Road Safety Audit of
Lead and Coal Avenues
(Broadway Blvd. to Washington St.)

Jointly Conducted by the
USDOT Federal Highway Administration and the Mid-Region Metropolitan Planning Organization

MRMPO
Mid-Region Metropolitan Planning Organization

DEPARTMENT OF TRANSPORTATION
UNITED STATES GOVERNMENT

Final Report

August 30, 2022

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Introduction

What is a Road Safety Audit?

A Road Safety Audit (RSA) is a tool with which the safety performance, design and operation of a road is examined by an independent, multidisciplinary team of professionals. RSA teams assess potential safety issues based on the likely frequency of occurrence and severity of outcome and provide the road agency-owner suggestions on mitigating for each issue identified in the audit. For a safety audit on an existing facility, such as the Lead/Coal audit, the RSA team will emphasize lower-cost and more easily implemented treatments. RSA teams look for opportunities to leverage all four E's of road safety: Engineering, Enforcement, Education and Emergency Medical Services (EMS). Therefore, although the RSA is done for the benefit of the road agency-owner, the suggestions and recommendations made by the RSA team may go beyond the ability of the road-agency owner and require coordination with other public safety entities in the community.

RSAs are considered a proven safety countermeasure by the Federal Highway Administration (FHWA), meaning their effectiveness at improving safety has been confirmed through research. According to the FHWA, RSA safety benefits include a 10-60 percent reduction in total crashes.[1] In addition, the following benefits provided by RSAs include:

- Reduced number and severity of crashes due to safer designs.
- Reduced costs resulting from early identification and mitigation of safety issues before projects are built.
- Increased opportunities to integrate multimodal safety strategies and proven safety countermeasures.
- Expanded ability to consider human factors in all facets of design.
- Increased communication and collaboration among safety stakeholders.
- Objective review by an independent, multidisciplinary team.

An RSA team looks at existing conditions at various times of day, considers all road users, and accounts for human factors and road user capabilities. The team then produces a report that includes recommended strategies for addressing the identified safety problems and submits the report to the

[1] Road Safety Audits: An Evaluation of RSA Programs and Projects, FHWA-SA-12-037; and FHWA Road Safety Audit Guidelines, FHWA-SA-06-06.

owner of the facility, who is asked to provide a formal response. It is then up to the owner to take action toward implementing the recommended strategies based on their assessment of the recommendations and within their budgetary constraints.

It is important to note that an RSA is not an engineering analysis. Often, through an RSA, strategies for improving a roadway's design or operation are identified which are beyond the scope of an RSA and which may require additional professional analysis.

Technical Service Request

The Lead/Coal Avenues RSA was undertaken by the FHWA and the Mid-Region Metropolitan Planning Organization (MRMPO) by request from the City of Albuquerque. The City requested FHWA assistance with conducting an RSA in response to continued speeding and crashes occurring along the corridor and community concerns with safety along Lead and Coal Avenues.

MRMPO requested and received technical assistance from the FHWA's Focused Approach to Safety Program Office to perform the RSA on behalf of the City.

Purpose and Need

The purpose of the Lead/Coal RSA is to identify safety issues along Lead and Coal Avenues from Broadway Boulevard to Washington Street and to provide recommendations based on an independently conducted audit of the study area. The audit identifies ways to improve the safety performance, design, and operation of the roadways for the benefit of all users of the roadway (pedestrians, bicyclists, transit users, motorists) and residents.

Despite an extensive re-design of the corridor that occurred in 2012 and subsequent interventions by the City to address safety issues including lane reduction, providing bike lanes, a landscape buffer, and signal timing and signs alerting drivers that signals are timed for 30 mph, safety issues persist along Lead and Coal Avenues in the study area. Between 2016 and 2020 there were 774 injuries and three fatalities in the study area. This averages to about 26 injury and fatal crashes per mile per year. In comparison, along the one way stretches of 2nd and 3rd Streets between Lomas and I-40, there were nine fatalities and 245 injuries between 2016 and 2020 along a 2.04 mile stretch of roadway. This calculates to 24.9 crashes per mile per year. On MRMPO's High Fatality and Injury Network (HFIN), the "HFIN Score" represents how many fatality and injury crashes happened on a given segment per mile between 2015 and 2019. Lead Avenue has an average HFIN Score of 206.96 and Coal has an average of 178.5. The regionwide average HFIN Score is 187.5, so both are near the regional average, with Lead Avenue slightly above the average.

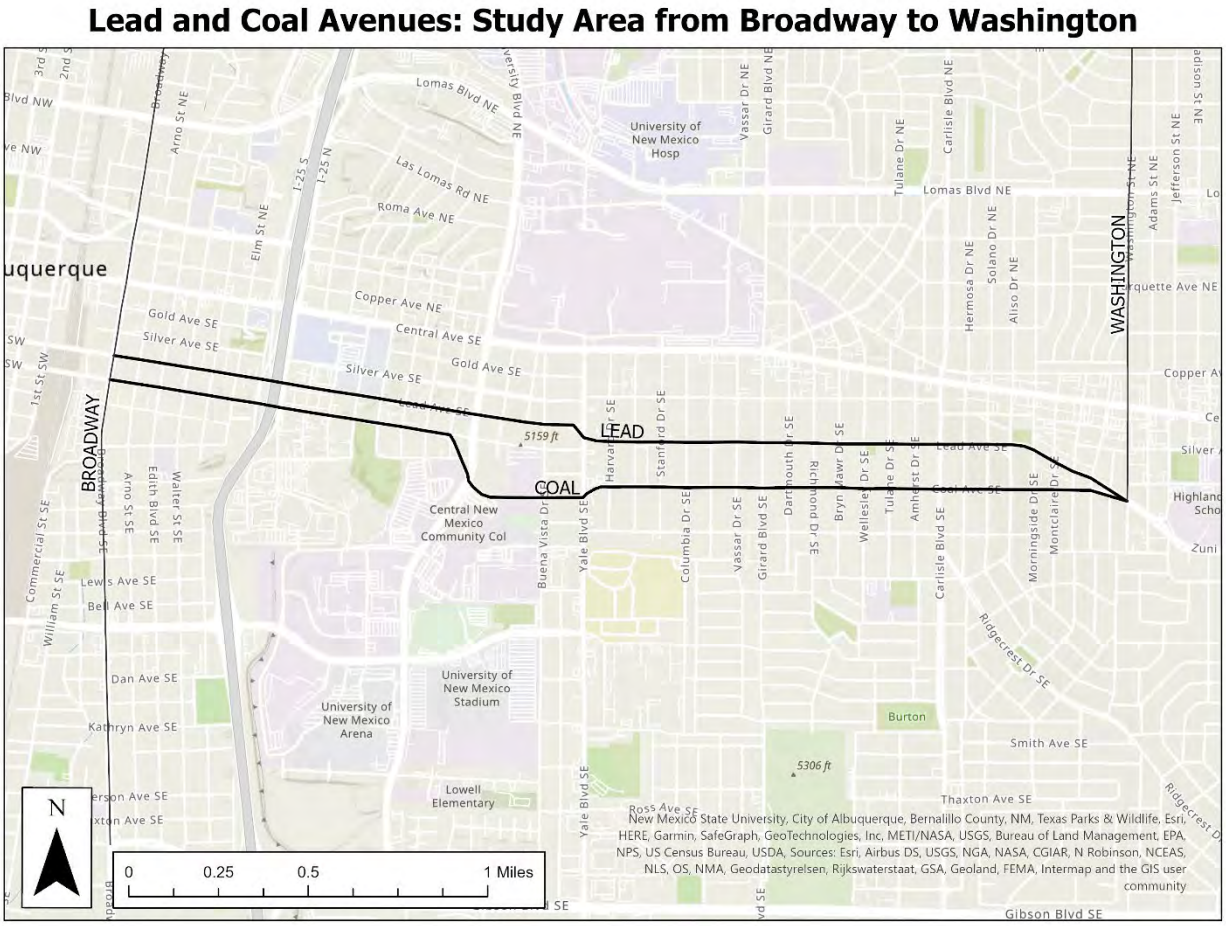
Further detail on crashes is included in the next section of this report. Grave concern about safety has been expressed by residents living along the corridor. Residents are particularly impacted by crashes that result in private property damage, as there are a notable number of instances where vehicles have crashed into walls and residences. Public comments received as part of this RSA are included in the Appendix B of this report.

Study Area

The study area is along Lead and Coal Avenues from Broadway Boulevard to Washington Street. Lead Avenue is 2.9 miles long, and Coal Avenue is 2.97 miles long. The sum of the length in miles of Lead and

Coal Avenues in the study area is 5.86 miles. Both are one-way streets that comprise a one-way pair, Lead Avenue serves westbound traffic and Coal Avenue serves eastbound traffic. The study area is shown in the following map:

Figure 1: Map of Lead and Coal Study Area



Source: Mid-Region Council of Governments (MRCOG)

Background

Crash Trends in the Region

Fatal crashes in the Albuquerque Metropolitan Planning Area (AMPA) have trended up between 2015 and 2020. The region struggles with fatal crashes, particularly pedestrian fatalities, which make up close to one third of all fatalities in a given year.

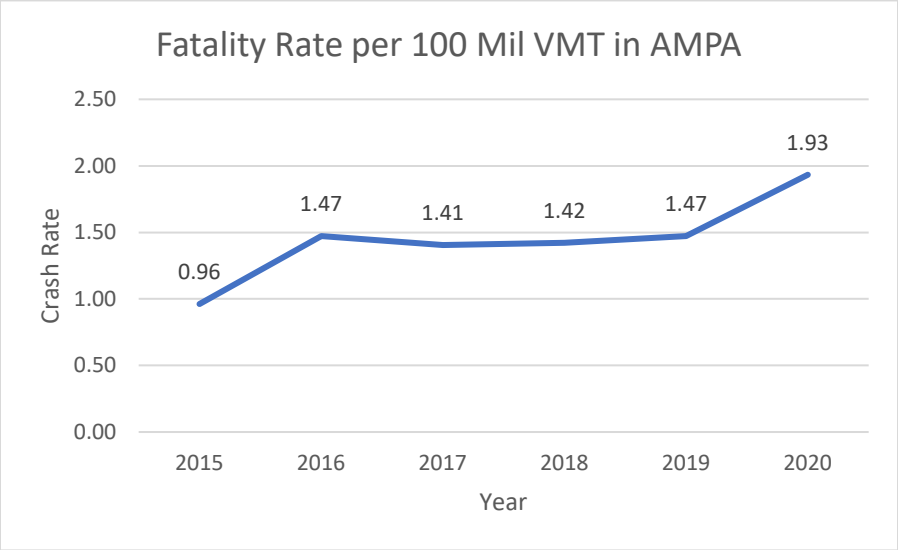
Table 1: Total deaths and pedestrian deaths in MRCOG region 2015-2020

Year	Total Fatalities	Pedestrian Fatalities	Pedestrians as a % of Total Fatalities
2015	83	20	24%
2016	137	37	27%
2017	125	36	29%
2018	142	44	31%
2019	141	46	33%
2020	144	35	24%

Source: New Mexico Department of Transportation

The COVID-19 pandemic curtailed car travel throughout the country. This trend was also true within the Albuquerque Metropolitan Planning Area, which saw a 23 percent decline in Vehicle Miles Traveled (VMT) in 2020. Fatalities slightly rose in 2020 despite the decline in VMT, translating to a big spike in the region's fatality rate. The fatality rate rose from 1.47 fatal crashes per 100 million Vehicle Miles Traveled in 2019 to 1.93 fatal crashes per 100 million VMT in 2020.

Figure 2: Fatality Rate in Albuquerque Metropolitan Area 2015-2020



Source: New Mexico Department of Transportation and Mid-Region Council of Governments

The alarming rise in fatalities in the Albuquerque region, even as VMT declined, calls for greater urgency from transportation professionals to address unsafe roadways.

Crashes Along Lead and Coal Avenues

The Lead/Coal corridors do not have the highest crash rates in Albuquerque, but they are problematic given their residential context. According to MRCOG's High Fatality and Injury Network (HFIN), the average crash rate in the study area is above the regional average.

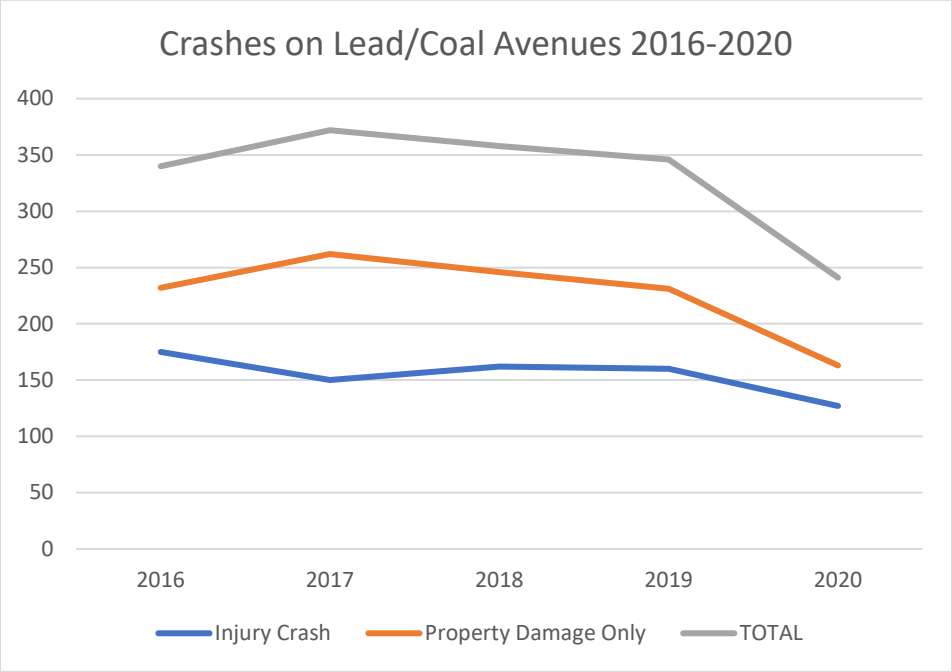
Table 2: Crashes in the Lead/Coal Study Area by Year

Year	Fatal Crash	Injury Crash	Property Damage Only	TOTAL
2016	0	175	232	340
2017	1	150	262	372
2018	1	162	246	358
2019	1	160	231	346
2020	0	127	163	241
Total	3	774	1134	1657

Source: New Mexico Department of Transportation

There were three fatal crashes in the study area in the most recent five years of crash data available. There was a single car crash on Lead Avenue west of Solano Drive where a driver was ejected from their vehicle (12/9/2017 at 12:56 AM). One incident involved a pedestrian, who was initially a motorist, who had stepped out of their stalled car on Lead Avenue west of Terrace Street and was hit by another driver who was under the influence of alcohol (11/17/2018 at 11:21 PM). The third incident involved a motorcyclist traveling southbound on Broadway Blvd. A northbound Broadway Blvd. motorist turned left across the path of the motorcyclist to head west on Lead Avenue resulting in a right-angle collision that left the motorcyclist dead (11/18/2019 at 7:02 PM).

Figure 3: Crashes in the Lead/Coal Avenues Study Area



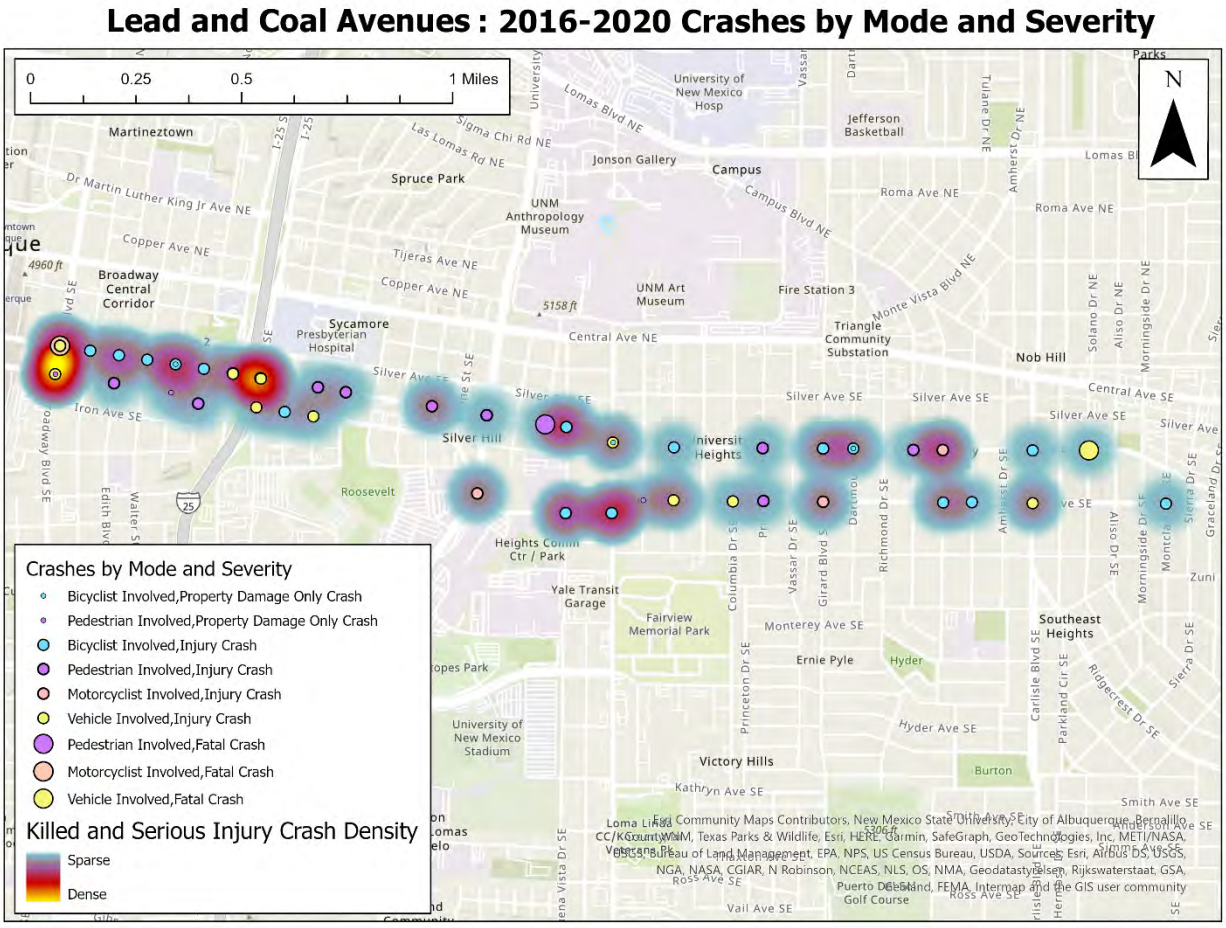
Source: New Mexico Department of Transportation

Like the wider region, injury crashes on Lead and Coal Avenues have been trending downwards in the last five years. The Lead/Coal corridors saw the highest number of overall crashes in 2017. At the same time, volumes also increased due to displaced traffic from Central Avenue during the Albuquerque Rapid Transit construction. It is important to note, however, that even though crashes increased, the number of injury related crashes decreased during the same time, which is typical of higher congestion and thus lower speeds.

The fatal and serious injury crash density is highest towards the western end of the corridor. Eleven of the 35 serious injuries in the study area and one fatality occurred at the intersections of Lead and Coal Avenues with Broadway Blvd. Another five serious injury crashes occurred at the intersection of Lead Avenue and Oak Street, the northbound I-25 frontage road. These two locations are prominent on the crash density map in Figure 4.

Another prominent feature on the crash density map, is the frequency of blue dots which represent bicycle crashes, especially on the portion of Lead Avenue between I-25 and Broadway Blvd. The Lead/Coal corridors have continuous bike lanes throughout the study area. The Lead/Coal corridors have a higher proportion of bicycle injury crashes than the region as a whole. The Lead/Coal study area has 774 injury crashes in total, of which 28 involved a bicyclist, or 3.6 percent of the total. In the region, bicycle injuries equate to only 1.9 percent of all injuries.

Figure 4: Crash Density Map of Study Area



Source: New Mexico Department of Transportation and Mid-Region Council of Governments

Note on 2021 Crashes

MRCOG receives statewide crash data from the New Mexico Department of Transportation that is compiled by UNM Geospatial and Population Studies. 2020 is the most recent year of data available, therefore this report only includes crashes analyzed in the five-year range from 2016-2020. Due to the time required to digitize and geolocate crashes based off their description in the crash report, there is a lag in when data is available. However, based on news reports, the RSA Team is aware of several high-profile crashes that occurred along the corridor in 2021.

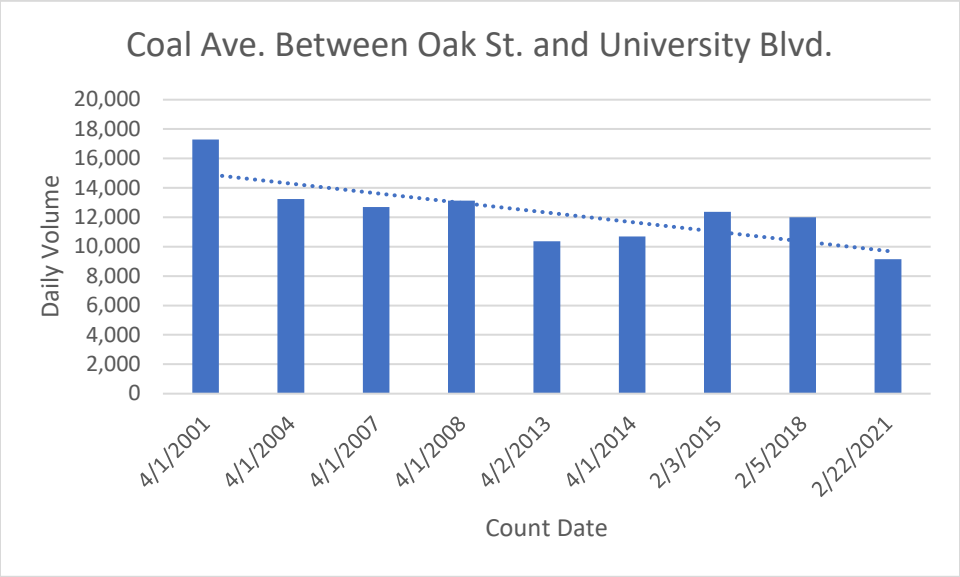
While the computerized statewide crash database is only available through 2020, there were two traffic-related pedestrian deaths in 2021 in the study area. On November 15, 2021, a seven-year-old child was struck and killed by a driver at Lead Avenue and Montclaire Drive. On December 18, 2021, a pedestrian was struck and killed at Tulane Drive and Lead Avenue. The driver in the latter crash is suspected of DWI.

Traffic Counts

Current traffic counts along Lead/Coal Avenues are at historically low levels. The most recent counts completed in 2021 all show a reduction in volume from the previous count. The COVID-19 pandemic lowered traffic volumes throughout the region, but some areas have fully recovered from their pandemic dips. Traffic volume on many corridors on Albuquerque's Westside have recovered from pandemic lows, and in some cases, even exceeded their pre-pandemic highs.

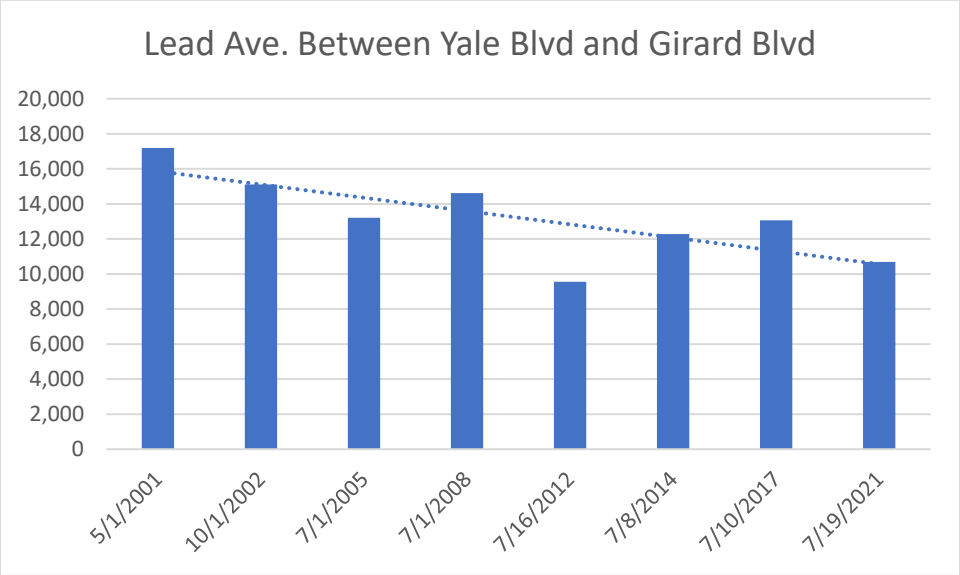
The pandemic dip in traffic appears to be longer lasting on Lead and Coal Avenues than other corridors, likely due to the fact that they connect to downtown, a major job center where some offices have transitioned to flexible schedules and remote work. The neighborhoods around the Lead/Coal corridors may also have higher instances of residents working remotely than the neighborhoods in other parts of the city. During construction on the two corridors in 2012 and 2013, the volumes dropped significantly as can be seen in the charts below. Volumes recovered slightly after construction was completed in 2013, but have dropped again since the pandemic, continuing the downward trend in traffic on the corridors since volumes peaked in the early 2000s.

Figure 5: Traffic Volumes on Coal Avenue between Oak Street and University Boulevard, 2001-2021



Source: Mid-Region Council of Governments

Figure 6: Traffic Volumes on Lead Avenue between Yale Blvd. and University Blvd., 2001-2021



Source: Mid-Region Council of Governments

Corridor History

In 1950, an engineering study of the Albuquerque region was conducted and submitted to the City of Albuquerque and the New Mexico State Highway Commission[2]. In this report, a major arterial street system was proposed with several one-way pairs that mostly came to fruition. A major goal of the time was to reduce crashes and congestion on Central Avenue. The 1950s study reported that Central Avenue, "*performs the double job of serving as an artery for through travel and for local service. Such a mixed function results in traffic conflicts, congestion, delay, and high accidents – the street is the city's most dangerous by far*."[3]

The report goes on to indicate Lead and Coal Avenues as key to relieving the overburdened Central Avenue. The report continues, "*The principal proposed east-west relief route encompasses one-way operation on Lead and Coal Avenues. The Coal overpass would be used for two-way operation until a new overpass is constructed to permit continuous one-way operation from near the river to Yale Avenue and beyond as connections are built. Development of this route would provide vitally needed access to the business district from the southern edge and would facilitate through and long-distance intra-city travel*."[4]

The vision for Lead and Coal Avenues laid out in this report came to fruition. For many years, the one-way pairs comprised of three lanes in each direction and carried higher traffic volumes than they do today. However, the volumes have been declining since the early 2000s.

[2] Solutions for Albuquerque's Traffic Problems, 1950 D. Grant Mickle, Albuquerque Highway Transportation Survey
[3] Ibid
[4] Ibid

In 2007 a study on a major redesign of the corridors entitled “New Vision For Lead & Coal Avenues,” was completed by Wilson & Company[5]. The report was focused on enhancing the quality of life for residents along the corridor. The report ruled out a two-way conversion stating the facility level of service (LOS) would be unacceptable. The report did however suggest a major reconstruction and road diet from three travel lanes down to two throughout the study area. The report also suggested wider sidewalks and more street trees. The corridors were reconstructed to implement the report’s suggestions in 2012. While the City invested $25 million in upgrades to address safety and operational issues within the study area, many local residents made clear to the RSA team that they felt the reconstruction failed to tame high-speed driving and enhance livability along the corridor.

The City of Albuquerque worked with local residents as part of a Lead/Coal task force to address safety and speeding issues along the corridor. Lee Engineering recently conducted a “Rest-in-Red Feasibility” study to determine speeds in the corridor and study the possibility of implementing “Rest-in-Red” recommendations along the corridor[6].

[5] New Vision For Lead & Coal Avenues: A Quality Of Life Document, 2007, Wilson & Company
[6] Lead Avenue and Coal Avenue Rest-in-Red Feasibility, 2021, Lee Engineering

RSA Process

FHWA Focus MPO

For the Lead/Coal RSA, the City of Albuquerque requested MRMPO's assistance in contacting the FHWA to provide support for an RSA along the two corridors where there were safety issues. Within the FHWA is a program called the Focused Approach to Safety that focuses on helping to improve safety in regions and states with high pedestrian and bicycle fatality and injury rates. Such regions and states are called "Focus MPOs" and "Focus States." The Mid-Region Metropolitan Planning Organization is classified as a Focus MPO because of its high rate of pedestrian fatalities. As such, it is eligible to receive technical assistance from the FHWA's Focused Approach to Safety program. As the City of Albuquerque is within the MRMPO planning boundary, the City's RSA request qualified for that assistance.

Project Team

The Lead/Coal RSA was led by an RSA Team that included a Transportation Safety Engineer from the FHWA Resource Center and an FHWA consultant engineer, an FHWA New Mexico division office representative, a local law enforcement officer from the Albuquerque Police Department Metro Traffic Division, and transportation planners from MRMPO. The composition of the Team was intended to provide a multidisciplinary and independent perspective. City of Albuquerque staff were intentionally not placed on the Team for the purpose of keeping the Team as independent as possible. RSA Team members were:

- Peter Eun, FHWA Resource Center
- Michael J. Cynecki, PE, PTOE, Project Manager, Lee Engineering (Phoenix)
- Luis Melgoza, FHWA New Mexico Division Office
- Officer Wesley Jackson, Metro Traffic Division, Albuquerque Police Department (APD)
- William Simon, Transportation Planner, MRMPO
- Tara Cok, Senior Planner, Active Transportation, MRMPO

Lead/Coal RSA Process

The Lead/Coal RSA followed the FHWA's eight step process for conducting an RSA, which is shown below:

The following timeline shows when these steps occurred or will occur:

1. Identify Project: December 2021
2. Select RSA Team: May 2022
3. Conduct Start-up (Kickoff) Meeting: June 8, 2022
4. Perform Field Reviews: June 8-June 9, 2022
5. Analyze and Report on Findings: June 9 (analysis) and August 30, 2022 (report)
6. Present Findings to Owner: June 10 (verbally) and report presented on August 30, 2022
7. Prepare Formal Response: to be determined (by owner)
8. Incorporate Findings: to be determined (by owner)

Methods

An RSA kickoff meeting was held on June 8, 2022, at the MRCOG offices in Albuquerque, NM. The meeting was a hybrid meeting held both in person and virtually. Stakeholders including representatives from adjacent neighborhood associations, the City of Albuquerque, ABQ RIDE, Bernalillo County, City Councilors and County Commissioners, Albuquerque Public Schools, the University of New Mexico, New Mexico Department of Transportation, and Central New Mexico Community College were invited to attend. The kickoff meeting included a short presentation on existing conditions along the corridor, background information on the RSA process and the FHWA's Focused Approach to Safety, and included

time to gather input from the stakeholders. Input received was used to help inform the field reviews conducted by the RSA Team.

Field Visits

Field visits were conducted during the following days and times along the corridors to observe the differing conditions depending on the time of day.

Field review of mid-day conditions (June 8, 2022: 2-4 PM)

Field review of PM peak conditions: (June 8, 2022: 5-6 PM)

Field review of nighttime conditions (June 8, 2022: 8:30-10 PM)

Field review of AM peak conditions: (June 9, 2022: 7-9AM)

Field reviews consisted of both driving throughout the corridor as well as walking along and crossing roads. Notes were taken, team members discussed conditions and shared observations, and photos were taken to document observations. Observed speeds were captured with a speed gun, and conversations were held with residents encountered during the field reviews to gain further understanding of conditions being experienced along the corridor.

Findings were analyzed by team members on June 9 and initial findings and recommendations were shared with the owner and stakeholders at a virtual presentation given by the RSA Team on June 10.

A draft report expanding on the recommendations was drafted in July for review by the RSA Team, and a final report was presented to the City of Albuquerque in late August. The final report will also be shared with stakeholders.

Next Steps

Once a final report is submitted to the City of Albuquerque, the City will be asked to prepare a formal response to the RSA recommendations. The response should include comments if recommended strategies are to be implemented or are not feasible and why. It should also include agency responsibilities for each recommendation. The City may choose to have a public meeting to discuss some of the recommendations with the other stakeholders.

The City is the responsible agency for incorporating recommendations from the report and may choose to develop an implementation plan. They can incorporate recommendations based on ranking and feasibility.

Findings and recommendations are discussed in the next section.

RSA Findings

Safety Successes

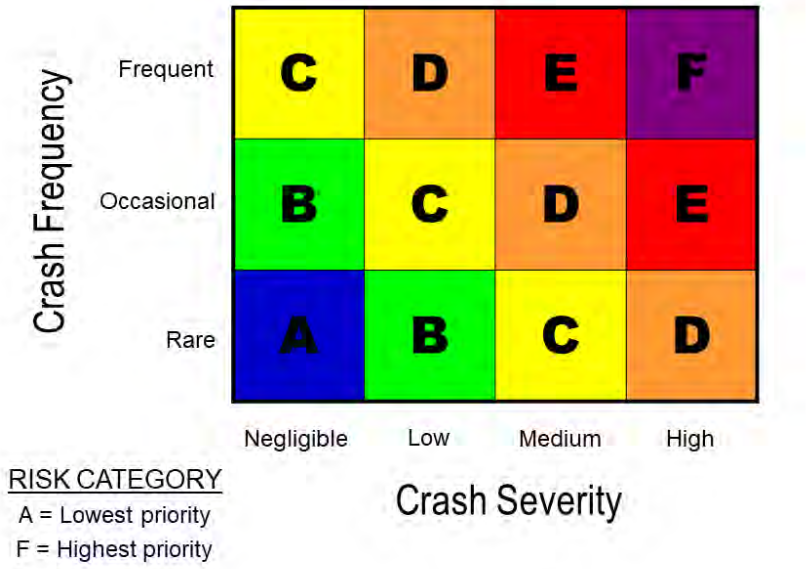
While conducting an RSA, it is important to recognize what is working well to enhance the safety of a corridor. There were several items that the RSA Team noted during its field visits of Lead and Coal Avenues that are worth recognizing:

- There are six-foot-wide sidewalks along the entire corridor which are buffered. Many sections are buffered by a furniture zone (the section between the sidewalk and curb) and/or landscape strip and are additionally buffered by a bike lane.
- Trees along corridor help visually narrow the corridor and provide shade for pedestrians.
- Continuous bike lanes (some of which are buffered) along Lead and Coal Avenues provide an alternative to driving.
- Pedestrian countdown signals are provided at every signalized intersection.
- All intersections have lighting. There is some pedestrian lighting at certain locations (i.e., Morningside Park).
- Road pavement is in good condition.
- Signals are timed for 30 mph.
- Two radar speed feedback trailers were stationed along the corridor during the RSA field reviews.
- Two automated speed enforcement cameras are installed and active.
- Sidewalks are accessible to people in wheelchairs or with vision issues (e.g., there are wheelchair ramps with truncated dome tactile strips).
- Advanced notice of school zones is provided with overhead 15 mph flashing beacons.
- Most crossing distances are relatively short.
- Vehicle travel lanes are relatively narrow (10-11 ft for much of the corridor, which helps calm traffic).
- There are benches at some bus stops (and one with a shelter).
- Roosevelt Park and Morningside Park have signalized crossings.
- Drain grates are bicycle-friendly.
- There is nice landscaping along the corridor.

While the RSA Team identified numerous safety successes on Lead Avenue and Coal Avenue, the main purpose of the RSA was to identify potential issues and safety enhancements. Potential issues were identified by the RSA Team and are discussed below along a risk-oriented assessment.

Risk Rating Approach

The RSA Team used a risk-oriented assessment approach that involves rating the relative priority of the potential issues based on an expert understanding of likely frequency of an occurrence and possible severity of an occurrence. This approach is described in greater detail in the FHWA "Road Safety Audits Guidelines" document (FHWA-SA-06-06). Each issue was then assigned a letter grade and risk rating, according to the table shown below:



For each finding, or observation, suggestions or comments are given on how to address those issues. Suggestions include timeframes that indicate the expected length of time that would be needed to address the issues. Timeframes are:

- Short Term (ST): 0-12 months
- Medium Term (MT): 1-5 years
- Long Term (LT): greater than 5 years

RSA Observations and Suggestions

The RSA Team's 19 findings and associated set of recommendations for each safety issue are presented on the following pages.

FINDING	01
Expected Frequency	
Frequent	
Expected Severity	
High	
Risk Rating	
High	**F**

Observation: Excessive Speeds

The RSA Team witnessed excessive speeds in the study area, registering several instances of vehicles traveling over 50 mph using an APD representative's speed gun. In the City of Albuquerque's "Lead Avenue and Coal Avenue Rest-in-Red Feasibility[7]" report published in July 2021, speed data was collected at locations all along the corridors and several instances of drivers traveling at unacceptably high speeds were recorded.

Suggestions:

1. Use Automated Speed Enforcement. The use of a prominent advance warning sign for the camera is recommended, or if right-of-way constraints and budget allow, a radar speed feedback sign in advance of the camera's location is another option. (ST)
2. Provide additional enforcement as needed in the form of APD traffic enforcement officers. (ST)
3. Recommend City Council consider supplemental speeding penalties and creating a "safety corridor" to target higher end speeding. (MT)
4. Outreach to the judicial branch regarding the critical role of fines and penalties for excessive speed violations. Consistent consequences are more likely to change behavior. (ST)

[7] Lead Avenue and Coal Avenue Rest-in-Red Feasibility, 2021, Lee Engineering

FINDING	02
Expected Frequency	
Frequent	
Expected Severity	
High	
Risk Rating	
High	**F**

Observation: Property Threatened

High speed crashes threaten homes along the corridor and their inhabitants. There were 23 reported incidents of vehicles striking fixed objects along the corridor between 2016 and 2020.

Suggestions:

1. Recommend 25 mph speed limit throughout the corridor with 25 mph speed progression on traffic signals. (ST)
    a. Education, enforcement and engineering treatments are needed to ensure the 25-mph speed limit is adhered to.
2. Study one-lane option for each roadway. (MT)
    a. Volumes are lower now than they were during the Wilson and Co. study on the corridors in 2007.
    b. Additional lanes can be added at major intersections to facilitate turning movements and ensure adequate throughput.
3. Reevaluate one lane in each direction for each roadway. (MT)
    a. Like the one-lane per roadway suggestion, the volumes may be low enough that one lane in each direction per roadway is viable.
    b. Additional studies on potential impacts to traffic need to be conducted to determine whether suggestions 2 or 3 are viable.

FINDING	03
Expected Frequency	
Frequent	
Expected Severity	
High	
Risk Rating	
High	**F**

Observation: Non-Motorists Threatened

Speeding poses a higher threat to non-motorists who are particularly vulnerable in a collision.

Suggestions:

1. Consider raised crosswalks/table and speed cushions at select locations. (ST)
    a. Careful thought would need to be given to their location as it could increase noise and vibration for closest homes.
    b. Speed cushion design could allow for emergency vehicles with wider wheelbases to straddle cushions.
2. For one lane option, consider wider buffered bicycle lane with vertical separation element where possible. (MT)
3. Continue implementing Lead Avenue and Coal Avenue Rest-in-Red Feasibility study recommendations by the City of Albuquerque. (ST)

FINDING	04
Expected Frequency	
Frequent	
Expected Severity	
High	
Risk Rating	
High	**F**

Observation: Difficult for Pedestrians to Cross

Motorists observed not obeying crosswalk laws and are not yielding to people waiting to cross the street at crosswalks. Pedestrians typically wait until there is a gap in traffic to cross the street.

Suggestions:

1. Restripe high visibility crosswalks at intersections and school crossings. (ST)
2. Evaluate pedestrian crossing enhancements (see table 1 FHWA STEP Guide) at uncontrolled intersections, especially at locations such as parks, hospitals, school crossings. Consider treatments such as Rectangular Rapid-Flashing Beacon (RRFB). (ST)
3. Conduct pedestrian crosswalk education campaign (MT) and pedestrian crosswalk enforcement for motorists. (ST)

FINDING	05
Expected Frequency	
Frequent	
Expected Severity	
High	
Risk Rating	
High	**F**

Observation: Bicyclists Feel Unsafe

It was observed that bicyclists do not seem to feel safe riding in bike lanes. Some bicyclists were observed riding on sidewalks. The safest place for bicyclists is on the roadway, but they may avoid riding in the street if it does not feel safe. Bicyclists on sidewalks create unsafe mix of bicyclists and pedestrians.

Suggestions:

1. Provide vertical separation for bicycles in buffered areas. (LT)
2. Use green paint for bike lanes, at strategic locations. (MT)
3. Strict enforcement of no parking in bike lanes. (ST)

FINDING	06
Expected Frequency	
Occasional	
Expected Severity	
High	
Risk Rating	
High	**E**

Observation: Limited Sight Distances

The RSA Team noted that there was limited visibility at certain intersections for motorists, cyclists and pedestrians.

Suggestion:

1. Evaluate each intersection for landscaping and tree trimming and/or removal as well as potentially relocating other obstructions like ill-placed signs. (ST)

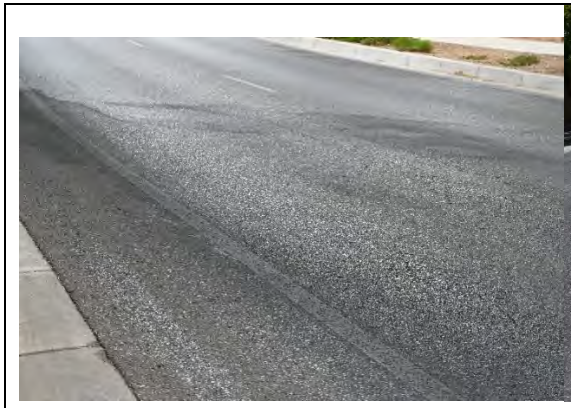
FINDING	07
Expected Frequency	
Occasional	
Expected Severity	
High	
Risk Rating	
High	**E**

Observation: Wrong Way Drivers

While the Team did not witness any wrong way drivers during the RSA, local stakeholders have reported the behavior.

Suggestion:

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



FINDING	08
Expected Frequency	
Frequent	
Expected Severity	
Medium	
Risk Rating	
High	**E**

Observation: Faded Pavement Markings

In areas along the corridors pavement markings are not visible for motorists, pedestrians, and bicyclists. Photos demonstrate there are locations where bike lane and crosswalk markings are worn out.

Suggestion:

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

FINDING	09
Expected Frequency	
Occasional	
Expected Severity	
High	
Risk Rating	
High	**E**

Observation: Failure to Obey Traffic Control Devices

At times, motorists fail to adhere to traffic controls such as red lights and STOP signs along Lead and Coal Avenues as well as on the cross streets.

Suggestion:

1. Consider using red light enforcement cameras at strategic locations. Automated enforcement is meant to change behavior, not to collect funds and fees, therefore prominent signs should be used to warn motorists of the speed/red light cameras. (MT)
2. Ensure all STOP signs and traffic signals are visible and not obstructed by landscaping. (ST)
3. Consider larger STOP signs, red post covers, or adding reflectivity 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)

FINDING	10
Expected Frequency	
Frequent	
Expected Severity	
Medium	
Risk Rating	
High	**E**

Observation: Obstructed Bike Lanes and Sidewalks

Objects such as trash cans and poles obstruct bike lanes and sidewalks in places. It is important to not force bicyclists into traffic. Traffic poles and other street furniture are in the sidewalk at some locations, narrowing the sidewalks for pedestrians and wheelchair users. Some pavement on sidewalks is uneven along the corridor which creates tripping hazards.

Comment/Suggestion:

1. One lane option would provide more space for trash cans without needing to obstruct bike lane.
2. Provide clarification on where public is to place trash cans. Work with waste management to see if they could be placed on landscape buffer. (ST)
3. Remove obstacles from sidewalk areas, trim landscaping and repair uneven sidewalk surfaces. (ST/MT)

FINDING	11
Expected Frequency	
Occasional	
Expected Severity	
Medium	
Risk Rating	
Moderate-High	**D**

Observation: Multiple Conflict Points

Driveways and alleys along the roadway create conflict points increasing the risk of a collision.

Comments:

1. Slower speeds will help mitigate issues associated with movements entering and exiting driveways.
2. One-lane option would greatly reduce conflict points throughout the corridor. Fewer conflict points mean fewer opportunities for crashes to occur.

FINDING	12
Expected Frequency	
Occasional	
Expected Severity	
Medium	
Risk Rating	
Moderate	**D**

Observation: Lack of Continuous Lighting

Some sections of Lead and Coal Avenues do not have double-sided lighting, especially at mid-block locations. Better lighting would help ensure pedestrians and bicyclists are more visible at night.

Suggestions:

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

FINDING	13
Expected Frequency	
Occasional	
Expected Severity	
Medium	
Risk Rating	
Moderate	**D**

Observation: Turning from the Wrong Lane

The RSA Team observed a vehicle making a left turn from the right lane. This behavior was also reported by residents in the area.

Comment:

1. With one lane option, this would no longer be a problem.

FINDING	14
Expected Frequency	
Occasional	
Expected Severity	
Low	
Risk Rating	
Moderate-low	**C**

Observation: Old Signage

Some signs are old and lack reflectivity and should be replaced. Some had signs of spray paint being cleaned off which can diminish the signs reflectivity. In the daytime, these signs may look fine, but at night they lack reflectivity.

Suggestion:

1. Review and replace old signs. (ST)

FINDING	15
Expected Frequency	
Occasional	
Expected Severity	
Low	
Risk Rating	
Moderate-Low	**C**

Observation: Overgrown Landscaping

In many instances landscaping was seen blocking traffic signs. Some intersections, like the one shown, have overgrown trees blocking motorists' view of pedestrians waiting to cross the street.

Suggestion:

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

FINDING	16
Expected Frequency	
Frequent	
Expected Severity	
Negligible	
Risk Rating	
Moderate-Low	**C**

Observation: Noise

The volume and speed of traffic along Lead and Coal Avenues make for noisy conditions for residents.

Comments:

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

FINDING	17
Expected Frequency	
Rare	
Expected Severity	
Low	
Risk Rating	
Low	**B**

Observation: Medians Impede Crosswalks

The RSA Team noted that in some intersections, medians extend into the crosswalk, impeding pedestrians' and bicyclists' ability to cross. This is also not ADA accessible.

Suggestion:

1. Modify median with ADA accessible pedestrian refuge to accommodate wheelchairs with future improvements. The median in this example could be extended. further into the street with an opening in the middle to allow pedestrians, especially those in wheelchairs, to have a refuge from traffic and pass through easily within the marked crosswalk. (LT)

FINDING	18
Expected Frequency	
Rare	
Expected Severity	
Low	
Risk Rating	
Low	**B**

Observation: Inconsistent ONE WAY Signing

The number and placement of ONE WAY signs is inconsistent. There should be at least two ONE WAY signs at every intersection.

Suggestion:

1. Develop and implement a uniform ONE WAY sign placement scheme along corridor. Each intersection should be evaluated to ensure signing is consistent and uniform along the corridors. (ST)

FINDING	19
Expected Frequency	
Rare	
Expected Severity	
Negligible	
Risk Rating	
Low	**A**

Observation: Misaligned Crosswalk Ramps

Some crosswalk ramps are not aligned properly across the street. The ramps meet ADA requirements, but a user is unable to travel straight across the street. A person in a wheelchair should not have to divert out of the crosswalk path to use the ramp on the other side of the street.

Suggestion:

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

Conclusion

At the request of the City of Albuquerque, a multidisciplinary, independent team conducted a Road Safety Audit of the Lead and Coal Avenue Corridors between Broadway Boulevard and Washington Street. Following a public listening session and a walking and driving tour of the study area that spanned two days under varying time of day conditions, the team assembled the following key findings:

Table 3: Summary of RSA Findings Report, August 2022

Finding	Observation	Frequency	Severity	Risk	Grade
1	Excessive Speeds	Frequent	High	High	F
2	Property Threatened	Frequent	High	High	F
3	Non-Motorists Threatened	Frequent	High	High	F
4	Difficult for Pedestrians to Cross	Frequent	High	High	F
5	Bicyclists Feel Unsafe	Frequent	High	High	F
6	Limited Sight Distances	Occasional	High	High	E
7	Wrong Way Drivers	Occasional	High	High	E
8	Faded Pavement Markings	Frequent	Medium	High	E
9	Failure to Obey Traffic Control Devices	Occasional	High	High	E
10	Obstructed Bike Lanes and Sidewalks	Frequent	Medium	High	E
11	Multiple Conflict Points	Occasional	Medium	Moderate-High	D
12	Lack of Continuous Lighting	Occasional	Medium	Moderate	D
13	Turning from Wrong Lane	Occasional	Medium	Moderate	D
14	Old Signage	Occasional	Low	Moderate-Low	C
15	Overgrown Landscaping	Occasional	Low	Moderate-Low	C
16	Noise	Frequent	Negligible	Moderate-Low	C
17	Medians Impede Crosswalks	Rare	Low	Low	B
18	Inconsistent One Way Signing	Rare	Low	Low	B
19	Misaligned Crosswalk Ramps	Rare	Negligible	Low	A

The above findings span a variety of issues related to motorist behavior, corridor design, and infrastructure age and condition. In many cases, motorist behavior may be influenced through design elements that consider all modes of travel on and along a roadway. This concept lies behind the City of Albuquerque's Complete Street Ordinance. Additionally, many of these findings may be addressed through general maintenance of the City's aging infrastructure. Other findings may require more detailed engineering analysis to evaluate the feasibility of given recommendations. The City of Albuquerque, as the 'owner' of the roadways, is ultimately responsible for determining the steps forward in continuing to address safety along the Lead and Coal Avenue Corridors.

Appendix

Appendix A: Formal Response Chart

Each RSA finding is accompanied by recommendations from the RSA Team. The chart below provides a suggested template to the City of Albuquerque to record their intended actions for each recommendation. Once completed, the RSA Team asks that the City of Albuquerque submit this chart back to the RSA Team as part of the formal RSA process. It is possible that some of these recommendations have been previously explored or require additional analysis, and this can be included as part of the action notes for the Team. It is also possible that the City is exploring strategies not included on this list, in which case these can be added to the chart.

	Recommendation	Action	Cost Estimate	Responsible Party
Short Term	Use Automated Speed Enforcement			
	Provide additional traffic enforcement			
	Outreach to the judicial branch on importance of supporting enforcement efforts			
	Recommend 25 mph speed limit throughout the corridor with 25 mph speed progression on traffic signals			
	Consider raised crosswalks/table and speed cushions at select locations			
	Continue implementing Rest in Red study recommendations			
	Restripe high visibility crosswalks at intersections and school crossings			
	Evaluate pedestrian crossing enhancements at uncontrolled intersections, especially at locations such as parks, hospitals, school crossings. Consider treatments such as Rectangular Rapid-Flashing Beacon (RRFB)			
	Conduct pedestrian crosswalk enforcement for motorists			
	Strict enforcement of no parking in bicycle lanes			

Short Term	Evaluate each intersection for landscaping and tree trimming and/or removal as well as potentially relocating other obstructions like ill-placed signs			
	Install WRONG WAY signing after every major intersection			
	Restripe crosswalks and bike lane markings/symbols			
	Ensure all STOP signs and traffic signals are visible and not obstructed by landscaping			
	Consider larger STOP signs, red post covers, or adding reflectivity to sign where running STOP signs is occurring			
	Provide clarification on where public is to place trash cans and work with waste management to see if they could be placed on landscape buffer			
	Remove obstacles from sidewalk areas, trim landscaping and repair uneven sidewalk surfaces			
	Trim trees to keep light from being blocked			
	Review and replace old signs			
	Trim trees/vegetation to keep all traffic signs visible			
	Develop and implement a uniform ONE WAY sign placement scheme along corridor			

Medium Term	Recommend City Council consider passing supplemental penalties for speeding and creating a “safety corridor" to target higher end speeding			
	Study one-lane option for each roadway			
	Reevaluate one lane in each direction for each roadway			
	For one lane option: consider wider buffered bicycle lane with vertical separation element where possible			
	Conduct pedestrian crosswalk education campaign			
	Use green paint for bikes lanes, at strategic locations			
	Consider using red light enforcement cameras at strategic locations. Place signs to warn road users of the presence of speed/red light cameras			
	Install traffic signal backplates for all signal heads and provide reflective borders on backplates to increase visibility			
	Remove obstacles from sidewalks areas, trim landscaping and repair uneven sidewalk surfaces			
	Look for opportunities for pedestrian level lighting at parks, schools, school crossings, and hospitals			

Long Term	Provide vertical separation for bicycles in buffered areas			
	Evaluate where additional streetlights should be placed			
	Modify median with ADA accessible pedestrian refuge to accommodate wheelchairs with future improvements			
	Modify wheelchair ramp alignment with future improvements			

Appendix B: Public Comments

The following includes all substantive comments received as part of the Lead and Coal RSA. These include comments recorded by public participants in a "sticky note exercise" in which people were asked to write down their safety concerns about the corridor, comments that were emailed to the RSA Team, substantive chats recorded on Zoom during the two public meetings, and comments that were made verbally during the public meetings and recorded by a MRCOG staff member. Names of individuals and addresses have been removed to protect privacy.

Kick-Off Meeting Sticky Note Exercise

Road Design & Infrastructure

- Designate Corridor as Safety Zone. Slowing traffic speed.
- Enforce high speeding fines for corridor. Dismantle A.R.T. project on Central Ave. to reduce flow on Lead and Coal.
- Crossing Lead or Coal and living in corridor is dangerous.
- Traffic east bound on Coal comes over hill at Carlisle and goes air bound.
- Concerns: speed, roadway too close to houses, too many vehicles.
- Alleys enter Lead and Coal.
- This problem will not be solved by tinkering around the edges. It needs a wholesale reimagining and redesign of Lead/Coal. Finally reverting them to the safe residential neighborhood streets they were before this tragic one-way experiment was subjected on the citizens of the Lead/Coal neighborhoods. Everyone is watching to make sure this MRCOG/Fed meeting is not just another "dog and pony show" meant to placate angry citizens who are tired of cars crashing into their homes! This time with the feds finally watching and involved the city can no longer escape its obligation to act, to finally solve the Lead/Coal speeding, drag racing, and crash situation once and for all. '
- Top concerns: Speed, drag race mentality, the psychology of two-lane one-way streets promotes anger/racing, etc.
- Opportunity: Ultimately, Lead and Coal need to revert to normal two-way residential streets like every other street in the neighborhood with four way stops and 25mph speed max.
- Lead/Coal has always been problematic. There was a time when it was striped with three lanes. The current design is better, at least sometimes the trees slow or deflect vehicles before they end up in yards.
- The A.R.T. project created additional traffic on Copper, Lomas, Lead, Coal, and Garfield.
- Please look at the traffic study compiled by a volunteer committee of Victory Hills residents: https://bit.ly/VHNAReports

- Safety Concerns: Education of drivers who refuse to follow speed limits. Don't think Rest in Red will work. Red light runners run red lights, period.
- Hope cameras will have an effect.
- Overreliance on data. Number of cars is not taking into account that peoples' houses are right there.
- Narrow residential side streets used as principal arterials.
- Line of sight obscured by vegetation. Plants are too tall for visibility.

Air/Noise Pollution

- City did not evaluate air quality and noise with Lead and Coal project and A.R.T. They abused the NEPA process.
- Narrow residential side streets used as principal arterials.
- CABQ 20 years of sustained indifference to crashes into homes as if we don't live here.
- Speed, drivers ignoring speed limits and traffic lights, pedestrian safety, and bike safety.
- Line of sight obscured by vegetation. Plants are too tall for visibility.
- Speeding, racing, jumping curbs on sidewalk all hours creating unsafe conditions for pedestrians.
- Bicyclists are riding on sidewalks not using bike lanes due to unsafe conditions, impeding pedestrians right of way.
- Excess traffic on residential street due to A.R.T. project creates unsafe conditions.

Driver Behavior

- Safety Concerns: Education of drivers who refuse to follow speed limits. Don't think Rest in Red will work. Red light runners run red lights, period.
- Speed, drivers ignoring speed limits and traffic lights, pedestrian safety, and bike safety.
- Speeding, racing, jumping curbs on sidewalk all hours creating unsafe conditions for pedestrians.

Quality of Life

- CABQ 20 years of sustained indifference to crashes into homes as if we don't live here.

Pedestrians

- Crossing Lead or Coal and living in corridor is dangerous.

Bicyclists

- Bicyclists are riding on sidewalks not using bike lanes due to unsafe conditions, impeding pedestrians right of way.

Property Damage

- Concern: Traffic accidents that destroy/damage houses or injure people in houses and yards.

Solutions

- Physically reduce speed of vehicles (bumps, barriers, etc.)
- Physically separate bike path from street with median and “sticks”.
- Do more to slow traffic: Add traffic lights or at least stop signs where there are curves you can’t see around in an effort slow down cars.
- Two-way traffic, more enforcement, reduce number of vehicles.
- Concrete barriers between homes and road.
- Reflective one-way signage eye level.
- Prioritize management of vegetation.
- Designate Corridor as Safety Zone. Slowing traffic speed.
- Enforce high speeding fines for corridor. Dismantle A.R.T. project on Central Ave. to reduce flow on Lead and Coal.
- Ultimately, Lead and Coal need to revert to normal two-way residential streets like every other street in the neighborhood with four way stops and 25mph speed max.

Emailed Comments

[redacted] I reviewed public information related to just my short block on Solano and we are on the hook to pay over $67,000 in property taxes this year. The tax base for the entire Lead and Coal affected area is a significantly higher amount yet we feel the city has done little to address our serious concerns with Lead and Coal.

I’m certain that other neighbors and the Lead and Coal Safety Brigade have illustrated the disturbing, ongoing traffic safety issues associated with how the city operates Lead and Coal today. In addition to the safety issues, the current operation of Lead seems to be at odds with Albuquerque’s concept for the Central Ave Premium Transit (PT) corridor. Specifically increased residential density. For example the zoning for Accessory Dwelling Units (ADU’s) was relaxed in areas within quarter mile of Central Ave with the goal of providing walkable housing near the PT corridor. Much of this new ADU zone is also south of Lead Ave requiring residents to walk across the dangerous Lead Ave in order to reach the PT corridor.

In addition to the PT access issues, much of the appeal of the Nob Hill commercial district relies

on walkability from surrounding neighborhoods. The city's current operational plan for Lead and Coal is a significant barrier for pedestrians because the volume of traffic and excessive amount of reckless, unsafe drivers threatens our access to Central and our quality of life.

Near my house is the very attractive city owned Morningside Park. Multiple neighbors have mentioned that they would like to use the park more frequently but the Lead Ave racetrack is the primary reason they do not. There is a constant fear that a reckless driver speeding around the corner will leave the road and injure or kill their child playing in the park.

I am hopefully the RSA will generate effective ideas to help alleviate the many issues with the way the city operates Lead and Coal today. We want to be part of the solution. We want our input to be heard and we want to have a voice in what solutions are implemented.

Sincerely
Bill Ashford
[redacted]
Solano Dr SE

To the Road Safety Audit Members:

I hope this finds you well and safe, and that you will be able to think about our situation with your own wellness and safety in mind.

Imagine an ordinary day in which you want to go for a walk, with or without your dog, and you get to your street corner to cross, and you are afraid to even get close enough to the corner to see the traffic on that street. Imagine that just the day before there was a rollover on that same corner resulting in a fatality that you could see from your window. A fatality so graphic that you had to make sure your child did not see it. Imagine that you are still picking up automotive glass and shrapnel from your front yard days after the cleaning crews have left.

Imagine that one of the pieces of glass has something that can only be dried blood on it.

Imagine, too, that your house – your home that you love in a neighborhood that you love with neighbors who you love – is on a block that is bounded by two such streets, one to the north of you, Lead, and one to the south, Coal, so that there is no way that you can leave your home, either on foot or by car, without having to cross, walk, or drive down either street. Even if you are lucky enough to have a traffic light on your corner, you are still at risk because that signal is often ignored.

I was a driver, am now a pedestrian – a senior who mostly needs a walker but can still get around – and am now a prisoner in the home that I love and have loved for almost 33 years because I cannot leave my home to go anywhere without risking my life. Imagine not being able to take a walk, even if you are younger and able, go to the neighborhood grocery store, go to a local café, walk your kids to school or to the park, walk your dog, visit a neighbor . . .

You can say that it was even worse before the last redo. True, and this last redo helped some with good sidewalks, beautiful plantings, and more traffic lights, but then came the A.R.T. debacle, an absolute catastrophe for our businesses, our neighborhoods, and our city, and with it came exponentially more traffic. And more traffic, and still more traffic.

You can say, too, that it is bad drivers, those who litter and other scofflaws, and careless parents or pedestrians who are responsible for these sad consequences, but you know that if you were living along these streets, and did not want or could not afford to move, that you would not be saying these things. You would be here speaking and writing your truth about poor design, poor air quality, noise pollution, sunk-cost fallacies, failed enforcement, and failed and compromised political leadership.

What I and my neighbors, who have all the facts, figures, and statistics you could ever need or want, are asking is that you walk a mile in our shoes . . . if you dare.

Thank you for your time and attention,

[redacted]

[redacted]

[redacted]

[redacted]

___

Dear [redacted]:

In my previous email I failed to mention one of the most important safety hazards on Lead and Solano, SE, due to a design flaw. The sightline of approaching traffic, for both drivers and pedestrians, as they cross Lead, north and south from Solano is blocked.

Sincerely,

[redacted]

[redacted]

___

Lead and Coal Avenues between Washington Street and Yale Boulevard SE continue to be a traffic safety disaster. The photos collected over the years and compiled by the Lead/Coal Brigade speak volumes about the horrific accidents which have endangered residents, pedestrians and other drivers, not to mention the property damage to both private residents and city properties.

I have lived on Lead and Solano for nearly 50 years now and have seen the personal injuries, and in one case death to an individual due to accidents caused by excess speed. Over the years there have been roll overs on the east side of my home, a car landed on the front porch and in October, 2021, a drugged driver's car jumped the curb, hit my tree, skidded on the sidewalk and crashed into city bushes and a tree. If I had been outside gardening, I may have been seriously injured or killed.

Enough is enough; speeding has been out of control for far too long. With the speeding, the increase in traffic not only along Lead and Coal but through residential streets due to ART and the increase in licensed alcohol and cannabis related businesses in the Nob Hill area, this is a disaster waiting to happen. It is not safe for residents to walk along Coal or Lead or to cross Lead Coal.

I welcome the current speed cameras with fines for speeding in an attempt to modify driving behavior. We need long-term solutions with tested and proven projects that work along corridors similar to Lead/Coal.

Thank you for your considerations,

[redacted]

[redacted]

[redacted],

Over the past few weeks I have seen two stories on local tv and read two articles in the local paper describing your ticketing policy for the (now active) speed radar ticketing program. Be assured I fully support the concept however, some details left me with much confusion, to wit:

1. Drivers exceeding the posted speed limit by 11 mph will be cited and fined $100.

- My questions are: Why is there an 10-11 mph grace? By doing this, you have raised the allowable speed on that roadway by 10 mph without fear of being ticketed! Even safety zones would have an increased speed allowance!

- If you policy is as described above, it inconsistent with posted limits and being that it has been advertised that way, most people will increase their speed with no consequence.

- On roadways such as lead / coal you have just made a very dangerous situation more hazardous and negated homeowners safety and health further!!!!!

2. Ticketing someone driving 11 mph the same as someone driving 100 mph over makes no sense whatsoever. There already exists a graduated a means to fine drivers progressively

more as the violation increases. When the citation is reviewed by the police before being mailed out, the fine can be assigned on a graduated basis. Any driver driving 30, 40, 50, 100 mph should be ARRESTED not ticketed. Using the information from the pictured citation, that person should be identified and ARRESTED.

3. We all agree that speeding, reckless / careless driving is out of control but not considering changes as described above makes for a confusing, inconsistent and potentially ineffective program!

4. Please consider these inputs and implement changes now at the beginning of the program.

[redacted],

Speeding, crashes, loud mufflers, vehicular emissions .... these problems continue to plague our quality of life DAILY. During the period

2014-2018 the entire lead / coal corridor has had over 1600 crashes. That is only a four year time frame.

On May 2, 2022, neighbors and I spoke and were briefed at the City Council meeting. Thru 5 speakers we again attempted to rally concern,

action and significant forward motion in dealing with this 25+year problem. Attempts to slow speeding traffic (to date) have included light timing, slow down Albuquerque signs, installing more speed limit signs and proposal of an experimental dubious rest in red procurement which is as yet only 2/3 done with no advertised completion date. Following receipt of ONE unit, which will require installation and test and review...., it could well be next year sometime before it would even be online.

Gentlemen, THE PROBLEM IS NOW and is getting worse! Given the grim prognosis if we continue to "snail pace" this issue along continues to be bad!! We need and deserve to have MEANINGFUL SPEED ENFORCEMENT ACTION TAKEN NOW!! We have heard the reasons why APD cannot (on a necessary basis) enforce these speeding / reckless driving laws. We need enforcement now and the city has the tools to make this happen thru the fixed radar enforcement cameras. Why have you two not made an effort with regard to lead / coal corridors?!

If we need more radar/ camera's then procure more!! Surely you could have bought many with the $300,000 spent on rest in read. The priority which this long-standing, life taking, infrastructure destroying ($$$), personal lives affected thru wreckage of vehicles and injuries has/is causing requires that you act immediately!!!

I look forward to hearing your plan of action to install at least 4-6 cameras along this roadway!

Respectfully sent.

[redacted]

The Lead/Coal Avenues Safety Audit is long overdue. The conditions within the affected neighborhoods have deteriorated dramatically since the city of Albuquerque diverted massive numbers of vehicles onto our streets with the Central Avenue bus project. The city's claim that there would be no effect on surrounding neighborhoods was false then and has proven disastrous since.

Since speeding and driving infractions are ignored by law enforcement, some sort of structural remediation needs consideration.

Thank you for your time and consideration.

[redacted]

[redacted]

Hello,

My name is [redacted]. I'm the owner and resident of a home located on the corner of [redacted]. I've lived in this home for 12 years; pre and post Coal/Lead changes. I'm writing to express my deepest concern and thoughts towards what is a daily and ongoing issue on Coal and Cornell. Daily I hear vehicles driving at very rapid speed, view/aware of damage to numerous properties and vehicle accidents and tire marks. I myself have been a victim of several of those accidents. In my time in this home since the changes, I had two vehicles land on my property, destroy two of my trees and fence. Numerous vehicles have crashed on this corner. Tire marks, vehicle parts and oil/liquids spills are a common sight. I am aware of two deaths; one being due to a vehicle hitting a civilian who was walking on Coal while they were driving at a very high rate of speed and another civilian driving at a very high rate of speed. This has become an increasing fear of mine. A fear of another vehicle landing in my yard, hitting my home or my family or me. Vehicles driving at a high rate of speed, destruction of properties and accidents has become the norm in this area; which is something

that shouldn't be the norm. . I hope this email/my words don't fall on deaf ears as in the past when I have voiced my concerns to the city. I hope I get a better sense of safety in my home.

Thank you for your time and I appreciate any effort in finding what would solve this daily issue I experience.

--

*Adios,
[redacted]

Another high impact crash at Coal and Carlisle yesterday (Sunday, June 12 approximately 11:41 am. Photos below). From one of several neighbors who were on the scene:

"Another almost fatal accident on Coal. They had to use Jaws of Life to get the passenger out of the car. The Driver of the Honda and I spoke. She said the driver in the truck ran the light and she thought she was dead. She was so scared her car would blow up. There was fuel leakage. Scary... "

An unfortunate and timely reminder of the many dangerous locations on Lead-Coal between Washington and Yale and of the urgent need for action and demonstrable results.

We look forward to CABQ's timely response to the RSA findings from last week. At the same time, we are pleased to see speed cameras set up in our area and expect that other measures will be rolled out even while you prepare a response to the RSA.

This incident is a stark example of the road departure crashes that are so common between Washington and Yale: high impact events where the cars have nowhere to land but on parkways, sidewalks and our front, back and side yards. The danger to anyone on or near the roadway is obvious.

In order to create a meaningful metric for the effort to make Lead Coal safe for all users we recommend that starting with this incident, CABQ and MRCOG begin a registry of road departure crashes between Washington and Yale. A registry would allow for evaluation and tracking of these events. The goal would be to reduce these crashes to zero.

One data element in the registry would be CCTV footage of events at signal intersections. Because of the limited window to preserve footage, please ask APS now to pull footage from yesterday's event.

Also, our understanding from APD during the task force is that there is a field (apparently unused) in the standard accident report to identify road departure events. Please confirm whether that is the case. If so, that would greatly facilitate this task.

CABQ and MRCOG are on notice since 2018 about these crashes around our homes. Now, post-RSA, we expect both organizations to apply any and all resources to stop them.

[redacted]
Joseph Aguirre, MD
Spokesperson, Lead Coal Safety Brigade
Crash photos [redacted]

Forgot to mention, that today, Sunday 6/12/2022, there was another HORRIFIC accident on Coal and Carlisle! Just a couple of days after the report. Another resident reported that on Saturday during the Pride Parade, a few drivers were seen driving in the opposite direction on Lead. :(

[redacted]

Hi [redacted],

Would you have any notes from the meetings that show the 'framework' and focus, as well as the team participants? I would also be interested in viewing the comments the team made. This may help me reduce any redundancy of my field observations.

That is great you are getting MRCOG in step with assessments. The safety focus has to be our number one priority. I did ride the route last Thursday (as part of a social ride with my wife [redacted] -I met her in the Bosque) and had new experiences and observations to record, even though I've bicycled on those streets many times before. I'm amazed at how I keep learning, and quite frankly, the structured focus of RSA'a really up the concentration to help me consider more fully the dynamics in the landscape, from road design to land use concepts and community travel patterns. Here's the ride on Strava: [redacted]

Sorry I didn't reach out until the RSA process was underway. I find a lot of value in working independently (fresh, original perspective is what we need to redirect the status quo) but also am trying to keep in sync with government agency and community efforts, as well as contractor

projects. We need the capacities and unique qualities in all sectors to come together around safety.

Thanks,

[redacted]

[redacted]

Thanks for the presentation this morning.

It would have been helpful to have a few minutes of Q&A.

Please send me the presentation or provide a link to where it's posted.

Question: What's the FWMA experience with Rest in Red in reducing speed and crashes? The Lee Engineering Report from last year didn't have a lot of data experience and the impact on north-south/non-signalized intersections, which is the norm on Lead and Coal. It would be useful to provide such information either in the final report or some website links.

Thank you.

Good morning,

I would also like to ask if anything is being done to correct the issue of motorists using the cross streets, including the 200 and 300 blocks of Hermosa Dr SE and Amherst Dr SE to avoid getting stuck at the traffic light at Carlisle Blvd SE and Lead. The 200 block of Hermosa SE is particularly dangerous as it has an incline that causes motorists to gain speed when traversing downhill.

Thank you very much,

[redacted]

[redacted], Please include this email in the RSA

input package for review by audit team.

---------- Forwarded message ----------

What is the current status for permanently installing enforcement

Radar in the Lead / Coal corridor. Your last response was five month's ago.

3rd Request for response!!

[redacted]

With reference to your response to my concern, please note that a number of our Safety Brigade

(Consisting of neighbors enduring the current hell of living along the Lead/Coal corridor) we're a part of the zoom briefing detailing the "Rest in Red Proposal" of Pat Davis. This concept was not designed for multiple traffic lanes and would impact drivers minding the speed limit as well as those not.

It was a concept from the 1970's and is a passive approach to a problem which has gone unaddressed for YEARS!! Approaching this issue with the intent of solving the problem by passive means will do NOTHING to correct the driving habits of the careless and reckless!! That fact has repeated itself daily with the loss of three lives and hundreds of serious accidents since this mayor has taken office. Stop touting failed efforts to resolve a problem which requires serious enforcement which APD has not been able to provide. We need the mayor's SPECIFIC commitment to use radar/camera enforcement in the Lead/Coal corridor ASAP! This is NOT an issue that should be delegated to APD without specific guidance (from the mayor) to them that there SHALL be Daily enforcement of speed limits along Lead/Coal. There needs to be permanent enforcement devices installed on traffic light mast heads along with signage stating that enforcement of speed limits are in force. I specifically called for mast head enforcement cameras / radars because the speed vans will impede traffic between Washington and Yale. There is not sufficient road width to use them in the areas most needed!

Rest in Red funding needs to be reallocated to speed enforcement vans for other areas of the city requiring them and lead/coal need to have permanent enforcement devices installed!

Please ensure the mayor reads this concern before responding!

Excellent.

Looking forward to hearing the team's report!

For the Washington to Yale section I hope the report suggests measures focused on how to prevent the (as you know, many) road departure crashes. Including, if possible, a recommendation on what is a safe speed limit given the road conditions and residential context.

Thanks to you and the rest of the team.

On Wed, Jun 8, 2022 at 12:42 PM [redacted] > wrote:

Generic conditions:

Narrow right of way (60 feet)

Shallow side setbacks

Side street configuration

Consequences:

sightline

frequent roadway interruption

no buffer for anything: there's not even room to stage a radar speed trailer

Site Specific Conditions

Coal and Harvard

curve to the west blocks view to oncoming traffic, especially crossing Coal from South to Nort

multiple road departure crashes mostly into NE corner

multiple road departure crashes into bollards just west of intersection: what is a safe speed for this curve? Is the curve itself dangerous?

Coal and Cornell

narrow right of way and shallow side setback limit view to oncoming traffic, especially crossing Coal from North to South

Coal and Columbia

Similar to Coal and Cornell especially crossing from South to North

Coal and Hermosa (and Solano)

hill to the west blocks view of oncoming traffic

multiple high impact collisions

Lead and Solano

curve to the east blocks view of oncoming traffic

multiple high impact collisions

Lead and Amherst

hill to the east blocks view of oncoming traffic

Lead and Yale:

multiple road departure crashes into SW and NW corners (note: missing street lamp)

What is a safe speed for this series of curves? Is the road design here a problem?

Thanks again folks!

Public Meeting Zoom Chat

09:08:03 From J.P.:

- hoping the next crash does not come through my son's bedroom wall at 2 am in the morning

09:13:13 From J.P. to Everyone:

This is interesting to see that this is a pedestrian road safety audit… people are afraid to walk on Lead and Coal, so there are limited pedestrians. It seems to me that we need a RRSA - a resident road safety audit. I am worried that the residents are experiencing terrifying conditions, but no one seems to be listening to the residents. The limited comment period and expressed guideline that only 1 person can speak from each neighborhood, that speakers can only speak for 2 minutes or less…? gives the message that residents not only have been unheard, but will continue to be unheard.

09:16:08 From J.P. to Everyone:

The unbelievable number of crashes on my corner alone, the crash that came within a foot or two of my husband while he did yard work, the number of times that we ran outside in the middle of the night to see if someone was hurt, the volume of 911 calls we have made, can not be expressed in a sticky note.

09:17:14 From T.C., MRMPO/MRCOG to Everyone:

Thank you for your comment, [redacted]. Gathering input is definitely important to this process, and because of time constraints, we are trying to do the best we can for today. You are also welcome to send in written comments to [redacted].

09:18:29 From J.P. to Everyone:

Perhaps more time should be given to this, then. What is needed is some real listening, not time constraints.

09:28:02 From R.C. to Everyone:

There really needs to be a barrier similar to a sea wall between le

09:28:42 From J.M.

Please start with patrolling the streets on a regular basis.

09:29:16 From R.C. to Everyone:

Lead and Coal needs a barrier separating the streets from the sidewalks typical of a sea wall. Jersey barriers are ugly

09:30:10 From R.C. to Everyone:

Most crashes on Lead and Coal are so violent that they end up on sidewalks or peoples yards

09:30:43 From R.C. to Everyone:

I recommend the use of speed tables.

09:31:10 From J.P. to Everyone:

Slow the traffic down. The dangerous drivers do not respect traffic lights and drive right through them. High speed crashes will still occur if the traffic is not slowed in an effective way. Speed bumps? Roundabouts? Traffic lights do not work when people are drag racing at 3 am or running red lights at 3 pm.

09:32:10 From J.P. to Everyone:

Speed tables sound good to me.

09:32:28 From R.C. to Everyone:

Yes. Speed bumps do not work but speed tables leave the driver with no choice but to slow down.

09:32:38 From T.C., MRMPO/MRCOG to Everyone:

Comment just now about bike advocates not being represented. We can reach out to those people.

09:36:10 From R.C. to Everyone:

We need solar lighted stop signs at each intersection (non signaled) on Lead and Coal. This is because drivers cant see the stop signs at night.

09:37:07 From G.C. to Everyone:

At the January 2022 meeting of the University Heights Neighborhood Association, we heard some good ideas from a fairly new neighbor from Mass, with experience in traffic issues. Senator [redacted] recorded these, and we sent them to the City. They included signage, visibility, tables, etc. I would like for this team to consider these in its analysis.

09:38:03 From R.C. to Everyone:

Yes [redacted] Speed tables are key!

09:38:28 From R.C. to Everyone:

Also Solar Stop Signs

09:43:21 From R.C. to Everyone:

We also need directional arrows painted in neon paint on the pavement on Lead and Coal.

09:44:09 From J.P. to Everyone:

Directional arrows are good, especially by CNM and Carlisle. I have seen several wrong-way drivers in these two areas.

09:44:57 From G.W. to Everyone:

Ten years ago a significant section of the corridor was rebuilt - reduced to two lanes each way, landscaped, restriped, etc. with no shortage of studies (like this RSA) to design for pedestrian safety. Were the studies flawed? Was the design flawed? Why, despite the previous effort, do we continue to have these problems?

09:45:03 From J.P. to Everyone:

Visibility of stop signs is key. Often tree branches grow right over the stop sign, as happened at one of the Lead intersections last year.

09:45:14 From R.C. to Everyone:

One day I left Walmart and encountered three wrong way drivers in mid afternoon

09:45:52 From R.C. to Everyone:

Yes. Solar lighted stop signs would help even where there is overgrowth.

09:47:25 From J.P. to Everyone:

The restructuring of the corridor reduced the crashes due to drivers heading north and south that missed the stop sign and drove right into traffic. Now we have many crashes due to the increased number of road racers speeding along Lead and Coal. You can hear them coming from a far distance away, and the speed at which they pass your home is staggering.

09:49:00 From J.P. to Everyone:

I think we can get to zero fatalities and zero injuries on Lead and Coal if we really want to.

09:49:04 From G.C. to Everyone:

I think there is hope for Lead and Coal corridor.

09:49:07 From R.C. to Everyone:

There are innumerable dark spots in this corridor due to a lack of the number of street lights. several more high intensity LED "Dark Sky" technology lights are needed. I see people jogging on Coal as early as 4:30 a.m.

09:58:18 From T.C., MRMPO/MRCOG to Everyone:

There is discussion in the room about whether we will be sharing existing conditions data at this meeting.

09:59:04 From J.P. to Everyone:

2 top concerns: high speed crash coming through my son's bedroom wall or our bedroom wall at night — and — the number of deaths and injuries happening on a frequent basis. Both concerns are related to HIGH SPEED driving.

10:00:39 From J.P. to Everyone:

The folks who live along the corridor have key expertise here that needs to be heard. Thank you for being willing to hear our input too.

10:01:45 From R.C. to Everyone:

There isn't a volume problem

10:03:04 From Ron C. to Everyone:

The MAIN problem is that people approaching Lead and Coal from side streets have little to no warning there is a stop ahead unless they are paying very close attention

10:03:10 From D. to Everyone:

Many Drivers and Bicyclists do not stop at the stop signs crossing Coal.

10:03:41 From R. C. to Everyone:

You got that right D. [redacted]

10:04:11 From R.C. to Everyone:

We need solar lighted stop signs. Blinking

10:04:18 From J.P. to Everyone:

I know the slide says post-pandemic data is still down, but that has not been our experience. The crashes seem to be more frequent at our corner and they are so much more intense.

10:05:19 From R.C. to Everyone:

They are that intense because they are at 90 degree angles.

10:05:20 From S. T., HHHDA to Everyone:

I'm only getting 50% of what he's saying. Can you repeat the essence of it please?

10:07:57 From T.C., MRMPO/MRCOG to Everyone:

Sorry, it was a long comment but basically he wants the problem addressed in a serious way and the residential character of the area is not being addressed.

10:08:17 From R.C. to Everyone:

Yes. Most walls in front of homes have been hit by several cars.

10:09:24 From L.R. to [redacted]

Need to control speed. Need wrong way indicators ON the roadways.

10:09:41 From D. [redacted] to Everyone:

I have given the police and persons involved the videos of the 3 major crashes at the Solano/ Coal

10:09:49 From J.P. to Everyone:

The last accident was not at a 90 degree angle. It was 3 or 4 vehicles drag racing at 1:30 at night. One car was wrapped around a tree trunk. Another 20-ft tree was knocked down. Another car was totaled. The passengers of 3 of the vehicles took off either in their vehicles or on foot. Empty pill bottles/substances were found in the car that was wrapped around the tree trunk. This was not due to a car crossing the street at a 90 degree angle. These were drivers who were high and drag racing on Coal. This type of thing is happening a lot. We have lived on Coal for more than 20 years. This is not the type of (also very frequent) accident that we were seeing 20 years ago.

10:11:10 From R.C. to Everyone:

More trees lining the Lead/Coal corridor to shield the sidewalks would not only increase safety for pedestrians but add beauty to the corridor. Many of the trees are missing due to being mowed down as a result of traffic accidents.

10:11:13 From L. R. to Tara Cok, MRMPO/MRCOG(Direct Message):

Also, the spillover issue include drivers attempting to avoid traffic lights and using the residential side streets as a shortcut. Some of these streets traverse downhill and the speed that they gain going downhill is dangerous.

10:12:31 From R. C. to Everyone:

Speed tables are the say all end all to speeding. They are so uncomfortable to drive through if speeding.

10:15:14 From R. C. to Everyone:

I myself don't think speeding is a major factor on Lead and Coal. It is a factor but not major as speeders usually are at the mercy of traffic. The one main problem is people don't know they need to stop at side streets until its too late.

10:16:00 From J. P. to Everyone:

That is definitely not our experience here. High speeds are a definite factor on our stretch.

10:16:06 From R. C. to Everyone:

Rest in Red will lead to traffic congestion. Not an answer

10:19:45 From L. R. to T. C., MRMPO/MRCOG(Direct Message):

I have witnessed drivers honking their horns as they approach residential street intersections to alert cross street drivers of their approach.

10:22:14 From R. C. to Everyone:

[redacted]. I definitely don't deny that is a factor. I hear it all night.

10:23:03 From R. C. to Everyone:

I think overall its the sidestreets that are the problem. (opinion)

10:24:40 From R. H., APS to Everyone:

There is an over-arching, comprehensive issue of vehicles needing an additional East-West, high-speed corridor (or light rail) that is not Central or Gibson (and located South of I-40). If it's not realistic that Lead/Coal can be transformed into such a corridor, with safe pedestrian, bike facilities, have any other options been considered.

10:31:29 From S. T., HHHDA to Everyone:

I've heard that it has become allowable again to issue speeding tickets through camera. Is putting cameras on Lead and Coal as possible solution to slow traffic?

10:31:30 From J. P. to Everyone:

The rebuild DID address the accidents due to cars crossing the streets (at least on our stretch of Coal and on our corner). There is a new dynamic, and the pandemic seemed to intensify it: high speed drivers, many of them loud sports car drag-race type drivers, especially at night. This is a recent dynamic.

10:33:33 From R. C. to Everyone:

solar one way signs for night visibility

10:35:44 From R. C. to Everyone:

I've only lived here for a little over one year so I will have to trust you on the speeding Jeanne. I don't deny it for sure.

10:37:17 From R. C. to Everyone:

We need more trees planted on Lead and Coal to screen the pedestrians

10:41:09 From R. C. to Everyone:

Speed tables are the bomb

10:41:26 From J. P. to Everyone:

Within about a 1/8 mile radius of our home, there are 2 shrines to recent traffic deaths on Lead and Coal. Another one has been removed, but the death that happened there is no less shattering.

10:42:06 From R. C. to Everyone:

Speed tables are used widely in Connecticut. Go too fast?------Your walking home.

10:42:59 From R. C. to Everyone:

Speed tables are not to be confused with speed bumps.

10:44:44 From R. C. to Everyone:

I always walk against traffic on the sidewalks on Lead and Coal because I want to see when a vehicle crashes onto the sidewalk and avoid it.

10:45:03 From J. P. to Everyone:

J. has a great deal of knowledge on this. Thank you for letting him speak to the details of this.

10:46:03 From R. C. to Everyone:

I sleep with one eye open expecting a crash or two.

10:48:03 From R. C. to Everyone:

Lead and Coal is like a violent video game

10:49:42 From R. C. to Everyone:

Hopefully the people walking the streets during this review notice how many skid marks are actually on the sidewalks.

10:51:30 From R. C. to Everyone:

There are no fines on Lead and Coal. Its not patrolled

10:51:42 From N. in New Mexico to Everyone:

I forgot to ask why ABQ paid for the entire street of Garfield to be, needlessly, paved, but hasn't done anything for Lead/Coal? ART was good in theory for Route 66, but now all of that traffic has been re-routed to Lead/Coal. How did they not consider that?

10:53:46 From Tara Cok, MRMPO/MRCOG to Everyone:

Submit any additional comments to [redacted].

10:58:03 From J. P. to Everyone:

Asking for the RSA is great, but what changes will happen? We do need a real response from the mayor.

10:58:35 From L. R. to Tara Cok, MRMPO/MRCOG(Direct Message):

They why do residents feel SOOOOOO unheard?

10:58:43 From L.M. to Everyone:

[redacted], This problem has been ignored for years! Little late!

Friday, June 10th Meeting

10:09:29 From L. R. to Everyone:

Will we be able to get a copy of the presentation slides?

10:11:19 From K. M., MRCOG to Everyone:

The slides and final report will be made available.

10:14:50 From B. A. to Everyone:

Maybe wrong audience but where (what cross street) will the speed cameras be installed? Has a public announcement defining this been made?

10:22:34 From K. M., MRCOG to Everyone:

Thank you for the question, specific locations for speed cameras were not discussed as part of this study. APD may have more information.

10:26:57 From B. M. to Everyone:

Is there something that shows or otherwise indicates areas of greatest concern, e.g. speeding vehicles and resulting collisions, pedestrian and/or bicycle collisions, safety, etc.? How many issues are we trying to address and perhaps resolve with this study? Will there be follow up, additional efforts made as the project unfolds and has its impacts?

10:28:42 From K. M., MRCOG to Everyone:

The report will have more information, this presentation highlights all issues and suggestions along the corridor. Next steps will be outlined at the end.

10:34:17 From R. W. to Everyone:

On Finding 14, regarding Motorists observed not obeying crosswalk laws, I wonder how this is covered in the State of NM Driver's License test (that is unfortunately only required once in the "lifetime" of a driver licensed in NM (I took my test in 1990 after moving to Albq and have never had to take it again)

10:36:36 From P. W. to Everyone:

My concern with one-lane measures is that it can infuriate those prone to road rage.

10:40:03 From A. H. to Everyone:

This picture reminds me, Lead at Buena Vista is a significant pinch point, where cars tend to drift into the bike lane.

10:42:02 From j. a. to Everyone:

Broadway to I-25 was NOT reconstructed with the Lead and Coal Improvements project

10:42:38 From R. W. to Everyone:

Re Finding 14, another consideration is the use of "shark's teeth" symbols painted on the roadway in front of crosswalks. These "shark's teeth" are the same shape as yield signs.

I've been seeing them of late since becoming informed of their existence. Are they in NACTO guidance?

10:43:01 From B. M. to Everyone:

And Waste Management being a bit better about where they place the containers post-pick up.

10:43:27 From B. A. to Everyone:

will the city response be made public?

10:43:49 From Eun, Peter (FHWA) to Everyone:

Backplates https://safety.fhwa.dot.gov/provencountermeasures/backplate.cfm FHWA Proven Safety Countermeasures https://safety.fhwa.dot.gov/provencountermeasures/ STEP https://safety.fhwa.dot.gov/ped_bike/step/resources/

10:44:02 From G. E., Nob Hill NA to Everyone:

Timeframes?

10:44:37 From G. E., Nob Hill NA to Everyone:

When is recording available

10:44:48 From j. a. to Everyone:

MRMPO should explain what its role and scope would be in implementation. Funding? Safety and ADA standards?

10:44:57 From K. M., MRCOG to Everyone:

The study team recommends a written response, we will work with the City on that question.

10:45:04 From F. S. to Everyone:

Won't a one way plan increase auto emissions/pollution?

RSA Meeting Notes

The following are oral comments made during the meeting and recorded by a MRCOG staff member.

- The meeting started with initial housekeeping items, the goals of the RSA and the roles of each of the agencies involved were stated.
- Introductions were completed by all in person and online participants introducing themselves by stating their name and affiliation.

Q- Is DMD represented?

A-Yes. [redacted]

Q- Any group that is not represented that should be?

A-Cycling groups.

Q- Is there any expectation of VMT on Lead and Coal?

A-We are looking at all safety counter measures.

Q-Who designates the roadway classifications?

A-City of ABQ would need to be addressed to look at changing the roadway classification.

Victory Hills-[redacted]

- A thorough report and review of the roadway conditions on Lead and Coal was done by a volunteer committee of Victory Hills' residents. The link to the report was provided on a sticky note.

Huning Highland-[redacted]

- Make the corridor more walkable.

[redacted]

- Lead and Coal were designed in 1925 as small little residential streets.
- These road designs are unacceptable by todays standards.
- The redesign was promising effort, and the residents were happy about it, but now it's just as bad or even worse.

[redacted]

- The number of accidents where someone is making a left turn from the right lane is high.
- The hospitals may create a large number of drivers on the road that are unaware or unfamiliar with the one-ways.
- Loss of original trees.

[redacted]

- University Heights is one of the most compact neighborhoods along the Lead and Coal corridors with Lead and Coal being two of three streets that run through the area.
- The three Rs need to be addressed from the guidelines of the original document:
    - Reduce speeds

- Reduce traffic volume
- Reduce accidents adjacent to homes

[redacted]

- I don't feel safe as a cyclist.
- There is vehicle crash debris in the bike lane.
- I support Vision Zero.
- Lower speed limits.
- The whole city should be notified about these meetings.

[redacted]

- Many of the changes recommended by the FHWA were already implemented in the redesign of Lead and Coal. So why are they not working?
- Why are the traffic laws not being enforced?
- Are these safety issues part of the larger traffic problem or specific to Lead and Coal?

[redacted]

- We have studies but we have limited action.
- Think about it as your family and the problem with not feeling safe in your home.
- Better signage.
- We need solutions with positive impacts.

[redacted]

- I am a forty year resident.
- Speeding is a huge issue. People run the red lights.
- I am concerned about pedestrians and cyclists but also about homes.
- Pedestrians feel unsafe walking even with the vegetative buffer.
- Driveways along the road would not be allowed by current design standards.

[redacted]

- We need a resolution.
- I've seen five accidents in only three years.

[redacted]

- In the long history of engagement with ABQ it has been said to get rid of principal arterial roadway classification.
- Albuquerque says safety design standards such as speed tables can't be implemented on a principal arterial.
- Harvard crossing is a dangerous section to cross Coal.
- Lead and Solano curve is dangerous.

- Carlisle crossing and the Carlisle hill are dangerous because of lack of line of sight.

[redacted]

- Enforcement is seriously flawed.
- There is a 10 to 11 mph grace for speeding enforcement, and this raises the speed.
- This needs to change because the fines are the same for 12 mph or 100 mph over the speed limit.
- The fines should be graduated depending on the speed of the vehicles going over the limit.