

San Pedro Widening Project - Final

City Project No. 5704.91

Public Comments

PI Meeting 11/2/2022 (Virtual Meeting Conducted Via WebEx)

Received Via	Question/Comment (summarized)	Response (Summarized)	Corrections
Ralph Wrons, BikeABQ (Verbal Question)	I'm coming from the perspective of the bicycle facilities. And I took note, you know, for 5 foot wide bike lanes, potential for up to 3 foot wide buffers. In some cases no buffer. Which may be then think about the raise media and showing us 14 feet. Is that the minimum width allowed for raised mediums?	Paul Molina, HDR: Yes, According to the City DPM, the minimum median width is 14'.	
Ralph Wrons, BikeABQ (Verbal Question)	On the outside boundary of the buffer where it's possible, and on the outside boundary of the lane, have you thought about having any rumble strips or a portion of this protected bike lane or the use of rumble strips?	Bridgette Garrett, COA DMD: We wanted to limit the ROW impact so there was no space for additional buffer. We also reduced the sidewalk width to add additional space for bike lanes and bike lane buffers.	
Ralph Wrons, BikeABQ (Verbal Question)	Have you considered revising the speed limit?	Bridgette Garrett, COA DMD: The speed limit will remain the current speed.	
Ralph Wrons, BikeABQ (Verbal Question)	What is the current speed limit?	Paul Molina, HDR: The speed limit is 40 MPH	Correction: The design speed being used for the geometric design of San Pedro is 40 MPH. the POSTED speed is currently 35 mph.
Ralph Wrons, BikeABQ (Verbal Question)	What is the roadway classification of San Pedro?	Paul Molina, HDR: San Pedro is a Collector	
Ralph Wrons, BikeABQ (Verbal Question)	Are you familiar with the Vision Zero Action Plan?	Bridgette Garrett, COA DMD: Yes.	
Ralph Wrons, BikeABQ (Verbal Question)	A roadway speed of 40 mph does not seem to be congruent with the goal of the vision zero action plan. Please consider reducing the speed below 40 MPH along San Pedro?	Bridgette Garrett, COA DMD: We will discuss with the Vision Zero Coordinator and review the current speed limit and see if there is anything we can change.	Correction: The design speed being used for the geometric design of San Pedro is 40 MPH. the POSTED speed is currently 35 mph.
Jackie Mcdowell (Written Question)	How is this project being funded?	Bridgette Garrett, COA DMD: This project is currently locally funded.	
Jackie Mcdowell (Written Question)	What is the estimated construction cost?	Bridgette Garrett, COA DMD: Our current construction cost estimate is about 5.5 million dollars.	
Jackie Mcdowell (Written Question)	Where can we view the recording of this presentation?	Bridgette Garrett, COA DMD: After all of the comments have been compiled and responses have been provided for any additional questions we aren't able to answer this evening, we will send the recording to City Council to add to their website.	
Jackie Mcdowell (Written Question)	What is a standard/typical/safe driving lane width? I thought it was 12 feet.	Paul Molina, HDR: There are various widths depending on the roadway classification. San Pedro is a collector, which are designed with 10 to 12 foot widths. 10 to 12 feet is within current design standards.	
Roy Solomon (Written Question)	Closures, partial and full during the construction phase?	Bridgette Garrett, COA DMD: The contractor will be required to maintain business access and access to the adjacent streets. We can't speak to how the contractor will conduct traffic control; however, they are required to maintain access to the public.	
Ralph Wrons, BikeABQ (Verbal Question)	Ralph stated that he has tried to measure vehicle lane widths on collectors and arterials in looking into standard vehicle and bike lane widths. He has found that most collectors are 10' wide which provides buffer space on the outside.	Bridgette Garrett, COA DMD: Many roads need to take into account the bus lane width. Minimum bus lane widths are 11' as they measure 11' wide from mirror to mirror.	
Margie Davis (Provided via email 11/23/2022)	Since this is a major upgrade for San Pedro and the new street will have curbs, could you please consider putting the bike lane up next to the sidewalk instead with the walkers instead of in the street with 5,000 pound cars? Curbs do a good job separating cars from bikes, in most cases. We would love to ride San Pedro to Tin Can Alley, for example, without worrying about getting hit.	To be considered by the City.	

San Pedro Widening Project - Final

City Project No. 5704.91

Public Comments

PI Meeting 11/2/2022 (Virtual Meeting Conducted Via WebEx)

Received Via	Question/Comment (summarized)	Response (Summarized)	Corrections
Charlie Otto (Provided via Email 11/22/2022)	<p>Since you are building sidewalks and are going to be pouring curb and gutter, perhaps this is the perfect time to construct a protected bike lane above the curb next to the sidewalk. That way we would be removing the cyclists from the street all together which would make it much safer for cyclists and more comfortable for drivers too. Protected bike lanes are becoming the gold standard if we want to be inclusive of people of all ages and abilities. Other things your team should consider: -Minimizing curb cuts crossing sidewalks and bike lanes by limiting the number of access driveways. -Add "leading pedestrian intervals" (LPIs) to the stop lights at the Alameda intersections to give the pedestrians and cyclists a few seconds head start to cross the intersection. These reduce conflicts, make pedestrians/cyclists more visible to drivers and have been proven to be much safer. -Add mid-block crosswalks as needed between Carmel and Alameda since a controlled crossing light is too far away to be used by most pedestrians/cyclists. -Adding painted pedestrian and cycling crosswalks on the pavement through the Alameda intersection would alert drivers as to where they can expect those vulnerable user groups. - Please do not add any high-speed slip lanes to the Alameda intersection. Keep the turning radius as tight as possible to control vehicle speeds entering that roadway. -Curb extensions (bulb-outs), center refuge islands at intersections and mid-block crosswalks would reduce the pedestrian crossing distance. - Painted "sharks teeth" on the pavement showing which user has the right-of-way are very helpful where the bike trails cross intersections.</p>	To be considered by the City.	