



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

Secondary Street Acceptance Requirements and Urban Development Areas

Nick Donohue
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Virginia Department of Rail and Public Transportation



Secondary Street Acceptance Requirements

- Initiative is a result of legislation introduced at the request of Governor Kaine and unanimously approved during the 2007 General Assembly Session
- Legislation requires the Commonwealth Transportation Board to develop new Secondary Street Acceptance Requirements
- Regulation will supersede and replace existing Subdivision Street Requirements
- Intended to ensure streets accepted into state system for perpetual public maintenance provide public benefit

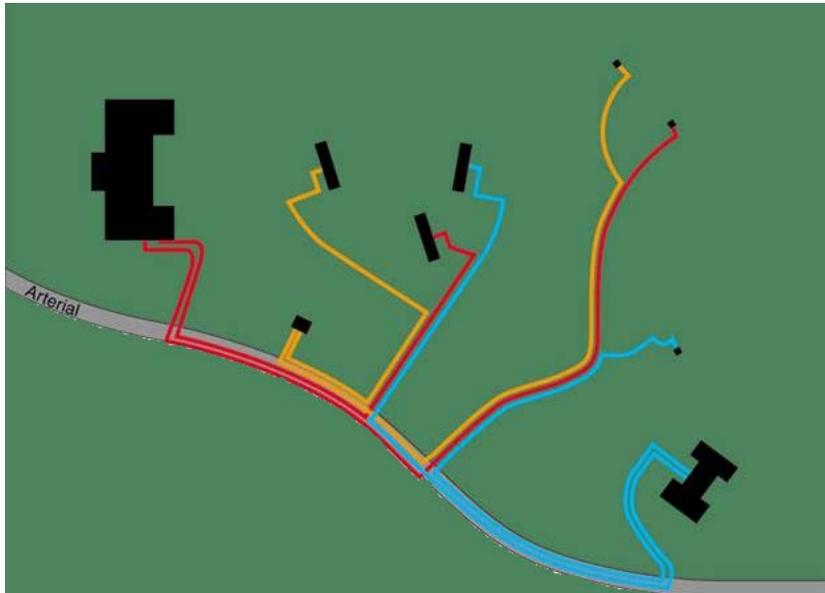
Urban Development Areas

§ 15.2-2223.1 of the Code states:

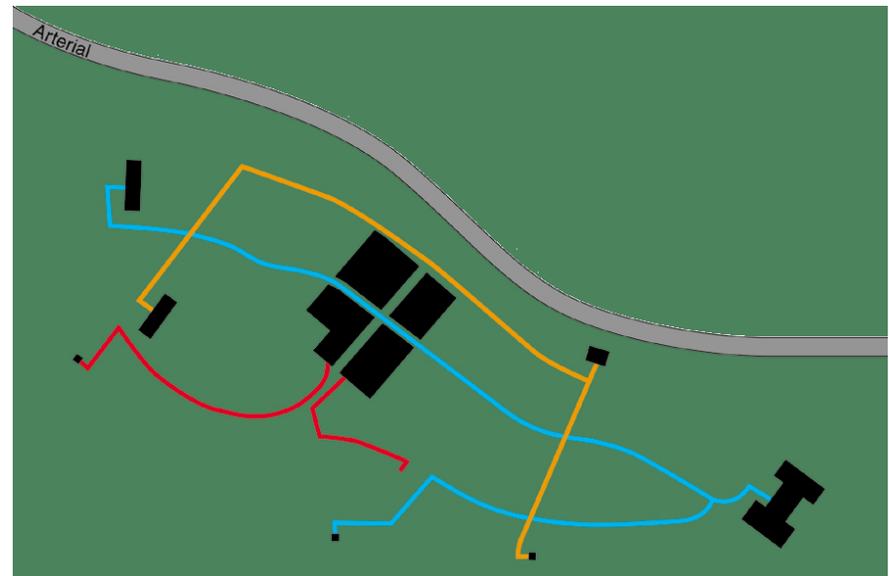
“The comprehensive plan shall further incorporate principles of new urbanism and traditional neighborhood development, which may include but need not be limited to (i) pedestrian-friendly road design, (ii) interconnection of new local streets with existing local streets and roads, (iii) connectivity of road and pedestrian networks, (iv) preservation of natural areas, (v) satisfaction of requirements for stormwater management, (vi) mixed-use neighborhoods, including mixed housing types, (vii) reduction of front and side yard building setbacks, and (viii) reduction of subdivision street widths and turning radii at subdivision street intersections.”

Why Update Secondary Street Acceptance Requirements?

Today



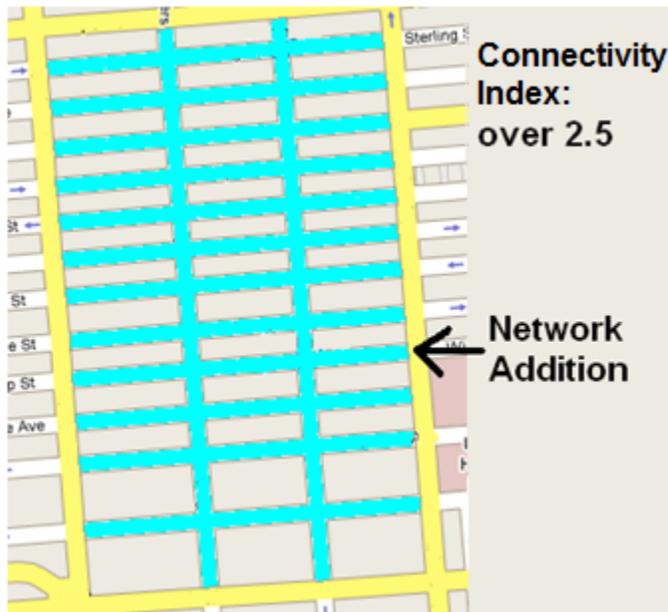
Goal



Connectivity of Street Networks

There are two extremes to connectivity

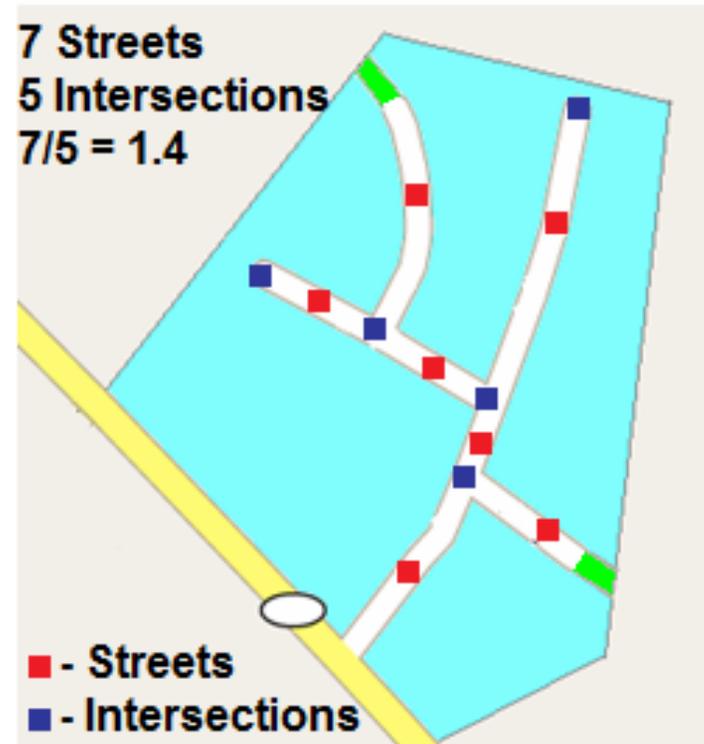
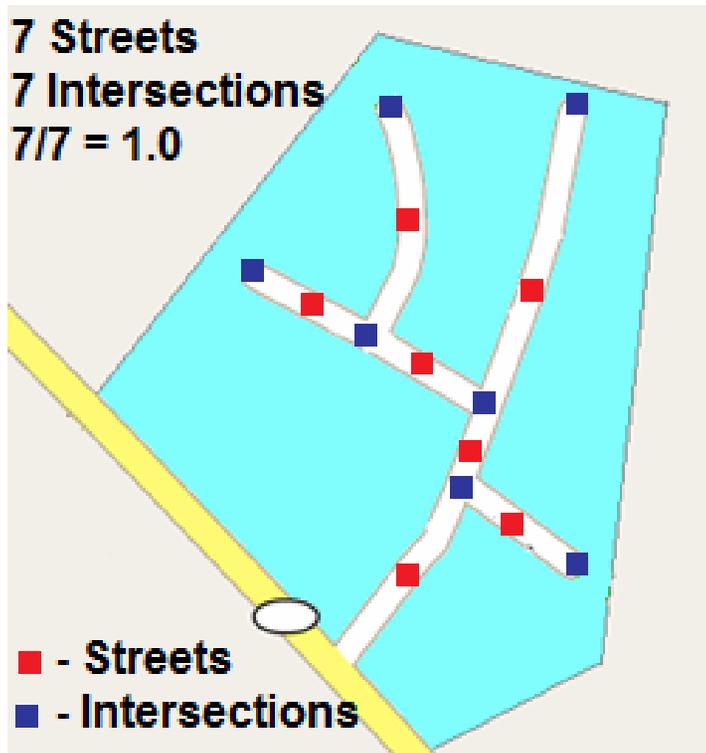
Grid system



One way in, one way out



Connectivity Requirement

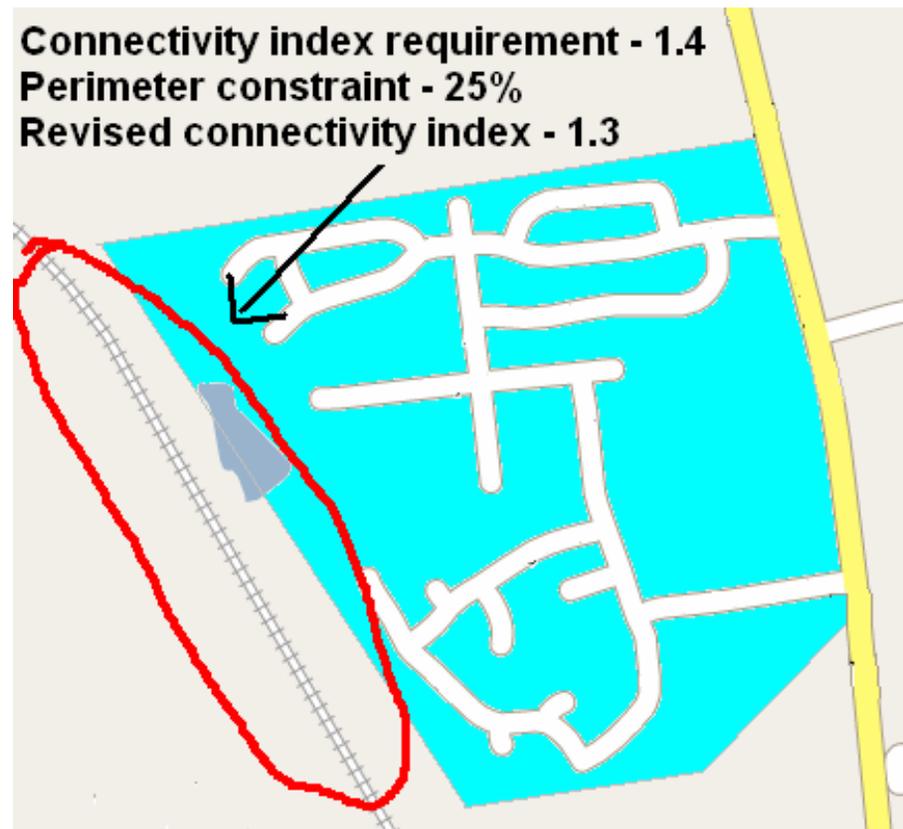


Connectivity Exceptions

Connectivity is not always feasible

Automatic reductions would be given for perimeter constraints such as mountains, rivers, terrain, railroad tracks, conservation easements, and limited access highways

Review related exceptions for incompatible land use, unique characteristics of parcel, and access management regulations



Grandfathering

- **Streets within a proffered plan of development, site plan/subdivision plat, preliminary subdivision plat or approved street construction plan may be accepted under former requirements**
- **Proposals officially accepted for review by a local government may be accepted under the former requirements at the request of the locality**
- **Regulation allows previous area type requirements to apply when area type is modified after approval of development proposal**

Pedestrian Accommodations

Generally based on density

- Accommodations on both sides of the street where lot sizes less than $\frac{1}{2}$ acre
- Accommodations within development where lot sizes between $\frac{1}{2}$ acre and 2 acres
- No accommodations required where lot sizes greater than two acres
- Accommodations required along arterial and collector highways in growth areas

Street Design



These local streets – with multiple on-street and off-street parking spaces for each house – have lane widths effectively 18 feet wide



Lane widths of this size can encourage travel at high speeds and increase impervious surface area

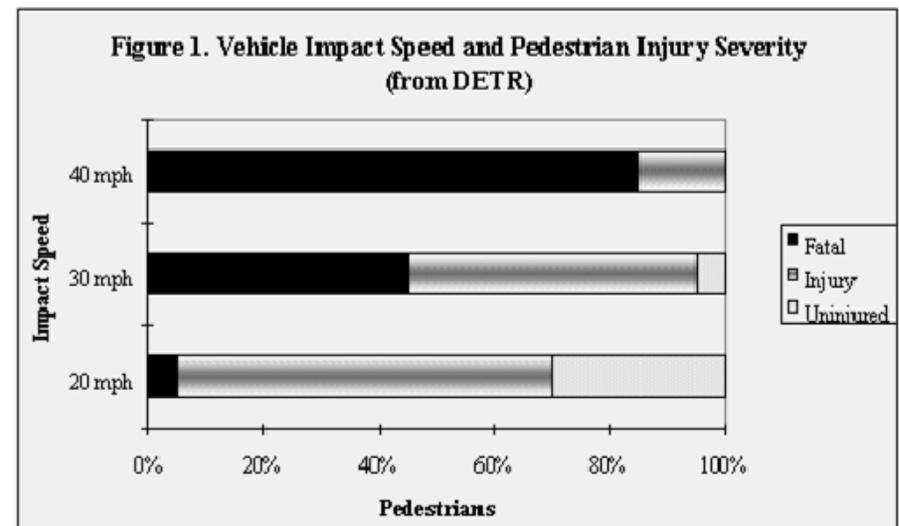
Street Design

This design and lane widths are necessary in many situations today due to emergency access needs and the lack of connectivity

Increased vehicle speeds increase pedestrian injuries and fatalities

Studies have also found a correlation between local street widths and accident rates

A Colorado locality found its accident rates were significantly higher on wider local streets



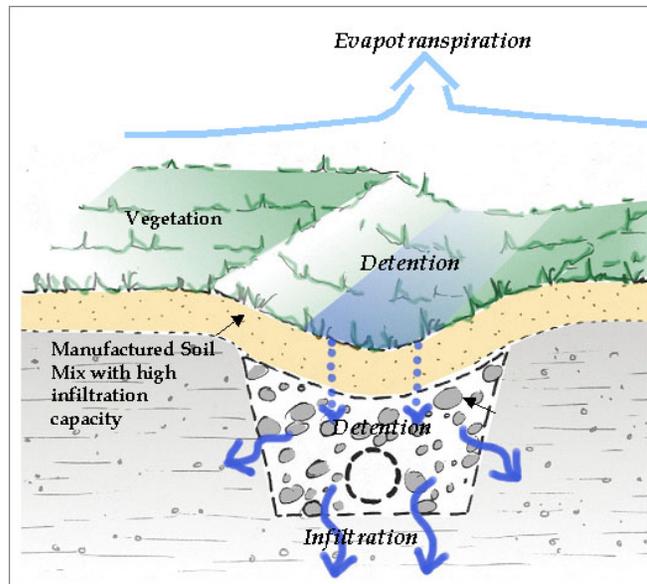
Street Design



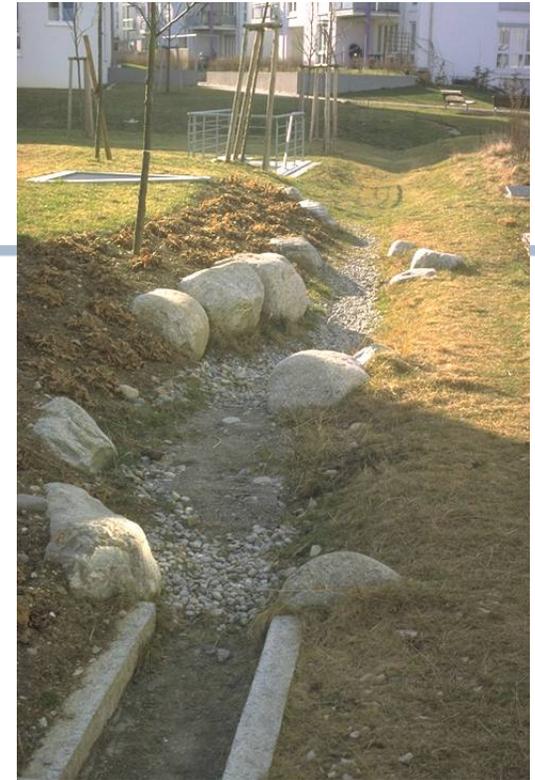
Connectivity allows design of local streets that can result in lower vehicle speeds – built-in traffic calming

Stormwater Runoff

Today, stormwater facilities are not permitted within VDOT right of way



VDOT has worked with DCR and private sector to develop list of innovative stormwater facilities that can be placed within VDOT right of way



Implementation

VDOT will produce a guidance document to accompany regulation to assist local staff and developers

VDOT will provide outreach and training similar to the outreach and training that was provided for the Traffic Impact Analysis regulations (Chapter 527)

Urban Development Areas

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