



## **Proposed Access Management Regulations and Standards**

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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**

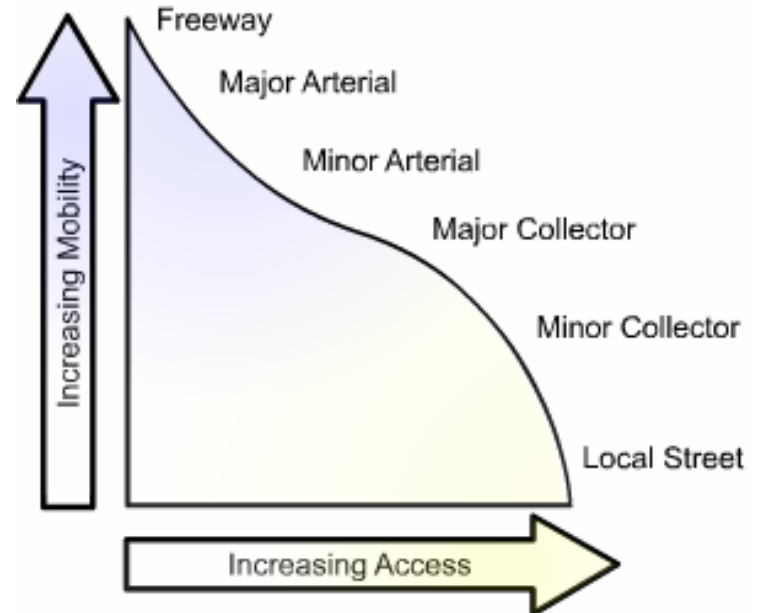
# Access Management Regulations & Standards New §33.1-198.1 in the Code

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**

- **Restricts 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**

# Standards for Entrance/Intersection Access Management New Appendix in Road Design Manual

## 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

		Centerline to Centerline Spacing in Feet		
		Signalized Intersection	Unsignalized Intersection & Full Access Entrance	Partial Access Two Way Entrance
Urban	≤ 30 mph	1,320	660	270
	35 to 45 mph	1,320	660	325
	≥ 50 mph	1,760	1,050	510
Urban Collector	≤ 30 mph	660	660	200
	35 to 45 mph	660	660	250
	≥ 50 mph	1,320	1050	425
Rural Collector	≤ 30 mph	1,320	660	270
	35 to 45 mph	1,320	660	360
	≥ 50 mph	1,760	1,320	495



## Design Standards for Entrance/Intersection Access Management New Appendix in Road Design Manual

### Access Management Near Limited Access Highway Interchanges

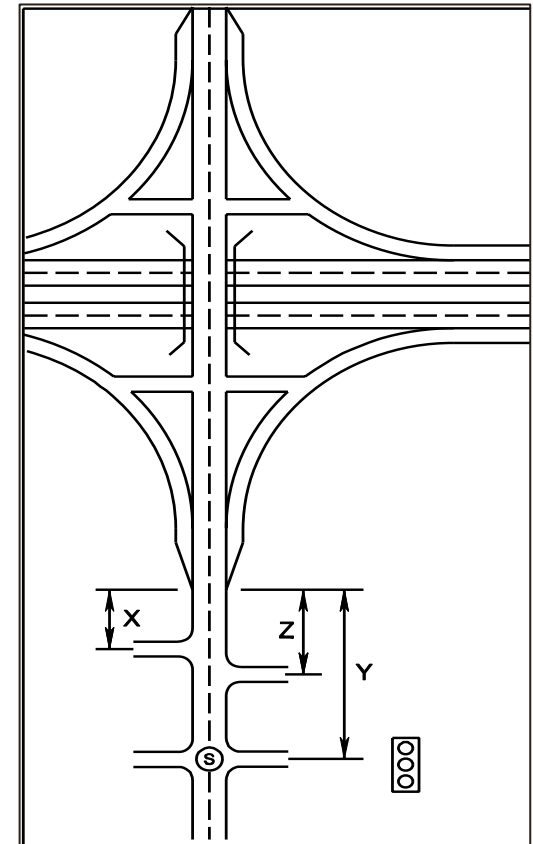
- Spacing distance from end of ramp to entrances/intersections to allow for proper merging, weaving and diverging of ramp traffic.

### 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

# Questions



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