

City of Albuquerque Streets and Traffic Enhancement Program Draft Document Comment Resolution

#	Name	Affiliation	Date	SECTION #	PAGE	PARA.	LINE	COMMENT	S, R, E	A, NC, C	RESPONSE (by consultant)
1	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Introduction	3			Evaluation of traffic problems. Motor vehicle crashes should NOT be the primary evaluation criterion. Significant traffic safety hazards result from excessive speed, traffic volume and cut-through traffic, even if there are either few or no crashes on record.	S	A	Changed "motor vehicle crash frequency" to "crash frequency" to reflect that all documented crashes are a priority (automobile, truck, bus, bicycle, pedestrian, etc). Subsequent criteria address speed, volume, and cut through.
2	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Introduction	3			Project funding and prioritization. The document should include funding sources in addition to the City Capital Improvement program. Funds for calming measures have been a part of the operating budget in the past. Possible use of Councilor "set aside" monies should also be included among funding sources to be considered.	S	NC	Funding is not included in the scope of work and will be determined by the City following completion of the study.
3	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Introduction	3			The G.O. Bond cycle is two years, so there is little point to including the highest ranking projects in the CIP "annually". Other concerns about the proposed funding method are: What is the level of funding to be requested? How will the amount be determined, if the number and cost of proposed projects is not known in time to be included in the bond package? If project status and the bond cycle do not "mesh" significant delays could result. An "omnibus" item for traffic calming projects could be included without tying it to specific projects. It could be part of a "Transportation Improvements" package for example ...	S	A	The evaluation and reprioritization will occur in odd years to match the bond cycle.
4	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Introduction	3			Project maintenance. Claiming higher maintenance costs for high-vis crosswalks due to wear and snow removal is nonsense! First, there are few to no such crosswalks on residential streets, They are universally located at intersections on major collector and arterial streets, NOT within neighborhoods, Second , traffic volumes are much lower on residential streets than on major streets, so wear and maintenance on "painted" pavement would be correspondingly less as well. Lastly, since snow removal equipment is never seen on residential streets (possibly excepting streets East of Tramway). Thus there is no increased maintenance resulting from snow removal equipment!	S	NC	Any mitigation measure requires long term maintenance.
5	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Introduction	4			Previous requests for traffic calming. There is currently a backlog of some 300 streets which have previously qualified for speed humps. The City has not installed any speed humps since 2009. The neighborhood traffic management program has been is disarray, a shambles really, for the last three years, with much obfuscation by the TED. How will all the prior (approved) requests be addressed by the TED? There will be some very unhappy folks out there when they find out they will have to start the process all over again per the new program. Herein lies a major inconsistency. Wording in paragraph 5.page 3 states "Previously qualifying projects (presumably the 300 streets qualifying for speed humps) will not have to be re-evaluated and will remain on the annual priority list. " However, other wording on page 4, paragraph 2,states " ... all previously requests for traffic calming must be resubmitted for consideration." Which is it? How does the TED propose to resolve the two "opposing" statements?	S	A	The city has determined that there are about a dozen projects backlogged that have already been warranted and processed. These projects will serve as the initial program projects. All other requests submitted prior to adoption of the STEP policy will have to reapply for consideration. Once on the priority list, qualifying projects will remain but will be reprioritized on a biennial basis. Additional text has been added to the document to clarify this. "...all requests for traffic calming made prior to adoption of this policy manual must be resubmitted for consideration. Once a qualifying project is on the priority list it will remain but be reprioritized biennially with all previously approved projects and newly submitted projects."
6	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	5			Requiring requests for all traffic calming to meet ALL FIVE minimum guidance thresholds is unreasonable. particularly number 4. To disqualify an application if it "Has not been considered for traffic calming measures within the last 5 years is simply too big a hurdle ,with no latitude for consideration of the severity of a the problem. Many of the previously-approved streets have been on the books for 10 years or more. Problems have gotten worse. not bener. Are these folks out of luck?	S	NC	All five criteria are reasonable based on national research. The five year period is to allow all neighborhoods an opportunity to be given priority.
7	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	5			Under "Has a demonstrated need for traffic management (as) determined through engineering study." the established criteria are particularly troubling. The numerical thresholds are set so high that few residential streets could meet them. yet residents still have legitimate traffic problems and safety hazard concerns.	S	A	Numerical thresholds have been updated.
8	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	5			Traffic counts are the foundation of any traffic study. Applicants must have access to raw data as well as the complete study. This is necessary in order that they may be sure that their problem has been fairly and objectively evaluated by the TED. Otherwise the TED can tell applicants whatever they choose and not be subject to objection or challenge on the outcome. I say this from experience. It has happened to me, and my neighborhood . three times over the last six years ...	R	A	Added text "The data used in the analysis will be readily available to the applicant. " to section Phase 4: Analysis
9	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	7	3		Initiation and Scoping: Phase 1- Application. How can significant change affecting traffic be determined unless baseline data, or some other benchmark , exists. That data would likely not exist unless there had been previous complaints or requests for calming measures. i.e.a history.	E	NC	Significant change in this context does not mean change in traffic it means changes in development, neighborhood characteristics, or infrastructure. A new commercial development adjacent to a neighborhood is an example of changes in the neighborhood that can affect traffic and which should be noted in the application
10	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	7	4		How does "applicable data" translate to "no significant change in traffic"? TWO sets of data are necessary in order to measure change. Why must data expire before an applicant can re-apply ? The language in this paragraph is contradictory and confusing	R	A	The text ", meaning no significant change in traffic has been found and the data on file with TED was collected " has been removed for clarity.

#	Name	Affiliation	Date	SECTION #	PAGE	PARA.	LINE	COMMENT	S, R, E	A, NC, C	RESPONSE (by consultant)
11	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	7			Phase 2-Petition. Applicants must have a voice in determining the study area and thus the number of "affected households" on which public support is based. The TED cannot be allowed to arbitrarily" ... modify or expand the petition area." Often only a street or two within the greater neighborhood area is impacted by a calming measure. Thus the "affected households" are fewer and less signatures are necessary in order to meet the 60% level of public support. If IDLthe households in the neighborhood are go into determining the level of support, getting the signatures required becomes much more difficult. Two-thirds (66 2/3%) is a difficult number to work with mathematically, complicating calculations. Sixty per cent is still a good indicator of public support and MUCH easier to work with. A change to 60% instead of 66 2/3% is strongly recommended.	S	NC	The TED will define the initial study area and modify as necessary based on collaboration with the neighborhood
12	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	7 & 8			Phase 3 - Scoping meeting. What is the point of a "collaborative working meeting to identify the study area" if the study area has already been defined by the map and lor the TED- modified or expanded petition area ? The study/petition area should be detennined at the "collaborative working meeting and NOT by the TED on their own. This disparity is another inconsistency to be resolved in the final Policy Manual.	S	A	Please see response to comment 11.
13	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	7 & 8			Phase 3 - Scoping meeting. The neighborhood group does not need to visit their own neighborhood to "observe firsthand the traffic issues and concerns." They are well aware of the problems. They live there. They experience the traffic problems, on a daily (and nightly) basis. A quick visit is unlikely to allow TED staff to gain a real perspective of the problems, whereas residents see them over all hours and days of the week. A "grab sample" is invalid.	E	NC	The purpose of the scoping meeting is more than observing traffic conditions. Other cities have found that scoping meetings help both staff and citizens understand the traffic problems and the City's ability to address them. This meeting also begins the process of collaboration and builds trust between City staff and neighbors.
14	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	8			Evaluation and Development. Phase 4 - Analysis. The data collected by City staff (or consultants) and the traffic engineering analysis must be made available to the applicants. In the absence of all pertinent infonnation the applicant cannot be assured that the TED has analyzed and reported objectively .The TED has a history of" straining results through the sieve of convenience" and denying the need for impementation of calming measures. Historically, they have been long on platitudes and short of action "on the ground", a posture for which the City TED has become notorious in the last 5-6 years.	R	A	Please see response to comment 8.
15	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Exhibit 2. Criteria Definitions. This is a highly subjective exercise and one which makes it difficult to reach an acceptable point total. There is simply too much latitude for arbitrary assignment of Points values by the TED. As currently written, Exhibit 2 is seriously flawed and geared to serve the interests of the TED rather than the neighborhoods it is SUPPOSED to serve. 1). There is no way to ascertain what score is necessary in order to proceed to an acceptable application. 2).The way in which criteria are weighted, points assigned and score determined is anything but an objective process. It is geared to make it difficult for an application to make it onto the "short list" for funding and mplementation. 3). The whole procedure is a meaningless exercise for an applicant without an explanation of how point values are detennined. A point by point critique follows.	E	NC	Having a rating system is the only way to fairly evaluate and prioritize projects. There is not a "target score" that constitutes an "acceptable application". All applications are subject to the same criteria evaluation.
16	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Critique-Exhibit 2 - Criteria Definitions: General criticism and deficiencies noted: 1). As written, very few neighborhood-generated applications would ever accrue enough points to qualify for calming measures. The proposed PRISM system makes it even harder for neighborhoods to get any on- ground- action from the TED than is the case at present.	E	NC	There is not a "target score" to qualify for traffic calming measures. Projects will be ranked and prioritized.
17	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Critique-Exhibit 2 - Criteria Definitions: General criticism and deficiencies noted: 2). No point total "threshold" is advanced, so applicants have no target number at which to shoot.	E	NC	Please see response to comment 16.
18	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Critique-Exhibit 2 - Criteria Definitions: General criticism and deficiencies noted: 3). Too many of the criteria and methods of calculating points are left to arbitrary and subjective interpretation by the TED. They can assign values as they choose.	E	NC	Just 2 of the 12 criteria and 20% of the total points involve some engineering judgment namely "Engineering Conditions" and "Environmental Conditions". The TED, its engineers, and consultants have personal responsibility to ensure the safety of the public in conducting their professional duties. If it is determined that a reduction of points in these two criteria is appropriate an explanation will be provided to the applicant.
19	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Critique-Exhibit 2 - Criteria Definitions: General criticism and deficiencies noted: 4). The incorporation of three "negative" criteria allows the TED far too much latitude to reduce already-low point totals attainable in the first ten criteria.	E	NC	Please see response to comment 18.

#	Name	Affiliation	Date	SECTION #	PAGE	PARA.	LINE	COMMENT	S, R, E	A, NC, C	RESPONSE (by consultant)
20	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Critique-Exhibit 2 - Criteria Definitions: General criticism and deficiencies noted: 5). If criteria are reasonably and honestly applied, it would be difficult for a neighborhood applicant to game more than 35 or 40 points. This number could be further reduced when negative criteria values are subtracted by the TED.	E	NC	Please see response to comment 16.
21	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Critique-Exhibit 2 - Criteria Definitions: General criticism and deficiencies noted: 6). As many as 25 point could be deducted with no accountability or rationale by the TED.	E	NC	Please see response to comment 18.
22	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Critique-Exhibit 2 - Criteria Definitions: General criticism and deficiencies noted: 7). This whole Criteria Definition exercise is an unworkable as it appears in the Draft. It is clearly based on what is easy and convenient, and best serves the interest of the TED rather than the public interest it is SUPPOSED to serve.	E	NC	Please see response to comment 18.
23	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. I). Crashes (25 points). Speeding, not "reportable crashes" is the principal concern of neighborhoods seeking relief(calming) from traffic problems in their neighborhoods. There is little chance that of applicant neighborhood getting many points on this one ...	E	NC	The primary means to evaluate safety is through traffic crashes which is why this criteria is the most heavily weighted (25 points) Speed is the second priority criteria with 20 points.
24	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 2). Speed (20 points). Points max out at 10 mph above the posted speed limit of 25 mph, BUT few residential streets are posted! Is the TED prepared to post all these un-posted streets? I have observed speeds well in excess of 40 mph on my residential street. Is there to be no consideration given to the added safety hazard stemming from really excessive vehicle speeds? The 85th percentile may have applicability for setting speed limits on collector and arterial streets, but it cannot be reasonably applied to narrower residential streets with parked cars, kids, pets, backing cars, bicycles etc. all factored into the equation. A percentile level of no more than 60 % is far more realistic for residential streets.	E	NC	If not posted the residential speed limit is 25 mph. the 85th percentile speed is a nationally and industry accepted standard for evaluating speeding.
25	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 3). Traffic Volume. (15 points). Few residential streets would have enough volume to receive more than one quarter to one third of the points available. The 1500 VPD required in order to receive the maximum points is too high for most neighborhoods which never- the- less have concerns about traffic level. How does the TED propose to conduct traffic counts and studies when they have only a few counters and no one on staffTrained to use them .? Will the TED contract for these traffic studies? If so, at what cost per study? How many of these studies can be do with funds available?	R	NC	The maximum point total of 15 or 1,500 VPD was chosen to accommodate various types of residential streets ranging from urban to suburban character.
26	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 4). Cut-through Traffic. (10 points). One hundred vehicles per point assigned is ridiculous. NO residential street is going to have the 1000 cut-through vehicles necessary to receive the to- point maximum allowed. One point per ten vehicles would be much more realistic AND more attainable as well. Business logos are a good indicator of business- related, cut through traffic. Checking license plates is both cumbersome and time consuming. What "similar techniques" does the TED plan to use ? TED correspondence has previously claimed no evidence of cut through vehicles ... " in the Wildflower neighborhood; this despite personal observations to the contrary (25+ per day). Are we to believe our own eyes or what the TED falsely claims?	R	A	This criteria has been changed from 1 point per 100 vehicles per day to 1 point per 30 vehicles per day to address this concern. This equates to a total maximum score of 15 points or 450 vehicles per day for this criterion.
27	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 5). Conununity Support. (5 points). Why consider any points for a level BELOW the two-thirds (66 2/3 %) previously proposed as the minimum level of public support In order to even begin the application process? The two- thirds public support level previously proposed earlier is excessive to begin with AND more difficult to work with in calculations. It does not match the 10 % increments on which point values Are added for higher support levels. A simple majority suffices in elections and other "votes". Why not is this case? The per-cent support level required should be no higher than 60 % at the highest in any case.	R	NC	The two-third requirement constitutes a completed petition. The community support criteria is measure of the overall support of the plan. Those projects with a higher level of neighborhood support should be given more consideration and score better when prioritized against all other projects.
28	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 6). Bike Routes and Activity. (5 points). Not weighted heavily enough. Bicyclists are often kids and even more at risk with speeding vehicles. Bicycles must share driving lanes with cars and trucks. Few or no residential streets have bike lanes . Narrower streets and on-street parking add to the safety hazard for bicyclists.	S	NC	Comment noted. Residential streets will not typically be identified as bike routes, however this criteria will be evaluated at the neighborhood's request.
29	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 7). Sidewalks and Pedestrians. (5 points). Sidewalks are a "given "on virtually all neighborhood/residential streets in Albuquerque. Who is going to "observe" and quantify pedestrian activity? Likely not the TED ...	E	NC	Comment noted. This criteria will be evaluated at the neighborhood's request. All data collection will be performed by the City or an approved contractor/consultant.

#	Name	Affiliation	Date	SECTION #	PAGE	PARA.	LINE	COMMENT	S, R, E	A, NC, C	RESPONSE (by consultant)
30	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 8). Transit Routes and Stops. (5 points). Transit routes 1 stops are rarely, if ever located within neighborhoods, They are found on collector and arterial streets adjacent to neighborhoods. The only buses which use some residential streets are school buses, a distinction that the criterion fails to mention. Transit routes and stops serve the perimeter of neighborhoods, not the interior streets.	S	NC	Comment noted. Residential streets will not be typically be identified as transit routes, however this criteria will be evaluated at the neighborhood's request.
31	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 9). Activity Centers. (5 points). Proximity to an activity center is reflected in the traffic level on streets used to access the particular activity. Does the Wildflower Neighborhood get extra point credit because of our proximity to Balloon Fiesta Park, Wildflower Park and the Vocational Training Center?	S	A	This criterion is considered "all or none". Text has been added to clarify.
32	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 10). Sight Distance. (5 points). Safe or adequate sight distance changes with the speed of the vehicle. Higher speeds effectively lengthen the sight distance required for safety. The draft fails to mention speed as a factor in determining the safe sight distance. Calming measures which reduce vehicle speed make it safer for all concerned; driver .pedestrian or bicyclist.	S	NC	Sight distance is determined based on the posted speed not the prevailing speed.
33	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 11,12,13). Negative criteria. (25 points total). These criteria are unnecessary, serving only as a means of further reducing point totals in the application. They allow the TED to subjectively reduce point totals and making it even more difficult for a particular application to compete for funding. This statement is substantiated by a provision in Step # 7. Approval and Funding, wherein PRISM project funding " ... must compete with other requests for traffic calming will be ranked City-wide on their point score. " Thus the TED has the means to "cherry pick" higher profile or pet projects to the detriment of neighborhood calming projects. PRISM	E	NC	Please see response to comment 18.
34	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 11). Existing Measures. (minus 5 points). A retro- step. Better by far to simply attach NO point value, positive or negative.	E	NC	Please see response to comment 18.
35	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 12).Engineering Conditions. (minus 10 points). Again , no need for this negative criterion. The TED can use this component as an excuse to take no measures to implement traffic calming. True, conditions may require some creativity to reach a possible remedy, but calming should not be negated by minor complications. Indeed, existing "engineering conditions" may support the need for a calming measure and should not exempt the situation from further consideration. An adverse factor should not be an escape clause for the TED. Who determines what" adverse effects" are and how would such effects be measured?	E	NC	Please see response to comment 18.
36	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. 13). Environmental Conditions. (minus 10 points). How will the potential impact of a calming measure on a) regular maintenance, b) snow removal , or c) noise levels be determined ? The only regular maintenance on residential street is sweeping (a); impact on snow removal is a non-issue. In over 22 years in my neighborhood I have yet to see a snow plow or a grader in my neighborhood, including the 17" snowfall of 5 or 6 years ago! Snow removal MAYbe a consideration in the far East heights, along Tramway or in the foothills, but nowhere else on City residential streets. Where c) noise is concerned, an increase in noise could be measured by taking noise readings after a project is completed. Who is going to conduct pre and post-project noise studies or obtain noise data? The TED has no interest in doing so, nor do they have the training or expertise needed to do so ...	E	NC	Please see response to comment 18.
37	Larry Caudill	Wildflower Area Neighborhood Association President	6/19/2013	Implementation Process	9			Point-by- point criticism and comment on each of the criteria follow. CH2M Hill is obliged to address the many deficiencies .questions and comments above in the final PRISM document to presented to Council and the public. I look to seeing your responses with great interest. ...	E	NC	Comment noted
38	Edwin Barsis	Four Hills Village Neighborhood Association President	7/17/2013					The overall draft plan is a notable improvement in some areas over the existing plan. We whole heartedly support the prohibition on placing calming devices (vertical deflection devices) on primary emergency response routes. This prohibition has been adopted by cities in the US, and now Albuquerque is joining the ranks of those cities by ensuring emergency medical vehicles are not being slowed in providing their services. This prohibition considers both sides of the safety issue: the damage done by slowing emergency medical vehicles as well as the reduction in speeding by the placement of speed humps. There are, however, changes which will make the draft manual much stronger.	E	NC	Comment noted
39	Edwin Barsis	Four Hills Village Neighborhood Association President	7/17/2013					1. The previous NTMP (July 20, 2000) and the 2009 version, Council Bill #R-09-17, both stated that the averages daily traffic volumes on the street shall not be greater than 3,000 (page 11 of the 2000 NTMP and Appendix A of R-09-07). Lack of an upper limit to traffic volume in the draft manual coupled with allowing the installation of calming devices and collector roadways that are inappropriate for speed humps as has occurred in the past. <u>We request that an upper limit of 3,000 vehicles per day also be included in the new manual.</u>	S	A	Change made as requested

#	Name	Affiliation	Date	SECTION #	PAGE	PARA.	LINE	COMMENT	S, R, E	A, NC, C	RESPONSE (by consultant)
40	Edwin Barsis	Four Hills Village Neighborhood Association President	7/17/2013					2. Previous legislation, o-05-97, requires "when new traffic calming devices are being planned or scheduled for installation, the Mayor shall mail notify the affected residents directly." In the legislation, the definition of affected residents is expanded to include "Residents who cannot avoid traffic calming devices while traveling to or from their homes within the boundaries of the recognized neighborhood association where the devices will be installed. <u>Since the above requirement had not been fulfilled in the past, we request that it be specially included in the manual.</u>	S	A	Added the following text under City Responsibility for Phase 6 - Recommendations "Notify residents who cannot avoid traffic calming devices while traveling to or from their homes that traffic calming measures are being considered for their neighborhood."
41	Edwin Barsis	Four Hills Village Neighborhood Association President	7/17/2013					3. The Legislation requiring notification (o-05-97) does not require residents in the expanded "affected area" to be included in surveys and petitions. The roadway belongs to these residents "who cannot avoid traffic calming devices while traveling to and from their homes..." as much as to those directly fronting the calming devices. Including residents in the expanded "affected area" is particularly important because two additional surveys that were included in the previous NTMPs have not been included in the proposed new manual and only the "petition" step remains in the proposed manual. <u>We request that residents in the expanded affected area (defined above from O-05-97) be included in the petition process and report distributions.</u>	S	A	Please see response to comment 40
42	Edwin Barsis	Four Hills Village Neighborhood Association President	7/17/2013					4. Primary emergency response routes have been identified in R-09-17. <u>We Request that the routes also be included in the proposed manual, and a reference link included for applicants to check for updates of these routes.</u>	R	A	Change made as requested
43	Edwin Barsis	Four Hills Village Neighborhood Association President	7/17/2013					5. The speed cushions and speed lumps have been installed in some cities on a trial basis. Although proposed by academics, these devices were found to be less effective in reducing traffic basis. Although proposed by academics, these devices were found to be less effective in reducing traffic speeds and in allowing emergency vehicles to maintain speed than expected. <u>We suggest that speed cushions and speed lumps not be considered for Albuquerque.</u>	S	A	Change made as requested
44	Robert L. Anderson	None noted	7/22/2013					My comment is based on a lot of first hand experience living at the corner of Coal and Richmond SE for over ten years. About \$28 million was spent on redesign and improvements to Coal and Lead and we still have a lot of the core traffic problems that the renovation was suppose to end, traffic calming. Obviously just spending money on bricks and mortar is not the full answer.	E	NC	The intent of the policy is to improve neighborhood conditions through traffic calming. The policy includes both physical and non-physical measures.
45	Robert L. Anderson	None noted	7/22/2013					The problem as it relates to this area is lack of enforcement of existing laws against performance, racing or show off driving and the lack of enforcement of noise suppression laws.	E	NC	The commenter is encouraged to contact their local law enforcement agency to request additional patrols. Speed and other traffic law enforcement is just one tool in the policy toolbox.
46	Robert L. Anderson	None noted	7/22/2013					What we experience here is vehicles (cars, trucks, motorcycles/scooters) that may not exceed the speed limit of 30 mph (although some do exceed it) drive in a manner to rev their engines so attract attention. A vehicle will often stay in low gear but produce a sound like it is going 100 mph. This says a lot about the psychological need of many drivers for some attention.	E	NC	Comment noted
47	Robert L. Anderson	None noted	7/22/2013					As for the vehicles, many of them have no sound suppression system (muffler) at all or have altered, modified systems to enhance the sound of their engines beyond the manufacture's original specifications. I know people who have bought new trucks and motorcycles and have taken them to specialty shops who remove the legal equipment and then install illegal sound enhancing equipment. This needs to be made illegal.	E	NC	It is not the intent of this policy to alter local laws to address noise complaints
48	Robert L. Anderson	None noted	7/22/2013					What we are seeing is a lot of vehicles on our roads trying to imitate racing cars, trucks and motorcycles in sound and performance and driver action and there is no policing actions against this widespread criminal activity.	E	NC	Comment noted
49	Robert L. Anderson	None noted	7/22/2013					This type of crime can destroy a community like where we live as Coal passes through a dense neighborhood. At all hours of the day and night we hear and see these vehicles zoom past, or pass with noise like they are on a race track. One day I saw 20 high performance "rice burner" motorcycles come past showing off how much noise they can make... I have a Honda motorcycle myself but it has the original mufflers. It was deafening. One day about 75 "Harley" type big motorcycles with no mufflers at all passed by. I have witnessed and heard cars drag racing on Central in the middle of the day, and some at nights race up and down and back through our neighborhood. Often at all hours of the day and night a big sounding vehicle will pull onto Coal and accelerate under high rpm to a speed and then slow down and then do it again.	E	NC	Comment noted
50	Robert L. Anderson	None noted	7/22/2013					It is common for cars and trucks, and large commercial vehicles with diesel engines, to road through our neighborhood making loud noise. At nights I have heard, because our bedroom door and windows opens onto the street and is easy to hear vehicles start down about Yale and race all the way past Carlisle and out to Zuni without stopping, going high speed and slow speed through red lights and intersections. Sometimes it will be two vehicles racing each other.	E	NC	Please see response to comment 45
51	Robert L. Anderson	None noted	7/22/2013					I think something like roundabouts would be some help here like at Yale, Girard, Carlisle and Washington along Coal and Lead, for instance, and on other streets.	E	NC	The policy outlines how citizens and neighborhood groups can request a traffic calming study on their street and in their neighborhood. The commenter is encouraged to follow this guidance and raise these specific suggestions during the time of the study.
52	Robert L. Anderson	None noted	7/22/2013					On some areas we could block cross streets, like the north/south here to reduce vehicles pulling out near homes to make noise.	E	NC	Please see response to comment 51

#	Name	Affiliation	Date	SECTION #	PAGE	PARA.	LINE	COMMENT	S, R, E	A, NC, C	RESPONSE (by consultant)
53	Robert L. Anderson	None noted	7/22/2013					On Central we need heavy enforcement of the driving code along the area of Kelly's which is a hang out for many of these vehicle drivers. That area around Bryn Mawr has become a criminal high performance acting out zone with no enforcement at all. This activity seems to actually be encouraged along that zone. We could designate areas like that pass through neighborhoods as special quiet zones for enforcement of noise ordinances. We need some kind of monitoring of vehicles with sound measuring devices perhaps installed along the roadway like the red light cameras to capture the tag numbers.	E	NC	Please see response to comment 45
54	Robert L. Anderson	None noted	7/22/2013					Now this gets to be a problem because many of these vehicles I have actually seen have no license tag displayed or have a temp tag behind dark tinted window glass, or behind a trailer hitch or tags that are painted over or hidden behind a dark cover. Many motorcycles have the tags hidden low to the side or up underneath the rear fender and seat so they can't be seen.	E	NC	Please see response to comment 45
55	Robert L. Anderson	None noted	7/22/2013					We could have some law so that citizens observing some of this illegal activity or performance driving could turn in a tag number if they can get it and have the vehicle at least called in for inspection of the sound system and maybe even the witness appear in court for other charges.	E	NC	Please see response to comment 47
56	Robert L. Anderson	None noted	7/22/2013					This illegal performance driving is actually widespread criminal activity because it is an attack on the decent people of the roads and neighborhoods who try to maintain their vehicles with proper equipment, registration and try to drive safely. Why should I pay my license fees if so many can with impunity not follow the same laws?	E	NC	Please see response to comment 47
57	Robert L. Anderson	None noted	7/22/2013					One of these vehicles can destroy the ears of children and the elderly. I have been at some red lights and not able to hear my radio or talk in my vehicle due to the loud noise of these vehicles vehicles. This is dangerous to me as a driver. I have not even talked about the vehicles with boom boxes that pass by here or at intersections.	E	NC	Please see response to comment 47
58	Robert L. Anderson	None noted	7/22/2013					The tolerance of this kind of illegal activity on such a broad scale cannot but enhance the idea among the criminal elements in our city that other kinds of illegal disregard for public safety and security are also possible. I think the tolerance of these illegal vehicle activities are causing much of our home burglary and break-ins of vehicles and disregard for other individuals.	E	NC	Comment noted
59	Robert L. Anderson	None noted	7/22/2013					Thanks for your attention to this pressing problem	E	NC	Comment noted
60	Frank Osuna	None noted	6/9/2013					I read your fine study to slow down traffic. Are you aware of another study/program that would deal with how to make traffic more efficient?	E	NC	Comment noted
61	Frank Osuna	Oso Grande Neighborhood Association	7/13/2013					Thank you for your informative presentation on the Draft Manual. I hope you were not discouraged that some attendees did not understand your request for suggestions on the draft.	E	NC	Comment noted
62	Frank Osuna	Oso Grande Neighborhood Association	7/13/2013		9		4	PAGE 9, Line 4 states "Has not been considered for traffic calming measures within the last 5 years.". The wording of line 4 implies that it is a detriment to the application if a street has been considered for traffic calming within 5 years. I do not believe that is your intent. The Manual states that previous applications for improvement by the public are void and neighborhoods must re-apply.	S	A	Please see response to comment 5
63	Frank Osuna	Oso Grande Neighborhood Association	7/13/2013		9		5	PAGE 9: LINE 5: The "five minimum guidance thresholds" stipulates that the application will not be considered if there are grades and curves in the road. This stipulation negates the CRASHES criteria in Exhibit 2 of Page 13. The manual as written eliminates for consideration some very hazardous sites that have experienced numerous crashes due to curves and grades. My neighborhood at the corner of Morris Street and Osuna Road is an example where deaths have occurred due to a loss of control of the vehicles on the curve. And, of course, the reason the drivers loose control is because they are driving over the posted speed limit.	S	A	A foot note has been added to clarify that non physical control measures plus ones that don't exacerbate known existing conditions will be considered.
64	Frank Osuna	Oso Grande Neighborhood Association	7/13/2013		9			Page 9 prevents streets where curves and grades exist from being considered for evaluation. A re-wording to allow improvements that could save lives where curves and grades exist must be considered.	S	A	Please see response to comment 63.
65	Frank Osuna	Oso Grande Neighborhood Association	7/13/2013		13			Page 13, Exhibit 2: we suggest an allowance for police reports to influence the priority.	E	NC	Police reports are the basis for the crash records which are evaluated in this policy
66	Frank Osuna	Oso Grande Neighborhood Association	7/13/2013		13			Page 13, Exhibit 2: The Manual does not allow the applicant to compound points due to multiple Activity Centers, such as a City Park adjacent to a University. I suggest that the criteria points allow compound points for locations where a university, bike path and City parks meet. There must be a way to acknowledge where these circumstances occur.	R	NC	Please see response to comment 31.
67	Curtis Hunt		7/24/2013		5			I attended the July 16, 2013 public meeting and have read the draft policy manual of June 2013. My primary criticism of the proposed guidelines is the five minimum guidance thresholds outlined on page 5, Part II – Implementation Process. While each of the five criteria appears reasonable when considered alone, meeting all five will be too difficult for many residential streets that face problems with traffic volume and speed.	E	NC	All five criteria are reasonable based on national research.

#	Name	Affiliation	Date	SECTION #	PAGE	PARA.	LINE	COMMENT	S, R, E	A, NC, C	RESPONSE (by consultant)
68	Curtis Hunt		7/24/2013					My neighborhood provides an example. During the past year the city has conducted a comprehensive traffic study of the streets within the Downtown Neighborhoods Association area. This is basically the historic neighborhoods west of 6th street and bounded by Central and Mountain. The final report, which is in the process of being finalized now, has proposals for a number of traffic calming measures on our streets. However, most of these streets would not meet the five minimum guidance thresholds proposed for the STEP program. We have residential streets that are designated as minor arterials and residential streets that are used as emergency response routes. Other streets have considerable cut-through traffic but do not exceed the 1,000 vehicles per day threshold or the 25 percent peak-hour cut-through traffic threshold. The minimum threshold for speeding is an 85th percentile of 30 mph on our residential streets, and is generally not met except on the streets that have been designated as minor arterials. Traffic accidents on residential streets are generally minor and are probably under-reported. However, because of proximity to Downtown and the lack of non-residential arterials into and out of the Downtown core, almost all of our residential streets have substantial amounts of relatively fast cut-through traffic. This is particularly true for the area west of 6th street lying between Central and Lomas. Our neighborhood has tried for years to get traffic calming measures implemented on our streets and these new guidelines would effectively put a stop to our efforts.	E	NC	Please see response to comment 67
69	Curtis Hunt		7/24/2013					I would like to see different criteria used for determining whether or not a street will be evaluated for traffic calming. I favor a criteria based on sufficient interest by the residents of the street, such as a petition by a majority of the residents. The current five minimum guidance thresholds would only be used to decide which traffic calming measures are appropriate for the street, but not to exclude any traffic calming.	E	NC	The 66 2/3% resident approval required to petition the city for traffic calming is already included in the policy.
70	Curtis Hunt		7/24/2013					As a final point, the definition of cut-through traffic should be consistent with what residents of the street would consider to be cut-through traffic and not based on large areas such as zip codes.	S	A	The origin-destination determination is usually done through license plate matching at strategic entryways in a neighborhood. The text "or similar matching techniques" has been removed from the criteria in exhibit 2 to clarify this.
71	Ron Nelson	SW area Representative GABAC	8/16/2013					My apologies for my last minute input into your proposed traffic calming plan. This issue was presented to the GABAC public meeting this past Monday, and aside from some public comments and clarification from our traffic director, I was a little confused over the entire issue. I did manage to find a copy of your proposed plan online and it appears that a lot of thought has gone into this plan and it did help to clarify some issues for me.	E	NC	Comment noted
72	Ron Nelson	SW area Representative GABAC	8/16/2013					Where/how did you come up with the "point" system?	R	NC	The point system was established in cooperation with city staff and the stakeholder group based on similar traffic calming manuals across the country.
73	Ron Nelson	SW area Representative GABAC	8/16/2013					• Personally I'm all for any traffic calming engineering.	E	NC	Comment noted
74	Ron Nelson	SW area Representative GABAC	8/16/2013					• I'm disappointed to learn that "speed bumps" are not more affective. Frankly, as I recall some of the arguments over the past years about this issue, they have become more "passive" and less aggressive in design in order to quell complaints from citizens who may sustain damage to their automobile if they hit them hard while speeding (isn't that the idea?) and from emergency response teams.	E	NC	Comment noted
75	Ron Nelson	SW area Representative GABAC	8/16/2013					• In NO WAY do I want this project to be used as support NOT to increase funding to reestablish the dwindling numbers of our police force. As you are aware, out police force IS a very effective public safety tool to help educate and punish deviant behavior.	E	NC	Comment noted
76	Ron Nelson	SW area Representative GABAC	8/16/2013					• Albuquerque has a severe public safety issue. This is not only my personal observation, but a Public Safety Survey was conducted by a federal agency back in March that will conclude this. Ms. Luna from MRCOG will be releasing the final recommendations from this survey later this fall.	E	NC	Comment noted
77	Ron Nelson	SW area Representative GABAC	8/16/2013					• Lastly, as I live in this community and constantly observe deviant human behavior on a daily basis, I conclude that regardless of how many dollars are spent on design, signage, paint and effort, there will always be the individual that will totally ignore these efforts and place their and others at risk of life and limb to divert from them.	E	NC	Comment noted
78	Edwin Barsis	Four Hills Village Neighborhood Association President	8/19/2013					I would like to continue the discussion surrounding the one request that was not accepted ie including in the survey those in the expanded area ie (as defined in O-05-97) "Residents who cannot avoid traffic calming devices while traveling to or from their homes within the boundaries of the recognized neighborhood association where the devices will be installed." Since several of us agree that those people who cannot avoid the humps going to and from their homes should have a say, how do you suggest they be given a say (in the new manual)?	S	A	To clarify, the TED will define the initial study area and modify as necessary based on collaboration with the neighborhood. The study area defined at the beginning, during the petition process, may be different than that of the implementation area at the end of the study. All "affected" residents will be notified based on current city ordinance and the following text was added to clarify this under City Responsibility for Phase 6 - Recommendations "Notify residents who cannot avoid traffic calming devices while traveling to or from their homes that traffic calming measures are being considered for their neighborhood."
79	Jennifer Buntz	Duke City Wheelmen	8/16/2013					Albuquerque City Councilors, We are writing to inform you of our concerns regarding the DRAFT Policy Manual, City of Albuquerque, Streets and Traffic Enhancement Program – STEP. This draft policy has been prepared by CH2MHill.	E	NC	Comment noted

#	Name	Affiliation	Date	SECTION #	PAGE	PARA.	LINE	COMMENT	S, R, E	A, NC, C	RESPONSE (by consultant)
80	Jennifer Buntz	Duke City Wheelmen	8/16/2013					As advocates for safer cycling, and indeed improved traffic safety for all, we have several concerns about this proposed policy. First, although "traffic calming" is a noble goal, it cannot be accomplished by traffic engineering alone. Thus, we find the scope of education proposed in STEP to be woefully lacking. Especially when considering neighborhood traffic, education needs to include all types of road users and needs to address safe, best practices for negotiating shared roadway use with all road users in mind. Despite a more inclusive description of educational opportunities on page 12 of this document, in PART IV – NEIGHBORHOOD TRAFFIC CALMING MEASURES TOOLBOX, on the Education and Community Involvement page lists N/A or not applicable as the Effectiveness Score for education's potential impact on cyclist and pedestrian safety. We find this very disturbing.	S	A	Thank you for bringing this to our attention. The commenter is correct that education campaigns can have modest benefit on all transportation mode users. Therefore, the effectiveness score for education has been changed from "N/A" to "Fair".
81	Jennifer Buntz	Duke City Wheelmen	8/16/2013					Next, there is confusion within this document on the type of bicycle facility that it includes. On page 9, the proposed Criteria Definitions for proposed project evaluation state: 5 points based on officially designated routes and observed bicycle activity Bike routes refer to roads, tracks, paths, or marked lanes designated for use by cyclists from which motorized traffic is generally excluded. However, to our knowledge there are no bicycle facilities of this type contained within any Albuquerque Neighborhood. It is also in contradiction with the City of Albuquerque Bicycle Map, which defines bicycle routes as "places where cars and bicycles share the street." These bicycle routes are indeed noted on the map as yellow markings that indicate suggested routes of bicycle travel through much of our city.	S	NC	Comment noted. Residential streets will not typically be identified as bike routes, however this criteria will be evaluated at the neighborhood's request.
82	Jennifer Buntz	Duke City Wheelmen	8/16/2013					It is worth noting that these bicycle routes are critical in the connectivity of bicycling infrastructure in Albuquerque. A "drive and bike" community is not a "bicycle friendly" community, meaning that if all Albuquerque has to offer are a few multi-use paths with no motorized traffic then we are not a bicycle friendly community. Supporting and encouraging safe cycling throughout the city, with cycling respected as a legitimate form of transportation is what it takes to create a bicycle friendly community.	E	NC	Comment noted
83	Jennifer Buntz	Duke City Wheelmen	8/16/2013					Along these lines, the consideration of bicycle lanes as traffic calming devices is about as antithetical to creating a bicycle friendly community as we can imagine. As stated in PART IV – NEIGHBORHOOD TRAFFIC CALMING MEASURES TOOLBOX, Bike Lane Description: Similar to the edge line/lane line striping strategy, bike lanes narrow the width of the roadway there by naturally slowing drivers rather than using physical diverters to force lower speeds. Bike lanes and the cyclists who use them are NOT acceptable traffic calming devices. In our experience, bike lanes do nothing to "naturally" slow drivers and, in and of themselves, very little to make cyclists safer.	S	A	Since it is unlikely that bike lanes would be implemented on a residential street the bike lanes and raised bike lane devices have been removed from this toolbox.
84	Jennifer Buntz	Duke City Wheelmen	8/16/2013					This leads to the forth point we would like to raise. On page three of the STEP document under the heading of "How are traffic problems evaluated?" the first thing on the list is "motor vehicle crash frequency." To truly gain an insight into the dangers present for all road users, cyclists, pedestrians, etc. these crash reports must be analyzed as well. All police reports, referred to as Uniform Traffic Reports, are collected by the New Mexico Department of Transportation and available for analysis. These reports need to be included. For the best use of this information, the crash reports that include bicycles or pedestrians need to be evaluated by someone very familiar with bicycle and pedestrian risk. Simply looking at the number is insufficient.	S	A	Please see response to comment 1
85	Jennifer Buntz	Duke City Wheelmen	8/16/2013					Our fifth point concerns the numerous examples of lane narrowing within PART IV – NEIGHBORHOOD TRAFFIC CALMING MEASURES TOOLBOX. Nowhere does this document adequately address the danger that lane narrowing poses to cyclists. Whatever you call lane narrowing, bulb outs, neck downs, one or two-lane Choker, or median/pedestrian refuge islands, they all present less room for motorists and cyclists to actually share the road. Once a lane is narrowed there is no longer enough room for motorists to pass cyclists with the required five (5) feet (Albuquerque Code of Ordinances, Chapter 8. Traffic Code.8-3-3-10). Unless the City is prepared to include "Cyclists will take full lane" signage with every lane narrowing project, lane narrowing as a traffic calming Device will only increase the risks for cyclists. Central Ave. in the Nob Hill area is a perfect example of this. All the bulb-outs along Central Ave. mandate that cyclists ride in the lane of traffic, but there is not one sign to indicate to motorists what to expect.	S	NC	Please see responses to comments 81 & 83.
86	Jennifer Buntz	Duke City Wheelmen	8/16/2013					Lastly, these and other problems with this document reveal its motorists centric nature and the lack of cyclist input into its content. The lack of any "Disadvantages" that pertain to cyclists in all but one of the PART IV – NEIGHBORHOOD TRAFFIC CALMING MEASURES TOOLBOX illustrates this bias. For Albuquerque to ever become a truly bicycle friendly city, all traffic decisions need to include the input of cyclists experienced with Albuquerque traffic patterns of and the practical impact of the proposals. This is not the same as the input of random cyclists and certainly involves more than "book knowledge" of safe cycling practices.	E	NC	Comment noted. On a number of narrowing devices the following disadvantage pertaining to cyclists is noted: "Reduces bicycle lane and/or side of road area used by bicyclists".
87	Jennifer Buntz	Duke City Wheelmen	8/16/2013					We hope that this and all future traffic plans, documents and proposals can be composed with a keener more informed eye towards improving the safety of all road users.	E	NC	Comment noted