COMMONWEALTH *of* VIRGINIA

Office of the

SECRETARY *of* TRANSPORTATION

Secondary Street Acceptance Requirements

Nick Donohue

Assistant Secretary of Transportation

December 18, 2008

dmvNow.com

Virginia Department of Aviation

DRPT

Virginia Department of Rail and Public Transportation

MVDB

Motor Vehicle Dealer Board

COMMONWEALTH OF VIRGINIA

Virginia Port Authority

VDOT

Virginia Department of Transportation

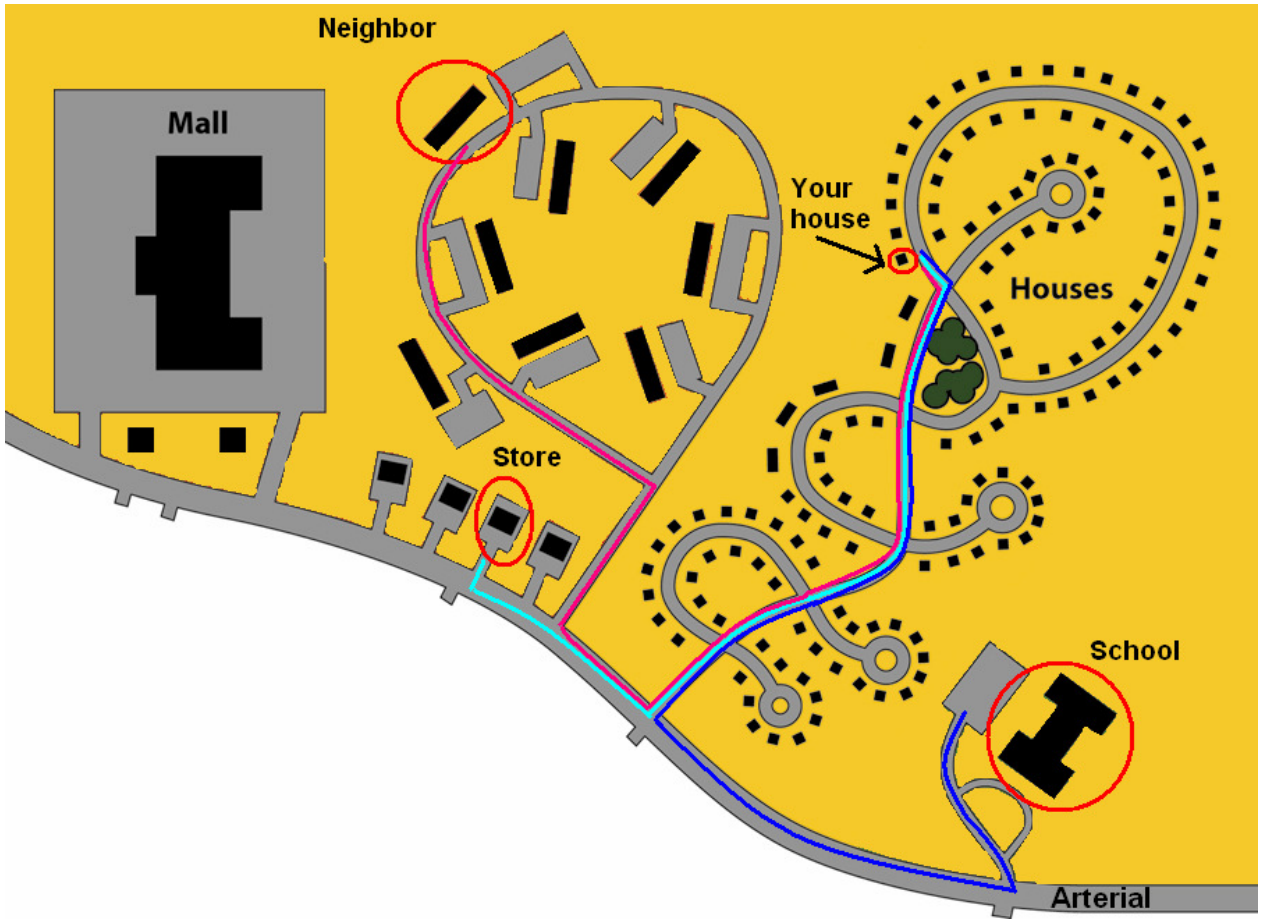
Secondary Street Acceptance Requirements

- New regulation result of 2007 legislation and will replace current Subdivision Street Requirements (24VAC30-91)
- In the past streets have been accepted without consideration of public benefit they provide
- Over time the number of streets accepted and the congestion of the transportation network has increased while state and federal transportation funding have decreased
- New regulation will ensure streets accepted into state system for perpetual public maintenance provide adequate public benefit

Secondary Street Acceptance Requirements

- Focus on the network
- Narrower streets
  - Help reduce stormwater runoff
  - Built in traffic calming
- Lower maintenance costs
- Potential to reduce construction needs and operating costs

Why Update Secondary Street Acceptance Requirements?



Secondary Street Acceptance Requirements - Outreach

- Initial public comment period: April to June 2007
- Technical advisory committee established: May 2007
- Implementation Advisory Committee: August 2007 to November 2007
- Regional meetings with Planning District Commissions, Builder Associations and Other Stakeholders: December 2007 to date
- Second Public Comment Period: April to June 2008
- Implementation Advisory Committee: Sept 2008 and October 2008

Public Comments

There were four major themes:

- **Support for connectivity between neighborhoods**
- **Concern regarding ability to make external connections and potential impact on internal design**
- **Support for enhanced pedestrian and bicycle accommodations with concern over proposed requirements**
- **Concern over potential for increased stormwater runoff and environmental impacts**

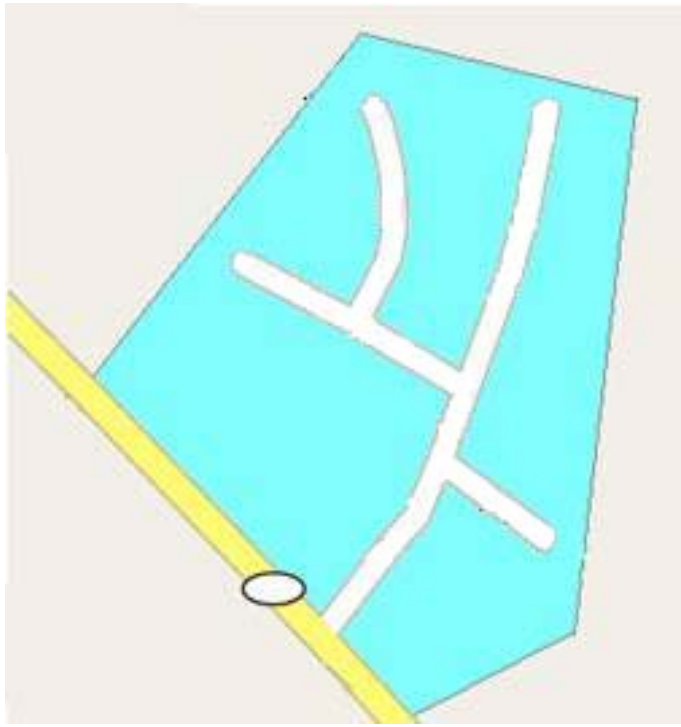
Regulation has been revised to address public comments

Secondary Street Acceptance Requirements - Connectivity Index

Goal is for new subdivisions to meet connectivity requirement through connections between developments and phases of developments

Today conventional neighborhoods often have a connectivity index around 1.0

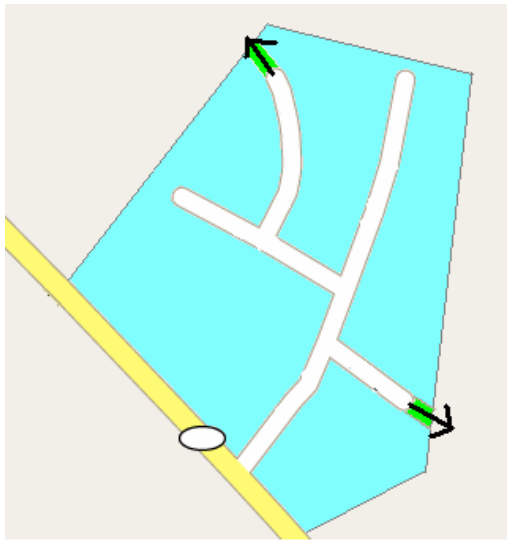
– this is the *lowest* possible index

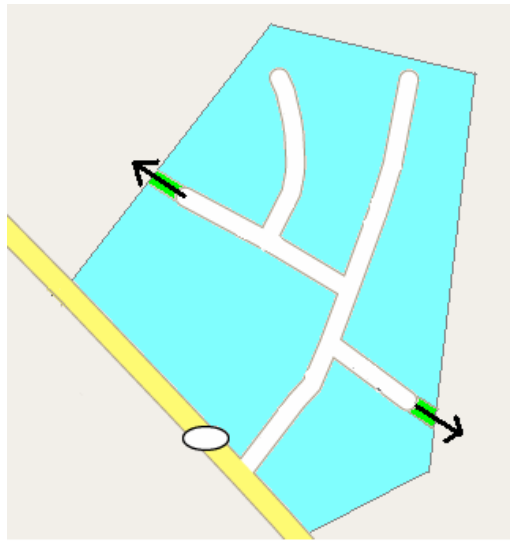


Secondary Street Acceptance Requirements - Connectivity Index

Developers have various options to meet connectivity index goal

The goal is to have multiple connections to adjacent neighborhoods

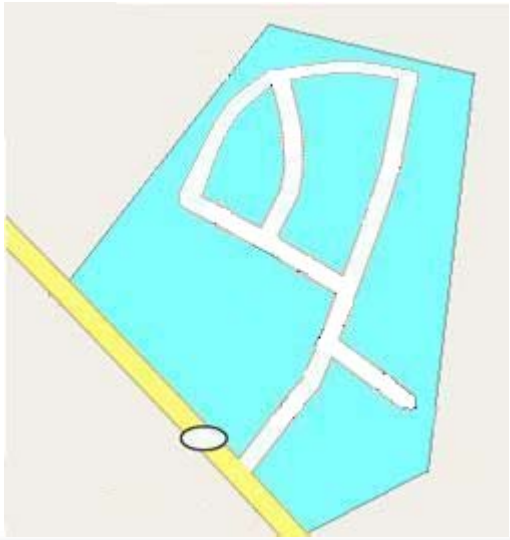


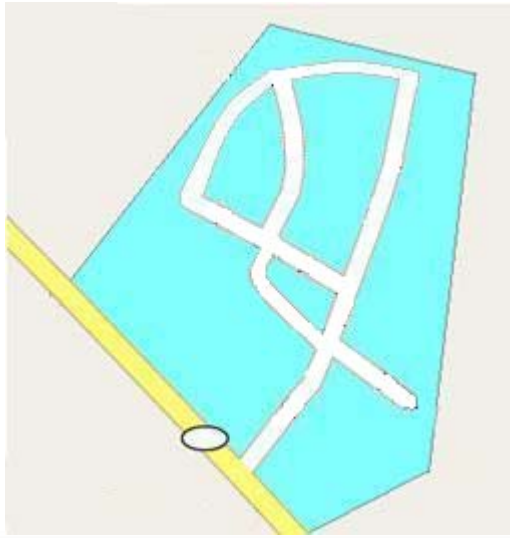


Secondary Street Acceptance Requirements - Connectivity Index

Regulation has been revised based on public comment to so that developers will not be required to provide additional internal connections to meet the connectivity

The examples below meet the connectivity index but do not meet the revised requirements





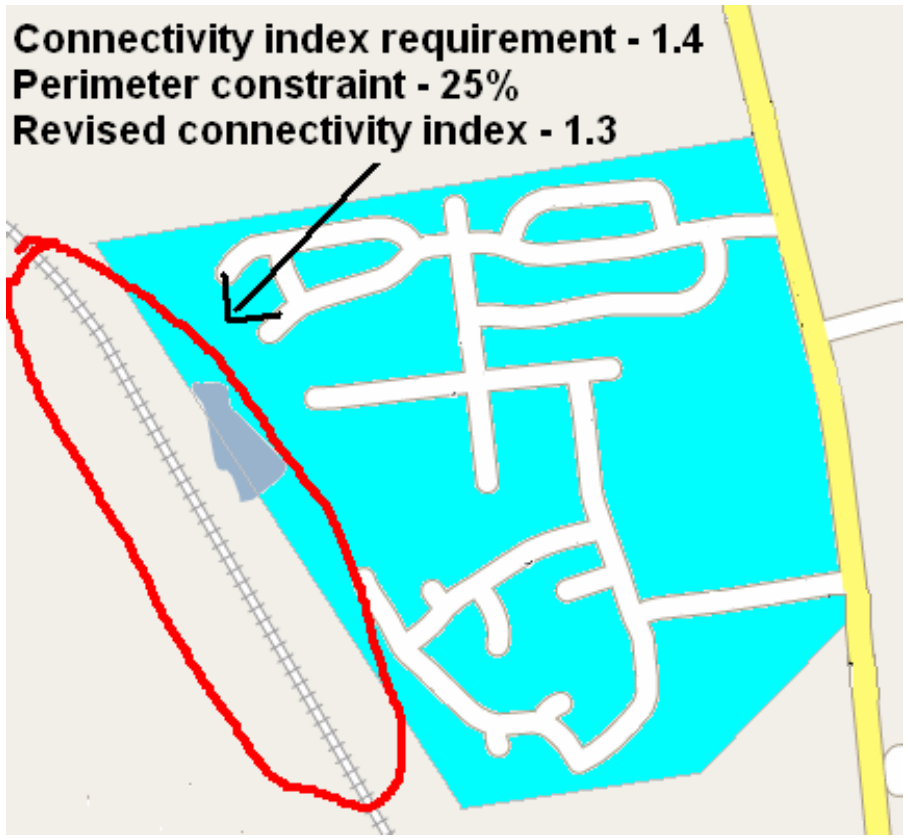
Secondary Street Acceptance Requirements - Connectivity Index

- Connectivity index methodology has been modified based on public comment and input from stakeholders
  - Proposed regulation used the "Suffolk model"
  - Revised regulation uses "Orlando model"
  - Orlando model reduces overall required connectivity but rewards external connectivity
- Connectivity index standards remain at 1.6 and 1.4 for compact and suburban area types
- A 1.4 index using Orlando model is approximately equivalent to 1.3 in Suffolk model

Secondary Street Acceptance Requirements – Connectivity Exceptions

Automatic reductions would be given for perimeter constraints such as limited access highways, rivers, terrain, railroad tracks, etc

In this example 25% of the perimeter is effectively eliminated for connections due to railroad tracks, so the connectivity index is automatically reduced from 1.4 to 1.3 or 25%



Secondary Street Acceptance Requirements – Connectivity Exceptions

- **Review related exceptions**
  - **Incompatible land use**
  - **Unique characteristics of parcel**
  - **Access management regulations**

- **Consideration would be built into initial conceptual sketch review**
  - **VDOT would be required to respond within 45 calendar days**

Secondary Street Acceptance Requirements – Connectivity Enforcement

- To address concern that local governments will reject connecting new developments with existing developments, regulation includes new provisions
  - CTB may accept network addition that did not connect to existing stub-out, but would meet all requirements if it connected to stub-out, into secondary system
  - VDOT would use local secondary road funds to make connection between new and existing development
  - This provision will be implemented in conjunction with the traffic impact analysis process to ensure transparency

Pedestrian Accommodations

- Revised based on public comment
- Generally based on density
  - Pedestrian accommodations on both sides of the street in dense areas like UDAs
  - Pedestrian accommodations within development in suburban areas
  - No pedestrian accommodations required in rural areas
  - Pedestrian accommodations required along arterial and collector highways in growth areas

Street Design

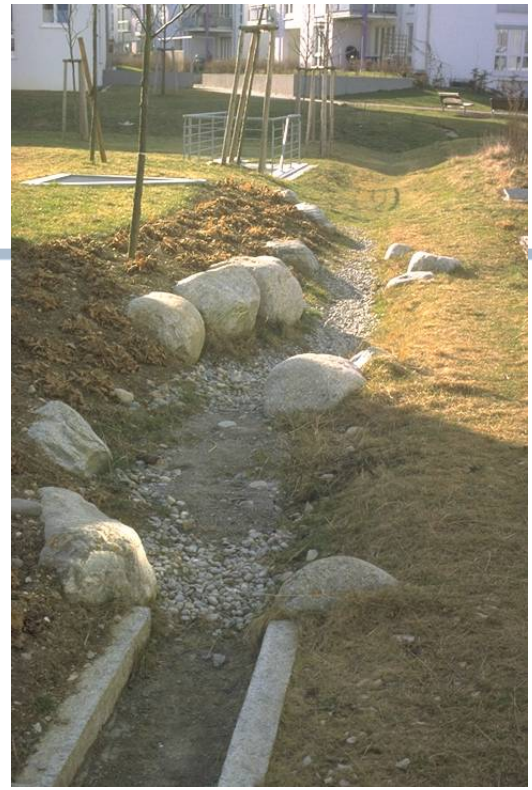
Recommended widths promote context sensitive solutions and are in compliance with engineering principles including AASHTO and Institute of Traffic Engineers

Based on understanding that local roads serve access to property and disperse traffic

(curb and gutter)	Recommended Standards	Current Standards
Less than 2000 vehicles	29 ft	36 ft
2001 to 4000 vehicles	36 ft	40 ft

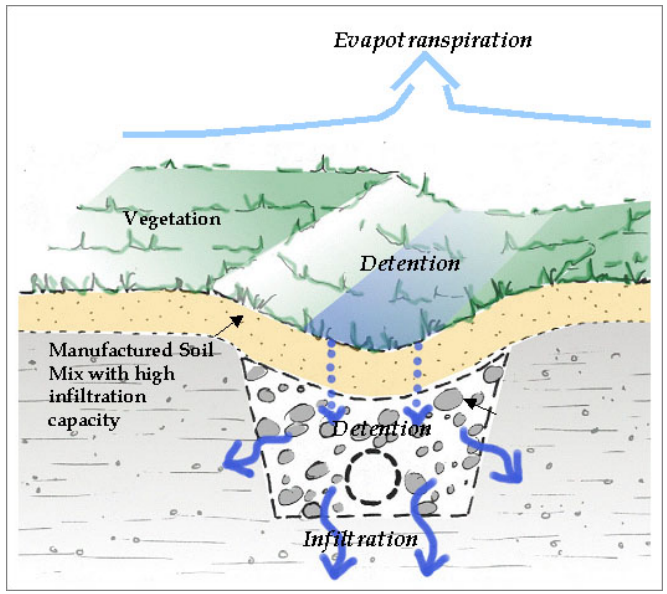
* Widths assume on-street parking on both sides of the street

Stormwater Runoff



VDOT has worked with DCR and private sector to develop list of innovative stormwater facilities that can be placed within VDOT right of way

Today, stormwater facilities are not permitted within VDOT right of way





Training and Transition

- VDOT will provide training and outreach similar to the training and outreach that was provided for the Traffic Impact Analysis regulation
- VDOT is finalizing a guidance document to assist stakeholders with implementation
- There will be a six month transition period after the effective date of the regulation to allow for training and outreach. Most developments may be approved under existing requirements until July 2009

COMMONWEALTH *of* VIRGINIA

Office of the

SECRETARY *of* TRANSPORTATION

Secondary Street Acceptance Requirements

Nick Donohue

Assistant Secretary of Transportation

December 18, 2008

dmvNow.com

Virginia Department of Aviation

DRPT

Virginia Department of Rail and Public Transportation

MVDB

Motor Vehicle Dealer Board

COMMONWEALTH OF VIRGINIA

Virginia Port Authority

VDOT

Virginia Department of Transportation