



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 roads.
- 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 pedestrians.

Key Stakeholders

State and local transportation agencies, Metropolitan Planning Organizations (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 installing raised medians before serious incidents occur. Agencies can integrate median construction into scheduled roadway resurfacing or reconstruction projects, ensuring cost-effectiveness and timely delivery. This forward-thinking approach enhances safety without waiting for crash thresholds to be met.

Countermeasure Overview

Objective: Reduce Pedestrian Exposure to Vehicular Traffic

Strategy: Construct Pedestrian Refuge Islands and Raised Medians

Selected Related Countermeasures

- CM1** Rectangular Rapid Flashing Beacons (RRFBs)
- CM2** Pedestrian Hybrid Beacons (PHBs)
- CM3** High-Visibility Crosswalk Markings

Cost: \$ (High)

Service Life: 20 years

Benefit-Cost Ratio:

Targeted Solution



CONTRIBUTING FACTORS

- Risky crossing behavior



TARGET CRASH TYPE

- Crossing-related



ROAD FACILITY TYPE

- Minor Arterial



AREA TYPE

- Urban
- Suburban

Safety Linkage



NCHRP 500 Series

Unsignalized Intersection

SAFE SYSTEM APPROACH

Safe Roads



AASHTO'S TOWARD ZERO DEATHS

SAFE SYSTEM ROADWAY DESIGN

TIER 1
TIER 2
TIER 3
TIER 4

Safer Infrastructure

Tier 1

Source: Adams County

Safety Benefits

31%

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

29%

Reduce all crashes for all types of crash severity ²

¹ CMF ID: 8799

² CMF ID: 9014

Resources

- [FHWA Proven Safety Countermeasures](#)
- [NCHRP Report 562](#)
- [AASHTO Pedestrian Guide](#)

