



STRIPING MODIFICATIONS



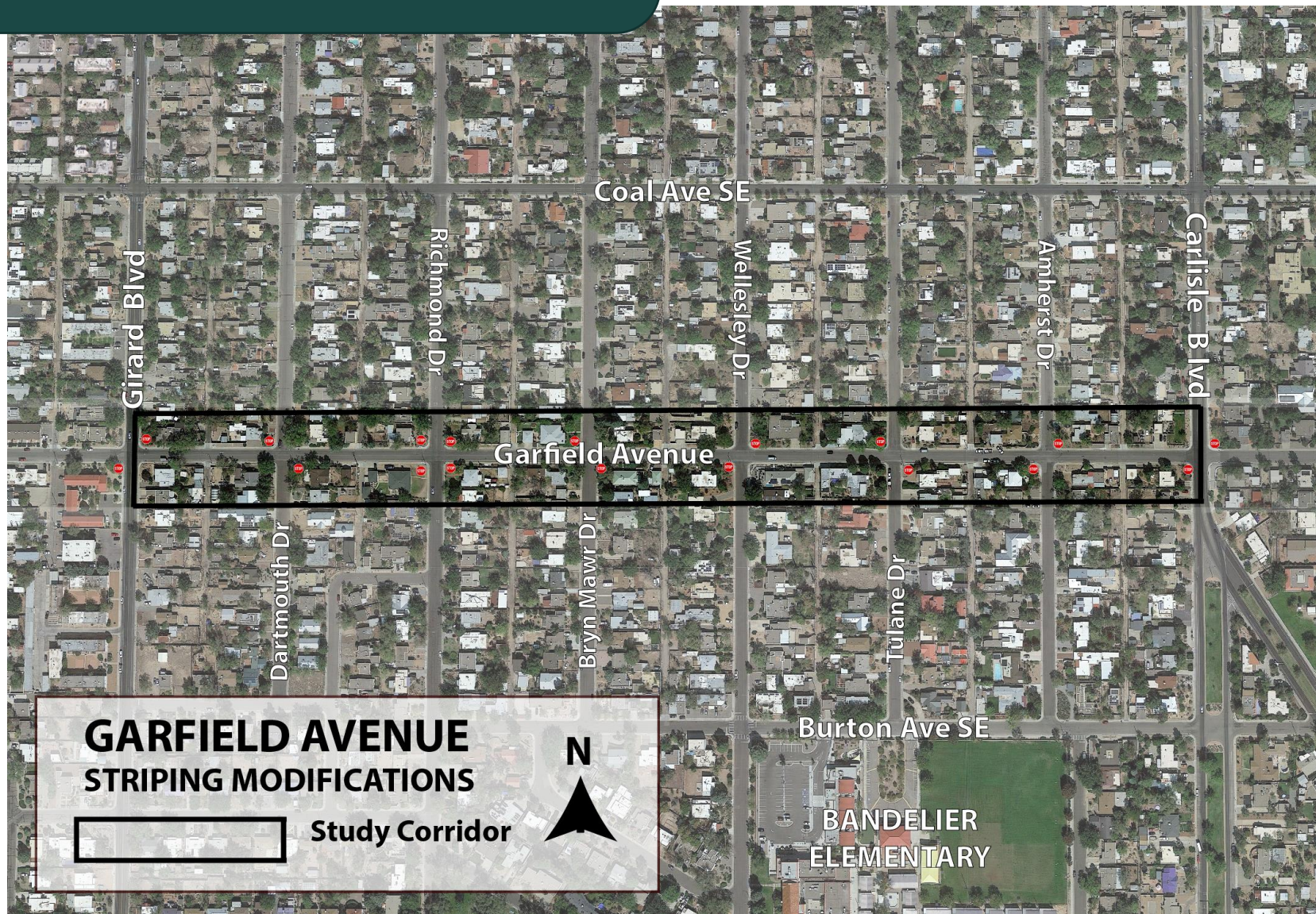
Introductions



ONE
ALBUQUE
RQUE

Bohannon  Huston

Study Corridor



Study Background

- Previous Studies
 - Victory Hills Neighborhood Association Traffic Concerns
 - City of ABQ Garfield Avenue Study (*Wilson and Co.*)
- Purpose of Current Study
 - Support the existing bicycle and pedestrian traffic
 - Further consideration of traffic calming recommendations
 - Striping for bicycles/pedestrians
 - Traffic circles



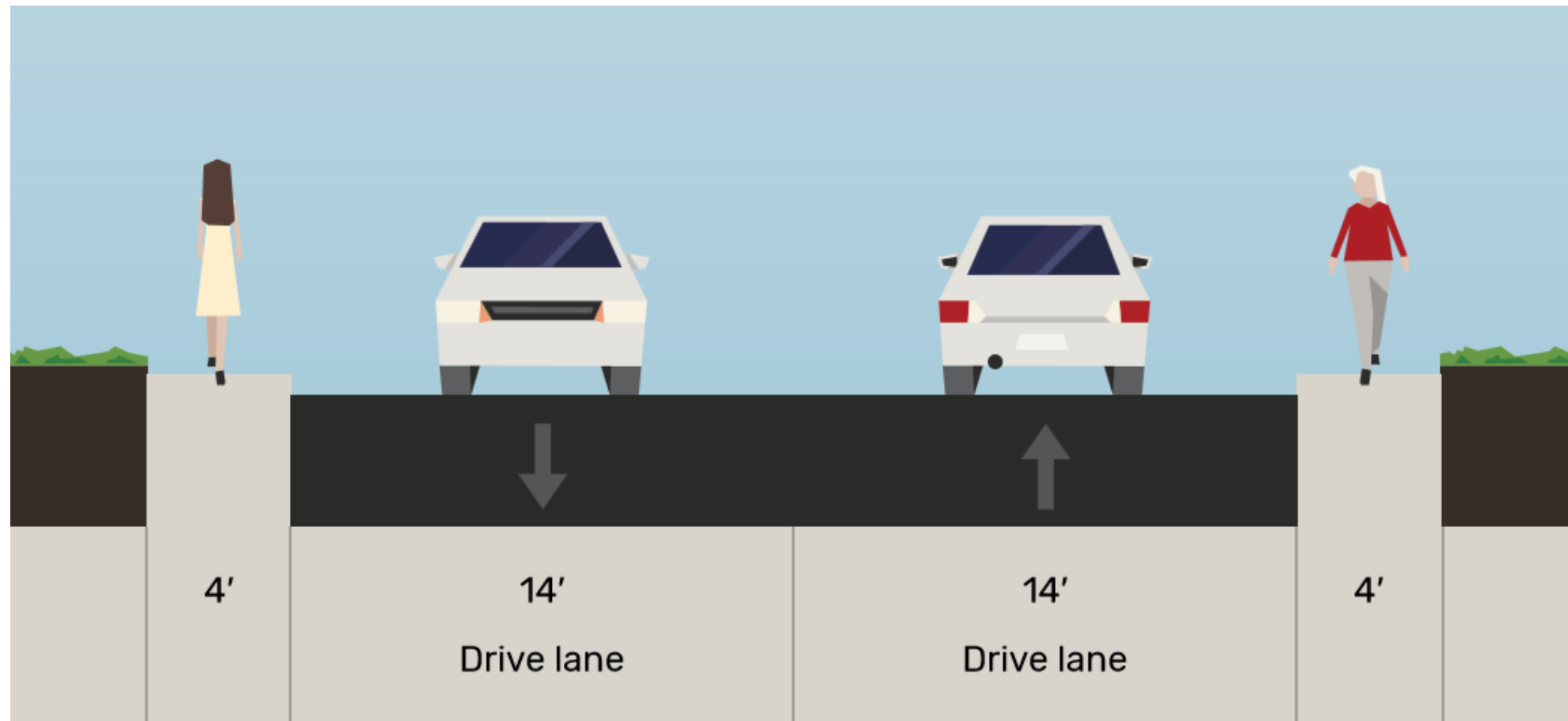
Existing Conditions

Existing Conditions

- Neighborhood street
- 25 mph posted speed limit
- No striping, new asphalt in 2022
- 3.5 to 4 ft wide sidewalks
- Obstructions in sidewalk
- Steep sidewalk transitions at driveways
- Traffic: 700-870 vehicles per day
- High bicycle and pedestrian use



Existing Conditions



Bicyclist and Pedestrian Counts

Day	West End	East End
Friday (12 hrs)	94	100
Saturday (12 hrs)	94	99

*33% bicyclists, 67% pedestrians

85th Percentile Speed

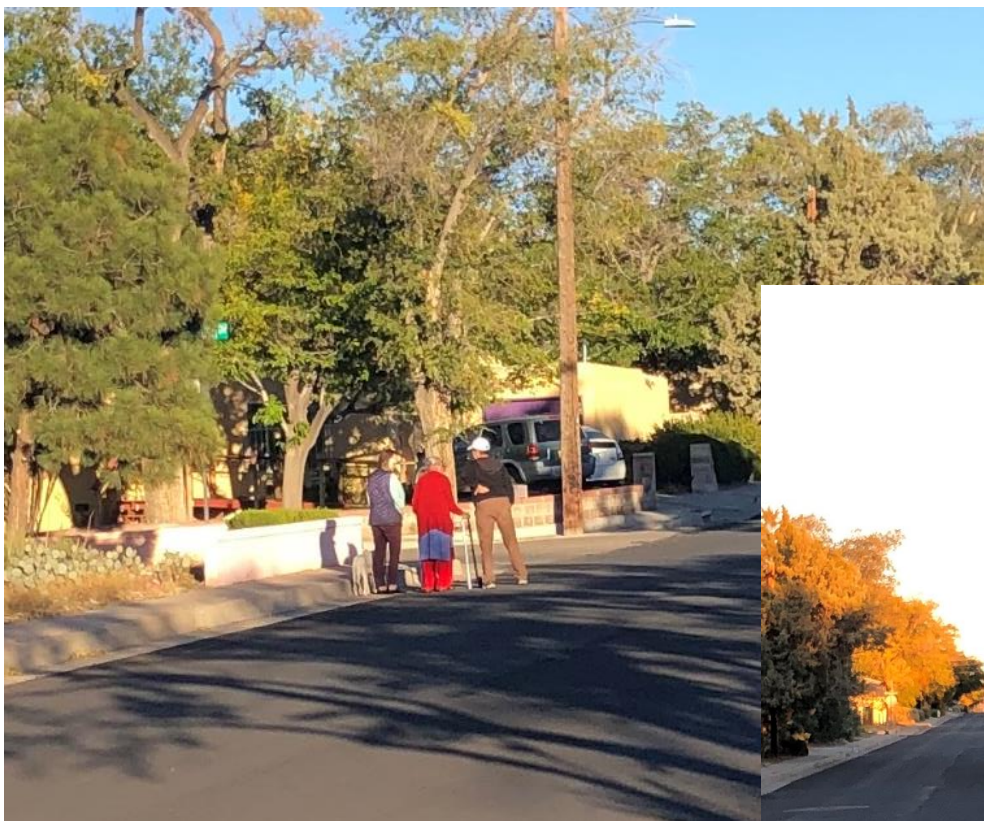
Speed	West End	East End
Eastbound	26.9 mph	30.2 mph
Westbound	26.3 mph	25.9 mph

Crashes

A decorative graphic consisting of two horizontal rows of short, dark teal dashes. The top row contains 10 dashes and the bottom row contains 10 dashes, aligned vertically.

- 9 crashes from 2016-2019
- 1 out of 9 crashes resulted in an injury
- 4 out of 9 crashes involved drivers running a STOP sign

Bicyclists and Pedestrians



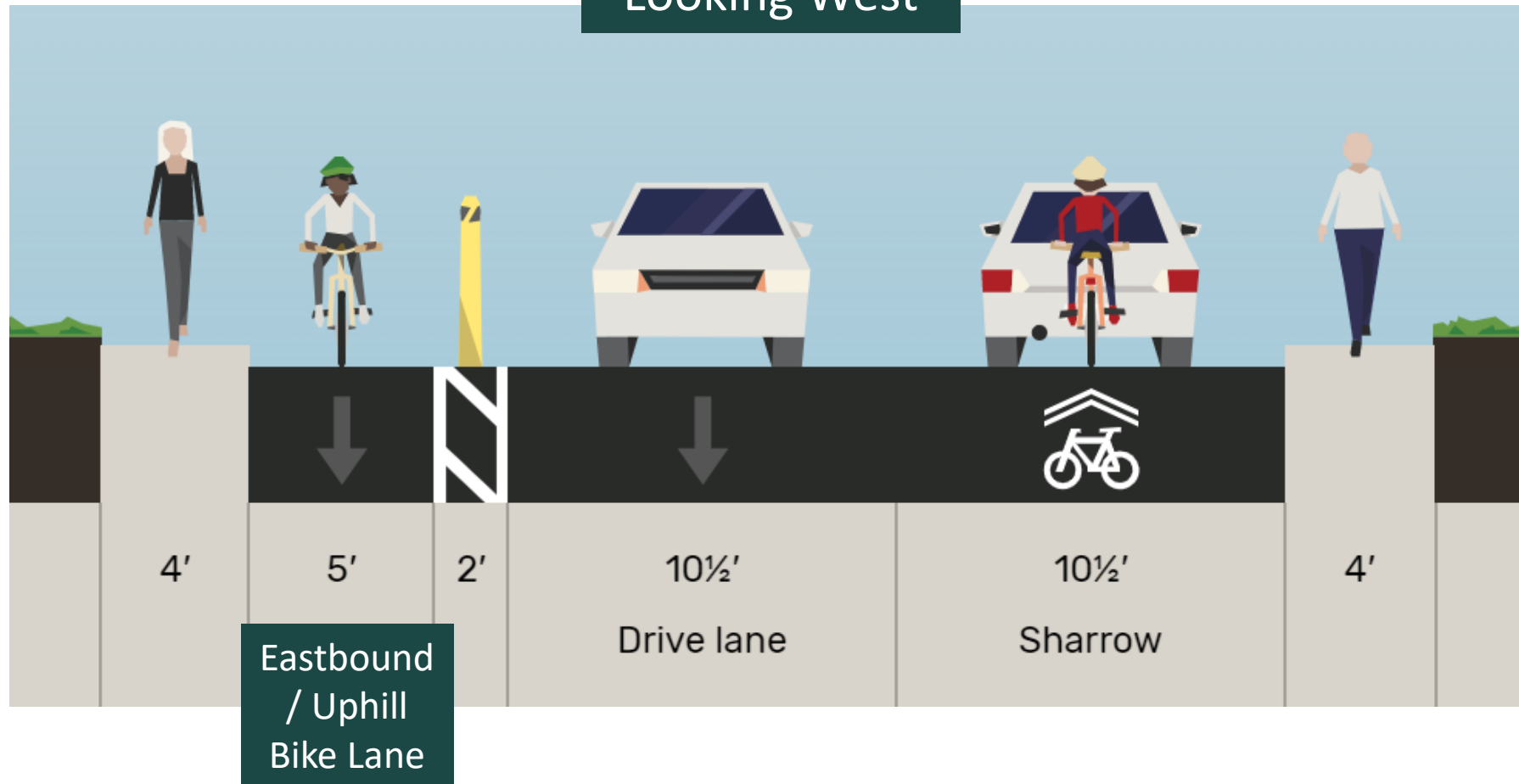


Alternatives

Bike Lane Alternative



Looking West



Bike Lane Alternative



Bike Lane Alternative



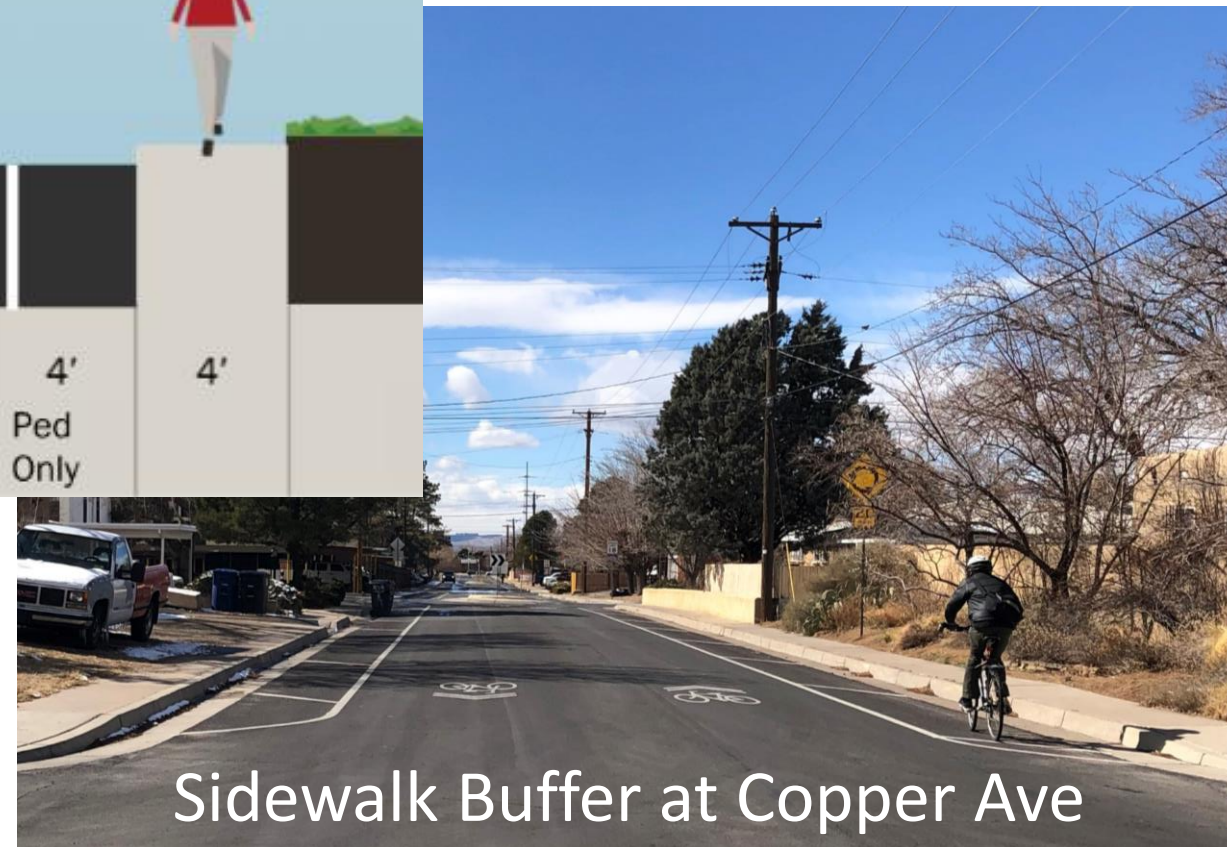
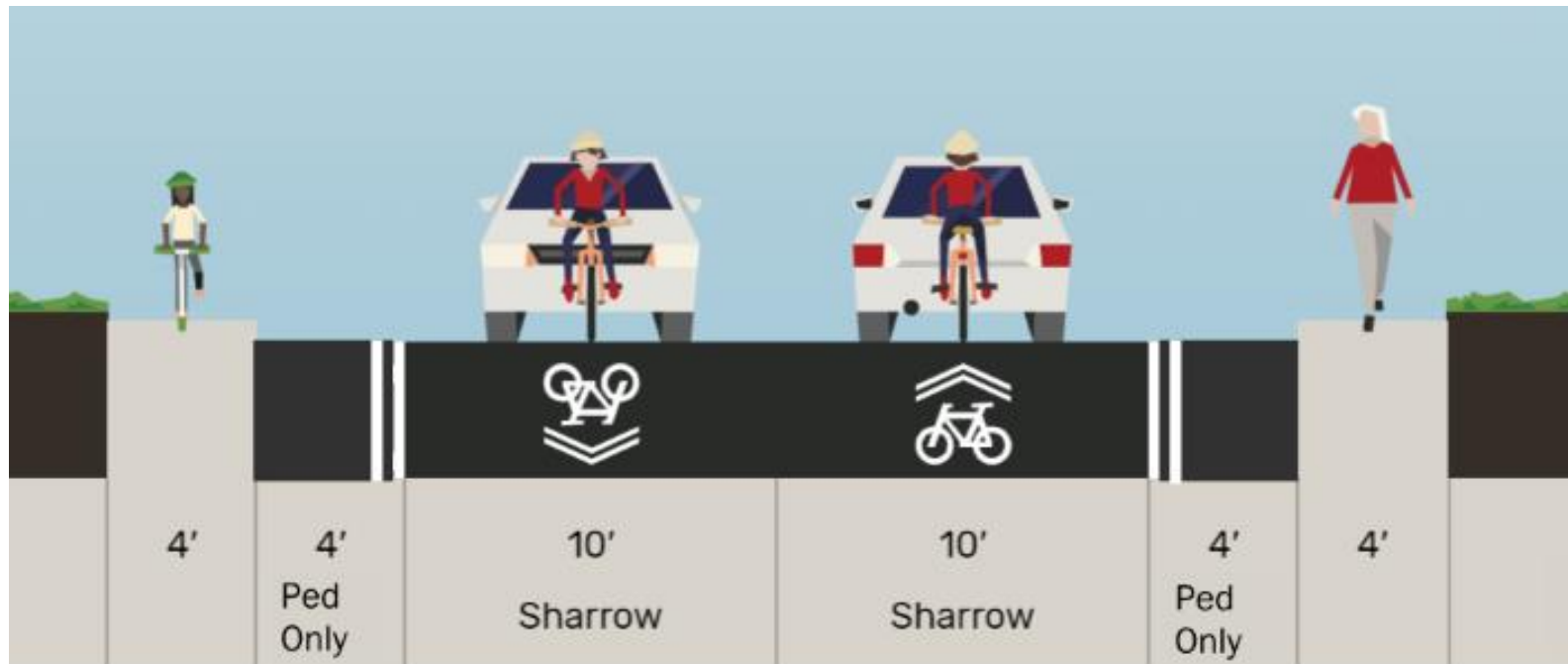
Pros:

- Designated space for uphill bicyclists
- Alerts drivers to bike traffic
- Narrows driving lanes to slow traffic speeds

Cons:

- Removes parking
- Does not provide increased pedestrian space

Pedestrian Lane Alternative



Sidewalk Buffer at Copper Ave

Pedestrian Lane Alternative



Pedestrian Lane Alternative

A decorative graphic consisting of a series of horizontal lines of varying lengths, arranged in a staggered pattern, extending from the right edge of the title bar across the top of the slide.

Pros:

- Increases available pedestrian space
- Creates more accessible walkway
- Narrows driving lanes to slow traffic speeds
- Formalizes current patterns of use

Cons:

- Removes on-street parking
- Does not provide separated space for bicycles

Traffic Circles

- Prevent drivers from speeding through intersections
- Allow users time to react and communicate
- Speed reductions:
 - 4-13 mph within intersection
 - 1-6 mph before/after intersection

Traffic Circle at Silver Ave/Princeton Dr



Source: Google Earth

Discussion



- Comments must be submitted by Thursday, March 16
- Ways to provide input:
 - Verbal meeting comments will be documented
 - Written comment forms
 - Email outreach@bhinc.com
 - Call 505-264-0111