**BENEFITS:**
- Reduces the width of roadway that pedestrians must cross at one time
- Reduces pedestrian crashes at multi-lane sites
- Medians and channelization islands reduce the rate of motor vehicle crashes and have particular benefits for older drivers

**SUITABLE LOCATIONS:**
- Particularly beneficial on multi-lane roadways
- Suitable at both controlled and uncontrolled locations
- Suitable at both intersection and midblock locations

**DESIGN OF CROSSING ISLANDS:**
- Raised medians require at-grade cut throughs or curb ramps to provide an accessible pedestrian path
- Should be aligned directly with marked crosswalks
- Raised approach noses should be included at intersection crossing islands that are not continuous
- Should meet the luminance contrast levels needed to improve detection by older drivers, per the recommendations in FHWA's Highway Design Handbook for Older Drivers and Pedestrians (2001)
- If median is landscaped, the vegetation must not obstruct necessary clear sight triangles
- Must meet current accessibility standards

**Figure 8.6**
Crossing Island at Intersection

**ATTACHMENT 2**
Design with left turns into left lane

BIKE PATH

TURN STORAGE LANE 25+00

RT INLET INKECTION BOX
HA STD 386.11

MC-II3.01 RAMP

MEET EXISTING SIDEWALK

MEET EXISTING SIDEWALK

DAWSON FARM ROAD

MC-II3.01 RAMP

EX. C-2

DPWT'S PROPOSED INTERSECTION DESIGN AT DAWSON FARM ROAD

ATTACHMENT 3
Provide median pedestrian refuges

Design with left turns into right lane

Provide dual handicap ramps in all four corners

STAFF RECOMMENDED INTERSECTION DESIGN AT DAWSON FARM ROAD
Portion of house in slope easement

Deck in slope easement

Pool in slope easement

Examples of private encroachments into platted slope easements

Existing 30' wide slope easement

SHA R/W

GERMANTOWN RD (MD 118)

EX. PRECAST PANEL WALL

ATTACHMENT 5