CROSSING ISLANDS

Purpose

Protect pedestrians and bicyclists crossing by slowing motor vehicle speeds, increasing motor vehicle yielding, increasing pedestrian visibility, providing a pedestrian waiting area, and allowing two-stage crossings for slower pedestrians.

Description

Median crossing islands have a cut-out area for pedestrian and bicyclist refuge and are used as a supplement to a crosswalk. Also known as pedestrian refuge islands or raised refuge islands.

Estimated Cost

$ **$$** $$$ $$$$

Applicable Locations

- Crossings at the midblock or at intersections.
- Most beneficial at uncontrolled crossings, multi-lane roads, wide signalized crossings, or complex intersections.
- On roads with two or more lanes of through traffic.
- Roads with insufficient gaps in traffic.
- Roads with high pedestrian crossing volumes.

Applicable Street Types

All street types.

Safety Benefits

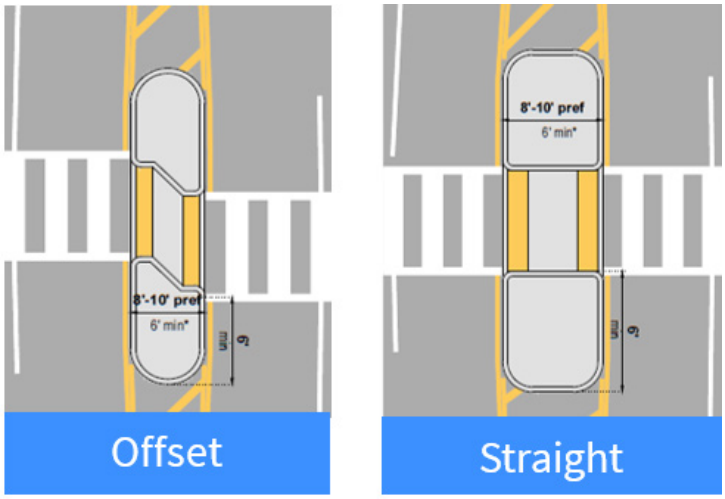
- Reduces maximum distance and time pedestrians exposed to crash risk.
- Allow pedestrians to cross the street one direction of travel or fewer lanes at a time.
- Ease crossing for slower pedestrians (e.g. youth, elderly, and disabled).
- Provide space for additional lighting at the crossing.
- May slow motorist through speed.
- May slow motorists turning left.

Expected Crash Reduction

32 percent for vehicle-pedestrian crashes.[18]

Design Guidance

- Median crossing islands should be a minimum of 6 feet wide. To provide bicyclist refuge or for high pedestrian volumes, crossing islands should be a minimum of 8 feet wide. The refuge is ideally 40 feet long.
- Ramps or island cut-throughs are required for accessibility. They should be the full width of the crosswalk, 5 feet minimum.



- All medians at intersections should have a "nose" which extends past the crosswalk. The nose protects people waiting on the median and slows turning drivers.
- At mid-block locations:
    - Install advance stop lines on multi-lane approaches.
    - Install with applicable warning sign (MUTCD W11-1, W11-2, W11-15, or S1-1).[19]
    - On multi-lane approaches, place "Stop Here for Pedestrians" or "Yield Here to Pedestrians" signs (MUTCD R1-5 series).[20]
- Mark with a high-visibility crosswalk.

Considerations

- Pedestrians may get caught on the crossing island if motorists do not yield or signal timing is too short.
- Crossing islands at intersections may restrict left turning.
- Curb extensions can be built along with crossing islands to restrict on-street parking and reduce crossing distance.
- Temporary crossing islands can be constructed with temporary curbing or flex posts.

Systemic Safety Potential

Potential for systemic safety application at mid-block crossings and at intersections along corridors with poor motor vehicle yielding, operating speeds over 30 mph, or motor vehicle volumes above 9,000 vehicles per day.

Additional Information

- Chapter 8 of Designing Sidewalks and Trails for Access: Part II of II: Best Practices Design Guide
- Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations