



Phase I-A/B NM 556 Corridor Study Public Engagement Summary (First Public Meeting and Neighborhood Coalition Meeting)

Prepared for
New Mexico Department of Transportation



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

November 2025

ParametriX

Phase I-A/B NM 556 Corridor Study Public Engagement Summary (First Public Meeting and Neighborhood Coalition Meeting)

Prepared for

New Mexico Department of Transportation
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Albuquerque, NM 87109

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Contents

1. Introduction.....	1
2. Public Outreach Efforts.....	1
2.1 Project Website.....	1
2.2 Announcement and Advertisement of Public Outreach	1
2.3 Public Meeting	3
2.3.1 Conflict with National Night Out.....	3
2.3.2 District Neighborhood Coalition Meeting.....	3
3. Public Comments and Responses	4
4. Public Outreach Summary.....	9
5. Next Steps.....	9

APPENDICES

- A Announcements, Advertisements, and Social Media Package
- B Public meeting Presentation and Display Boards
- C Questions and Comments

1. Introduction

This report presents the initial public outreach efforts that were conducted for the New Mexico Department of Transportation (NMDOT) NM 556 Signal and Intersection Corridor Study, MP 7.0 to 15.5, project control number A300342 (Figure 1). This study was conducted to evaluate and analyze the conditions within the corridor, including traffic flow, speeds, and the status of the existing geometry. The goal is to identify locations within the NM 556 project corridor that need improvements, develop potential solutions, and assess the feasibility of implementing these improvements within the corridor. Ultimately, the findings from the study will be used to recommend and prioritize safety and operations improvements within the study area. As such, receiving input from the public, particularly those who use NM 556 frequently, is helpful in identifying locations with concerns. This document will describe the efforts taken to engage the public and document the feedback received to date.

2. Public Outreach Efforts

The following efforts were made to engage the public for this study and receive input on this project.

2.1 Project Website

A project website was created by the NMDOT and went live on Tuesday, July 22nd, 2025 (<https://www.dot.nm.gov/projects/tramway-study/>). Information found on the website includes a basic project overview, the goal of the study, project history, and a timeline for the project. Additionally, the website provides visitors with an opportunity to join the project's contact list, submit questions and comments, and to email the project team directly. This website was updated throughout the outreach process to alert the public of upcoming meetings, provide summaries and links to presentations, and to update the status of the study.

2.2 Announcement and Advertisement of Public Outreach

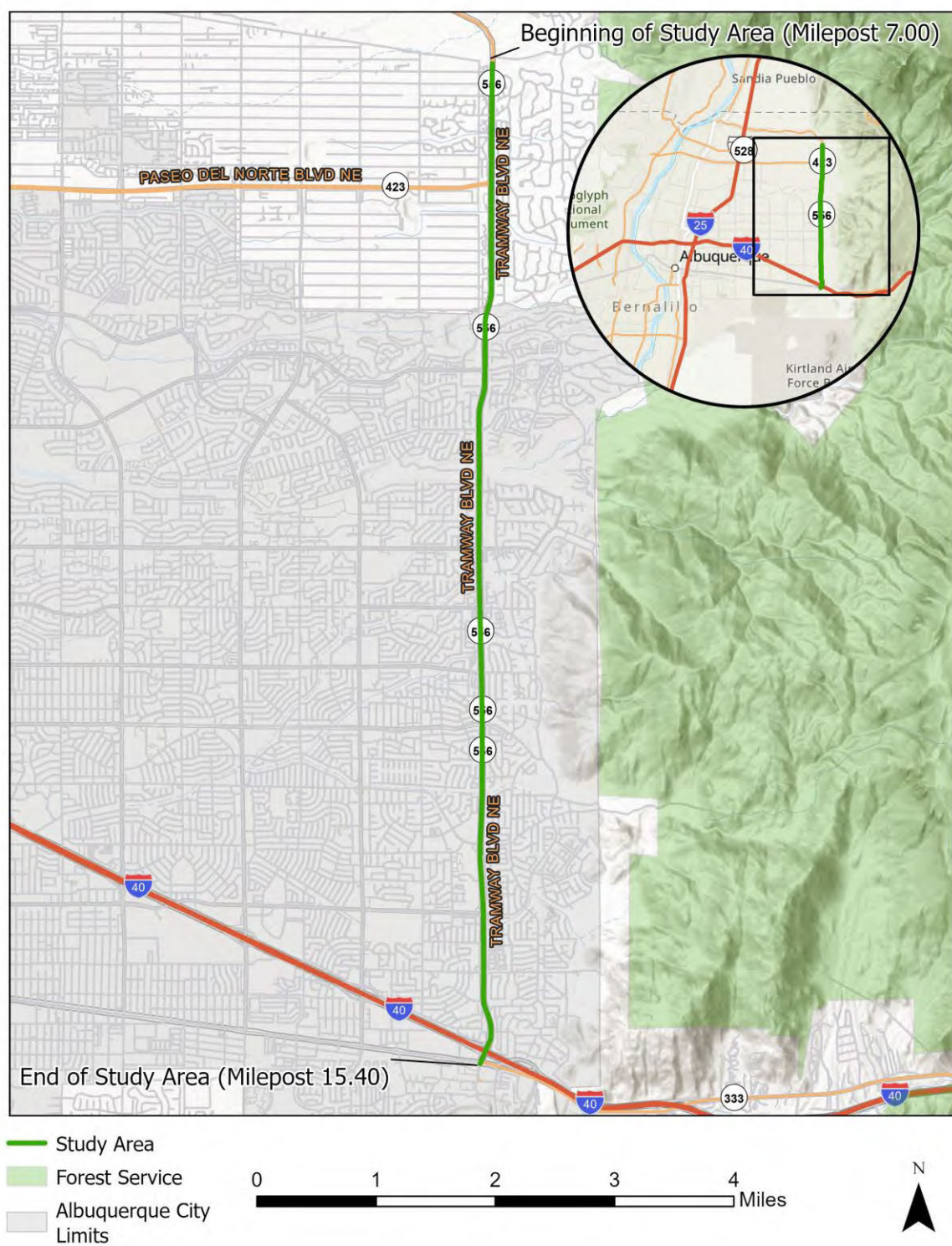
The project website and the public meeting were advertised through a combination of multiple mediums. An informational flyer regarding the public meeting for NM 556 was mailed to 54 property owners directly adjacent to the study area. Additionally, 33 emails were sent to various stakeholders that potentially had interest in this study. These emails included outreach to bicycle advocacy groups, neighborhood associations, city councilors, transportation committees, and leadership across the NMDOT and Mid-Region Council of Governments (MRCOG). Property owners and other stakeholders were identified during a preliminary review of the project area. The flyer distributed to alert the community about the public meeting can be found in Appendix A.

In addition to the flyers that were distributed, seven informational banners were placed across the project area. These banners contained a map of the project area, information regarding the time and place of the public meeting, and a URL and QR code that could be used to learn more about the project. These banners were placed at three intersections across the project corridor:

- Tramway Boulevard and Montgomery Boulevard,
- Tramway Boulevard and Indian School Boulevard,
- Tramway Boulevard and Lomas Boulevard.

At each intersection, signs were placed with one facing northbound traffic and the other facing southbound traffic. These signs were placed in a way as to prevent obstruction of view of drivers and

Figure 1. NM 556 Study Corridor from MP 7 to MP 15.5.



pedestrians on side streets while still being legible to vehicles that were stopped at the intersection and to pedestrians and bicyclists using the trails adjacent to Tramway Boulevard. Additionally, a single sign was placed near the intersection of Tramway Boulevard and Central Ave. The banners placed within the project corridor can be found in Appendix A.

On July 25th, 2025, NMDOT published a press release and social media post regarding this project. This press release and social media package noted the public meeting and explained how the public could participate and provide questions and comments. The official NMDOT press release can be seen in Appendix A. On July 29th, 2025 a newspaper advertisement was run in the Albuquerque Journal, this advertisement alerted the public of the meeting and invited them to attend or leave comments on the project website. The newspaper advertisement can be found in Appendix A.

2.3 Public Meeting

A public meeting was held for the NM 556 Signal and Intersection Corridor Study on August 5th, 2025, from 6:00 PM to 8:00 PM at the Manzano Mesa Multigenerational Center. The purpose of this meeting was to inform the public of the ongoing study, share information on the location of the study corridor and the issues being assessed, and to receive public feedback on what issues exist within this project area. This meeting involved an hour-long presentation given by the project team and was followed by an hour-long question/answer session open to the public. Additionally, project team members were available to answer questions and comments regarding the project for 30 minutes before and after the presentation and question/answer time.

If any attendees were unable to ask their questions or comments during the meeting, they were provided with the opportunity to submit a written questions/comments at the meeting, email the question/comment to the project email address, or mail in a question/comment form to the project team. Sixty-three non-project team members signed into the public meeting. The presentation and the display boards used for this public meeting are provided in Appendix B. Questions and comments received during the public meeting are described further in section 3 below.

2.3.1 Conflict with National Night Out

When notifications were being distributed to the public about the public meeting, it was brought to the project team's attention that a conflict existed between this meeting and some neighborhood's National Night Out activities. National Night Out is a nationwide effort to promote enhanced relationships between neighborhoods and local law enforcement and emergency service providers. The project team was not aware of the conflict when the venue was reserved, and the notices distributed. To accommodate for this conflict, a version of the presentation was made available to the public via the project website. Additionally, the project team also presented project information at a neighborhood coalition meeting attended by neighborhood leadership from districts 8 and 9 and local elected officials. This meeting is discussed further in the following section.

2.3.2 District Neighborhood Coalition Meeting

At the request of the neighborhood coalition, the project team attended a monthly meeting to provide shortened version of the public meeting presentation. Leadership from neighborhoods located within the vicinity of the project corridor attended this meeting, and it provided an opportunity for community members to learn about the study and ask any questions. This meeting was held on August 21st at 5:30 PM at the Singing Arrow Community Center and was attended by 19

representatives from multiple neighborhoods across the project corridor. Additional information about comments and questions received during this meeting are described in Section 3 below.

3. Public Comments and Responses

Between the public meeting, follow up presentation to the neighborhood coalition, and the open comment period, approximately 180 comments and questions were received regarding this study. This included:

- 29 comments/questions made at the public meeting
- 37 comments/questions emailed directly to the project email address
- 76 comments/questions made directly on the project website
- 38 comments/questions made at the neighborhood coalition meeting

A project team review of the comments and questions identified several common themes. These themes and responses are discussed in Table 1 below as well as general responses from the project team. All people who attended the meetings and/or provided comments with their contact information will be notified that this public involvement summary is available on the “Project Resources” tab of the project website (<https://www.dot.nm.gov/projects/tramway-study/>). Individual comments and comments forms can be found in Appendix C.

Table 1. Question and Comment Themes from Public Outreach

Theme	Comments and Questions Summary	Response
Safety and efficiency issues along Tramway between Encantado Road and Central Ave Intersection	<p>Commenters frequently mentioned that Tramway Boulevard south of Encantado Road is confusing for vehicles to navigate; causes significant backups of traffic; and is difficult to navigate for bicyclists as well. Multiple comments were made that the reduction of lanes leading to the Central Avenue intersection has increased congestion in the area. Questions and comments made included:</p> <ul style="list-style-type: none"> • Why was the left lane on southbound Tramway beneath the I-40 overpass blocked off? • Can striping and flashing lights be added to improve pedestrian and bicycle safety? • Improved signage approaching the Central Avenue and Tramway Boulevard Intersection could help improve traffic flow south of Encantado Road. 	<p>Safety was the driving reason in removing the left lane from Tramway Blvd. under I-40.</p> <p>The project team is evaluating potential safety improvements and will provide recommendations in the NM 556 corridor study anticipated to be completed in spring/summer 2026. Striping, flashing lights, and improved signage are all improvements that are being evaluated.</p>
More pedestrians and bicyclist improvements are needed	<p>Multiple people commented that Tramway Boulevard is frequently used by bicyclists and pedestrians but there are several areas that could use safety improvements and promote further use of the facilities. Comments and questions included:</p> <ul style="list-style-type: none"> • Can there be longer pedestrian crossing times, signal timing that prioritizes crosswalks, and raised crosswalks? • Implementation of protected bike lanes. • Improve the lighting along the multi-use path. • Prevent right turns on red at intersections. • Remove slip lanes. • Lengthen “walk” times at signals. • Implement additional pedestrian bridges. 	<p>The project team is evaluating potential safety improvements and will provide recommendations in the NM 556 corridor study anticipated to be completed in spring/summer 2026. Alternatives such as longer crossing times, leading pedestrian intervals, signal timing, corridor lighting, and protected bike lanes are all being evaluated further.</p> <p>Preventing right turnss on reds and removing slip lanes will be considered on an intersection-by-intersection basis and are being considered further.</p> <p>Raised crosswalks are not likely an option due to the hazards they create with emergency service vehicles.</p> <p>While implementing additional pedestrian overpasses is not something considered for this specific project, the study team is looking for opportunities to enhance connectivity of existing bridges.</p>

Theme	Comments and Questions Summary	Response
Improvements are needed to intersection designs and signal timing across the corridor	<p>Numerous comments and questions were made about the intersections within the study area and how they could be improved to increase safety and efficiency of this corridor. Comments and questions included:</p> <ul style="list-style-type: none"> Remove slip lanes, free right lanes and implement no turn on red/leading pedestrian intervals. Help make these intersections safer for pedestrians and cyclists while maintaining efficiency for automobile traffic. Could red light cameras be implemented to increase the safety of these intersections? Can the timing of the signals be improved to increase efficiency of traffic flow? Currently it seems that one cannot go more than a half mile before encountering a red light. Could roundabouts be implemented at every intersection to slow down traffic and improve safety? 	<p>The project team is evaluating potential safety improvements and will provide recommendations in the NM 556 corridor study anticipated to be completed in spring/summer 2026. Alternatives such as long signal timing and pedestrian leading intervals are all being evaluated further.</p> <p>Preventing right turns on reds and removing slip lanes will be considered on an intersection-by-intersection basis and are being considered further.</p> <p>Currently the City of Albuquerque (CABQ) nor the NMDOT utilizes red light cameras and as such these were not considered as part of this study. Automated Speed Enforcement and previous red light camera programs were implemented by local governments around the city.</p>
Speeding along Tramway Boulevard is always excessive and creates dangerous situations for drivers, pedestrians, and bicyclists	<p>Many people made comments that Tramway Boulevard experiences high levels of excessive speeding among its users, particularly during the late night and early morning hours by vehicles seemingly using the corridor to “Street race”. Frequent comments and questions asked regarding this topic included:</p> <ul style="list-style-type: none"> Speeds and racers are out of control along Tramway, please stop street racers 11:30 PM to 4 AM. The 50-mph speed limit is rarely observed and calls to law enforcement have not yielded frequent monitoring of the corridor. Until there is more enforcement of the speed limit on this corridor, speeding will continue to be an issue. Can speed cameras be implemented in this corridor? Can the speed limit be reduced on this corridor? Roundabouts could be an option to reduce speeding. Can rumble strips be implemented between vehicle travel lanes and bike lines? 	<p>While speeding is a city-wide and multi-jurisdictional challenge, the project team is looking at the roadway environment and signal timing operations to mitigate speeding throughout the corridor. Additionally, the NMDOT, Bernalillo County, and City of Albuquerque continue to work with law enforcement partners.</p> <p>Regarding speed cameras, Automated Speed Enforcement are local government programs. The NMDOT is working with these partners to facilitate their programs, further information can be coordinated with Bernalillo County and CABQ</p> <p>Due to right-of-way constraints roundabouts are not being considered at this time.</p> <p>Rumble strips are one of many options being considered for bicyclist and shoulder safety. However, the Project Team is aware that rumble strips can contribute to noise pollution.</p>

Theme	Comments and Questions Summary	Response
Lack of enforcement along the project corridor is an issue	<p>It was frequently mentioned by several members of the public that issues with speeding and noise persist because there is minimal enforcement along this corridor. Comments and questions included:</p> <ul style="list-style-type: none"> Minimal police presence is observed on Tramway. We understand this is difficult because the police department is understaffed but improving Tramway to reduce the need for enforcement could help. Can the NMDOT work with law enforcement agencies to develop a tactical plan to patrol the area and get speeders and unsafe drivers under control? 	<p>While speeding is a city-wide and multi-jurisdictional challenge, the project team is looking at roadway environment and signal timing operations to mitigate speeding throughout the corridor to the extent possible. NMDOT, Bernalillo County, and CABQ continue to work with law enforcement partners.</p>
Concerns about noise impacts to the surrounding communities	<p>Numerous people commented about the noise experienced by the surrounding communities, particularly during the late night and early morning hours. Noise is typically from the racers who use Tramway during these times. Comments about this topic included:</p> <ul style="list-style-type: none"> We have witnessed racing at all hours of the night and day, and these vehicles contribute significantly to noise that comes from the corridor. Can there be enforcement of the noise ordinances or implementation of noise cameras are needed to help catch those who contribute to significant noise in the corridor. If racing is stopped on the corridor noise would likely be reduced as well. Are sound barriers an option on this corridor? 	<p>While speeding and therefore noise is a city-wide and multi-jurisdictional challenge, the project team is looking at the roadway environment and signal timing operations to mitigate speeding throughout the corridor. High decibel noise events from racing vehicles are more effectively mitigated by enforcement than infrastructure and design considerations.</p> <p>No major roadway alignment shifts are proposed as part of this study and therefore this project doesn't meet Federal Highway Administrations standards for considering implementing sound barriers 23 CFR 772). Sound barriers are currently not in the scope of the project. Challenges include significant construction cost, breaks in the noise wall (to accommodate intersections) that would reduce effectiveness, and visual impacts</p>
Concerns about wildlife entering and being killed on Tramway corridor, particularly prairie dogs and deer	<p>Multiple comments were raised by the public regarding the frequency at which prairie dogs, deer, and domestic animals such as dogs and cats are hit by vehicles. Comments and questions raised about this topic included:</p> <ul style="list-style-type: none"> Wildlife fencing and reduced speeds should be considered in high wildlife activity areas. Lighting is a disturbance to wildlife in the corridor, please consider this when analyzing lighting in the corridor. <p>Multiple prairie dog colonies live across the project corridor, please relocate them to a safe environment.</p>	<p>NM556 is currently not listed on the state's Wildlife Corridors Action Plan. However, the project team will continue considering wildlife risks in our safety priorities. Further, individual projects originating from this study will have an independent evaluation of wildlife mitigations</p>

Theme	Comments and Questions Summary	Response
Landscaping and roadway maintenance are needed	<p>Several comments and questions were asked regarding the landscaping, vegetation, and cleaning of Tramway boulevard. These comments and questions included:</p> <ul style="list-style-type: none"> • Could additional trees be planted along the edges of the roadway to give Tramway the appearance of being narrower, potentially slowing traffic? • Tramway has very aesthetically pleasing landscape segments on it (e.g. the Indian School and Tramway intersection). Could this be implemented throughout the corridor? • Enhancing the trails and maintaining them could provide a safe continuous biking connection. • Complaints of cleanup after accidents not being done thoroughly. The left-behind debris creates situations that are dangerous for bikers and leads to flat tires on vehicles. 	<p>While speeding is a city-wide and multi-jurisdictional challenge, the project team is looking at roadway environment and signal timing operations to mitigate speeding throughout the corridor. Typically, landscaped features are managed by the local agencies. The project team will continue to work with the NMDOT and local agencies to enhance the corridor.</p>
Additional considerations	<p>Additional comments and questions that were made were outside of these general themes included:</p> <ul style="list-style-type: none"> • Implementing lighting along the pedestrian trail at a low level to help users of the trail in early morning and night hours • Consider using Strava to get additional bicyclist data within the corridor • Do not remove the heavy traffic ban • Consider adding signs that promote yielding to pedestrians and cyclists before each intersection crossing bike paths • Keeping bicycle riders safe while on a 50-mph highway is unreasonable, the NMDOT should improve the parallel trail rather than accommodate them on the road • Please consider implementing a traffic signal at the Tramway Boulevard and Simms Park Road intersection 	<p>The project team is evaluating corridor lighting including the multi-use trail.</p> <p>The project team will look into the use of Strava and additional big data resources as they continue this study.</p> <p>The project team is continuing to evaluate the function of the corridor to include emergency services and incident management.</p> <p>The project team is evaluating several considerations for bicycle safety</p> <p>The project team will evaluate the feasibility of a traffic signal at this intersection.</p>

4. Public Outreach Summary

Responses from public engagement efforts helped the project team confirm some issues that were identified in the study while also identifying additional areas and considerations that should be examined further. Outreach for this study started with notification of the public of a public meeting. The public was alerted of this meeting via large banners placed along the project corridor, mailers to property owners and neighborhoods associations, emails to CABQ and Bernalillo County councilors and other stakeholders, a newspaper advertisement, and a press release and social media package conducted by the NMDOT. A subsequent neighborhood coalition meeting was conducted by the project team providing an opportunity to answer additional questions and comments that leadership of multiple neighborhoods may have had. The comment period remained open to the public until September 5th, 2025, providing further feedback on areas of interest within the project area.

In general, there was a significant mixture of comments and questions regarding this corridor with primary themes including:

- Operational and safety concerns with Tramway Boulevard between Encantado Road and Central Avenue.
- Additional signal timing and operational improvements are needed throughout the corridor.
- Improvements to intersections, bike lanes, and pedestrian trails that are needed to increase the safety of pedestrians and cyclists who use the corridor.
- Excessive speeding within the corridor, particularly during late night and early morning hours.
- Traffic noise related to excessive speeding.
- Lack of enforcement on speeders and vehicles breaking noise ordinances within the corridor.
- Need to address wildlife crossings when designing improvements.
- Consider aesthetics and landscaping throughout the study corridor.

These themes are derived from numerous comments and questions submitted during this outreach process to date. A compilation of individual comments can be found in Appendix C.

5. Next Steps

This was the first phase of public engagement for this project, intended to receive input on the existing conditions of the corridor and identify issues that should be addressed. As the study proceeds forward and potential improvements are identified, additional outreach will be conducted to alert the public and encourage additional feedback. The next phase of public outreach for this project is anticipated to occur in spring/summer of 2026 and this public engagement summary will be updated accordingly when it is completed.

Appendix A

Announcements,
Advertisements, and Social
Media Package



New Mexico DEPARTMENT OF
TRANSPORTATION

Michelle Lujan Grisham, Governor
Ricky Serna, Cabinet Secretary

FOR IMMEDIATE RELEASE

July 25, 2025

NMDOT to host a Public Meeting for Tramway Boulevard operations and safety study

Albuquerque—The public is invited to attend a community meeting to discuss the ongoing operations and safety study for Tramway Boulevard (NM 556). The meeting will be held on Tuesday, August 5, 2025, from 6:00 p.m. to 8:00 p.m. at the Manzano Mesa Multigenerational Center, located at 501 Elizabeth Street SE, Albuquerque, NM 87123.

This public meeting will focus on a key segment of Tramway Boulevard, stretching from Central Avenue to Live Oak Road. The purpose of the study is to evaluate traffic operations, intersection design, and safety concerns impacting motorists, bicyclists, and pedestrians who use this important corridor.

NMDOT will present key findings to date, including operational and safety challenges, and share preliminary concepts for potential improvement strategies. Community members are encouraged to **attend and share their input, which will help shape the study's outcomes and future roadway improvements.**

Public participation is vital to this process, and NMDOT encourages all users of Tramway Boulevard **and nearby neighborhoods to provide comments during the meeting or through the project's communication channels:**

- Project Website: <https://www.dot.nm.gov/projects/tramwaystudy/>
- Email: TramwaySafetyStudy@parametrix.com

To request language interpretation or accommodations in accordance with the Americans with Disabilities Act, please contact Olivia Tafoya at (505) 998-5576 by Tuesday, July 30, 2025.

NMDOT
Mobility for everyone

Kimberly Gallegos, District-3 PIO | Kimberly.Gallegos@state.nm.us | 505 639 3576

TRAMWAY BOULEVARD (NM 556)

Operations and Safety Study

MILEPOST 7.0 TO 15.5, BERNALILLO COUNTY, CN A300342

PUBLIC MEETING

You are invited to attend a public meeting for a traffic and safety study of Tramway Boulevard. Please join us to learn about the findings of the study and provide further input.

When: August 5th, from 6 PM to 8PM

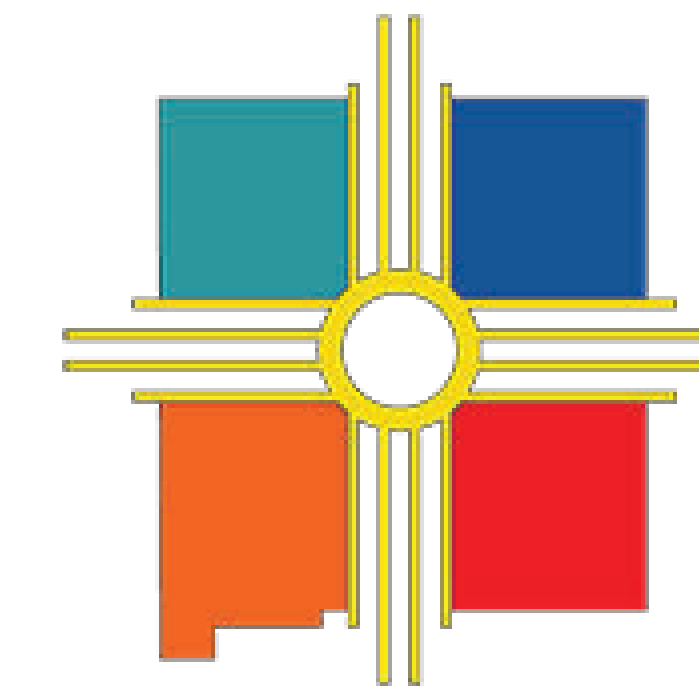
Where: Manzano Mesa Multigenerational Center

Address: 501 Elizabeth SE
Albuquerque, NM 87123



www.dot.nm.gov/projects/tramway-study/

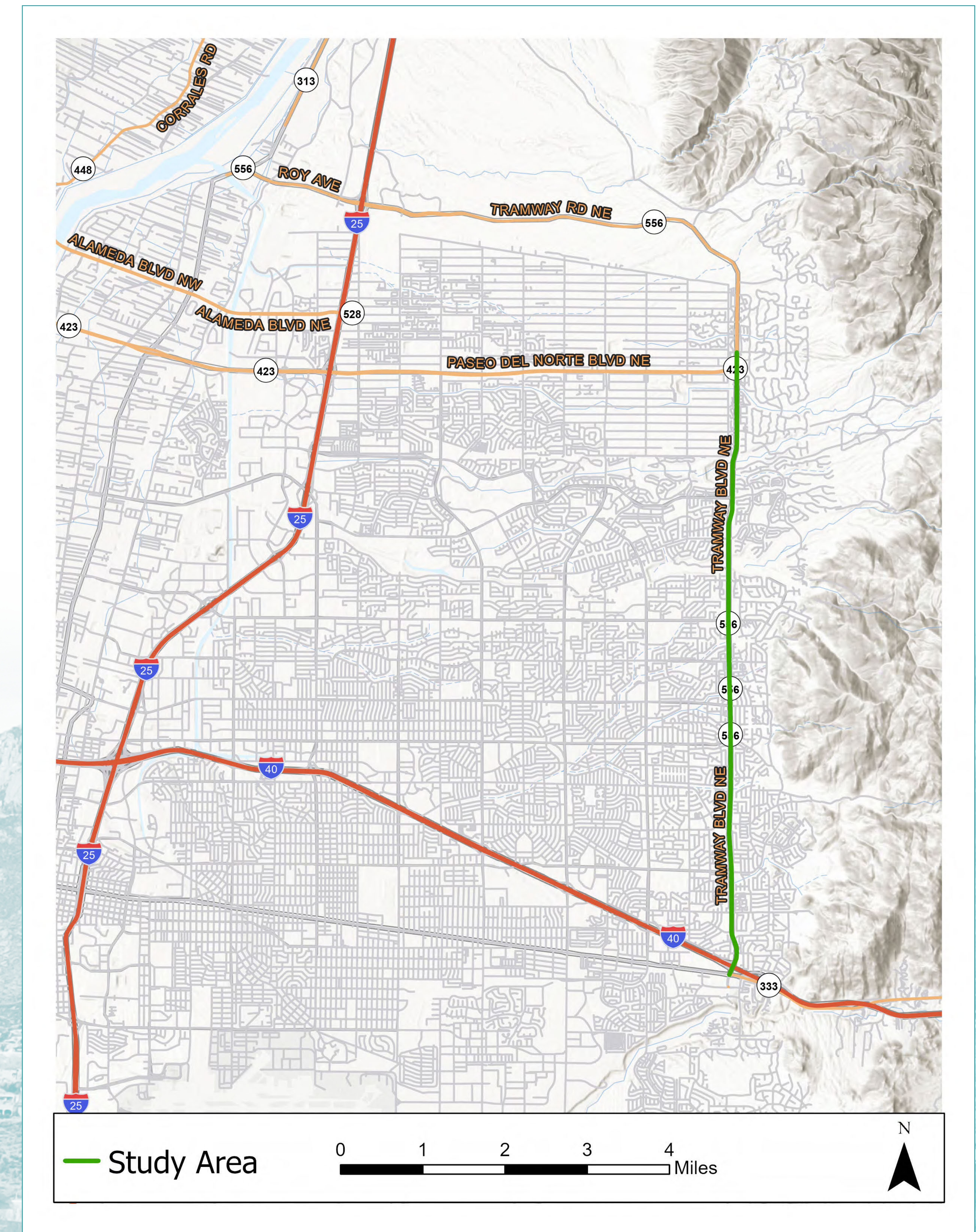
Control Number A300342



New Mexico DEPARTMENT OF
TRANSPORTATION



U.S. Department
of Transportation
**Federal Highway
Administration**





TRAMWAY BOULEVARD (NM 556)

Operations and Safety Study

MILEPOST 7.0 TO 15.5, BERNALILLO COUNTY, CN A300342



U.S. Department
of Transportation
**Federal Highway
Administration**

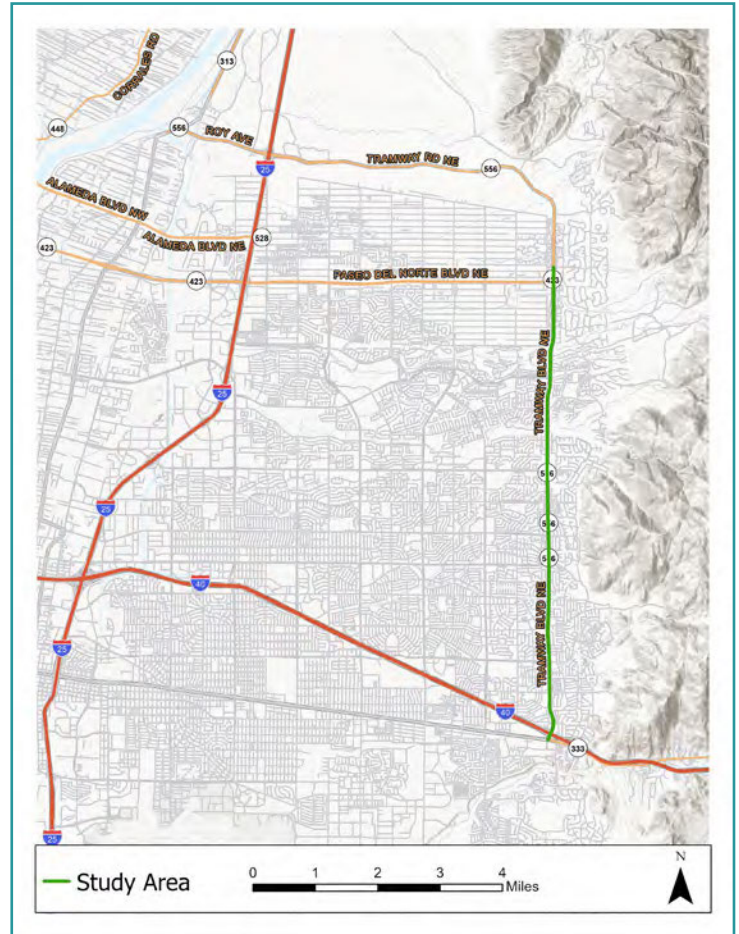
You are invited to attend a public meeting for a traffic and safety study of Tramway Boulevard.

The New Mexico Department of Transportation (NMDOT) will hold a public meeting to discuss an operations and safety study of the segment of Tramway Blvd. (NM 556) from Central Avenue to Live Oak Road. This study is investigating traffic operations, intersection layout, and safety issues affecting motorists, bicyclists, and pedestrians using this highway. This study will also identify and evaluate potential solutions to improve its performance. This meeting will present operational and safety considerations identified to date and present initial ideas on potential improvements strategies, and provide an opportunity for users of Tramway Blvd. and nearby neighborhoods to provide input on the study.

You can learn more about the study and join the project mailing list at:

<https://www.dot.nm.gov/projects/tramway-study/>

To request accommodations under the Americans with Disabilities Act or a translator, please call Tyler Pennington at 505-288-7518 by July 30, 2025.



When: August 5th, from 6 PM to 8 PM

Where: Manzano Mesa Multigenerational Center

Address: 501 Elizabeth SE
Albuquerque, NM 87123



<div><div></div><div>DOW</div><div>44,837.56</div><div>-64.36 -0.14%</div></div>	<div><div></div><div>NASDAQ</div><div>21,178.58</div><div>70.27 0.33%</div></div>	<div><div></div><div>S&P 500</div><div>6,389.77</div><div>1.13 0.02%</div></div>	<div><div></div><div>EURO</div><div>1.1585</div><div>-0.0161 -1.37%</div></div>	<div><div></div><div>CRUDE OIL</div><div>66.71</div><div>1.55 2.38%</div></div>	<div><div></div><div>GOLD</div><div>3,309.10</div><div>-24.90 -0.75%</div></div>	<div><div></div><div>6-MO T-BILLS</div><div>4.27</div><div>0.0 0.0%</div></div>	<div><div></div><div>30-YR T-BONDS</div><div>4.96</div><div>0.04 0.73%</div></div>
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Warner Bros. Discovery announces names post-split

The proposed separate entities will be named Warner Bros. and Discovery Global

BY MEG JAMES
LOS ANGELES TIMES

Warner Bros. Discovery on Monday unveiled the names of the proposed separate entities, post-breakup: Warner Bros. and Discovery Global.

When the corporate spin-off is complete some time next year, the venerable Burbank film and television studio properties, HBO, HBO Max streaming service and gaming properties will be part of a slimmed-down iteration called Warner Bros.

The cable networks, including TNT, CNN, HGTV and Animal Planet, and sports app Bleacher Report, will make up Discovery Global.

“We will proudly continue the more than century-long legacy of Warner Bros. through our commitment to bringing culture-defining stories, characters and entertainment to audiences around the world,” Warner Bros. Discovery Chief Executive David Zaslav said in a statement.

Zaslav, the longtime Discovery executive, is jumping to the Warner Bros. side, while his lieutenant, Chief Financial Officer Gunnar Wiedenfels, will lead Discovery Global.

The proposed corporate split is a recognition that the merger that created Warner Bros. Discovery three years ago was a misfire that eroded the value of some of the industry’s most premium brands. Zaslav championed the merger as a way to roll up several companies into one.

At the time, WarnerMedia — with its studios, HBO and Turner networks — was owned by AT&T,



VALERIE MACON/AFP/GETTY IMAGES/TNS

David Zaslav, president & CEO of Warner Bros. Discovery, speaks during a CinemaCon 2023 Warner Brothers Pictures on-stage presentation at Caesars Palace in Las Vegas on April 25, 2023.

which was desperate to exit Hollywood after losing billions of dollars on acquisitions.

But Wall Street quickly soured on the consolidation that married nearly two dozen basic cable channels, including HGTV and Food Network, with the prestige properties of HBO and the Warner Bros. studios in Burbank.

AT&T’s sale to Discovery left Zaslav’s company struggling to tame more than \$40 billion in debt. Investors also have a dim view of cable channels as the shift to streaming prompted a huge migration of viewers.

Senior executives joining Zaslav at Warner Bros. include: HBO Chairman Casey Bloys; Warner Bros. TV Group Chairman Channing Dungey; the film co-chairs Pam Abdy and Mike De Luca; DC Studios leaders James Gunn and Peter Safran, Streaming and Gaming

Chief Executive JB Perrette; Chief Operating Officer Bruce Campbell and Chief Communications Officer Robert Gibbs.

Discovery Global will include CNN Chairman Mark Thompson; TNT Sports Chairman Luis Silberwasser; international operations head Gerhard Zeiler; U.S. Ad Sales President Ryan Gould; and Chief Development Officer Anil Jhingan.

“As we prepare for the launch of Discovery Global, our enthusiasm for the opportunities ahead only grows thanks to our leading portfolio of beloved brands and programming, our worldwide footprint for adults, kids, and families, and now the experienced and talented leadership team,” Wiedenfels said.

Warner Bros. has started a search for a CFO as well as a chief people officer. Wiedenfels plans to hire a top communications and public affairs officer.

‘Excited to be back’

Holy Burger returns to east Downtown

BY NOAH ALCALA BACH
JOURNAL STAFF WRITER

After a roughly seven-month hiatus, Holy Burger, a staple of the Downtown Albuquerque dining scene, has returned.

“We’re back with this concept — just as of last Friday — and the first weekend open, we were already busier than the previous weekend at Taco Santo,” David Boyd, co-owner of the restaurant, said in an interview Thursday. “It looks like we’re picking up and trending in the right direction. We’re excited to be back.”

After 13 years of serving up burgers, Boyd pivoted the restaurant to Taco Santo in December, a concept that had been in the works for nearly a decade. Boyd said he had planned to open Taco Santo as a separate brick-and-mortar business, but wasn’t able to due to post-pandemic construction costs and staffing woes.

“It was OK, but not ever as busy as Holy (Burger),” he said. “Taco Santo was doing half of the revenue ... so we just decided to switch it back.”

The Holy Burger menu features eight craft burgers, including staples such as the Holy Cow Burger and the Fried Avocado Burger. There are also four salad options, three sandwiches, fish and chips and sides,



NOAH ALCALA BACH/JOURNAL

The exterior of Holy Burger. The eatery has returned to Downtown Albuquerque after a several-month hiatus.

If You Go

700 Central Ave SE,
Albuquerque, NM 87102
505-242-2991

Open daily: 11 a.m. to 9 p.m.

including the fan favorite zucchini sticks.

“The biggest request was — the whole time we were closed — if you’re coming back, make sure to do the zucchini sticks,” Boyd said.

The restaurant also offers soft drinks, shakes, wine, a full cocktail bar, margaritas and several locally brewed beers on draft.

“It feels good to be back to what we’ve done for so long. We were a little bit out of our element,” Boyd said.

As for Taco Santo, the concept is tabled for now, but Boyd said it could return someday in Santa Fe “or a different market.”

Noah Alcala Bach covers education. You can reach him at nabach@abqjournal.com or (505) 823-3864.

Interest rates



The yield on the 10-year

Treasury note

rose to 4.416%.

Yields affect interest rates on mortgages and other consumer loans.

	PRIME RATE	FED FUNDS
YEST	7.50	4.38
6 MO AGO	7.50	4.38
1 YR AGO	7.50	4.38

Commodities

Natural gas fell 3.86% to \$2.988, leading declines. Crude oil rose 2.38% to \$66.71, marking the largest gain. Orange juice dropped 5.01% to \$3.22.



TREASURIES	LAST	PVS	CHG	WK	MO	QTR	1YR AGO
3-month T-bill	4.35	4.35	0.00	—	▲	▲	4.30
6-month T-bill	4.27	4.27	0.00	—	▲	▲	4.31
1-year T-note	4.09	4.09	0.00	—	▲	▲	4.17
2-year T-note	3.93	3.92	+0.01	▲	▲	▲	4.22
5-year T-note	3.96	3.95	+0.01	▲	▲	▲	4.35
10-year T-note	4.42	4.39	+0.03	▲	▲	▲	4.53
30-year T-note	4.96	4.93	+0.04	▲	▲	▲	4.78

CONSUMER RATES	NAT'L AVG	WK AGO	6MO AGO	1YR AGO
48 month new car loan	7.20 ▼	7.20	7.55	7.86
Money Market Account	0.43 ▼	0.44	0.44	1.67
1 year cd	2.00 ▲	2.00	1.95	3.78
\$30K Home equity loan	8.59 ▼	8.62	8.65	9.04
30 year fixed mortgage	6.79 ▲	6.79	7.01	7.14
15 year fixed mortgage	6.05 ▼	6.05	6.35	6.54

FUELS	CLOSE	PVS.	CHG	%YTD
Crude Oil (bbl)	66.71	65.16	+1.55	-7.0
Heating Oil (gal)	2.41	2.41	-0.01	+4.8
Natural Gas (mm btu)	2.99	3.11	-0.12	-17.8
Unleaded Gas (gal)	2.14	2.10	+0.04	+6.3
METALS	CLOSE	PVS.	CHG	%YTD
Aluminum (ton)	2,533.50	2,546.50	-13.00	+0.5
Copper (lb)	5.59	5.76	-0.17	+40.4
Gold (oz)	3,309.10	3,334.00	-24.90	+25.9
Platinum (oz)	1,404.10	1,407.40	-3.30	+57.1
Silver (oz)	38.03	38.17	-0.14	+31.4
AGRICULTURE	CLOSE	PVS.	CHG	%YTD
Cattle (lb)	2.28	2.26	+0.02	+18.9
Coffee (lb)	2.98	3.05	-0.07	-5.9
Corn (bu)	3.94	4.00	-0.06	-14.1
Cotton (lb)	67.01	67.34	-0.33	-1.7
Lumber (1,000 bd ft)	680.50	674.00	+6.50	+8.0
Orange Juice (lb)	3.22	3.39	-0.17	-34.5
Soybeans (bu)	9.89	9.99	-0.10	-0.9
Wheat (bu)	5.38	5.38	+0.00	-2.4

Sarepta will resume gene therapy shipments

FDA recently reviewed the death of a patient

BY MATTHEW PERRONE
ASSOCIATED PRESS

WASHINGTON — Shares of beleaguered drugmaker Sarepta Therapeutics jumped in afterhours trading Monday after the company said it would resume shipping its gene therapy for some patients, following a brief pause requested by regulators.

The Food and Drug Administration said it recommended lifting the hold for young patients with Duchenne’s muscular dystrophy who are still able to walk. Regulators had requested the pause after the deaths of two older teenagers who were taking the therapy. The FDA also said in a statement it deter-

mined that a recently reported death of an 8-year-old boy was unrelated to the therapy.

Company shares surged more than 16% after the announcement to \$13.86 in afterhours trading. The jump is the latest in a series of drastic stock movements triggered by changing fortunes for the company’s best-selling product.

Elevidys is the first gene therapy approved in the U.S. for Duchenne’s muscular dystrophy, the fatal muscle-wasting disease that affects boys and young men, resulting in early death. It received accelerated approval in 2023 for a narrow range of young patients and was expanded last year for use in older patients, including those who can no longer walk.

The FDA decision Monday “significantly improves Elevidys’ sales outlook in the near-term,” Jefferies

analyst Andrew Tsai told investors in a note after the announcement. “The street will feel relieved about the situation, suggesting meaningful stock upside potential.”

Sarepta’s therapy has been under scrutiny from regulators after two teenage boys died earlier this year from acute liver injury, a known side effect of the treatment. The FDA then requested a pause in shipments of the drug after the death of a third patient taking a different Sarepta therapy.

FDA officials have suggested the company will need to provide new study data on safety to resume Elevidys’ use in older patients.

“The FDA will continue to work with the sponsor regarding non-ambulatory patients, which remains subject to a voluntary hold, following two deaths,” FDA said in its statement.

Albuquerque health tech startup names new chief operating officer

The appointment comes as Karoo Health eyes national expansion

BY NATALIE ROBBINS
JOURNAL STAFF WRITER

Albuquerque-based health tech startup Karoo Health has named digital health executive Pia Shivdasani as its new chief operating officer, the company announced Wednesday.

Shivdasani most recently served as vice president of operations at Boulder Care, a company providing addiction treatment via telehealth based in Portland, Oregon, with stints at health investment firm Echo Health Ventures and nonprofit health care company Cambia Health Solutions, according to her LinkedIn page.

Karoo Health CEO and co-founder Ian Koons praised Shivdasani’s “distinctly unique and highly valuable perspective” in a statement.

“We are fortunate to have her on board as we continue to scale nationally,” he said.

Karoo, formed in 2021, maintains a platform that enables providers to manage comprehensive, coordinated support services for patients with heart disease. The digital system connects health care providers to share information relating to a patient’s care plan through text-based communication.

Shivsdani’s appointment comes as Karoo has eyed expansion of its technology across

the country. In February, the startup announced it had partnered with Zing Health to bring its cardiac value-based care platform to Zing’s Medicare Advantage members in Tennessee, Ohio, Mississippi, Michigan, Indiana and Illinois. Last year, Karoo also announced it had partnered with New York-based Heartbeat Health, a cardiology care company operating the nation’s largest decentralized platform.

In a statement, Shivdasani said she was “energized” by the company’s mission to improve cardiac care.

“Patients navigating cardiac care need consistent, coordinated support beyond the clinical visit,” Shivdasani said, noting the importance of “integrated provider partnerships, tailored patient interactions, and technology that empowers care teams to deliver more connected, effective care.”

Shivdasani replaces former Karoo COO Chentelle Lane, who left the company after two years in October, according to her LinkedIn page. The following month, Lane filed a lawsuit against Karoo Health, alleging the company owed her \$100,000 in unpaid wages. The case was dismissed with prejudice in April; court documents indicate the two parties reached a private agreement.

A Karoo spokesperson declined to respond directly to the allegations made in the lawsuit, but told the Journal the company is “focused on the future and excited for our new COO to join the team.”

Natalie Robbins covers the economy and health care for the Journal. You can reach her at nrobbins@abqjournal.com.



TRAMWAY BOULEVARD (NM 556)

Operations and Safety Study

MILEPOST 7.75 TO 15.4, BERNALILLO COUNTY, CN A300342



U.S. Department of Transportation
Federal Highway Administration

You are invited to attend a public meeting for a an operations and safety study of Tramway Boulevard.

The New Mexico Department of Transportation (NMDOT) will hold a public meeting to discuss an operations and safety study of the segment of Tramway Blvd. (NM 556) from Central Avenue to Live Oak Road. This study is investigating traffic operations, intersection layout, and safety issues affecting motorists, bicyclists, and pedestrians using this highway. This study will also identify and evaluate potential solutions to improve its performance. This meeting will present operational and safety considerations identified to date and present initial ideas on potential improvements strategies, and provide an opportunity for users of Tramway Blvd. and nearby neighborhoods to provide input on the study.

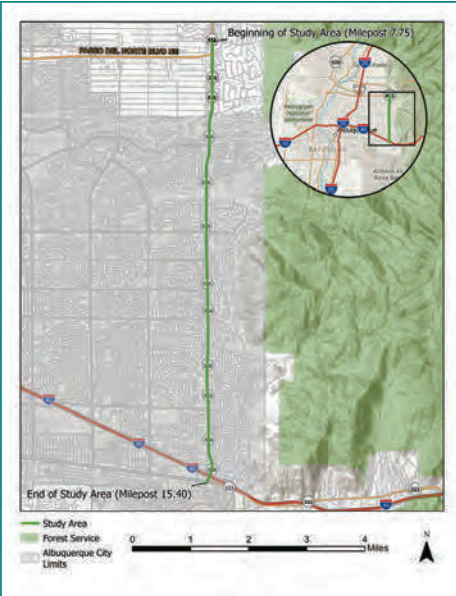
Please provide comments via the email or the project website seen below:

<https://www.dot.nm.gov/projects/tramway-study/>

TramwaySafetyStudy@parametrix.com

To request accommodations under the Americans with Disabilities Act or a translator, please call Olivia Tafoya at 505-998-5576 by July 30, 2025.

JULY 2025 | Control Number A300342



When: August 5th, from 6 PM to 8 PM
Where: Manzano Mesa Multigenerational Center
Address: 501 Elizabeth Street SE
Albuquerque, NM 87123






TRAMWAY BOULEVARD (NM 556)
Operations and Safety Study
MILEPOST 2.25 TO 15.4, BERNALILLO COUNTY, NM 87034

PUBLIC MEETING

You are invited to attend a public meeting for a traffic and safety study of Tramway Boulevard. Please join us to learn about the findings of the study and provide further input.

When: August 8th, 6 PM to 8 PM
Where: Mountain Vista Multipurpose Center
Address: 4815 Mountain Vista NE, Albuquerque, NM 87113

www.dot.nm.gov/projects/tramway-study/



BREAKFAST
BUTTER TOAST

CARACOL PLAZA
JAZZercise
SOLARIUS
Bento's



BIKE ROUTE



TRAMWAY BOULEVARD (NM 556)
Operations and Safety Study
MILEPOST 7.75 TO 15.4, BERNILLO COUNTY, CN A300342

PUBLIC MEETING

You are invited to attend a public meeting for a traffic and safety study of Tramway Boulevard. Please join us to learn about the findings of the study and provide further input.

When: August 6th, from 6 PM to 8 PM
Where: Massimo Mesa Multigenerational Center
Address: 501 Elizabeth Street SE, Albuquerque, NM 87123

www.dot.nm.gov/projects/tramway-study/

Project Number: A300342

New Mexico Department of Transportation
U.S. Department of Transportation Federal Highway Administration

Appendix B

Public meeting Presentation and Display Boards

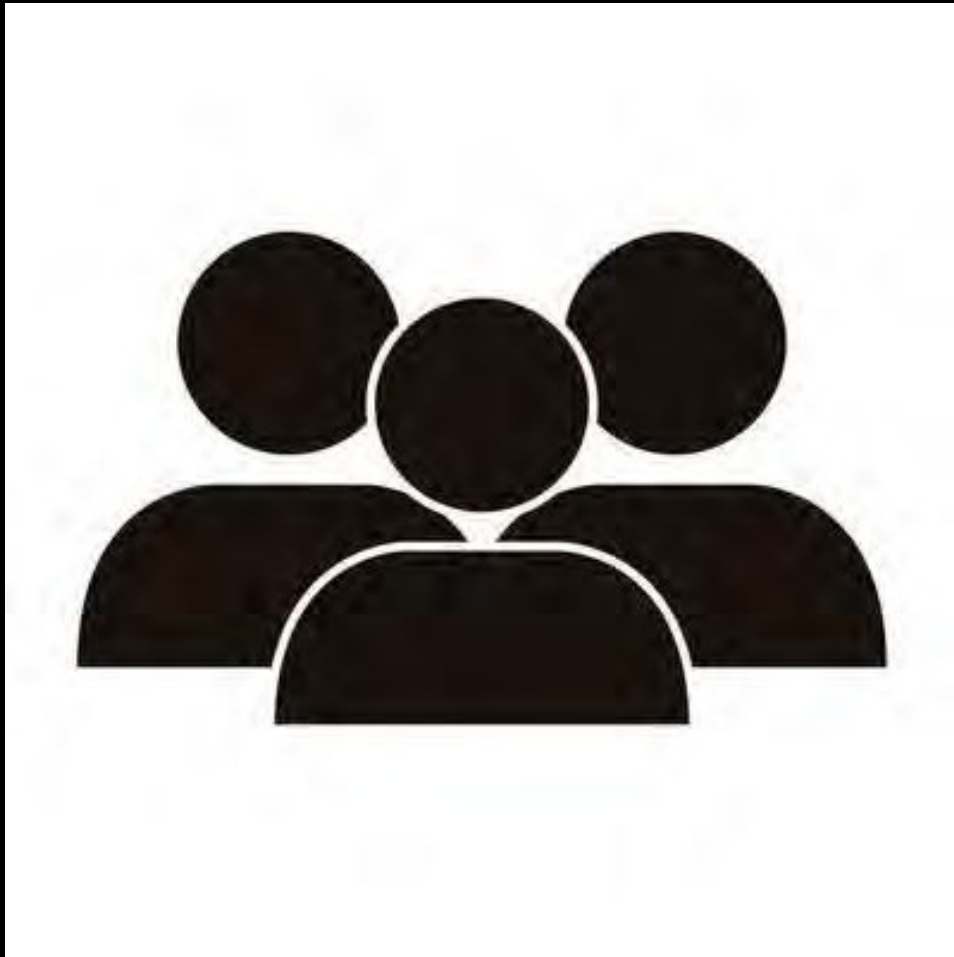
NM 556 (Tramway Blvd) Corridor Study

Public Meeting #1

August
2025



Parametrix



Presenters

- Nancy Perea - NMDOT
- Paul Barricklow - Lee Engineering
- Zach Troncoso – Parametrix
- Jeff Fredine - Parametrix

Ways to Provide Input

1. Question Forms (Back table)
2. Questions Tonight (Following presentation)
3. Online via Project Webpage (QR Code →)
<https://www.dot.nm.gov/projects/tramway-study/>
4. Email: Tramwaysafetystudy@parametrix.com
5. Talk to the Team

Scan
Here



Please submit by
August 31st

Scheduling Issue

National Night Out

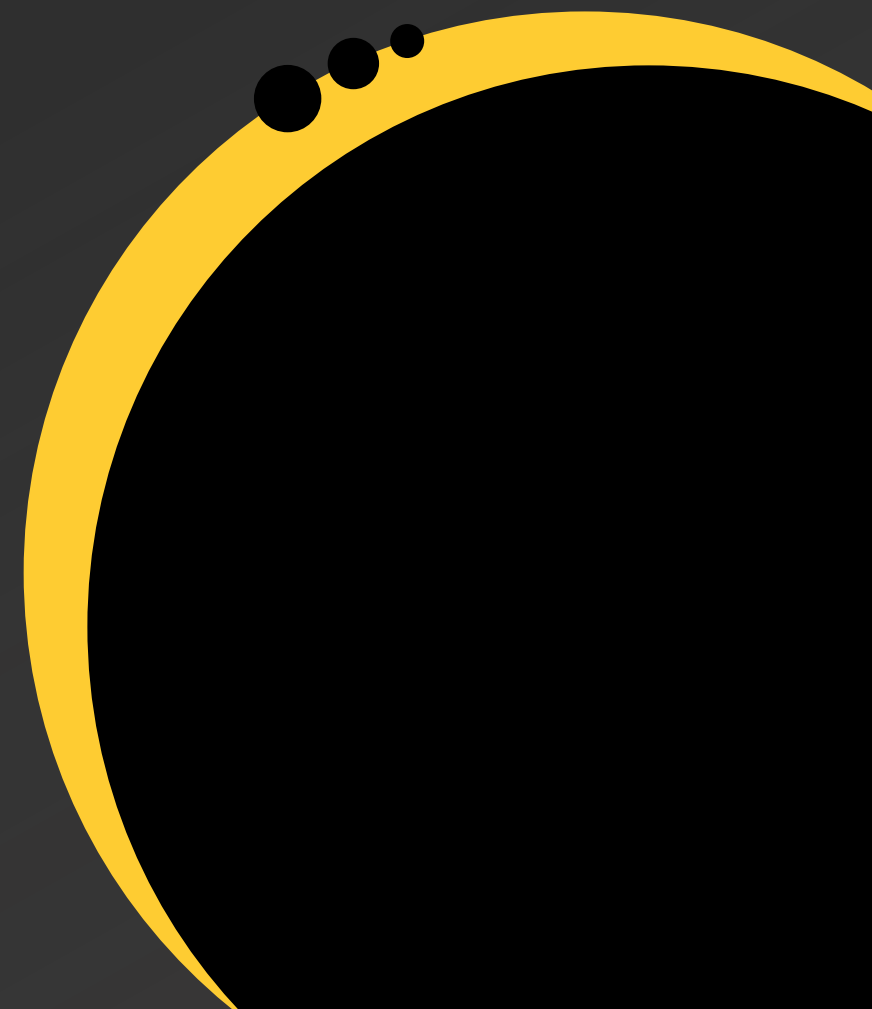
Annotated Presentation will be posted:

<https://www.dot.nm.gov/projects/tramway-study/>



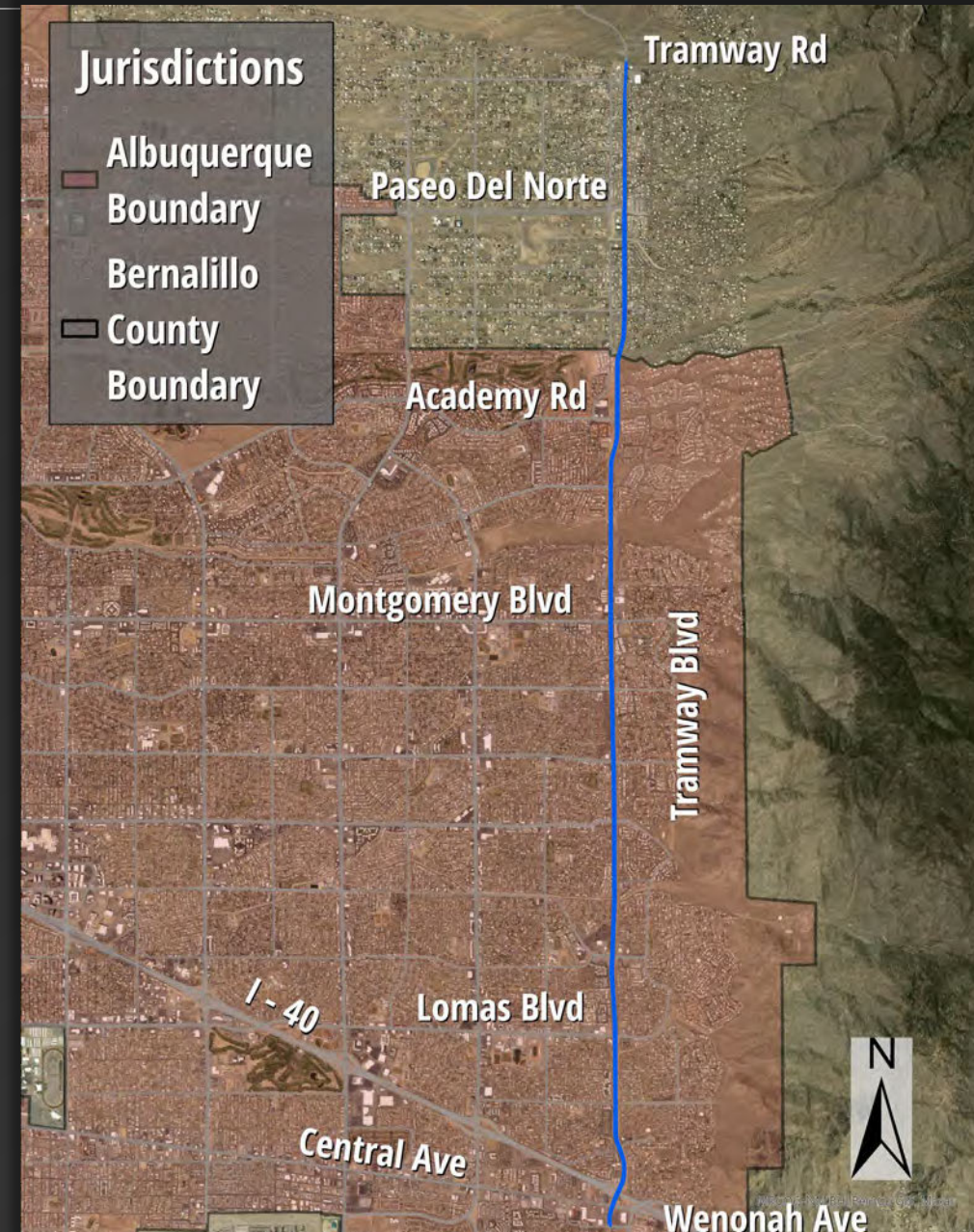
Contents

- 1 Introduction
- 2 NEPA / Purpose and Need
- 3 Schedule
- 4 Study Background
- 5 Methodologies
- 6 Existing Conditions
- 7 Challenges & Mitigations
- 8 Next Steps/ Questions



Study Area

- Bounds
 - North: Tramway Rd
 - South: Wenonah Ave
- Jurisdictions
 - NMDOT
 - City of Albuquerque
 - Bernalillo County



National Environment Protection Act Compliance



NEPA Process

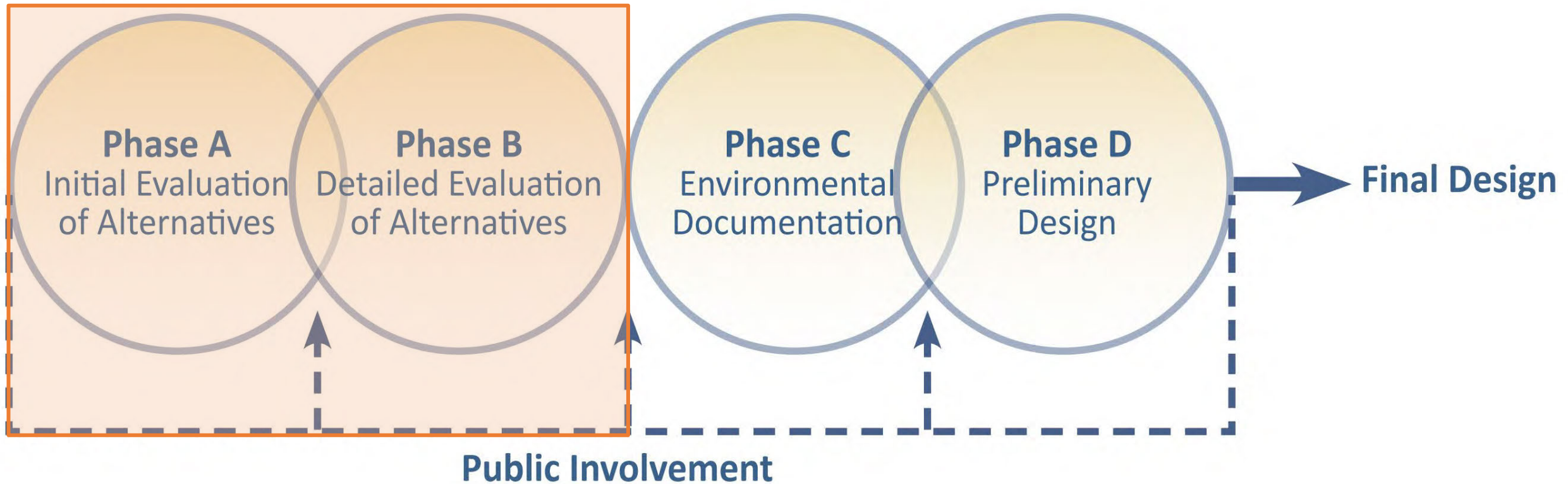
- National Environmental Policy Act (NEPA) requires agencies to demonstrate and document that we ultimately identified a recommendation that best avoids and minimizes environmental impacts while meeting the transportation needs.



NEPA Process

- Initiation and Purpose
- Class of Action Determination
- Engineering and Environmental Analysis
- Public Involvement
- Decision and Documentation

NMDOT Location Study Procedures Process





Purpose and Need

- The purpose of the NM 556 corridor study is to identify physical, operational, and safety improvements.
- The need is based on geometric improvements, non-compliant Americans with Disabilities Act (ADA) facilities, aging signal infrastructure, deteriorating system performance, and crash history.

Study Schedule



Schedule

Task	Date
Data Collection	Summer/ Fall 2024
Field Visits	Fall 2024
Road Safety Audit Workshop	Fall 2024
Existing Conditions Report	Summer 2025
Public Meeting 1	Summer 2025
Road Ahead	
Alternatives Analyses	Summer/ Fall 2025
Draft Report	Fall/ Winter 2025
Public Meeting 2	Winter/ Spring 2026
Final Report	Summer 2026

Study Background

NM 556 History

Started in 1950-1960 to reach the planned Sandia Peak Tram

- Tram opened in 1966 as the longest single span of any aerial tramway in the world
- Tramway Blvd was widened from 2 lanes to 4 lanes. It was constructed in two phases during the late 1990s
- Infrastructure is approaching 30 years old

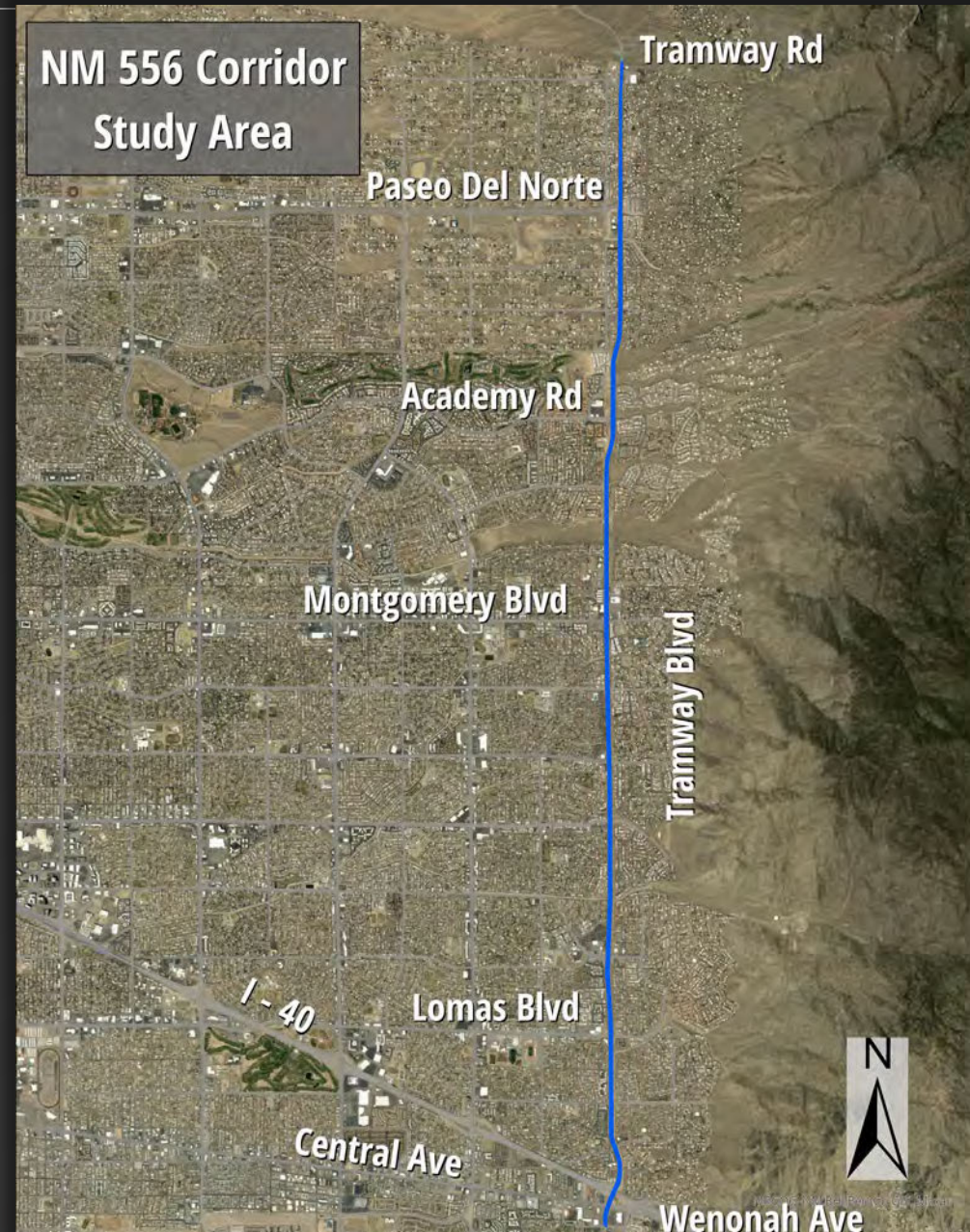
Yielding right turns configuration and acceleration lanes were removed in 2021





Study Area

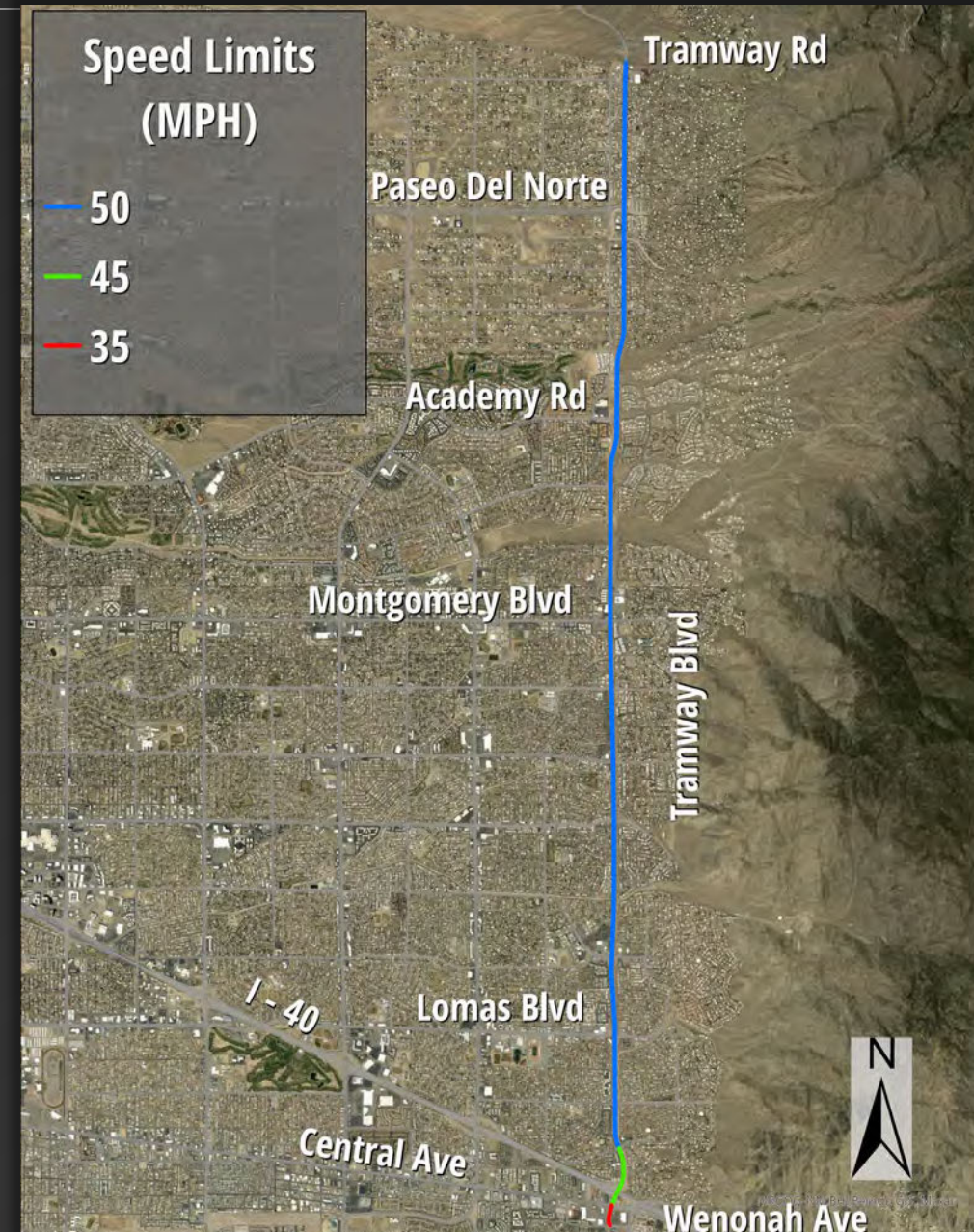
- Functional Class
 - Principal Arterial
- Length
 - 8.5 Miles
- 26 Intersections
 - Signalized (21)
 - Stop controlled (5)





Study Area

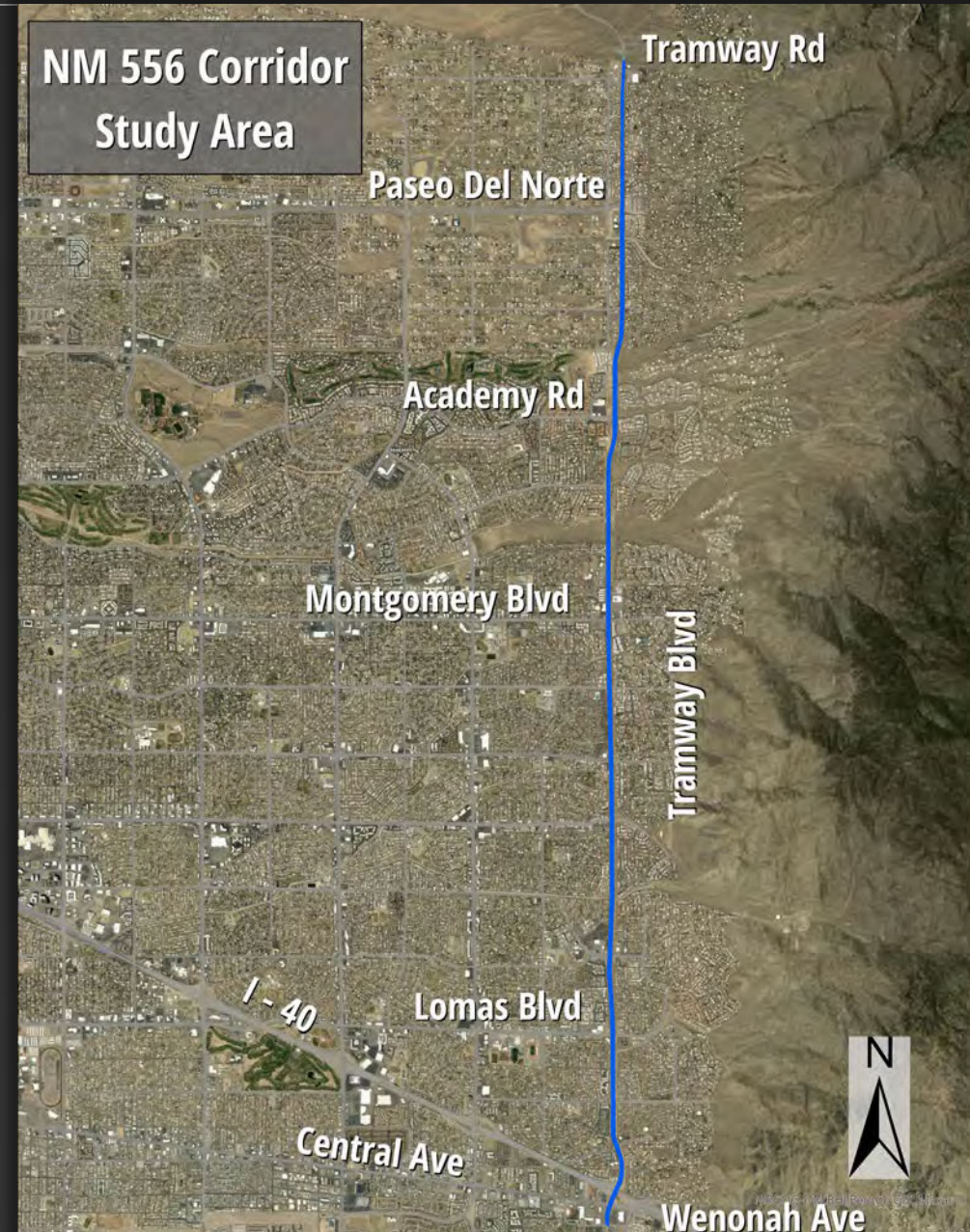
- Speed Limit
 - 50 MPH
 - Tramway Rd – Encantado Rd
 - 45 MPH
 - Encantado Rd – Central Ave
 - 35 MPH
 - Central Ave- Wenonah Ave
- Roadway Cross Section
 - 2 lanes in each direction
- Bicycle/ Walking Facilities
 - Multi-use trail on east side
 - On street bike lanes



Existing Conditions

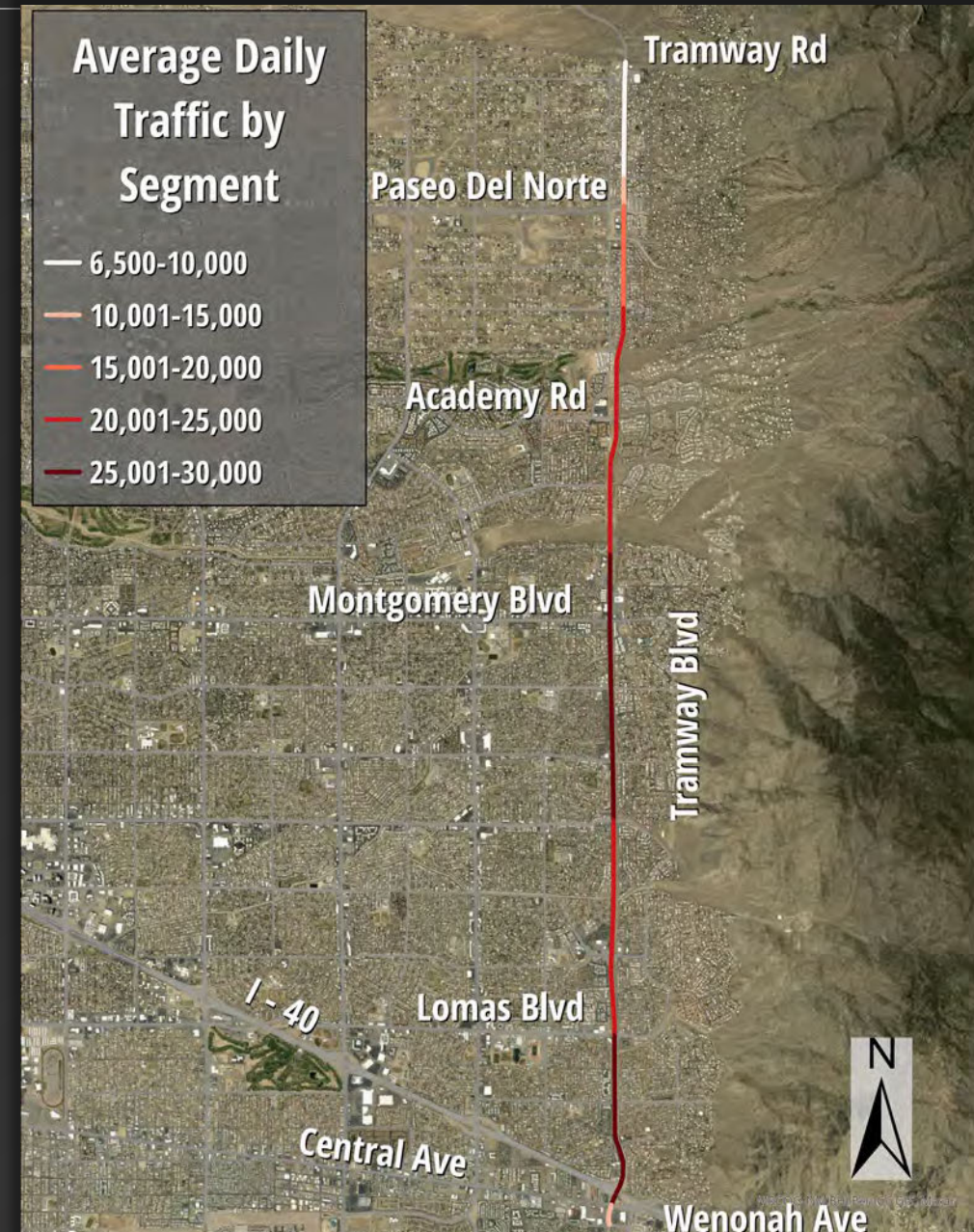
Methodologies

- Data Collection
 - Volume/Speed/Class Data
 - Turning Movement Counts
- Road Safety Audit “Workshop”
 - Multi-Disciplinary Team
- Crash-History Assessment
- Capacity Assessment



Average Daily Traffic

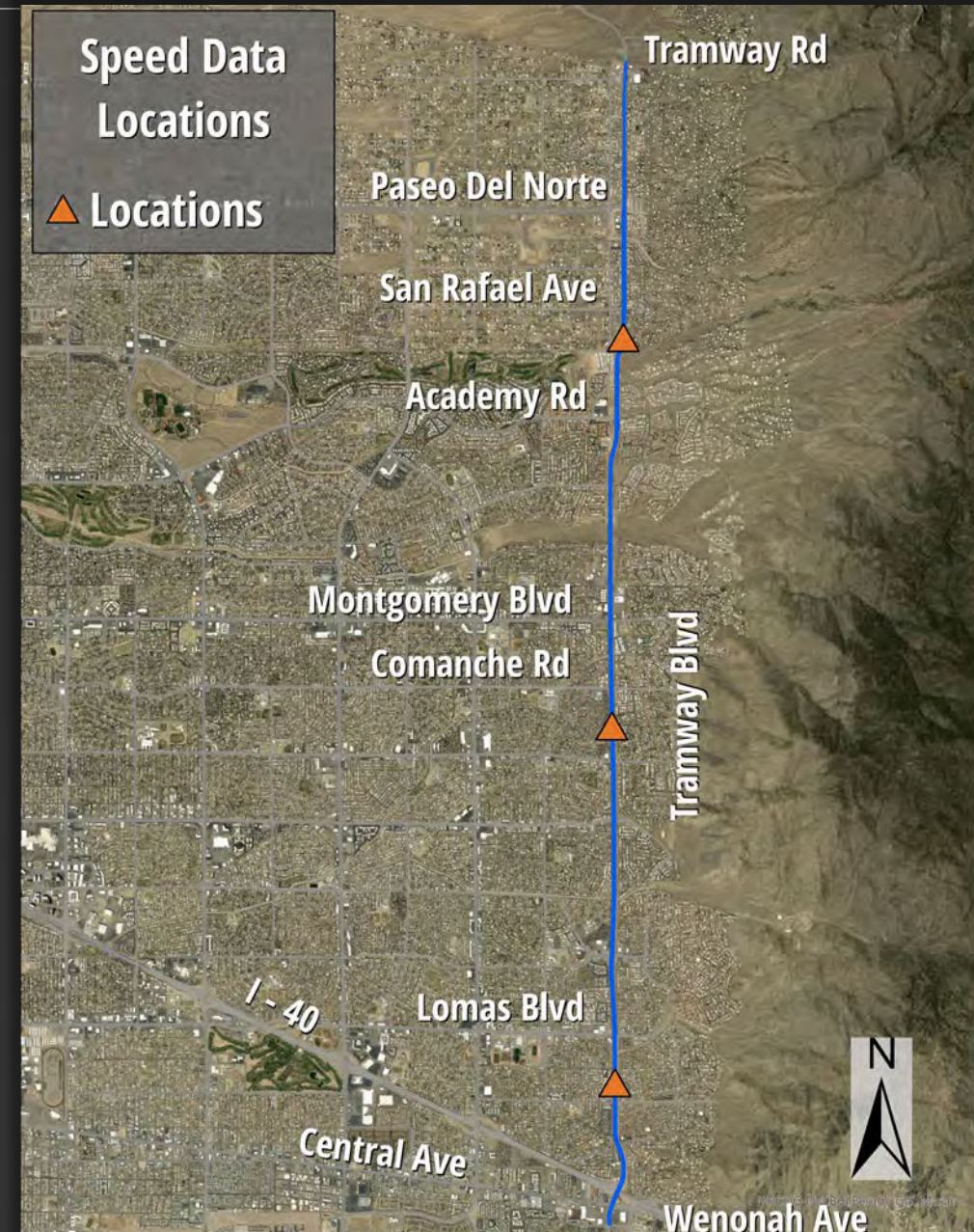
- Southern half of the corridor has higher traffic volumes
- Montgomery Blvd and south of Lomas Blvd with the highest
- Truck % ranges from 0.7%-1.0%



Speeds

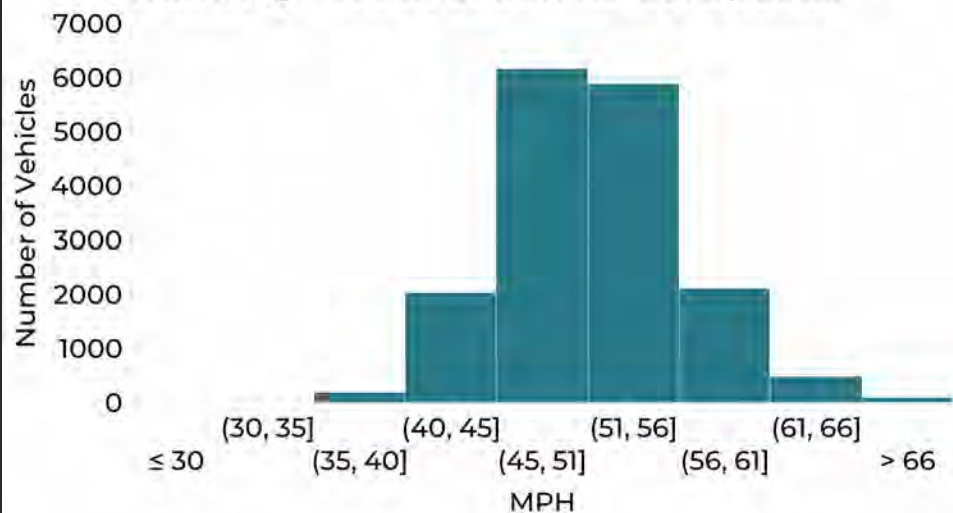
- Three Speed Collection Locations
- Calculated 85th Percentile Speeds

Location	85 th Percentile Speed
Tramway – South of San Rafael	56.5 MPH
Tramway – South of Lomas	54.7 MPH

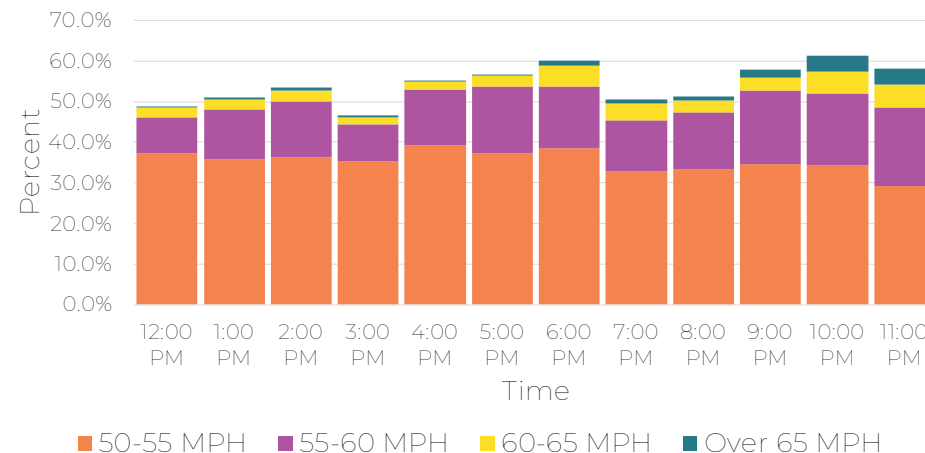




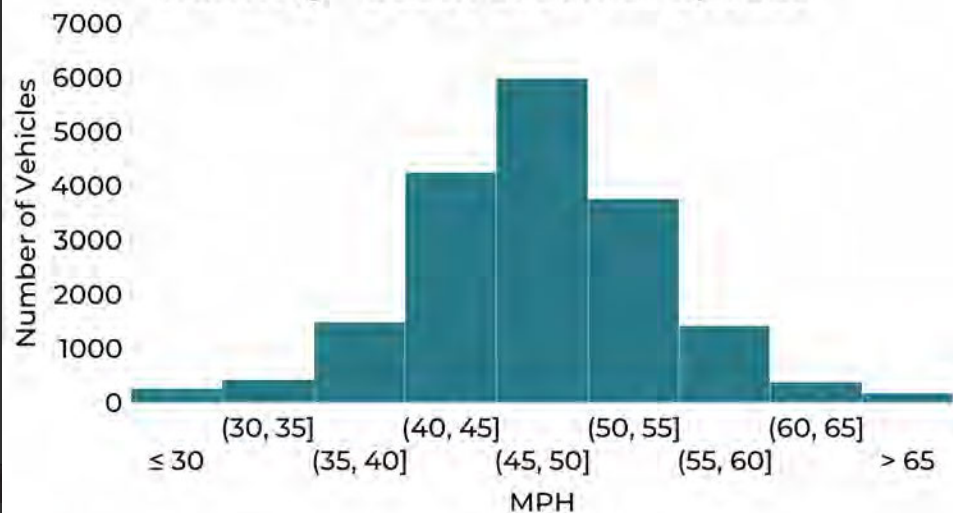
Tramway- South of San Rafael Speeds



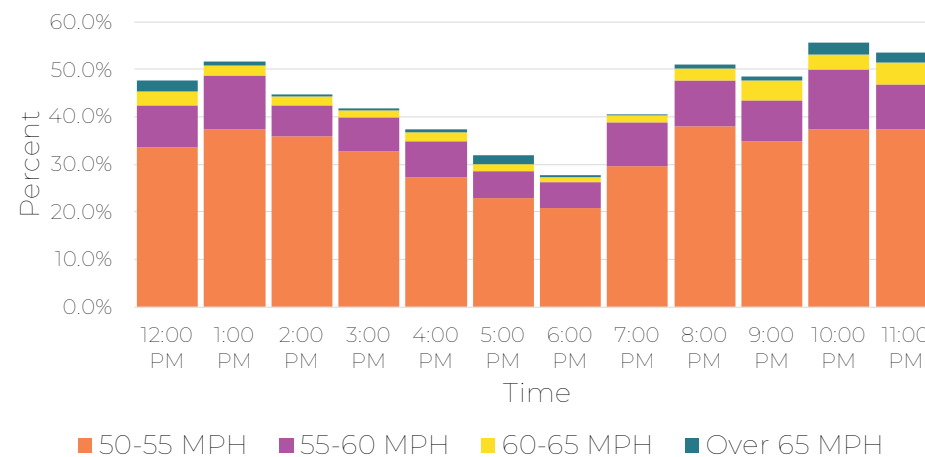
San Rafael - Percent of Vehicles Speeding by Time of Day



Tramway - South of Lomas Speeds



Lomas - Percent of Vehicles Speeding by Time of Day



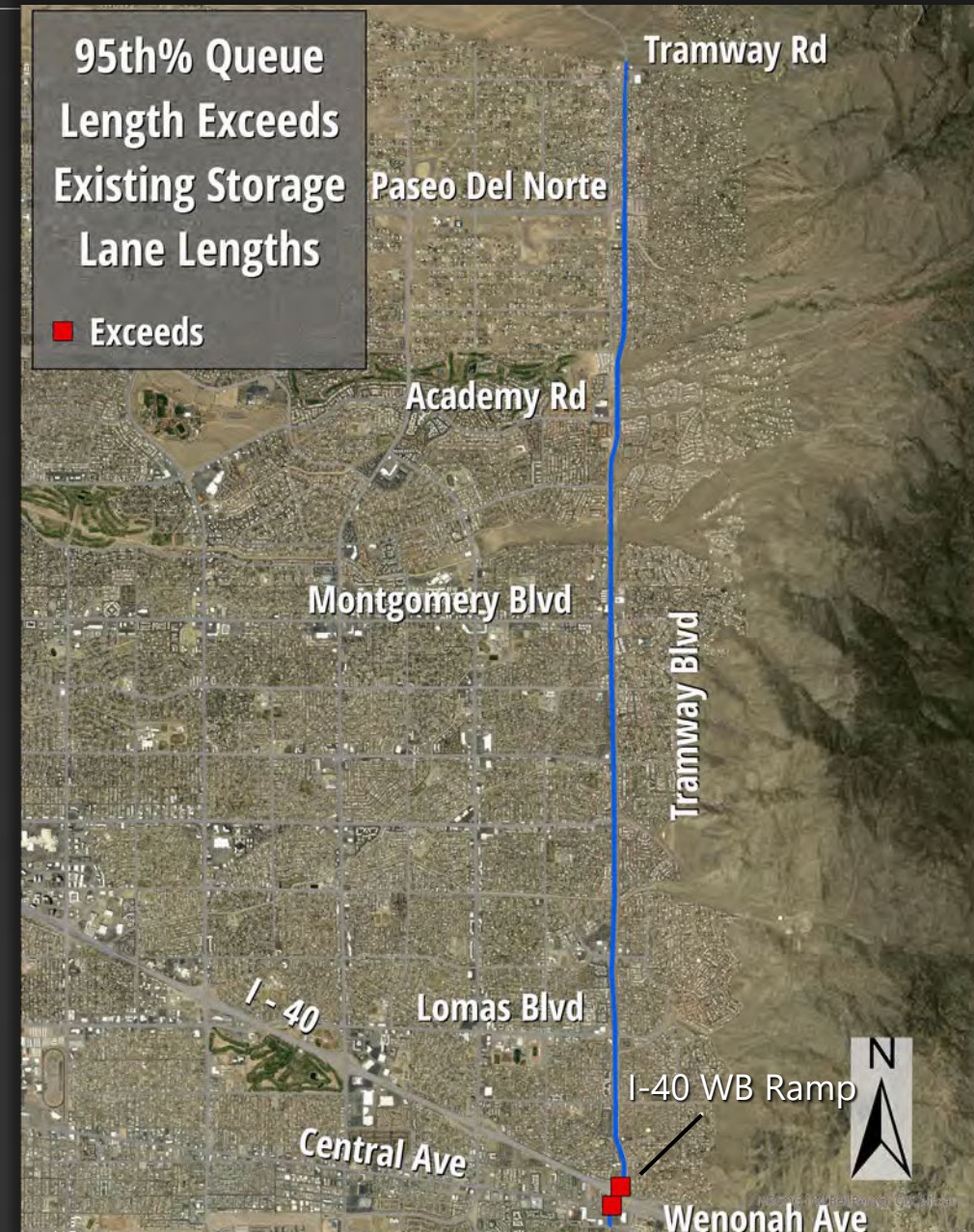
Corridor Efficiency

- Under Horizon 2044 Conditions
- Eight (8) Intersections with Level of Service (LOS) E or LOS F movement



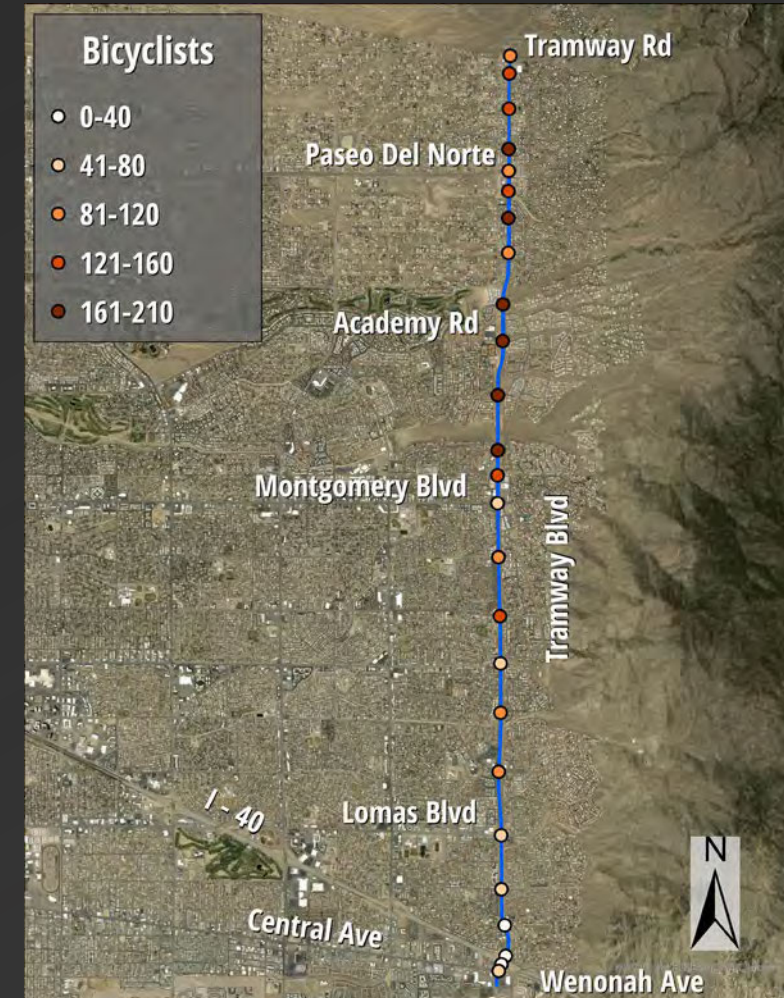
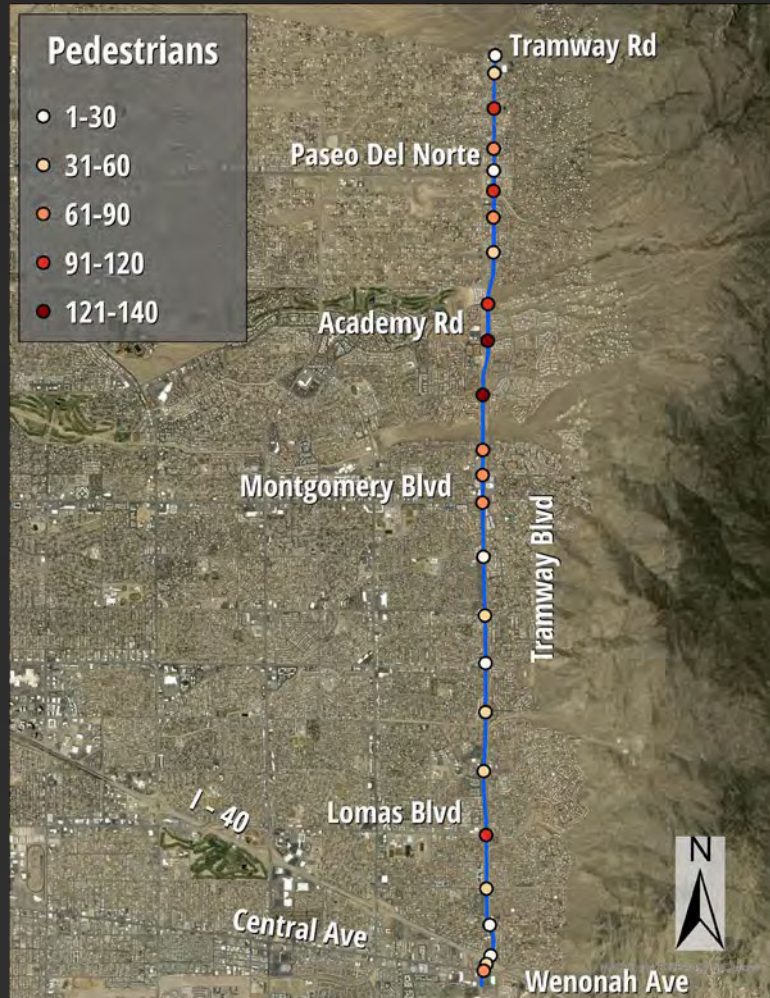
95th Percentile Queue Lengths

- Queueing into the through lanes
- Narrow intersection spacing



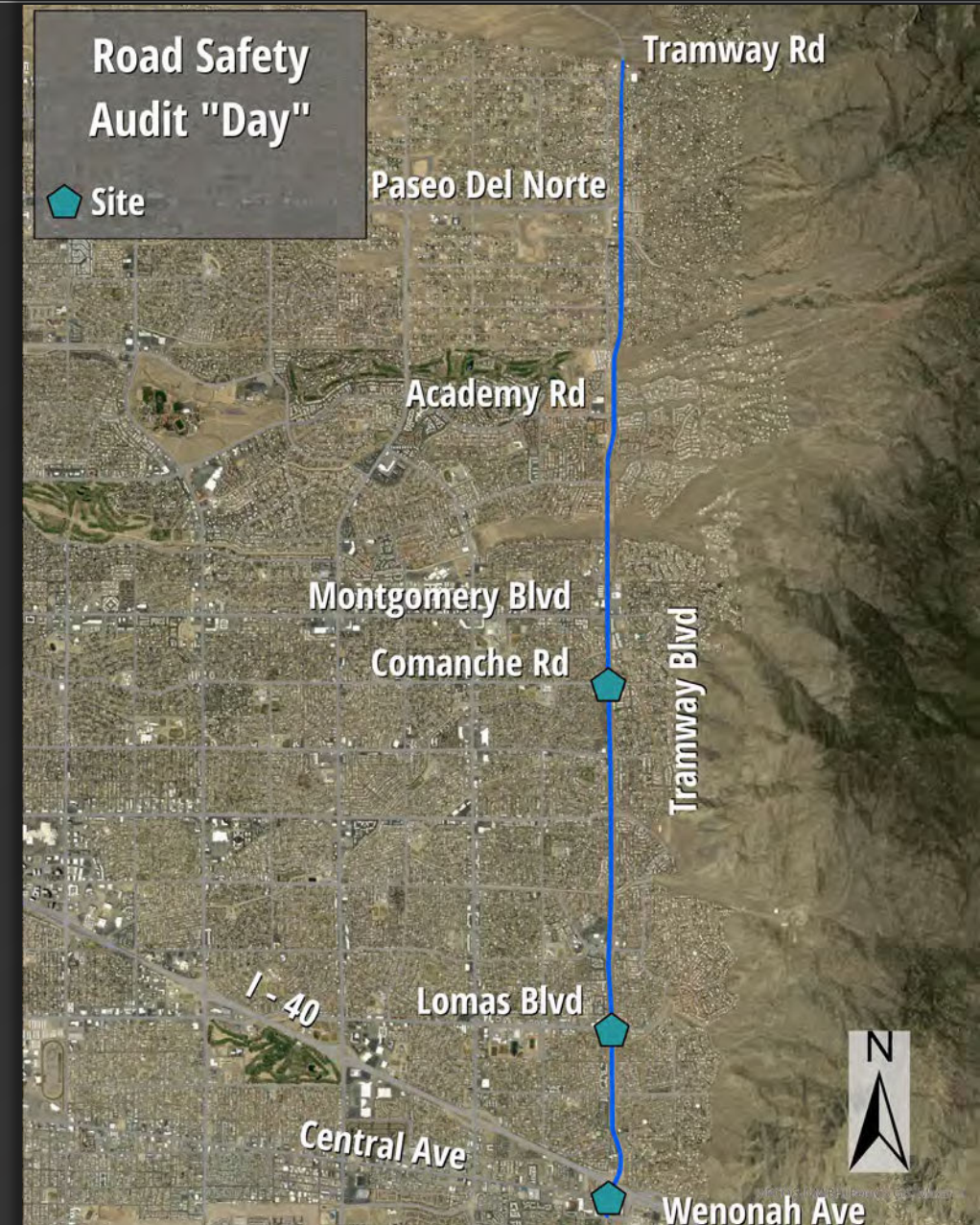


Pedestrian and Bicyclist Volumes



Road Safety Audit "Day"

- Wednesday, October 23rd, 2024
- AM: NM 556 & Comanche Rd
- Mid-Day: NM 556 & Lomas Blvd
- PM: NM 556 & Central Ave



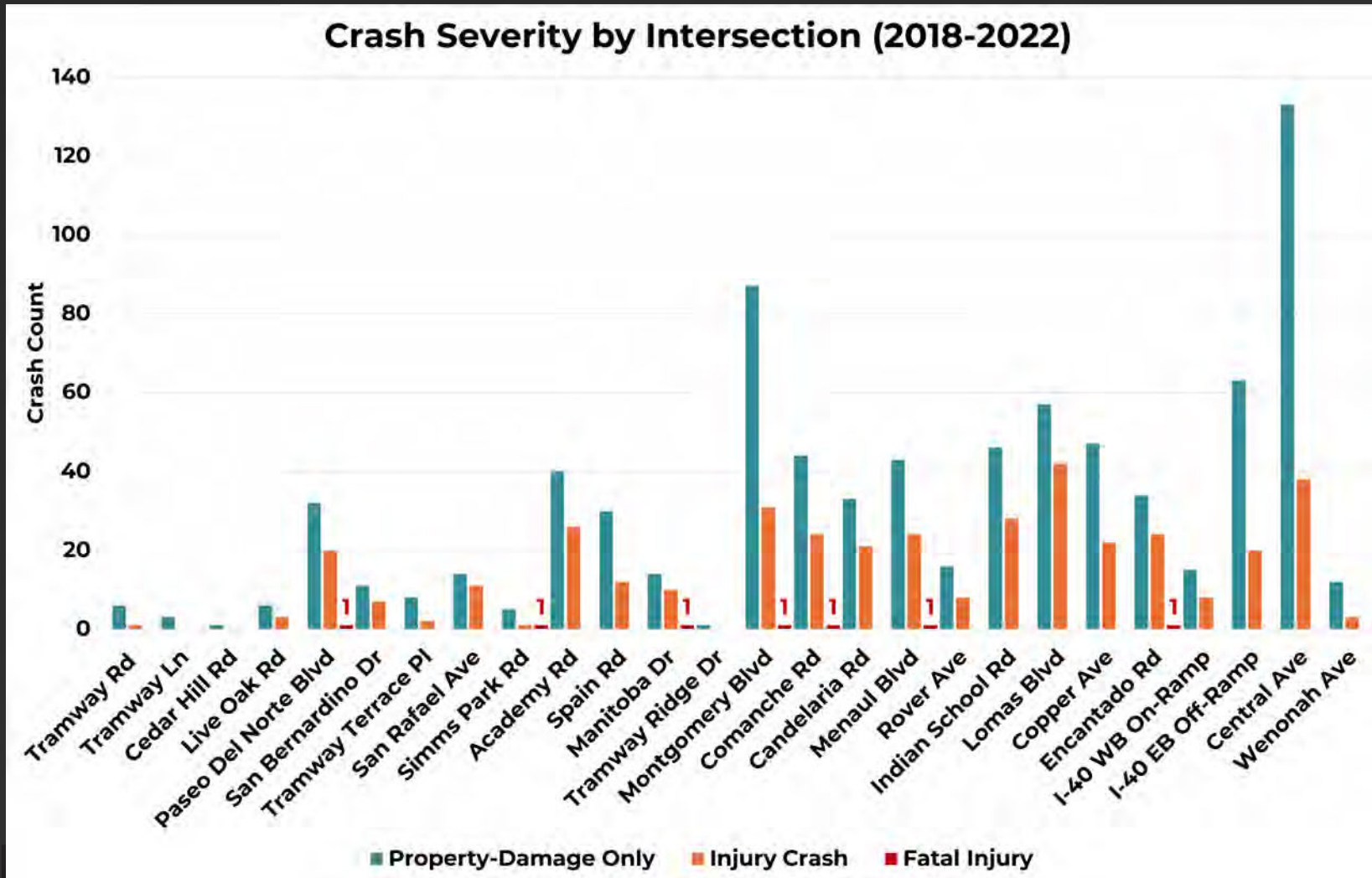
Safety - Crashes

- Predictive Crash Analysis of 4-leg signalized intersections
- Use as a prioritization metric
- Southern half of corridor (+ Academy) see most crashes

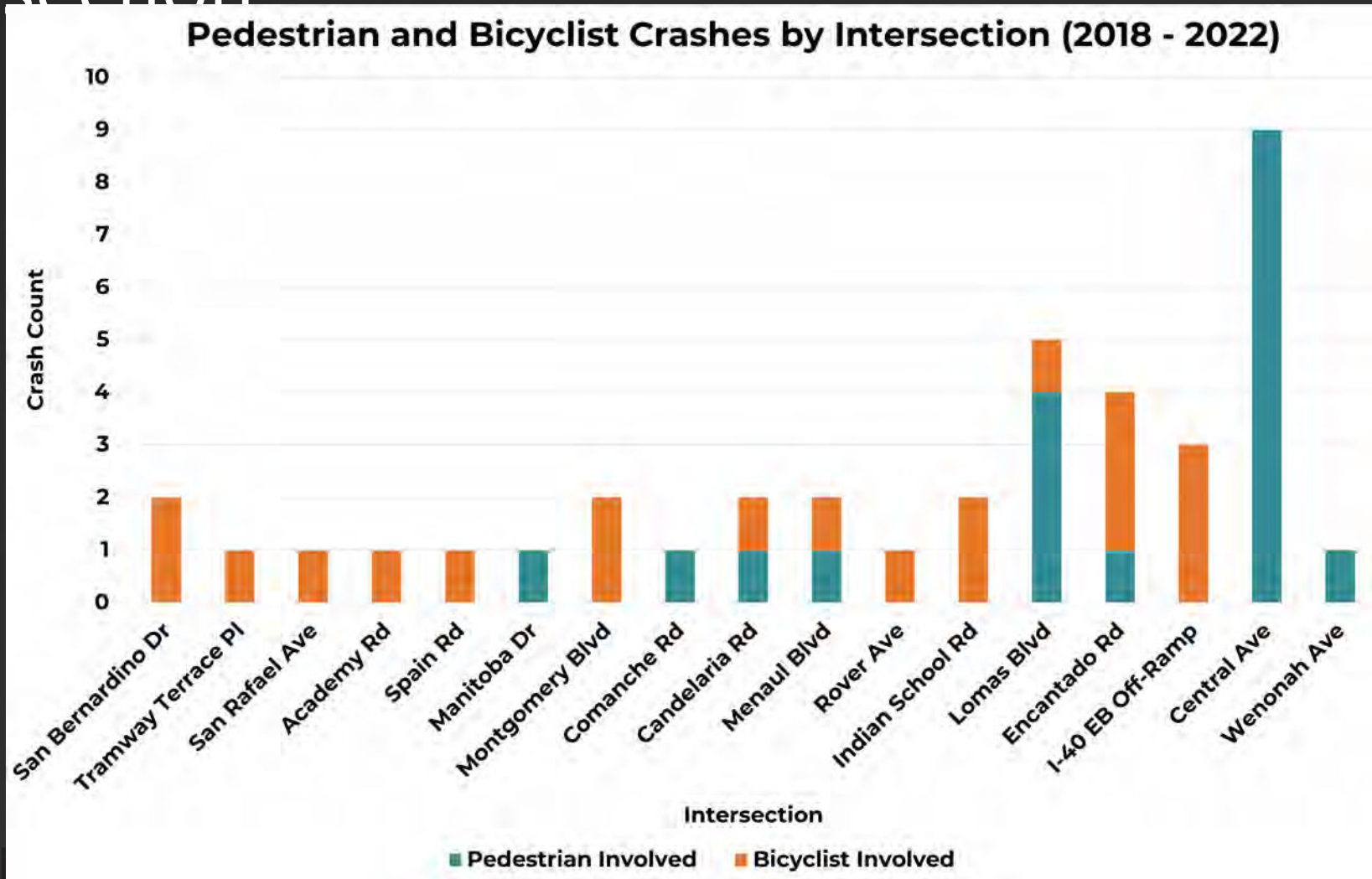




Safety – Crash Severity by Intersection

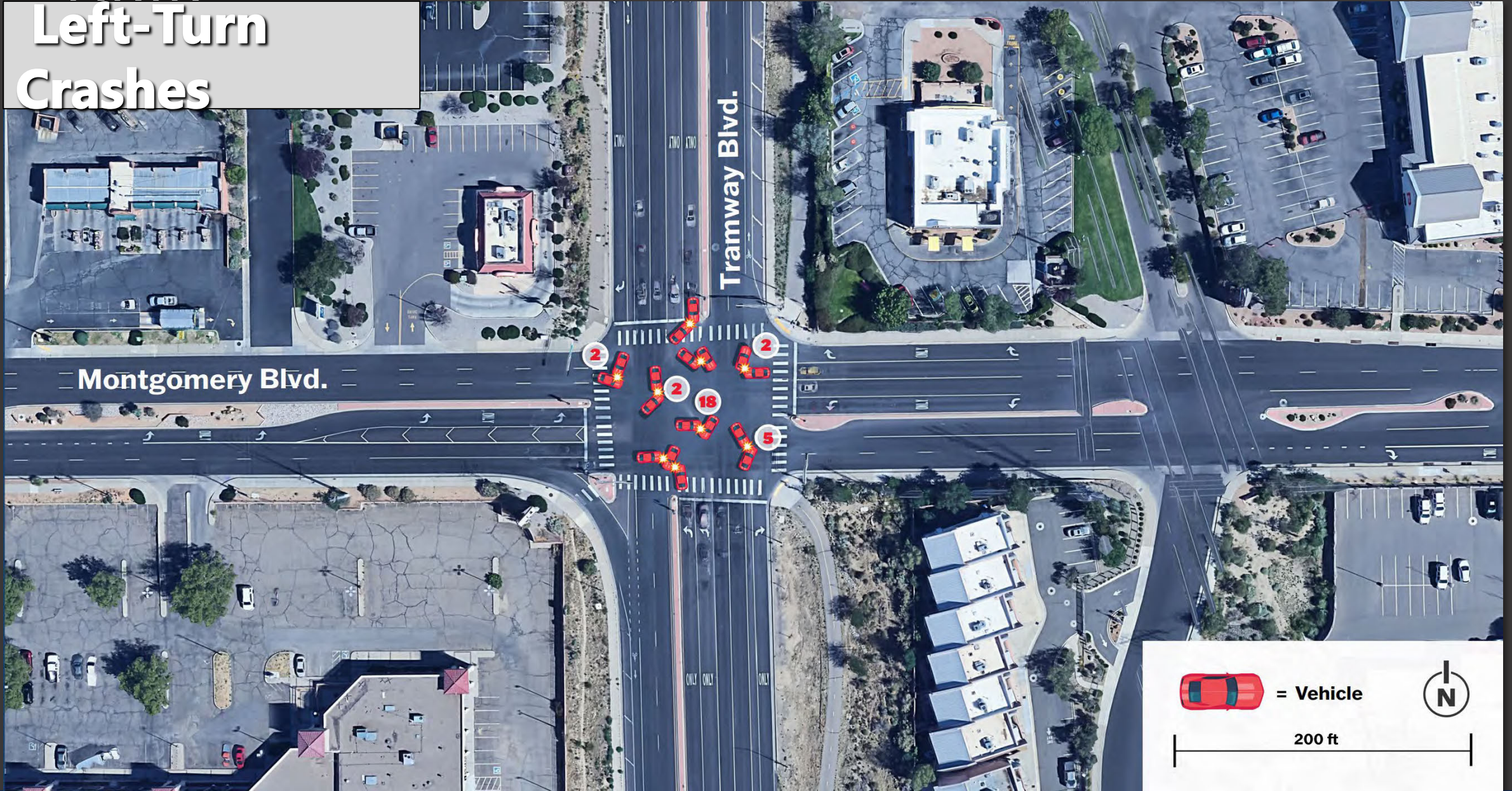


Safety – Pedestrian and Bicyclist Crashes by Intersection



Tramway Blvd at Montgomery Blvd. Crash Data

Left-Turn Crashes



Tramway Blvd at Montgomery Blvd. Crash Data

Right-Turn Crashes



Tramway Blvd at Montgomery Blvd. Crash Data

Rear-end Crashes



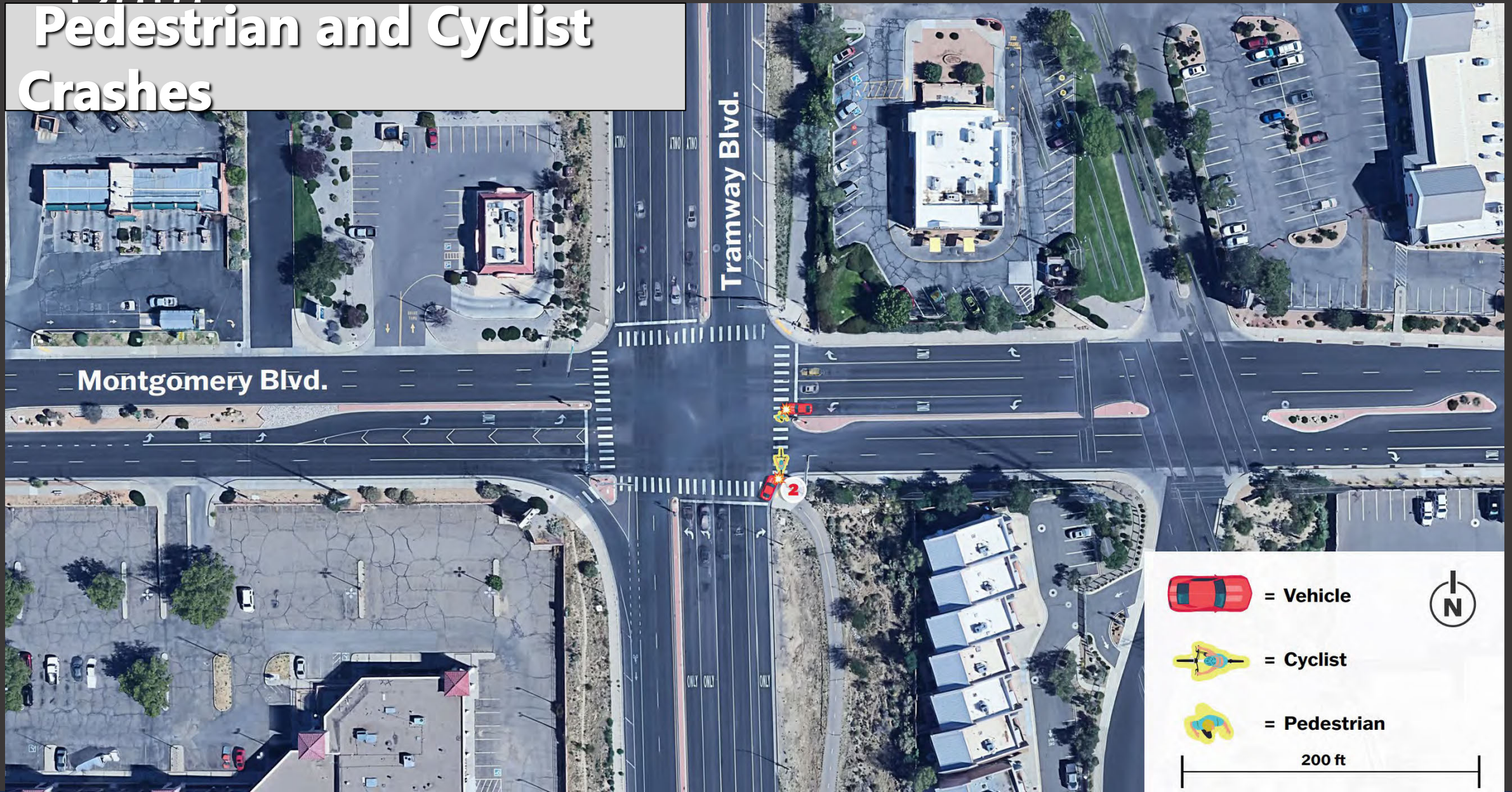
Tramway Blvd at Montgomery Blvd. Crash Data

Red Light Running Crashes



Tramway Blvd at Montgomery Blvd. Crash Data

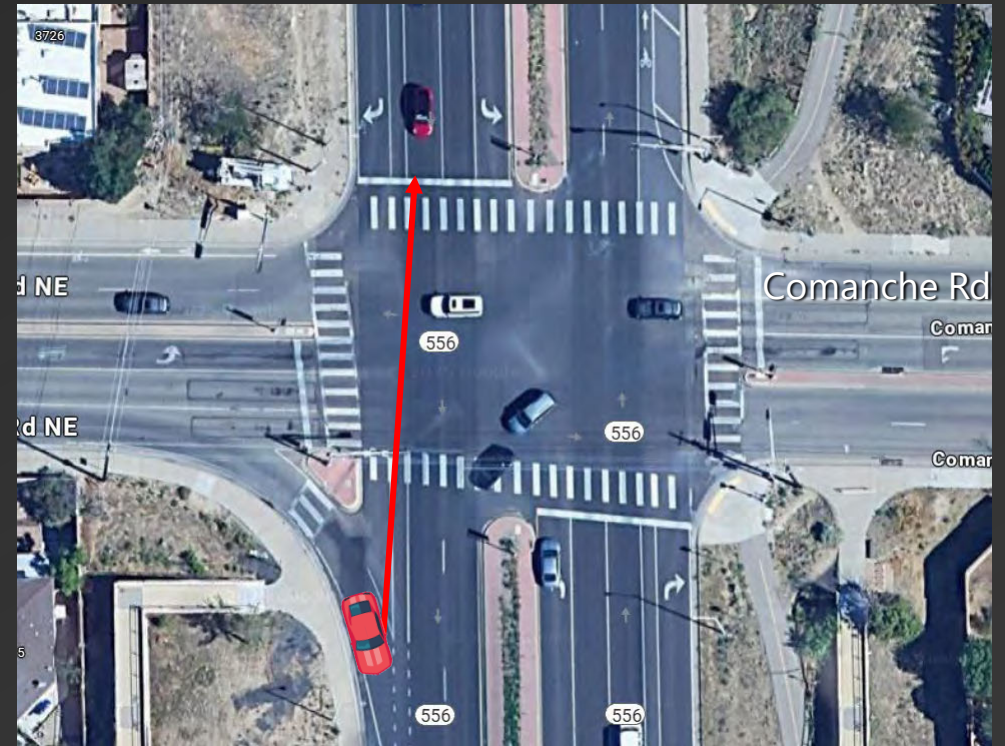
Pedestrian and Cyclist Crashes



Corridor Wide Mitigations

Safety – Channelized Rights

- Sight distance issues
- Neck mobility (guidance on angle 20 deg.)
- Higher turning speeds
- Pedestrian/bicyclist conflicts



Safety – Acceleration Lanes

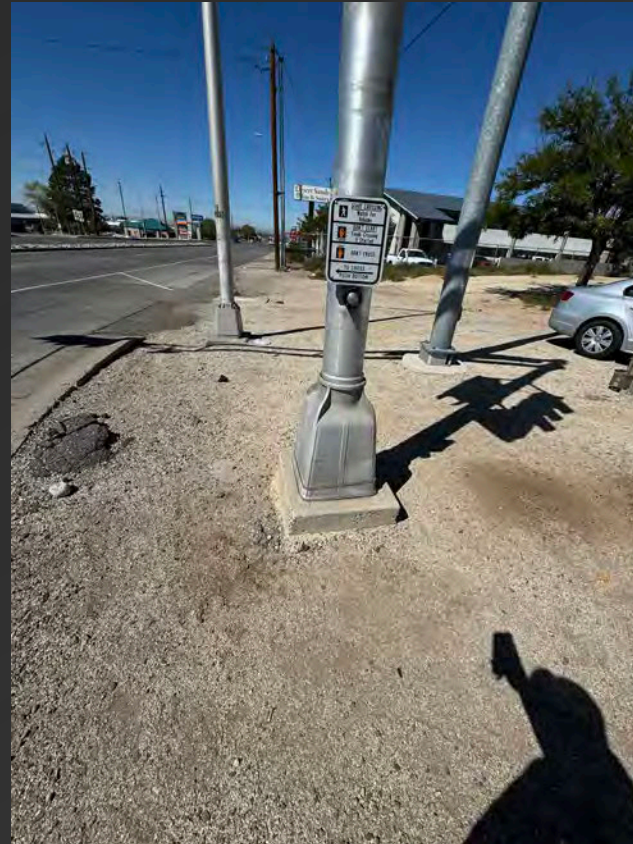
- Using the hatched area as an acceleration lane
- Bicyclist conflicts



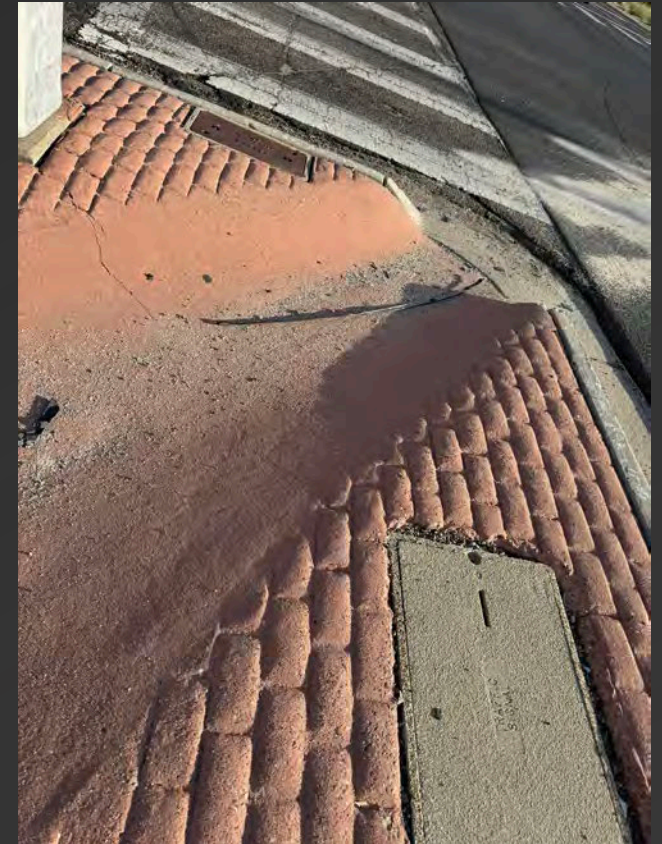
Safety – American with Disabilities Act (ADA)



Incomplete Sidewalks



Inaccessible Pedestrian
Signals



Deficient Curb Ramps

Safety – Roadway and Trail Lighting

- Existing Conditions
 - Limited intersection lighting
 - Some approach lighting
 - Near-zero lighting between intersections
- Potential Mitigations
 - Intersection, Crossings, and Trail Lighting



Safety Mitigations

- Signal Infrastructure
 - Signal head over each lane
 - Remove median pedestal poles



Signal System Improvements

- Aging Infrastructure Replacement
- Flashing Yellow Arrows (by time of day)
- Automated Traffic Signal Performance Measures (ATSPMs)
 - Advance Detection



Signal System Improvements

- Enhanced operations
 - Ped-Protect
 - Left Turn Pedestrian Indicator (LTPI)
 - No Right-Turn on Red
 - Leading Pedestrian Interval (LPI)



Intersection Geometry

- Turn lane lengths
- Turning Radii
- Permissive Sight Distance
- Removal of Channelized Right-Turns
 - Improved Sight Angles
- Mitigate LOS E & F Movements



Multi-modal

- ADA/ Enhanced Intersection Crossings
- Trail on the west side
 - Desire paths
 - Incomplete
- Fatality
 - 01/22/25, ~9:30pm
 - Far-right SB lane
 - Pedestrian facing away from traffic





Summary

- Speed Compliance
 - Noise Concerns
- Corridor Performance
 - Current / Future Traffic Volumes
 - LOS / Queuing Deficiencies
- Multimodal Compliance and Connections

- Crash Mitigation
 - Left-turns (Most Severe)
 - Right-turns
 - Rear-ends (Most Frequent)
 - Red-light Running
 - Bicycle and Pedestrian Conflicts

Geometric Improvements

- Sight Distance

Signal Upgrades

Next Steps

The goal of this study is to identify high-priority improvements to make the area safer and more accessible for everyone.

The project will develop early design concepts for further planning, design, and funding.

Next Steps

- Draft Report – Fall/Winter 2025
- Public Meeting #2 – Winter/Spring 2026
- Final Report – Summer 2026
- Design and Construction to Follow
 - Timing Unknown
 - Awaiting Project Funding

Thank You

Thank you for attending today's meeting.

The NMDOT welcomes your questions and comments online at:
<https://www.dot.nm.gov/projects/tramway-study/>
or by scanning the QR code.

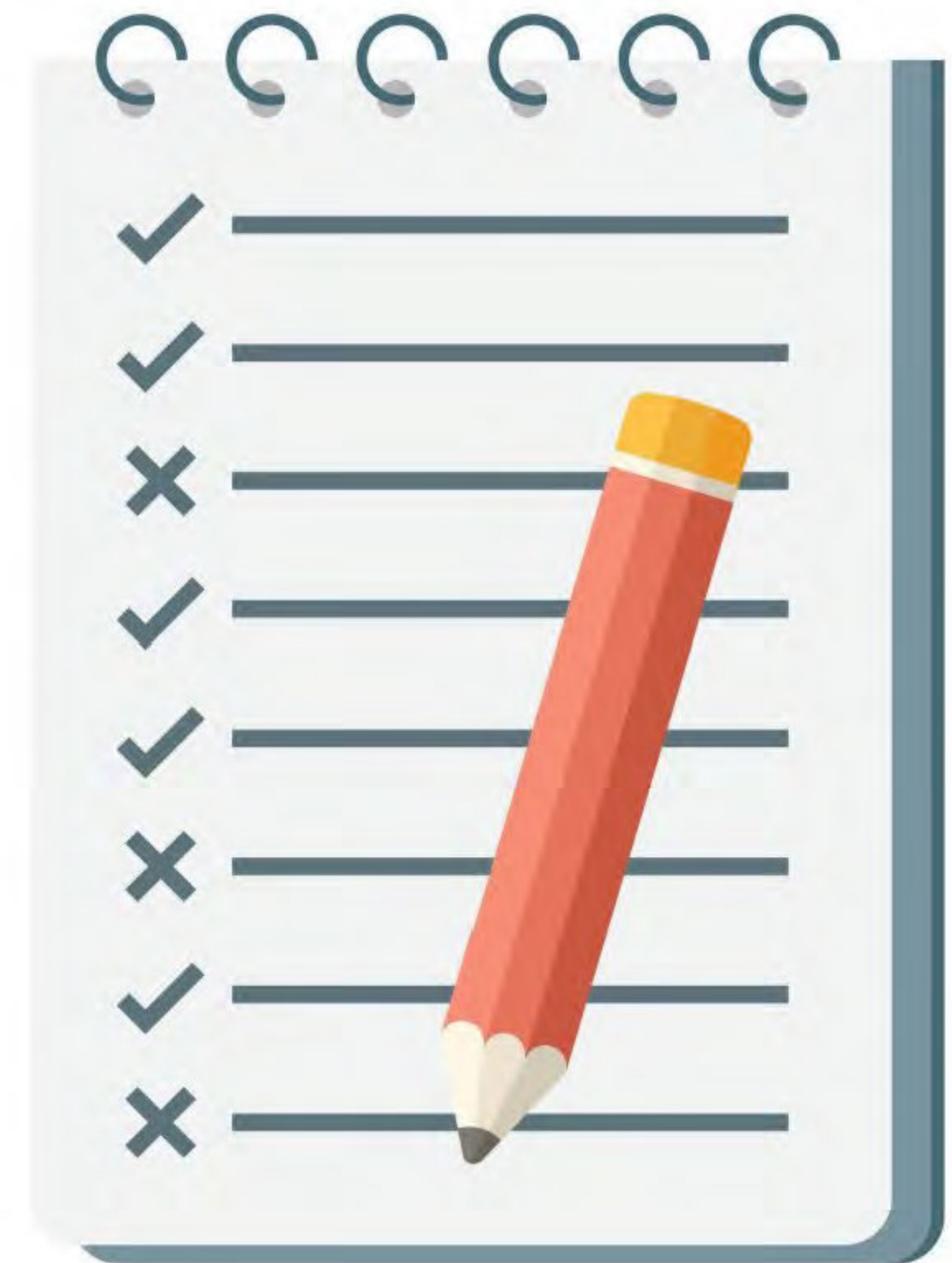
Scan
Here



Please submit by
August 31st

Please Sign In Here

Sheets are also available to provide comments or questions.



Welcome

Welcome to the Public Meeting for the NM 556 (Tramway Boulevard) Corridor Study.

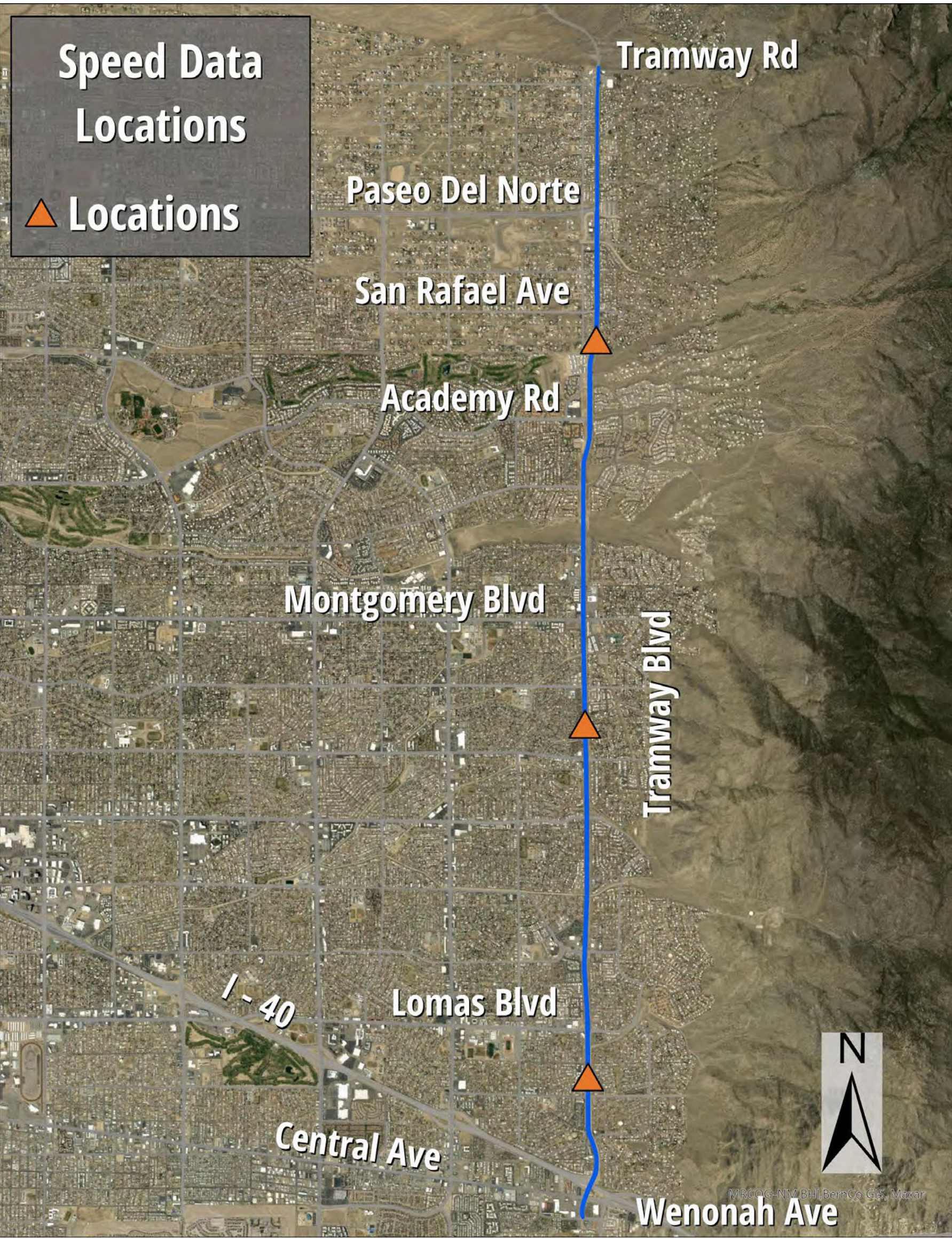
The goal of this study is to identify high-priority improvements to make the area safer and more accessible for everyone. It will also develop early design concepts to help with future planning and support efforts to secure funding for these improvements.

Discussion points of today's meeting include:

- What data was collected?
- What are opportunities for improvement?
- What is the timeline for the study?
- How can I provide comments and ask questions?

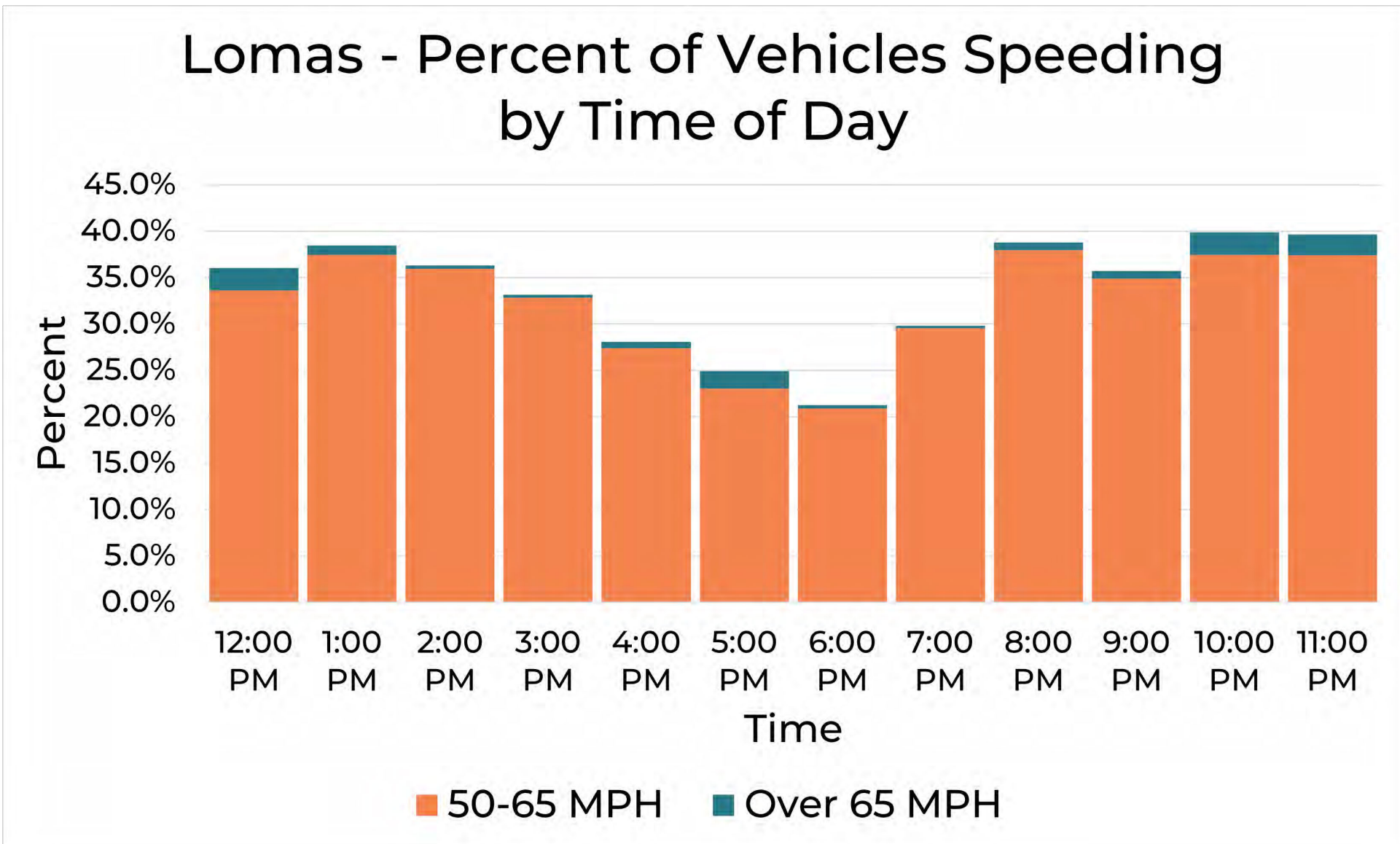
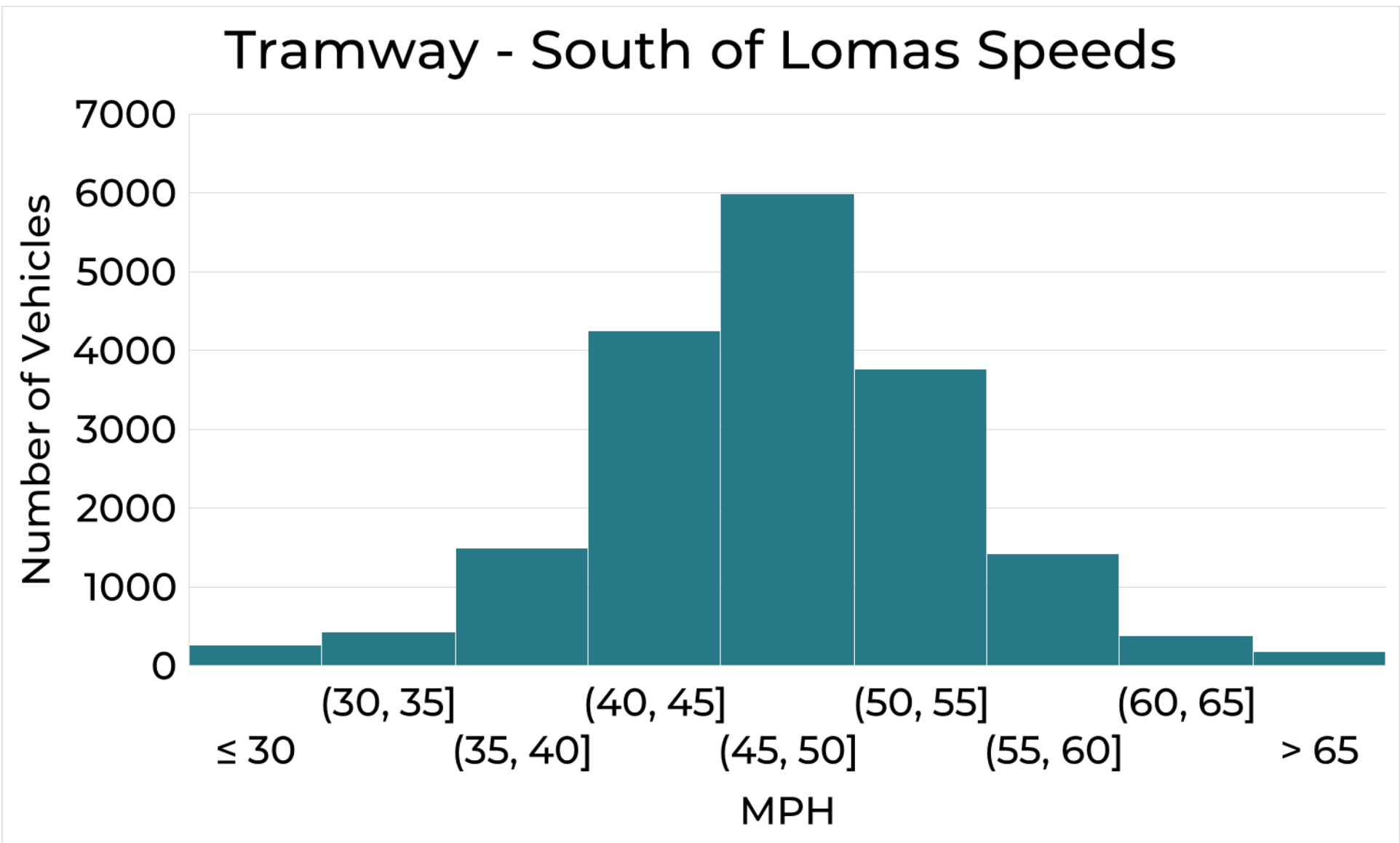
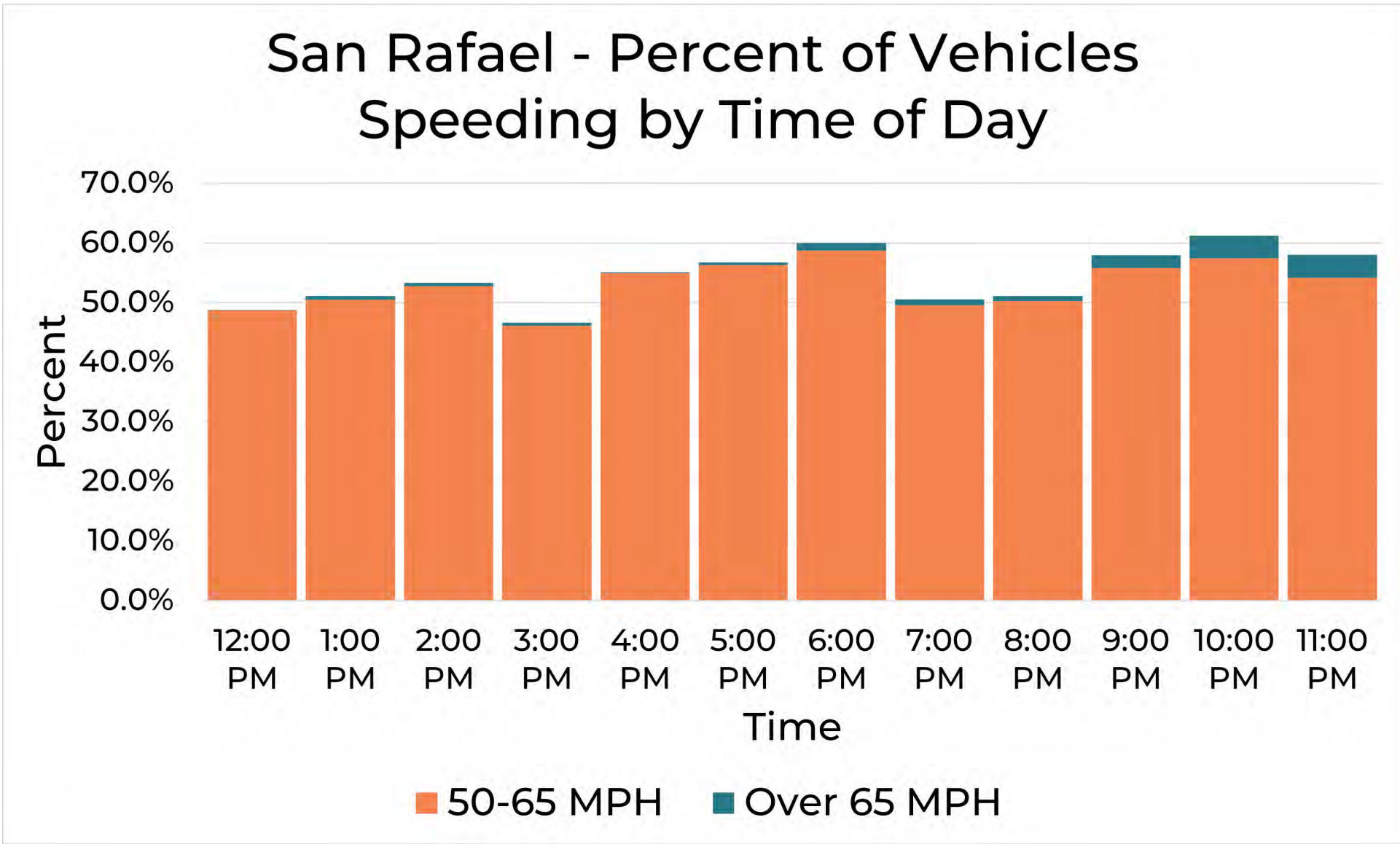
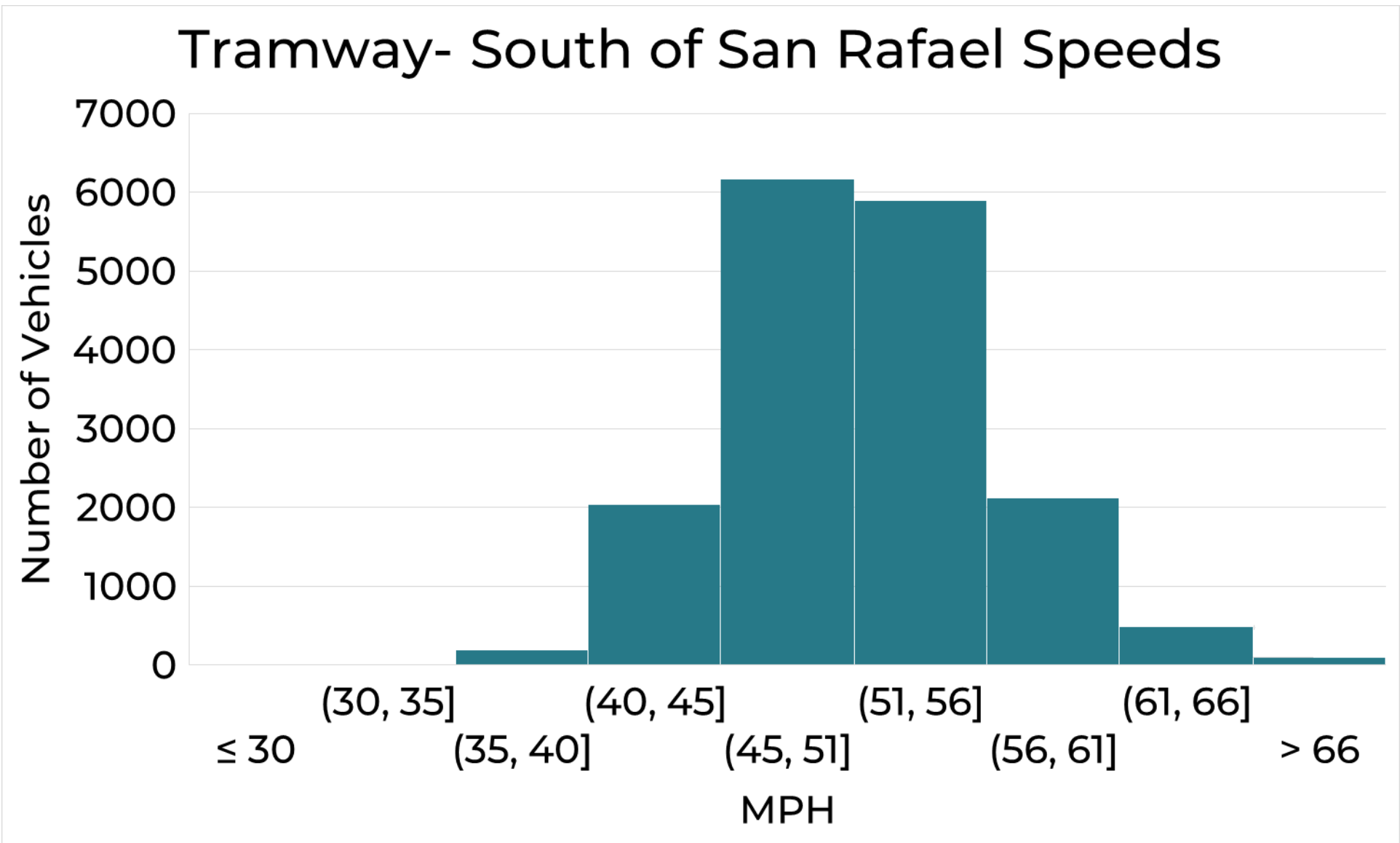


Speed Data

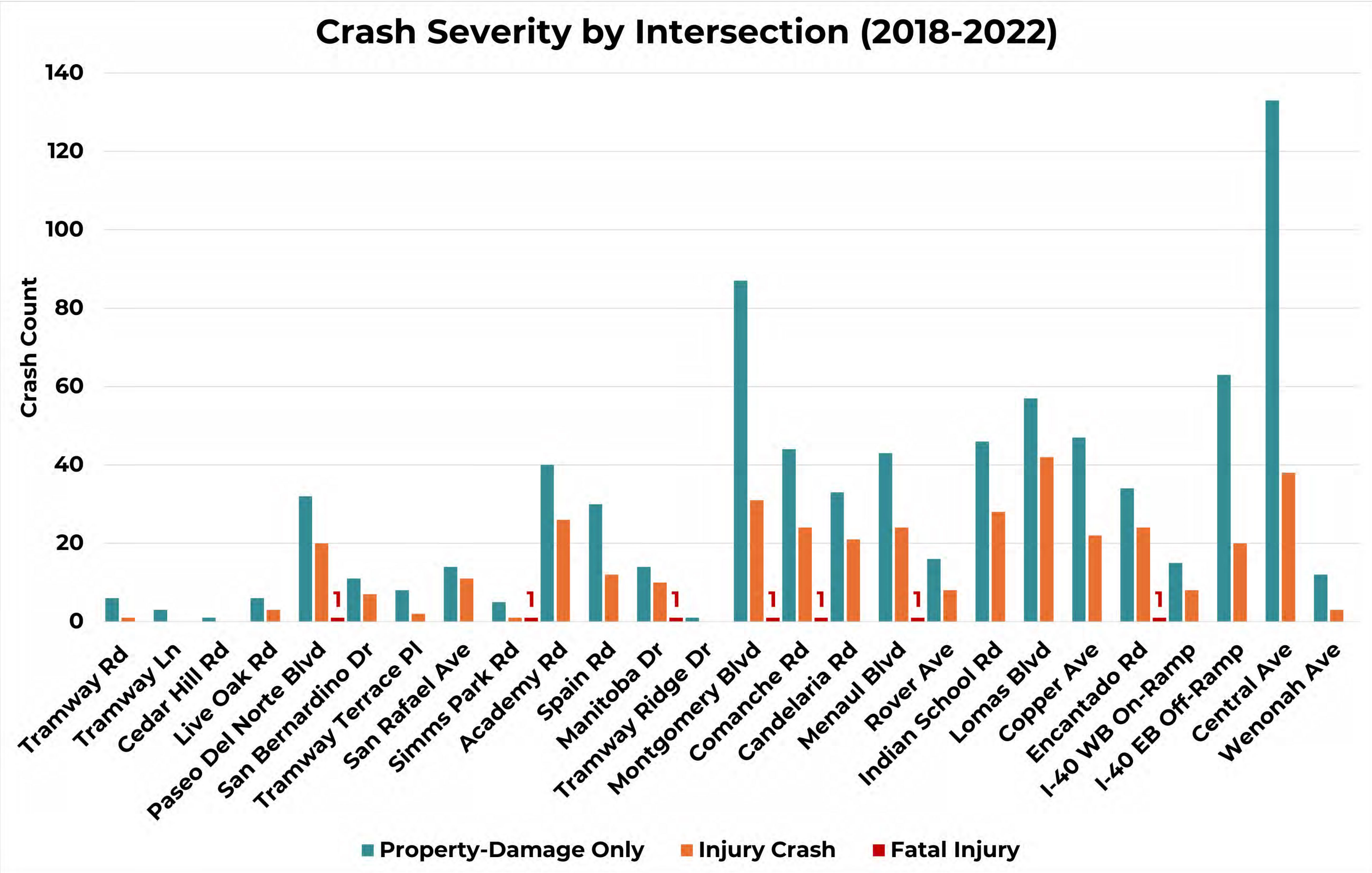


Location	85th Percentile Speed
Tramway - South of San Rafael	56.5 MPH
Tramway - South of Lomas	54.7 MPH

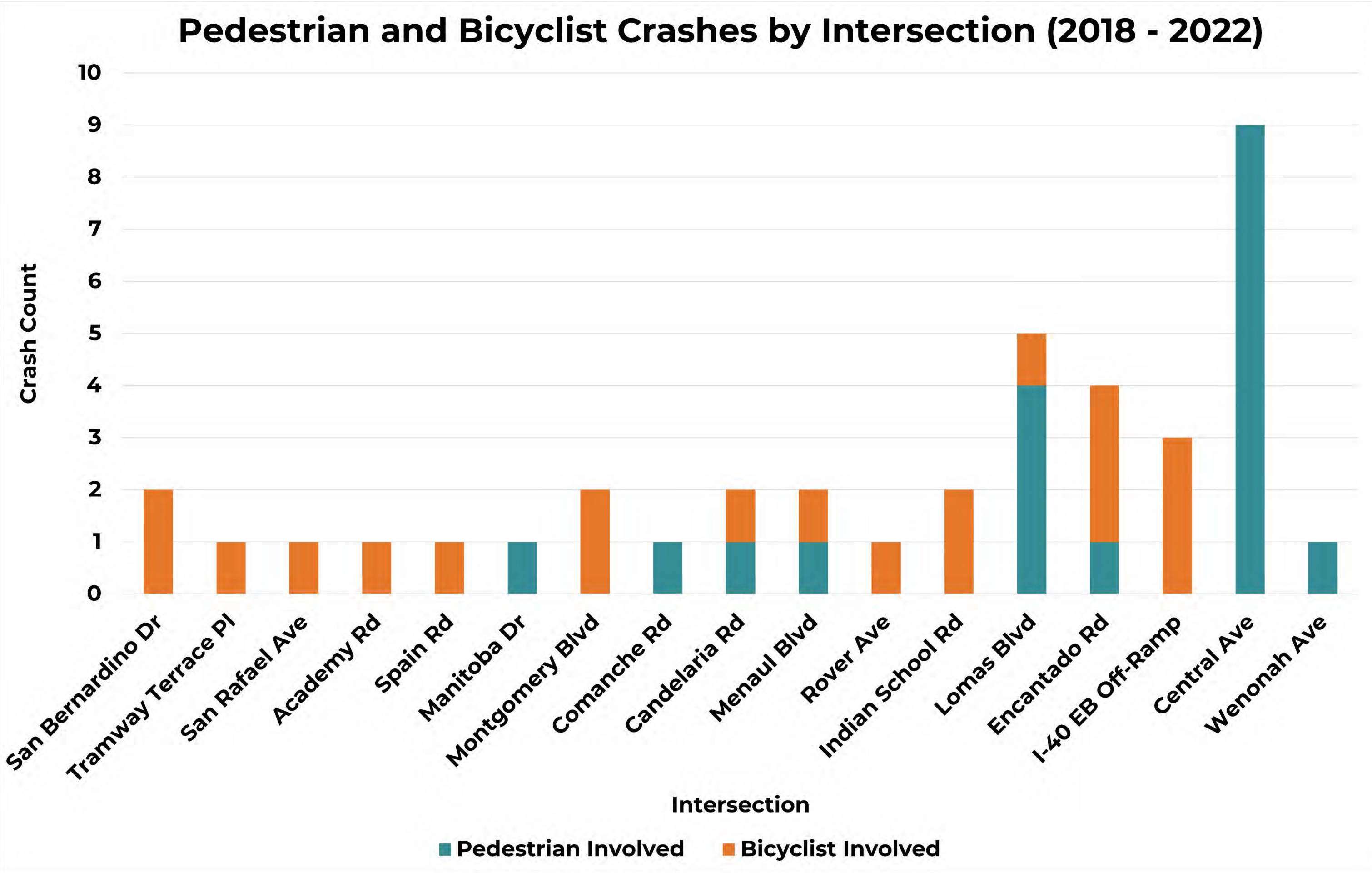
Speeds were collected at three locations along Tramway Blvd with data summarized for two of them in the figures and table above.



Crash Analysis



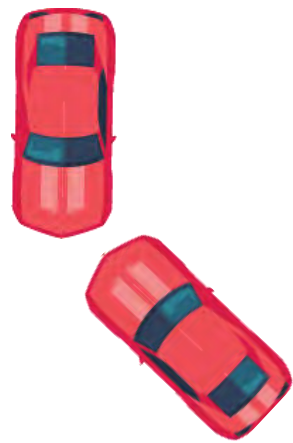



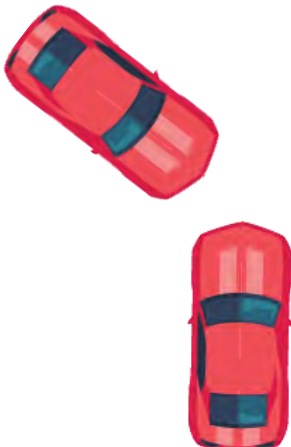
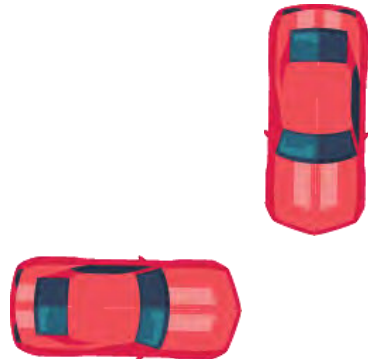
The above figure shows the number of crashes, by crash severity, at intersections along the corridor from 2018-2022. Fatal crashes are highlighted with red numbers.



The above figure shows the number of pedestrian and bicyclist involved crashes at intersections along the corridor from 2018-2022. Intersections with zero such crashes were excluded from the graph.

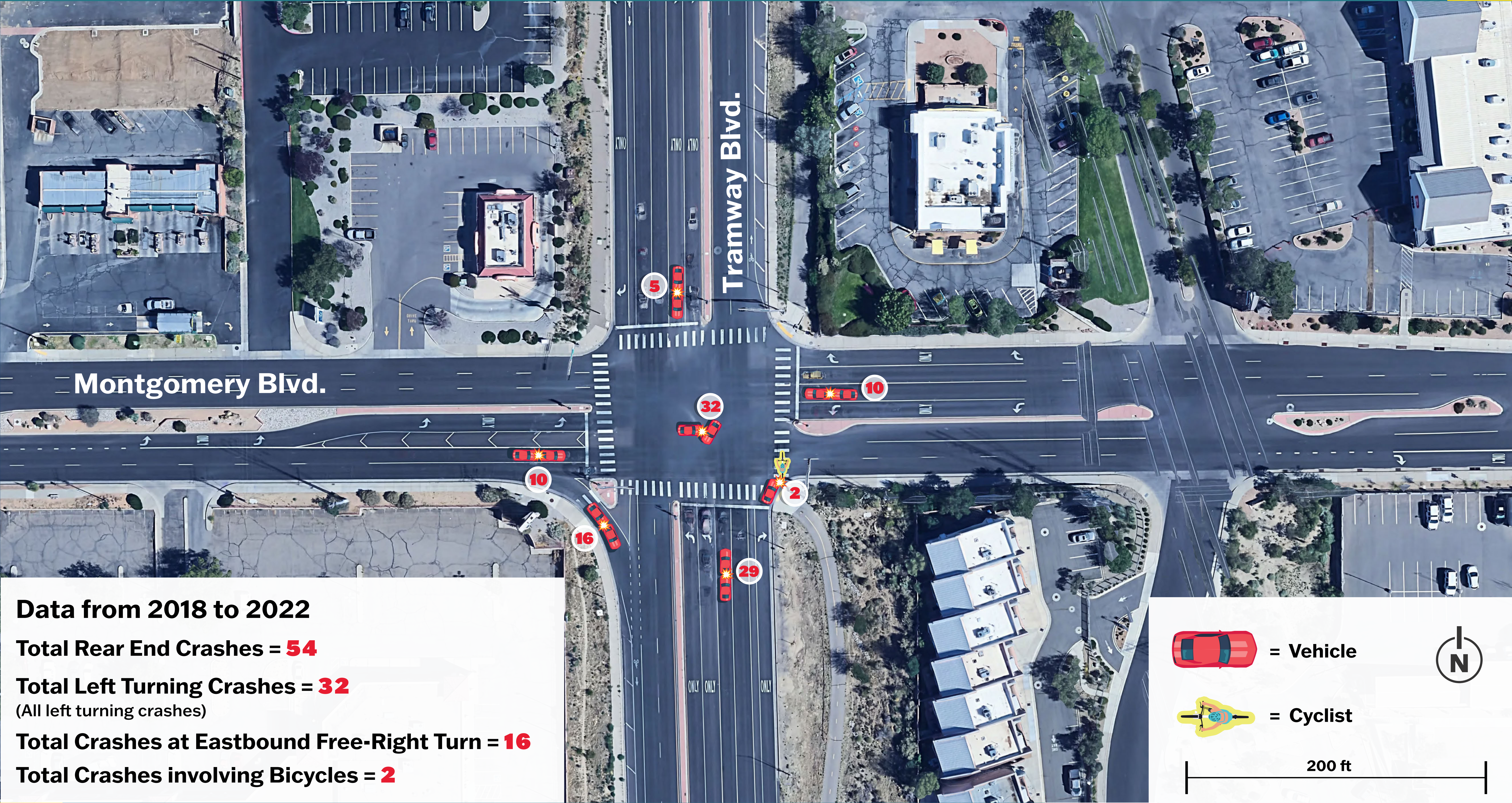
Signalized Corridor Crashes by Movement

Movements	Percent	Type
Southbound & Southbound 	15%	Rear-Ends
Northbound & Northbound 	14%	Rear-Ends
Northbound-left & Southbound 	12%	Left Turns

Movements	Percent	Type
Westbound-left & Southbound 	7%	Potential Red Light Running
Southbound-left & Northbound 	5%	Left Turns
Southbound & Eastbound 	4%	Potential Red Light Running

The above tables show the top six types of crashes, by turning movements, at signalized intersections along the corridor from 2018-2022.

Tramway Boulevard at Montgomery Blvd. Crash Data



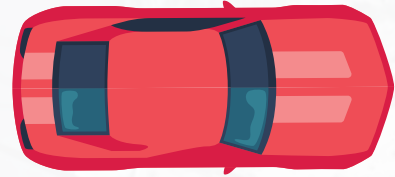
Data from 2018 to 2022

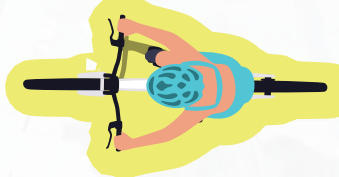
Total Rear End Crashes = **54**


Total Left Turning Crashes = **32**
(All left turning crashes)


Total Crashes at Eastbound Free-Right Turn = **16**

Total Crashes involving Bicycles = **2**

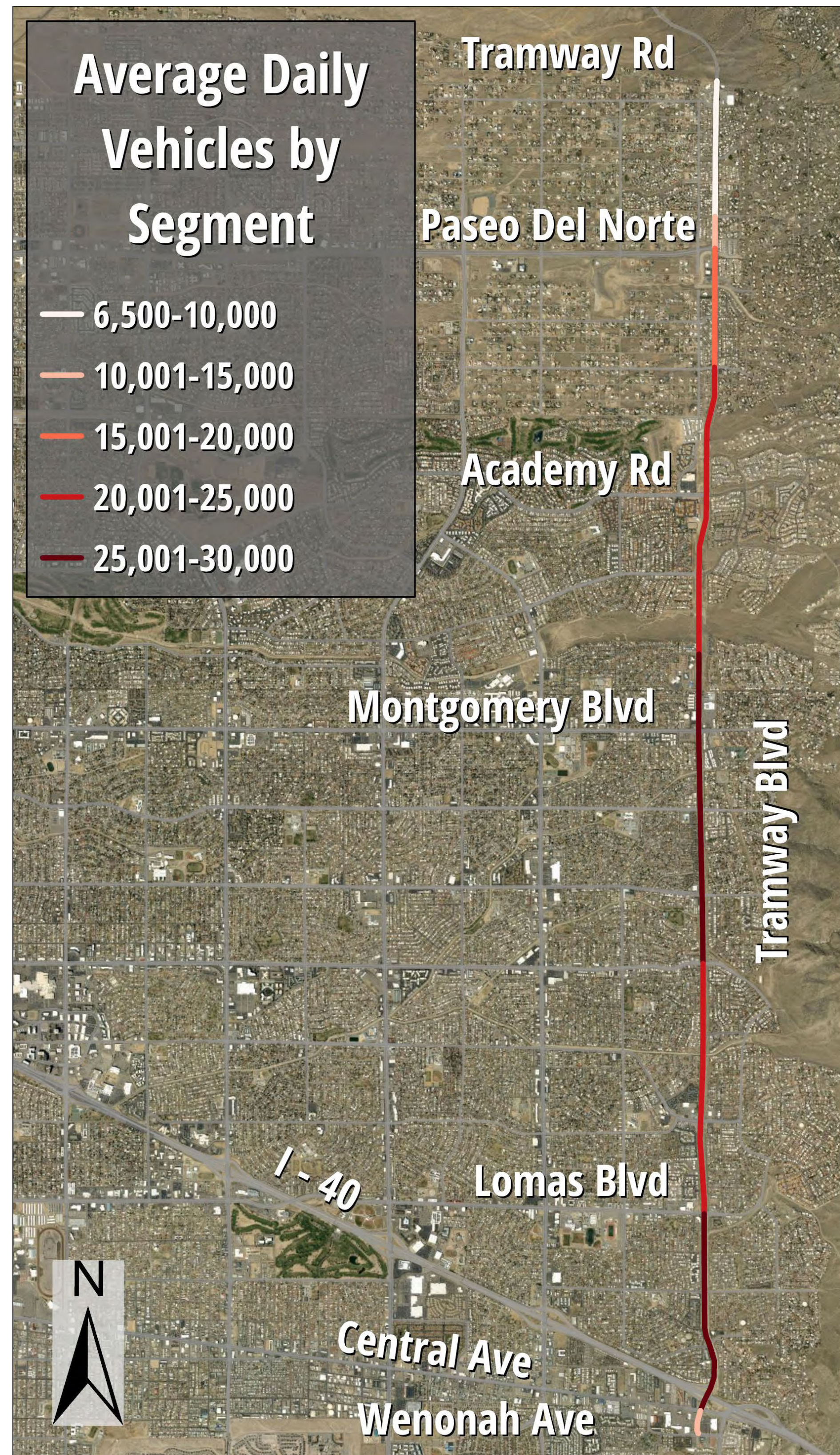
 = Vehicle

 = Cyclist

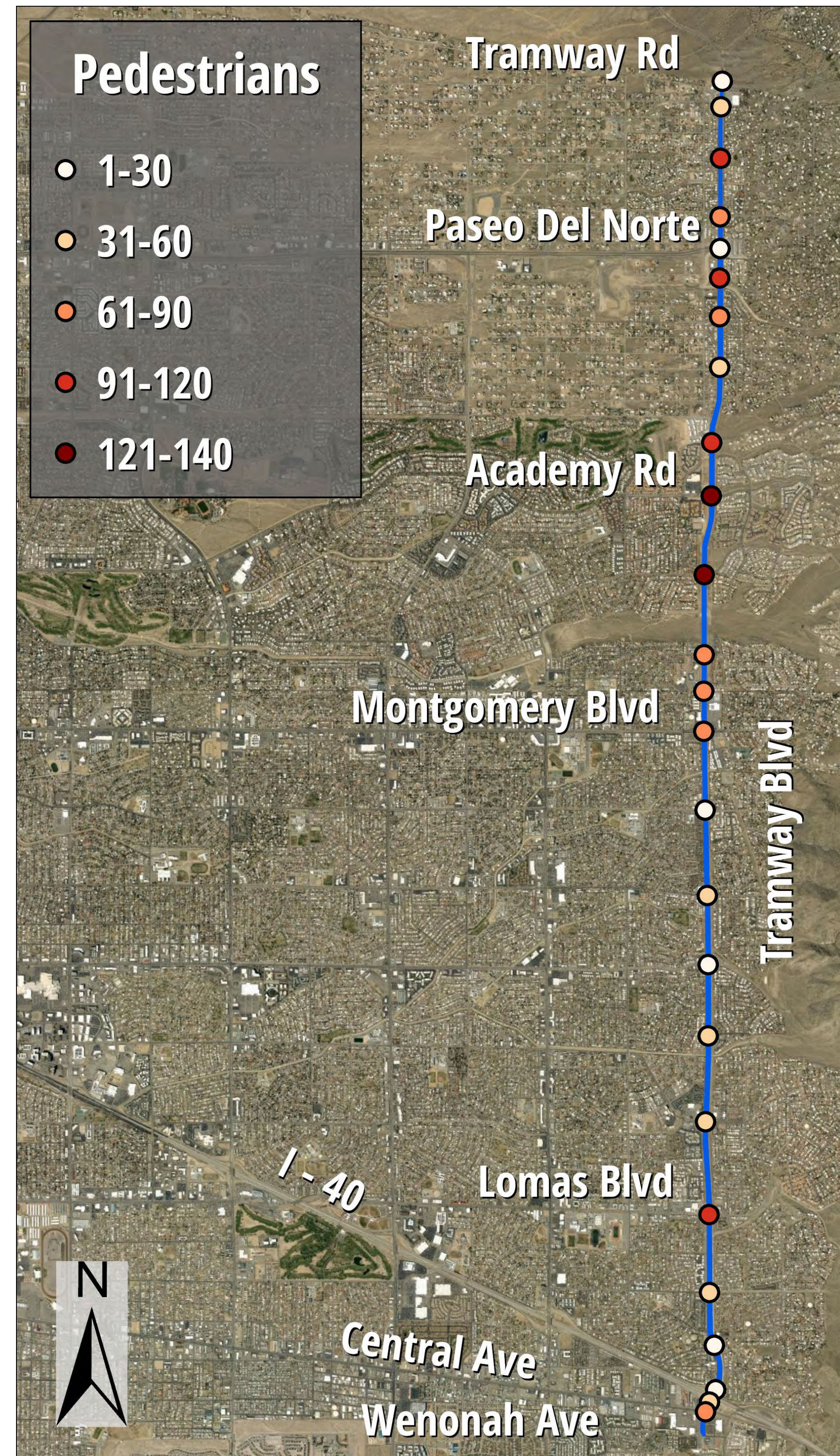


 200 ft

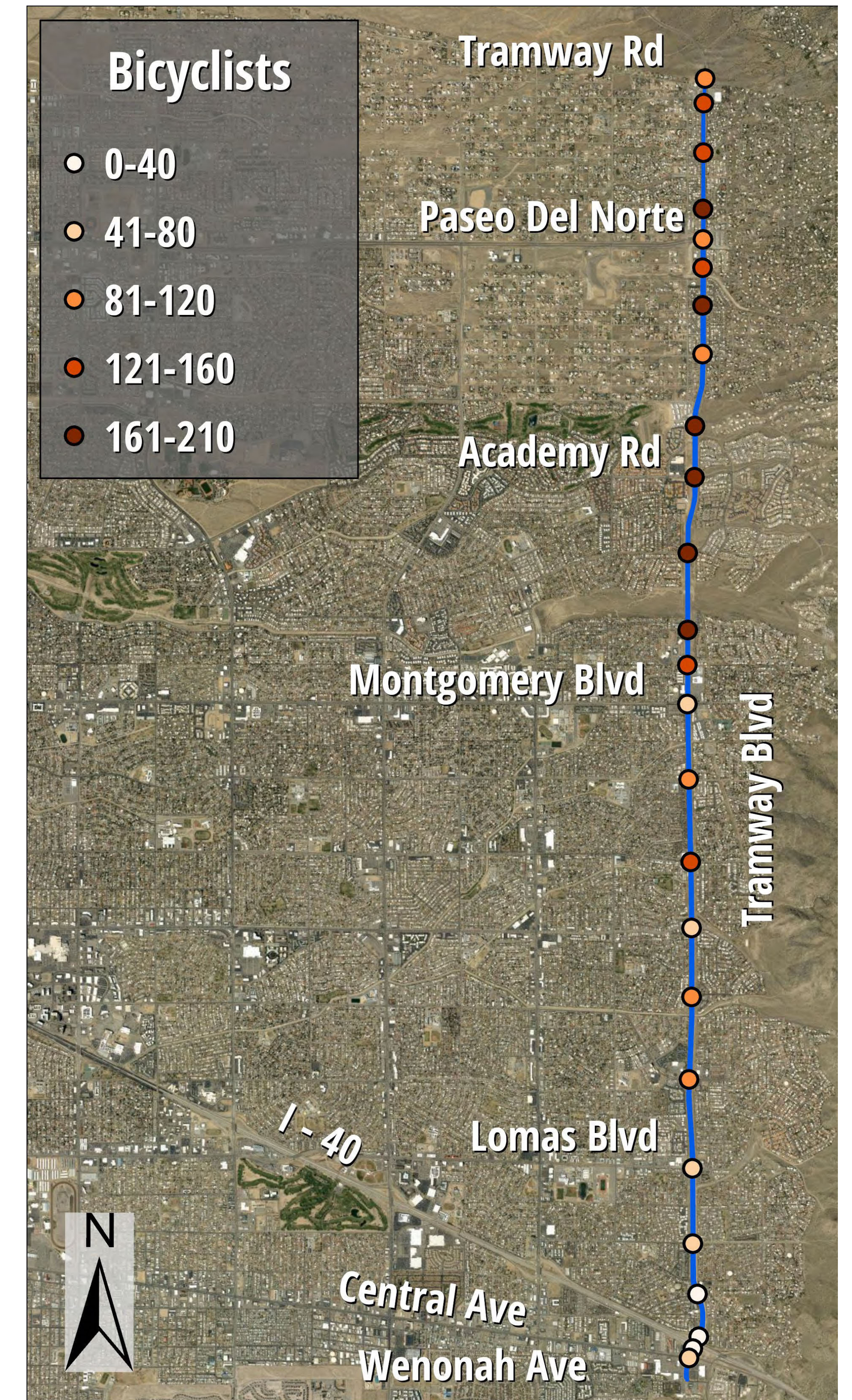
Volumes



Per Mid-Region Council of Governments, 2023 data



Data collected at intersections in 2024



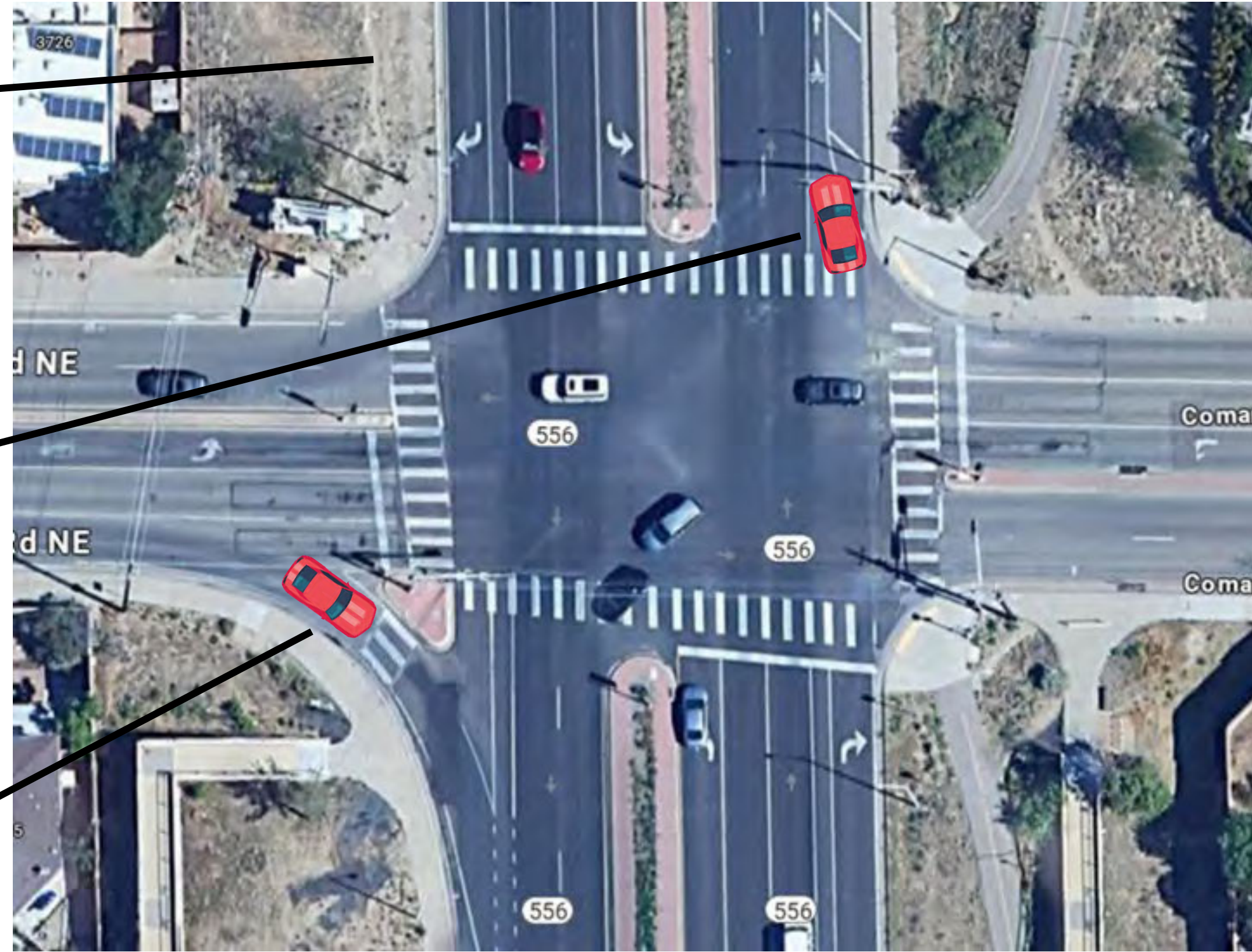
Data collected at intersections in 2024

Pedestrian & Bicyclist Issues

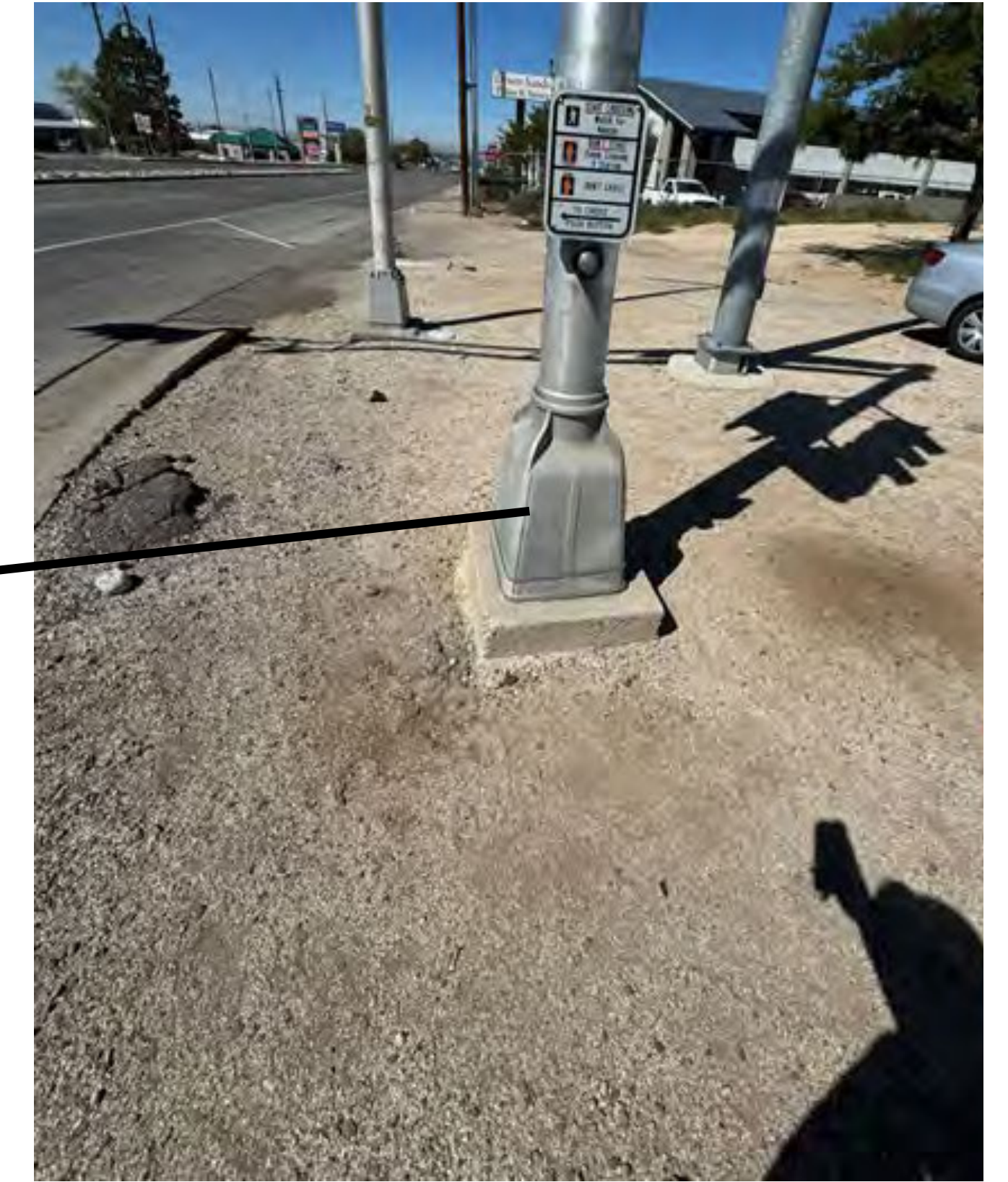
Incomplete sidewalk connections.
Unimproved dirt paths.

Vehicles using hatched areas to accelerate

High speed conflict movements



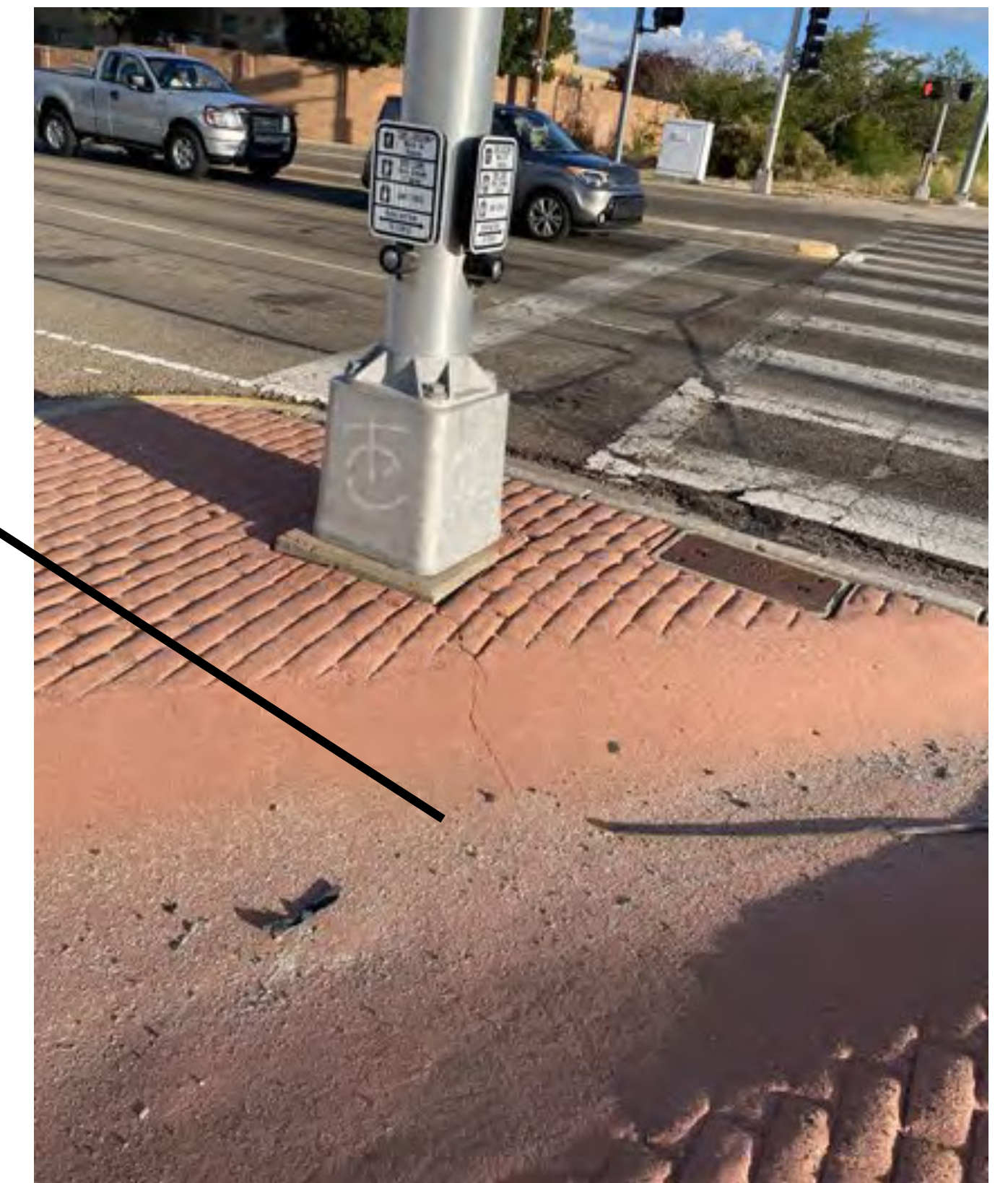
Inaccessible pedestrian signals



Incomplete sidewalks



Deficient curb ramps



How to Comment & Next Steps

Thank you for attending today's meeting. The NMDOT welcomes your questions and comments online at

<https://shorturl.at/fSIZX>,

by scanning this QR code, or in person at today's meeting.

Please submit your questions or comments by August 31st.



Fall/ Winter 2024

Spring/ Summer 2025

Fall/ Winter 2025

Winter/ Spring 2026

Summer 2026

- Collect existing condition data
- Establish the need for improvements
- Identify preliminary highway improvement alternatives
- Public Event #1
- Evaluate improvement alternatives in detail
- Prepare draft Corridor Study document
- Public Event #2
- Identify recommended alternatives and develop prioritization plan
- Finalize NM 556 Corridor Study

Appendix C

Questions and Comments

Public Meeting – Comment Form



Tramway Blvd. (NM 556) Operations and Safety Study | CN A300342
8/5/2025

Thank you for participating in tonight's public meeting. Please take a few moments to answer the questions below about your experience. You may leave your completed sheet in the comment box, hand it to one of the project team members, or it may be returned by mail to the address on the back page or by email (TramwaySafetyStudy@parametrix.com). Please submit your comments specific to this meeting by September 3, 2025.

How did you hear about this event or comment period? (Select all that apply)

- ☐ Newspaper ☒ Signs ☐ DOT website ☐ Radio ☐ Social Media ☐ Word of Mouth
☐ Postcard/Mailer ☐ Other _____

Did you find the material shared informative and easy to understand? ☒ Yes ☐ No
If not, how could it have been improved? _____

What is your interest in the project area? (Select all that apply)

- ☒ Resident ☐ Business Owner ☒ Commuter ☐ Other: _____

How often do you travel in the project area? ☒ Daily ☐ 2-3 times a week ☐ Monthly
☐ Other: _____

Do you have any suggestions on how we can improve? Ideas that were shared
and suggested that I like:

1. Longer pedestrian walk times
2. Lighting that prioritizes crosswalks
3. Raised North/South crosswalks
4. Improved crosswalk between shopping centers (Smiths and Sprouts) between Central/Wenonah
5. Tramway / Central / I-40 intersection is hard to navigate.
6. Weekend analysis for cyclist and pedestrian use.

Providing your name and contact information is optional, however, it will allow us to add you to the mailing/email list to receive future project information.

Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Email: _____

Public Meeting – Comment Form



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8/5/2025

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☐ Postcard/Mailer ☐ Other Sandin HOK

Did you find the material shared informative and easy to understand? ☒ Yes ☐ No
If not, how could it have been improved? _____

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- ☒ Resident ☐ Business Owner ☐ Commuter ☐ Other: _____

How often do you travel in the project area? ☒ Daily ☐ 2-3 times a week ☐ Monthly
☐ Other: _____

Do you have any suggestions on how we can improve? Please STOP the motorcycle racers
Racing down Tramway Blvd betw Pasco → Tramway Rd every
Thur, Fri, Sat Sun from 11:30 pm → 4 am.

Providing your name and contact information is optional, however, it will allow us to add you to the mailing/email list to receive future project information.

Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Email: _____



Public Meeting – Comment Form



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How often do you travel in the project area? ☒ Daily ☐ 2-3 times a week ☐ Monthly
☐ Other: _____

Do you have any suggestions on how we can improve? _____

Less Gargon in Presentation

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Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Email: _____



Public Meeting – Comment Form



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8/5/2025

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☐ Postcard/Mailer ☐ Other _____

Did you find the material shared informative and easy to understand? ☐ Yes ☐ No
If not, how could it have been improved? _____

What is your interest in the project area? *(Select all that apply)*

- ☒ Resident ☐ Business Owner ☐ Commuter ☒ Other: Tax Payer

How often do you travel in the project area? ☐ Daily ☒ 2-3 times a week ☐ Monthly
☐ Other: _____

Do you have any suggestions on how we can improve? Keep up speaking to audiences in non-technical language. In presentations, suggest not just ped & bike safety, but driver "safety". Driver "safety" definition to include increased insurance costs in the event of accidents. State insurance premiums are high. Drivers need to know ~~this~~ some of the "safety" issues can & affect their premiums

Providing your name and contact information is optional, however, it will allow us to add you to the mailing/email list to receive future project information.

Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Email: _____



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If not, how could it have been improved? _____

What is your interest in the project area? (Select all that apply)

- ☒ Resident ☐ Business Owner ☐ Commuter ☐ Other: _____

How often do you travel in the project area? ☐ Daily ☒ 2-3 times a week ☐ Monthly
☐ Other: _____

Do you have any suggestions on how we can improve? Prairie dogs between Comanche & Cardenas
Wildlife concerns - deer + prairie dogs + other
reduce speed to 40mph
wildlife fencing in high wildlife activity
more pedestrian bridges
wildlife corridor - under road
Deer - Between Academy & Comanche.
Did you look at wildlife crashes.
Did you consider light pollution? Do not light trails!

Providing your name and contact information is optional, however, it will allow us to add you to the mailing/email list to receive future project information.

Name: _____
Street Address: _____
City: _____ State: NM Zip: 87111
Email: _____

Prairie Dogs between Comanche & Candelaria

Deer between Academy & Comanche

Light pollution is a big concern
because there is a lot of
wildlife.

Date of Comment/Question	Name	Phone	Email	Comment	Questions
7/29/2025		N/A		<p>1. For the past 10 years we have dealt with the noise pollution of Tramway that makes our backyard hard to enjoy at times. I was told that when work is scheduled on Tramway that it would be looked into.</p> <p>2. We have witnessed racing at all hours of the day and night, that includes vehicles passing other vehicles in the shoulder lanes.</p> <p>3. Vehicles running red lights. I personally know 2 people that have been hit by a vehicle running a red light. One was my neighbor and the other was my mother. Thankfully both survived, however my mother was in the hospital for 2 weeks, and then rehab for 2 weeks.</p> <p>4. No police presence. This one is hard, I understand the police department is under staffed and working on hiring more police officers.</p> <p>Ideas for improving Tramway and making it more safe for all the residents of Albuquerque and visitors.</p> <p>1. Sound barriers</p> <p>2. Red light cameras</p>	
7/29/2025				<p>Tramway is fine EXCEPT the timing of the signals. Normally, one cannot go more than half mile before encountering a red light. It would seem that timing could do better for a 50-mph road.</p> <p>At those intersections where above-Tramway walkways are provided, the option for crossing directly across Tramway should be prevented OR removal of the above walkways.</p> <p>The intersection of Central and Tramway should be re-engineered especially for left turn traffic on to east bound Central. The intersection of a horrible chokepoint when I-40 is closed further to the east. Consider an off ramp immediately to the east of Central/Tramway for all traffic wanting to go east bound on Central. Either that or put signal controls at east I-40/Carnuel exit for extended operations permitting east I-40 flow on to old 66.</p>	The only intersection that offsets the left had turn signals is at Montgomery. WHY??? It would seem appropriate for all left hand turn signals to be at the start or end of the signal cycle to reduce idling vehicles.
7/29/2025				<p>1. Low level lights along running path - It gets very dark along Tramway and basically makes the running path unusable and unsafe. Having some low level lights along the path would make the trail usable 24/7 and also provide a safer environment preventing potential collisions and run-ins with homeless.</p> <p>2. Landscaping - Tramway could be such a beautiful road, but the existing vegetation leaves a lot to be desired. The landscaping improvements at Tramway and Indian School were natural, but well thought out and looked really great. DOT should mirror this landscaping at every intersection along the corridor. It's a beautification mechanism.</p> <p>3. Protected bike lanes - Without seeing a design, I'm not sure how this could be implemented, but this is absolutely needed along some areas of Tramway. Our bikers and runners need to be better protected here.</p> <p>4. Left turn lanes - All intersections should be designed as shown on the exhibit below. All turn lanes should have an island for pedestrians so the walk across is safer and not as long. The Tramway left turn lanes should have a skinnier median so cars can look past the oncoming left turn lane cars and make a more informed decision on turning left.</p>	
7/29/2025				<p>Tramway & Central: Driving south on Tramway toward the intersection, the lane markings give ambiguous direction as to which lane one should be in as you cross Central. This is partially the result of the traffic department closing off the far left lane under the freeway, which people would understand would lead to a left turn onto Central. The current configuration leaves the driver to try to guess which of the two straight lanes the car on your right is going to choose, or if that car is going to turn right (west) onto</p>	
7/30/2025				<p>The video camera speed enforcement on the N-bound side of Tramway past San Rafael has reduced the noise and speed of motorcycles on Tramway...which at times is very annoying for residents near tramway..</p> <p>Placing a similar camera system on the S-bound side of tramway would be very beneficial to residents.</p> <p>There are times when small numbers of motorcycles are drag racing on N and S bound tramway at late hours in the night and the noise is deafening.</p>	I bike on Tramway and I have noticed the bike lanes are strewn with glass in various locations. Is it possible to have these lanes swept more often?
7/31/2025		S		<p>Traffic issues:</p> <p>speeding and noise cameras needed. Sound echos off the foothills and makes sitting out or being on the foothills trails not as pleasant as it once was due to lack of enforcement of noise ordinances and ordinances against modified muffler systems.. I have read of sound cameras that record dB and photo offending vehicles. We need that! The racing needs to stop as well, and is often the same vehicles.</p> <p>If the bicycle lanes on both side sare to remeain, then there should be no right turn on red when entring Tramway from a side street..</p> <p>Central and Tramway is more navigible than most of the previous iterations, but the big rocks that someone "landscaped" the medians with are a hazard for those of us who walk and are forced onto the median by fast lights. Also wheel chair hazards.</p> <p>If the merge lanes onto Tramway that were changed to right turn lanes are to stay, you need to consult a human factors engineer to get the right angle on them so drivers do not have to attempt to imitate an owl to check for Tramway traffic if attempting to turn right onto Tramway.</p> <p>With the increasing numbers of deer being killed on Tramway, an aesthetically pleasing wildlife fence on the east side of the street should be considered. This seems to be between Candelaria and the north end of Tramway primarily.</p> <p>Please no e-bikes on the bike/pedestrian path on the east side if we are keeping north and south bike lanes on Tramway itself.</p> <p>Regarding vegetation along Tramway, please do NOT remove the milkweed! We do have migrating monarchs depending on our weather, and they lay eggs on those milkweed plants. I believe I recently read that municipalities are being strongly discouraged from mowing down milkseed. Please make sure workers are educated in recognizing it.</p> <p>For bicylists in the bike lanes on Tramway, there needs to be regular cleaning and hazard removal so that they are not inclined to ride on the left side of their lane close to the car traffic.</p> <p>People responsible for cleaning up accidents, which as I understand falls on the police attending an accident to make sure that the wrecker callled cleans the area THOROUGHLY need to do a better job so that riders/walkers/drivers at intersections are not injured. That means removing it, not just dragging to the side of the road as often happens.</p>	The city at one time had a Tramway corridor plan which I think has long gone, but it would be nice to know what the plans are, if any, for the east side that at one time had been somewhat of a strip park along the length of Tramway and was maintained by ??????. Does the state/city/county have any plans for refreshing that?
8/1/2025				<p>This is like closing the barn door after the horses got out. You just spent 6 months plus at Paseo for what? An extra long turning lane?</p> <p>As a cyclist the bike lanes were a wonderful safety addition a few years ago.</p>	

8/2/2025	[REDACTED]		[REDACTED]	<p>Our issues are the constant high speed racing by cars and motorcycles along tramway. This causing immense noise that you can hear coming for miles. This occurs at all time of day especially Friday thru Sunday night.</p> <p>Another issue is people speeding and running a full red light. We have seen even school buses , city trucks ,and cement trucks which can cause deadly accidents .</p> <p>We have had numerous flat tires from lack of thorough accident clean up and work trucks not securing their loads. So many nails and bolts etc In tires</p>	<p>What agency is responsible for keeping dry and dead grass/vegetation from building up to a point that is a fire danger for homes adjacent to it all?</p>
8/2/2025	[REDACTED]		[REDACTED]	<p>Please do something about the constant speeding along Tramway. It's not just during the day but during the night. Perhaps consider lowering the speed limit.</p>	
8/2/2025	[REDACTED]		[REDACTED]	<p>Addressing speeding has got to be a major component of any plans. From personal experience, I can tell you the 50 mile per hour speed limit is rarely observed. Calls to police have proven to be a little more than an exercise in frustration. It seems as though unless one can provide extensive information including license plates (unobtainable at the speeds, these vehicles are traveling) there seems to be little interest in pursuing the perpetrators.</p> <p>Perhaps the DOT could lower the speed limits, and then in cooperation with law enforcement, develop a tac plan to have saturation patrols in the area.</p> <p>Although there are legal challenges, I know that speed cameras have proven to be effective. Issue a handful of outrageously expensive speeding tickets and the issue will resolve.</p> <p>I would also like to see a more serious effort to address vegetation and landscaping along the entire road.</p> <p>Something meaningful has to be done with the area at Tramway, Central and the I40 overpass and ramps. This entire area has become skid row. When the safe city strike force does move out the bums, there are always piles of garbage left behind.</p> <p>The area needs a multi pronged approach: install landscaping and other structures to make occupying the area and medians virtually impossible. Aggressively enforce common littering, public intoxication and trespassing laws. Make handing money from cars from a car illegal, build a mini police substation on the Tramway/Central</p>	
8/3/2025	[REDACTED]		[REDACTED]	<p>The racing and "extreme" speeding that occur day and night are extremely dangerous accidents just waiting to happen, as we have already witnessed. Replacing the 4-way lights with roundabouts would not allow these speed demons to fly through intersections when the light is green. Roundabouts would ensure a more continuous flow of traffic at a safer speed, would hinder the ability to race at high speeds, lower the noise level of traffic, save the cost of electricity and maintenance to the state, and most of all</p>	
8/4/2025	[REDACTED]		[REDACTED]	<p>I find it quite dangerous to bike across the intersection of Manitoba and Tramway with my two grade-school kids on the back of my cargo bike. I deeply wish there were a left-turn only light or some other way of keeping turning traffic out of the intersection while I cross. I make the crossing almost daily to get my kids to and from SY Jackson elementary.</p> <p>Twice, left-turning vehicles have failed to see me or the cross-walk signal I'd pressed, resulting in near-misses with large trucks with my kids on the bike. Other times, right-turning vehicles ignore the crosswalk signal and cross right in front of me just as I'm about to get into the intersection. This is in spite of the large size of my bike, safety-yellow helmet, and powerful rear and fore bike lights.</p>	
8/4/	[REDACTED]		[REDACTED]	<p>1- Speed is unregulated and too fast. It is dangerous. 50 should be enforced.</p> <p>2- The bridge crossings are amazing, but they stop too far south! People are crossing by foot at Smiths and Goodwill. Someone is going to get hit!</p> <p>3- I have my kids cross in the arroyo tunnels to get across Tramway. Drivers are too distracted and crossing at intersections is too dangerous. There needs to be more bridges for pedestrians to get across.</p> <p>4- The turnout by the County Line and Outpost going left is dangerous. Make more exits for those lots and a roundabout.</p> <p>5- What a waste of money for the new PDN and Tramway intersection! We need a pedestrian bridge.</p> <p>6- We need deer guards. They are suicidal.</p>	
8/5/2025	[REDACTED]	S	[REDACTED]	<p>not revis more the ck fic ban - that d m e e situ for ne rb sidents and safety much worse. Pavement and subsurface are probably not designed to accommodate trucks, so would crumble.</p> <p>- I do not understand why traffic volume has increased. The number of houses in proximity to Tramway has not increased substantially.</p> <p>- Do not make zoning that has limited commercial development to selected intersections any more lenient.</p> <p>- We want calmer, quieter traffic - consider such measures as traffic calming, speed cameras, and increasing police patrolling. This is a safety consideration as well, reducing accidents.</p> <p>- We desire 50 mph to be the real speed limit that the majority of vehicles travel at, as it was as recently as 5 years ago.</p> <p>- Street racing and motorcycles without mufflers are illegal and should be stopped.</p> <p>- There are frequently unmuffled street races at very late hours at night/early hours of the morning.</p> <p>- Not sure if the noise ordinance is strict enough or if enforcement is adequate - suspect that there is virtually no enforcement. Enforcement should be enhanced.</p> <p>- As a bicyclist, the bike lanes/shoulders are pretty good. The pavement condition is very good. The intersections design and lane markings for cyclists have been improved and appear to be quite safe. The speed and volume of traffic so close is concerning - driver inattention always a concern. I have experienced cars entering the bike lane while I am there, scaring me a few times. I am not sure what else NMDOT or City can do. The pedestrian and bike path on the east side of Tramway is in good shape and of course Tramway, from the beginning, should have been three lanes much like all the other boulevards up in the heights. Instead, NMDOT chose to eliminate most of the merging lanes and construct a separate lane for bicycles even though the speed limit is higher! (I am a cyclist.) ABQ already constructed a pedestrian, running and cycling path almost the entire length of Tramway so what in the world do we need another cycling lane on the roadway? Bikes and cars should NOT share the road--the cyclists will always lose!</p>	
8/5/2025	Ann Harris		[REDACTED]	<p>The closing of the left south-bound lane of Tramway near I-40 defies logic. With the left lane (as one is traveling south), which used to line up with the two lanes for left (east-bound) turning onto Central Avenue, now closed, traffic jams occur from south-bound tramway and the I-40 off-ramp. The now closed-off lane used to feed vehicles directly straight forward into the two visible left-turn (east-bound) lanes at the Tramway & Central. Now the ONE lane that remains open on the left of the south-bound traffic feeds into THREE lanes. This causes backups in the one lane.</p> <p>Reopening the closed off lane and putting appropriate directional arrows in all the lanes (on south-bound Tramway, on the I-40 off-ramp, and at the approach to the</p>	

8/7/2025	[REDACTED]	2	[REDACTED]	<p>It would be a good idea to remove the remaining slip lanes and free right lanes, especially on the pathway side of Tramway. Having to look back over your shoulder to time your merge with traffic is just too difficult to get correct 100% of the time. Removal of the slip lanes and free right lanes would also provide the opportunity to install set-back crosswalks with a proper mid-street safety island so users only need to cross moving traffic one direction at a time. I like your ideas of Leading Pedestrian Intervals and other signalize solutions to increase crosswalk safety. One-way bikepaths on both sides of the road would reduce user conflict and have cyclists ride in the same direction of travel as the vehicles on that side of the road which is more predictable for drivers. And of course if we really wanted to reduce the high speed crashes at the signalized</p>	
8/7/2025	[REDACTED]	-0	[REDACTED]	<p>1. You showed an image of several people in high-vis jackets gathering data. I think most people would tend to slow and drive more carefully on seeing that their speed and driving might be being monitored. Maybe while you are actually collecting data it is done more discreetly.</p> <p>2. I have a comment about the cycle lanes that appeared several years ago to separate right turning traffic from bicycles going straight. I measured these lanes today as 58" in width [measuring from the center of one line to the center of the other]. My cycle width [handlebars] measure 24". That leaves 17" on each side between the bar tips and the middle of the white line. I have frequently seen vehicles driven such that some part [side mirrors, side fenders and even tires occasionally] intrudes into the white line. This would leave just 20" at most between that part and my bar ends.</p> <p>Often when a vehicle about to pass seems it may be too close it is possible to move left or right somewhat but in this case there can be vehicles on both sides so that is not an option! Even here in the US, it is recommended that there be at least 36" between cycles and other vehicles. Clearly this is not possible in this case. Furthermore, the deceleration lane can be 1/10 mile long and one is cycling with a vehicle driving 50 on one's left, one somewhat less and slowing on one's right, both 17" away. Not pleasant. Or safe.</p>	
8/7/2025	[REDACTED]		[REDACTED]	<p>[REDACTED] s on Tramway can become synchronized to avoid stopping at almost each intersection stop light, it would be such a great benefit for traffic flow and for the environment. It truly seems that the entire stretch from Paseo del Norte to I-40 is a stop and go, stop and go type highway. Frequently I drive Juan Tabo or Eubank or Wyoming to avoid stopping at each intersection. Even with the additional traffic on the City streets, it seems to flow quicker and a person avoids the constant stopping at each intersection. It can seem like a person hits almost every light red on Tramway, regardless of the time of day. This occurs in both a North and a South travel direction. Naturally this causes many cars to just sit at idle over and over again, at each cross street.</p>	
8/8/2025	[REDACTED]		[REDACTED]	<p><u>Pedestrian/Bike Path</u></p> <ul style="list-style-type: none">•I loved the idea of adding lighting in along the path. I tend to go running in the early AM hours (~6AM), so it is mighty dark out there in winter months!•I believe someone referenced the concept of the cross-walk signals for those on the path defaulting to “walk” during low-traffic times. I think the signals did this around Spain and Academy at one point in time. <p><u>Tramway Blvd. Driving</u></p> <ul style="list-style-type: none">•I liked the idea of the flashing yellow for left turns during non-peak hours.•I liked the idea of additional lighting between intersections.•I liked the ideas about improving the traffic lights themselves (i.e. one light per lane overhead instead of median).•Someone at the meeting commented on better synchronization of the traffic signals. I agree with this. Particularly during the 5:00PM time window when I am heading home on southbound Tramway, it seems like I get every light red at Montgomery, Comanche, Candelaria, and Menaul. It’s not the end of the world, but it does seem like synchronizing is better for drivers and would provide at least some benefit in reduced emissions.•The speed limit should be increased to 55 mph. At least north of Montgomery, I think this could be done and would still be safe.	<p>*Would it be possible to add in a few trash cans along the entirety of the corridor? I believe there are receptacles at Tramway Rd. and at Paseo del Norte, but I haven’t seen any others. I think it could be an easy way to encourage pedestrians not to litter, and I imagine dog walkers might appreciate it.</p> <p>*Would it be possible to add one more pedestrian bridge somewhere in the area of Tramway and Montgomery? There seems to be quite a bit of crossing activity with the Smith’s shopping center, city bus stop, and residences. Given the high rate of accidents at that intersection, it seems like reducing the number of pedestrians crossing Tramway (east/west) in this area could be beneficial.</p>
8/10/2025	[REDACTED]	5	[REDACTED]	<p>It is extrememly hazardous for residents and park users to get across Tramway from Simms Park Rd. The speed limit is rarely observed on Tramway, which is also used for drag racing. We have seen drivers routinely drive 75-90 MPH. The bike path with joggers and bicyclists also crosses Simms Park Rd., and southbound cars turn left at Simms Park to enter the park.</p> <p>We know that Tramway was supposed to be a limited access road, but that is no longer the case.</p>	
8/11/2025	[REDACTED]		[REDACTED]	<p>-556 approaching Central: Closing off the far left lane was a mistake. Now the single access lane feeds four lanes: 2 left turn lanes to East Central and two straight ahead. It often backs up and many then go to the second lane from the right (which is a turn lane for West Central) and then cut in front of the cars wishing to go straight through Central. Please restore that lane and make sure the dotted lines on the pavement make it clear that left lane is for the two left turn lanes feeding those going east on Central. (Same for the I-40 exit ramp for those turning right).</p> <p>-Tramway stoplight at Central going N (adjacent to the Smith's gas pumps). For the longest time, the next light would always be red (Encantado/Cloud View)unless you drove 20 mph. Now it's not as bad--say 40 mph. Please coordinate the lights.</p> <p>-Tramway, continuing N, the stoplight at Copper is often red unless you drive 55mph. It seems to favor those vehicles that are going East/West on Copper, stopping 20 cars</p>	
8/15/2025	[REDACTED]		[REDACTED]	<p>Tramway is the epicenter of the universe for speeders who deliberately run red lights. To help address this, either the speed limit needs to be reduced to 45mph or the curation of the yellow lights needs to be lengthened. I drive a Chevy Tahoe. Even at the 50mph speed limit I sometimes cannot stop safely within the duration of the yellow light depending on how far I am from the light when it turns yellow. In these situations I do enter the intersection when the light is yellow but sometimes exit after the light</p>	
8/15/2025	[REDACTED]		[REDACTED]	<p>Something must be done about speeding!!! I live off of Tramway and Academy and have seen the wreckage from multiple motor vehicle collisions. Driving the road it is rare to see people driving at or near the speed limit. Additionally, when cycling on the path, the odor of cannibis is strong. It's not legal for drivers, but you would not know that</p>	

8/17/2025				<p>I would like to see the following on Tramway:</p> <ol style="list-style-type: none">1) Rumble strips on the outside lanes, to prevent cars from drifting too close to bikers2) A pedestrian bridge over or under Tramway at Academy to protect walkers who are trying to cross Tramway3) Enforcement of existing speed and noise ordinances. Too many cars and motorcycles speed down Tramway at all hours of the day and night, disturbing the peace of the neighbors who live close by and the walkers/runners trying to enjoy the paths.4) Lower speed limits on Tramway in general. Although the posted speed limit is 50, most drivers go much faster.5) A pedestrian bridge over or under Tramway at Montgomery to protect walkers who are trying to cross. Since there is a major bus stop in the vicinity, there are a lot of	
8/20/2025				<p>The following measures would significantly improve safety and accessibility for all:</p> <p><u>Safer Intersections & Signals</u></p> <ul style="list-style-type: none">•Remove slip lanes and free right turns that create dangerous conflict points for people walking and biking.•Upgrade signals to allow safer left turns, prohibit right turns on red, and include leading pedestrian intervals.•Extend walk times and implement walk-signal recall to ensure people on foot and bike have ample time to cross safely. <p><u>Safer Crossings & Paths</u></p> <ul style="list-style-type: none">•Improve ADA accessibility at ramps and crossings to make the network usable for everyone.•Install raised crosswalks linking the east Tramway Path to calm traffic and enhance safety.•Reduce turning radii to slow vehicles and create safer turning movements.•Add better lighting along Tramway and the Tramway Path to improve visibility and reduce crash risks. <p><u>Trails & Enforcement</u></p> <ul style="list-style-type: none">•Enhance trails and side paths to provide safe, continuous biking connections.•Implement automated speed and red-light enforcement to protect vulnerable road users.	
8/20/2025				<p>I had my only serious bike tumble just south of the northernmost foot bridge a couple of years ago. The concrete was off by about an inch or so causing the wreck. I sometimes use bike trails but it is becoming increasingly dangerous for bicyclists throughout Albuquerque. There needs to be a massive public outreach campaign for bicycling -- its benefits and Respect for bicyclists. Drivers and some bicyclists don't fully understand the rules of the road and how to share the road. Many needless deaths</p>	
8/21/2025				<p> is especially dangerous. Bicycles come off the shoulder and move left to another lane to ride under I-40 while cars are racing >50 mph to merge westbound onto I-40. Bicycles also have the same problems as mentioned at the meeting regarding continuing south or going east. I've seen bicycles in various lanes while hoping not to get hit. Even walking across at a "crosswalk" on the westbound ramp is dangerous because cars do not stop.</p>	
8/25				<p>As an avid cyclist, I used to enjoy road cycling throughout Albuquerque. . Despite creating a safe environment and abiding by traffic laws, there are several reasons why I no longer share the road with vehicles. 1. Lack of traffic law enforcement. No matter what is done to the roads, cyclists will always lose versus a vehicle. When drivers disregard traffic laws and there is no enforcement of these laws, it creates a very unsafe environment for all – other drivers and cyclists. I understand this is out of scope for NMDOT, but no matter what NMDOT does, the roads will not be safe until there is a visible presence of law enforcement (not just speed cameras) and actual enforcement of traffic laws.</p> <p>2. Bike lanes are not continuous through intersections. If a cyclist is in a bike lane and continues straight through an intersection, the cyclist is forced into traffic lanes.</p> <p>3. Turn/merge lanes. When vehicles are approaching Tramway, they are currently entering at an angle without a merge lane. This forces drivers to look over their shoulder rather than using their side view mirrors. Cyclists may not be visible by drivers when approaching the intersection. In my experience, drivers do not see cyclists because (1)</p>	
8/25/2025				<p>I do not believe there are any feasible ways to keep bicycle riders safe while riding on 50 mph highways like Tramway. I believe NMDOT should pursue improvements to the parallel Bike/Pedestrian paved trail and set a minimum speed of 35 mph on Tramway. Then double the width of the east side trail and build a trail on the west side. Keep bicycles off of Tramway!!! Re-establish the right turn continuous turns and add the acceleration/merge lanes back the way they were. If you plan to add flashing yellow</p>	
8/26/2025				<p>1)Tramway southbound just before Central was bad before, but the modifications have made it MUCH worse. It goes from 3 lanes to 6. It used to go from 3 lanes to 4 to 6, which was...not great, but less bad/confusing than it is now. Traffic really backs up for people wanting to turn left onto central to get to the freeway. Put it back the way it was! This area is also extremely dangerous for cyclists, having to cross 2 or 3 lanes of traffic who're trying to turn onto the freeway or central merely to go straight, although I'm not sure if there's much you can do about that.</p> <p>2)Acceleration lanes were removed. This has made it more dangerous to turn and merge into traffic. I have no idea why this was done. Frequently, people just use the bike lane to accelerate now.</p> <p>3)At county line heading south, I recommend the left lane be a “turn only” lane heading up to the tram. There should be a substantial median with a guardrail across that intersection between the two lanes, so people coming down from the tram and turning south onto central MUST turn into the left lane. That way, the stop sign can be</p>	

8/29/2025				<p>1. Reduce the Speed on Tramway from 50 to 45 that may bring 85% down from 56 MPH to closer 50 MPH</p> <p>2. Enforcement of the Speed limit: 24 / 7 (I have never seen any speed limit enforcement)</p> <p>3. Left turn lanes to go east off Tramway are too short</p> <p>4. The Traffic island setbacks on west Indian School and west Lomas seem to have no logical reason other than to cause residents on Tramway Place to have reduced access, make u-turns at Pawnee and the intersection of Indian School and Constitution. For the residents east of Tramway access to the Library requires again the need to make a U-turn at Pawnee. As for the EMS unit (Engine 8) located on Indian School must also make a U-turn at the intersection of Indian School and Constitution, this is an absolute impediment to Public Supply as I have seen the Police vehicles have to make the same ridiculos U-Turn.</p> <p>5. The vegetation issue on the south side of Indian School was completely overlooked when \$900,000 was spent on the north side to install useless rock walls</p> <p>6. The data of traffic volumes is out of date (2023) and does not sample the weekends or 24 /7.</p> <p>7. No citizen involvement until now. Residents on the East Side of Tramway must either cross Tramway or drive on it to enter or leave.</p> <p>8. The southbound lanes at I-40 and Central are confusing and the elimination of one of the left lanes under the freeway has made it worse.</p> <p>9. If Tramway was made a City Street maybe many of these issues could be resolved</p>	
8/30/2025				<p>I live near Candelaria and Tramway and have 2 young children (ages 8 and 10). I also am an avid runner and road biker.</p> <p>A couple things about tramway.</p> <p>#1 - I would build a bridge for pedestrians at Lomas and Tramway for the school children and those going to the library. My children and I bike to the library often in the summer and crossing tramway is very stressful and unsafe, especially at Lomas, another busy street.</p> <p>#2 - I feel that the cross walks going north and south along Tramway should be automatic and not require the push of a button. This would be much safer.</p>	
9/2/2025				<ul style="list-style-type: none">•Remove slip lanes / channelized rights / free rights: These features prompt drivers to take right turns at high speed without looking for cyclists and pedestrians. They also prompt drivers to use the bike lane and shoulder (including buffered shoulders) as acceleration lanes, a feature removed in earlier restriping on Tramway because of the safety risks associated with them. Removing slip lanes will also reduce the number of car lanes that a cyclist or pedestrian must cross. The removal of the slip lane at Tramway and Paseo del Norte makes cycling through that intersection feel much more comfortable.•No acceleration lanes: These were removed for good reason in the Tramway Blvd. restriping project. Returning them should not be considered•Forbid right turns on red at all intersections: Increases safety for all road users•Add more and better lighting to Tramway Blvd. and Tramway multi-use paths: This adds visibility and increases safety for all users•Improve traffic signals at all intersections:•Implement leading pedestrian intervals: Give pedestrians the walk signal while maintaining red lights in all directions to give pedestrians a head start and make them more visible•Make walk signals longer: Give pedestrians, especially those with limited mobility, more time to cross safely•Implement pedestrian recall: Make the walk signal automatically appear at every light cycle without pushing the pedestrian crossing button•Implement pedestrian scramble at targeted intersections: trigger walk signal in all crossing directions while all other traffic has a red light•Link left and right turn arrows for drivers to pedestrian signals: make left and right turn arrows flashing yellow or red while walk signals are in effect•Better align curb ramps with direction of Tramway multi-use paths and sidewalks•Make ADA improvements to curb ramps on Tramway multi-use paths and sidewalks•Raise crosswalks to sidewalk/path level along East side Tramway multi-use path: Prompts drivers to not encroach on crosswalks and drive over them at a safer speed; they will function like speed bumps•Sharpen the corner radius for turns: Prompts drivers to take turns more slowly and increases visibility for crossing cyclists and pedestrians, reduces driver encroachment on bike lanes	
9/2/2025				<p>My primary safety concern is being hit by a driver while I am cycling or running. The current design of Tramway encourages unsafe right and left turns, often at high speed, leading to high collision risk and serious injury or death. The crash and fatality data presented by NMDOT at the recent community meeting highlighted the severity of these</p>	
9/3/2025				<p>1. Paint bike lanes blue or green for additional visual cues as the need to be extra careful when driving.</p> <p>2. Sweep the bike lanes and road shoulders {this should happen throughout the city!} -- Too much broken glass and sand makes it unsafe.</p> <p>3. The bike-path along the Tramway Blvd needs to be resurfaced. Too many cracks and roots creating dangerous bumps. If these bike paths are safer with a smooth surface, more (non-core) cyclists as well as pedestrians, and dog-walkers would be inclined to use them.</p> <p>4. Add signs that say "Yield to pedestrians/cyclists) right before each interaction that crosses the bike path. Cyclists and pedestrians get the white light to cross, but turning cars do not necessarily see the cyclists, as they are coming on the bike path ready to cross only to encounter cars turning right without paying attention.</p> <p>5. Encourage more coffee shops to open along the entire Tramway corridor. We have several breweries right on the Tramway Corridor but not all cyclists or pedestrians drink alcohol. Currently there is only one Coffee Shop (O'Beans Coffee) along the corridor. More is needed.</p> <p>6. Not sure how to make the Tramway & Central Ave intersection safer. It's plain scary for a cyclist to turn left (East) coming South on the Tramway bike Lane in order to</p>	

9/3/2025				<p>At different times, there's a lot of debris on the road (food waste, broken glass, road collision debris, contractor debris, discarded furniture, old tires, used diapers, liquor/beverage containers, syringes, human expulsion, animal carcass, etc.). This debris creates fall/crash risks to vulnerable users using or crossing tramway.</p> <p>•<u>Encantado @ Tramway (heading south)</u> - Tramway bicycle/pedestrian travel/ I-40 on/exit ramps/access to Central/access to Rt 66 eastward/access to the I-40 trail</p> <p>ALL of this above is UNSAFE - for motorists -and- non-motorists.</p> <ul style="list-style-type: none">•high speeds, right turn against red, ped crossings not visible•highway traffic should exit/enter in another location <p>This entire area is a major hazard during rush hour. It is beyond safe, high risk especially if biking/walking, etc. Cyclist avoid riding in the road, but will be forced to enter the road at 1-40 on-ramp. There is no visible pedestrian safe space or stop bar. Hwy overpass creates dark canopy/shadows for motorist or non-motorist on the approach. When traffic is backed up to Central, there is no comfortable space for someone bicycling on the road. Curb and gutter - not a safe space for bike travel. Bike lane improvements needed.</p>	<p>•Can Tramway be designed/built in a way that is a reflection of NM travel statutes? Specifically, Section 66-7-337 - Drivers to exercise due care (as in Duty/Standard of Care - tort/civil negligence/civil wrong). In other words, can the road be built in a way that strongly encourages adherence/compliance with the law?</p> <p>•This may be an inappropriate ask for the planning/engineering team: Can Tramway be cleaned once a month (at least)?</p> <p>•Can we lower vehicle speed on Tramway by design (not just changing speed limit signs)? I walk and bike for transportation (on road and trail). There is a lot of bicycle and pedestrian activity on Tramway (modal mix).</p> <p>•Can we have more legible, larger "motorist yield to bikes" signs in a more visible location on Tramway? The current signs are inadequate for detection for motorists traveling at 50+mph. See inserted images.</p>
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