

# Public Comments Concerning Transportation Proposals in August 2008

## Workshop Proposals Report

### Central Avenue: Comments Generally in Support of Narrowing/Major Changes

1. I would like to see a more ambitious redesign of Central Avenue. A famous person once said, "Make no small plans". Think big! Fire up the public's imagination. East Central is one of the few arterial (non-freeway) entries into the City. Driving east from Juan Tabo, the magnificence of the Sandia's is glaring - build upon this major asset. Admittedly, it is difficult to imagine East Central as a competition to Phoenix's Central Ave. or Palm Springs' Highway 111, but thinking long-term and having a formidable vision - it is possible. One or two great jump-start projects and the rest could fall in place over time - the redesign of Central Ave.'s cross-section must be coupled with sign control and strict urban design standards, otherwise the public will fail to benefit fully - visual pollution should be disdained as much as tailpipe emissions. Imagine the Sandia's looking down on Central and viewing the mess we have created in the name of progress and development - we must treat views of these majestic creations with respect!
2. The improvements planned should be a great change for the area. They look great.
3. The Central plan is great. I am especially glad to see the bike lanes added. A light-rail that connects to the RailRunner would be the icing on the cake. (Is there any possibility for a privately funded trolley to serve the Central corridor?)  
  
To widen Central would not change the personality of the area and, in my view, could not give the area a new feeling of community. Making it more narrow, with bike paths and pedestrian access could accomplish those things.
4. EXCELLENT! The research showing the change in travel times was well documented.
5. I like it...very cost-effective way to improve the entire stretch...still haven't addressed the park/homeless issue directly and bike/pedestrian issues for E of Tramway folks getting to the Neighborhood centers.
6. I regard these plans highly and would encourage this to be done first. The city should act quickly to secure funding to redesign Central to these standards from Tramway to Nob Hill. The speed limit should also be dropped to 35 on the entire length. People wishing to go faster can take the Interstate, which is roughly parallel.
7. Do it now!!!! Not only is the street an eyesore of boringness, it lends itself to be an alternative transportation mecca. Buses, bikes, pedestrians. Central goes everywhere! I really don't think losing a lane will upset anyone who is not driving like Mario Andretti in the morning. The medians would give more safety to crossing the street. Right now a pedestrian has nowhere to safely "land" during the cross of seven long lanes.
8. Central Avenue's roadway redevelopment - narrowing to two (2) lanes with attractive medians is most attractive.  
  
In general, there are too many RV/trailer sales lots along Central. The area needs to find a more visual attractive and community enhancing establishments. Further hotel/motel development is not indicated.
9. Fully support and applaud the reduction in Central from 6 lanes to 4. The community needs to get over the aged concept that this is a major thoroughfare/major arterial serving the city as a whole. Rationalizing its width for a once every 50 year snow emergency or for bringing in mobile homes is incorrect. Reclaiming it as a community street for the local residents is brilliant. I personally don't have a lot of problem with making this strip harder for mobile home companies to exist within. Making the community and residents proud of Central trumps the claimed business interest.
10. We anticipate the new Central Avenue! The trees on either side of the street would camouflage any businesses that have less than desirable storefronts. It would also grace their establishments, encouraging proprietors to

landscape esthetically. A symbiotic effort! The tailoring from three to two lanes appears proper, as this happens past Tramway anyway, even down to one lane after the I40 East entrance.

The look and feel of some of the medians around Albuquerque has always set the tone of a high desert city. They are delightful to view and comforting to the senses.

In looking at the reduction of the lane width from 12 to 11 feet, would some of the larger RV's with extended side mirrors, (114 inch) have difficulty maneuvering in lane with passing vehicles in adjacent lane? What about a swing into the Central RV centers?

11. I am in favor of "sprucing up Central".
12. Good design.

### **Central Avenue: Comments Not in Support of Narrowing/Major Changes**

1. It takes to long to crosstown now, get rid of the open medians but don't get rid of lanes of traffic. To many people use the open medians to drive on because they don't know how to merge into traffic. Please time traffic lights so you can drive the speed limit and not hit every light in town. It would save a lot of gas.
2. I do not believe that the planners have looked at Central Avenue during the morning rush hour or the evening, for that matter. There is much more congestion than they seem to think there is. For one thing, the right hand lane is almost shut down because of bus traffic; so we have already cut one lane in each direction from the street. I could not get my name in after my comment about the Gibson Corridor. I am Geneva Meeker and have been involved with the planning of ABQ for a number of years due to my years at AMAFCA and COG.
3. Currently, with 3 westbound Central lanes, two are used for left hand turns southbound onto Eubank during the morning rush hour. To take away one through lane would cause a tremendous amount of backup at that intersection. If the two left hand turn lanes are retained, that would leave only one westbound lane for through traffic. Add an accident or a bus and you have a recipe for a commute disaster during rush hour.
4. The city is considering the elimination of one lane of Central on each side to accommodate large medians. We're not convinced that medians are the solution to the East Central business problem. Money would be better-spent fostering new businesses and getting stable business in this region (witness Eubank and Central growth). Doing something with the shuttered grocery store at Juan Tabo and Central (closed for many years now) is more important than medians. Removing traffic lanes in high growth regions seems ridiculous.

There is an increasing need to allow for more traffic flow, as the east mountain area grows - not less. Central is too busy to consider removing two lanes. I think this plan should be be voted on only by City Councilors who have to travel on Central from Tramway to Wyoming everyday. Unfortunately, I don't think we have any. We are worried that this may move ahead based on input from a small group and city planners and not based on the desires of citizens who actually use this road.

5. I think the numbers in the plan don't make sense. They estimate that reducing Central by one lane would increase commute time from Wyoming to Tramway by I think a fraction of a minute. I live north of I-40. If a lane is lost due to weather or an accident, the reality is that it increases commute time by many minutes. If the same were to occur after intentionally taking Central down another lane, it would result in a complete quagmire. At face value, this proposal makes no sense. To make it worse, there are more, not fewer people using Central as the east mountains and Juan Tabo Hills continue to grow.
6. Maintain right turn lanes for buses/trucks - 90-degree corners cause larger vehicles to intrude on adjacent lanes. Continue 4-6 lanes east to City limit - huge growth rate in Bernalillo County adjacent to Albuquerque. Bring the County into the process. Consult business owners - We are motel managers and RV-Trailer sales managers.

## Mixed Comments on Central Avenue Transportation Planning

1. How will the proposed redesign of Central Avenue impact motorized traffic on I-40 and State Hwy 333 between Tramway Blvd and the Village of Tijeras?
2. I oppose alterations that will narrow the traffic lanes on Central. If the city is intent on these alterations, they should be tried out first with painted stripping which can be removed. Can push-to-cross lights be installed between corners to provide painted crossing lanes? The pedestrian & cyclist traffic incidents between 2004 and 2006 that are quoted seem high, amounting to about an accident every month in a half—suggest you verify the pedestrian accident data. I don't hear about that many accidents. The car accidents amount to a little less than one a day – doesn't sound right.

## Southern Boulevard: Comments Generally Supportive of Change

1. After living and riding a bicycle in Boston for several years, I am not terribly fond of roundabouts (they work well right up until someone unfamiliar with the concept gets involved), but doing something with that intersection to make it more traffic and pedestrian friendly is definitely needed. (At present it is worth your life to try to cross Southern on the west side of Juan Tabo, especially with a green crossing signal!)
2. Bring it on!
3. Lived in NJ and not a fan of traffic circles, but if it beautifies and humanizes the area, I'm for it. (Note: traffic circle is different from roundabout.)
4. I LOVE the roundabout design. I missed the August workshop and had not seen this design. I drive through this intersection every day and would welcome this change. I also think the changes along Southern will be very good and well received by the adjacent neighborhoods. I hope this can be done quickly.
5. Roundabout seems most efficient and appropriate.

The Southern median is too wide, narrow the median by increasing width of the berm at the sidewalks

Set slower, uniform - east and west bound - speed limit on Southern. Prefer 25 mph but 30 would be an improvement.

Re-stripe to 2 lanes each for both east and west bound traffic.

Exit from Costco (and to a lesser extent Home Depot) is always awkward and sometimes dangerous for those needing to travel either East or South. Make provision for U-Turn on Southern allowing residents to transit from West bound to East bound.

6. I'd like a new tee intersection (JT teeing into Southern, not Southern Teeing into Juan Tabo as is) over the roundabout. The bulk of the flow is on Southern and that should guide whatever happens here. Most importantly, get a right turn lane from Juan Tabo onto Central. Widen Juan Tabo south to the current intersection with Southern and make the new lane a right turn lane. I think the comment to narrow the median and put more space on the edge of Southern has great merit. I realize that means new curbs, etc. The city should admit its mistake and go on.
7. Excellent design for the beautification of the median on Southern from Juan Tabo to Eubank. As a homeowner in the Terracita gated community, this endeavor will only enhance our area esthetically. It also provides an element of safety, as a well-developed and cared for area does not encourage unsavory behaviors. think broken-window syndrome. We particularly admire the focus on creating a park like area in the former prairie

dog town at Juan Tabo south of Southern, as well as the road to nowhere section on the north side. As visitors to the new Atomic Museum on Southern and Eubank use both Juan Tabo and Eubank to attend this exciting venue, it offers an appealing welcome.

I am concerned about the proposed circle. During off-peak hours it may work well. However, as the housing development continues across the bridge to the southern end of Juan Tabo, homebound vehicles streaming south on Juan Tabo meet up with vehicles exiting Sandia/Kirtland base east on Southern to Juan Tabo to Central. I realize that the team has observed this situation and believes it is feasible at this point, but I have a hard time visualizing a peaceful flow.

8. Looks good.

### **Southern Boulevard: Comments Generally Against Changes to Existing Plans**

1. Absolutely not. Many commuters to the Labs, Base and various research facilities along Eubank use this intersection. This intersection is extremely crowded and backed up during rush hours. Roundabouts can work well in low traffic, residential applications. Putting a roundabout that this intersection would make it very difficult for all who use it and especially for residents who live in the neighborhoods between Juan Tabo and Eubank!
2. Too busy for roundabout during rush hours.
3. Why spend money on something that doesn't have to be done?
4. I strongly support increasing the lanes on Southern.
5. Southern - Make it 4 lanes total full length. Consider two turn lanes at ends and two through and right turn lanes. Don't block visibility at corners and intersections. No vegetation in the median. Can't walk there anyway.

Juan Tabo and Southern - Call them "new traffic circles" and eliminate them. I have seen and griped about them in Europe, DC and elsewhere. People can't handle the c-shaped turns.

### **Southern Boulevard: Other Comment**

1. I haven't been sold on the roundabout idea. Need more info