

**Secondary Street Acceptance Requirements
Summary of Changes
December 2011**

During the 2011 session, the Virginia General Assembly passed Chapter 870 of the 2011 Acts of Assembly, directing the Commonwealth Transportation Board (CTB) and the Virginia Department of Transportation (VDOT) to solicit and consider public comment in the development of revisions to the Secondary Street Acceptance Requirements (SSAR) regulation.

The CTB approved the SSAR revisions during the Board’s October 19, 2011 meeting. These revisions became effective on December 31, 2011. While there were numerous amendments to the regulation, the following lists the primary changes to the SSAR:

1. Elimination of the “connectivity index” requirement
2. Elimination of “area types” which divided the state into three categories with relation to the connectivity index requirements
3. Reduce the median lot size for required pedestrian accommodations and combines this requirement with average daily traffic
4. Require additional external connection(s) when dwelling unit or vehicle per day thresholds are met per network addition (threshold is when a network addition contains over 200 dwelling units or the use generates over 2,000 vehicles per day)
5. Allows the District Administrator’s Designee (rather than the District Administrator) to waive or modify specific and commonly occurring physical situations
6. Reduce the cycle time from 45 calendar days to 30 calendar days for connectivity exceptions and appeals

The following is a more detailed listing of the approved SSAR amendments:

Section	Approved Change
Definitions, 30-92-10	Deleted “Connectivity Index”
Definitions, 30-92-10	Deleted “External street segment” – Not needed due to “Connectivity Index” deletion
Definitions, 30-92-10	Deleted “Intersection” – Not needed due to “Connectivity Index” deletion
Definitions, 30-92-10	Deleted “Street segment” – Not needed due to “Connectivity Index” deletion
Applicability, effective date, and transition (Grandfathering)	In second paragraph, added language to state that streets funded by state highway allocations are exempt from the SSAR requirements
Applicability, effective date, and transition (Grandfathering), 30-92-20, B.	For conceptual sketch plats (new #5) – States that “applicable former requirements” (either the SSR or the SSAR) can be used if requested by the locality and changes “July 1, 2009” grandfather date to “February 1, 2012”
Area type thresholds, 30-92-50	Repealed section on “Area types thresholds”

Approved SSAR Changes (cont.)

Section	Approved Change
Public benefit requirements, 30-92-60 (C. Connectivity requirements)	<ul style="list-style-type: none"> • Removes all references to “connectivity index, street segments, intersections, and area types” from this section • Eliminates the five physical constraints for the reduction of connectivity index amounts • Replaces “connectivity index requirements may be reduced by the District Administrator” to “connectivity requirements may be waived or modified by the District Administrator’s Designee” • Changes the Designee’s exceptions response time from 45 days to 30 days
Public benefit requirements, 30-92-60 (C. Connectivity requirements)	<ul style="list-style-type: none"> • Adds new subsection “Additional connections standard”: Requires additional external connections when network additions contain over 200 dwelling units or the use generates over 2,000 VDP • Discusses when the District Administrator’s Designee may waive or modify this requirement
Public benefit requirements, 30-92-60 (Connectivity requirements and failure to connect)	<p>Within “7. Failure to connect”</p> <ul style="list-style-type: none"> • Removes language referring to “six-year plan” funding related to stub outs • Adds language stating that the District Administrator may or not accept the network addition or individual street which has NOT connected to an existing stub out
Discretionary authority, 30-92-100	Adds language stating that the District Administrator will have discretion regarding street acceptance
Appeal, 30-92-110	<ul style="list-style-type: none"> • Changes title from “Appeal to district administrator” to “Appeal” and changes the required response time from “45” to “30” days • Adds a new final paragraph stating that the District Administrator’s decision can be appealed to the Commissioner; decision required in 30 days
Design requirements, 30-92-120 (I. Pedestrian, bicycle, and shared use path facilities, #1)	Adds language that allows the District Administrator’s Designee to waive/modify pedestrian accommodation requirements when related CTB policies are met
Design requirements, 30-92-120 (I. Pedestrian, bicycle, and shared use path facilities, #1,a)	Requires accommodations on both sides of street when: ADT over 400 for median lot size of one-quarter acre or smaller <u>or</u> when ADT for street is over 8,000
Design requirements, 30-92-120 (I. Pedestrian, bicycle, and shared use path facilities, #1,b)	Requires accommodations on one side of street when: ADT over 400 for median lot size between one-quarter acre and one-half acre <u>or</u> when the ADT for the street is between 2,000 and 8,000