

3. If the intersection crosses a tramline, it shall not cause any unevenness or irregularity in the crosswalk, except for the longitudinal opening of the railway rails, which should be the minimum that is allowed by the transport system. At the crossing there must be a clear reflectance contrast of at least 50 LRV points between the railway tracks and the rest of the pavement, and 300 mm wide detectable warning pavement in both ends.

## 6.8. Intermediate islands

A pedestrian speed of 0,6 m/s should be used to assess the crossing speed of pedestrians. If the time to cross the crosswalk is not enough due to the street's length, an intermediate island should be provided.

The intermediate islands should fulfil the following requirements:

1. The length of the island shall be at least 1500 mm.
2. The island pavement should be the same colour as the pedestrian path. Both island edges should be marked with detectable warning pavement at least 300 mm wide and the same width as the pedestrian crossing.

When two traffic directions are separated by an intermediate island and have different green cycles, pedestrians should be required to wait in the central island for the green light and guardrails shall be placed to guarantee that pedestrians stop in the island.

The offset intermediate islands should fulfil the following requirements:

1. The entrance and exit of the pedestrian crossing at the intermediate island shall be misaligned.
2. The path between the entrance and the exit shall be protected on both sides with guardrails, dwarf walls or other protection elements.
3. The island pavement should be the same colour as the pedestrian path. Both island's edges should be marked with detectable warning pavement of at least 300 mm wide and the same width as the pedestrian path.