

FIELD VISITS in the AMPA for the Regional Transportation Safety Action Plan (RTSAP)

The field team identified many issues that could be corrected and addressed with short-term to mid-term or maintenance driven projects. Additionally, some locations needed more long term corrections, or further study, due to sight distance issues, lane consistency, queue back up issues, approach skews, and poor access management. In the case of these field visits, these are initial observations and potential mitigation ideas, however; it is important to note that before doing any actual design changes to these locations there should be further investigation into the safety issues. In some cases, pulling the actual traffic records and developing crash diagrams would be beneficial.

Potential Mitigation Interventions that could apply to all roadways and intersections with high crash rates in the AMPA:

1. Prioritize areas of high crash risk for upgrading pedestrian facilities to accommodate ADA/PROWAG
 - a. This could include installation of pedestrian pushbutton extensions, tactile ramp surfaces, corrected sidewalk and ramp grades, and removal of obstructions within the sidewalk
2. Warning signing and striping improvements for defining pedestrian and/or multi-use trail crossings
3. Improve pedestrian and bicycle signing and striping in rural areas
4. Deploy Flashing Yellow Arrow indications to take advantage of conditional permitted left-turn phases to reduce pedestrian/permitted left-turn conflicts, this is particularly important at high crash intersections for pedestrians and heavy transit travel
5. Improve limited sight distance especially at opposing permitted left-turn movements
6. Place advance warning signs for downstream intersections and traffic control at rural locations
7. Improve pedestrian scale lighting along corridors and at pedestrian crossings, in particular this should be prioritized in EJ communities
8. Improve failure to yield right-of-way to pedestrians and bicycles by tightening the curb radii, in particular at intersections with lots of turning movements
9. Adjust minimum green times at locations where bike routes are identified to accommodate bicycle clearance of the intersection
10. Where feasible add pedestrian bulb outs to decrease crossing distances and improve line of sight for vehicular movement
11. On bicycle routes that intersect with busy intersections provide bicycle detection or button
12. For existing bicycle lanes widen to current standard width of 5 feet – consider narrowing driving lanes to make this feasible
13. Review access management driveways that could be combined or moved further away from the signalized intersections
14. Prioritize access to schools, community centers, and parks when doing ADA upgrades and roadway reconfigurations
15. Introduce leading pedestrian phases to try and minimize right-turn on red conflicts at intersections with high crash rates and high transit travel
16. Investigate the potential for narrowing lanes to see if median refuges could be constructed thereby reducing pedestrian crossing lengths and improving safety

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17. Review signal timing at high pedestrian crash locations to provide safer pedestrian crossing times and minimize conflicts with vehicular turning movements
18. Do Case F sight distance studies at high crash intersections
19. Provide marked crosswalks on local roadways intersecting with arterial roadways every X feet, or if local roadways are not intersecting, provide mid-block crosswalks every x feet
20. Ensure that intersections with channelized right-turns have pedestrian warning signs and striping
21. Review pedestrian crossing lengths and adjust “Walk” and “Flashing Don’t Walk” times per 2009 MUTCD or later
22. In areas where multiple streets converge consider low-cost striping applications that delineate the drivable area and provide direction to vehicular movement
23. Consider roundabouts for high crash, skewed, and multiple leg intersections, particularly in small urban and rural areas
24. Review yellow and all-red transitions times and adjust based on clearance distances and the latest practice
25. In small urban downtown areas consider bulb outs and on-street parking
26. In small urban and rural areas consider adding shoulder widths on future projects to accommodate pedestrians and bicycles
27. Review consistency and appropriateness of speed limits on long small urban and rural roadways to help with speed compliance
28. Provide educational videos on how pedestrian hybrid beacons operate
29. Provide educational videos on how to use roundabouts

Field Visit Locations

Large Urban

- Roma Ave and 4th Street
- Ouray Road and West Frontage Road
- Rio Bravo and Coors

Pedestrian Focused

- Eubank and Central Avenue
- Montgomery and San Mateo

Bicycle Focused

- Eubank Boulevard and Chico Road
- Indian School Road and University Boulevard

Small Urban Areas

- NM 263 and NM 247 (Los Lunas)
- Reinken Ave and Main Street (Belen)

Rural Locations

- Bosque Loop and McNew Rd
- Rio Del Oro Loop and Manzano Expressway
- Frost Road and Mountain Valley
- Frost Road and Vallecitos

Tribal Locations

- Isleta Casino and NM 47 (Isleta Pueblo)
- NM 315 and NM 313 (San Felipe Pueblo)
- Roy and NM 313 (Roundabout in Pueblo of Sandia Village)

Corridor

- Isleta from Goff to El Centro Familiar

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SHOWCASE PROJECTS: INTERSECTIONS AND CORRIDORS

High crash locations identified in this report's analysis should be candidates for a complete street or roadway reconfiguration. In addition, designing an intersection utilizing a more innovative intersection geometry could be done as a part of a showcase project. Ideal locations would have high crash occurrence of not only vehicle crashes, but also bicycle and pedestrian crashes. These showcase projects should be multi-modal, many of which are discussed within this plan. Such innovations should include bicycle signals, flashing yellow arrows conditional to a pedestrian call, bicycle detection, separation of pedestrian crossing from turning vehicular traffic, and pedestrian refuges.

One location that could be a good candidate for such a showcase project is the San Mateo/Montgomery intersection, which has high vehicular and pedestrian crashes. Also, this site is located immediately adjacent to a high school, has heavy foot-traffic, and transit stops on all approaches. A showcase project could be used to show the public alternative approaches that could provide safety benefits without overly significant degradation in operations.

There are many examples across the country where pedestrian and bicycle protected concepts have been implemented, which should be used as examples for the development of showcase projects in AMPA. One example of this can be found at the intersection of 200S and 300W in Salt Lake City, Utah. This particular project was part of a larger deployment of bicycle/pedestrian friendly design features along 200 West in Salt Lake City. Some of the elements included, protected bicycle lanes, bicycle signals, and separate bicycle/pedestrian crossings of the intersections with vehicle traffic stopped further back from the intersection giving everyone a chance to see each other.

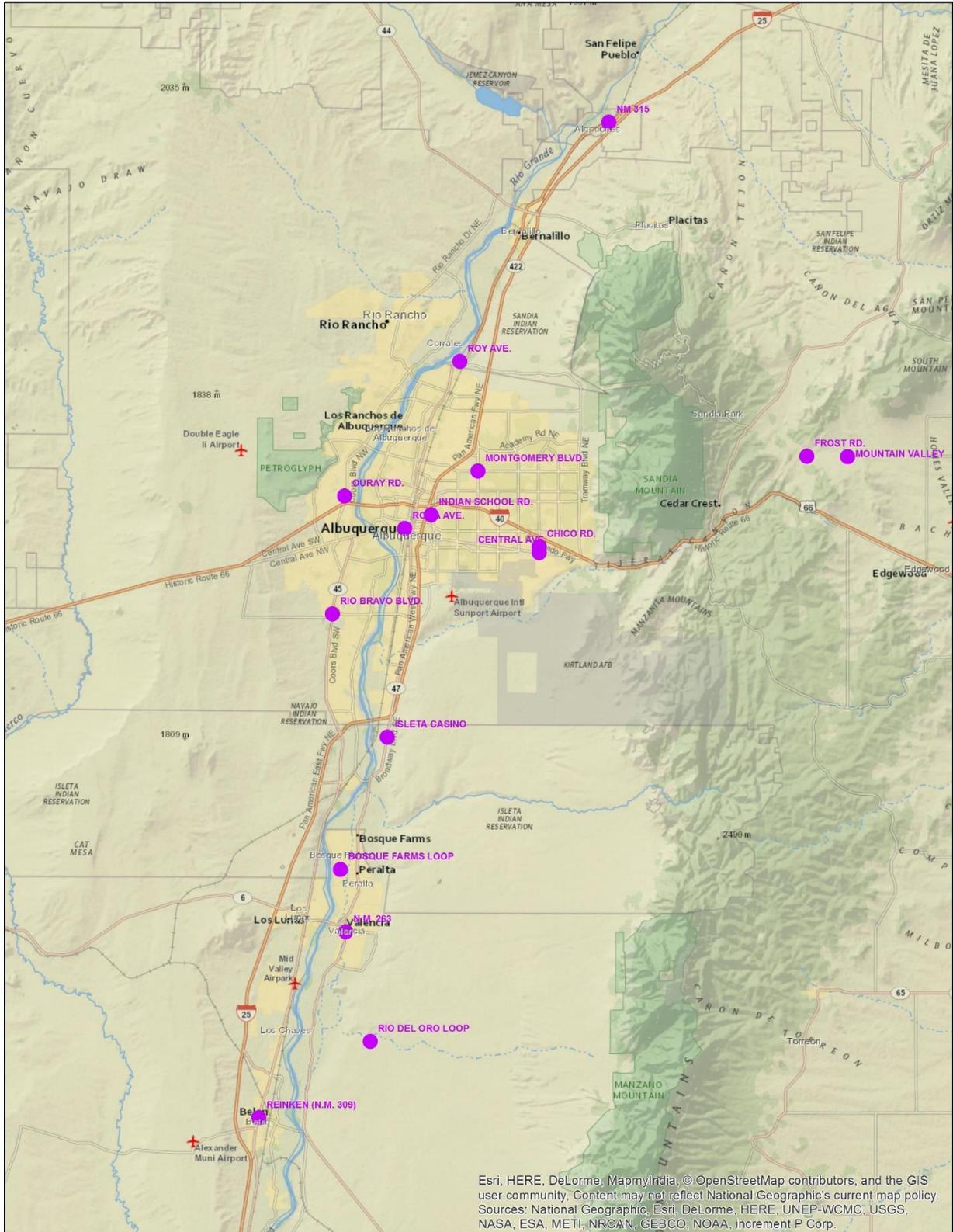


Protected Intersection in Salt Lake City, Utah. Source; Google maps



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Map of Field Visits Locations



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Large Urban Field Visits

Montgomery & San Mateo

Observed Issues:

- Heavy traffic demands from all approaches
- Pedestrian facilities are not ADA/PROWAG compliant with no tactile surfaces, sidewalk obstructions, ramp slope issues, and small landing areas to name a few
- There is heavy pedestrian demands with adjacent commercial land use and a High School on the northeast corner
- Many drivers turning right on red ignore crossing pedestrians
- No bus bays at transit stops located on 3 of 4 departure legs
- Closely space driveways are present including a full movement driveway just east of the intersection that limits eastbound left-turn storage capacity
- No bicycle facilities present



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Potential Mitigation:

- Improve pedestrian facilities to bring into ADA/PROWAG compliance
- Due to the proximity of the school, could look at the feasibility of providing pedestrian bridge (Caution: Many pedestrian bridges are underutilized and require greater costs)
- Introduce leading pedestrian phases to try and minimize right-turn on red conflicts
- Provide bus turnouts at the remaining bus stops
- Review access management for redundant driveways, driveways that could be combined or moved further away from the signalized intersection
- Although available ROW may make pedestrian median refuges infeasible, an investigation into the potential for narrowing lanes could be done to see if median refuges could be constructed and thereby reducing pedestrian crossing lengths
- Consider this as a Showcase Project

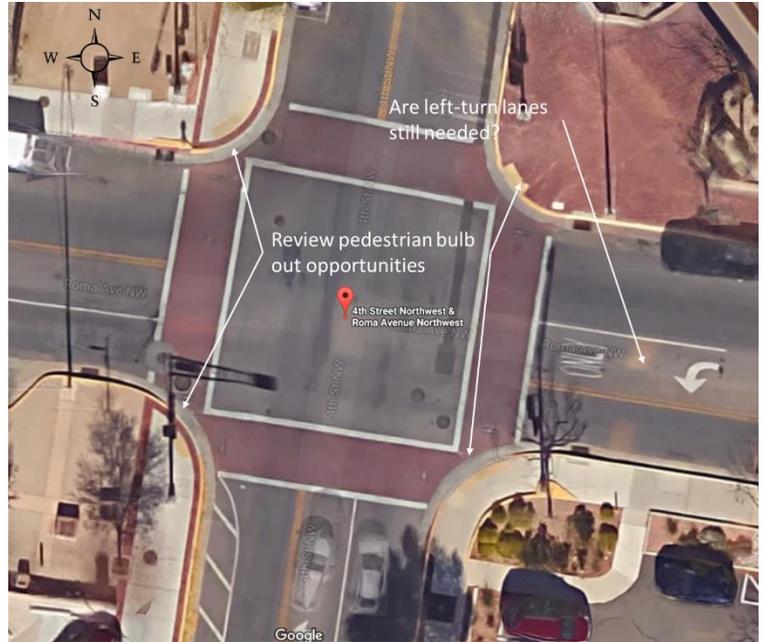


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Roma Ave and 4th St

Observed Issues:

- A large amount of pedestrian and bicycle activity takes place at this intersection because it is located in the central business district
- Original signal control indications have been bagged and the intersection currently operates as a 4-way stop as part of a pilot study
 - This provides smoother traffic flows for all modes in this area
- Crosswalks are red brick making so crosswalk areas more visible to drivers
- Intersection appears to operate well under 4-way stop and provides smoother movement for all modes of travel



Potential Mitigation:

- Look at opportunities to add pedestrian bulb outs to reduce pedestrian crossing lengths and improve pedestrian visibility
 - Pedestrian bulb outs are complimented by on-street parking
- Review traffic demands and determine if left-turn lanes are still needed



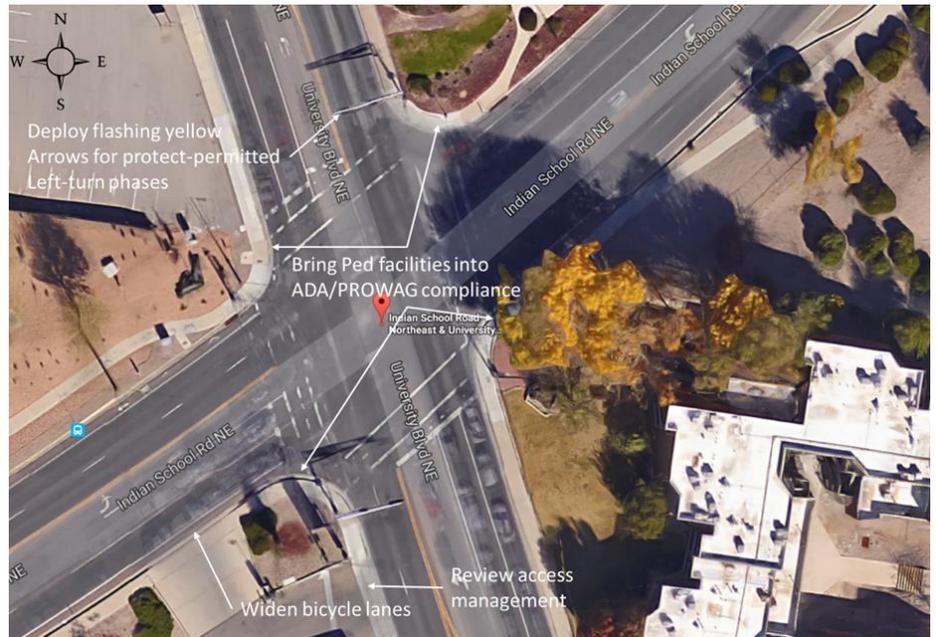
- If not, the extra width could be used to expand on-street parking

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Indian School and University

Observed Issues:

- Indian school is identified as a bicycle route
- The NE and SW corners are very sweeping and could create more conflicts with right turners and bicyclists
- Bicycle lanes are too narrow for today's standards
- The intersection is not up to ADA/PROWAG standards
- There are some bike buttons available; although they are not identified very well
- Noted permitted left-turn conflicts with pedestrians in crosswalk
- Severe skew present which can reduce sight distance and increase crashes
- Closely spaced access driveways, especially on the west leg disrupts intersection operations



Potential Mitigation:

- Since Indian School is a bicycle route, bicycle detection and minimum green adjustment makes sense
- Widen bicycle lanes to current standard width of 5 feet
- Bring sidewalk, ramps and pedestrian buttons up to ADA/PROWAG standards
- Deploy flashing yellow arrows for protected-permitted left-turn phases to eliminate permitted left-turn movements against pedestrians in crosswalks
- Review access management driveways that could be combined or moved further away from the signalized intersection



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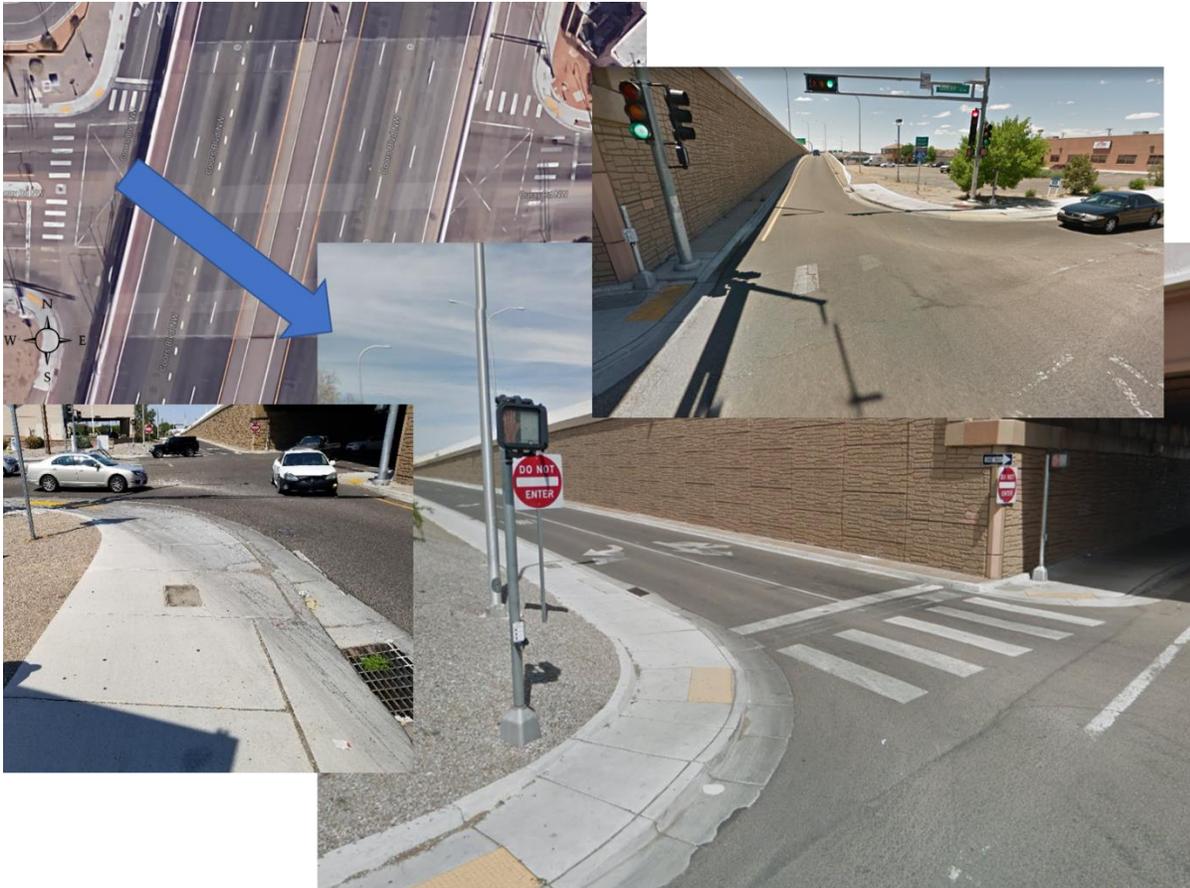
Ouray Rd & Coors West Frontage Rd

Observed Issues:

- East/West queue issues through either Ouray intersection
- East to North truck paths completely encroach pedestrian ramp and sidewalk
- Lots of red light running westbound
- Opportunity for single controller or communicating controllers for both Ouray intersections
- Visibility between north leg crossing pedestrians and vehicles limited
- The sidewalk on the Southside should be moved and turn widened for trucks turning into on ramp – they literally cannot make it without using the entire sidewalk

Potential Mitigation:

- Review signal timing and revise coordination. Also may consider upgrading controller to Cobalt to better coordinate the two adjacent intersections operate as one
- The southeast curb return needs to be reconstructed to accommodate truck turns without requiring the truck to encroach into the pedestrian area
- Could consider installing signal louvers to obstruct the downstream signal indication and minimize the potential for driver confusion



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Rio Bravo Blvd & Coors Blvd

Observed Issues:

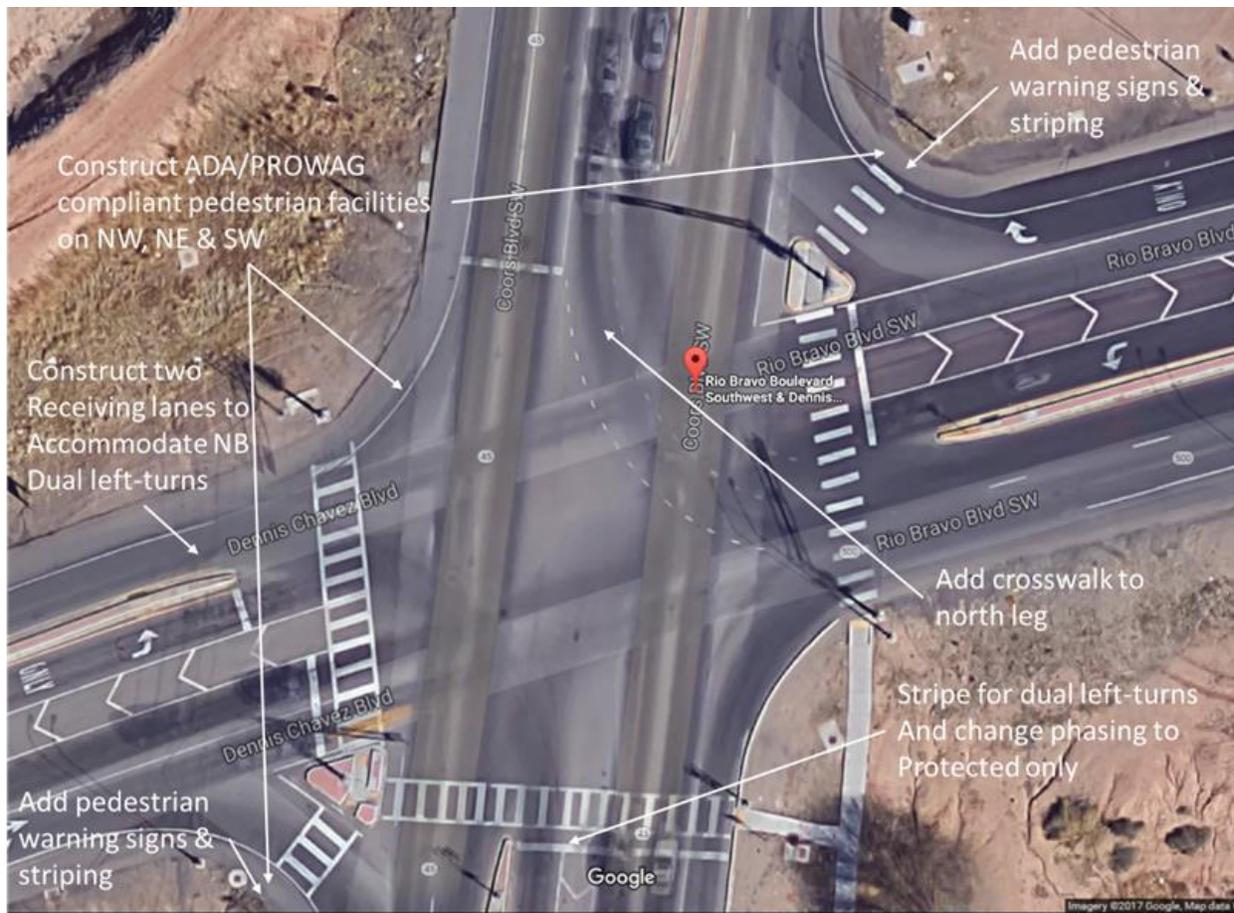
- Significant skew at all approaches
- There is minimal pedestrian connectivity and current facilities are not ADA/PROWAG compliant
- It was noted that northbound left-turn queues were backing well into the through lanes
- Very little convenient access to existing transit stops
- Case F sight distance requirements for northbound permitted left-turn lanes may not be satisfied
- Sight distance east-west is also limited by approach grades
- There was a pedestrian button and indication on the north leg but no crosswalk
- No pedestrian warning sign for both channelized right-turns



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Potential Mitigation:

- Pedestrian facilities that are in compliance with ADA/PROWAG
- Ideally north to west left-turns should go to dual lanes as there is width; however in addition the west departure leg also needs to be reconstructed to receive two lanes
 - Once dual left-turn lanes are constructed this movement would go to protected only mitigating the site distance issue
- Should do an east-west case F sight distance study to make sure appropriate sight distance are provided for east-west permitted left-turns
- Either a crosswalk facilities need to be provided on the north leg or pedestrian signal phasing should be removed
- Pedestrian warning signs and striping should be provided at both channelized right-turns



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Eubank & Chico

Observed Issues:

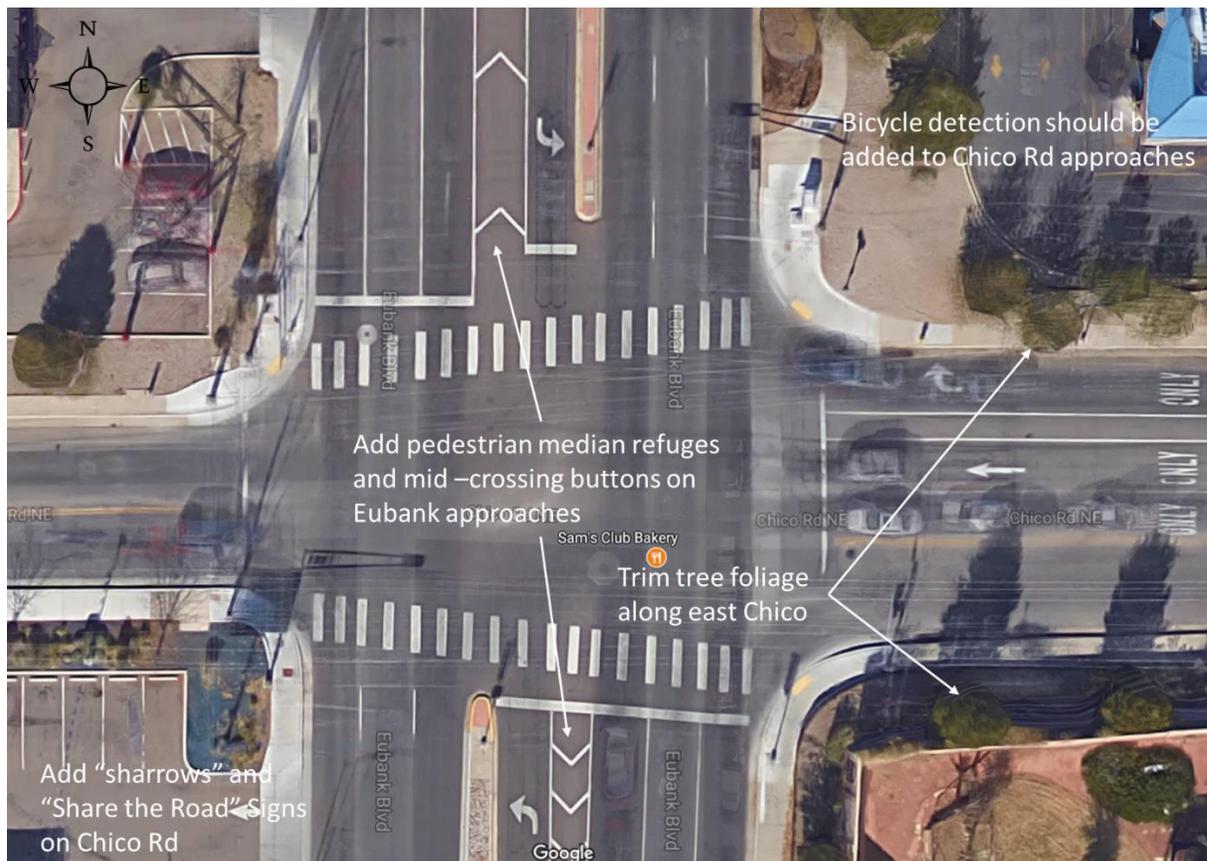
- Pedestrian phase crossing San Mateo felt short
- Vehicles ignored right-turn pocket striping and driving in bicycle lane
- Chico at this location currently is a bike route
- Minimal signage indicating this was observed. Also there was no share the road signs to alert drivers
- There does not appear to be any bicycle detection nor does the minimum green time appear to accommodate a bicycle crossing of Eubank
- Long pedestrian crossing distances across Eubank.
- People speeding/running red lights
- Some low hanging trees potentially obstructing intersection sight lines
- Angled crosswalks lengthen the crossing width considerably/ big intersection
- Full movement access to shopping center on east leg is very close to the intersection, which not only interferes with the operation of the signal but also present cyclist with increase potential vehicle/bicycle conflicts



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Potential Mitigation:

- Right-turn pocket striping could be enhanced with reflective delineators
- Consideration should be given to keeping the east leg of Chico consistently a bike-shared condition rather than having a bike lane for only 300 feet at the intersection, especially considering a shared condition also exists on the west departure leg as well
- “Share the Road” signs and “sharrow” striping should be added to Chico Road
- Considering that Chico Rd is a bicycle route, bicycle detection should be in place on the Chico Rd approaches
- Both north and south legs on Eubank have additional lane width currently not used as left-turns
 - These areas could be opportunities to install raised pedestrian median refuges with pedestrian buttons shortening the long pedestrian crossing length
- Trim trees along Chico Rd to maximize sight lines
- An access management study should be completed to review appropriate driveway spacing and driveway movements
- Review pedestrian crossing lengths and adjust “Walk” and “Flashing Don’t Walk” times per 2009 MUTCD or later
- Right-turn pocket striping could be enhanced with reflective delineators



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Eubank & Central

Observed Issues:

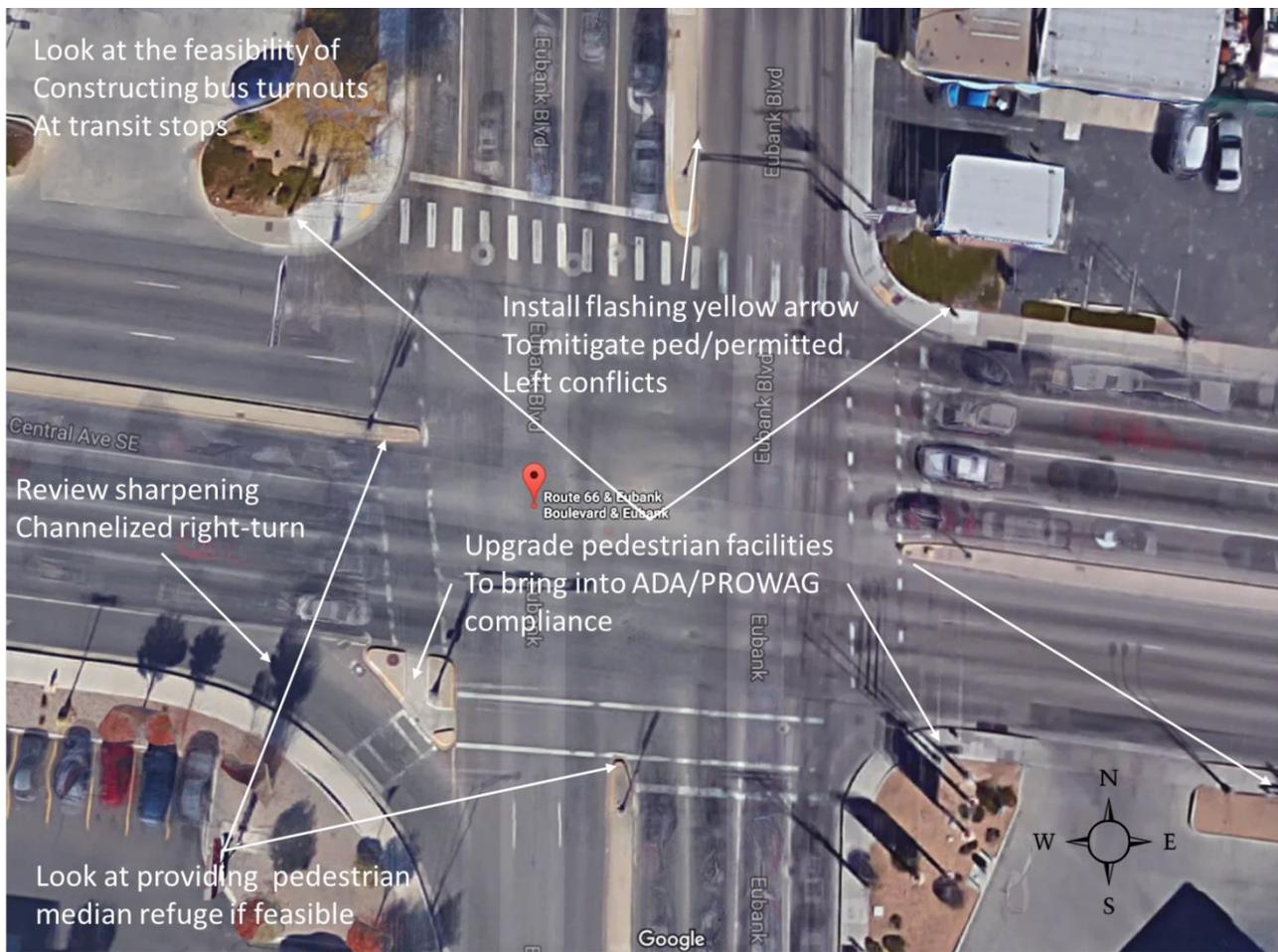
- Quite a lot of people walking as well as people on bikes
- Intersection corners are not ADA/PROWAG compliant (ie. accessible button and sidewalk obstructions, and some tactile surfaces missing on south corners)
- Speeds in excess of 50 mph were observed in the field
- Central pavement in poor condition
- Some ped crossing phase times felt short
- Many pedestrians were observed not crossing at the intersection but just upstream/downstream
- SW corner pedestrian indication was obstructed
- There are transit stops on all four departure legs of the intersection with no bus turnout
- West leg median nose obstructs crosswalk path



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Potential Mitigation:

- Upgrade pedestrian facilities to bring into ADA/PROWAG compliance
- Flashing yellow arrows could be deployed on protected-permitted approaches to eliminate pedestrian-permitted left-turn vehicles
- The potential for providing pedestrian refuges on all approaches should be looked at
 - Potential limiting factors are available ROW
 - The feasibility to narrow vehicle lanes could be looked at to provide additional median refuge width
- Although it looks rather sharp now, the east to south channelize right-turn should be studied to determine if it could be sharpened to encourage slower right-turn speeds and reduce pedestrian crash risks
- An effort should be made to relocate obstructions out of the sidewalks
 - These include bus-stop structures and benches, newspaper vending machines, poles and controllers to name a few
- Consideration to employing bus-turnouts at transit stops might reduce the potential for sideswipe crashes and increase capacity



Small Urban Field Visits

Bosque Loop and McNew Road

Observed Issues:

- Well used multiuse path
- No Signage or Striping for Multi-Use Path Crossing
- Poorly Lit Especially at Crossing
- No Definition of appropriate turning movements
- Large un marked pavement width is present confusing desired vehicle pathing and encouraging high-speed SB vehicles
- Stop sign on McNew hard to see
- Resident saw near miss crash with bicycles



Potential Mitigation:

- Could use Painted or Reflective Object Markers Reducing Drivable Area
- Eliminate high speed direct SB movement from Bosque Loop to McNew Road
- No Definition of Appropriate Turning Movements
- Large un marked pavement width is present confusing desired vehicle pathing and encouraging high-speed SB vehicles
- Move or clear foliage so stop sign on McNew can be seen



- Resident saw near miss crashed with bicycles

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S. Rio del Oro Loop and Manzano Expressway

Observed Issues:

- Although not part of this field study a multiuse path crossing Manzano Expressway at the north loop intersection has no warning striping or signage
- Rumble strips are present to alert traffic that an intersection is approaching
- Approaches to this intersection are significantly skewed which tends to increase crash risks.
- Seems to be speed is the major factor here – going over a hill and potentially losing control
- Skid marks going west bound – perhaps stopping quickly because they don't see speeding cars coming over the hill
- Car debris by utility road as it approaches the roadway
- Two crosses indicating a fatal crash located north of the intersection.
- Sight distance/ limited sight distance NB with very little warning signage for upcoming intersection

Potential Mitigation:

- Add warning signing and striping for multi-use trail crossing at north Loop intersection
- Realign east-west approaches to be perpendicular to Manzano Expressway to improve sight distance
- Provide intersection warning signs for northbound approach to the intersection
- Maybe a good candidate for roundabout control because it reduces speed, mitigates skew, and reduces crash severity



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NM 47 and NM 263

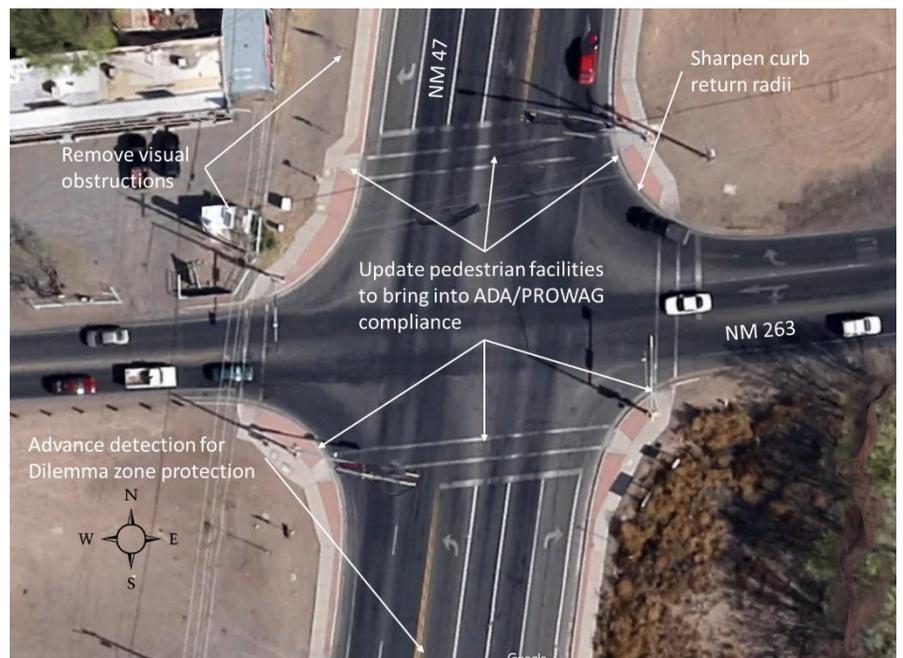
Observed Issues:

- Several pedestrian facility issues including non-ADA/PROWAG compliance, signal indication missing or not working, and crosswalks worn
- Poor line of sight for eastbound approach especially for eastbound right-turns and left-turns.
- Very large curb return radii
- Observed 5 red light runners (2 westbound NM263,1 southbound NM 47, 2 northbound NM47)
- Saw a significant proportion heavy trucks in traffic demands, which probably explains the large curb return radii
- There was a memorial cross indicating fatality on NE corner of the intersection
- Observed many right-turn on red movements not yielding to pedestrians
- No Lighting present at intersection



Potential Mitigation:

- Upgrade pedestrian facilities to include more modern crosswalk striping, tactile surfaces, new ramps, and audio/vibro-tactile buttons
- Potential candidate for leading pedestrian interval depending on pedestrian demands
- Sharpen curb return radii while still allowing traversal of trucks
- Review yellow and all-red transitions times and adjust based on clearance distances and the latest practice
- Advance detection on NM 47 to reduce dilemma zone and potential for rear end and angle crashes
- Observed many right-turn on red movements not yielding to pedestrians
- No Lighting present at intersection



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Reinken Ave and Main Street

Observed Issues:

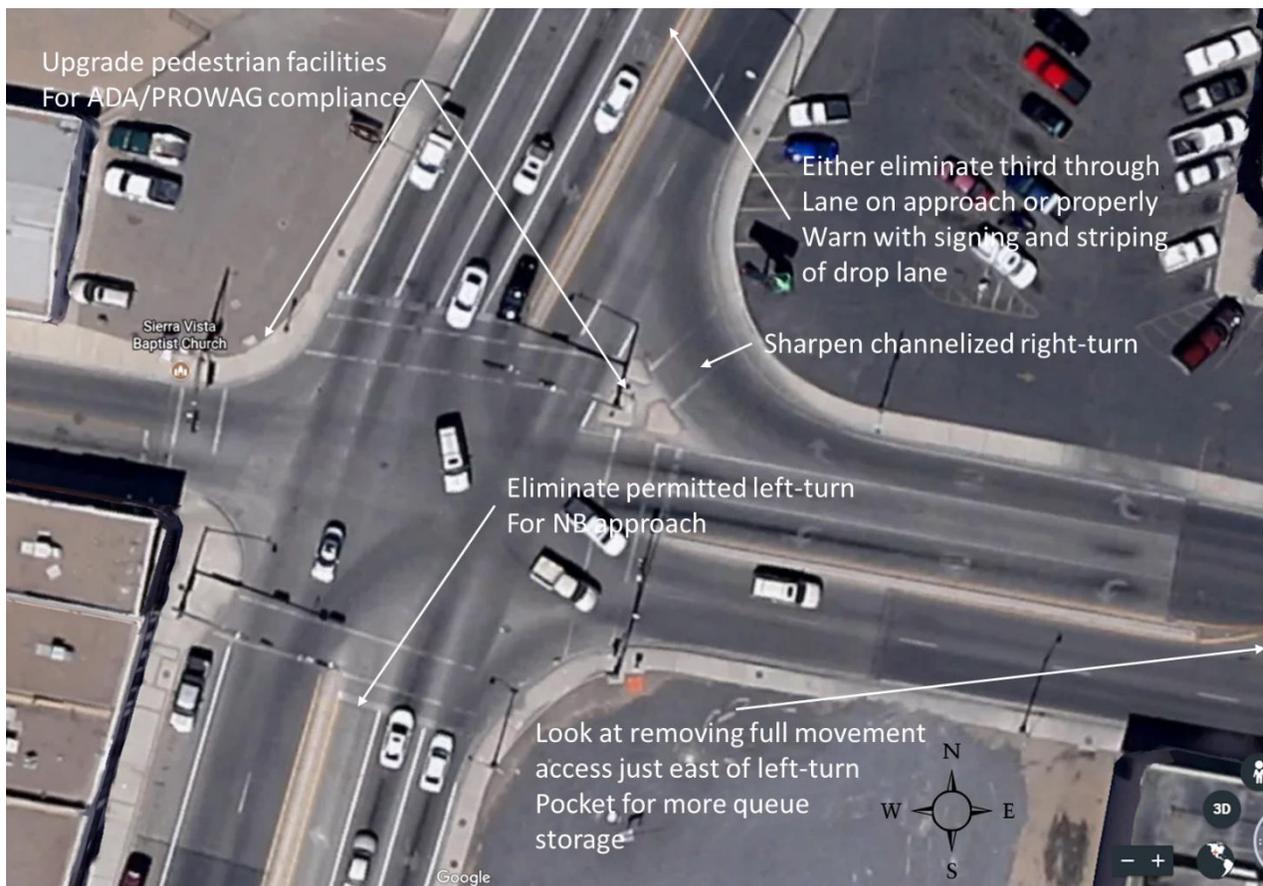
- Belen has a plan for Main Street to make it into a Complete Street
- West bound left-turn queue backs up into through lane
- One corner sidewalk is bumped out slightly – could tighten curb radii all around
- Current geometry contributes to higher right-turn speeds for the east to north movement and pedestrian crash risk
- No tactile strips
- Pedestrian button on northeast corner does not meet ADA/PROWAG standards
- Poor warning of SB lane drop from through to left-turn
- Possible sight distance obstruction at SW corner, especially for right-turn on red versus pedestrians in crosswalk.
- Case F sight distance issues between NB and SB left-turns - especially impactful to the permitted left-turn phase NB



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Potential Mitigation:

- The Belen downtown plan, including pedestrian bulb outs and on-street parking should be considered for this intersection
- Access management principals should be applied to all approaches to this intersection
 - Consideration should be given to limiting full movement access too near the intersection
 - Removal of the full movement driveway immediately east of the intersection would allow the westbound left-turn storage to extended to accommodate demands
- Look at the feasibility of sharpening curb returns to reduce right-turn speeds
- Sharpen the east to north channelized right-turn to conform to FHWA recommended geometry to reduce speed and pedestrian crash risks
- Bring all intersection corners and sidewalks up to ADA/PROWAG compliance including tactile surfaces, appropriate ramp slopes, button accessibility, current crosswalks etc.
- Study needs to review the need for the additional third southbound lane approaching the intersection.
 - If it is to remain, appropriate warning signing and striping should be put in place to let drivers know of the downstream lane drop condition
- Since removal of skew on SB approach is likely not feasible, the elimination of north to east permitted left-turns should be considered



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Rural Field Visits

Frost Rd and Mountain Valley

Observed Issues:

- South bound detectors and flashers on stop sign are not working properly
- This intersection was planned to go to a two-way stop due to 2009 MUTCD requirements for a four-way stop
 - The public was against this removal due to area speeding and the four-way stop remains
- Some line of sight issues with east bound Frost looking north – a lot of utility boxes, etc. (Especially on southwest corner)
- There are grade issues north bound on Mountain Valley that limit sight distance
 - There is an advanced warning sign present indicating a stop sign ahead
- There have been local complaints of speeding on all approaches



Potential Mitigation:

- Maintenance needed on stop sign flasher detector
- Since speeding has been identified as an issue by the local populace, roundabout control would be a good fit for this intersection
- Sight distance obstructions should be relocated
- Might consider adding shoulder widths to these roadways on next project to accommodate pedestrians and bicycles



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Frost Rd and Vallecitos Rd

Observed Issues:

- Speeding seems to be an issue on Frost Road
- Speed limits appear to change along Frost Road
- Bike routes are identified on Frost Road, however existing shoulders are narrow and there are no “Share the Road” signs
- No stop line present at south leg stop sign



Potential Mitigation:

- With speeding being an issue along Frost, more consistency in speed limits might help with compliance
- Roundabout control is a good mitigation for speeding issues and significantly reduces crash severity
- With bicycle routes identified on Frost Road, an effort should be made to widen paved shoulders
- Add “share the Road” signs on Frost Road
- Could include intersection warning signs on Frost Road



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Tribal Field Visits

NM 315 and NM 313 San Felipe Pueblo

Observed Issues:

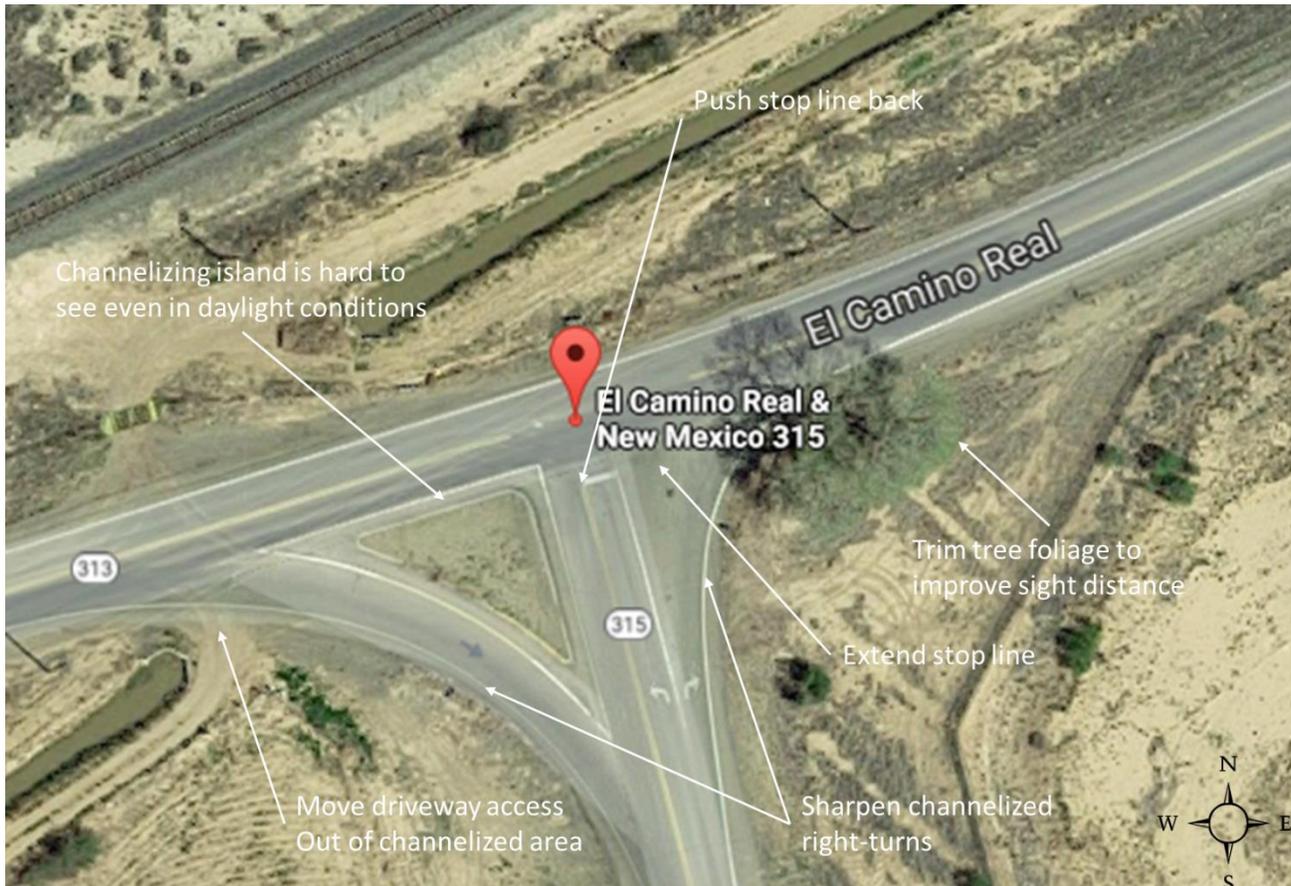
- No stop bar on north bound right-turn
- Sweeping turns on both sides encouraging higher speeds
- Large channelizing island is difficult to see
- No crossing marks or pedestrian facilities
- Shoulder condition poor for bikes/pedestrians including vegetation in way / poor edge condition and slim shoulder available
- WB left turning movement may cut across stop bar due to the location of the NB left-turn stop bar
- Tree at southeast corner obstructs sight distance
- No intersection lighting
- There is an access driveway poorly located on the channelized east to south right-turn



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Potential Mitigation:

- Extend stop line for right-turn movement for NB approach
- Sharpen right-turn channelization to slow right-turn speeds reducing pedestrian crash risk and crash severity
- Provide reflective paint, pavement markers, and delineators to make channelizing island more visible
- Provide wider shoulders with level surfacing and vegetation trimmed
- Pull north to west left-turn stop bar back to minimize chance for west to south encroachment
- Trim tree to improve intersection sight distance
- Provide intersection lighting
- Relocate private access to either upstream on NM 313 or downstream on NM 315 out of the channelized area



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Roy Ave & NM 313 Pueblo of Sandia Village

Observed Issues:

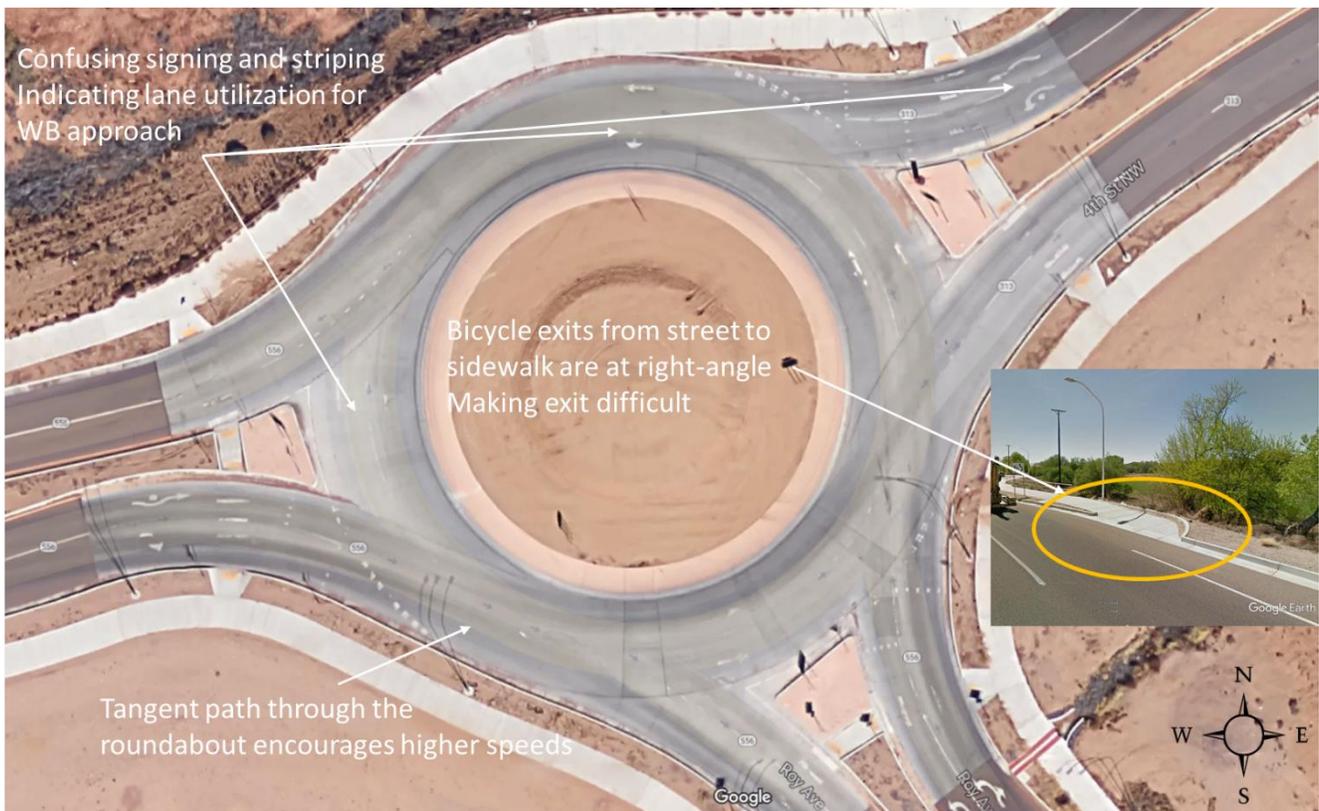
- The west to south path through the roundabout allow greater speeds than are intended for this type of traffic control where the goal is to slow vehicle speeds
- It was mentioned that trucks have been taking the circulatory road at too great of a speed and overturning
 - A Pueblo representative mentioned that this has happened on at least three occasion within the past few years
- WB Approach Lane Use Striping is confusing
 - The approach striping says the outside lane is for through traffic only and inside lane is for left-turns only; however circulatory roadway striping immediately downstream from WB approach allows both lanes to go through; furthermore downstream striping in the circulatory roadway downstream of the west leg departure encourages both lanes to continue as left-turns
- The bicycle lane exits prior to entering the circulatory roadway are constructed at right-angles to the roadway making it difficult for bicycle to safely exit the roadway
- Sidewalk not continuous in all directions
- Pueblo representative at the field visit mentioned that many motorists are still confused on how to use the roundabout



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Potential Mitigation:

- Look at adjusting EB approach entrance and SB exit curvature to introduce greater deflection, which in turn would reduce speeds
- Striping and signing on the westbound approach should be consistent with circulatory roadway striping
- If current WB lane utilization is to remain, the outside lane in the circulatory roadway could be eliminated just upstream of the EB approach to minimize driver confusion
- The bicycle lane exits could be reconstructed at an angle that will better facilitate exiting while still reducing exiting speed for to increase safety for pedestrians that share the sidewalk
- Increase education and public outreach on how to drive through a roundabout controlled intersection



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NM 47 and Isleta Casino

Observed Issues

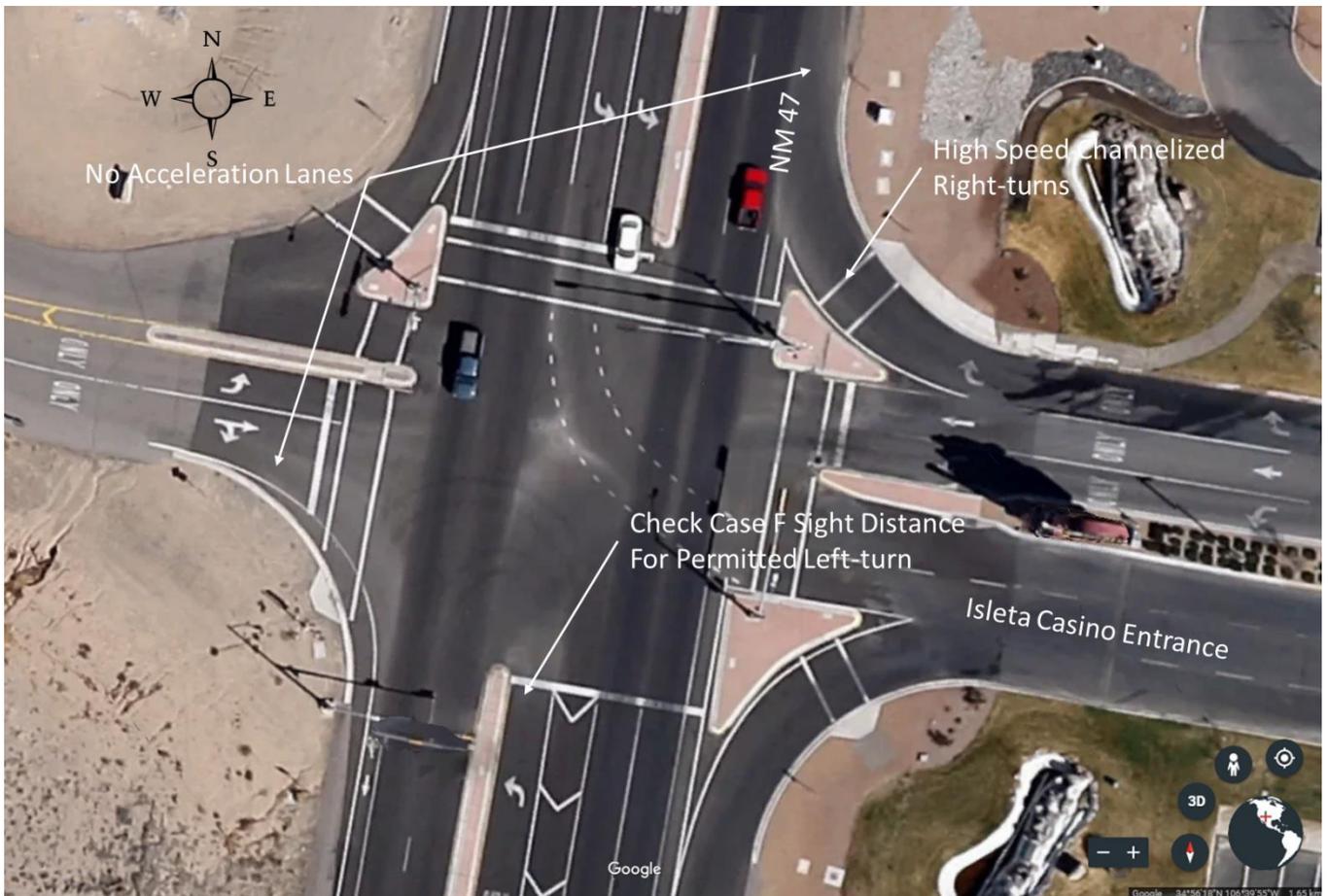
- Push buttons are not accessible
- 4 red light running while there SB Left one/ NB Left
- Required Case F Site Distance per AASHTO Green Book may not be accommodated between SB dual left and NB single left for permitted left-turns
- ADA ramps appear not to be compliant (I.e. Lack of tactile surfaces and appropriate slopes and landing areas.
- Debris in “accessible” areas
- Channelized right-turn from the Casino Entrance is very sweeping encouraging higher speed right-turn movements increasing pedestrian crash risks
- Pedestrian count down indication was not working on west side of intersection
- There is a lack of pedestrian connectivity as there are no sidewalks beyond the pedestrian ramps
- Green ball indication was out WB approach
- Pedestrian timing on recall could make for excessive timing delay for vehicles
- Observed speeds appeared to be greater than the speed limit
- There were no yield signs or pedestrian crossing signs at channelized right-turns in or out of the Casino Entrance
- No acceleration lanes for right-turn s from the Isleta Casino to NM 47



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Potential Mitigation

- Bring all pedestrian facilities into ADA/PROWAG compliance
- Fix signal and pedestrian signal indications
- Depending on sight distance analysis, eliminate north to west permitted left-turn phase
- Add yield and pedestrian warning signage at channelized right-turns
- Could look at advanced detection to provide dilemma zone protection to reduce red-light running and angle crashes
- Channelized right-turns could be sharpened to encourage slower maneuvers and thus reduce pedestrian crash risks
- Remove pedestrian recall
- Add appropriate length acceleration lanes for right-turns from Casino approaches



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Corridor Field Visit: Goff/Isleta from Bridge to Gun Club

Observed Issues:

- Poor access management along this roadway with closely spaced and redundant full movement driveways
- Large sections of this roadway have two-way left-turn lanes which FHWA and HSM has shown to have greater crash rates than raised median roadways
- Many driveways were too wide and creates greater exposure to vehicle conflicts for pedestrians
- There is a pedestrian hybrid beacon located at the Isleta/McEwen-Perry intersection
 - It was observed that many vehicles did not know how to negotiate this form of traffic control
- It appears that in the past an accessibility project was completed along this corridor improving sidewalk-scape, adding pedestrian button extensions, and ADA compliant ramps and tactile strips
- Bike lanes are present along this corridor and may be slightly narrow by today's standard but there appears to be no room to widen
- Speed limits were observed to be 40 MPH which might be a little high for a three lane cross-section and bicycle lanes with no buffers
- There was a median refuge observed just south of Vito Romero with no identified crosswalk or pedestrian crossing sign



Potential Mitigation:

- A reevaluation of access management should be completed for this corridor identifying redundant driveways, driveways to closely spaced, narrowing of driveways that are too wide and opportunities for driveways to be combine or moved to the side street
- Raised medians for all sections with two-way left-turn lanes should be considered and partial and full movement access points should be identified through the development of an access management plan
 - Raised medians will also increase the opportunity to provide pedestrian median refuges throughout the corridor
- A new education effort, initially focused in the community, should be implemented to educate drivers on how pedestrian hybrid beacons operate
- A speed study should be completed for this corridor as 40 MPH seems a little high for this type of corridor