



# Lane Narrowing with Center Island/ Pedestrian Refuge



## DESCRIPTION:

The construction of a center island on a wider street can serve to reduce the width of the travel lanes and to provide a pedestrian refuge area. This device has similar effects on speed and pedestrians as the neckdown by providing visual cues to an area of pedestrian activity, reducing vehicle speeds, and shortening the pedestrian crossing distance

## APPLICATION:

A center island can be constructed strictly as a speed reducing measure at a midblock location without the pedestrian refuge. Where pedestrians are present the median island can be designed to serve as a pedestrian refuge. When combined with high visibility signage a center island can encourage pedestrian crossing at a desired location. Another variation of this device is as a neighborhood gateway. At an intersection or entryway, the center island provides an area for neighborhood signage and landscaping.

## Advantages

- Decreases vehicle speeds
- Reduces pedestrian crossing distance
- Clearly delineates areas of pedestrian activity
- Opportunity for landscaping, visual enhancement, and neighborhood

## Disadvantages

- May reduce on-street parking
- Longer islands may impact driveway access and result in u-turns
- May impact snow removal operations

## Effectiveness Scorecard

	Speed	
	Volume	
	Cut-through	
	Crashes	
	Emergency Vehicle	
	Pedestrian	
	Bicycle	
	Noise	
	Cost	\$\$\$

Very Good   
 Good   
 Fair  
 Poor   
 Not Applicable



## Quick Glance

