



October 15 CTB Workshop

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

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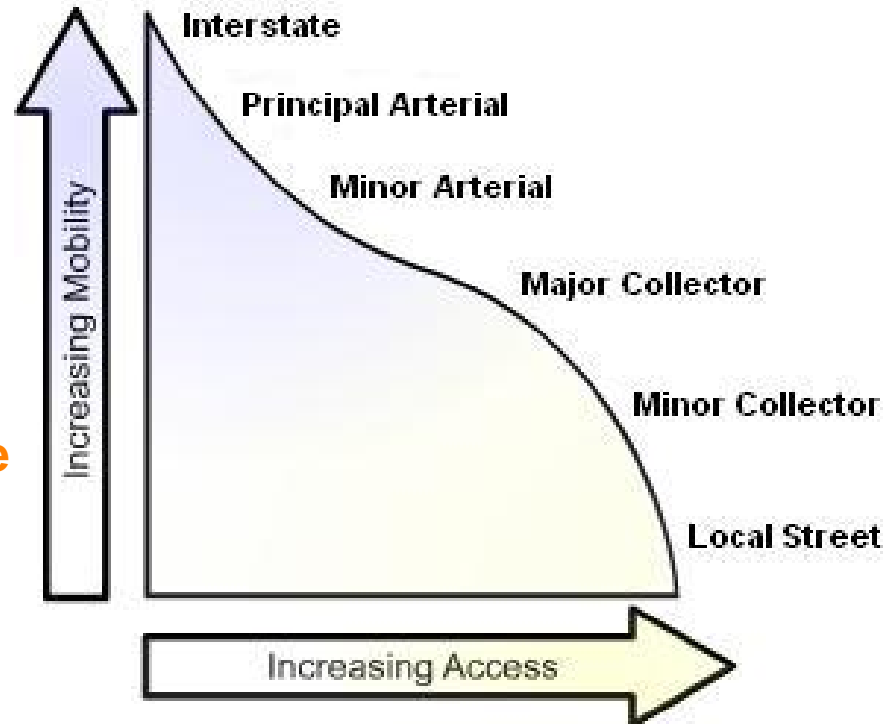
Access Management

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

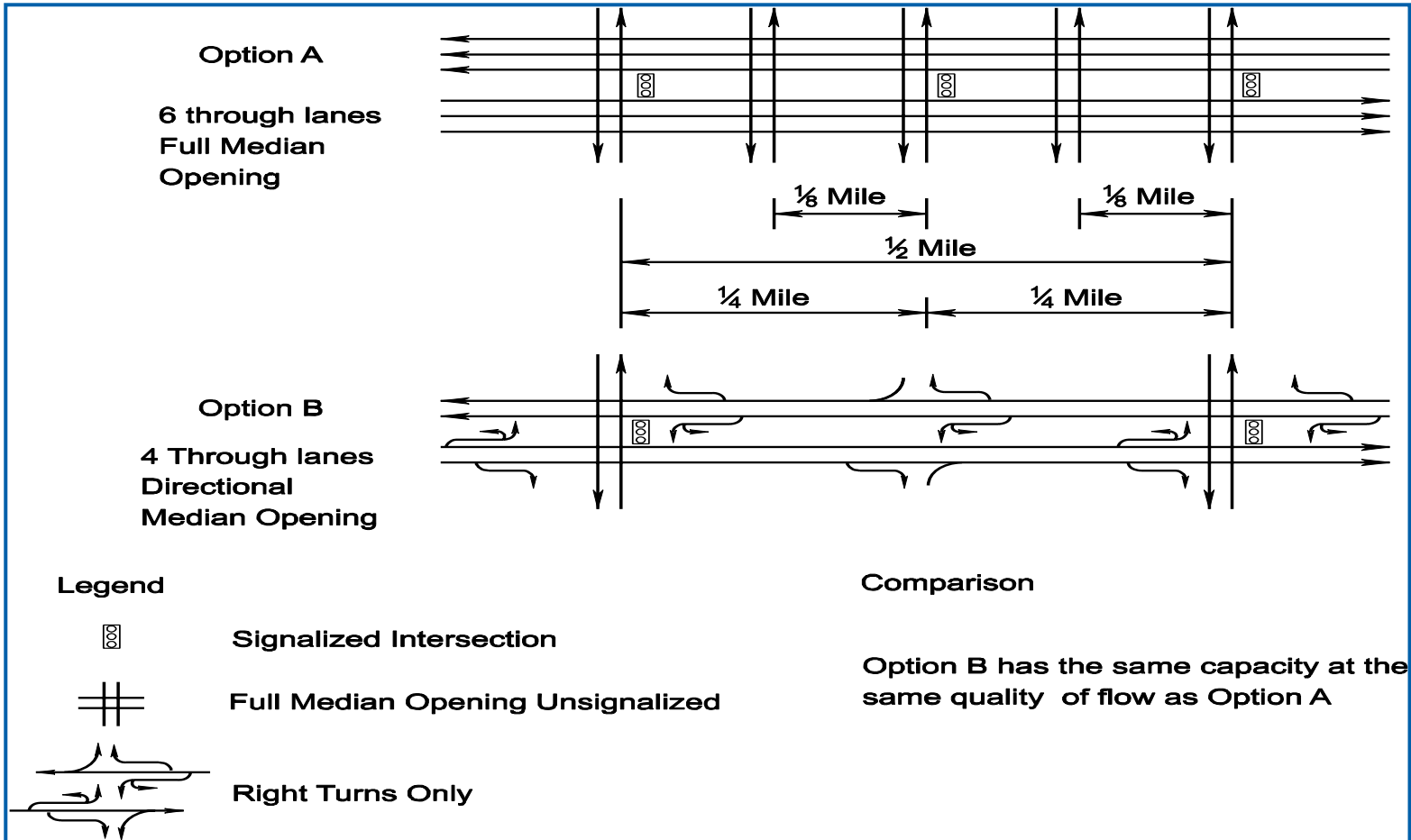
- Commercial entrances
- Intersections/median openings
- Traffic signals
- Entrances near interchange ramps

Based on functional classification of the highway for:

- Access to property
- Through traffic mobility



Benefits of Access Management



1/2 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**

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

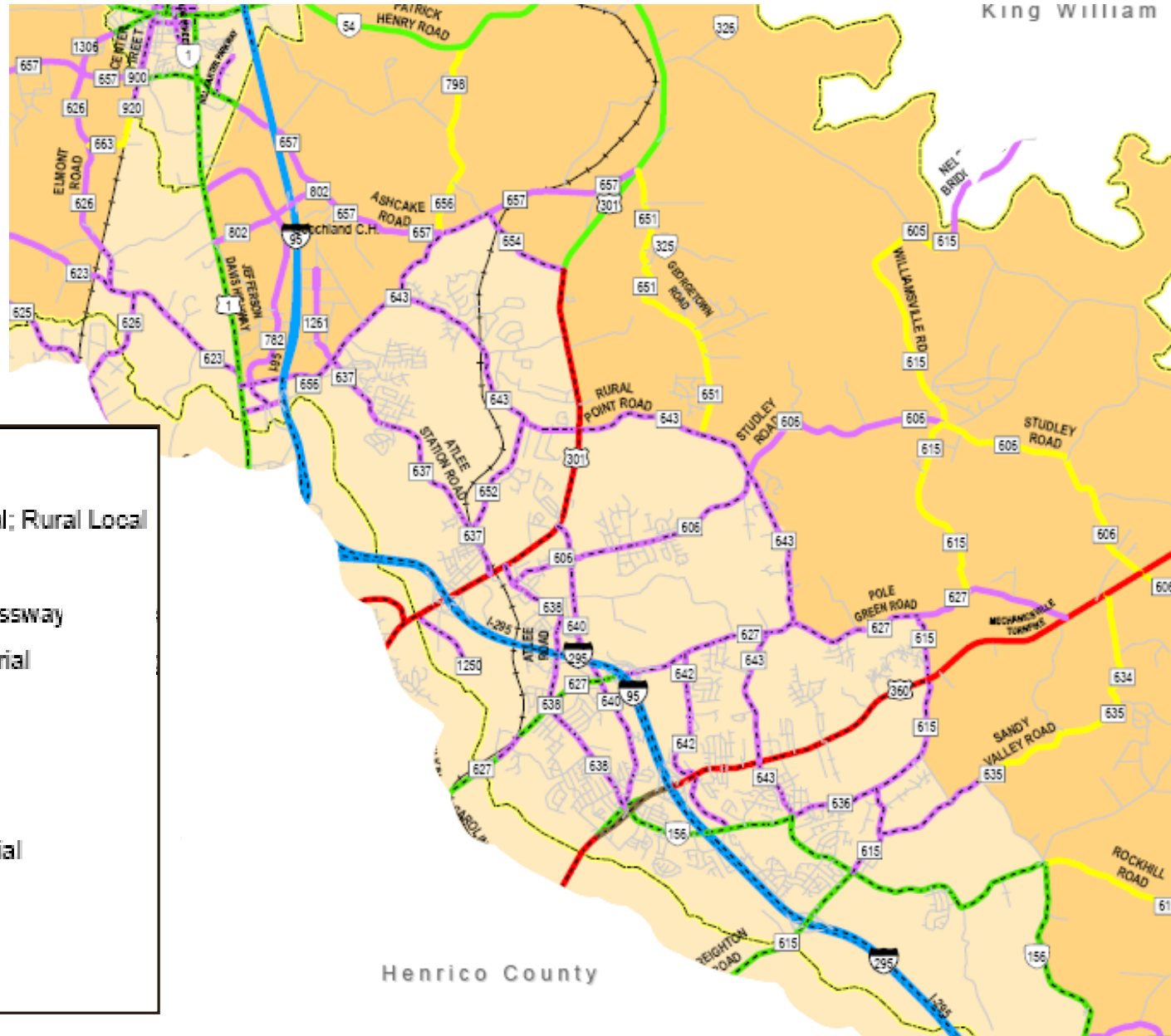
Commissioner Reviews and Approves Regulations

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 Major Collector
- Rural Minor Collector

Proposed Access Management Regulations: Minor Arterials, Collectors, Local Streets

Minimum Spacing Standards for Commercial Entrances, Intersections, & Crossovers

Highway Functional Classification	Legal Speed Limit (mph)	Centerline to Centerline Spacing in Feet		
		Signalized Intersections	Unsignalized Intersections & Full Access Entrances	Partial Access One or Two Way Entrances ^④
Urban ^⑤ Minor Arterial	≤ 30 mph	1,320	660	270
	35 to 45 mph	1,320	660	305
	≥ 50 mph	2,640	1,050	495
Urban Collector	≤ 30 mph	660	660	200
	35 to 45 mph	660	660	250
	≥ 50 mph	1,320	1050	360
Rural Minor Arterial	≤ 30 mph	1,760	1,050	270
	35 to 45 mph	1,760	1,050	375
	≥ 50 mph	2,640	1,320	510
Rural Collector	≤ 30 mph	1,320	660	270
	35 to 45 mph	1,320	660	305
	≥ 50 mph	1,760	1,320	425

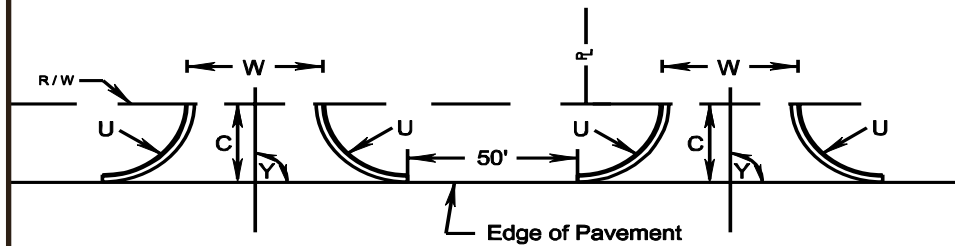
Local Street commercial entrance spacing: (On next slide)

^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

COMMERCIAL ENTRANCE DESIGN ALONG LOCAL STREETS

SINGLE TWO - WAY ENTRANCE



Notes:

Entrance details shown on this sheet may be modified to meet specific site requirements as directed or approved by the Engineer at the Residency or District, when based on sound engineering principles.

If an Accessible route as defined in Section 15.2-2021 in the Code of Va. is present, curb ramps in accordance with St'd. CG-12 will be provided.

**LETTER
SYMBOL**

DIMENSIONS

C	See Entrance Throat Table 4-2 and Corner Clearance Figure 4-3.
U *	25' - 50' The radii selected shall accommodate the anticipated type of vehicle usage. Larger radii should be considered by the designer or may be required by the Engineer if larger vehicles are anticipated; however, in no case shall radius be less than 25'.
W *	24' Minimum
Y *	90° Preferred 60° Minimum

* For Subdivision Streets and Alleys, radii, width and angle should be in accordance with Subdivision Street Design Guide in the Road Design Manual, Appendix B.

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.

Proposed Access Management Regulations: Minor Arterials, Collectors, Local Streets

Exceptions to Spacing Standards

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?