



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

May 9, 2022 | 4:00 – 6:00 PM



Meeting will be held virtually.

Due to current public health considerations, no in-person option will be provided this month.

Zoom meetings will be recorded and the chat will be saved for notetaking purposes.

*6 mute/unmute | *9 raise/lower hand

Zoom Meeting Info: <https://cabq.zoom.us/j/88461619655>

Join by Phone: +1 346 248 7799 (*6 mute/unmute | *9 raise/lower hand)

Meeting ID: 884 6161 9655

- **Welcome and Introductions**

- Welcome, Dr. Naomi George (SE Quadrant representative) and Mr. Ryan Mast (NE Quadrant representative)

[] Ryan Mast
NE Quadrant

[] Dr. Naomi George
SE Quadrant

[] Dan Jensen
NW Quadrant

[] Nevarez Encinias
SW Quadrant

[] Richard Meadows (chair)
Pedestrians + Transit Users

[] Josiah Hooten
Bicyclists

[] Vacant
Represent individuals
w/a Disability

[] Vacant
Youth (Under 24)

[] Lanny Toning
Older Adults (over 60)

- **Approval of May 9, 2022 Meeting Agenda**

- **Approval of April 11, 2022 Meeting Minutes**

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)

- Please email comments to Valerie Hermanson (vhermanson@cabq.gov) prior to the meeting or use the virtual raise hand feature during the meeting.

- **Discussion / Action Items**

- Discussion: Galbadon Rd NW at I-40 Trail safety concerns

- **Presentations**

- **Coors Road Safety Audit** – Stephen Montaña, Lee Engineering
- **City of Albuquerque Neighborhood Traffic Management Program (NTMP) Yucca Drive Traffic Calming** – Audra V. Gallegos, Wilson & Company, Inc.

Next Meeting: Monday, June 13, 2022



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Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

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- **Staff Reports**

- Municipal Development (DMD)
 - Engineering
 - Vision Zero
- Council Services
- Parks and Recreation

- Planning
- ABQ RIDE
- Bernalillo County
- MRCOG
- NMDOT District 3

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)

- **Adjourn**

Next Meeting: Monday, June 13, 2022



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Committee Members Present

Richard Meadows (Chair)
Nevarez Encinias
Dr. Naomi George
Josiah Hooten
Ryan Mast
Dan Jensen
Lanny Tanning

Committee Members Absent

None

Staff Members Present

Tim Brown (DMD)
Tara Cok (MRCOG/MRMPO)
Valerie Hermanson (DMD)
Hugh Hulse (Parks & Rec)
Julie Luna (Bernalillo County)
Whitney Phelan (Parks and Rec)
Seth Tinkle (Planning)
Cheryl Somerfeldt (Parks and Rec)

Visitors Present

Audra Gallegos (Wilson & Company)
Diego Garcia (T4B)
Numair Latif
Melissa Lucero (Wilson & Company)
Stephen Montano (Lee Engineering)
Peter Rice (Downtown ABQ News)
Alejandro Villazcas (T4B)

Richard Meadows called the meeting to order at 4:01 PM



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Approval of May Meeting Agenda

Dan Jensen (*motion*); Lanny Tanning (*second*) – *approved unanimously*

Approval of March Meeting Minutes

Lanny Tanning (*motion*); Dan Jensen (*second*)

Yes: Richard Meadows, Nevarez Encinias, Lanny Tanning, Dan Jensen

Abstain because committee members were not present at March meeting: Ryan Mast, Dr. Naomi George, and Josiah Hooten

Public Comments (2-minute limit per audience member)

- No public comments

- **Discussion / Action Items**

Discussion: Galbadon Rd NW at I-40 Trail safety concerns (Lanny Tanning)

Lanny received a call from a bicyclist who was hit by a driver at this crossing. The driver accused the bicyclist of trying to fleece the driver out of money, which would have been used to pay for hospital costs for the bicyclist. The driver did not provide any support or money to the bicyclist.

This is the second crash that Lanny has had to deal with personally. In that past, this committee has talked about this location and signs were put up, but were almost immediately hit by a driver.

This is a blind intersection for both people traveling on the multi-use trail and for drivers traveling on Galbadon Rd, so advanced signage is needed to warn both roadway users.

Would like bring this item back on the radar and seek a solution.

- Richard Meadows: Bernalillo County Operations and Maintenance said that would do a project here, but perhaps a sign can be implemented right away until the other improvements can be made.
- Ryan Mast: Wasn't part of previous conversation, so not sure if this was discussed, but instead of a sign is this a good candidate for pavement painting because it cannot be hit/taken down by a driver of a car? Something visual that alerts both bicyclists and drivers?
- Lanny: Great idea and someone suggested this to him the other day. In Memphis, there was an advocacy group that wanted an area turned into a bike district and the City did not respond, so they implemented their own green bicycle lanes. Then the City implemented official striping.
- Richard: In this area, we are dealing with multiple jurisdictions.
 - Dan: Who has jurisdiction on the road and who has jurisdiction on the trail?
 - Lanny: the documentation that he has seen from NMDOT was that NMDOT turned over maintenance of the trail to the City of ABQ years ago but NMDOT still owns the ROW because it's part of I-40. Believes the trail would be the City. Believes Galbadon Rd. is a City road, but is not sure.



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- Richard – The trail is in Bernalillo County. Staff met with the County’s Operations & Maintenance (O&M) Director who said they would be able to complete a project here. I will let Julie address this.
- Julie Luna: This is a complex area – where the trail meets Galbadon Rd. is within the County. North of I-40 is also within the County. South of the trail is City of ABQ and directly underneath I-40 is even more complex. We have it as City of ABQ jurisdiction. Had a meeting with Tim Brown (CABQ) and County’s Operations & Maintenance Director. The County’s O&M Director committed to putting a speed hump in this area along with the appropriate signage. This is a good one to keep on the radar. We can commit to providing an update on progress at each meeting and continue to reach out to the O&M Director. Does Tim have anything to add?
- Tim Brown: Nothing to add, however, in that meeting, we had noted that it had been stop controlled and we had talked about putting the stop signs back in prior to adding the speed humps. There are a few ways to tackle this and it’s a question of prioritizing motor vehicles or bicyclists. If I put on my strict traffic engineering hat that would mean prioritizing the higher volume movement whichever that is. In this situation, this is a high use multi-use path and it accesses probably the highest use multi-use path in the City. We would do well to prioritize the bike crossing. I would argue that striping and signs would probably not be the optimally safe option. I would be hesitant to do that until there is infrastructure there to force drivers to slow down. Preference if it’s going to take a long time for speed hump then would be to repost the missing stop signs until those speed humps go in.
- Dan: Would a motion to keep this issue on our action item agenda as old business until we get a resolution be in order? This is a dangerous intersection for both motorists and bicyclists.
- Richard: Yes, we can do that.

Action: Galbadon Rd NW at I-40 Trail safety concerns

Move to keep this issue on the GAATC agenda as an action item until a resolution is completed.

Dan Jensen (*motion*); Lanny Tanning (*second*) – *approved unanimously*

• Presentations

- **Coors Road Safety Audit** – Stephen Montañó, Lee Engineering

A Road Safety Audit (RSA) is a formal safety evaluation of a roadway segment. It’s done by a multidisciplinary team that is independent of the original roadway designers. Team consisted of staff from City of Albuquerque, ABQ RIDE, Bernalillo County, Bernalillo County Sherriff’s Department, New Mexico Department of Transportation (NMDOT), Mid-Region Council of Governments (MRCOG), and Lee Engineering.



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We were tasked with evaluating safety for all roadway users, however, in this RSA, there was a focus on pedestrian safety and in turn recommending proven safety countermeasures to address identified safety issues.

RSA Extents: Coors from Gun Club Rd to Blake, which has received a lot of attention for pedestrian fatalities.

Vehicle speed plays a big part in the likelihood for a pedestrian surviving a crash. At 40 mph, a motor vehicle/pedestrian crash means that 80% chance they will not survive.

Speed limit is 45 from Blake to near Gun Club where it increases to 55. We have a fairly high speed limit and we know there are people walking, so some of the countermeasures will encourage speed compliance.

NMDOT has about 100 feet of right of way throughout the corridor.

Proposed measures:

- Narrowing travel lanes – inner travel lanes to 10.5' and outer 11' to accommodate buses, emergency vehicles, and larger vehicles.
- Two Way Left Turn Lane – raised median to create more constraint feeling for driver.
- 6' bike lanes with 4' buffer – lean toward physical barrier for protection rather than an raised pavement marker (RPM)
- Enhanced sidewalks or multi-use
- Install additional roadway lighting and pedestrian scaled lighting
- Evaluate 55 mph speed zone after countermeasures are implement (lane restriping). Implement design to influence slower driver behavior and then conduct a speed study.
- Fill in pedestrian facilities gaps in the network – sidewalks and implement proposed multi-use path
- Pedestrian facility maintenance
- Refresh crossing markings and add advanced stop lines
- Mid-Term: High visibility mid-block crossing near edge of the Hubbell Oxbow Farm Open Space
 - Longer-term: pedestrian bridge
- Fill bicycle infrastructure gaps
- Improved transit facilities: shelters with lighting
- ADA Accommodations – directional curb ramps, accessible pedestrian signals
- Illumination maintenance – there are lights but copper wiring frequently stolen.
- Quick summary of the proposed countermeasures along with the crash reduction factor (CRF) and a timeline of expected implementation.



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• Discussion

- Dan Jensen: Thank you for a very good presentation. A few questions that not only pertain to this project but also others. Why are do we keep the speed limit higher? Dan lives north of I-40 Coors and sees bad automobile crashes all the time. High speed is not safe for drivers, pedestrians, or bicyclists. There are buffered bike lanes, but they are not comfortable to ride on. But we keep the speed limits to 45 or 50. Why do we want to keep it at 45 mph?
 - Stephen Montaña: In order to change the speed limit, a speed study must be completed. To simplify the explanation, the speed study measures speeds for the 85th percentile speed, which is the speed that 85% of the drivers are going. Then this would be the speed limit. Is this appropriate and does it consider other roadway users? The answer is not really, but this is how it is done.
 - If we were to complete a speed study right now, there is a big chance that the 85th percentile would be even higher than the current speed limit.
 - We cannot only lower the speed limit or place a lower speed limit sign because we need to change the roadway design to change driver behavior to slow drivers down. Then reevaluate speeds to see if the 85th percentile speed decreased to be able to decrease the speed limit. Agrees that this can be frustrating.
 - Dan: Agrees that the process is extremely flawed because it results in higher speed limits than what is safe. What is the timing of implementing these changes? What are the funding sources?
 - Stephen: Project came from NMDOT Planning Department as part of the Highway Safety Improvement Program (HSIP), which is funding this project. HSIP is one avenue to pursue funding. The corridor is interesting because it has many jurisdictions: State, City, and County. This plan supports finding funding to implement the plan. The timelines will depend on funding availability.
 - Richard - Bernalillo County has Capital Outlay funding for lighting that could be applied to this project. Will be talking to NMDOT & City to work jointly to apply for federal funding that is focused on safety and complete streets.
- Dr. Naomi George – Thank you for the presentation – it's very informative and thorough. Has some big picture questions but might hold onto them until she better understands the committee process better.

There was a pedestrian crossing mentioned toward end of presentation. Noticed that in all cities and this one in particular, that intersections with flashing warning lights and pedestrian median, drivers tend not to stop or one travel lane stops, which creates a blind spot for the other travel lane. Any thought on having a light when there is a pedestrian or cyclist, which would indicate they are at the intersection and the drivers would have a red light.

 - Stephen: This would be a pedestrian hybrid beacon (PHB). There would be a pedestrian refuge island with the pavement markings and it would be enhanced by the PHB, which is not a full traffic signal but on demand signal for pedestrians that makes drivers stop rather than rapid flashing beacons, which only flashes.



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- Naomi: Following Dan’s question, understands the rationale for not initially setting lower speed limit because drivers will ignore that. Wondering if engineering measures such as lane narrowing are engineered to get a different speed? Or are you targeting certain engineering measures to get a certain speed and if so, is there consideration for targeting them to be lower to achieve the lower speed limit?
 - Stephen: There is definitely a balancing act. We did not have a speed goal. We had evidence that lane narrowing affects speed – not only here but globally. Typically one foot of lane narrowing results in a three (3) mph speed reduction. There are also considerations that must be taken into account such as buses, emergency vehicles, and larger vehicles since this corridor moves from a rural area in the south to a more urbanized/residential/commercial area. 10’ is the minimum lane width in most places. Also, the landscaped medians help to create sense of enclosure to command a driver’s attention more.
- Naomi: Seems like the other empirical information you have was from that slide you shared about how increase in vehicle speed increases the fatality rate. It’s a powerful case for decreasing vehicle speeds in excess of 30 or 40 mph. Seems like those are the more data driven points. How do you get speed limits closer to 30?
 - Stephen: My perception is that you have to influence more things such as a lane shift or more drastic countermeasures to change the space while also considering the land use of the area. Balancing road use/traffic volumes and what is the land use in the area. Striking the balance for multimodal users because if we build it people will come. Maybe we don’t currently see bicyclists, but most people would not bicycle around people driving that fast, but if you build a separated bikeway, then it might attract bicyclists. There’s also political motivations that must be considered.
- Ryan Mast: For the pedestrians signals/push buttons, are there standard ones to change the traffic signal or was there consideration for HAWK signals like on Central?
 - Stephen: That would be the PHB, which is a more official name for a HAWK signal. But they are the same thing. That’s what we’re recommending to put at that mid-block crossing. At intersections, push buttons would meet ADA requirements with the directional arrows.
 - Ryan: In the standard cross section profile that shows buffered bike lanes, would that be a striped lane or a space buffer or is there consideration for a physical barrier in that buffer?
 - Stephen: The graphic is showing a flower planter, but that will not likely be in the buffer because there are a lot of maintenance concerns. But it does make for a nice graphic. However, there are other options such as a raised bollard, RPMs, or some other physical barrier. This graphic is also meant to show a phasing in approach. For example, starting out with buffered bike lane and eventually implementing physical barriers within the buffered area. I highly recommend having protection or physical barrier because it will make it more attractive/comfortable for people to use given the travel speeds on this corridor.



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- Ryan: Agrees – anything beyond paint would be better.
- Stephen: If you drive around Albuquerque you'll see the flexible posts and a lot of them are missing, so there is a maintenance challenge. Finding the right barrier that each jurisdiction will feel comfortable with and can maintain will be important.
- Ryan: Even a short rumble strip so drivers know it's very obvious that they're drifting.
- Stephen: Sure – it's important to note a rumble strip can be a noise nuisance and we do have some residential or there is also the open space to consider. That noise may not be ideal for certain areas of the corridor.
- Richard: Thank you, Stephen. Hopefully we can find funding and you can come back to GAATC to share next steps.
- **City of Albuquerque Neighborhood Traffic Management Program (NTMP) Yucca Drive Traffic Calming** – Audra V. Gallegos, PE & Melissa Lucero, EI, Wilson & Company, Inc.

Project came through with the Neighborhood Traffic Management Program (NTMP) in the City of Albuquerque. Additional information on this program can be found here:

<https://www.cabq.gov/neighborhood-traffic-management-program>

NTMP program began in February 2015 to improve neighborhood traffic safety. It evaluates neighborhood streets for safety issues and then recommends improvements.

Study limits: Yucca Drive from Cloudcroft Road to Central Avenue, which is 0.63 miles. It's a local road and the speed limit is 25 mph.

Yucca Drive met two of the four NTMP criteria, which meant it moved forward through public outreach and then traffic calming design:

1. Reported crashes in the past three years that could be corrected with traffic calming – yes
2. Peak-hour traffic volume greater than 400 vehicles in one direction – no
3. 25% of peak-hour traffic is non-local cut-through traffic – not studied
4. 85th percentile speed exceeds the posted speed limit by 5 mph or more – yes

Yucca is an emergency vehicle response route, so certain traffic calming measures, such as speed humps, could not be implemented.

Yucca Drive Design:

- From Central to Cloudcroft: 7.5' parking lane with 5' bike lane in the northbound direction and sharrows in the southbound direction
- Tubular markers at various intersections throughout the corridor to narrow driving lanes
- Bluewater to Ancho: Traffic circle at Bluewater Road. There is a midblock crossing at Pat Hurley Park, which includes curb extensions to reduce the crossing distance
- Cloudcroft Rd: Traffic Circle



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• Discussion

- Dan Jensen: Can you go back to explain the criteria for the NMTP?
 - Audra Gallegos: NMTP criteria has been updated since this speed study was completed. Previously, there were four criteria based on crashes, traffic volume (over 400 vehicles in one direction, cut-through traffic, and 85th percentile speed exceeds posted speed limit). This project used the previous evaluation criteria.
- Richard: Do these criteria only apply to local streets or all streets?
 - Audra: They apply to local and collector roadways. Proposed projects must go through NTMP process and have their petition signed in order to move forward with the study. Yucca Dr. met the criteria and after the speed study was completed, conducted two public involvement meetings with the neighborhood and identified the recommended traffic calming measures. The residents voted on the signing and striping, tubular markers, and traffic circles as traffic calming elements that they wanted.
- Julie: Curious about the traffic circles. Bernalillo County had a recent project with traffic circles and there have been complaints of people who when making left-hand turns do not go all the way around the traffic circle and instead go the wrong way. Are there countermeasures for roadway users to go the correct way around the traffic circle?
 - Audra: These traffic circles are a little larger than the traffic circles that I think Julie is talking about. They are larger and there is striping to let the traffic know to travel to the right instead of crossing over the hatched striping to the left.
- Dan: These traffic circles look like they're designed to deliberately not allow flow from Yucca Dr. to Cloudcroft Rd – is that correct?
 - Audra: Correct, there is striping and signage to indicate no left turns at the traffic circles because there is not enough space. However, if there is an emergency vehicle that needs to go through, they can go left – similar to the turning movement Julie mentioned.
 - Dan: This is what the neighborhood wanted?
 - Audra: Yes, the neighborhood wanted this.
- Richard: In one direction there are bike lanes and in the other direction there are sharrows. Is there a hill or an incline or another reason for this?
 - Audra: Two bike lanes could not fit in the roadway section, so the northbound bike lane is in the uphill direction and the sharrows are for the downhill direction.

Staff Reports

- Municipal Development (DMD) (Tim)
 - In early June, a road safety audit (RSA) will begin for Lead and Coal. MRCOG will be the lead and primary point of contact. They are working with FHWA to bring in an outside RSA Team and Consultant to help facilitate the process.
 - For a traffic engineering update: over the next three to four months, there will be a lot of new roadway striping being implemented throughout the city. In 2019, through the GO Bond, received \$3 million and will finish spending these funds by June or July. Then they will use newer funds from the 2021 GO Bond in which traffic engineering received



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\$1.25 million for two years. Plan to use some of these funds and save some for next year's restriping efforts. Staff have been primarily concentrating on school zone crosswalks and most of them are up to good quality and now staff are getting to other parts of the city in need of updated restriping.

- Vision Zero (Val)
 - Bike to Wherever Day is on May 20, 2022. This year it will be a mix of virtual participation opportunities and in person pop ups. There will be approximately five pop ups set up in the morning on the 20th where riders can stop by to pick up the 2022 bike map and other free bicycle safety giveaways on their way to work or wherever. Commit to Riding at the website here, find a pop-up, and also enter the raffle for prizes: <https://bikethruburque.com/>
 - On April 25, the new Automated Speed Enforcement program started issuing warnings for the three speed safety cameras currently installed. Starting on May 25, the cameras will begin to issue speeding citations in the amount of \$100. People who receive a citation can choose to complete four hours of community service in lieu of the \$100 payment. Over the next few months, we expect seven additional speed safety cameras will be installed using a data-driven approach to determining where they should be placed. The revenue generated through Automated Speed Enforcement will be retained and distributed in accordance with the provisions of Section 3-18-17(A)(2) NMSA 1978 (2009), which requires half be remitted to the State and the other half is retained by the municipality to offset reasonable costs directly related to administering the program. Any remaining funds will be used for Vision Zero traffic safety initiatives. ASE FAQs: <https://www.cabq.gov/automated-speed-enforcement-frequently-asked-questions/automated-speed-enforcement-frequently-asked-questions#autotoc-item-autotoc-17>
- Parks and Recreation (Whitney)
 - In an effort to preserve the existing trees, the paved trail near Don Fernando off Rio Grande was removed because there was a lot of tree root damage. The paved trail will be replaced with crusher fine.
 - Working on the trail gap closure near Ventana Ranch on westside of Universe.
 - Calabacillas Kick-Off Planning starting soon
 - Released feasibility report to implement a rail trail on rail spur that goes from Lomas to Saw Mill. Parks & Rec will likely be requesting federal funding for this.
 - Construction starts next month on the Alameda Drain Trail.
- Planning (Seth)
 - Long range planning is leading community walks with City Staff and community members in the SW Mesa Community Planning Area each Thursday. This week's walk will meet at South Valley Gateway Park from 8 – 9 am. Next week will meet at the Partnership for Community Action 8 – 9 am, and Thursday the 26th at Lazy Day Park from 12 – 1 pm. There is a flyer with all this information shared on their Facebook page: <https://www.facebook.com/abctozoneing>



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- The kick-off for the Central Albuquerque Community Planning Area is expected in mid-June. Follow the links below to keep up-to date: <https://cabq.gov/cpa>
 - Or if you live in this area, you may see staff posting flyers in the area.
- Bernalillo County (Julie)
 - Recently received funding for three new projects:
 - 4th Street road diet from Ortega to Alameda Blvd. 4th Street in the Village of Los Ranchos had a road diet and this project also proposed a road diet.
 - Alameda Drain Trail Phase 4. Currently going into Phase 3 for design. Phase 1 & 2 are completed. Just received funding for phase 4.
 - In exciting news, Bernalillo County received funding to build a bicycle/pedestrian bridge on the Dolores Huerta Bridge. The road is Avenida Cesar Chavez then the road name changes to Dolores Huerta and then the road is named Bridge Blvd. The section that goes over the river is called Dolores Huerta and here they received funding for a separated bicycle/pedestrian bridge.
 - Ryan: Great news about the Dolores Huerta bridge project. I realize this might be a difficult question, but when will this project be kicked off?
 - Richard: This project is funded for 2024/2025, so design will probably start in the next year and then construction. We will bring updates to GAATC as we have them.
 - Julie – To add to this, the County has a large Bridge Blvd. project just wrapping up the first phase, which is far to the west. The second phase actually is not connected but is the far eastern phase at the drain and going a few blocks west to Young avenue. This will be a nice connection between the portion where we've completed to the Bosque Trail on the other side.
- MRCOG/MRMPO (Tara C)
 - No big announcements, but also wanted to add that MRMPO has a survey (available in English and Spanish) as part of Bike to Wherever Day. It's on the website at <https://bikethruburque.com/>
Folks can take it online or there will be paper copies available at the pop-ups on May 20 at Bike to Wherever Day. It's an opportunity for the public to share their thoughts about bicycling in Albuquerque.
 - Tim mentioned RSA for Lead/Coal and we are looking forward to that effort and will keep this committee up to date on how it progresses.

Richard Meadows: Now that we almost have full membership on the Committee, would like to encourage committee members to start thinking about electing officers again. Richard has served as the chair of the committee for several years.

Public Comment: None



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Meeting adjourned at 5:25 PM

Next Meeting: June 13, 4:00pm – 6:00pm



2021

Coors Boulevard Road Safety Audit



505.338.0988



8220 San Pedro Drive NE, Suite 150
Albuquerque, NM 87113





STUDY AREA AND PURPOSE

‘Walking death trap’ on Coors cost young man his life

BY COLLEEN HEILD / JOURNAL INVESTIGATIVE REPORTER

PUBLISHED: THURSDAY, SEPTEMBER 30TH, 2021 AT 10:02PM

UPDATED: FRIDAY, OCTOBER 1ST, 2021 AT 12:02AM

Coors closed at Rio Bravo for fatal crash involving pedestrian

BY ELISE KAPLAN / JOURNAL STAFF WRITER

WEDNESDAY, OCTOBER 17TH, 2018 AT 8:06PM



SPEED COMPLIANCE

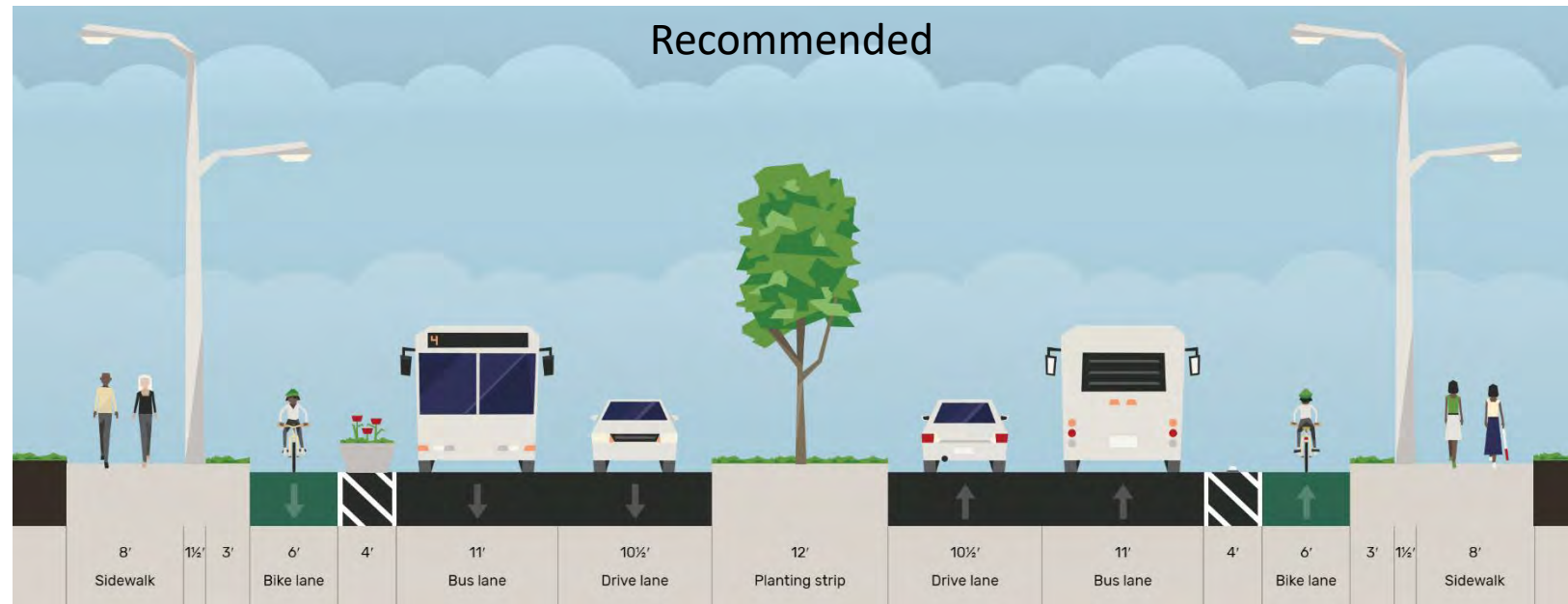
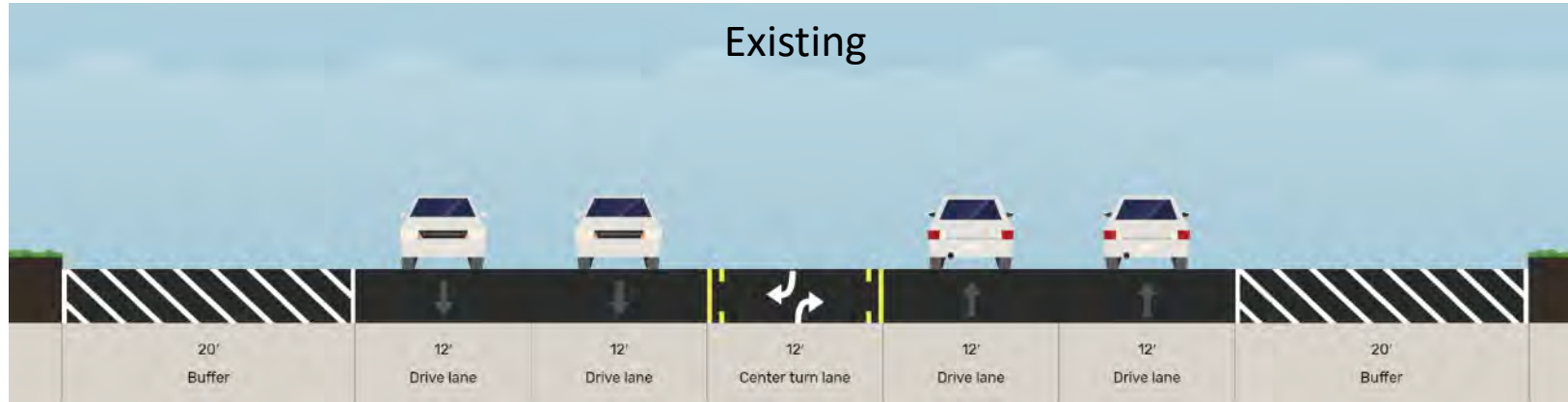
● If hit by a person driving at: ● Person survives collision ● Results in a fatality



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



COUNTERMEASURES



COUNTERMEASURE - SPEED ZONE

- Relocate 55 MPH speed zone
- Evaluate speed limit after countermeasures are implemented, i.e., lane restriping





Coors Blvd. Road Safety Audit

Sidewalks/Multi-Use Paths

- Existing Sidewalk
- Existing Multi-use Path

OBSERVED CHALLENGE

Pedestrian Facilities



Coors Blvd. Road Safety Audit

Sidewalks/Multi-Use Paths

- Existing Sidewalk
- Recommended Sidewalk
- Existing Multi-use Path
- Proposed Multi-use Trail



Pedestrian Facilities – Countermeasure



Pedestrian Facility Maintenance - Countermeasure





OBSERVED CHALLENGE

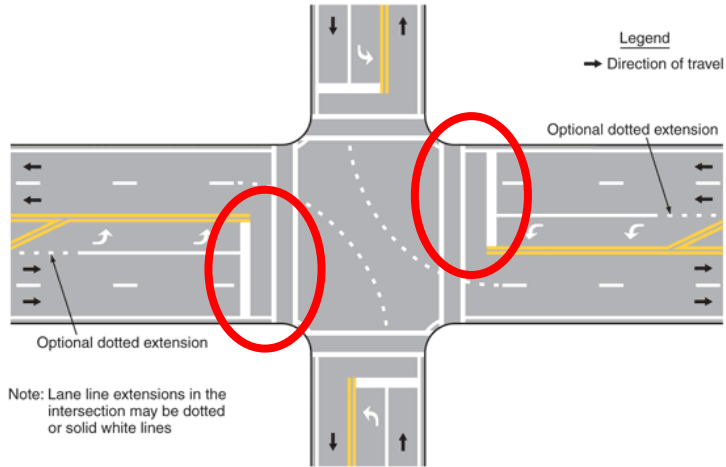
Crosswalk Markings



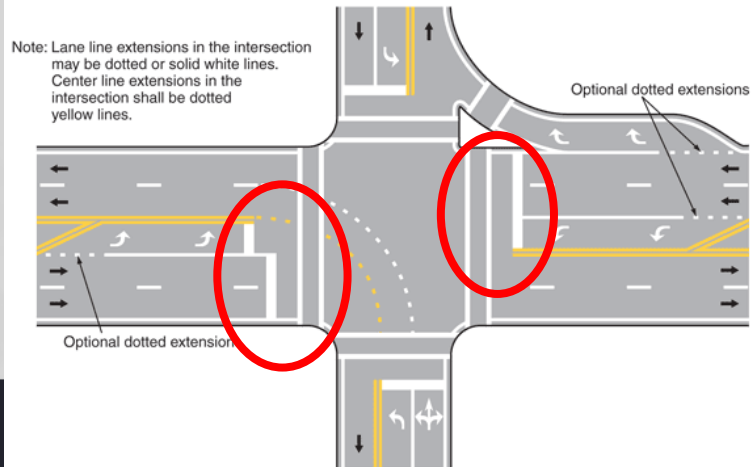
Crosswalk Markings - Countermeasure

Figure 3B-13. Examples of Line Extensions through Intersections (Sheet 2 of 2)

C - Typical dotted line markings to extend lane line markings into the intersection



D - Typical dotted line markings to extend center line and lane line markings into the intersection



- Advanced Stop Lines
- Maintenance
 - Restripe



OBSERVED CHALLENGE

Pedestrian Access

Segment	Distance Between Marked Crossings (ft)
Blake Rd. To Barcelona Rd.	2100
Barcelona Rd. to Rio Bravo Blvd.	1100
Rio Bravo Blvd to Las Estancias Dr.	2900
Las Estancias Dr. to Gun Club Rd.	2500



Pedestrian Access - Countermeasure

Coors Blvd. Road Safety Audit

— Mid Block Crossing



OBSERVED CHALLENGE

Bicycle Facilities



Bicycle Facilities – Countermeasure



Coors Blvd. Road Safety Audit

- BikeLane - A portion of the street with a designated lane for bicycles.
 - (Proposed) Bike Lane
 - BikeRoute - Cars and bicycles share the street.
 - (Proposed) Bike Route
 - Crossing- Bicycle or pedestrian under/over crossings.
 - (Proposed) Trail Paved
 - (Proposed) Trail Unpaved
- Recommended**
- Recommended Protected Bicycle Lanes



OBSERVED CHALLENGE

Transit Facilities



Transit Facilities - Countermeasure



Coors Blvd. Road Safety Audit

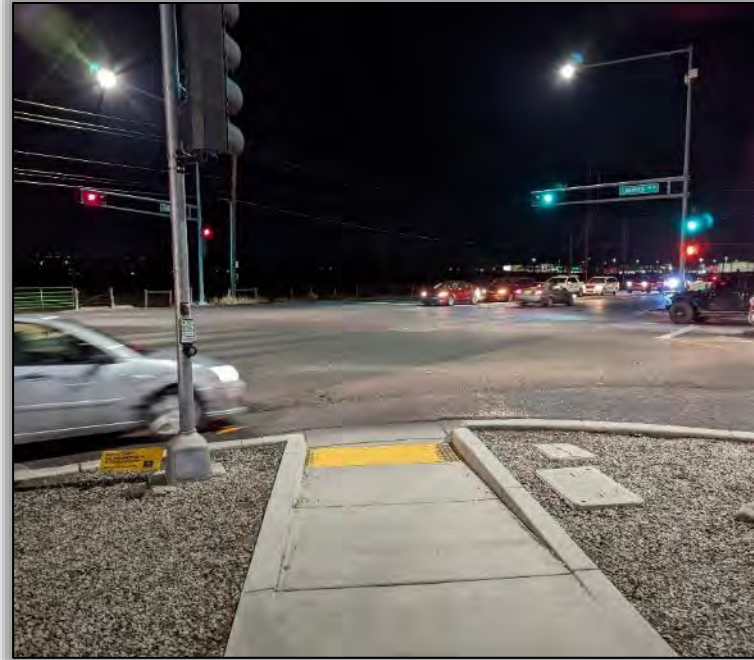
Transit Facilities

- Shelter
- Recommended Shelter
- Recommended Shelter*

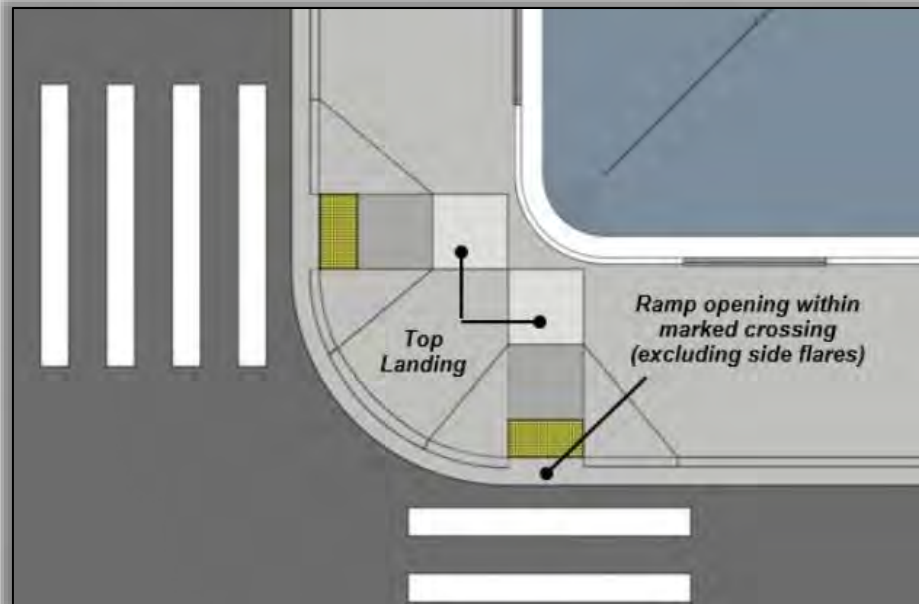


OBSERVED CHALLENGE

ADA Accommodations



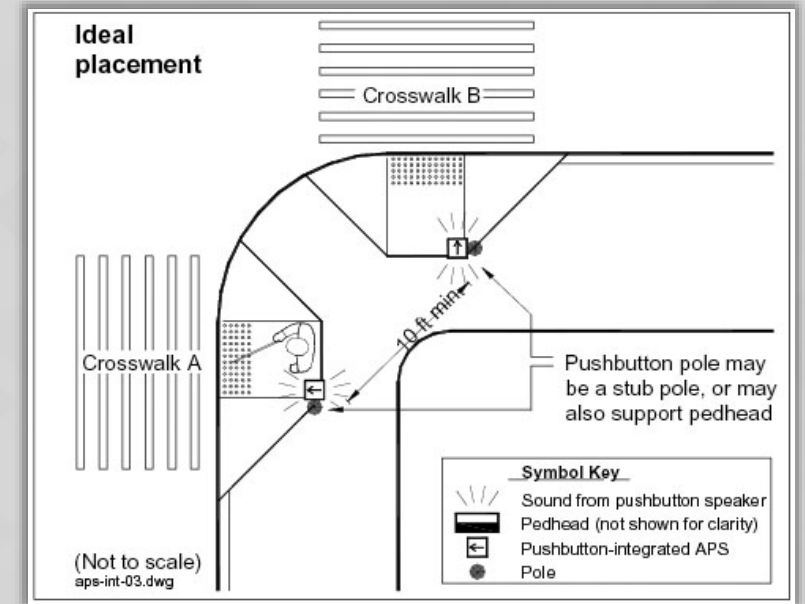
ADA Accommodations - Countermeasure



Source: <https://www.access-board.gov/images/ada-aba/guides/chapter4/4rcr27.jpg>



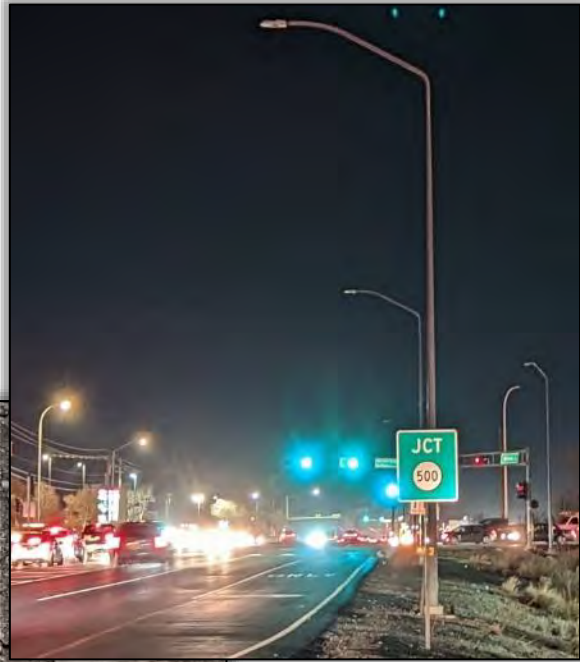
Source: https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w150.pdf



Source: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rrd_278/images/19_0002.jpg

OBSERVED CHALLENGE

Illumination Maintenance



Coors Blvd. Road Safety Audit

- Inoperational
- Operating



Coors Blvd. Road Safety Audit

- Operating



Illumination - Countermeasure

- Repair Illumination wiring theft and damage

OBSERVED CHALLENGE

Illumination



Coors Blvd. Road Safety Audit

- Existing Roadway Illumination



Coors Blvd. Road Safety Audit

- Existing Roadway Illumination
- Recommended Illumination
- Recommended Pedestrian Level Illumination



Illumination - Countermeasure

- Pedestrian Level Illumination along proposed Multi-use Path
- Roadway lighting throughout the corridor

COUNTERMEASURE SUMMARY

Countermeasure	CRF	Near-Term	Mid-Term	Long-Term
Crosswalk Marking Refresh	40%	X		
Advanced Stop Bars	25%	X		
Illumination Maintenance	42%	X		
Roadway Illumination	42%		X	
Walkways	65-89%		X	
Accessible Pedestrian Signals and Push Buttons	-		X	
ADA Compliant Directional Curb Ramps	-		X	
Pedestrian Level Illumination	42%		X	
Marked Mid-block Crossing	46%		X	
Pedestrian Refuge Island	56%		X	
Pedestrian Hybrid Beacon	55%		X	
Transit Shelter	-		X	
Eliminate Channelized Right Turns	-		X	
Traffic Signal Rebuild	-		X	
Access Management	25-31%			X
Pedestrian Bridge	-			X
Raised Median	27%			X




THANK YOU



QUESTIONS?



505.338.0988 

8220 San Pedro Drive NE, Suite 150
Albuquerque, NM 87113 

NTMP Yucca Drive Traffic Calming Design

GAATC Meeting

Introductions

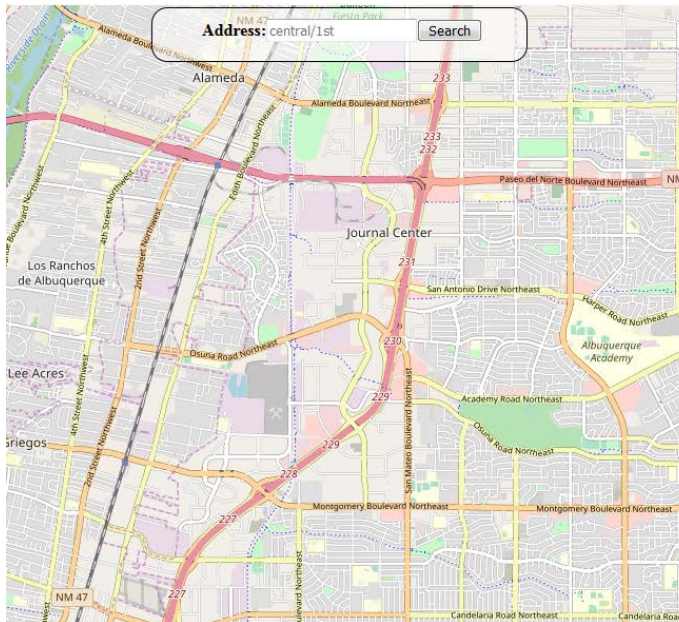
City of Albuquerque

- Tim Brown, PE, PTOE – Traffic Engineering Manager

Wilson & Company

- Audra Gallegos, PE
- Melissa Lucero, EI

Neighborhood Traffic Management Program (NTMP)



NTMP Application

* Primary Applicant:

* Primary Applicant Contact:

* Supporting Applicant:

* Supporting Applicant Contact:

* Supporting Applicant

* Supporting Applicant Contact:

* Concerns
(Safety, Speeding, Excess Traffic, Cut-Thru,
Vehicle Registration, Parking, Noise)

Submit

- COA started program in February 2015
- Program designed for public involvement
- NTMP helps improve neighborhood traffic safety
- Evaluates neighborhood streets for safety issues, then recommends safety improvements
- Follows NTMP Policy Manual

Existing Conditions

Existing Conditions

- Study limits – Yucca Drive from Cloudcroft Road to Central Avenue
- 0.63 miles
- Local road
- Speed limit is 25 mph



Yucca Drive Speed Study

Yucca Drive NTMP Results

- Yucca Drive meets NTMP criteria for traffic calming recommendations

Table 4: Summary of Results

COA NTMP Threshold Criteria	Warranted?
1. Reported crashes in the past three years that could be corrected with traffic calming	Yes
2. Peak-hour traffic volume greater than 400 vehicles in one direction	No
3. 25 percent of peak-hour traffic is non-local cut-through traffic	Not studied
4. 85 th -percentile speed exceeds the posted speed limit by 5 mph or more	Yes

Traffic Calming Recommendations

- Yucca Drive is an Emergency Vehicle Response Route
- Certain traffic calming measures cannot be implemented, such as speed humps

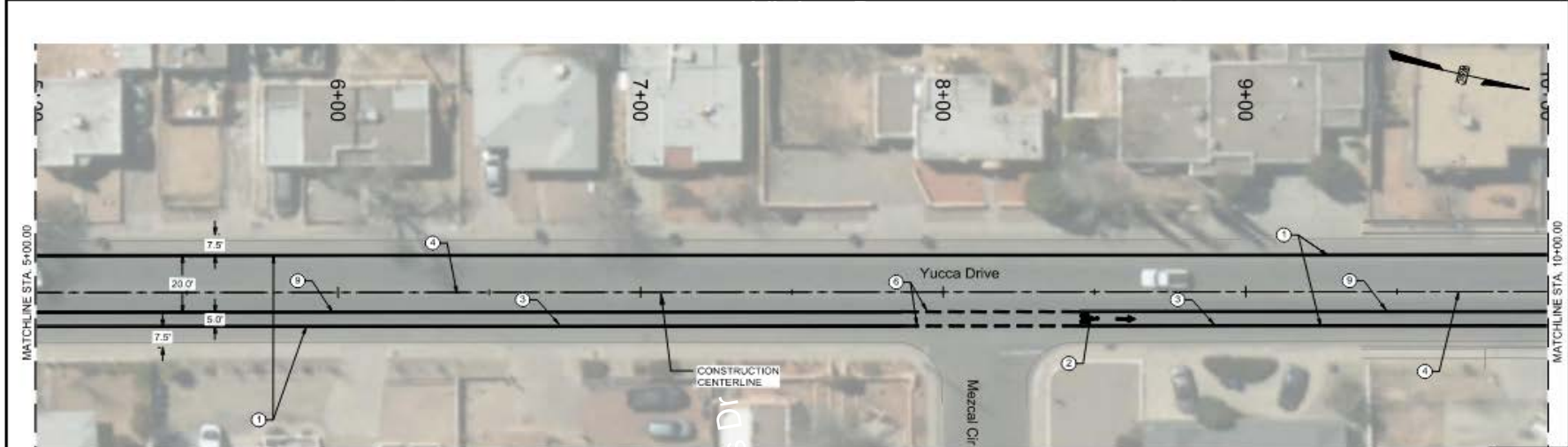
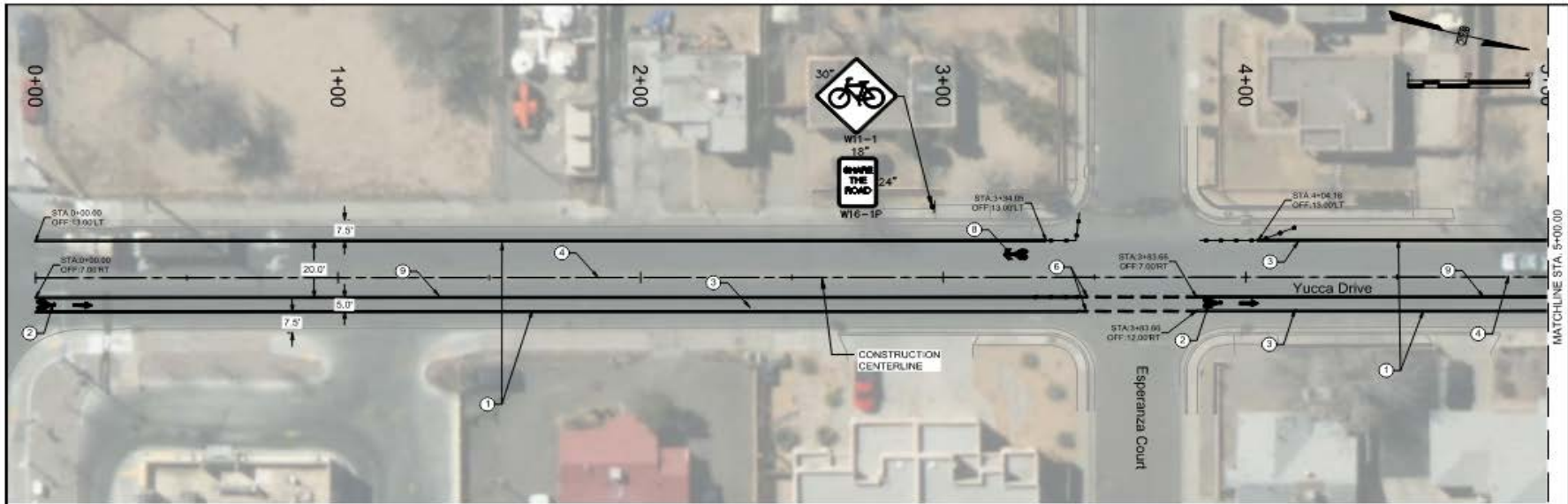
Traffic Calming Design

Yucca Drive Design

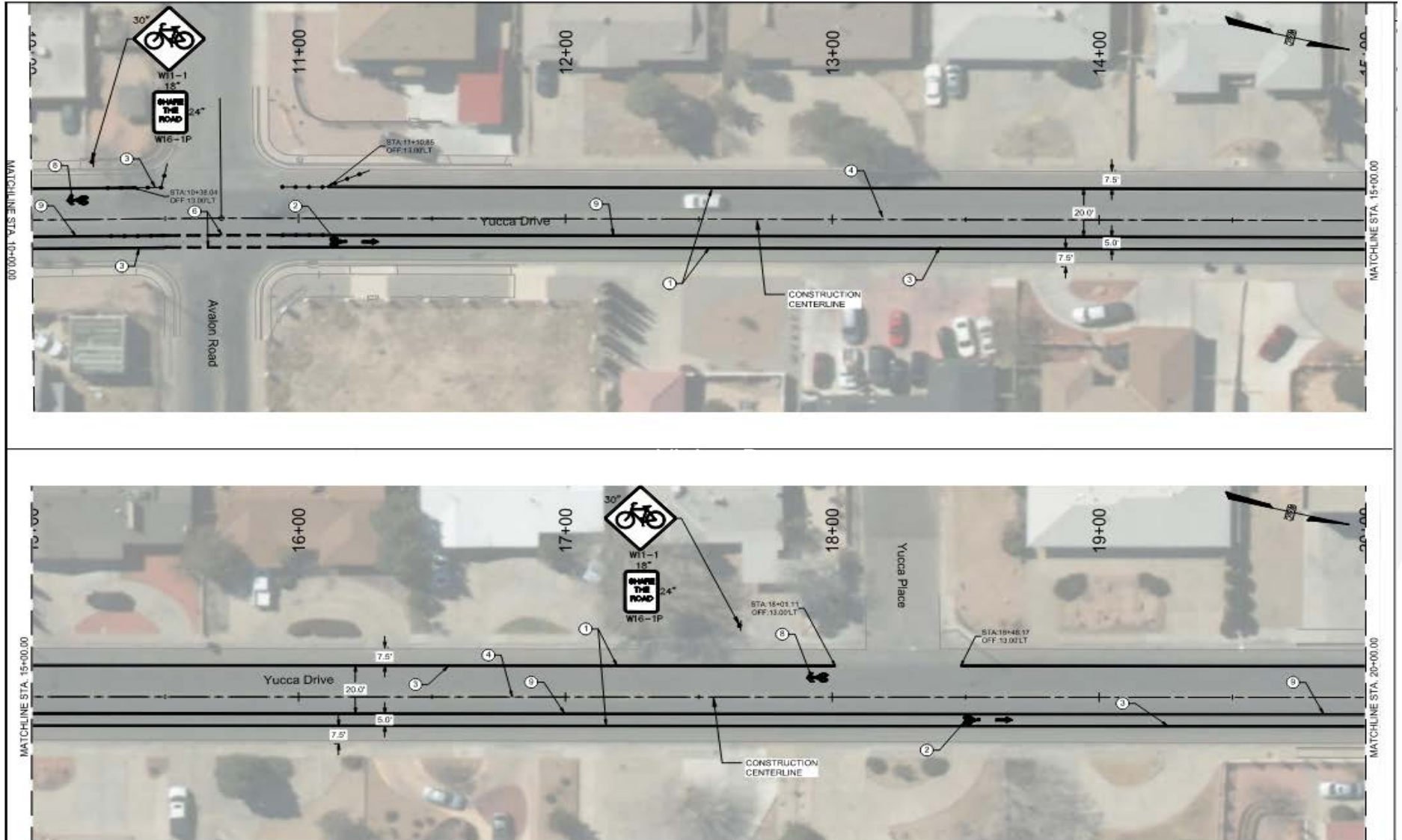
- Signing and Striping
 - Bike Lanes
 - Sharrows
 - Parking Lanes
- Vertical Tubular Markers
- Traffic Circles



Yucca Drive Design – Central to Mezcal

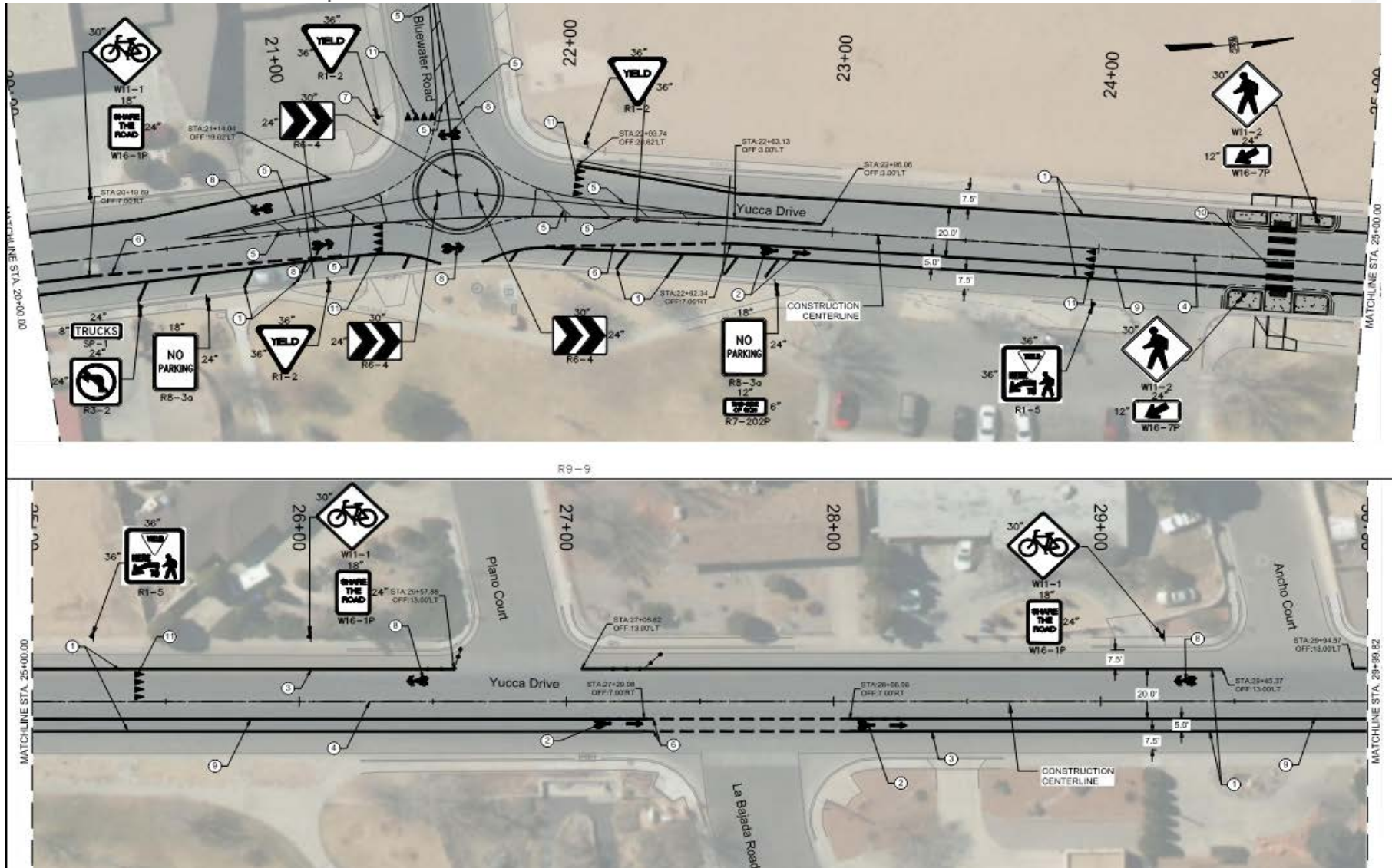


Yucca Drive Design – Avalon to Yucca

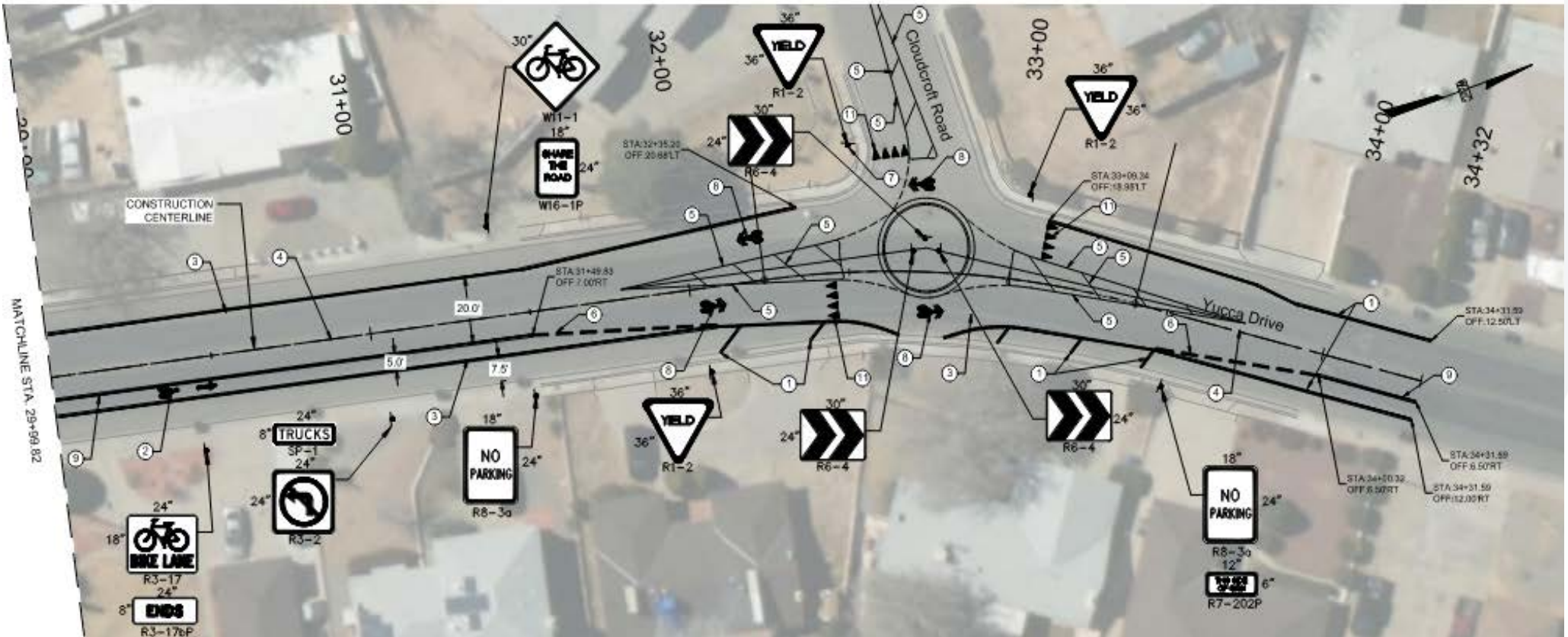


Yucca Drive
Traffic Calming Design

Yucca Drive Design Bluewater to Ancho



Yucca Drive Design - Cloudcroft



Thank you!