of the use of or inability to use the data, metadata, or maps.

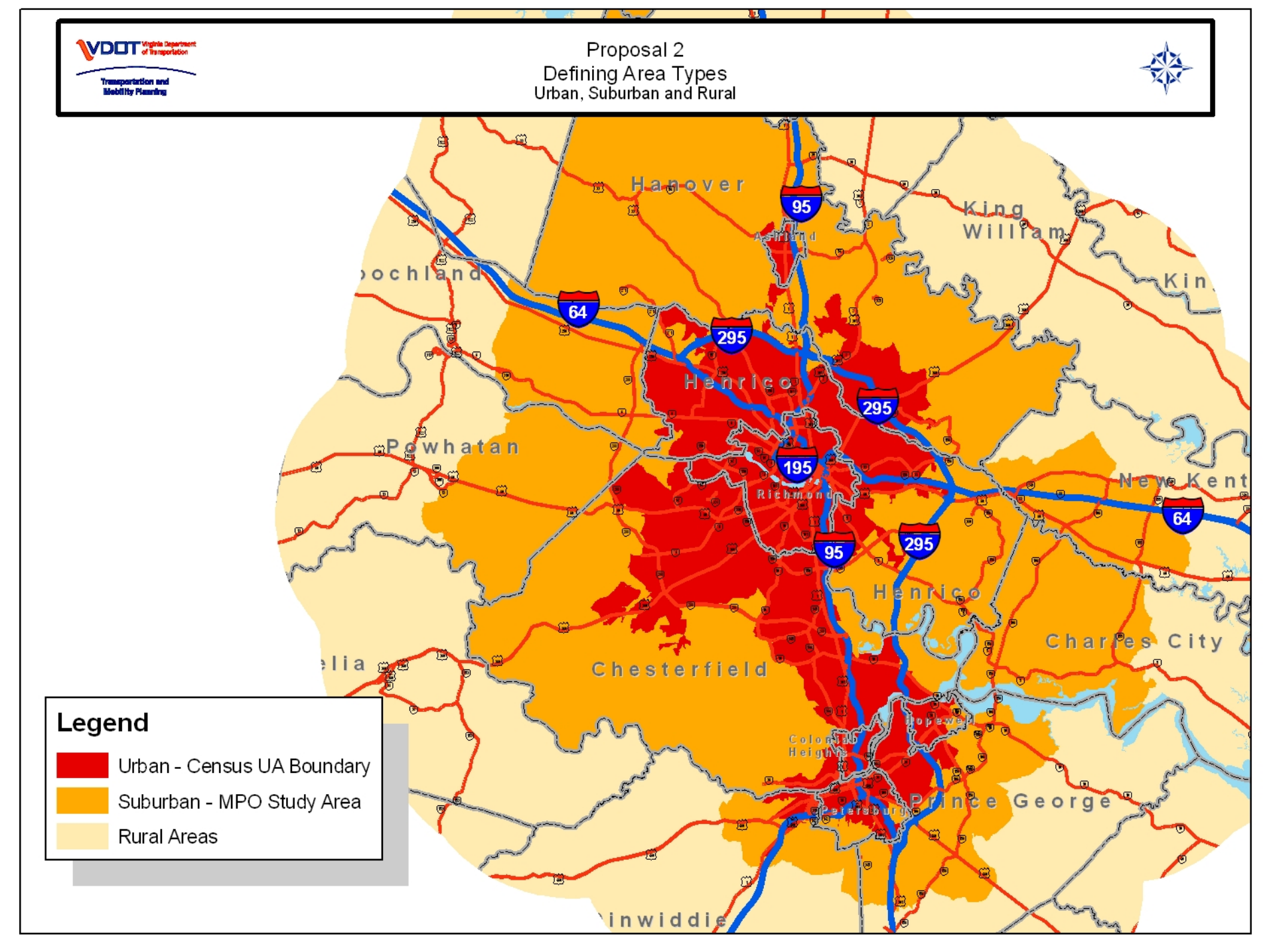
VDOT Virginia Department of Transportation
Transportation and Mobility Planning

Proposal 1
Defining Area Types
Urban, Suburban and Rural



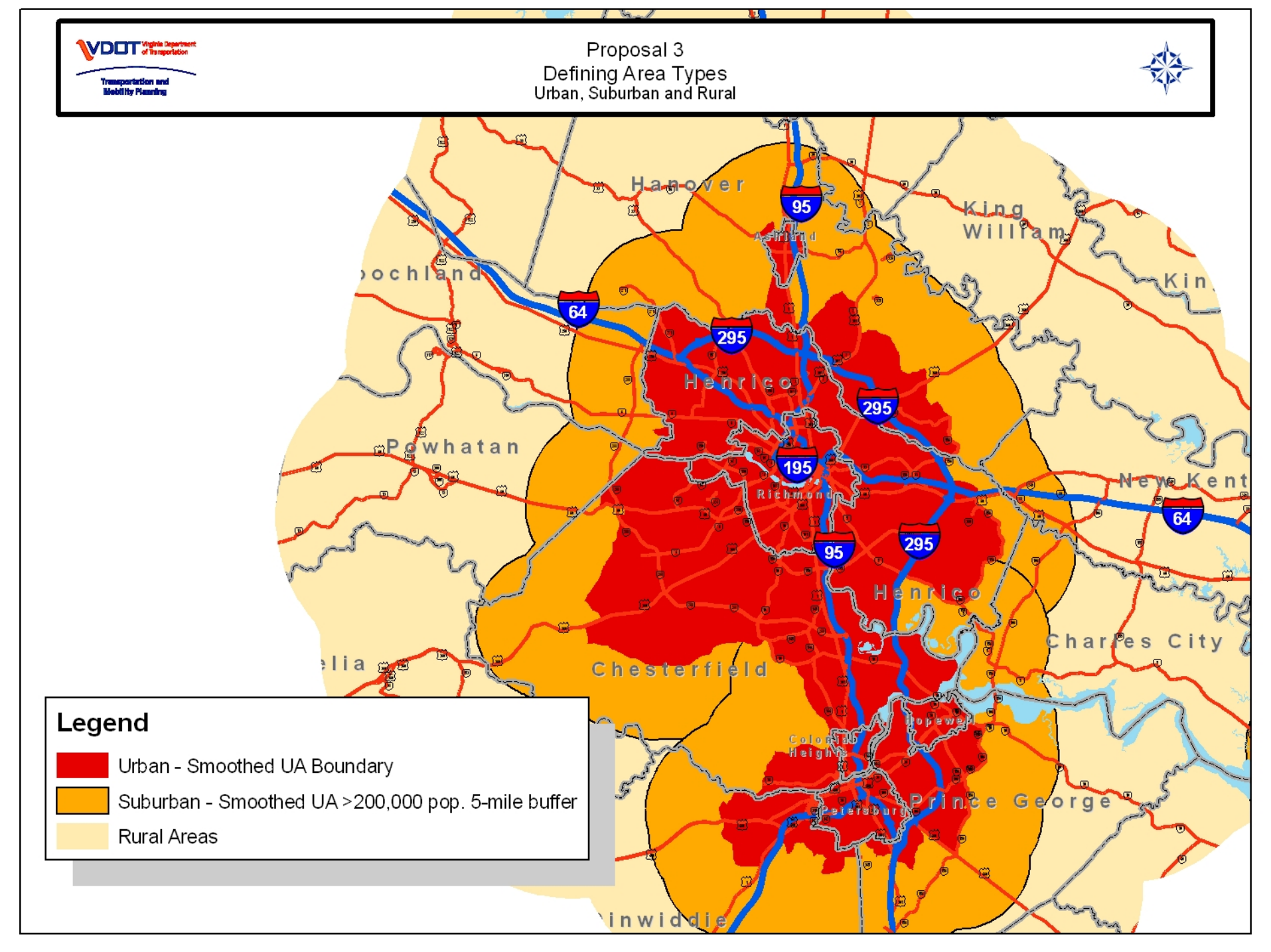
VDOT Virginia Department of Transportation
Transportation and Mobility Planning

Proposal 2
Defining Area Types
Urban, Suburban and Rural



VDOT Virginia Department of Transportation
Transportation and Mobility Planning

Proposal 3
Defining Area Types
Urban, Suburban and Rural



Potential Definitions

ITT Recommendation:

Proposal 1, with appropriate level of flexibility in standards, boundaries or both

This proposal is based upon locally/regionally determined planning boundaries

Major Issues for Future Discussion

- Connectivity requirements
- Performance Bonding
- Design Guidelines

Secondary Street Acceptance Requirements

Jimmy Carr
Assistant Secretary of Transportation
June 20, 2007