



## Access Management Committee Outline of Sub-Group # 4 Task Assignment

### ***Sub-Group # 4 - Medians***

**Problem Statement:** OAR Division 51 requires mitigation to offset the transportation impacts associated with new development to a minimum "don't make it worse" standard, (Mobility standards are part of the 1999 Oregon Highway Plan and subsequent revisions). On many high volume arterials, this often requires limiting or restricting certain turn movements to meet the mobility standard. The installation of raised medians along the center of the highway ensure that the turn movements are not allowed, though the median may impact the economic potential for not only the developing property, but adjacent properties affected by the median as well.

**Background:** Conflicts created by left-turning movements and cross traffic are typically the most difficult to mitigate. The level of congestion and number of crashes is thought to have a direct correlation with the density of driveways on high volume roadways. Medians can enhance mobility and traffic safety and include continuous left-turn lanes, painted medians between opposing travel lanes and non-traversable medians (which may be physical barriers, raised or depressed landscaped medians). The current mobility standards lead to the use of non-traversable medians more and more often as a means of achieving compliance with the mobility standards referenced by the 1999 Oregon Highway Plan, particularly on high volume arterials.

The sub-group will evaluate appropriate median types and when various medians should be applied with proposed developments, planning documents and ODOT roadway improvement projects.

### **1999 Oregon Highway Plan – Policy 1F: Highway Mobility Standards, Policy 3B: Medians**

Please refer to the Highway Plan, pages 73 – 84 for mobility standards and pages 128 – 130 for the median policy at the following link -

<http://www.oregon.gov/ODOT/TD/TP/docs/orhwyplan/hwyplan/PolicyElement.pdf>

### **Proposed Change:**