

Median Guidelines – Case Study

Project Information

Project Name: 1300 East Reconstruction; 7800 South to 11000 South

Location: Sandy City, Utah

Constructed in three phases:

- Creek road to 8600 South
- 8600 South to Sego Lily Drive
- Sego Lily Drive to 11000 South

Owner: Sandy City

Project Manager: Ryan Kump, Sandy City Engineer

Design: 2006-2007

Construction: 2008-2010

Budget: \$26 Million (funded through Federal Transportation District & Sandy City)

AADT Before Construction: 31,120 (2008)

AADT After Construction: 29,960 (2015)



Project Overview

Sandy City reconstructed 1300 East from 7800 South to 11000 South. The project widened 1300 East, upgraded signals, utilities, lighting and pedestrian ramps and implemented landscaped raised medians with strategic breaks along the corridor.

Goals

1. Safety – reduce crashes
2. Mobility – improve traffic flow
3. Aesthetics – enhance community look & feel

Process

Public Involvement

The project team conducted small, segmented community meetings, dividing stakeholders along the corridor by block. Outreach began early in the design process and continued throughout construction.

- Agency Coordination
 - o The Mayor and City Council supported the project and assisted in securing funding.
 - o Sandy City stood behind the decision to install raised medians to meet project goals.
- Key Stakeholders
 - o Local businesses along the corridor were very engaged in the process, particularly when access was altered or blocked by the new median.

- Public Concerns
 - o Many business owners did not support the raised median if it blocked access into the property.
 - o Some local residents did not see the need for a median and did not want to make it easier for others to travel through their neighborhood on 1300 East.
 - o Longer-term residents had and continue to have a problem with the raised median due to reluctance to change in the area.

Design

- Design Development
 - o The design was developed based on project goals and included widening of 1300 East and intersections, new signal heads, utility poles, landscaped medians, etc.
- Design Adjustments
 - o Stakeholder feedback resulted in many design changes as the project team worked with businesses to provide entrance access where possible.
 - o Wherever possible, the design team provided left-in only access to businesses along the corridor.
 - o Property owners of the Asian Star restaurant on 1300 East expressed their concerns to the project team about limited access to their business as a result of the raised median implementation planned for the roadway reconstruction. The project team was able to work closely with the Asian Star owners and alter the original design plans to provide a break in the median that would give customers a place to make a left hand turn into the property.



Outcome

- Crashes are down 40 percent after median installation.
 - o Crash Rate reduced from 4.0 to 2.9 crashes/mvm*
- Overall, the corridor as a whole is doing better economically than before the median was built.
- Crash Frequency reduced by 27 percent.
- Angle Crash reduced from 31 percent to 29 percent.
- Non-intersection angle crashes reduced from 10 percent to 8 percent.
- Access Density: Reduced from 23 to 16 full access points per mile.

Lessons Learned

- “Left- in only” access became a successful tool to limit access while still accommodating the local business community.
 - o Businesses prioritized access into the property, rather than out.
- Support of the Mayor and council was integral in getting this project to completion.
- Improving aesthetics through landscaping without obstructing driver views was key.