

However, mid-block crosswalks can be considered to provide locations for pedestrians and bicyclists to cross arterials between intersections where pedestrian/bicyclist attractors are located on opposite sides of a roadway. Mid-block crossings can provide:

- Visual cues to allow approaching motorists to anticipate pedestrian activity and unexpected stopped vehicles, and
- Reasonable opportunities to cross during heavy traffic periods, when there are few natural gaps in the traffic streams.

A traffic engineering investigation study will need to evaluate the proposed location and design. Conditions to examine include: sight distance, speeds, volumes, crash experiences, illumination, number and type of pedestrians, and the location of pedestrian generators. Design considerations include median refuge area, pavement markings, advance warning signs for vehicular traffic, and coordinating potential pedestrian/bicyclist activated crossing signals with the traffic signal timing on the highway so as to not interfere with traffic progression.

The Federal Highway Administration's web site contains a variety of research reports on techniques for improving pedestrian and bicyclist safety along the highway:

<http://www.fhrc.gov/safety/pab.htm>.

References for Section 2: Intersections

1. "Highway Capacity Manual" Special Report 209, Transportation Research Board, National Research Council, Washington, D.C. (2000).
2. Manual of Uniform Traffic Control Devices for Streets and Highways, Federal Highway Administration, Washington, D.C. (2003).
3. Levinson, H.S. "The Capacity of Shared Left Turn Lanes" Transportation Research Record 1225. Transportation Research Board, National Research Council, Washington, D.C. (1989).
4. Roundabouts: An Informational Guide, Federal Highway Administration, Washington D.C. (2000).
5. Stover, V.G. and Koepke, F., Transportation and Land Development, Institute of Transportation Engineers, Washington, D.C. (2002).