



McDuffie-Twin Parks Traffic Calming Study

Public Meeting

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discipline | intensity | collaboration | shared ownership | solutions

Introductions

City of Albuquerque

- Councilor Tammy Fiebelkorn
- Laura Rummler– Council District 7 Policy Analyst
- Tim Brown, PE – Traffic Engineering Manager

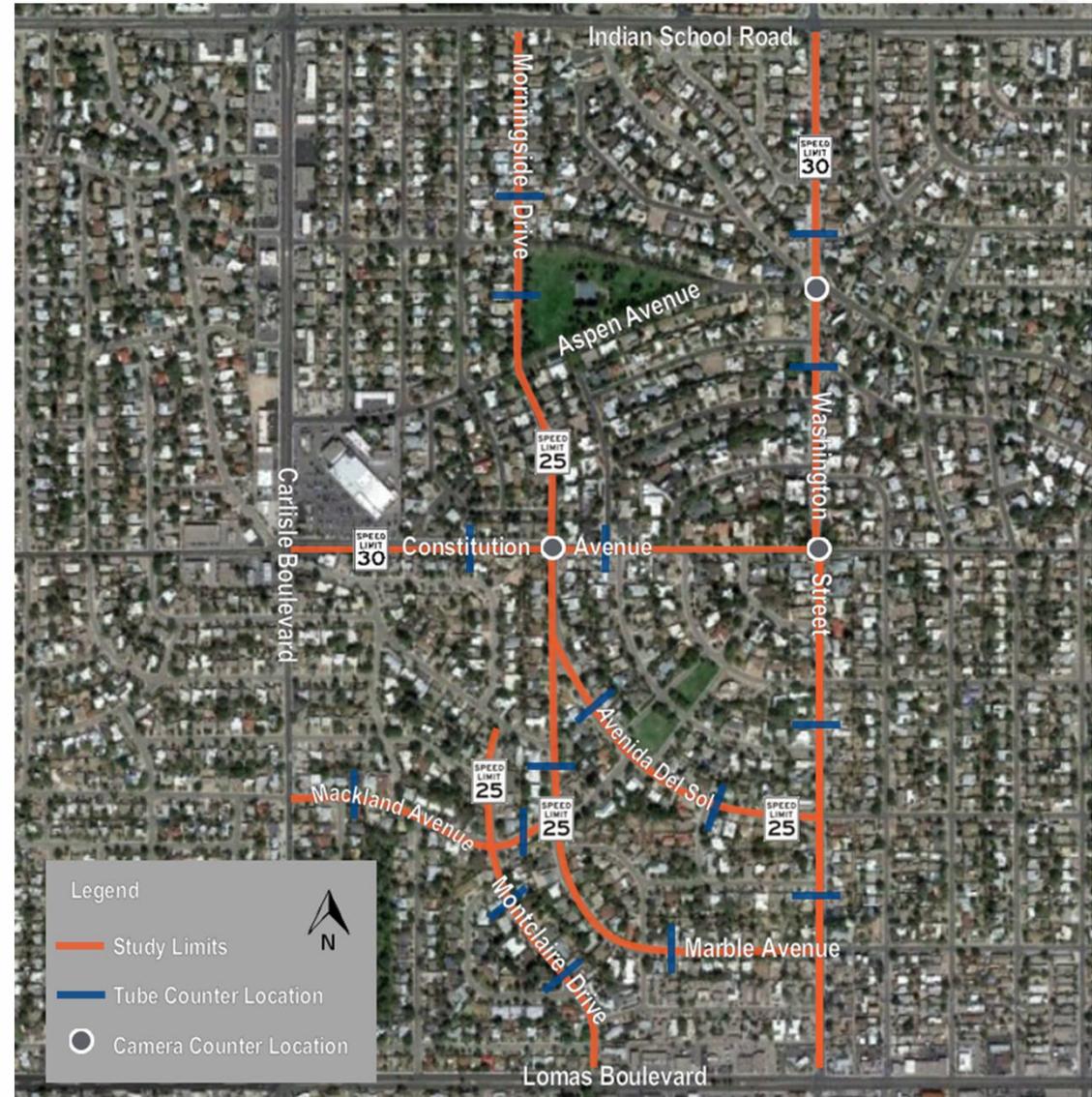
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- Audra Gallegos, PE
- Lorenzo Cornejo, EI



Study Limits

- Study Limits: McDuffie-Twin Parks Neighborhood
 - Washington Street
 - Constitution Avenue
 - Morningside Drive
 - Marble Avenue
 - Montclair Drive
 - Mackland Avenue
 - Avenida del Sol
- Posted Speed Limit: 25-30 mph



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Purpose of Tonight's Meeting

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



Schedule

- Existing Conditions Report – December 2022
- Public Meeting #1 – Tonight's meeting
- Identification of Improvements and Recommendations – Spring 2023
- Public Meeting #2 – Spring 2023
- Final Report – Spring 2023





Existing Conditions

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Tube Count Data

- Tube counts (volume, speed)
- 48-hour period
- 15% of vehicles exceeding 5 mph and 7 mph

Location	Speed	Percentage of Vehicles Exceeding Speed Limit			
		Wednesday		Thursday	
		Counter per Direction 1	Counter per Direction 2	Counter per Direction 1	Counter per Direction 2
Morningside Drive (North of Aspen Ave.)	5 mph	0%	0%	0%	0%
	7 mph	0%	0%	0%	0%
Morningside Drive (South of Aspen Ave.)	5 mph	15%	8%	15%	10%
	7 mph	8%	2%	10%	3%
Washington Street (North of Sunningdale Ave.)	5 mph	14%	41%	16%	45%
	7 mph	7%	24%	7%	27%
Washington Street (South of Sunningdale Ave.)	5 mph	8%	35%	10%	39%
	7 mph	3%	20%	5%	23%
Washington Street (South of Avenida Estrellita)	5 mph	18%	25%	24%	31%
	7 mph	9%	12%	12%	15%
Washington Street (South of Avenida Del Sol)	5 mph	6%	13%	6%	18%
	7 mph	2%	6%	3%	8%
Constitution Drive (West of Morningside Ave.)	5 mph	34%	39%	33%	39%
	7 mph	21%	22%	18%	23%
Constitution Drive (East of Morningside Ave.)	5 mph	73%	30%	73%	31%
	7 mph	61%	16%	60%	18%
Avenida Del Sol (West of Mackland Ave.)	5 mph	7%	25%	2%	20%
	7 mph	3%	19%	0%	11%
Avenida Del Sol (East of Mackland Ave.)	5 mph	2%	22%	4%	19%
	7 mph	1%	14%	2%	13%
Morningside Drive (North of Mackland Ave.)	5 mph	6%	7%	6%	9%
	7 mph	3%	2%	2%	6%
Marble Avenue (South of Mackland Ave.)	5 mph	7%	7%	6%	7%
	7 mph	4%	3%	4%	3%
Mackland Avenue (West of Montclair Dr.)	5 mph	5%	12%	6%	12%
	7 mph	3%	7%	2%	8%
Mackland Avenue (East of Montclair Dr.)	5 mph	0%	0%	0%	0%
	7 mph	0%	0%	0%	0%
Montclair Drive (South of McDuffie Cir.)	5 mph	13%	13%	6%	16%
	7 mph	5%	6%	2%	7%
Montclair Drive (North of Mesa Verde Ave.)	5 mph	14%	9%	12%	11%
	7 mph	8%	4%	7%	5%

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Pedestrian Count Data

- Camera (pedestrians, bicyclists)
- 13-hour period

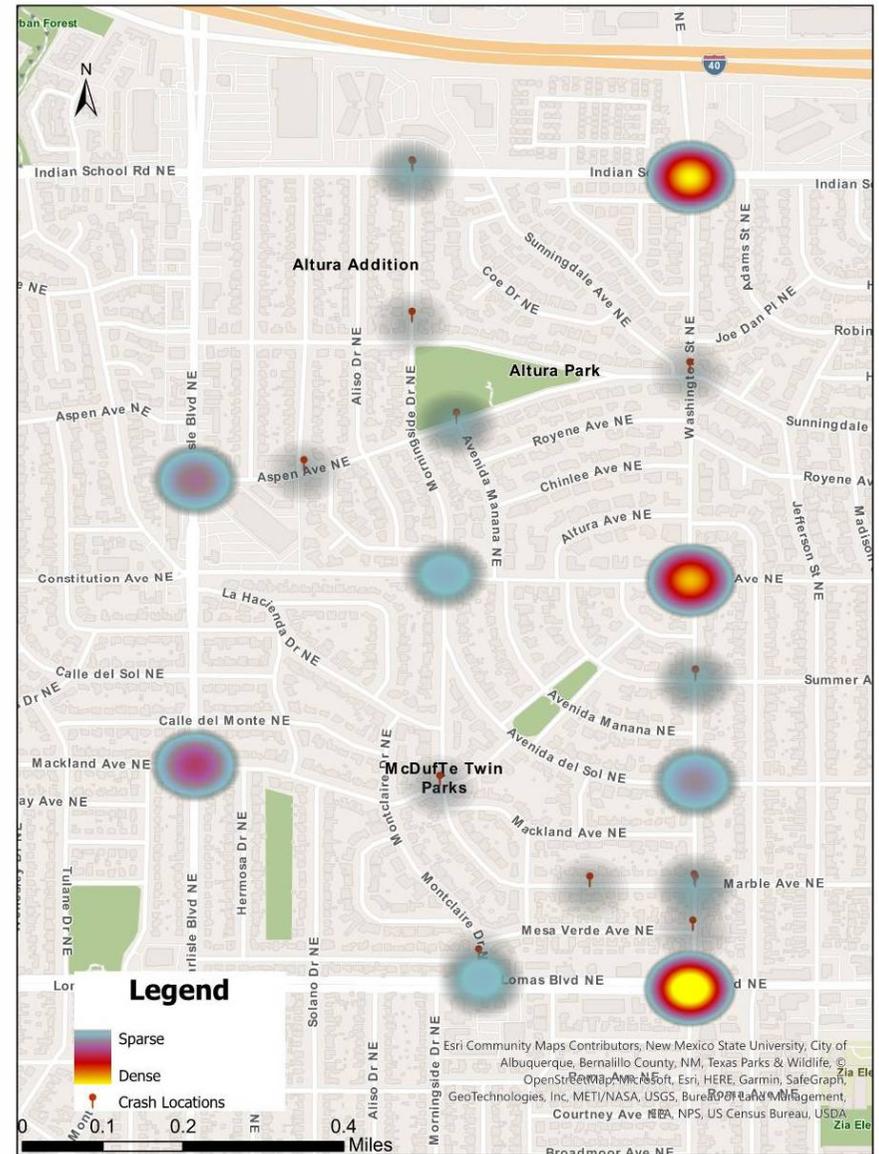
Intersection	Time	Pedestrian 13-hr Volume				Bicyclist 13-hr Volume			
		South Leg	West Leg	North Leg	East Leg	NB	EB	SB	WB
Washington St. and Sunningdale Ave.	AM Peak	15	2	16	3	4	0	3	2
	PM Peak	1	2	9	1	8	3	3	0
	13 Hour Total	53	19	87	13	58	11	48	6
Washington St. and Constitution Ave.	AM Peak	2	2	1	3	0	2	2	4
	PM Peak	2	2	0	0	0	4	3	0
	13 Hour Total	9	8	3	4	17	39	18	36
Morningside Dr. and Constitution Ave.	AM Peak	4	5	1	10	0	2	2	6
	PM Peak	3	12	0	9	1	5	1	0
	13 Hour Total	16	71	12	57	22	37	15	37



Crash Data

- 2016-2020
- 158 total crashes
- 88% of crashes occurred in clear weather conditions
- 72% of crashes occurred in daylight conditions

Year	Crash Severity			Total
	Injury	Fatal	PDO*	
2016	9 (25%)	0 (0%)	27 (75%)	36 (100%)
2017	8 (27%)	0 (0%)	22 (73%)	30 (100%)
2018	11 (42%)	0 (0%)	15 (58%)	26 (100%)
2019	16 (39%)	0 (0%)	25 (61%)	41 (100%)
2020	8 (32%)	0 (0%)	17 (68%)	25 (100%)
Total	52 (33%)	0 (0%)	106 (67%)	158 (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 or 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.



Traffic Calming Criteria Evaluation Results

Roadway	Meets NTMP Criteria?
Morningside Drive	NO
Washington Street	YES
Constitution Avenue	YES
Mackland Avenue	NO
Avenida del Sol	YES
Montclair Drive	NO





Potential Alternatives

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Striping

Benefits

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

Cons

- Maintenance
- Effectiveness may be low



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



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



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



Speed Humps

Benefits

- Decreases vehicle speeds
- Discourages cut-through traffic
- Low cost to install

Cons

- May increase noise levels as vehicles decelerate and accelerate
- Inhibits emergency vehicles



Examples – Constitution & Washington

- Striping
- Bulbouts



Examples – Washington & Hannett-Sunningdale

- Midblock Crossing
- Bulbout
- Striping



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Examples – Constitution & Morningside

- Midblock Crossing
- Bulbout
- Center Island
- Striping



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Examples – Mackland & Montclair

- Traffic circle



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Examples – Avenida del Sol & Avenida la Resonlana

- Traffic circle



Examples – Avenida del Sol & Morningside

- One-way street
- Bulbout



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Public Input

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Questions/Comments

- Provide comments tonight
- Email comments to audra.gallegos@wilsonco.com
- Deadline for comments February 21, 2023





Thank you!

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