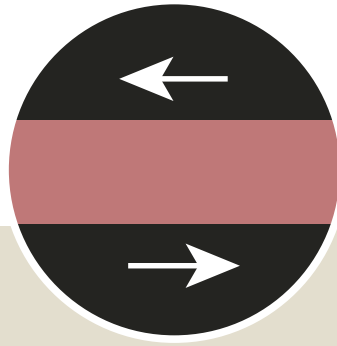


AUGUST 2020



# City of Española

Fairview Lane

NM-584 from US-285 / Paseo de Oñate to McCurdy Road

## Corridor Safety Improvement Plan



CITY OF

**Española**  
*New Mexico, U.S.A.*



*New Mexico* DEPARTMENT OF  
**TRANSPORTATION**  
MOVILITY FOR EVERYONE

**WILSON**  
**& COMPANY**  
HIGHER RELATIONSHIPS

# Introduction & Purpose

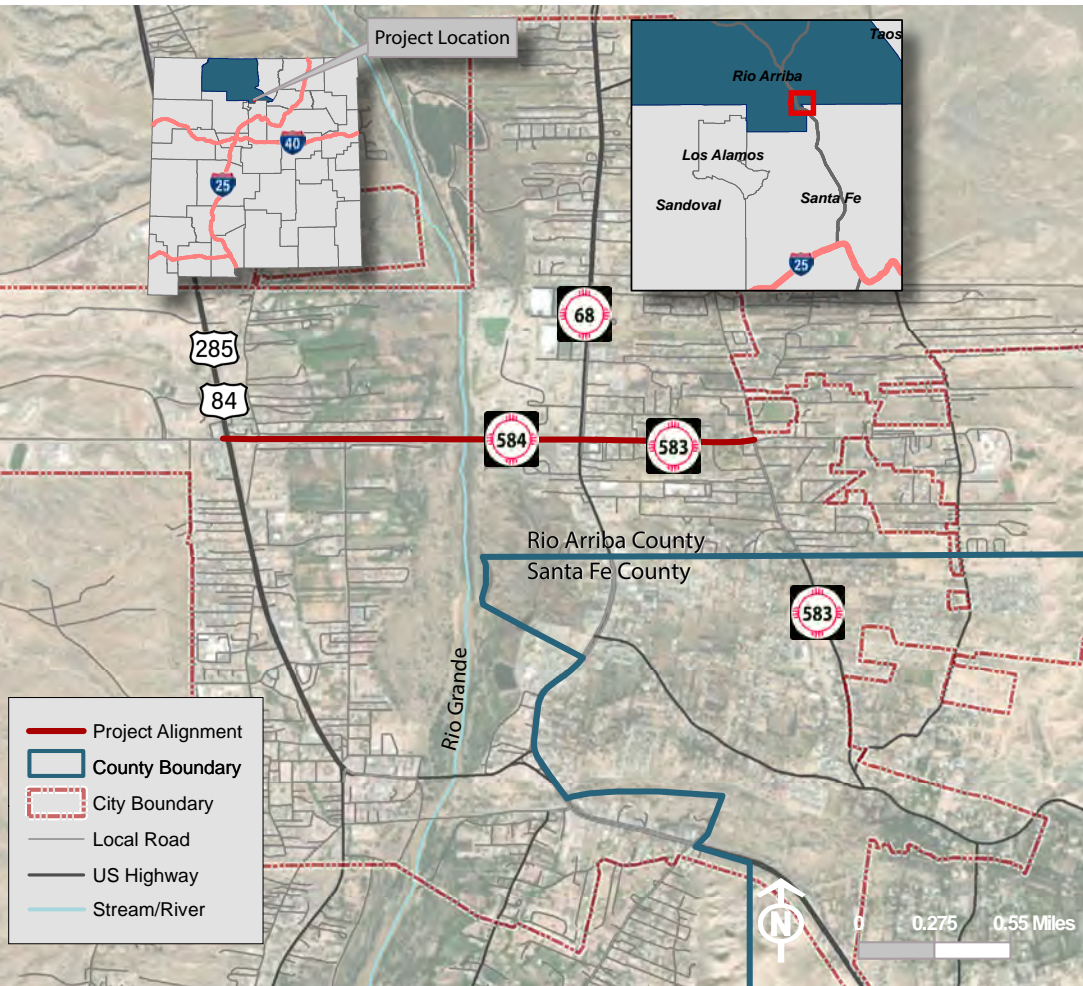
The City of Española Fairview Lane Corridor Safety Improvement Plan provides a foundational safety vision for Fairview Lane between US-285 and McCurdy Road. This corridor was identified by the City of Española as an important corridor for all roadway users yet has safety concerns that affect all users.

Fairview Lane plays a critical role in the community. The western portion of this 1.92-mile corridor provides one of three Rio Grande river crossings in the Española area, connecting US-285 with the Española community. The central portion of the corridor in the vicinity of NM-68 supports the commercial activities. East of NM-68, Fairview Lane is residential in nature. The corridor has limited bicycle and pedestrian accommodation and has active transit stops. A detailed evaluation was conducted to understand safety issues in the corridor and develop implementable strategies and identify potential safety improvements for corridor users.

The vision for the corridor is to improve safety for all roadway users, including motorists, bicyclists, pedestrians and transit users.

This Safety Improvement Plan describes the corridor conditions; identifies safety needs; and outlines safety improvement recommendations with input from community stakeholders, the public, and city officials and staff.

## Study Area



# New Mexico 2016 Strategic Highway Safety Plan

The SHSP is the overarching transportation safety plan for New Mexico. The plan establishes a vision of “Safe Mobility for Everyone,” with a primary goal of reducing fatalities and serious injuries for all users on New Mexico roadways. The SHSP identifies 10 High-Priority Focus Areas, including distracted and impaired driving, based on how often the Focus Area contributes to fatal and serious injury crashes. Additionally, there are 10 Priority Emphasis Areas, including “older drivers” and “bicycles.” For each of these Emphasis Areas, the SHSP recommends a number of strategies, each one focusing on the “4Es”: engineering, education, enforcement and emergency medical services (EMS). The 4Es approach to highway safety is recommended by the Federal Highway Administration (FHWA). [http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT\\_2016\\_SHSP.pdf](http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT_2016_SHSP.pdf)

High-Priority Emphasis Areas	Priority Emphasis Areas
Road Departure	Older Drivers
Distracted Driving	Bicycles
Impaired Driving	Heavy Vehicles
Speeding/Aggressive Driving	Inclement Weather
Use of Safety Restraints	Emergency Medical Services
Motorcycles	Sleepy/Fatigued Driving
Pedestrians	Work Zones
Tribal Lands	Rail (Train-Vehicle)
Young Drivers	Transit/Buses
Intersections	Wildlife/Animals

New Mexico 2016 Strategic Highway Safety Plan

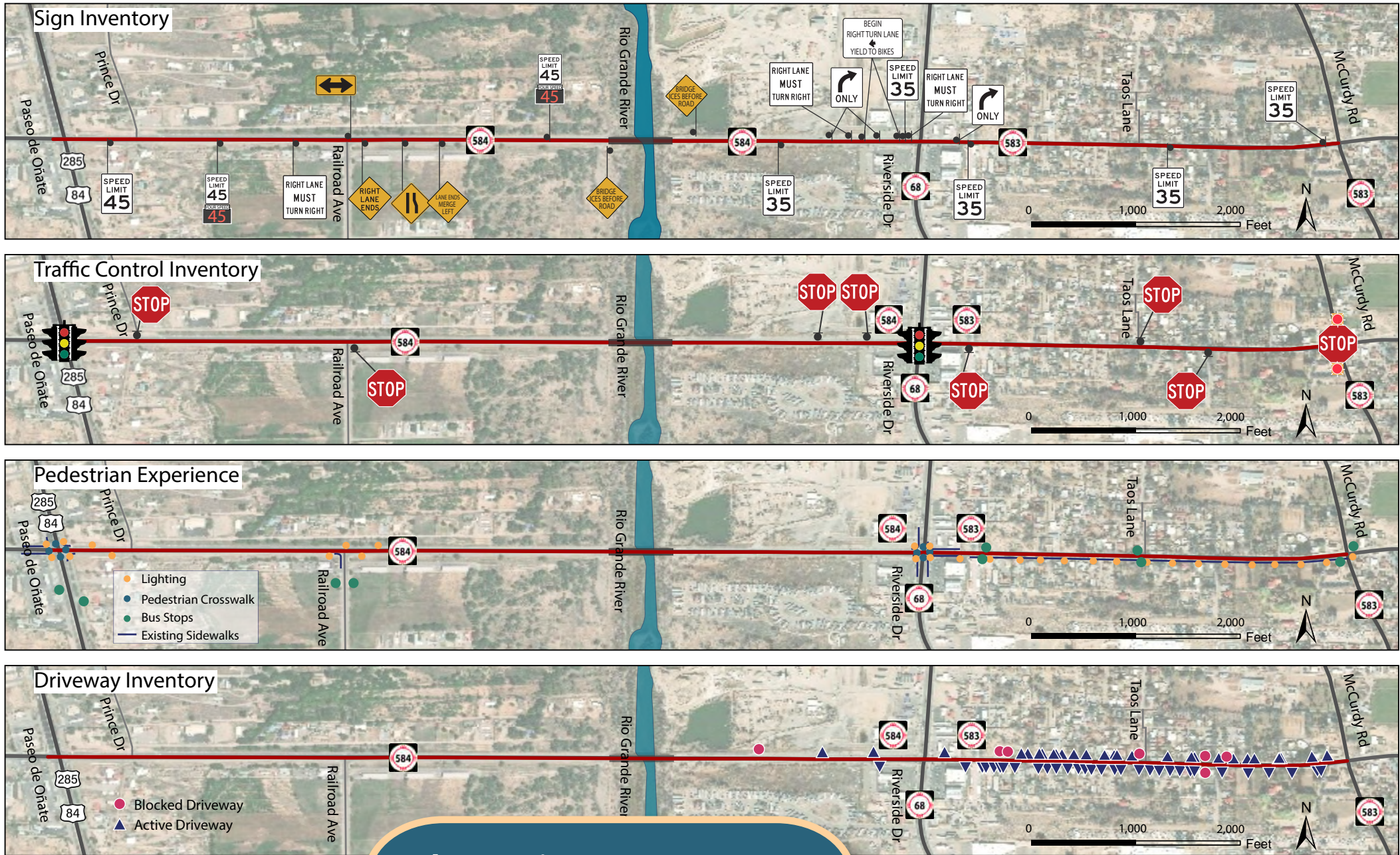
## Safe Transportation for Every Pedestrian (STEP)

Every Day Counts – Safe Transportation For Every Pedestrian  
In 2017, the FHWA established the Safe Transportation for Every Pedestrian (STEP) program as part of the Every Day Counts (EDC) - 4 Innovations. Then, pedestrians accounted for approximately 15% of roadway fatalities. In 2019, FHWA continued the STEP program with EDC-5. Now there are many resources available to assist communities in improving safety for pedestrians.



# Existing Conditions & Issues

## Inventory Data Field Inventory Analysis: December 5, 2019



### Observation

Lighting is missing in areas between US-285/ Pasado de Oñate and Riverside Drive.

### Observation

Riverside Drive to McCurdy Road has many driveways. Most of the driveways create an uneven path for pedestrians, making ADA compliance very difficult. There are also at least six inactive curbcuts.

### Observation

Portions of the sidewalk are missing, are deteriorated or have encroachments blocking the path.

The project team conducted a desktop and field inventory to understand the corridor conditions. The inventory included signs; traffic control; pedestrian experience (which includes lighting, sidewalks, pedestrian crosswalks, travel path, and bus stop locations); driveways (active and blocked); and area land uses. The project team observed the presence of dirt paths in most locations where sidewalks are not present.

Three primary arterial intersections cross Fairview Lane, including:

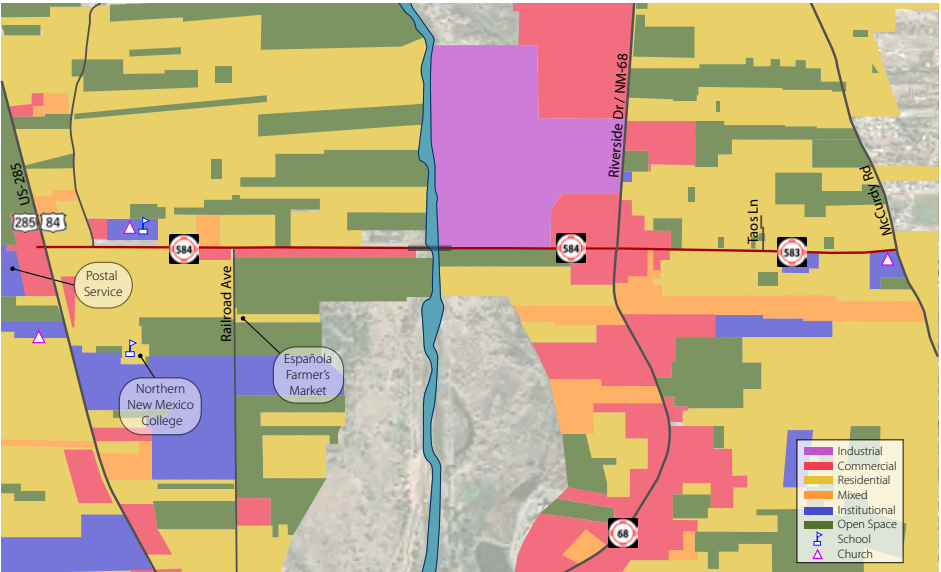
- US-285 (traffic signal controlled);
- Riverside Drive (traffic signal controlled); and
- McCurdy Road (ALL-WAY STOP controlled).

There are three local/collector street intersections on Fairview Lane including:

- Prince Drive
- Railroad Avenue
- Taos Lane

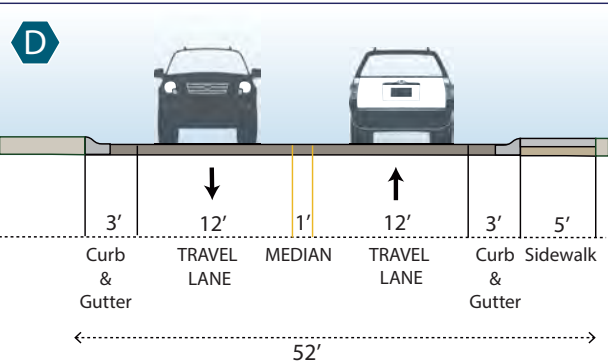
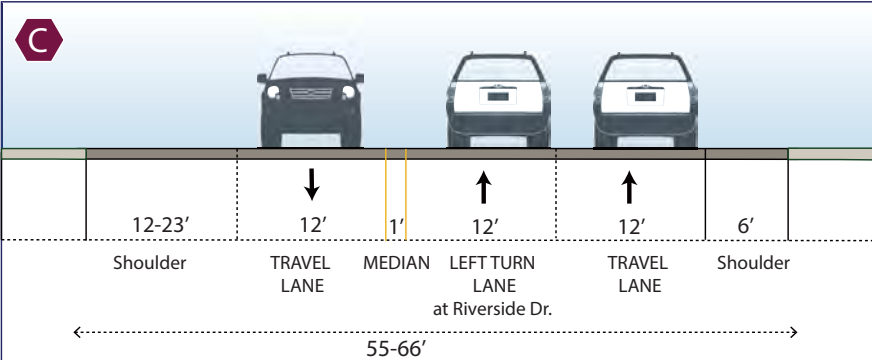
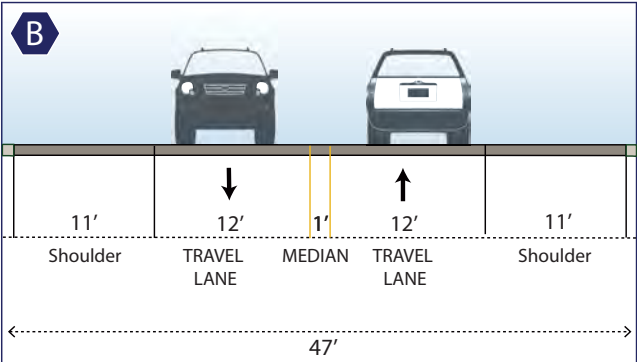
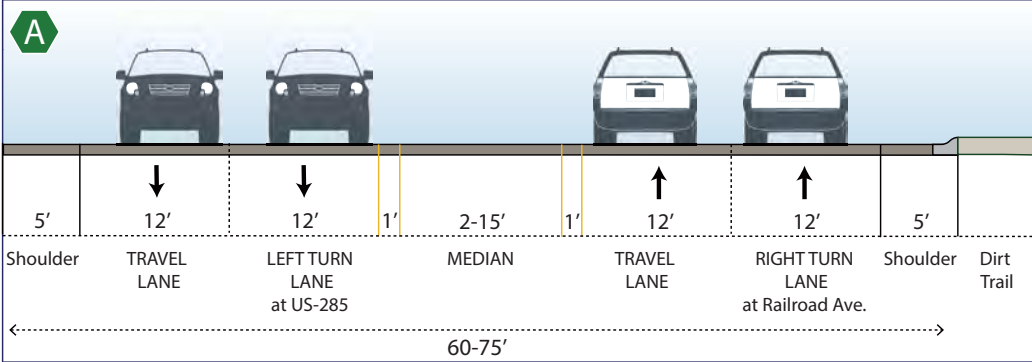
There are several minor street intersections along Fairview Lane between Riverside Drive and McCurdy Road. This same segment of the corridor has an abundance of direct-access residential driveways with limited sight distances. The only commercial driveways are in the vicinity of the Riverside Drive intersection.

### Existing Land Use Map





# Roadway Cross-Sections



## Observation

Railroad Avenue has an established bicycle lane; however, Fairview Lane does not provide bicycle accommodation.

## Observation

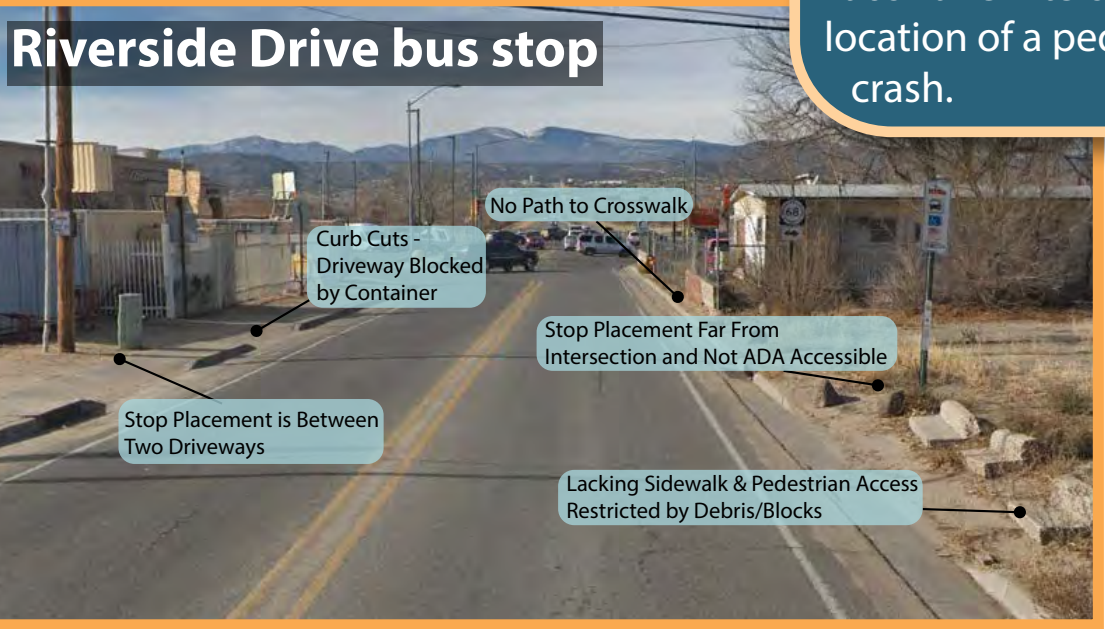
Pedestrian, transit and cyclist activity occurs west of Riverside Drive; however, there is missing sidewalk, lack of ADA accommodation and no established bicycle infrastructure.

# Transit Analysis



## Observation

Both bus stops near Riverside Drive and Taos Lane are not ADA compliant, and do not provide a safe and accessible path. The Taos Lane intersection is the location of a pedestrian involved crash.

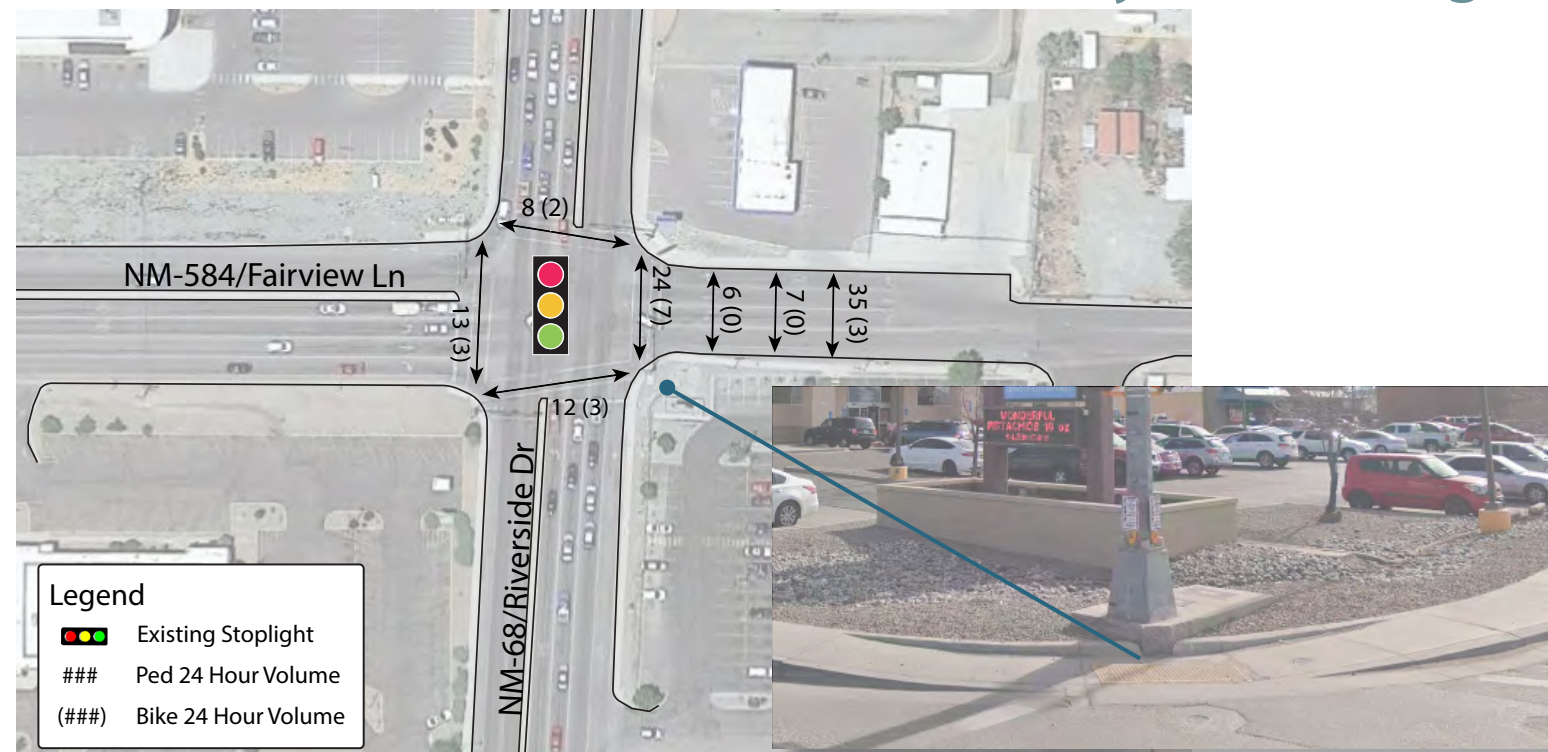


Fairview Lane is at its widest between US-285 and Railroad Avenue reaching 75-feet wide. It reduces to 47-feet wide at the bridge crossing. West of the Riverside Drive intersection, Fairview Lane is 31-feet wide between the curbs.



# Traffic Assessment

# Riverside Intersection Pedestrian & Bicycle Crossing

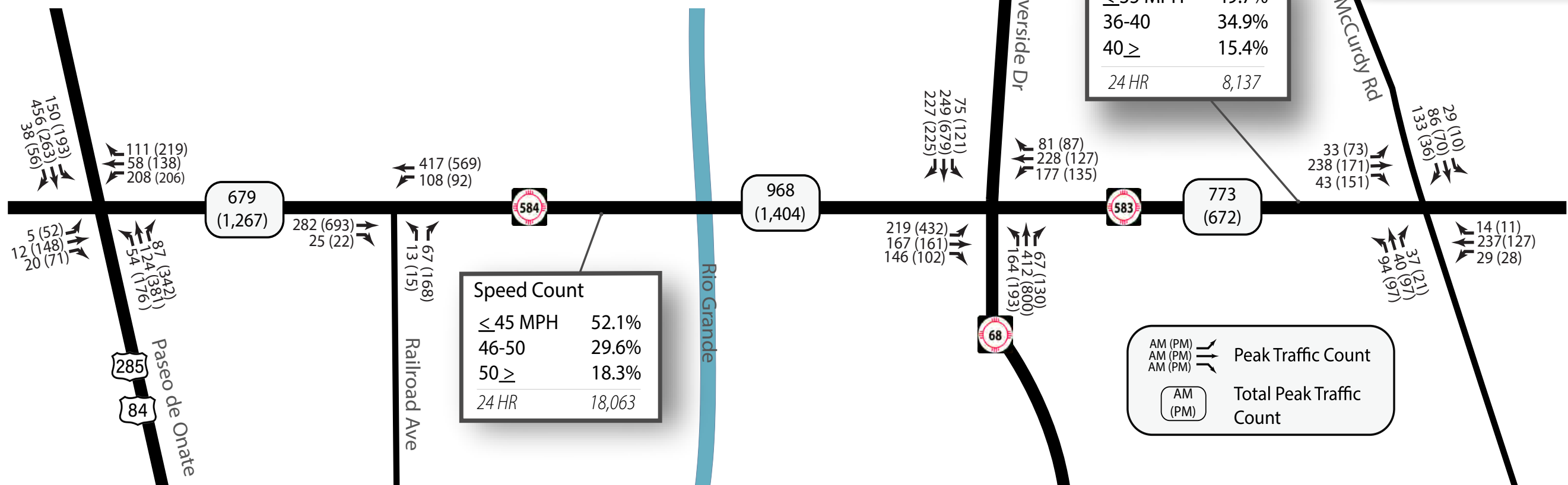


## AM & PM Peak Hour Traffic Volumes and 24 HR Speed Count

Speed Count Dates for West Fairview Lane: 11/04/2019 - 11/07/2019; for East Fairview Lane: 11/18/2019 - 11/21/2019

Volume Count Dates for Fairview Lane from US-285 to Railroad Avenue:

11/29/2019 - 11/30/2019; for Fairview Lane from Riverside Drive to McCurdy Road: 11/04/2019 - 11/05/2019



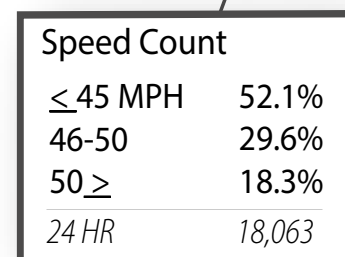
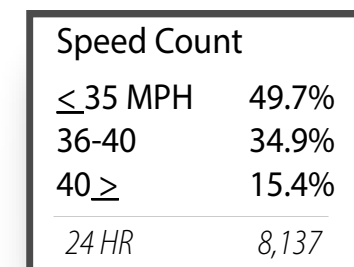
The Fairview Lane/Riverside Drive intersection has a significant amount of pedestrian and bicycle activity. Video units were used to quantify the pedestrian and bicycle activity in the corridor and at this intersection. The video revealed that more pedestrians cross the east leg of Fairview Avenue away from the crosswalk, than at the established signalized crosswalk. Once this was recognized, the pedestrian and bicycle crossing activity also seemed to align with pedestrian pavement markings in the Walgreen's parking lot. The intersection evaluation also discovered that the pedestrian accommodation at the intersection was insufficient, and made it difficult for pedestrians to access the nearby businesses.



## Traffic & Speed Counts

Turning movement counts were collected on Fairview Lane at US-285; Railroad Avenue; Riverside Drive; and McCurdy Road. The counts were used to understand the directional traffic demands. Speed counts were taken just east of Railroad Avenue and in the residential area near Taos Lane. Although there was speeding, approximately 82% of drivers are compliant west of Riverside Drive, and approximately 85% are compliant between Riverside Drive and McCurdy Road.

## Observation

The Fairview Lane bridge is one of three river crossings in Española. It is a primary crossing connecting many drivers between US-285 and NM-68.



AM (PM)  Peak Traffic Count  
AM (PM)    
AM (PM)    
  
 Total Peak Traffic Count



# Fairview Lane Crash Severity Summary

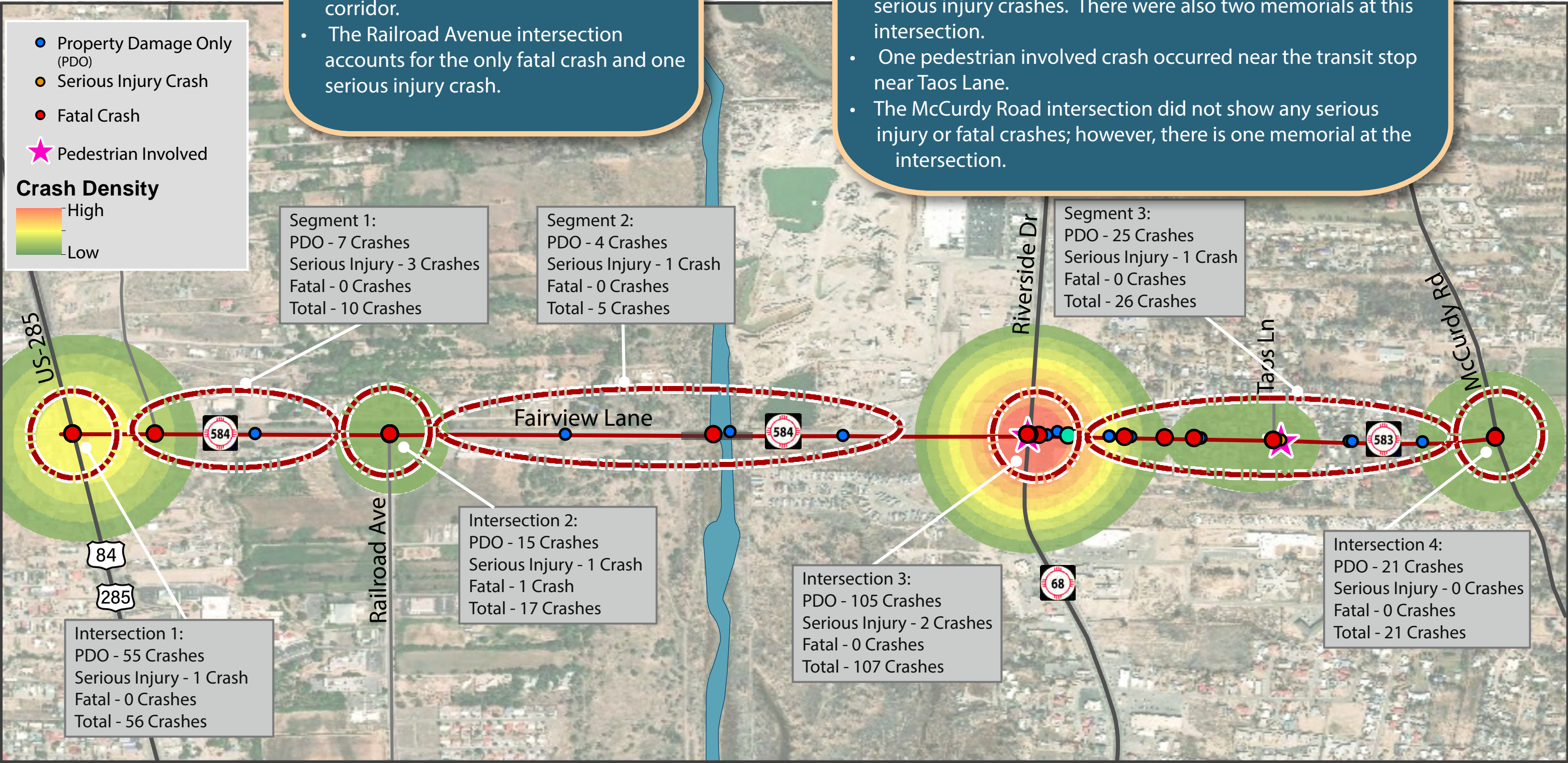
UNM Crash Records 2014-2018

## Observation

- The two signalized intersections account for 67 percent of the crashes in the corridor.
- The Railroad Avenue intersection accounts for the only fatal crash and one serious injury crash.

## Observation

- The lower-volume residential area attributed to almost twice the number of crashes compared to the segment west of Riverside Drive.
- The Riverside Drive intersection crash data identified two serious injury crashes. There were also two memorials at this intersection.
- One pedestrian involved crash occurred near the transit stop near Taos Lane.
- The McCurdy Road intersection did not show any serious injury or fatal crashes; however, there is one memorial at the intersection.





# Crash Analysis Information UNM Crash Records 2014-2018

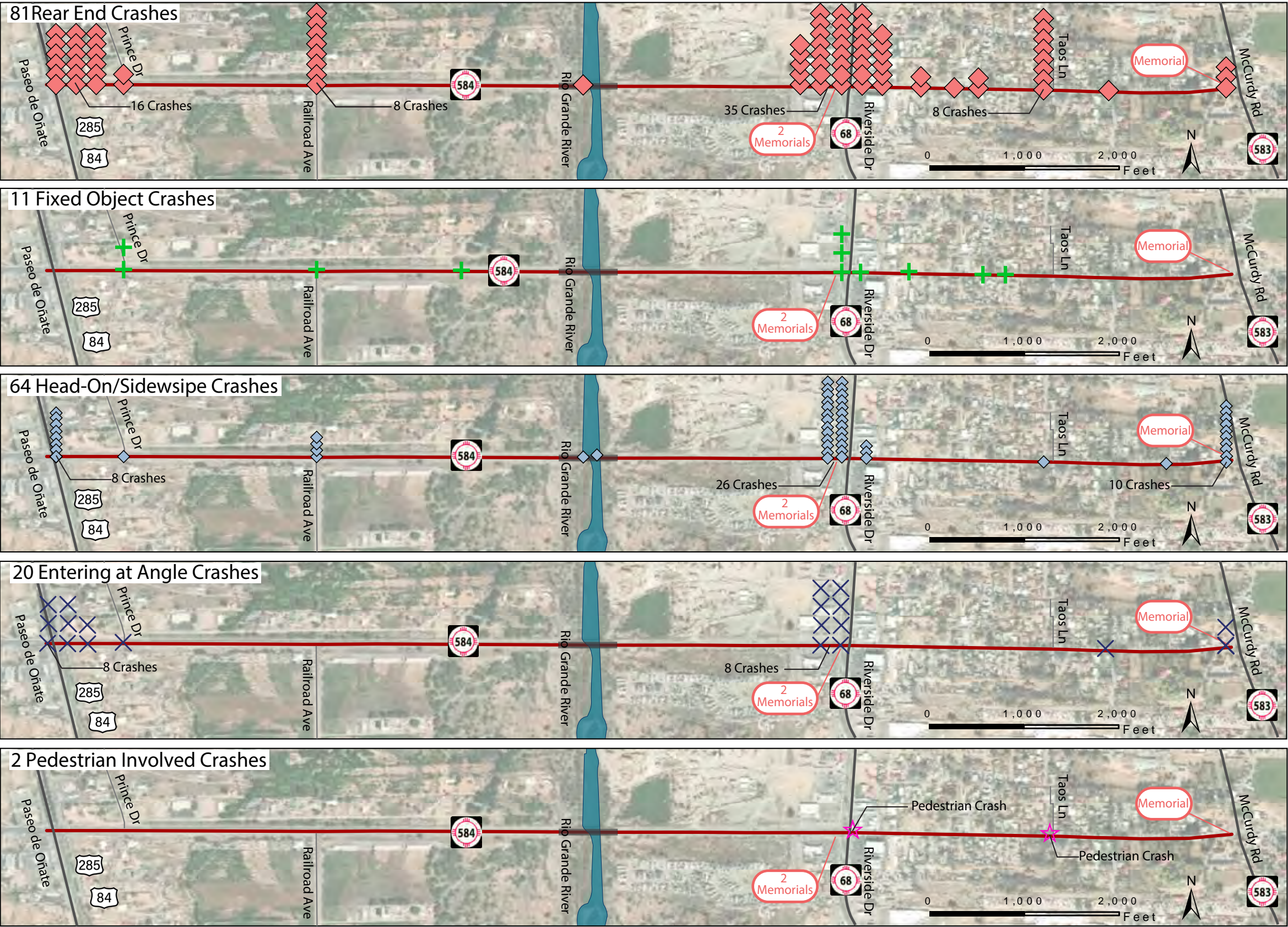
## Observation

The Fairview Lane/Riverside Drive intersection had the greatest density of crashes. There are two memorials near the intersection. Another memorial is near the McCurdy Road intersection.

Crash records from 2014 through 2018 were provided by the University of New Mexico (UNM), who manages the crash data for the state. There were 242 total crashes along the 1.92 mile corridor, 9 of which resulted in a serious injury, and 1 was a fatality near Railroad Avenue. The analysis found that the most common crash types included:

- 81 rear end crashes;
- 64 head-on/sideswipe crashes;
- 20 entering at angle crashes,
- 11 fixed object crashes; and
- 2 pedestrian crashes.

Most of the crashes occurred at the signalized intersections at US-285 and Riverside Drive; however, there were elevated crash occurrences at Railroad Avenue and at Taos Lane.





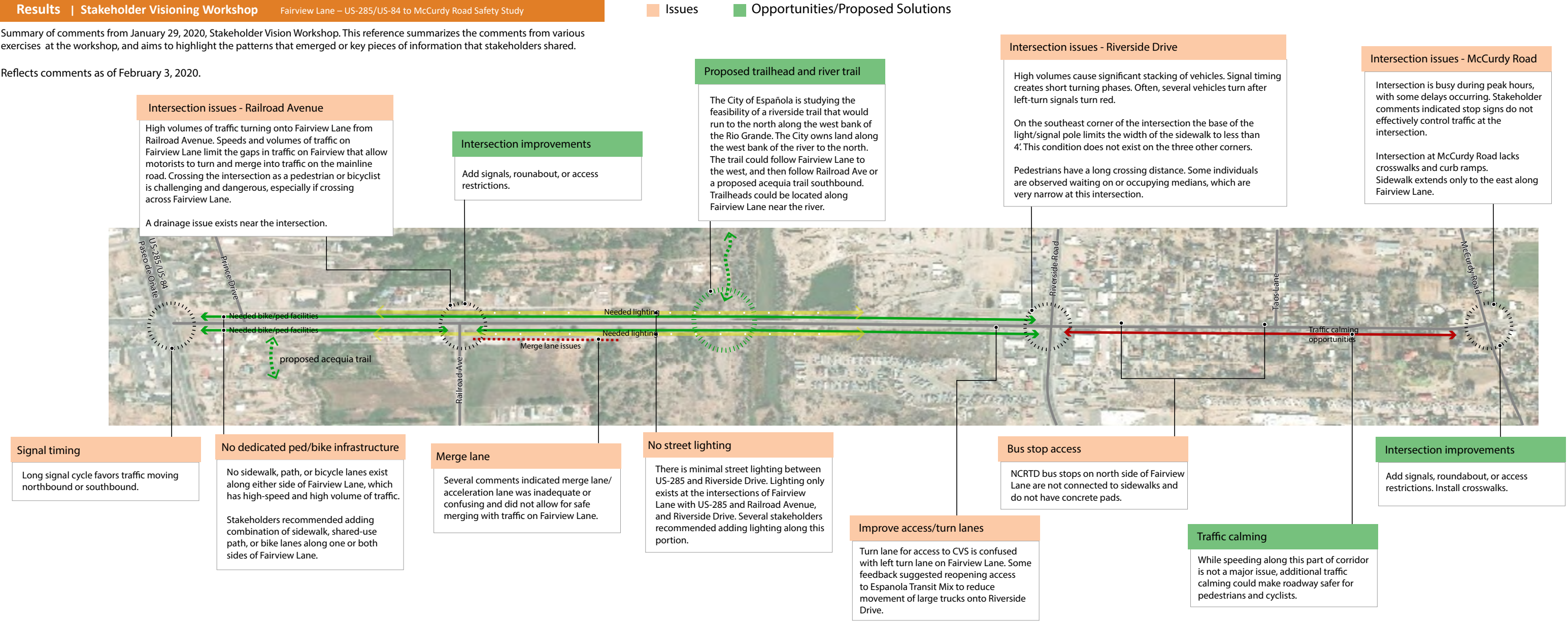
# Stakeholder Participation

A stakeholder visioning workshop was conducted to gain insight from key corridor stakeholders. This information was used to both validate the inventory and understand the local perspectives regarding corridor deficiencies.

Results | Stakeholder Visioning Workshop Fairview Lane – US-285/US-84 to McCurdy Road Safety Study

Summary of comments from January 29, 2020, Stakeholder Vision Workshop. This reference summarizes the comments from various exercises at the workshop, and aims to highlight the patterns that emerged or key pieces of information that stakeholders shared.

Reflects comments as of February 3, 2020.



## Stakeholders & Organizations

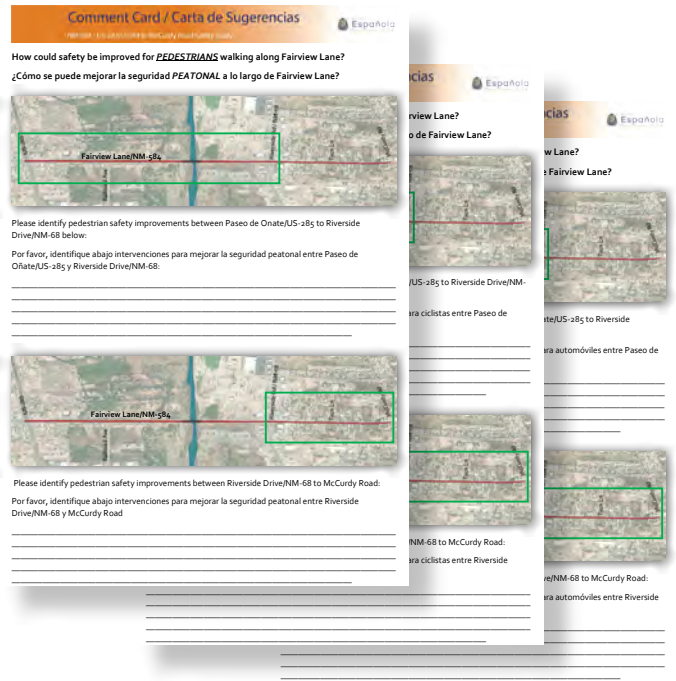




# Public Participation

Questionnaire Packet  
Used for input on how safety could be improved for  
Pedestrians, Bicyclists, and Autos

The Stakeholder visioning Workshop and Public Visioning Workshops in January and February 2020 attracted many stakeholders and residents along the corridor. Large maps, graphics and questionnaires were used to facilitate input and foster meaningful conversations. Materials were also created in both Spanish and English to involve all participants. These meetings helped guide the development of the recommendations.



Public Visioning Workshop Flyer

We need your input!

Fairview Lane Corridor Safety Plan

Public Visioning Workshop

Join the City of Española and the New Mexico Department of Transportation in the development and visioning of the Fairview Corridor Safety Plan.

Along Fairview Lane from N. Paseo de Oñate (NM285) to McCurdy Road, the Plan will identify safety issues and opportunities for roadway improvements along the corridor for all transportation users!

SHARE YOUR IDEAS

When: February 20th, 2020; 6-8 PM

Where: Beatrice Martinez-Quintana Senior Center  
735 Vietnam Veterans Memorial Park Road  
Española, NM 87532

Light refreshments will be available

FOR MORE INFORMATION OR FOR ADA ACCOMODATIONS, PLEASE CONTACT:

Shannon Glendenning  
New Mexico Department of Transportation  
Shannon.Glendenning@state.nm.us  
505-231-4300

Alison Gillette  
City of Española, Planning  
Agillette@espanolanm.gov  
505-747-6082

Public Input Included:

- Motorists speed in the corridor
- There is congestion at the Riverside signal
- Sidewalks are needed
- Lighting is needed
- Improve Railroad Ave and McCurdy Rd intersections
- Adding combination of sidewalk, shared-use path, or bike lanes along Fairview Lane
- High volumes of traffic cause significant stacking of vehicles on Riverside Drive

Roll Plot Board

How can **PEDESTRIAN Safety** be improved on the corridor?

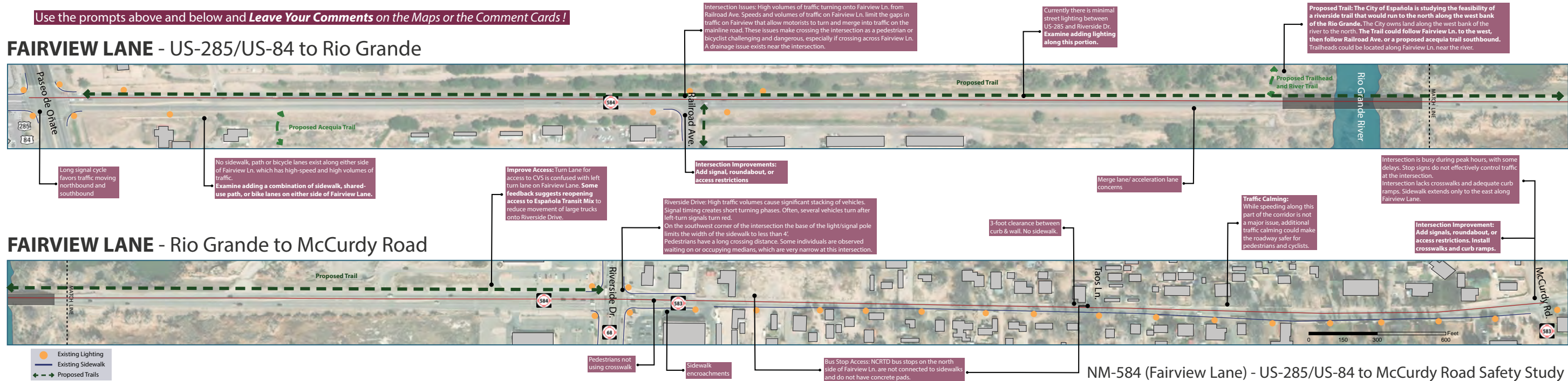
- Adding Sidewalks
- Adding Lighting
- Installing Bridge Path
- Improving Crosswalk Locations
- Removing Sidewalk Obstructions
- Adding a Multi-Use Path
- Improving Bus Stops

How can **BICYCLIST Safety** be improved on the corridor?

- Adding Bike Lanes
- Adding a Multi-Use Path
- Installing a Bridge Path
- Removing Obstructions
- Adding Lighting

How can **MOTORIST Safety** be improved on the corridor?

- Utilize Traffic Calming Measures
- Adding Lighting
- Reducing Driveways
- Intersection Improvements
- Focus on High Crash Locations
- Reassess Speed Limits





# Recommendations

## Safety Themes



### Street Crossing

Crosswalks help delineate pedestrian space in the roadway. To enhance directing pedestrians to specific crossing locations, “Piano Key” or continental type crosswalk markings are recommended. These crosswalks are considered high visibility, enhancing the awareness of potential pedestrian activity in these areas.



### Pedestrian Refuge

Pedestrian refuge areas provide a protected area for pedestrians and bicyclists to cross roadways wider than 40-feet. They are generally a raised median, are at least 6-feet in width and provide a pedestrian push button in the refuge area to facilitate crossing a wider roadway in two shorter-distance crossings.



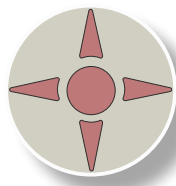
### ADA Accommodation

Americans with Disabilities Act accommodation is important for all community pedestrian walkways and ramps. Standards are in place that outline maximum slope and minimum clear width so any individual can maneuver in the right-of-way, use sidewalks and safely cross roadways.



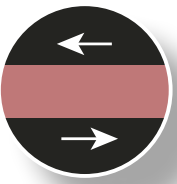
### Transit

Improved transit stops, and the paths used to transit stops is important to facilitate safe and secure transit use. Transit stops should be improved so there is a solid surface pad that measures at least five-feet wide by eight-feet deep to accommodate all users. The stop locations should be placed in locations that are easy to identify and see.



### Intersection Treatments

Intersections are the location where the greatest opportunity for crashes occur. Intersections try to organize conflicting movements, to minimize opportunities for crashes while maximizing the amount of traffic flowing through an intersection. Different intersection types, such as modern roundabouts, have shown to improve safety for all roadway users, and minimize the most critical fatal and serious injury crashes.



### Access Management

Access management is an important method used to improve safety for all roadway users. Intersection and driveway spacing, driveway density and design, sight distance, and the movements allowed at those access points directly impact the level of safety for motorists, bicyclists and pedestrians.



### Lighting

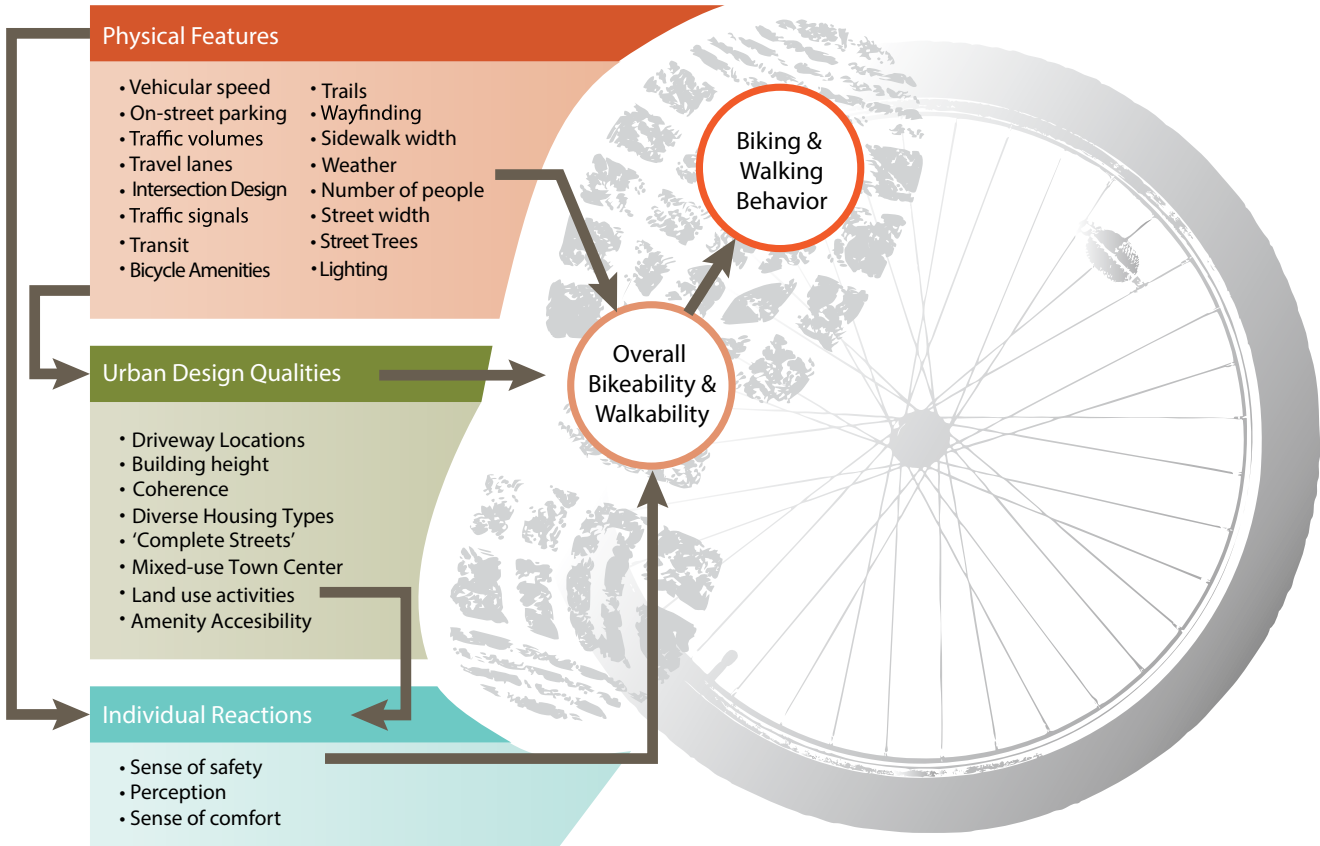
Lighting for enhanced nighttime visibility for all roadway users comes from roadway, pedestrian-level and building lighting. As corridors become multimodally friendly, enhanced lighting at all levels is important to provide additional awareness of vulnerable roadway users.



### Multiuse Path

Multiuse paths offer the greatest level of protection and comfort for bicyclists and pedestrians along a roadway. They work best when they connect with key destinations, and other paths in a community.

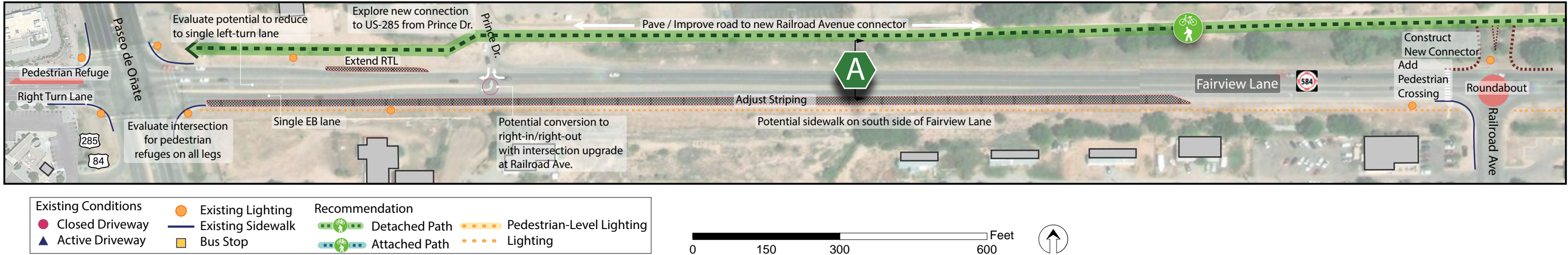
## Walkability & Bikeability Framework



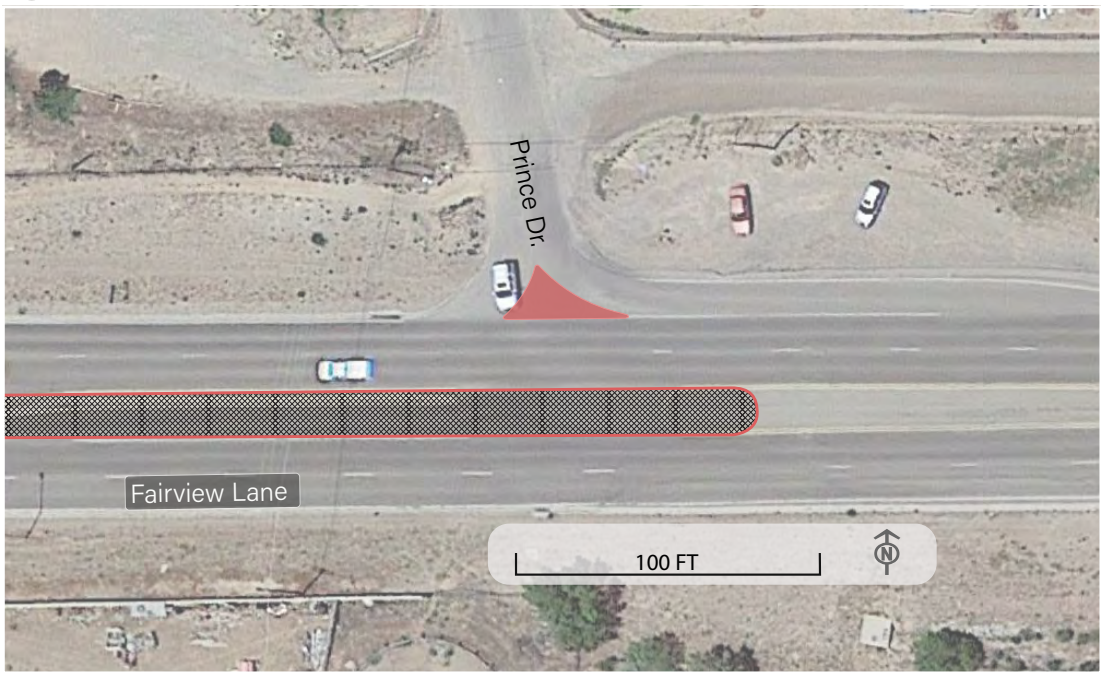


# Recommendations

## US-285 to Railroad Avenue

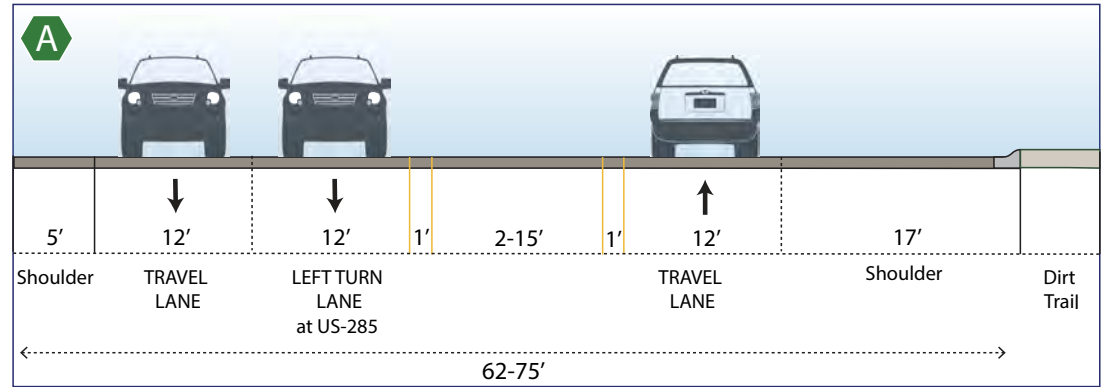


### Prince Drive Right-In Right Out



Installing a median and barrier at Prince Drive would greatly enhance the safety for all road users. This improvement should be in conjunction with installing a roundabout or other traffic control at the Railroad Avenue intersection.

### Recommended Street Section



### Railroad Avenue - Roundabout layout



Potential roundabout and connection to Angel Duran Drive. Angel Duran Drive is private so would require transfer of ownership and improvements.

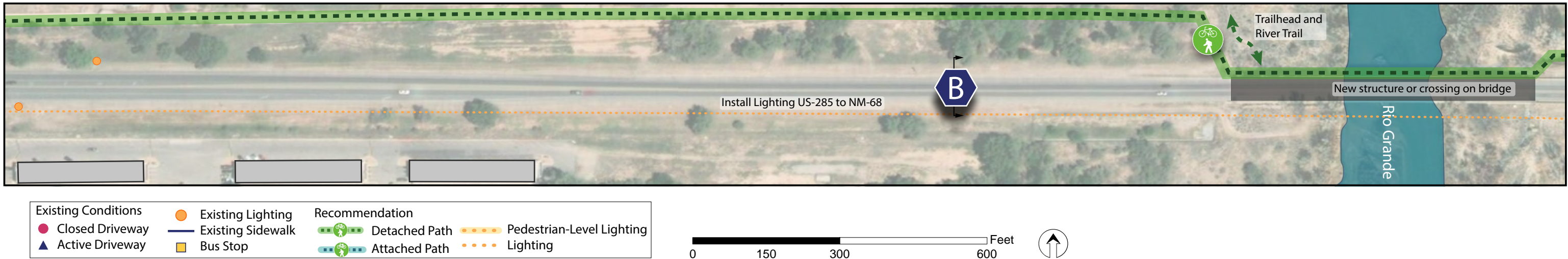
### Resident Comment

“As a runner not only can areas like this be dangerous, but I see my fellow community members walk/run along this corridor as cars are speeding by with little to no lighting and no safe way to cross...There is the assumption that we in Espanola do not walk, bike, etc., but if you take a look at Veterans’ Park or Industrial Drive in the early mornings or evenings, people are out and want to enjoy the outdoors safely. This project would also create a important precedent.”

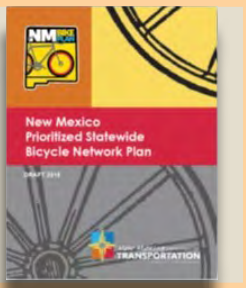


# Recommendations

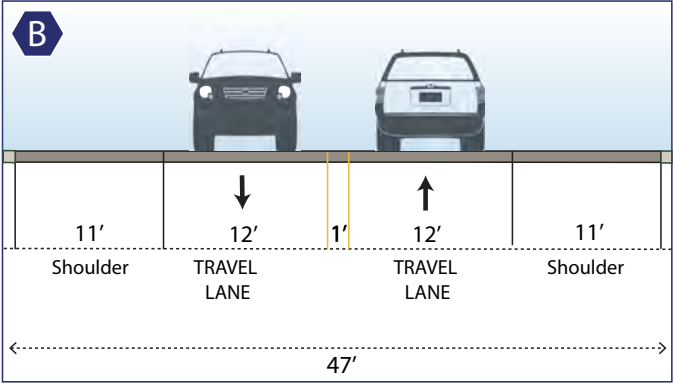
## Railroad Avenue to Rio Grande



The New Mexico Prioritized Statewide Bicycle Network Plan identifies Fairview Lane between US-285 and NM 68 as a Tier 1 facility – a corridor with a high potential or bicycling. The Tier 1 designation indicates the segment may be a candidate for more intensive bicycle infrastructure improvements, such as a separated bicycle lane as recommended.



### Recommended Street Section



## Stakeholder & Resident Comments

### US-285 to Riverside Drive

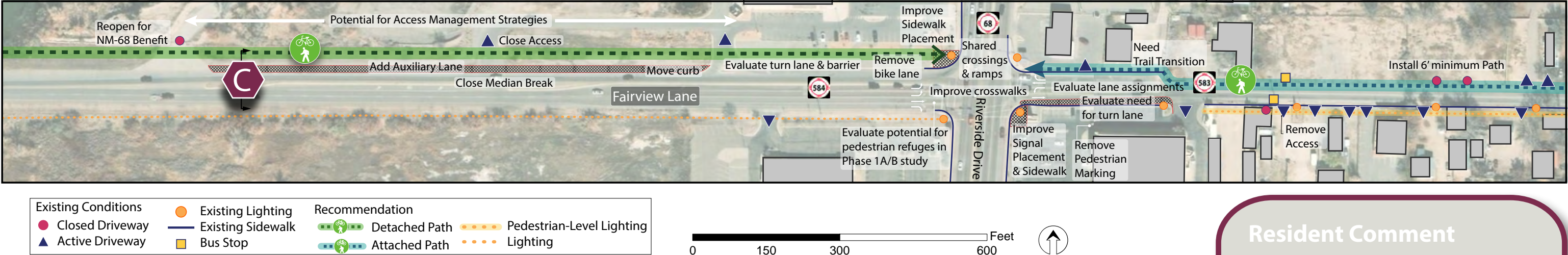
*\*Stakeholders and community members were asked to provide feedback on the recommendations through several methods. The feedback provided is included in this Recommendations section.*

- “ Concerns about using Angel Duran Drive as this is not a public street, but love the roundabout idea. Can we specify how access to the trailhead property might work? ”
- “ As an avid outdoors person I would definitely like to see safer paths for pedestrians, bikes and cars. ”
- “ Great ideas regarding the sidewalk, better lighting and roundabouts! ”
- “ Bike lane would be nice. ”
- “ This is an excellent idea. As a runner not only can areas like this be dangerous, but I see my fellow community members walk/run along this corridor as cars are speeding by with little to no lighting and no safe way to cross. Therefore, I am particularly supportive of the implementation of pedestrian refuges, adding a multi-use path, creating crosswalks, and improving lighting.
- There is the assumption that we in Española do not walk, bike, etc., but if you take a look at Veterans’ Park or Industrial Drive in the early mornings or evenings, people are out and want to enjoy the outdoors safely. This project would also create a important precedent. If successful, I hope 84/285 along Paseo de Onate will have ADA compliant sidewalks, so community members can walk and safely enjoy the city. ”
- “ Fairview Lane is too fast. Railroad intersection needs a street light. Angel Duran has issues, particularly as a narrow unpaved street with lots of dust. There is both a health and safety problem. Traffic from the church on Sundays and at school times totally blocks access to the rest of the neighborhood. I support connecting Railroad to Angel Duran. ”
- “ The portion between US 84-285 and Riverside provide some great space for improving the streetscape with buffered, landscaped and lighted multiuse trail facilities. ”

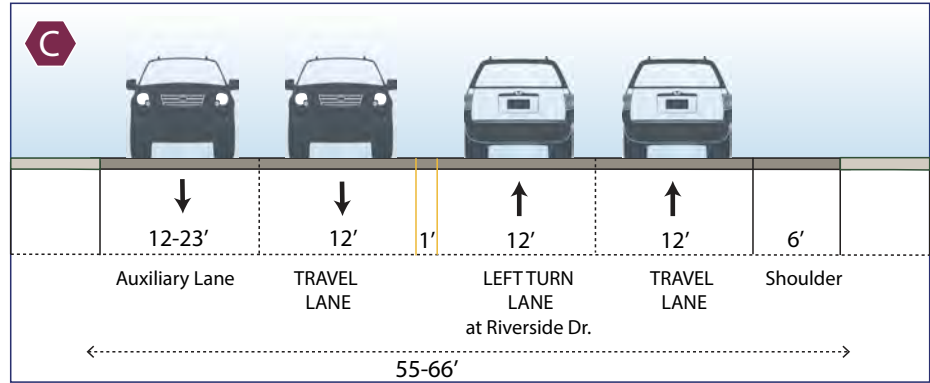


# Recommendations

## NM-68 Intersection Area



## Recommended Street Sections



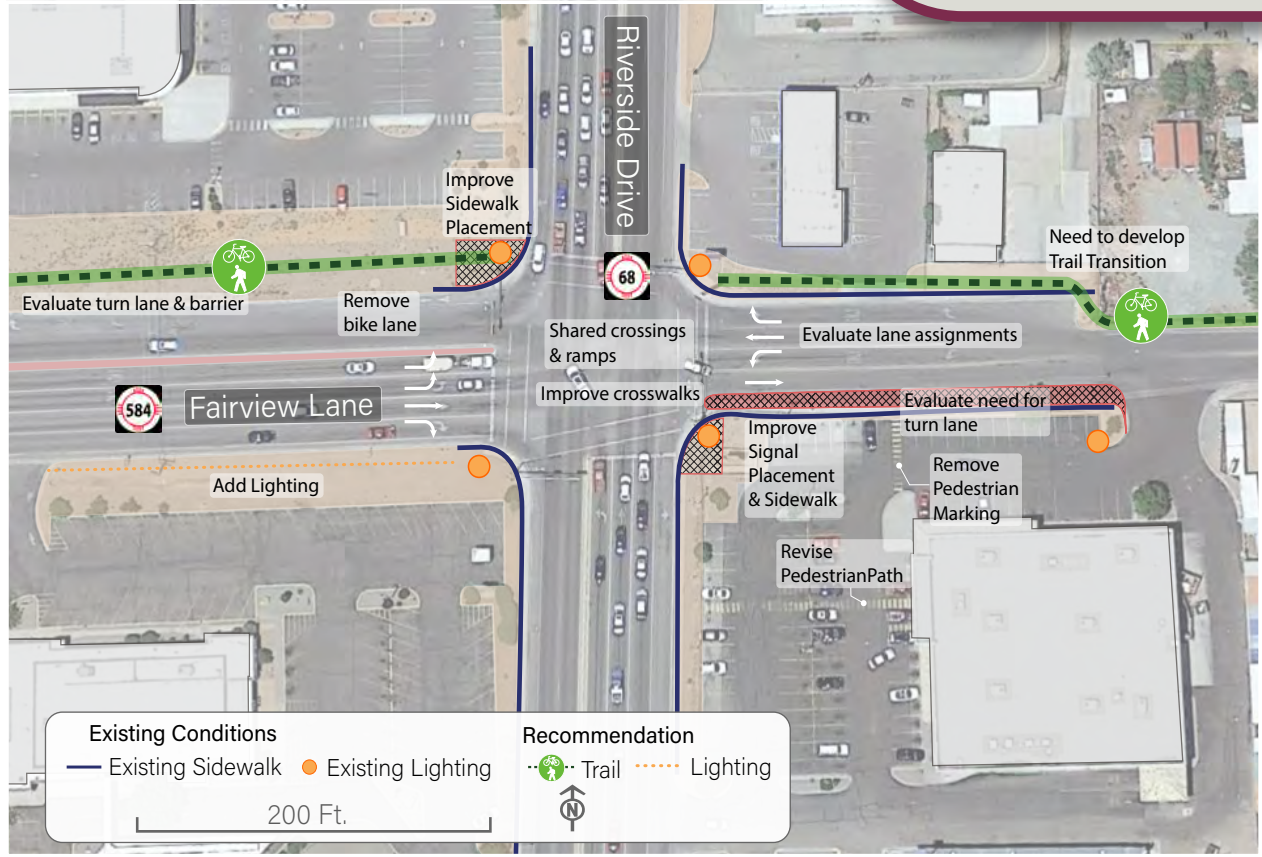
The Fairview Lane/Riverside Drive intersection has many opportunities to improve safety, including:

- Install a multiuse path on the north side of the road;
- Improve the southeast quadrant signal and pedestrian wait area;
- Construct a barrier (rock/landscape/etc...) north of Walgreens to deter pedestrian activity and direct pedestrians to cross at the signalized intersection.
- The Riverside Drive study should examine lane geometry options on the west side of Fairview Lane to include a pedestrian refuge for the wide crossing area.
- Leading Pedestrian Intervals (LPIs) should be explored with the signal timing to enhance pedestrian visibility, reduce conflicts and improve yielding.
- The signals along Riverside Drive should be examined as an interconnected system.
- Evaluate potential for pedestrian refuges in Phase 1A/B study.

## Future Action

Conduct a speed study after the multiuse path is installed to potentially lower the speed limit. The narrower road and enhanced pedestrian treatments may slow traffic.

## NM-68 Intersection Layout



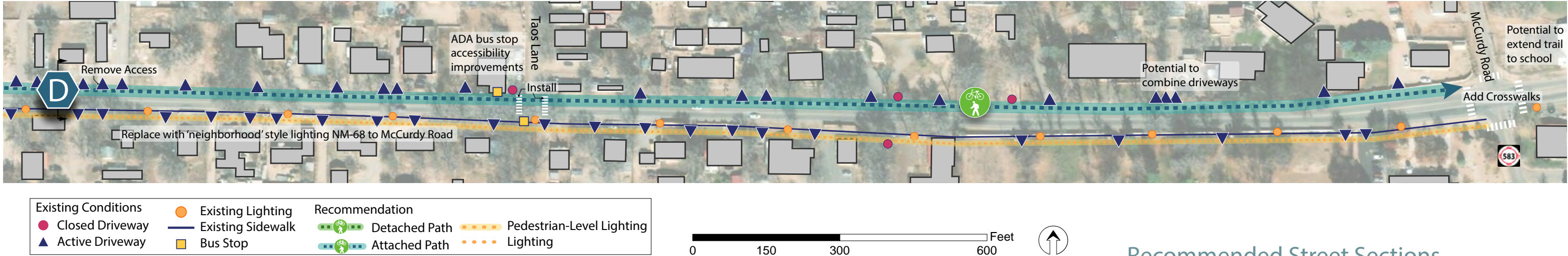
## Resident Comment

“ I support the attached multi-use path and it’s connection to the west side of Riverside. These paths create a connective ‘spine’ for pedestrians and bicyclists along the corridor. It also reduces the ‘barrier effect’ of Riverside Drive and provides connections to proposed trails.”



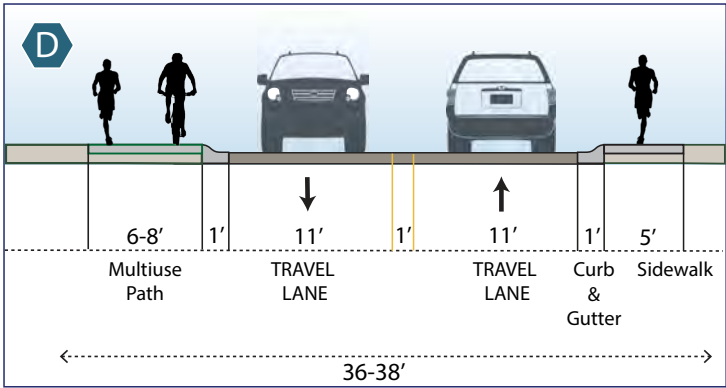
# Recommendations

## NM-68 to McCurdy Road



A multiuse path should be constructed on the north side of Fairview Lane between McCurdy Road and US-285. Pedestrian-level lighting should be installed east of Riverside Drive. The Taos Lane intersection should include high visibility pedestrian markings and transit stop ADA improvements. The Taos Lane intersection should also examine raising the crosswalk to calm traffic, reduce vehicle speeds and ultimately make it safer for pedestrians to cross the road.

## Recommended Street Sections



## Stakeholder & Resident Comments

### Riverside Drive to McCurdy Road

- “ Like the wide sidewalk on the north side - how do we limit the excess access points? ”
- “ I regularly walk for exercise on this stretch of road, it would be great to see improvements for a safer use for pedestrians, bikes and cars. ”
- “ There is lots of foot traffic. I suggest a couple of crosswalks with speed bumps before/after, plus lights that the pedestrian can press to cross safely... The crosswalks in downtown Los Alamos are what I like. ”
- “ Bike lane and a traffic light at the intersection of McCurdy Road and Fairview Lane. ”
- “ I support the traffic calming concepts presented in this section of the plan. This section should be designed recognizing the context of the area, it functions more like a residential street. Therefore, speeds limits should also be reduced. I support the attached multi-use path and it’s connection to the west side of Riverside. These paths create a connective “spine” for pedestrians and bicyclists along the corridor. It also reduces the “barrier effect” of Riverside Drive and provides connections to proposed trails. ”
- “ The main intersection is bad. Too many people turning from Fairview Lane onto northbound Riverside, run the light. I don’t have a suggestion, but it is an issue. Also, panhandling on this intersection is not safe. Please put polls to prevent people standing there. I’ve seen this done. ”
- “ It would be nice to have some type of sidewalk or bike lane. Its definitely not safe to ride bikes within the city limits! Roads are too narrow and drivers are not aware of bike safety and crowd riders in Fairview and McCurdy roads. ”
- “ I support the recommendation to include a detached multi-use (bike & pedestrian) path just south of Fairview lane. I especially like how it “ties into” to a proposed attached path on Fairview Lane (east of Riverside Drive.) The current Riverside Drive/Fairview Lane intersection is problematic, especially for pedestrians. I support pedestrian refuge islands and Leading Pedestrian Intervals (LPIs) to make this location safer for pedestrians. ”
- “ The area between Riverside and McCurdy provides some right-of-way and land challenges, but bike lanes and wider sidewalks on both sides should be evaluated—keep in mind that sidewalks can still be used by bicyclists not comfortable using an on road bike lane. Improved ped facilities, refuge, capacity and geometric design at both signalized intersections are also important as well as updating traffic signal and lighting equipment. ”



# Implementation Program & Costs

There are several funding sources to assist communities with project implementation. The funding programs described below are administered by the State, FTA and NMDOT for the improvements outlined in this Safety Improvement Plan. NMDOT administers funds to the MPOs and RTPOs and requires a local match of 14.56%.

**Highway Safety Improvement Program (HSIP) funds:** The goal of the HSIP funds is to reduce traffic fatalities and serious injuries on all public roads, such as constructing roundabouts, pedestrian refuge areas, intersection improvements, sidewalks and installing street lights.

**Transportation Alternatives Program (TAP) funds:** This Federal reimbursement program is generally used to fund bicycle and pedestrian infrastructure and activities, such as sidewalks and multiuse paths.

**Congestion Mitigation Air Quality (CMAQ) funds:** This flexible funding source provides funding that improves air quality and reduces congestion, such as sidewalk and trail improvements.

**Recreational Trails Program (RTP) funds:** The New Mexico Recreational Trails Program is administered by the NMDOT Active Transportation Programs team to develop and maintain trails and trailheads, such as the trailhead and connection with the future Rio Grande trail and trailhead.

**Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program** (formerly TIGER): This program is an opportunity for the USDOT to invest in road, rail, transit and port projects that promise to achieve national objectives.

**FTA funding for transit improvements:** The FTA administers funds for bus shelters & bus pads (Section 5311)

**Local Government Road Fund:** This state fund is for local governments projects where local entities take the lead in developing and contracting construction and maintenance projects.

**Local Government Transportation Project Fund:** This state fund will participate up to 75% of the project cost for County Arterial and Municipal Arterial projects.

**Capital Outlay:** This state fund IS used to build, improve or equip physical property that will be used by the public.

## Improvements

Fairview Lane/Railroad Avenue Roundabout

"Typical" pedestrian refuge (150' x 6')

Sidewalk from US-285 to NM-68 on the south side (1.3 miles)

Road lighting US-285 to NM-68 (1.3 miles)

Trail and ped-level lighting from US-285 to NM-68 (1.3 miles)

Fairview Lane multiuse path NM-68 to McCurdy (0.7 miles)

Ped-level lighting NM-68 to McCurdy (0.7 miles)

Median cost over near US-285, and island for right-in-right-out (RIRO) at Prince Drive (1,000' x 6' worth of median)

NM-68 Intersection

4 ADA accessible transit stops

## Costs

\$850,000

\$20,000

\$350,000

\$400,000

\$300,000

\$1,112,000

\$150,000

\$100,000

\$1,236,000

\$60,000 without shelter,  
\$120,000 with shelter