

SAN PEDRO DRIVE LANE CONVERSION

MARBLE TO INDIAN SCHOOL

Informational Meeting

August 26, 2014



Parametrix

EXISTING CONDITIONS - CRASHES

- Between Marble and Indian School– 160 crashes in three years
 - 50% rear-ends
 - 18% left-turns
 - 13% sideswipes
- Slightly lower crash rate during State Fair
- San Pedro crash rate: 9.5 per MVM

*Bernalillo County average:
2.8 per MVM*



EXISTING CONDITIONS - ACCESS

- Between Marble and Indian School (1 mile)
 - 14 side street intersections
 - About 50 driveways

*Large speed differentials
between through and turning
vehicles –
a big causes of crashes*



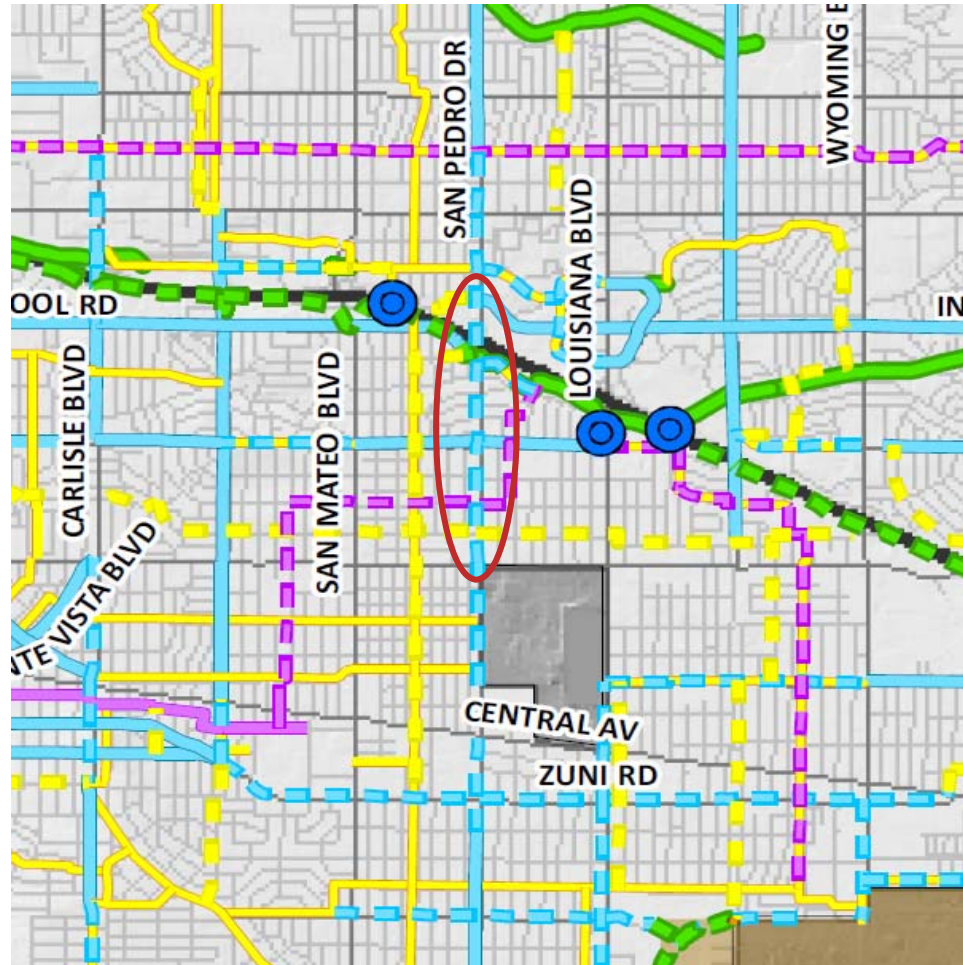
EXISTING CONDITIONS – PEDESTRIAN CROSSINGS

- Half mile between signalized pedestrian crossings at Lomas and Constitution

If pedestrians cross mid-block they have to cross all four lanes at once



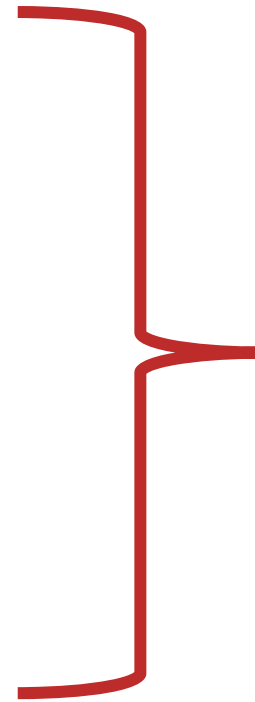
EXISTING CONDITIONS – PLANNING DOCUMENTS



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PROBLEM STATEMENT

- Higher than average crash rate, partly the result of having no dedicated left turn lane
- Difficult pedestrian crossing
- No bike lanes, which are shown in the Long-Range Bikeway System Map



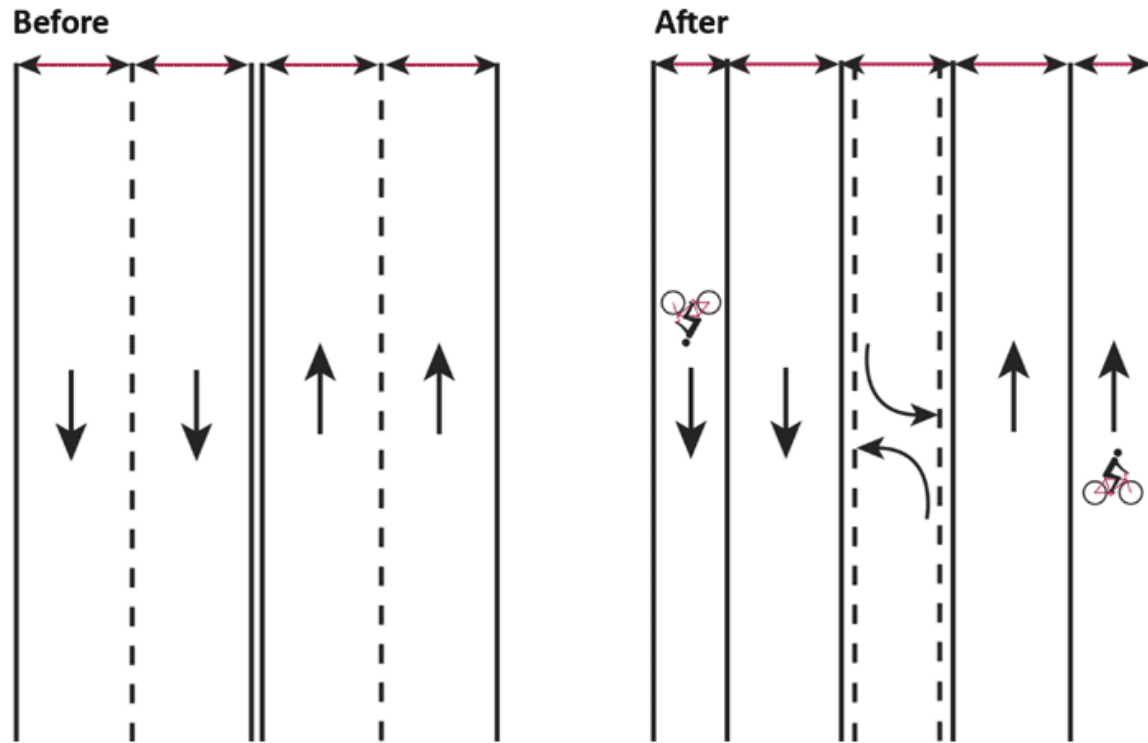
Make San
Pedro
difficult to
access

PURPOSE OF THE PROJECT

- Implement modifications to decrease the crash rate by creating a dedicated left-turn lane
- Make it easier to access driveways and side streets
- Make it easier for pedestrians to cross mid-block
- Provide the bike lanes that are shown in the Long-Range Bikeway System Map



CITY'S PROPOSAL – TRAFFIC LANE CONVERSION



CITY'S PROPOSAL - OTHER

- Mile-Hi District branding
- Installation of marquee signage
- Street lighting, landscaping, street furniture
- Improvements for bike boulevard crossing at Mountain Road



WHAT WILL THIS DO TO TRAFFIC?

ACCESS

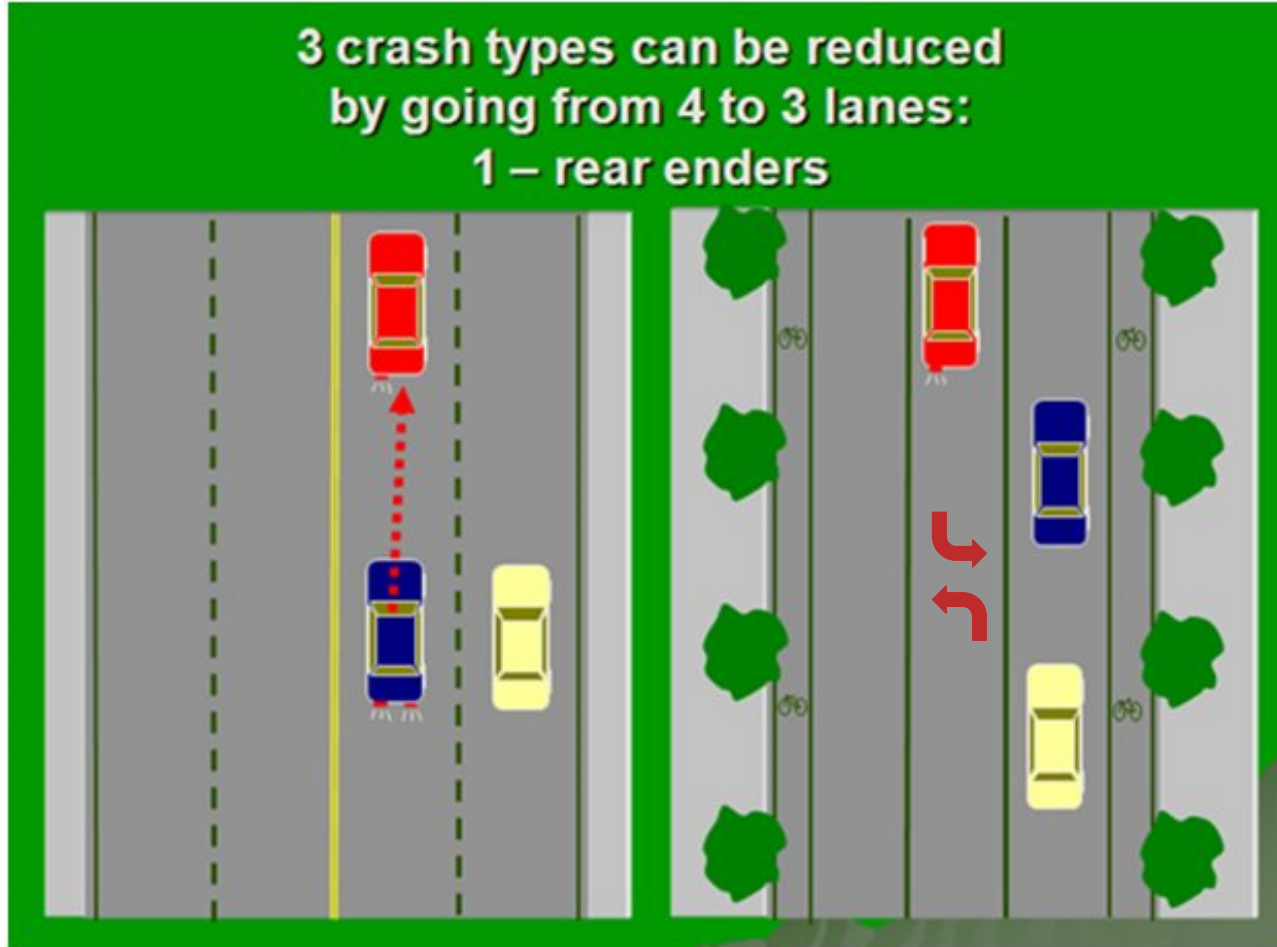
- When making a left turn off San Pedro you can get out of the through lane of traffic and not be concerned about being rear-ended
- When making a left turn out of a driveway or side street you can make a “two step turn” by waiting in the center turn lane



WHAT WILL THIS DO TO TRAFFIC?

CRASHES

3 crash types can be reduced
by going from 4 to 3 lanes:
1 – rear enders



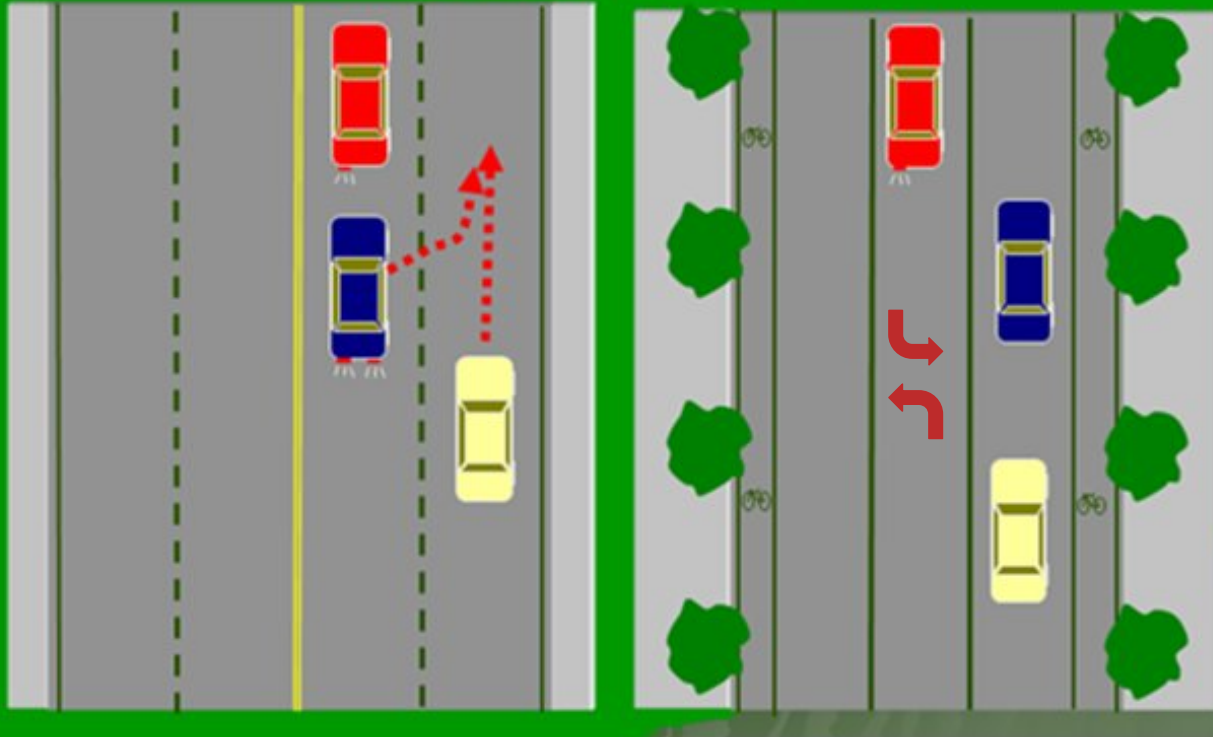
Credit: www.fresno.gov

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WHAT WILL THIS DO TO TRAFFIC?

CRASHES

3 crash types can be reduced
by going from 4 to 3 lanes:
2 – side swipes



Credit: www.fresno.gov

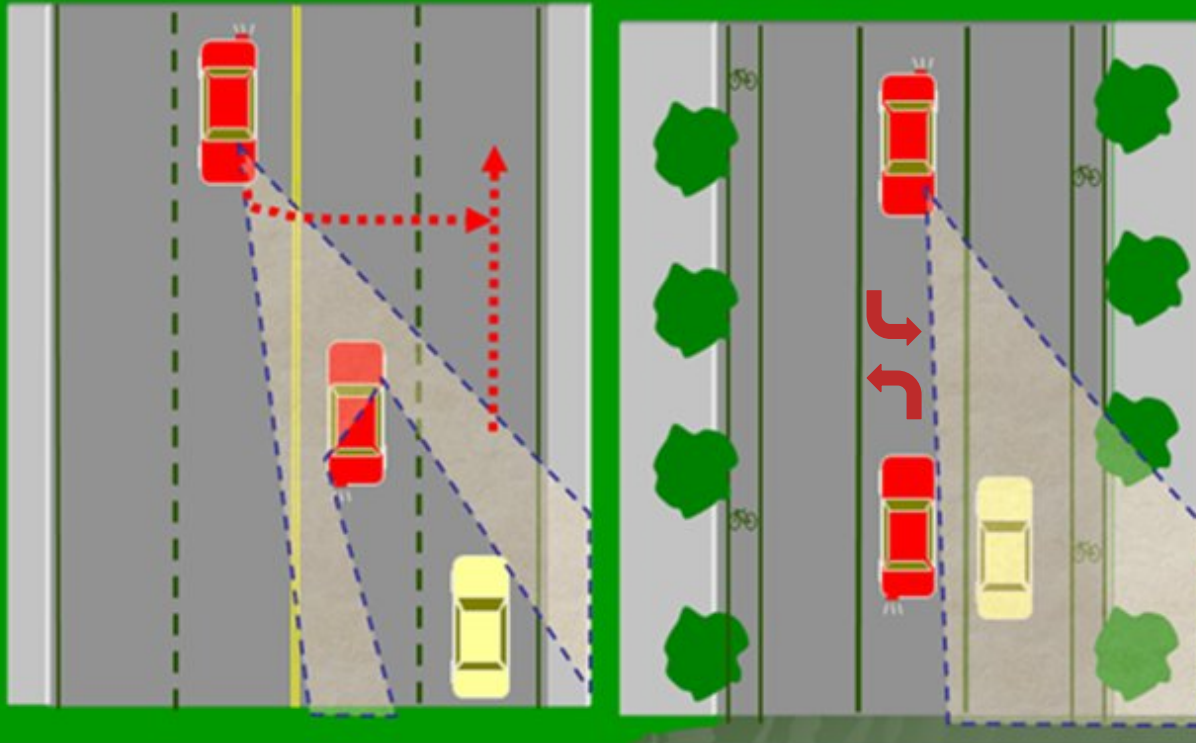


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WHAT WILL THIS DO TO TRAFFIC?

CRASHES

3 crash types can be reduced
by going from 4 to 3 lanes:
3 – Left Turns/Broadsides



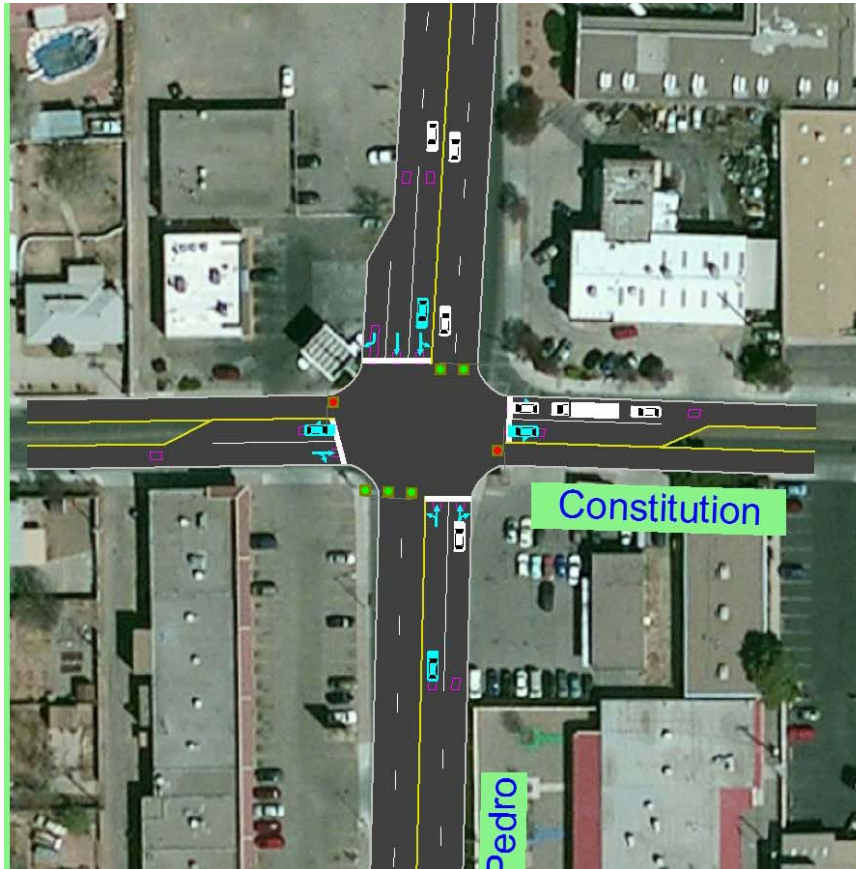
*Highway
Safety Manual
gives CMF of
0.71 for 4-lane
to 3-lane road
conversions*

Credit: www.fresno.gov

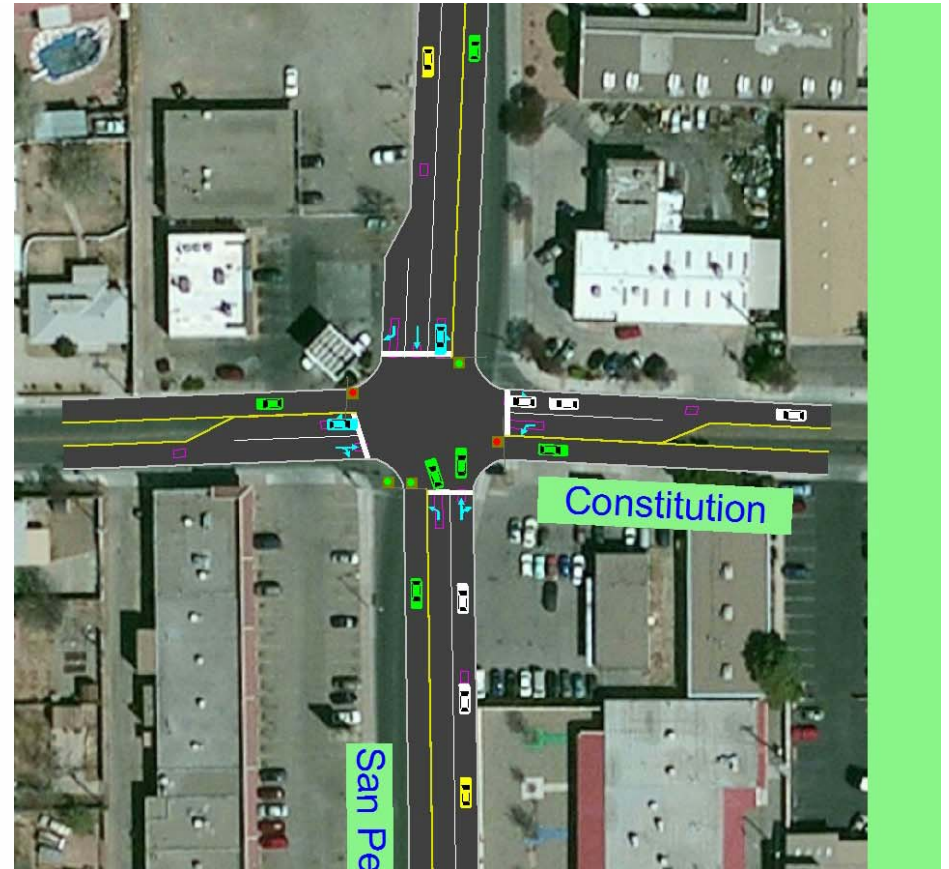


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WHAT WILL THIS DO TO TRAFFIC? CAPACITY



EXISTING CONDITIONS



WITH 3-LANE SECTION

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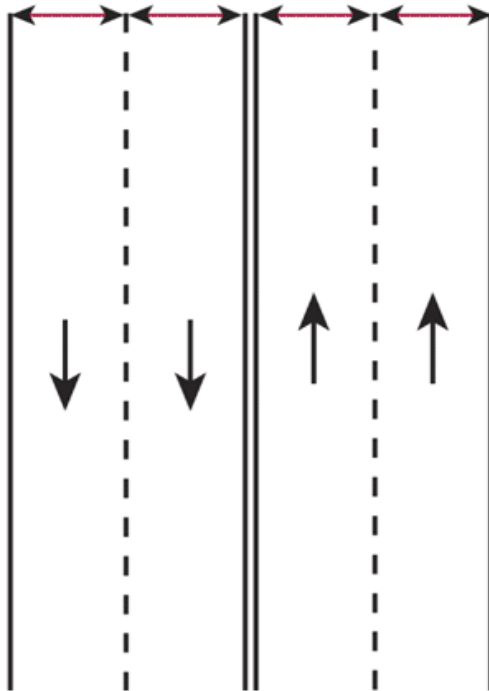


DOWNSIDE OF FOUR LANE UNDIVIDED ROADS

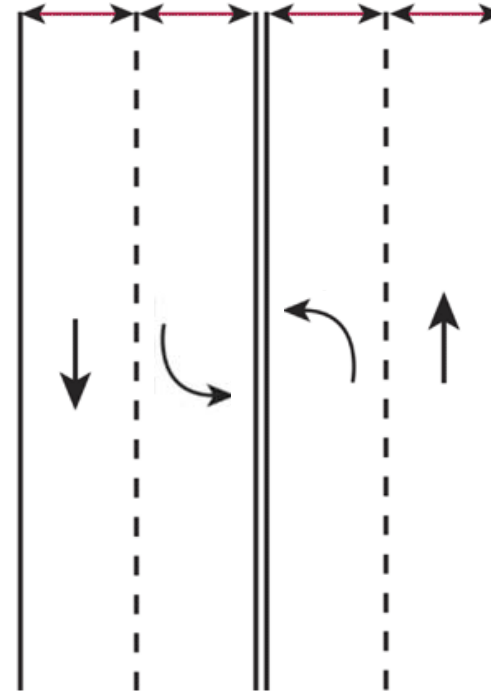


CITY'S PROPOSAL – TRAFFIC LANE CONVERSION

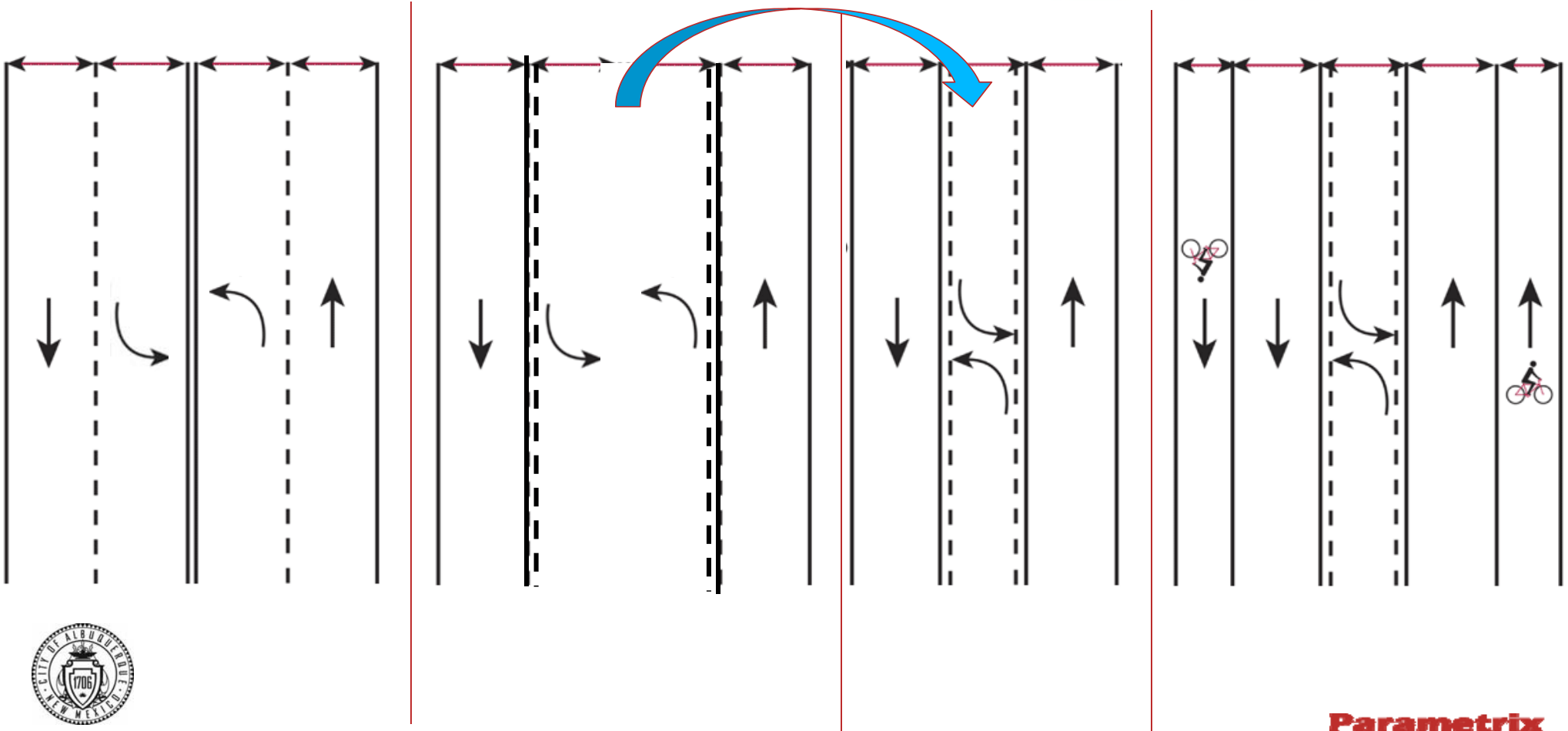
How San Pedro is Striped



How San Pedro Operates



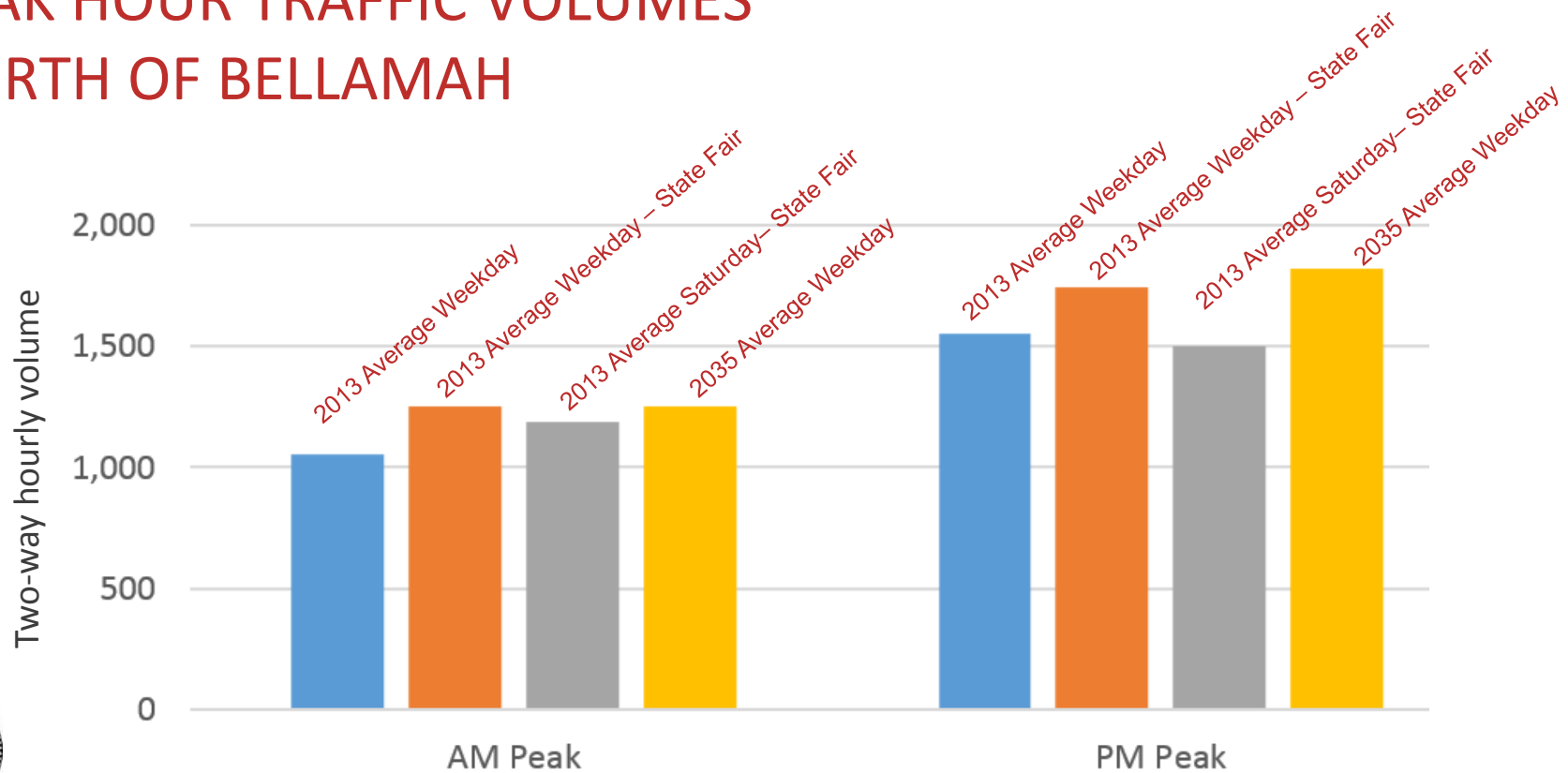
CITY'S PROPOSAL – TRAFFIC LANE CONVERSION



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WHAT ABOUT FUTURE OPERATIONS?

PEAK HOUR TRAFFIC VOLUMES NORTH OF BELLAMAH



CONCLUSIONS

- Because of the frequent access along San Pedro, creating a dedicated left-turn lane is expected to increase safety without the loss of capacity
- Future traffic volumes are not expected to increase to a level that would change the first conclusion
- The new cross section will make it easier for pedestrians to cross mid-block
- By combining the two existing de facto left-turn lanes, space can be made for on-street bike lanes

