



# Regional Transportation Safety Action Plan

*Roadway safety plan for all  
modes in the Region*

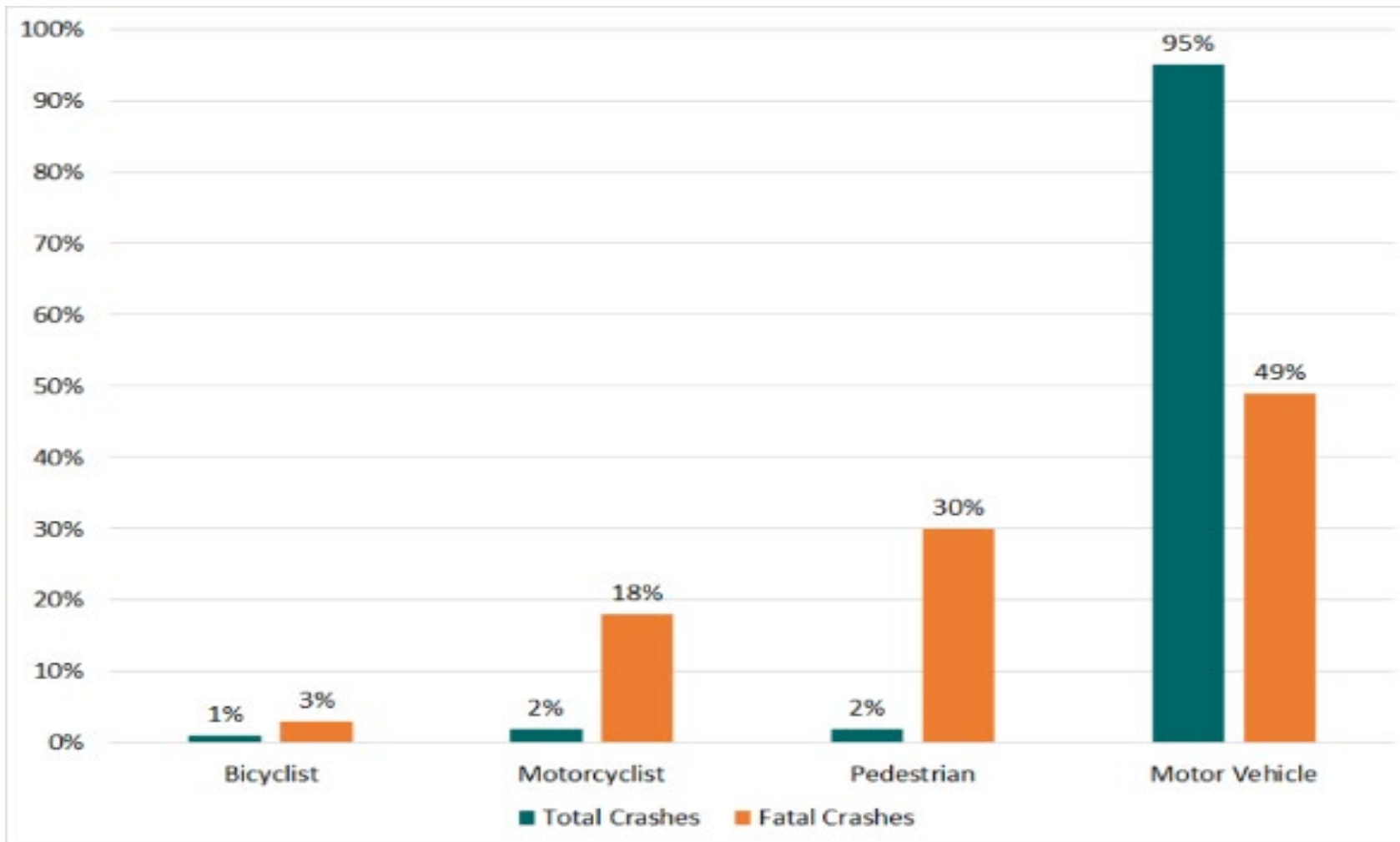
Julian Padilla  
Transportation Planner  
August 27, 2024



# WHY DO WE NEED A PLAN?

## *Pedestrian Fatality National Rankings*

#1	Most Dangerous State	New Mexico
#2	Most Dangerous Metro	Albuquerque



## FATAL CRASH TRENDS (2017 – 2021)

Year	Fatal Crashes	AMPA VMT Annual (billions)	Fatality Rate per 100 Mil VMT
2015	72	7.49	0.96
2016	114	7.74	1.47
2017	110	7.83	1.41
2018	118	8.30	1.42
2019	127	8.62	1.47
2020	129	6.67	1.93
2021	171	7.86	2.18

## PEDESTRIAN FATAL CRASH TRENDS (2017 – 2021)

Year	Total MRCOG Fatalities	Pedestrian Fatalities
2015	83	20
2016	137	37
2017	125	36
2018	142	44
2019	141	46
2020	144	35
2021	184	56
% Change '20 to '21	28%	60%

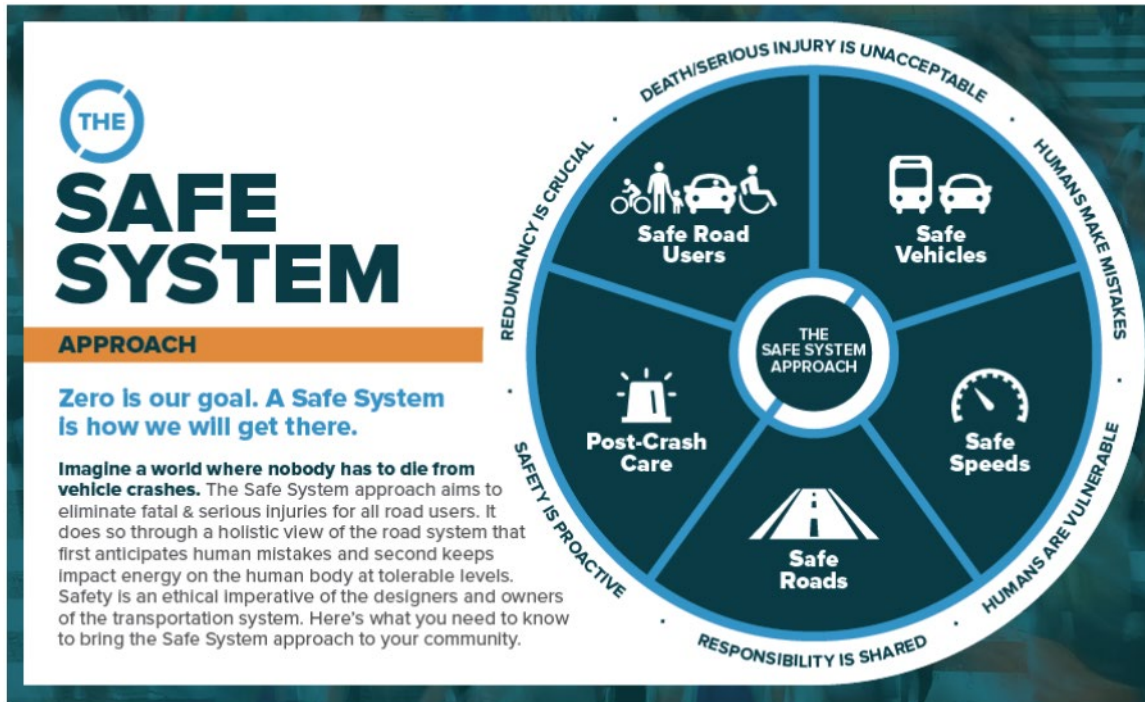
# GOAL: ACHIEVE ZERO TRAFFIC DEATHS BY 2040

THE REGION WILL BE PROACTIVE IN PREVENTING FATALITIES AND SERIOUS LIFE-ALTERING INJURIES, AND IN DOING SO PROVIDE SAFER MOBILITY FOR ALL MEMBERS OF OUR COMMUNITIES.

THE VISION



# THE SAFE SYSTEMS APPROACH



A new approach is needed that is proactive and systemic!

## The Safe Systems Approach

- Integrates best practices in design
- Recognizes the need to immediately take action to prevent more fatalities and serious injuries
- Human-centric - identifies and addresses risks
- Shared responsibility rather than victim blaming

## Funding Eligibility

- This plan meets the eligibility criteria for local agencies to apply for federal safety funds.
- A variety of non-traditional projects and plans are eligible,

# LOOKING AT OUR ROADWAYS



# ADDRESSING SPEEDING

- High number of single vehicle crashes along rural roads
- Reevaluate process of setting speed limits
- Default speed limits in city and town centers
- Designate slow/speed zones
- Evaluate conflict density and land use context
- Use automated enforcement
- Intelligent Transportation Systems

## FHWA PSC - Appropriate Speed Limits for All Road Users

*“Speed control is one of the most important methods for reducing fatalities and serious injuries.” – FHWA*

According to NHTSA in 2022, speeding killed 12,151 people – accounting for 29% of total traffic fatalities.



# COMPARING CONGESTED CORRIDORS: ROADWAY CHARACTER

- East Central, between Louisiana and Tramway is 6 lanes, and has 24 percent less VMT than Alameda.
- East Central contains 80% more fatalities and 86% more Class A injuries (seriously incapacitating injuries).
- East Central is home to the highest concentration of pedestrian crashes in our region.
- Alameda Boulevard (region's most congested corridor) has more trips despite being 4 lanes for most of the corridor.



Road	Miles	Location	Killed	Class A Injury	Injured	Pedestrian Killed	Pedestrian Injured	VMT 17-21 (millions)
Alameda Blvd.	4.1	Coors to I-25	7	10	355	0	5	204.3
Central Ave.	4.05	Louisiana to Tramway	36	73	965	17	110	164.5

## STREET OR ROAD?

WHEN YOU DON'T HAVE A CLEAR PURPOSE, SAFETY IS COMPROMISED.

*Alameda is a road.*

- Its function is to move large volumes across the region quickly and efficiently without local access.

*Downtown Albuquerque provides us with examples of streets.*

- Low speed and prioritize connecting people with jobs, goods, and services.

*Central east of Louisiana is an example of a 'Stroad' in our region.*

- A 6-lane road + 35 mph speed limit
- Tries to move vehicles fast and grant them access to adjoining land uses via driveways.



# DESIGNING ROADWAYS

There were ~140 comments related to issues of road design and engineering, particularly that roads are designed for speed and efficiency rather than safety and that there is missing or insufficient infrastructure for vulnerable road users on roadways throughout the region.

- RTSAP Engagement Process

NAME	DESCRIPTION	LINK
Designing for All Ages and Abilities	This document considers how to best apply different types of bicycle facilities by looking at contextual factors like vehicular speeds and volumes and observed sources of bicycling stress. The document helps determine when, where, and how to best combine traffic calming tools, like speed reduction and volume management, with roadway design changes.	<a href="https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf">https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf</a>
Don't Give Up at the Intersection	Focuses on improving comfort and safety by reducing vehicle conflict with bicyclists and pedestrians at intersections. Strategies to improve signalization are also included.	<a href="https://nacto.org/publication/dont-give-up-at-the-intersection/">https://nacto.org/publication/dont-give-up-at-the-intersection/</a>
Rural Roadway Departure	Contains countermeasures related to minimizing severity and keeping vehicles on the roadway. This quick reference document is meant to be distributed to workers managing roadway safety. Costs are also provided.	<a href="https://safety.fhwa.dot.gov/FoRRRwD/RwDPocketGuide.pdf">https://safety.fhwa.dot.gov/FoRRRwD/RwDPocketGuide.pdf</a>
Small Town and Rural Design Guide	Addresses unique issues in small towns and rural areas using existing national design guidance but also encourages innovation. Two emphasized treatments are Yield Roadways and Advisory Shoulders. An additional purpose is to advance more experimentation and research for multimodal design and flexibility in small towns and rural areas.	<a href="https://ruraldesignguide.com/">https://ruraldesignguide.com/</a>
Speed Management Practices	Because of the lack of resources to address speeding and pushback with changing speed limits, this document was developed to provide practitioners with some noteworthy practices from case studies that addressed speed management at local agencies. Includes automated enforcement, setting new speed limits, self-enforcing roadways, and more.	<a href="https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa20047/index.cfm">https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa20047/index.cfm</a>
Transit Street Design Guide (NACTO)	On all types of streets design can directly improve transit travel time, reliability, and capacity. Large projects like dedicated transitways and smaller improvements like bus bulbs and signal timing can increase frequency and safety.	<a href="https://nacto.org/publication/transit-street-design-guide/transit-streets/">https://nacto.org/publication/transit-street-design-guide/transit-streets/</a>

- Broad designs principles
- Context sensitive design
- Innovative intersection design
- Designing for all modes
  - Safe crossings for bikes and pedestrians
  - Alternate routes
  - Bike boulevards and safe mobility
  - Separation of modes

SAFETY  
PLANNING  
TOOLS

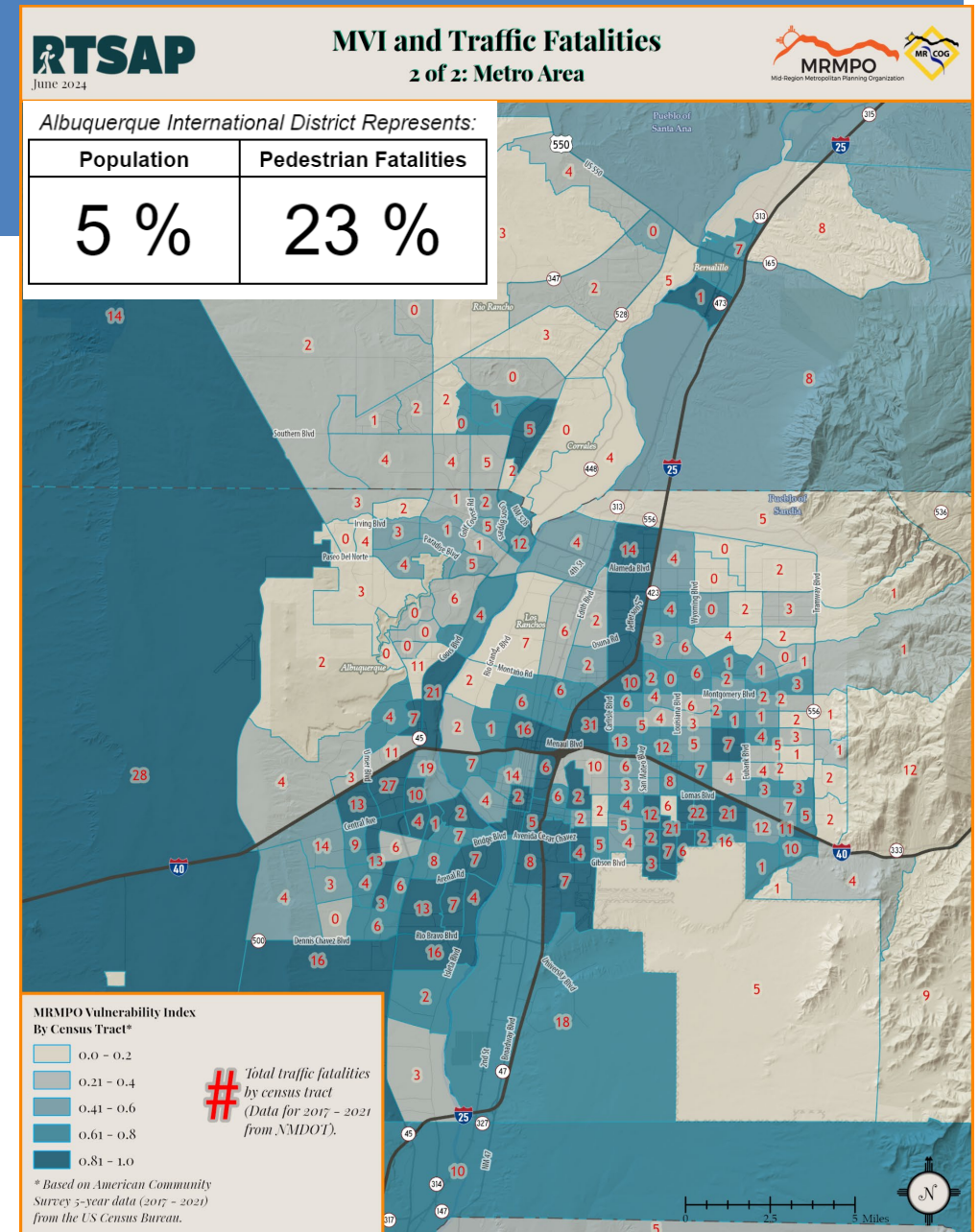


# EQUITY AND MRMPO VULNERABILITY INDEX

<b>Enforcement</b>	Ensure traffic enforcement programs are implemented with extensive engagement with local underserved communities or develop a program where police are not involved with traffic enforcement.
<b>Investment</b>	Prioritize planning and investment in underserved communities when creating and implementing transportation plans, programs, and projects.
<b>Representation</b>	Ensure diverse representation during the decision-making process on advisory committees and in leadership positions.
<b>Engagement</b>	Tailor the design of traffic education and campaigns with extensive input from underserved communities.
<b>Public Health</b>	Support public health approaches that would improve traffic crash prevention.

As a part of this plan:

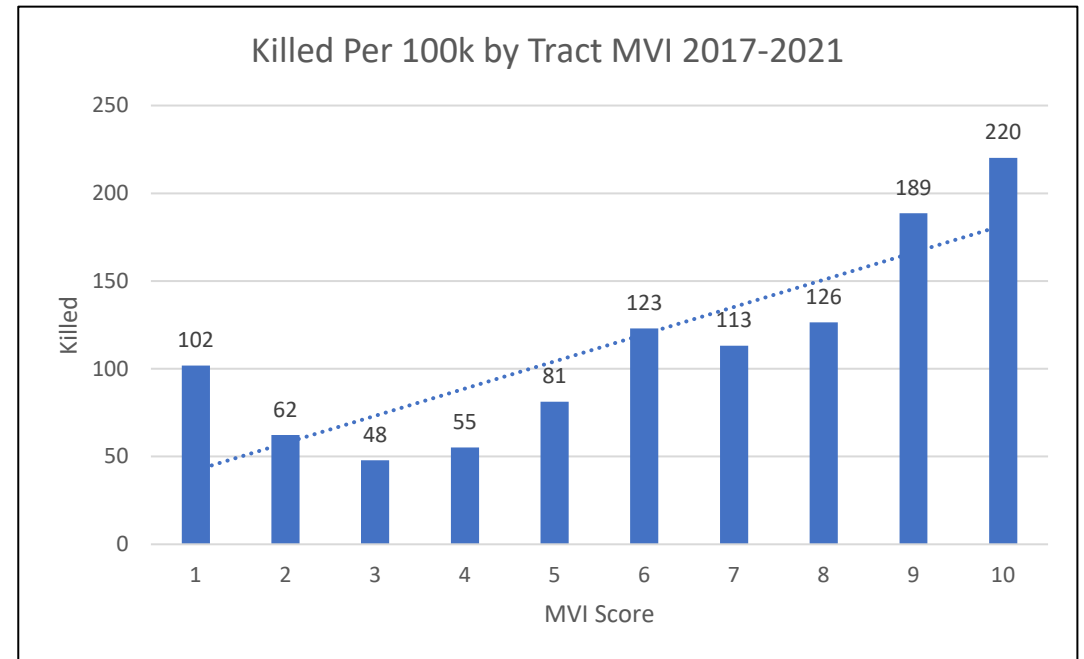
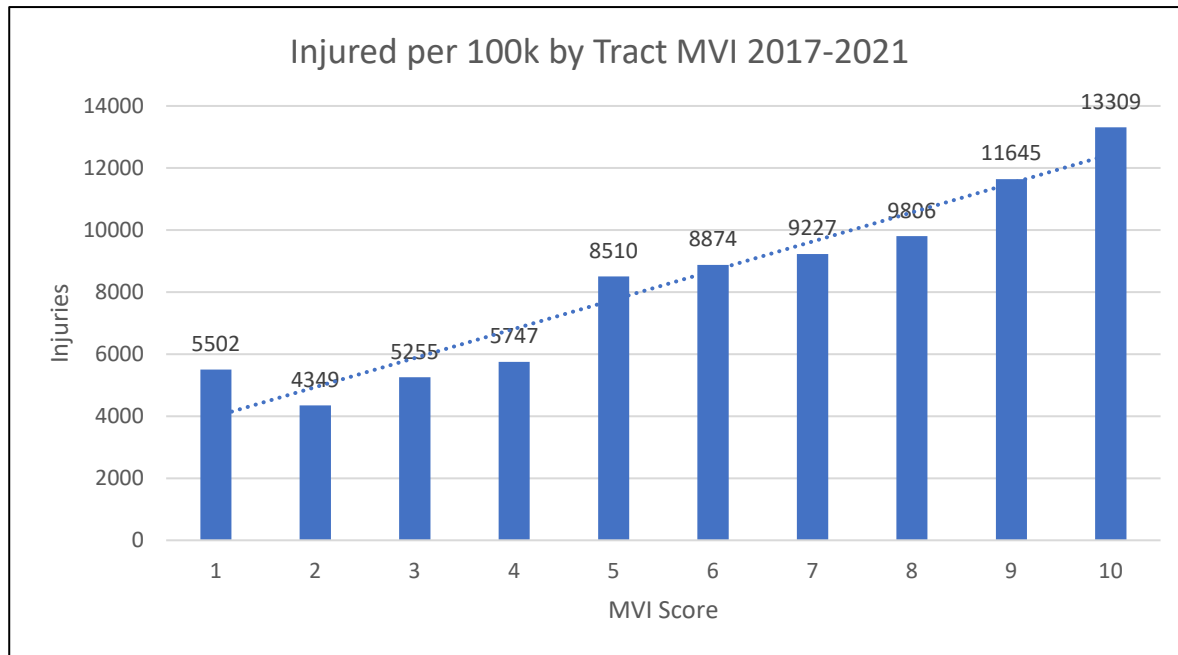
1. An equity / crash assessment was conducted for the region.
2. Public outreach was prioritized to engage historically disinvested communities.
3. Projects and programs were selected that integrate equity.



# CORRELATION BETWEEN MVI AND CRASHES

Fatalities and injuries rise as the MVI tract score (1-10) increases.

- MVI developed using Socioeconomic characteristics including Income and Race





# HIGH FATAL AND INJURY NETWORK

HFIN helps target locations to improve roadway safety

- Further study needed before developing a project

HFIN links above the mean

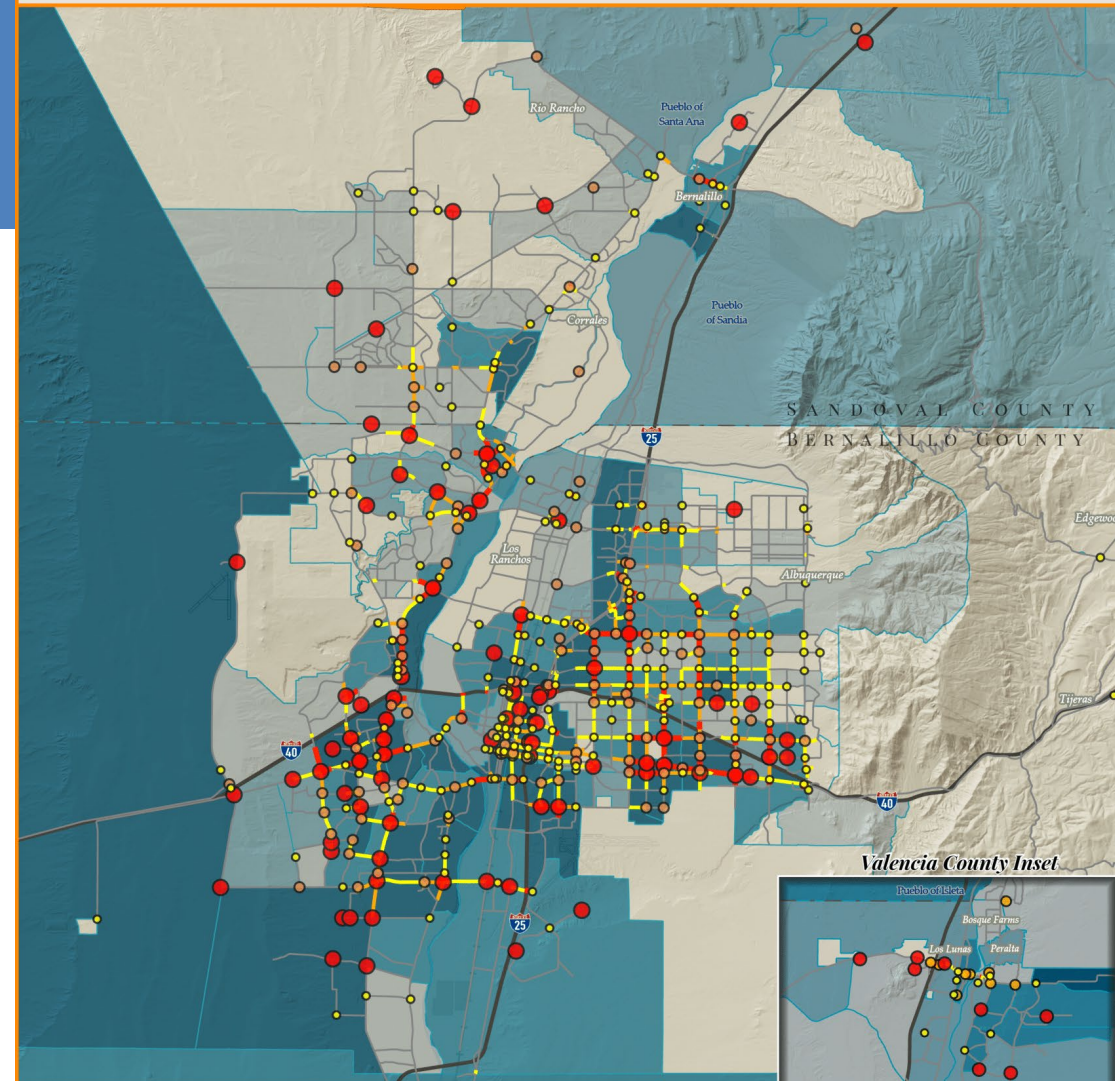
- 8% of major roadways contain 47% of the fatal crashes + 64% of injury crashes.

HFIN links 2x the mean or higher

- 2.5% of major roadways = 26% of fatalities + 40% of injury crashes.

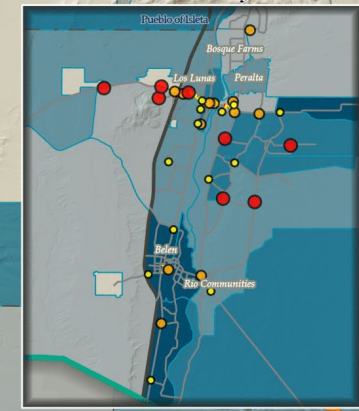
Pedestrian HFIN and Bicyclist HFIN

- Intersections are purely totals



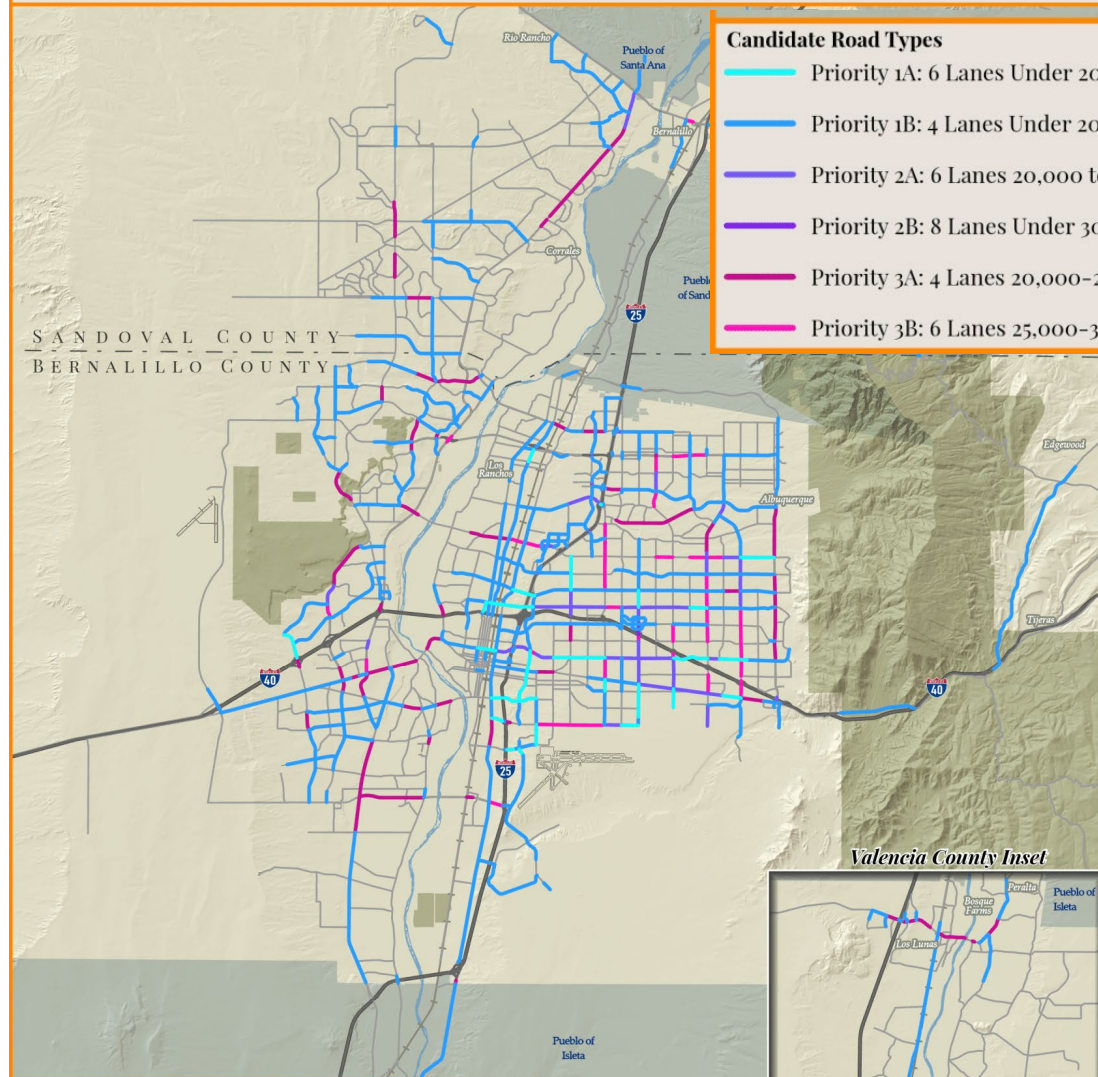
Severe Crash Rates	Segment Crashes	Equity Index
<ul style="list-style-type: none"> <li>1 to 1.5x Mean</li> <li>1.5 to 2x Mean</li> <li>Above 2x Mean</li> </ul>	<ul style="list-style-type: none"> <li>Below Mean</li> <li>1 to 1.5x Mean</li> <li>1.5 to 2x Mean</li> <li>Above 2x Mean</li> </ul>	<ul style="list-style-type: none"> <li>0.0 - 0.2</li> <li>0.21 - 0.4</li> <li>0.41 - 0.6</li> <li>0.61 - 0.8</li> <li>0.81 - 1.0</li> </ul>

Miles 0 1.5 3



# POTENTIAL ROAD DIET CANDIDATES

- 4-to-3 lane road diet = 29% crash reduction (usually under 20,000 ADT)
- Opportunity for Parking, Bicycle Facilities, Lane Narrowing and BAT Lanes
- Follows FHWA and NMDOT guidelines



**Candidate Road Types**

- Priority 1A: 6 Lanes Under 20,000
- Priority 1B: 4 Lanes Under 20,000
- Priority 2A: 6 Lanes 20,000 to 25,000
- Priority 2B: 8 Lanes Under 30,000
- Priority 3A: 4 Lanes 20,000-25,000
- Priority 3B: 6 Lanes 25,000-30,000

**Candidate Road Types**

- Priority 1A: 6 Lanes Under 20,000
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- Priority 3B: 6 Lanes 25,000-30,000







# ROAD DIET – BEFORE AND AFTER

# SAFETY STRATEGIES TOOLBOX




- Easy-to-use comprehensive list
- Searchable stand alone excel spreadsheet
- Investigate prior to implementation

Broad Categories:	
1. Data Collection and Analysis	d. Pedestrians
2. Policies and Programs	e. Bicyclists
3. Design and Engineering	f. Active Transportation
4. Education and Campaigns	g. Planning / Engineering
5. Traffic Technologies	h. Railroad
	i. Roadways
	j. Roadways / Lane Departures
Secondary Categories:	
a. Education	l. Speed
b. Enforcement	m. Legislation
c. Intersections	n. Transit

Strategy	Description	Secondary Category	Guidance Notes (countermeasure)	Online Resources / PSC Information
Crash Data Acquisition	Continue to enhance crash data acquisition timeliness and geographic	Planning / Engineering	The TraCS project provides law enforcement statewide with access to an	<a href="https://nmtrafficrods.com/">https://nmtrafficrods.com/</a>
Enforcement Staff (Non-Police)	Build non-police first responder teams that focus	Enforcement	Equity Concern. Remove the authority of police to stop cars	<a href="https://visionzeronetwork.org/re-thinking-the-role-of-">https://visionzeronetwork.org/re-thinking-the-role-of-</a>
Mini Roundabouts / Neighborhood Traffic Circles	Raised circular islands constructed in the center of streets to	Speed Management	Typically used for lower volume residential streets.	<a href="https://nacto.org/publication/urban-street-design-guide/intersections/">https://nacto.org/publication/urban-street-design-guide/intersections/</a>
Driver Education	Improve driver education to include information on	Education	Recent updates from NMDOT Traffic Safety Division who manages this curriculum. The	<a href="https://rosap.nhtl.bts.gov/view/dot/34736">https://rosap.nhtl.bts.gov/view/dot/34736</a>
Advanced Vehicle Detection	Uses technology to acquire vehicle counts, speed of each individual	Intersections	In the Albuquerque metropolitan area consider the Intelligent Transportation	<a href="https://www.standards.its.dot.gov/ApplicationArea/10">https://www.standards.its.dot.gov/ApplicationArea/10</a>

# PROVEN SAFETY COUNTERMEASURES (PSC)

- Well-vetted Federal Highway Administration (FHWA) Proven Safety Countermeasures
- % probability of a countermeasure to reduce crashes
- Types of countermeasures:
  - Primarily roadway infrastructure
  - Signal operation
  - Road Safety Audits and Local Safety Plans

RTSAP STRATEGIES	FHWA ICON	DESCRIPTION	CMF INFORMATION	GUIDANCE
Appropriate Speed Limits for all Roadway Users		Review current speed limits by looking at a range of factors such as pedestrian and bicyclist activity, land use context, and intersection and driveway density and establish non-statutory speed limits and designate reduced speed zones.	Traffic fatalities in Seattle decreased 26% after the city implemented city-wide speed management strategies and countermeasures, including setting speed limits on all non-arterial streets at 20 mph and 200 miles of arterial streets at 25 mph.	Systemwide process for reevaluating how speed limits are being set.
Backplates with Retroreflective Borders		Use backplates for Signal Heads that have retroreflective borders making them more visible and conspicuous. Also supports better orientation for older and color vision deficient drivers.	15% reduction in total crashes.	Low cost application.
Bicycle Lanes / Buffered Bicycle Lanes		Provide dedicated on-road space for bicycling. Buffered lanes provide dedicated on-road space for bicycling with additional marked space between vehicles and bicyclists.	Bicycle lane additions can reduce crashes up to 49% for total crashes on urban 4-lane undivided collectors and local roads and 30% for total crashes on urban 2-lane undivided collectors and local roads.	See MRMPO Long Range Bicycle System recommendations.

# PROVEN SAFETY COUNTERMEASURES IN EFFECT

Bulbouts



Backplates with Reflective Borders



HAWK Signal and Pedestrian Refuge



Raised Crosswalks



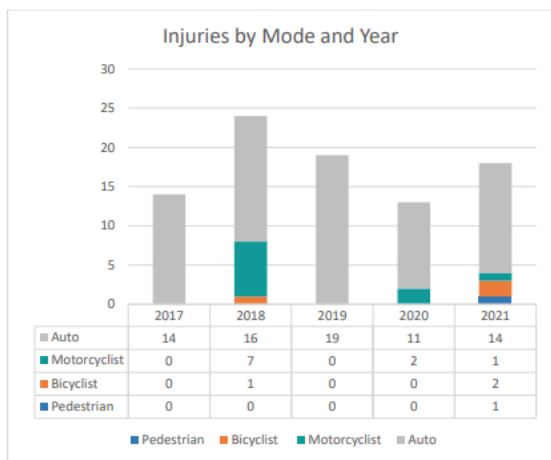
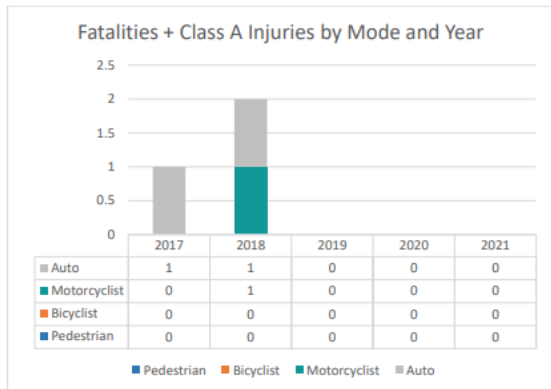
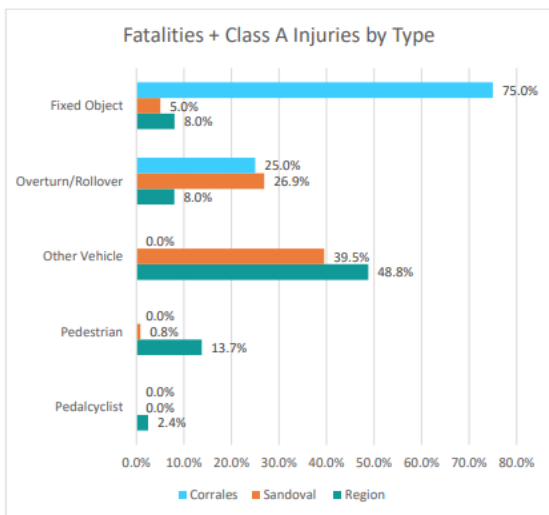
# AREA SAFETY PROFILE STATISTICS

## Village of Corrales Area Safety Profile

### Fatal by Mode and Class (2017 to 2021)

Corrales, with its modest population of 8,493 as per the 2020 Census, experienced three fatal crashes over a span of five years, each involving drugs and/or alcohol. All three were collisions with fixed objects. The first two involved vehicles and the third a motorcycle. All three fatalities occurred on Corrales Road.

Corrales has fewer severe crashes involving vehicle overturns or rollovers compared to the region. However, it has more collisions with fixed objects. The difference may be because of the road characteristics. Corrales has narrow roads lined with trees, walls, and other barriers. So, vehicles that veer off the road, for example, because of speeding or substance involvement are more likely to hit these objects instead of resulting in a rollover.



## Top Intersections and Corridors

Corrales Road and Loma Larga Road are the primary locations for the most dangerous intersections. These intersections, particularly where they cross Meadowlark Lane, have more severe crashes. A total of 36 crashes occurred at these intersections, resulting in 8 severe injuries. These figures underscore the need for increased safety measures at these specific locations.

Certain corridors also stand out for their high number of severe crashes. Don Julio Road, for instance, has seen 40 injuries from crashes within a five-year period. Additionally, multiple segments along Corrales Road and Loma Larga Road have also reported a high number of injuries, with 51 and 9 injuries respectively.

## High Priority Maps

The map shows the High Fatal and Injury Network (HFIN) corridors and intersections that are above mean for the Village of Corrales. An analysis of crash distribution reveals that all fatal incidents, along with numerous severe (Class A) injuries, took place on Corrales Road. Loma Larga Road also accounted for a significant proportion of severe injuries. This pattern aligns with the fact that these two corridors contain most of the Village's traffic. A couple of segments along Corrales Road stand out with a higher number of severe crashes. These corridors house numerous key destinations, including schools, museums, and cultural centers. Ensuring the safety of these bustling areas for pedestrians, cyclists, and drivers alike is of utmost importance for safety.

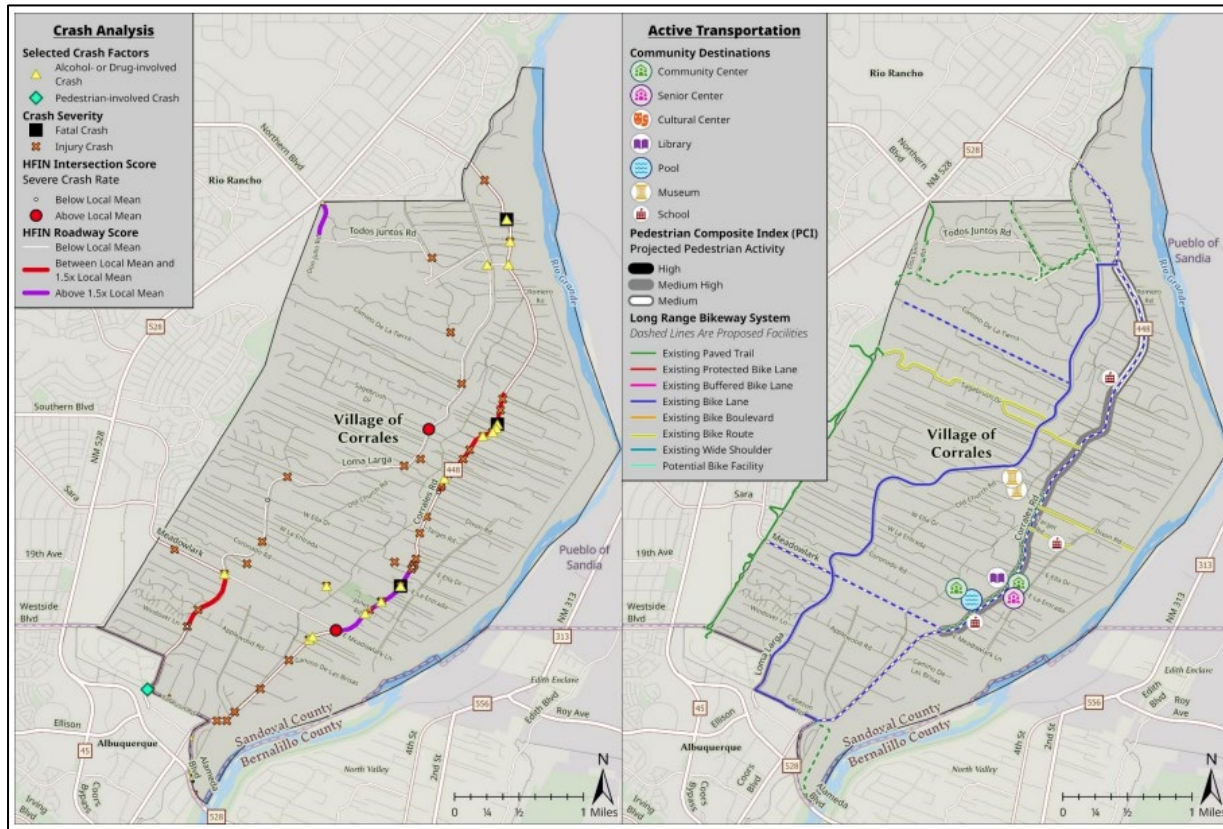
## INTERSECTIONS

Street A	Street B	Killed + Injury Crashes	Approach Volume	Severe Rate
LOMA LARGA RD	SAGEBRUSH DR	3	1,898	0.86
CORRALES RD	MEADOWLARK LN	4	12,158.5	0.18
CORRALES RD	ELLA DR	3	5,601	0.16
LOMA LARGA RD	WINDOVER RD	2	7,160	0.15
MEADOWLARK LN.	LOMA LARGA RD.	2	9,172.5	0.12

## CORRIDORS

Corridor	Location	Killed	Class A	Injured	Speed	Lanes
DON JULIO RD.	NORTH OF TODOS JUNTOS RD. - SE OF N.M. 528	0	0	40	25	2
CORRALES ROAD	NORTHEAST OF MEADOW LARK - SOUTH OF WEST ELLA DR.	1	1	21	35	2
CORRALES ROAD	NORTH OF CALLE CUERVO - SOUTH OF MEADOW LARK	0	0	16	35	2
CORRALES ROAD	NORTH OF SAN YSIDRO - SOUTH OF CAMINO DE LUCA	1	0	14	30	2
LOMA LARGA	N. OF OLD BERN/SAND C.L. - SOUTH OF MEADOW LARK	0	0	9	30	2

# AREA SAFETY PROFILE PRIORITY MAPS AND SITE VISITS



## Local Concerns

The Pueblo of Jemez has identified traffic and pedestrian safety as top priorities in their Long-Range Transportation Plan, Transportation Safety Plan, and Pedestrian Trails and Bikeways Master Plan. The Pueblo is working on several transportation projects and initiatives to increase safety for drivers, pedestrians, and bicyclists and promote active transportation. The Pueblo recently completed the construction of the Hemish Path to Wellness, a 1.7-mile multi-use pedestrian path along the NM-4 highway. The Pueblo has implemented a safety campaign to promote safe driving practices, pedestrian safety, and use of bicycle helmets. The Pueblo is also conducting a road safety audit (RSA) for the N.M. 4 mileposts 6 through 8. The Pueblo hopes the RSA will result in recommendations to implement a Safe System Approach including the 1) installation of guardrail where there are steep slopes and no shoulders, 2) installation of pedestrian facilities and lighting at the Red Rocks area where there are substantial pedestrian crossings, and 3) reduction of the current speed limit from 50 MPH to 30 MPH in the commercial zone. The Pueblo of Jemez would also like to streamline the process of acquiring data from the New Mexico Department of Transportation (NMDOT) and the Bureau of Indian Affairs (BIA) to run better crash analyses, reduce work, and save time for their small staff.



## Site Visit

MRMPO staff visited the Pueblo of Jemez to conduct a site visit on Mission Road. Mission Road is a constrained roadway that leads to the San Diego Riverside Charter School. The route walk was initiated at Mission Road's intersection with Eagle Wings. Many students use the road to walk between the charter school and the village, but because there is no sidewalk, pedestrians must walk in the roadway.

## Sidewalks

The Pueblo would like to install sidewalks, or a sidewalk on one side of the road depending on the constraints that exist. The roadway passes above a culverted ditch that could make constructing a sidewalk above it more costly. A house on the north side of the road may restrict sidewalks to the south side only. However, Right-of-Way would likely need to be purchased from residents on the south side of the road to make building a sidewalk possible. The project may be complicated, but in no means impossible, and should be researched further. If sidewalks prove to be impossible, more traffic calming elements could be added to this stretch of roadway to ensure that cars and pedestrians can share it safely.



# AREA SAFETY PROFILE TOP CONTRIBUTING FACTORS

## Top Contributing Factor (TCF)

Between 2017 and 2019, 3 fatalities and 10 injuries were linked to drugs and/or alcohol, and 10 injuries were related to speeding, emphasizing the importance of comprehensive crash analysis and prevention strategies. The TCF (Top Contributing Factor) for fatal crashes is Alcohol / Drug Involved at 75%, with the remaining 25% identified as Following too Closely. Driver Inattention is identified as the Top Contributing Factor of crash related injuries, resulting in 17 injuries. Excessive Speeding is second, contributing to 10 injuries, while Following Too Closely is a close third with 9 injuries.

Top Contributing Factor	Corrales				Sandoval				Region			
	Fatal + Class A	% of total	Injured	% of total	Fatal + Class A	% of total	Injured	% of total	Fatal + Class A	% of total	Injured	% of total
Alcohol Drug Involved	3	75.0%	10	11.5%	25	34.7%	56	13.5%	441	23.3%	1954	6.5%
Following Too Closely	1	25.0%	9	10.3%	2	2.8%	31	7.5%	92	4.9%	3251	10.9%
Driver Inattention	0	0.0%	17	19.5%	4	5.6%	62	14.9%	208	11.0%	6927	23.1%
Excessive Speed	0	0.0%	10	11.5%	17	23.6%	90	21.6%	215	11.4%	2626	8.8%
Improper Driving	0	0.0%	3	3.4%	4	5.6%	29	7.0%	110	5.8%	1980	6.6%
Other	0	0.0%	3	3.4%	7	9.7%	51	12.3%	54	2.9%	594	2.0%
Failed to Yield Right of Way	0	0.0%	2	2.3%	0	0.0%	21	5.0%	271	14.3%	5828	19.5%
None Identified	0	0.0%	2	2.3%	2	2.8%	35	8.4%	85	4.5%	1190	4.0%
Avoid Contact	0	0.0%	1	1.1%	2	2.8%	18	4.3%	45	2.4%	807	2.7%
Disregard Traffic Signal	0	0.0%	0	0.0%	0	0.0%	0	0.0%	165	8.7%	3034	10.1%
Pedestrian Error	0	0.0%	0	0.0%	0	0.0%	0	0.0%	95	5.0%	304	1.0%
Drove Left Of Center	0	0.0%	0	0.0%	8	11.1%	9	2.2%	45	2.4%	253	0.8%
Mechanical or Road Defect	0	0.0%	0	0.0%	1	1.4%	13	3.1%	30	1.6%	569	1.9%
Passed Stop Sign	0	0.0%	0	0.0%	0	0.0%	1	0.2%	29	1.5%	553	1.8%
Bicyclist Error	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	0.3%	59	0.2%
Traffic Control Not Functioning	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	16	0.1%
<b>Total</b>	<b>4</b>	<b>100.0%</b>	<b>87</b>	<b>100.0%</b>	<b>72</b>	<b>100.0%</b>	<b>416</b>	<b>100.0%</b>	<b>1890</b>	<b>100.0%</b>	<b>29945</b>	<b>100.0%</b>

Agency	ID	Name	Description	Source	Type 1	Type 2	Time Frame
Albuquerque City Council Office	PJ3	Street Lighting Coors Blvd	Project to address growing pedestrian corridor in residential area (Bridge Blvd to Old Coors).	Agency Survey 2024	Project	Corridor / Pedestrians	Medium Term
Pueblo de Cochiti	PJ106	Y-Intersection of NM22	Complete a traffic study that complements the feasibility study on the proposed construction of a gas station at the Y-intersection of NM22 and Cochiti Highway. Since the intersection is narrow, has a poor sight line, and lacks a turn lane, a traffic study can determine if the intersection will require a complete redesign, and assess whether traffic circle installation might improve driving safety.	Pueblo de Cochiti Tribal Safety Plan	Project	Intersection / Speed Management	Short Term
Bernalillo County	PJ19	Paradise Hills Neighborhood	ADA sidewalks on additional streets	Bernalillo County Complete Streets	Project	Pedestrians / ADA	Medium Term
Albuquerque Public Schools / Local Agencies	PG3	Albuquerque Public Schools Safety Campaigns	Develop Awareness Campaign materials that consist of media messages about traffic safety.	APS Vision Zero Action Plan Youth Initiative	Program	Campaign / Education	Short Term
Torrance County / All Agencies	PG60	Emergency Medical Response Services (EMS)	Current services are too far away to ensure quick response. Evaluate current times and determine how to improve this service. In Torrance, coordination needs to happen with adjacent County.	Agency Survey 2024	Program	Study / EMS	Medium Term
Village of Corrales	PJ149	Corrales Rd Bike & Ped Pathway	Construct Bicycle & Pedestrian Pathway. Meadowlark Lane / Old Church Rd.	MTP	Project	Pedestrians and Bicyclists	Long Term
NMDOT / All Agencies	PG45	ITS Regional Operations & Incident Management Enhancements (FY 2026-2040)	Enhance operations and incident management programs and facilities as needed. AMPA Wide. Focus on safety-related improvements and studies.	MTP	Program	ITS / Incident Management	Long Term
City of Rio Rancho	PJ68	Safe Routes to School (SRTS) at Vista Grande Elementary School	High visibility crossings.	City of Rio Rancho Bicycle and Pedestrian Transportation Plan	Project	Crossing	Long Term
Town of Edgewood / All Agencies	PG64	Edgewood Master Trail Plan	Town will complete and adopt a Town of Edgewood Trails Plan.	Town of Edgewood Comprehensive Plan	Program	Study / Trails	Medium Term

# THE SAFETY PROJECT AND PROGRAM LIST



# SAFE STREETS AND ROADS FOR ALL FUNDING

Bipartisan Infrastructure Law (BIL) established Safe Streets and Roads for All (SS4A)

- RTSAP 2024 = Eligible Action Plan for applying
- \$5 Billion available over 5 years (2022-2026)
  - Over 3 Billion is still available
- Types of Grants
- Project Readiness



- Implementation of Projects closed but Planning and Demonstration activities is still open and due August 29<sup>th</sup>.
- Upcoming funding notices in August and November of 2024.

# HOW MRCOG CAN ASSIST

- Participate in discussions between local agencies and public schools.
- Support discussions between Tribal governments and small towns with the NMDOT.
- Aid in not just applying for grants but some of the crash analyses.
- Collaborate and use existing information from Road Safety Audits conducted by the Active Living Group when developing new projects or programs.
- Participate in consistent meetings with Tribal Governments. Consider quarterly site visits.
- Work with Tribal Governments to help them seek funding and oversee implementation grants.
- Participate in Road Safety Audits as requested.
- Create more online data resources for local communities
- Assist local government members in utilizing safety data in project development.
- Provide technical assistance to local communities working on local safety plans



THANK YOU!

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