FOUR-HILLS
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Public Meeting #2
October 26, 2021

505.338.0988
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
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
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?

- Stagecoach and Wagon Train
- Hills village
- Cuatro Cerros
- Wagon Train going right block of Wagon
- Hills Road
- Hills neighborhood Wagon Trail
- Train Drive
- Train from Rio
- Train Dr
- Drive and Stagecoach
- Stagecoach Rd
- Hills intersections
- Cabra down the hill
- lower Four Hills
- Upper Four Hills
Public Meeting #1 Highlights: Online Survey

- Speed Bumps
- Speed Tables
- Speed Cusions
- Traffic Circles
- Roundabouts
- Targeted Police Enforcement
- Mobile Radar Speed Trailer (non-ticketing)
- Speed Reduction Markings

Legend:
- Strongly Support
- Support
- Indifferent
- Against
- Strongly Against
Public Meeting #1 Highlights: Online Survey

- Raised Pavement Markings
- Road Narrowing (via striping or raised curb)
- Speed Kidney
- Buffered Bike Lanes
- All-way Stop Conversion (from two-way stop)
- Intersection Re-Alignment (turn lanes/consolidation)
- Bulb-outs/Curb Extensions
- Chicane
- Additional Speed Limit Signs
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

Not to Scale

Travel Lane

Shoulder

Section a-a

Travel Lane

Shoulder
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

<table>
<thead>
<tr>
<th></th>
<th>YES</th>
<th>NO</th>
<th>PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1:</td>
<td>YES</td>
<td>NO</td>
<td>33%</td>
</tr>
<tr>
<td>2:</td>
<td>YES</td>
<td>NO</td>
<td>24%</td>
</tr>
<tr>
<td>3:</td>
<td>YES</td>
<td>NO</td>
<td>0%</td>
</tr>
</tbody>
</table>
PRACTICAL APPLICATION: TRAFFIC CIRCLES

Lema Rd & Mesa Rd

Browning St & Ranchitos Rd
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 T-intersections that are commonly ignored by motorists.

**Disadvantages**
- The curb realignment can be costly.
- They may require some additional right-of-way to cut the corner.
ILLUSTRATIVE DESIGN: INTERSECTION RE-ALIGNMENT
ILLUSTRATIVE DESIGN: ROUNDABOUTS
PUBLIC INPUT

QUESTIONS?

505.338.0988
8220 San Pedro Drive NE, Suite 150
Albuquerque, NM 87113
NEXT STEPS AND OTHER INFORMATION

1. Presentation slides posted to cabq.gov/traffic

2. Email any questions comments & concerns to: NTMP@cabq.gov

3. Deadline for questions and comment: November 9, 2021