

Source: Lee Engineering, LLC

The refuge island allows pedestrians to make this multilane crossing in two stages.



This refuge island aids pedestrians crossing the two-lane urban arterial.



Pedestrian crossing this minor road approach can take refuge in the channelizing island.

Provide a Pedestrian Refuge Island

Installation of raised island within a roadway that provides an area for pedestrians to wait before crossing the remainder of the roadway, allowing pedestrians to make a two-stage crossing.

Targeted Crash Types

- Pedestrian
- Bicyclist

Problems Addressed

Vehicle conflicts with non-motorists

Conditions Addressed

- Crash history or observed conflicts between vehicles and pedestrians.
- Heavy pedestrian traffic crossing the major road.
- Crossings that span multiple lanes of traffic.
- Poor visibility between oncoming drivers and pedestrians waiting to cross the road.
- Reduced exposure for crossing pedestrians is desired.
- Observed difficulty of pedestrians finding safe gaps in traffic to cross road.

Considerations

- Island design should accommodate pedestrians with disabilities and should provide pedestrians with a clear path through the island.
- FHWA recommends 4 feet as minimum width (and 8 feet as preferred minimum width).
- Include appropriate signing and pavement markings to make the island and crossing visible to motorists.
- Appropriate detectable warning features (i.e., dome detectible warning strips of contrasting color) should be incorporated at each interface of the island and roadway surface to serve persons with visual impairment.

Industry Standard

MUTCD

Section 3I.06: Pedestrian Islands and Medians

AASHTO Green Book

Section 9.6.3: Islands

Other Resources

Crossing Islands, PEDSAFE

NCHRP 562 & TCRP 112: Improving Pedestrian Safety at Unsignalized Intersections

Median Handbook, FDOT

FHWA Proven Safety Countermeasures



Select Examples

Myrtle Ave. & Sixth St., Eureka, CA

Marshland Rd. & Mathews Dr., Hilton Head Island, SC

