

Access Management

A balance between Access and Mobility (traffic flow)

Access management is the choice made between how users enter a roadway (driveways, intersections, etc...) and how well the roadway functions as a thoroughfare. Local streets and commercial areas typically have lots of access, but don't have good traffic flow, due to the high volume of turning movements. Freeways, on the other hand, have very limited access (no driveways, interchanges at one- or two-mile spacing) with much higher speed and lower delay. More access generally means more accidents per vehicle mile, as well.

The CCWR Corridor: Arterial → → → Expressway

The Canyon County Western Route (CCWR) Arterial as currently considered would likely evolve over time from a typical two- or three-lane arterial (Middleton Rd, for example) to a divided four- or even six-lane expressway. This transition would likely occur over a long time span driven by growth of population and traffic demand.

Defining a plan for access control in the early, middle, and later stages of the corridor is one of the largest challenges for the project, on par with choosing a route. Your input on these issues is important:

Should the highway districts consider an interim plan with less restriction on access, or limit access from the start to accommodate higher speeds and greater mobility?

Should the corridor include existing roads and their accesses, recognizing that these accesses would later need to be relocated or abandoned? Should the corridor avoid existing roads?

Should developers be required to construct frontage roads and/or alternate access to accommodate (avoid) the future expressway?