COMMONWEALTH *of* VIRGINIA

Office of the

SECRETARY *of* TRANSPORTATION

Secondary Street Acceptance Requirements

Nick Donohue

February 20, 2008

Secondary Street Acceptance Requirements

Purpose of Initiative:

- Improve the effectiveness of the overall regional and local transportation network
- Reduce reliance on arterial roadways for local trips
- Provide direct and alternative routes for emergency service providers
- Reduce subdivision street widths, where appropriate
- Recovery VDOT's costs related to street acceptance

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 – summer 2008**
- **Final action by CTB – fall 2008**

CTB will consider resolution to authorize publication of draft regulation for public comment at March meeting

Grandfathering and Vesting

- **Streets within a proffer plan of development, site plan/subdivision plat, preliminary subdivision plat or approved street construction plan may be accepted under former requirements**

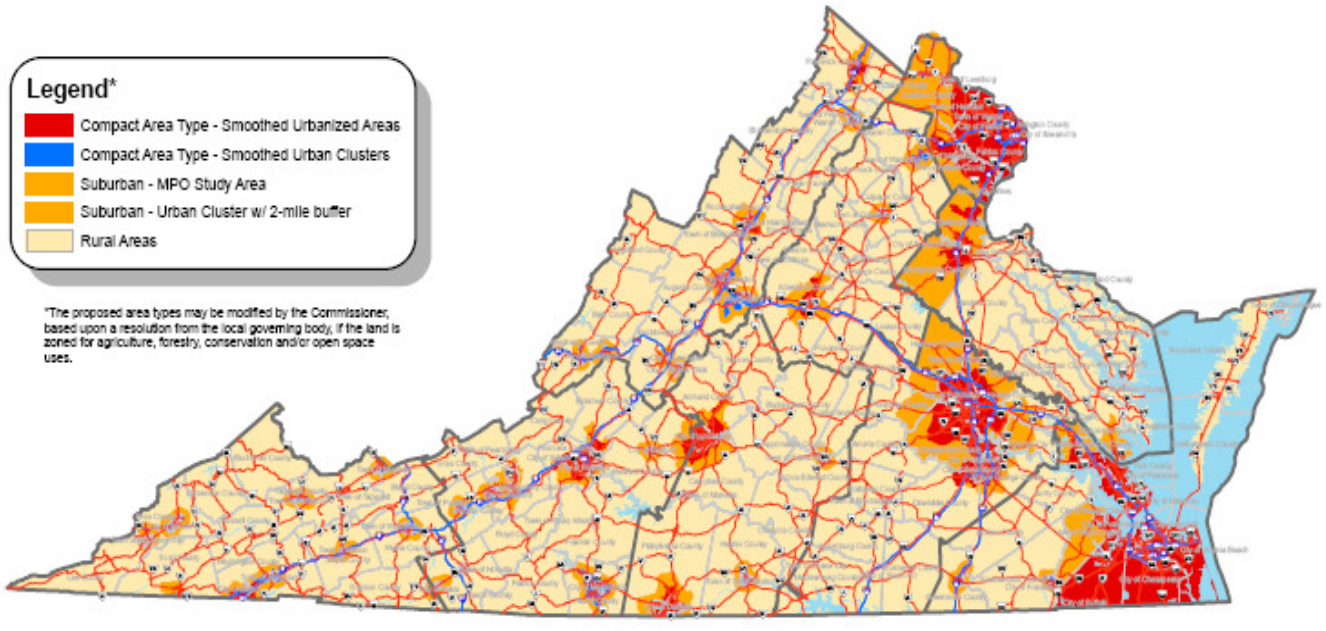
- **Regulation allows previous area type requirements to apply when area type is modified after approval of development proposal**

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



Secondary Street Acceptance Requirements

Streets may be accepted as:

- **Network addition**
- **Individual street**

Streets must provide public benefit, defined as:

- **Public service**
- **Connectivity***
- **Pedestrian accommodations***

***Vary based on area type**

Public Service

Individual streets

- **Serve three or more occupied units**
- **Serve schools or other facilities open to public use**
- **Constitute a missing link in network**

Network additions

- **Majority of structures within development are built**
- **Majority of links have three or more occupied units**

Connectivity

- **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

Connectivity

- External links of collector or arterial roadways will count as two links for calculation of link-node ratio
  - Intent is to provide incentives for developers to include collector roads when appropriate
- Requirements 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 and adjoining network addition would be ineligible for acceptance into state system

Administrative Procedures

- Developer submits preliminary plan of development to VDOT for review
  - Contains general layout of development including location of any transportation facilities
- Department will review for compliance with requirements and geometric standards
- Approval will allow developer to move forward with construction of streets

- Regulation allows phased development of four lane roadways

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

Appeals

- Developer may appeal to the District Administrator on unresolved differences of opinion
  - DA has 45 days to respond to such request
  - Developer may request a meeting to discuss issues

Design Requirements

- Streets must meet geometric requirements in Road Design Manual, Subdivision Street Design Guide and Pavement Design Guide
- Street widths within Subdivision Street Design Guide will vary based on whether parking is on-street or off-street
- VDOT may establish reduced parking requirements for individual or classes of development
- On-street parking, if desired, will be allowed on local and collector roadways with 35mph or less speed limit in urban areas

Design Requirements

- Stormwater management facilities allowed within VDOT right-of-way with appropriate agreements
  - No VDOT liability
- Curb and gutter is an optional street design element
- Requirements for utility placement
- Other safety requirements (dams, RR crossings, etc)
- Neo-traditional development section is removed
- Use street design to manage motor vehicle speed to match local context

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

Inspection of Streets

- Normal VDOT inspection process
  - Full inspection fee and surety requirements
- Third party inspection process
  - Reduced inspection fee and reduced surety requirements
- Local certification process
  - Reduced inspection fee and surety requirements are waived
- Detailed VDOT inspection process
  - Inspection fee and surety requirements are waived

- Options provide incentives to developers to use more detailed inspection and use non-VDOT staff

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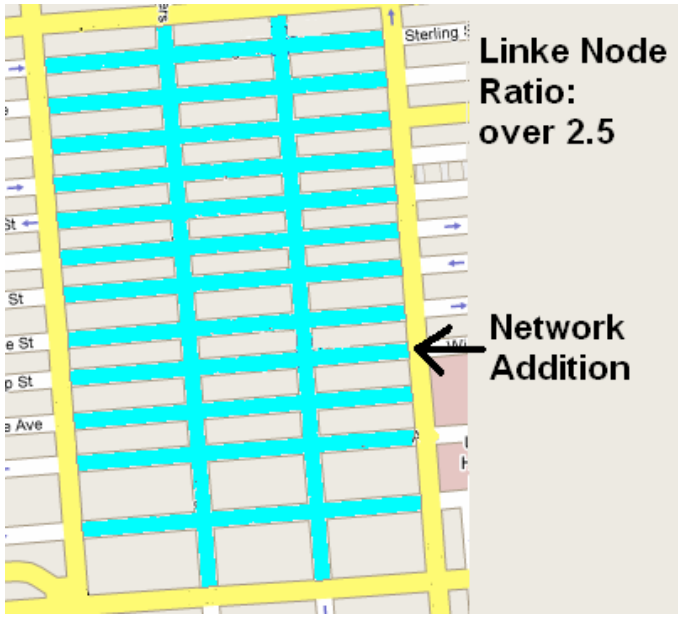
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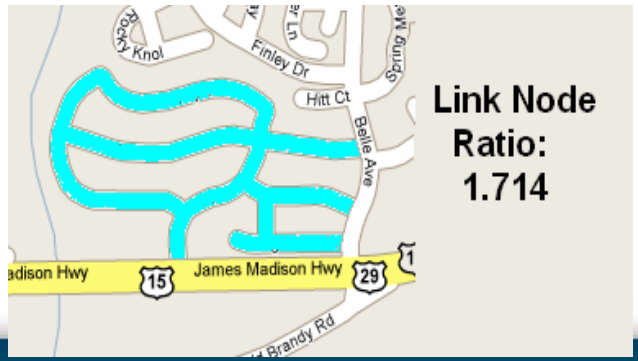
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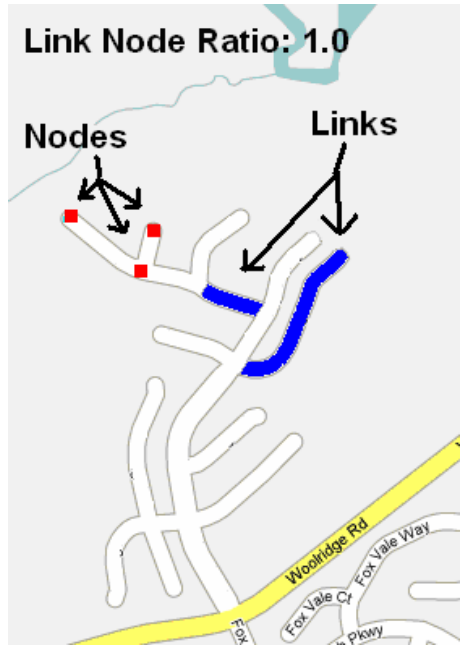
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Examples of Link-Node Ratios







Link-node ratio of 1.474

