



COUNCIL DISTRICT 5 PROJECT
CITY COUNCILOR, DAN LEWIS

2021

Rainbow Boulevard TRAFFIC CALMING AND PEDESTRIAN SAFETY STUDY



505.338.0988



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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.



Visit: <https://www.cabq.gov/council/find-your-councilor/district-5/district-5-projects/rainbow-blvd-traffic-calming-and-pedestrian-safety-study>

TIMELINE

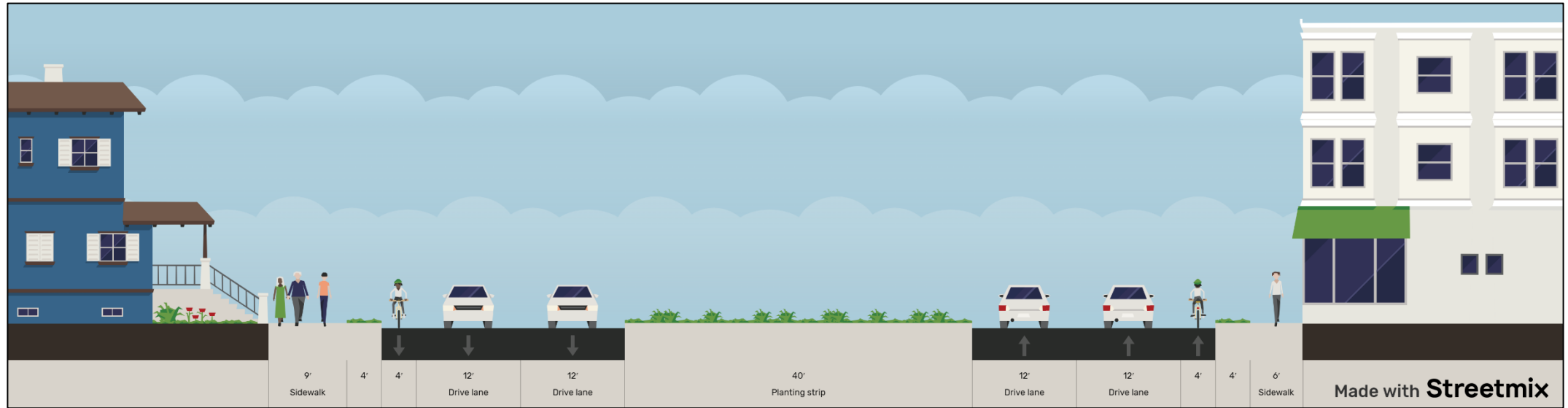
Data Collection and Site Visit	August/September 2021
Traffic Data and Safety Analysis	September 2021
Stakeholder Day	October 20, 2021
Public Meeting	October 20, 2021
Identification of Safety Countermeasures and Strategies	November 2021
Final Stakeholder Meeting	May 31, 2022
Final Report	July 2022*

STUDY AREA

- 1.1-mile corridor
- Paseo Del Norte to the southern property line of Volcano Vista High School



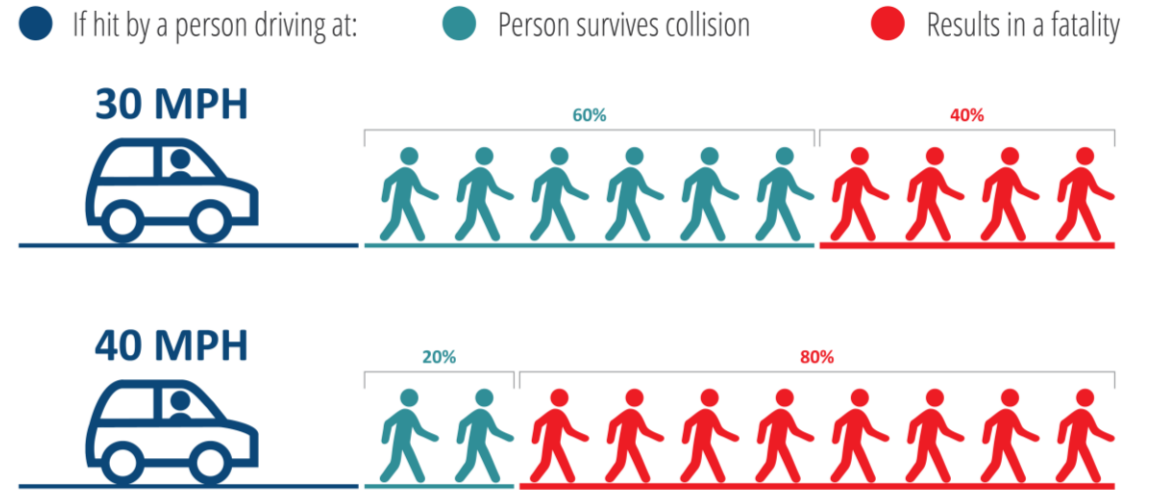
STUDY AREA



STUDY AREA



OBSERVED CHALLENGE: Speed Limit Compliance

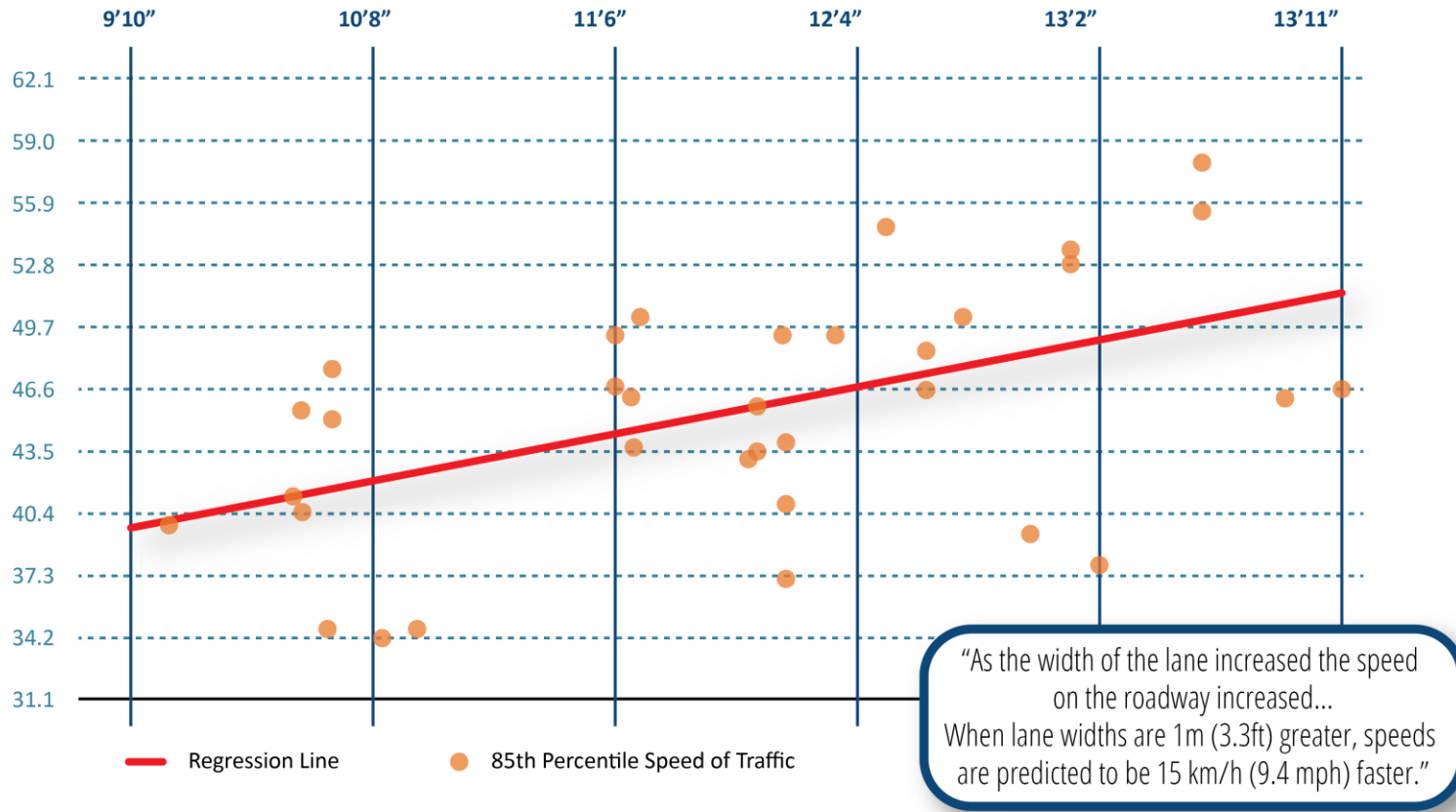


Adapted from: <https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/>

COUNTERMEASURE: Narrow Driving Lanes

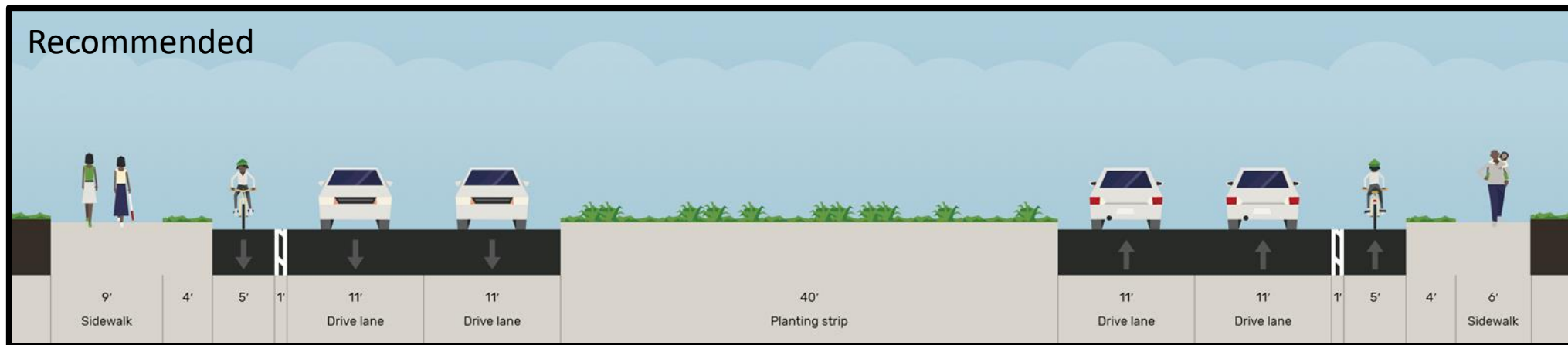
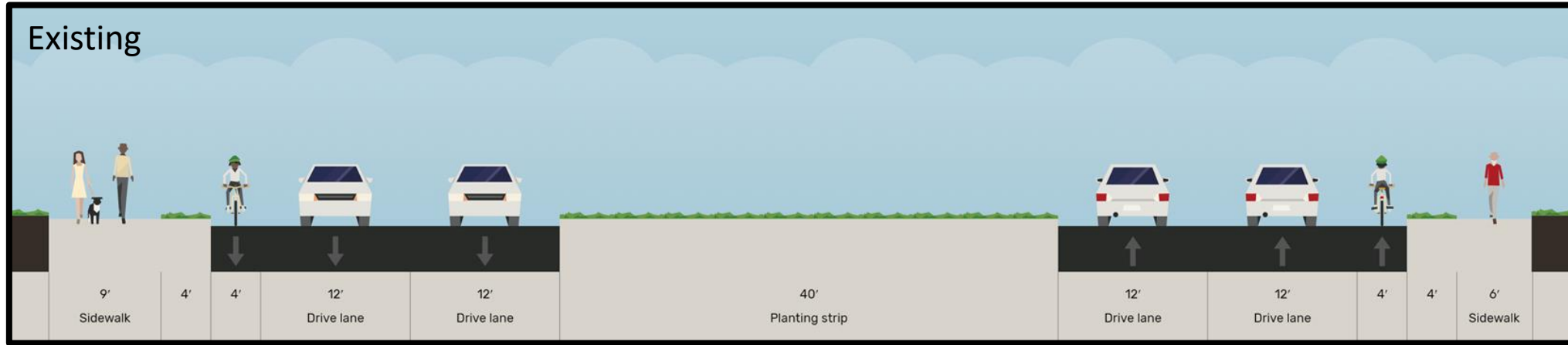
Wider travel lanes are correlated with higher vehicle speeds

Average lane width (feet converted from meters)

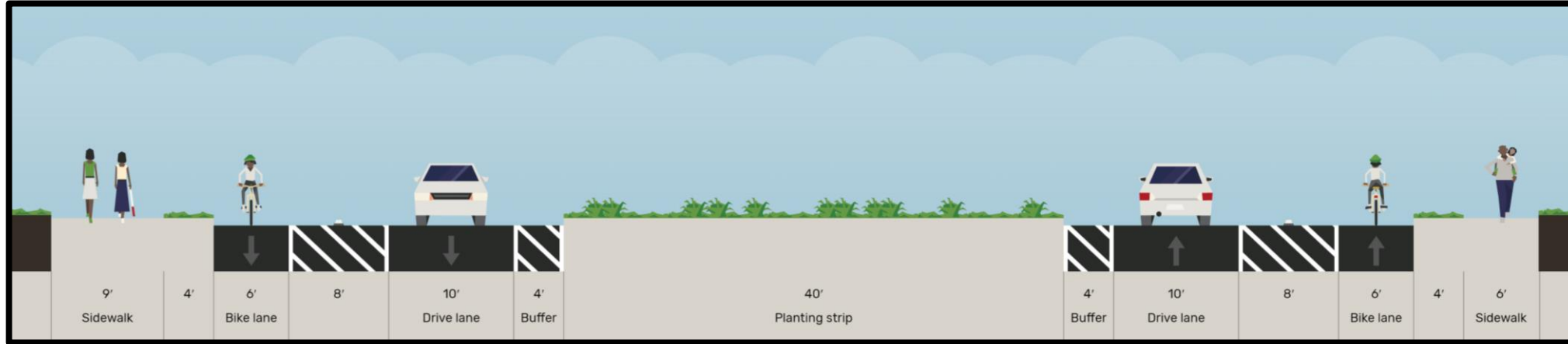


Adapted from: https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/lane-width/wider-travel-lanes-graph.png

COUNTERMEASURE: Narrow Driving Lanes



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.

30 MPH



40 MPH



OBSERVED CHALLENGE: Intersection Sight Distance



30 MPH



40 MPH



OBSERVED CHALLENGE: Intersection Sight Distance



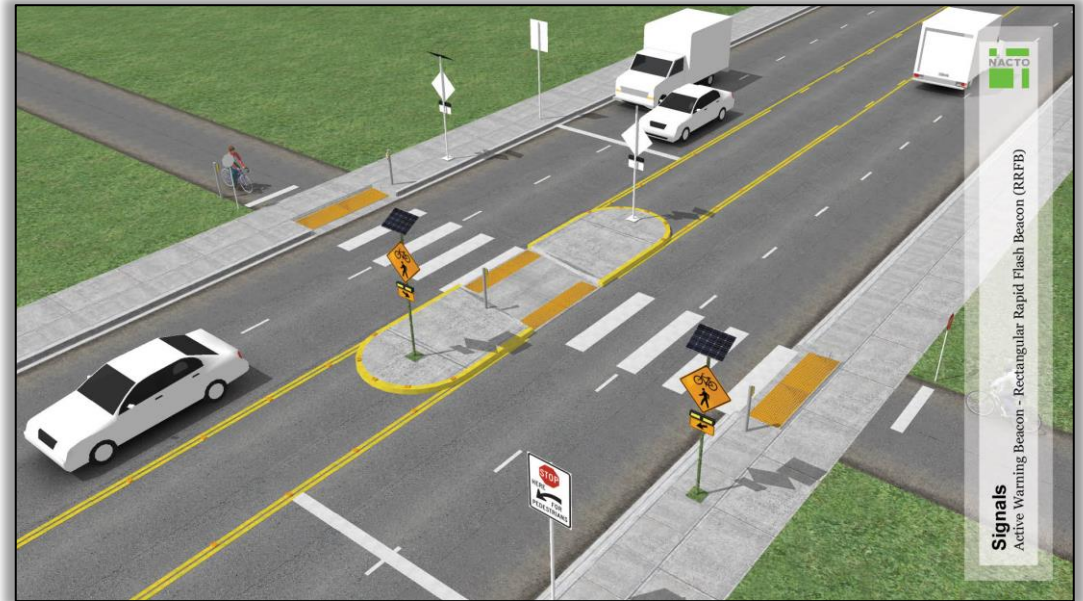


COUNTERMEASURE: Relocate Decision Point

OBSERVED CHALLENGE: Pedestrian Infrastructure



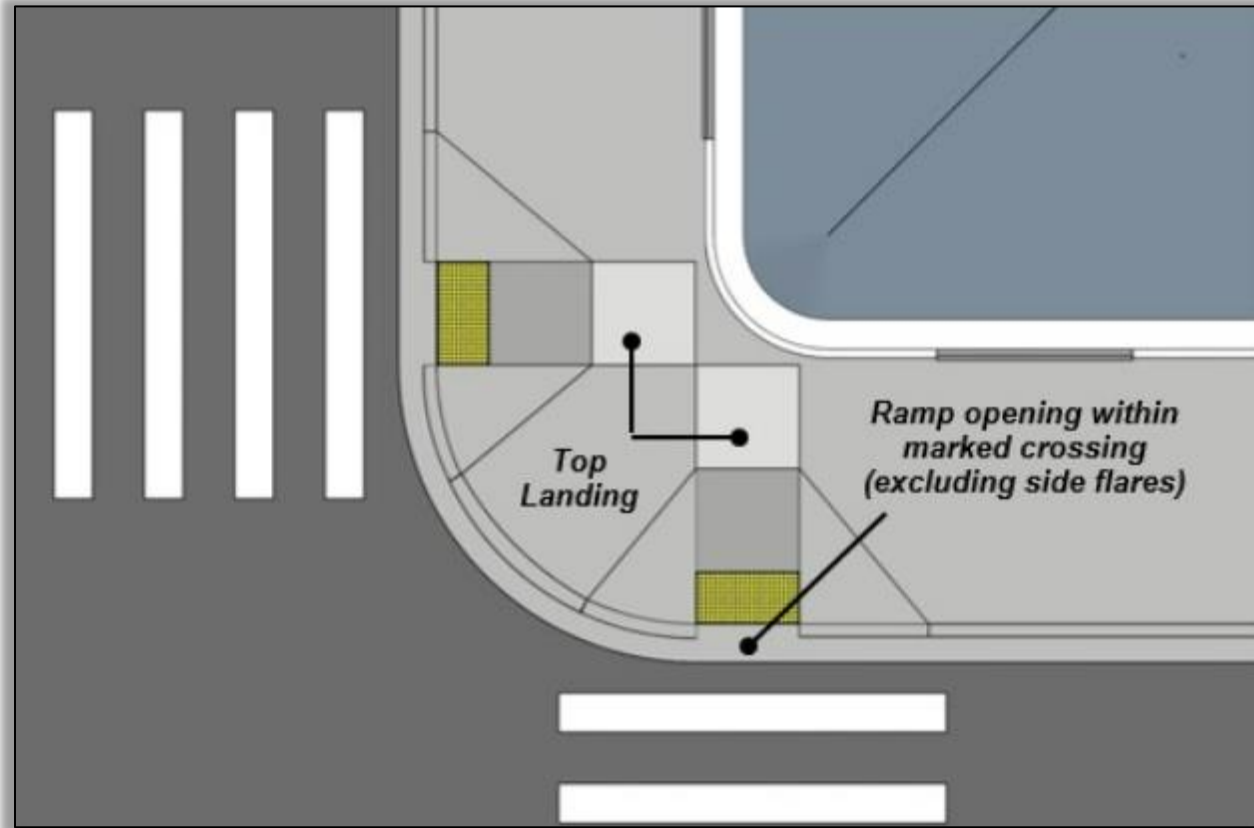
COUNTERMEASURES: Marked Crosswalk RRFB Pedestrian Gateway



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:

<https://www.cabq.gov/council/find-your-councilor/district-5/district-5-projects/rainbow-blvd-traffic-calming-and-pedestrian-safety-study>

THANK YOU

QUESTIONS?



LEE ENGINEERING

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