

Reassigning Roads to the Primary, Secondary, and Urban Systems: A Response to Chapter 896

prepared by

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Today's Discussion

- Chapter 896 Mandate
- Background
- Addressing the Challenge of Chapter 896 Mandate
- Description of the Plan
- Implications of the Plan
- Concluding Remarks

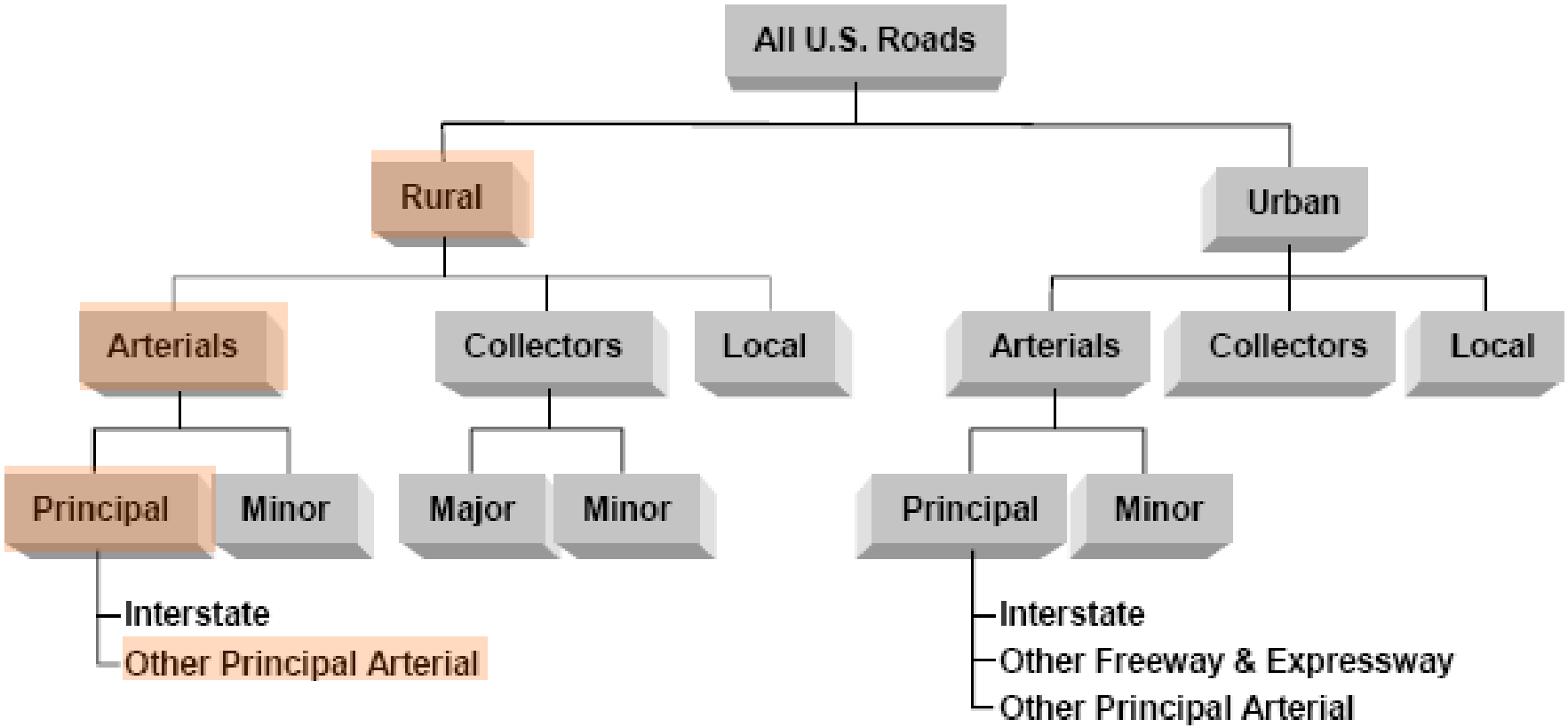
Chapter 896 Road Reassignment Mandate

- Develop a Plan to reassign roads to the Primary, Secondary and Urban Systems, using functional classification.
- Analyze implications of the Plan.
- Present plan to CTB for advice and consent.
- Present plan to Governor and General Assembly before January 1, 2009.

Overview of Classification Systems

- Administrative Classification
  - Emerged between 1918 and today, one route at a time.
  - Continuous Primary, Secondary, and Urban systems.
  - Based on routes or corridors.
  - Not functionally defined.
- Functional Classification
  - Has been required to receive Federal Funding since 1973.
  - Documented method; results approved by FHWA
  - Based on road segments, not complete routes or corridors.
  - 10 year updates conducted by VDOT staff.

Functional Classification Categories



Source: Federal Highway Administration

Working Assumptions for a Candidate Plan

- Numerous alternatives examined
- Candidate plan designed to be a “low impact plan”
- The plan presented here maintains city responsibility for roads within municipal boundaries.
  - Consistent with first cities initiative
- The Plan is based on similarities between the Federal criteria and the most logical *apparent* function of Primary, Secondary and Urban Systems.
  - Principal Arterials are most similar in function to the Primary System, but not always
  - Collectors and Locals are most similar in function to the Secondary and Urban Systems, but not always

Results of Candidate Plan

	Primary	Secondary	Urban
Principal Arterials	In counties		In cities and towns
Minor Arterials	**Rural** Minor Arterials within counties.	**Urban** Minor Arterials within counties.	In cities and towns
Collectors and Locals		Within counties.	In cities and towns

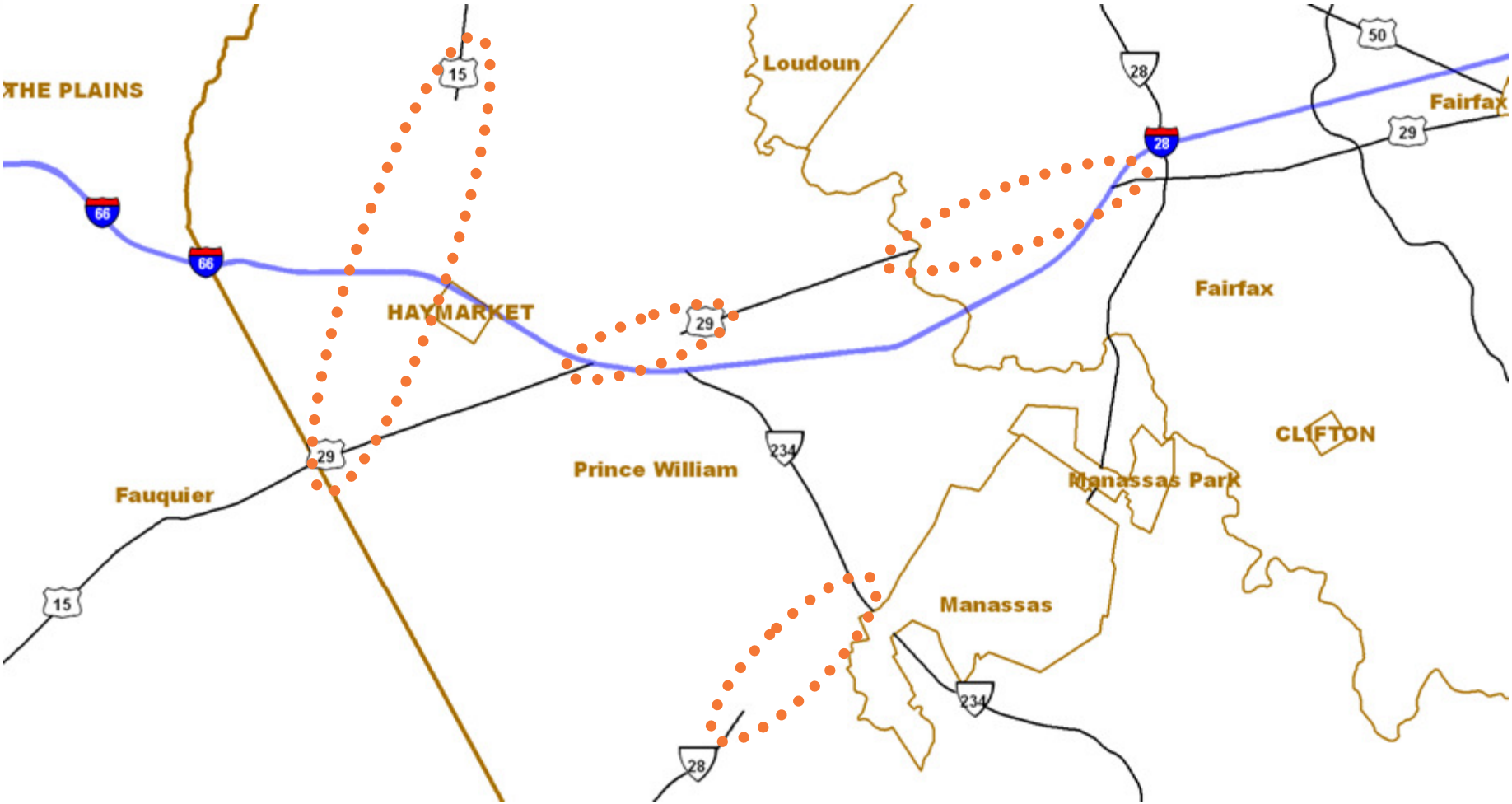
Impact on Centerline Mileages

	Primary	Secondary	Urban
Current	8,080	48,980	11,530
Ch 896 Plan	5,480	51,470	11,640
Difference	- 2,600	+ 2,490	+ 110

Implications for Primary Allocations

District	Current Percent Input	Ch 896 Plan Percent Input	Ch 896 Plan Percent Change
Bristol	8.7	7.1	-18.4%
Salem	10.6	9.5	-10.4%
Lynchburg	9.2	9.7	+5.4%
Richmond	16.0	16.0	0.0%
Hampton Roads	7.6	7.3	-3.9%
Fredericksburg	9.2	10	+8.7%
Culpeper	8.9	9.6	+7.9%
Staunton	8.8	7.2	-18.2%
Northern Virginia	16.0	18.6	+16.3%

Candidate Plan & Haymarket Area Primary System



A Possible Alternative Approach

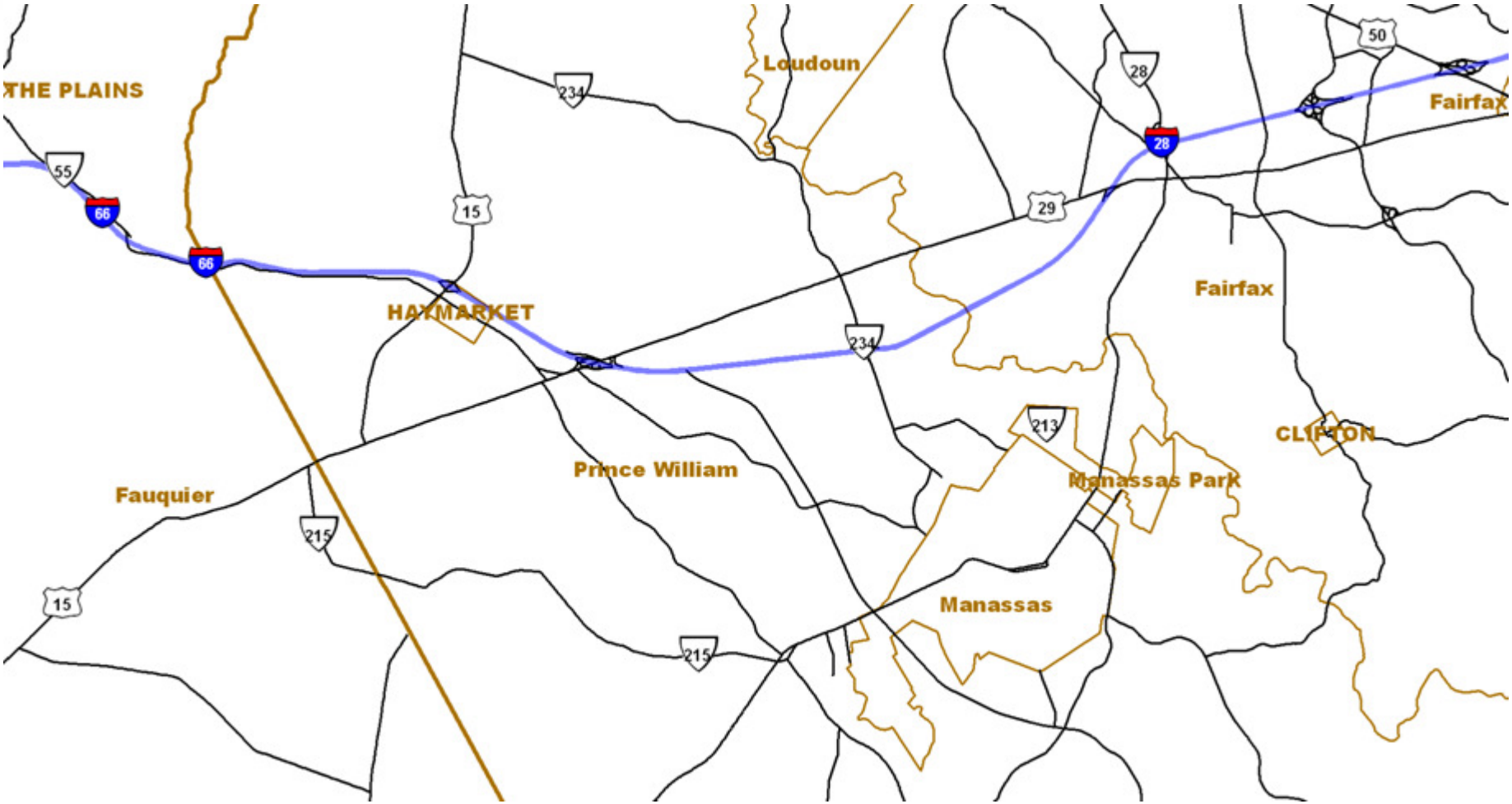
- Connect the Commonwealth without regard for previous mandates and functional or administrative class
- Base the system on connecting important locations such as towns, county seats, hospitals, schools, fire and rescue, distribution and inter-modal centers, etc.
- Ensure continuity between and through localities without being constrained by jurisdiction boundaries
- Ensure redundancy for safety—Rte 1 & I-95, Rte. 11 & I-81, etc.

A Possible Alternative (continued)

- Network identified at request of Commissioner Ekern by a multidisciplinary team
  - Research Council
  - Central Office Planning Staff
  - Central Office System Operations Staff
  - District Planning Staff

- Result is a seamless statewide network of significant roads.
  - Incorporates all functional classes
  - Likely require some change of administrative classifications
  - Addresses 85% of all activity on the state system
  - Approximately 20,000 centerline miles
  - Supports Access Management and Land use & transportation linkages

Alternative: Haymarket Area—Roads of Statewide Significance



Concluding Remarks

- The Chapter 896 assignment does not result in a logical, seamless network.
  - Segments of less significant roads will become “significant” and segments of significant roads will be placed into the secondary system
- There is no way to comply with the Chapter 896 road reassignment mandate while retaining a seamless network of significant roads.
- There is no reasonable plan, based on functional classification, that can be used to assign roads to administrative class.
- Next Month the CTB will be offered a resolution based on your input regarding the response to Chapter 896.