MEDIAN CROSSING ISLAND

massDOT
Massachusetts Department of Transportation



- ISLAND THAT SPLITS A CROSSING IN TWO AND FORCES HORIZONTAL DEFLECTION ON TRAFFIC
- SLOWS TRAFFIC BY CREATING A NARROW CHANNEL AND BY HORIZONTAL DEFLECTION

ADVANTAGES

Makes crossing easier and safer, as pedestrians must cross one direction of traffic at a time.

Promotes motorist yielding by making the crossing, and pedestrians, prominent, especially when vertical elements (yellow flexposts, Yield for Pedestrian signs) are used.

Not a problem for emergency response or snow clearance, except that the crossing passage must be cleared.

TYPICAL LOCATIONS

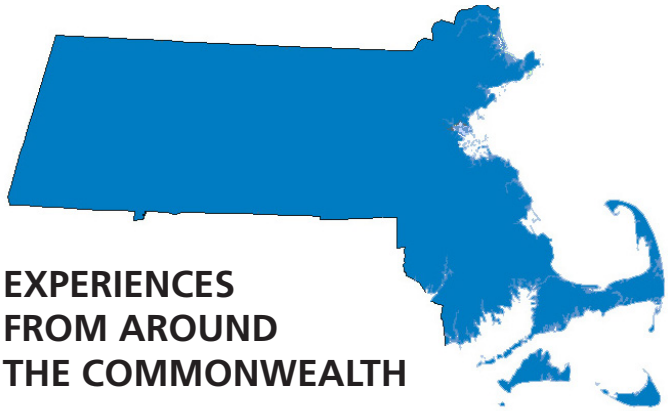
Unsignalized crossings of 2-lane and multilane collectors and arterials.

CONSIDERATIONS

Geometric layout determines the S-curve radius vehicles have to follow; the sharper the S-curve, the greater the speed reduction.

May need accommodation (e.g. sloped curbs) for large vehicle turns.

On multilane roads, helpful for crossing safety but ineffective at controlling speed.



EXPERIENCES FROM AROUND THE COMMONWEALTH

South Pleasant Street, Amherst
Pedestrian use of the crosswalk (instead of crossing elsewhere) increased from 45% to 94%. 85th percentile speed fell from 39 to 32 mph.

Amory Street, Boston
At a midblock crossing, a crossing island constructed of temporary materials (plastic C-section curbs, flexposts) has survived two years, including winters. Traffic is slower and nearly 100% of motorists yield to pedestrians.