

# Texas Case Studies in Access Management

Ed Hard, TTI



*8<sup>th</sup> National Conference on Access Management*  
*August 15, 2006*

# Presentation Overview

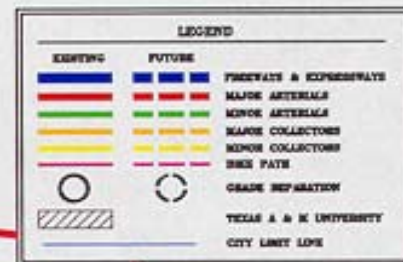
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- **TxDOT Arterial Widening, College Station, TX**
- **Processes for Median Installation and Access Management (AM)**
- **Workshops Promoting TxDOT / Local Coordination**



City of College Station

# CURRENT THOROUGHFARE PLAN



Map produced by Don. Serv. on 8/23/99 based on the approved Transportation Plan portion of the Comprehensive Plan and including subsequent approved changes to said Comprehensive Plan.

Note: The Adopted Thoroughfare Plan has been overlaid onto a current street map of the City. Some thoroughfares have been moved to fit the existing streets. For information or specific details please contact Development Services.

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0 10,000  
SCALE (in feet)

# Process for Median Installations

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## 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

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**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**

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## **TxDOT / College Station, TX**

- **Through TxDOT widenings /rehab**
- **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

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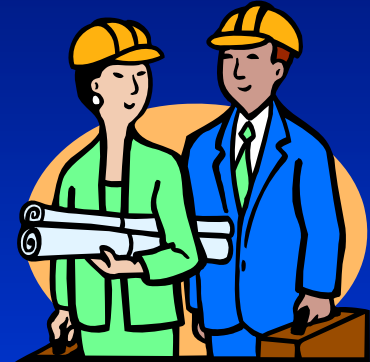
## TxDOT / College Station, Texas

- 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?

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





# **Texas Avenue Corridor**

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**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

**TXDOT Added Key Median  
City Closed 4 Drives in Site Redevelopment**



# Texas Avenue, Phase 1

**Landscaped Medians in Phase 1  
Helped Sell Medians in Phase 2**



**College Station, TX**



# Texas Ave, Phase 2

Under Construction 2006 - 2007



College Station, TX



# Texas Ave, Phase 2 (pre-construction)

**TXDOT/Local Coordination in Site Review  
Site Designed Considering Future Widening**



**College Station, TX**

# Texas Ave., Ph. 2 (during construction)

Change to 'Ross' Site



College Station, TX



**Out-Parcel**

**Future Back of Curb**

**Existing Back  
of Curb**

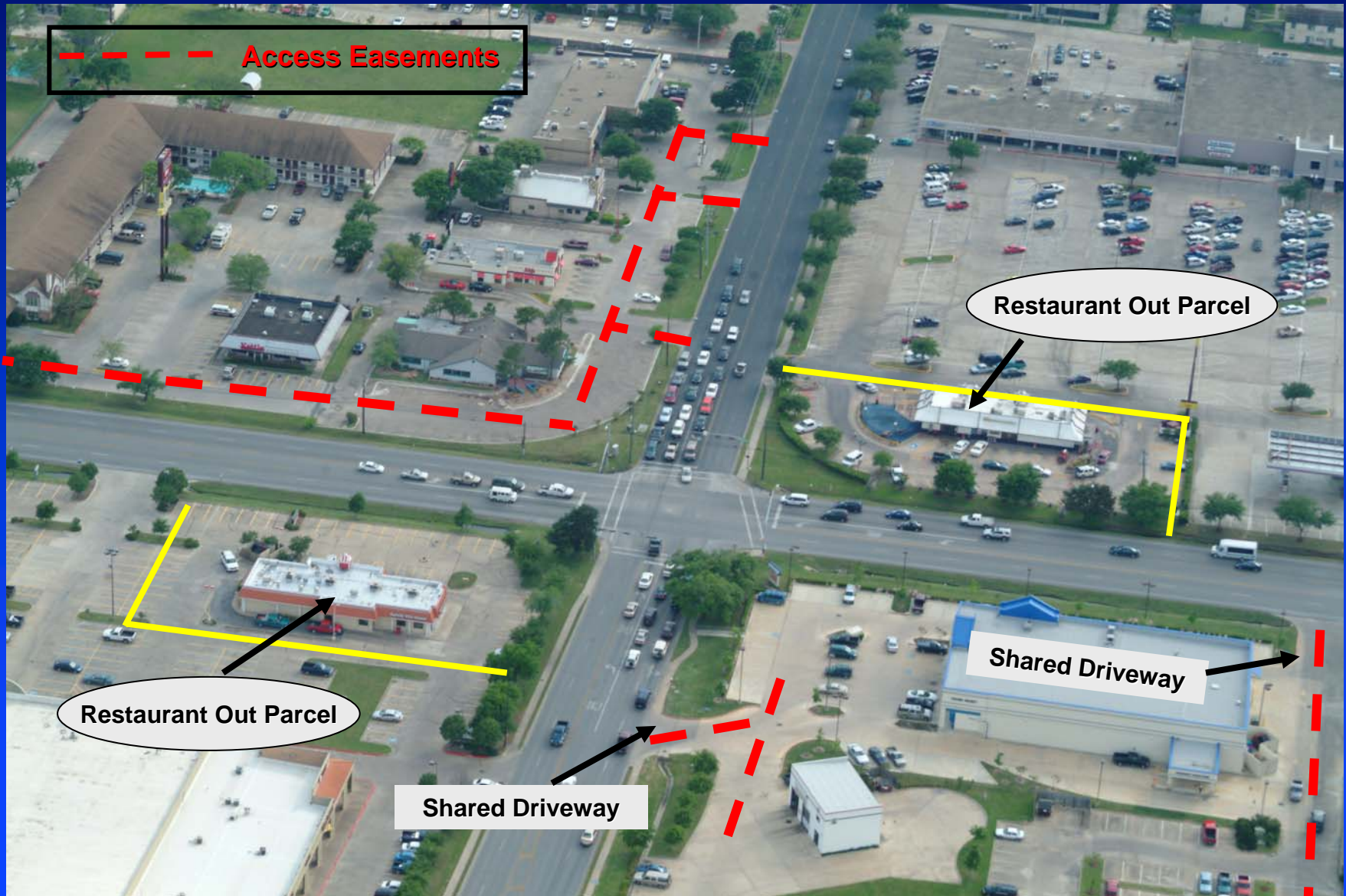
**25' Building Setback**

**Texas Ave., Ph 2, College Station, TX**





# Corner Parcels / Access Easements



# **University Drive Corridor**

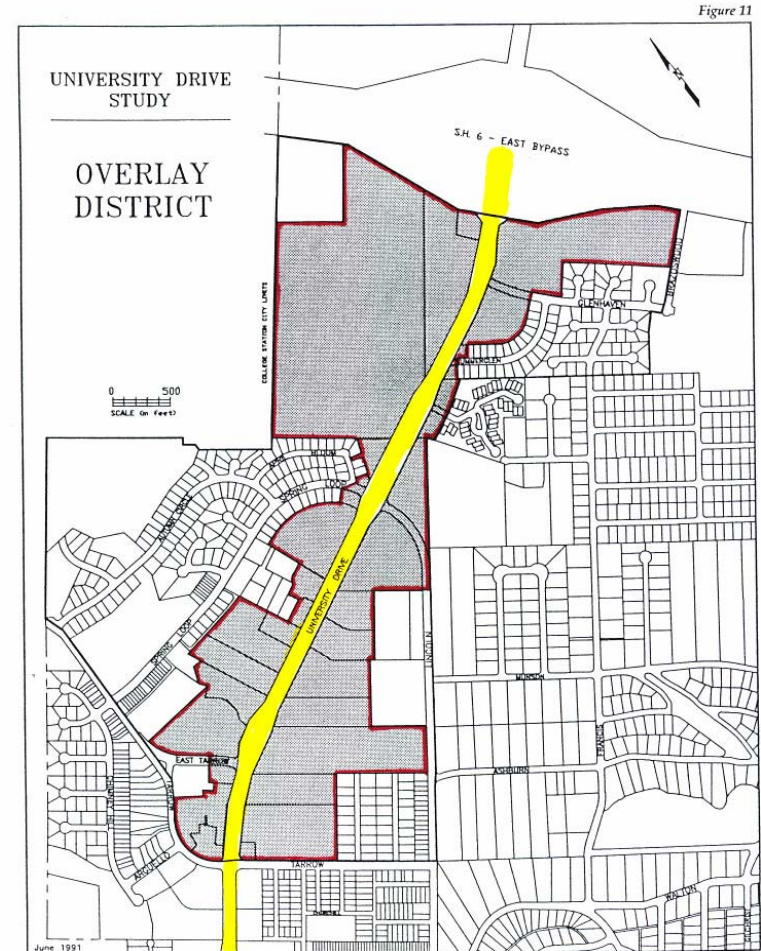
**City Study  
and TxDOT Widening/Rehab**

**College Station, Texas**

# University Drive

# College Station, TX

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

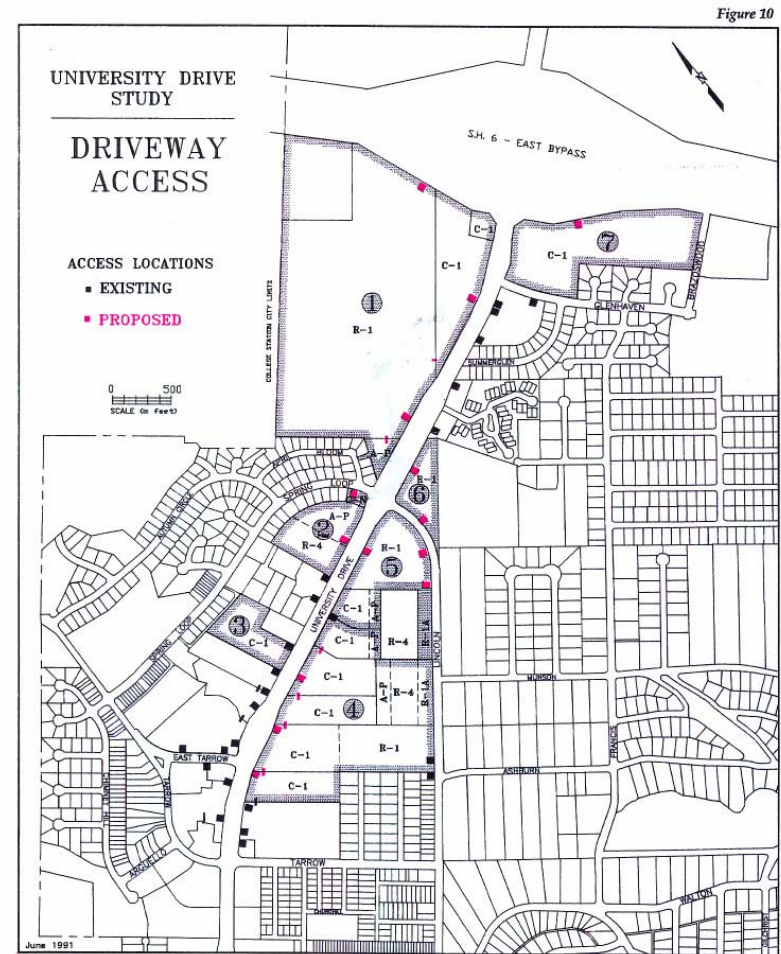




# University Drive

# College Station, TX

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



# University Drive Widening

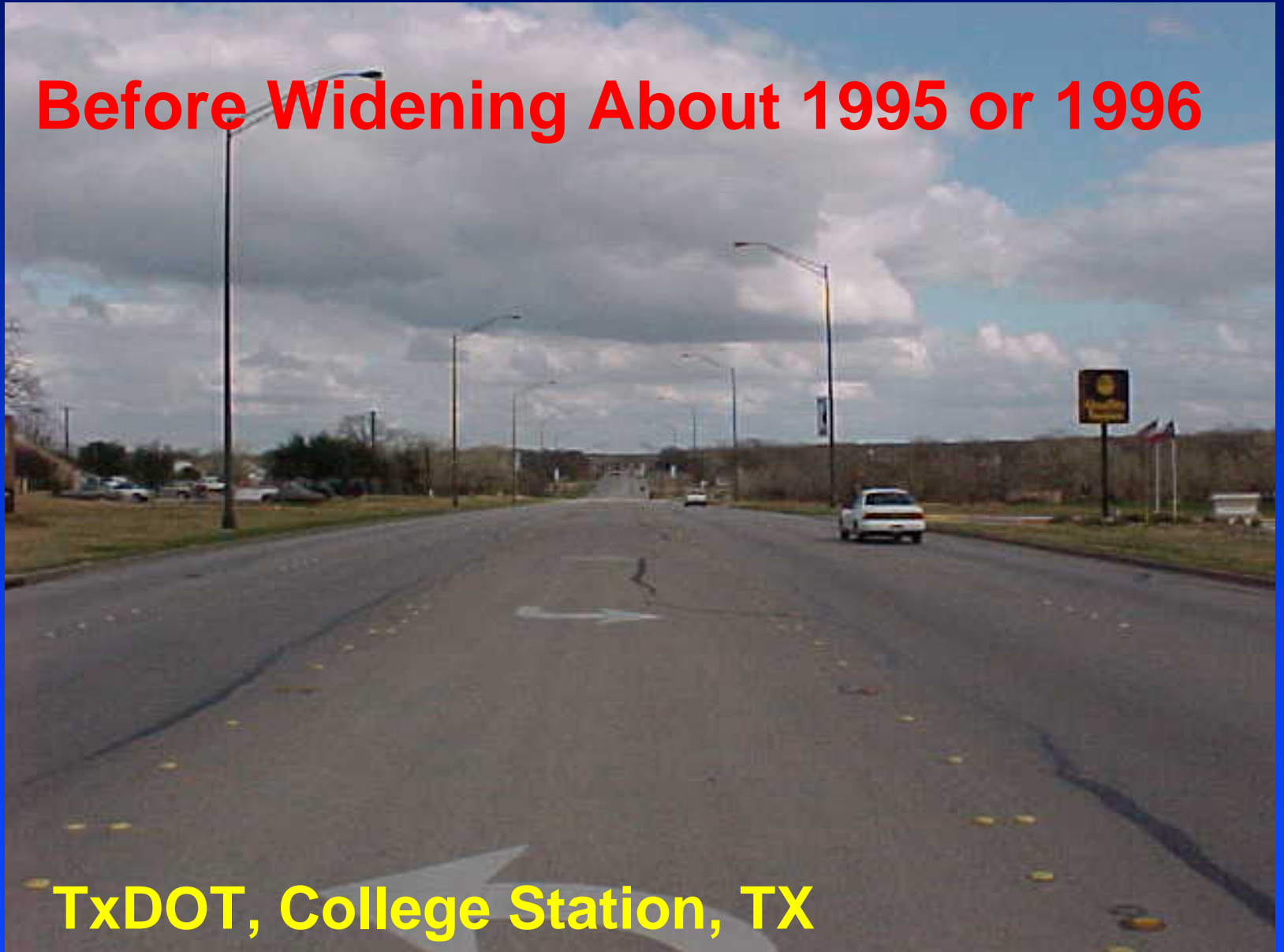
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**TxDOT, College Station, TX**

- **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

**Before Widening About 1995 or 1996**



**TxDOT, College Station, TX**

# University Drive Corridor

**After Widening 2006**



**College Station, TX**



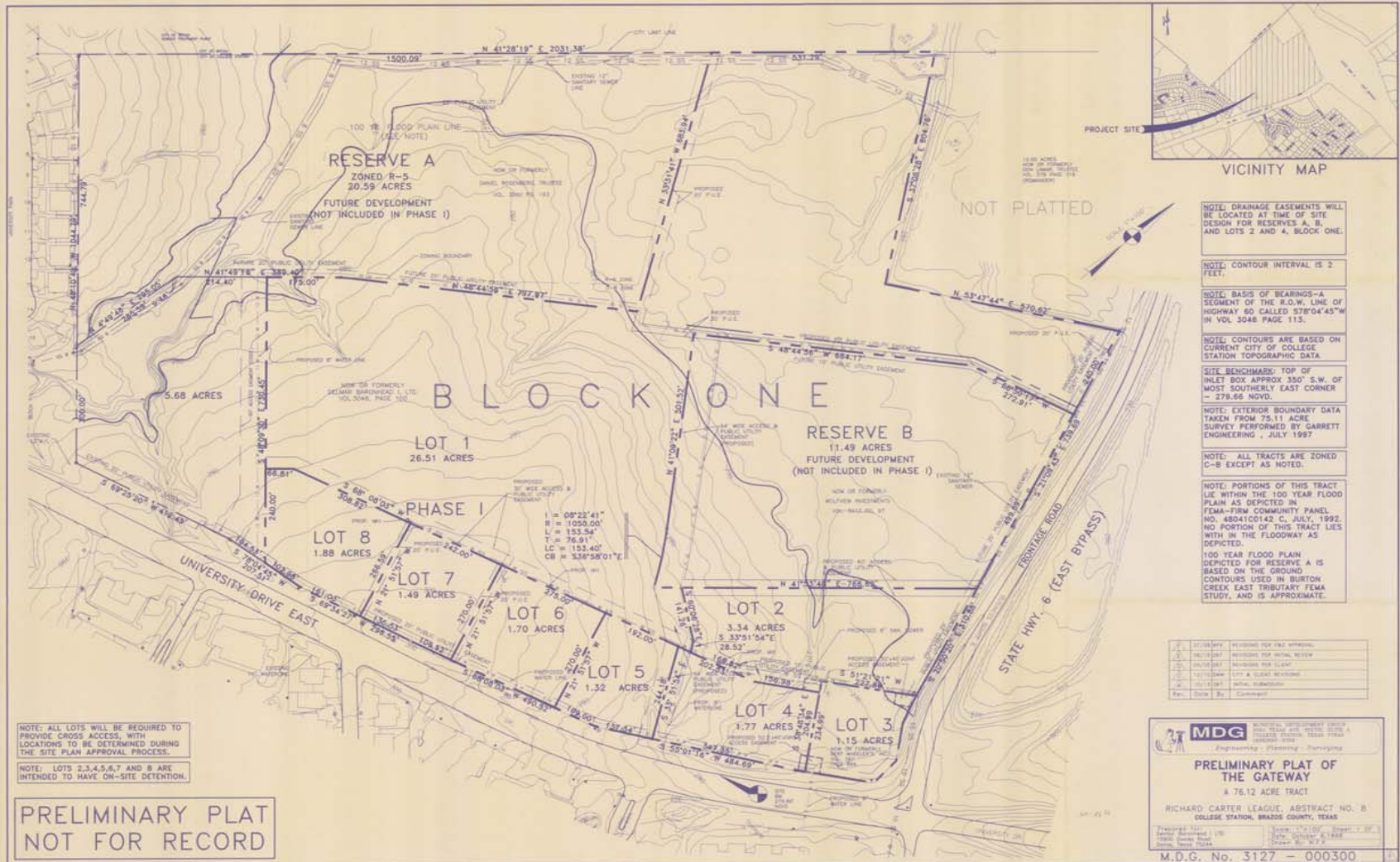
# University Drive Corridor

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

College Station, TX



# Prelim. Plat With Out-Parcels, Phasing

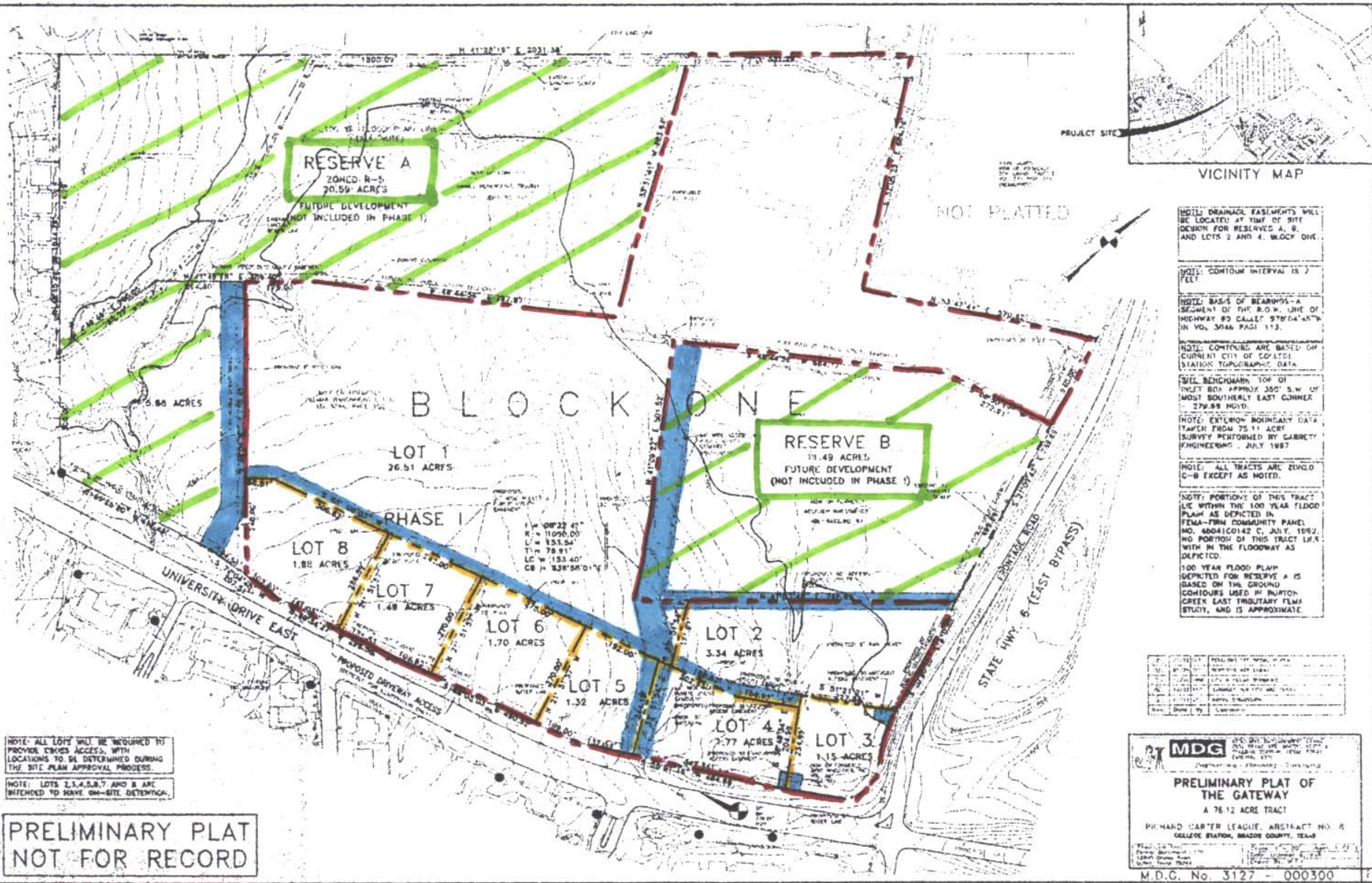


~PLANNING FILE COPY~

99-309



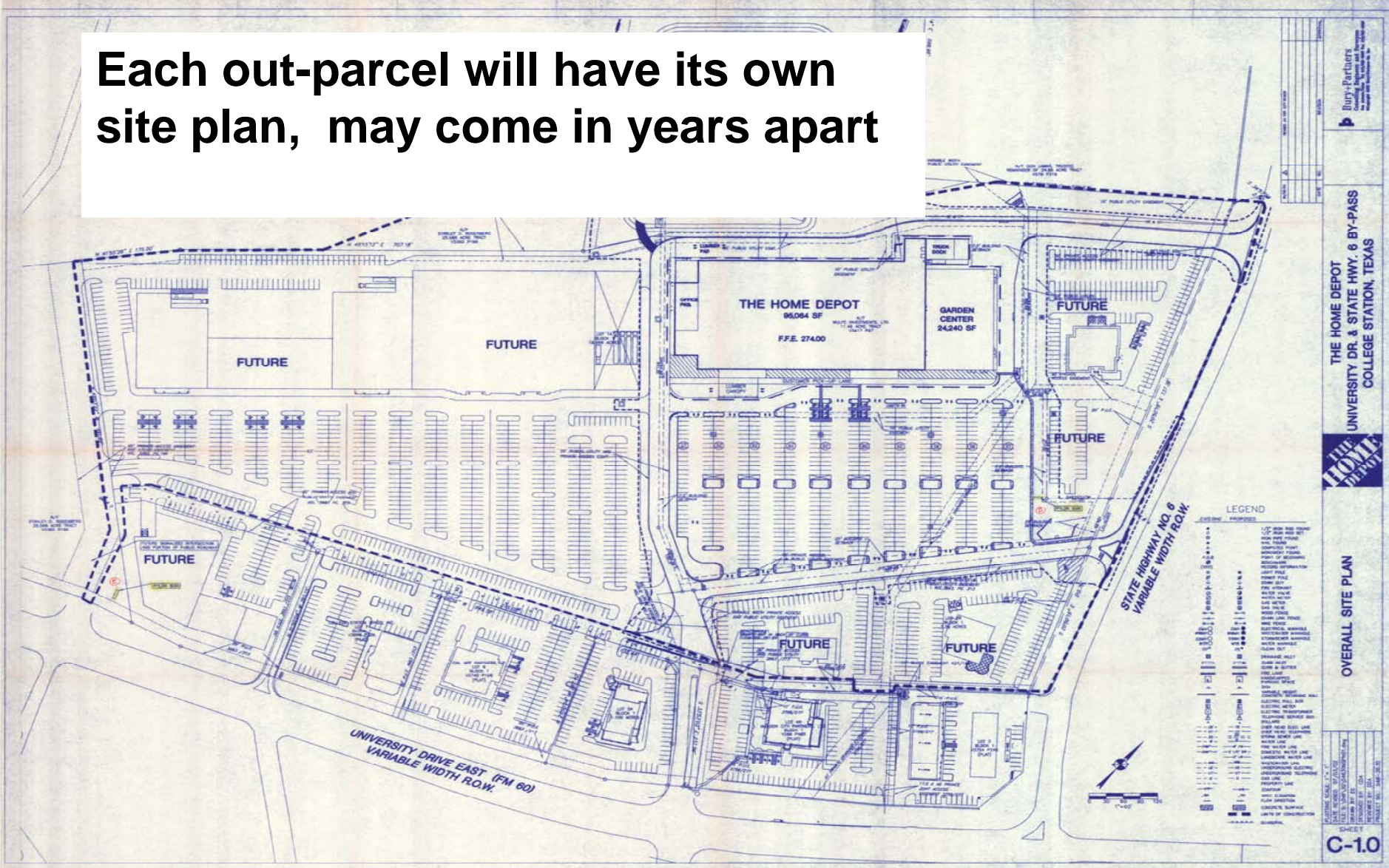
# Access Easement Required on Plat





# Development Master Plan

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





# University Dr., Access Easements



**Platted  
Access  
Easements**

**State Highway**

# University Dr., Access Easements





# University Drive

Increased Parking Setback in  
Zoning Overlay



TxDOT, College Station, TX

# TxDOT Involvement in Local Development Review



## Research Implementation Workshop

Spring 2005

Future State Highway


Platted Access Easements

RESUBDIVISION

Local Development Process in Texas

Stage	Description
A. Conceptual Plan	Conceptual Plan of the project, showing the general location and scope of the project.
B. Preliminary Plat	Preliminary Plat showing the proposed subdivision and the location of the project.
C. Final Plat	Final Plat showing the proposed subdivision and the location of the project.
D. Site Plan	Site Plan showing the proposed subdivision and the location of the project.
E. Construction Plan	Construction Plan showing the proposed subdivision and the location of the project.
F. Building Permit	Building Permit showing the proposed subdivision and the location of the project.

### TxDOT Involvement in Local Development Review

 **Texas Transportation Institute**  
The Texas A&M University System  
College Station, TX 77843-3135


Product: 5-4429-01-P1  
Implementation Project Number: 5-4429-01  
Project Title: Workshops to Promote Benefits of TxDOT Involvement in Local Development Review

## 2004 - 2007 Workshops



# Typical Development Stages

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1. Concept plan		<b>Stage you coordinate?</b>
2. Prelim. Plat		
3. Final plat		Evaluate existing cooperative efforts
4. Site plan *		Identify existing problems / issues
5. Construction plans *		Suggest potential measures / changes for improvement
6. Building permit *		Suggest how to implement changes

*\* Not typically required in counties*

# Workshop Objectives

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- 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

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





# Closing Thoughts...

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.... 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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**e-hard@tamu.edu**

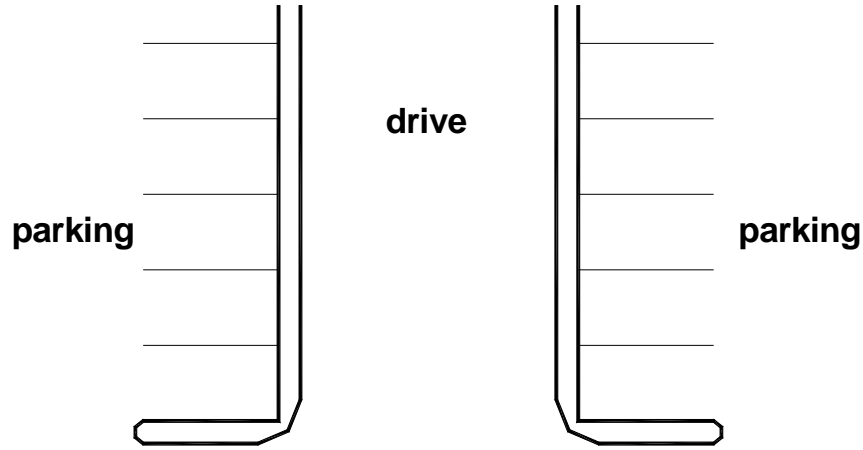




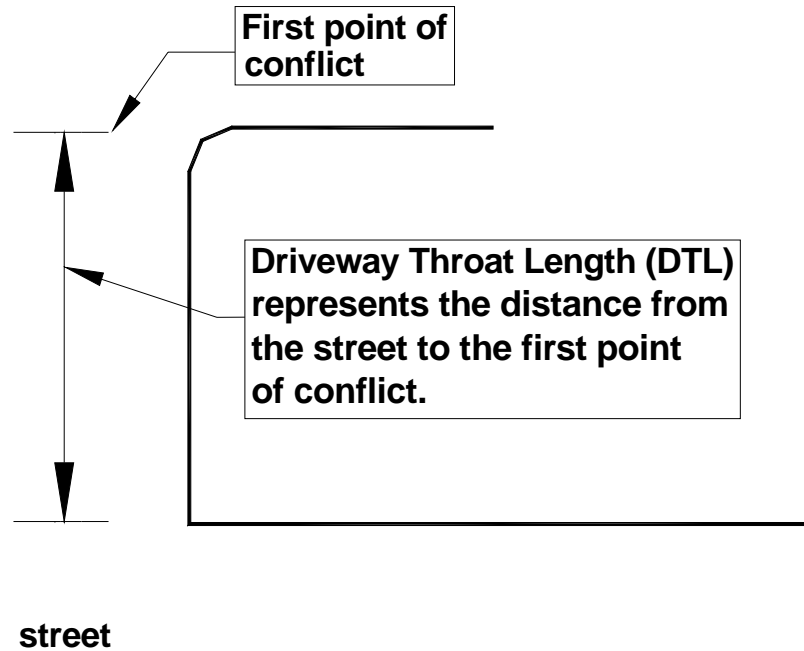
# Example Access to Meet Fire Code

Grasscrete





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)**