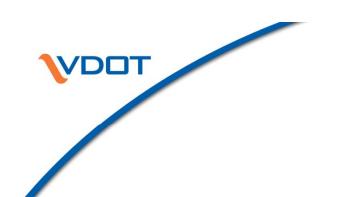


### **Chapter 870 Revision of Secondary Street Acceptance Requirements**

Presentation to the Commonwealth Transportation Board October 19, 2011

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Transportation and Mobility Planning Division



#### **Chapter 870**

- 2011- General Assembly passed SB 1462/Chapter 870
- Directed CTB and VDOT to receive and consider public comments and make changes to three land development regulations:
  - Traffic Impact Analysis (TIA)
  - Access Management Regulations (related to entrances for family subdivisions)
  - Secondary Street Acceptance Requirements (SSAR)



### Chapter 870

- Changes exempt from Administrative Process Act
- Commissioner approval required for
  - Traffic Impact Analysis Regulation changes
  - Access Management Regulation changes
- CTB approval required for Secondary Street Acceptance Requirement changes
- SSAR amendments must be approved by November 30
- All revisions become effective January 1, 2012



#### **Secondary Street Acceptance Requirements**

- Initiated by §33.1-70.3 to the Code of Virginia
- Required CTB to develop the SSAR to set standards to be met before streets will be accepted into the state secondary system for maintenance by VDOT
  - Ensure connectivity of road and pedestrian networks with existing and future transportation network
  - Minimize storm water runoff and impervious surface area
  - Address performance bonding needs of new secondary streets and cost recovery fees
- Implemented March 2009



#### 2009 SSAR Provisions

- Connectivity
  - Connectivity Index Standards to enhance street connectivity
  - Area Types Division of state to provide appropriate Connectivity Index targets
  - Require at least two connections to each addition
- Add streets to system as network additions
- Pedestrian accommodation requirements
- 3<sup>rd</sup> Party inspection of street construction



# Chapter 870 and Required Public Input

- VDOT websites updated to solicit comments
- Request for public comments announced through Virginia Regulatory Town Hall
- VDOT contacted over 300 individuals who had previously commented on the regulations
- Two public comment periods:
  - April and May
  - August and September
- 120 input letters and e-mails were reviewed and compiled



### **Chapter 870 Two Comment Periods**

- Connectivity index is confusing and does not increase transportation efficiency
- Identify a better way to enhance connectivity
- Pedestrian accommodation lot sizes are too large
- Eliminate Area Types
- Disagree with how Area Types are defined
- Retain current SSAR regulation
- Provide more meaningful penalty for not connecting to stub outs



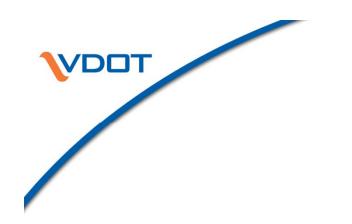
### Chapter 870 – Review

- VDOT created two committees to review input and propose potential regulatory changes:
  - VDOT's internal Ch. 870 Technical Committee
  - VDOT Land Development Policy Advisory Committee
    - Reviewed public comments, propose changes and provide feedback with regards to proposed changes
    - Composed of representatives from local govts, engineering companies, land development groups, and growth management organizations



# SSAR VDOT Proposed Amendments

- 1. Eliminate the Connectivity Index
- 2. Eliminate Area Types On which Connectivity Index standards were based
- 3. Reduce median lots sizes for pedestrian accommodations and add traffic volume threshold
- 4. Require additional external connection(s) when network addition contains over 200 dwelling units or use generates over 2,000 VPD
- 5. Allow District Administrator's Designee to waive or modify connectivity requirements when specific situations exist
- 6. Reduce VDOT time for waivers and exceptions from 45 days to 30 days for connectivity exceptions and appeals for applicants



### **Chapter 870 Next Steps**

- Resolution for approving SSAR changes to be presented to Commonwealth Transportation Board at today's meeting
- Revisions become effective January 1, 2012