Secondary Street Acceptance Requirements

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Secondary Street Acceptance Requirements

- Legislation proposed by Governor Kaine and unanimously approved by General Assembly
- Chapter 382 requires CTB to develop Secondary Street Acceptance Requirements
- New regulation will replace and supersede current Subdivision Street Requirements
- Intended to ensure streets accepted into state system for perpetual public maintenance provide commensurate public benefit
Secondary Street Acceptance Requirements

- Initial regulatory notice published April 16th
  - Initial comment sought through Virginia Regulatory Town Hall and dedicated Web site: www.vdot.virginia.gov/projects/SSAR
  - List of other jurisdictions’ similar standards posted for review and comment
  - Public comments under review
- Internal Technical Team (ITT) developing initial draft for Implementation Advisory Committee and CTB input
Secondary Street Acceptance Requirements

Legislation mandates new regulation include requirements or provisions that:

- ensure connectivity of road and pedestrian networks with existing and future transportation network
- minimize storm water run-off and impervious surface area through reduced streets widths
- address performance bonding and cost recovery
Secondary Street Acceptance Requirements

Threshold concepts for CTB input/discussion:

- Uniform or Graduated Requirements
- Boundaries for Threshold Requirements
Uniform or Graduated Requirements

ITT Recommendations:

(1) *Graduated requirements, tailored according to location and conditions, are necessary to achieve appropriate infrastructure development over the long-term.*

(2) *Requirements based on regional long-range plans and existing conditions are more appropriate than requirements based on jurisdictional boundaries, existing densities, or other specific factors considered by the ITT.*

(3) *3-tiered system with urban, suburban and rural standards is most appropriate.*
Defining Urban, Suburban and Rural

Urban Standard Concepts

- Highest connectivity of road network
- Highest public benefit thresholds
- Street widths to accommodate on-street parking
- Highest level of pedestrian accommodation
- Lower vehicular design speed
- Shorter block lengths
- Planting strips and appropriate storm water measures
- Alleys
Defining Urban, Suburban and Rural

Suburban Standard Concepts

- High-moderate connectivity of road network
- Varied requirements for pedestrian facilities and shared use paths
- Increased variation in street width and design
- Block lengths to accommodate vehicular and pedestrian traffic
- Increased flexibility in storm water management
Defining Urban, Suburban and Rural

Rural Standard Concepts

- Reduced connectivity and public benefit requirements
- Limited or no requirements for pedestrian facilities and shared use paths
- Greatest flexibility in street design
Potential Definitions

Proposal 1

- Urban – FHWA Urban Area Boundary (Census Urbanized Area smoothed in coordination with state/local entities)
  Urban Development Areas (HB3202)*
- Suburban - MPO Study Area and Census Urban Clusters + 1-mile buffer
- Rural - Remaining areas
Potential Definitions

Proposal 2

- Urban – Census Urbanized Area (unsmoothed) Urban Development Areas (HB3202)*
- Suburban - MPO Study Area and Census Urban Clusters + 1-mile buffer
- Rural - Remaining areas
Potential Definitions

Proposal 3

- Urban – FHWA Urban Area Boundary
  Urban Development Areas (HB3202)*
- Suburban – 5-mile buffer area around urban population centers of 200,000+
  2-mile buffer area around urban population centers of 200,000-
  Census Urban Clusters + 1-mile buffer area
- Rural – Remaining areas
Proposal 2
Defining Area Types
Urban, Suburban and Rural

Legend
- Urban - Census UA Boundary
- Suburban - MPO Study Area
- Suburban - Urban Clusters + 1-mile buffer
- Rural Areas
Proposal 2
Defining Area Types
Urban, Suburban and Rural

Legend
- Urban - Census UA Boundary
- Suburban - MPO Study Area
- Rural Areas

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Potential Definitions

ITT Recommendation:

Proposal 1, with appropriate level of flexibility in standards, boundaries or both

This proposal is based upon locally/regionally determined planning boundaries
Major Issues for Future Discussion

- Connectivity requirements
- Performance Bonding
- Design Guidelines
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