

Issue Analysis Form

Date: September 11, 2018

Item: Lansing Road Through Truck Restriction

Lead Department: Community Development

Contact Person: Horace Wade III, Planner



Description and Current Status

Request for Virginia Department of Transportation (VDOT) to start the process for a No Through Truck Restriction along Lansing Road between Templeton Road and Lampe Lane; Chairman Carmichael requested a review of Templeton Road by VDOT for a truck restriction from Courtland Road to the County line. Based on VDOT preliminary review and discussions, VDOT officials believe the route would qualify for a truck restriction. VDOT officials also state that in order to properly restrict Templeton Road, Lansing Road would also need to be restricted.

VDOT requires a resolution from the Board of Supervisors to proceed with the process for a No Through truck restriction. This step is the first of many. If the Board passes a resolution for VDOT to proceed, a public hearing will be required. The process takes four to six months to completion – see the attached County GIS Map.

Government Path

- | | | |
|---|---|--|
| Does this require IDA action? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Does this require BZA action? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Does this require Planning Commission action? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Does this require Board of Supervisors action? | <input checked="" type="checkbox"/> Yes | September 11, 2018 |
| Does this require a Public Hearing? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If so, before what date? | n/a | |

Fiscal Impact Statement

There are no impact statements

County Impact

The safety of the travelling public will be enhanced with these proposed changes and it will allow for the efficient and safe movement of vehicles. The Comprehensive Plan encourages better transportation planning by cooperating with VDOT and Federal DOT officials for safer and more effective routes.

Notes

Attached: GIS Map; Resolution; Guidelines for Considering Requests to Restrict Through Trucks on Primary and Secondary Highways; VDOT Flowchart for TTR Process

Board of Supervisors
County of Prince George, Virginia

Resolution

At a regular meeting of the Board of Supervisors of the County of Prince George held in the Boardroom, Third Floor, County Administration Building, 6602 Courts Drive, Prince George, Virginia this 11th day of September 2018:

Present:

Vote:

Alan C. Carmichael, Chairman
Donald Hunter , Vice Chairman
Floyd M. Brown, Jr.
Marlene J. Waymack
T. J. Webb

T-3

On motion of _____, seconded by _____, which carried a vote _____, the following Resolution was adopted:

RESOLUTION; TO SUBMIT A REQUEST OF THE VIRGINIA DEPARTMENT OF TRANSPORTATION TO BEGIN THE PROCESS OF A THROUGH TRUCK RESTRICTION ON THE PORTION OF LANSING ROAD LOCATED BETWEEN TEMPLETON ROAD AND LAMPE LANE, PURSUANT TO § 46.2-809, CODE OF VIRGINIA (1950, AS AMENDED).

WHEREAS, § 46.2-809 of the Code of Virginia provides that a locality may formally request that VDOT restrict through trucks on certain segments of primary and secondary routes in the limited number of cases where doing so will promote the health, safety, and welfare of the public without creating an undue hardship on any transportation users; and

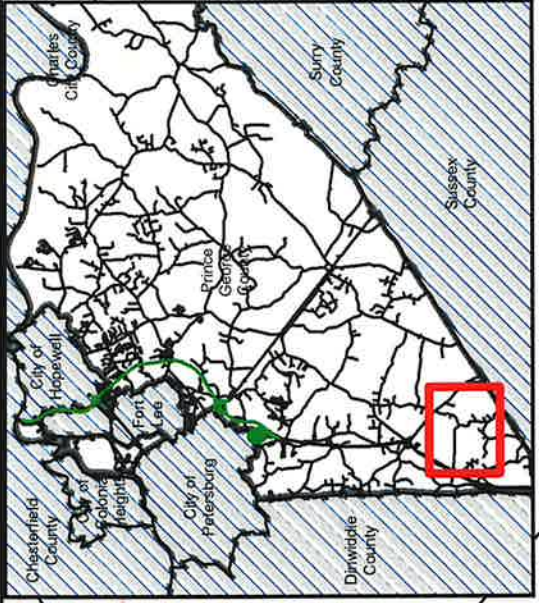
WHEREAS, there was a request submitted to County Administration requesting a “Through Truck Restriction” along this portion of Lansing Road; and

WHEREAS, The procedures and requirements for initiating and implementing these measures are stipulated by the policy adopted by the Commonwealth Transportation Board on October 16, 2003, “Guidelines for Considering Requests to Restrict Through Trucks on Primary and Secondary Highways.”

NOW, THEREFORE BE IT RESOLVED that the Board of Supervisors of Prince George County requests that the Virginia Department of Transportation begin the process of a “Through Truck Restriction” on the portion of Lansing Road located between Templeton Road and the Lampe Lane.

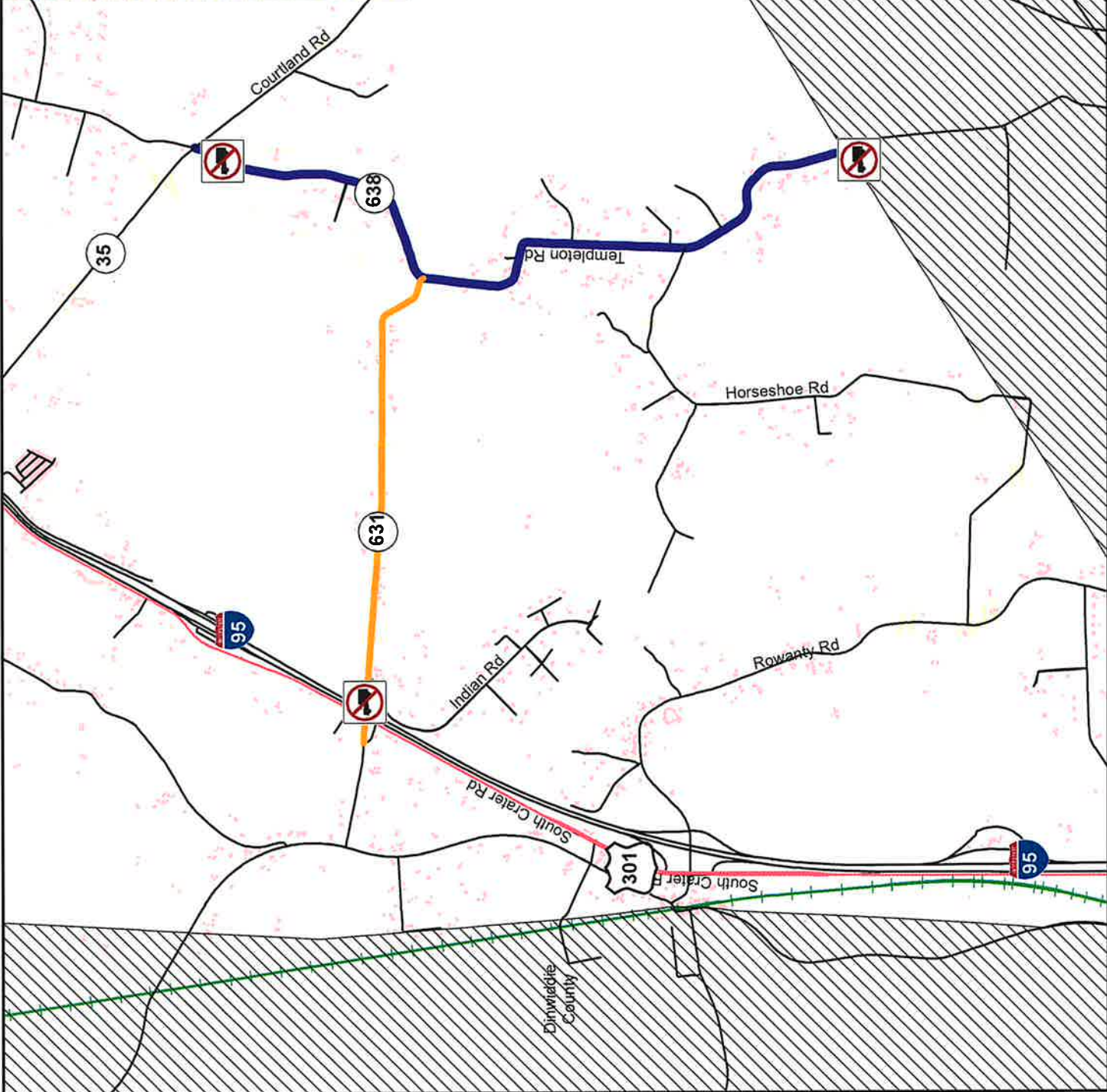
A Copy Teste:

Percy C. Ashcraft
County Administrator



No Through Trucks

- Lansing (Route 631)
- Templeton (Route 638)



Adopted by Commonwealth Transportation Board October 16, 2003

GUIDELINES FOR CONSIDERING REQUESTS TO
RESTRICT THROUGH TRUCKS ON PRIMARY AND SECONDARY HIGHWAYS

Section 46.2- 809 of the Code of Virginia provides:

The Commonwealth Transportation Board, *or its designee*, in response to a formal request by a local governing body, after such body has held public hearings, may, after due notice and a proper hearing, prohibit or restrict the use by through traffic of any part of a *primary or secondary* highway if a reasonable alternate route is provided. *The Board, or its designee, shall act upon any such formal request within nine months of its receipt, unless good cause is shown.* Such restriction may apply to any truck or truck and trailer or semitrailer combination, except a pickup or panel truck, as may be necessary to promote the health, safety, and welfare of the citizens of the Commonwealth. Nothing in this section shall affect the validity of any city charter provision or city ordinance heretofore adopted.

Background

It is the philosophy of the Commonwealth Transportation Board that all vehicles should have access to the roads on which they are legally entitled to travel. Travel by any class of vehicle on any class of highway should be restricted only upon demonstration that it will promote the health, safety and welfare of the citizens of the Commonwealth without creating an undue hardship on any of the users of the transportation system. The Board recognizes that there may be a limited number of instances when restricting through trucks from using a segment of a primary or secondary roadway will reduce potential conflicts, creating a safer environment and one that is in accord with the current use of the roadway. The Board has adopted these guidelines to govern and regulate requests for through truck restrictions on primary and secondary highways.

Process

The Commonwealth Transportation Board delegates the authority to restrict through truck traffic on secondary highways to the Commissioner of the Virginia Department of Transportation. Such

restrictions can apply to any truck, truck and trailer or semi trailer combination, or any combination of those classifications. Consideration of all such restrictions by the Commissioner is subject to these guidelines as adopted by the Board. The Commonwealth Transportation Board retains the authority to restrict through truck traffic on primary highways.

In order to conform to the requirements of the Code of Virginia and to insure that all concerned parties have an opportunity to provide input, the local governing body must hold a public hearing and make a formal request of the Department. The following must be adhered to:

- (A) The public notices for the hearing must include a description of the proposed through truck restriction and the alternate route with the same termini. A copy of the notices must be provided.
- (B) A public hearing must be held by the local governing body and a transcript of the hearing must be provided with the resolution.
- (C) The resolution must describe the proposed through truck restriction and a description of the alternate, including termini.
- (D) The governing body must include in the resolution that it will use its good offices for enforcement of the proposed restriction by the appropriate local law enforcement agency.

Failure to comply with (A), (B), (C) and (D) will result in the request being returned. The Commonwealth Transportation Board and the Commissioner shall act upon any such formal request within nine months of its receipt, unless good cause is shown.

Criteria

Travel by any class of vehicle should be restricted only upon demonstration that it will promote the health, safety and welfare of the citizens of the Commonwealth without creating an undue hardship on any users of the transportation network. The Virginia Department of Transportation will consider criteria 1 through 4 in reviewing a requested through truck restriction. The proposed restriction must meet **both** the first and second criteria in order to be approved:

1. Reasonable alternate routing is provided. The alternate route will be evaluated for traffic and

safety related impacts. To be considered “reasonable”, the alternate route(s) must be engineered to a standard sufficient for truck travel, and must be judged at least as appropriate for truck traffic as the requested truck restriction route. If an alternate route must be upgraded, the improvement shall be completed before the truck restriction can be implemented. The termini of the proposed restriction must be identical to the alternate routing to allow a time and distance comparison to be conducted between the two routings. Also, the alternate routing must not create an undue hardship for trucks in reaching their destination.

2. The character and/or frequency of the truck traffic on the route proposed for restriction is not compatible with the affected area. Evaluation will include safety issues, accident history, engineering of the roadway, vehicle composition, and other traffic engineering related issues.

In addition to meeting the first two criteria, the proposed restriction must meet either the third or the fourth criteria in order to be approved.

3. The roadway is residential in nature. Typically, the roadway will be judged to be residential if there are at least 12 dwellings combined on both sides within 150' of the existing or proposed roadway center line per 1,000 feet of roadway.
4. The roadway must be functionally classified as either a local or collector.

Failure to satisfy criteria 1 and 2, and either criteria 3 or 4 will normally result in rejection of the requested restriction.

The Commonwealth Transportation Board when deemed necessary may modify or revise any provisions or criteria contained in these guidelines.

Process for consideration of requests from localities to restrict Through Trucks on Primary and Secondary Highways (per 46.2-809)

