

FAIRVIEW AVENUE &

# Access Management

What will access management look like on Fairview?



# Access Management & Fairview Avenue

The Ada County Highway District (ACHD), the City of Boise and the City of Meridian are developing an access management plan to **increase safety** and **reduce congestion** along Fairview Avenue between Orchard Street in Boise and Linder Road in Meridian.



## What is access management?

Access management is a set of tools that work together to **control access to and from roadways**.

The goal is to increase safety and decrease congestion. A few examples are medians, driveway spacing, driveway consolidation, and service and frontage roads.



## Why is access management needed?

There are many reasons for using access management on roadways.

**Smoother traffic flow and increased capacity** are significant, but the most important is **improved safety**. Currently, there are on average 33,500 vehicles using Fairview Avenue each day. National criteria indicate that medians are needed when the number of vehicles exceeds 24,000. By the year 2030 traffic on Fairview is expected to increase to an average of **49,500 vehicles per day**.

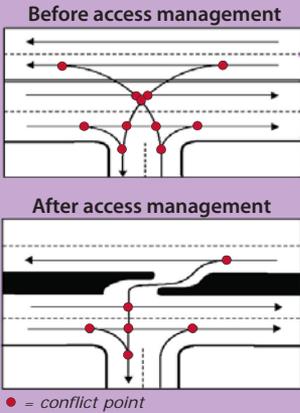
Take a survey on access management at [www.achdidaho.org](http://www.achdidaho.org).

# Safety

Access management decreases the potential number of accidents for motorists, pedestrians and cyclists.

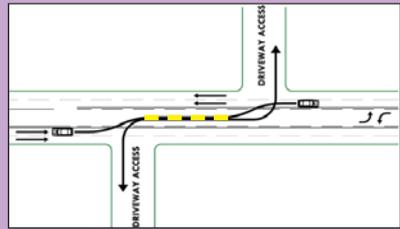
## Vehicle conflicts decrease

By using a median potential conflicts decrease from 11 conflict points to 6 points.



## Painted left turn lanes make everyone vulnerable

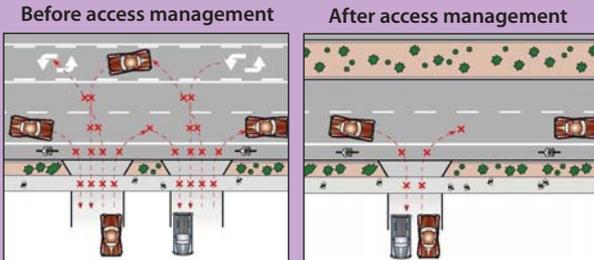
Painted two-way left turn lanes leave motorists open to conflicting left turns, where two motorists traveling in opposite directions try to use the same space to make left turns.



As opposing traffic volumes increase this type of turn lane decreases in safety and increases delay.

National studies have shown a **25% decrease in accidents** when medians were used instead of painted left turn lanes.

## Pedestrian conflicts decrease



Studies have shown that raised medians reduced pedestrian involved crashes by 45 percent and fatalities by 78 percent compared to two-way left turn lanes.\*

Illustration source: FDOT

x = conflict point

# What type of access management is planned for Fairview?

## Medians

All of the access management techniques on this page compliment well placed medians.

The 2006 installation of medians on Eagle Road north of I-84 showed a **35% decrease** in mid-block accidents.

## Mid-block access

A break in the median used by motorists to make left turns and U-turns from the street.

On average, exclusive left-turn lanes **reduce accidents by 50%\***

## U-turns

Allowed at various locations, including signalized intersections and certain mid-block access locations.

## Consolidated driveways

Properties share access by merging adjacent driveways.

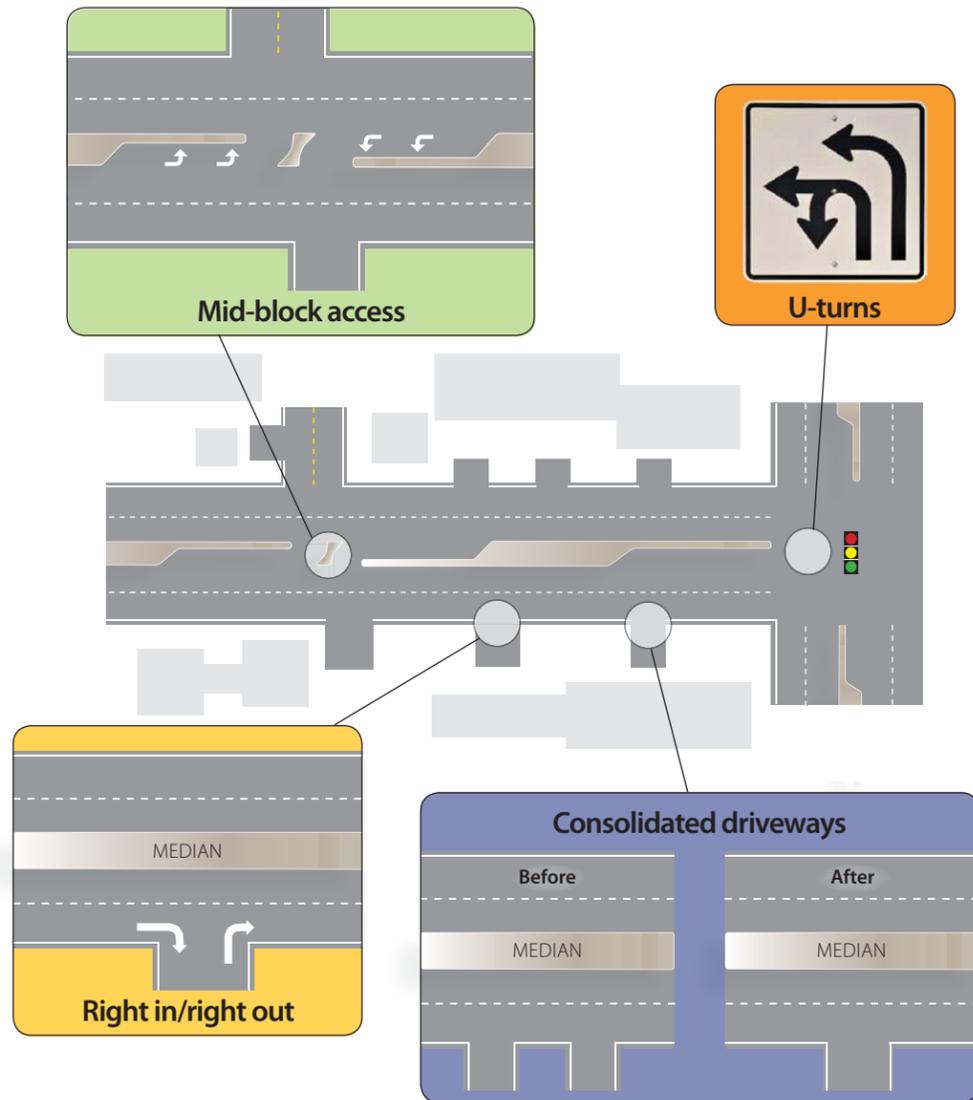
Would most likely happen when adjacent properties redevelop.

Fairview has approximately **60 driveways** per mile. For safety and ease of access it is ideal to have **10 or fewer driveways** per mile.

## Right in/right out

Only right turns are allowed into and out of driveways.

Located near signalized intersections or adjacent to median strip.



Please note that this list of access management options is not all inclusive. Please log onto [www.achdidaho.org](http://www.achdidaho.org) to view more examples.



## Meet with the project manager

If you would like to meet with the project manager to discuss Fairview Avenue and access management please contact Lisa Applebee, ACHD Project Manager at 208-387-6239 or [projects@achdidaho.org](mailto:projects@achdidaho.org).

## Take our survey

We want to hear from everyone who uses Fairview Avenue. Whether you live in a neighborhood near Fairview, own a business along the corridor or just use Fairview to shop or commute, **your opinion on access management is important.**

Take our online survey at [www.achdidaho.org](http://www.achdidaho.org) and let us know what you think. The survey will be available until November 1, 2010.

To request a paper survey, please contact ACHD at [projects@achdidaho.org](mailto:projects@achdidaho.org) or 208-387-6100.



## What could happen without access management?

The traffic on Fairview Avenue is anticipated to increase to an average of **49,500 vehicles per day** by 2030. Without access management this number of vehicles is expected to **increase congestion and delay, as well as the rate of accidents.** Lack of access management will also make it difficult for customers to get in and out of businesses.

## When will access management be implemented on Fairview?

Medians will be installed on Fairview Avenue between Orchard Street and Linder Road as needed for safety and as adjacent properties redevelop.

**The remaining sections not improved by redevelopment are scheduled for construction by 2014.**

## Online resources

[www.achdidaho.org](http://www.achdidaho.org)

- Survey
- Fairview access management time line
- Long-term\*\* draft Fairview access management plan maps
- 3D simulation
- Resources for businesses

\*\*20+ years in the future

## \* credits

Much of the information and statistics used in this brochure were obtained from the Federal Highway Administration's (FHWA) *Benefits of Access Management* brochure. For more information about access management and to view the FHWA brochure, please log onto [www.accessmanagement.info](http://www.accessmanagement.info).

To arrange for a translator or other accommodation, contact ACHD at (208) 387-6100. | Se les recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen a la coordinadora de participación pública, al (208) 387-6100.

# Accident history

When compared to similar streets, Fairview Avenue has a higher than average rate of accidents. Implementing access management could lower these rates and improve safety.



## Legend

- ## Number of accidents from 2007 to 2009
- Roadway
- Intersection

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Management**

*A partnership between ACHD, the City of Boise  
and the City of Meridian*



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