COMMONWEALTH *of* VIRGINIA

Office of the

SECRETARY *of* TRANSPORTATION

Secondary Street Acceptance Requirements

Nick Donohue

January 16, 2008

Secondary Street Acceptance Requirements

- Intended to ensure streets accepted into state system for perpetual public maintenance provide commensurate public benefit
- Legislation mandates regulation include:
  - Connectivity of road and pedestrian networks
  - Minimize storm water run-off and reduced impervious surface area through reduced streets widths
  - Address performance bonding and cost recovery
- Implementation Advisory Committee consisting of stakeholders has met 5 times to review regulation

Secondary Street Acceptance Requirements

Timeline

- Outreach with localities and developers in each district - ongoing
- Publish regulation for public comment, public hearing held - early 2008
- Advisory Committee reviews public comments and refine regulation – spring/summer 2008
- Final action by CTB – summer/fall 2008

CTB will be briefed throughout process

Vesting Provisions

Regulation will recognize vested property rights

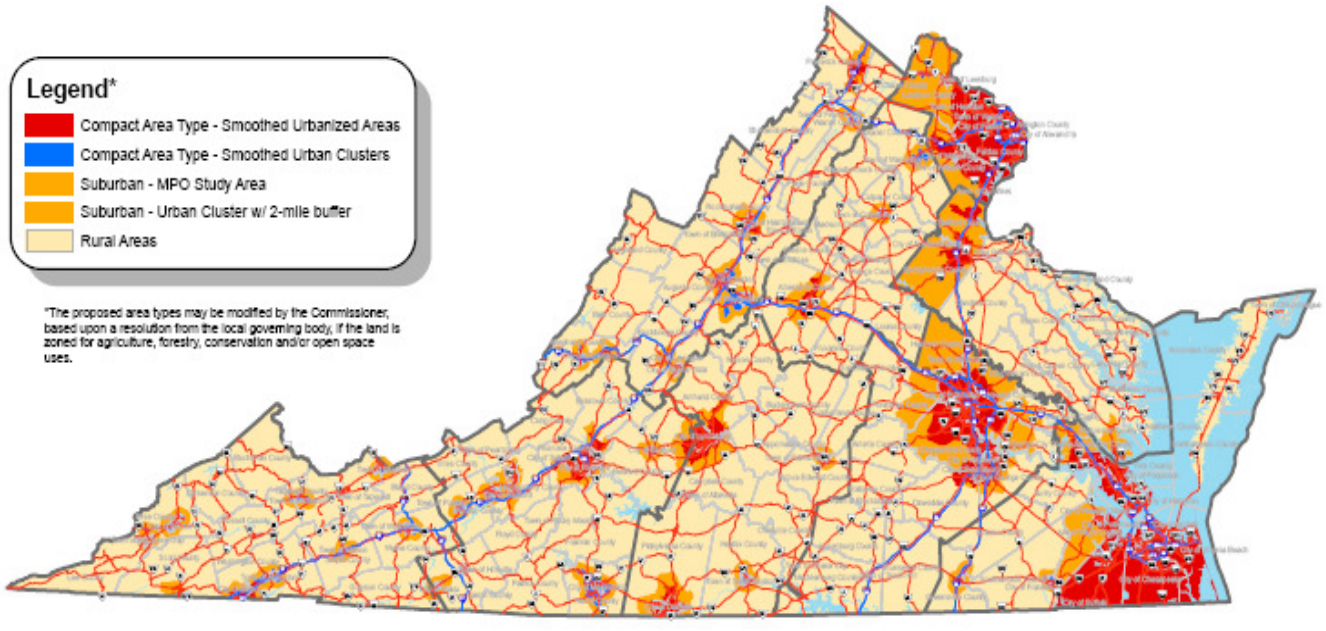
Vested property with plan of developments may be accepted under former requirements

Area Types

Area Types based on Federal, regional and local planning boundaries

- Compact, Suburban and Rural

Area types may be modified at the request of the local governing body



Connectivity Requirements

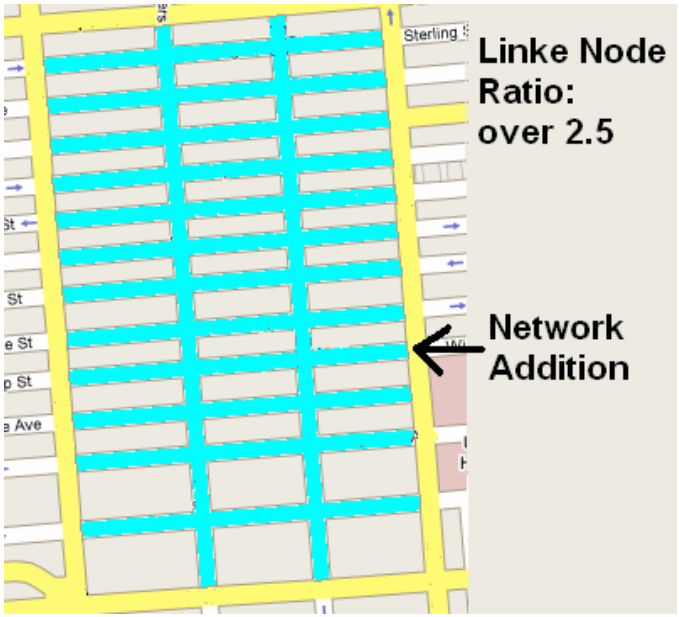
Benefits of Connectivity

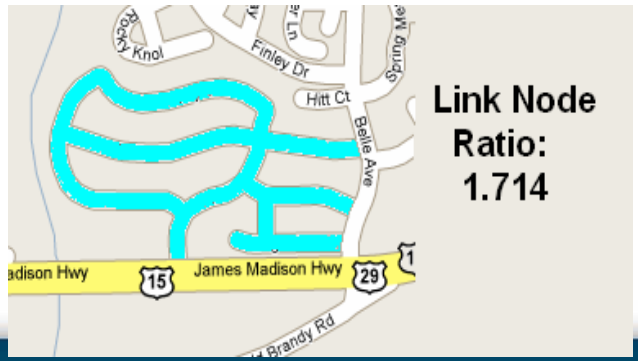
- **Disconnected street networks force local trips onto regional networks**
- **Connected street network will improve the effectiveness of the overall regional and local transportation network by providing:**
  - Alternative routes to local destinations to provide redundancy
  - Improved regional travel as arterial roadways are better utilized for regional trips due to transfer of local trips to local roadways
  - Reduced travel and emergency response times due to more direct access

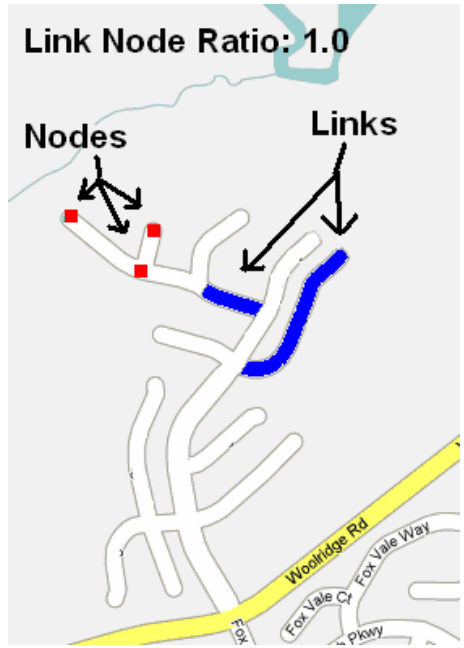
Connectivity Requirements for Network Additions

- **Compact Area Type**
  - Link-node ratio of 1.6 or above
  - One external connection and an additional external connection and stub out for every 50 links or fraction thereof
- **Suburban Area Type**
  - Link-node ratio of 1.4 or above
  - One external connection and an additional external connection and stub out for every 50 links or fraction thereof
- **Rural Area Type**
  - One external connection and an additional external connection and stub out for every 50 links or fraction thereof

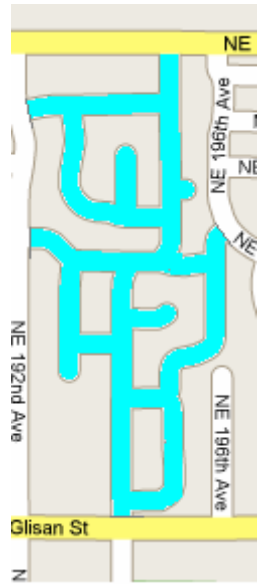
Examples of Link-Node Ratios







Link-node ratio of 1.474



Connectivity Requirements

- Requirements are goals
  - There will be circumstances when they can not be met
- Do not apply to rural addition, industrial access roads
- Exceptions
  - Incompatible land use
  - Physical impedance such as terrain, river, etc
  - Existing development
  - Parcel shape
  - Access management requirements

Conditional Acceptance

If allowed by the locality a developer may choose to meet link-node ratio requirements for network addition through provision of additional stub-outs

Process would carry risk that if locality or other entity prevents the stub-outs from being connected with future development, network addition would be removed from the state system after one year

Pedestrian Accommodations

- **Compact Area Type**
  - Sidewalks along both sides of the street
- **Suburban Area Type**
  - Sidewalks along both sides of the street or a system of trails and sidewalks
  - Developments with 2+ acre lots may use trail system or sidewalk along one side of the street
- **Rural Area Type**
  - Trail system or sidewalk along one side of the street
  - Streets with ADT of 200 or less are not required to provide pedestrian accommodations

Surety and Fees

- **Surety**
  - $3,000 per tenth of lane mile, increased based on construction CPI
  - For up to three years, based on type of inspection process utilized
- **Administrative Cost Recovery Fee**
  - $3,000 per center lane mile, based on 2006/2007 study
- **Inspection Fee**
  - $1,500 per lane mile if VDOT inspects
  - $375 per lane mile if alternative inspection processes are used

Other Provisions

- Appeals process with established timeframes
- Street width varies based on provision of parking
- Stormwater management facilities allowed within VDOT right-of-way
- All parties shall take steps to minimize the impact of cut through traffic through street design

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