

## FOUR-HILLS NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Public Meeting #2 October 26, 2021



NTMP

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

## INTRODUCTIONS

- Jonathon Kruse, PE, PTOE
  - Lee Engineering
- Paul Barricklow, PE, PTOE
  - Lee Engineering,
- Tim Brown, PE, PTOE
  - City of Albuquerque Traffic Engineering Manager
- Amanda Herrera, PE
  - NTMP Project Manager
- Laura Rummler
  - Councilor Harris's Office
- Petra Morris
  - City Council Services



## PRESENTATION OUTLINE

- Review of Study Area and Previous Public Meeting
  - Stop Sign Compliance
- Review of Feedback & Public Input
- Preferred Traffic Calming Options
  - Potential Traffic Calming Locations
- Public Input



## NTMP PROCESS

#### **Steps & Procedure:**

- 1. Residents or CABQ Staff identify potential NTMP candidate roads/neighborhoods
- 2. Data collection & evaluation
- 3. Public Input meeting #1
- 4. Evaluation and narrowing/ranking of calming alternatives
- 5. Public Input meeting #2
- 6. Recommendation for preferred alternative(s)
- 7. Consideration for implementation



## Study Area



Study Street(s)

## Public Meeting #1 Highlights

#### **Public Input:**

- EMS Critical to Neighborhood
- Narrowing (of any kind) not conducive:
  - Parking
  - Road Width
- Issues with:
  - Speeding
  - Lane Observance
  - Stop Compliance



## Public Meeting #1 Highlights: Online Survey

Where do you perceive to be the worst area(s) for speeding?





## Public Meeting #1 Highlights: Online Survey



## Public Meeting #1 Highlights: Online Survey



## Preferred Traffic Calming Options and Alternatives

- Unworkable Options:
  - Buffered Bike Lanes
  - Lateral Shifts
- Network / Segment Wide Options:
  - Speed Kidneys/Speed Tables/Speed Cushions
  - Raised Pavement Markers
- Intersection / Location Specific Options:
  - Traffic Circles
  - Roundabouts
  - Realigned Intersections



## Preferred Traffic Calming Options and Alternatives

#### **Unworkable Options:**

- Buffered Bike Lanes
  - Require 40-45+ ft of pavement
  - Average in Four Hills: 30-36 ft
  - Removes on-street parking
  - Increases likelihood of "lane wandering"
- Lateral Shifts
  - Requires significant pavement to be effective
  - EMS considerations









### SPEED KIDNEY Description

 Speed Kidneys are an arrangement of three speed lumps elongated with a curvilinear shape in the direction of traffic. The main speed lumps of the speed kidney are placed in the travel lane, while a complimentary speed lump is placed between the lanes

#### Advantages

- Decreases vehicle speeds
- Discourages cut through traffic
- Inexpensive and easy to construct

#### Disadvantages

- May cause speeding beyond the speed kidney
- May divert traffic to an adjacent neighborhood street
- May increase noise levels as vehicles decelerate and accelerate





## SPEED KIDNEY (STAGECOACH)





### SPEED TABLE Description

• Speed tables are trapezoidal shaped speed humps with a flat section in the middle and ramps on the ends

#### Advantages

- Effective at slowing travel speed
- Possible reduction in traffic volumes depending on available alternate routes
- Possible decrease in collisions
- In cases with crosswalk, increases pedestrian visibility and likelihood that driver yields to pedestrian
- Typically preferred by EMS compared with speed humps

#### Disadvantages

- May inadvertently divert local drivers to another route to avoid the calming measure
- Textured materials can be expensive, if used
- May increase noise and air pollution
- May not be appropriate along bus or emergency routes
- Drainage impacts need to be considered in the design





## SPEED CUSHION **Description**

• Raised area on a road, which does not cover the entire width of the road.

#### Advantages

- Effective at reducing speeds
- Does not present disadvantages for emergency vehicles

#### Disadvantages

- Not effective in reducing speeds with motorcycles
- Increased noise form decelerating and accelerating
- Could increase cut-through traffic on other roadways





## Locations (Speed Kidney/Speed Table)

• 21 Potential locations identified



## RAISED PAVEMENT MARKERS

#### Description

• Raised pavement markers (RPMs) are 4 inch diameter by 3/4 inch high nonreflective markers that are affixed to the pavement, providing tactile feedback to drivers

#### Advantages

- Relatively easy and low cost to install
- RPMs do not slow emergency vehicles

#### Disadvantages

- RPMs must be replaced as they become dislodged over time
- RPMs should not be used on any streets where the roads may be plowed after snowfall
- Residents may complain of noise from vehicles driving over RPMs







## RAISED PAVEMENT MARKERS



#### **Center Line Rumble Strips**



## Locations (RPM/Rumble Strip)

- 7 Sections
- Approximate length 2,200 ft



## TRAFFIC CIRCLE

#### Description

• Traffic circles are raised islands, placed in intersections, around which traffic circulates. Yield signs can be used as traffic controls at the approaches of the traffic circle

#### Advantages

- Effective at slowing travel speed
- Improves safety
- Provides increased access to main street from side street

#### Disadvantages

- Slows emergency vehicles and can be difficult for large vehicles to circumnavigate
- May eliminate some on-street parking
- May require modifications to curb, gutter, and sidewalks





## Locations (Traffic Circle)

- Via Posada St and Wagon Train Dr
- Cuatro Cerros Trail and Wagon Train Dr
- Stagecoach Rd and Stagecoach Rd



#### STOP SIGN COMPLIANCE

1: Via Posada				
		YES	NO	
PERCENT	Г	33%	67%	
	-			
2: Cuatro Cerros Trail				
		YES	NO	
PERCENT		24%	76%	
3: Stagecoach Rd				

3. Stagecoach Ru				
	YES	NO		
PERCENT	0%	100%		

## PRACTICAL APPLICATION: TRAFFIC CIRCLES



## ROUNDABOUT

#### Description

 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 among competing movements

#### Advantages

- Enhanced safety compared to traffic signals or stop signs
- Minimize queuing at approaches
- Less expensive to operate than traffic signals
- Generally, aesthetically pleasing if well landscaped

#### Disadvantages

- May be difficult for large vehicles to circumnavigate
- Must be designed so that the circulating lane does not encroach on the crosswalks
- May reduce on-street parking

Landscaping must be maintained by the residents or by the municipality





# REALIGNED INTERSECTION **Description**

 Realigned intersections are changes in alignment that convert T-intersections with straight approaches into curving streets that meet at right-angles

#### Advantages

 Realigned intersections can effectively reduce speeds and improve safety at Tintersections that are commonly ignored by motorists.

#### Disadvantages

- The curb realignment can be costly
- They may require some additional rightof-way to cut the corner



## ILLUSTRATIVE DESIGN: INTERSECTION RE-ALIGNMENT



## ILLUSTRATIVE DESIGN: ROUNDABOUTS



# PUBLIC INPUT

## QUESTIONS?

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## NEXT STEPS AND OTHER INFORMATION

- 1. Presentation slides posted to cabq.gov/traffic
- 2. Email any questions comments & concerns to: <u>NTMP@cabq.gov</u>
- 3. Deadline for questions and comment: November 9, 2021

