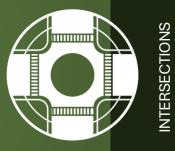
Install Raised Median with or without Marked Crosswalk (Uncontrolled)



Installing a raised median at uncontrolled locations involves placing a physical, often landscaped or curbed, island in the center of a roadway to separate opposing traffic and provide a refuge area for pedestrians

Implementation Strategy

How and Where to Apply

- Install raised medians during corridor redesigns to provide pedestrian refuge and reduce crossing conflicts on multilane
- Apply at midblock or unsignalized locations with high pedestrian demand, crash history, or limited safe crossing opportunities.
- The **FHWA** states that this marking can be used "Installing raised medians or pedestrian refuge islands at marked crosswalks reduces pedestrian crashes by 46% at both marked and unmarked crosswalks."

Use in a Safe System Approach This treatment supports the Safe System Approach through Safer Roads and Safer People. It reduces crash severity by enabling partial crossings and increases visibility and predictability for both drivers and

Key Stakeholders

(MPOs), Pedestrian Advocacy Groups and Community Organizations **Proactive Implementation** Proactive implementation involves identifying high-risk pedestrian corridors through crash data, speed studies, and community input, then median construction into scheduled roadway resurfacing or reconstruction projects, ensuring cost-effectiveness and timely delivery. This forward-

Objective: Reduce Pedestrian Exposure to Vehicular Traffic

Strategy: Construct Pedestrian

State and local transportation agencies, Metropolitan Planning Organizations

installing raised medians before serious incidents occur. Agencies can integrate thinking approach enhances safety without waiting for crash thresholds to be met.

Countermeasure Overview

Refuge Islands and Raised Medians

Selected Related Countermeasures

Rectangular Rapid Flashing Beacons (RRFBs)

Pedestrian Hybrid Beacons (PHBs)

High-Visibility Crosswalk Markings

Cost: \$ (High)

Service Life: 20 years

Benefit-Cost Ratio:

Targeted Solution CONTRIBUTING

FACTORS

Risky crossing behavior



CRASH

Crossing-related



Minor Arterial



- Urban
- Suburban

Safety Linkage



Unsignalized Intersection



Safer Infrastructure



Safe Roads

SAFE SYSTEM



Tier 1

Source: Adams County



Reduce vehicle/pedestrian crashes for urban and suburban types of roads 1

pedestrians.

Reduce all crashes for all types of crash severity 2

¹ CMF ID: 8799

² CMF ID: 9014



- FHWA Proven Safety Countermeasures
- NCHRP Report 562
- **AASHTO Pedestrian Guide**

