

Summary of 2011 Changes to the Access Management Regulations

24VAC30-72 Principal Arterials and 24VAC30-73 Minor Arterials, Collectors, Local Streets

SB 1462, Chapter 870 of the 2011 General Assembly required VDOT to review/revise the regulations applying to entrances to private road family subdivisions (lots gifted to family members). Of concern was the higher cost of a commercial entrance design versus that of a private entrance (for a driveway to one or two homes).

Stakeholders recommended that the lower cost private entrance design be allowed for a private road subdivision entrance serving up to four or five residences/lots.

VDOT District Land Use Engineers evaluated this concept and advised that stopping sight distance should apply to such entrances to reduce collisions. Motorists must be able to see the entrance from a sufficient distance to be able to stop due to vehicles turning into or out of the entrance.

The evaluation of the regulations determined that more flexibility could be achieved by using trips generated by uses rather than number of uses (e.g. number of houses) for the type of entrance design.

For example, a home based business may generate traffic comparable to three family division lots; trip generation for two duplexes or a building with four apartments would be similar to four houses on a private road. In such cases the less expensive private entrance design would apply.

The changes to both regulations were adopted November 10 and take effect December 31, 2011.

Section 10 – Definitions.

The **Commercial Entrance** definition (a “standard type” entrance) will apply to land uses that generate more than 50 vehicle trips per day – equal to more than five houses.

A new **Low Volume Commercial Entrance** definition is added that will apply to entrances to private roads serving three to five houses/lots and to any land use that generates 50 or fewer trips per day.

- The stopping sight distance standard will apply.
- The access management requirements in Section 120 such as spacing will not apply.

The **Private Entrance** definition is not changed: it is a driveway entrance to one or two houses.

Section 70- Commercial Entrance Design.

The lower cost private entrance construction design will apply to low volume commercial entrances.

Section 80 – Minimum Sight Distance for Commercial Entrances.

The stopping sight distance requirement is added for low volume commercial entrances.

Section 110 – Existing Commercial Entrances.

The rules for the maintenance of commercial entrances apply to low volume commercial entrances.

Sections 40, 60, and 130.

Section headings were amended to clarify their application to all three entrance types.

The amendments will benefit the public by providing a new type of entrance with a less costly construction design for a variety of land uses that do not generate much traffic, including private roads that serve small family subdivisions.