

UPDATE: Public Works Mid-Block Crossing Policy

Transportation Board

Incorporated County of Los Alamos
Public Works Department

May 1, 2025

Mid-Block Crossing Policy Goals

- The purpose of this policy is to provide a consistent procedure, outlining the conditions and process for determining where mid-block pedestrian crossings may be installed within the County.
- A Mid-Block Crossing is a pedestrian crossing location, where sidewalks or designated walkway intersects a roadway at a location without traffic control (i.e., traffic signal or stop sign).
- Evaluation and determination for when and where to provide crossing treatments are handled on a case-by case basis.
- Safe and efficient pedestrian crossing facilities at appropriate locations may reduce vehicle trips and help support multiple modes of transportation.
- Policy developed using local and national standards from Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration (FHWA). Studies were also performed by City of Boulder and adopted by other municipalities.

Mid-Block Crossing Policy

- Presented at the June 6, 2024, Transportation Board
 - Requested to analyze mid-crossing policy on future design projects
 - Review number of requests: Public Works received request for 1 or 2 locations every few months
- Request to review the Sycamore Street Crossing at Diamond Drive
 - Does not meet the Pedestrian Volume Thresholds of 20 peds per hour in any 1-hour (FHWA) (3 pedestrians in 12-hour period) Source Diamond Drive Safety Study
 - Origins and Destinations (Atomic City Transit bus stops and Pueblo Complex)
 - The guidance states to either do nothing or implement full crossing enhancements.
 - Given very low pedestrian thresholds, no enhancements are recommended.

Steps to Analyze

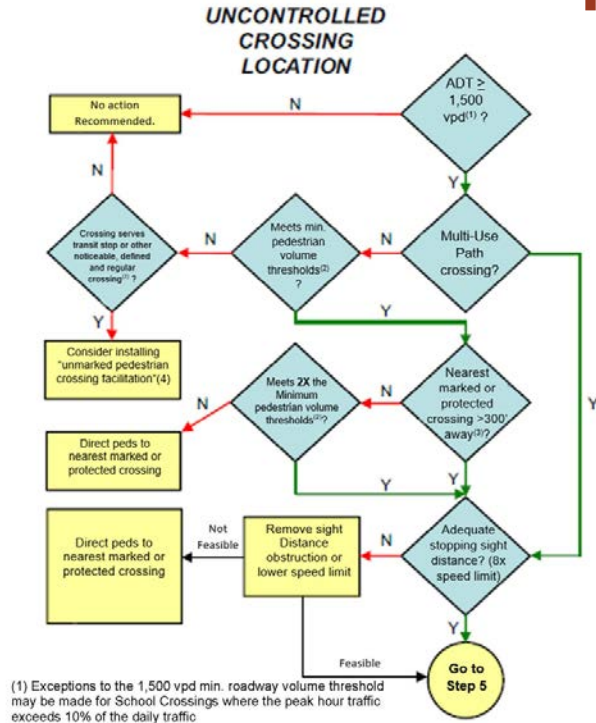


Figure 1. Pedestrian Crossing Treatment Flowchart.

(Source: City of Boulder Pedestrian Crossing Treatment Installation Guidelines with modifications)

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	1 2 4 5 6	1 2 5 6	1 2 5 6	1 2 4 5 6	1 2 5 6	1 2 5 6	1 2 4 5 6	1 2 5 6	1 2 5 6
3 lanes with raised median (1 lane in each direction)	1 2 3 4 5	1 2 3 5	1 2 3 5	1 2 3 4 5	1 2 3 5	1 2 3 5	1 2 3 4 5	1 2 3 5	1 2 3 5
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 2 3 4 5 6	1 2 3 5 6	1 2 3 5 6	1 2 3 4 5 6	1 2 3 5 6	1 2 3 5 6	1 2 3 4 5 6	1 2 3 5 6	1 2 3 5 6
4+ lanes with raised median (2 or more lanes in each direction)	1 2 3 4 5 6 7 8 9	1 2 3 5 6 7 8 9	1 2 3 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 5 6 7 8 9	1 2 3 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 5 6 7 8 9	1 2 3 5 6 7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	1 2 3 4 5 6 7 8 9	1 2 3 5 6 7 8 9	1 2 3 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 5 6 7 8 9	1 2 3 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 5 6 7 8 9	1 2 3 5 6 7 8 9

Given the set of conditions in a cell,
 # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
 ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
 ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*
 The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
 2 Raised crosswalk
 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
 4 In-Street Pedestrian Crossing sign
 5 Curb extension
 6 Pedestrian refuge island
 7 Rectangular Rapid-Flashing Beacon (RRFB)**
 8 Road Diet
 9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, Using Table 1 and Table 2 to Select Countermeasures, for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zepher, C.V., J.B. Stewart, W.H. Hwang, P.A. Lagergren, J. Feaganes, and B.J. Campbell. (2008). Safety effects of marked versus unmarked crosswalks at uncontrolled locations. Final report and recommended guidelines. FHWA, No. FHWA/HRT-08-100. Washington, D.C.: FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition (revised 2012). Chapter 4F: Pedestrian Hybrid Beacons. FHWA, Washington, D.C.: FHWA. Crash Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>. FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PESSS). <http://www.pedwalk.org/PESSS/>. Zepher, C., R. Srinivasan, J. Lin, D. Gopal, S. Smith, C. Sandstrom, V.J. Thapa, J. Zepher, C. Lin, E. Feaganes, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.: Thomas, Thrall, and Taylor. (2017). NCHRP Synthesis 488: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.: and personal interviews with selected pedestrian safety practitioners.

Table 1. Application of Pedestrian Crash Countermeasures by Roadway Feature.(Source: [Guide for Improving Safety at Uncontrolled Crossing Locations](#), FHWA)

Mid-Block Crossing Analysis Example for Proposed NM4 Mid Block Crossing

- Following the Pedestrian Crossing Treatment Flowchart and Application of Pedestrian Crash Countermeasures by Roadway Feature Table
- Meets the minimum
 - 58 Pinon Elementary Students living in Mirador Subdivision
 - School Crossing Pedestrian Hybrid Beacon (PHB) Warrant

Figure 1. Pedestrian Crossing Treatment Flowchart.

(Source: City of Boulder Pedestrian Crossing Treatment Installation Guidelines with modifications)

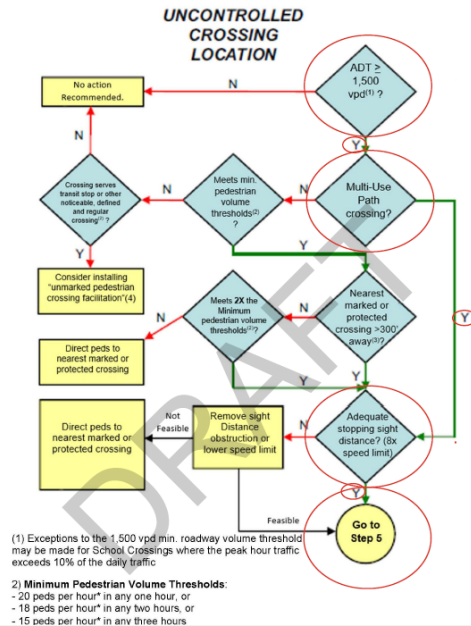


Table 1 provides initial countermeasure options for various roadway conditions. Each matrix cell indicates possibilities that may be appropriate for designated pedestrian crossings. Not all countermeasures listed in the matrix cell will necessarily be installed at a crossing.

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3 lanes with raised median (1 lane in each direction)	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7
4+ lanes with raised median (2 or more lanes in each direction)	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9
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- Road Diet
- Pedestrian Hybrid Beacon (PHB)**

Mid-Block Crossing Analysis Example for Existing Crossings along Canyon Rd

- Does Not Meet the minimum Pedestrian Volume Thresholds of 20 peds per hour in any 1 hour
- Canyon Road at Aquatic Center
 - Ped. Count 9 pedestrian per hour
 - Bus Stops on Both sides
 - School age children use this crossing.
 - Recommend enhancements
- Canyon Road at Rose Street
 - Count 6 pedestrian per hour
 - Sight Distance Issues / Speed Change
 - Evaluating Removal

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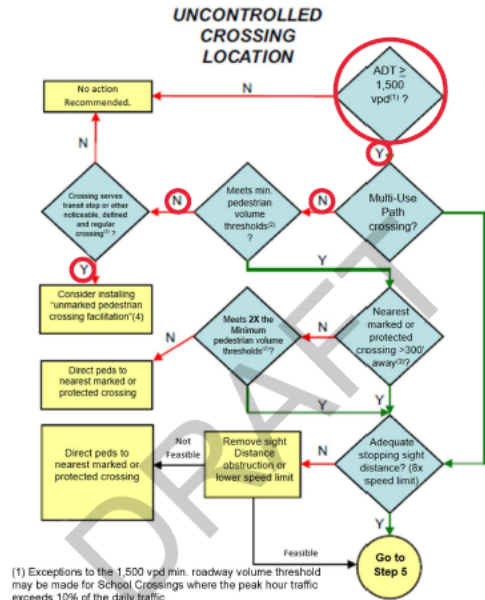


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3 lanes with raised median (1 lane in each direction)	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 2 3 4 5 6 7 8 9
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Mid-Block Crossing Analysis Example for Existing Crossing along Canyon Rd



Crossing at Canyon Road near Aquatic Center

Crossing at Canyon Road near Rose Street

Analysis during the writing of policy

UNCONTROLLED CROSSING LOCATION

Flowchart illustrating the decision process for uncontrolled crossing locations:

```
graph TD
    Start([Start]) --> Q1{No active frontage road?}
    Q1 -- N --> Q2{No active frontage road?}
    Q1 -- Y --> Q2
    Q2 -- N --> Q3{Traffic in positive volume?}
    Q2 -- Y --> Q3
    Q3 -- N --> Q4{Multi-lane?}
    Q3 -- Y --> Q4
    Q4 -- N --> Q5{Frontage road or protected crossing?}
    Q4 -- Y --> Q5
    Q5 -- N --> Q6{Minimum 200 ft. pedestrian clearance?}
    Q5 -- Y --> Q6
    Q6 -- N --> Q7{Minimum 200 ft. pedestrian clearance?}
    Q6 -- Y --> Q7
    Q7 -- N --> Q8{Minimum 200 ft. pedestrian clearance?}
    Q7 -- Y --> Q8
    Q8 -- N --> Q9{Minimum 200 ft. pedestrian clearance?}
    Q8 -- Y --> Q9
    Q9 -- N --> Q10{Minimum 200 ft. pedestrian clearance?}
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    Q10 -- N --> Q11{Minimum 200 ft. pedestrian clearance?}
    Q10 -- Y --> Q11
    Q11 -- N --> Q12{Minimum 200 ft. pedestrian clearance?}
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    Q12 -- N --> Q13{Minimum 200 ft. pedestrian clearance?}
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    Q13 -- N --> Q14{Minimum 200 ft. pedestrian clearance?}
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    Q14 -- N --> Q15{Minimum 200 ft. pedestrian clearance?}
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    Q101 -- N --> Q102{Minimum 200 ft. pedestrian clearance?}
    Q101 -- Y --> Q102
    Q102 -- N --> Q103{Minimum 200 ft. pedestrian clearance?}
    Q102 -- Y --> Q103
    Q
```

Attachment A - Page 8

Next Steps:

Evaluate Transportation Board
Feedback and Move Towards
Adoption

Questions?



THANK YOU!

The Public Works Department staff thanks you for taking time out of your busy schedule to participate in the approval of these guidelines!