

A photograph of a city street scene. In the foreground, several pedestrians are walking across a brick-paved crosswalk. A white bus is stopped on the left side of the street. In the background, there is a large mural on a building wall depicting a stylized orange and yellow figure. A black fence and a white SUV are also visible in the background.

The NMDOT Pedestrian Safety Action Plan:

How to Build on a Strong Start

The NMDOT Pedestrian Safety Action Plan (PSAP)

1. A Strong Start
2. What's Missing?
3. Recommendations

Urgent Issue: Pedestrian Fatalities in Indian Country

A Strong Start:

The PSAP Presents the Data

Table 2. New Mexico's Ranking of State Pedestrian Fatality Rates

Year	Nationwide Ranking
2012	2 nd – 2.92 pedestrian fatality rate per 100,000 population
2013	4 th – 2.34 pedestrian fatality rate per 100,000 population
2014	1 st – 3.59 pedestrian fatality rate per 100,000 population
2015	3 rd – 2.58 pedestrian fatality rate per 100,000 population
2016	1 st – 3.54 pedestrian fatality rate per 100,000 population
2017	1 st – 3.58 pedestrian fatality rate per 100,000 population
2018	1 st – 3.97 pedestrian fatality rate per 100,000 population
2019	1 st – 3.96 pedestrian fatality rate per 100,000 population

Source: NHTSA – Annual Ranking of STATE Pedestrian Fatality Rates

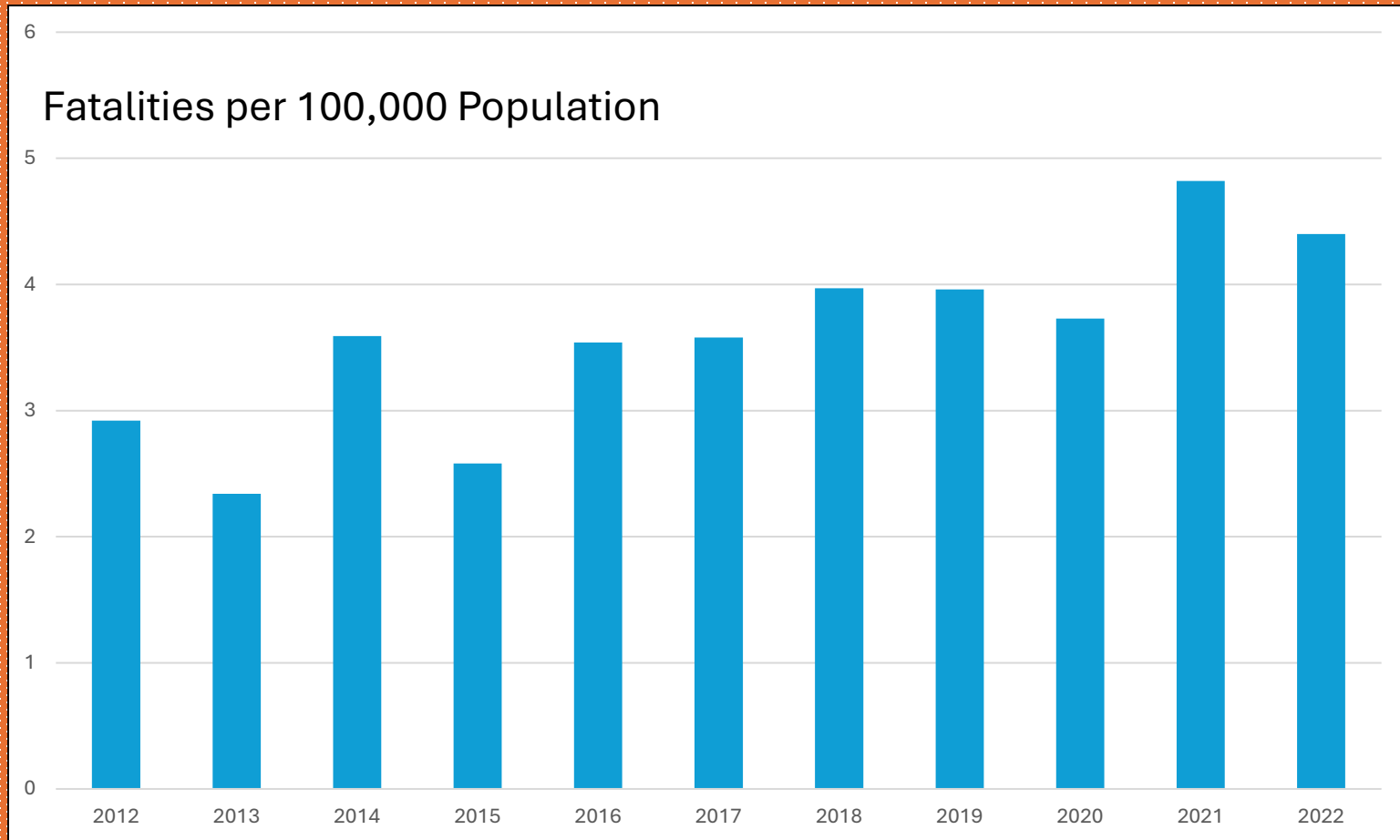
A Strong Start:

The PSAP Presents the Data



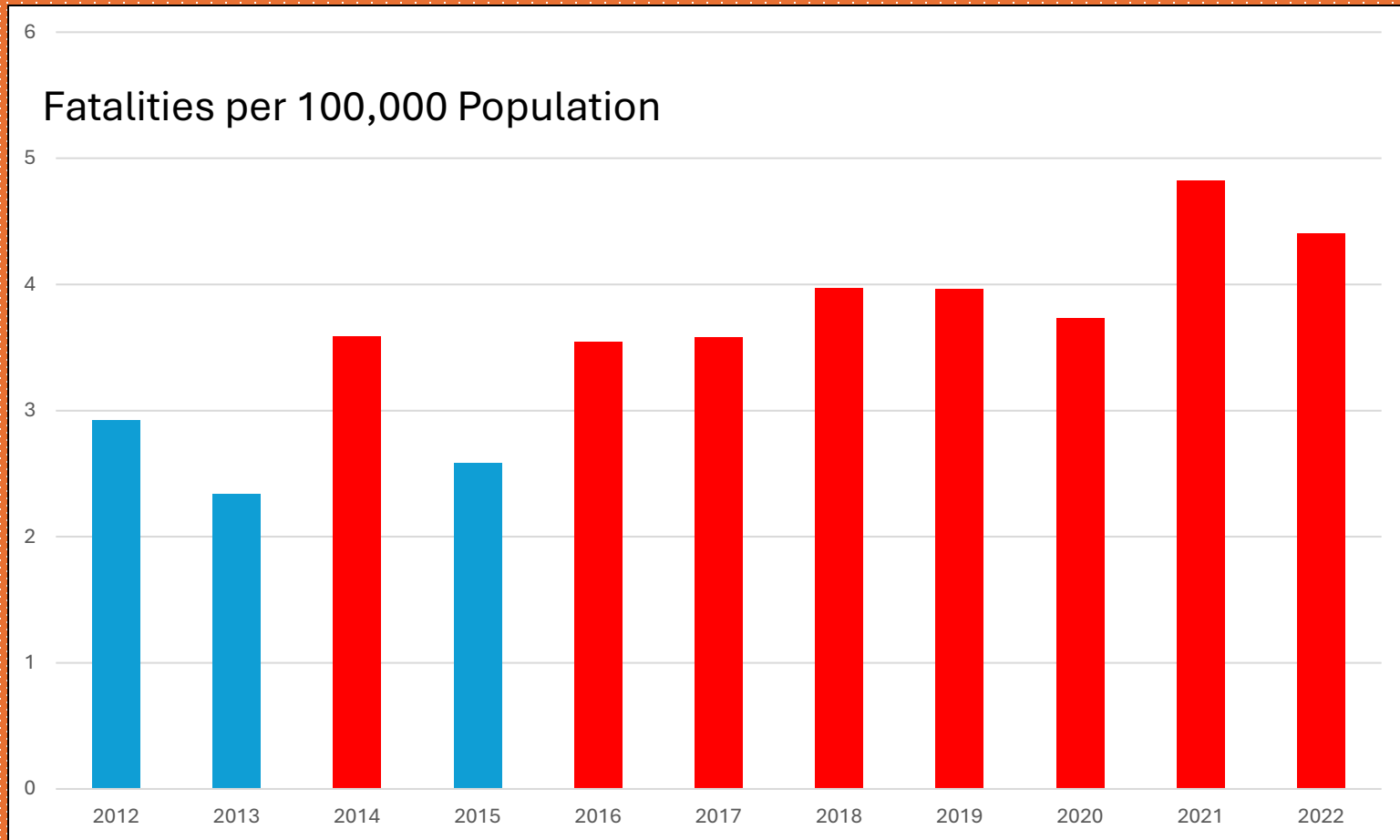
A Strong Start:

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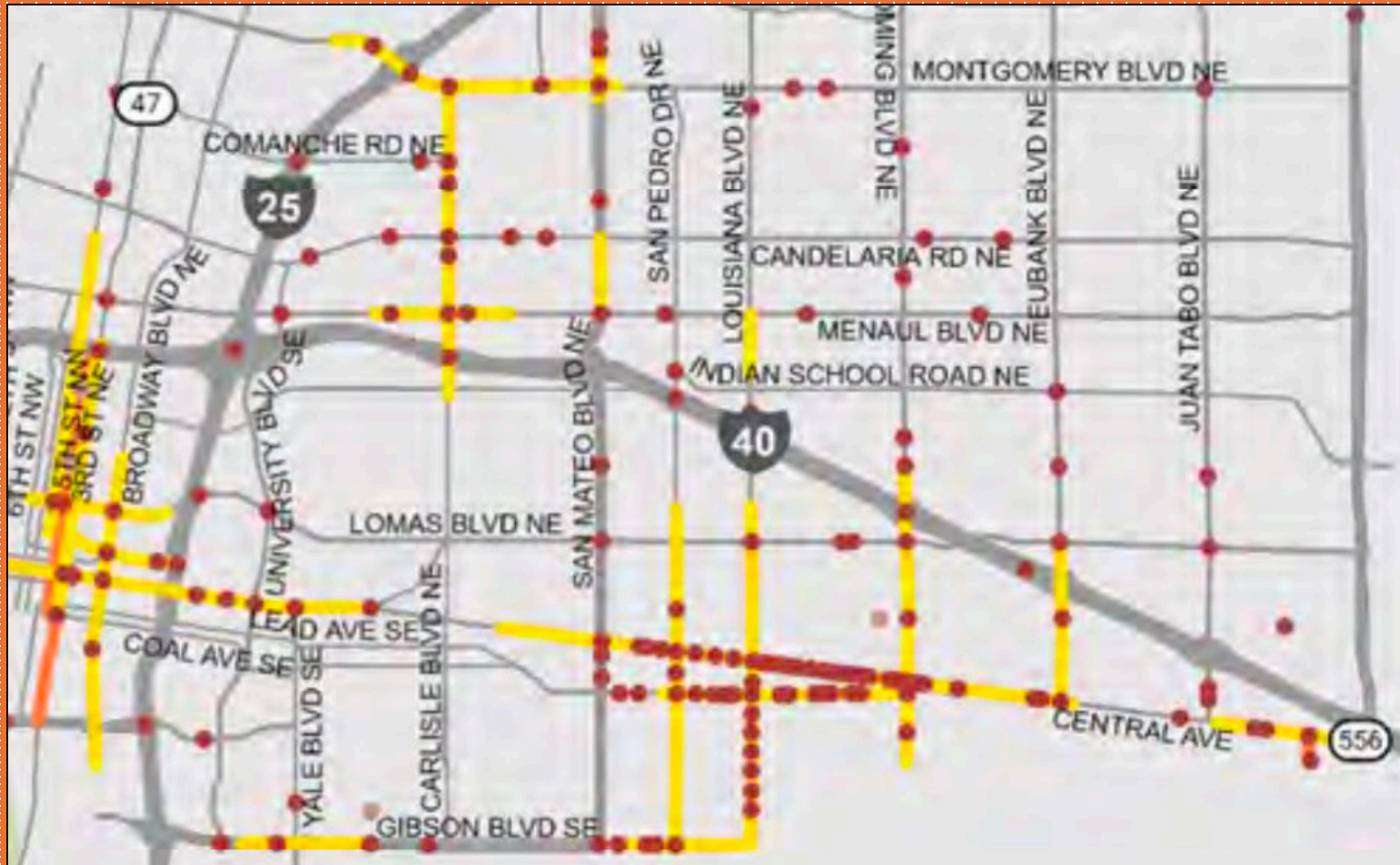


A Strong Start:

The PSAP Presents the Data



A Strong Start: *The PSAP Includes Crash Analysis*



A Strong Start

The PSAP Explains the Benefits of Walking



A Strong Start:

The PSAP Reports National Best Practices

1600



Complete Streets
policies nationwide

44

Vision Zero
commitments
nationwide



24

state DOTs
with Complete
Streets policies

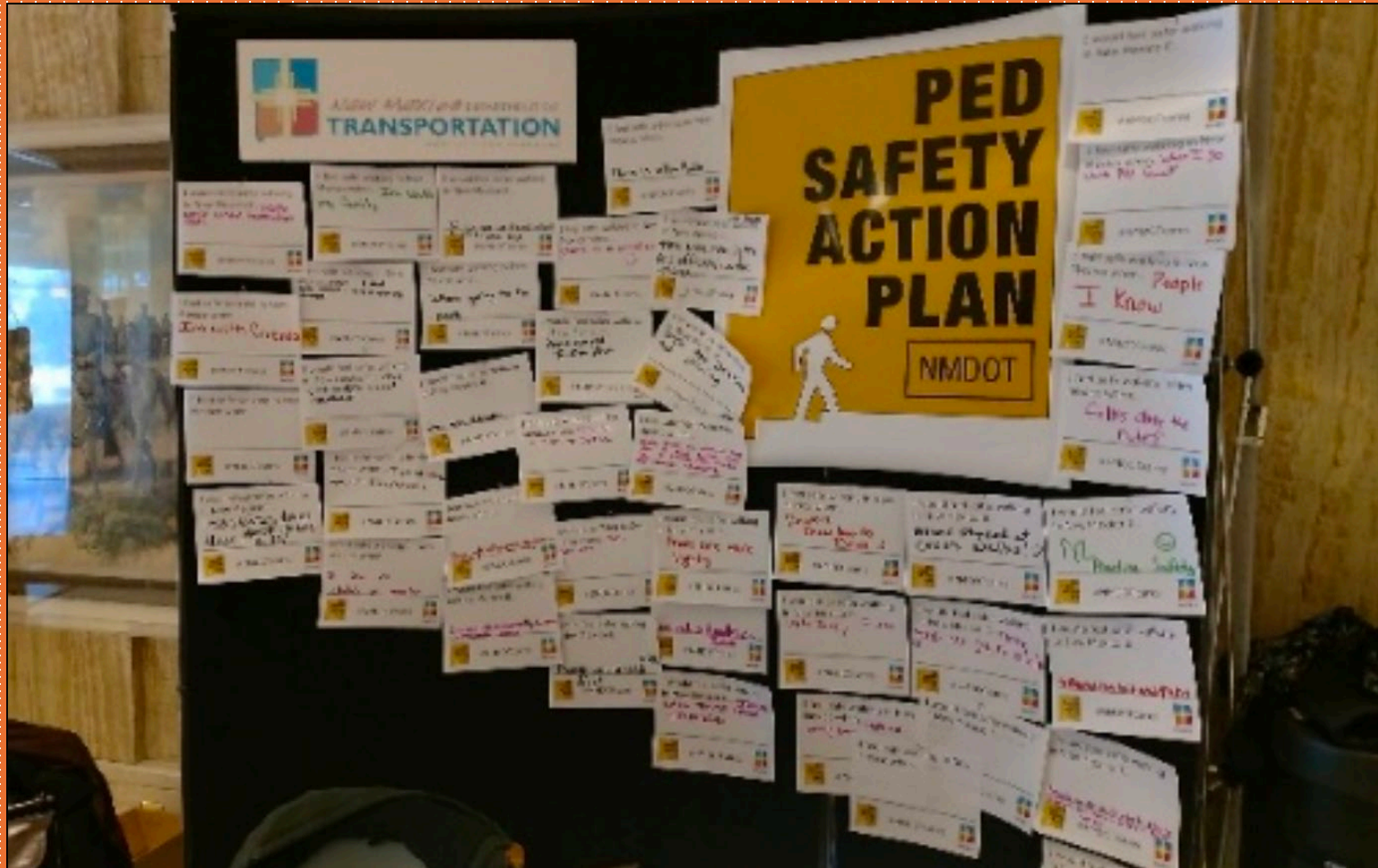


2009

year that Toward Zero
Deaths began



A Strong Start: *The PSAP Incorporates Public Input*



A Strong Start:

The PSAP Develops a Framework for Action

Chapter 2 – A Framework for Action	9
Data, Analysis, and Evaluation	10
Driver Education	13
Pedestrian Outreach Program	16
Highway and Traffic Engineering	17
Law Enforcement and Emergency Services	23
Communication.....	25
Planning and Legislation	27

What's Missing?

Emphasis on the Safe System Approach



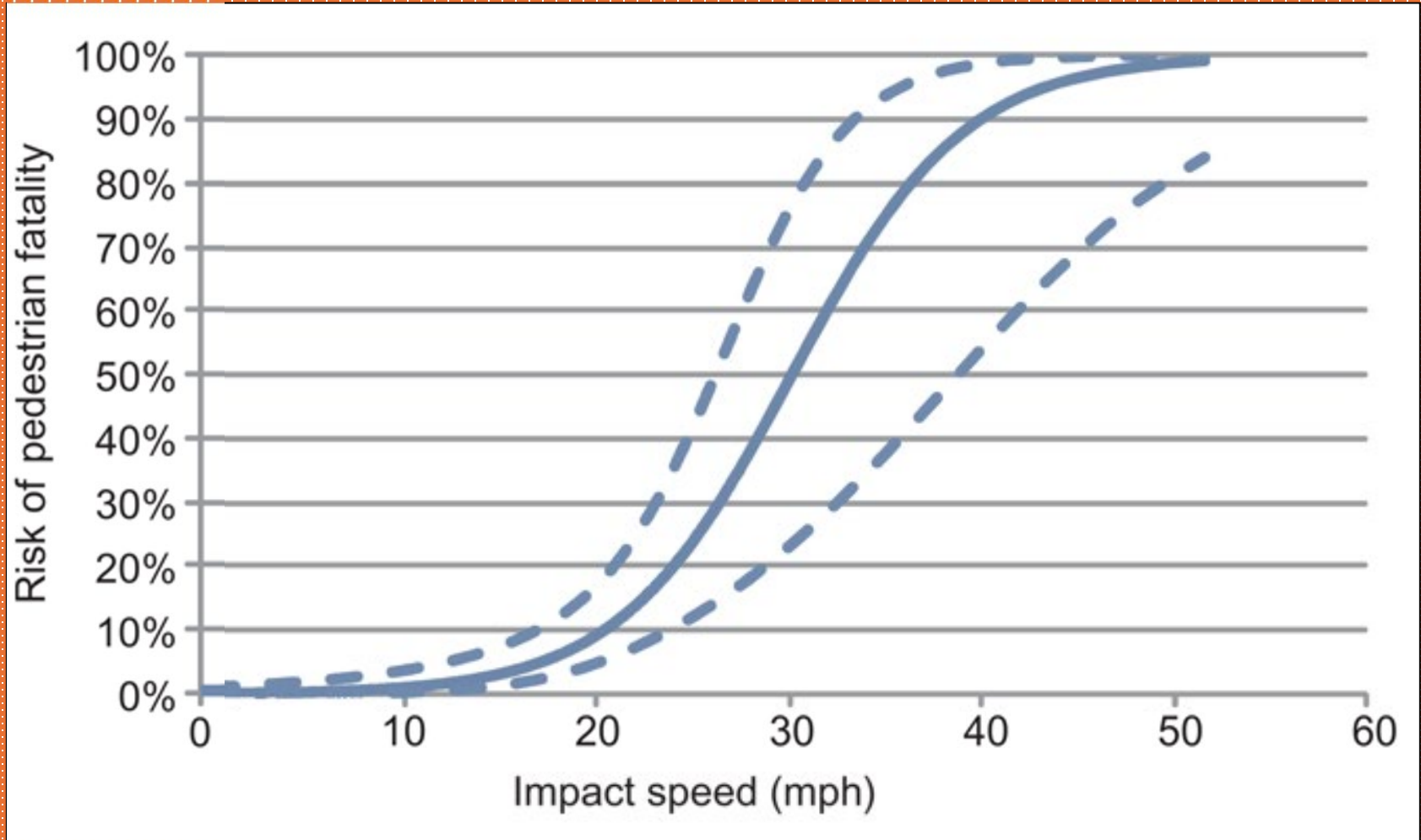
What's Missing?

Emphasis on Reducing Vehicle Operating Speeds



What's Missing?

Emphasis on Reducing Vehicle Operating Speeds



What's Missing?

*Impact of **Roadway Design** on Vehicle Speeds*



What's Missing?

*Impact of **Speed Limits** on Vehicle Speeds*



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What's Missing?

Impact of Roadway Design on Vehicle Speeds



What's Missing?

*Impact of **Speed Limits** on Vehicle Speeds*



Speed Limits or Roadway Design?



Tupelo, Mississippi
Courtesy of Dan Burden

Speed Limits or Roadway Design?



Hot Springs, Arkansas
Courtesy of Dan Burden

Speed Limits or Roadway Design?



Brattleboro, Vermont

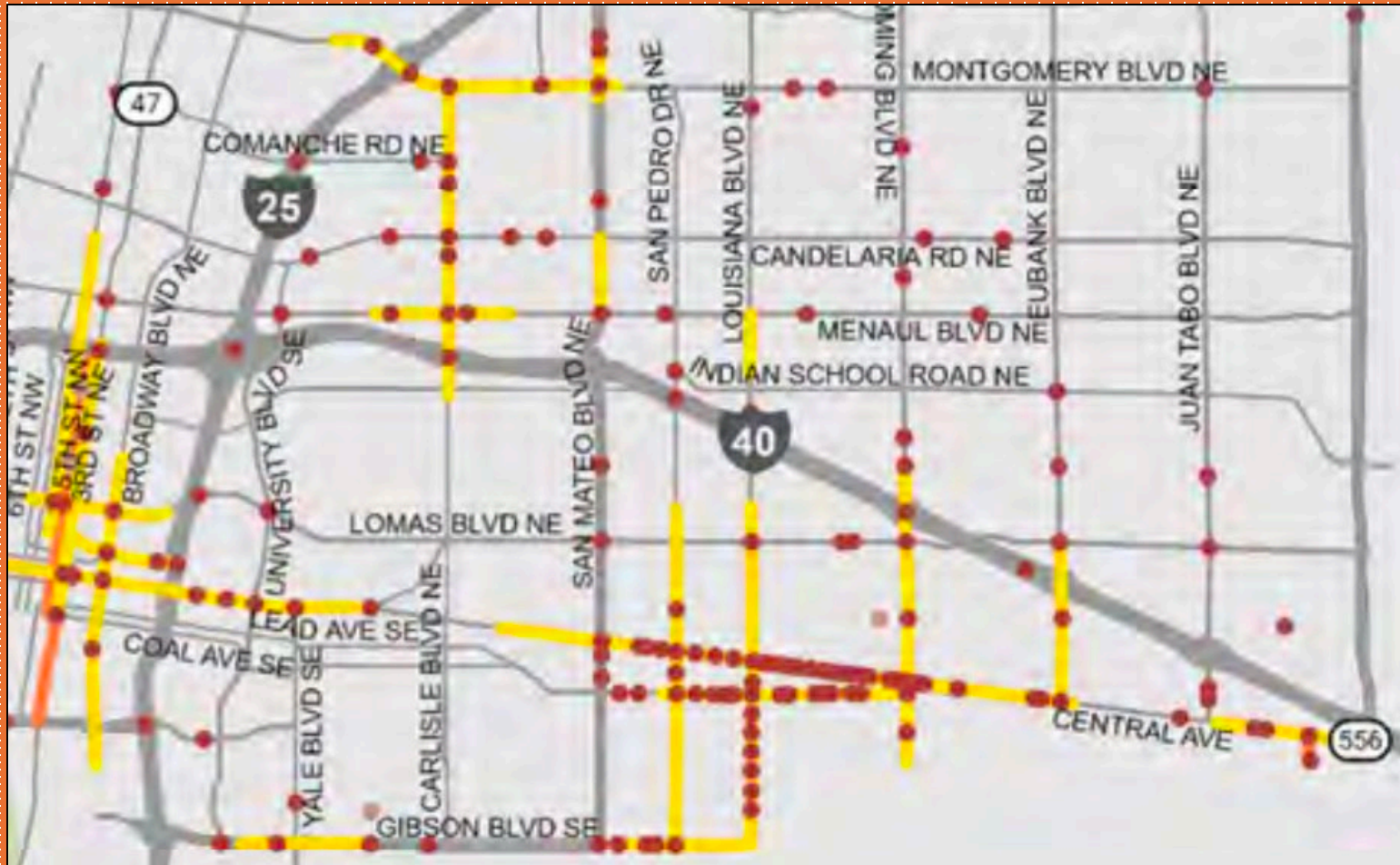
Courtesy of Dan Burden

Roadway Design Changes

For Reducing Vehicle Operating Speeds

1. Reduce lane widths
2. Repurpose lanes (“road diet”)
3. Incorporate horizontal deflection
4. Disrupt long sight lines
5. Add visual friction

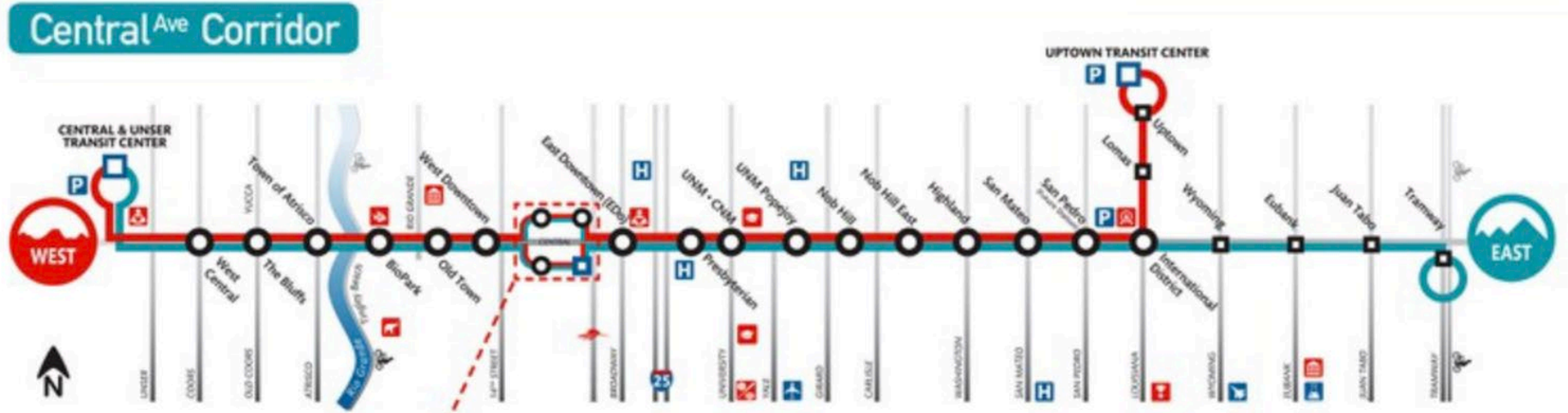
A Local Example (Albuquerque): *Central Avenue in the International District*



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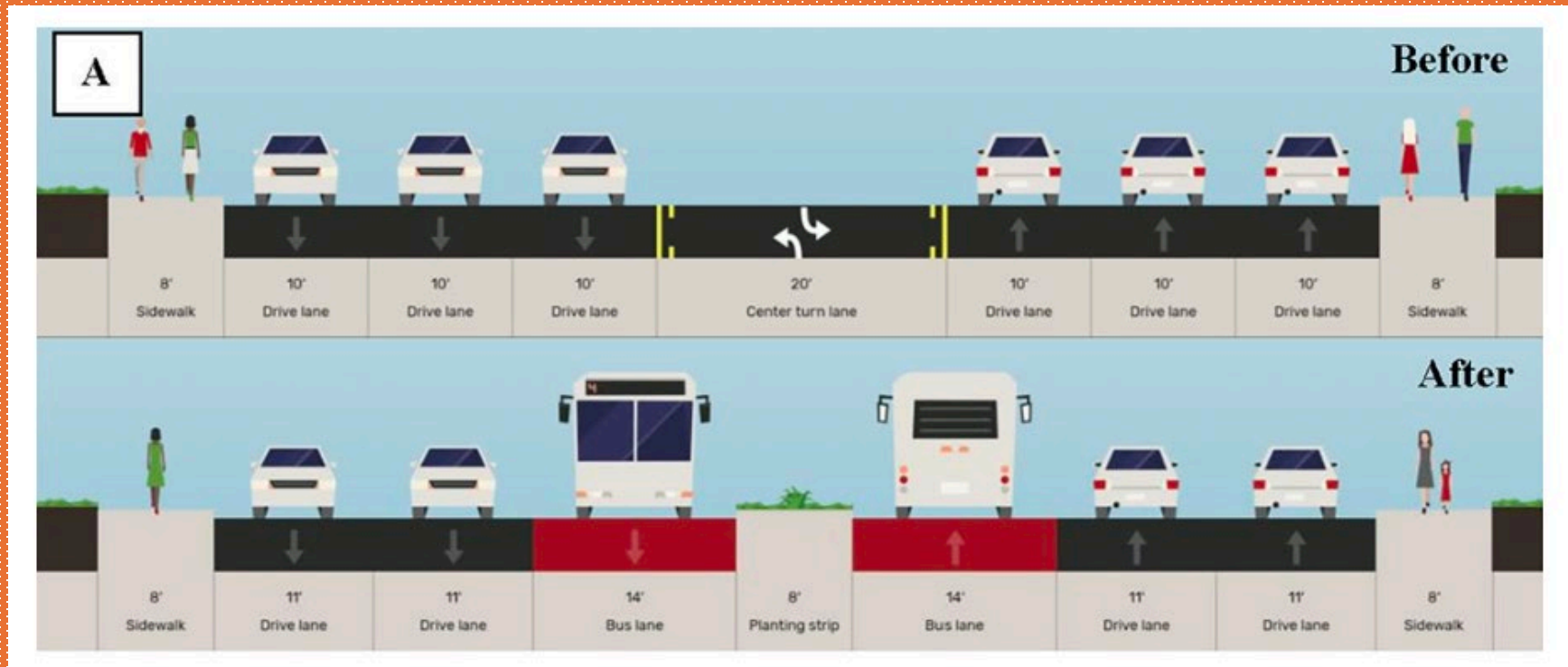


Impact of BRT Infrastructure *Central Avenue in the International District*



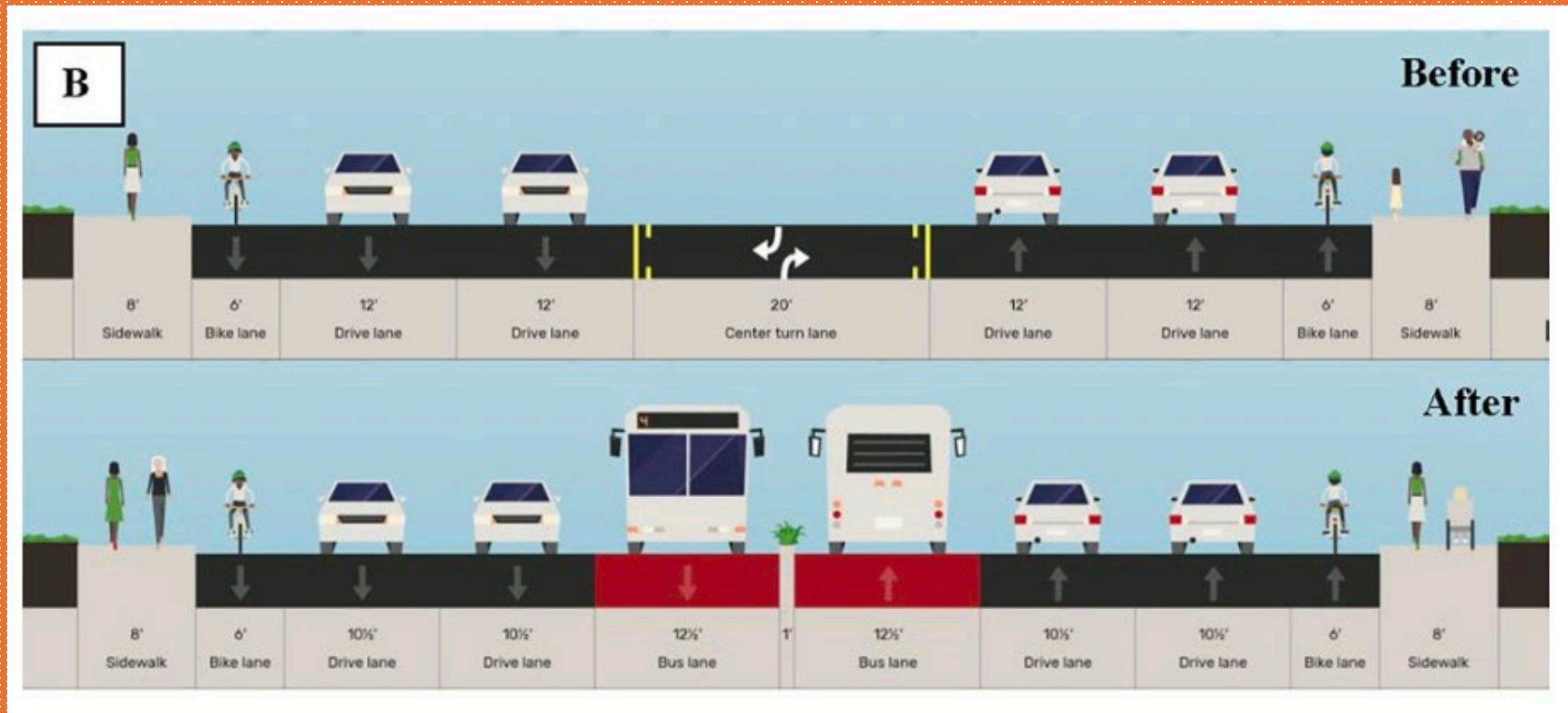
Impact of BRT Infrastructure

Central Avenue in the International District



Impact of BRT Infrastructure

Central Avenue in the International District



Impact of BRT Infrastructure

Vehicle Operating Speeds (85th Percentile) Reduced

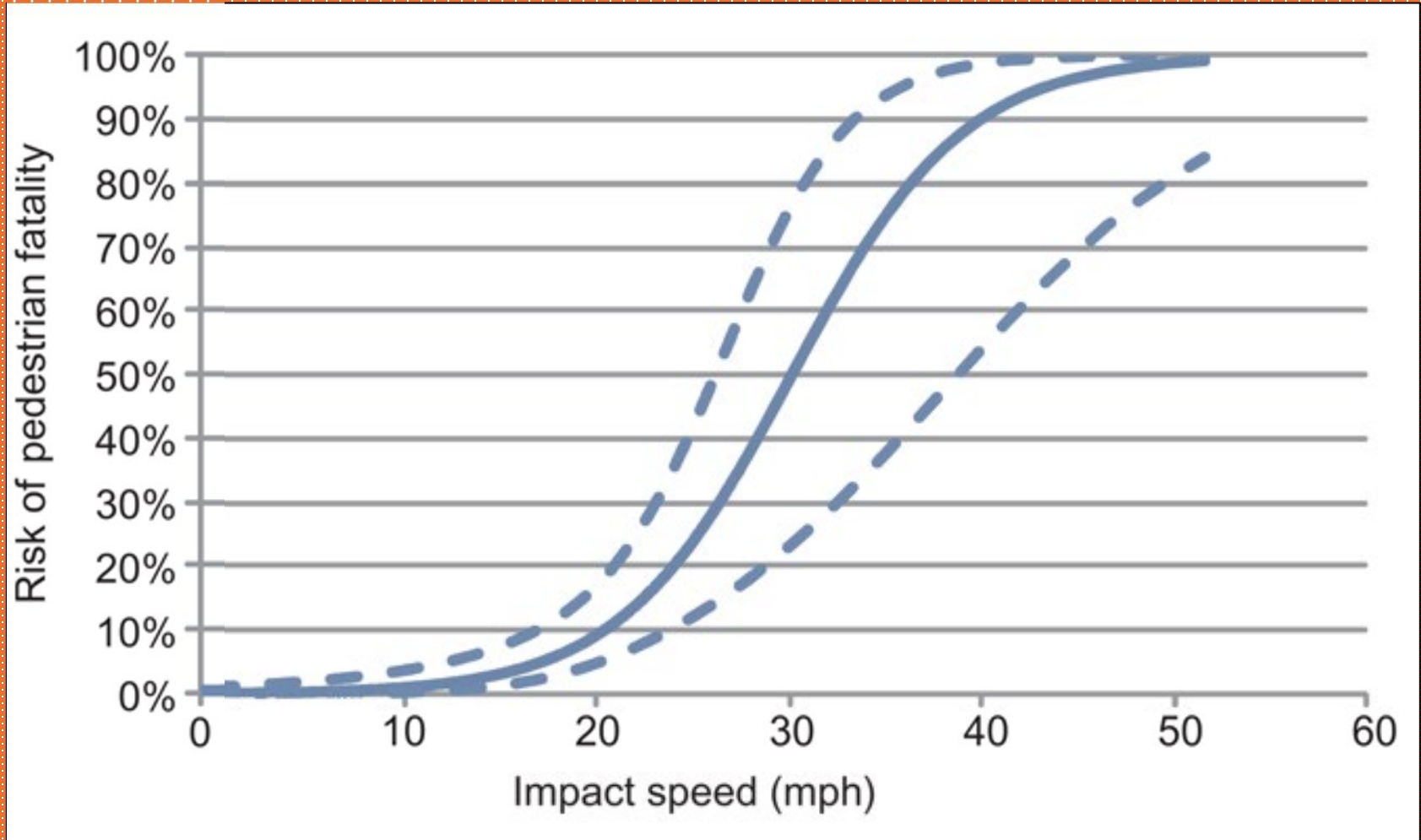
- At BRT Sites:
 - Speed reduced from 32.3 to 28.6 mph
 - Reduction = 3.7 mph = 11.5%
- At Control Sites:
 - Speed reduced from 38.0 to 35.8 mph
 - Reduction = 2.2 mph = 5.8%

“Bus rapid transit as arterial corridor traffic calming: The relationship between transit infrastructure and motor vehicle operating speeds” (2024)

Ashish Ravi Joshi, Nicholas N. Ferenchak and Lisa L. Losada-Rojas

Impact of BRT Infrastructure

Vehicle Operating Speeds (85th Percentile) Reduced



Impact of BRT Infrastructure

Fatal and Serious-Injury Collisions Reduced

- At BRT Sites:
 - Fatal and serious-injury collisions reduced by 64.9%
- At Control Sites:
 - Fatal and serious-injury collisions reduced by 5.7%

“Impact of Bus Rapid Transit Construction and Infrastructure on Traffic Safety: A Case Study From Albuquerque, New Mexico” (2022)
Esther Marie Bia and Nicholas N. Ferencak

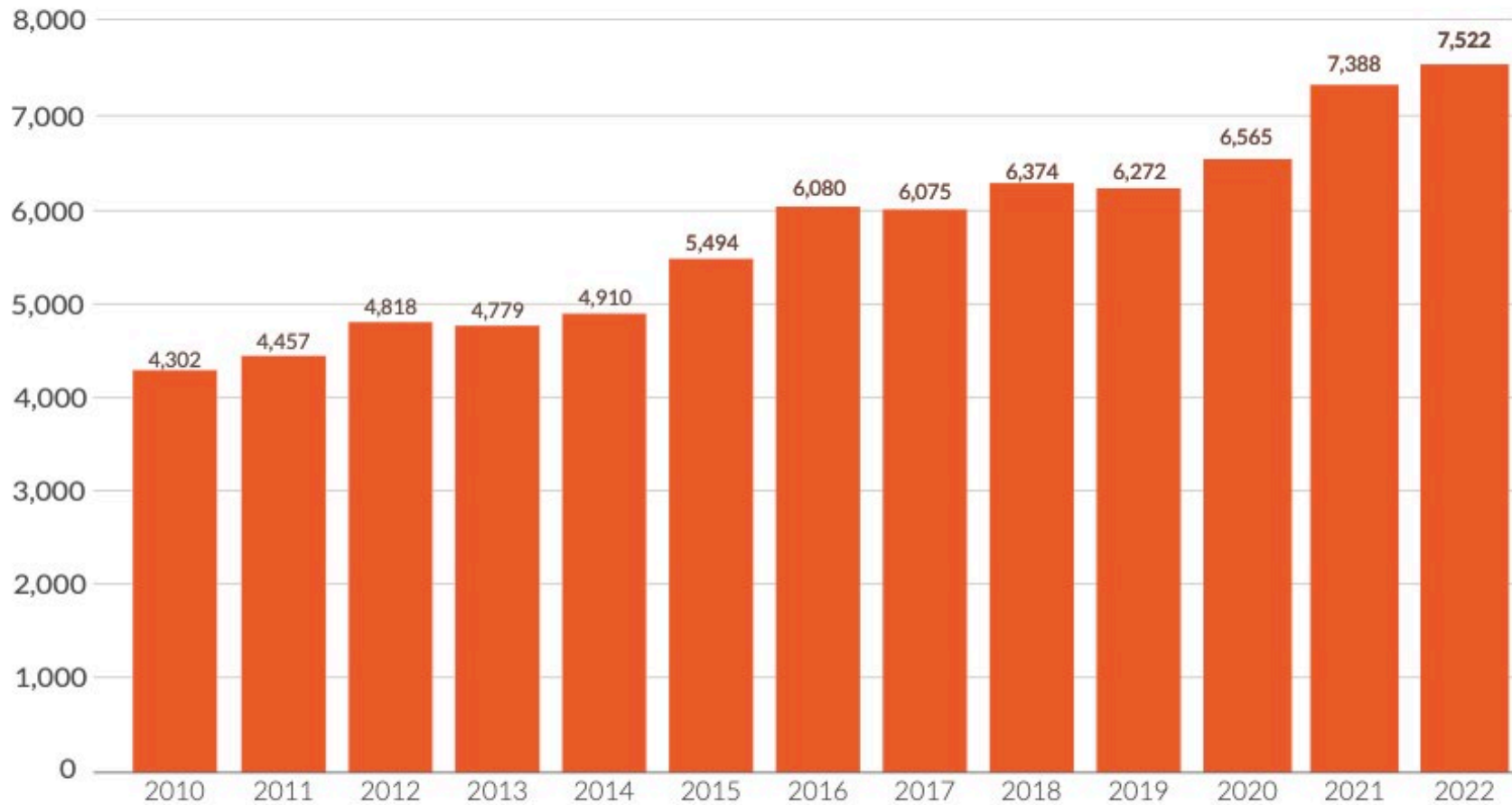
Recommendations

For Reducing Vehicle Speeds and Saving Lives

1. Reduce lane widths
2. Repurpose lanes (“road diet”)
3. Incorporate horizontal deflection
4. Disrupt long sight lines
5. Add visual friction

Urgent Issue:

Pedestrian Fatalities in Indian Country

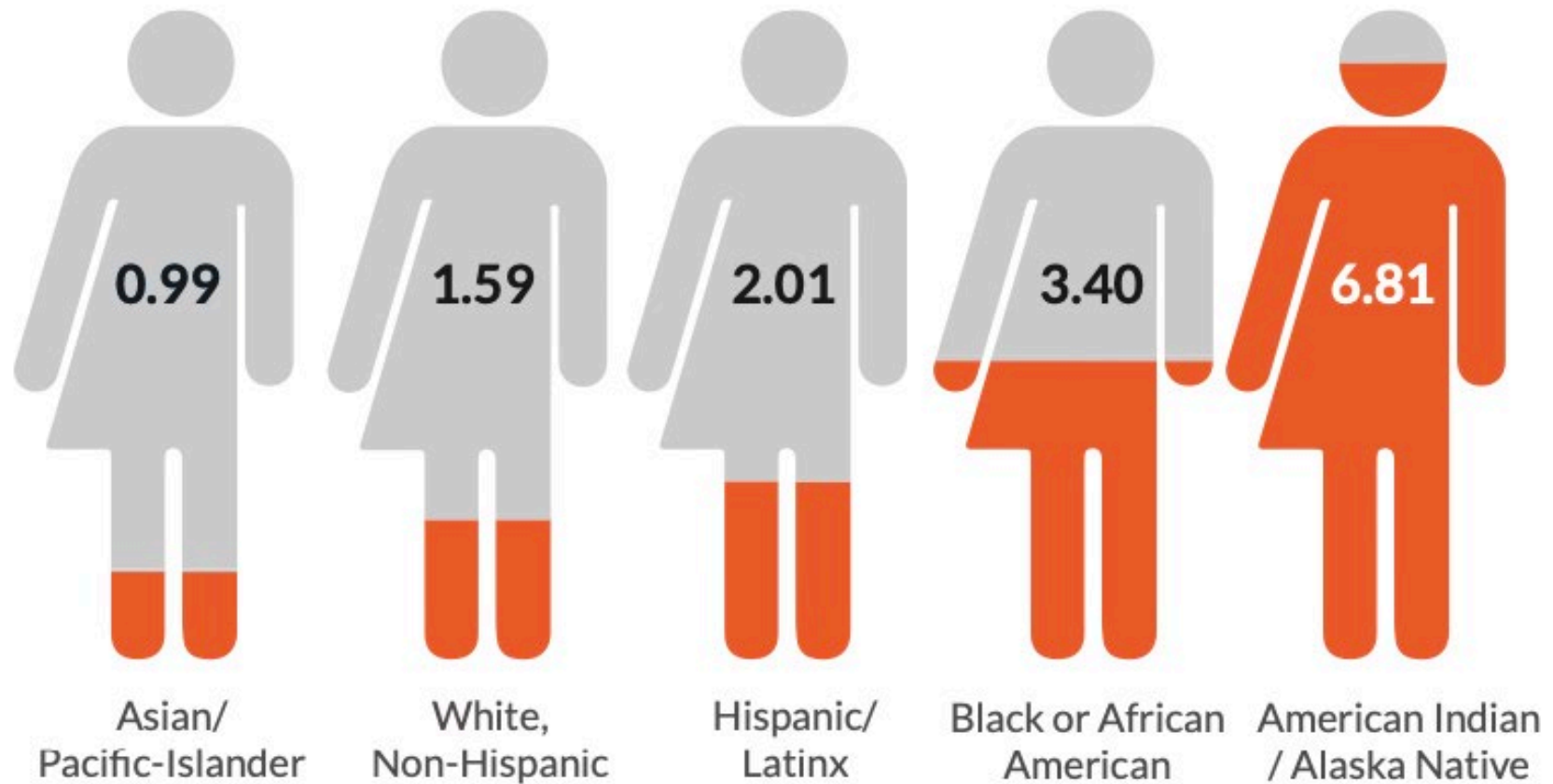


U.S. pedestrian deaths (2010-2022)

Graphic Credit:
Smart Growth America

Urgent Issue:

Pedestrian Fatalities in Indian Country



Graphic Credit:
Smart Growth America

Urgent Issue:

High-Speed Roads without Sidewalks



Photo Credit:
Michael Blankenship



Photo Credit:
Guillermo Narvaez

Urgent Issue:

Wide Roads without Pedestrian Crossings



Photo Credit:
Guillermo Narvaez



Photo Credit:
Smart Growth America

Urgent Issue:

Road Designs that Encourage Speeding



Tribal Pedestrian Safety *Workshop and Quick-Build Project*



Photo Credit:
Google Streetview

Google