

THIS AMENDMENT PASSED ON AN 5-0 VOTE.

**LAND USE, PLANNING AND ZONING COMMITTEE
of the
CITY COUNCIL**

October 15, 2025

COMMITTEE AMENDMENT NO. 1 TO O-25-98

AMENDMENT SPONSORED BY: Tammy Fiebelkorn

1. On page 5, insert the following after line 5:

“§ 8-1-3-2 JURISDICTION.

The enforcement of this Traffic Code shall be limited to the streets and roadways of the city, unless otherwise specified in a section, and which shall be deemed to include those thoroughfares on private property used by the public for purposes of vehicular travel by permission of the owner and not as a matter of right; provided, that either the owner or lessor of such private property shall have made application to the Mayor to have the Traffic Code and other applicable ordinances of the city enforced on the thoroughfares on that property and the Mayor shall have granted such application. However, §§ 8-2-9-1 through 8-2-9-9, 8-2-1-12 and 8-2-1-13 shall not be so limited but also shall be enforced on all publicly or privately owned property and those sections relating to parking regulations shall not be so limited but also shall be enforced on all publicly owned parking lots. When a street is the boundary line between the city and the county, the entire public way shall be deemed within the city.

[(A) Operators of bicycles have the same rights and responsibilities as operators of automobiles in the use of streets, highways and roadways within the city, except as otherwise specifically provided herein.

(B) Provisions listed in this Chapter 8 as applicable to bicycles are equally applicable to e-bikes and powered micromobility devices.]”

Explanation:

This amendment extends to the entire Traffic Code the existing provisions of § 8-3-3, that operators of bicycles, e-bikes, and powered micromobility devices have the same

rights and responsibilities as operators of vehicles when using streets/roadways except as otherwise specifically provided.

THIS AMENDMENT PASSED ON AN 5-0 VOTE.

**LAND USE, PLANNING AND ZONING COMMITTEE
of the
CITY COUNCIL**

October 15, 2025

COMMITTEE AMENDMENT NO. 2 TO O-25-98

AMENDMENT SPONSORED BY: Tammy Fiebelkorn

- 1. On page 10, line 31, insert a period after “crosswalk” and delete “when the vulnerable road user is upon the half of the roadway upon which the vehicle is traveling, or when the vulnerable road user is approaching so closely from the opposite half of the roadway as to be in danger.”**
- 2. On page 10, line 5, insert a period after “crosswalk” and delete “when the vulnerable road user is upon the half of the roadway upon which the vehicle is traveling, or when the vulnerable road user is approaching so closely from the opposite half of the roadway as to be in danger.”**

Explanation:

This amendment requires that at a Rectangular Rapid Flashing Beacon (RRFB) when the signal has been activated and the lights are flashing, vehicles stop for vulnerable road users in the crosswalk regardless of the vulnerable road user’s position or location within the roadway. RRFB’s are intended to provide additional protection for vulnerable road users at crossings where they are installed, and therefore a higher level of caution should be undertaken by drivers of vehicles.

This amendment also changes the requirement for stopping at a Pedestrian Hybrid Beacon (PHB), also known as a HAWK, when the lights are flashing yellow to be consistent with the change to requirements for RRFB’s in order to avoid confusion for all road users.

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**LAND USE, PLANNING AND ZONING COMMITTEE
of the
CITY COUNCIL**

October 15, 2025

COMMITTEE AMENDMENT NO. 3 TO O-25-98

AMENDMENT SPONSORED BY: Tammy Fiebelkorn

- 1. On page 15, line 18, delete the second occurrence of the word “the.”**
- 2. On page 15, line 19, delete “devices, signs, or lines or marking” and replace with “signals.”**

Explanation:

The amended provisions of § 8-2-7-9 PROHIBITED VULNERABLE ROAD USER CROSSINGS are intended to clarify where vulnerable road user are prohibited from crossing and directs vulnerable road users to cross at more protected, preferred locations. The existing and proposed amended definitions of “crosswalk” both include all intersections, whether or not marked, signed, or signalized. This amendment clarifies the intent of Paragraph (B) to direct vulnerable road users to cross at a signalized intersection if they are within two blocks of one rather than crossing at an unmarked, unsignalized or uncontrolled crosswalk.

THIS AMENDMENT PASSED ON AN 5-0 VOTE.

CITY COUNCIL
OF THE CITY OF ALBUQUERQUE

October 15th, 2025

FLOOR AMENDMENT NO. 4 TO O-25-93

AMENDMENT SPONSORED BY: Tammy Fiebelkorn

1. On page 4, line 12, amend the following language:

VULNERABLE ROAD USER. The term “vulnerable road user” includes:

- (a) A pedestrian ~~[.] [, including those persons actually engaged in work upon a public way, or in work upon utility facilities along a roadway, or engaged in the provision of emergency services within the right-of-way;]~~

~~[(b) A worker; or]~~

~~[(b) A person riding or leading an animal;]~~

(c) A person lawfully operating or riding any of the following on a public way:

(1) Bicycle or tricycle;

(2) A skateboard;

(3) Roller skates;

(4) In-line skates;

(5) A scooter;

(6) An e-bike or powered micromobility device;

(7) A wheelchair or other personal assistive mobility device; or

(8) Any device designed to be used on the roadway or sidewalk that is not a motor vehicle.]

2. On Page 4, line 28, add the following definition and amend existing language:

WORKER. Any ~~[pedestrian]~~ **[person]** ~~[officially]~~ **[actually]** engaged in work **[upon a public way]** ~~[or its supervision or inspection at a road work site]~~ **[or utility facilities along a roadway, or engaged in the provision of emergency services within the right-of-way].]**

3. Starting on page 6, line 15, add the following language:

(A) Green Alone.

- (1) Vehicular traffic facing the signal may proceed straight through or turn right or left unless a sign at such place prohibits either turn. But vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles **[and]** to ~~[bicycles, to pedestrians]~~ **[vulnerable road users]** lawfully within the intersection ~~[or an adjacent crosswalk]~~ at the time such signal is exhibited; and
4. On page 6, line 1 amend the following language:
 - (A) The driver of a vehicle shall not ~~[back the same]~~ **[back up]** unless such movement can be made with reasonable safety and without interfering with other traffic.
5. On Page 6, line 21, amend the following language:
 - (2) Unless otherwise directed by a pedestrian control signal, ~~[pedestrians]~~**[vulnerable road users]** facing the signal may proceed across the street within any marked or unmarked crosswalk and after entering the intersection shall ~~[walk as rapidly as possible in order]~~**[proceed]**~~[in a manner]~~ to clear the intersection **[, and all drivers of vehicles shall yield to any such vulnerable road user].** ~~[as quickly as safely possible].~~
6. On Page 7, line 1, amend the following language:
 - (2) Unless otherwise directed by a pedestrian control signal, ~~[pedestrians]~~**[vulnerable road users]** facing the signal may proceed across the street within any marked or unmarked crosswalk and after entering the intersection shall ~~[walk as rapidly as possible in order]~~**[proceed]**~~[in a manner]~~ to clear the intersection **[, and all drivers of vehicles shall yield to any such vulnerable road user].** ~~[as quickly as safely possible].~~
7. On Page 8, line 21, amend the following language:
 - (2) No ~~[pedestrians]~~ **[vulnerable road user]** facing the signal shall enter the street unless ~~[he]~~**[they]** can do so safely and without interfering with any vehicular traffic, and upon entering the intersection, shall ~~[walk as rapidly as possible in order]~~ **[proceed]**~~[in a manner]~~ to clear the intersection **[, and all drivers of vehicles shall yield to any such vulnerable road user]** ~~[as quickly as safely as possible].~~
8. On Page 9, line 17, amend the following language:
 - [(2)]** “**DON'T WALK.**” No ~~[Pedestrians]~~ **[vulnerable road users]** shall start to cross the roadway in the direction of such signal, but any ~~[pedestrian]~~ **[vulnerable road user]** who has partially completed ~~[his]~~**[their]** crossing on the “WALK” signal shall ~~[walk]~~ **[proceed]** ~~[as rapidly as safely]~~

~~possible~~ ~~[to a sidewalk or safety zone]~~ **[across the roadway] [, and all drivers of vehicles shall yield to any such vulnerable road user].**

9. On Page 10, line 24, amend the following language:

- (b) **“DON’T WALK.” No vulnerable road users shall start to cross the roadway in the direction of such signal, but any vulnerable road user who has partially completed their crossing on the “WALK” signal shall proceed ~~[as rapidly as safely possible]~~ across the roadway[, and all drivers of vehicles shall yield to any such vulnerable road user].**

10. On page 11, line 6 amend the following language:

- (3) Whenever a vehicle [or other device that must comply with duties applicable to the driver of a vehicle] is stopped to permit a vulnerable road user to cross the roadway in a crosswalk, the operator of ~~[a]~~[the] vehicle [or device] ~~[or bicyclist]~~ traveling in the roadway approaching from the rear shall not overtake and pass such vehicle [or device].**

11. On Page 13, line 28, amend the following language:

- (B) Whenever a vehicle [or other device that must comply with duties applicable to the driver of a vehicle] is stopped at a marked or unmarked crosswalk ~~[at an intersection]~~ to permit a ~~[pedestrian]~~[vulnerable road user] to cross the roadway, the ~~[driver]~~[operator] of ~~[the]~~~~[the]~~~~[a]~~ vehicle [or device] ~~[or bicycle traveling in the roadway]~~ approaching from the rear shall not overtake and pass such vehicle [or device].

12. On Page 14, line 26, amend the following language:

- (C) Whenever any vehicle [or other device that must comply with duties applicable to the driver of a vehicle] is stopped at a ~~[marked]~~ crosswalk or at ~~[unmarked]~~ any intersection to permit a ~~[pedestrian]~~[vulnerable road user] to cross the roadway, the ~~[driver]~~[operator] of any other vehicle ~~[or bicycle traveling in the roadway]~~ [or device] approaching from the rear shall not overtake and pass such stopped vehicle [or device].]

13. On page 18, line 18 amend the following language:

- (D) Whenever any vehicle [or other device that must comply with duties applicable to the driver of a vehicle] is stopped at a crosswalk or at any intersection to permit a vulnerable road user to cross the roadway, the operator of any other vehicle [or device] approaching**

from the rear shall not overtake and pass such stopped vehicle ~~for device~~.]

14. On page 21, line 21, amend the following language:

VULNERABLE ROAD USER. The term “vulnerable road user” includes:

- (a) A pedestrian~~[,] [, including those persons actually engaged in work upon a public way, or in work upon utility facilities along a roadway, or engaged in the provision of emergency services within the right-of-way;]~~

~~[(b) A worker; or]~~

~~[(b) — A person riding or leading an animal;]~~

(c) A person lawfully operating or riding any of the following on a public way:

(1) Bicycle or tricycle;

(2) A skateboard;

(3) Roller skates;

(4) In-line skates;

(5) A scooter;

(6) An e-bike or powered micromobility device;

(7) A wheelchair or other personal assistive mobility device; or

(8) Any device designed to be used on the roadway or sidewalk that is not a motor vehicle.]

Explanation:

This amendment contains technical clean-ups. The vulnerable road user definition is clarified and removes “A person riding or leading an animal” to clarify that horses or other draft animals should comply with Part 4 of the traffic code.

Other amendments deal with the language of “rapid” and “safely” as they pertain to a vulnerable road user crossing a safe zone or crosswalk. The language is changed to follow state statute, as well as to be in line with other regional municipalities.

The third set of amendments clarifies that other devices that are required to comply with laws governing drivers of vehicles should not overpass other stopped vehicles or other applicable devices when stopped at a traffic signal, RRFB/HAWK or any other type of signal for the protection of vulnerable road users.

THIS AMENDMENT PASSED ON AN 5-0 VOTE.

LAND USE, PLANNING AND ZONING COMMITTEE
of the
CITY COUNCIL

October 15, 2025

COMMITTEE AMENDMENT NO. 5 TO O-25-98

AMENDMENT SPONSORED BY: Tammy Fiebelkorn

1. On page 3, insert the following after line 13:

“[ENGINEERING AND TRAFFIC INVESTIGATION AND/OR STUDY. A traffic engineering study, investigation, or analysis based on professional engineering judgment, field observation, safety analysis, or other evidence-based best practices. This approach will use data to include, but not limited to, HFIN crash rate, roadway classification, surrounding land use, speed violations, warrant studies, and other variables to justify safety changes.]”

2. On page 21, insert the following after line 18:

“[ENGINEERING AND TRAFFIC INVESTIGATION AND/OR STUDY. A traffic engineering study, investigation, or analysis based on professional engineering judgment, field observation, safety analysis, or other evidence-based best practices. This approach will use data to include, but not limited to, HFIN crash rate, roadway classification, surrounding land use, speed violations, warrant studies, and other variables to justify safety changes.]”

Explanation:

This amendment adds a definition of “ENGINEERING AND TRAFFIC INVESTIGATION AND/OR STUDY,” a term used in Chapter 8, Article 2 and Chapter 8, Article 5 to specify the possible basis and scope of such a study. A documented analysis with a foundation in evidence based best practices ensures transparency, consistency, and defensibility, while still allowing for expected action when needed; however, a detailed, lengthy, exhaustive study is not required in every case where safety improvements are being considered.

THIS AMENDMENT PASSED ON AN 5-0 VOTE.

CITY COUNCIL
OF THE CITY OF ALBUQUERQUE

October 15th, 2025

FLOOR AMENDMENT NO. 6 TO O-25-98

AMENDMENT SPONSORED BY: Brook Bassan

1. On page 2, line 25, insert the following whereas clauses:

WHEREAS, the 2024 Bikeways and Trail Facilities Plan has the Bear Canyon Arroyo Trail crossings at Wyoming Blvd., Morris St. and Eubank Blvd. as priority trail crossing improvements; and

WHEREAS, by improving these three trail crossings, the Bear Canyon Arroyo Trail crossings identified in the 2024 Bikeways and Trail Facilities Plan will be completed; and

WHEREAS, along the street segments that come into contact with these trail crossings, there have been crashes ending in 166 injuries and 2 fatalities from 2015 – 2023 per the City and MRCOG High Fatality Injury Network data; and

2. On Page 22, line 27, add a new Section 7 and renumber subsequent sections:

SECTION 7. The administration shall prioritize per the 2024 Albuquerque Bikeway and Trail Facilities Plan, the implementation of HAWK signals or more adequate trail crossing improvements at 1) Bear Canyon Arroyo Trail crossing on Wyoming Blvd. 2) Bear Canyon Arroyo Trail crossing on Eubank Blvd. and 3) Bear Canyon Arroyo Trail crossing on Morris St., prior to the implementation of other HAWK signals in the City.

Explanation:

This amendment is meant to prioritize the implementation of HAWK signals or other improved crossing interventions at the Bear Canyon Arroyo trail at Wyoming Blvd., Eubank Blvd. and Morris St. in order to address vulnerable user safety concerns on Regional Principle Arterials (Wyoming and Eubank) and including Morris St. to complete the trail network along the Bear Canyon Arroyo Trail.