



Fast Facts for Boundary Street Raised medians and safety

When completed, much of the 1.2-mile section of the Boundary Street Improvement Corridor will feature a landscaped, raised median separating the four lanes of traffic.

This median replaces the previous open fifth lane in the center of the roadway. This center lane lacked controlled left turns and encouraged drivers to cross two lanes of oncoming traffic plus the center lane to turn left.

With a raised, planted median, Boundary Street will be safer and more attractive.

According to research by the Federal Highway Administration:

1. The pedestrian crash risk for crossing arterial road **without** a median was 6.48 times higher than for crossing the road with a median.
2. Pedestrian crashes account for about 12 percent of all traffic fatalities annually. **Over 75 percent of these fatalities occur at non-intersection locations.**
3. Raised medians have been found to reduce motor vehicle crashes by 15 percent.
4. Raised medians decrease delays – typically by more than 30 percent -- for motorists.
5. Raised medians lead to an **increase in roadway capacity** by more than 30 percent.
6. Providing raised medians or pedestrian refuge areas at pedestrian crossings at marked crosswalks has demonstrated a 46 percent reduction in pedestrian crashes. At unmarked crosswalk locations, pedestrian crashes have been reduced by 39 percent.

For more information, visit www.boundarystreetupdate.com or <http://safety.fhwa.dot.gov> .