Rainbow Boulevard
TRAFFIC CALMING AND PEDESTRIAN SAFETY STUDY

COUNCIL DISTRICT 5 PROJECT
CITY COUNCILOR, DAN LEWIS

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Albuquerque, NM 87113
WAYS TO PROVIDE FEEDBACK

Type your email in the Chat box to be added to the contact list.

Send an email to Diane Dolan ddolan@cabq.gov with your contact information.

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<td>Data Collection and Site Visit</td>
<td>August/September 2021</td>
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<td>Traffic Data and Safety Analysis</td>
<td>September 2021</td>
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<td>Stakeholder Day</td>
<td>October 20, 2021</td>
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<td>Public Meeting</td>
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<td>Identification of Safety Countermeasures and Strategies</td>
<td>November 2021</td>
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<td><strong>Final Stakeholder Meeting</strong></td>
<td><strong>May 31, 2022</strong></td>
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<td>Final Report</td>
<td>July 2022*</td>
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STUDY AREA

• 1.1-mile corridor
• Paseo Del Norte to the southern property line of Volcano Vista High School
STUDY AREA
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OBSERVED CHALLENGE:
Speed Limit Compliance

Adapted from: https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/
COUNTERMEASURE: Narrow Driving Lanes

Wider travel lanes are correlated with higher vehicle speeds

Average lane width (feet converted from meters)

“As the width of the lane increased the speed on the roadway increased... When lane widths are 1m (3.3ft) greater, speeds are predicted to be 15 km/h (9.4 mph) faster.”

Adapted from: https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/lane-width/wider-travel-lanes-graph.png
COUNTERMEASURE: Narrow Driving Lanes

**Existing**
- 9’ Sidewalk
- 4’ 4’
- 12’ Drive lane
- 12’ Drive lane
- 40’ Planting strip

**Recommended**
- 9’ Sidewalk
- 4’ 5’
- 11’ Drive lane
- 11’ Drive lane
- 40’ Planting strip
- 11’ Drive lane
- 11’ Drive lane
- 7’ 5’ 4’
- 6’ Sidewalk
COUNTERMEASURE: Road Diet
COUNTERMEASURE: Rest-in-Red

Signal is Resting-in-Red in all directions. The approaching vehicle is detected by the advanced detector and its speed is measured.

If speed is less than desired speed
Request is made to the traffic signal and if there are no other operations ongoing, a green indication is immediately given.

If speed is greater than desired speed
No advanced call is provided to the signal. Vehicle is detected at the stop line shown above. A green signal indication is provided when appropriate.
OBSERVED CHALLENGE: Intersection Sight Distance
OBSERVED CHALLENGE: Intersection Sight Distance
COUNTERMEASURE:
Relocate Decision Point
OBSERVED CHALLENGE: Pedestrian Infrastructure
COUNTERMEASURES: Marked Crosswalk RRFB Pedestrian Gateway
OBSERVED CHALLENGE:
ADA Compliance
OBSERVED CHALLENGE: ADA Compliance
OBSERVED CHALLENGE:
Pedestrian Accessibility/Safe Routes to School
COUNTERMEASURE: Access Points & Walkways
OBSERVED CHALLENGE:
Illumination

Recommended Countermeasure

• Install additional roadway illumination
OBSERVED CHALLENGE: Drop Off/Pick-up Procedures

Recommended Countermeasure

- Modify Drop-off/Pick-up procedure (Traffic enters from Universe and exits on Rainbow)
- Policy initiative for VVHS to pursue
WAYS TO SHARE YOUR COMMENTS/FEEDBACK

Contact Diane Dolan:

ddolan@cabq.gov

(505) 768-3186

A copy of this presentation will be available at:
THANK YOU

QUESTIONS?

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