Proposed Access Management Regulations and Standards

Connie Sorrell
Chief System Operations
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Background

2006 General Assembly
- Budget Bill is amended to include legislative directive
- VDOT Requirement to submit access management proposal to 2007 General Assembly

2007 General Assembly
- Administration legislation: HB 2228, SB 1312
- Passed the House and Senate unanimously and signed by the Governor into law
- Directs Commissioner to develop and implement standards and regulations

Upcoming statutory deadlines
- Commissioner to approve regulations by December 31, 2007
- Effective date of regulations - July 1, 2008
Access Management Benefits

- Reduces crashes
- Reduces traffic congestion
- Reduces fuel consumption and air pollution
- Preserves critical roadway capacity
- Respects rights of property owners to reasonable and safe access
- Supports economic development
Process for Developing Proposal and Soliciting Input

Policy and Technical Advisory Committees

- Met August - November to review/recommend revisions to documents
- Policy Advisory Committee members:
  - Virginia Association of Counties
  - Piedmont Environmental Council
  - Virginia Homebuilders Association
  - VA Commercial Real Estate Assoc.
  - VA Section, Institute of Transportation Engineers

VDOT Web Site on Access Management Deployed

Public Comment Period – Oct. 3 to 29; Public Hearing – Oct. 22

- Notice published Sept. 26 on Regulatory Town Hall & Oct. 15 in Virginia Register
- Advertised twice in 13 newspapers for statewide coverage
- Mailed copies to CTB and General Assembly members
- Sent News release to 50 media outlets for newspapers, radio, television

Review of Public Comments

- Received over 200 comments from more than 25 individuals/organizations
- Policy and technical committees evaluated public comments during November
What Exists Today to Manage Access

Existing VDOT access management tools:

• Land Permit Manual: 24 VAC 30-150
  – Entrance permit application procedures and rules

• Minimum Standards of Entrances to State Highways: 24 VAC 30-71
  – Design of entrance, sight distance, minimal spacing standard

• Median crossover standards
  – Approval of new, closing, or moving crossovers; minimum spacing standards

• CTB Policy on Limited Access
  – Controls the approval of connections to limited access highways

• Minimal access control beyond interchange ramps

A number of localities have adopted access management regulations and standards
Regulations and standards for location, number, spacing, and design of:

- Commercial and private entrances
- Intersections
- Median openings
- Turn lanes
- Traffic signals
- Interchanges

Based on federal functional classification of the highway

Does not apply to local streets
What is New
Access Management Regulations
24 VAC 30-72

• Restrictions entrance locations near intersections
• Requires compliance with new standards for spacing of entrances, intersections, and traffic signals
• Encourages sharing of entrances, where possible
• Requires entrances to accommodate bicycle and pedestrian users
• Provides flexibility for low intensity land use entrances
• Establishes vehicular and pedestrian circulation between properties
• Increases emphasis on entrance designs that channelize traffic
• Places responsibility on commercial entrance applicants to demonstrate safety of entrance and its impact on highway operations
• Appeal & exception procedures; deadlines for VDOT decisions
Spacing Standards for Intersections and Entrances: Rationale

- Spacing based on:
  - Functional classification of highway – arterial vs. collector
  - Rural highways vs. urban
  - Higher speed limits
  - Type of entrance/intersection - signalized vs. right in/right out (partial access)

- In developed/redeveloping areas where spacing standards can not be met, use established spacing.

Examples Spacing Standards for Intersections and Entrances

- Compare to VA Tech Study
- Partial access spacing
  - Based on the length of a right turn lane or sight distance

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<thead>
<tr>
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<th>Centerline to Centerline Spacing in Feet</th>
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<tbody>
<tr>
<td></td>
<td>Signalized Intersection</td>
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<tr>
<td><strong>Urban Minor</strong></td>
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<tr>
<td>Arterial ≤ 30 mph</td>
<td>1,320</td>
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Access Management Near Limited Access Highway Interchanges

- Spacing distance from end of ramp to entrances/intersections to allow for proper merging, weaving and diverging of ramp traffic.

Spacing Standards: Two Lane Crossroad

- Distance from ramp to right in/right out entrance (X) & distance between last entrance to start of ramp (Z)
  - 750 ft urban area
  - 1,320 ft rural area

- Distance to first full access intersection (Y)
  - 1,320 ft urban and rural areas

Application:

- New and reconstructed interchanges
- Existing interchanges depending on property frontage
Next Steps and Effective Date

CTB Briefing on Final Draft of Regulations
- December 13, 2007

Attorney General
- Certifies VDOT has authority to adopt regulations and that they comply with State law

Commissioner
- Approves as directed by §33.1-198.1 by December 31, 2007

Effective Date
- Effective date - July 1, 2008
- Provides time for review by 2008 General Assembly

CTB Repeal of Minimum Standards of Entrances
- Action by June 30, 2008
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