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 31.06: 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

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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.