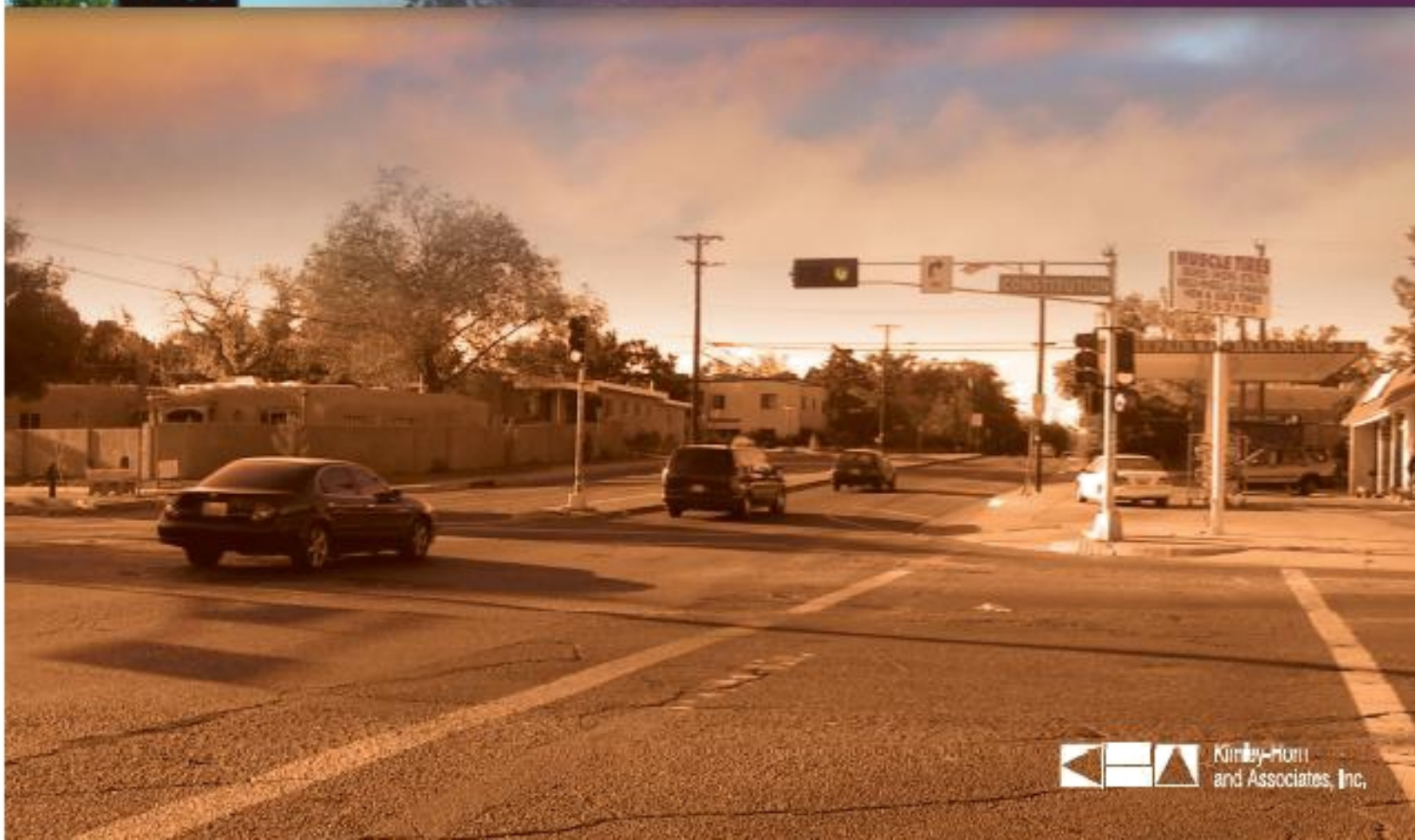
Final Report

North Campus and Summit Park Neighborhood Transportation Management Plan (NTMP)



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List of Exhibits

EXECUTIVE SUMMARY

This Neighborhood Transportation Management Plan (NTMP) addresses residents' concerns about speeding, cut-through traffic, pedestrian and bicycle safety, and other traffic-related issues within the North Campus and Summit Park neighborhoods. The NTMP study area is bounded by University Boulevard to the west, Indian School Road to the north, Carlisle Boulevard to the east, and Lomas Boulevard to the south and excludes the University of New Mexico (UNM) North Campus and other UNM properties which are located towards the west end of the study area.

GOALS AND OBJECTIVES

The NTMP is a process which attempts to reduce the negative impacts of traffic (cut-through traffic, speed, accidents, parking, etc.) in residential neighborhoods. The process starts with identifying the concerns of the neighborhood, then establishing goals and objectives for the NTMP. The goals of this NTMP are:

1. Improve safety
2. Promote walking and bicycling
3. Protect neighborhoods from speeding, cut-through traffic, and intrusive parking
4. Enhance livability

The objectives for this NTMP are similar to the objectives contained in existing City policy for any NTMP within the City's jurisdiction. Additional specific objectives for the North Campus and the Summit Park neighborhoods are:

1. To encourage citizen involvement and effort in neighborhood traffic management activities;
2. To improve neighborhood livability by mitigating the impact of vehicular traffic on residential neighborhoods;
3. To promote safe and pleasant conditions for motorists, bicyclists, pedestrians and residents on neighborhood streets;
4. To make efficient use of City resources by prioritizing traffic management requests;
5. To support the Comprehensive Plan policy that livability and safety of established residential neighborhoods be protected in transportation operations; and
6. To reduce the non-resident parking impacts within the neighborhoods.

NTMP PROCESS

The NTMP process starts with community involvement which includes the North Campus and Summit Park neighborhoods and the public agencies. Inputs on problems / issues from residents and public agencies serving these neighborhoods are collected and summarized. Existing conditions are then studied to verify the problems / issues identified. Options to mitigate the problems / issues are then developed and analyzed. A preliminary NTMP is prepared which identifies short-term and long-term solutions for the neighborhood. These solutions are discussed with the residents prior to preparation the final NTMP. The entire process could be summarized as follows:

1. Community involvement
2. Identification of problems / issues
3. Verification (collect and analyze data)
4. Alternative solutions

5. Preliminary NTMP
6. Refine solutions with community
7. Final NTMP

IDENTIFY ISSUES / PROBLEMS

Meetings were conducted with the neighborhood residents and City staff along with other public agencies to identify existing problems / issues. The neighborhood meeting focused on the problems / issues faced by the residents of the neighborhood, and many of the solutions identified in this NTMP address these specific issues. The meeting with the City staff and other public agencies was to determine any restrictions or limitations on use of traffic calming measures to mitigate identified problems / issues.

A neighborhood meeting was held on September 16, 2008. The main purpose for the meeting was to obtain input from residents. All comments obtained at the neighborhood meeting, including the comments received via mail were categorized into the following broad topics:

1. Parking spillover
2. Speeding
3. Cut-through traffic
4. Poor walking and bicycling environment
5. School-related traffic
6. Traffic control
7. Others

DEVELOPING A PLAN

The plan starts with the development of a framework of primary streets, pedestrian, and bicycle systems that establish priority corridors for improving the environment for walking and bicycling. Beyond these framework systems, the plan includes recommendations for area-specific problems, such as speeding, cut-through traffic, parking spillover, etc. The plan identifies a menu of potential short and long term solutions to mitigate the issue/problems identified through the community meetings and discussions with public agency staff. Additional considerations such as trade-offs, conformance with city procedures, and limitations are taken into account when developing the plan.

NTMP Framework

The NTMP framework establishes a system of primary and secondary streets for vehicles, pedestrians and bicyclists. While all streets need to accommodate all forms of transportation, the framework identifies specific streets that emphasize vehicle, pedestrian and bicycle movement. The framework provides a systematic approach to prioritizing improvements to individual corridors.

Key Problem Areas

The problems identified in the neighborhood meeting were further classified as problems faced by the entire neighborhood and problems faced by an individual resident. Since the transportation management plan is for the entire neighborhood and needs to mitigate neighborhood-wide problems, it is not appropriate for the NTMP to address problems faced by individual residents. These problems are listed in the appendix.

Menu of Solutions

A menu of potential solutions is developed for each type of problem or issue experienced by residents of the neighborhood. The list of solutions reflects measures or devices that are generally acceptable to the

City of Albuquerque and other public agencies. Solutions that have been historically unsuccessful in calming traffic in Albuquerque were not included in the list. Furthermore, costs and ease of implementation were considered in developing the menu of potential solutions. The appendix contains a description of a select number of potential solutions.

Application of Solutions

This study identifies potential solutions to the issues / problems which affect the neighborhoods. The exact timeframe and implementation of these solutions will be determined by City representatives based on funding available as well as other factors. The solutions will be presented in terms of short- and long-term solutions based on the following timeframes:

- Short-term solutions: could be implemented immediately or within one to two years.
- Long-term solutions: typically take longer than two years to implement as they involve additional coordination, study, and funding.

NTMP FRAMEWORK - PRIMARY TRAFFIC SYSTEM

Primary System of Streets and Connections

Within the neighborhood, Girard Boulevard and Constitution Avenue carry higher volumes of traffic and are classified as Collector Streets by MRCOG. Changing the characteristics of these streets will result in traffic using other residential streets adding to identified existing problem of cut-through traffic. Therefore no significant changes were made to these streets and they are expected to continue to operate as Collector Streets. **Exhibit 1** illustrates the Primary Street System.

Primary Traffic System – Speeding

Key problem area - Speeding

Problems / issues identified by residents and city department representatives:

- Overall lack of enforcement of traffic speeds.
- Vehicular speeding on Girard Boulevard, Constitution Avenue, Lafayette Drive, Hannett Avenue, and Rita Drive.
- Higher traffic volumes and speeds on Marble Avenue and Vassar Drive (streets connect UNM to Lomas Boulevard) due to lack of stop control.
- Higher speeds on Mackland Avenue (drivers using Mackland Avenue as a cut-through to avoid delays at Carlisle Boulevard/Lomas Boulevard traffic signal).
- In general, the 85th percentile speed on neighborhood streets exceeds the posted speed limit (see Exhibit 2)

Other key findings:

- Existing speed humps along Stanford Drive appear to have been successful in reducing vehicle speeds; however, residents have mixed opinions about the use of speed humps. In general, the consensus is that the current application is effective.
- Speed humps on Stanford Drive force traffic to use other streets such as Columbia Drive and Princeton Drive.
- Speed humps on Stanford Drive not constructed to current city standards. Further, markings have degraded and affect visibility.
- Walking on the street on the lower volume internal streets is not a significant issue due to lower speeds, lower volumes, and more awareness between the pedestrians and drivers.
- Unusual configuration at the intersection of Carlisle Boulevard / Constitution Avenue involving lane reduction and Rita Drive creates confusion for motorists and pedestrians.

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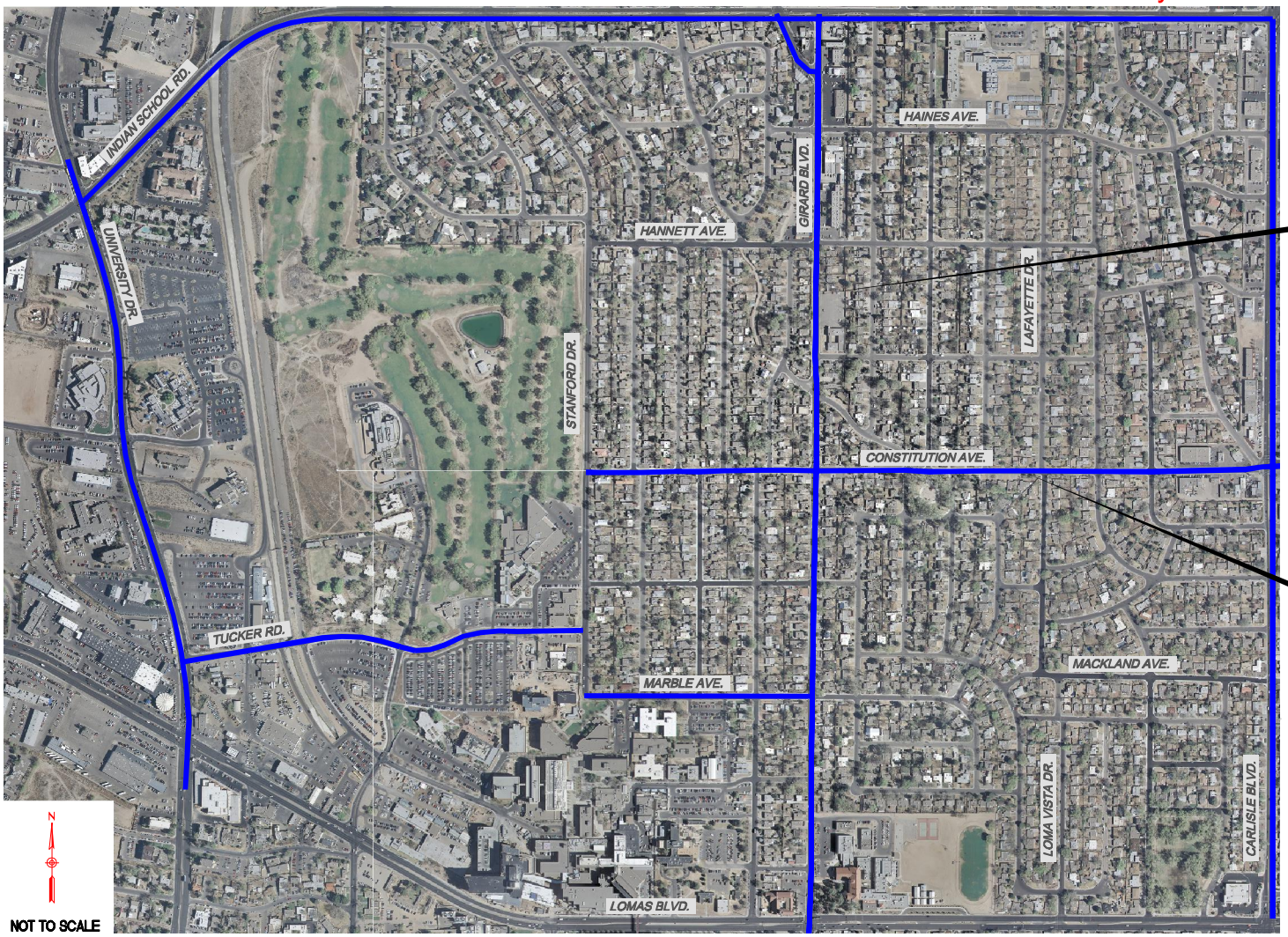
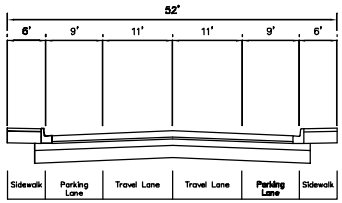
Primary Traffic Streets in the Neighborhood

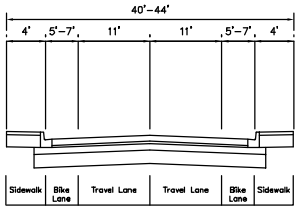


Girard Boulevard
(from Indian School Road to Lomas Boulevard)



TYPICAL 52' CROSS SECTION
(TWO-SIDED PARKING)

Constitution Avenue
(from Stanford Drive to Carlisle Boulevard)



TYPICAL 40'-44' CROSS SECTION
(NO PARKING)

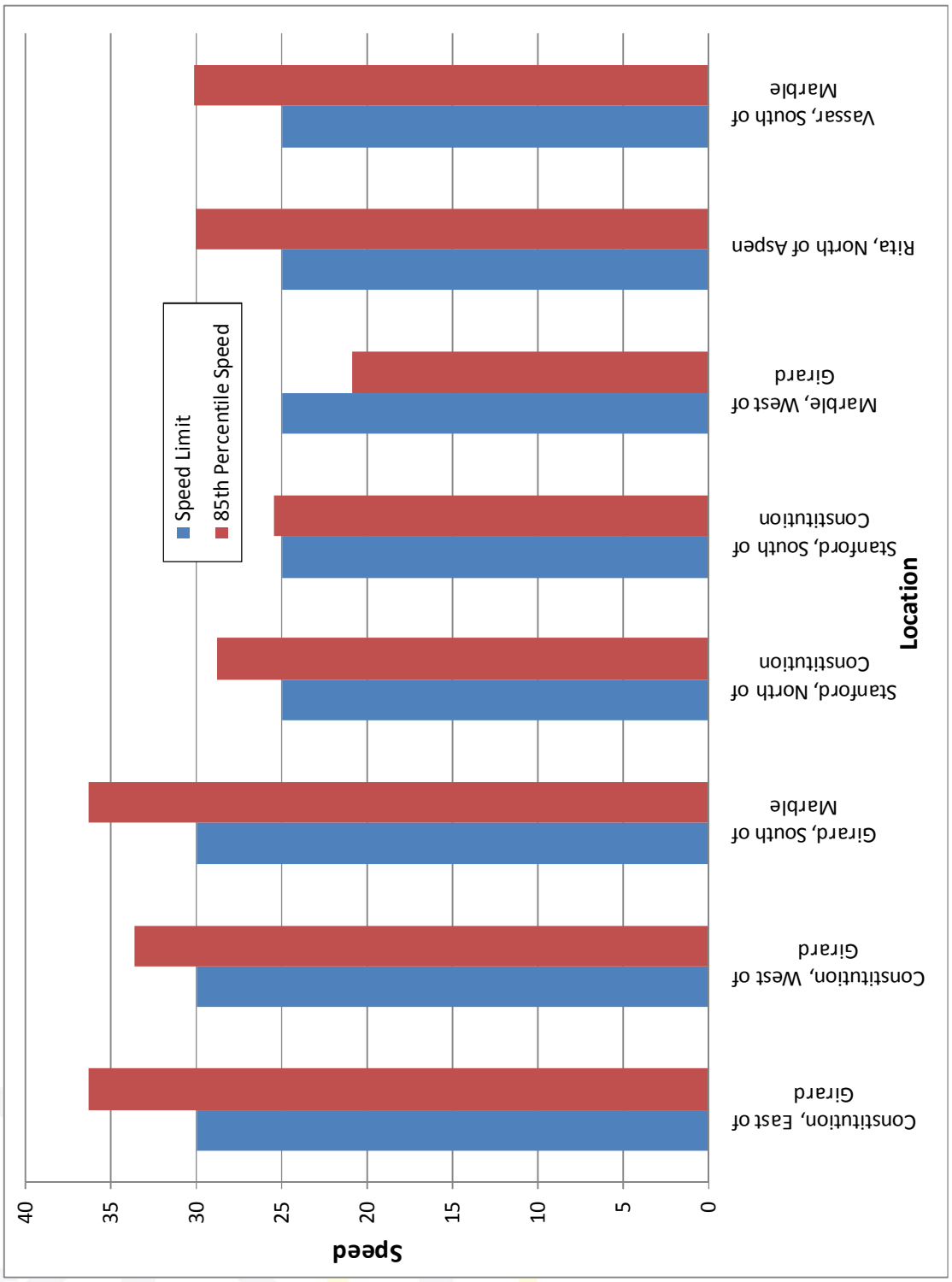
LEGEND

Primary Traffic Streets

North Campus and Summit Park Neighborhood Traffic Management Plan

Exhibit 1

Exhibit 2 - Speed Limit Versus Actual Speed



Menu of solutions - Speeding

- Narrow streets/chokers (median and curb extensions)
- Neighborhood gateways (locations such as intersections that use traffic calming devices and signing, and possibly landscaping to notify drivers that they are entering a residential neighborhood).
- Speed feedback signs
  - These signs alert motorists driving at higher speeds and will help regulate speeding through the neighborhood
  - Shown to be effective even after first year
  - Flashes "SLOW DOWN" when speed exceeds pre-set limit
  - Solar powered
  - Rotated throughout neighborhood on regular basis
- Police enforcement
- Speed humps may be used if acceptable to the community as determined through public involvement process. However, other measures should be considered before using speed humps.

Application of solutions - Speeding

Short-Term Solutions (immediate to 2 years) (see Exhibit 3)	▪ Reconstruct existing speed humps to match current standards and repaint the existing speed humps along Stanford Drive to enhance visibility. ▪ Install additional speed limit signs on Girard Boulevard north of Constitution and on Constitution Avenue, west of Girard Boulevard.
Long-Term Solutions (more than two years) (see Exhibit 4)	▪ Implement traffic calming measures on Hannett Avenue, Lafayette Drive, Vassar Drive, Marble Avenue, and Mackland Avenue through City's ongoing public involvement process. ▪ Install Radar Speed Signs (solar powered) on Girard Boulevard, Constitution Avenue, and Stanford Drive. Exact location should be coordinated with the City.
Additional Recommendations	▪ For streets where 85th percentile speed information is not available, an existing speed study must be conducted before implementation of traffic calming measures. Streets where 85th percentile speed information is not available include Hannett Avenue, Lafayette Drive, Mackland Avenue, Tulane Drive, and Amherst Drive.

Other considerations - Speeding

Trade-offs:

- Traffic calming devices may inconvenience residents
- Potentially slows emergency response time
- Can affect comfort of bicyclists

Conformance with protocol:

- Use City's current process for determining and installing traffic calming devices on local streets

Limitations:

- Not all traffic calming measures may be used on collector or arterial streets

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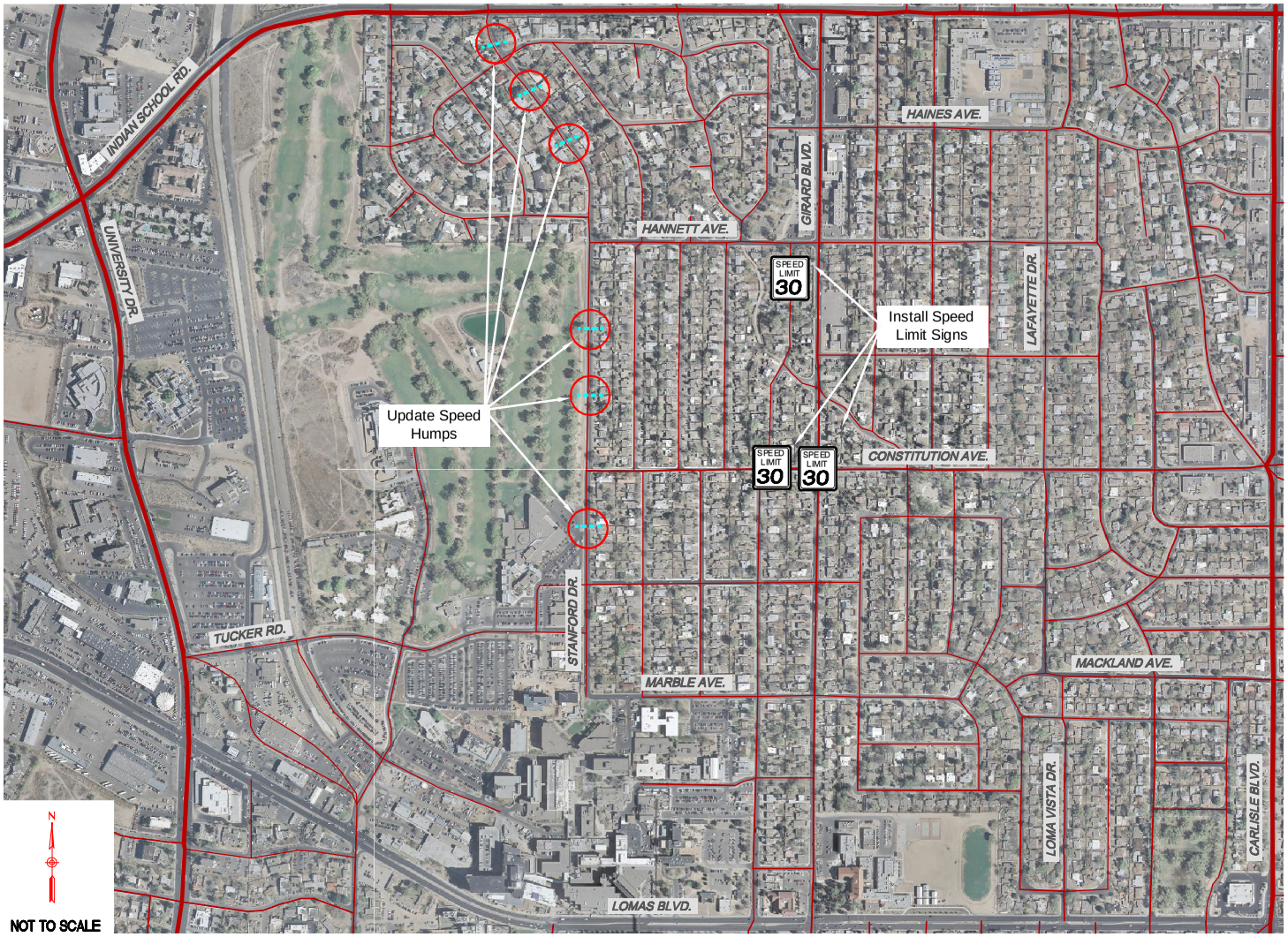
Short-Term Traffic Calming Solutions - Speeding



LEGEND

- Existing Speed Hump
- SPEED LIMIT 30 — Proposed Speed Limit Sign

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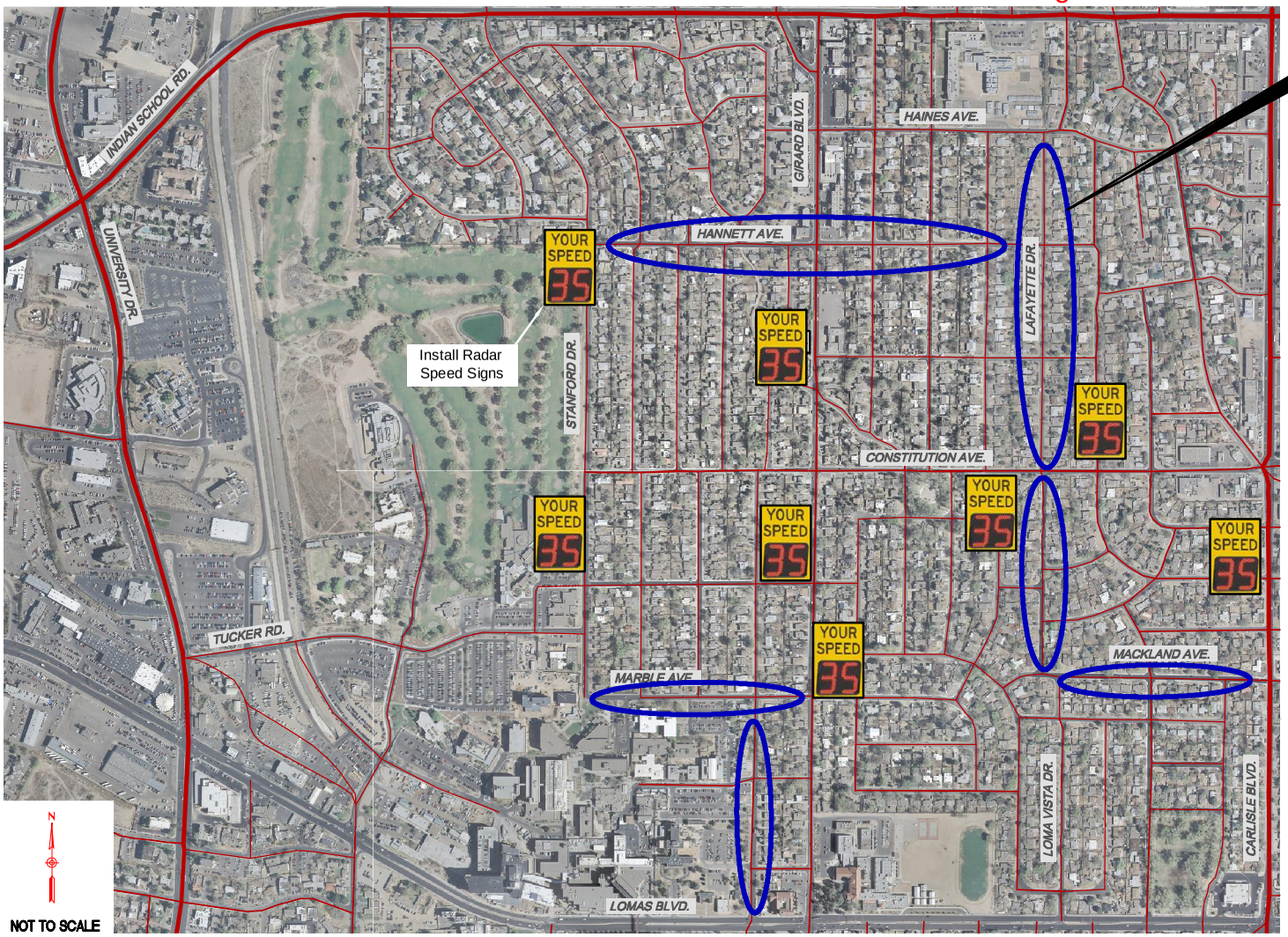
Long-Term Traffic Calming Solutions - Speeding



The SPEEDCHECK-1520F pole-mounted radar speed sign.

LEGEND

- Proposed Traffic Calming Corridors
- Proposed Radar Speed Sign

Primary Traffic System – Cut-Through Traffic

Key problem area – Cut-through traffic

Problems / issues identified by residents and city department representatives:

- Peak hour cut-through traffic due to delays at major intersections on surrounding arterial streets is predominant on Girard Boulevard, Mackland Avenue, Vassar Drive, Rita Drive, and Amherst Drive.
- Stanford Drive is common corridor for cut-through traffic and access to UNM.
- Amherst / Tulane Drive area used by drivers avoiding congestion at Carlisle Blvd. / Lomas Blvd.
- Rita Drive used by drivers avoiding congestion at Carlisle Blvd. / Indian School Road
- Higher speeds perceived from cut-through traffic.
- UNM traffic
  - UNM generated traffic account for most of the cut-through traffic within the neighborhood.
  - UNM delivery and construction vehicles use neighborhood streets as access routes to loading areas.
  - Cut-through traffic predominant on Girard Boulevard and Constitution Avenue especially when UNM is in session.
  - Residents would like UNM traffic to be directed to the campus via Lomas Boulevard and University Drive rather than through the neighborhood. A combination of signage and possible restrictions is also suggested by residents to reroute traffic. Residents suggest closing some local streets to prevent cut-through traffic.

Menu of solutions - Cut-through traffic

- Use City's process for traffic calming installation on local streets
- Apply traffic calming devices on case-by-case basis
  - Diverter
  - Street Closure
  - Half Closure
- Use speed feedback signs on collector and arterial streets

Application of solutions - Cut-through traffic

Short-Term Solutions (immediate to 2 years) (see Exhibit 5)	▪ Although consultant initially recommended the installation of a series of diverters in the Amherst / Tulane Drive area, the neighborhood association, through discussions with residents, did not support this solution. ▪ The preferred solution according to the neighborhood association is to use pedestrian enhancements to increase driver awareness of neighborhood activities. - Install curb bulbouts at the Amherst and Tulane Drive intersections with Mackland Avenue, Wilway Avenue, and Marmac Avenue as shown in Exhibit 5. These devices will slow turning traffic and improve pedestrian visibility, but may not reduce cut-through traffic significantly. - Install raised mid-block crosswalks on Amherst and Tulane Drives accessing Bataan Park as shown in Exhibit 5. ▪ Install signs prohibiting trucks from entering the neighborhood, especially along Stanford Drive.
Long-Term Solutions (more than two years) (see Exhibit 5)	▪ As a policy decision on the part of the city to separate UNM Campus traffic from the neighborhood, close campus driveways on Stanford Drive and close the intersection of Tucker Road at Stanford Drive in combination with the installation of a traffic signal at University Drive and Tucker Road to require access to the eastern portion of the campus from University Drive. Driveways on Vassar and Marble Avenue are recommended to remain open. ▪ It is recommended that Rita Drive be closed at Constitution Avenue / Carlisle Boulevard intersection to improve the pedestrian, bicycle, and vehicle safety. Turn-around radius meeting Fire Department standards should be provided and this closure should also be coordinated with adjacent property owners as it may require right-of-way acquisition.

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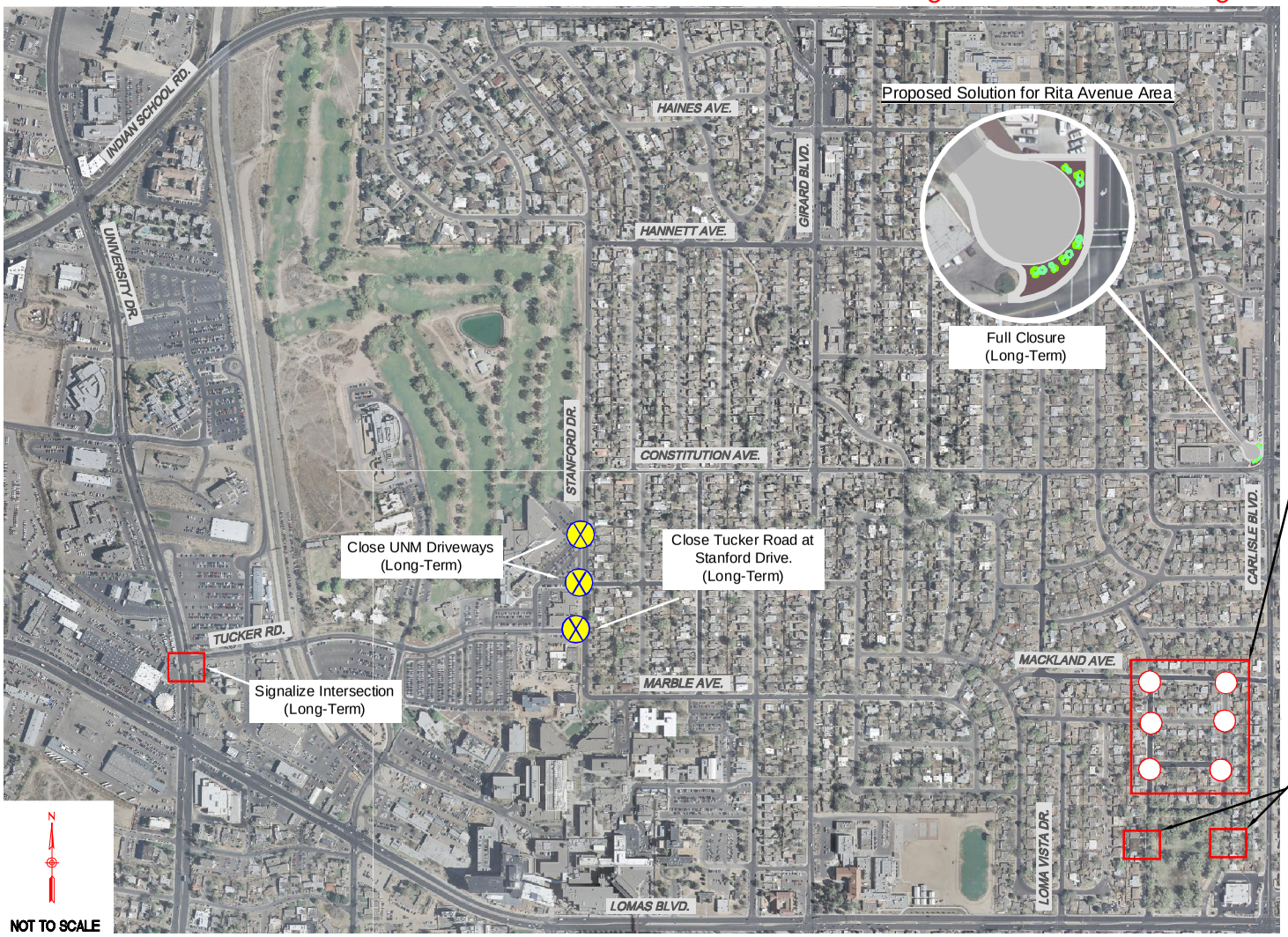
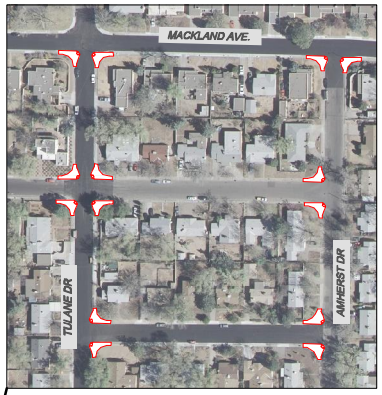
Short-Term and Long-Term Traffic Calming Solutions - Cut-Through Traffic



Proposed Solutions for the Amherst and Tulane Drive Area



- Neighborhood opposes more stringent measures of using diverters
- Study suggests using speed control measures such as curb bulbouts and raised crosswalks.

- Install raised crosswalks to Bataan Park

LEGEND

- Proposed Curb Bulbout
- Proposed Driveway Closure

North Campus and Summit Park Neighborhood Traffic Management Plan

Exhibit 5

Other considerations - Cut-through traffic

Trade-Offs:

- Diverters can be highly inconvenient for residents
- May move problem to another street, and requires monitoring to determine if problem is shifting
- Cost of attractive device
- Cost of maintenance
- Diverters typically won't please everyone

Conformance with protocol:

- City will install through typical traffic calming installation procedure subject to funding availability

Limitations:

- Several traffic diverters were suggested in the Draft NTMP but were not supported based on the majority of the neighborhood comments. Cut-through traffic was not considered high enough to justify the diverters.

Primary Traffic System – Traffic Control

Key problem areas – Traffic control

Problems / issues identified by residents and city department representatives:

- Motorists ignore stop signs along Stanford Drive and other intersections throughout the neighborhood.
- Lack of additional signals along Girard Boulevard to make pedestrian crossing safer.
- Existing stop signs are not effective due to lack of enforcement.

Menu of solutions - Traffic control

- Remove unnecessary stop signs and retain stop signs at important locations. Fewer stop signs emphasize the importance of remaining stop signs.
- Install all-way stop control where intersection conditions warrant its installation.
- Increase diameter of stop signs where visibility is an issue.
- Use, or repaint, advance pavement markings approaching stop signs.
- Use targeted police enforcement.
- Install traffic signals where warranted.

1.1.1.1 Application of solutions - Traffic control

Short-Term Solutions (immediate to 2 years)	▪ Increase enforcement within the neighborhood. ▪ Based on a study by City's traffic engineering department, remove unnecessary stop signs and retain stop signs at important locations.
Long-Term Solutions (more than two years)	▪ Monitor the intersection of Girard Boulevard/Marble Avenue for Traffic Signal Warrants. If a traffic signal is warranted, study the feasibility of providing left turn lanes on Girard Boulevard to accommodate vehicle queues [Note: The need for this signal is eliminated if UNM decides to close its existing driveways off-of Stanford Drive]

1.1.1.2 Other considerations – Traffic control

Trade-offs:

- Over-abundance of unnecessary stop signs in residential neighborhoods will cause a high violation rate, a primary reason why stop signs are not used to control speeds.
- Removal of unnecessary stop signs is perceived as reducing safety.
- Use of advanced pavement marking increases maintenance costs.

Conformance with protocol:

- City traffic engineering departments typically have procedures for removal of unnecessary stop signs and warrants for the installation of all-way stop control.

Limitations:

- Residents understood the concept of alternating stop signs on the lower volume streets but would like more all-way stops at busier intersections. However, these locations may not warrant all-way stop control. Use City's process for evaluating and determining need for all-way stop control.

Primary Traffic System – Parking

Key problem areas – Parking

Problems / issues identified by residents and city department representatives:

- Inconsistent application of parking restrictions and overall lack of enforcement of parking violations.
- Parking issues related to the UNM:
  - Students and faculty park on neighborhood streets due to a general lack of parking facilities north of Lomas Boulevard and/or for avoidance of parking fees.
  - Not enough parking available for the residents (especially for the North Campus neighborhood)
  - Parked cars creating visibility issues for motorists and pedestrians.
  - UNM trucks and construction vehicles park within the neighborhoods (especially towards the west end of the North Campus neighborhood).
  - Inconsistent parking policies within the neighborhoods. Current parking policies are a combination of permit parking, no parking, and open parking on neighborhood streets.
  - City's process of establishing parking restrictions is cumbersome.
  - Lack of parking enforcement.
- Parking issues related to Jefferson Middle School:
  - Occasional parking problems during school events and normal pick-up/drop-off hours.
  - Temporary traffic peak for schools during pick-up/drop-off hours causes traffic congestion, especially along Girard Boulevard.
  - Lack of sufficient visitor parking and inefficient pick-up and drop-off area at Jefferson Middle School.
  - Jefferson Middle School neighbors identified use of "backdoor" access along Dartmouth Drive and Frontier Avenue to pick-up and drop-off students.

Menu of solutions - Parking

- Retain existing process of establishing parking restrictions
- Use consistent restriction
  - Permit parking (time restriction to be determined through neighborhood process to coincide with UNM impacts)
- City to consider allowing variation in parking restrictions on long blocks as parking impacts vary and restrictions may not be necessary along entire block.
- Extend permit parking area
- Expand applicable areas of neighborhood as necessary

Application of solutions - Parking

Short-Term Solutions (immediate to 2 years) (see Exhibit 6)	▪ Provide consistent parking regulations throughout the neighborhood. ▪ Extend the existing residential permit parking program to the entire North Campus neighborhood. ▪ Increase enforcement of parking violations. ▪ Coordinate with Albuquerque Public School Board and Jefferson Middle School staff to determine alternate pick-up/drop-off and visitor parking locations. ▪ Install signs prohibiting trucks from entering the neighborhood, especially along Stanford Drive. ▪ See section on Jefferson Middle School solutions for school-specific recommendations.
Long-Term Solutions (more than two years) (see Exhibit 6)	▪ If UNM parking continues to spread into the neighborhood, consider implementing permit parking for the southern section of the Summit Park neighborhood (area bounded by Girard Boulevard, Constitution Avenue, Carlisle Boulevard and Lomas Boulevard).
Additional Recommendations	▪ It is recommended that the City should waive the typical study process which involves conducting a parking study to determine whether 70% of the parked vehicles on street are non-resident vehicles as previous studies resulted in positive findings. Obtaining the approval of two-thirds of the residents should be obtained.

Other considerations - Parking

Trade-offs:

- Current parking restrictions were selected by residents on individual streets, so converting to one uniform restriction may inconvenience some residents.
- Expanding parking restrictions to larger area may inconvenience more residents.

Conformance with protocol:

- City has established process for implementing parking restrictions.

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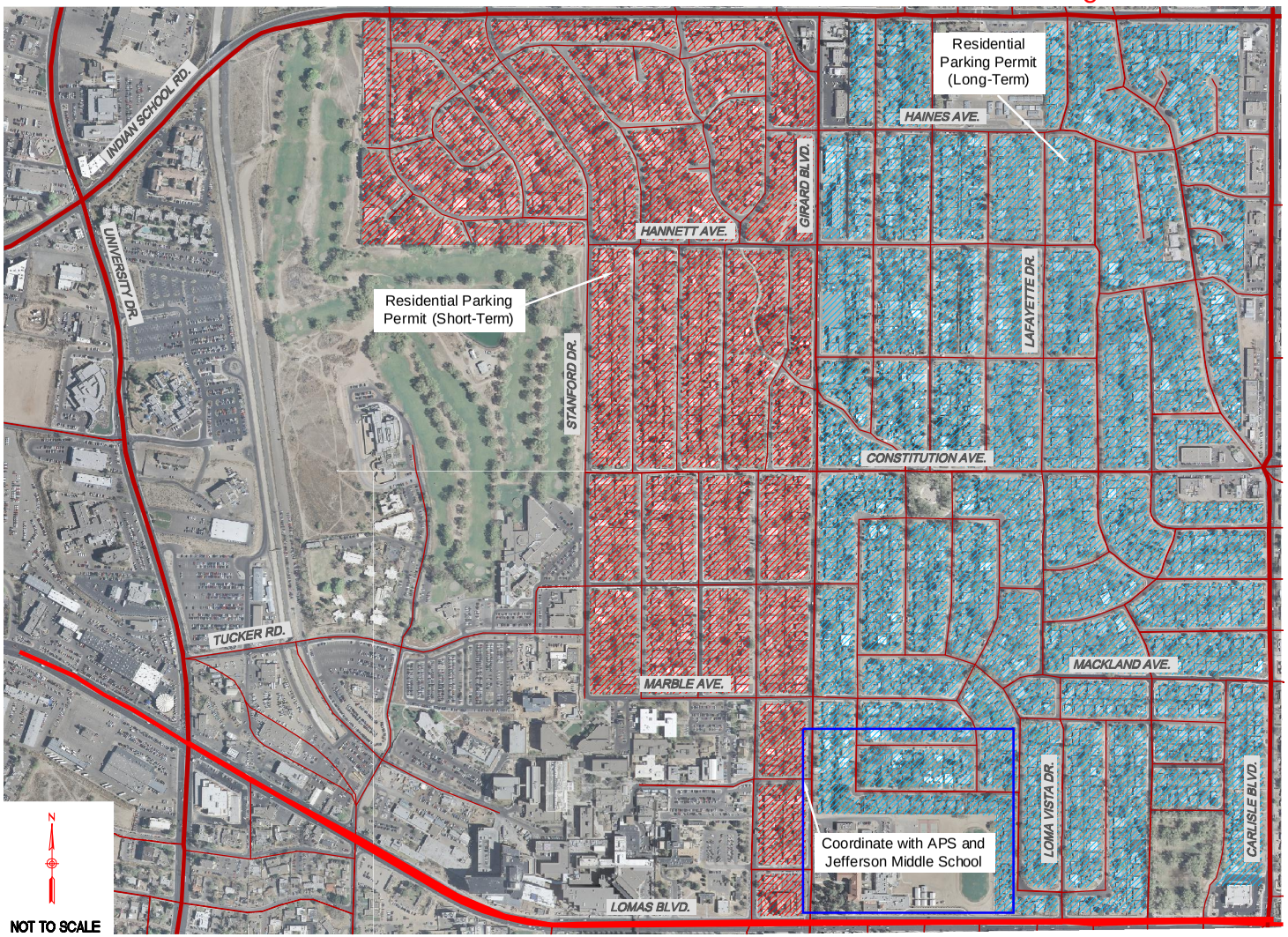
Short-Term and Long-Term Traffic Calming Solutions - Parking



- Retain current city process for application of permit parking
- Use consistent application of permit parking
- Expand permit parking area as needed per city's process

LEGEND

- Short-Term Permit Parking
- Long-Term Permit Parking

OTHER ISSUES

Jefferson Middle School Solutions

- Eliminate one of the two northbound through lanes on Girard Boulevard which merge at the school's driveway entrance. Achieve this by converting the outside through-right lane on Girard south of Lomas Boulevard to an exclusive right turn lane as shown in **Exhibit 7**.
- North of Lomas Boulevard, stripe Girard Boulevard to delineate a northbound right turn lane into the school's driveway.
- Reconstruct east side of Girard Boulevard between school driveways to provide a pick-up/drop-off area to augment the loading areas within school grounds, as shown in **Exhibit 7**.
- Restripe Girard Boulevard to add a southbound left turn lane into the school's northernmost driveway.
- Use staff to direct traffic in morning and afternoon.
- Retain neighborhood pedestrian connections.

NTMP FRAMEWORK - PRIMARY PEDESTRIAN SYSTEM

While all streets within the North Campus and Summit Park are intended for pedestrian travel, certain streets are identified as comprising the "primary pedestrian system". This is a system of streets that provides neighborhood-wide connectivity, ensures connections to key destinations with and outside of the neighborhood (such as schools, parks, and commercial centers), and connects to the broader transportation system. The primary pedestrian system should direct pedestrians to signalized crossings, or enhanced unsignalized crossings, of major streets wherever possible. **Exhibit 8** shows existing major destinations in the neighborhood, and signalized and enhanced crossings of major streets.

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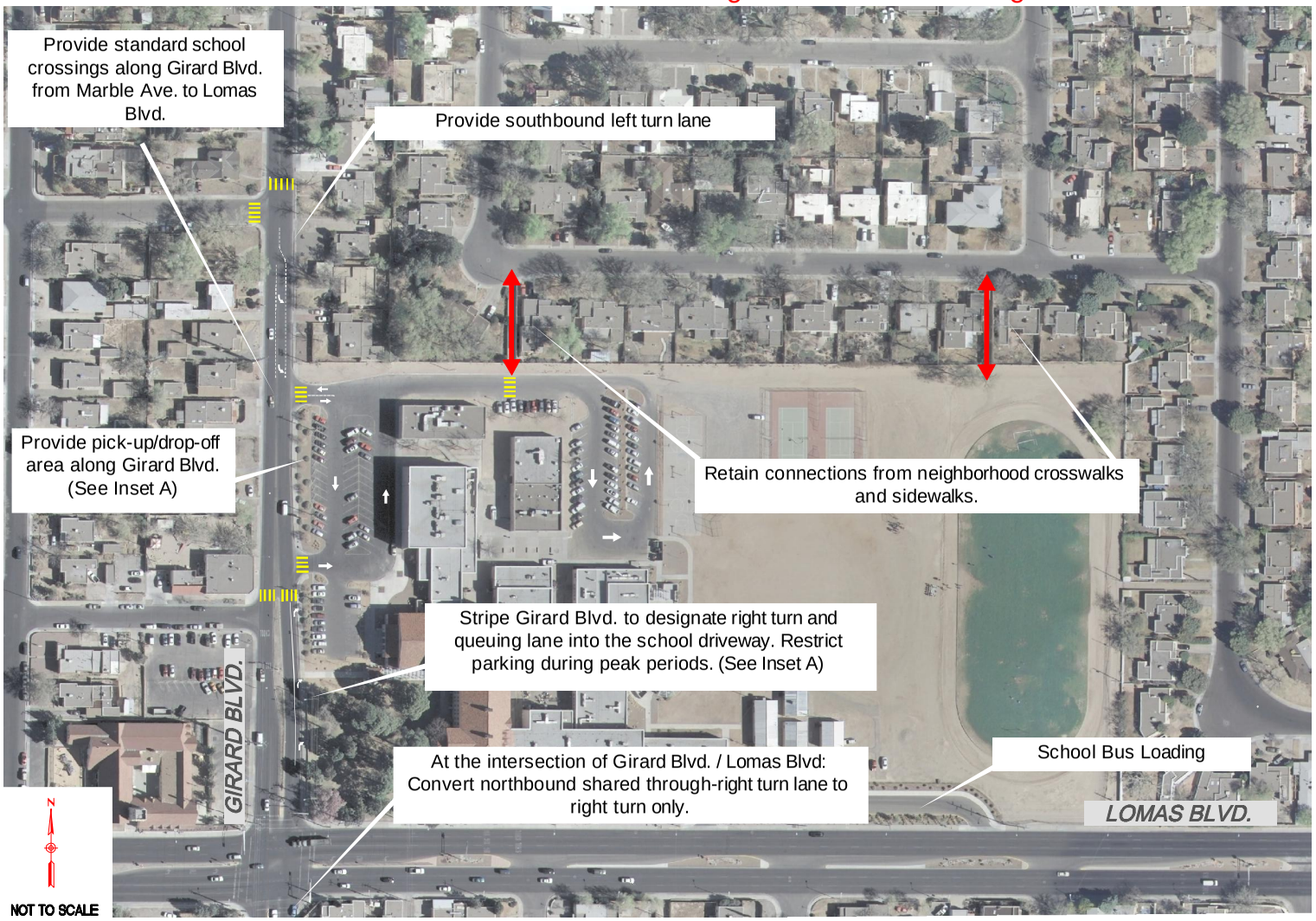
Short-Term and Long-Term Traffic Calming Solutions - Jefferson Middle School Solutions



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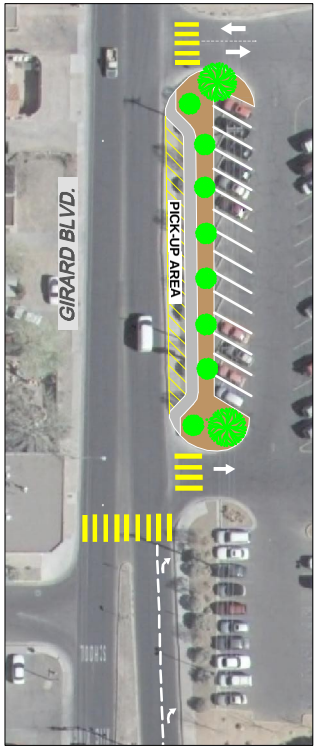

- Provide pick-up/drop-off zone along Girard Blvd. by reconstructing street edge.
- Allows for 10 ft wide pick-up/drop-off zone, 6 ft wide sidewalk and 6-7 ft wide landscaped area.
- Convert Girard Blvd / Lomas Blvd northbound shared through-right turn lane to right turn only.
- Provide right turn and queuing lane along northbound Girard up to southernmost school driveway

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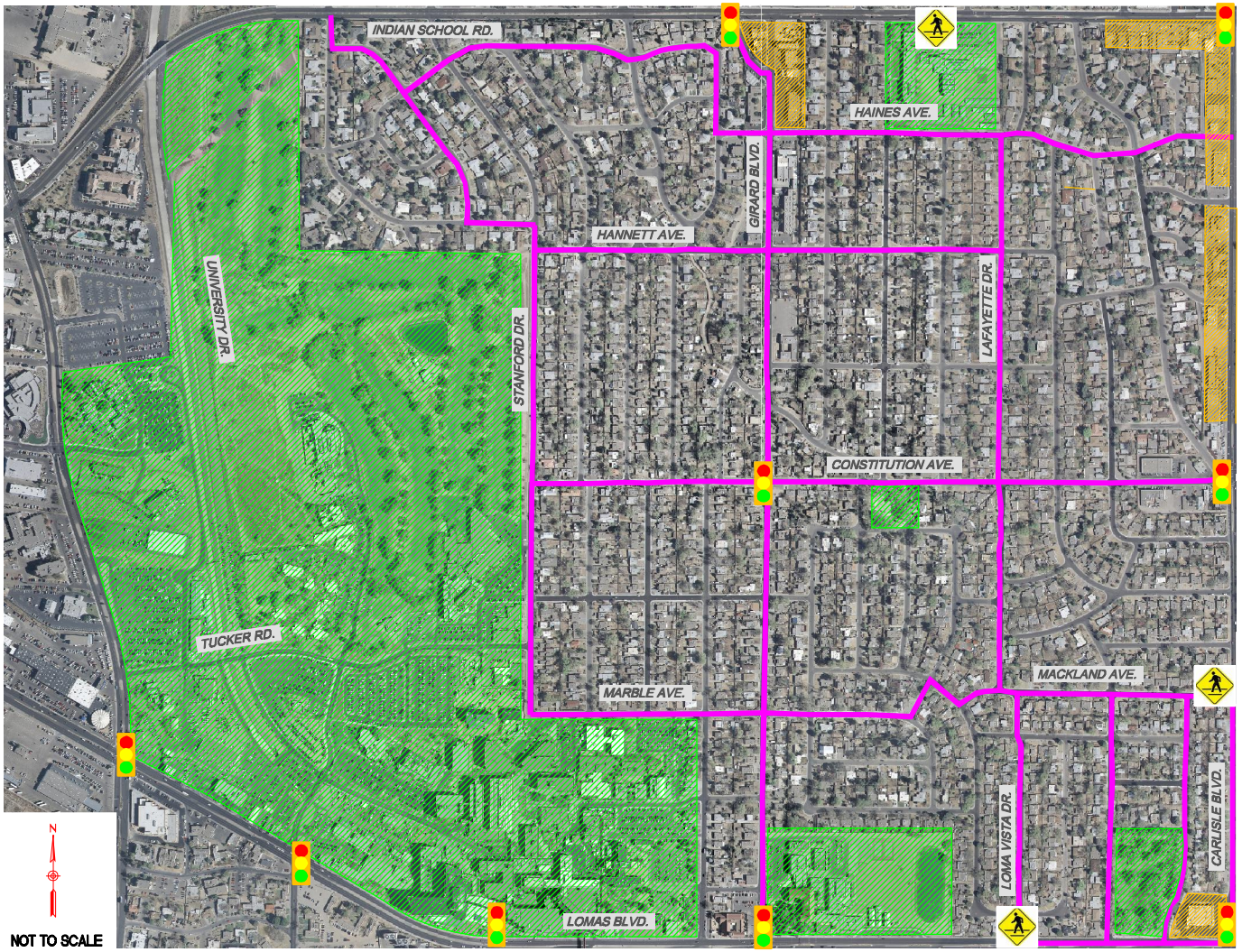
Primary Pedestrian Streets



LEGEND

- Primary pedestrian streets
- Existing Traffic Signal
- Enhanced Crossing
- Schools and Parks
- Commercial

North Campus and Summit Park Neighborhood Traffic Management Plan

Exhibit 8

Primary Pedestrian Streets

Objectives:

- Primary pedestrian streets provide accessibility through, within and to/from edges of neighborhood
- Provide safe routes to schools
- Clearly communicate function and role of pedestrians streets to motorists

Key problem areas - Pedestrian

Problems / issues identified by residents and city department representatives (see appendix for details):

- Lack of sufficient sidewalk widths (especially on Carlisle Boulevard and on Lomas Boulevard between Jefferson Middle School and Bataan Park).
- Crosswalks are not in conformance with Americans with Disabilities Act (ADA).
- Lack of safe pedestrian crossings along Girard Boulevard, near Marble Avenue and Lomas Boulevard.
- Unsafe pedestrian crossing across Lomas Boulevard at Loma Vista Drive.
- Improve the dirt path that connects the intersection of Hannett Avenue/Princeton Drive/Vassar Drive and the intersection of Wilson Place/Vassar Drive. This was viewed as a beneficial walking path that should be maintained.
- Lack of pedestrian-scale lighting along major internal neighborhood roads.

Menu of solutions – Primary Pedestrian Streets

Minimum Components

- Sidewalks on both side of street
- Minimum 5-foot wide sidewalks
- Obstacle free sidewalks
- Curb ramps at all intersections
- Good street lighting
- Marked crosswalks
- Signing
- Maintenance and repair

Desirable Components

- Planting strip with street trees
- Landscape maintenance program
- Pedestrian-scaled lighting
- Enhanced crossings at key intersections
- Accessible driveway crossings

Basic Crossing within Primary Pedestrian Street

- Stop-controlled approach:
  - Standard transverse crosswalk markings
  - Vehicle stop line set back 4’ from crosswalk
  - Curb ramps with detectable warnings
- **Uncontrolled approach:**
  - Standard transverse crosswalk markings or longitudinal (ladder) style markings on collector streets
  - Curb ramps with detectable warnings
  - Standard pedestrian crossing sign at crosswalk (per MUTCD)
  - Standard school crossing sign at school crosswalk (per MUTCD)
  - Consider pedestrian crossing sign with flasher built in

Enhanced Crossing within Primary Pedestrian Street

- Use on multi-lane and/or arterial roads (Indian School, Carlisle, Lomas)
  - Standard longitudinal (ladder) style crosswalk markings
  - Minimum 6’ wide raised pedestrian refuge (ADA compliant)
  - Well lit on both ends of crosswalk and refuge
  - Curb ramps with detectable warnings
  - Advance warning signs, warning signs at crosswalk and potentially advance pavement markings
- Consider using in-roadway flashing lights actuated by pedestrians

School Crossing Corridors:

- Haines Avenue (Dartmouth to Wellesley)
- Girard Boulevard (Lomas to Marble)
  - Implement standard school crossing markings and signing with curb extensions where feasible (i.e. Richmond Drive at Montezuma Elementary School)

Application of solutions – Pedestrian

Short-Term Solutions (immediate to 2 years) (see Exhibit 9)	▪ Develop a signage/logo program that identifies local primary pedestrian corridors ▪ Within primary pedestrian corridors, identify and improve existing corner curb returns which are not in compliance with the Americans with Disability Act (ADA). ▪ Apply basic crossings at key intersections within corridor as described above. Initially install these crosswalks at the following locations: - Hannett Avenue/Girard Boulevard - Crossing Rita Avenue at Haines Avenue - Marble Avenue/Girard Boulevard - Crossing Constitution Avenue at Lafayette Drive - Stanford Drive / Constitution Avenue - Hannett Avenue/ Lafayette Drive - Stanford Drive / Hannett Avenue ▪ Move and enhance the existing unsignalized crosswalk at Loma Vista Drive across Lomas Boulevard, west of its current location to utilize the existing median as pedestrian refuge area. This improvement could be coordinated with Jefferson Middle School staff. ▪ Install a crosswalk and pedestrian refuge at the intersection of Lomas Boulevard and Vasser Drive. As this is an unsignalized intersection the safest way to cross pedestrians is in stages. Therefore a pedestrian refuge can be created by eliminating the eastbound left turn lane into Vasser Drive (prohibit left turns from Lomas) and reconstructing the median to provide a pedestrian refuge. Provide a high visibility crosswalk only on the west side of the intersection where pedestrians can use the refuge. This recommendation will assist bicyclists who use Vasser Drive and cross Lomas Boulevard to continue south on Vasser Drive. (Also see **Exhibit 11** for diagram)
Long-Term Solutions (more than two years) (see Exhibit 9)	▪ Sidewalk widening: Coordinate with residents/property owners along Stanford Drive, Cornell Drive, Girard Boulevard, Lafayette Drive, Loma Vista Drive, Tulane Drive, Amherst Drive, Haines Avenue, Hannett Avenue, Constitution Avenue, Marble Avenue, Summit Drive, and Mackland Avenue to widen sidewalks into residential properties (at minimum to provide accessible driveway crossings). ▪ Provide enhanced pedestrian crossing with high visibility across Carlisle Boulevard at Mackland Avenue.
Additional Recommendations	▪ Explore sidewalk widening opportunity with the property owners. Widening sidewalks inward towards the street is expensive and would require reconstruction of curb, storm drain system, and pavement.

Other considerations - Pedestrian

- Walking on the street along the lower volume internal streets is not a significant issue due to lower speeds, lower volumes, and more awareness between the pedestrians and drivers.

Trade-Offs:

- Right-of-way acquisition and high cost
- Lack of funding sources
- Lengthy implementation

Limitations:

- Right-of-way is available to widen sidewalks outward into the adjacent properties which would be less expensive and quicker solution than reconstructing the curb and roadway as is required when widening into the roadway. Coordination with property owners and possible mitigation to front yards will be required.

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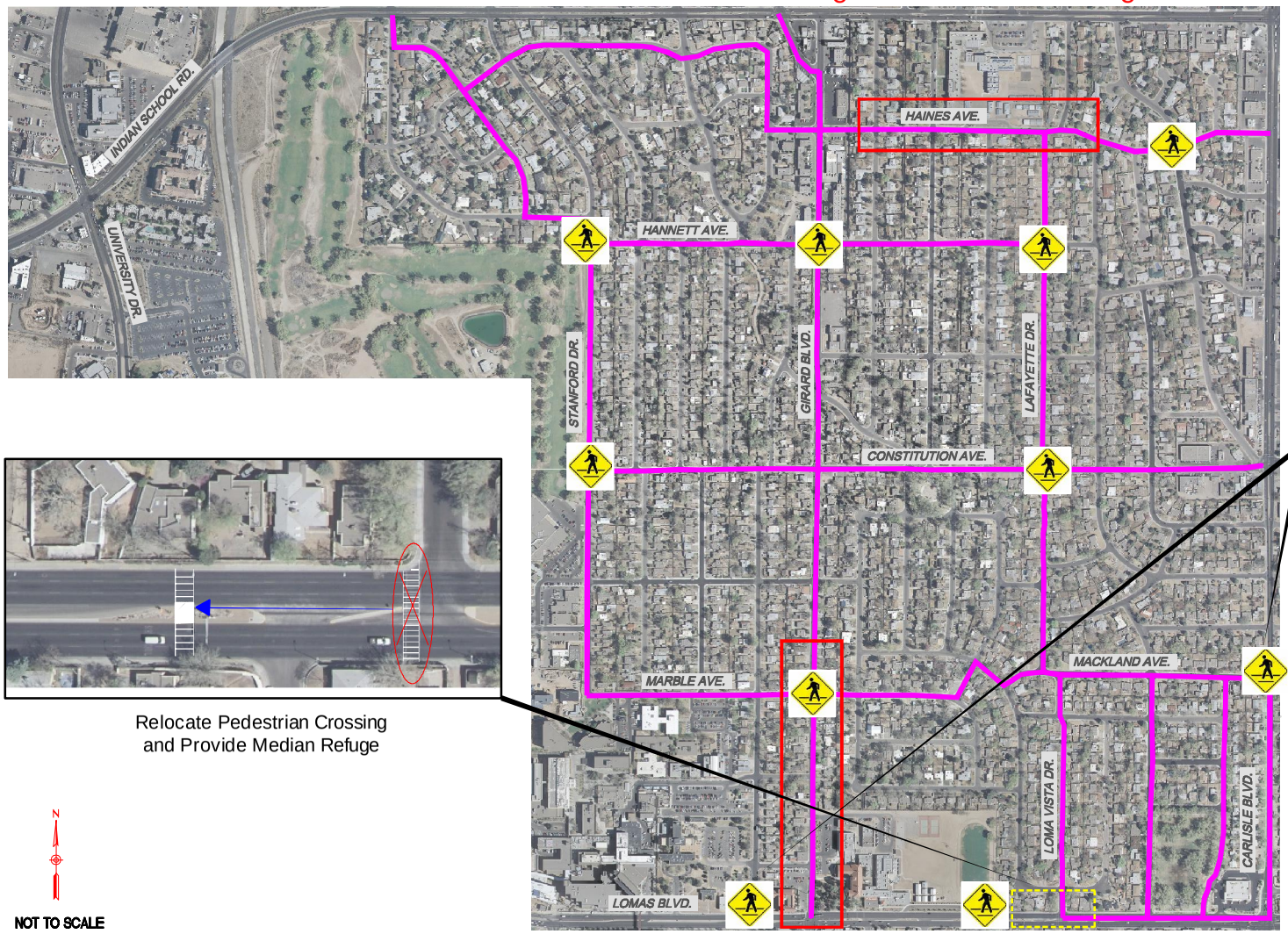
Short-Term and Long-Term Traffic Calming Solutions - Primary Pedestrian Streets



Install Enhanced Pedestrian Crossing

Relocate Pedestrian Crossing and Provide Median Refuge

N

NOT TO SCALE

LEGEND

- Basic Crossings
- School Crossing Corridor

NTMP FRAMEWORK - PRIMARY BICYCLE STREETS

Objectives:

- Provide facilities for experienced and casual/inexperienced bicyclists
- Improve motorist awareness of bicyclists
- Connect to regional bikeway system

Key problem areas - Bicycle

Problems / issues identified by residents and city department representatives:

- Overall lack of bike lanes.
- Overall lack of connectivity between existing bike facilities.
- Lomas Boulevard: Bicycle lanes cannot be provided without significant reconstruction of the roadway, and there are no regional plans to add bike lanes for the foreseeable future.
- Girard Boulevard: Bike lanes can physically fit in terms of width if on-street parking is eliminated on at least one side. From a safety and enforcement perspective, this configuration is not desirable since there are houses on both sides and eliminating parking from one side will increase pedestrian crossings, increase u-turns attempts, and possibly create tension between neighbors parking in front of others property. Complete elimination of parking on both sides is also unlikely though parking is currently prohibited during the hours of 8:00AM and 4:00PM. Dedicated bike lanes along Girard Boulevard are not considered feasible.
- Carlisle Boulevard: Dedicated bike lanes along Carlisle Boulevard south of Constitution Avenue are feasible since on-street parking is prohibited; however, any striped bicycle lane would be terminated prior to the intersection with Lomas Boulevard due to the intersection configuration (five legs and number of turn lanes), which makes dedicated bicycle lanes difficult to install. Bicyclists would be safer crossing the intersection in the travel lanes.

Menu of solutions - Bicycle

- Bicycle Lanes
- Bike Routes and Shared Streets

Application of solutions - Bicycle

Short-Term Solutions (immediate to 2 years) (see Exhibits 10 and 11)	▪ Designated the following streets as bike routes by installing 'Share the Road' signs and pavement markings: - Hannett Avenue between Stanford Drive and Lafayette Drive - Marble Avenue between Stanford Drive and Lafayette Drive (includes part of Summit Drive and Mackland Avenue) - Mackland Avenue between Lafayette Drive and Amherst Drive - Tulane Drive between Mackland Avenue and Lomas Boulevard - Amherst Drive between Mackland Avenue and Lomas Boulevard ▪ Implement the Lomas Boulevard crossing and pedestrian refuge recommended in the pedestrian section above (see **Exhibits 9 and 11**). ▪ Install shared lane markings ("sharrows") and signage on Vasser Drive between Marble Avenue and Lomas Boulevard to increase driver awareness of bicyclists on this existing bike route and to indicate where bicyclists should ride to avoid door openings from parked vehicles (see **Exhibits 10 and 11**).
Long-Term Solutions (more than two years) (see Exhibits 10 and 11)	▪ Install striped bike lanes on west side of Stanford Drive adjacent to the Golf Course between Constitution Avenue and Tucker Road. ▪ Coordinate with UNM staff regarding installation of bike lanes along Tucker Road between Stanford Drive and University Avenue to provide connection to the existing Multi-Use Trail.

	▪ Coordinate with MTP to extend proposed bike lanes on University Drive between Lomas Boulevard and Avenida Cesar Chavez to Tucker Road. ▪ Coordinate with the City to designate Mackland Avenue between Carlisle Boulevard and Hermosa Drive as a Bike Route providing connection to McDuffie Park, using proposed enhanced crossing of Carlisle.
Additional Recommendations	▪ Bike lanes along Girard Boulevard are not recommended as it requires elimination on existing on-street residential parking. Also Girard Boulevard is identified as a major carrier of traffic (Collector Street) through the neighborhood. ▪ Bike lanes along Carlisle Boulevard will require elimination of on-street parking south of Constitution. It is recommended that the City coordinate the elimination of on-street parking with adjacent property owners.

Other considerations - Bicycle

- Residents suggested installing bike lanes on Girard Boulevard and improving the bike route on Constitution Avenue. The neighborhood recommended creating a connection between the Constitution Avenue bike route and the Diversion Channel trail using Tucker Avenue.

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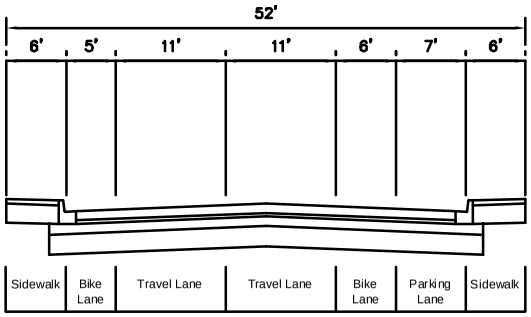
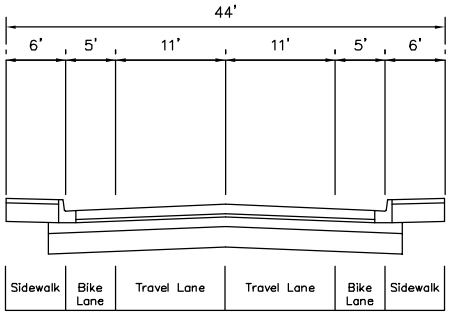
Short-Term and Long-Term Traffic Calming Solutions - Primary Bicycle Streets (Typical Cross Sections)

Stanford Drive
(from Constitution Avenue to Tucker Road)



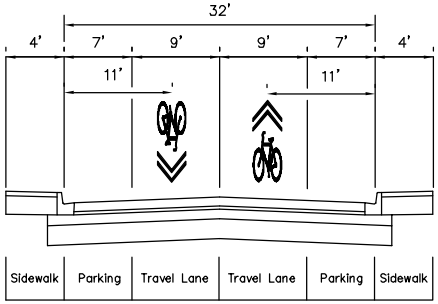
TYPICAL 52' CROSS SECTION
(ONE-SIDED PARKING)

Marble Avenue
(from Stanford Drive to Girard Boulevard)



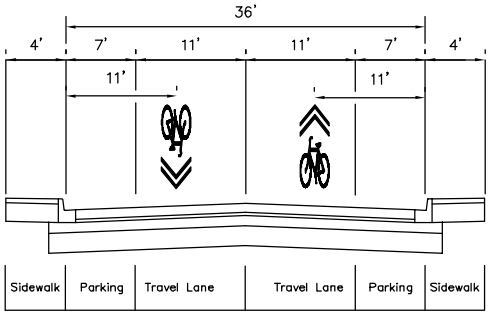
TYPICAL 44' CROSS SECTION
(NO PARKING)

Hannett Ave
(from Stanford Drive to Lafayette Drive)
&
Mackland Avenue
(from Lafayette Drive to Carlisle Boulevard)



TYPICAL 32' CROSS SECTION
(TWO-SIDED PARKING)

Tulane Drive & Amherst Drive
(from Mackland Avenue to Marmac Avenue)



TYPICAL 36' CROSS SECTION
(TWO-SIDED PARKING)

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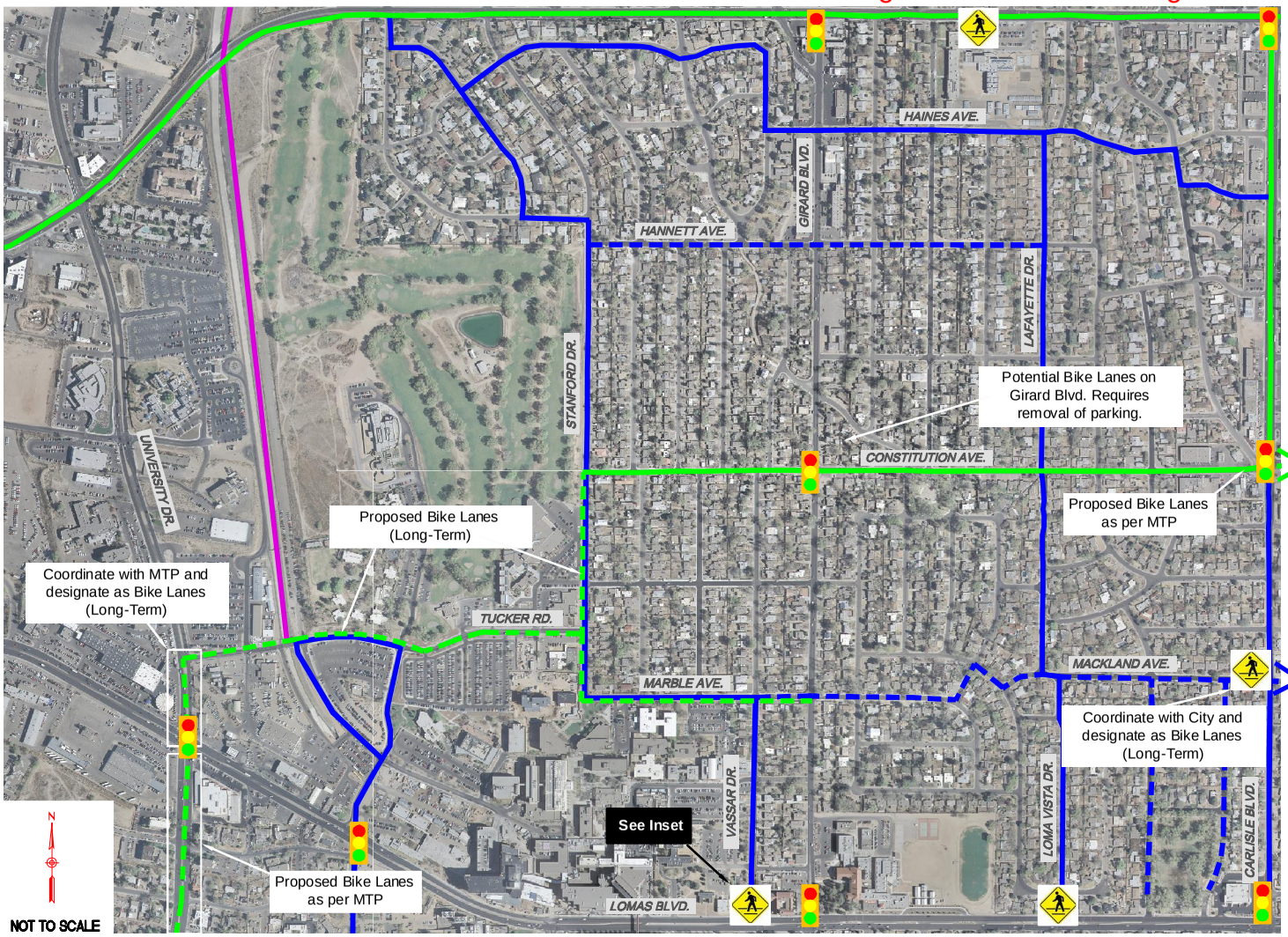
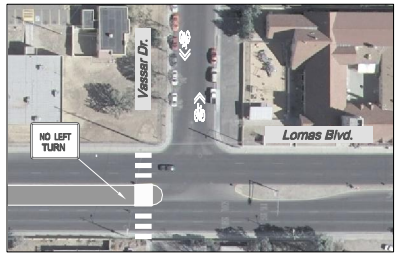
Short-Term and Long-Term Traffic Calming Solutions - Primary Bicycle Streets



Vassar Drive / Lomas Boulevard Intersection



- Install Pedestrian/Bicycle Crossing
- Provide Median Refuge
- Add "Sharrow" Pavement Markings along Vassar Drive
- Prohibit Eastbound Left Turn from Lomas Boulevard to Vassar Drive

LEGEND

- Existing Bike Route
- Proposed Bike Route
- Existing Bike Lanes
- Proposed Bike Lanes
- Multi-use Trail
- Existing Traffic Signal
- Enhanced Crossing

APPENDICES

EXISTING CONDITIONS AND BACKGROUND REPORT

FUTURE PROJECTS AND PLANS

SUMMARY OF COMMENTS FROM NOVEMBER 18, 2008 COMMUNITY MEETING

ADDITIONAL COMMENTS RECEIVED FROM COMMUNITY

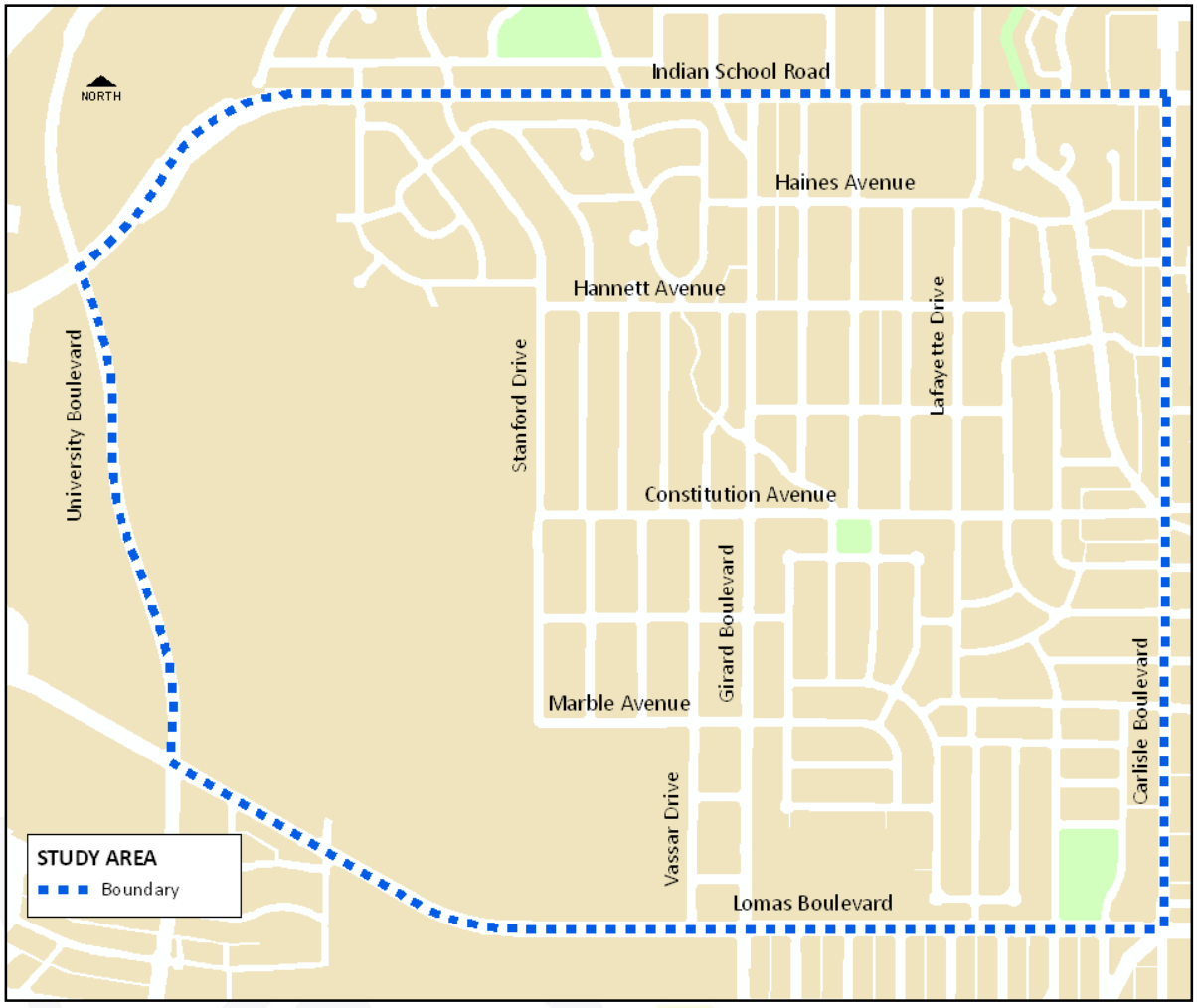
MENU OF TRAFFIC CALMING SOLUTIONS

EXISTING CONDITIONS AND BACKGROUND REPORT

PROJECT LOCATION

The North Campus and Summit Park neighborhoods are located in the southeast quadrant of I-25/I-40 Interchange in the City of Albuquerque, New Mexico. The study area is roughly bounded by University Boulevard to the west, Indian School Road to the north, Carlisle Boulevard to the east, and Lomas Boulevard to the south and excludes the University of New Mexico (UNM) North Campus and other UNM properties located towards the west end of the study area. The study area is shown in **Exhibit 1**. Within the study area, the North Campus neighborhood is located west of Girard Boulevard while the Summit Park neighborhood is located east of Girard Boulevard.

EXHIBIT 1 – STUDY AREA



ROADWAY NETWORK

The primary regional access to the study area is provided by I-25 and I-40 freeways. The I-25 freeway runs in the north-south direction west of the study area, while the I-40 runs east-west to the north of the study area. Access to these

freeways is provided through Lomas Boulevard, University Avenue, and Carlisle Boulevard.

The Mid-Region Council of Governments (MRCOG) classifies the local street system into Urban Arterials (major and minor), Collectors, and Local Streets based on its functional class. The primary function of arterials is to provide regional connectivity and mobility (movement of vehicles) whereas the primary function of collector streets is to gather traffic from local residential streets and connect arterials. Collector streets are more focused on accessibility and have lower speeds than arterials. Local streets are residential streets providing primary access to individual parcels.

The key streets within the study area are described as follows:

Lomas Boulevard: Lomas Boulevard is classified as an Urban Major Arterial by MRCOG and is located at the south end of the study area. Between University Boulevard and Carlisle Boulevard, it provides three through lanes in each direction with a raised center median and dedicated left-turn lanes at intersections. The facility provides sidewalks, curb and gutter, but no bike lanes. The posted speed limit is 35 mph.

Indian School Road: Indian School Road is classified as an Urban Minor Arterial by MRCOG and is located at the north end of the study area. Between University Boulevard and Carlisle Boulevard, it provides two through lanes in each direction with a raised center median and dedicated left-turn lanes at intersections. The facility also provides sidewalks, curb and gutter, and dedicated bike lanes. The posted speed limit on this arterial is 40 mph west of Girard Boulevard and 35 mph east of Girard Boulevard.

Carlisle Boulevard: Carlisle Boulevard is also classified as an Urban Minor Arterial by MRCOG and is located on the east end of the study area. Between Indian School Road and Constitution Avenue, it provides two through lanes in each direction with a central left-turn lane. Dedicated left-turn lanes are also provides at signalized intersections. Between Constitution Avenue and Lomas Boulevard, the roadway transitions to one lane in each direction. The facility provides sidewalks and curb and gutter along its entire length and provides dedicated bike lanes north of Constitution Avenue. North of Constitution Avenue, the posted speed limit is 35 mph and 30 mph south of Constitution Avenue.

Girard Boulevard: Girard Boulevard is classified as a Collector Street by MRCOG. Girard Boulevard bisects the study area vertically into two parts and acts as backbone of the internal network along with Constitution Avenue. North Campus neighborhood is located west of Girard Boulevard and Summit Park neighborhood is located to the east. It provides one lane in each direction between Indian School Road and Lomas Boulevard. The facility provides sidewalks, curb and gutter, but no bike lanes. The posted speed limit on Girard Boulevard is 30 mph.

Constitution Avenue: Constitution Avenue is classified as a Collector Street by MRCOG. It provides one lane in each direction between Stanford Drive and Carlisle Boulevard. The facility provides sidewalks, curb and gutter, and dedicated bike lanes. The posted speed limit on Constitution Avenue is 30 mph.

Other key streets within the study area are Stanford Drive, Lafayette Drive, Hannett Avenue, Haines Avenue, Marble Avenue, and Rita Drive. All these streets are classified as local streets and they all provide one lane in each direction with sidewalks, curb and gutter. The posted speed limit is 25 mph for these streets.

TRAFFIC CONTROL

Traffic control within the study area is almost entirely stop-controlled with the exception of a traffic signal at the intersection of Girard Boulevard and Constitution Avenue. **Exhibit 2** shows the traffic control and speed limits within

the North Campus and Summit Park neighborhoods.

Traffic signals are also located at the following intersections:

- Girard Boulevard / Indian School Road
- Girard Boulevard / Lomas Boulevard
- Carlisle Boulevard / Indian School Road
- Carlisle Boulevard / Constitution Avenue
- Carlisle Boulevard / Lomas Boulevard

In addition to traffic control devices, the neighborhood currently has several existing traffic calming devices in form of speed humps along Stanford Drive. Between Indian School Road and Marble Avenue, there are six (6) speed humps that have been installed to reduce vehicle travel speeds.

PEDESTRIAN FACILITIES

Continuous paved sidewalks are provided throughout the study area and along the adjacent regional roadways. In many cases, the sidewalks are less than five (5) feet wide and typically do not have any buffer between moving traffic. Marked pedestrian crosswalks are provided at the intersection of Girard Boulevard / Constitution Avenue, which is the only signalized intersection within the study area. In addition, marked crosswalks are provided at the following unsignalized intersections within the neighborhoods:

- Richmond Drive / Haines Avenue
- Girard Boulevard / Haines Avenue
- Girard Boulevard / Girard Court
- Girard Boulevard and Revere Place

An unsignalized mid-block crosswalk is provided on Richmond Avenue between Indian School Road and Haines Avenue.

On the adjacent regional roadways, there are several marked pedestrian crossings that provide some form of signalization or flashing warning. These include:

- Indian School Road just east of Richmond Drive (pedestrian-activated traffic signal)
- Carlisle Boulevard at Hannett Avenue (flashing warning lights)
- Lomas Boulevard at Loma Vista Drive (flashing warning lights)

BICYCLE FACILITIES

Bicycle facilities within the study area consist of many forms – dedicated trails, striped bike lanes, and signed bike routes. Albuquerque's Comprehensive On-Street Bicycle Plan dated November 2000 defines bicycle facilities as follows:

> Bike Route: A segment of the bikeways system designated by the jurisdictions having authority with appropriate directional and informational markers, with or without a specific bike route number. Bicycle routes are primarily used on local streets and sometimes on low-volume, low-speed collector streets.
>
> Bike Lanes: A portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.
>
> Bikeways: A road, way, or trail which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared by other transportation modes.

The Comprehensive On-Street Bicycle Plan also classifies the bicycle riders in the following categories:

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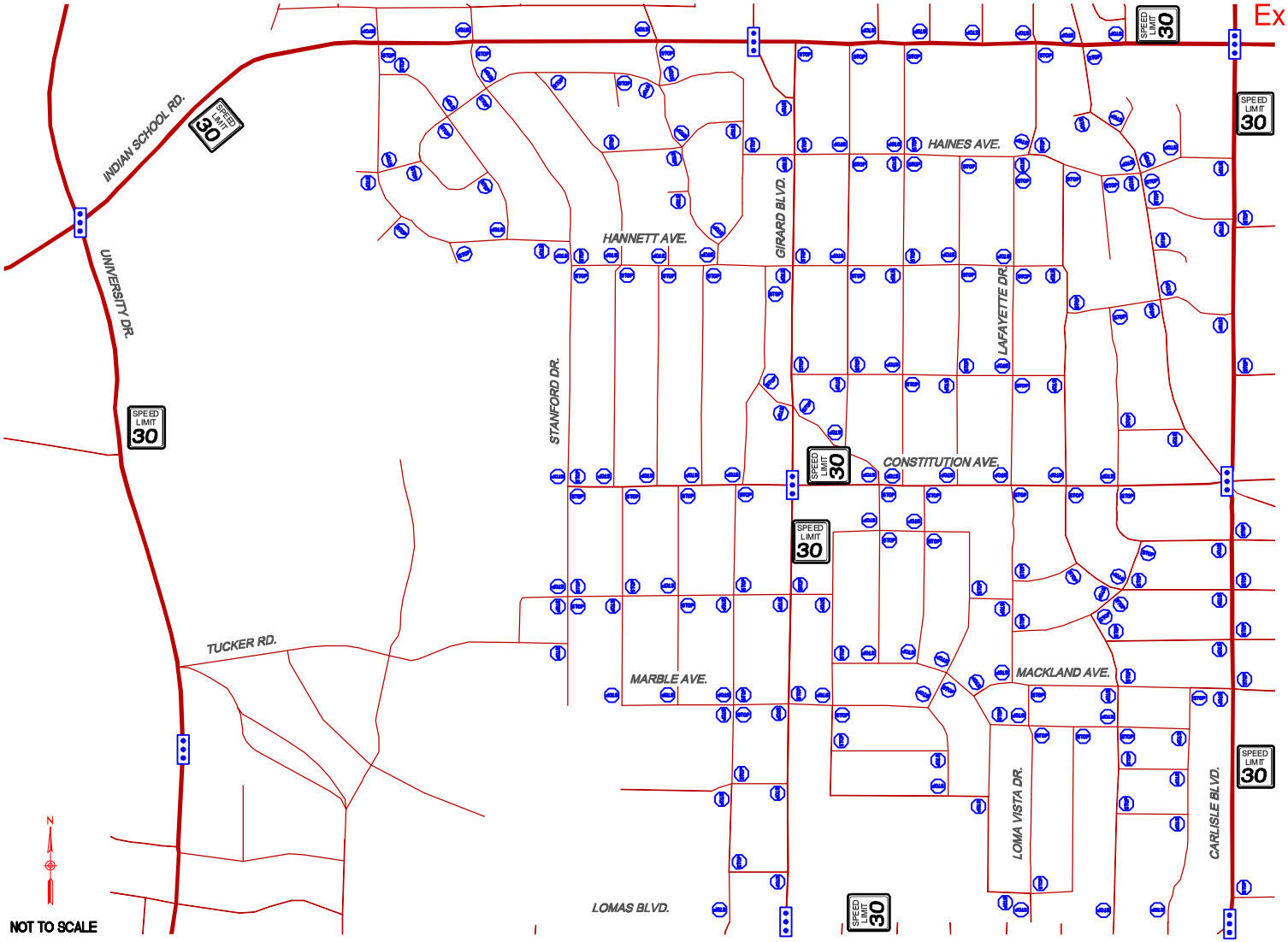
Existing Conditions (2008)



LEGEND

- Intersecion Control
- Speed Limit 30

North Campus and Summit Park Neighborhood Traffic Management Plan

Exhibit 2

Advanced Bicyclists (Class A): These are experienced riders who can operate under most traffic conditions. They comprise the majority of current users of collectors and arterial streets.

Basic Bicyclists (Class B): These are casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions (i.e. bike lanes or bike paths) for bicycles. Some will develop greater skills and progress to the advanced level.

Children Bicyclists (Class C): These are pre-teen riders whose roadway use is initially monitored by parents. Eventually they are accorded independent access to the system.

Within the study area, a dedicated bike trail is located along the North Diversion Channel, bordering the west end of the UNM North Golf Course. This trail provides bicycle and other non-motorized vehicles a separate path without conflicting with vehicles. The trail connects the UNM North Campus with other regional trails and recreation routes.

Also within the study area, bike lanes are provided along Carlisle Boulevard between Indian School Road and Constitution Avenue and along Constitution Avenue between Stanford Drive and Carlisle Boulevard. A number of bike routes exist within the neighborhoods, these are as follows:

- Route 1: Stanford Drive from Indian School to Marble Avenue, Marble Avenue from Stanford Drive to Vassar Drive, and Vassar Drive from Marble Avenue to Lomas Boulevard.
- Route 2: Vista Larga Avenue from Stanford Drive to Vassar Drive, Vassar Drive from Vista Larga to Haines Avenue, Haines Avenue from Vassar Drive to Rita Drive, Rita Drive from Haines Avenue to Hannett Avenue, and Hannett Avenue from Rita Drive to Carlisle Boulevard.
- Route 3: Lafayette Drive from Haines Avenue to Lomas Boulevard.

Exhibit 3 shows the existing bicycle facilities within the neighborhoods. This exhibit does not exactly match with the 2007 Albuquerque Bicycle Map because of the following inconsistencies:

1. Striped bicycle lanes are provided along Carlisle Boulevard between Indian School Road and Constitution Avenue only, and not between Constitution Avenue and Lomas Boulevard as shown in the 2007 bicycle map.

2. Striped bike lanes are provided along the length of Constitution Avenue between Stanford Drive and Carlisle Boulevard, and not only between Girard Boulevard and Carlisle Boulevard as shown in the 2007 bicycle map.

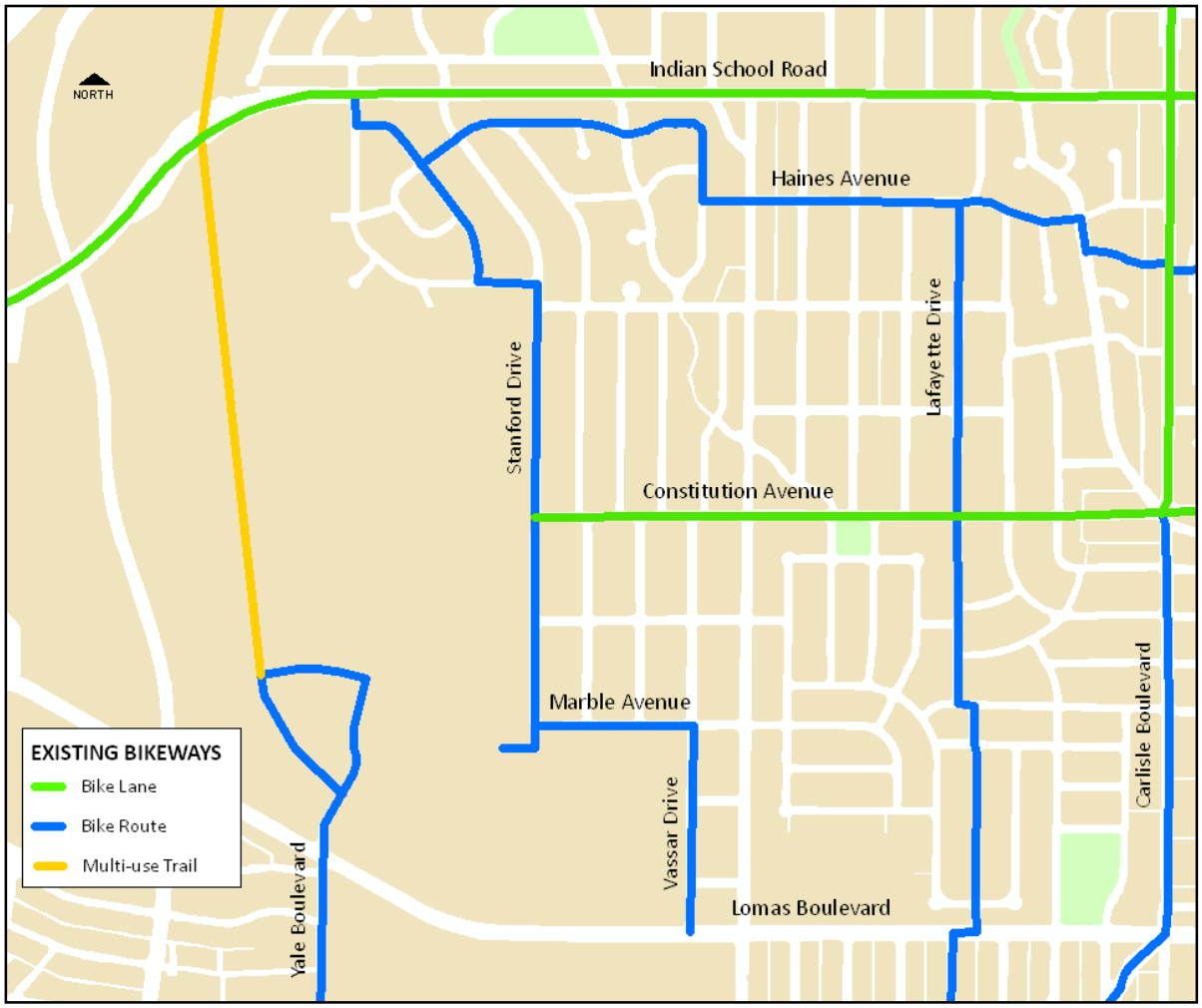
These inconsistencies were corrected and Exhibit 3 shows the correct bicycle facilities within the study area based on field data.

BUS ROUTES

Albuquerque's primary public transportation provider is ABQ Ride. Within the study area, there are several bus routes that provide varying service – local routes, commuter routes, and Rapid Ride. Local Routes provide service through most of the day typically ranging from about 6:00 AM to 6:00 PM. These routes have stops about every two blocks.

The Commuter Routes provide service only in the morning and evening peak hours. Route times vary but most of operate from 6:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. These routes have fewer stops than the local service and only stop at bus stops marked with a red "commuter" sign. The Blue Line Rapid Ride operates from 5:30 AM to 9:00 PM Mondays through Fridays and 6:00 AM to 9:00 PM on Saturdays.

EXHIBIT 3 – BICYCLE FACILITIES

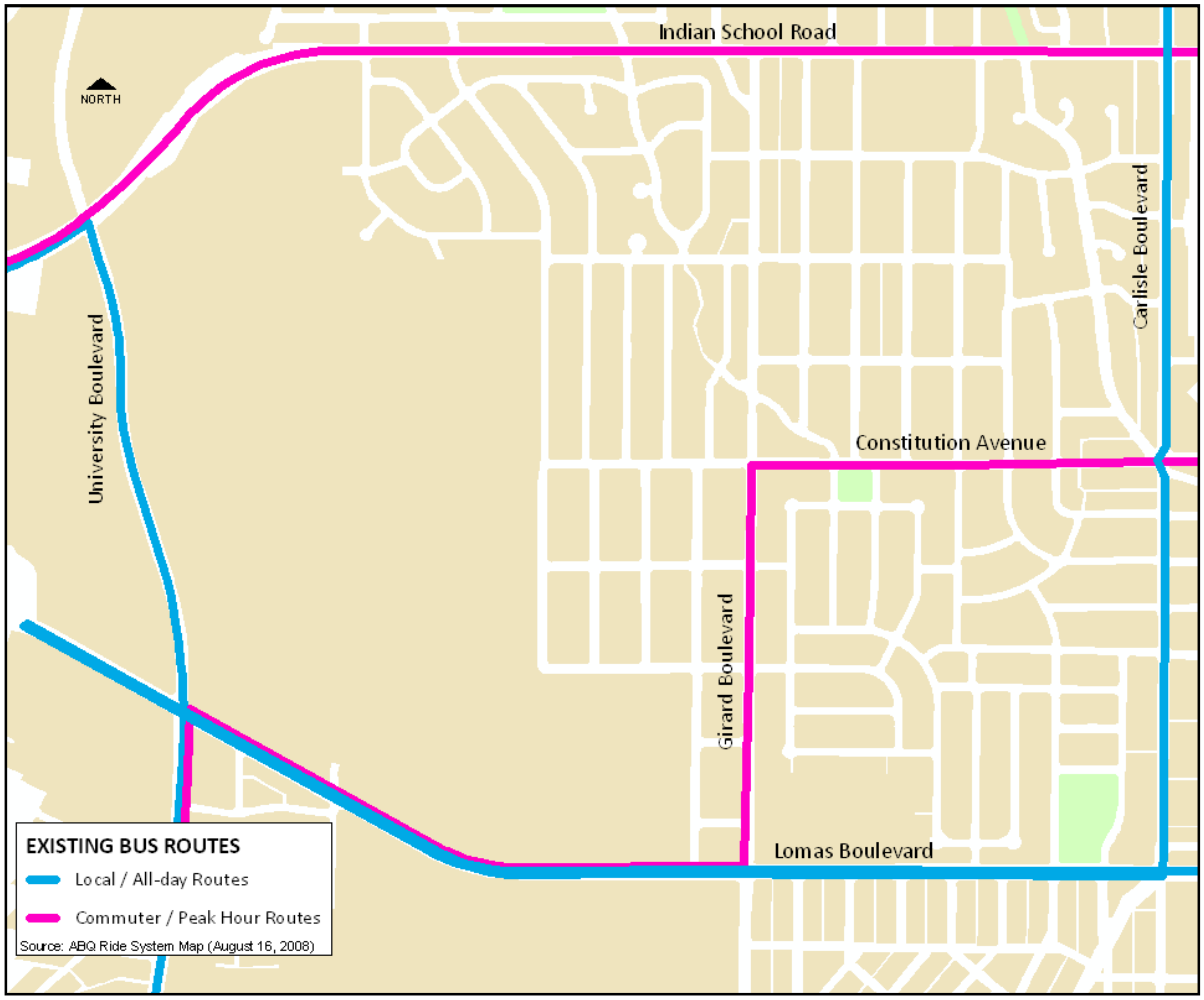


In order to minimize travel time, the Rapid Ride route has few stops – there are only 10 stops between the Northwest Transit Center and UNM. The existing bus routes are shown in **Exhibit 4**.

Local Routes within the study area include Routes 5 (Montgomery/Carlisle) and 11 (Lomas). Route 5 operates Monday through Friday from 5:40 AM to 10:00 PM and 8:00 AM to 7:30 PM on Saturdays and Sundays.

The route connects the Montgomery/Tramway Park and Ride on the east with the Alvarado Transportation Center on the west. Within the study area, the route travels along Carlisle Boulevard and Lomas Boulevard. Route 11 operates Monday through Friday from 6:15 AM to 9:15 PM, Saturdays 7:00 AM to 8:30 PM, and Sundays 8:00 AM to 6:00 PM.

EXHIBIT 4 – BUS ROUTES



The route connects the Downtown Alvarado Transportation Center with Montgomery & Tramway Park and Ride on the far east end of the City via Lomas Boulevard, Carlisle Boulevard, and Montgomery Boulevard.. Within the study area, the route runs along Lomas Boulevard and provides stops at Jefferson Middle School and UNM Hospital.

Commuter Routes within the study area include Routes 6 (Indian School) and 12 (Constitution). Route 6 connects the Downtown Alvarado Transportation Center with the far east end of the City near Indian School Road/Tramway Boulevard. The route only operates Monday through Friday and provides only two trips each way – 6:00 AM and 7:00 AM into downtown and 5:00 PM and 5:30 PM out of downtown. Within the study area, the route travels along Indian School Road. Route 12 connects Downtown Alvarado Transportation Center with the far east end of the City near Constitution Avenue/Tramway Boulevard. The route only operates Monday through Friday and provides only two trips each way – 6:30 AM and 7:00 AM into downtown and 4:45 PM and 5:40 PM out of downtown. Within the study area, the route travels along Lomas Boulevard on the west, Girard Boulevard, and Constitution Avenue to the east.

In addition to the traditional bus routes, the City's Rapid Ride Blue Line (#790) operates along Lomas Boulevard adjacent to the study

area. This bus route utilizes articulated buses that can accommodate up to 86 passengers. The Blue Line originates at the Northwest Transit Center and connects to UNM at the east end of the route. It operates from 5:30 AM to 9:00 PM Mondays through Fridays and 6:00 AM to 9:00 PM on Saturdays. In order to minimize travel time, the Rapid Ride route has few stops – there are only 10 stops between the Transit Center and UNM. Within the study area, the Blue Line stops at the UNM Hospital traveling eastbound on Lomas Boulevard and then turns south on Girard Boulevard toward the main UNM campus.

TRAFFIC DATA COLLECTION

Field Data Services Arizona collected 24-hour volume counts, speed, and classification data in October 2008 at the following locations:

- Stanford Drive north of Constitution Avenue,
- Stanford Drive south of Constitution Avenue,
- Vassar Drive south of Marble Avenue,
- Girard Boulevard south of Marble Avenue,
- Constitution Avenue west of Girard Boulevard,
- Constitution Avenue east of Girard Boulevard,
- Marble Avenue west of Girard Boulevard, and
- Rita Drive north of Aspen Avenue.

- **Traffic Volumes**
- Traffic count data can be found in the **Appendix**. The count data taken was reviewed and summarized and appears to be representative of the roadway network. The average daily volumes along the major internal roadways as well as AM and PM peak hour characteristics are shown in **Exhibit 5**.

EXHIBIT 5 – EXISTING TRAFFIC VOLUMES

Location	Three-Day Average						
	Total Daily Volume	AM Peak Hour Volume	AM Peak Hour Split	Direction	PM Peak Hour Volume	PM Peak Hour Split	Direction
Constitution, East of Girard	5,867	584	78%	WB	597	71%	EB
Constitution, West of Girard	3,024	314	79%	WB	347	69%	EB
Girard, South of Marble	9,155	678	66%	SB	938	55%	NB
Stanford, North of Constitution	1,066	95	68%	SB	127	71%	SB
Stanford, South of Constitution	3,160	337	88%	SB	389	77%	NB
Marble, West of Girard	1,992	194	68%	WB	183	69%	WB
Rita, North of Aspen	372	34	56%	SB	47	60%	SB
Vassar, South of Marble	2,300	219	63%	SB	210	58%	SB

As shown, all roadways have daily traffic volumes well below the roadway capacities. Typical 2-lane collector streets such as Constitution Avenue and Girard Boulevard can accommodate 12,000-14,000 vehicles per day. Constitution Avenue carries approximately 6,000 vehicles per day east of Girard Boulevard and this volume drops to 3,000 vehicles per day west of Girard Boulevard. These volumes are much less than the available capacity which means that congestion and delay is relatively low. The AM peak hour has a higher percentage of vehicles westbound while the PM peak hour volumes are greater eastbound indicating that

more than half the traffic on Constitution Avenue is likely originating from or destined to the University North Campus.

Girard Boulevard has a higher volume of daily traffic than Constitution Avenue and is approaching 9,500 vehicles per day. This is still less than the available capacity of a typical collector street which results in an acceptable level of congestion and delay for the overall street. The directional split of peak hour traffic on Girard Boulevard is more balanced than Constitution Avenue.

The remaining streets are all under 4,000 vehicles per day which is typical of larger residential streets. The directional splits during the peak hours on Stanford Drive and Marble Avenue confirm that the roadways are serving the University areas since most of the traffic is inbound into the neighborhood during the morning peaks.

Vehicle Speeds

As part of the data collection, vehicle speeds were collected and evaluated. In general, all streets experience average speeds either lower than the posted speed limit or within 1 mph above. In addition, the average of all vehicle speeds weighted by the number of vehicles was just below 28 mph.

Vehicles on Constitution Avenue east of Girard Boulevard had an 85th percentile speed of 6 mph over the 30 mph posted speed limit. West of Girard Boulevard, the difference drops to 4 mph over the posted speed limit. The 85th percentile speed along Girard Boulevard south of Marble Avenue was determined to be 6 mph over the posted speed limit. **Exhibit 6 and Exhibit 7** show the speed data and the comparison of the 85th percentile speed to the posted speed, respectively.

Vehicle Classification

Vehicle classification data was collected in tandem with the speed and volume data. The classification is based on the number of axles an individual vehicle. For the purpose of this discussion, any vehicle larger than a passenger car, pickup truck, or small deliver truck (i.e. postal delivery) is considered a heavy vehicle. **Exhibit 8** shows the heavy vehicle percentages for the traffic count locations. In general, almost all streets had small heavy vehicles percentages of 2-3 percent or less. The highest heavy vehicle percentages were along Girard Boulevard and Vassar Drive south of Marble Avenue at 4.0-4.5 percent. These heavy vehicle volumes are not seen on the Marble Avenue data

EXHIBIT 6 – EXISTING VEHICULAR SPEEDS

Location	Day 1		Day 2		Day 3		Average	
	Average Speed	85th Percentile	Average Speed	85th Percentile	Average Speed	85th Percentile	Average Speed	85th Percentile
Constitution, East of Girard	31.5	36.3	31.6	36.3	31.5	36.3	31.5	36.3
Constitution, West of Girard	28.6	33.4	29.2	34.4	28.8	33.4	28.9	33.7
Girard, South of Marble	31.0	36.5	31.0	36.5	30.6	36.1	30.9	36.4
Stanford, North of Constitution	24.3	28.6	24.6	29.0	24.5	29.0	24.5	28.9
Stanford, South of Constitution	21.4	25.5	21.8	25.5	21.6	25.5	21.6	25.5
Marble, West of Girard	17.1	21.0	16.8	21.0	17.0	20.9	17.0	20.9
Rita, North of Aspen	24.0	30.4	23.9	30.2	23.4	29.6	23.8	30.1
Vassar, South of Marble	25.1	30.0	25.2	30.0	25.4	30.5	25.2	30.2

However, there are several streets on which the 85th percentile speed was greater than 5 mph over the posted speed limit. The 85th percentile speed is the speed at which 85 percent of vehicles are travel at or below and is typically used to set speed limit guidance. The two collector streets, Girard Boulevard and Constitution Avenue, had the greatest difference.

indicating that much of the truck traffic may end at Frontier Avenue which is consistent with the location of the loading areas west of Vassar Drive and south of Marble Avenue.

LAND USES

Land use within the study area is mostly residential in nature. The UNM North Campus,

Hospital, and associated uses are adjacent to the study area and located west of Stanford Drive. **Exhibit 9** is the most recent building layout for the University North Campus. The map legend can be found in the Appendix. There are two Albuquerque Public Schools within the neighborhoods, 1) Montezuma Elementary School is located on the south side of Indian School Road between Richmond Drive and Lafayette Drive and 2) Jefferson Middle School is located on the north side of Lomas Boulevard between Girard Boulevard and Lafayette Drive. There are a few retail and commercials uses within the neighborhoods near the signalized intersections of Girard Boulevard/Indian School Road and Constitution Avenue/Carlisle Boulevard.

The land uses along the perimeter of the study area are less residential and more retail/commercial. University Boulevard supports car dealerships, retail, medical offices, and the UNM golf course. Along Indian School Road, there is little direct access to neighborhoods but land use becomes more commercial near Carlisle Boulevard. Carlisle Boulevard north of Constitution Avenue is mostly retail and office space while south of Constitution Avenue is residential. Land use along Lomas Boulevard is a mix between retail, residential, and UNM facilities.

EXHIBIT 7 – VEHICULAR SPEED VERSUS POSTED SPEED LIMIT

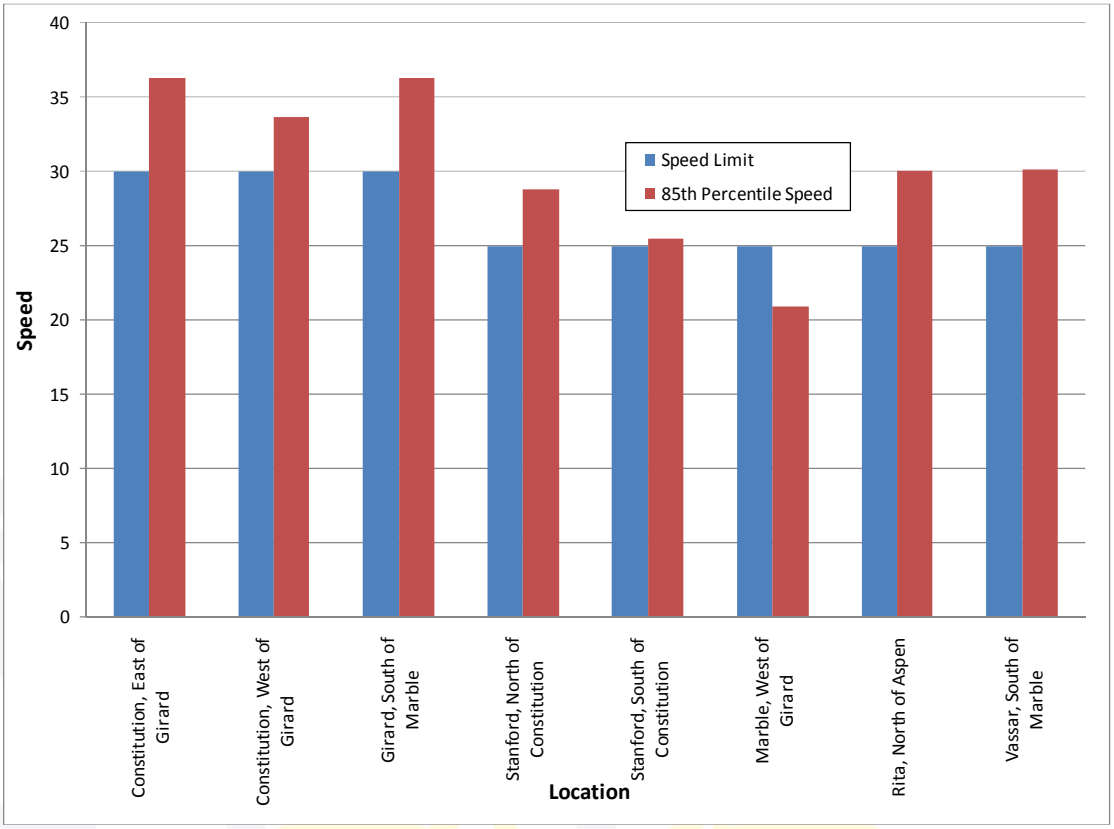
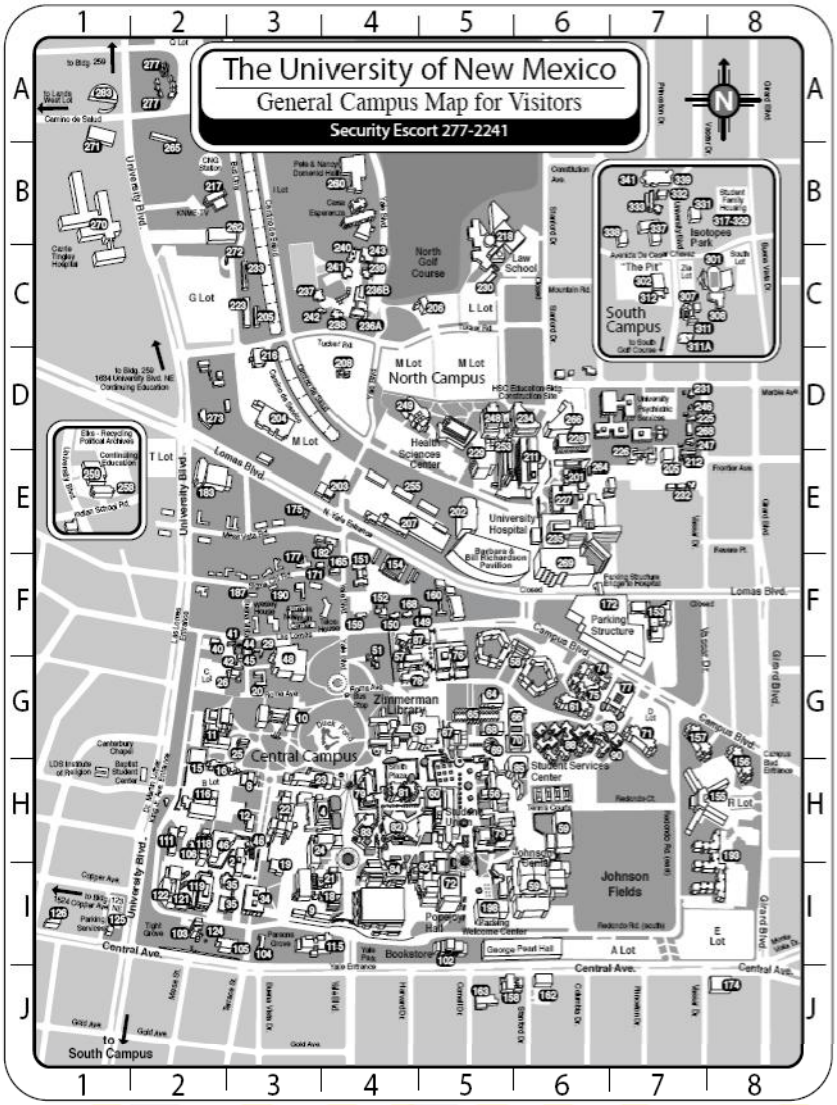


EXHIBIT 8 – EXISTING HEAVY VEHICLE PERCENTAGES

Location	Day 1				Day 2				Day 3				Average
	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	
Constitution, East of Girard	2.4%	1.5%			2.5%	1.5%			2.1%	1.2%			1.8%
Constitution, West of Girard	2.2%	2.4%			2.9%	4.0%			2.9%	3.5%			3.0%
Girard, South of Marble			5.1%	3.3%			5.2%	3.7%			4.5%	2.9%	4.1%
Stanford, North of Constitution			0.9%	0.5%			0.7%	0.4%			1.1%	0.9%	0.8%
Stanford, South of Constitution			1.3%	1.1%			1.0%	1.7%			1.2%	2.1%	1.4%
Marble, West of Girard	1.5%	1.3%			2.6%	1.0%			2.8%	0.9%			1.7%
Rita, North of Aspen			2.3%	3.2%			1.8%	2.7%			3.2%	4.5%	2.9%
Vassar, South of Marble			3.5%	5.2%			3.4%	5.6%			3.0%	5.8%	4.4%

EXHIBIT 9 – UNM BUILDING



IDENTIFYING THE PROBLEMS

In order to identify existing problems/issues within the North Campus and Summit Park neighborhoods, separate meetings with the neighborhood residents and City staff along with other public agencies were conducted. The neighborhood meeting focused on the problems/issues faced by the residents of the neighborhood. The focus of the meeting with the City staff and other public agencies was not only to identify existing problems/issues, but also to determine any restrictions or limitations on use of traffic calming measures within the neighborhoods to mitigate identified problems/issues.

NEIGHBORHOOD MEETING

A neighborhood meeting for the North Campus and Summit Park neighborhoods was held on September 16, 2008. The main purpose for the meeting was to obtain input from residents on existing problems/issues faced by the neighborhoods. Neighborhood residents were provided with some background information regarding the NTMP study and were divided into three groups at identical stations in order to create smaller environments where residents could express themselves and comments could be recorded. Kimley-Horn staff documented comments during the meeting and residents were asked to identify problems/issues on neighborhood aerials provided on display boards. In addition, survey forms to identify problems/issues were available for residents to fill out at the meeting or send via mail.

All comments obtained at the neighborhood meeting, including the comments received via mail were categorized into the following six broad topics:

1. Parking
2. Speeding
3. Cut-through Traffic
4. Pedestrian and Bicycle Facilities
5. Traffic Control
6. Others

The concerns expressed during the meeting and in the survey forms are summarized below. A detailed list of the neighborhood concerns can be found at the end of this background report.

PARKING

Parking issues within the neighborhoods could be summarized into the following categories:

A. Parking issues related to the University of New Mexico; and
B. Parking issues related to Jefferson Middle School and Montezuma Elementary School.
C. Parking issues related to the University of New Mexico are as follows:

- Students and faculty park on neighborhood streets due to a general lack of parking facilities north of Lomas Boulevard and/or for avoidance of parking fees.
- Not enough parking available for the residents (especially for the North Campus neighborhood)
- Parked cars creating visibility issues for motorists and pedestrians.
- Trucks and construction vehicles related to the UNM parks within the neighborhoods (especially towards the west end of the North Campus neighborhood).
- Inconsistent parking policies within the neighborhoods. Current parking policies are a combination of permit parking, no parking, and open parking on neighborhood streets.
- City's process of establishing parking restrictions is cumbersome.
- Lack of parking enforcement.

The majority of the comments were related to UNM students and staff. Understandably, the North Campus Neighborhood had more input

on this issue than the Summit Park Neighborhood.

D. Parking issues related to Jefferson Middle School and Montezuma Elementary School could be summarized as follows:

- Occasional parking problems during school events and normal pick-up/drop-off hours.
- Temporary traffic peak for schools during pick-up/drop-off hours causes traffic congestion, especially along Girard Boulevard.
- Lack of sufficient visitor parking and inefficient pick-up and drop-off area especially at Jefferson Middle School.

Jefferson Middle School neighbors identified use of "backdoor" access along Dartmouth Drive and Frontier Avenue to pick-up and drop-off students.

SPEEDING

The following issues were identified related to speeding within the neighborhoods:

- Vehicular speeding on Girard Boulevard, Constitution Avenue, Lafayette Drive, Hannett Avenue, and Rita Drive.
- Higher traffic volumes and speeds on Marble Avenue and Vassar Drive (streets connect UNM to Lomas Boulevard) due to lack of stop control.
- Higher speeds on Mackland Avenue (drivers using Mackland Avenue as a cut-through to avoid delays at Carlisle Boulevard/Lomas Boulevard traffic signal).

Speed humps on Stanford Drive force traffic to use other streets such as Columbia Drive and Princeton Drive.

The neighborhood residents have mixed opinions on the level of effectiveness of speed humps. Many people thought the speed humps along Stanford Drive are effective while others think drivers largely ignore them and don't slow down. Residents would like to have more stop signs throughout the neighborhood though it was explained that stop signs are not a means of slowing traffic.

CUT-THROUGH TRAFFIC

The following issues were identified related to cut-through traffic:

- UNM students accounts for most of the cut-through traffic within the neighborhood.
- Cut-through traffic predominant on Girard Boulevard and Constitution Avenue especially during the UNM classes.
- Higher speeds of cut-through traffic.
- Delivery and construction vehicles related to UNM uses neighborhood streets as cut-through routes.
- Peak hour cut-through traffic due to delays at major intersections is predominant on Girard Boulevard, Mackland Avenue, Vassar Drive, Rita Drive, and Amherst Drive.

Residents would like UNM traffic to be directed to the campus via Lomas Boulevard and University Boulevard access points rather than through the neighborhood. A combination of signage and possible restrictions is also suggested by residents to reroute traffic.

Residents suggested blocking off some locals streets to prevent cut-through traffic.

PEDESTRIAN AND BICYCLE ACCESSIBILITY

The following issues were identified related to pedestrian and bicycle accessibility:

- Lack of sufficient sidewalk widths (especially on Carlisle Boulevard and on Lomas Boulevard between Jefferson Middle School and Bataan Park).
- Lack of sufficient bike lanes.
- Crosswalks are in non-conformance with Americans with Disabilities Act

(ADA)
- Lack of connectivity between existing bike facilities.
- Lack of safe pedestrian crossings along Girard Boulevard, near Marble Avenue and Lomas Boulevard.
- Unsafe pedestrian crossing across Lomas Boulevard at Loma Vista Drive.

Residents suggested installing bike lanes on Girard Boulevard and improving the bike route on Constitution Avenue. The neighborhood recommended creating a connection between the Constitution Avenue bike route and the Diversion Channel trail using Tucker Avenue.

TRAFFIC CONTROL

The following issues were identified related to traffic control:

- Motorists ignoring stop signs along Stanford Drive and at other intersections throughout the neighborhood.
- Lack of additional signals along Girard Boulevard to make pedestrian crossing safer.
- Existing stop signs are not effective due to lack of enforcement.

Residents understood the concept of alternating stop signs on the lower volume streets but would like more four-way stops at busier intersections.

OTHERS

Several miscellaneous comments were made in the surveys and at the neighborhood meeting. Some of these miscellaneous issues could be summarized as follows:

- Overall lack of enforcement on traffic speeds and parking violations.
- Strange configuration at the intersection of Carlisle Boulevard / Constitution Avenue involving lane reduction and Rita Drive creates confusion for motorists and pedestrians.

The remaining comments can be found at the end of this background report.

CITY STAFF AND PUBLIC AGENCY INPUT

Kimley-Horn staff and the City Council staff met with various representatives of the City of Albuquerque and other public agencies as part of the NTMP process. The purpose of these meetings was to obtain any input related to known issues from the City staff and public agencies that serve the neighborhoods and to determine any restrictions or limitations in terms of traffic mitigation (i.e. traffic calming measures) that would not be acceptable to the various agencies. Issues, requirements, and future plans (if any) for each agency is summarized below in **Exhibit 10**.

EXHIBIT 10 – PUBLIC AGENCY INPUT

Problems/Issues Identified	Future Plans	Requirements	Notes
Mid-Region Council of Governments (MRCOG)			
None	No short-range projects within the neighborhoods. Long-range projects include addition of bike lanes on University Boulevard, Constitution Avenue, and Girard Boulevard.	None	None
Albuquerque Department of Municipal Development (DMD)			
None	No short-range or long-range infrastructure plans within the neighborhoods. Upgrades to the intersection of University Boulevard / Lomas Boulevard (Note: this improvement is subject to vote in January 2009).	None	Bike travel within the neighborhood is higher due to UNM. Constitution Avenue and Indian School Road provide good bike access into the neighborhood. Low volume on Girard Boulevard does not warrant striped bike lanes. Carlisle Boulevard widening south of Constitution Avenue not approved due to

EXHIBIT 10 – PUBLIC AGENCY INPUT

Problems/Issues Identified	Future Plans	Requirements	Notes
			opposition from adjacent property owners.
Albuquerque Department of Municipal Development (DMD) – Traffic Operations Division			
Staff received numerous calls related to speeding and parking on Stanford Drive. Pedestrian issues at Carlisle Boulevard / Constitution Avenue. Insufficient signal timing at for Lomas Boulevard at Carlisle Boulevard due to separate phase for Monte Vista.	No short-term plans. Plans to move existing pedestrian crosswalk across Lomas boulevard near Loma Vista Drive further west to take advantage of raised median.	Permit parking policy requires a study to show 70% of the parked vehicles on street are non-residents and two-thirds of the neighbors on street should agree to permit parking. Marked crosswalks allowed only at signals. Unsignalized marked crosswalks are allowed with a pedestrian refuge area. Speed humps could be used for controlling speed but requires a speed study (85th percentile speed should be more than 5 mph over the speed limit. Speed humps cannot be installed on Collector Streets (Girard Boulevard and Constitution Avenue) City does not like pavement marking, chicanes, and traffic circles used for reducing speed (these measures either did not work or City had issues with related to vehicle damage and	None

EXHIBIT 10 – PUBLIC AGENCY INPUT

Problems/Issues Identified	Future Plans	Requirements	Notes
		compliance) City does not want stop signs to be used to lower speeds or divert traffic.	
Albuquerque Fire Department			
None	None	Fire department needs a minimum street width of 20 feet in normal conditions and 26 feet in front of a fire hydrant. Fire department prefers use of speed humps over narrowing streets. Dead end streets greater than 150 feet in length require a turnaround. Fire department does not like use of diverter (results in longer response time and illogical routes).	Current response time for the North Campus and Summit Park neighborhoods is excellent. Station 3 and Station 13 are the closest.
Albuquerque Police Department			
Received complaints on speeding and parking from the neighborhoods. Speeding identified as an issue on Girard Boulevard and Carlisle Boulevard. Department received complaints about parking around Jefferson Middle School.	None	None	Department does not have a regular patrol for parking violations and responds only to specific calls identifying the violations. Permit parking enforcement not handled by police

EXHIBIT 10 – PUBLIC AGENCY INPUT

Problems/Issues Identified	Future Plans	Requirements	Notes
Higher traffic volumes and accidents on Lomas Boulevard between University Boulevard and Carlisle Boulevard.			department.
Albuquerque Code Enforcement Division			
None	None	None	Within neighborhoods code enforcement mostly deals with violation of clear sight triangles, weeds, litter, and alley issues. Code enforcement does not have any jurisdiction on UNM properties and anything within City's right-of-way.
Albuquerque Public Schools (APS)			
Children living south of Constitution Avenue go to Monte Vista Elementary School which requires crossing Lomas Boulevard. Chain-link fencing was recently placed on Lomas Boulevard to direct school children to appropriate crossing locations.	None	Requires sufficient parking provided for staff at Montezuma Elementary and Jefferson Middle school.	APS has not implemented a comprehensive Safe Routes to School Plan.

EXHIBIT 10 – PUBLIC AGENCY INPUT

Problems/Issues Identified	Future Plans	Requirements	Notes
Albuquerque Transit Department (ABQ Ride)			
Buses experiencing large delays at the intersection of Carlisle Boulevard / Lomas Boulevard. Lack of connecting sidewalks and wheelchair accessibility. Bike capacity on buses is not sufficient.	None	Speed humps are not preferred by bus operators. However, buses can operate with speed humps. Changes to intersections should be able to accommodate turning radius for a 40 foot bus.	Recent contract with UNM allows students to ride ABQ Ride for free.

FUTURE PROJECTS AND PLANS

PLANNED ROADWAY IMPROVEMENTS

Information for City projects in and around the study area was obtained from the Albuquerque 2008-2013 Transportation Improvement Program (TIP) and the 2030 Metropolitan Transportation Plan (MTP) Projects List. **Exhibit 11** shows the City projects that are to be implemented in the coming years.

EXHIBIT 11 – FUTURE PROJECTS

Project Title	From	To	Project Description	Lead Agency	Source
Constitution Avenue Bike Lanes	Stanford Dr	San Pedro Blvd	Build Bike Lanes	City of Albuquerque	MTP
University Boulevard Bike Lanes*	Avenida Cesar Chavez	Lomas Blvd	Build Bike Lanes	City of Albuquerque	MTP

* Near study area

It should be noted that bike lanes currently exists on Constitution Avenue between Stanford Drive and Carlisle Boulevard and has been verified by field visits. The Mid-Region Council of Governments' MTP also shows future bicycle routes in addition to the bike lanes identified above. Future bike routes within the study area include Stanford Drive, Marble Avenue/Mackland Avenue from Stanford to Carlisle Boulevard, and Girard Boulevard north of Indian School Road.

UNIVERSITY OF NEW MEXICO PLANS

The University of New Mexico (UNM) recently improved the entry to the North Campus at Lomas Boulevard and Yale Boulevard. The project included constructing a roundabout intersection on campus just north of the Lomas Boulevard/Yale Boulevard intersection, installing new traffic signals at the Yale/Lomas intersection, and minor road modifications on Yale Boulevard south of Lomas Boulevard. The roundabout replaces the previous intersection of Yale Boulevard and Camino de Salud.

The University of New Mexico is currently undergoing an update to the 1996 Campus Development Plan (Main Campus Master Plan) which covers all the adjoining campus areas – Central, South, and North campus. In addition to the Main Campus Master Plan, the Health Science Center produced their own Master Plan dated July 2000 which contains more detail to the University owned properties north of Lomas Boulevard. These documents provide future guidance on the University's goals and provide general direction on improvements. Based on the Master Plans, the North Campus area will continue to provide resources and expansion into the institutional functions. These include the University Hospital, the Health Science Center, and the Law School.

Access and parking issues have been a concern at the North Campus since it is surrounded by residential uses on the north and east sides. The University has undergone a transition to focus access and traffic to the larger arterials by improving the signalized entrance at Lomas Boulevard and Yale Boulevard as well as future plans for a new crossing of the Diversion Channel and providing access via University Boulevard to Camino de Salud and Tucker Road. While there have been improvements to the circulation and access, there is still a reliance on some of the adjacent collector roadways

and other minor streets. The University's Campus Development Plan references a "ring road" that connects all the buildings within a 5-minute walk and is the primary route of the shuttle bus. This ring road uses Girard Boulevard, Marble Avenue, Tucker Road, and Camino de Salud north of Lomas Boulevard. In addition, Frontier Avenue will remain an important service entry to the Hospital's functions.

Almost all parking within the North Campus is surface lots with the exception of the Hospital's parking garage which is limited to Hospital employees and patients. Most surface parking will transition to structured parking as new buildings are completed. These parking structures are planned to be located closer to Lomas Boulevard with primary access via Yale Boulevard or Tucker Road. The Main Campus Master Plan indicates that parking regulations should be enforced both on campus and off-campus to ensure appropriate use of short-term parking. Also, increased revenues from parking violations and parking rates should be used to increase structured parking. In addition to enforcing existing parking, there is a desire to reduce the number of vehicles parking on campus. Strategies to reduce parking include: more on-campus housing, improve transit linkages and use, and increase parking fees to encourage alternate modes of travel.

SUMMARY OF COMMENTS FROM NOVEMBER 18, 2008 COMMUNITY MEETING

This section contains a summary of the presentation made to the community on November 18, 2008 followed by comments made by participants of the meeting. The meeting presenting the preliminary recommendations of the NTMP. Neighborhood comments were integrated into this final report to the extent that the comments were relevant to the NTMP framework and key issues. It was not possible to address every individual concern that has been raised during the meeting.

Summary: Summit Park/North Campus Neighborhood Traffic Management Plan Community Meeting

Tuesday, November 18, 2008

UNM Law School – Room 2405

IB, KSR, Debbie Stover, Andrew Garcia

Jim Daisa,– Kimley Horn

Ike: Intro/welcome. Had meeting two months ago – kick-off meeting to get information from all of you. Mary Kinney here – Director of Planning for University. UNM has been very cooperative with consultant team. Consultants are Jim Daisa and Scott Beck. They're going to show a PowerPoint, then we'll do Q&A.

Jim Daisa:

Summary of what we're going to be recommending. Want to hear from you first before we finalize Plan. Will also meet with City departments before finalizing plan. A lot of issues submitted to us on Sept. 16 meeting. Will go through presentation, then open it up for discussion.

- Goals slide: "Project neighborhood" should be "Protect neighborhood"
- Process
- NTMP tries to look at big issues, systemic approach, things that affect whole neighborhood. Things that are of concern to individual homeowners are important, but we don't go into that level of detail here.
- Parking/Permit Parking – inconsistently applied.
- Developing a Plan
- Framework Systems
    - Primary Pedestrian System
        - Minimum Components
        - Desirable Components
        - Accessible Driveway Crossings – difficult to accomplish no matter what method you use because there are thousands of drivepads
        - Sandy, UT, example: property owners dedicated easements and assessed themselves to pay for sidewalks, curb and gutter – just an example
        - Marked and Signed Crossings – identify entire corridor – helps both pedestrian and driver

- CABQ policy to not put crossing at unsignalized intersections – but other cities all of country are doing this. Their argument is that it creates a false sense of security. But if you make the entire corridor pedestrian oriented…and there is responsibility on both sides.

▪ Enhanced Crossings – digital technology based on runway lights – makes pedestrian crossing very visible (about $60-80K)
▪ Trade-Offs – RoW acquisition; high cost (sidewalk construction is approx. $25/sq. ft.); lack of funding sources; lengthy implementation. Have to choose priority locations – primary system, by schools, etc.
▪ Near-Term Improvements
- School Crossing Corridor (one by Montezuma on Haines; one by Jefferson on Girard)
- Special crosswalks at a handful of locations
- Enhanced crossing at Carlisle/Mackland and Loma Vista/Lomas

o Primary Bicycle System
▪ Existing and Proposed
▪ Girard: can get bike lanes, but at the expense of parking. Will be up to the neighborhood to decide what the priority is. Can't have both, unfortunately. We'd like to hear some discussion from you on that issue. Question remains open.
▪ Bike Routes and Shared Streets ("sharrows")
o Primary Traffic System
▪ Identifies streets on which vehicular traffic should travel. The key is to get drivers to only use those streets.
▪ Speeding: Verified that speeding exists.
▪ Solutions for Speeding Problems:
- Retain City's process
- Speed humps (preferred by Fire Department)
  - Can be very effective – have to be painted, well-marked with signs, well-designed (have to be certain height and slope – should be designed for 15 mph), have to be regularly spaced
- Narrow streets/chokers (median and curb extensions)
  - Medians: Can be landscaped or not; Provides visual and physical constriction
  - Curb extensions: physically narrow intersections; helps pedestrians and slows drivers; needs to be on street with on-street parking
- Neighborhood gateways
- Speed feedback signs
  - Have shown to be effective, even after first year
  - Have to move them to different locations – solar-powered signs are easy to move
- Police enforcement
- Chicanes and traffic circles (City DMD would prefer not to use this method)

- Recommended near-term improvements: re-do speed humps on Stanford; post more speed limits signs where there are gaps
- Recommended long-term improvements: install speed humps, curb extensions, medians – especially on pedestrian corridors; install speed feedback signs on rotating basis
  - Diverters: can be landscaped, made to be an aesthetic enhancement

  - Near Bataan Park
  - Full Closures
  - Stanford at Hannett: a couple houses would be particularly affected; neighborhood decision – would be very effective in eliminating cut-through traffic; may seem drastic, but this is a potential solution
  - Rita at Constitution/Carlisle – cul-de-sac
  - Half Closures
- Trade-Offs to all Devices
  - Inconvenient for residents
  - May move problem to another street (always do a "demonstration project")
  - Cost of attractive devices – whatever you do, you have to do it well; plastic pylons won't cut it
  - Cost of maintenance – especially if landscape involved
  - Won't be able to please everyone
- Parking Solutions
  - Retain existing process of establishing parking restrictions
  - Use consistent restriction (e.g., Permit Parking between 5:00 AM and 7:00 PM)
  - Extend permit parking to entire North Campus Neighborhood
  - Don't think that parking problem would push out to Summit Park, but could certainly include if need to in future
- Jefferson Middle School Solutions
  - Work with school district
  - Improve crossings – turn Girard into "School Crossing Corridor"
  - Retain connections from neighborhood – provides good walk and bicycle access
  - Loading/drop-off should use both front and rear parking lots
  - Traffic engineering needed at Girard and Lomas intersection
- Next Steps
  - Draft report for City department review
  - Refine plan
  - Final NTMP for circulation

<u>Q&A</u>

1. Liz Jenkins: Thank you so much. Very impressive. Table I was at on Sept. 16 had a lot of discussion about Girard & Marble. Issue wasn't so much speeding but bicycle and pedestrian safety. Possible crosswalk at that intersection?
   a. Jim: Consistent application of pedestrian crossings along whole corridor would be one way to approach.
2. A lot to digest, but good stuff. What would be your recommendation in terms of priorities?
   a. Jim: Near-term improvements should be priorities, and even within that, you'd need to prioritize. Primary Pedestrian System excluding widening of sidewalks and ADA compliance. If going to do pedestrian corridor, need to do it all at once. Might need to take each corridor individually and prioritize corridors. Same with Bike System – usually less expensive because involves paint mostly.
3. Jefferson MS slide: Would like to better understand queuing piece. Having other queuing lanes and drop-off points.
   a. Jim: Right now, there's a limited drop-off area. Proposal is to expand drop-off/pick-up areas. That in itself might help congestion and drop-off on Frontier. I don't think we're going to be able to completely eliminate parking on Frontier and walk through area.
4. Why don't we make the recommendation to use the land to the east side of the school off of Lomas as a drop-off/pick-up area?

   a. Jim: We can discuss that with APS.
   b. Problem could be that Lomas is high-speed street.
   c. Will Gleason: Don't like that idea because that whole east side is a pedestrian area. Don't like the possibility of creating pedestrian/auto conflict.
   d. IB: From experience with dealing with APS – what the APS planners try to do is segregate bus drop-off from parent drop-off. From their standpoint, that bus drop-off is probably a very sacrosanct area. These older urban schools were not built for a lot of car drop-off/parking. Simple, small moves of the type that Jim is suggesting can be very effective.
5. Can there be some sort of waiting area for parents by school? Like waiting area at the Sunport. They do that in Dallas and California.
   a. Jim: Not a bad idea if the school can work something out.
6. Judith Binder: Is there such thing as a STOP feedback sign? Nobody stops at the stop sign at Stanford and Constitution. How do we get people to stop there?
   a. Jim: It's called a police officer.
   b. APD will place someone there periodically if you request it.
7. Why aren't Stop Signs used more? Princeton and Haines – very wide street – dog was killed in front of house. City did a traffic study but wouldn't put a stop sign in.
   a. Jim: Stop signs, nationally, the approach is to be judicious in using them. Stop signs are not intended to slow traffic. Traffic engineers try to avoid Stop Signs as a speed control device. Function of a stop sign is very specific. Speed humps would be preferable to control speed.
8. Do any of the speed-calming devices have an effect on home values?
   a. Jim: Don't have empirical evidence. If poorly done, can probably devalue property. If done well, landscaped, can probably increase home values. If these types of devices cannot be maintained by the City, NAs can step in to do maintenance.
9. Sara Koplik: Mary Kenney from UNM Planning – how do these recommendations fit in with UNM's plan?
   a. Mary: Early indications are that everything is going to migrate to the west – Health Sciences. We want to reduce traffic from Marble and Stanford area. Balance of access. Some things we're talking about right now would take traffic and move it to the west. Would like to share that info with you at January 22, 5 PM meeting. Have also tried to respect neighborhood – did not run Marble all the way through – kept awkward dogleg at Marble and Stanford to protect neighborhood. Marble/Girard intersection – one of my questions to our traffic folks – is there a need for signalization at that intersection? Perhaps that can help resolve that issue. We see a lot of concern in that intersection alone.
   b. Jim: City will want to know if it meets warrants. We had also wondered about Tucker's role in the future.
   c. Mary: We've been talking about diminishing the role of Tucker over time. Something off of University could be long-term solution. University has never done a traffic planning study in the 32 years I've been there, but we're about to start one. Will work with neighborhoods, Ike, City on that. Michael Polikoff has been working diligently on bicycle routes. We want to take routes you're proposing and integrate with our plans.
   d. Michael Polikoff: Think the plan you've developed dovetails nicely into the regional plan and UNM's plans. Would like to get a copy of your plan, and we should have a conversation.
   e. Jim: Do you have thoughts on bike lanes on Girard?

   f. Michael: Asked that question, and it was never a priority for any of the people I've asked. Seems like neighborhood should make that decision. As far as students are concerned, they haven't raised any concern about that.
10. Still need to look at routes that bikes take to campus. I would suggest that Girard not have a bike lane because it would be very dangerous. Has Jefferson thought about staggered school times?
    a. Jim: There are a number of operational things we'd like to discuss with the school.
11. Girard should not have a bike lane. Much too much fast traffic on Girard.
12. Are there plans to make Tucker to the east less attractive? So many cars. Need to discourage people going to NE Heights from using Tucker.
    a. Mary: A lot depends on where you put parking garages. Having discussions about how to keep cars on west side, with better access to Yale.
13. Bicyclist: Have been bicycling in neighborhood pretty much since I was born. It's a pretty comfortable place to bike. Frontier and Dartmouth access – there's not a ramp. When you leave the neighborhood and try to go anywhere to the south. Girard south of Lomas is not viable. Vassar is a nice alternate route but stops at Lomas for a bicyclist.
    a. Michael Polikoff: Looking at making Redondo 15 mph. We could recommend on our plan to have a pedestrian and bike activated crossing from Vassar across Lomas.
    b. IB: Jim, is that too close to Girard?
    c. Jim: DMD would probably say that's too close.
    d. IB: What about a bicycle refuge in median?
    e. Jim: So what I'm hearing is that on Vassar, you'd like to see some sort of bicycle access across Lomas.
14. Will Gleason: Lomas is such a divider. Are you looking at any larger, more systemic solutions for Lomas?
    a. Jim: We could make some recommendations. Systemic issues of Lomas are a little outside the scope of what we're here to do. A number of things that can be done with enhanced crossings we're proposing, though. It's a six-lane arterial, and parents just aren't comfortable letting kids cross a six-lane arterial. Reducing to 4 lanes probably not an option.
    b. Will: Think it's worth it to work with the university to raise some of those issues to improve Lomas.
    c. Bridge over Lomas by the hospital is good.
    d. Jim: Pedestrian bridges – most pedestrians prefer to cross at grade and are not likely to use a ramped bridge. Studies have shown that that's the case. For kids, it's a different story.
15. Keith: Will presentation be accessible to us?
    a. IB: Yes, on website.
    b. Jim: And we'd like to get comments back by December 9.
16. I'm of the school of thought that you can do a lot with a can of paint. Don't have to build bridges. Don't see why we can't have a bike route on Lomas or Girard. If you make Lomas and Girard easy to bike on, there will be more bikes and it will alleviate some of the vehicular traffic. I would like to see traffic on Lomas slowed down and make it more bike accessible.
17. Definitive recommendations about Jefferson, but nothing definitive about Marble intersection. Will you show something in detail?
    a. Jim: Our plan is to detail these things in the final plan. City traffic engineers are going to balk at marked crossing at that intersection. Trying to build in pedestrian refuges even on relatively narrow roads like Girard at Marble. Need to also look at whether or not to put in bike lanes.

18. Pedestrian crossing at Girard and Haines is fantastic. Could we do something like that at Marble?
    a. Jim: That's what we're looking at. If there's a lot of left-hand turning onto Marble from Girard, might need to eliminate parking, put in left-turn lane, then do refuge on north side of intersection.
19. Judith Binder: Always talking about traffic, but we're not talking about alleviating traffic with public transportation. UNM has a bus system as well. Maybe it should employ its system as two, one-way systems. If the City can keep its bus systems running on schedule, there's no reason the university can't keep its bus system running on a schedule as well and the systems would intersect. I've been making that recommendation for 25 years.
20. I'm an inexperienced bicyclist, but I'd like to leave my car at home, but getting over Lomas puts the fear of God in me. I don't bike because I don't feel safe.
    a. Jim: Would Vassar be your choice?
    b. My first choice would be Girard.
    c. Jim: Vassar would need a two-stage crossing. Girard wouldn't need a refuge because it's signalized, just space for bikes to get across.
    d. IB: Councilor Garduno and I are both interested in that section of Girard south of Lomas.
21. Yale traffic circle is great, but the crosswalks right as you come out of the circle aren't working well. Two lanes around circle are very confusing.
    a. Mary: It didn't get painted the way we wanted, and we're evaluating that. We don't have a sign system, but we need/want one.
22. So glad to hear you say that excess stop signs are not a good idea. I like idea of speed feedback signs. Would like to see cul-de-sac on Rita happen. Here to try to defend our neighborhood against cut-offs and speed humps. I'm fine with signage and narrowing, but I don't want to go over speed humps thousands of times in my lifetime. Things that remind people it's a neighborhood are good. Carlisle north of Lomas has so much traffic. Cut-through traffic on Mackland doesn't seem to be a problem to me. (Two people from audience jump in and say it's a problem.)
    a. Jim: It's important for you as neighbors to have these kinds of discussions because you will ultimately have to make the decisions.
    b. How is "neighborhood decision" defined?
    c. Jim: City defines how voting takes place.
23. School crosswalk over Lomas. Also school crossing on Indian School. Can the crossing on Lomas be turned into more than just a school crossing? (Same as Steve Pilon issue)
    a. Yes, we're looking into that.

ADDITIONAL COMMENTS RECEIVED FROM COMMUNITY

Comments from Summit Park Neighborhood Association

(Input into the North Campus and Summit Park Neighborhood Traffic Management Plan Draft Report, November 2008)

Pedestrian

- Recommend designated crosswalks as noted in Draft at: Girard and Marble, near Carlisle and Mackland.
- Suggest that Stanford crosswalks would be ignored, and unnecessary if proposed speed humps are present.
- Recommend school crossing corridors as noted in Draft, including traffic calming measures..
- Suggest that "enhanced" crosswalk at Lomas and Loma Vista conform to the current guard school crossing but add button so pedestrians could activate flashing lights
- Recommend an improved pedestrian/bicycle crossing at Vassar and Lomas as suggested by UNM Planners and residents at the presentation of the Draft
- Recommend the Draft suggestion of Pedestrian scaled lighting and the SPNA request for 2007 CIP funds for improved street lighting [specified in the SPNA 2007 CIP request] be combined and a suitable solution developed.
- Recognize that Summit Park and North Campus residents consider strolling/bicycling/walk the dog and jogging in the streets to be one of the best features of this area. This will not change with "enhanced" sidewalks. Signs, lighting and paint on streets should be designed to create streets that are as safe and pleasant as possible.
- Improving the alley/path running from Hannett to Wilson as was discussed at the Draft presentation is Supported. This is a possible joint city/SPNA project.

Bicycle

- Support all existing and proposed bike routes
- Support proposed bike lanes except Carlisle
- Carlisle is a dense traffic, narrow street. We oppose any extension of bike paths or lanes unless they are segregated from the street and do not use the current street territory.
- Support UNM's plan to integrate a Vassar and Redondo bike path and create a bike / pedestrian crosswalk.
- Recommend street paint to designate all bike paths and routes

- Recommend reducing speeding on Constitution.
- Recommend spaced poles or dividers on Constitution and Indian School to protect bike path.

Traffic

- Support closure of Tucker at Stanford.
- Support traffic calming devices on a case by case basis.
- Support development of methods to enhance commuter use of bikes
- [parking areas and bike storage]
- Support looking at traffic calming measures for Constitution and Girard.

Speeding

- Support speed reduction methods for
  - Constitution
  - Girard from Lomas to Indian School
  - Vassar S of Marble
  - Rita N of Aspen [note: if S end of Rita is blocked it may solve the speeding as well]

- Support increased speed enforcement by police.
- Support Neighborhood gateways at:
  - Girard and Lomas
  - Tulane and Lomas
  - Constitution and Carlisle
  - Girard and Indian School.
  - Support flashing speed signs that are rotated to specified locations noted in Draft
- Recommend a left-turn arrow be added to light at Constitution and Carlisle to improve traffic flow going E. on Constitution and turning left on to Carlisle.

Cut-Through Traffic

- The SPNA specifically stated in meeting on Jan 22nd 2007 with City Councilor Isaac Benton, that the SPNA was concerned about cut through traffic on: Rita, Amherst and Calle del Ranchero.
- The SPNA supports the following actions:
  - Reduction or elimination of cut-through traffic on:
    - Rita: full closure of Rita as proposed in the Draft.

- Tulane**:** do not support diverter. Recommend bulb-outs at Lomas with distinctive Summit Park entry landscaping that blends with character of Bataan Memorial Park.
- Amherst**:** do not support diverter recommend, bulb-outs at Marmak
- Calle del Ranchero: one-way arrow on Calle del Ranchero at Carlisle pointing West and [no exit] sign at Calle del Ranchero and Hastings.

  Rational: entry onto Carlisle from Calle del Ranchero is hazardous, commuters attempting to avoid delays at Carlisle/constitution intersection divert onto Calle del Ranchero and speed toward Carlisle.

Jefferson Middle School

The Draft recommends changes at Jefferson Middle School. This issue is a major concern for Summit Park residents and all parents of the students at Jefferson and the two daycare facilities nearby. Traffic flow, congestion, and lots of kids create a very dangerous situation. The SPNA requests the City, APS, UNM and SPNA work to create solutions.

Dear Mr. Garcia:

I am writing in regards to the traffic management proposals for the North Campus/Summit Park neighborhoods. Primarily I am a cyclist, which I use to commute to work and for recreation, and a pedestrian although I also drive my car too frequently. I also just returned from visiting my daughter in L.A. which leaves me with the impression that our sleepy, quiet neighborhoods are idyllic spots for cycling, walking and driving.

I very much like the idea of increasing pedestrian awareness with improved crosswalks and signage. I also support the idea of keeping open and improving the pedestrian entryways into Jefferson Mid-School. The sidewalks do have so many barriers and steep inclines as to make them impassable for the disabled, just as you say.

The use of rotating, flashing warning signs for traffic makes good sense to me. The speed humps on Stanford, while not up to code, seem to be working, judging from the slower speeds north of Constitution, so I'd delay modernizing them until the road gets repaved. My experience walking and cycling Tulane from Constitution to Lomas several times every day is that the cut-through traffic is not so great as to warrant the construction of the traffic diverters. Every time there is construction on Carlisle(all the time) the city does like to use Mackland to Tulane as a detour and then it is filled with cars, busses and trucks. Otherwise I often drive, cycle or walk without meeting another car--even during rush hours. The same holds true of Tulane. Most of the cars seem to be intra-neighborhood instead of extra-neighborhood in origin. On the other hand, the Rita intersection with Constitution which is listed as a long-term project is! dangerous for pedestrians and motorists. Although I often use Rita when I'm driving, safety concerns suggest to me, that it probably should be dead-ended instead of keeping that a five-way intersection. A traffic diverter at Hannet and Stanford seems useless to me. Eight or ten times a week I cycle on Stanford and very rarely is there any traffic to be seen on Hannet so I don't slow down much at that stop sign. Blocking off the law school parking to Stanford also seems to solve a problem that I don't see.

I support the cycling proposals. I used to use Vassar to commute to the university but when the wall was constructed on the university side I switched to using Tulane to cross Lomas, then going down Roma. The idea of making Vasser the bicycling entryport with a traffic protector in the Lomas median sounds wonderful--if something is done about the wall and curb on the south side of Lomas. Did the inhabitants of that street request the construction of the wall to keep cycling traffic out?

Bicycle lanes on University and Girard get my support. Your statement that Girard can have bicycle lanes if parking is done away with doesn't seem necessarily true. To have a perfect bike lane along Girard would require the end of parking. But as a cyclist, I'm used to adapting to less than perfect bike lanes. Take Constitution for example. That busy bicycle route has bike lanes but for the most part there are no NO PARKING signs. So people park in the bike lanes and cyclists must move over to the left--that's okay--we're used to it. Most of Girard has NO PARKING signs so for much of the length of Girard, bike lanes would be clear, unlike Constitution. There is a two or three block distance where the houses really seem to need to park on Girard. I'd prefer having bike lanes all along Girard even if they are blocked by parking for part of the route. That road narrowing device on the! north of Girard might have to go though to accommodate the bike lanes. So putting bike lanes on Girard does not necessitate getting rid of parking.

Why does the bike route on Stanford zig at Hannet, zag at Cornell, zig again at Harvard? How about we make the neighborhood route just continue on Stanford all the way to Indian School? It would not correspond to the city bike route but neither do the proposed Mackland-Marble, and Girard routes.

Overall your proposals would make the neighborhood even more human-friendly.

Thanks,

Hal Stevens

Hello Mr. Garcia,

My one comment for the plan would be, please review the information about Carlisle Blvd. from Constitution and Lomas, and request to lower the speed limit to 25 mph (currently at 30 mph). There is a lot of problems with traffic with this street and with the proposed plan of flashing speed limit signs and bike lines, this will only slightly solve the problem (may bring on more with bikers being hit by cars).

Thank you.

Basam Barkho

Hello,

Here is the response from the SPNA board to your last email.

1. We do not see a problem with Walgreens exit, as there is an exit onto Lomas.

2. We do not see a problem with parking at park as cars entering at Lomas could u turn or you could just make the parking face north on both sides of street.

3. Marmac /Amhurst bulb out (diverter) should be at North of Marmac, not South. this allows traffic to leave.

4.Calle de Ranchero needs a plan to minimize cut thru traffic. The suggestion of the one way arrow and a sign at Calle del Ranchero/Hanes saying "no exit" may not be enforceable, but would still be effective. This is the best solution. The board is firm that some solution is needed.

5. New item: The divider on Indian School at Girard on the East side of the intersection is too short. Accidents occur because of this. We ask that the divider island extend farther west, to match the pattern of the divider on Indian School at the Indian School/Girard that is just west of the intersection.

If you have any questions please contact Keith Rasmussen.

Thank you for creating the traffic management plan.

MENU OF TRAFFIC CALMING MEASURES

Strategies intended to reduce speed and volume on streets thereby improving the safety for pedestrians and bicyclists and also improving the quality of life within a neighborhood are referred to as traffic calming. Traffic calming measures which could be applied to address specific neighborhood issues such as speeding, cut-through traffic, pedestrian environment, bicycle environment etc. are summarized in **Exhibit 12** below.

Exhibit 13 describes some of the key traffic calming measures along with their advantages and disadvantages.

EXHIBIT 12 – MENU OF TRAFFIC CALMING MEASURES

Problems/Issues	Potential Traffic Calming Measures
Speeding	▪ Speed humps ▪ Traffic circles/roundabouts ▪ Narrow streets/chokers (median and curb extensions) ▪ Bulbouts ▪ Neighborhood Gateways ▪ Police enforcement
Cut-Through Traffic	▪ Diverters ▪ Street closures (half and full) ▪ One-way streets ▪ Reduce congestion on major streets
Pedestrian Environment	▪ Enhanced crossings (raised crosswalks) ▪ Lighting ▪ Connectivity ▪ Visibility ▪ Center Islands
Bicycle Environment	▪ Providing bike lanes/bike routes ▪ Connectivity
Neighborhood Environment	▪ Aesthetics ▪ Neighborhood responsibility and participation ▪ Education

EXHIBIT 13 – TRAFFIC CALMING MEASURES

Traffic Calming Measure	Description	Advantages	Disadvantages
Speeding			
Median chokers 	A median choker is a raised island located along the centerline of a street that narrow the travel lanes at that location. Median chokers are often landscaped to provide a visual amenity.	▪ Median chokers increase pedestrian safety ▪ If designed well, they can have positive aesthetic value ▪ They reduce traffic volumes ▪ Center islands provide a refuge for crossing pedestrians	▪ Their speed-reduction effect is somewhat limited by the absence of any vertical or horizontal deflection ▪ They may require elimination of some on-street parking ▪ May restrict access to residential driveways and cross streets
Chokers (curb extensions) 	Chokers are curb extensions at midblock locations that narrow a street by widening the sidewalk or planting strip. If marked as crosswalks, they are also known as safe crosses. Two-lane chokers leave the street cross section with two lanes that are narrower than the normal cross section. One-lane chokers narrow the width to allow travel in only one direction at a time, operating similarly to one-lane bridges. They are good for areas with substantial speed problems and no on-street parking shortage.	▪ Chokers are easily negotiable by large vehicles (such as fire trucks) ▪ If designed well, they can have positive aesthetic value ▪ They reduce both speeds and volumes	▪ Their effect on vehicle speeds is limited by the absence of any vertical or horizontal deflection ▪ They may require bicyclists to briefly merge with vehicular traffic ▪ They may require the elimination of some on-street parking

EXHIBIT 13 – TRAFFIC CALMING MEASURES

Traffic Calming Measure	Description	Advantages	Disadvantages
Traffic circles 	Traffic circles are raised islands, placed in intersections, around which traffic circulates. They are good for calming intersections, especially within neighborhoods, where large vehicle traffic is not a major concern but speeds, volumes, and safety are problems.	▪ Traffic circles are very effective in moderating speeds and improving safety ▪ If designed well, they can have positive aesthetic value ▪ Placed at an intersection, they can calm two streets at once	▪ They are difficult for large vehicles (such as fire trucks) to circumnavigate ▪ They must be designed so that the circulating lane does not encroach on the crosswalks ▪ They may require the elimination of some on-street parking ▪ Landscaping must be maintained, either by the residents or by the municipality ▪ Bicyclists may be squeezed or cut off at traffic circles as motorists deflect around center islands
Roundabouts 	Roundabouts require traffic to circulate counterclockwise around a center island. Unlike traffic circles, roundabouts are used on higher volume streets to allocate right-of-way between competing movements. Their traffic calming effect is due to deflection at the entry point horizontal curvature of the circulating lane. Relatively low speeds at entry give roundabouts a significant safety advantage over other forms of intersection control.	▪ Roundabouts can moderate traffic speeds ▪ They are generally aesthetically pleasing if well landscaped ▪ They enhanced safety compared to traffic signals ▪ They can minimize queuing at the approaches to the intersection ▪ They are less expensive to operate than traffic signals	▪ They may be difficult for large vehicles (such as fire trucks) to circumnavigate ▪ They must be designed so that the circulating lane does not encroach on the crosswalks ▪ They may require the elimination of some on-street parking ▪ Landscaping must be maintained, either by the residents or by the municipality
Speed humps 	Speed humps are rounded raised areas placed across the roadway. They are generally 10 to 14 feet long (in the direction of travel), making them distinct from the shorter "speed bumps" found in many parking lots, and are 3 to 4 inches high. The profile of a speed hump can be circular, parabolic, or sinusoidal. They are often tapered as they reach the curb on each end to allow unimpeded drainage.	▪ Speed Humps are relatively inexpensive ▪ They are relatively easy for bicycles to cross if designed appropriately ▪ They are very effective in slowing travel speeds ▪ Reduce cut-through volumes	▪ They cause a "rough ride" for all drivers, and can cause severe pain for people with certain skeletal disabilities ▪ They force large vehicles, such as emergency vehicles and those with rigid suspensions, to travel at slower speeds ▪ They may increase noise and air pollution ▪ They have questionable aesthetics

EXHIBIT 13 – TRAFFIC CALMING MEASURES

Traffic Calming Measure	Description	Advantages	Disadvantages
Bulbouts 	Bulbouts are curb extensions at intersections that reduce the roadway width from curb to curb. They "pedestrianize" intersections by shortening crossing distances for pedestrians and drawing attention to pedestrians via raised peninsulas. They also tighten the curb radii at the corners, reducing the speeds of turning vehicles.	▪ Bulbouts improve pedestrian circulation and space ▪ Through and left-turn movements are easily negotiable by large vehicles ▪ They create protected on-street parking bays ▪ They reduce speeds, especially for right-turning vehicles	▪ Effectiveness is limited by the absence of vertical or horizontal deflection ▪ They may slow right-turning emergency vehicles ▪ They may require the elimination of some on-street parking near the intersection ▪ They may require bicyclists to briefly merge with vehicular traffic
Cut-Through Traffic			
Diverters 	Diverters are barriers placed diagonally across an intersection, blocking certain movements	▪ Reduces the traffic volumes by re-routing traffic	▪ They may cause circuitous routes for residents and emergency services ▪ They may be expensive ▪ They may limit access to businesses

EXHIBIT 13 – TRAFFIC CALMING MEASURES

Traffic Calming Measure	Description	Advantages	Disadvantages
Full closures 	Full street closures are barriers placed across a street to completely close the street to through-traffic, usually leaving only sidewalks open. Barriers may consist of landscaped islands, walls, gates, side-by-side bollards, or any other obstructions that leave an opening smaller than the width of a passenger car.	▪ Full closures are able to maintain pedestrian and bicycle access ▪ They are very effective in reducing traffic volume	▪ They require legal procedures for street closures ▪ They cause circuitous routes for local residents and emergency services ▪ They may be expensive ▪ They may limit access to businesses
Half closures 	Half closures are barriers that block travel in one direction for a short distance on otherwise two-way streets. They are good for locations with extreme traffic volume problems and non-restrictive measures have been unsuccessful.	▪ Half Closures are able to maintain two-way bicycle access ▪ They are effective in reducing traffic volumes	▪ They cause circuitous routes for local residents and emergency services ▪ They may limit access to businesses ▪ Depending on the design, drivers may be able to circumvent the barrier
Pedestrian Environment			
Raised crosswalks 	Raised crosswalks are speed tables outfitted with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. Also, by raising the level of the crossing, pedestrians are more visible to approaching motorists.	▪ Raised Crosswalks improve safety for both pedestrians and vehicles ▪ If designed well, they can have positive aesthetic value ▪ They are effective in reducing speeds, though not to the extent of speed humps	▪ Textured materials, if used, can be expensive ▪ Their impacts on drainage needs to be considered ▪ They may increase noise and air pollution
Lighting / Visibility 	Involves providing enough street lights and pedestrian crossing signs so that pedestrians are more visible to approaching motorists.	▪ Improve safety for both pedestrians and vehicles ▪ If designed well, they can have positive aesthetic value	▪ Fancy street lights, if used, can be expensive

EXHIBIT 13 – TRAFFIC CALMING MEASURES

Traffic Calming Measure	Description	Advantages	Disadvantages
Central Islands 	Raised islands located along the centerline of the roadway narrowing the width of the roadway	▪ Central island improve pedestrian safety by providing a refuge islands ▪ If designed well, they can have positive aesthetic value ▪ Reducing the walking distance between streets	▪ They could be expensive ▪ Their impacts on drainage needs to be considered
Bicycle Environment			
Bike Lanes/Bike Routes  	Bike Lane: - A portion of the roadway that has been designated striping, signing, and pavement markings for the preferential or exclusive use of bicyclists Bike Routes: - A segment of the bikeways system designated by the jurisdictions having authority with appropriate directional and informational markers, with or without a specific bike route number	▪ Encourages people to bike ▪ Bike lanes/bike routes along with signage provide safe paths for school children using bicycles	▪ They may require removal of on-street parking on narrow streets ▪ Involves maintenance cost to maintain signage and striping
Neighborhood Environment			
Aesthetics 	Aesthetics involves architectural/landscaping to beautify the neighborhood and to create a sense of pedestrian environment to motorists	▪ Beautifies the neighborhood	▪ They could be costly ▪ Involves yearly maintenance cost which needs to be shared by the neighborhoods or the City

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Kimley-Horn and Associates, Inc.

Summit Park Neighborhood Association
Response to the
North Campus and Summit Park Neighborhood
Transportation Management Plan (NTMP)
July 21, 2009

The Summit Park Neighborhood Association (SPNA) would like to thank Councilor Isaac Benton for his continued involvement and responsiveness to our neighborhood issues. We appreciate the time and effort spent in the research and development of the NTMP. SPNA appreciates Councilor Benton's ongoing involvement, dialogue, and action on behalf of our neighborhood.

SPNA would also like to thank Pete Dinelli, Michael Riordan, and Ted Korbin for their prompt response to our concerns. Mr. Korbin's attendance at our recent SPNA Board meeting was informative and beneficial.

Finally, SPNA would like to express appreciation to members of the Albuquerque Police Department, who have engaged in helpful dialogue, along with offering useful, realistic suggestions for improving neighborhood safety. APD has responded promptly and courteously to residents' calls regarding possible criminal activity. Leads have been followed, arrests have been made, stolen property has been located and returned, and police presence has increased when needed or requested.

The North Campus and Summit Park neighborhoods require unique solutions to traffic management because these residential areas border the North Campus of the University of New Mexico and the large hospital/medical complex associated with UNM. These areas use road systems that are designed for standard residential traffic, yet sustain a large volume of traffic that moves through the area to access the University and medical complex. In the past, the increased traffic created by the Medical and Law schools was acceptable. However, UNM has elected to use this area to locate a rapidly expanding hospital/medical complex. More than one million square feet of facilities have been added or are under construction, resulting in a higher volume of traffic. As a result, the North Campus Neighborhood Association and the Summit Park Neighborhood Association asked for a traffic management plan that would increase safety, protect the residential character of the area, and promote bicycling as an alternative form of transportation.

A review of the NTMP indicates that major concerns have been addressed in the report. We support the 'menu of solutions for speeding' found on page 9 of the report, and the list of issues related to cut through traffic identified on page 12 is generally comprehensive.

However, several issues which were submitted by the SPNA for inclusion in the draft report were not included in the final report.

1. Cut through traffic, particularly as it affects Calle del Ranchero. A high volume of vehicles use this street for the purpose of bypassing the traffic light at Carlisle and Constitution.
2. Installing neighborhood "gateways" which can be signs to notify drivers that they are entering a residential area, or some locations, modify access to control traffic.
3. Specific solutions for enhancing bike lane safety, particularly on Constitution, such as adding spaced poles or dividers. This collector street has a high volume of vehicular and bicycle traffic, making bicyclists more vulnerable. We believe this is a very hazardous situation.

We would like to emphasize/elaborate upon several aspects of the report.

1. **Girard and Marble** – This intersection and this stretch of Girard is referenced numerous times in the report, citing high volume (the highest daily volume within the boundaries covered by the report), speeding, and lack of safe pedestrian crossings. There was a recent rollover accident (with injuries) at this intersection, and a neighborhood doctor was struck at this intersection while riding her bicycle to UNMH. The report addresses possible solutions, and we want to state that SPNA considers this a priority for intervention and supports all efforts to improve the safety of this intersection.
2. **Speed humps and Jefferson Middle School** – The speed humps on Stanford, south of Constitution, appear to be extremely effective in reducing speed (according to the report). The NTMP states that this is the only place within the North Campus/Summit Park neighborhoods where speed humps have been utilized. These speed humps, along with the resulting success, is referenced several times in the report. We would like to emphasize our recommendation that the city consider the use of speed humps on other streets, as appropriate. Possible sites for speed humps would include Dartmouth (between Marble and Frontier), Frontier (between Dartmouth and Summit), and Delano (between Dartmouth and Summit). These are all short streets which lead to Jefferson Middle School. Vehicles tend to speed on these streets throughout the day and evening, and the situation is particularly dangerous during the morning 'drop-off' at Jefferson. We believe that the suggestion on page 17 of the NTMP "Use Jefferson Middle School staff to direct traffic in morning and afternoon." is unrealistic.
3. **Other areas of consideration** – The recommendations the SPNA submitted in November, 2008 for the NTMP (pg 3 and 4 of this letter) also included several other items for consideration, which may have been inadvertently omitted from the report:
    a. Pedestrian scaled lighting (mentioned but not added as a recommendation)
    b. Adequately marked and protected bike paths
    c. A solution is needed to improve traffic flow at the intersection of Constitution and Carlisle.

Again, we appreciate Councilor Benton's ongoing efforts to work with our neighborhood association as well as the entire neighborhood, and we appreciate the efforts of other city staff members and APD. We feel highly encouraged by this support and feel confident that we will continue to work together successfully for the ongoing improvement of our wonderful neighborhood.

Summit Park Neighborhood Association

Input to the
North Campus and Summit Park Neighborhood Traffic
Management Plan Draft Report
NOVEMBER 2008

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Recommend the Draft suggestion of Pedestrian scaled lighting and the SPNA request for 2007 CIP funds for improved street lighting [specified in the SPNA 2007 CIP request] be combined and a suitable solution developed.

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[parking areas and bike storage]

Support looking at traffic calming measures for Constitution and Girard.

Speeding

Support speed reduction methods for

Constitution
Girard from Lomas to Indian School
Vassar S of Marble
Rita N of Aspen [note: if S end of Rita is blocked it may solve the speeding as well]

Support increased speed enforcement by police.
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Girard and Lomas
Tulane and Lomas
Constitution and Carlisle
Girard and Indian School.

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Amherst: do not support diverter recommend bulb-outs at Marmak
Calle del Ranchero: one-way arrow on Calle del Ranchero at Carlisle pointing West and [no exit] sign at Calle del Ranchero and hastings, or alternative way of reducing cut-through.

Rational: entry onto Carlisle from Calle del Ranchero is hazardous, commuters attempting to avoid delays at Carlisle/constitution intersection divert onto Calle del Ranchero and speed toward Carlisle.

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