



# **Access Management Policy Update**

Outreach Presentation

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# Access Management Policy Process

Public Hearing Started

June 7

Public Comment Period

June 28 – July 19

Public Comment Review Work Session

July 26

Public Hearing Continued

August 9



# Proposal Highlights

- All Commission directed changes included
- Provides flexibility for staff to allow additional access on higher classified roads in consultation with the lead land use agency (7205.4.1)
- Updated to reflect Access Management's impact on all modes of transportation (7200)
- Incorporates Master Street Map, Bike Master Plan, and Neighborhood Plan in defining use of roadways (7201.2)



# Proposal Highlights

- Clarifies purpose of Mobility Arterials in Master Street Map and how they are identified. (7202.3)
- Provides for increased coordination on access at planned activity centers with land use agencies (7202.3)
- Cities can propose alternate access management strategies by developing an area or corridor plan and asking ACHD to adopt (7203.7)

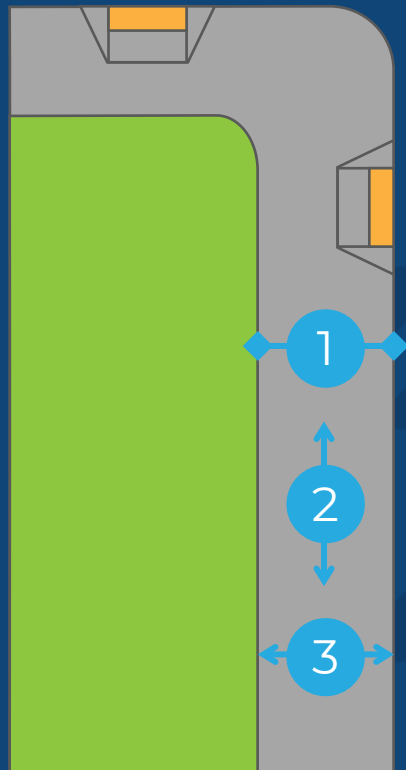


# Other Key Highlights

- /// Adds PROWAG as guiding document on ADA for development (7203.1)
- /// Expands realm for minor improvements that can be required, with staff responsibility to determine proportionality (7203.3)
- /// Incorporates Livable Streets Performance Measures as a Development Requirement (7203.8 – New)



# Proposed Policy and Development



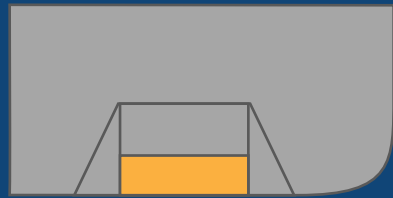
## Existing ACHD Policy

- 1 **Sidewalk Width**  
5' Detached or 7' Attached
- 2 **Sidewalk Running Slope**  
1:20 Max
- 3 **Sidewalk Cross Slope**  
1.75% +/- 0.25%

## Proposed Policy

- 1 **Sidewalk Width**  
No Change
- 2 **Sidewalk Running Slope**  
Match general grade of adjacent road if within Right-of-Way
- 3 **Sidewalk Cross Slope**  
No Change

# Proposed Policy and Development

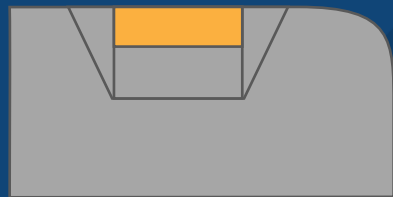


Existing ACHD Policy

4 **Crosswalk Running Slope**  
1:20 Max



5 **Crosswalk Cross Slope**  
2% Max



Proposed Policy

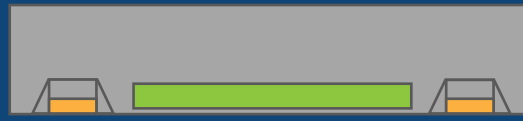
4 **Crosswalk Running Slope**  
No Change

5 **Crosswalk Cross Slope**  
2% Max within Crossing  
with Yield or Stop Signs

5% Max within Crossing  
without Yield or Stop Signs

Equal to Street Grade at  
Mid-Block Crossings

# Proposed Policy and Development



6

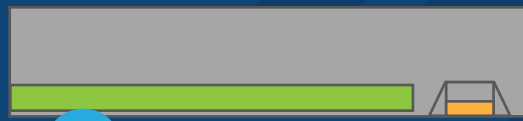


Existing ACHD Policy

**6 T-Intersections**  
Ramps on All Corners

Proposed Policy

**6 T-Intersections**  
No Change



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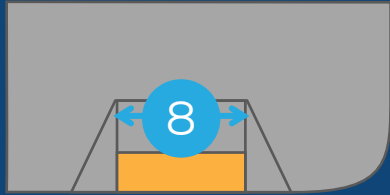


**7 Crosswalk Closure**  
If an existing crossing cannot be made accessible for all, crossing closure requires signage and detectable features. Must be closed to all pedestrians.

**7 Crosswalk Closure**  
No Change



# Proposed Policy and Development



Existing ACHD Policy

- 8 **Curb Ramp Width**  
5' Min, Match Sidewalk Width

Proposed Policy

- 8 **Curb Ramp Width**  
No Change

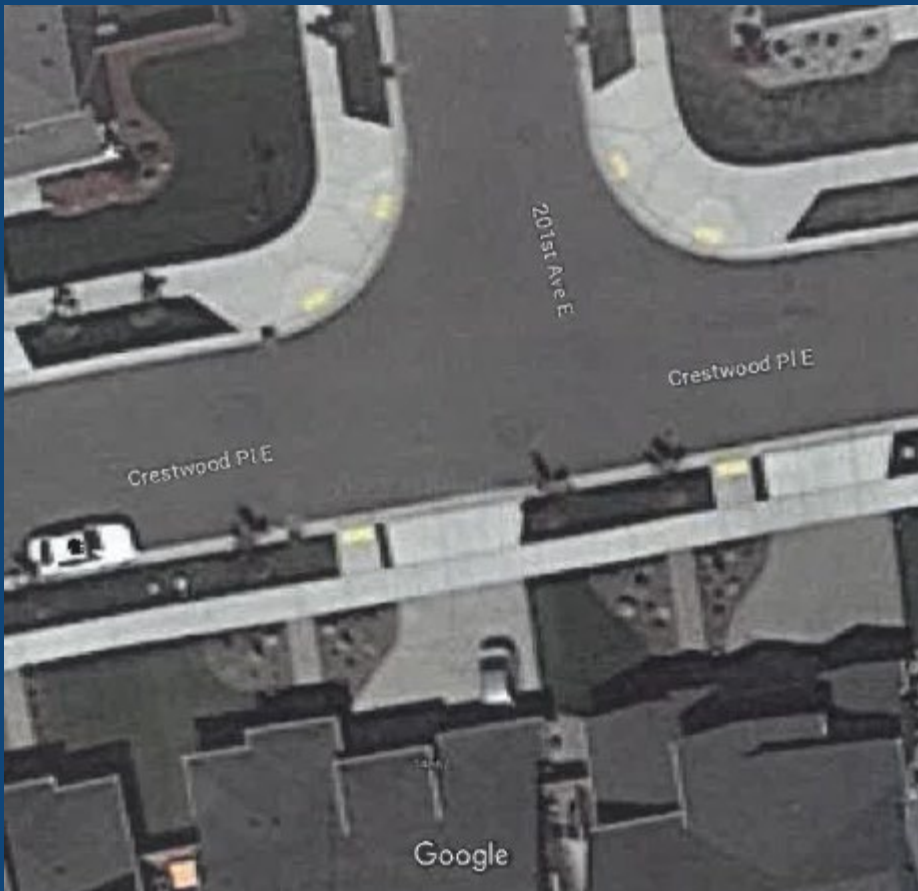
# ACHD Development Policy on Ramps at T-Intersections

## Bad Examples

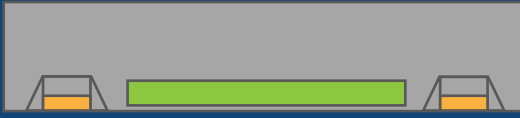


# ACHD Development Policy on Ramps at T-Intersections

## Good Examples



# ACHD Development Guidance on Ramps at T-Intersections



## General Guidance

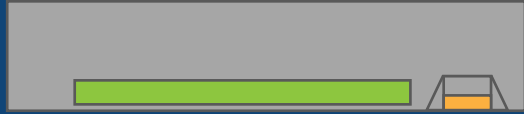
Placement of ramps at all legs of a t-intersection is the required configuration by ACHD, except in situations as detailed below. When a crossing of one leg is deemed infeasible or construction of compliant ramps is not possible, ramps will be required on the other two legs of the intersection. No ramps may be placed within a driveway.



## Exceptions

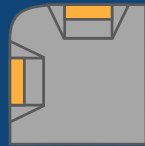
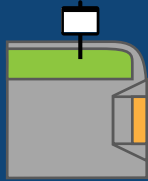
- (1) ACHD will not require construction of ramps on one leg of an intersection when placement of a pedestrian ramp conflicts with an existing driveway not included in the development application AND where a ramp cannot be placed on the existing driveway side that offsets by 15 degrees or 10 feet, whichever is less, from the opposite curb ramps. In this situations, the crossing closure guidance applies for existing driveways on collectors and arterials.
- (2) ACHD will not require construction of ramps where installation of ramps would make a lot undevelopable due to driveway requirements. In these situations, a crossing is considered infeasible, and the crossing closure guidance does not apply. ACHD will generally consider residential lots with frontage of less than 100' and front facing driveways as qualifying for this exception. Topography and site-specific conditions will be considered in determining application of this exception.

# ACHD Development Policy on Ramps at T-Intersections



## Ramp Closure Guidance

When a crossing must be closed due to existing driveways or inability to make a crossing accessible, the corner should have a detectible surface and sign indicating the crossing is closed to all users. No sign is required at the top of the T-intersection, nor should any obstacle be placed, that would obstruct use of the existing driveway.



# Proposed Policy and Development

## Existing ACHD Policy

- 1 Minor Improvements (7203.3)**  
Sidewalk construction or replacement, curb and gutter construction or replacement, closure of unused driveways, construction or reconstruction of curb ramps, pavement repair, signs, traffic control devices, and similar items.

## Proposed Policy

- 1 Minor Improvements**  
Adds potential improvements: bike lanes, protected bike lanes, transitional sidewalk segments, curb extensions, traffic calming or speed mitigation. ACHD Staff to determine improvements that would be proportional to size and complexity of development.

# Proposed Policy and Development

## Existing ACHD Policy

- 10 **Livable Streets Performance Measures**  
Not in Policy

## Proposed Policy

- 10 **Livable Streets Performance Measures**  
Achieve a Bike or Pedestrian Level of Traffic Stress 1 or 2 on roadways built by development. Minimum 5' bike lanes when built through development. Development Services Manager can waive based on site specific or topographical considerations.

See guidelines for how to achieve.

[https://achdidaho.org/Documents/Projects/LivableStreetsPerformanceMeasures\\_ADOPTED.pdf](https://achdidaho.org/Documents/Projects/LivableStreetsPerformanceMeasures_ADOPTED.pdf)

# Policy Updates in Process

- ▬ Access Management Policy (Outreach)
- ▬ Roadway Lighting (In Review)
- ▬ Pathway Policy (Drafting)
- ▬ Traffic Calming/Speed Mitigation (Drafting)





**Questions**

