

Proposed Access Management Regulations and Standards

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Background

2006 General Assembly

- Budget Bill is amended to include legislative directive
- VDOT Requirement to submit access management proposal to 2007 General Assembly

2007 General Assembly

- Administration legislation: HB 2228, SB 1312
- Passed the House and Senate unanimously and signed by the Governor into law
- Directs Commissioner to develop and implement standards and regulations

Upcoming statutory deadlines

- Commissioner to approve regulations by December 31, 2007
- Effective date of regulations - July 1, 2008

Access Management Benefits

- Reduces crashes
- Reduces traffic congestion
- Reduces fuel consumption and air pollution
- Preserves critical roadway capacity
- Respects rights of property owners to reasonable and safe access
- Supports economic development

Process for Developing Proposal and Soliciting Input

Policy and Technical Advisory Committees

- Met August - November to review/recommend revisions to documents
- Policy Advisory Committee members:

  Virginia Association of Counties
  Piedmont Environmental Council
  Virginia Homebuilders Association
  VA Commercial Real Estate Assoc.
  VA Section, Institute of Transportation Engineers

VDOT Web Site on Access Management Deployed

Public Comment Period – Oct. 3 to 29; Public Hearing – Oct. 22

- Notice published Sept. 26 on Regulatory Town Hall & Oct. 15 in Virginia Register
- Advertised twice in 13 newspapers for statewide coverage
- Mailed copies to CTB and General Assembly members
- Sent News release to 50 media outlets for newspapers, radio, television

Review of Public Comments

- Received over 200 comments from more than 25 individuals/organizations
- Policy and technical committees evaluated public comments during November

What Exists Today to Manage Access

Existing VDOT access management tools:

- **Land Permit Manual: 24 VAC 30-150**
  - Entrance permit application procedures and rules
- **Minimum Standards of Entrances to State Highways: 24 VAC 30-71**
  - Design of entrance, sight distance, minimal spacing standard
- **Median crossover standards**
  - Approval of new, closing, or moving crossovers; minimum spacing standards
- **CTB Policy on Limited Access**
  - Controls the approval of connections to limited access highways
- **Minimal access control beyond interchange ramps**

A number of localities have adopted access management regulations and standards

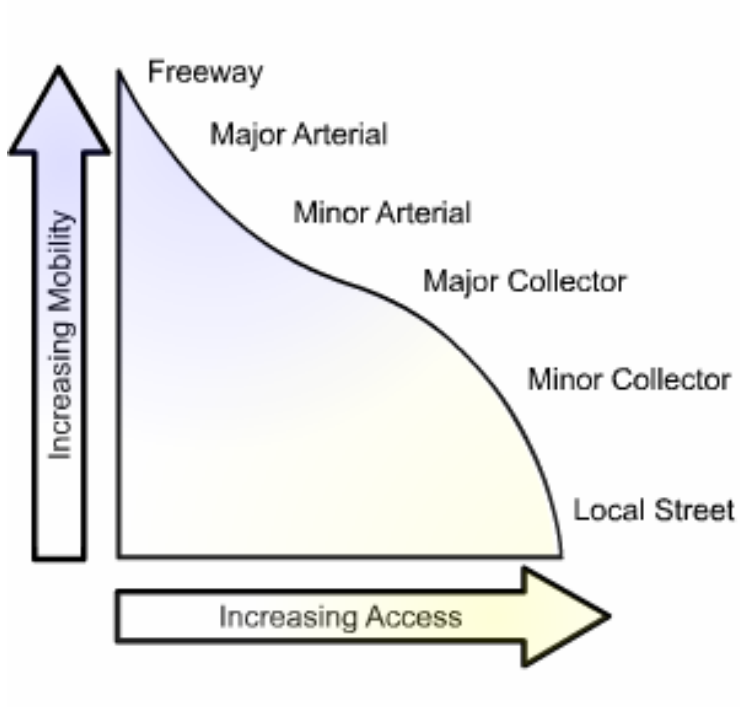
Access Management Regulations & Standards New §33.1-198.1 in the Code

Regulations and standards for location, number, spacing, and design of:

- **Commercial and private entrances**
- **Intersections**
- **Median openings**
- **Turn lanes**
- **Traffic signals**
- **Interchanges**

Based on federal functional classification of the highway

Does not apply to local streets



What is New
Access Management Regulations
24 VAC 30-72

- Restricts entrance locations near intersections
- Requires compliance with new standards for spacing of entrances, intersections, and traffic signals
- Encourages sharing of entrances, where possible
- Requires entrances to accommodate bicycle and pedestrian users
- Provides flexibility for low intensity land use entrances
- Establishes vehicular and pedestrian circulation between properties
- Increases emphasis on entrance designs that channelize traffic
- Places responsibility on commercial entrance applicants to demonstrate safety of entrance and its impact on highway operations
- Appeal & exception procedures; deadlines for VDOT decisions

Standards for Entrance/Intersection Access Management New Appendix in Road Design Manual

Spacing Standards for Intersections and Entrances: Rationale

- Spacing based on:
  - Functional classification of highway – arterial vs. collector
  - Rural highways vs. urban
  - Higher speed limits
  - Type of entrance/intersection - signalized vs. right in/right out (partial access)
- In developed/redeveloping areas where spacing standards can not be met, use established spacing.

Examples Spacing Standards for Intersections and Entrances

- Compare to VA Tech Study
- Partial access spacing
  - Based on the length of a right turn lane or sight distance

		Centerline to Centerline Spacing in Feet		
		Signalized Intersection	Unsignalized Intersection & Full Access Entrance	Partial Access Two Way Entrance
Urban Minor Arterial	≤ 30 mph	1,320	660	270
	35 to 45 mph	1,320	660	325
	≥ 50 mph	1,760	1,050	510
Urban Collector	≤ 30 mph	660	660	200
	35 to 45 mph	660	660	250
	≥ 50 mph	1,320	1050	425
Rural Collector	≤ 30 mph	1,320	660	270
	35 to 45 mph	1,320	660	360
	≥ 50 mph	1,760	1,320	495

Design Standards for Entrance/Intersection Access Management
New Appendix in Road Design Manual

Access Management Near Limited Access Highway Interchanges

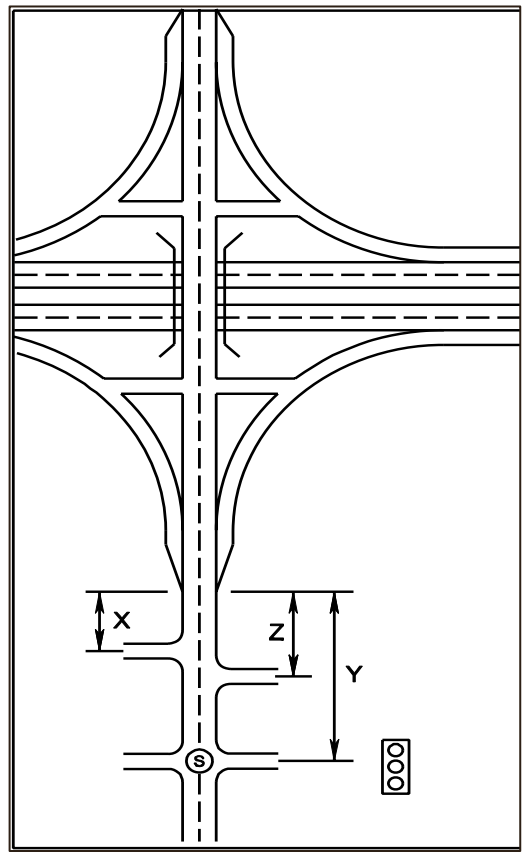
- Spacing distance from end of ramp to entrances/intersections to allow for proper merging, weaving and diverging of ramp traffic.

Spacing Standards: Two Lane Crossroad

- Distance from ramp to right in/right out entrance (X) & distance between last entrance to start of ramp (Z)
  - 750 ft urban area
  - 1,320 ft rural area
- Distance to first full access intersection (Y)
  - 1,320 ft urban and rural areas

Application:

- New and reconstructed interchanges
- Existing interchanges depending on property frontage



Next Steps and Effective Date

CTB Briefing on Final Draft of Regulations

- December 13, 2007

Attorney General

- Certifies VDOT has authority to adopt regulations and that they comply with State law

Commissioner

- Approves as directed by §33.1-198.1 by December 31,2007

Effective Date

- Effective date - July 1, 2008
- Provides time for review by 2008 General Assembly

CTB Repeal of Minimum Standards of Entrances

- Action by June 30, 2008

Questions



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