

## PEDESTRIAN FACILITIES

As mentioned in the Existing Conditions section of this report, there are no sidewalk facilities west of the Rio Grande Bridge. It is recommended that curb, gutter, and sidewalk be a requirement as part of any site plans for any new development along this area, and should be placed such that a third through lane can be constructed at a later date. With the construction of a third through lane on the corridor, any lengths of corridor not incorporating sidewalk already will include sidewalk construction as part of this project. All new sidewalks shall be 6 feet wide per NMDOT requirements and pedestrian ramps should incorporate pedestrian ramps with detectable surfaces and meet current PROWAG requirements.

There are several locations along US 550 which currently have either 4 or 5-foot sidewalks. As redevelopment or major corridor reconstruction occurs at these locations, the existing sidewalk should be widened to the preferred 6-foot width. Additionally, there were several locations identified with street lights placed in the sidewalk. When redevelopment and reconstruction occurs in these areas, these streetlights should be relocated to the back of sidewalk.

As redevelopment and reconstruction occurs along the study corridor, detectable surface pedestrian ramps should be constructed at all locations that currently do not incorporate this design.



Currently, pedestrians and bicycles cross the Rio Grande via US 550, but as the area continues to develop, and the need for a third through lane is required for vehicular capacity, the need for either providing a pedestrian pathway on the existing bridge or a separate bridge arises. From a pedestrian/bicycle perspective, a separate bridge would be the preferred facility. However, separate pedestrian bridges require significant funding and require analysis as to whether a separate structure has a better benefit cost. This analysis is discussed in more detail in the “Structures” section of the Phase 1A report.

## Bicycle Facilities

As mentioned, there are currently no specific facilities for bicycle traffic along the US 550 corridor. It is therefore recommended that any widening improvements on US 550 should include at least a shared lane of a minimum 14 feet on the outside through, but preferably would include an exclusive bicycle lane of 6 feet to face of curb.

If back access roads are constructed it is also recommended to include either a shared lane or exclusive bicycle lane. This will offer bicyclist that are not comfortable riding on US 550 with higher

speed and heavy demand vehicular traffic. If a bicycle trail system is constructed along the Rio Grande within the project area, these back access roads could be used as an opportunity to provide direct access to river trails without requiring the rider to use US 550 for access.



Bicycle demands along the corridor are such that bicycle detection could be warranted on some of the side streets along the corridor. Bicycle detection can be achieved through the following methods:

- Placing an in-pavement detector that is sensitive to the size of a bicycle. These can be limited due to the fact that these detectors cannot detect carbon fiber bicycles.
- Video detection is now offering the ability to place bicycle detectors along with vehicle detection. This form of detection is not limited by the material the bicycle is made of. At times, video detection can be adversely impacted by sun glare, in climate whether, and shadow locations.
- Radar detection also offers an alternative method to detecting bicycles regardless of material and is not impacted by sun glare.

In addition to bicycle detection, consideration should be given to providing a minimum green time for bicycle detection calls that will allow bicycles, which are much slower than motor vehicles, to safely traverse the intersection without encroaching on a conflicting green phase.