

**FACTS REGARDING THE PROPOSED ROUNDABOUT AT RIO GRANDE BOULEVARD AND
CANDELARIA**

1. The 2011 MRCOG report of Intersection accidents shows the Candelaria and Rio Grande intersection having **triple the average number of accidents involving pedestrians** when compared to the rest of the Albuquerque Metropolitan Planning Area. This places this intersection in the same category as the intersection of San Mateo and Montgomery.

2. The 24 hour traffic study conducted by Wilson and Company on June 10, 2010 shows **significant speeding on Rio Grande Boulevard. The percent of vehicles traveling faster than the 35 mph posted speed limit was as follows:**

- Just *north* of the intersection
 - 61% (Elfego Rd – San Lorenzo Ave)
- Just *south* of the intersection
 - 75% (Artesanos Ct – Oro Vista Rd)
 - 56% (Campbell Rd – Vicic Rd, where the roadway curves)
 - 81% (Plaza Vizcaya – El Nido Ct)

3. In a 4 way, 4 lane intersection, 32 vehicle-to-vehicle collision points and 24 vehicle-to-pedestrian/bicycle collision points are possible. In a single lane roundabout such as the one designed for Candelaria and Rio Grande, 8 vehicle-to-vehicle and 8 vehicle-to-pedestrian/bicycle collision points are possible. T-bone collisions at fast speeds, typical on a 4 way intersection, are not possible in a roundabout.

4. The probability of a **pedestrian death** when hit by a vehicle goes up as follows (page 109 of Dover/Kohl Work-In-Progress Presentation on July 13, 2010): At 20mph: 5%. At 30mph: 45%. At 40mph: 85%. The speed within the roundabout will be about 15mph, significantly reducing the severity of any vehicle crash and **reducing the probability of a pedestrian or bicyclist being severely injured or killed.**

5. **Positive changes that occur after a roundabout is installed** include (R.A. Retting, B.N. Persaud, P.E. Garder and D. Lord, "Crash and Injury Reduction Following Installation of Roundabouts in the United States," *American Journal of Public Health*, vol. 91, no.4 (April 2001) pp.628-31):

Overall decrease in crashes: 39%. Decrease in injury-producing crashes: 76%.

Decrease in fatal or incapacitating injuries: 90%

6. At the request of participants at the July, 2010 charrette five intersections were proposed for possible roundabouts: Mountain, Indian School, Matthew, Candelaria, and Griegos. All of the intersections but Candelaria had constraints such as historic buildings, off-sets and inadequate ROW opportunities that made a roundabout difficult to fit to the intersection.