Raised Medians. A raised median is used on urban streets where it is desirable to control or restrict mid-block left-turns and crossing maneuvers. Installing a raised median can result in the following benefits:

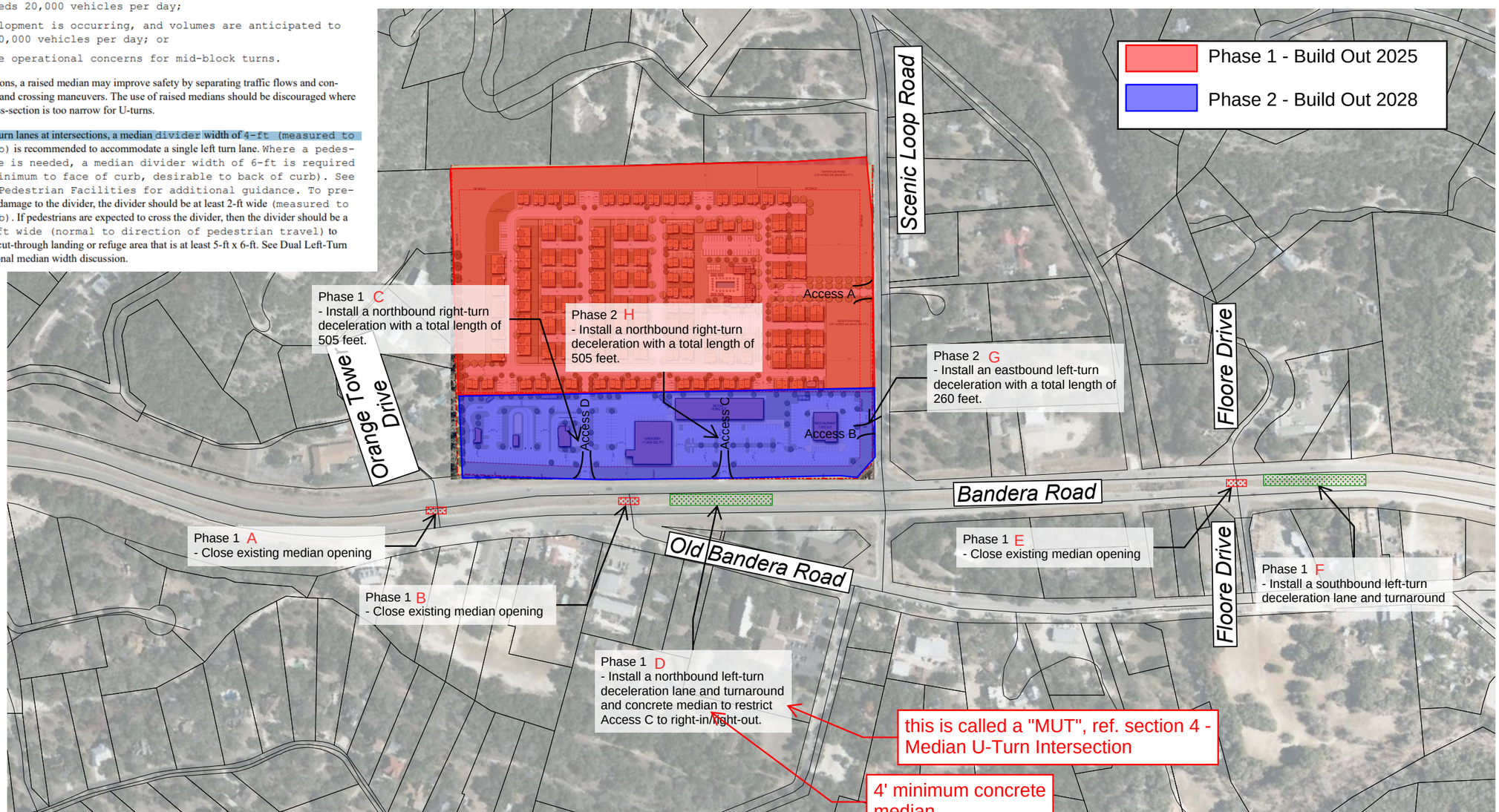
- Restricting left-turn and crossing maneuvers to specific locations or certain movements;
- Improving traffic safety;
- Increasing throughput capacity and reducing delays; and
- Providing pedestrian refuge areas.

A raised median design should be considered where:

- ADT exceeds 20,000 vehicles per day;
- New development is occurring, and volumes are anticipated to exceed 20,000 vehicles per day; or
- There are operational concerns for mid-block turns.

For these conditions, a raised median may improve safety by separating traffic flows and controlling left-turn and crossing maneuvers. The use of raised medians should be discouraged where the roadway cross-section is too narrow for U-turns.

For median left turn lanes at intersections, a median divider width of 4-ft (measured to face of curb) is recommended to accommodate a single left turn lane. Where a pedestrian refuge is needed, a median divider width of 6-ft is required (measured minimum to face of curb, desirable to back of curb). See Chapter 7, Pedestrian Facilities for additional guidance. To prevent recurring damage to the divider, the divider should be at least 2-ft wide (measured to face of curb). If pedestrians are expected to cross the divider, then the divider should be a minimum of 5-ft wide (normal to direction of pedestrian travel) to accommodate a cut-through landing or refuge area that is at least 5-ft x 6-ft. See Dual Left-Turn Lanes for additional median width discussion.



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Bandera Ranch Development

Proposed Mitigation Exhibit

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