Amole Mesa Ave. and Messina Dr. Traffic Calming Study

Public Meeting

WILSON &COMPANY

discipline | intensity | collaboration | shared ownership | solutions

Introductions

City of Albuquerque

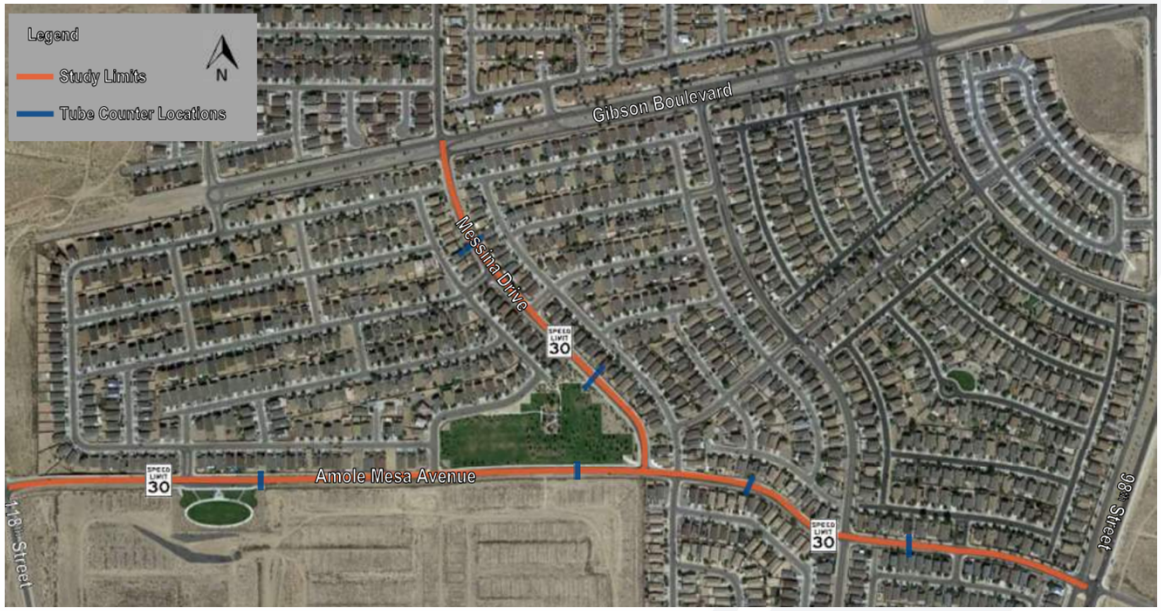
- Councilor Klarissa Pena
- Rachael Hernandez– Council District 3 Policy Analyst

Wilson & Company

- Audra Gallegos, PE
- Melissa Lucero, EI
- Matthew Meyers

Study Limits

- Study Limits: Amole Mesa Ave. from 118th St. to 98th St. and Messina Dr. from Amole Mesa Ave. to Gibson Blvd.
- Length: 1.3 miles
- Posted Speed Limit: 30 mph
- Roadway Classification: Local roadways



Purpose of Tonight's Meeting

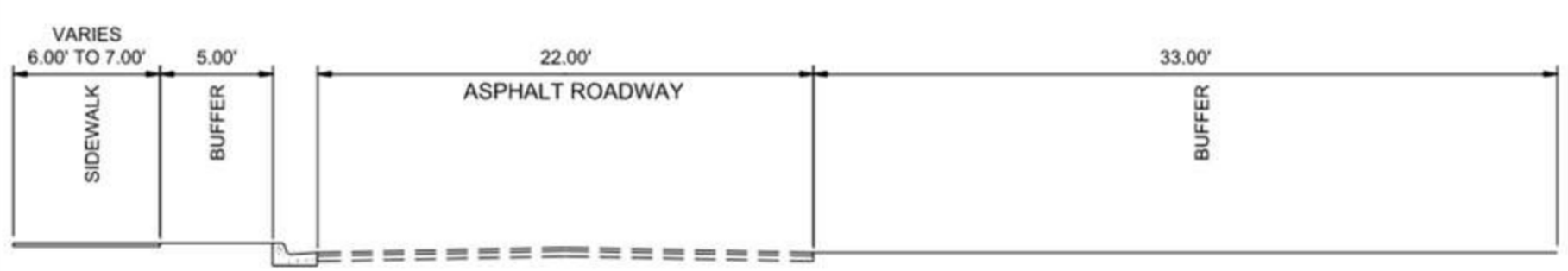
- Introduce project
- Introduce potential alternatives
- Public input – we want to hear from you!

Schedule

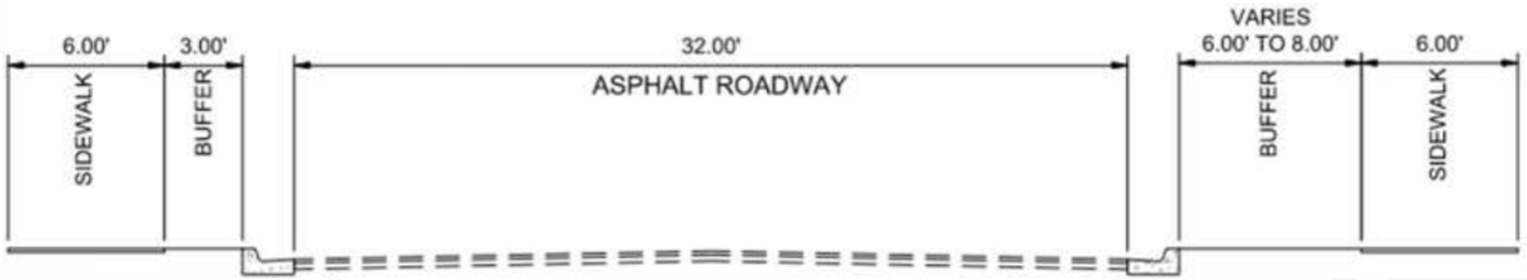
- Existing Conditions Report – January 2023
- Public Meeting – Tonight's meeting
- Recommendations and Final Report – Spring 2023

Existing Conditions

Typical Sections – Amole Mesa Ave.

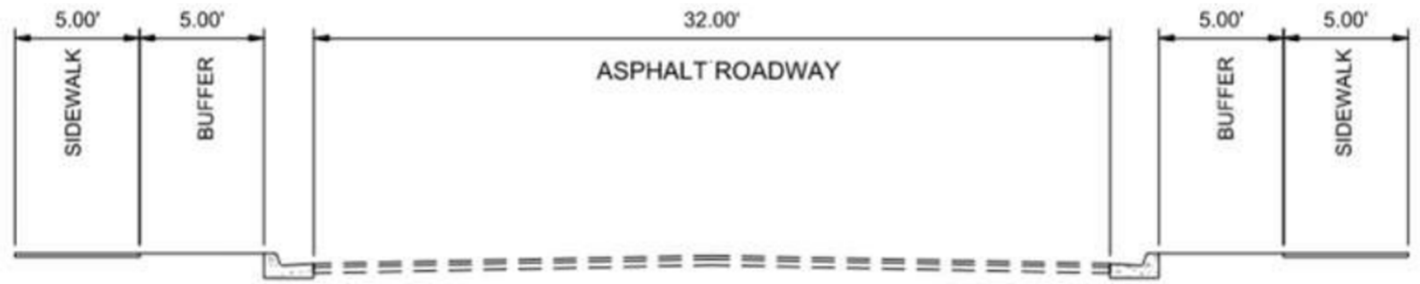


118th St. to Messina Dr.



Messina Dr. to 98th St.

Typical Sections – Messina Dr.



Amole Mesa Ave. to Gibson Blvd.

Tube Count Data

- Tube counts (volume, speed)
- 48-hour period

Counter No.	Location	Direction	Volume (veh/day)	ADT (veh/day)	Posted Speed Limit (mph)	85th-Percentile Speed (mph)
1	Amole Mesa Avenue between Alamo Canyon Drive and Big Springs Road	EB	1,448	2,992	30	47
		WB	1,544			44
2	Amole Mesa Avenue between Big Springs Road and Messina Drive	EB	1,528	3,167	30	46
		WB	1,639		30	37
3	Amole Mesa Avenue between Ghost Ranch Street and Mesa Arenoso Drive	EB	1,197	2,544	30	34
		WB	1,347			36
4	Amole Mesa Avenue between Mesa Arenoso Drive and Apaltagua Drive	EB	1,429	2,748	30	37
		WB	1,319			32
5	Messina Drive between Gibson Boulevard and Walnut Canyon Road	NB	1,278	2,784	30	37
		SB	1,506			34
6	Messina Drive between Walnut Canyon Road and Amole Mesa Avenue	NB	919	2,064	30	43
		SB	1,145			41

Crash Data

- 2017-2022
- 15 total crashes
- All crashes occurred in clear weather conditions
- 6 crashes occurred in daylight conditions
- 11 crashes involved another vehicle
- 4 crashes involved driver inattention; 4 crashes involved disregard traffic signal; 3 crashes involved excessive speed

Amole Mesa Ave.

Year	Crash Severity			Total
	Injury	Fatal	PDO*	
2017	0 (0%)	0 (0%)	1 (100%)	1 (100%)
2018	0 (0%)	0 (0%)	4 (100%)	4 (100%)
2019	0 (0%)	0 (0%)	1 (100%)	1 (100%)
2020	2 (50%)	0 (0%)	2 (50%)	4 (100%)
2021	1 (100%)	0 (0%)	0 (0%)	1 (100%)
2022	0 (0%)	0 (0%)	1 (100%)	1 (100%)
Total	**3 (25%)**	**0 (0%)**	**9 (75%)**	**12 (100%)**

Messina Dr.

Year	Crash Severity			Total
	Injury	Fatal	PDO*	
2017	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2018	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2019	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2020	0 (0%)	0 (0%)	1 (100%)	1 (100%)
2021	1 (50%)	0 (0%)	1 (50%)	2 (100%)
2022	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	**1 (33%)**	**0 (0%)**	**2 (67%)**	**3 (100%)**

Neighborhood Traffic Management Program (NTMP)

- City of Albuquerque Neighborhood Traffic Management Program Policy Manual
- Nine (9) thresholds, one (1) or more must meet
  1. Over a twenty-four-hour period, 15% of the vehicles traveling in the study area exceeded 7 miles per hour over the speed limit.
  2. Three reported crashes in a 5-year period where the police report identified speed as either a primary of contributing cause of the crash.
  3. A crash involving a pedestrian or cyclist in a school zone in a five-year period.
  4. Over a twenty-four-hour period more than 800 vehicles were counted traveling through the study area and 15% of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit.
  5. Over a twenty-four-hour period, 15% of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit and there was at least one reported crash in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.
  6. Over a twenty-four-hour period, 15% of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit and a field survey conducted by the Traffic Engineering Division determined that 25% of the peak hour traffic was cut-through traffic.
  7. Over a twenty-four-hour period more than 800 vehicles were counted traveling through the study area and there was at least one reported crash in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.
  8. Over a twenty-four-hour period more than 800 vehicles were counted traveling through the study area and a field survey conducted by the Traffic Engineering Division determined that 25% of the peak hour traffic was cut-through traffic.
  9. A field survey conducted by the Traffic Engineering Division determined that 25% of the peak hour traffic was cut-through traffic and there was at least one reported crash in 5 years where the police report identified speed as either a primary or contributing cause of the crash.

Amole Mesa Ave. Threshold Criteria Evaluation Results

NTMP Threshold	Threshold Criteria Description	Criteria	Collected	Meets Threshold
1	Vehicles exceed 7 mph over the posted speed limit	15%	68%*	YES
2	Crashes with speed as a contributing factor	3	2	NO
3	A crash involved a pedestrian or cyclist in a school zone	1	0	NO
4	Vehicle volume over 24-hr	800	3,167*	YES
	Vehicles exceed 5 mph over the posted speed limit	15%	79%*	
5	Vehicles exceed 5 mph over the posted speed limit	15%	79%*	YES
	A crash with speed as a contributing factor	1	2	
6	Vehicles exceed 5 mph over the posted speed limit	15%	79%*	NO
	Percentage of cut-through traffic	25%	--	
7	Vehicle volume over 24-hr	800	3,167*	YES
	A crash with speed as a contributing factor	1	2	
8	Vehicle volume over 24-hr	800	3,167*	NO
	Percentage of cut-through traffic	25%	--	
9	Percentage of cut-through traffic	25%	--	NO
	A crash with speed as a contributing factor	1	2	

*highest observed percentage of vehicles over the posted speed limit and/or highest observed volume

Messina Dr. Threshold Criteria Evaluation Results

NTMP Threshold	Threshold Criteria Description	Criteria	Collected	Meets Threshold
1	Vehicles exceed 7 mph over the posted speed limit	15%	54%*	YES
2	Crashes with speed as a contributing factor	3	1	NO
3	A crash involved a pedestrian or cyclist in a school zone	1	0	NO
4	Vehicle volume over 24-hr	800	2,784*	YES
	Vehicles exceed 5 mph over the posted speed limit	15%	70%*	
5	Vehicles exceed 5 mph over the posted speed limit	15%	70%*	YES
	A crash with speed as a contributing factor	1	1	
6	Vehicles exceed 5 mph over the posted speed limit	15%	70%*	NO
	Percentage of cut-through traffic	25%	--	
7	Vehicle volume over 24-hr	800	2,784*	YES
	A crash with speed as a contributing factor	1	1	
8	Vehicle volume over 24-hr	800	2,784*	NO
	Percentage of cut-through traffic	25%	--	
9	Percentage of cut-through traffic	25%	--	NO
	A crash with speed as a contributing factor	1	1	

*highest observed percentage of vehicles over the posted speed limit and/or highest observed volume

Potential Alternatives

Striping

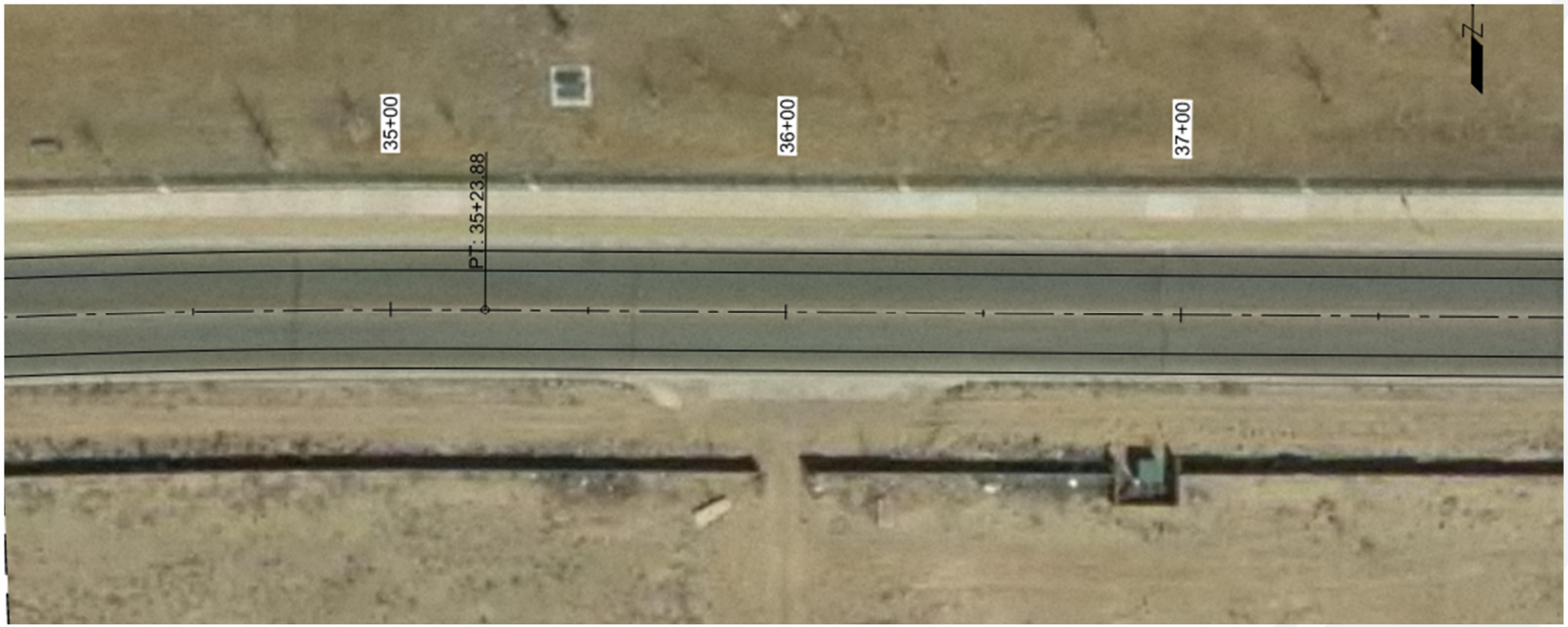
Benefits

- Low cost to install and modify
- Does not inhibit emergency vehicles

Cons

- Maintenance
- Effectiveness may be low

Striping Example



Traffic Circles

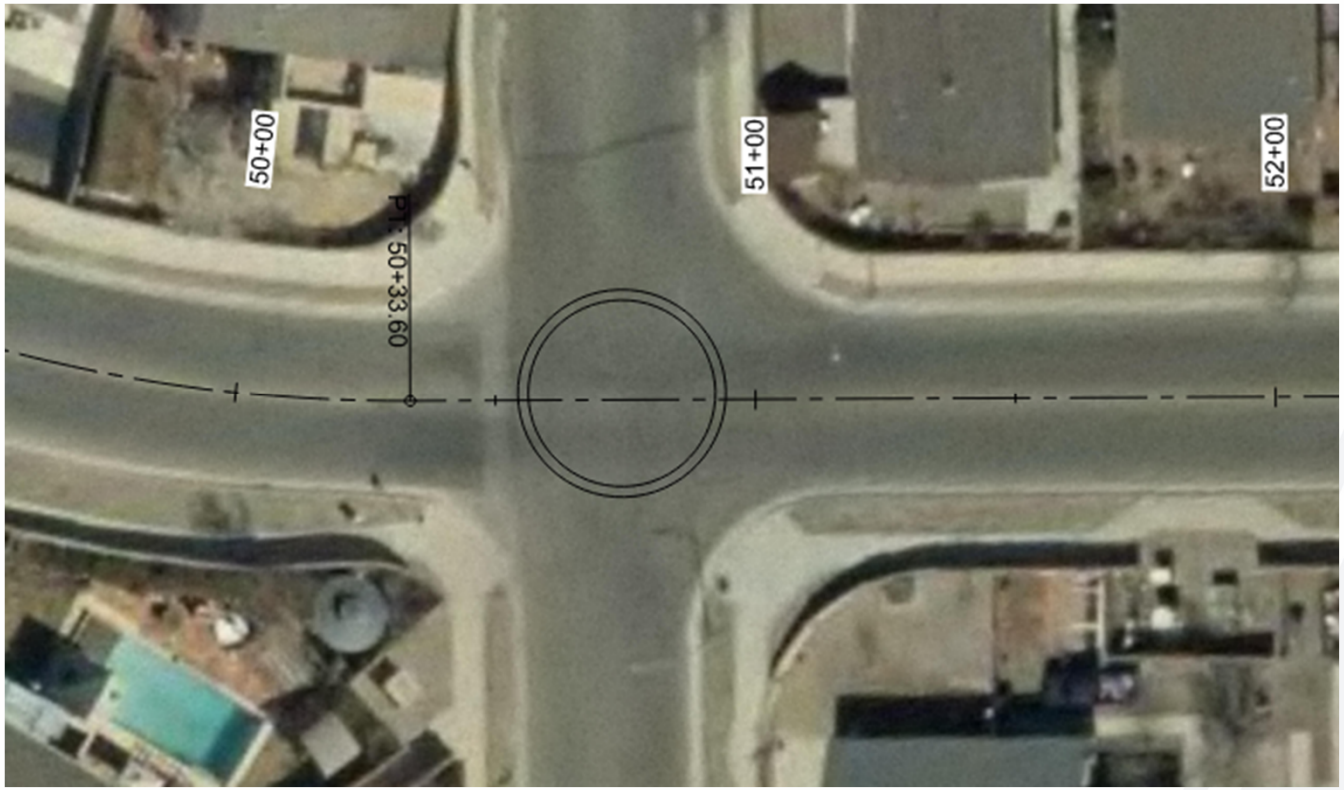
Benefits

- Improves safety
- Lower vehicle speeds
- Reduce conflict points
- Increased access to main street from side street

Cons

- Slows down emergency vehicles
- May eliminate on-street parking
- May require modifications to curb, gutter, and sidewalks

Traffic Circles Example



Neckdowns and Bulbouts

Benefits

- Lower vehicle speeds
- Reduces pedestrian crossing distances

Cons

- May reduce on-street parking
- May impact drainage
- May slow right turning emergency vehicles

Neckdowns and Bulbouts Example

Lane Narrowing with Center Island/Pedestrian Refuge

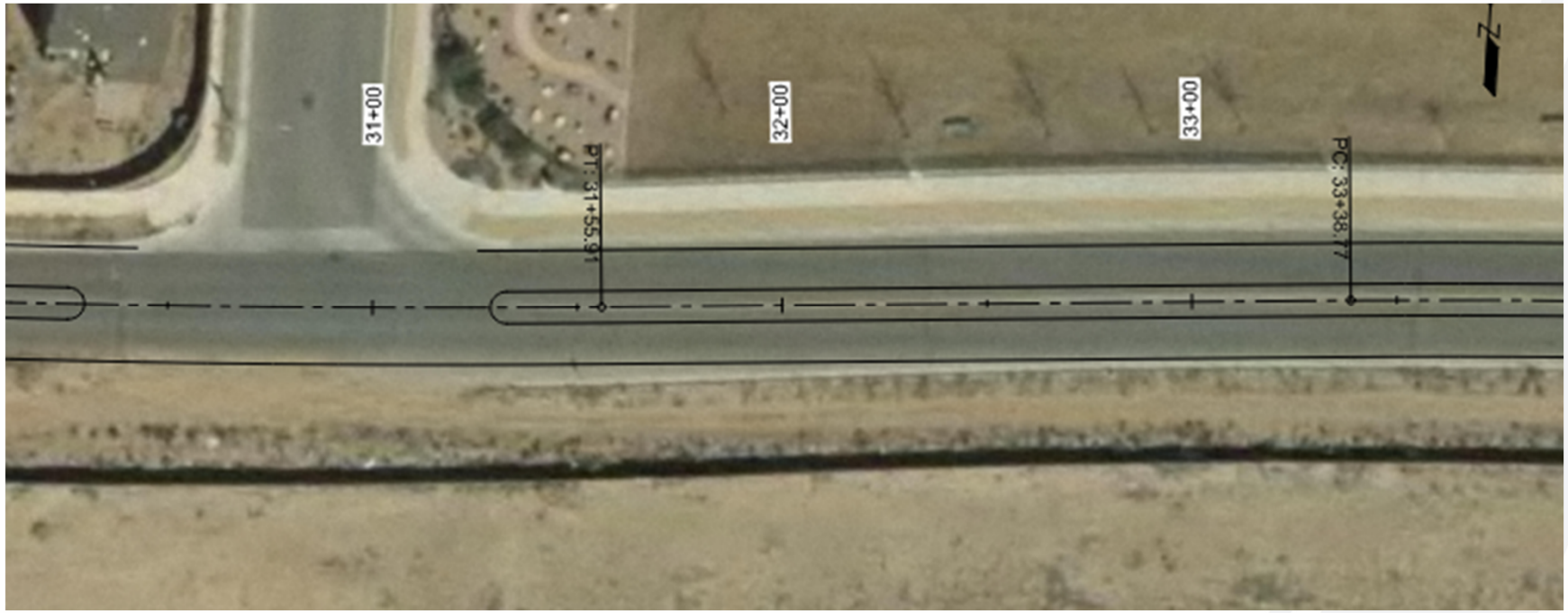
Benefits

- Lower vehicle speeds
- Reduces pedestrian crossing distances

Cons

- May reduce on-street parking
- May impact drainage
- May impact driveway access

Lane Narrowing with Center Island/Pedestrian Refuge Example



Public Input

Questions/Comments

- Provide comments tonight
- Email comments to audra.gallegos@wilsonco.com
- Deadline for comments March 1, 2023

Thank you!