



| Name | Mid –block Median Treatment | Appropriate Applications | Divert traffic | Speed Impact | Volume Impact | Crash Impact | Noise Fumes | Bus Impact | Bicyclist Impact | Comments |
|---|---|---|---------------------|--------------|---------------|---|-------------|------------|--|---|
| Mid –block Median Treatment \$2,000 – 10,000 |  | <ul style="list-style-type: none"> • Suitable for wide streets where the pavement width permits • Provision of a refuge for pedestrians and cyclists crossing the street • May enhance the streetscape through landscaping | No diversion likely | Moderate | Nil | Can reduce due to change of traffic environment | None | OK | Design to accommodate but this may lessen impact | <ul style="list-style-type: none"> • Not suitable for narrow two-lane streets • Not appropriate where property access will be severely restricted |

| Name | Blister Island | Appropriate Applications | Divert traffic | Speed Impact | Volume Impact | Crash Impact | Noise Fumes | Bus Impact | Bicyclist Impact | Comments |
|---------------------------------------|--|---|--|--------------|----------------------|--------------|---|------------|---------------------------------------|---|
| Centre Blister Island \$35 – \$65k |  | <ul style="list-style-type: none"> • Where speeds are less than 60km/h. • To break long straight lines of sight • Acceptable for commercial vehicles • Used on wide streets • Can provide pedestrian crossing refuge | No diversion likely unless several in series | Effective | Negligible diversion | No change | Minor increase in noise and fumes on exit | OK | Short restriction, may be problematic | <ul style="list-style-type: none"> • Loss of parking spaces • Driveway location critical • Expensive and difficult on narrow streets |