



ACCESS MANAGEMENT

What does it mean for my business?



COMPASS

COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



What is Access Management?

Access management is used to provide the important balance of mobility and access; mobility is the efficient movement of people and goods, and access is getting those people and goods to specific locations. The benefits of access management include improved movement of traffic, fewer crashes, and fewer injuries and deaths.

Business and property owners often express concerns regarding access management policies. *Will access changes hurt my business? Will it keep customers away? How can I participate in this process? What are the benefits of access management?*

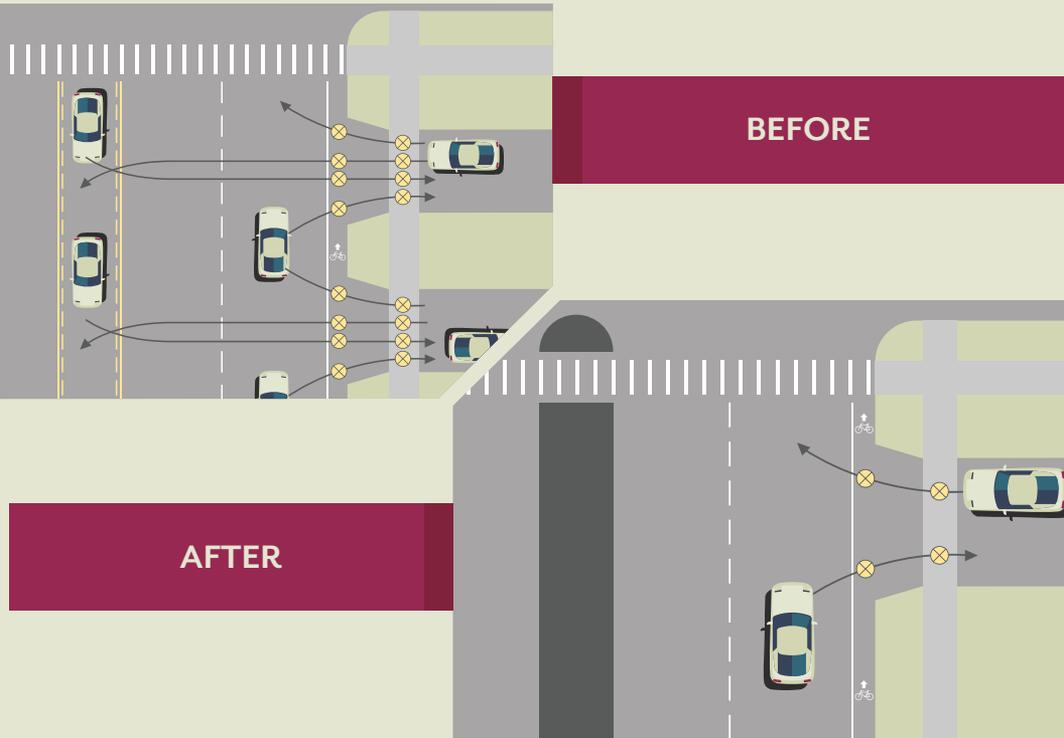
This brochure is intended to answer your questions and provide you with a better understanding of what access management is and why it's important.

How does Access Management Improve Safety?

Access management reduces conflict points – the locations on a road where two or more vehicles can potentially cross paths. At a four-way intersection, there are as many as 32 conflict points, each of which represents the location of a possible crash.

Drivers can be overwhelmed by a large number of conflict points, increasing the potential for crashes. Good access management separates conflict points by providing a reasonable distance between driveways and median openings, and restricting movements at some median openings.

Poor access management compromises the safety and efficiency of the roads and can result in increased injury or fatal crashes, commute times, vehicle emissions, and fuel consumption.



Will Access Management Hurt My Business?

We recognize that business owners have invested a significant amount of time and money to establish and grow their businesses. In general, access management does not negatively impact businesses. Surveys indicate that both customers and business owners are willing to make a slightly longer trip, including U-turns, to access businesses as long as reasonable access is provided.

Customers are seeking businesses with well-planned access management, including:

- Safe driving conditions
- Easy access to business driveways and entrances
- Access to signalized intersections and side streets to make left turns

Typically, “destination” businesses, such as doctor offices and specialty stores, are not as impacted by access changes as “pass-by” businesses, such as gas stations and fast-food restaurants.

FAQs about Access Management

How can I be involved in planning my future access?

Transportation planners encourage and seek input from business and property owners, as well as others in the community, to provide input into the process. It is important for planners to understand the specific access requirements of each business, including internal traffic and parking, truck requirements, and plans for expansion.

Additional opportunities to give project input, such as public meetings and public comment opportunities, are publicized through the media, newspaper advertisements, and direct mailings. Anyone concerned with access management or requesting new access to the roadway system should contact their local transportation planning agency.

Why is restricting a left turn into my business or property necessary?

Left turns are one of the most challenging and dangerous maneuvers for a driver to make. Before turning left, a driver must make a complex series of judgments in a short period of time—*Is the light about to turn? Are all oncoming lanes clear? Is the driver behind me getting impatient?* These split-second judgments make it more likely that a mistake will be made. To eliminate this serious safety concern, medians are often installed to restrict left turns.

LEFT TURNS are one of the most dangerous moves at an intersection.



LOCAL ACCESS MANAGEMENT PROJECTS

Overland Road, Vinnell Way to Entertainment Avenue

In 2013, Ada County Highway District (ACHD) installed a raised median on Overland Road to increase safety and reduce congestion. Business owners and members of the public shared their opinions on the project through several open houses and comment periods, resulting in left-turn allowances to Milwaukee Street, Penninger Drive, and the Wal-Mart entrance.



Average crashes per year 2008–2012 vs. 2014–2015

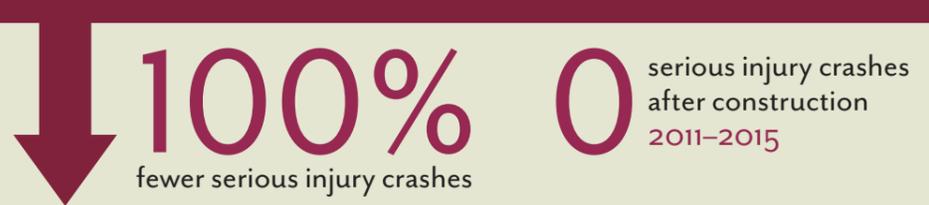


Flamingo Avenue, Garrity Boulevard to Happy Valley Road

In September 2011, a raised median was installed on Flamingo Avenue between Garrity Boulevard and Happy Valley Road in Nampa. The median restricts left turn access into a shopping center and directs traffic to a signalized intersection at Flamingo Avenue and Happy Valley Road. The median was installed a few months after the Garrity Interchange Rebuild was completed.



Average crashes per year 2007–2010 vs. 2012–2015



Main Street Split Corridor Project, Meridian

The Split Corridor project created a one-way couplet in downtown Meridian by converting Meridian Road and Main Street into one-way roads between Central Drive and the railroad corridor. The project improved mobility, efficiency, and safety for motorists, bicyclists, and pedestrians while improving access in and around downtown Meridian. The two-phase project was completed in 2013.



Average crashes per year 2008–2012 vs. 2014–2015



Eagle Road, Franklin Road to Chinden Boulevard

The Idaho Transportation Department (ITD) replaced the center turn lane on Eagle Road (State Highway 55), Idaho's busiest road, with a six-inch tall raised median from Franklin Road to Chinden Boulevard in 2012. The median reduced traffic conflict points, resulting in increased safety.



Average crashes per year 2008–2012 vs. 2014–2015



LOCAL BUSINESS PERSPECTIVE

What local businesses are saying about nearby projects

“We were able to negotiate with the city for left-turn access into our parking lot, which was critical and gave our customers a chance to access the business, but there are safety concerns due to heavy industrial equipment coming in and out that could have been addressed differently. We’re making the best of the situation, though.”

–**Mark Salvi**,
 Owner, Pick-A-Part Jalopy Jungle, Nampa

“The planners involved were thoughtful of the church’s needs and desires throughout the process. It’s my opinion that the changes have improved traffic flow and the visual aesthetic of the intersection. More importantly, as someone whose office faces the roadway, I can attest to the reduction of accidents occurring on that stretch of roadway.”

–**Pastor Mark Bernhardt**,
 Karcher Church of the Nazarene, Nampa

“Access changes don’t have to be happening at your front door to have an impact. During construction, there was a definite decline in business, but once completed things leveled out and went back to normal. Overall, I think the city or agency involved in such projects needs to stop and consider more broadly: ‘who’s really going to be impacted by this?’, and go from there.”

–**James Fullinwider**,
 President, All American Insurance, Meridian

During Construction

During construction, access to your business or property will still be available. Signs announcing that your business is still open and how to access it will be provided by the transportation agency. You will be informed about what to expect in terms of traffic, duration of construction, temporary access to your location, and more. Although your business may temporarily decline during construction, rest assured that sales typically return to pre-construction levels or greater.



If you have questions about regional transportation plans, please contact the Community Planning Association of Southwest Idaho (COMPASS) at:

700 NE 2nd Street, Suite 200
Meridian, Idaho 83642

Phone: 208-855-2558 | Fax: 208-855-2559

info@compassidaho.org | www.compassidaho.org

Learn More

The transportation agency coordinating the access management project near your business or property will answer any additional questions you may have. Please contact the agency below to learn more:



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