GRANTS AND MILAN, NM

VISION ZERO SAFETY ACTION PLAN

IMPLEMENTATION PLAN

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

INTRODUCTION & PURPOSE

The Vision Zero Task Force will oversee the implementation of the Safety Action Plan (SAP), using this Implementation Plan, continuously identifying potential partnerships and funding sources, and evaluating progress, at a minimum of twice a year.

The Vision Zero Safety Action Plan aims to eliminate all traffic fatalities and severe injuries while promoting safe, healthy, and equitable mobility for all. The City of Grants and the Village of Milan, in partnership with the Northwest New Mexico Council of Governments (NWNMCOG) and the New Mexico Department of Transportation (NMDOT), are committed to achieving zero traffic fatalities and severe injuries by the year 2030.

Recommended projects (see ***Section 10, 2024 Vision Zero Safety Action Plan***) are categorized into short-term (1-2 years), medium-term (3-5 years), and long-term (5-10 years) initiatives. Safety countermeasures include policy efforts, enforcement, and engineering strategies to improve roadway safety. Additionally, the Safety Action Plan outlines various funding opportunities to support transportation safety projects, including federal grants, state programs, and local government funds. Essential programs include the Safe Streets and Roads for All (SS4A) Discretionary Grant Program, the Transportation Alternatives Program (TAP), Transportation Project Fund, the Recreational Trails Program (RTP), and the Community Development Block Grant Program (CDBG).

Achieving Vision Zero requires coordinated policy efforts, robust partnerships, and effective evaluation mechanisms. This includes equitable investments, data-driven decisions, promoting a culture of safety, collaboration with local, regional, and state agencies, and engaging the community. Regular monitoring, forming an oversight committee, and treating the Plan as a living document for continuous improvement are essential. The Vision Zero Safety Action Plan for the City of Grants and the Village of Milan sets a clear path toward eliminating traffic fatalities and severe injuries by 2030. The success of the Safety Action Plan depends on the ongoing commitment to Vision Zero principles and the collaborative efforts of all stakeholders involved. By combining policy efforts, partnerships, and robust evaluation frameworks, The City of Grants and Village of Milan aim to create a transportation network that protects all users and achieves the goal of zero fatalities and serious injuries.

Vision Zero acknowledges that there are several contributing factors regarding safe systems and safe mobility, including but not limited to, equity, policy and education, roadway design, safe speeds, enforcement, behaviors, and technology. This Implementation Plan is intended to provide actionable strategies that over time, will achieve the shared goal of zero fatalities and serious injuries in the City of Grants and the Village of Milan. The evaluation of crash data and public input led to the identification of multiple emphasis areas (see ***Section 09, 2024 Vision Zero Safety Action Plan***) where the implementation of safety countermeasures will provide the greatest effect on eliminating traffic fatalities and serious injuries.

Project recommendations will be prioritized by project readiness and timeframe (short, medium, and long-term), cost, funding availability, applicable emphasis areas for each project, and overall safety impact.

VISION AND GOALS

The vision and goals presented below will serve as a framework for the execution of future projects. Vision Zero Taskforce members will reference this document in addition to the 2024 Vision Zero Safety Action Plan to ensure alignment of the vision and goals with each recommended project.

As an advocate of Vision Zero and the Safe Systems Approach, the communities of Grants and Milan, New Mexico, commit to creating the necessary conditions to eliminate traffic fatalities entirely by 2030, and minimize serious injuries on all roadways, including the space between the communities and the roadways that pass through them.

The Vision Zero Task Force carefully crafted the following vision statement:

"The streets of our communities will be safe for everyone who walks, bikes, uses a wheelchair, or drives. The streets will be comfortable, inviting, and accessible for people with varying abilities, for children, and for seniors. To achieve these goals, Grants and Milan will implement street designs that: maximize street safety for the most vulnerable roadway users; reduce driving speed wherever necessary and effective in lowering the frequency and harm of crashes; and ensure that data on Vision Zero progress is continually collected and used to improve upon Vision Zero efforts. Methods for engaging in these efforts include:

- Remaining transparent in our analysis of the state of the program and providing data and information to our partner agencies and the public
- Making equitable and context sensitive investments
- Using data to drive decisions
- Establishing a culture of safety and embracing the 5 e's (equity, education, enforcement, evaluation, engineering)"

GOALS

- **Reduce driver inattention and impairment** - Improve compliance with safe driving practices like not using cell phones, speeding, driving under the influence of alcohol or drugs, and obeying traffic signals and signs.
- **Implement roadway design that is forgiving of human errors** - Adjust roadway designs to create safe conditions for all roadway users. This includes clear striping and signage for drivers, designated bike lanes for cyclists, a complete network of sidewalks for pedestrians, and adequate roadway lighting for all users.
- **Reduce Driving Speeds** - Slow down drivers without increasing emergency response times.
- **Safe truckers and awareness of trucks** – A disproportionate share of the accidents, specifically the fatal and injury accidents, involved heavy trucks. A portion of this goal can be achieved by ensuring ample designated truck parking for commercial vehicles throughout the study area.
- **Improve crash reporting** – Ask law enforcement to gather as much information as possible and avoid leaving important fields blank, such as intersection type, roadway character and grade, first harmful event, crash classification, weather and light conditions, etc. Partner with

local law enforcement agencies to provide best practice training on collision reporting to ensure the most appropriate countermeasure can be implemented to reduce collisions.

- **Zero deaths by 2030** – Achieve zero fatalities by the year 2030. Vision Zero Task Force recommendations to achieve this goal are included below.

These vision and goals will drive the project prioritization and the development of implementation metrics in order to best track progress towards Vision Zero

PHASED IMPLEMENTATION

The safety countermeasures listed in ***Table 1*** are categorized by short-term, medium-term, and long-term project recommendations.

Short-Term Projects

Immediate short-term projects should be implemented within the following two years.

Medium-Term Projects

Medium-term projects should be implemented in 3-5 years.

Long-Term Projects

Long-term projects should be implemented in 5-10 years, unless resources become available sooner.

The following table outlines the identified emphasis areas for this Plan as well as the proposed safety countermeasures to reduce and eliminate traffic fatalities and serious injuries in the City of Grants and Village of Milan.

PROJECT PRIORITIZATION

In order to efficiently execute the implementation projects outlined in this Plan, the projects are categorized into three priority tiers based on project readiness and timeframe (short, medium, and long-term), cost, funding availability, applicable emphasis areas for each project, and overall safety impact. Both projected timeframes, as described above, and project cost are typical and expected constraints for the implementation of any project, regardless of project type. To best meet the safety goals outlined in the SAP, projects were weighed on the strength of their safety impact alongside the feasibility constraints posed by time and cost barriers. The safety impact of a project is defined through that categories include measurable improvements that can be made to the transportation system in alignment with the goals of the SAP. These impacts include speed limit compliance, multimodal safety, multimodal accessibility, traffic control device compliance, and Americans with Disabilities Act (ADA) compliance. The more categories a project addresses, the broader the overall safety impact of implementation will be. Priority tiers and safety impact categories are shown in ***Table 1*** for each implementation item proposed in the Plan

The highest priority projects will be ranked in **Tier One** (shown in green in the table below), due to their high-level of safety impact as it relates to the goals of the Safety Action Plan as well as a feasible planning-level cost and short implementation timeframe to meet the goal year of 2030.

Considering this same horizon year of 2030, projects that have high or unknown costs and long or unpredictable timeframes will have a reduced safety impact, regardless of the efficacy of the proposed countermeasures. Projects with these barriers are included in **Tier Three** (shown in blue in the table below) of this implementation plan as they are valid safety improvement projects, but may not be most effective in the timeframe outlined in the Plan. As the Safety Action Plan is updated by the two municipalities, the prioritization tier of these projects can be reevaluated with new information and/or changing priorities and available funding.

Tier Two (shown in light red in the table below) projects fall in between Tier One and Tier Three; they encompass projects that will have positive safety impacts that are in line with the goals of the Safety Action Plan, but have a prohibitively higher cost or longer timeframe that could reduce the impact of the project within the timeframe of the Safety Action Plan. It is important to note that no project included in this Plan has a low safety impact or is unfeasible. All included projects are highly valuable and proven-effective countermeasures to improve transportation safety for all road users in these two municipalities.

Table 1 – Safety Countermeasures

	Priority Tier	Action	Location	Timeframe	Planning Level Cost	Safety Impacts				
						Speed Limit Compliance	Multimodal Safety	Multimodal Accessibility	Traffic Control Device Compliance	ADA Compliance
1. Santa Fe Avenue Corridor Improvements										
1.1	1	Reduce speed limit	Santa Fe Avenue Corridor	Short	$6,900	X				
1.2	1	Consider driveway consolidation- comply with the New Mexico State Access Management Manual	Santa Fe Avenue Corridor	Short	-		X	X	X	X
1.4	1	Limit allowable movements (right-in, right-out)	Santa Fe Avenue Corridor	Short	$306,000/mile		X	X	X	
1.5	2	Provide designated turn lanes	Santa Fe Avenue Corridor	Short	$4,030,000/mile	X	X		X	
1.6	1	Install protected bike lanes and sidewalks or install multi-use path	Santa Fe Avenue Corridor	Short	$1,327,800/mile	X	X	X	X	X
1.7	1	Install pedestrian crossings from North to South side of Santa Fe Avenue, where applicable	Santa Fe Avenue Corridor	Short	$11,000/each		X	X	X	X
1.8	1	Install Pedestrian Hybrid Beacons (PHB) or High-Intensity Activated CrossWalK (HAWK) signals where warranted	Santa Fe Avenue Corridor	Short	$41,300/each		X	X	X	X
1.9	1	Improve median prominence (painting and signage)	Santa Fe Avenue Corridor	Short	$29700/mile		X			
1.10	1	Install Historic District-compliant lighting in the median	Santa Fe Avenue Corridor	Short	$1,034,000/mile		X			
1.11	1	Install bump-outs or curb extensions where applicable to improve bicyclist and pedestrian sight distance	Santa Fe Avenue Corridor	Short	$196/ft	X	X	X		X
1.12	1	Remove clear zone obstructions	Santa Fe Avenue Corridor	Short	$226,000/mile					
1.13	1	Enforce ADA Compliance (fix sidewalk cracks, remove trees from sidewalks)	Santa Fe Avenue Corridor	Short	-		X	X		X
1.14	1	Ensure handicap spaces in on-street parking areas	Santa Fe Avenue Corridor	Short	-					X
1.15	1	Verify that handicap spaces are adequately signed and have adequate space, ramps, and other necessary facilities.	Santa Fe Avenue Corridor	Short	-					X
1.16	1	Designate all on-street parking to the south side of Santa Fe Avenue	Santa Fe Avenue Corridor	Short	-		X	X		
2. Visibility Improvements										
2.1	1	Increase stop control visibility - stop lines	Intersection at George Hanosh Boulevard / Sakelares Boulevard	Short	$540				X	
2.2	1	Increase stop control visibility - stop lines	Intersection at Warren Street / Iron Avenue	Short	$540				X	
2.3	2	Install delineators	I-40 Corridor	Short	$17,900/mile		X			
2.4	2		State Hwy 605 Corridor	Short	$17,900/mile					
2.5	2		State Hwy 547 Corridor	Short	$17,900/mile					
2.6	1	Install reflectors	Santa Fe Avenue from Aspen Street to Elkins Road	Short	$5,500/mile		X			
2.7	3	Clear vegetation at intersection corners	High Street intersections at Central Avenue and Gold Avenue	Short	$766,000/mile	X	X		X	X
3. Countermeasures for Fixed Object Crashes										
3.1	2	Remove clear zone obstructions	Study Area	Short	$226,000/mile					
	2									
4. Countermeasures for Overturning Crashes										
4.1	2	Install guardrail	I-40 throughout Study Area	Medidum	$498,000 per side of road		X			
5. Countermeasures for Sideswipe Crashes										
5.1	2	Consider addition of an acceleration lane	Intersection at Santa Fe Avenue / Elkins Road	Medium	$488,000/each	X			X	
6. Countermeasures for Roadway Departure and Cross-median Crashes										
6.1	1	Install advance curve sign (W1-2)	On Nimitz Drive - Northbound near High Street and Southbound near Truman Avenue	Short	$6,900/each	X				
6.2	2	Install targeted advanced curve delineation/barriers, longitudinal rumble strips, median barriers, safetyEdge, and wider edge lines	I-40 throughout Study Area	Long	$3,730,000/mile	X				
7. Access Control Plan										

	Priority Tier	Action	Location	Timeframe	Planning Level Cost	Safety Impacts				
						Speed Limit Compliance	Multimodal Safety	Multimodal Accessibility	Traffic Control Device Compliance	ADA Compliance
7.1	3	**Implement Access Management** - Install median to restrict side street movement, comply with New Mexico State Access Management Manual for driveway closure/relocation/consolidation to manage spacing/interval, limit allowable movements (right-in, right-out, etc.), utilize roundabouts or reduce left-turn conflicts (i.e. restricted crossing U turns), provide turn lanes	Santa Fe Avenue from Lava Road to North Study Area boundary	Medium	Install Raised Median ($1,378,000/Mlile) Construct Single-Lane Roundabout ($5,742,000) Install Center Turn Lane ($4,030,000/mile)		X	X	X	X
7.2	2		Santa Fe Avenue from Halsey Road to I-40	Medium						
7.3	3		State Hwy 547 from Santa Fe Avenue to Roosevelt Avenue	Medium						
7.4	3		State Hwy 547 from Roosevelt Avenue to north Study Area boundary	Medium						
7.5	3		State Hwy 117 from Santa Fe Avenue to Sakelares Boulevard	Medium						
7.6	3		State Hwy 605 from Santa Fe Avenue to Watertank Hill Avenue	Medium						
7.7	3		State Hwy 605 from Watertank Hill Avenue to North Study Area boundary	Medium						
8. Roundabouts										
8.1	3	Evaluate roundabout feasibility	Intersection at 1st St / Roosevelt Ave	Long	$5,742,000/each	X	X	X	X	X
8.2	3	Evaluate roundabout feasibility	Intersection at Mesa Blvd / Roosevelt Ave	Long	$5,742,000/each					
8.3	3	Evaluate roundabout feasibility	Intersection at Lobo Canyon Rd / Sakelares Blvd	Long	$5,742,000/each					
9. Traffic Control Signals										
9.1	2	Evaluate traffic control signal warrants and configuration	Intersection at Nimitz Dr / Santa Fe Ave	Long	$574,000	X	X	X	X	X
10. Multimodal Infrastructure										
10.1	1	Enforce ADA Compliance (fix sidewalk cracks, remove trees from sidewalks)	Study Area	Long	-		X	X		X
10.2	1	Improve pedestrian crossing striping and signage	Study Area	Short	$11,000/each		X	X	X	X
10.3	2	Remove clear zone obstructions	Study Area	Short	$226,000/mile		X	X		X
10.4	1	Install bump outs or curb extensions where applicable to improve bicylist and pedestrian sight distance	Study Area	Long	$196/ft	X	X	X	X	X
11. Intersection Improvements										
11.1	2	Intersection improvements	Intersection at Mount Taylor Drive / Sakelares Boulevard	Long	$134,000/each	X	X	X	X	X
11.2	2	Intersection improvements	Intersection at State Hwy 605 / Stanley Road	Long	$134,000/each					
11.3	1	Intersection improvements	Intersection at Horizon Boulevard / Santa Fe Avenue	Short	$11,000/each					
11.4	2	Interchange improvements	I-40 Corridor Study Recommendations	Long	$134,000/each					
11.5	2	Capacity and safety enhancements	At the entrance of the Milan Industrial Park along Santa Fe Avenue and State Hwy 605	Long	$163,000/each					
11.6	3	Eliminate the Y-intersection on both ends of Sakelares Boulevard and replace with a T-intersection to increase the sight distance for safer travel lanes; Include 5-ft curbed median along the corridor; Addition of 5-ft bike lanes in each direction; A 6-ft buffered sidewalk on the east side; A 12-ft shared trail on the west side to provide safety for users	Lobo Canyon Road / State Hwy 547 to the north and Santa Fe Avenue / State Hwy 117 to the south	Long	$3,838,000 + $1,011,000/mile (trail)					
11.7	2	Incorporate safe streets design characteristics and enhance pedestrian and bicycle transportation alternatives; Replace aging infrastructure and improve neighborhood drainage by increasing conveyance to the channel that runs along Santa Fe Avenue.	Elkins Road from Santa Fe Avenue to Juniper Drive	Long	1,060,000/mile					
12. Los Alamitos School Crossing										
12.1	1	Improve pedestrian crosswalk striping	Intersections at Mount Taylor Drive / Elm Drive and Mount Taylor Drive / Santa Marina Street	Short	$11,000/each		X		X	X
13. Rail Crossings										
13.1	3	Install traffic control (traffic signal and automated crossarm)	Install Traffic Signal South of Mill Road along Santa Fe Ave and Overpass at Mill Road / Santa Fe Ave (see conceptual design)	Long	$574,000	X			X	

	Priority Tier	Action	Location	Timeframe	Planning Level Cost	Safety Impacts				
						Speed Limit Compliance	Multimodal Safety	Multimodal Accessibility	Traffic Control Device Compliance	ADA Compliance
13.2	3	Grade separation (overpass)	Intersection at NM 605 / Santa Fe Ave	Long	$38,280,000	X			X	
14. Education, Enforcement, Communication										
14.1	1	Implement pedestrian and bicycle safety program with NMDPS including policy, enforcement, communication, education, incentive, and engineering strategies	Study Area	Short	-		X	X	X	X
14.2	1	Emphasize and implement education and enforcement to reduce distracted driving, driving without a seatbelt, and DUI	Study Area	Short	-	X	X		X	
14.3	1	Use High Visibility Enforcement (HVE) and/or High Visibility Patrols (HVP) directed at motorists	Study Area	Short	-	X	X		X	
14.4	1	Targeted use of speed safety cameras and speed feedback signs	Study Area	Medium	$68,800/mile	X				
14.5	1	Implement speed management and install "Share the Road" signs to reduce motorcycle involved crashes	Study Area	Short	$6,900/each	X	X			
15. Technology										
15.1	1	Implement variable speed limit signs (VSLs)	I-40 throughout Study Area	Medium	$467,000/2 signs per mile	X			X	
15.2	1	Interconnecting signals with High-Intensity Activated CrossWalK (HAWK)	Study Area	Medium	$75,000 - $150,000/intersection		X	X	X	
15.3	1	Add solar-powered pedestrian-level lighting	Study Area	Medium	$3,000 - $5,000/light		X	X		
15.4	2	Install permanent classification counter equipment	Study Area	Long	$15,000 - $25,000 per counter					
15.5	3	Implement technology solutions for truck management. Consider installing real-time truck parking information systems, weigh-in-motion (WIM) sensors, and GPS tracking to better manage truck routes and stops.	I-40 throughout Study Area	Long	* Real-Time Parking: $50,000 - $100,000 * WIM Sensors: $100,000 - $150,000/sensor * GPS Tracking: $200 - $500/unit plus fees					
15.6	1	Install radar signs for speed awareness	Study Area	Medium	$3,000 - $7,000/sign	X				
16. Policy and Zoning Updates										
16.1	2	Review and update zoning codes to enhance multimodal accommodation	Study Area	Medium	$50,000 - $100,000/study		X	X		X
16.2	1	Conduct multimodal transportation studies	Study Area	Short	$50,000 - $150,000/study		X	X	X	X
16.3	1	Develop an overlay district for Santa Fe Avenue	Santa Fe Avenue	Short	A component of the zoning codr update					
17. Miscellaneous										
17.1	1	Identify and designate specific speed management areas	Study Area	Short	-	X	X			
17.2	2	Ensure ample designated truck parking for commercial vehicles	Study Area	Medium	-					
17.3	1	Improve consistent crash reporting - work with law enforcement to gather as much information as possible and avoid leaving important fields blank when filling out crash reports	Study Area	Short	-	X	X			
17.4	2	Install High-Visibility Edge Line Striping	Study Area	Medium	$29,700/2 edge lines and lane line per direction		X			
17.5	3	Install High-Friction Surface Treatments (HFST)	Intersection at Mountain Road and Washignton Avenue; Nimitz Avenue between Mesa Boulevard, Santa Fe Avenue and 5th Street; Intersection at Iron Avenue and Warren Street; Santa Fe Avenue and Elkins Road; I-40 throughout Study Area	Long	-		X	X		
17.6	3	Install escape ramps, game guards, and wildlife crossing structures to reduce Wildlife-Vehicle Collisions (WVCs)	I-40 throughout Study Area	Medium	$446,000					

CONCLUSION

While full investment and commitment to these countermeasures will require factors such as time and funding, in the short term, the City of Grants and Village of Milan may begin to seek additional funding to begin design and construction on identified Tier 1 priority projects. The Vision Zero Task Force will be responsible for meeting a minimum of twice a year to oversee the implementation of the recommended countermeasures, as well as continuing to identify funding sources that will assist in the completion of projects in Tier 2 and Tier 3. Success of this Plan relies on the continued commitment to Vision Zero, an ongoing priority for the communities of Grants and Milan.