

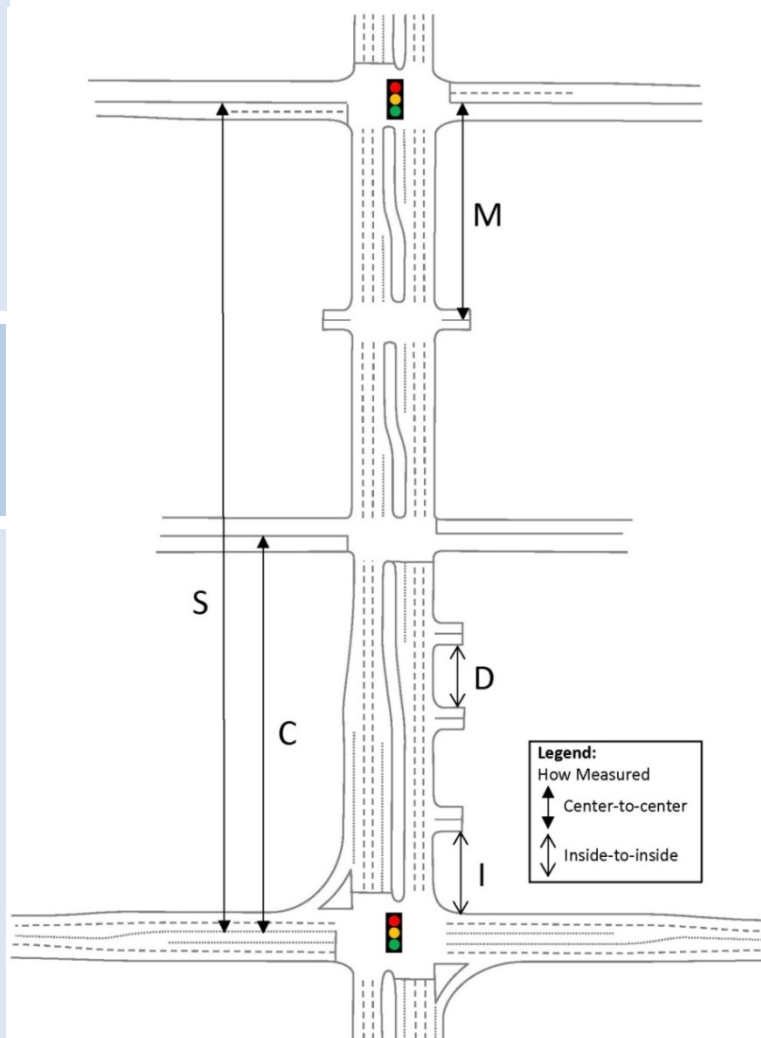
ACCESS MANAGEMENT

ACCESS MANAGEMENT The purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system. (TRB, 2003) This balance between access and traffic flow/safety is accomplished by guiding the location, spacing, design, and operation of intersections, driveways, median openings, and street connections to a roadway.

BENEFITS include fewer crashes, increased roadway capacity, reduced travel time, reduced delay, and lower fuel consumption and emissions. Access management has also been shown to have an overall positive economic impact on business.

ACCESS SPACING

- The table below and figure to the right show the basic access spacing requirements
- Spacing varies by street type (from the MTP)
- For constrained sites, the City Traffic Engineer can reduce the requirements by up to 10%
- Many low volume streets can be treated as driveways if they meet specific criteria
- Roundabouts are a viable alternative to signals and have separate initial guidelines
- Traffic studies may be needed for roundabouts to determine the minimum spacing.
- Traffic studies can also be used to propose variations to the minimum spacing.



Street Type	MTP Target Speed (mph)†	MTP Range of Through Lanes	D Driveway – Driveway Spacing (ft)	I Intersection – Driveway Spacing (ft)	S Signalized Intersection Spacing (ft)	C Cross Street Spacing (ft)	M Median Opening Spacing (ft)
System Link	35 to 45	4 to 6	300	300	1,320	1,000-1,320*	500 - 800
Commercial Connector	30 to 35	2 to 6	250	250	1,000	660-1,000*	500 - 800
Neighborhood Connector	30 to 35	2 to 6	200	250	1,000	660-1,000*	500 - 800
Commerce / Mixed-Use St	25	2 to 4	150	150	600-1,320*	300-660*	NA
Activity Street	25	2 to 4	100**	100**	400-800*	300-660*	NA***
Collector Streets****	25 to 30	2	100‡	100	NA	250	NA
Local Streets****	25	2	75‡	75	NA	250	NA

† Target speed is defined in the MTP as the recommended design speed

* Refer to guidelines for a discussion regarding allowable minimums and desirable maximums

‡ This does not apply to residential driveways

** New driveways on Activity Streets are only allowed if there is not access from a lower class roadway

*** Median treatments and openings for Activity Streets must be examined on a project- and context-specific basis

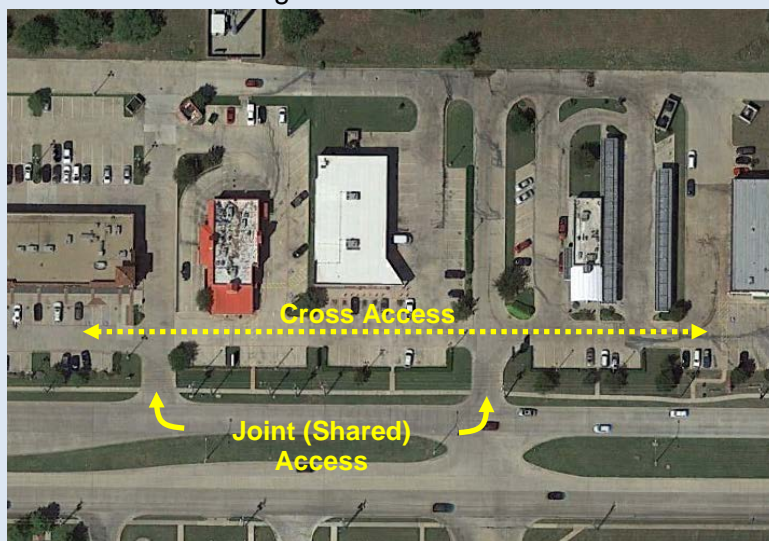
**** Collector/Local Streets: Values shown are for guidance only; closer spacing may be permitted at the discretion of the City Traffic Engineer

AUXILIARY LANES are left turn and right turn lanes that are needed for capacity and/or safety. **These lanes are required at many intersections and some driveways along thoroughfares.** The street type, traffic volume, and presence of a traffic signal play key roles in determining when auxiliary lanes are necessary. See the guidelines for the specific requirements. Deviation from the guidelines is possible based on an engineering study.

UNIFIED ACCESS AND CIRCULATION includes internal connections between neighboring properties and shared driveways which allow vehicles to circulate from one business or development to the next without having to reenter a major roadway. Unified access and circulation improves the overall ease of access to development and reduces the need for individual driveways, resulting in improved safety and traffic capacity. In order to limit the number of access points and short trips along a thoroughfare, joint-access and cross-access serving adjoining parcels must be considered as shown in the figure below.

KEY HIGHLIGHTS

- **Unified access and circulation plans must be prepared for all development sites** that consist of more than one building site.
- The number of connections must be the **minimum necessary** to provide reasonable and adequate access to the overall development.
- Adjoining parcels with driveways that could reasonably be shared **must share access points.**
- Adjoining commercial or office properties and major traffic generators, **must provide a cross-access drive.**
- For smaller development sites, the City Traffic Engineer may require **dedication of a public access easement** consistent with the most recent Subdivision Ordinance.
- **Joint and cross access requirements may be waived when,** in the City Traffic Engineer's judgment, such a waiver is warranted.



Note: Joint-access and cross-access can be at the front, side, or rear of a property, depending on the design of the sites involved and the location of the parking, drive aisles, and the public streets.

REDEVELOPMENT APPLICATION

- The access management requirements of this code **do not affect existing access along existing roadways**
- Non-conforming properties must be brought into compliance to the maximum extent possible in the following cases:
 - When the roadway with the access connections is modified
 - When a **new or modified access connection** is requested or required
 - When a **plat or re-plat is required**
 - When a new development involving a change in use or occupancy of any existing structure, which requires a new permit, has the effect of increasing vehicular traffic to/from the site such that it is 10 times (or more) the traffic attributable to the immediately preceding use
 - When the City Traffic Engineer or designee has **documented a safety concern** related to the site access

REVIEW / EXCEPTIONS PROCESS

- **Approval** - No person may construct or modify any access connection to a roadway within the City of Fort Worth without approval from the City.
- **Modification** - In certain cases, the **City Traffic Engineer may reduce the access spacing requirements by up to 10% or 100 feet** (whichever is less). Requests for modification greater than 10% require approval by the Transportation and Public Works Director based on the results of a traffic study with appeals to the City Manager.
- **Variance** - Based on an engineering study, the standards outlined in the **guidelines may be altered or waived by the City Traffic Engineer to accommodate existing street or property limitations** or extraordinary conditions.
- **Non-Conformance Waiver** - Where the existing configuration of properties and driveways in the vicinity of the subject site precludes spacing of a connection in accordance with the spacing standards, the **Transportation and Public Works Director, in consultation with appropriate City departments, will be authorized to waive the spacing requirement if specific conditions are met.**