

powered by feet first



feet first policy

taking a stance to advance walkability

Contact us for information about
Feet First policies

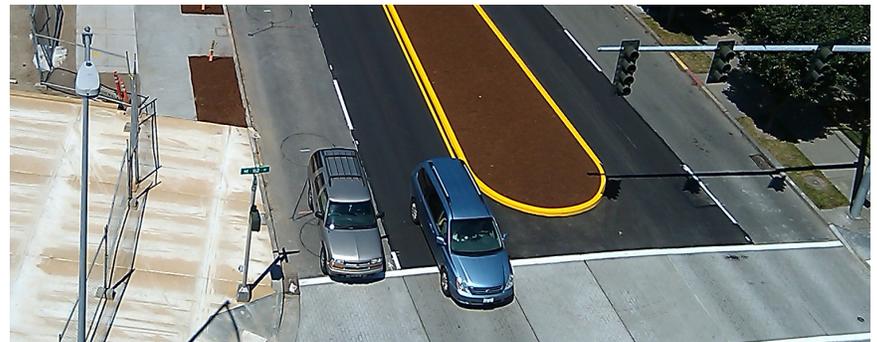
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Access Management

Policy

where we stand

Advocacy is a major component of the work Feet First does. These policy papers, prepared by our Policy Committee, convey Feet First's position on key issues of interest to increase safe and easy ways for people to choose to go by foot.



background

Access management is a range of treatments on multi-lane arterial roadways to improve safety and facilitate traffic flow. On many arterial roadways, access to and from side streets and adjacent properties is poorly delineated. The lack of clearly-defined access increases the number of potential conflict points, which in turn creates a safety hazard for all users. This is a particular problem for people walking along the arterial as they are traversing a "no man's land" where they are threatened by turning vehicles going to or from driveways. The lack of clear access management also increases traffic congestion.

why it matters to walking

Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflict points. Conversely, simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.

Mission

who we are - what we do

Feet First promotes walkable communities and envisions people walking every day for their health, transportation, environment, community, and pleasure.



feet first
promoting walkable communities



Access Management

Drivers need sufficient time to address one set of potential conflicts before facing another. The necessary spacing between conflict areas increases as travel speed increases, to provide drivers adequate perception and reaction time. Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.

Methods to improve access management include consolidating, narrowing, and clearly delineating driveways, adding channelization to remove turning vehicles from through traffic lanes, and replacing two-way left turn lanes with landscaped medians with defined left-turn pockets. Median treatments can include pedestrian refuges that allow a wide arterial to be crossed on foot in two stages. Another treatment is the business access and transit lane (BAT lanes), which are transit-only lanes that allow other vehicles to only use the lane for right turns (sometimes bikes are also allowed to use these lanes).

Good examples of access management include Aurora Avenue N in Shoreline, Division Street in Spokane, Pacific Highway S in south King County, and Martin Luther King Jr. Way S in Seattle. These roadway feature added sidewalks, consolidated driveways, and channelized left turn lanes. In contrast, the portion of Aurora Avenue N in Seattle north of N 110th Street has few sidewalks, wide shoulders, and poorly-defined driveway access; the Washington Department of Transportation classifies this portion of Aurora Avenue it as a high accident corridor. Good examples of median pedestrian refuge include 148th Avenue NE in Bellevue, and Eastlake Avenue E and 8th Avenue NW in Seattle.

Photo courtesy of the Seattle Department of Transportation

feet first position

Feet First supports efforts to improve access management along arterial roadways. Virtually all arterials traversing commercial areas should eventually have sidewalks. We also support strategically-placed pedestrian refuges at mid-block crossing points. Examples of arterial roadways that might be good candidates for access management improvements include portions of Aurora Avenue N, Rainier Avenue S, and Greenwood Avenue N in Seattle, Auburn Way N in Auburn, Pacific Highway in Lynnwood, and S Tacoma Way in Tacoma.

resources

Federal Highway Access Management websites:

http://www.ops.fhwa.dot.gov/access_mgmt/progplan.htm

WSDOT Highway Access Management Guidebook:

<http://www.wsdot.wa.gov/NR/rdonlyres/F1CB0918-81F7-4127-85D5-0689D08C95CA/0/HAMGFinalMasterWeb.pdf>

TDM Encyclopedia entry on access management:

<http://www.vtpi.org/tdm/tdm1.htm>

City of Shoreline Aurora Corridor Project site:

<http://www.cityofshoreline.com/government/departments/public-works/capital-improvement-plan/aurora-corridor-project>

Pacific Highway South access management

improvements: <http://www.cityoffederalway.com/DocumentCenter/View/3491>.

<http://www.desmoineswa.gov/DocumentCenter/View/182>



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