



U.S. Department of Transportation
Federal Highway Administration



New Mexico Department of Transportation

ACTION PLAN FOR IMPLEMENTING PEDESTRIAN CROSSING COUNTERMEASURES AT UNCONTROLLED LOCATIONS

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Acknowledgments

This Safety Plan was developed by a group of dedicated individuals that are committed to reducing the number of lives taken prematurely on our nation's roadways.

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List of Abbreviations

AADT	annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADT	average daily traffic
CMF	crash modification factor
CRF	crash reduction factor
EDC	Every Day Counts
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
GIS	geographic information system
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
MUTCD	Manual on Uniform Traffic Control Devices
NHTSA	National Highway Traffic Safety Administration
PHB	Pedestrian Hybrid Beacon
RSA	Road Safety Audit
SHSP	Strategic Highway Safety Plan
STBG	Surface Transportation Block Grant
STEP	Safe Transportation for Every Pedestrian
TZD	Toward Zero Deaths
VZ	Vision Zero

Executive Summary

State Participation in STEP Planning Initiative

This Plan has been developed as part of the Safe Transportation for Every Pedestrian (STEP) initiative, which entails developing countermeasures for improving pedestrian safety at uncontrolled intersections. STEP is a Federal Highway Administration (FHWA) effort, Every Day Counts is a state-based model to identify and rapidly deploy proven but underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce congestion and improve environmental sustainability. The New Mexico Department of Transportation (NMDOT) is leading the STEP initiative in New Mexico in coordination with the FHWA-NM Division Office.

STEP has five stages: Not Implementing; Development Phase; Demonstration Stage; Assessment Stage; and Institutionalized. States self-assess to determine the current stage, and then determine how to advance to the next stage. New Mexico is currently in the Development Stage (#2) on STEP with an intent of moving to the Demonstration Stage (#3) through the implementation of this Plan.

The Plan was developed as a collaborative effort between the FHWA-NM Division Office and the NMDOT. A full day work session was held with NMDOT staff on December 12, 2017, to review existing practices and policies impacting crossings, and to develop the recommended actions reflected in this Plan. This was preceded by a thorough review of NMDOT's current use of the countermeasures and pedestrian safety processes.

Recommendations

This Plan recommends actions that when implemented may help reduce the number and rate of pedestrian crashes, fatalities, and injuries on New Mexico's highways. If emulated by local transportation agencies, these benefits may also be realized on local roads. NMDOT has taken actions in the past several years to not only raise awareness of pedestrian travel, but to improve pedestrian safety. NMDOT is poised to take additional steps to implement the following STEP recommendations in this plan:

RECOMMENDATION: Implement the pedestrian safety strategies related to STEP as found in the 2016 Strategic Highway Safety Plan (SHSP), Strategies for meeting these goals should be reviewed and updated during the SHSP update process that occurs every 5 years (required by the Fixing America's Surface Transportation Act). The Statewide Planning Bureau of the Asset Management and Planning Division of NMDOT is responsible for leading this effort.

RECOMMENDATION: Continue to generate the annual New Mexico Annual Traffic Crash Report. Complete Safety Location and Analysis Report being completed through HSIP, that will identify high crash rate areas (including pedestrians) and performance measures to reduce these crashes. If appropriate, identify some locations for Road Safety Audits (RSAs).

RECOMMENDATION: Develop design guidance for installing marked crosswalks at uncontrolled and

mid-block locations. The policy should represent 'best practices' as found in FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018). Using the new policy, evaluate ways to enhance crossings near transit stops. Additionally, provide internal training on installing marked crosswalks to acquaint Project Development Engineers with placement and design options.

RECOMMENDATION: NMDOT should review the Asset Management database and update the inventory of the location and condition of marked crosswalks on state routes, using best practices as found in the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Locations (2018).

RECOMMENDATION: NMDOT look into completing an inventory of marked crosswalks at uncontrolled locations, and then develop a phased improvement program to select countermeasures and prioritize locations for improving pedestrian facilities at uncontrolled locations. Recommended improvements shall be divided into three types of interventions: simple measures, moderately complex measures, and complex measures. The more complex the measure, the more time, money, and coordination among different NMDOT areas may be required.

RECOMMENDATION: NMDOT continue to look for opportunities to bring in training courses; especially courses on pedestrian (multimodal) planning and design. Training should include new employees as well as engineers (especially PDEs), planners and project managers. NMDOT will also look for opportunities to provide training at state-wide conferences and traffic safety forums.

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Introduction and Background

Pedestrians are among the most vulnerable road users, accounting for approximately 16 percent of all roadway fatalities nationally in 2016, per the Fatality Analysis Reporting System (FARS).¹ Pedestrians are especially vulnerable at non-intersection locations where 72 percent of pedestrian fatalities occur; however, pedestrian injury crashes tend to occur more often at intersections than non-intersections.² In the State of New Mexico, pedestrians account for approximately 19 percent of all roadway fatalities.³

Why Create this Pedestrian Safety Action Plan?

The purpose of this pedestrian safety action plan (Plan) is to provide specific recommendations for improving conditions for walking at uncontrolled pedestrian crossing locations, which occur where sidewalks or designated walkways lead to a crossing of a roadway at a location where no traffic control (e.g., traffic signal or stop sign) is present. These common crossing types occur at intersections (where crosswalks may be marked or unmarked) and at non-intersection or midblock locations (where crosswalks must be marked to constitute the crossing). Overall, uncontrolled locations correspond to higher pedestrian

Every Day Counts (EDC)

The STEP initiative is part of EDC. In 2009, the Federal Highway Administration (FHWA) launched Every Day Counts (EDC) in cooperation with the American Association of State Highway and Transportation Officials (AASHTO) to speed up the delivery of highway projects and to address the challenges presented by limited budgets. EDC is a state-based model to identify and rapidly deploy proven but underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce congestion and improve environmental sustainability.

Proven innovations through EDC facilitate greater efficiency at the state and local levels, saving time and resources that can be used to deliver more projects for the same money. By advancing 21st century solutions, the highway community is making every day count to ensure our roads and bridges are built better, faster and smarter.

HOW IT WORKS

Through the EDC model, FHWA works with state and local transportation agencies and industry stakeholders to identify a new collection of innovations to champion every two years. Innovations are selected collaboratively by stakeholders, taking into consideration market readiness, impacts, benefits and ease of adoption of the innovation. After selecting the EDC technologies for deployment, transportation leaders from across the country gather at regional summits to discuss the innovations and share best practices. These summits begin the process for states, local public agencies and Federal Lands Highway Divisions to focus on the innovations that make the most sense for their unique program needs, establish performance goals and commit to finding opportunities to get those innovations into practice over the next two years.

Throughout the two-year deployment cycle, specifications, best practices, lessons learned and relevant data are shared among stakeholders through case studies, webinars and demonstration projects. The result is rapid technology transfer and accelerated deployment of innovation across the nation.

1 NHSTA, "FARS Data Query: 2016 Data." Fatality Analysis Reporting System (FARS) Encyclopedia. (2017). <https://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx>

2 NHSTA, "FARS Data Query: 2016 Data." Fatality Analysis Reporting System (FARS) Encyclopedia. (2017). <https://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx>

3 New Mexico Department of Transportation. Highway Safety Improvement Plan, p. 19. (2016). Retrieved from <https://safety.fhwa.dot.gov/hsip/reports/pdf/2016/nm.pdf>

crash rates than controlled locations, often due to inadequate pedestrian crossing accommodations.

By focusing on uncontrolled crossing locations, NMDOT will address a significant safety problem and improve crossing safety and comfort for pedestrians of all ages and abilities. Recommendations in this Plan follow Safe Transportation for Every Pedestrian (STEP) guidance for implementing lower-cost countermeasures that can be deployed based on specific needs. The countermeasures have a proven record of reducing crashes and represent underutilized innovations that can have an immediate impact.

This Plan also builds on the NMDOT's goal to improve safety by examining existing conditions and using a data-driven approach to match countermeasures with demonstrated problem locations. Plan recommendations are intended to allow for immediate implementation.

What is STEP?

This Plan has been developed as part of the STEP initiative and targets five specific countermeasures (described later in this guide) for improving pedestrian safety at uncontrolled intersections. STEP is an FHWA initiative which is part of the Every Day Counts (EDC) effort. The EDC effort facilitates collaboration between FHWA and state DOTs to identify underutilized innovations. Every two years a new set of initiatives is identified, and STEP was identified as part of the fourth round of EDC innovations because of the cost-effectiveness of the countermeasures with known safety benefits

State Participation in STEP

The NMDOT is leading the STEP initiative in New Mexico in coordination with the FHWA New Mexico Division Office (FHWA-NM). This Plan recommends actions that, when implemented, may potentially reduce the number and rate of pedestrian crashes,

fatalities, and injuries on the New Mexico state highway system. If emulated by local transportation agencies, these benefits may also be realized on local roads.

Development of this Safety Action Plan

This Plan is intended to be used in conjunction with two US DOT, FHWA publications:

EDC GUIDE FOR IMPROVING PEDESTRIAN SAFETY AT UNCONTROLLED CROSSING LOCATIONS (2018) (EDC GUIDE)

This guide assists State or local transportation or traffic safety departments that are considering developing a policy or guide to support the installation of countermeasures at uncontrolled pedestrian crossing locations. This document provides guidance to agencies, including best practices for each step involved in selecting countermeasures. By focusing on uncontrolled crossing locations, agencies can address a significant national safety problem and improve quality of life for pedestrians of all ages and abilities. Agencies may use this guide to develop a customized policy or to supplement existing local decision-making guidelines.

FHWA HOW TO DEVELOP A PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN (2017) (FHWA HOW TO)

The purpose of this guide is to assist agencies in developing and implementing a safety action plan to improve conditions for bicycling and walking. The plan lays out a vision for improving safety, examining existing conditions, and using a data-driven approach to match safety programs and improvements with demonstrated safety concerns. This guide will help agencies enhance their existing safety programs and activities, including identifying safety concerns and selecting optimal solutions. It will also serve as a reference for improving pedestrian and bicycle safety through a multidisciplinary and collaborative approach to safety, including street designs and countermeasures, policies, and behavioral programs.

Some language in this Plan is borrowed directly from the above guides. In other cases, the text in this Plan points to these guides for additional information. The text also references other FHWA publications, American Association of State Highway

and Transportation Officials (AASHTO) guides, the 2009 Manual on Uniform Traffic Control Devices (MUTCD), and relevant State publications for additional information. A complete list of referenced documents and other resources is found at the end of this document.

The three-part process used to develop this Plan helps ensure that recommended actions represent the best use of agency resources:

1. Discovery: Current policies, plans, design guidance, prioritization methodologies, crash data and implementation strategies were identified and assembled with the assistance of NMDOT staff.
2. One-day Work Session: NMDOT met on December 12, 2017, to review materials assembled during the Discovery phase, and to develop the recommended actions reflected in this Plan.
3. Draft and Final Plan: Based on the one-day work session, a draft Action Plan was developed, reviewed by NMDOT, revised and finalized.

This Plan will serve as a guide for implementing countermeasures for improving conditions for walking at uncontrolled pedestrian crossing locations.

The recommendations in this Plan provide a roadmap for potentially reducing the number and rate of pedestrian crashes, fatalities and injuries. The recommendations identify current policies and practices that should be continued, as well as others that should be modified or added to better facilitate implementation.

Building a safe and connected pedestrian network requires consideration of topics beyond what is included in this Plan. There are other engineering-based countermeasures that exist for signalized intersections and for pedestrian facilities. Pedestrian crossings near schools are not specifically addressed in the Plan and could be subject to other State

guidance. Crossing requirements per the Americans with Disabilities Act (ADA) are not specifically addressed in this Plan, although ADA requirements must be addressed as part of any pedestrian crossing improvement project. Resources or further guidance are provided at the end of this Plan.

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Mission, Goals, and Recommendations

Mission and Vision

The transportation system should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive. Pedestrians can be expected to walk along and across all roadways, except where prohibited. Walking is an important element of a multimodal transportation system that supports all users. Well-designed, well-maintained facilities, with low crash frequencies, are important to creating safe and convenient walking conditions.

NMDOT is committed to improving safety for all travel modes, including pedestrians. This commitment is reflected in the agency mission to provide “Safe Mobility for Everyone”¹; and emphasized in InTrans (the internal NMDOT system) to provide a safe and efficient transportation system for the traveling public.

RECOMMENDATION: The commitment to safety as articulated in this Plan’s mission statement, should be reflected in all NMDOT policies, projects and programs. This includes giving priority to funding safety projects and using best design practices when making improvements. The safety of all users should be considered in every NMDOT project.

Goals and Strategies

NMDOT recognizes the importance of setting clear, measurable goals for improving pedestrian safety as a way of monitoring progress in reducing fatalities, injuries, and crashes. The 2016 SHSP states that NMDOT will “Explicitly include the safety of all road users in the design of transportation projects, including maintenance projects and plans. Use national best practices and bicycle, pedestrian, and equestrian (BPE) recommendations as a guide.”²

RECOMMENDATION: Implement the pedestrian safety strategies related to STEP as found in the 2016 SHSP. Strategies for meeting these goals should be reviewed and updated during the SHSP update process that occurs every 5 years (required by the Fixing America’s Surface Transportation Act).

Performance Measures

Performance measures are a way to measure the effectiveness of agency policies, projects and programs. They can be a measurement of outcomes (e.g., reduction in number of pedestrian injuries and fatalities), or they can be a measurement of the number of countermeasures implemented (e.g., the

1 New Mexico Department of Transportation. Strategic Highway Safety Plan, p. viii. (2016). Retrieved from http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT_2016_SHSP.pdf

2 New Mexico Department of Transportation. Strategic Highway Safety Plan, Appendix B — Pedestrian Safety Strategies Objective A, Strategy A1. (2016). Retrieved from http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT_2016_SHSP.pdf

number of pedestrian refuge islands installed). They serve as a tool for building agency accountability.

RECOMMENDATION: NMDOT should continue to incorporate additional STEP countermeasures into the eSTIP to assess implementation and installation of STEP countermeasures over time.

NMDOT works with the Metropolitan Planning Organizations (MPOs) to establish targets, including safety. Safety performance measures are tracked as part of the Highway Safety Improvement Program (HSIP), including number of pedestrian and bicycle fatalities and serious injuries.³

³ New Mexico Department of Transportation. Highway Safety Improvement Plan. (2016). Retrieved from <https://safety.fhwa.dot.gov/hsip/reports/pdf/2016/nm.pdf>

3

Prioritizing Pedestrian Crossing Improvements

Data Collection and Analysis

Individual Crash Location Analysis

The NMDOT Traffic Safety Division Traffic Records Bureau (TSD-TRB) maintains a detailed database of all motor vehicle crashes, including those involving pedestrians. The TSD-TRB maps pedestrian crashes by location and generates an annual report.

The State of New Mexico has the highest number of pedestrian fatalities per 100,000 population of any state.¹ Improving pedestrian safety requires identification of problem roadway segments as well as intersection and mid-block locations. A simple mapping of crash locations involving pedestrians will quickly identify high crash locations and corridors. Typically, five consecutive years of crash data is used.

RECOMMENDATION: The TSD-TRB through UNM will continue to collect and map pedestrian crashes. Maps are available online.²

System-wide Crash Analysis

To conduct more sophisticated analyses of pedestrian crashes, additional data are needed. Detailed data, including crash location, time, information about

the individuals involved in the crash, and whether drugs or alcohol were involved, are extremely useful to determine patterns to pedestrian crashes, if any, as well as to identify the appropriate safety countermeasures. Analysis of detailed data can provide information on where crashes occur, when they occur and other information.

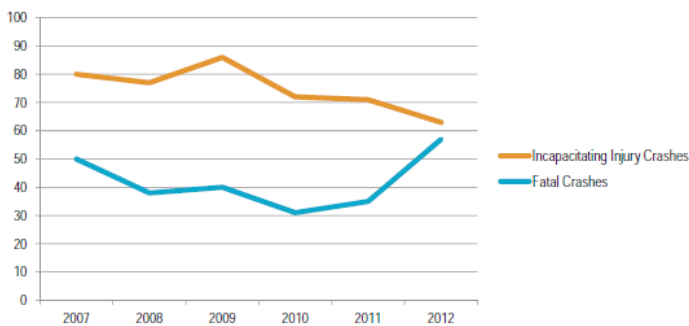
It can also be helpful to categorize crashes by type. This is known as pedestrian crash typing and was pioneered by the NHTSA in the 1970s to better define the sequence of events leading up to crashes and the orientation of both the pedestrian and motorist when the crash occurred. While there are over 60 specific pedestrian crash types, pedestrian crashes can generally be sorted into twelve crash type groupings for selecting countermeasures. Crash typing categorizes all crashes based on situational and behavioral circumstances and is a way to target countermeasures in engineering, education and enforcement programs at very specific types of crashes.

The TSD-TRB collects crash data that is recorded in the New Mexico Annual Traffic Crash Report. This includes documenting the street classification, vehicle type, severity of injury, alcohol involvement, light conditions,

¹ 3.51 pedestrian fatalities per 100,000 population; Traffic Safety Facts; Table 7 NHTSA, March 2018 (Revised); <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812493>

² <https://tru.unm.edu/>

Table 1. Annual Trend in Total Severe Pedestrian Crashes, 2007 to 2012



age, gender, time, and pedestrian fatalities as a percent of all fatalities.

UNM compiles NMDOT crash data and information from crash reports (same ones used by TSD-TRB). UNM has some ability to create maps and respond to queries for information.

RECOMMENDATIONS: Continue to generate the annual New Mexico Annual Traffic Crash Report. Complete Safety Location and Analysis Report being completed through HSIP that will identify high crash rate areas (including pedestrians) and performance measures to reduce these crashes. If appropriate, identify some locations for Road Safety Audits (RSAs).

Pedestrian Volume and Behavior Analysis

Pedestrian counts along with field observations (e.g., driver yielding, conflicts, and pedestrian assertiveness) are useful to understanding pedestrian behavior and when considering the need for pedestrian facilities. Counts and behavior studies, when combined with crash data, can also provide insights into specific crash causes and potential countermeasures. On-site observations will often reveal behavior patterns that can lead to design changes. Latent demand should be taken into account. Before and after counts can be used to measure success which in turn can be used to help secure funding for additional improvements at

other locations. Pedestrian counts are also important to assess when and where signals, stop signs and marked crosswalks should be installed; and when calculating latent demand.

NMDOT does not currently conduct pedestrian counts statewide; however, pedestrian counts are required in NMDOT Road Safety Audits/Assessments (RSAs) and counts are often conducted for NMDOT projects depending on local land uses and potential pedestrian generators, such as schools.

Additionally, some local public agencies conduct pedestrian counts. For example, the City of Santa Fe has electronic pedestrian counters and the City of Albuquerque is working with Mid-Region Council of Governments to develop techniques for counting pedestrians and bicyclists using video technology.

RECOMMENDATIONS: Developing pedestrian count and observation procedures for use in RSAs and projects. NMDOT will also explore incentives for encouraging local agencies to complete more pedestrian counts and make the data available for use internally and externally. NMDOT will continue requiring pedestrian counts in all RSAs and consider including the requirement for HSIP applications, depending on the location of the project.

Pedestrian Safety Consideration in Engineering Studies

There are many factors which can affect crossing opportunities including motorist approach speeds and volumes, motorist yielding, roadway configuration (width of roadway, number of travel lanes, etc.), and classification of vehicles, in addition to the volume and behavior of pedestrians and bicyclists mentioned above.

As part of the engineering studies, sight distances should also be evaluated. Motorists must be provided sufficient stopping sight distance to be able to see, react, and yield to crossing pedestrians. Likewise,

pedestrians require sufficient sight distance to identify and judge gaps in traffic. Where sight distance is limited, efforts should be made to increase it by removing parking or other sight obstructions, and/or to install curb extensions to allow pedestrians to safely wait closer to the edge of the roadway. Where sight distance cannot be improved, active warning devices should be installed in advance of the intersection, in conjunction with signalization such as a pedestrian hybrid beacon (PHB) or pedestrian traffic signal. See the NMDOT Design Manual for a full discussion of countermeasures for inclusion in engineering studies.

NMDOT currently uses the guidance in the MUTCD when conducting an engineering study to evaluate the safety of an uncontrolled crossing. Engineering judgement is used to determine whether to conduct an engineering study when evaluating whether or not to install a marked crosswalk.

Road Safety Audits (RSAs) are used to assess potential road safety issues and identify opportunities for improvements in safety for all road users. Currently, NMDOT conducts RSAs through the HSIP and follows the FHWA Road Safety Audit Guidelines.

RECOMMENDATIONS: Develop a formalized approach for studying pedestrian activity in all engineering studies.

Prioritizing Pedestrian Crossing Improvements

A pre-defined methodology for prioritizing pedestrian improvements ensures that resources are allocated in a way that best meets goals to reduce pedestrian injuries and fatalities. A prioritization methodology should be:

- » Responsive: by complying with NMDOT goals and the goals of the affected community, where

applicable.

- » Flexible: Rather than being a rigid, “one-size-fits-all” tool, a prioritization methodology should be flexible and allow practitioners to choose the most appropriate approach that reflects agency goals and resource availability.
- » Transparent: A prioritization process should be broken down into a series of discrete steps, each of which can be easily documented, followed and explained to the public.

The Infrastructure Design Directive (IDD-2009-07), calls for Alternatives Identification, under Part III Procedures, Section 3 Alternatives Development and Screening, page 11: “This activity includes the identification of reasonable alternatives to the proposed project. Bicycle, pedestrian, and intelligent Transportation Systems (ITS) elements, where applicable, should be included as components of the alternatives.... For complex projects, context sensitivity and public input are important components in the identification of alternatives.”³

RECOMMENDATIONS: Identify ways to make more use of IDD-2009-07 (Project Development Process – Planning and Environmental Linkage) when prioritizing projects, with the intent of including pedestrian safety considerations in all projects. This includes providing internal training on IDD-2009-07 content and the processes for implementation.

Systemic Analysis Approach to Prioritization

Many areas may have low pedestrian crash rates, but still have a high risk for pedestrian crashes. Emerging methodologies identify these sites based on roadway characteristics combined with land use features of the area. In some cases, it may be possible to select countermeasures to address these high-risk

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³ New Mexico Department of Transportation. Memo, Infrastructure Design Directive; 3. Alternatives Development and Screening; C. Alternatives Identification. July 24, 2009.

factors before pedestrian crashes occur. Systemic analysis considers factors such as roadway design characteristics and traffic control devices, lighting conditions, vehicle speeds, and nearby pedestrian destinations. Combinations of these factors will also help identify countermeasures to address and prevent pedestrian crashes.

NMOT may refer to the FHWA's Guidebook on identification of High Pedestrian Crash Locations⁴ or the City of Seattle Bicycle and Pedestrian Safety Analysis⁵ as guides while developing their own systemic safety analysis methodology.

RECOMMENDATION: NMDOT will continue to monitor emerging systemic crash analysis methodologies. NMDOT should develop a predictive model (systemic analysis) to be used to identify locations where there is a high potential for pedestrian crashes to occur. This model should consist of a pedestrian crash analysis to identify key risk factors that contribute to pedestrian crashes by analyzing potential contributing pedestrian crash risk factors. The data types listed below are some examples of what data types NMDOT can use while performing a systemic safety analysis:

- » Built environment characteristics (land use)
- » Roadway geometry
- » Vehicle and pedestrian movements preceding the crash
- » Lighting conditions
- » Roadway curvature and slope
- » Pedestrian location
- » Pedestrian and vehicle volume
- » Demographic data
- » Presence and level of transit activity
- » Speed limit
- » Number of vehicle travel lanes

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⁴ Federal Highway Administration. Guidebook on Identification of High Pedestrian Crash Locations. (2018). Retrieved from <https://www.fhwa.dot.gov/publications/research/safety/17106/17106.pdf>

⁵ Seattle Department of Transportation. Bicycle and Pedestrian Safety Analysis. (2016). Retrieved from https://www.seattle.gov/Documents/Departments/SeattleBicycleAdvisoryBoard/presentations/BPSA_Draft_Public_093016.pdf

4

Marked Crosswalks at Uncontrolled Locations

Marked Crosswalk Policy

Marked crosswalks delineate the optimal or preferred location for a pedestrian to cross a street and indicate to motorists where to expect pedestrians. Pavement markings must follow one of the types as shown in the MUTCD and be consistent with state pedestrian laws.¹ Prior to installing a new marked crosswalk at an uncontrolled location, a general engineering study with an emphasis of pedestrian safety, should be completed.

Marked crosswalks help to improve pedestrian safety and the connectivity of the pedestrian network. A marked crosswalk policy creates a consistent approach for the evaluation and installation of marked crosswalks. Uniform and consistent application of marked crosswalks can help increase predictability for both pedestrians and drivers. A marked crosswalk policy should:

1. Identify what factors are taken into consideration during evaluation (e.g., traffic volume, traffic speeds, crashes, destinations, roadway design, etc.).
2. Establish the primary types of crossing treatments to be considered for any marked crosswalk location (including high visibility crosswalks).

3. Determine a prioritization process for how crosswalk marking is implemented. Inputs to this prioritization may include locational data such as transit stops, school walking routes, senior walking routes, high collision locations, and midblock locations with high numbers of pedestrians crossing the street.

FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018) provides guidance for installing marked crosswalks.

NMDOT follows guidelines in the MUTCD (Section 3B.18) for installing crosswalks. NMDOT does not currently have detailed guidance for installing marked crosswalks at uncontrolled and mid-block locations.

RECOMMENDATION: Develop design guidance for installing marked crosswalks at uncontrolled and mid-block locations. The policy should represent 'best practices' as found in FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018). Using the new policy, evaluate ways to enhance crossings near transit stops. Additionally, provide internal training on installing marked crosswalks to acquaint Project Development Engineers with placement and design options.

¹ New Mexico Statutes Chapter 66. Motor Vehicles § 66-7-334. Pedestrians' right of way in crosswalks

Inventory and Evaluation of Marked Crosswalks at Uncontrolled Locations

A systematic inventory of conditions at existing marked crosswalks at uncontrolled locations, as well as potential locations for installation of marked crosswalks, is necessary for prioritizing locations and selecting countermeasures. This will require a complete list of existing marked crosswalk at uncontrolled locations (lack of a complete list should not delay making improvements at known problem locations). The review of existing marked crosswalks should be based on the guidelines in the crosswalk policy that is recommended in this plan. The results can be used to create a crosswalk improvement plan for marked crosswalks at uncontrolled locations.

NMDOT has a partial inventory of locations where there are marked crosswalks at uncontrolled locations on state highways; but has not completed a detailed inventory of conditions.

RECOMMENDATION: NMDOT should review the Asset Management database and update the inventory of the location and condition of marked crosswalks on state routes, using best practices as found in the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Locations (2018).

Selecting Countermeasures and Prioritizing Locations for Improvements

The goal of the crosswalk improvement plan is to improve pedestrian crossing facilities at uncontrolled marked crosswalks so that the crosswalks operate appropriately, with drivers yielding to pedestrians and pedestrians safely crossing the road. Rather than just deciding whether marked crosswalks should or should not be installed, the improvement plan asks, “what are the most effective measures that can be used to help pedestrians safely cross the street?” Improvement plans are typically divided into three types of interventions: simple measures, moderately complex measures, and complex measures. The more complex the measure the more time, money, and coordination among different divisions may be required.

Simple measures include sign replacement and enhancement, high visibility crosswalk remarking, advance stop bars, curb ramps, and lighting adjustments. Moderately complex measures include pedestrian refuge islands (where no rechannelization is required), curb extensions, lighting additions, and changes in pedestrian circulation. Complex measures include pedestrian hybrid beacons, road diets, crossing islands (where re-channelization is required), raised crosswalks, and intersection redesign. After prioritizing locations using the prioritization methodology as described on page 12, they should be further organized according to complexity.

NMDOT has not yet selected countermeasures and prioritized locations for improving pedestrian crossing facilities at uncontrolled locations. However, revisions to the Design Manual are underway to address the inclusion of pedestrian safety countermeasures in NMDOT projects.

RECOMMENDATION: Upon completion of the inventory of marked crosswalk at uncontrolled locations, NMDOT should develop a phased improvement program to select countermeasures and prioritize locations for improving pedestrian facilities at uncontrolled locations. Recommended improvements shall be divided into three types of interventions: simple measures, moderately complex measures, and complex measures. The more complex the measure, the more time, money, and coordination among different NMDOT areas may be required.

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Toolbox: Pedestrian Crossing Countermeasures at Uncontrolled Locations

Introduction

The results of crash analysis, an RSA (if applicable), and/or stakeholder input provide a better understanding of the risk factors at uncontrolled crossing locations. The countermeasures listed in this guide can improve the visibility of crossing locations and reduce crashes, and each countermeasure addresses at least one additional safety concern associated with a higher risk of collision and/or severe injury. In all cases, NMDOT will follow MUTCD and other relevant AASHTO, FHWA and State requirements/guidance when implementing countermeasures.

Table 2 includes a comprehensive matrix and list of STEP pedestrian crash countermeasures suggested for application at uncontrolled crossing locations per roadway and traffic features. The countermeasures are assigned to specific matrix cells based on safety research, best practices, and established national guidelines. When a pedestrian crossing is established, the countermeasure options in the cells should be reviewed before selecting the optimal group of crossing treatments. Previously obtained characteristics such as pedestrian volume (both current and latent demand), operational speeds, land use context, and other site features should also be considered when selecting countermeasures. NMDOT will reference the MUTCD and other national, State, and local

requirements/guidelines as well as the NMDOT Design Manual when selecting countermeasures.

1. Enhancements at Marked Crosswalks

Marked crosswalks on their own do not necessarily increase or decrease the security of a pedestrian crossing the roadway. However, safety can be increased with high visibility pavement markings, advanced stop bars and warning signs, in-street pedestrian crossing signs, illumination, curb extensions and tighter curb radii.

High Visibility Crosswalk Markings

High visibility crosswalk markings ensure that drivers see the crosswalk, not just the pedestrian. Two parallel lines indicating a marked crosswalk can be almost invisible to the motorist at uncontrolled locations. When a decision has been made to use crosswalk markings, high visibility markings such as ladder style (“piano keys”) or continental markings (“zebra”) should be used at locations without positive traffic control and are advised at locations with positive traffic control (signals or stop signs).

The NMDOT signing and striping design guidelines for marked crosswalks follow the MUTCD. There is no specific guidance on when to use high-visibility crosswalk markings.

Table 2. Application of pedestrian crash countermeasures by roadway feature.

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 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 7 9	① 3 4 5 7 9	① ③ 5 7 9	① ③ 5 7 9	① ③ 4 5 7 9	① ③ 5 7 9	① ③ 5 9
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 9	① ③ 5 6 7 9	① ③ 5 6 9	① 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 9	① ③ 4 5 6 7 9	① ③ 5 6 9	① ③ 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 8 9
<p>Given the set of conditions in a cell,</p> <p># Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.</p> <p>● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.</p> <p>○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*</p> <p>The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</p> <p>1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs</p> <p>2 Raised crosswalk</p> <p>3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line</p> <p>4 In-Street Pedestrian Crossing sign</p> <p>5 Curb extension</p> <p>6 Pedestrian refuge island</p> <p>7 Rectangular Rapid-Flashing Beacon (RRFB)**</p> <p>8 Road Diet</p> <p>9 Pedestrian Hybrid Beacon (PHB)**</p>									

*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: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, 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 (PEDSAFE). <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, 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, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

RECOMMENDATION: NMDOT will develop guidelines for when and where to install different types of crosswalk markings. Consideration will be given to using continental or staggered continental crosswalk markings at uncontrolled locations.














































Advance Yield Bar and “Yield Here” to Pedestrians sign

A multiple threat crash results when a car in one lane stops to let the pedestrian cross, blocking the sight lines of the vehicle in the other lane of a multi-lane approach, which advances through the crosswalk and hits the crossing pedestrian. If advance yield or stop

lines and R1-5a or R1-5c signs (MUTCD) are used in advance of a crosswalk, they should be placed together at 20 to 50 feet before the nearest crosswalk line; parking should be prohibited in the area between the yield line and the crosswalk. The MUTCD requires R1-5a or R1-5c signs when yield or stop lines are used in advance of a crosswalk with an uncontrolled multi-lane approach.

NMDOT uses advance yield bars on a project by project basis per the MUTCD. However, NMDOT typically does not install “Yield Here to Pedestrians” signs at the yield bar.

Table 3. Safety issues addressed per countermeasure.

Pedestrian Crash Countermeasure for Uncontrolled Crossings	Safety Issue Addressed				
	Conflicts at crossing locations	Excessive vehicle speed	Inadequate conspicuity/visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic
Crosswalk visibility enhancement					
High-visibility crosswalk markings*					
Parking restriction on crosswalk approach*					
Improved nighttime lighting*					
Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line*					
In-Street Pedestrian Crossing sign*					
Curb extension*					
Raised crosswalk					
Pedestrian refuge island					
Pedestrian Hybrid Beacon					
Road Diet					
Rectangular Rapid-Flashing Beacon					

*These countermeasures make up the STEP countermeasure “crosswalk visibility enhancements.” Multiple countermeasures may be implemented at a location as part of crosswalk visibility enhancements.

RECOMMENDATION: Update current standard plans to include the ‘Yield Here to Pedestrian’ signs at the yield bar, consistent with the MUTCD.

In-street Pedestrian Crossing sign

In-street signs are placed in the middle of the road at a crossing and are often used in conjunction with refuge islands. These signs may be appropriate on 2-lane or 3-lane roads with speed limits of 30 mph or less. On higher-speed, higher-volume, and/ or multilane roads, this treatment may not be as visually prominent; therefore, it may be less effective (drivers may not notice the signs in time to stop in advance of the crosswalk). For such roadways, more robust treatments will be needed. The MUTCD section, “In-Street and Overhead Pedestrian Crossing Signs,” contains additional information about these signs.

NMDOT does not have a policy for when and where to install in-street pedestrian crossing signs at uncontrolled locations.

RECOMMENDATION: Update current standard plans to include in-street pedestrian crossing signs, consistent with the MUTCD.

Illumination

Crashes at night in unlighted areas accounted for 27.1 percent of all pedestrian-involved fatalities and serious injuries in New Mexico.¹ Lighting placed in advance of a marked crosswalk will silhouette the pedestrian for the motorist.²

RECOMMENDATION: Implement the recommendation in the SHSP to install street lighting and other measures to improve visibility of pedestrians.³ NMDOT will also establish guidance for prioritizing

the provision of additional lighting at uncontrolled locations as identified in the state inventory.

Curb Extensions

Curb extensions extend the sidewalk or curb face into the parking lane or shoulder at an intersection, thus improving sight distance between the driver and pedestrian. They are typically designed to extend no further than the edge of a parking lane or shoulder and should not impede the safe travel of bicyclists by extending into a bike facility. They are also known as neckdowns, bumpouts or bulbouts. They are most commonly applied at intersections where they are intended to reduce the pedestrian crossing distance, slow right-turning vehicles, improve visibility between motorists and pedestrians, and provide more space for landscaping or storm water management, among other features. When trees are planted on curb extensions, they can be an effective treatment to visually narrow a street and thus create traffic calming effects.

NMDOT does have a policy for using curb extensions at intersection with traffic signals⁴ but does not have policy or guidance for the installation of curb extensions at established pedestrian crossings at uncontrolled locations.

RECOMMENDATION: NMDOT will implement develop guidance, including standard drawings, for inclusion in the NMDOT design manual and standard specifications for the installation of curb extensions at established pedestrian crossings at uncontrolled locations.

Tighter Curb Radii

Tighter curb radii can improve sight lines between driver and pedestrian, shorten the crossing distance,

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1 New Mexico Department of Transportation. Highway Safety Plan, p. 21. (2017). Retrieved from https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/nm_fy17hsp.pdf

2 Informational Report on Lighting Design for Midblock Crosswalks; FHWA-HRT-08-053, April 2008, p. 12 – 13; 15 - 17

3 New Mexico Department of Transportation. Strategic Highway Safety Plan, p. 23. (2016). Retrieved from http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT_2016_SHSP.pdf

4 New Mexico Department of Transportation. Design Manual, Section 1200.10.5. (2016). Retrieved from http://dot.state.nm.us/content/dam/nmdot/Infrastructure/DesignManual/NMDOT_Design_Manual.pdf

bring crosswalks closer to the intersection, and slow right-turning vehicles. Tight curb radii will usually allow for two ramps at each corner, which is a best practice, as opposed to just one. The appropriate radius should be calculated for each corner on a case by case basis, taking into account the design vehicle.

NMDOT currently uses the AASHTO Green Book on Geometric Design when designing roadway intersection. The curb radius is addressed in the project scoping, taking into consideration the design vehicle, and the purpose and intent of the roadway.

RECOMMENDATION: NMDOT will evaluate its current practices to determine if a more nuanced approach to curb radii that reflects the design vehicle, desired turning speed, and context is needed. The intent is to create tighter curb radii where appropriate.

2. Raised Crosswalks

Raised crosswalks function as an extension of the sidewalk and allow a pedestrian to cross the street without stepping down to street level. A raised crosswalk is typically a candidate treatment on 2-lane or 3-lane roads with speed limits of 30 mph or less and annual average daily traffic (AADT) below 9,000. Raised crossings are generally avoided on truck routes, emergency routes, and arterial streets. For retrofit projects, drainage needs to be evaluated and revised as necessary. See MUTCD, “Speed Hump Markings,” for additional information about markings that can be used alongside raised crosswalks.

NMDOT proposed edits to the Design Guide to provide guidance regarding raised crosswalks at established pedestrian crossings at uncontrolled locations.

RECOMMENDATION: NMDOT will evaluate whether raised crosswalks might be acceptable on dead-end roadways and those with speeds under 30

mph. FHWA’s PEDSAFE⁵ should be used as a reference for further guidance if there is a situation where a raised crosswalk is being considered.

3. Pedestrian Refuge Islands

A pedestrian refuge island is typically constructed in the middle of a two-way street and provides a place for pedestrians to stand and wait for motorists to stop or yield. This countermeasure is highly desirable for midblock pedestrian crossings on roads with four or more lanes and should be considered especially for undivided crossings of four or more lanes with speed limits of 35 mph or greater and/or AADTs of 9,000 or greater. Median islands may also be a candidate treatment for uncontrolled pedestrian crossings on 3-lane or 2-lane roads where vehicle speeds are 35 mph or greater, or AADTs are 9,000 or greater. Consideration should be given to creating a two-stage crossing with the island to encourage pedestrians to cross one direction of traffic at a time and look towards oncoming traffic before completing the second part of the crossing. The minimum pedestrian refuge island width is approximately 6 feet. See MUTCD, “Approach Markings for Obstructions, Crosswalk Markings, and Curb Markings” for additional information.

NMDOT currently does not have a policy regarding pedestrian refuge islands at uncontrolled crosswalk locations.

RECOMMENDATION: Develop guidance on when and where to install refuge islands, using best practices as found in PEDSAFE, the proposed edits in the MNDOT Design Manual, and the new AASHTO Pedestrian Guide, likely released in 2019.

4. Pedestrian Hybrid Beacons (PHBs)

PHBs (includes rapid-flashing beacons and high intensity activated crosswalks) are a potential

.....
5 PedSafe Website: http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=7

treatment for roads with three or more lanes with AADT above 9,000. PHBs should be strongly considered for all midblock and intersection crossings where the roadway speed limits are equal to or greater than 40 mph.

There are several PHBs installed on state roads with several more proposed and this countermeasure is included in the 2016 SHSP.

RECOMMENDATION: NMDOT will consider PHBs in the future using guidance as found in the MUTCD and is proposed for inclusion in the NMDOT Design Manual.

5. Road Diet

A frequently-implemented Road Diet involves converting a 4-lane, undivided roadway into a 3-lane roadway with a center turn lane. This is a candidate treatment for any undivided road with wide travel lanes or multiple lanes that can be narrowed or repurposed to improve pedestrian crossing safety.

After conducting a traffic analysis to consider its feasibility, a Road Diet may be the most appropriate safety countermeasure for use on roads with four or more lanes and traffic volumes of approximately 20,000 or less. In some cases, Road Diets have been implemented on roads with AADTs of up to 25,000. By reducing the width of the roadway, pedestrians benefit from shorter crossing distances and often bike lanes or streetscape features can be added, further increasing safety. Road Diets are often effectively accomplished during pavement resurfacing and enable the implementation of many of the other countermeasures discussed above. NMDOT can explore opportunities to integrate road dieting into NMDOT's pavement resurfacing practices in coordination with the Department's Environment Bureau.

The NMDOT Design Directive IDD-2017-16 Road Diet Guide includes a Road Diet Decision Matrix for evaluating the feasibility of a Road Diet.⁶

RECOMMENDATION: Implement Road Diets using the recommendations in the NMDOT Design Directive IDD-2017-16, which are also proposed for inclusion in the proposed Design Manual edits of 2018. Additionally, provide training for project development engineers to acquaint them with the new design directive.

6. Rectangular Rapid Flash Beacon (RRFB)

At some uncontrolled crossings, particularly those with four or more lanes, it can be difficult to achieve compliance with laws that require motorists to yield to pedestrians. Vehicle speeds create conditions in which very few drivers feel compelled to yield. One type of device proven to be successful in improving yielding compliance at these locations is the Rectangular Rapid Flash Beacon (RRFB). RRFBs are a pedestrian crossing sign combined with an intensely flashing beacon that is only activated when a pedestrian is present.

RRFBs are considerably less expensive to install than mast-arm mounted signals. They can also be installed with solar-power panels to eliminate the need for a power source. RRFBs should be used in conjunction with advance yield pavement lines and signs. They are usually implemented at high-volume pedestrian crossings but may also be considered for priority bicycle route crossings or locations where bike facilities/trails cross roads at mid-block locations.

In December 2017, FHWA terminated the Rectangular Rapid Flashing Beacon Interim Approval IA-11, due to a patent dispute. On March 20, 2018, FHWA delivered the news that the patent dispute has been settled, allowing its production by all manufacturers.

6 New Mexico Department of Transportation. Road Diet Guide. IDD-2017-16, p. 15. (2018). Retrieved from http://dot.state.nm.us/content/dam/nmdot/Plans_Specs_Estimates/Design_Directives/IDD-2018-16_Road_Diet_Guide.pdf

Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations

This led the Federal Highway Administration to issue Interim Approval (IA-21).

RRFBs must be in accordance with FHWA's Interim Approval (IA-21), issued on 3-20-18.

RECOMMENDATION: NMDOT will review and update its guidance on installing RRFBs to comply with Interim Approval (IA-21) issued on March 20th.

6

Policy Recommendations

"Institutionalization" is the integration of pedestrian considerations into agency policies, plans, projects and programs. The intent is to make walking and pedestrian safety a "mainstream" activity.

The following implementation strategies provide a roadmap for implementation of this Action Plan through institutionalization, with the intent of making pedestrian safety a routine part of all NMDOT projects and programs

Policy and Planning Documents

In addition to adopting/following FHWA, AASHTO and MUTCD guidance, NMDOT develops agency policy and planning guidance that outline approaches to solving safety problems, set priorities and provide decision making guidance. Policy and planning documents provide a means to increase awareness of pedestrian safety issues and provide specific strategies for reducing injuries and fatalities.

The ideal time to make changes that begin to institutionalize pedestrian considerations, is when policy, planning and other agency documents are undergoing revisions and updates.

RECOMMENDATION: Consistent with the SHSP and HSP, NMDOT will review the following documents and identify opportunities to include additional

policy and planning guidance for improving pedestrian safety, with the intent of reducing pedestrian injuries and fatalities. It is anticipated that the following documents will be revised or initiated at some point within the next five to ten years, or as indicated:

- » 2016 NM Strategic Highway Safety Plan: Released March 2017 – revised every 5 years
- » Highway Safety Plan: updated every year
- » Location Study Procedures: Revised every 3-4 years
- » Tribal/Local Public Agency Handbook: Currently being updated – last update was 2014. Will be available online and updated as needed

NMDOT Design and Traffic Manuals

The NMDOT Design Manual and Signing and Striping Manual, provide design guidance and standards.

RECOMMENDATION: NMDOT will review the following documents and identify opportunities to include design guidance for improving pedestrian safety, with the intent of reducing pedestrian injuries and fatalities. It is anticipated that the following documents will be revised at some point within the next five to ten years:

- » NMDOT Design Manual (October 2016): amend as needed
- » Standards Specifications for Highway and Bridge Construction: currently being revised
- » NMDOT Signing and Striping Manual (March 2008): amend as needed

Annual Highway Programs (NMDOT's Preservation and Capital Improvement Projects)

Integrating pedestrian facilities into reconstruction (capital projects), rehabilitation and resurfacing projects (preservation projects) as part of the NMDOT's Statewide Transportation Improvement Program (STIP) using Road Diets and other repurposing of roadway space, is a cost-effective way to institutionalize pedestrian facilities into resurfacing projects.

The 2016 SHSP explicitly calls for addressing the safety of all road users in the design of transportation projects, including maintenance projects.¹

RECOMMENDATION: NMDOT will consider roads that can be analyzed for Road Diets; and, if needed, a public involvement process completed.

American Disabilities Act (ADA) Transition Plan

The NMDOT ADA Transition Plan ensures that all pedestrian facilities will become accessible over time. Implementation of the ADA Transition Plan also provides an opportunity to make safety improvements that benefit pedestrians of all abilities. According to ADA, whenever streets are resurfaced, ramps and other accessibility improvements must be made which

provide opportunities for crosswalk countermeasures. NMDOT is currently completing a new ADA Transition Plan.

RECOMMENDATION: In future revisions of the ADA transition plan, include additional language about pedestrian safety and pedestrian safety countermeasures.

Public Involvement as an Implementation Strategy

NMDOT recognizes that public involvement is another excellent way to produce a better product. It also builds public support for programs and policies to reduce pedestrian crashes. NMDOT has various opportunities for public involvement, some of which are at the specific project level and some of which are at the long-range transportation planning level.

For project level public involvement, NMDOT uses its Location Study Procedures to develop a specific public involvement plan for that project.

The NMDOT Public Involvement Plan, June 24, 2014 (currently being updated), is intended to guide the NMDOT's public involvement activities for statewide planning and STIP development. NMDOT is committed to conducting planning activities openly and transparently and providing citizens with an opportunity to learn about and participate in the transportation planning process.

In 2018, the State Transportation Commission updated the Bicycle, Pedestrian and Equestrian Policy (CP 66) that requires NMDOT to designate a Bicycle, Pedestrian and Equestrian Coordinator and to provide the public, advocacy groups, and other parties the reasonable opportunity to provide input and to the extent possible hold public meetings.²

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1 New Mexico Department of Transportation. Public Involvement Plan, p. 1.1. (2014). Retrieved from http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT_PIP_MPO_TRPO_Public_Involvement_Plan_FINAL.pdf

2 New Mexico Department of Transportation. Transportation Commission Meeting, January 17, 2018. (2018). Retrieved from http://dot.state.nm.us/content/dam/nmdot/Transportation_Commission/Commission_Book-January_2018.pdf

RECOMMENDATION: Continue to implement the recommendations for public involvement as found in the NMDOT Public Involvement Plan and in the State Transportation Commission Policy 66.

Request for Proposals – RFPs

Including pedestrian safety in RFPs for major public works projects ensures that opportunities for including pedestrian improvements are maximized. This can be accomplished by ensuring that RFPs issued by NMDOT include this requirement.

RECOMMENDATION: NMDOT will explore the inclusion of pedestrian safety, on a case by case basis, when issuing RFPs.

Ongoing Training

NMDOT recognizes that the field of pedestrian transportation planning and design is changing rapidly as new research is completed and innovative approaches are developed. NMDOT is currently assessing the need for ADA training and pedestrian safety in work zones.

RECOMMENDATION: NMDOT will continue to look for opportunities to bring in training courses; especially courses on pedestrian (multimodal) planning and design. Training should include new employees as well as engineers (especially PDEs), planners and project managers. NMDOT will also look for opportunities to provide training at state-wide conferences and traffic safety forums.

Implementation of this Action Plan

The NMDOT will develop an implementation plan for this Action Plan as part of EDC 5.

Glossary

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

The total volume of traffic passing a point or segment of a highway facility in both directions for one year divided by the number of days in the year.

AVERAGE DAILY TRAFFIC (ADT)

The average 24-hour volume of traffic passing a point or segment of a highway in both directions.

COMPLETE STREETS

Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. (Smart Growth America, National Complete Streets Coalition.)

CONTROLLED PEDESTRIAN CROSSING

A pedestrian crossing where motorists are required to stop by either a STOP sign, traffic signal, or other traffic control device.

CRASH MODIFICATION FACTOR (CMF)

A multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure. If available, calibrated or locally developed State estimates may provide a better estimate of effects for the State. (Crash Modification Factors Clearinghouse.)

CRASH REDUCTION FACTOR (CRF)

The percentage crash reduction that might be expected after implementing a given countermeasure at a specific site.

CURB EXTENSIONS

A roadway edge treatment where a curb line is bulbed out toward the middle of the roadway to narrow the width of the street. Curb extensions are sometimes called “neckdowns.”

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

A Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. (FHWA.)

HIGH VISIBILITY CROSSWALK

A pedestrian crossing location marked by patterns such as zebra, ladder, or continental markings as described by the MUTCD.

MARKED CROSSWALK

A pedestrian crossing that is delineated by white crosswalk pavement markings.

PARKING RESTRICTION

Parking restriction can include the removal of parking space markings, installation of new “parking prohibition” pavement markings or curb paint, and signs.

PEDESTRIAN HYBRID BEACON (PHB)

A traffic control device with a face that consists of two red lenses above a single yellow lens. Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via pushbutton or other form of detection.

RAISED CROSSWALK

Raised crosswalks are ramped speed tables spanning the entire width of the roadway, often placed at midblock crossing locations.

REFUGE ISLAND

A median with a refuge area that is intended to help protect pedestrians who are crossing the road. This countermeasure is sometimes referred to as a crossing island or pedestrian island.

ROAD DIET

A roadway reconfiguration resulting in a reduction in the number of travel lanes. The space gained by eliminating lanes is typically used for other uses and travel modes. (FHWA.)

ROAD SAFETY AUDIT (RSA)

A formal examination of an existing or future road or intersection by a multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. (FHWA.)

TOWARD ZERO DEATHS (TZD)

TZD is a traffic safety framework that seeks to eliminate highway fatalities by engaging diverse safety partners and technology to address traffic safety culture. (See also: Vision Zero.)

UNCONTROLLED PEDESTRIAN CROSSING

An established pedestrian crossing that does not include a traffic signal, beacon, or STOP sign to require that motor vehicles stop before entering the crosswalk.

VEHICLE QUEUE

A line of stopped vehicles in a single travel lane, commonly caused by traffic control at an intersection.

VISION ZERO (VZ)

Similar to TZD, Vision Zero is a vision to eliminate traffic fatalities and serious injuries within the transportation system. VZ employs comprehensive strategies to address roadway design, traffic behavior, and law enforcement.

Appendix A: CRF and CMF Summary Table

Table 4. CRFs and CMFs by countermeasure.

Countermeasure	CRF	CMF	Basis	Reference
Crosswalk visibility enhancement ¹	—	—	—	—
Advance STOP/YIELD signs and markings	25%	0.75	Pedestrian crashes ²	Zegeer, et. al. 2017
Add overhead lighting	23%	0.77	Total injury crashes	Harkey, et. al. 2008
High-visibility marking ³	48%	0.52	Pedestrian crashes	Chen, et. al., 2012
High-visibility markings (school zone) ³	37%	0.63	Pedestrian crashes	Feldman, et. al. 2010
Parking restriction on crosswalk approach	30%	0.70	Pedestrian crashes	Gan, et. al., 2005
In-street Pedestrian Crossing sign	UNK	UNK	N/A	N/A
Curb extension	UNK	UNK	N/A	N/A
Raised crosswalk (speed tables)	45%	0.55	Pedestrian crashes	Elvik, et. al., 2004
	30%	0.70	Vehicle crashes	
Pedestrian refuge island	32%	0.68	Pedestrian crashes	Zegeer, et. al., 2017
PHB	55%	0.45	Pedestrian crashes	Zegeer, et. al., 2017
Road Diet – Urban area	19%	0.81	Total crashes	Pawlovich, et. al., 2006
Road Diet – Suburban area	47%	0.53	Total crashes	Persaud, et. al., 2010

¹This category of countermeasure includes treatments which may improve the visibility between the motorist and the crossing pedestrian.

²Refers to pedestrian street crossing crashes, and does not include pedestrians walking along the road crashes or “unusual” crash types.

³The effects of high-visibility pavement markings (e.g., ladder, continental crosswalk markings) in the “after” period is compared to pedestrian crashes with parallel line markings in the “before” period.

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Appendix B: New Mexico Strategic Highway Safety Plan, Pedestrian Safety Strategies

Objectives	Strategies
A. Reduce excessive drinking and underage drinking	A1 – Develop education regarding drinking, including family education and private-host parties. (E) [] { }
	A2 – Conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage persons. (T) [L] {S}
	A3 – Change legislation to restrict the number of drinks served, and continue work on public awareness regarding amount of alcohol consumed.
	A4 – Provide accessible safe-ride alternative transportation services. (T) [] { } Expand funding for safe ride home
	A5 – Increase funding towards promoting more positive messaging for programs such as underage drinking/MyInstead.
	A6 – Employ screening and brief interventions in health care settings. (T) [L] {S}
	A7 – Increase education for training of managers and servers for all alcohol sales including sales at convenience stores.
	A8 – Change legislation to require mandatory ID checks for all alcohol establishments (also work to support alternative private safe rides).
B. Enforce DWI laws	B1 – Conduct aggressive, high-visibility driving while impaired (DWI) enforcement campaigns. (P) [MH] {S}
	B2 – Conduct an assessment of impaired driving laws including criminal actions and administrative license sanctions. (P) [] { }
	B3 – Enhance DWI detection through special DWI patrols and related traffic enforcement including increased use of sobriety checkpoints. (P) [L] {S}
	B4 – Publicize and enforce zero tolerance laws for drivers under age 21. (P) [M] {S}
	B5 – Strengthen detection and public perceived risk of arrest through highly visible impaired-driving saturation patrols. (P) [] { }
	B6 – Enhance an electronic DWI system that tracks impaired driver from arrest through adjudication of the charge or through sentence completion. (T) [] { }

Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations

Objectives	Strategies
C. Prosecute, impose sanctions on, and treat DWI offenders	C1 – Allow Department of Health (DOH), Scientific Labs Division (SLD) to testify via video conference
	C2 – Increase education for judges on drug impairment tests, improve awareness and communications with courts to ensure drug screening occurs, and protect funding for Drug Court programs.
	C3 – Review the effectiveness of establishing stronger penalties for blood alcohol content (BAC) test refusal than for test failure. (T) [] { }
	C4 – Establish reasonable per se limit (any detectable amount) for drugged driving and drug impairment.
	C5 – Explore enhanced screening for all convicted DWI offenders for alcohol problems and require treatment when appropriate. (P) [MH] {L}
	C6 – Improve the effectiveness of alcohol-impaired driving sanctions consistent with national standards and guidance. (P) [] { }
D. Control high-BAC and repeat offenders	D1 – Explore the strengthening of repeat DWI offender monitoring programs and associated recidivism. (T) [] { }
	D2 – Monitor all convicted repeat DWI offenders closely. (P) [MH] {L}
	D3 – Require ignition interlocks as a condition for license reinstatement. (P) [M] {ME}
	D4 – Investigate tech options to enhance monitoring for aggravated offenders.
	D5 – Establish performance measures for DWI and drug impairment. Increase funding for treatment.
E. Reduce drug-related incidents	E1 – Provide education regarding prescription and over-the-counter medication and how they may affect ability to drive (such as reaction time). (E) [] {L}
	E2 – Sustain/increase enforcement of drugged driving. (T) [] { }
F. Coordinate and implement initiatives included in all impaired driving plans	F1 – Implement impaired-driving projects outlined in Highway Safety Plans. (T) [] { }
	F2 – Implement (as resources allow) the Tribal Task Force Plan. (T) [] { }
	F3 – Increase funding for safe ride programs or voucher program and capacity.
<p>Notes:</p> <p>Effectiveness: (P) = proven strategy; (T) = tried strategy; (E) = experimental strategy</p> <p>Relative cost: [L] = low; [M] = moderate; [MH] = moderate to high; [H] = high</p> <p>Time frame for implementation: {S} = short, less than 1 year; {ME} = medium, 1 to 2 years; {L} = long, more than 2 years</p> <p>Blank = no information available</p> <p>Highlight indicates policy or legislative strategy</p>	

Appendix C New Mexico State & Municipal Statutes Pertaining to Bicycles/Pedes Trians/Equestrians

State Statues

Summarized 11/4/09 by amc

BICYCLES

66-3-701. Bicycles; effect of regulations.

A. It is a misdemeanor for any person to do any act forbidden or fail to perform any act required by Sections 66-3-701 through 66-3-707 NMSA 1978.

B. The parent of any child and the guardian of any ward shall not authorize or permit any such child or ward to violate any of the provisions of the Motor Vehicle Code [66-1-1 NMSA 1978]

C. These regulations applicable to bicycles shall apply whenever a bicycle is operated upon any highway or upon any path set aside for the exclusive use of bicycles subject to those exceptions stated herein.

66-3-702. Traffic laws apply to persons riding bicycles.

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle, except as to the special regulations within Sections 66-3-701 through 66-3-707 NMSA 1978.

66-3-703. Riding on bicycles.

A. A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

B. No bicycle shall be used to carry more persons at

one time than the number for which it is designed and equipped.

66-3-704. Clinging to vehicles.

No person riding upon any bicycle, coaster, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle upon a roadway.

66-3-705. Riding on roadways and bicycle paths.

A. Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

B. Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

C. Notwithstanding any provision of this section, no bicycle shall be operated on any roadway in a manner that would create a public safety hazard.

66-3-706. Carrying articles.

No person operating a bicycle shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handlebar.

66-3-707. Lamps and other equipment on bicycles.

A. Every bicycle when used at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred feet to the front and with a red reflector on

the rear of a type approved by the division which shall be visible from all distances from fifty feet to three hundred feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector.

B. No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least one hundred feet, except that a bicycle shall not be equipped with, nor shall any person use upon a bicycle any siren or whistle.

C. Every bicycle shall be equipped with a brake which will enable the operator to make the brake wheels skid on dry, level, clean pavement.

TRAFFIC SIGNALS & PEDESTRIANS

66-7-105. Traffic-control signal legend.

Whenever traffic is controlled by traffic-control signals exhibiting different colored lights, or colored lighted arrows, successively, one at a time or in combination, only the colors green, yellow and red shall be used, except for special pedestrian control signals carrying a word legend, and the lights indicate and apply to drivers of vehicles and pedestrians:

A. green alone:

(1) vehicular traffic facing the signal may proceed straight through or turn right or left unless a sign at the place prohibits either turn. Vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited; and

(2) pedestrians facing the signal may proceed across the roadway within any marked or unmarked crosswalk;

B. yellow alone when shown following the green signal:

(1) vehicular traffic facing the signal is warned that the red signal will be exhibited immediately thereafter, and the vehicular traffic shall not enter the intersection when the red signal is exhibited except to turn as hereinafter provided; and

2) no pedestrian facing the signal shall enter the roadway until the green is shown alone unless authorized to do so by a pedestrian "walk" signal;

C. red alone:

(1) vehicular traffic facing the signal shall stop before entering the crosswalk on the near side of the intersection or, if there is no crosswalk, then before entering the intersection, and may turn right after standing until the intersection may be entered safely, provided that such vehicular traffic shall yield the right-of-way to all pedestrians and vehicles lawfully in or approaching the intersection. Whenever the local authorities in their respective jurisdictions determine on the basis of an engineering and traffic investigation that a turn as hereinabove provided should be prohibited at a particular intersection, such turn may be prohibited by the posting of signs at the intersection indicating that such a turn is prohibited;

(2) vehicular traffic on a one-way street facing the signal shall stop before entering the crosswalk on the near side of the intersection or if there is no crosswalk, then before entering the intersection, and if a left turn onto a one-way street in the proper direction is intended, may turn left after stopping until the intersection may be entered safely, provided that such vehicular traffic shall yield the right-of-way to all pedestrians and vehicles lawfully in or approaching the intersection;

(3) whenever the local authorities in their respective jurisdictions determine on the basis of an engineering and traffic investigation that a turn as hereinabove

provided should be prohibited at a particular intersection, such turn may be prohibited by the posting of signs at the intersection indicating that such a turn is prohibited; and

(4) no pedestrian facing the signal shall enter the roadway until the green is shown alone unless authorized to do so by a pedestrian "walk" signal;

D. red with green arrow:

(1) vehicular traffic facing the signal may cautiously enter the intersection only to make the movement indicated by the arrow, but shall yield the right-of-way to pedestrians lawfully within a crosswalk and to other traffic lawfully using the intersection; and

2) no pedestrian facing the signal shall enter the roadway unless he can do so safely and without interfering with any vehicular traffic;

E. if an official traffic-control signal is erected and maintained at a place other than an intersection, the provisions of this section apply except as to those provisions which by their nature can have no application. Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking, the stop shall be made at the signal; and

F. when a sign is in place permitting a turn, vehicular traffic facing a steady red signal may cautiously enter the intersection to make the turn indicated by the sign after stopping as required by Paragraphs (1) and (2) of Subsection C of this section. Vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

PEDESTRIANS

66-7-333. Pedestrians subject to traffic regulations.

a. Pedestrians shall be subject to traffic-control signals at intersections as provided in Section 66-7-105

NMSAS 1978 unless required by local ordinance to comply strictly with such signals, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in Sections 66-7-333 through 66-7-340 NMSA 1978.

B. local authorities are hereby empowered by ordinance to require that pedestrians shall strictly comply with the directions of any official traffic-control signal and may by ordinance prohibit pedestrians from crossing any roadway in a business district or any designated highways except in a crosswalk.

66-7-334. Pedestrians' right of way in crosswalks.

A. When traffic-control signals are not in place or not in operation, the driver of a vehicle shall yield the right of way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is in the crosswalk.

B. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close that it is impossible for the driver to yield.

C. Subsection A of this section shall not apply under the conditions stated in Subsection B of Section 66-7-335 NMSA 1978.

D. Whenever a vehicle is stopped at a marked crosswalk or at an unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of another vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

66-7-335. Crossing at other than crosswalks.

A. Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right of way to all vehicles upon the roadway.

B. Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right of way to all vehicles upon the roadway.

C. Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

66-7-336. School crossings.

A. Crosswalks may be established over highways abutting a school or the grounds adjacent to a school, and all children crossing the highways shall be required to do so within the marked crosswalks. The state transportation commission, with respect to state highways, and local authorities, with respect to streets under their jurisdiction, with advice of the local superintendent of schools, shall establish and mark or cause to be marked these highway crossings.

B. Crosswalks over highways not abutting school grounds may be established by the state transportation commission, with respect to state highways, and by local authorities, with respect to streets under their jurisdiction, with advice of the local superintendent of schools and after adequate assurance has been given that proper safety precautions will be maintained pursuant to regulations of the state transportation commission and of the local authorities. Responsibility for maintaining the crossing will be with the appropriate county or municipality wherein the school is located.

C. At all school crossings except as provided in this section, appropriate signs shall be provided as prescribed by the state transportation commission or local authorities within their respective jurisdictions, indicating the crossings and regulating traffic movement within the school zones.

D. School crossings are not required to be specially posted when they are located at:

(1) a signalized intersection;

(2) an intersection where traffic is controlled by a stop sign; or

(3) a point where a pedestrian tunnel or overhead crossing is provided.

66-7-337. Drivers to exercise due care.

Notwithstanding the foregoing provisions of Sections 66-7-333 through 66-7-340 NMSA 1978 every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any confused or incapacitated person upon a roadway.

66-7-338. Pedestrians to use right half of crosswalk.

Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

66-7-339. Pedestrians on roadways.

A. Where sidewalks are provided it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

B. Where sidewalks are not provided any pedestrian walking along and upon a highway shall when practicable walk only on the left side of the roadway or its shoulder facing traffic which may approach from the opposite direction.

66-7-140. Pedestrians soliciting rides or business.

A. No person shall stand in a roadway for the purpose of soliciting a ride, employment or business from the occupant of any vehicle.

B. No person shall stand on or in proximity to a street or highway for the purpose of soliciting the watching

or guarding of any vehicle while parked or about to be parked on a street or highway.

TRAFFIC SAFETY EDUCATION AND ENFORCEMENT FUND

66-7-512. Traffic safety education and enforcement fund created.

There is created in the state treasury the "traffic safety education and enforcement fund". The fund shall be invested in accordance with the provisions of Section 6-10-10 NMSA 1978 and all income earned on the fund shall be credited to the fund.

B. The traffic safety education and enforcement fund shall be used to institute and promote a statewide program of traffic safety through education and enforcement to reduce serious and fatal traffic accidents and to provide for the purchase of equipment and support services as are necessary to establish and maintain the program.

C. No less than fifty percent of the money deposited in the traffic safety education and enforcement fund shall be allocated to the law enforcement agency that issued the citation, provided the agency has submitted a traffic safety program plan that is approved by the traffic safety bureau of the state highway and transportation department. Law enforcement agencies shall use the money allocated from the fund to purchase equipment, including equipment for making fingerprint impressions of all persons arrested for or convicted of driving while under the influence of intoxicating liquor or drugs, and support services as are necessary to establish and maintain a traffic safety program.

D. No less than twenty percent of the money deposited in the traffic safety education and enforcement fund shall be allocated to institute and promote traffic safety education programs.

E. The balance of the money deposited in the traffic safety education and enforcement fund shall be

allocated to existing traffic safety programs.

F. The traffic safety bureau of the state highway and transportation department shall adopt all rules, regulations and policies necessary to administer a statewide traffic program.

G. All money credited to the traffic safety education and enforcement fund shall be appropriated to the traffic safety bureau of the state highway and transportation department for the purpose of carrying out the provisions of this section and shall not revert to the general fund.

BPE FACILITIES AND EXPENDITURES OF STATE FUNDS

A. No expenditure or contract for the expenditure of state public funds for purposes of constructing highways along new alignments or for purposes of substantially widening highways along the existing alignments shall be made or entered into by the state highway department unless the design and construction of such highways makes provision for pedestrian, bicycle and equestrian traffic along and across such highway, except when the state highway department, after notice and a public hearing, determines, pursuant to its published regulations as provided in Section 67-3-63 NMSA 1978, that:

(1) such provisions for pedestrian, bicycle and equestrian traffic would be contrary to the public safety; or

(2) the cost of such provision would be disproportionate to the need or probable usage.

B. Notice of public hearings shall be required only when:

(1) project plans require acquisition of additional right-of-way for purposes of constructing the project along a new alignment;

(2) the project plans require a substantial widening

of the travel lanes for highway reconstruction along an existing alignment; or

(3) the highway department is petitioned by authorized officials of affected pedestrian, bicycle or equestrian associations. If such petition is filed, public hearing shall be held.

For purposes of Paragraphs (1) and (2) of this subsection, the requirement for notice and public hearing may be satisfied by publishing two notices of opportunity for a public hearing and holding a public hearing if written request for such a hearing is received within the time specified in the published notice.

ALBUQUERQUE TRAFFIC LAWS – BIKES, PEDS AND OTHER NON-MOTORIZED

Excerpted from city website on 12/23/09

8-3-1-1 TOYS, COASTERS, ROLLER SKATES AND THE LIKE RESTRICTED.

No person shall use any toy, coaster, roller skates, skateboard or similar device either upon any sidewalk in any business district or upon any street, bicycle lane or bicycle path; provided, however, that any person riding a pedal-powered two-wheeled toy, propelled by human power, with either the front or rear wheel having a diameter of 16 inches or more and which is not supported in any manner with side "training wheels" is not prohibited from riding on any bicycle lane or bicycle path.

('74 Code, § 9-5-14.15) (Ord. 65-1974)

PART 3: BICYCLES

§ 8-3-3-1 JURISDICTION.

The regulations in §§ 8-3-3-1 et seq. shall be applicable whenever a bicycle is operated on any municipal paved or dirt path or roadway set aside for the exclusive use of bicycles or set aside for use

of bicycles with pedestrians, motorcycles and/or horseback riders and shall also be applicable to all streets, parking lots and the like, regardless of road surfaces covered by § 8-1-3-2.

('74 Code, § 9-5-16.1) (Ord. 65-1974; Am. Ord. 37-2008)

§ 8-3-3-2 PARENT'S RESPONSIBILITY.

The parent of any child and the guardian of any ward shall not authorize or knowingly permit such child or ward to violate any of the provisions of §§ 8-3-3-1 et seq.

('74 Code, § 9-5-16.2) (Ord. 65-1974; Am. Ord. 37-2008)

§ 8-3-3-3 BICYCLE SERIAL NUMBER.

(A) No person shall alter, obliterate or change the serial number imprinted on the frame of any bicycle.

(B) No person shall sell or rent a bicycle on which the serial number imprinted on the frame has been altered, obliterated or changed.

(C) This section shall not prohibit the restoration by an owner of an original serial number or mark.

('74 Code, § 9-5-16.4) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-4 TRAFFIC REGULATIONS APPLY.

(A) Operators of bicycles have the same rights as operators of automobiles in the use of streets, highways and roadways within the city, except as otherwise specifically provided herein.

(B) Every person riding a bicycle upon a roadway shall be subject to all the duties applicable to the drivers of motor vehicles, except as otherwise

expressly provided in this Traffic Code and except as to those provisions of laws and ordinances which by their nature can have no applications; and each such person shall be subject to the same provisions and sections of this Traffic Code to which a motorist is subject.

('74 Code, § 9-5-16.5) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-5 OBEDIENCE TO TRAFFIC CONTROL DEVICES.

(A) Any person operating a bicycle shall obey the instructions of official traffic control signals, signs, and other control devices applicable to vehicles, unless otherwise directed by a police officer.

(B) Whenever authorized signs are erected indicating that no right or left or U-turn is permitted, no person operating a bicycle shall disobey the direction of any such sign, except where such person dismounts from the bicycle to make such turn, in which event such person shall then obey the regulations applicable to pedestrians.

('74 Code, § 9-5-16.6) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-6 RIDING ON PROHIBITED STREETS OR CONTROLLED ACCESS ROADWAYS.

No person shall ride a bicycle either on any street or path where signs have been erected by the Mayor or his designated representative which prohibit the use of the street or path to bicycles, which restrict the use of the street or path to modes of transportation other than bicycles, or on controlled access streets. Notwithstanding this provision, drivers of vehicles using such streets or controlled access roadways are not relieved of responsibility of using due care.

('74 Code, § 9-5-16.7) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-7 OPERATION IN BICYCLE LANE.

Where the bicycle lane provides a minimum of four feet of ride-able space or once a bicyclist has entered a bicycle lane, bicyclist shall endeavor to maintain the lane except:

(A) At intersections;

(B) To pass a slower bicyclist, or to avoid parked cars or obstacles;

(C) A bicyclist may leave the bicycle lane between intersections in order to make a U-turn, or left hand turn where such a turn is permissible for vehicular traffic, or to turn into driveways;

(D) When leaving a bicycle lane, the bicyclist shall use caution and yield the right-of-way to vehicles.

('74 Code, § 9-5-16.8) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-8 DIRECTION OF TRAVEL IN BICYCLE LANE.

No person shall ride or operate a bicycle within a bicycle lane or on the roadway in any direction except that permitted of vehicular traffic traveling on the same side of the roadway; provided, that bicycles may proceed either way along a lane where two-way bicycle traffic is so designated.

('74 Code, § 9-5-16.9) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-9 POSITION ON THE ROADWAY.

(A) If the right hand vehicle lane available for traffic is wide enough to be safely shared with overtaking vehicles and no bike lane is present, a bicycle shall be ridden far enough to the right in said lane to facilitate such overtaking movements unless other conditions make it unsafe to do so.

(B) Exceptions to driving bicycles on the right:

(1) When and where road hazards exist.

(2) To overtake vehicles making right-hand turns at intersections.

(3) Bicycle may move out of their lane to overtake and pass another vehicle/bicycle.

(4) When preparing for a left turn at an intersection, when making a U-turn or turning into a private road or driveway.

(5) Upon a one-way road with two or more marked traffic lanes the bicyclist may ride in the center of the most left hand lane for a reasonable distance to complete a left hand turn.

(6) If the right-hand vehicle lane available for traffic is not wide enough to be safely shared with overtaking vehicles or if passing is otherwise unsafe, a bicycle may be ridden far enough to the left to temporarily control the lane. Bicyclist must move to the right to allow vehicles to overtake at the earliest and safest location. At no point is a bicyclist required to ride within less than three feet of any objects or curb on the right.

(Ord. 37-2008)

§ 8-3-3-10 DUTY OF MOTORIST TO BICYCLIST.

(A) In approaching or passing a person on a bicycle, every person operating a motor vehicle shall proceed with caution and shall pass such bicyclist at a reasonable speed and keep a safe distance from him; provided however, in no event shall a distance of less than five feet be considered a safe distance within the meaning of this division.

(B) No person operating a motor vehicle shall harass or endanger a bicyclist.

('74 Code, § 9-5-16.11) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-11 OPENING AND CLOSING VEHICLE DOORS.

No person shall open any door on a motor vehicle unless and until it is reasonably safe to do so and can be done without interfering with the movement of other traffic including bicycle traffic, nor shall any person leave a door open on a side of a vehicle adjacent to moving traffic for a period of time longer than is necessary to load or unload passengers.

(Ord. 37-2008)

§ 8-3-3-12 MOTORIST TURNING ACROSS BICYCLE LANE.

(A) Whenever a motorist is turning across a bicycle lane or path, such motorist shall maintain a proper lookout for bicyclists and shall yield the right-of-way to any bicyclist traveling in a bicycle lane or path and, prior to turning right, shall merge, if practicable, into the bicycle lane to his right, if any, before the start of the turning movement.

(B) Nothing in this section shall be deemed to relieve the motorist of duties imposed by § 8-2-2-2, in particular, but not limited to, § 8-2-2-2(A)(1), (B)(1) and (E)(1).

('74 Code, § 9-5-16.12) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-13 DRIVING VEHICLE ON OR ACROSS BICYCLE LANE OR PATH.

No person shall drive or operate a motor vehicle upon or across a bicycle path or lane except to cross such path or lane when turning as permitted in § 8-3-3-12, to park such vehicle, or to leave a parking space. No person shall drive upon or across a bicycle lane or path as permitted by this section except after

giving the right-of-way to all bicycles within the lane or path.

('74 Code, § 9-5-16.13) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-14 TRAVELING IN GROUPS.

Persons riding bicycles on a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles where more than two abreast may ride in safety and traffic is not impeded. When riding more than two abreast is permitted on a roadway, the bicyclist shall ride within a single lane.

('74 Code, § 9-5-16.15) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-15 RIDING BICYCLE ON SIDEWALK.

(A) Bicyclists shall not ride upon a sidewalk when there is a wide right lane, bike lane, or bike trail adjacent to the direction of travel, or when signs are posted prohibiting bicycles on the sidewalk, or when within a business district. When riding on a sidewalk, a bicyclist is subject to the laws that apply to pedestrians.

(B) If a bicyclist dismounts, the bicyclist is subject to the laws that apply to pedestrians.

(C) Whenever a person must ride a bicycle upon a sidewalk, such person shall ride slowly, shall yield the right-of-way to any pedestrian, shall overtake on the left, and shall give an audible signal before attempting to overtake and pass such pedestrian, and shall only ride on the sidewalk on the right hand side of the street, moving with the directional flow of the motor vehicle traffic.

('74 Code, § 9-5-16.16) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-16 BICYCLE SPEED.

No person shall operate a bicycle at a speed either greater than the lawful speed limit or than is reasonable and prudent under the conditions then existing, whichever is the lesser.

('74 Code, § 9-5-16.17) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-17 EMERGING FROM ALLEY OR DRIVEWAY.

The operator of a bicycle emerging from an alley, driveway, bicycle path or building shall, upon approaching a sidewalk or the sidewalk area, yield the right-of-way to all pedestrians, and, before entering the roadway, shall yield the right-of-way to all vehicles approaching on said roadway.

('74 Code, § 9-5-16.18) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-18 CARRYING ARTICLES ON BICYCLE.

(A) No person operating a bicycle shall carry any package, bundle or article which prevents the rider from keeping at least one hand upon the handlebars.

(B) No person operating a bicycle shall transport any package, bundle or article, or any combination thereof, which interferes with the turning or braking of such bicycle, or which extends more than two feet from the front, back or sides of the frame of the bicycle, or which tends to impair the operator's control or balance. Nothing in this division shall be deemed to prohibit the use of trailers or side cars which are designed to be used with bicycles.

('74 Code, § 9-5-16.19) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-19 CLINGING TO VEHICLES.

No person riding upon a bicycle shall attach the same or himself to any moving vehicle.

('74 Code, § 9-5-16.20) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-20 SEATED PASSENGER.

(A) No bicyclist shall carry a passenger on the bicycle unless the passenger is seated upon an individual seat or other carrier designed for carrying a passenger.

(B) No person shall ride upon a bicycle as a passenger unless he is seated upon an individual seat or other carrier designed for carrying a passenger separate from that intended to be used by the operator.

('74 Code, § 9-5-16.23) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-21 TURNING AND HAND SIGNALS.

(A) Before turning and altering the course of a bicycle, the bicyclist shall make sure that movement can be made safely and shall give a signal by hand in the same manner as hand signals are given by motorists to indicate the direction in which he intends to proceed.

(B) A signal by hand and arm need not be given if the hand is needed in the control or operation of the bicycle.

('74 Code, § 9-5-16.24) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-22 PUSHING A BICYCLE.

Any person dismounted from and pushing a bicycle shall obey all regulations applicable to pedestrians.

('74 Code, § 9-5-16.25) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-23 PARKING OF BICYCLE.

A bicycle may be parked on a sidewalk and other places if the parking does not impede normal and reasonable movement of pedestrian or other traffic.

('74 Code, § 9-5-16.26) (Ord. 65-1974; Am. Ord. 19-2007; Am. Ord. 37-2008)

§ 8-3-3-24 BICYCLE EQUIPMENT.

(A) Lamp. No person shall operate a bicycle after sunset or prior to sunrise or in low light conditions unless equipped with a lamp on the front which emits a white light visible from a distance of at least 500 feet from the front.

(B) Reflector. No person shall operate a bicycle at nighttime unless it is equipped on the rear with a red reflector of a type which shall be visible from at least 300 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

(C) Brake. No person shall operate a bicycle unless it is equipped with a brake which will enable the operator, when traveling at a speed of 15 mph, to stop within 30 feet on a dry, level, clean pavement after the brake is applied.

('74 Code, § 9-5-16.29) (Ord. 65-1974; Am. Ord. 7-2003; Am. Ord. 19-2007; Am. Ord. 37-2008)

8-1-2-21 SCHOOL CROSSINGS.

(A) The Mayor, or his designated representative, with respect to streets in the city, with advice of the local superintendent of schools or his designated representative, is hereby authorized to establish and mark, or cause to be marked, crossings over or across streets or highways abutting a school or the grounds adjacent thereto.

(B) The Mayor, or his designated representative, with respect to streets in the city, with advice of the

local superintendent of schools or his designated representative, and after adequate assurance has been given that proper safety precautions will be maintained at the crossings by the school authorities to enforce their use by children, is hereby authorized to establish and mark, or cause to be marked, crossings over or across streets or highways not abutting on school grounds.

(C) At all school crossings except as provided in this section, appropriate signs shall be provided as prescribed by the Mayor or his designated representative indicating the crossings and regulating traffic movement within the school zones.

(D) School crossings are not required to be specially posted when they are located:

(1) At a signalized intersection;

(2) At an intersection where traffic is controlled by a stop sign; or

(3) At a point where a pedestrian tunnel or overhead crossing is provided.

('74 Code, § 9-5-2.24) (Ord. 65-1974)

§ 8-1-2-22 CROSSWALKS AND SAFETY ZONES.

The Mayor, or his designated representative, upon the basis of engineering and traffic study and investigation, is hereby authorized to:

(A) Designate and maintain crosswalks by appropriate devices, marks, or lines upon the surface of the roadway, where, in his opinion, there is particular danger to pedestrians crossing the roadway; and

(B) Establish safety zones of such kind and character at such places as he may deem necessary for the protection of pedestrians.

('74 Code, § 9-5-2.25) (Ord. 65-1974)

§ 8-1-2-23 FOOT, BICYCLE AND BRIDLE PATHS, LANES, STREETS AND ROUTES.

The Mayor, or his designated representative, shall have authority to declare any street or part thereof a foot path, bicycle lane or bridle path and to place appropriate signs or devices indicating the same and limiting the use of such street or part thereof to a foot path, bicycle lane or bridle path.

('74 Code, § 9-5-2.26) (Ord. 65-1974)

§ 8-2-2-3 PEDESTRIAN CONTROL SIGNAL.

Whenever special pedestrian control signals exhibiting the words "WALK" or "DON'T WALK" are in place, such signals shall indicate as follows:

(A) Steady "WALK." Pedestrians facing such signal may proceed across the roadway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles even if the signal has changed to a flashing "DON'T WALK" signal; and

(B) "DON'T WALK." No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrian who has partially completed his crossing on the "WALK" signal shall walk as rapidly as possible to a sidewalk or safety zone.

('7§ 8-2-3-4 STOP FOR BLIND OR HANDICAPPED.

Whenever a pedestrian, guided by a guide dog or carrying in a raised or extended position a cane or walking stick which is white in color or white tipped with red, is crossing or attempting to cross a public way, the driver of every vehicle approaching the intersection or place where such pedestrian is attempting to cross, shall bring his vehicle to a full stop before arriving at such intersection or place of crossing, and before proceeding shall take such precautions as may be necessary to avoid injuring such

pedestrian.

('74 Code, § 9-5-12.4) (Ord. 65-1974)

§ 8-2-3-5 SCHOOL ZONE.

It shall be unlawful for any operator of any bicycle or motor vehicle not to stop at any time that a uniformed school crossing guard who is standing by a crosswalk within an established school zone which is appropriately marked with signs, clearly signals either by hand or verbal command for the operator to stop, regardless of whether such operator can see any child or any other person in the crosswalk, at the curb or approaching the curb or crosswalk; provided that the signal to stop is given at a time the school crossing guard is normally on duty. This duty to stop when signaled to stop in a school zone crosswalk is in addition to the duty to stop for pedestrians as specified in § 8-2-3-6.

('74 Code, § 9-5-12.5) (Ord. 65-1974)

§ 8-2-3-6 PEDESTRIAN IN CROSSWALK.

(A) In the absence of operating traffic controls at an intersection, the operator of a bicycle or vehicle shall slow down or stop to yield the right-of-way to a pedestrian in a marked or unmarked crosswalk. However, no pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to stop or yield.

(B) Whenever a vehicle is stopped at a marked or unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of the vehicle approaching from the rear shall not overtake and pass such vehicle.

('74 Code, § 9-5-12.6) (Ord. 65-1974)

4 Code, § 9-5-10.3) (Ord. 65-1974)

PART 7: PEDESTRIANS

§ 8-2-7-1 SOLICITING OF RIDES BY OR FOR MINORS PROHIBITED.

It is unlawful for any person to solicit a ride from the occupant of any moving vehicle either for a person 17 years of age or younger or for himself if he is 17 years of age or younger from any public place or public parking lot on or in the proximity of any sidewalk, roadway, freeway or exit or entrance ramp to such freeway. This section shall not apply to any such person soliciting a ride from any licensed public carrier.

('74 Code, § 9-5-14.1) (Ord. 65-1974)

§ 8-2-7-2 SOLICITING RIDES OR BUSINESS PROHIBITED.

It is unlawful for any person to stand on a street, highway, or controlled access roadway or the exit or entrance ramps thereto for the purpose either of soliciting a ride, employment or business from the occupant of any vehicle or of watching or guarding of any vehicle while parked or about to be parked on a street or highway.

('74 Code, § 9-5-14.2) (Ord. 65-1974)

§ 8-2-7-3 RIGHT-OF-WAY IN CROSSWALK.

(A) When traffic control signals are not in place or not in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a marked or unmarked crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

(B) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the

driver to yield.

(C) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

(D) Division (A) above shall not apply under the conditions stated in § 8-2-7-4.

('74 Code, § 9-5-14.3) (Ord. 65-1974)

§ 8-2-7-4 PEDESTRIAN TUNNEL OR OVERHEAD CROSSING.

A pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead crossing has been provided shall make use of such tunnel or overhead crossing and shall not cross directly upon the roadway or on the railroad tracks.

('74 Code, § 9-5-14.4) (Ord. 65-1974)

§ 8-2-7-5 SUBJECT TO TRAFFIC CONTROL SIGNALS.

Pedestrians shall be subject to traffic control signals as stated in §§ 8-2-2-2 and 8-2-2-3 and at all other places they shall be granted those rights and subject to those restrictions stated in this section.

('74 Code, § 9-5-14.5) (Ord. 65-1974)

§ 8-2-7-6 PEDESTRIANS TO CROSS AT RIGHT ANGLES.

No pedestrian shall cross a roadway other than by a route at right angles to the curb or by the shortest route to the opposite curb, or in a marked crosswalk.

('74 Code, § 9-5-14.6) (Ord. 65-1974)

§ 8-2-7-7 WALKING ALONG ROADWAY.

(A) Where sidewalks are provided, it shall be unlawful for a pedestrian to walk along or upon an adjacent roadway.

(B) Where sidewalks are not provided, a pedestrian walking along or upon a roadway shall, when practicable, walk only on the left side of the roadway or its shoulder facing oncoming traffic.

('74 Code, § 9-5-14.7) (Ord. 65-1974)

§ 8-2-7-8 CONTROLLED ACCESS ROADWAYS RESTRICTED.

No pedestrian shall use any freeway or controlled access roadway; but notwithstanding this provision, drivers of vehicles using the freeway or controlled access roadway are not relieved of responsibility for exercising due care.

('74 Code, § 9-5-14.8) (Ord. 65-1974)

Cross-reference:

Interstate highways, see §§ 7-4-1 et seq.

§ 8-2-7-9 PROHIBITED PEDESTRIAN CROSSINGS.

(A) No pedestrian shall cross between adjacent intersections at which traffic control signals are in operation. Pedestrians shall not cross at any place except in a crosswalk.

(B) No pedestrian shall cross a roadway other than in a crosswalk in any business district.

(C) No pedestrian shall cross a roadway other than in a crosswalk upon any through street.

(D) No pedestrian shall cross a controlled access roadway.

('74 Code, § 9-5-14.9) (Ord. 65-1974)

§ 8-2-7-10 SCHOOL CHILD TO CROSS WITHIN MARKED CROSSWALK.

Any child walking either to or from school while school is in session shall be required to cross any street which has a marked school crossing crosswalk within such crosswalk.

('74 Code, § 9-5-14.10) (Ord. 65-1974)

§ 8-2-7-11 OBEDIENCE TO RAILROAD SIGNALS.

No pedestrian shall pass through, around, over or under any crossing gate or barrier at a railroad grade crossing while such gate or barrier is closed or being opened or closed.

('74 Code, § 9-5-14.11) (Ord. 65-1974)

§ 8-2-7-12 DRIVERS TO EXERCISE DUE CARE.

Notwithstanding the foregoing provisions of this article, every driver of a vehicle shall exercise due care to avoid colliding with a pedestrian upon a roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing a child or a confused or incapacitated person upon a roadway.

('74 Code, § 9-5-14.13) (Ord. 65-1974)d

§ 8-2-7-13 ARTICLES NOT TO OBSTRUCT SIDEWALKS.

It shall be unlawful for any person to place articles, goods, wares or items of any sort on a sidewalk or to allow vegetation to grow in such a manner as to obstruct or restrict the free use of the sidewalk by pedestrians. This section shall include but not be limited to newspaper stands, portable signs and benches.

('74 Code, § 9-5-14.14) (Ord. 65-1974)

Cross-reference:

Newsracks, see Ch. 6, Art. 7

Sidewalks, see §§ 6-5-5-1 et seq.

**FARMINGTON NEW MEXICO
DIVISION 4. BICYCLES***

*State law references: Bicycles generally, NMSA 1978, § 66-3-701 et seq.

Code 1969, § 19-35)

Secs. 25-3-81--25-3-105. Reserved.

Sec. 25-3-106. Rights and duties.

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle, except as provided in this division and section 25-1-1/66-3-701--66-3-707.

(Code 1969, § 19-36)

State law references: Similar provisions, NMSA 1978, § 66-3-702.

Sec. 25-3-107. Riding on roadways and bicycle paths.

(a) Every person driving a bicycle upon streets shall drive in the righthand through lane of the right half of the roadway, except as follows:

- (1) When making a legal left turn;
- (2) When an obstruction exists making it necessary to drive the bicycle to the left of this portion; any person so doing shall yield the right-of-way to all vehicles and bicycles traveling in the proper direction upon the unobstructed portion of the highway;
- (3) When passing on the left of another vehicle or

bicycle; or

(4) When obeying an official traffic control sign, signal or device.

(b) Persons driving bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for exclusive use of bicycles.

(Code 1969, § 19-37)

Sec. 25-3-108. Emerging from alley, driveway, private road or building.

(a) The operator of a bicycle emerging from an alley, private road, driveway or building shall yield the right-of-way to all pedestrians on the sidewalk or sidewalk area.

(b) Upon entering the street, the driver of a bicycle shall yield the right-of-way to all vehicles approaching on the street.

(Code 1969, § 19-38)

Sec. 25-3-109. Riding on sidewalks.

(a) No person shall ride a bicycle upon a sidewalk within a business district.

(b) No person shall ride a bicycle on any sidewalk or street when signs are posted prohibiting bicycles on the sidewalk or street.

(c) Whenever any person is riding a bicycle upon a sidewalk, the person shall yield the right-of-way to any pedestrian.

(Code 1969, § 19-39)

Sec. 25-3-110. Juvenile offenders.

The following shall apply to any person under 16 years of age who commits a violation of this chapter

while driving a bicycle:

(1) If the offender is issued an official traffic warning, a copy of such warning shall be mailed to his parent or guardian.

(2) If the offender is issued a citation to appear in the municipal court, his parent or guardian shall also be notified by mail to appear. Both the violator and parent or guardian shall appear before the municipal court.

(3) Penalty assessment citations shall not be issued.

(Code 1969, § 19-40)

Cross references: Offenses related to minors, § 18-8-1 et seq.

Sec. 25-3-111. Parking.

No person shall park a bicycle upon a street other than upon the street against the curb or upon the sidewalk in a rack to support the bicycle or against a building or at the curb in such manner as to afford the least obstruction to pedestrian traffic.

(Code 1969, § 19-41)

ARTICLE 5. PEDESTRIANS*

*State law references: Pedestrians generally, NMSA 1978, § 66-7-333 et seq.

Sec. 25-5-1. Prohibited crossing.

No pedestrian shall cross a roadway in any business district other than in a crosswalk or at an intersection.

(Code 1969, § 19-67)

Sec. 25-5-2. Crossing at right angles.

No pedestrian shall, except in a marked crosswalk or at an intersection controlled by pedestrian walk/

wait signals, cross a roadway other than by a route at right angles to the curb or by the shortest route to the opposite curb.

(Code 1969, § 19-68)

Sec. 25-5-3. Use of coasters, roller skates, in-line skates and similar devices.

No person upon roller skates or riding in or by means of any skateboard, coaster, toy vehicle, in-line skates or similar device shall go upon any roadway except while crossing a street. When so crossing, such person shall be granted all rights and shall be subject to all duties applicable to pedestrians. The use of skateboards, coasters, roller skates and similar devices in any business district is prohibited.

(Code 1969, § 19-69)

LAS CRUCES

Excerpted from city website on 12/23/09

Sec. 27-12-3-6. Use of coaster wagons, roller skates, skateboards, and similar devices restricted.

No person upon roller skates, or riding in or by means of any coaster wagon, skateboard, toy vehicle, or similar device, shall go upon any street except while crossing a street on a crosswalk and when so crossing, the person shall be granted all of the rights and be subject to all of the duties applicable to pedestrians as provided for in this chapter.

(Ord. No. 2121, § III, 7-19-04)

Sec. 27-12-5-6. Lights and their application to vehicles and pedestrians.

Whenever traffic is controlled by traffic-control signals exhibiting different colored lights, or colored lighted arrows, successively one at a time or in combination, only the colors green, yellow and red shall be used, except for special pedestrian control

signals carrying a word legend, and the lights indicate and apply to drivers of vehicles and pedestrians:

A. Green alone:

(1) Vehicular traffic facing the signal may proceed straight through or turn right or left unless a sign at the place prohibits either turn. Vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited; and

(2) Pedestrians facing the signal may proceed across the street within any marked or unmarked crosswalk.

B. Yellow alone when shown following the green signal:

(1) Vehicular traffic facing the signal is warned that the red signal will be exhibited immediately thereafter and the vehicular traffic shall not enter the intersection when the red signal is exhibited except to turn right as hereinafter provided; and

(2) No pedestrian facing the signal shall enter the street until the green is shown alone unless authorized to do so by a pedestrian "walk" signal.

C. Red alone:

(1) Vehicular traffic facing the signal shall stop before entering the crosswalk on the near side of the intersection or, if there is no crosswalk, then before entering the intersection (NMSA 1978, § 66-7-105), and shall remain stopped until permitted to proceed by a green light or arrow, or may then turn right after standing until the intersection may be entered safely, provided that such vehicular traffic shall yield the right-of-way to all pedestrians and

vehicles lawfully in or approaching the intersection;

(2) Vehicular traffic on a one-way street facing the signal shall stop before entering the crosswalk on the near side of the intersection or, if there is no crosswalk, then before entering the intersection, and if a left turn onto a one-way street in the proper direction is intended, may turn left after stopping until the intersection may be entered safely, provided that such vehicular traffic shall yield the right-of-way to all pedestrians and vehicles lawfully in or approaching the intersection;

(3) Whenever the administrator determines on the basis of an engineering and traffic investigation that a turn as herein above provided should be prohibited at a particular intersection, such turn may be prohibited by the posting of signs at the intersection indicating that such a turn is prohibited; and

(4) No pedestrian facing the signal shall enter the street until the green is shown alone unless authorized to do so by a pedestrian "walk" signal.

D. Red with green arrow:

(1) Vehicular traffic facing the signal may cautiously enter the intersection only to make the movement indicated by the arrow, but shall yield the right-of-way to pedestrians lawfully within a crosswalk and to other traffic lawfully using the intersection; and

(2) No pedestrian facing the signal shall enter the street unless he can do so safely and without interfering with any vehicular traffic.

E. If an official traffic-control signal is erected and maintained at a place other than an intersection, the provisions of this section apply except as to those provisions which by their nature can have no application. Any stop required shall be made at a

sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking, the stop shall be made at the signal.

F. When a sign is in place permitting a turn, vehicular traffic facing a steady red signal may cautiously enter the intersection to make the turn indicated by the sign after stopping as required by subsection C(1). Vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection. (NMSA 1978, § 66-7-105)

(Ord. No. 2121, § V, 7-19-04)

Sec. 27-12-5-7. Pedestrian control signals.

Whenever special pedestrian control signals exhibiting the words "walk" or "don't walk" are in place:

A. "Walk" indicates that pedestrians facing the signal may proceed across the street in the direction of the signal and shall be given the right-of-way by drivers of all vehicles; and

B. "Don't walk" indicates that no pedestrian shall start to cross the street in the direction of the signal, but any pedestrian who has partially completed his crossing on the walk signal shall proceed to a sidewalk or safety island while the "don't walk" signal is showing. (NMSA 1978, § 66-7-106)

(Ord. No. 2121, § V, 7-19-04)

Sec. 27-12-5-12. Play streets.

A. The administrator has authority to declare any street or part of a street a temporary play street and to place appropriate signs or devices in the street to indicate and help protect the street.

B. Whenever authorized signs are erected to indicate a play street, no person shall drive on the street except drivers of vehicles whose

residences are within the closed area. Such drivers shall exercise the greatest care in driving on the play street.

(Ord. No. 2121, § V, 7-19-04)

Sec. 27-12-5-13. Crosswalks and safety zones.

The administrator, upon the basis of engineering and traffic study investigations, may:

A. Designate and maintain crosswalks by appropriate devices, marks or lines on the surface of the street where, in his opinion, there is particular danger to pedestrians crossing the street; and

B. Establish safety zones of the kind and character and at places he deems necessary for the protection of pedestrians.

(Ord. No. 2121, § V, 7-19-04)

Sec. 27-12-6-2.16. Restrictions on use of controlled-access streets.

A. No pedestrian, bicycle or other non-motorized traffic shall use any controlled-access street, but notwithstanding this provision, drivers of vehicles using the controlled-access street are not relieved of responsibility for exercising due care.

B. In addition to the provisions of paragraph A, the local governing body may, by ordinance, regulate or prohibit the use of any controlled-access street within its jurisdiction by any class or kind of traffic which is found to be incompatible with the normal and safe movement of traffic.

27-12-6-10. School crossings.

A. Crosswalks may be established over streets abutting a school or the grounds adjacent thereto, and all children crossing the streets shall be

required to do so within the marked crosswalks. The administrator, with advice of the local superintendent of schools, shall establish and mark, or cause to be marked, these street crossings.

B. Crosswalks over streets not abutting on school grounds may be established by the administrator, with advice of the local superintendent of schools and after adequate assurance has been given that proper safety precautions, pursuant to regulations of the administrator, will be maintained at the crossings by the school authorities to enforce their use by children.

C. At all school crossings except as provided in this section, appropriate signs shall be provided as prescribed by the administrator indicating the crossings and regulating traffic movement within the school zones. For the purpose of regulating traffic within a school zone, school zones shall be defined as the area between posted school zones approaching the crosswalks and the outer limits of the crosswalks when departing.

D. School crossings are not required to be specifically posted when they are located:

(1) At a signalized intersection;

(2) At an intersection where traffic is controlled by a stop sign; or

(3) At a point where a pedestrian tunnel or overhead crossing is provided. (NMSA 1978, § 66-7-336)

(Ord. No. 2121, § VI, 7-19-04)

Sec. 27-12-6-13.8. Improper opening of doors.

No person shall:

A. Open the door of a vehicle on the side near moving traffic unless it is reasonably safe to do

so, and the door can be opened without interfering with the movement of traffic; or

B. Leave a door of a vehicle open on the side of the vehicle near moving traffic for a period of time longer than necessary to load or unload passengers. (NMSA 1978, § 66-7-367)

(Ord. No. 2121, § VI, 7-19-04)

27-12-6-14. Pedestrians' rights and duties.

(Ord. No. 2121, § VI, 7-19-04)

Sec. 27-12-6-14.1. Pedestrian obedience to traffic-control devices and traffic regulations.

Pedestrians shall be subject to traffic-control signals at intersections as provided in section 27-12-5-6, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions provided in this chapter. (NMSA 1978, § 66-7-333)

(Ord. No. 2121, § VI, 7-19-04)

Sec. 27-12-6-14.2. Pedestrians right-of-way in crosswalks.

A. When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the street within a crosswalk when the pedestrian is upon the half of the street upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the street as to be in danger.

B. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield.

C. Subsection A shall not apply under the conditions stated in section 27-12-6-14.4.

D. Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the street, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle. (NMSA 1978, § 66-7-334)

(Ord. No. 2121, § VI, 7-19-04)

Sec. 27-12-6-14.3. Pedestrians to use right half of crosswalk.

Pedestrians shall move, whenever practicable, upon the right half of crosswalks. (NMSA 1978, § 66-7-338)

(Ord. No. 2121, § VI, 7-19-04)

Sec. 27-12-6-14.4. Crossing at other than crosswalks.

A. Every pedestrian crossing a street at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the street.

B. Any pedestrian crossing a street at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the street.

C. Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk. (NMSA 1978, § 66-7-335)

D. No pedestrian shall cross a street intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements.

(Ord. No. 2121, § VI, 7-19-04)

Sec. 27-12-6-14.5. Pedestrians on streets.

A. Where sidewalks are provided it shall be unlawful for any pedestrian to walk along and upon an adjacent street.

B. Where sidewalks are not provided any pedestrian walking along and upon a street shall when practicable walk only on the left side of the street or its shoulder facing traffic which may approach from the opposite direction. (NMSA 1978, § 66-7-339)

(Ord. No. 2121, § VI, 7-19-04)

Sec. 27-12-6-14.6. Pedestrians soliciting rides or business.

A. No person shall stand in a street for the purpose of soliciting a ride, employment or business from the occupant of any vehicle.

B. No person shall stand on or in proximity to a street for the purpose of soliciting the watching or guarding of any vehicle while parked or about to be parked on a street. (NMSA 1978, § 66-7-340)

(Ord. No. 2121, § VI, 7-19-04)

Sec. 27-12-6-14.7. Obedience of pedestrians to bridge and railroad signals.

A. No pedestrian shall enter or remain upon any bridge or approach thereto beyond the bridge signal, gate or barrier after a bridge operation signal indication has been given.

B. No pedestrian shall pass through, around, over or under any crossing gate or barrier at

a railroad grade crossing or bridge while the gate or barrier is closed or is being opened or closed.

(Ord. No. 2121, § VI, 7-19-04)

Sec. 27-12-6-14.8. Drivers to exercise due care.

Notwithstanding the foregoing provisions of this chapter every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any street and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any confused or incapacitated person upon a street. (NMSA 1978, § 66-7-337)

(Ord. No. 2121, § VI, 7-19-04)

Sec. 27-12-6-15. Reference to vehicles upon the streets.

A. The provisions of article VI of this chapter relating to the operation of vehicles, refer exclusively to the operation of vehicles upon the streets or highways, except where a different place is specifically referred to in a given section.

B. The provisions of section article IV of this chapter and sections 27-12-6-12.1 through 27-12-6-12.3 of this chapter shall apply upon the streets and highways and elsewhere throughout this municipality. (NMSA 1978, § 66-7-2)

(Ord. No. 2121, § VI, 7-19-04)

Sec. 27-12-6-16. Electric personal assistive mobility devices.

A. As used in this section, "electric personal assistive mobility device" means a self-balancing device having two nontandem wheels designed to transport a single person by means of an electric propulsion system with an average power of one horsepower and with a maximum speed on

a paved level surface of less than 20 miles per hour when powered solely by its propulsion system and while being ridden by an operator who weighs 170 pounds.

B. An electric personal assistive mobility device shall be equipped with:

(1) Front, rear and side reflectors;

(2) A braking system that enables the operator to bring the device to a controlled stop; and

(3) If operated at any time from one-half hour after sunset to one-half hour before sunrise, a lamp that emits a white light that sufficiently illuminates the area in front of the device.

C. The director of the traffic safety bureau of the state highway and transportation department shall by rule prescribe motor vehicle safety standards applicable to electric personal assistive mobility devices.

D. An operator of an electric personal assistive mobility device traveling on a sidewalk, roadway or bicycle path shall have the rights and duties of a pedestrian, and shall exercise due care to avoid colliding with pedestrians. An operator shall yield the right-of-way to pedestrians.

E. Except as provided in this section, no other provisions of the Uniform Traffic Ordinance shall apply to electric personal assistive mobility devices.

F. An operator who violates a provision of subsection B, C or D of this section shall receive a warning for the first offense. For a second offense, the operator shall be punished by a fine of ten dollars. For a third or subsequent offense, in addition to the fine, the electric personal assistive mobility device shall be impounded for up to 30 days.

G. This section does not apply to personal assistive mobility devices used by persons with disabilities.

(Ord. No. 2121, § VI, 7-19-04)

ARTICLE VIII. OPERATION OF BICYCLES

Sec. 27-12-8-1. Effect of regulations.

A. The parent of any child and the guardian of any ward shall not authorize or permit any such child or ward to violate any of the provisions of this chapter.

B. These regulations applicable to bicycles shall apply whenever a bicycle is operated upon any street or upon any path set aside for the exclusive use of bicycles subject to those exceptions stated herein. (NMSA 1978, § 66-3-701)

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-2. Traffic ordinance applies to persons riding bicycles.

Every person riding a bicycle upon a street shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle, except as to the special regulations within sections 27-12-8-1 through 27-12-8-23. (NMSA 1978, § 66-3-702)

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-3. Riding bicycles.

A. A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

B. No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped. (NMSA 1978, § 66-3-703)

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-4. Clinging to vehicles.

No person riding upon any bicycle, coaster, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle upon a street. (NMSA 1978, § 66-3-704)

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-5. Riding on streets and bicycle paths.

A. Every person operating a bicycle upon a street shall ride as near to the right side of the street as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction. (NMSA 1978, § 66-3-705) It shall not be considered practicable to ride as near to the right side of the street under the following circumstances:

(1) When overtaking and passing another bicycle or vehicle proceeding in the same direction;

(2) When preparing for a left turn at an intersection or into a private road or roadway;

(3) When reasonably necessary to avoid conditions including, but not limited to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and vehicle to travel safely side by side within the lane;

(4) When operating a bicycle or a moped upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.

B. Persons riding bicycles upon a street shall not ride more than two abreast except on paths

or parts of streets set aside for the exclusive use of bicycles.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-6. Carrying articles.

No person operating a bicycle shall carry any package, bundle, or article which prevents the driver from keeping at least one hand upon the handlebar. (NMSA 1978, § 66-3-706)

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-7. Lamps and other equipment on bicycles.

A. Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear of a type approved by the division which shall be visible from all distances from 50 feet to 300 feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.

B. No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least 100 feet, except that a bicycle shall not be equipped with, nor shall any person use upon a bicycle any siren or whistle.

C. Every bicycle shall be equipped with a brake which will enable the operator to make the brake wheels skid on dry, level, clean pavement. (NMSA 1978, § 66-3-707)

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-8. Obedience to traffic-control devices.

A. Any person operating a bicycle shall obey the instructions of official traffic-control devices applicable to vehicles, unless otherwise directed by a police officer.

B. Whenever authorized signs are erected indicating that no right or left or U-turn is permitted, no person operating a bicycle shall disobey the direction of any such sign, except where such person dismounts from the bicycle to make any such turn, in which event the person shall then obey the regulations applicable to pedestrians.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-9. Parking.

No person shall park a bicycle upon a street other than upon the street against the curb or upon the sidewalk in a rack to support the bicycle or against a building or at the curb, in such manner as to afford the least obstruction to pedestrian traffic.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-10. Speed.

No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-11. Emerging from alley, driveway, private road or building.

A. The operator of a bicycle emerging from an alley, private road, driveway or building shall yield the right-of-way to all pedestrians on the sidewalk or sidewalk area.

B. Upon entering the street, the driver of a bicycle shall yield the right-of-way to all vehicles approaching on the street.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-12. Riding on sidewalks.

A. No person shall ride a bicycle upon a sidewalk within a business district.

B. No person shall ride a bicycle on any sidewalk or street when signs are posted prohibiting bicycles on the sidewalk or street.

C. When signs are posted requiring bicycles to use sidewalks or paths adjacent to a street, no person shall ride a bicycle on the street adjacent to the sidewalks or paths.

D. Whenever any person is riding a bicycle upon a sidewalk, the person shall yield the right way to any pedestrian and shall give audible signal before overtaking and passing a pedestrian.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-13. License required.

A. No person who resides within this municipality shall ride or propel a bicycle on any street or upon any public path set aside for the exclusive use of bicycles unless the bicycle has been licensed and a license plate is attached thereto as provided in sections 27-12-8-13 through 27-12-8-16.

B. Any bicycle owner who resides within this municipality shall be required to secure and display a license for the bicycle within ten days from the date upon which the ownership is acquired.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-14. License application.

A. Application for a bicycle license and license plate shall be made upon a form provided by the municipality and shall be made to the police

department.

B. An annual license fee of \$1.25 shall be paid to the municipality before the license is granted.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-15. Issuance of license.

A. The police department upon receiving proper application for a license is authorized to issue a bicycle license which shall be permanently effective.

B. The police department shall not issue a license for any bicycle when he knows or has reasonable ground to believe that the applicant is not the owner of or entitled to the possession of the bicycle.

C. The police department shall keep a record of the number of each license, the date issued, the name and address of the person to whom issued, the number of the frame of the bicycle for which issued and a record of all bicycle license fees collected.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-16. Attachment of license plate.

A. The police department upon issuing a bicycle license shall also issue a license plate or decal bearing the license number assigned to the bicycle. License plates or decals shall be furnished by the municipality to the police department.

B. The police department, or a designated representative, shall cause the license plate or decal to be firmly attached to the rear mudguard or frame of the bicycle for which issued in such position as to be plainly visible from the rear.

C. No person shall remove a license plate or decal from a bicycle except upon transfer

of ownership as provided herein or in the event the bicycle is dismantled and no longer operated upon any street in this municipality.

D. In the event of loss or destruction of the original license plate or decal, the owner of the bicycle may secure a replacement upon filing a new application and the payment of a fee of 50 cents.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-17. Authority to prevent use.

Whenever any bicycle is found which does not bear a license as provided herein or whenever a bicycle is found not equipped as required by sections 27-12-8-1 through 27-12-8-23, it is the duty of the police department to cause the removal of the bicycle from the public streets until such time as the requirements of sections 27-12-8-1 through 27-12-8-23 are complied with.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-18. Inspection of bicycles.

The police department or an agency designated by the chief of police shall inspect each bicycle before licensing it and shall refuse a license for any bicycle which the police department or designated agency determines is in unsafe mechanical condition.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-19. Transfer of ownership.

Upon the sale or other transfer of a licensed bicycle, the licensee may, under the supervision of the police department remove the license plate or decal and surrender it to the police department or the licensee may, upon proper application but without payment of additional fee, have the plate or decal assigned to another bicycle owned by the licensee, or the license plate may, upon proper application but without

additional fee, be transferred to the purchaser or transferee of the licensed bicycle.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-20. Rental agencies.

A rental agency shall not rent or offer to rent any bicycle for rent unless:

- A. The bicycle is licensed;
- B. A license plate or decal is attached thereto as provided in this section; and
- C. The bicycle is equipped with the lamps and other equipment required by state law or this chapter.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-21. Bicycle dealers.

A. Every person engaged in the business of buying or selling new or second-hand bicycles shall make a report to the police department of every bicycle purchased or sold by the dealer, and the report shall contain the following information:

- (1) The name and address of the person from whom the bicycle was purchased or to whom the bicycle was sold;
- (2) A description of the bicycle by name or make;
- (3) The frame number of the bicycle; and
- (4) The number of the license plate or decal, if any.

B. In the event the dealer purchased a bicycle whereon the frame number, or any portion of it has been removed, tampered with or in any manner

made illegible, the dealer shall make an immediate report to the police department. For the purpose of this paragraph, the term "bicycle" shall include less than an entire bicycle as long as the portion bought or sold includes a frame.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-22. Impounding unlicensed and unattended bicycles.

A. Whenever any bicycle is found unlicensed by a police officer and there is no person in attendance upon the parked bicycle, the police officer is authorized to remove the bicycle to the nearest municipal bicycle pound or authorized location as determined and designated by the police department.

B. Before the owner or person entitled to possession of any legally impounded bicycle shall be permitted to remove it from the custody of the bicycle pound or other authorized location, he shall furnish evidence of identity and ownership of the bicycle and evidence of a validly issued bicycle license to be placed on the bicycle.

(Ord. No. 2121, § VIII, 7-19-04)

Sec. 27-12-8-23. Penalties.

Every person convicted of a violation of any provision of sections 27-12-8-1 through 27-12-8-23 shall be punished by a fine of not more than \$25.00, or by removal and detention of the license plate or decal from the person's bicycle for a period not to exceed 30 days or by any combination thereof.

(Ord. No. 2121, § VIII, 7-19-04)

CITY OF SANTA FE BIKE/PED/SKATER TRAFFIC LAWS

12-3-6 USE OF COASTER WAGONS, ROLLER SKATES, SKATEBOARDS,

AND SIMILAR DEVICES RESTRICTED. No person upon roller skates, or riding in or by

means of any coaster wagon, skateboard, toy vehicle, or similar device, shall go upon any street except while crossing a street on a crosswalk and when so crossing, the person shall be granted all of the rights and be subject to all of the duties applicable to pedestrians as provided for in this ordinance.

12-5-6 LIGHTS AND THEIR APPLICATION TO VEHICLES AND PEDESTRIANS.

Whenever traffic is controlled by traffic-control signals exhibiting different

colored lights, or colored lighted arrows, successively one (1) at a time or in combination, only the colors green, yellow and red shall be used, except for special pedestrian control signals carrying a word legend, and the lights indicate and apply to drivers of vehicles and pedestrians:

A. Green alone:

(1) vehicular traffic facing the signal may proceed straight through or turn

right or left unless a sign at the place prohibits either turn. Vehicular traffic, including vehicles turning right or left, shall yield the right of way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited; and

(2) pedestrians facing the signal may proceed across the street within any

marked or unmarked crosswalk.

B. Yellow alone when shown following the green signal:

(1) vehicular traffic facing the signal is warned that the red signal will be exhibited immediately thereafter

and the vehicular traffic shall not enter the intersection when

the red signal is exhibited except to turn right as hereinafter provided; and

(2) no pedestrian facing the signal shall enter the street until the green is

shown alone unless authorized to do so by a pedestrian "walk" signal.

C. Red alone:

(1) vehicular traffic facing the signal shall stop before entering the crosswalk on

the near side of the intersection or, if there is no crosswalk, then before entering the intersection (66-7-105 NMSA 1978), and shall remain stopped until permitted to proceed by a green light or arrow, or may then turn right after standing until the intersection may be entered safely, provided that such vehicular traffic shall yield the right of way to all pedestrians and vehicles lawfully in or approaching the intersection; and

(2) vehicular traffic on a one-way street facing the signal shall stop before

entering the crosswalk on the near side of the intersection or, if there is no crosswalk, then before entering the intersection, and if a left turn onto a one-way street in the proper direction is intended, may turn left after stopping until the intersection may be entered safely, provided that such vehicular traffic shall yield the right of way to all pedestrians and vehicles lawfully in or approaching the intersection;

(3) whenever the administrator determines on the basis of an engineering and

traffic investigation that a turn as hereinabove provided should be prohibited at a particular

intersection, such turn may be prohibited by the posting of signs at the intersection indicating that such a turn is prohibited; and

(4) no pedestrian facing the signal shall enter the street until the green is

shown alone unless authorized to do so by a pedestrian "walk" signal.

D. Red with green arrow:

(1) vehicular traffic facing the signal may cautiously enter the intersection only to make the movement indicated by the arrow, but shall yield the right of way to pedestrians lawfully within a crosswalk and to other traffic lawfully using the intersection; and

(2) no pedestrian facing the signal shall enter the street unless he can do so

safely and without interfering with any vehicular traffic.

E. If an official traffic-control signal is erected and maintained at a place other than

an intersection, the provisions of this section apply except as to those provisions which by their nature can have no application. Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking, the stop shall be made at the signal.

F. When a sign is in place permitting a turn, vehicular traffic facing a steady red

signal may cautiously enter the intersection to make the turn indicated by the sign after stopping as required by Subsection C (1). Vehicular traffic shall yield the right of way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection. (66-7-105 NMSA 1978)

12-5-7 PEDESTRIAN CONTROL SIGNALS.

Whenever special pedestrian control signals exhibiting the words "walk" or "don't walk" are in place:

(1) "walk" indicates that pedestrians facing the signal may proceed across the

street in the direction of the signal and shall be given the right of way by drivers of all vehicles; and

(2) "don't walk" indicates that no pedestrian shall start to cross the street in

the direction of the signal, but any pedestrian who has partially completed his crossing on the walk signal shall proceed to a sidewalk or safety island while the "don't walk" signal is showing. (66-7-106 NMSA 1978) [I read this as being more strict than state regs which allow pedestrians to cross on green light even if ped signal says don't walk – if there are no conflicts with vehicles]

12-6-14 PEDESTRIANS' RIGHTS AND DUTIES.

12-6-14.1 PEDESTRIAN OBEDIENCE TO TRAFFIC-CONTROL DEVICES AND

TRAFFIC REGULATIONS.

Pedestrians shall be subject to traffic-control signals at intersections as provided in Section 12-5-6, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions provided in this ordinance. (66-7-333 NMSA 1978)

12-6-14.2 PEDESTRIANS RIGHT OF WAY IN CROSSWALKS.

A. When traffic-control signals are not in place or not in operation the driver of a

vehicle shall yield the right of way, slowing down or stopping if need be to so yield, to a pedestrian

crossing the street within a crosswalk when the pedestrian is in the crosswalk.

B. No pedestrian shall suddenly leave a curb or other place of safety and walk or run

into the path of a vehicle which is so close that it is impossible for the driver to yield.

C. Subsection A shall not apply under the conditions stated in Section 12-6-14.4.

D. Whenever any vehicle is stopped at a marked crosswalk or at any unmarked

crosswalk at an intersection to permit a pedestrian to cross the street, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle. (66-7-334 NMSA 1978) (Ord. No. 2007-49)

12-6-14.3 PEDESTRIANS TO USE RIGHT HALF OF CROSSWALK. Pedestrians

shall move, whenever practicable, upon the right half of crosswalks. (66-7-338 NMSA 1978)

12-6-14.4 CROSSING AT OTHER THAN CROSSWALKS.

A. Every pedestrian crossing a street at any point other than within a marked

crosswalk or within an unmarked crosswalk at an intersection shall yield the right of way to all vehicles upon the street.

B. Any pedestrian crossing a street at a point where a pedestrian tunnel or overhead

pedestrian crossing has been provided shall yield the right of way to all vehicles upon the street.

C. Between adjacent intersections at which traffic-

control signals are in operation

pedestrians shall not cross at any place except in a marked crosswalk. (66-7-335 NMSA 1978)

D. No pedestrian shall cross a street intersection diagonally unless authorized by

official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements. [This is a special detail, additional to state regs.]

12-6-14.5 PEDESTRIANS ON STREETS.

A. Where sidewalks are provided it shall be unlawful for any pedestrian to walk

along and upon an adjacent street.

B. Where sidewalks are not provided any pedestrian walking along and upon a street

shall when practicable walk only on the left side of the street or its shoulder facing traffic which may approach from the opposite direction. (66-7-339 NMSA 1978)

12-6-14.6 PEDESTRIANS SOLICITING RIDES OR BUSINESS.

A. No person shall stand in a street for the purpose of soliciting a ride, employment or business from the occupant of any vehicle.

B. No person shall stand on or in proximity to a street for the purpose of soliciting

the watching or guarding of any vehicle while parked or about to be parked on a street. (66-7-340 NMSA 1978)

C. No language in Subsection A and B above shall

serve to prohibit or exclude

newspaper vendor sales to the occupants of vehicles, provided that the following are met:

- (1) No vendor sales are permitted in Cerrillos Road;
- (2) Other vendor sales may be approved upon review of the traffic and safety

issues at the specific location by the Public Safety Committee; and

- (3) The newspaper shall provide a waiver of liability in favor of the city.

(Ord. No. 2006-34)

12-6-14.7 OBEDIENCE OF PEDESTRIANS TO BRIDGE AND RAILROAD

SIGNALS.

A. No pedestrian shall enter or remain upon any bridge or approach thereto beyond

the bridge signal, gate or barrier after a bridge operation signal indication has been given.

B. No pedestrian shall pass through, around, over or under any crossing gate or

barrier at a railroad grade crossing or bridge while the gate or barrier is closed or is being opened or closed.

12-6-14.8 DRIVERS TO EXERCISE DUE CARE.

Notwithstanding the foregoing provisions of this ordinance every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any street and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any confused

or incapacitated person upon a street. (66-7-337 NMSA 1978)

12-6-16 ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES

A. As used in this section, "electric personal assistive mobility device" means a self-balancing device having two non-tandem wheels designed to transport a single person by means of an electric propulsion system with an average power of one horsepower and with a maximum speed on a paved level surface of less than twenty miles per hour when powered solely by its propulsion system and while being ridden by an operator who weighs one hundred seventy pounds.

B. An electric personal assistive mobility device shall be equipped with:

- (1) front, rear and side reflectors;

- (2) a braking system that enables the operator to bring the device to a

controlled stop; and

- (3) if operated at any time from one-half hour after sunset to one-half hour

before sunrise, a lamp that emits a white light that sufficiently illuminates the area in front of the device.

C. The secretary of the traffic safety bureau of the state department of transportation

shall by rule prescribe motor vehicle safety standards applicable to electric personal assistive mobility devices.

D. An operator of an electric personal assistive mobility device traveling on a

sidewalk, roadway or bicycle path shall have the rights and duties of a pedestrian, and shall exercise

due care to avoid colliding with pedestrians. An operator shall yield the right of way to pedestrians.

E. Except as provided in this section, no other provisions of the Uniform Traffic

Ordinance shall apply to electric personal assistive mobility devices.

F. An operator who violates a provision of Subsection B, C or D of this section shall

receive a warning for the first offense. For a second offense, the operator shall be punished by a fine of ten dollars (\$10.00). For a third or subsequent offense, in addition to the fine, the electric personal assistive mobility device shall be impounded for up to thirty days. G. This section does not apply to personal assistive mobility devices used by persons with disabilities." (66-3-1102 NMSA 1978) (Ord. No. 2007-49)

BICYCLES

ARTICLE VIII OPERATION OF BICYCLES

12-8-1 EFFECT OF REGULATIONS.

A. The parent of any child and the guardian of any ward shall not authorize or permit

any such child or ward to violate any of the provisions of this ordinance.

B. These regulations applicable to bicycles shall apply whenever a bicycle is

operated upon any street or upon any path set aside for the exclusive use of bicycles subject to those exceptions stated herein. (66-3-701 NMSA 1978)

12-8-2 TRAFFIC ORDINANCE APPLIES TO PERSONS RIDING BICYCLES.

Every person riding a bicycle upon a street shall be granted all of the rights and shall be subject to all of

the duties applicable to the driver of a vehicle, except as to the special regulations within Sections 12-8-1 through 12-8-23. (66-3-702 NMSA 1978)

12-8-3 RIDING BICYCLES.

A. A person propelling a bicycle shall not ride other than upon or astride a

permanent and regular seat attached thereto.

B. No bicycle shall be used to carry more persons at one time than the number for

which it is designed and equipped. (66-3-703 NMSA 1978)

12-8-4 CLINGING TO VEHICLES. No person riding upon any bicycle, coaster, roller

skates, sled or toy vehicle shall attach the same or himself to any vehicle upon a street. (66-3-704 NMSA 1978)

12-8-5 RIDING ON STREETS AND BICYCLE PATHS.

[SECTION 3 provides specifics that state laws do not.]

A. Every person operating a bicycle upon a street shall ride as near to the right side

of the street as practicable, exercising due care when passing a standing vehicle or one

proceeding in the same direction. (66-3-705 NMSA 1978) It shall not be considered practicable to ride as near to the right side of the street under the following circumstances:

(1) when overtaking and passing another bicycle or vehicle proceeding in the

same direction;

(2) when preparing for a left turn at an intersection or

into a private road or

roadway;

(3) when reasonably necessary to avoid conditions including, but not limited

to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and vehicle to travel safely side by side within the lane;

(4) when operating a bicycle or a moped upon a one-way highway with two or

more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.(*).

B. Persons riding bicycles upon a street shall not ride more than two abreast except

on paths or parts of streets set aside for the exclusive use of bicycles.

C. Whenever a usable path for bicycles has been provided adjacent to a street,

bicycle riders shall use such path and shall not use the street. (66-3-705 NMSA 1978)

12-8-6 CARRYING ARTICLES. No person operating a bicycle shall carry any

package, bundle, or article which prevents the driver from keeping at least one hand upon the handlebar. (66-3-706 NMSA 1978)

12-8-7 LAMPS AND OTHER EQUIPMENT ON BICYCLES.

A. Every bicycle when in use at nighttime shall be

equipped with a lamp on the front

which shall emit a white light visible from a distance of at least five hundred feet to the front and with a red reflector on the rear of a type approved by the division which shall be visible from all distances from fifty feet to three hundred feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector.

B. No person shall operate a bicycle unless it is equipped with a bell or other device

capable of giving a signal audible for a distance of at least one hundred feet, except that a bicycle shall not be equipped with, nor shall any person use upon a bicycle any siren or whistle.

C. Every bicycle shall be equipped with a brake which will enable the operator to

make the brake wheels skid on dry, level, clean pavement. (66-3-707 NMSA 1978)

12-8-8 OBEDIENCE TO TRAFFIC-CONTROL DEVICES.

A. Any person operating a bicycle shall obey the instructions of official traffic control

devices applicable to vehicles, unless otherwise directed by a police officer.

B. Whenever authorized signs are erected indicating that no right or left or U-turn is

permitted, no person operating a bicycle shall disobey the direction of any such sign, except where such person dismounts from the bicycle to make any such turn, in which event the person shall then obey the regulations applicable to pedestrians. [more detail than state regs]

12-8-9 PARKING. No person shall park a bicycle upon a street other than upon the

street against the curb or upon the sidewalk in a rack to support the bicycle or against a building or at the curb, in such manner as to afford the least obstruction to pedestrian traffic. [more detail than state regs]

12-8-10 SPEED. No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing. [more detail than state regs]

12-8-11 EMERGING FROM ALLEY, DRIVEWAY, PRIVATE ROAD OR BUILDING.

[more detail than state regs]

A. The operator of a bicycle emerging from an alley, private road, driveway or

building shall yield the right of way to all pedestrians on the sidewalk or sidewalk area.

B. Upon entering the street, the driver of a bicycle shall yield the right of way to all

vehicles approaching on the street.

12-8-12 RIDING ON SIDEWALKS. [not in state regs]

A. No person shall ride a bicycle upon a sidewalk within a business district.

B. No person shall ride a bicycle on any sidewalk or street when signs are posted

prohibiting bicycles on the sidewalk or street.

C. When signs are posted requiring bicycles to use sidewalks or paths adjacent to a street, no person shall ride a bicycle on the street adjacent to the sidewalks or paths.

D. Whenever any person is riding a bicycle upon a sidewalk, the person shall yield

the right way to any pedestrian and shall give audible signal before overtaking and passing a pedestrian.

12-8-13 LICENSE REQUIRED. [not in state regs]

A. No person who resides within this municipality shall ride or propel a bicycle on

any street or upon any public path set aside for the exclusive use of bicycles unless the bicycle has been licensed and a license plate is attached thereto as provided in Sections 12-8-13 through 12-8-16.

B. Any bicycle owner who resides within this municipality shall be required to

secure and display a license for the bicycle within ten days from the date upon which the

ownership is acquired.

12-8-14 LICENSE APPLICATION.

A. Application for a bicycle license and license plate shall be made upon a form

provided by the municipality and shall be made to the police department.

B. An annual license fee of one dollar and twenty-five cents (\$1.25) shall be paid to

the municipality before the license is granted.

12-8-15 ISSUANCE OF LICENSE.

A. The police department upon receiving proper application for a license is

authorized to issue a bicycle license which shall be permanently effective.

B. The police department shall not issue a license for any bicycle when he knows or

has reasonable grounds to believe that the applicant is not the owner of or entitled to the

possession of the bicycle.

C. The police department shall keep a record of the number of each license, the date

issued, the name and address of the person to whom issued, the number of the frame of the bicycle for which issued and a record of all bicycle license fees collected. (*)

12-8-16 ATTACHMENT OF LICENSE PLATE.

A. The police department upon issuing a bicycle license shall also issue a license

plate or decal bearing the license number assigned to the bicycle. License plates or decals shall be furnished by the municipality to the police department.

B. The police department, or a designated representative, shall cause the license

plate or decal to be firmly attached to the rear mudguard or frame of the bicycle for which issued in such position as to be plainly visible from the rear.

C. No person shall remove a license plate or decal from a bicycle except upon

transfer of ownership as provided herein or in the event the bicycle is dismantled and no longer operated upon any street in this municipality.

D. In the event of loss or destruction of the original license plate or decal, the owner

of the bicycle may secure a replacement upon filing a new application and the payment of a fee of fifty

cents (\$.50).

12-8-17 AUTHORITY TO PREVENT USE. Whenever any bicycle is found which

does not bear a license as provided herein or whenever a bicycle is found not equipped as required by Sections 12-8-1 through 12-8-23, it is the duty of the police department to cause the removal of the bicycle from the public streets until such time as the requirements of Sections 12-8-1 through 12-8-23 are complied with.

12-8-18 INSPECTION OF BICYCLES. The police department or an agency designated

by the chief of police shall inspect each bicycle before licensing it and shall refuse a license for any bicycle which the police department or designated agency determines is in unsafe mechanical condition.

12-8-19 TRANSFER OF OWNERSHIP. Upon the sale or other transfer of a licensed

bicycle, the licensee may, under the supervision of the police department remove the license plate or decal and surrender it to the police department or the licensee may, upon proper application but without payment of additional fee, have the plate or decal assigned to another bicycle owned by the licensee, or the license plate may, upon proper application but without additional fee, be transferred to the purchaser or transferee of the licensed bicycle.

12-8-20 RENTAL AGENCIES. A rental agency shall not rent or offer to rent any

bicycle for rent unless:

(1) the bicycle is licensed;

(2) a license plate or decal is attached thereto as provided in this section; and

(3) the bicycle is equipped with the lamps and other equipment required by state law

or this ordinance.

12-8-21 BICYCLE DEALERS.

A. Every person engaged in the business of buying or selling new or second-hand

bicycles shall make a report to the police department of every bicycle purchased or sold by the dealer, and the report shall contain the following information:

(1) the name and address of the person from whom the bicycle was purchased

or to whom the bicycle was sold;

(2) a description of the bicycle by name or make;

(3) the frame number of the bicycle; and

(4) the number of the license plate or decal, if any.

B. In the event the dealer purchased a bicycle whereon the frame number, or any

portion of it has been removed, tampered with or in any manner made illegible, the dealer shall make an immediate report to the police department. For the purpose of this paragraph, the term "bicycle" shall include less than an entire bicycle as long as the portion bought or sold includes a frame.

12-8-22 IMPOUNDING UNLICENSED AND UNATTENDED BICYCLES.

A. Whenever any bicycle is found unlicensed by a police officer and there is no

person in attendance upon the parked bicycle, the police officer is authorized to remove the bicycle to the nearest municipal bicycle pound or authorized

location as determined and designated by the police department.

B. Before the owner or person entitled to possession of any legally impounded

bicycle shall be permitted to remove it from the custody of the bicycle pound or other authorized location, he shall furnish evidence of identity and ownership of the bicycle and evidence of a validly issued bicycle license to be placed on the bicycle.

12-8-23 PENALTIES. Every person convicted of a violation of any provision of Sections

12-8-1 through 12-8-23 shall be punished by a fine of not more than twenty-five dollars

(\$25.00), or by removal and detention of the license plate or decal from the person's bicycle for a period not to exceed thirty days or by any combination thereof.

Resources

[EDC Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations \(2018\)](#)

This guide assists State or local transportation or traffic safety departments that are considering developing a policy or guide to support the installation of countermeasures at uncontrolled pedestrian crossing locations. This document provides guidance to agencies, including best practices for each step involved in selecting countermeasures. By focusing on uncontrolled crossing locations, agencies can address a significant national safety problem and improve quality of life for pedestrians of all ages and abilities. Agencies may use this guide to develop a customized policy or to supplement existing local decision-making guidelines

[FHWA How to Develop a Pedestrian and Bicycle Safety Action Plan \(2017\)](#)

The purpose of this guide is to assist agencies in developing and implementing a safety action plan to improve conditions for bicycling and walking. The plan lays out a vision for improving safety, examining existing conditions, and using a data-driven approach to match safety programs and improvements with demonstrated safety concerns. This guide will help agencies enhance their existing safety programs and activities, including identifying safety concerns and selecting optimal solutions. It will also serve as a reference for improving pedestrian and bicycle safety through a multidisciplinary and collaborative approach to safety, including street designs and countermeasures, policies, and behavioral programs.

[NCHRP Report 803: Pedestrian and Bicycle Transportation Along Existing Roads—ActiveTrans Priority Tool Guidebook \(2015\)](#)

This resource includes an interactive tool and guidance to help agencies prioritize pedestrian and bicycle improvements, including safety projects, either as standalone or incidental to a roadway project.

[FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts \(2016\)](#)

This resource focuses on flexibility and options for the design of pedestrian and bicycle networks designed to minimize crash conflicts, including case studies to illustrate various design treatments.

[FHWA State SHSP Resources](#)

The FHWA Office of Safety posts a link to each State's current SHSP. This website also lists noteworthy practices. Many SHSP plans provide an emphasis on pedestrians and contain goals for reducing traffic fatalities and injuries.

[FHWA HSIP Resources](#)

The HSIP includes the projects selected for implementation, an evaluation of past projects, and an annual status report. Projects can include pedestrian safety improvement programs and projects. For example, the 2016 Oregon HSIP Annual Report details how the its All Roads Transportation Safety Program sets aside funding to address systemic pedestrian crash locations.

[State HSP Documents](#)

NHTSA posts the States' current HSP outlining non-infrastructure strategies for improving roadway safety. A State HSP is likely to contain a pedestrian fatality and injury reduction goal, an associated performance measure, and describe non-infrastructure initiatives like enforcement and education programs. For example, Colorado DOT's 2017 HSP (called the 2017 Integrated Safety Plan) supports the Denver Police Department's "Decoy Pedestrian Program" to enforce driver yielding compliance at high-crash pedestrian crossings.

Manual on Uniform Traffic Control Devices (MUTCD)

This manual provides transportation engineers and planners with detailed guidance for the design and application of traffic control devices, including signage, roadway markings, and intersection controls. Refer to the specific sections of the MUTCD listed in the countermeasure descriptions and consult State-level supplements for additional information.

PEDSAFE: Pedestrian Crash Typing

PEDSAFE provides definitions for 12 key pedestrian crash types identified by the software package, the Pedestrian and Bicycle Crash Analysis Tool (PBCAT). PBCAT is still used by many agencies but may not be compatible with some current operating systems.

NHTSA Pedestrian Safety Information

NHTSA publishes annual reports summarizing the latest pedestrian fatality statistics. These statistics are based on FARS and the reports describe pedestrian fatality trends per different socioeconomic groups and for each State.

Walkability Checklist

This tool can be used by community leaders during a walkability audit to evaluate pedestrian infrastructure and traffic behavior.

FHWA Model Road Safety Audit Policy (2014)

This resource outlines the steps typically taken to conduct an RSA and the roles of the stakeholders. Identifying safety issues is an element of the RSA that is accompanied by suggestions on how to enhance the specific road's safety.

Vision Zero Network

This collaborative website posts case studies and tracks cities who are implementing Vision Zero plans or goals. The Vision Zero Network website also notes best practices by agencies who are working to eliminate traffic fatalities and serious injuries. Vision Zero goals are accompanied by policies, strategies, and target

dates. For example, Columbia, Missouri's Vision Zero Action Plan contains an outreach campaign to educate pedestrians and drivers on new and potentially confusing infrastructure improvements like pedestrian hybrid beacons and enhanced pedestrian crosswalks.

Countermeasure Selection System

This online tool includes links to research studies, crash reduction statistics, and case studies for nearly 70 pedestrian safety countermeasures. Its Countermeasure Selection Tool provides countermeasure recommendations for uncontrolled crossing locations based upon variables such as AADT, vehicle speed, and number of lanes.

Highway Safety Manual

This manual provides detailed guidance for the collection, analysis, and evaluation of roadway crash data, as well as related CMFs and treatment selection guidance.

FHWA Road Diet Desk Reference (2015)

This resource includes sample policy, case studies, and design guidance for agencies and decision-makers considering Road Diets. The benefits of Road Diets include reducing vehicle speeds, reducing number of lanes to cross, and allocating space for pedestrian refuge island.

FHWA Design Resource Index

This resource directs practitioners to the specific location of information about pedestrian and bicycle treatments or countermeasures, across various design guidelines published by organizations such as AASHTO, the Institute of Transportation Engineers, and National Association of City Transportation Officials.

TCRP REPORT 112/NCHRP REPORT 562: Improving Pedestrian Safety at Unsignalized Crossings (2006)

This document recommends treatments to improve safety for pedestrians crossing high-volume, high-speed roadways at unsignalized intersections, with

particular focus on roadways served by public transportation.

[AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition \(2004\)](#)

This guide provides recommendations for the planning, design, and operation of accommodations for pedestrians on public rights-of-way. This guide also discusses the impact of land use and site design on pedestrian safety and connectivity

[FHWA Federal-aid Program Administration](#)

This website includes links to guidance for local and State governments administering federally-funded projects, such as those funded by HSIP or STBG.

[Pedestrian RSA Guidelines and Prompt Lists \(2007\)](#)

This resource complements practices for RSAs with additional guidance and a field manual for a pedestrian-focused RSA. An RSA team will use the knowledge of a diverse team, analysis of crash data, and a site visit to identify pedestrian safety issues.

[Pedestrian RSA Case Studies \(2009\)](#)

This website provides links to several examples of RSAs focused on identifying pedestrian safety risks and improvement strategies. For example, the City of Tucson, Arizona conducted an RSA of roadways with PHBs to improve the countermeasures' visibility and usability.

[FHWA Pedestrian and Bicycle Funding Opportunities Summary \(2016\)](#)

This resource includes a matrix comparing eligibility of various federal transportation funding programs for different types of bicycle and pedestrian projects.

[FHWA Guidebook for Developing Pedestrian and Bicycle Performance Measures \(2016\)](#)

This resource identifies a wide variety of potential metrics for setting goals, prioritizing projects and evaluating outcomes of bicycle and pedestrian plans, including plans for pedestrian safety improvements. Performance measures may include pedestrian levels of service or pedestrian fatality rates.

[NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments \(2017\)](#)

This report describes the safety benefits and CMFs for four types of pedestrian crossing treatments—rectangular rapid flashing beacons, PHBs, pedestrian refuge islands, and advance crosswalk signs and pavement markings.

[NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways \(2016\)](#)

This is a compilation of existing practices regarding the selection and implementation of pedestrian crossing improvements, as well as a literature review of research on more than 25 pedestrian crossing treatments.

[NHTSA "A Primer for Highway Safety Professionals" \(2016\)](#)

This resource outlines a comprehensive approach to improving safety for bicyclists and pedestrians and offers a summary of the most frequently used engineering, enforcement, and education safety measures. The resource identifies how certain treatments may be placed in relation to other treatments, such as the coordinated installation of a pedestrian refuge island and lighting.



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