

Median Islands and Turn Restrictions: Laws, Regulations and Case Studies

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7-Eleven

5.55

CIGARETTES
DON'T ASK
HOW MUCH
LET US KNOW!

Service

50

WALSH

FURNITURE & MATTRESSES

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Median Island / Turn Restriction Laws and Regulations

- **ORS 374.326** Median Islands on Two-Lane Highways
- **ORS 366.215** "Reduction in Capacity" Statute
- **OAR 734-051-3070 (3)** Median Islands as Mitigation for Highway Approach Applications
- **OAR 734-051-1065** Restriction of Turning Movements for Existing Private Approaches

OAR 374.326 - Median Islands on Two-Lane Highways

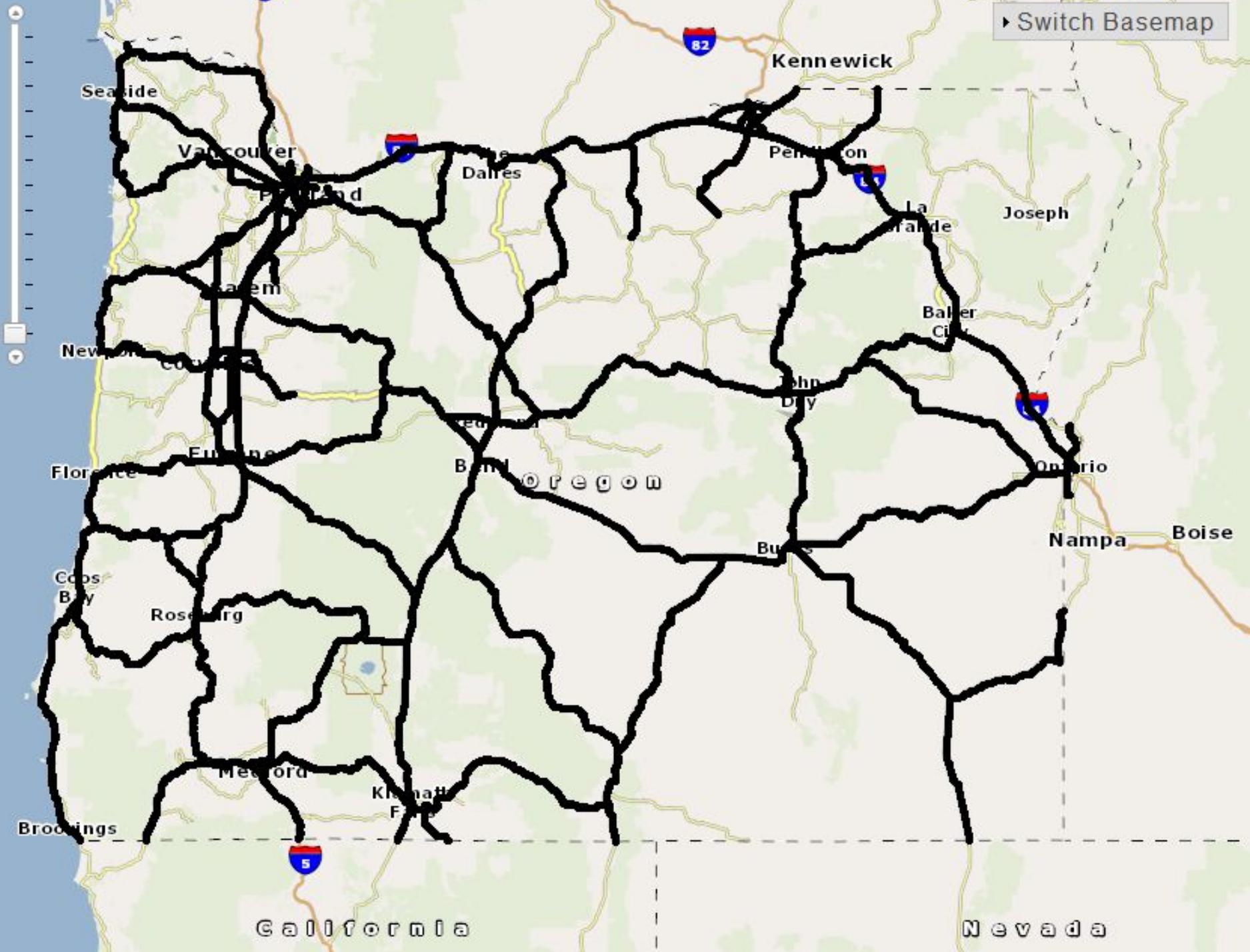
- Instructs ODOT to work collaboratively with highway users on all proposals to install a raised or depressed barrier on two-lane segments of state highways.
- “Highway users” includes representatives of the freight industry and local government, automobile users and other transportation stakeholders, as appropriate.

ORS 366.215 (2) and (3) - “Reduction in Capacity” Statute

- Prohibits the Oregon Transportation Commission from reducing the carrying capacity of a freight route unless safety or access considerations require the reduction.
- A local government may apply to the commission for an exemption from the prohibition. The commission may grant the exemption if they determine it's in the best interest of the state and that freight movement is not unreasonably impeded.

Guidelines on how to implement ORS 366.215 is in OAR 731-012.

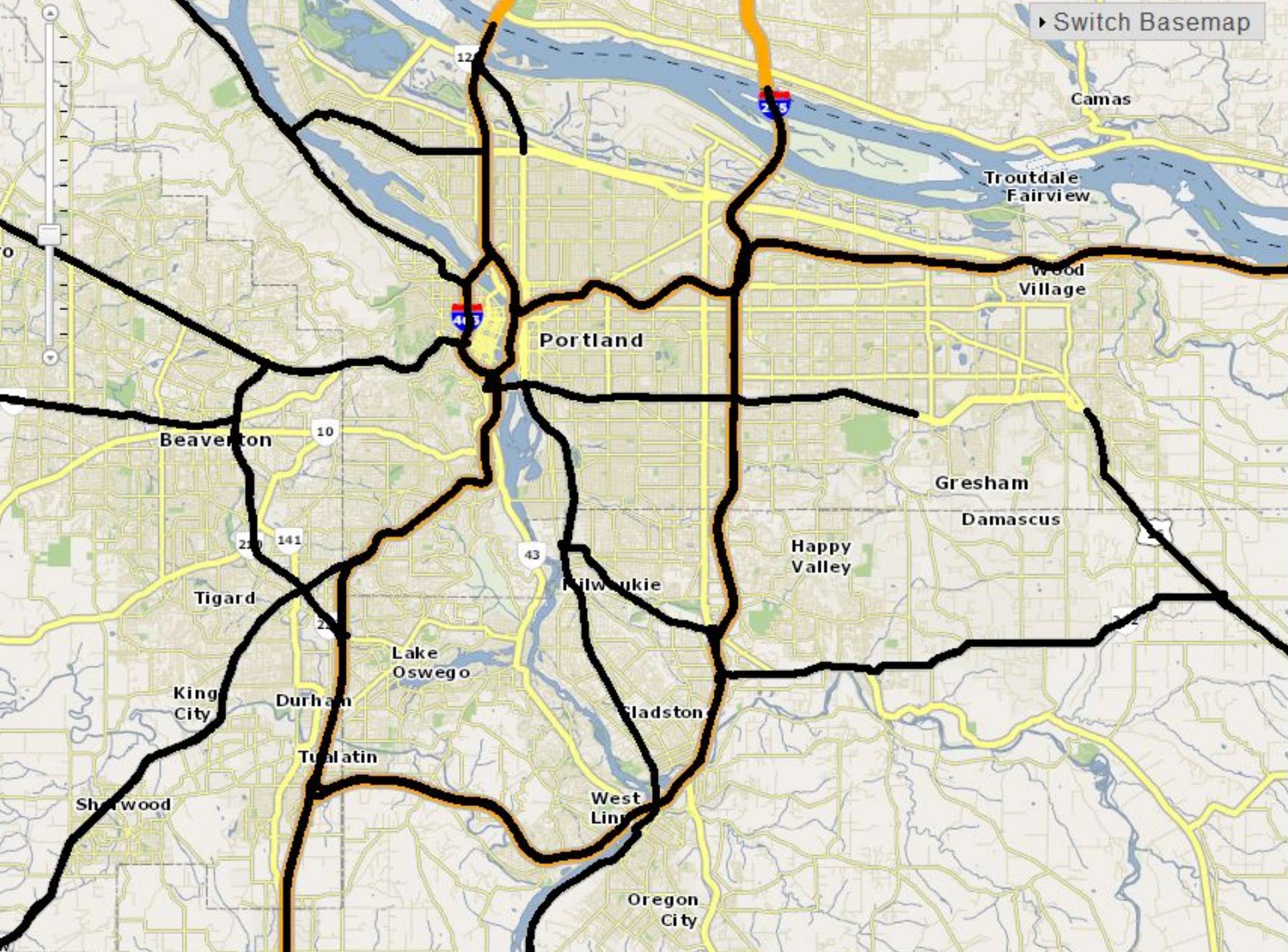
Switch Basemap



California

Nevada

Switch Basemap



OAR 734-051-3070 (3) - Median Islands as Mitigation for Highway Approach Applications

The department may not impose non-traversable medians as a mitigation measure for approach permit applications unless the department first establishes that no other mitigation measures are effective or available under the circumstances.

OAR 734-051-1065 (2) (a), (b) and (c) - Restriction of Turning Movements for Existing Private Approaches

- Outside the approach permitting process, ODOT may restrict turning movements at existing private approaches for a variety of reasons
- When considering restricting turn movements, ODOT shall engage local agency representatives, the freight industry, affected property and business owners, tenants, and other stakeholders
- Prior to implementing the turn restriction, ODOT will provide written notification of their decision to the stakeholders they engaged earlier



Important Points to Consider

- The main purpose of these laws and regulations is to involve adjacent property and business owners, the freight industry and other stakeholders in discussions about proposed median island installations so their input can be considered in the final decision.
- Nowhere in the laws and regulations is there an outright ban on the use of median islands on State highways.
- Nowhere in the laws and regulations is there a requirement for ODOT to try other mitigation measures first before a median island can be installed at a particular location. (It doesn't have to be "the last resort".)

Questions?

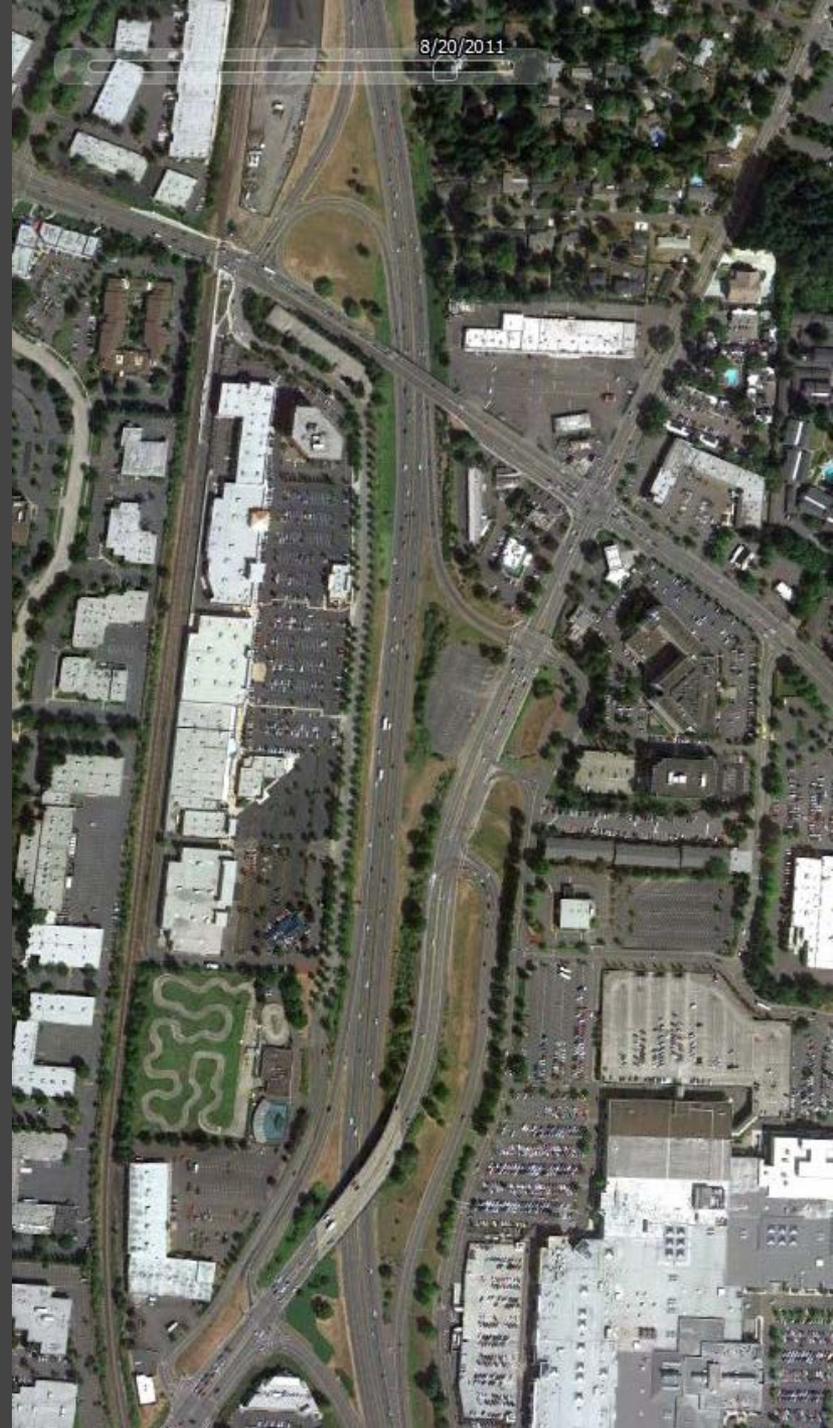




Case Studies

- Scholls Ferry Road @ OR 217 (Washington Square)
- Powell Blvd @ 122nd
- Powell Station (82nd Avenue near Powell)
- US 30 Bypass @ Syracuse Street (St. Johns Bridge)

Scholls Ferry Road @ OR 217 Washington Square



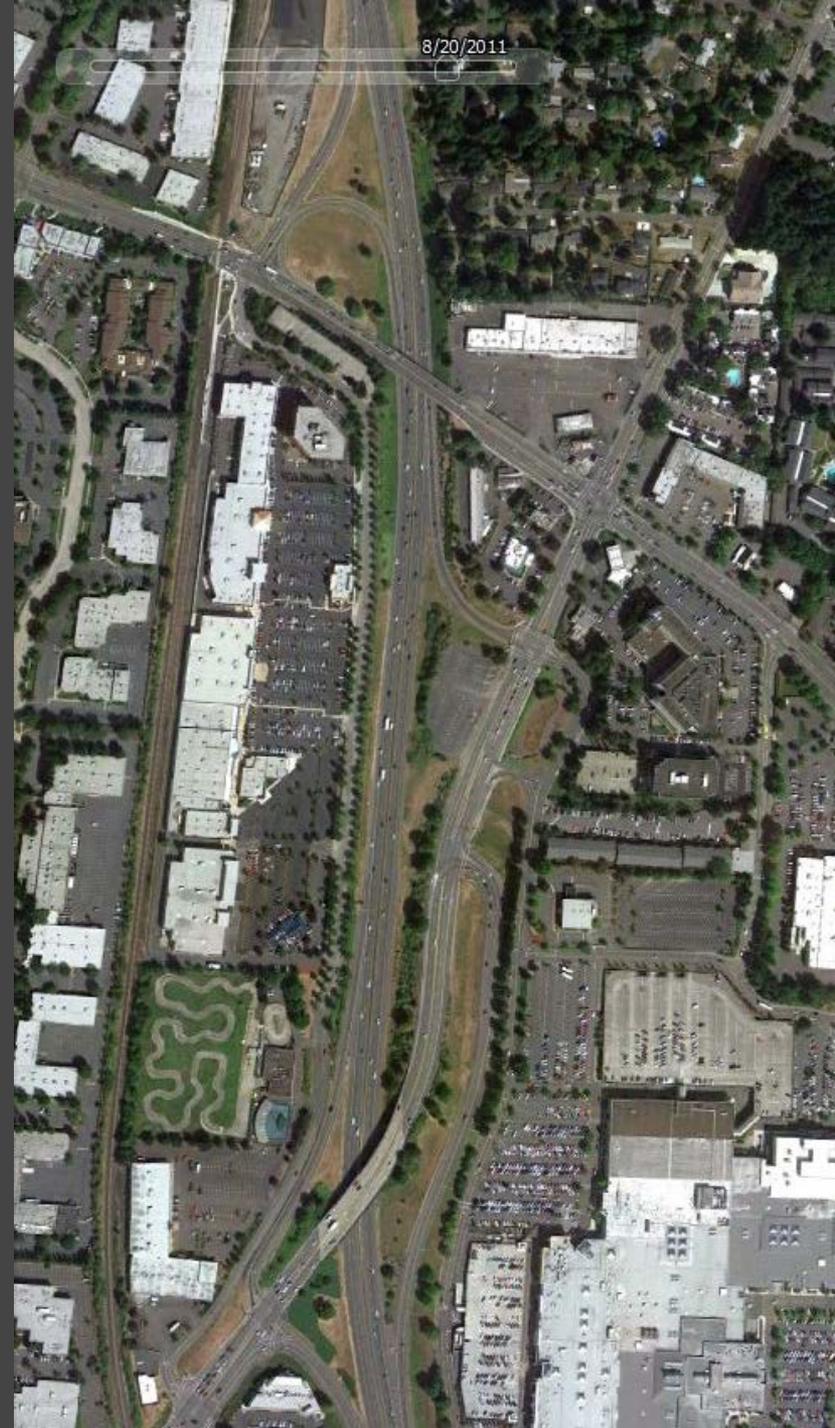
Scholls Ferry Road @ OR 217

Washington Square
(BEFORE)



Scholls Ferry Road @ OR 217 Washington Square

- Coordination with local jurisdictions
- Communication with property / business owners
- Consideration of alternatives
- Coordination with freight



Scholls Ferry Road @ OR 217 Washington Square (AFTER)



Powell Blvd at 122nd Avenue

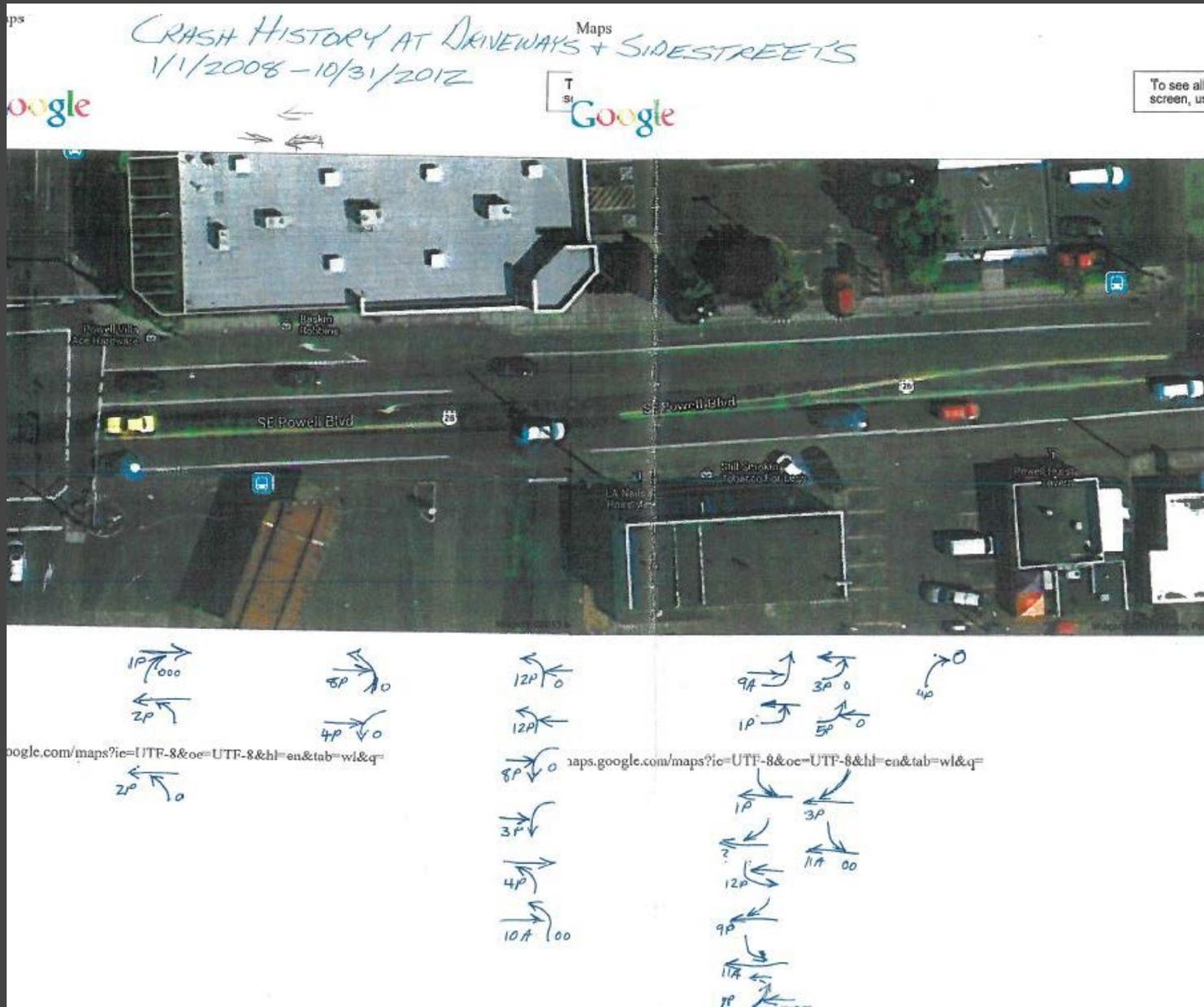


Powell Blvd @ 122nd Crash History: West Approach

CRASH HISTORY AT DRIVEWAYS
WEST OF 122ND + POWELL
1/1/2008 - 10/31/2012
(CRASH LOCATIONS BASED ON RECORDED MILEPOST)



Powell Blvd at 122nd Crash History: East Approach





Powell Blvd at 122nd Avenue

- Coordination with local jurisdictions
- Communication with property / business owners
- Coordination with freight
- Consideration of alternatives

Powell Blvd at 122nd Avenue (AFTER)



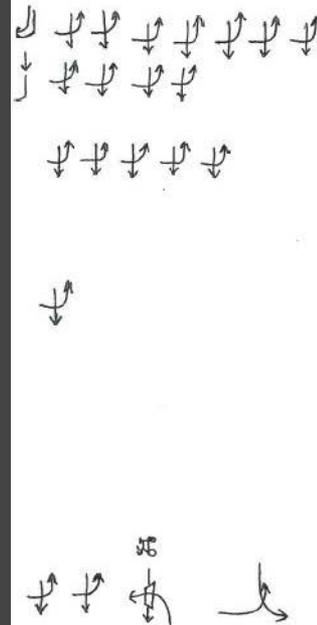
Powell Station (82nd and Powell)



Powell Station (82nd and Powell)



Powell Station Crashes (2009 – 2013)



2009 - 2013

A hand-drawn diagram on the right side of the page shows traffic flow. It includes a vertical double-headed arrow, a horizontal arrow pointing right, and two horizontal arrows pointing left.

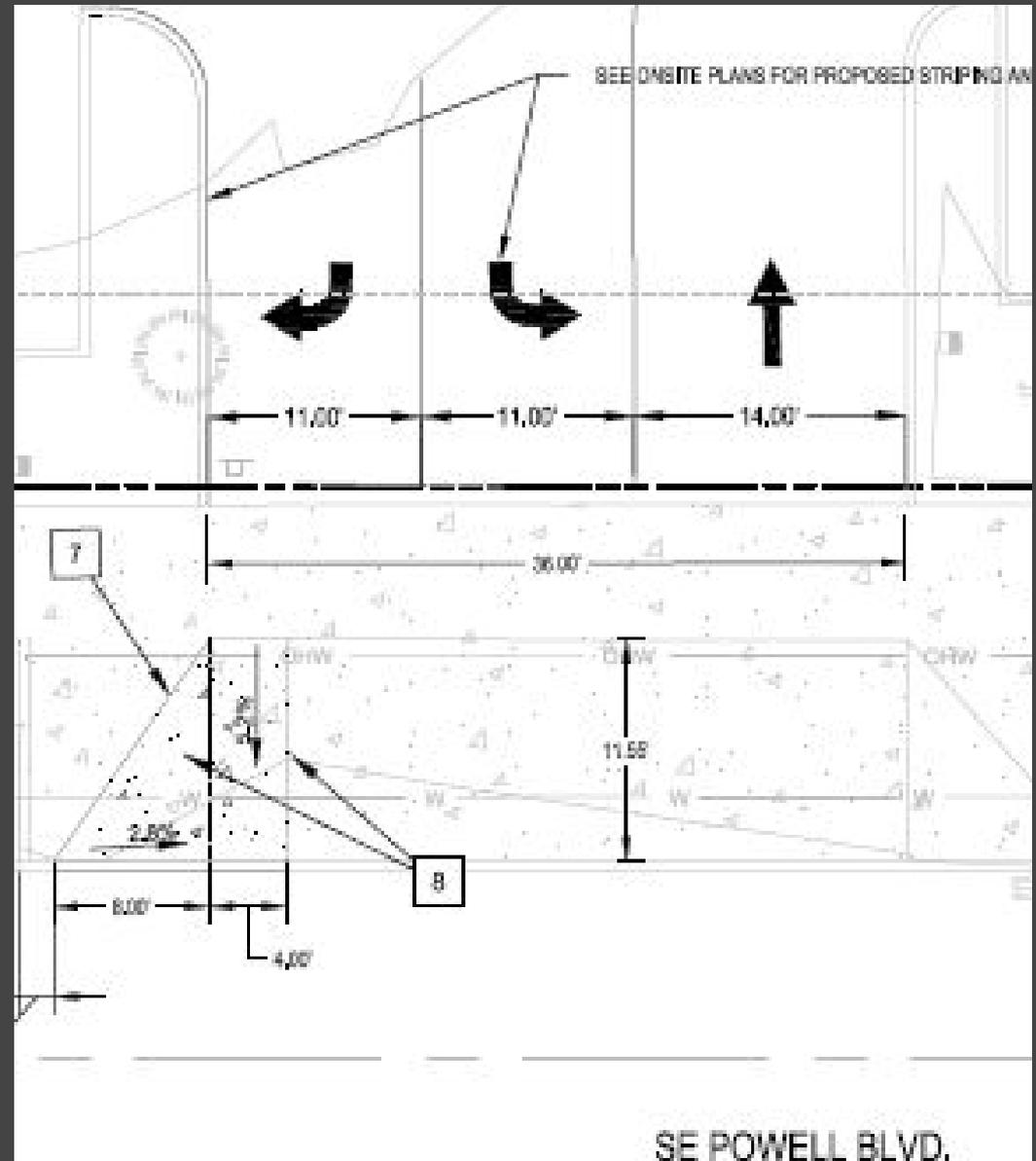
Powell Station

- Consideration of alternatives
- Coordination with property/business owners
- Coordination with local jurisdictions
- Coordination with freight



Powell Station

Proposed 82nd Avenue Driveway



US 30 Bypass at Syracuse



US 30 Bypass at Syracuse (BEFORE)



US 30 Bypass at Syracuse

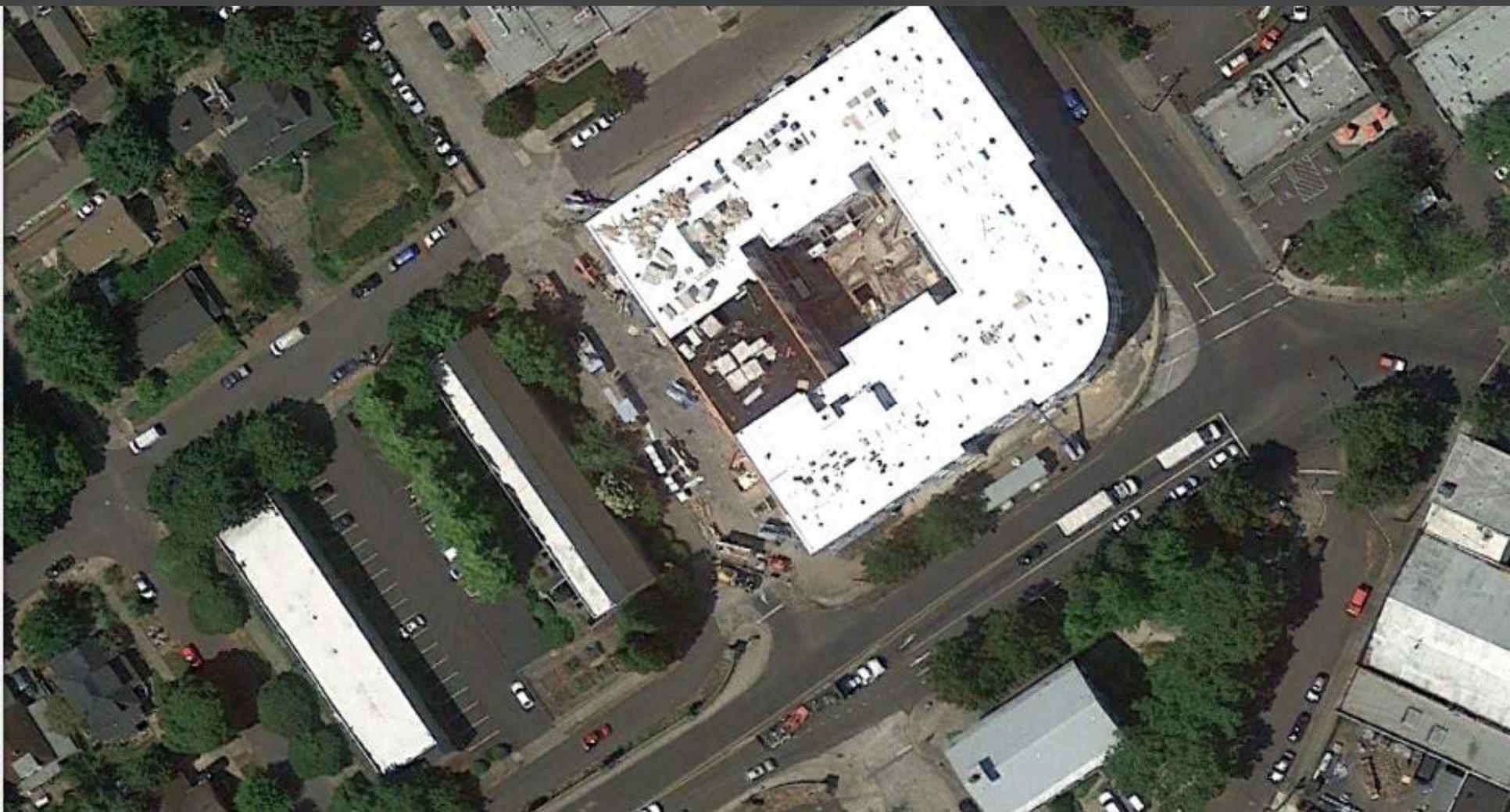
- Coordination with local jurisdiction
- Consideration of alternatives
- Coordination with property and business owners
- Coordination with freight



US 30 Bypass at Syracuse (AFTER)



US 30 Bypass at Syracuse (EVEN LATER)



Questions?



Thank you.