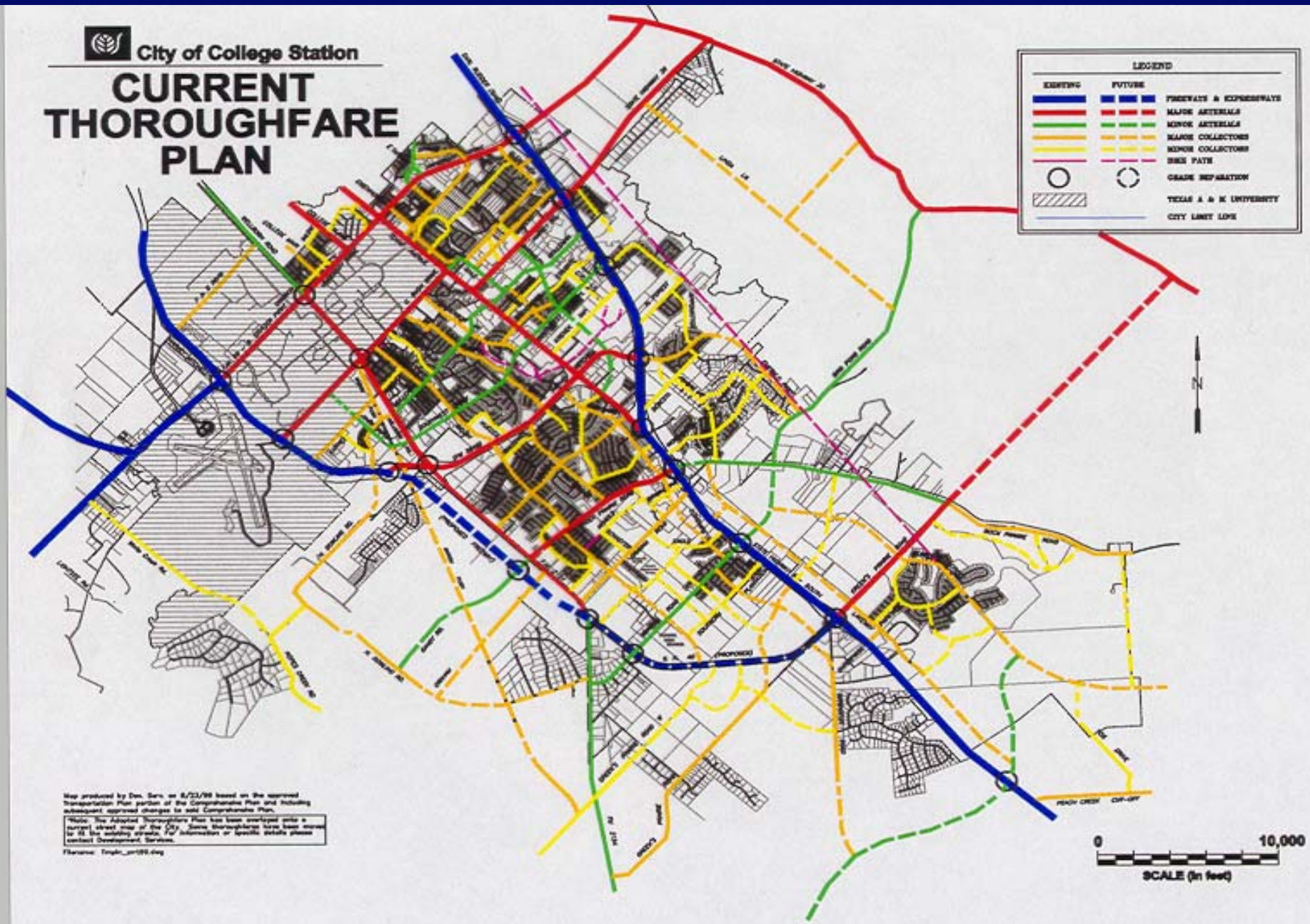
Texas Case Studies in Access Management

Ed Hard, TTI

8th National Conference on Access Management
August 15, 2006

Presentation Overview

- TxDOT Arterial Widenings, College Station, TX
- Processes for Median Installation and Access Management (AM)
- Workshops Promoting TxDOT / Local Coordination


City of College Station
CURRENT THOROUGHFARE PLAN
LEGEND
EXISTING
FUTURE
FREEWAYS & EXPRESSWAYS
MAJOR ARTERIALS
MINOR ARTERIALS
MAJOR COLLECTORS
MINOR COLLECTORS
BIKE PATH
GRADE SEPARATION
TEXAS A & M UNIVERSITY
CITY LIMIT LINE
N
0
10,000
SCALE (in feet)

Process for Median Installations

Texas Ave. and University Dr.

- Developed schematics with key Input
- Held initial public hearings with NO median openings shown
- TxDOT/city coordinate on openings for public streets
- Held Block Meetings

TxDOT Block Meetings

Texas Ave. and University Dr.

- Used to ID openings for businesses
- Ranges where openings prohibited ID'd
- Some worked to consensus
- TxDOT / city united front

AM in Corridors

TxDOT / College Station, TX

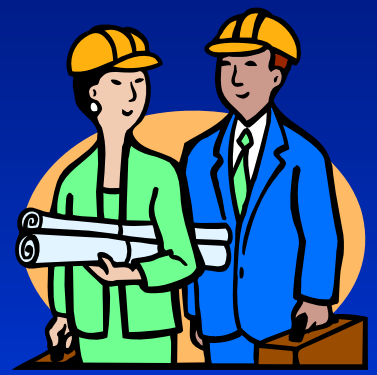
- Through TxDOT widenings /rehabs
- City and/or TxDOT access policies applied
- Through local development process
  - All stages, at every opportunity
  - New development or redevelopment
  - Review for any significant structure change, land use change, or property boundary change…

AM in Local Platting

TxDOT / College Station, Texas

- Early / effective means to manage driveways along corridors
- Key to implementing local and TxDOT access policies
- Frontage amounts reviewed when properties subdivide
- Access easements used extensively

Why involve TxDOT in local platting?



- Involvement needed in **PRELIMINARY** plats to:
  - Manage access
  - Coordinate in T-fare planning
  - Protect and preserve state ROW

Texas Avenue Corridor

TxDOT, College Station, Texas

- **Widening and urbanization**
- **2.5 mile project, ADTs 40-65K**
- **Phase 1 complete, phase 2 under construction**
- **TXDOT / local coordination**

Texas Avenue Ph. 1, Pre-Widening

- 4-Lane With C2WLT Lane
- Little Access Consolidation

Texas Ave., Phase 1
Arterial Frontage Road Added

Texas Ave., Phase 1

Texas Avenue, Phase 1

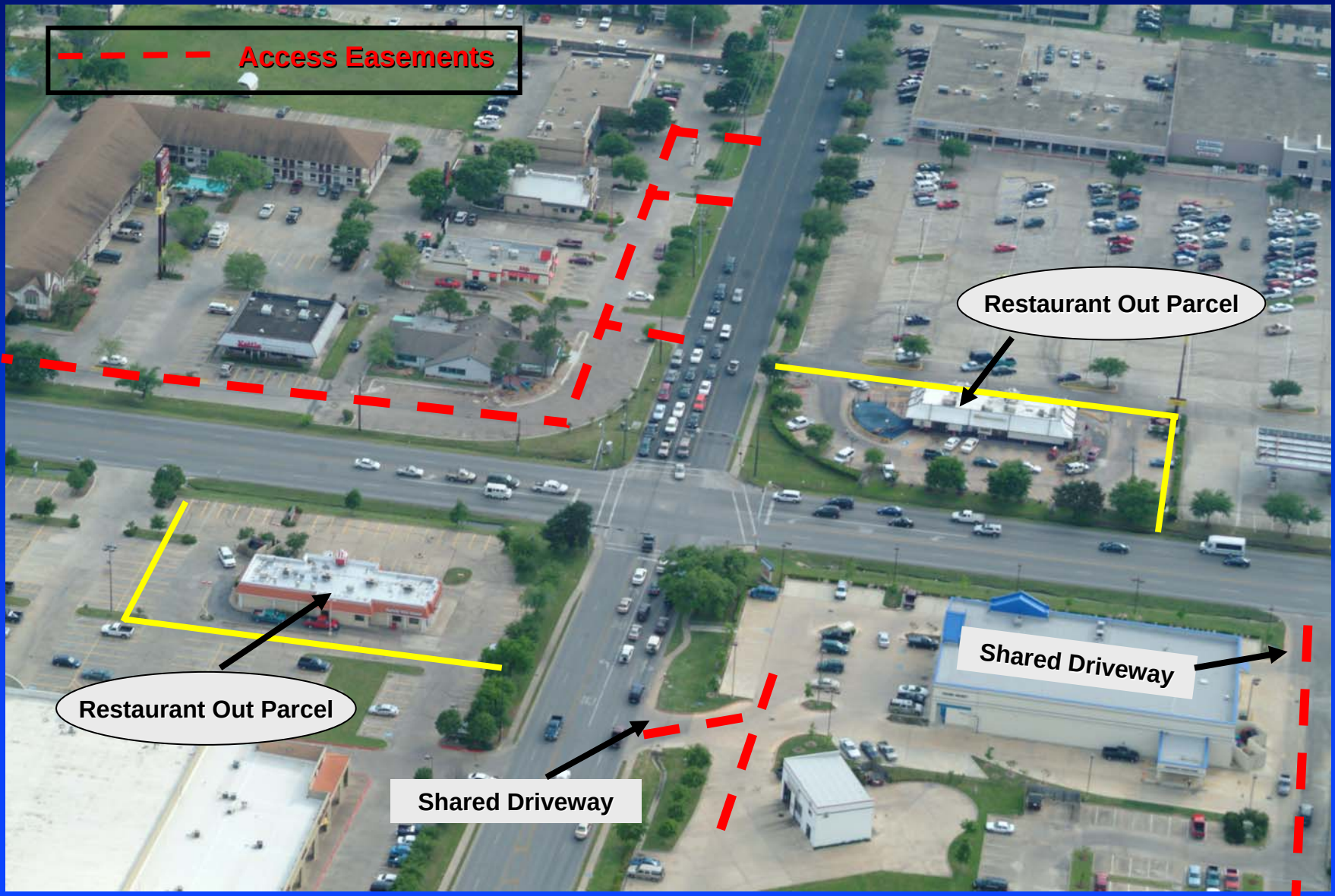
Texas Ave, Phase 2

Texas Ave, Phase 2 (pre-construction)

Texas Ave., Ph. 2 (during construction)


Out-Parcel
Future Back of Curb
Existing Back of Curb
25’ Building Setback
PAWN
TARGET
Texas Ave., Ph 2, College Station, TX

Corner Parcels / Access Easements



University Drive Corridor

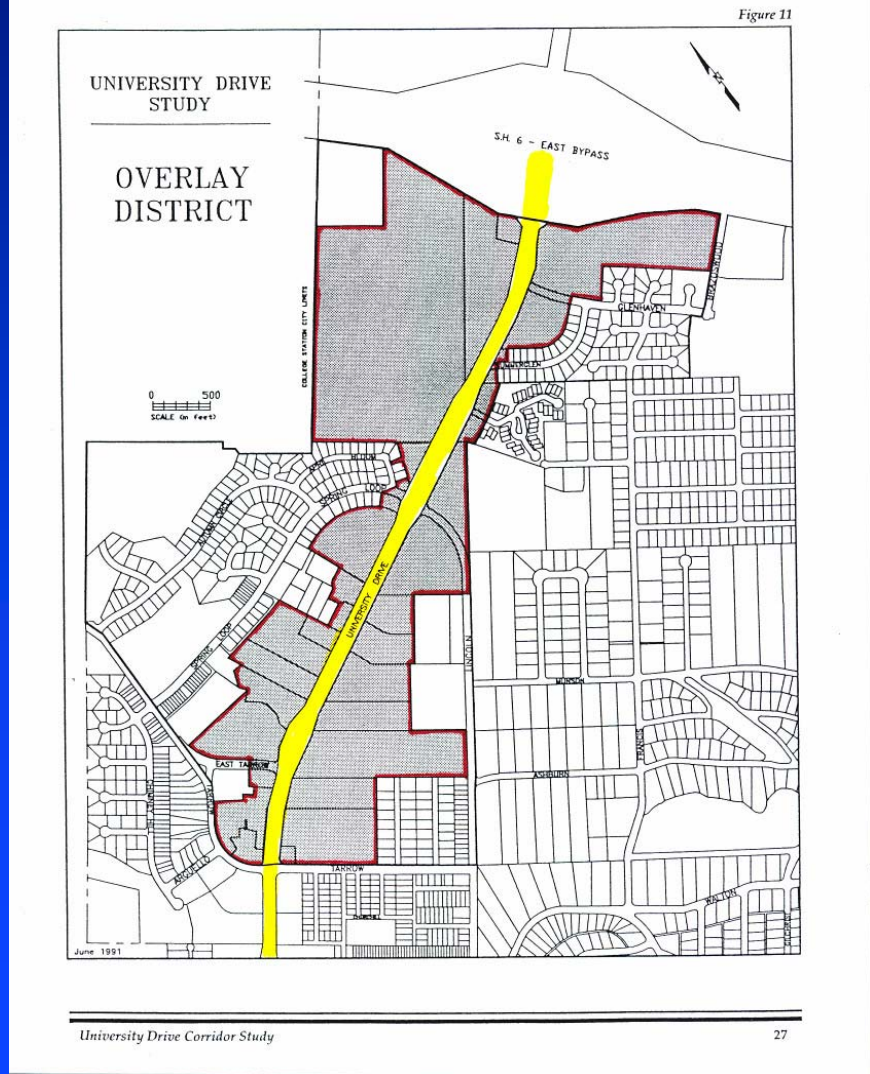
City Study
and TxDOT Widening/Rehab

College Station, Texas

University Drive

College Station, TX

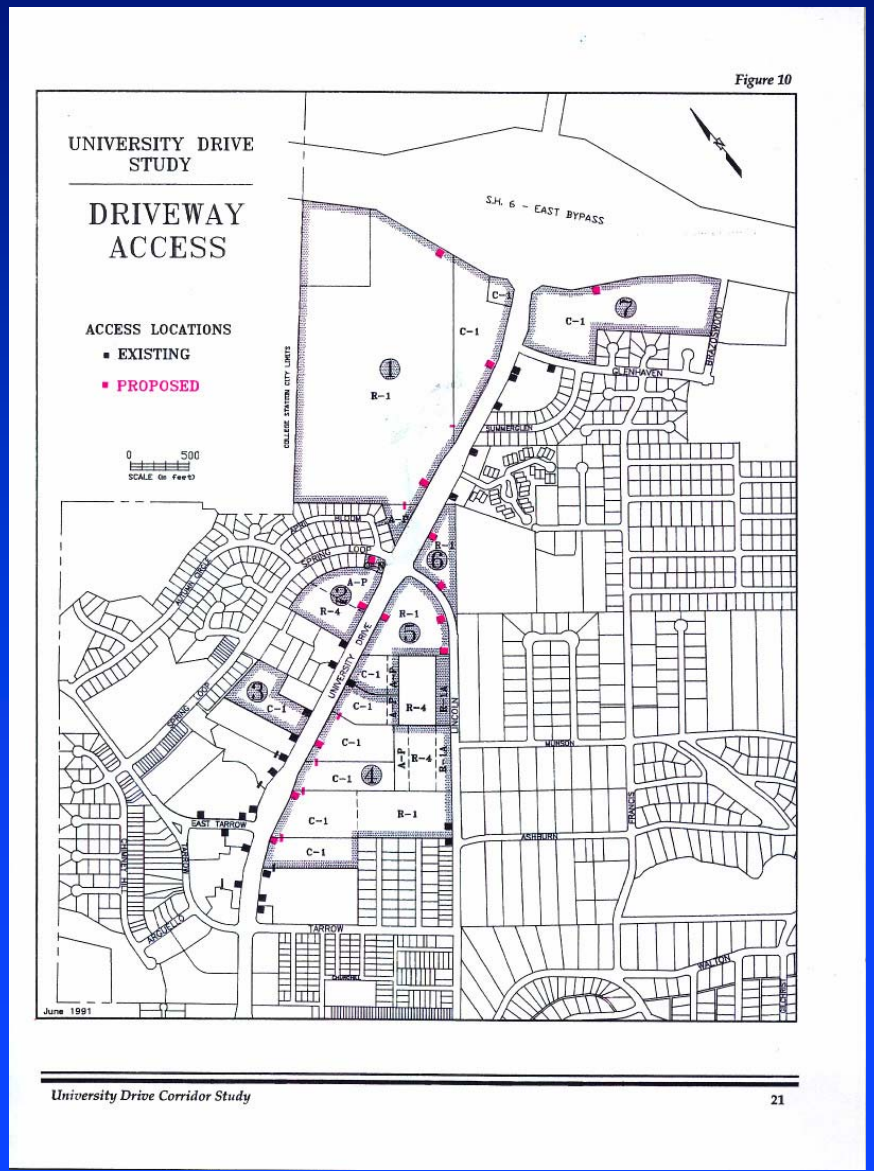
- Early 1990's City Conducts Corridor Study
- Adopts zoning overlay district
- Requires Increased setbacks



University Drive

College Station, TX

- Study ID's future access locations per ordinance
- Used in subsequent platting/development
- Served notice to owners / developers

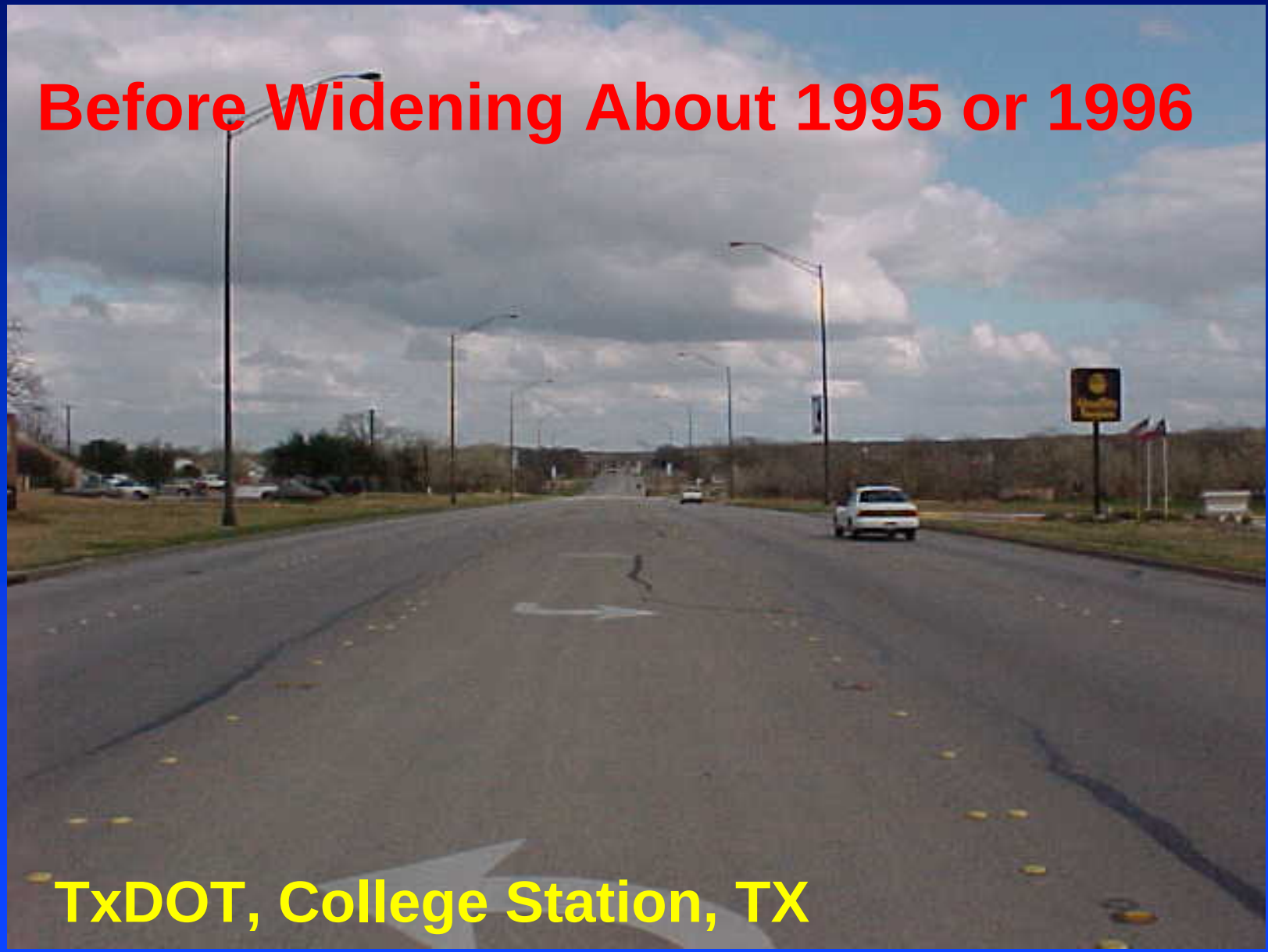


University Drive Widening

TxDOT, College Station, TX

- 1.5 mile project, ADTs 20-30K
- Design began late 1990's, after study
- Same process used for median installation as Texas Ave.
- Access easements key to AM

University Drive Corridor



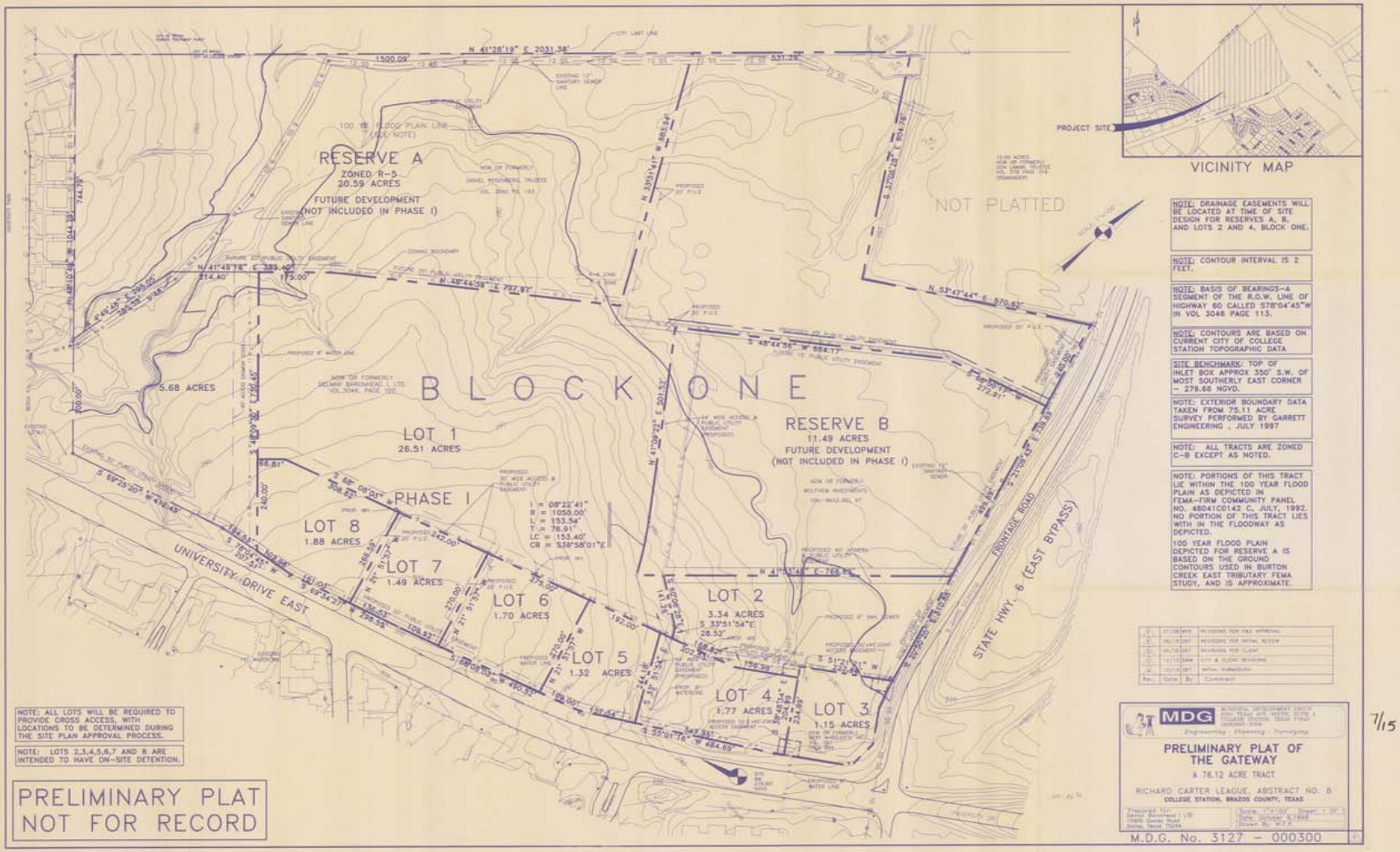
University Drive Corridor

University Drive Corridor

- Medians
- Zoning Overlay
- Access Easements
- TxDOT / Local Coordination

College Station, TX

Prelim. Plat With Out-Parcels, Phasing



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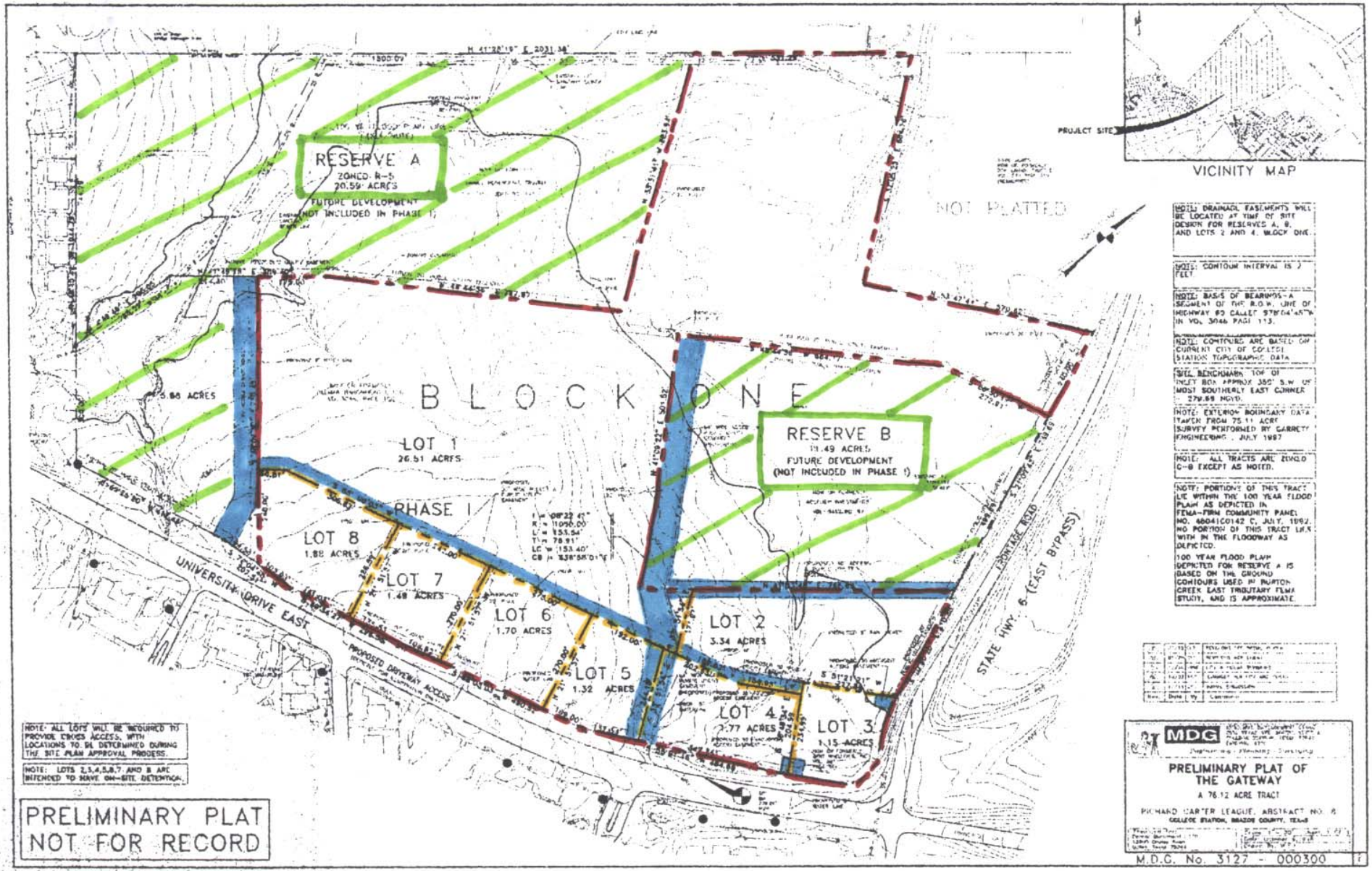
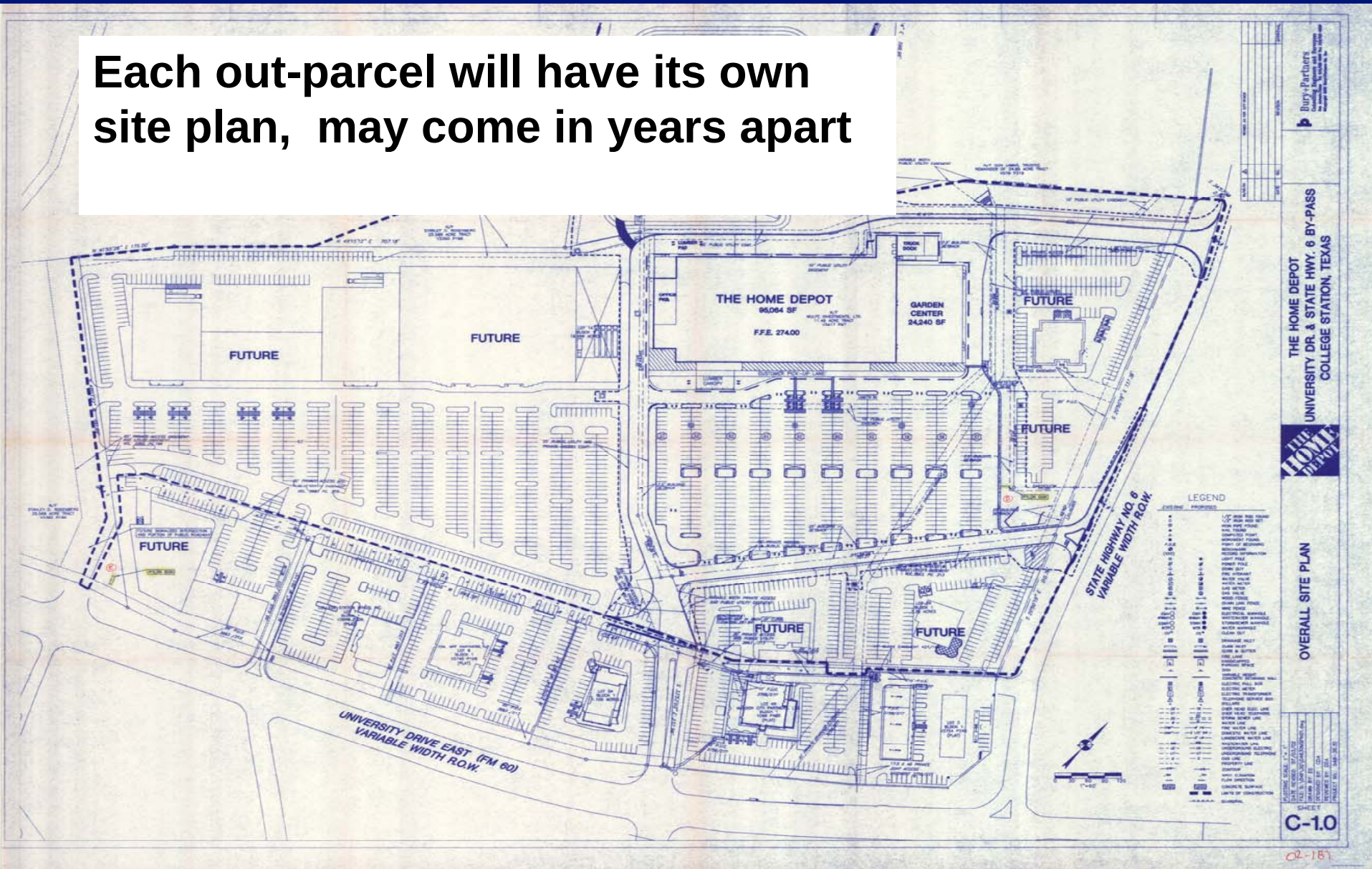
Access Easement Required on Plat



Development Master Plan

Each out-parcel will have its own site plan, may come in years apart



University Dr., Access Easements

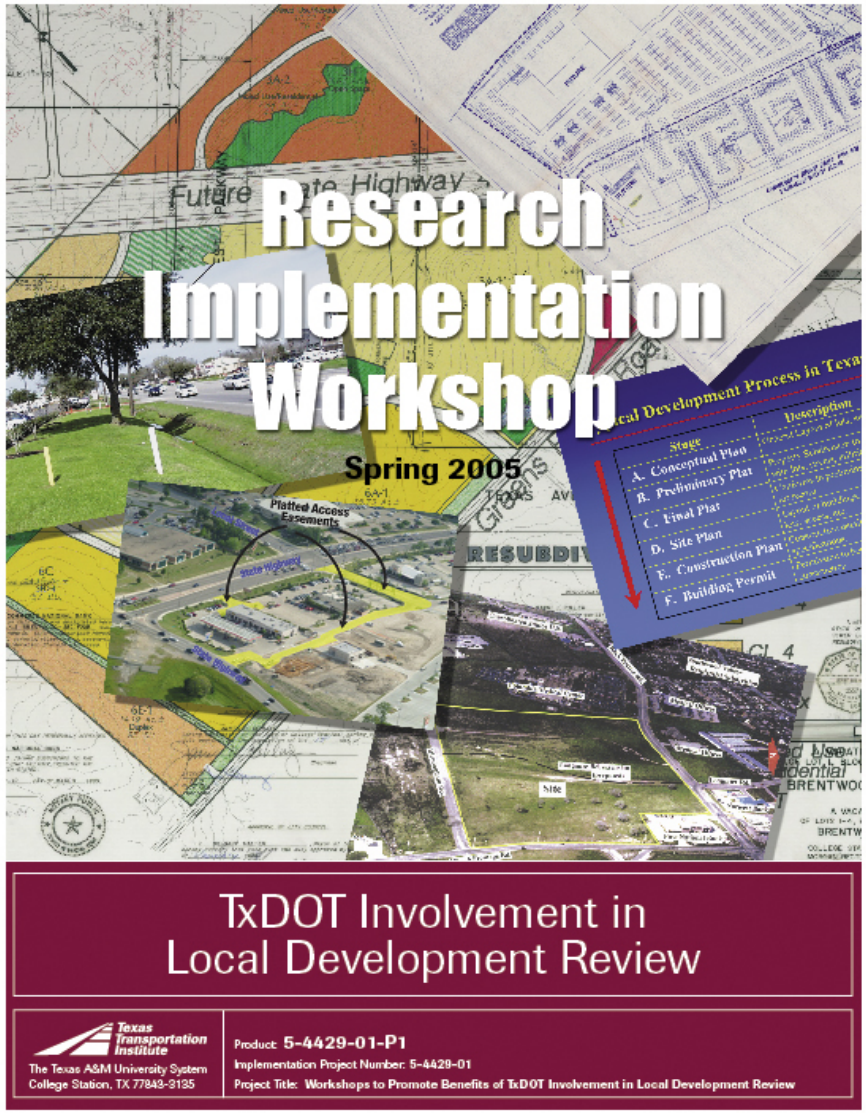
University Dr., Access Easements

University Drive

TxDOT Involvement in Local Development Review

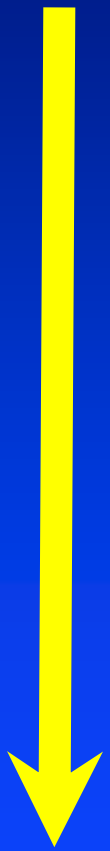
Texas Department of Transportation

Texas Transportation Institute



2004 - 2007 Workshops

Typical Development Stages



1. Concept plan	
2. Prelim. Plat	
3. Final plat	
4. Site plan *	
5. Construction plans *	
6. Building permit *	

Stage you coordinate?

Evaluate existing cooperative efforts

Identify existing problems / issues

Suggest potential measures / changes for improvement

Suggest how to implement changes

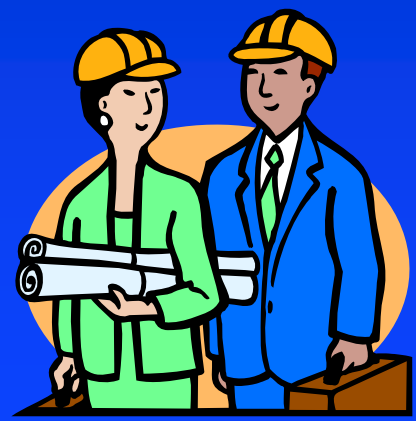
**** Not typically required in counties***

Workshop Objectives

1. Make TxDOT and Locals Awareness of Research
2. Provide TxDOT Insight to Local Development Process (LDP)
3. Cover benefits of TxDOT Involvement ‘early’ in the LDP
4. Provide practical examples, interactive case studies and exercises

Workshop Objectives

5. Promote coordination between TxDOT and locals
6. Get feedback
   - How, when do you coordinate?
   - More involvement desirable? feasible?
   - Policy, legislative changes



Closing Thoughts…

- …. getting it right the first time
- **Sustainability** - coordinating land development with ultimate roadway design and function
- **Champions Needed:** stewards over local-state efforts in thoroughfare planning and development review

QUESTIONS?

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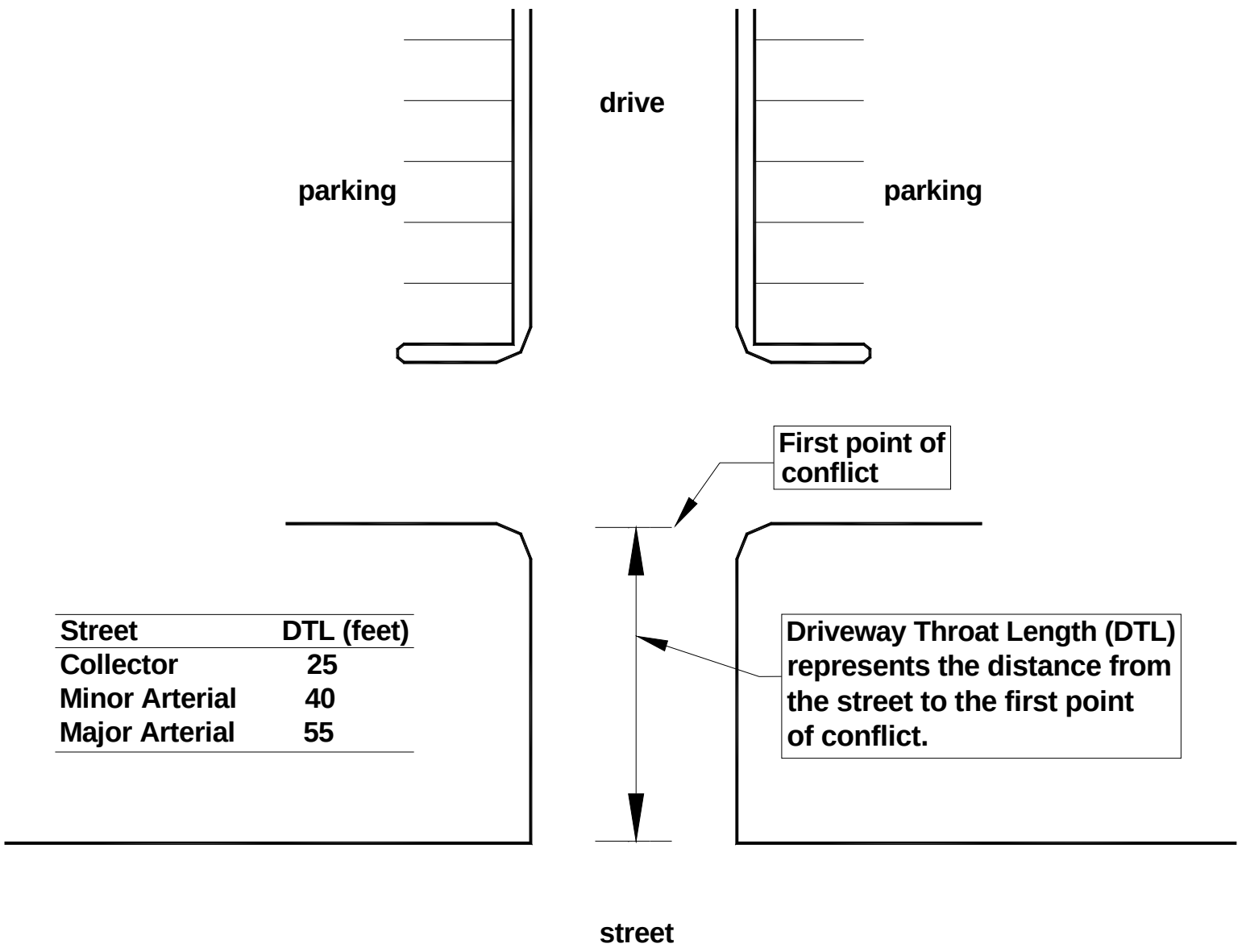
Example Access to Meet Fire Code



Street	DTL (feet)
Collector	25
Minor Arterial	40
Major Arterial	55

Subsection C7-h (Driveway Throat Length)

h. A minimum driveway throat length shall be required to allow traffic entering the site to be stored on site, avoiding a queue of traffic onto the adjacent roadway causing delays to the through traffic stream. The driveway throat length shall be defined as the distance from the street to the first point of conflict in the driveway. Minimum driveway throat depths are provided in the figure below. For more intense uses (i.e., retail shopping center) a minimum throat depth of 130 feet will be required.

Section 7.3 Access Management and Circulation

Subsection C1-f

f. As determined by the Development Engineer, engineering judgment shall override the required dimensions set forth in this Section if warranted by specific traffic conditions.

(this section above allows local development review staff to make decisions based on public health, safety, welfare)