October 15 CTB Workshop

Status Report on the
Proposed Access Management Regulations and Standards
for Minor Arterials, Collectors, Local Streets

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Regulations and standards for location, number, spacing, and design of:

- Commercial entrances
- Intersections/median openings
- Traffic signals
- Entrances near interchange ramps

Based on functional classification of the highway for:

- Access to property
- Through traffic mobility
Benefits of Access Management

½ mile signal spacing and greater entrance spacing results in a 60% decrease in vehicle hours of delay

Source: "Colorado Access Control Demonstration Project" - 1985
Background

2007 General Assembly

• Directed Commissioner to develop and implement access management regulations and standards
  – For all VDOT Highways

• Commissioner approved regulations December 31, 2007
  – To be effective on July 1, 2008

2008 General Assembly: Phased Implementation

• Phase I: Principal Arterials
  – Regulations/standards for principal arterials took effect July 1, 2008

• Phase II: Minor Arterials, Collectors, Local Streets
  – Regulations/standards to undergo public review according to the Administrative Process Act
  – Take effect October 1, 2009
Phase I Principal Arterials

- Implementation began July 1st
- Access management web page on VDOT web site
  - Source for legislation, regulations, standards, map/list of principal arterials
- During June, nine information sessions were conducted throughout VA
  - Morning session for VDOT land development review staff
  - Afternoon session for the general public
  - Approximately 600 people attended the afternoon sessions
- Presentations have been made to stakeholder groups
- Implementation to date has been positive
Interstates, expressways, other principal arterials – 4,161 miles (6% of state highways)

VDOT Commissioner designated 630 miles of additional principal arterials
• Connecting “gaps” to achieve a more complete network
• Major highway corridors of regional significance, emergency evacuation routes.
Proposed Access Management Regulations: Minor Arterials, Collectors, Local Streets

Phase II  Minor Arterials, Collectors, Local Streets

- Arterials – emphasis on efficient through traffic movement
- Collectors, Local Streets – emphasis on access to land
- Proposed regulations/standards were developed during 2007

Steps in the Administrative Process Act

- July 16 - Attorney General reviewed and certified proposed regulations
- August 29 - DPB prepared Economic Impact Analysis of regulations
  - Determines “benefits likely exceed the costs”
- Sept. 9 - Secretary approval to move forward to solicit public comments
- Sept. 24 - Governor approved initiating public comment period
- Oct. 13 – Published in Register of Regulations
- Oct. 15 – CTB briefing
Proposed Access Management Regulations: Minor Arterials, Collectors, Local Streets

Public Comment Period
• October 13 to December 15, 2008

Public Hearings
• Richmond – October 28
• Staunton – October 30
• Northern VA – November 5
• Southwest VA (Pulaski) – November 12

Review Public Comments and Revise Regulations
• Comments and responses posted on VDOT web site

Spring 2009 Presentation to CTB on Status
• Regulations will replace Minimum Standards
• CTB repeals Minimum Standards of Entrances effective Oct. 1, 2009

Commissioner Reviews and Approves Regulations

Complete APA Process: A.G, DPB, Secretary, Governor Review
• Regulations take effect Oct. 1, 2009
Proposed Access Management Regulations: Minor Arterials, Collectors, Local Streets

Example of minor arterial, collector, and local street network in Hanover County.

Legend:
- Not Classified; Urban Local; Rural Local
- Urban Interstate
- Urban Freeway and Expressway
- Urban Other Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Rural Interstate
- Rural Other Principal Arterial
- Rural Minor Arterial
- Rural Minor Collector
- Rural Major Collector
Proposed Access Management Regulations: Minor Arterials, Collectors, Local Streets

<table>
<thead>
<tr>
<th>Highway Functional Classification</th>
<th>Legal Speed Limit (mph)</th>
<th>Centerline to Centerline Spacing in Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Signalized Intersections</td>
</tr>
<tr>
<td>Urban 5 Minor Arterial</td>
<td>≤ 30 mph</td>
<td>1,320</td>
</tr>
<tr>
<td></td>
<td>35 to 45 mph</td>
<td>1,320</td>
</tr>
<tr>
<td></td>
<td>≥ 50 mph</td>
<td>2,640</td>
</tr>
<tr>
<td>Urban Collector</td>
<td>≤ 30 mph</td>
<td>660</td>
</tr>
<tr>
<td></td>
<td>35 to 45 mph</td>
<td>660</td>
</tr>
<tr>
<td></td>
<td>≥ 50 mph</td>
<td>1,320</td>
</tr>
<tr>
<td>Rural Minor Arterial</td>
<td>≤ 30 mph</td>
<td>1,760</td>
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</tbody>
</table>

Local Street commercial entrance spacing: (On next slide)

4 Length of right turn lane by speed or stopping sight distance (AASHTO) 5 Urban: shorter spacing than rural due higher density of development, pedestrians.
Commercial Entrance Spacing on Local Streets

For commercial entrances (not residential driveways), a minimum separation of 50 ft so they do not abut each other. Combining two entrances to create a shared entrance encouraged.
1. On older, established business corridors where existing spacing did not meet the standards prior to October 1, 2009.

2. In Locality/VDOT access management corridor plans

3. Within new urbanism and traditional neighborhood developments
Questions?