Pedestrian Design Treatments

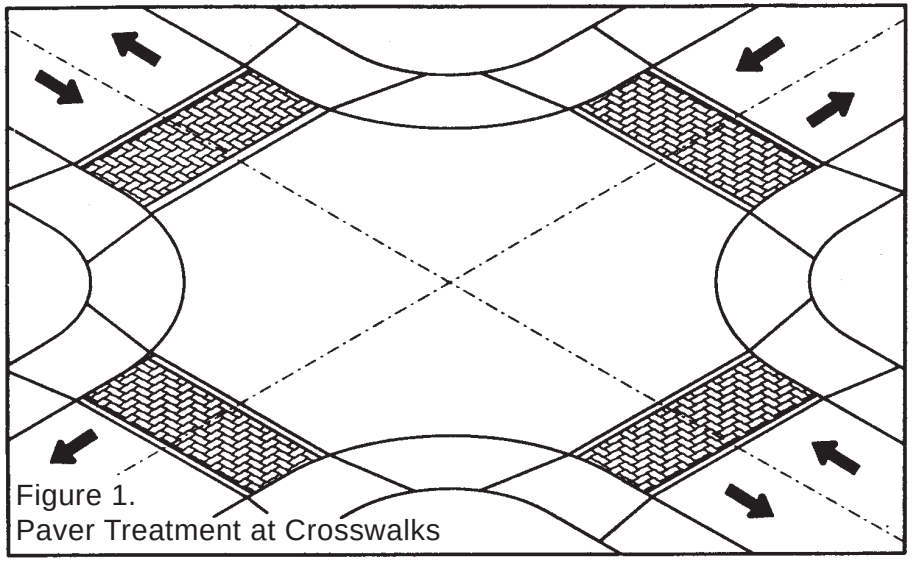


Figure 1.
Paver Treatment at Crosswalks

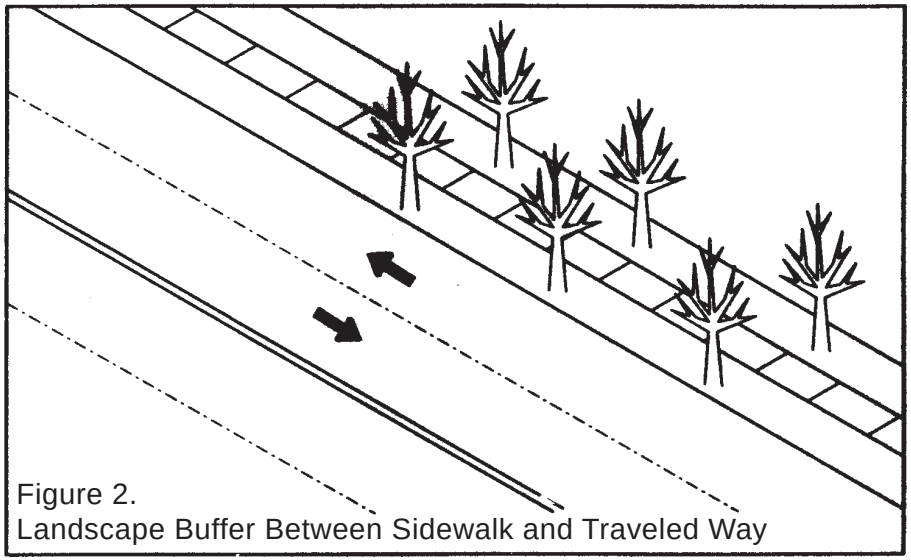


Figure 2.
Landscape Buffer Between Sidewalk and Traveled Way

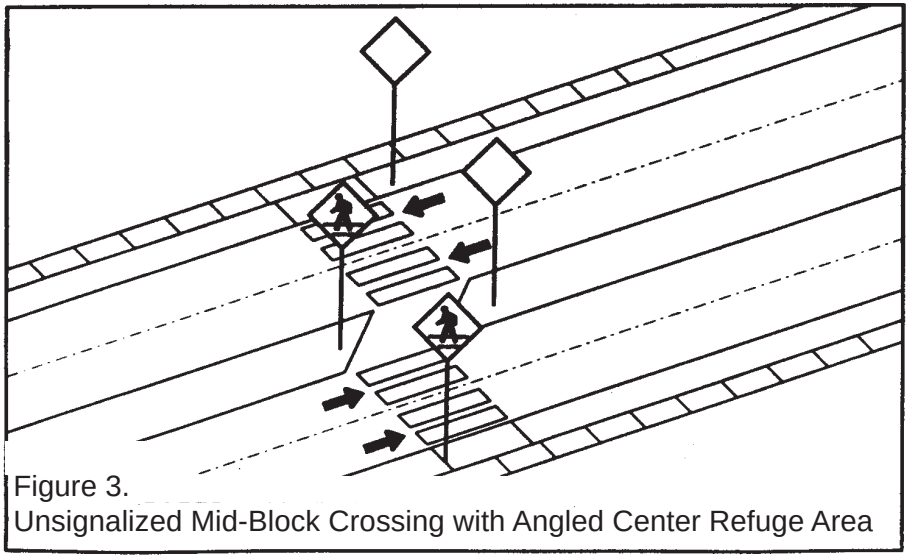


Figure 3.
Unsignalized Mid-Block Crossing with Angled Center Refuge Area

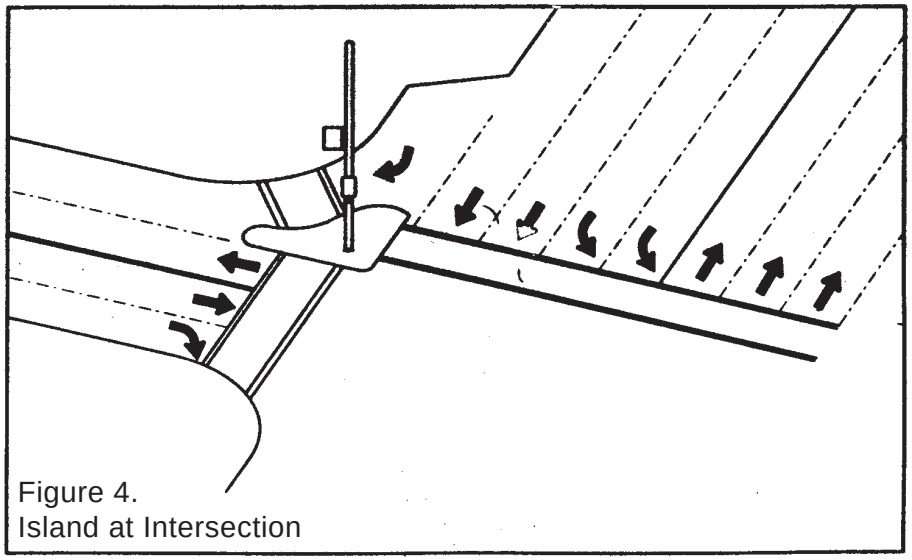


Figure 4.
Island at Intersection

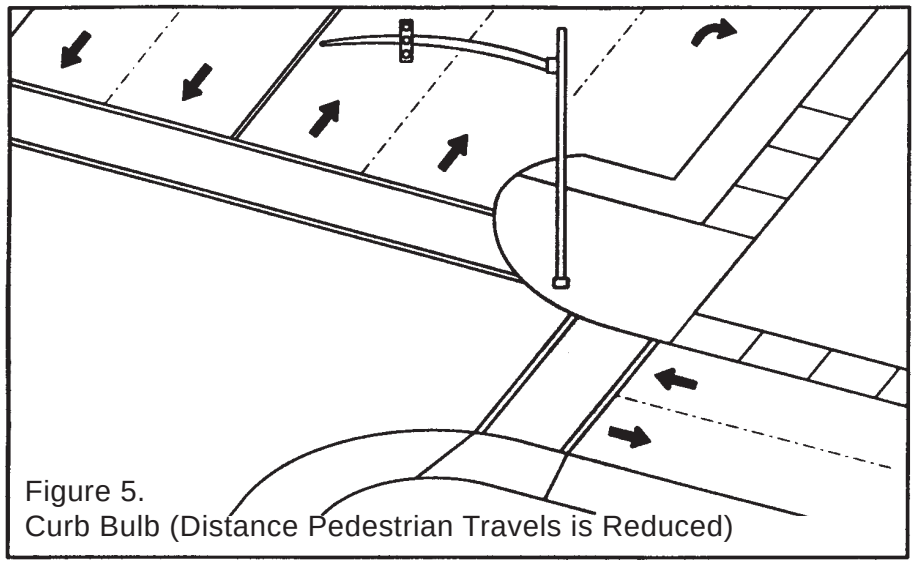


Figure 5.
Curb Bulb (Distance Pedestrian Travels is Reduced)

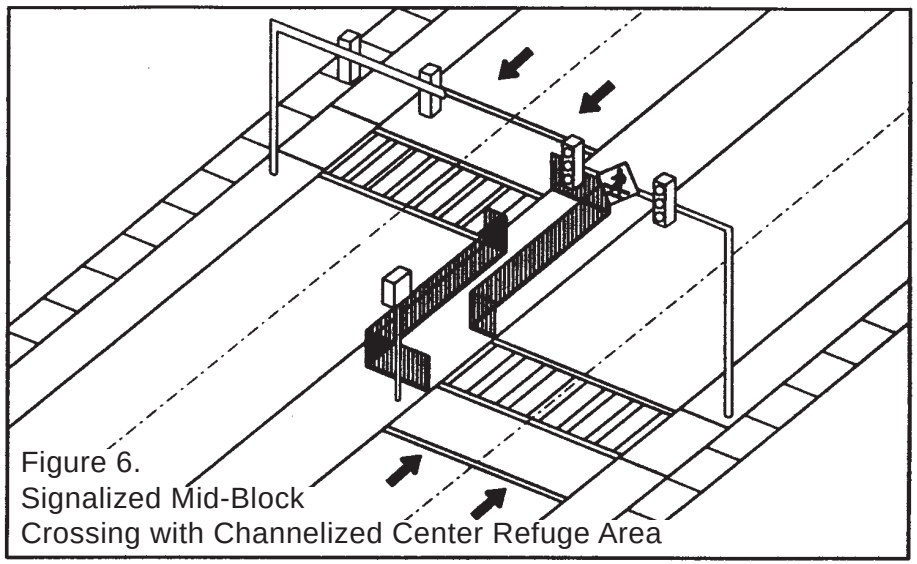


Figure 6.
Signalized Mid-Block
Crossing with Channelized Center Refuge Area

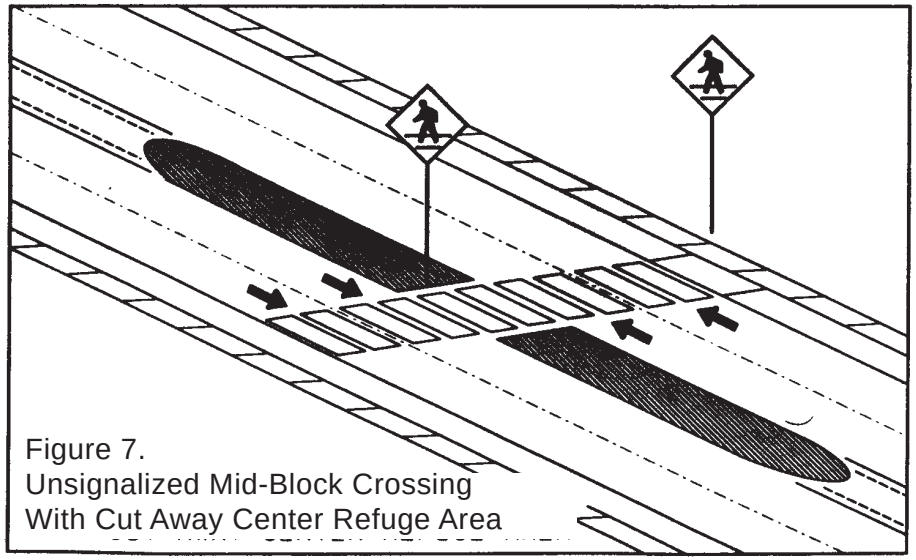


Figure 7.
Unsignalized Mid-Block Crossing
With Cut Away Center Refuge Area

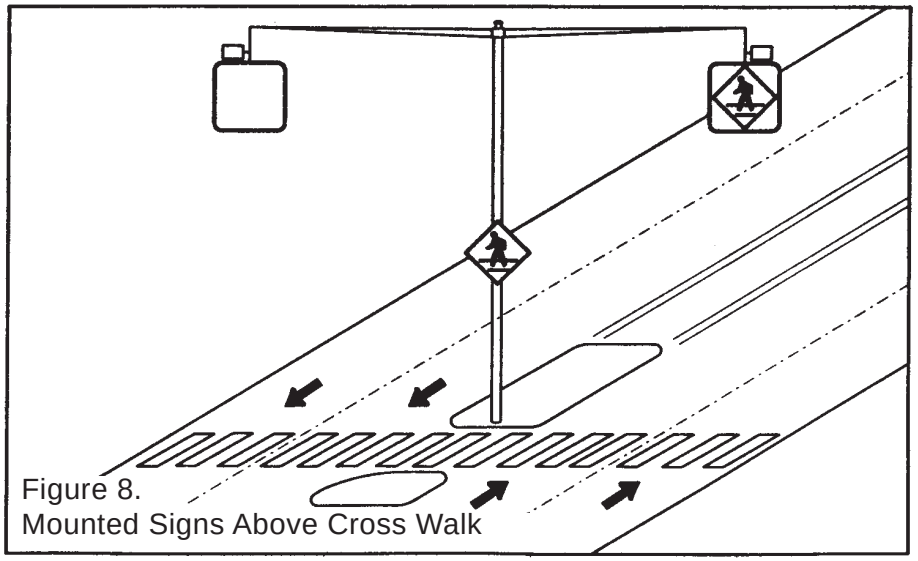


Figure 8.
Mounted Signs Above Cross Walk

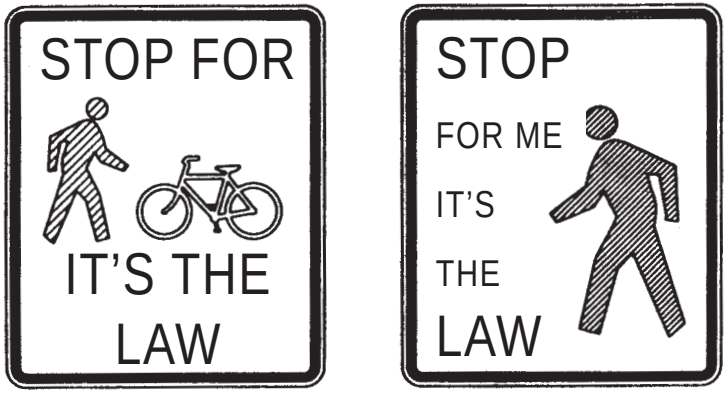


Figure 9. Multiple Signs

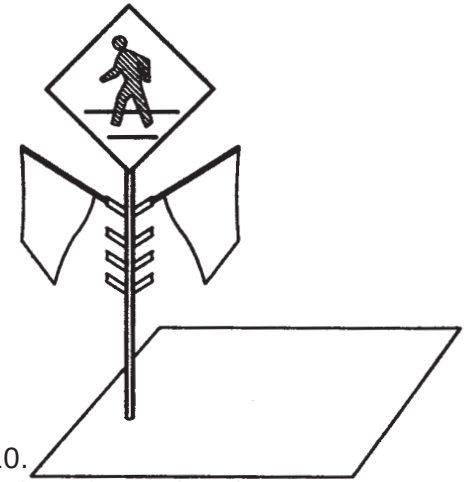


Figure 10.
Orange Flags for Pedestrians Use

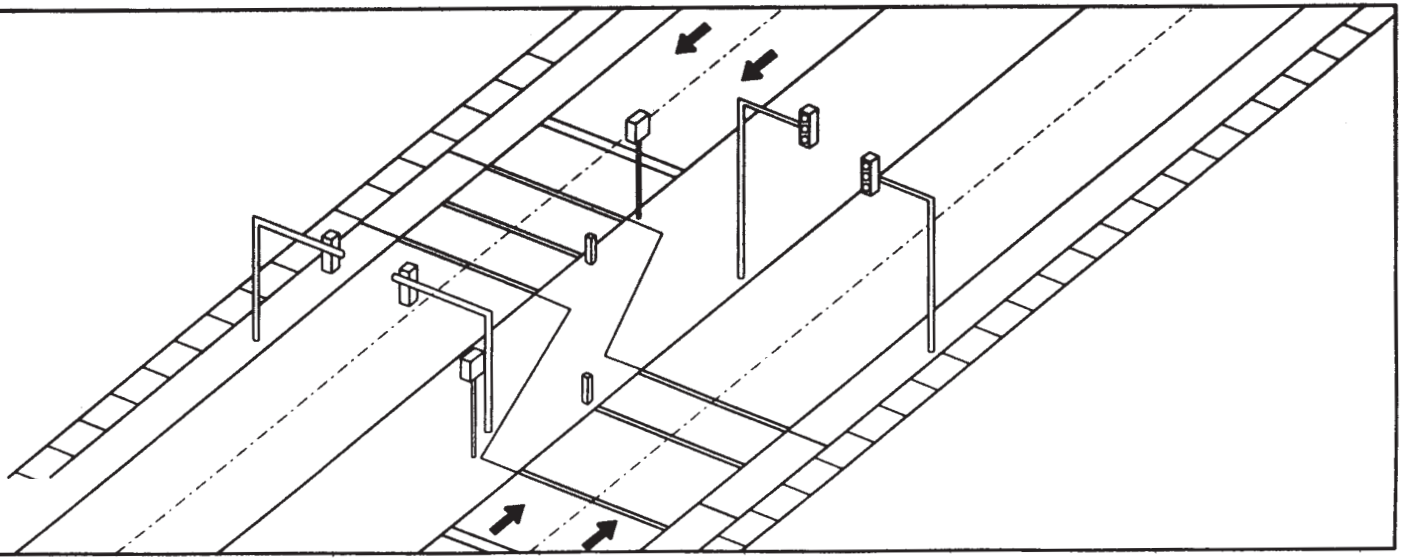


Figure 11.
Signalized Mid-Block Crossing
with Angled Refuge Area

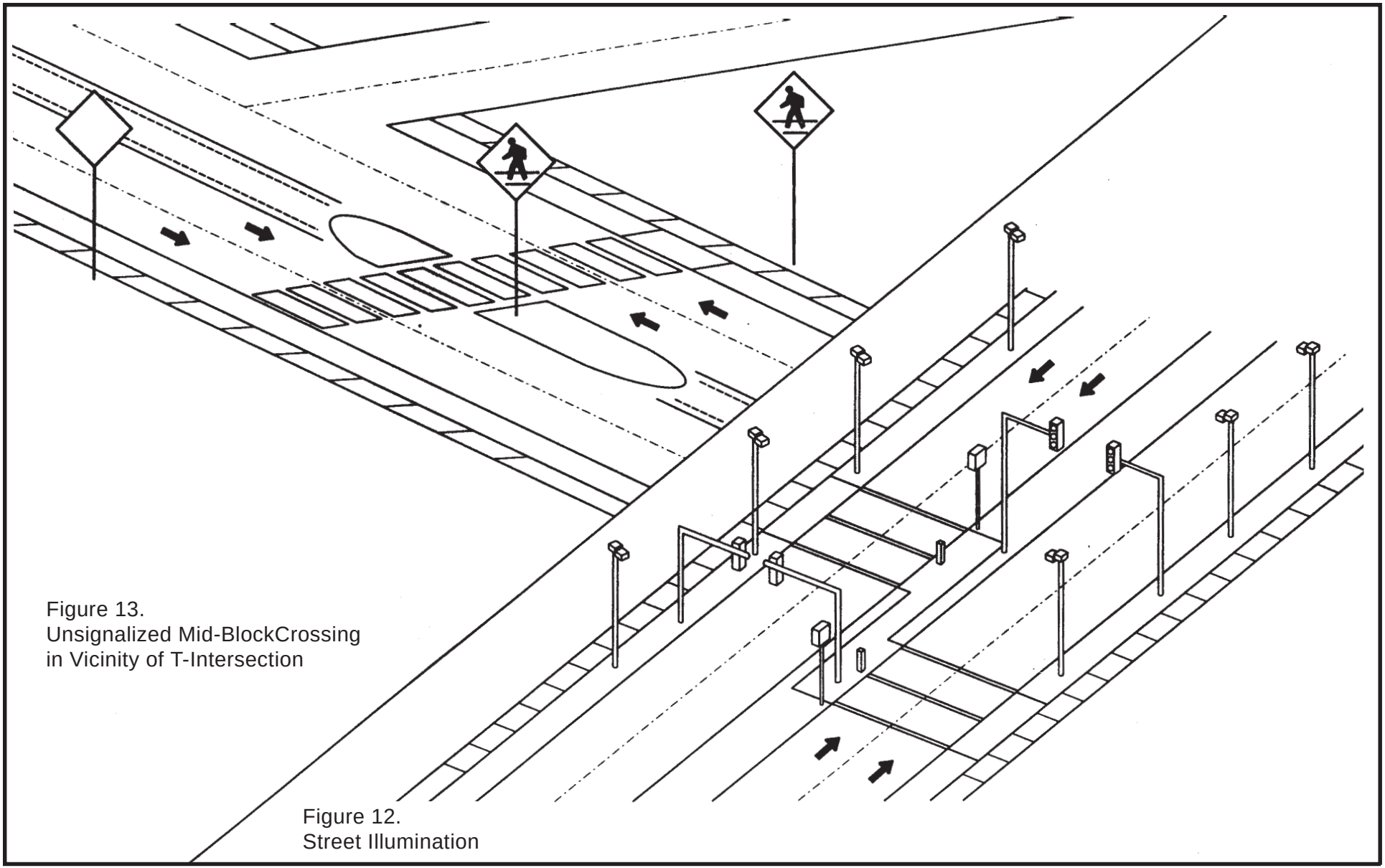
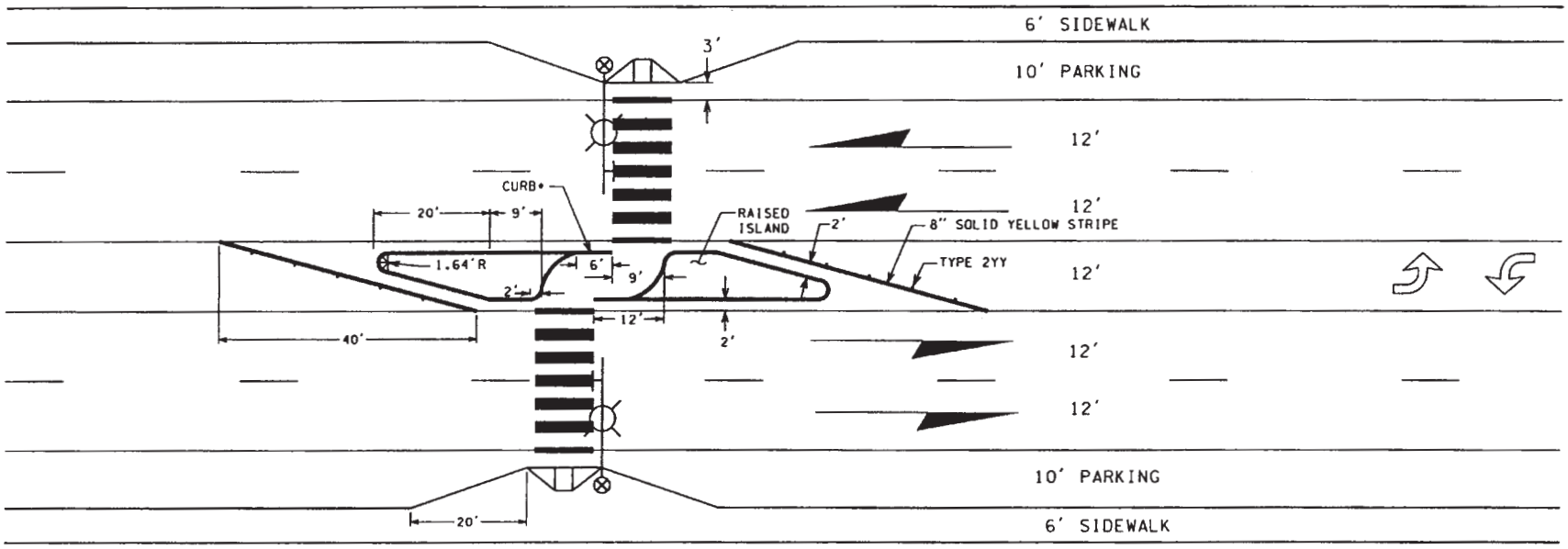
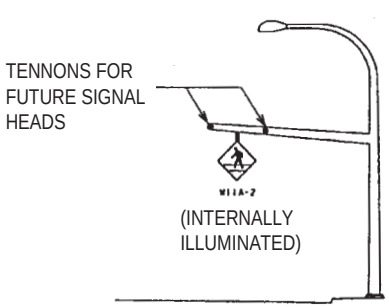


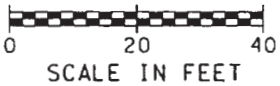
Figure 13.
Unsignalized Mid-BlockCrossing
in Vicinity of T-Intersection

Figure 12.
Street Illumination



* BARRIER CURB FOR SPEEDS 40 MPH OR LESS
MOUNTABLE CURB FOR SPEEDS GREATHER THAN 40 MPH





					REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	ENVIRONMENTAL AND ENGINEERING SERVICE CENTER
DESIGNED BY Lee Conrad								Washington State Department of Transportation
ENTERED BY Mark Voth					JOB NUMBER			PEDESTRIAN OFFSET CROSSING DETAIL
CHECKED BY								
PROJ. ENGR.								
REGIONAL ADM.					CONTRACT NO.			SHEET OF SHEETS
	DATE	DATE	REVISION	BY				

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