

ROAD SAFETY AUDIT

**Lead/Coal Ave Corridor
(Washington St to Broadway Blvd)**

June 10, 2022

Prepared for the City of Albuquerque

Today's Agenda

1. Welcome

- Purpose
- Roles and Responsibilities
- RSA Team Composition

2. Findings/recommendations

3. Wrap Up

Meeting Note

- We've been informed by our IT that there is a high probability of Zoom breach which may result in inappropriate content. If that does happen, this meeting will have to be rescheduled for a later time and we will send out notifications.

Purpose-What this RSA is and is Not

- **Is** a technical and independent look at safety issues and potential solutions.
- **Is** a report with recommendations to which the City can respond.
- **It is not** a guarantee that recommendations will be implemented.

Roles and Responsibilities

- FHWA – Technical assistance and outside perspective with national best practices
- MRMPO – Facilitating the RSA
- City of Albuquerque – Roadway owner

RSA Team

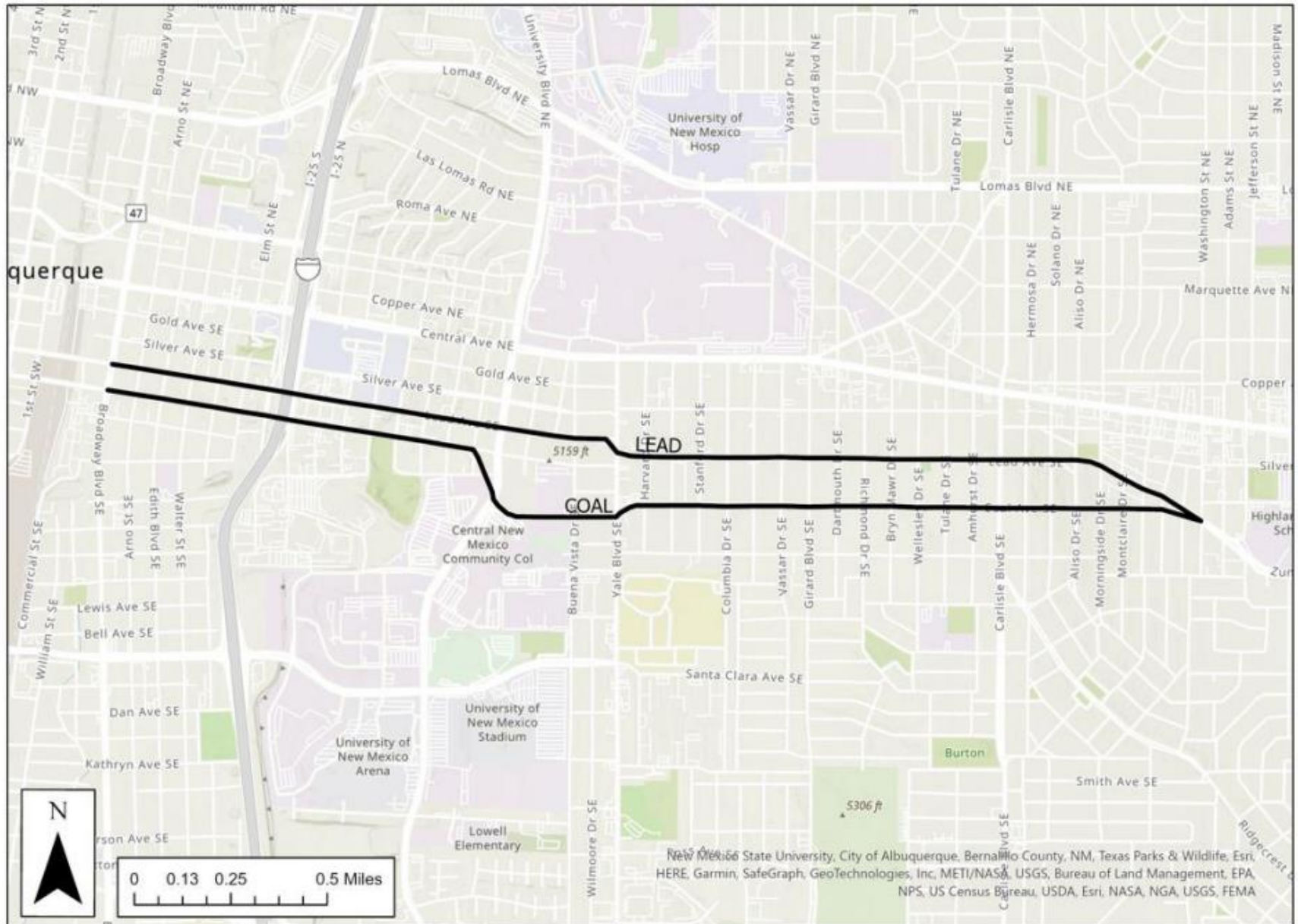
- Mike Cynecki, consultant
- Peter Eun, FHWA
- Luis Melgoza, FHWA
- Officer Wesley Jackson, APD
- Willy Simon, MRCOG
- Tara Cok, MRCOG



Public Comment

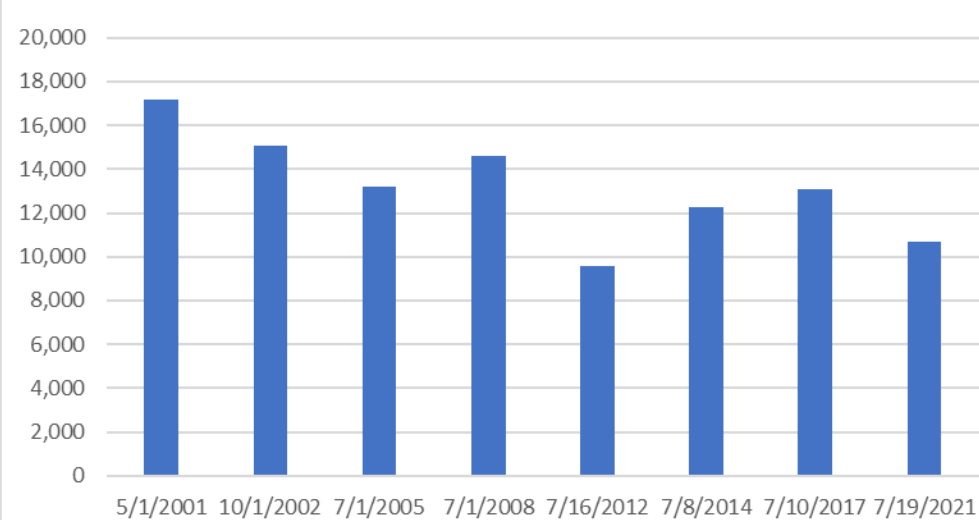
- Public comment was received at the stakeholder meeting on Wednesday, thank you! Additional written comments can be submitted in writing to Willy Simon wsimon@mrcog-nm.gov or Tara Cok at tcok@mrcog-nm.gov by June 24, 2022.

June 8-10 Road Safety Audit Study Area: Lead and Coal Boulevards

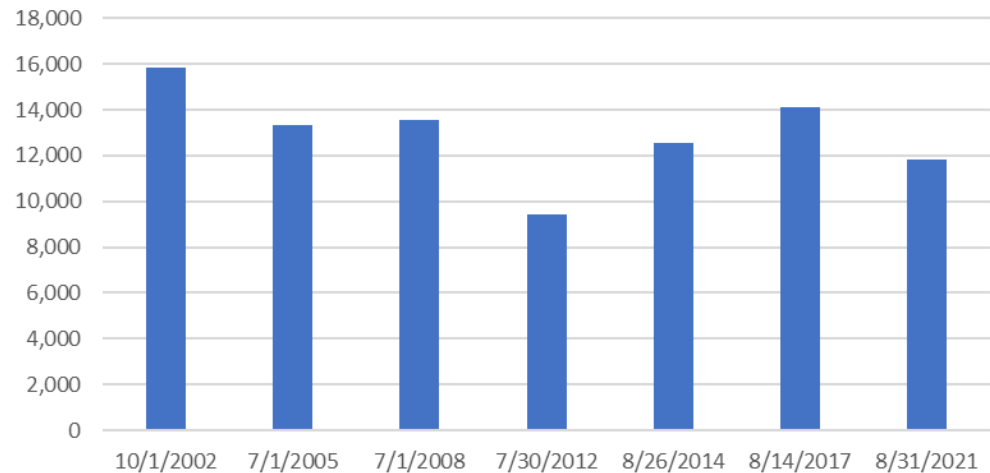


Historical Traffic Volumes

Lead East of Girard



Coal East of Yale



RESOURCES AND SITE VISITS

Resources

Information about the corridor was collected from MRCOG and from site visits by the RSA Team. Crash information was collected from NMDOT and APD. Public input was also collected and used to inform the audit.

Site Visits

The RSA Team conducted site visits on two days at the following times:

- Wednesday, June 8 from 2 pm - 10 pm and
- Thursday, June 9 from 7 am – 9 am
- Weather during the Wednesday site visit was hot and slightly overcast and on Thursday it was sunny with clear skies.

KEY RSA ASSUMPTIONS

- The RSA was independently conducted without City involvement.
- No safety improvement recommendations were excluded from the initial analysis.
- The RSA Team site visits were conducted during the university and K-12 schools summer recess.
- Bicycle and pedestrian counts were taken at Lead Ave and Buena Vista on May 4, 2022, when the schools were still in session.
- Comments received from the public were reviewed by the RSA Team.

Things Done Well

- Buffered sidewalks along the entire corridor that are also wide. Many sidewalks are also buffered by the bicycle lane.
- Trees along the corridor help visually narrow the corridor.
- Continuous bike lanes along the corridor (buffered in some locations).



Things Done Well

- Pedestrian signals count down at every signalized intersection.
- All intersections have lighting. Some pedestrian lighting at certain locations (i.e., Morningside Park).
- Pavement in good condition.



Things Done Well

- Signals timed for 30 mph.
- 2 radar speed feedback trailers along the corridor.



Things Done Well

- 2 automated speed enforcement cameras are installed and will be activated soon.
- Sidewalks are accessible to people in wheelchairs.
- Advanced notice of school zones with overhead 15 mph flashing beacons.



Things Done Well

- Short crossing distance at most locations.
- Narrow lanes (10 ft for much of the corridor).
- Benches at some bus stops (and one with a shelter).



Things Done Well

- Roosevelt Park and Morningside Park have signalized crossings.
- Bicycle-friendly drain grates.
- Nice landscaping.



Issues

- Excessive Speeds
- Limited Visibility
- Signing and Pavement Marking Issues
- Pedestrian Crossing Safety
- Human Behavior
- Objects obstruct bike lanes and sidewalks in places (trash cans, landscaping, and poles)

RISK RATING APPROACH

Crash Frequency		Crash Severity			
		Negligible	Low	Medium	High
Frequent	C	D	E	F	
Occasional	B	C	D	E	
Rare	A	B	C	D	

RISK CATEGORY

A = Lowest priority
F = Highest priority

Length of Time to Implement

- Short Term (ST) – Within 6 months
- Medium Term (MT) – 7 to 18 months
- Long Term (LT) Greater than 18 months

Excessive Speeds



FINDING

1

EXPECTED FREQUENCY

Frequent

EXPECTED SEVERITY

High

RISK RATING

F

OBSERVATION: Lack of speed enforcement/consequences

SUGGESTION:

1. Use Automated Speed Enforcement. (ST)
2. Add additional enforcement as needed. (ST)
3. Recommend City Council consider passing supplemental penalties for speeding and creating a “safety corridor”. (MT)
4. Educate judges on importance of supporting enforcement efforts. (ST)



FINDING

2

EXPECTED FREQUENCY

Frequent

EXPECTED SEVERITY

High

RISK RATING

F

OBSERVATION: High speed crashes threaten homes along the corridor and their inhabitants

SUGGESTIONS:

1. Recommend 25 mph speed limit throughout the corridor with 25 mph speed progression (ST)
2. Study one-lane option per roadway (MT)
3. Reevaluate One lane in each direction per roadway (MT)

**FINDING****3**

EXPECTED FREQUENCY

Frequent

EXPECTED SEVERITY

High

RISK RATING

F

OBSERVATION: Speeding poses a higher threat to non-motorists

SUGGESTION:

1. Consider raised crosswalks/table and speed cushions at select locations. (ST)
2. For one lane option, consider wider buffered bicycle lane with vertical element where possible. (MT)
3. Continue implementing Rest in Red. (ST)

Speed Cushion





FINDING

4

EXPECTED FREQUENCY

Occasional

EXPECTED SEVERITY

Medium

RISK RATING

D

OBSERVATION: Driveways and alleys along the roadway create conflict points

Comments:

1. Slower speeds will help mitigate issues associated with these movements
2. One-lane option would reduce conflict points



FINDING	5
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EXPECTED FREQUENCY

Frequent

EXPECTED SEVERITY

Negligible

RISK RATING

C

OBSERVATION: Noise

Comment:

1. With speed reduction, noise would be reduced.
2. Speed tables/humps are likely to increase noise at those locations.

Limited Visibility



FINDING

6

EXPECTED FREQUENCY

Occasional

EXPECTED SEVERITY

High

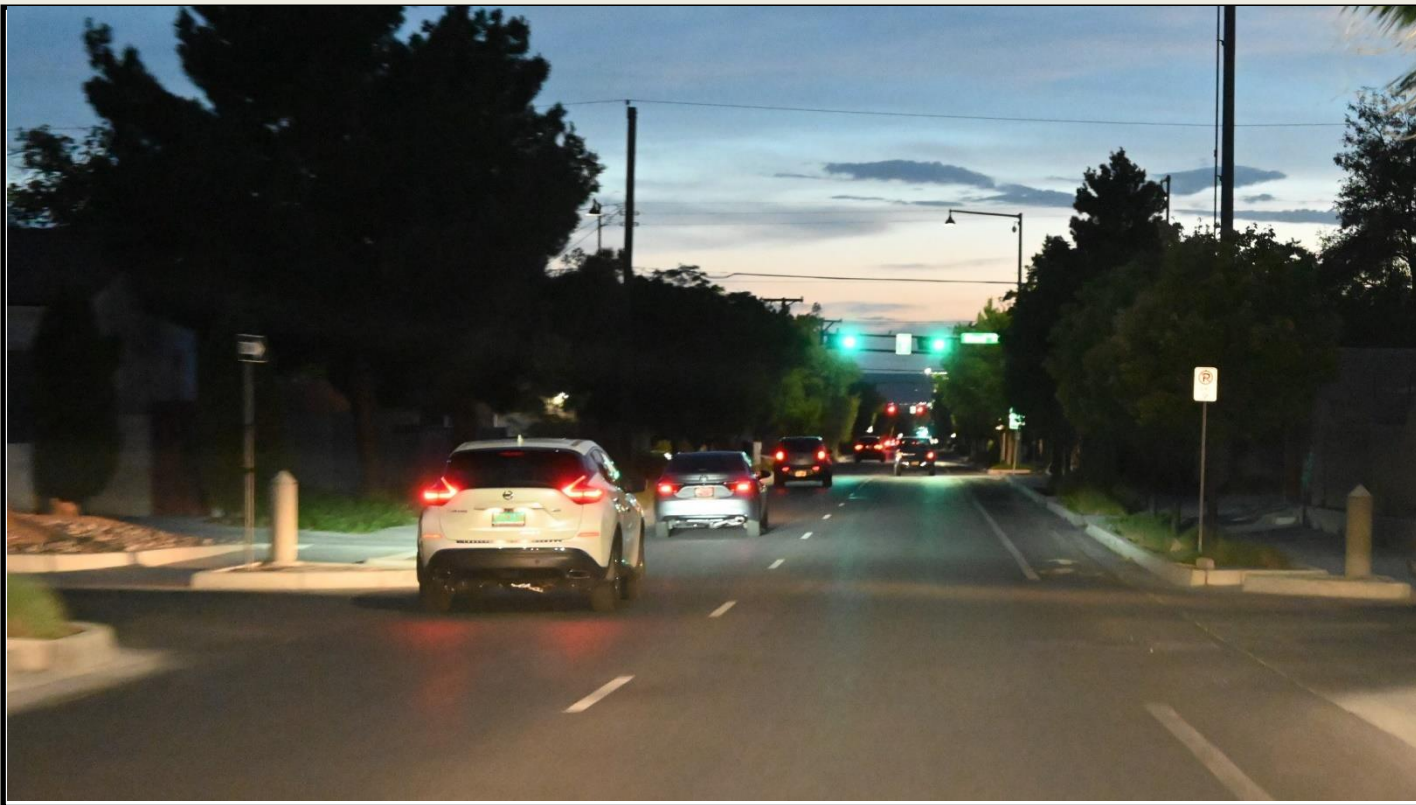
RISK RATING

E

OBSERVATION: Limited sight distance at certain intersections (for motorists and pedestrians).

SUGGESTION:

1. Evaluate each intersection for landscaping and tree trimming and/or removal as well as other obstructions. (ST)



FINDING

7

EXPECTED FREQUENCY

Occasional

EXPECTED SEVERITY

Medium

RISK RATING

D

OBSERVATION: Lack of continuous lighting along the corridor.

SUGGESTION:

1. Additional lighting needed. Evaluate where lights should be placed. (LT)
2. Look for opportunities for pedestrian level lighting at parks, schools, school crossings, and hospital. (MT)
3. Trim trees to keep light from being blocked. (ST)



FINDING

8

EXPECTED FREQUENCY

Occasional

EXPECTED SEVERITY

Low

RISK RATING

C

OBSERVATION: Landscaping overgrown and blocking traffic signs.

SUGGESTION:

1. Trim trees/vegetation to keep all traffic signs visible. (ST)

Signing and Pavement Marking Issues



FINDING

9

EXPECTED FREQUENCY

Rare

EXPECTED SEVERITY

Low

RISK RATING

B

OBSERVATION: Inconsistent one way signing (number and placement)

SUGGESTION:

1. Have a uniform one-way signing placement scheme along corridor. (ST)



R5-1a

FINDING	10
EXPECTED FREQUENCY	
Occasional	
EXPECTED SEVERITY	
High	
RISK RATING	
E	

Observation: Wrong way drivers.

SUGGESTION:

1. Install WRONG WAY signing after every major intersection along the corridor. (ST)



FINDING	11
EXPECTED FREQUENCY	
Occasional	
EXPECTED SEVERITY	
Low	
RISK RATING	
C	

OBSERVATION: Some Signs are old and need to be replaced (lack reflectivity)

SUGGESTION:

1. Review and replace old signs. (ST)

FINDING

12

EXPECTED FREQUENCY

Frequent

EXPECTED SEVERITY

Medium

RISK RATING

E



OBSERVATION: Pavement markings not visible for motorists, pedestrians, and bicyclists

SUGGESTION:

1. Restripe crosswalks and bike lane markings/symbols. (ST)



FINDING

13

EXPECTED FREQUENCY

Rare

EXPECTED SEVERITY

Low

RISK RATING

B

OBSERVATION: Westbound Lead Ave to southbound Yale Blvd left turn: stop bar for northbound Yale is faint and stop bar needs to be moved back.

SUGGESTION:

1. Re-stripe stop line and stagger the stop line to facilitate westbound left turn onto Yale Blvd. (ST)

Pedestrian Crossing Safety

FINDING 14

EXPECTED FREQUENCY

Frequent

EXPECTED SEVERITY

High

RISK RATING

F



OBSERVATION: Difficult in certain places for pedestrians to cross. Motorists observed not obeying crosswalk laws.

SUGGESTION:

1. Restripe high visibility crosswalks at intersections and school crossings. (ST)
2. Evaluate pedestrian crossing enhancements (see Table 1 STEP Guide) at uncontrolled intersections, especially at locations such as parks, hospital, school crossings. (ST)
3. Conduct pedestrian crosswalk education campaign (MT) and pedestrian crosswalk enforcement for motorists. (ST)

Crossing Countermeasure RRFB





FINDING	15
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EXPECTED FREQUENCY

Rare

EXPECTED SEVERITY

Negligible

RISK RATING

A

OBSERVATION: Some crosswalk ramps are not aligned properly across the street.

SUGGESTION:

1. Modify ramp alignment with future improvements. (LT)

**FINDING****16**

EXPECTED FREQUENCY

Rare

EXPECTED SEVERITY

Low

RISK RATING

B

OBSERVATION: Medians at some intersections go into crosswalk (not ADA accessible).

SUGGESTION:

1. Modify median with pedestrian refuge to make wheelchair accessible with future improvements. (LT)

Human Behavior



FINDING	17
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EXPECTED FREQUENCY

Occasional

EXPECTED SEVERITY

Medium

RISK RATING

D

OBSERVATION: Turning from the wrong lane observed (for example, a person turned left from the right lane).

Comment:

1. With one lane option, this would not be a problem.



FINDING

18

EXPECTED FREQUENCY

Occasional

EXPECTED SEVERITY

High

RISK RATING

E

OBSERVATION: Failure to obey traffic control devices (Red lights, STOP signs)

SUGGESTIONS:

1. Consider using red light enforcement cameras at strategic locations. (MT)
2. Ensure all stop signs and traffic lights are visible and not obstructed by landscaping. (ST)
3. Consider larger STOP signs where running STOP signs is occurring. (ST)
4. Install traffic signal backplates for all signal heads and provide reflective borders on backplates to increase visibility. (MT)
5. Increase enforcement. (ST)

**FINDING****19**

EXPECTED FREQUENCY

Rare

EXPECTED SEVERITY

Low

RISK RATING

B

OBSERVATION: Bicyclists on sidewalks creating unsafe mix of bicyclists and pedestrians.

Comment:

1. Safer bicycle facilities will reduce number of cyclists on sidewalks.

Objects obstruct bike
lanes and sidewalks in
places (trash cans,
landscaping, and poles)



FINDING	20
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EXPECTED FREQUENCY

Frequent

EXPECTED SEVERITY

Medium

RISK RATING

E

OBSERVATION: Objects obstruct bike lanes and sidewalks in places (trash cans, landscaping, and poles).

COMMENT/SUGGESTION:

1. One lane option would provide more room for trash cans.
 2. Provide clarification on where public is to place trash cans and work with waste management to see if they could be placed in landscape buffer.
- (ST)

RSA Summary, Close-Out and Q&A

Next Steps:

- City of ABQ comments on findings.
- RSA Team finalizes RSA report (estimated timeframe: end of August).
- City of Albuquerque will be asked to respond to the RSA recommendations.
- City is responsible for implementation.