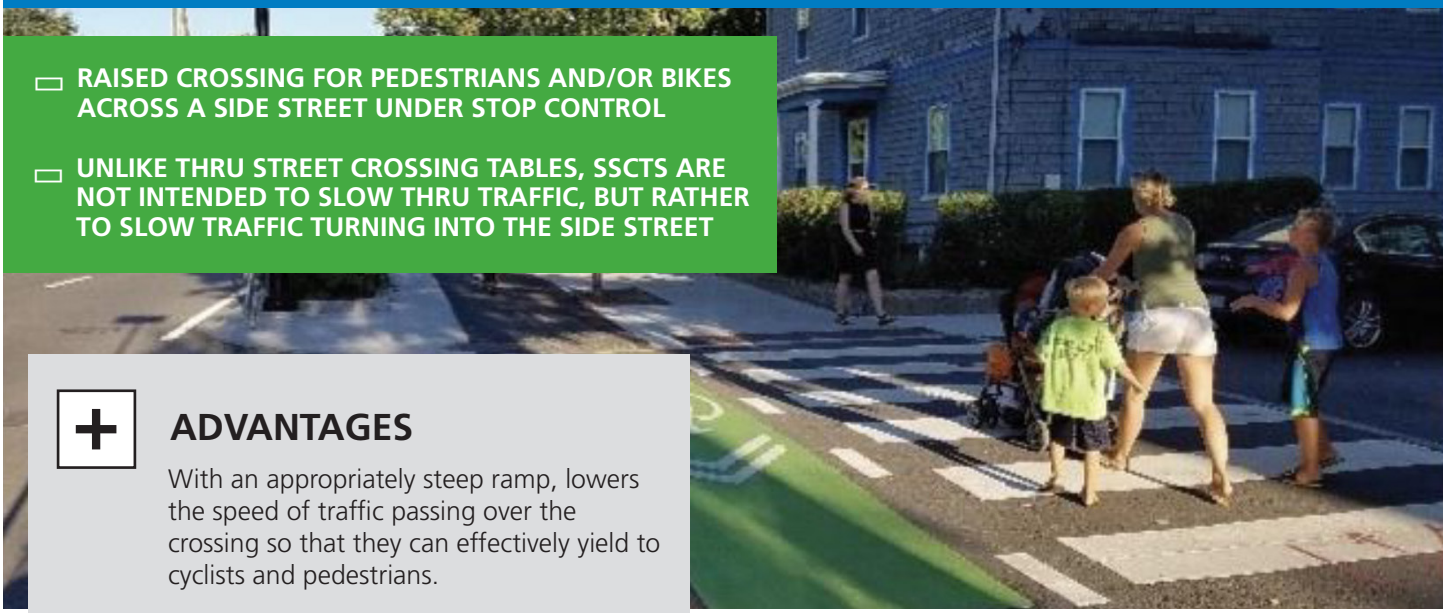
SIDE STREET CROSSING TABLE

massDOT
Massachusetts Department of Transportation

- RAISED CROSSING FOR PEDESTRIANS AND/OR BIKES ACROSS A SIDE STREET UNDER STOP CONTROL
- UNLIKE THRU STREET CROSSING TABLES, SSCTS ARE NOT INTENDED TO SLOW THRU TRAFFIC, BUT RATHER TO SLOW TRAFFIC TURNING INTO THE SIDE STREET



ADVANTAGES

With an appropriately steep ramp, lowers the speed of traffic passing over the crossing so that they can effectively yield to cyclists and pedestrians.

Makes crossing pedestrians and cyclists more comfortable and reinforces their priority.

Reduced cyclist crash risk by 50% in the Netherlands, where they are widely used.

TYPICAL LOCATIONS

Unsignalized intersections between a major street (collector or arterial) and a local street.

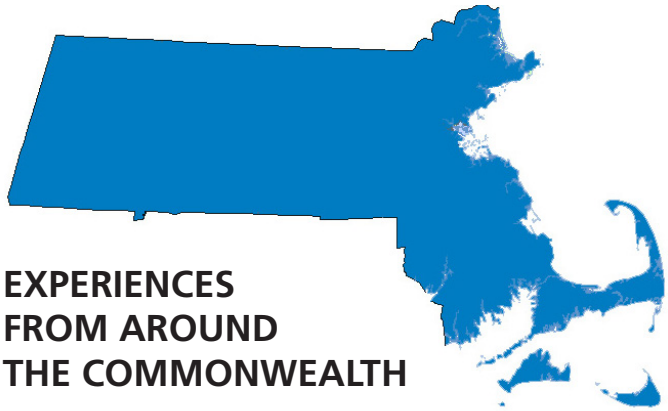
Signalized intersections between a major street and a low-volume local street.

CONSIDERATIONS

A steep ramp (13%, as used in the Netherlands) may be needed for maximum effectiveness. Gradually sloped ramps are scarcely noticeable because vehicles are already going slow.

Paving the crossing table with sidewalk material reinforces pedestrian right-of-way.

At signalized intersections, they reduce the traffic discharge rate from the side street, and so should not be used except where side street volume is low.



EXPERIENCES FROM AROUND THE COMMONWEALTH

Tremont Street, Boston
20 SSCTs carry the crosswalk across side streets. Ramp slope is 8%. While protected bike lanes are at street level, they benefit from slowing turning traffic.

Western Avenue, Cambridge
SSCTs carry both the crosswalk and sidewalk-level bike path across side streets. Ramps have a 5% slope. No complaints from emergency services.