

FOUR-HILLS NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Public Meeting #3
March 1, 2022



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
- Renee Grout
 - Albuquerque City Council District 9
- Rachel Miller
 - Policy Analyst, Councilor Grout's Office
- Petra Morris
 - City Council Services

PRESENTATION OUTLINE

- Review of Study Area and Previous Public Meeting
 - Speed Data
 - Stop Sign Compliance
- Presentation of Additional Study Area
 - Traffic Volumes
 - Speed Data
- Presentation of Traffic Calming Options
 - Previously Presented Mitigations
 - Traffic Circles
 - Intersection Reconfiguration (Four Hills Rd & Stagecoach Rd / Stagecoach Rd & Four Hills Rd (Clubhouse))
 - New Mitigations
 - “Road Diet” on Four Hills Rd over the Arroyo
 - Roundabout at Four Hills Rd & Wenonah Ave

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. **Public Input meeting #3**
8. Consideration for implementation

Study Area 1



Study Area 2



DATA COLLECTION (Locations)



Legend

- Study Street(s)

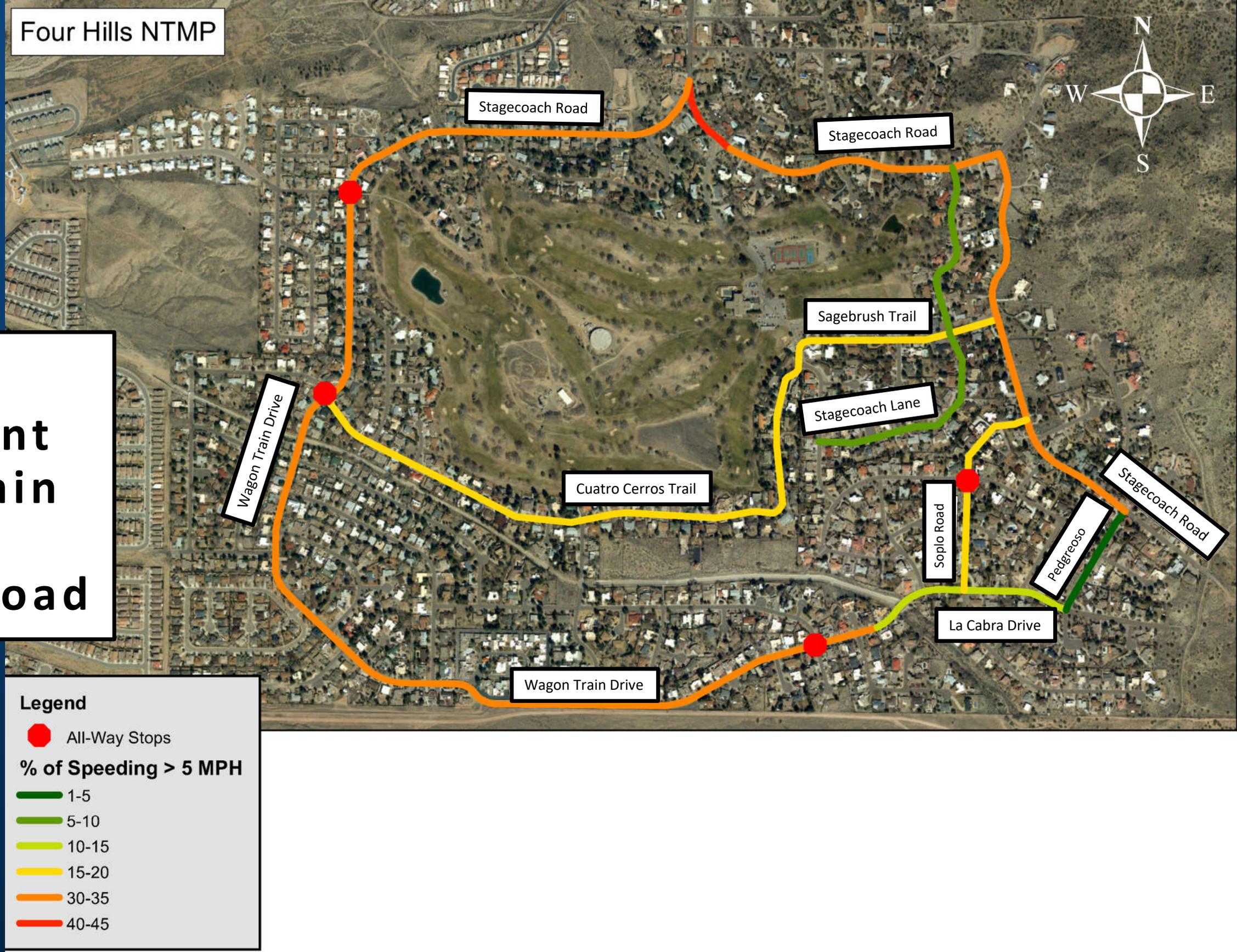
Traffic Count Locations

- Tube
- Video

FOUR HILLS EVALUATION (Speed)

Takeaways:

- Most prevalent on Wagon Train Drive and Stagecoach Road

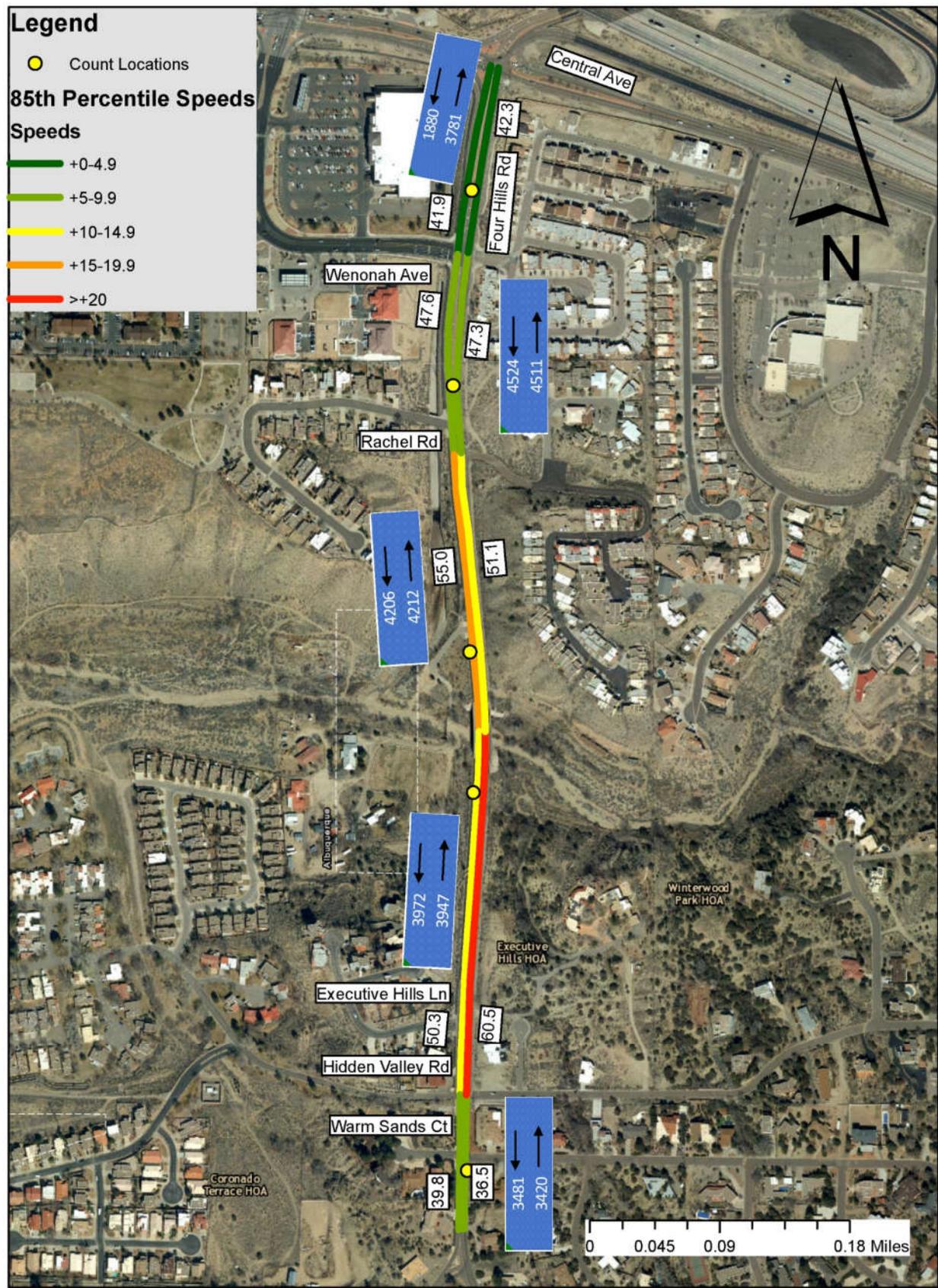


85TH PERCENTILE SPEEDS AND VOLUME DATA

Speed Limit: 40 MPH

Takeaways:

- **85th Percentile Speed:**
 - NB 60.5 MPH
 - SB 50.3 MPH



Average Daily Vehicle Volume		
Between Central and Wenonah Ave	SB	1880
	NB	3781
Between Wenonah Ave and Rachel Rd	SB	4524
	NB	4511
Between Rachel Rd and Tijeras Arroyo	SB	4206
	NB	4212
Between Tijeras Arroyo and Hidden Valley Rd	SB	3972
	NB	3947
Between Hidden Valley Rd and Stagecoach Rd	SB	3481
	NB	3420

SELECTED TRAFFIC CALMING DEVICES & MITIGATIONS

- Previously Presented Mitigations
 - Traffic Circles
 - Intersection Reconfigurations
 - Four Hills Rd & Stagecoach Rd
 - Stagecoach Rd & Four Hills Rd (Clubhouse)
 - Speed Cushions & Speed Kidneys
- New Mitigations
 - Road Diet on Four Hills Rd (Central Ave to Stagecoach Road)
 - Roundabout at Four Hills Rd & Wenonah Ave

TRAFFIC CIRCLE

Description

- Traffic circles are raised islands, placed in intersections, around which traffic circulates. Yield signs or stop 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



PRACTICAL APPLICATION: TRAFFIC CIRCLES



Lema Rd & Mesa Rd



Browning St & Ranchitos Rd



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	33%	67%

2: Cuatro Cerros Trail		
	YES	NO
PERCENT	24%	76%

3: Stagecoach Rd		
	YES	NO
PERCENT	0%	100%

ROUNDAABOUT

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



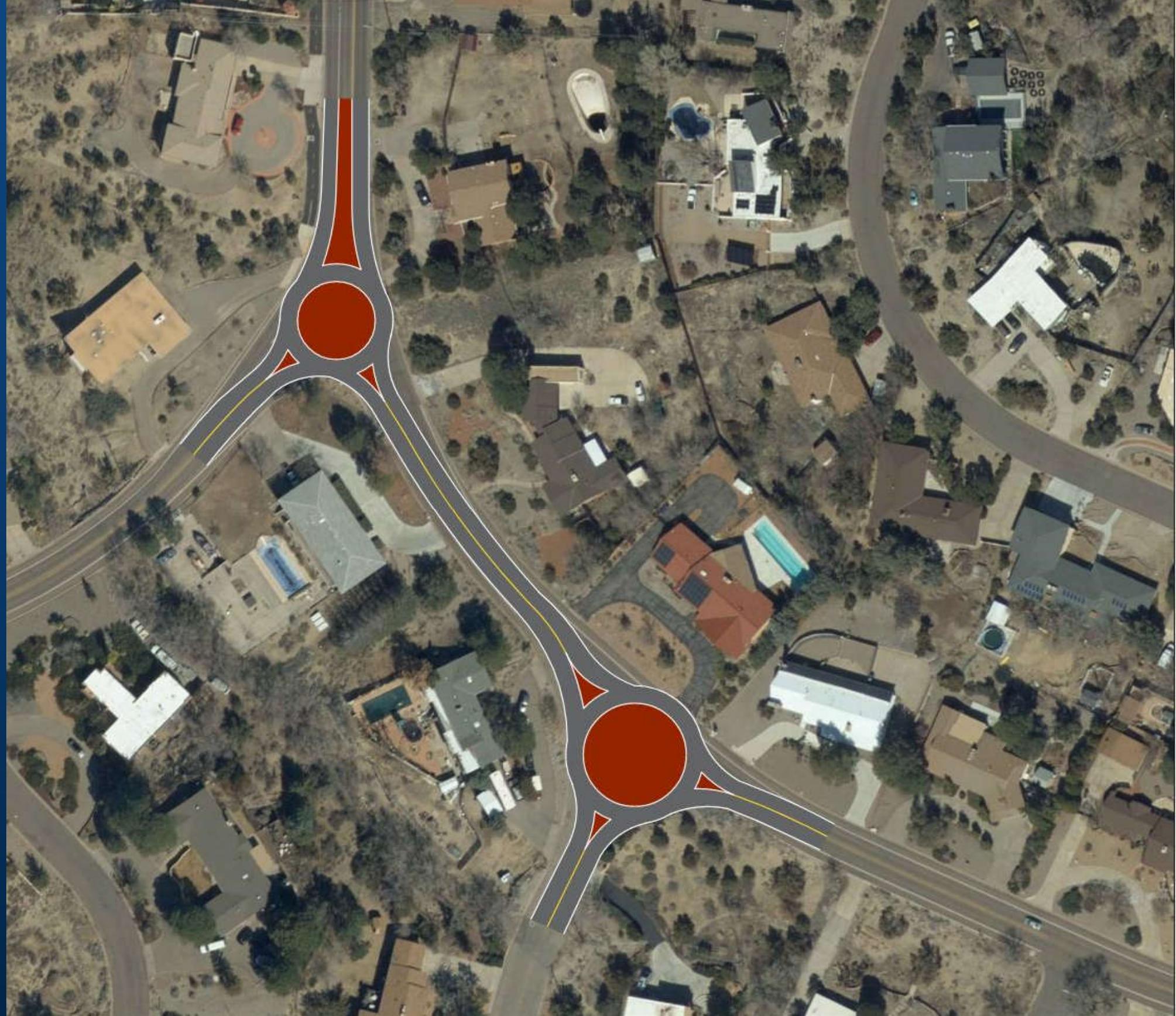
ILLUSTRATIVE DESIGN: ROUNDBABOUTS

Pros

- **Reduces Speeds**
- **Doesn't Impede EMS**
- **Minimal Impact to Surrounding Houses**

Cons

- **Costly**
- **Construction Impacts**
- **May Remove Some On-Street Parking**



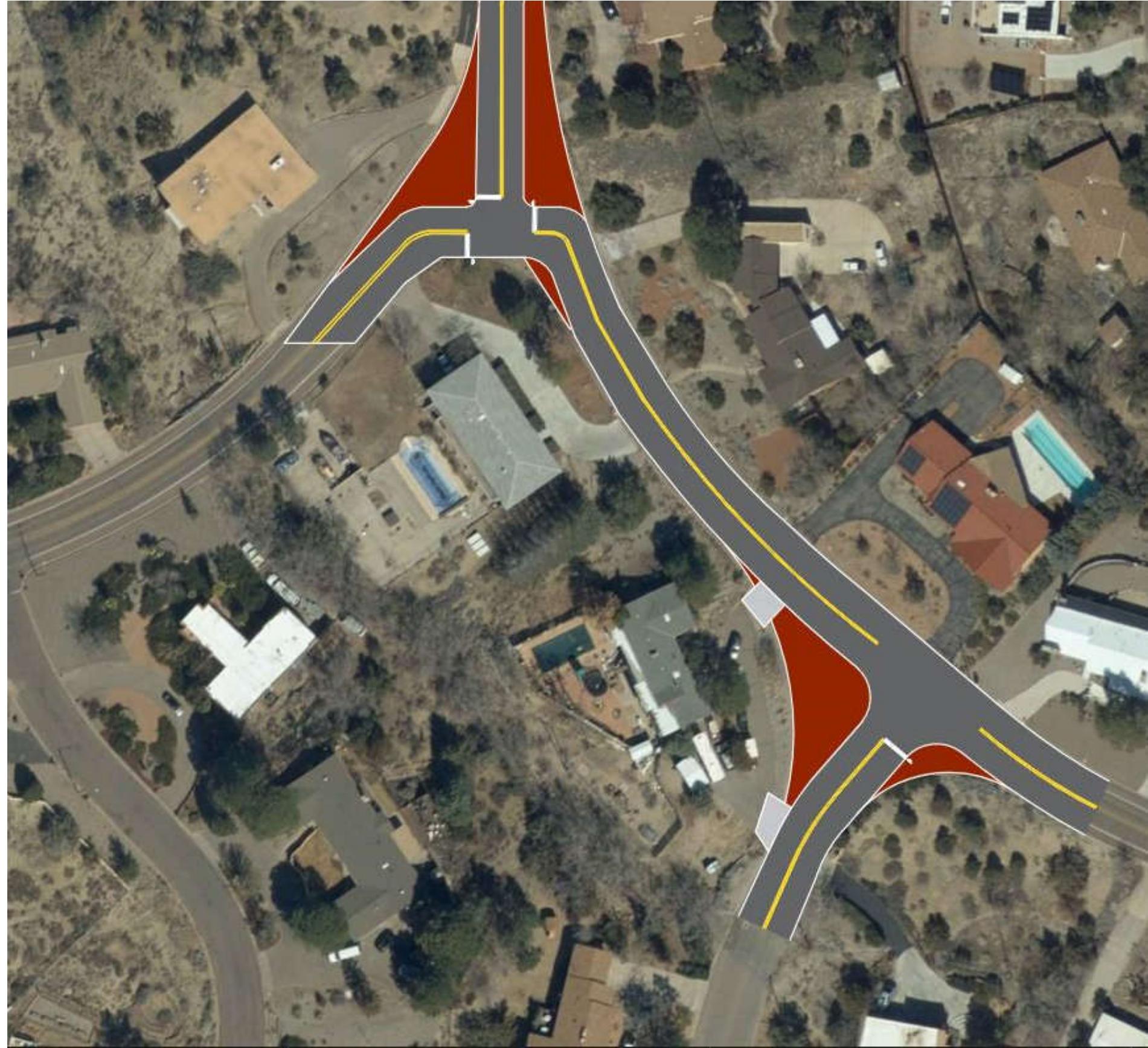
ILLUSTRATIVE DESIGN: INTERSECTION RE-ALIGNMENT

Pros

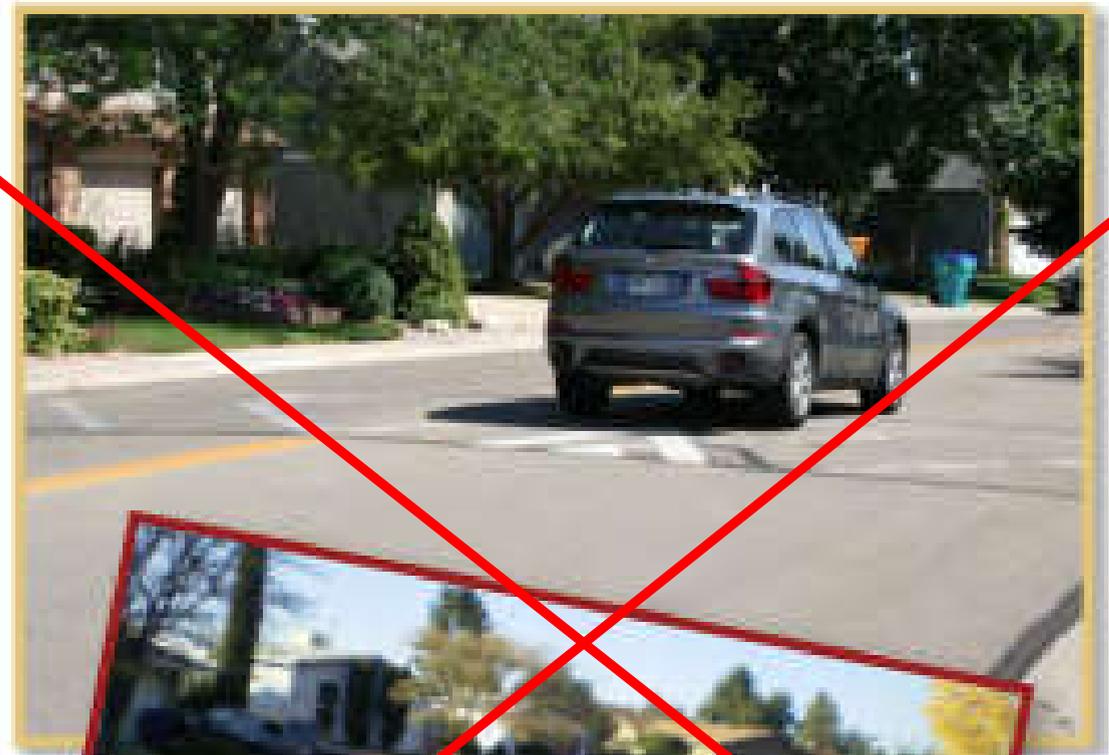
- Forces Traffic to Slow or Stop
- Doesn't Impede EMS

Cons

- Costly
- Construction Impacts
- Impacts to Houses



JUST TO BE CLEAR...



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

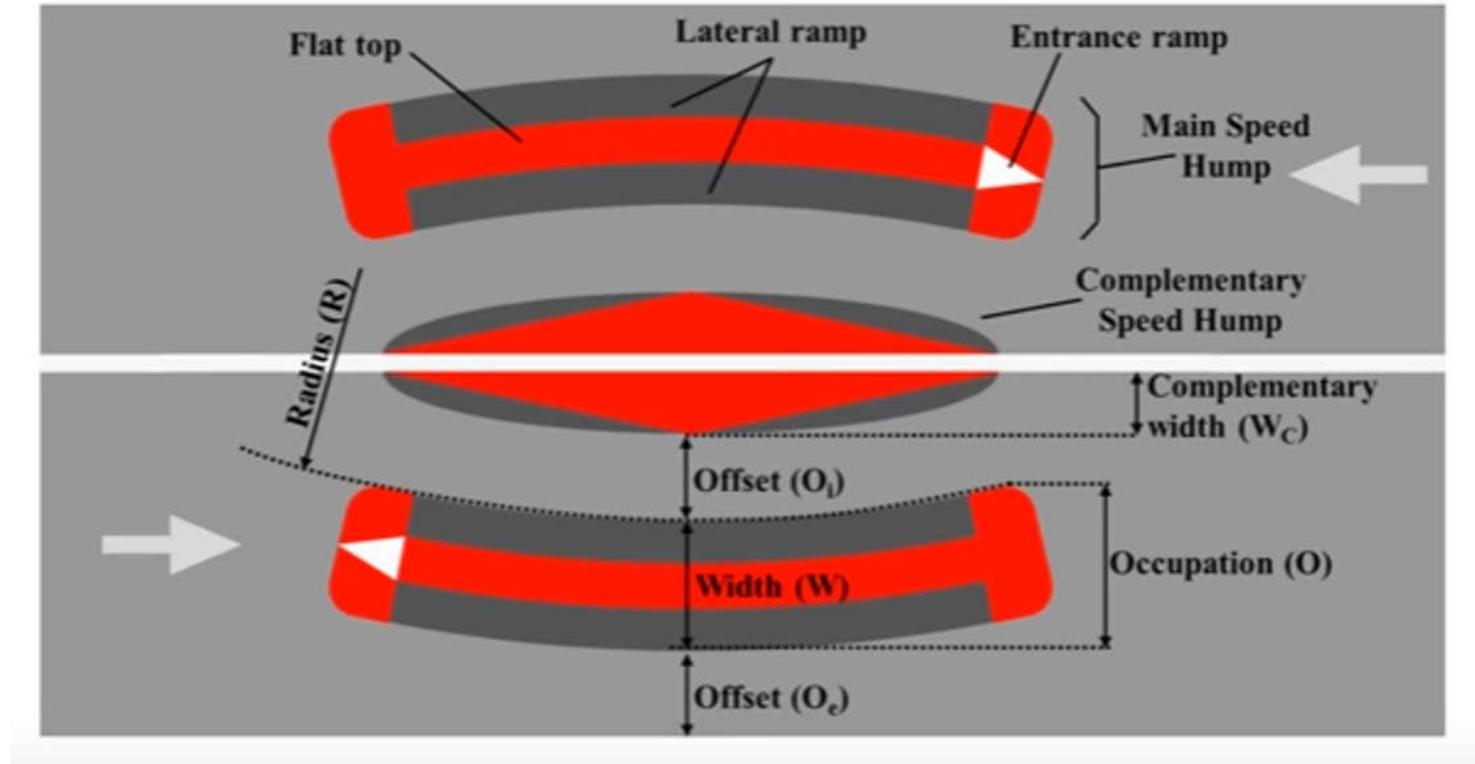
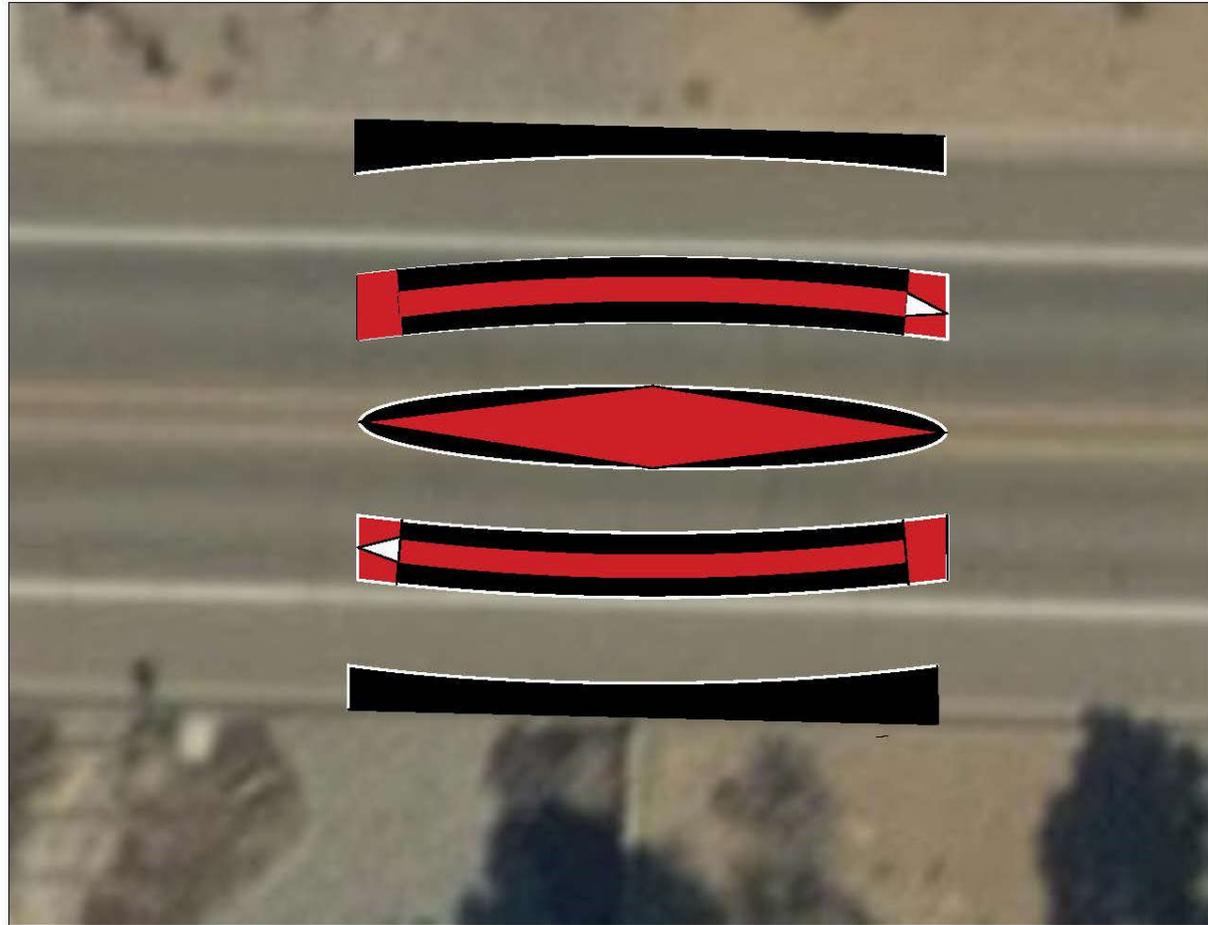
Disadvantages

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



Boulder, CO

SPEED KIDNEY



SPEED CUSHION

Description

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

Advantages

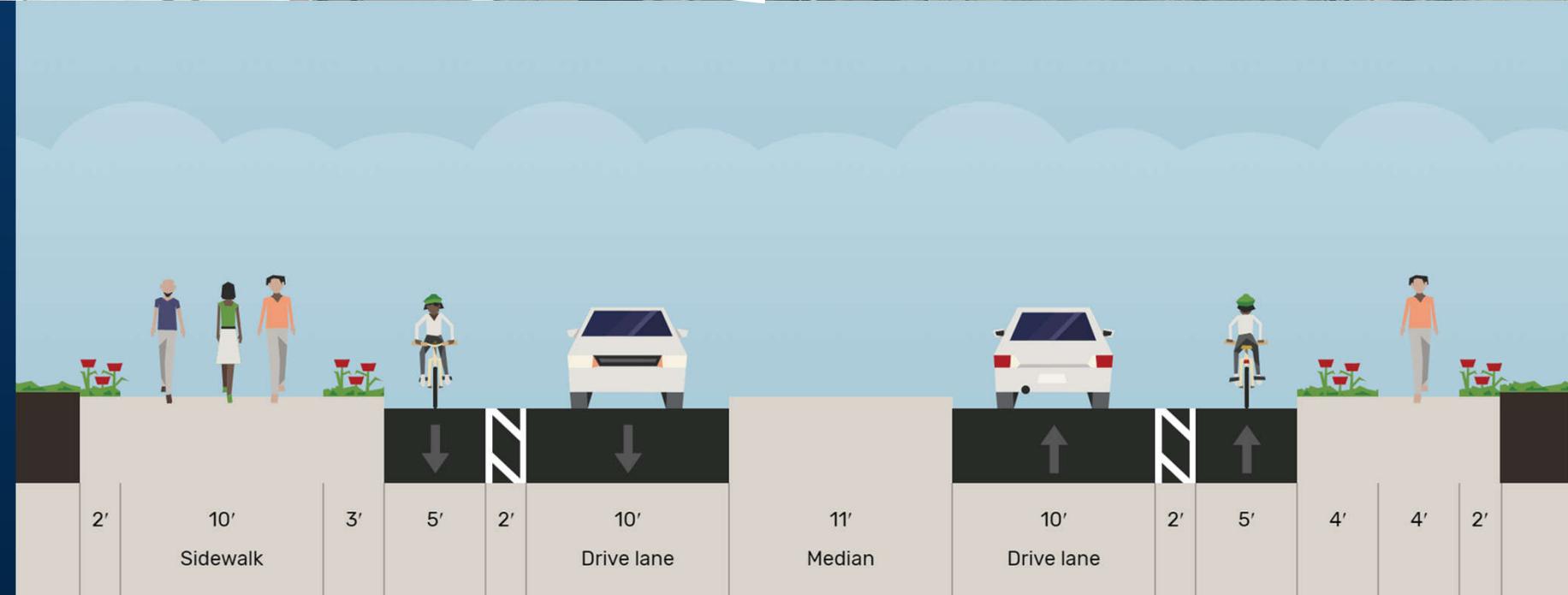
- Effective at reducing speeds
- Does not present disadvantages for emergency vehicles

Disadvantages

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



ILLUSTRATIVE DESIGN: ROAD DIET



ILLUSTRATIVE DESIGN: ROAD DIET

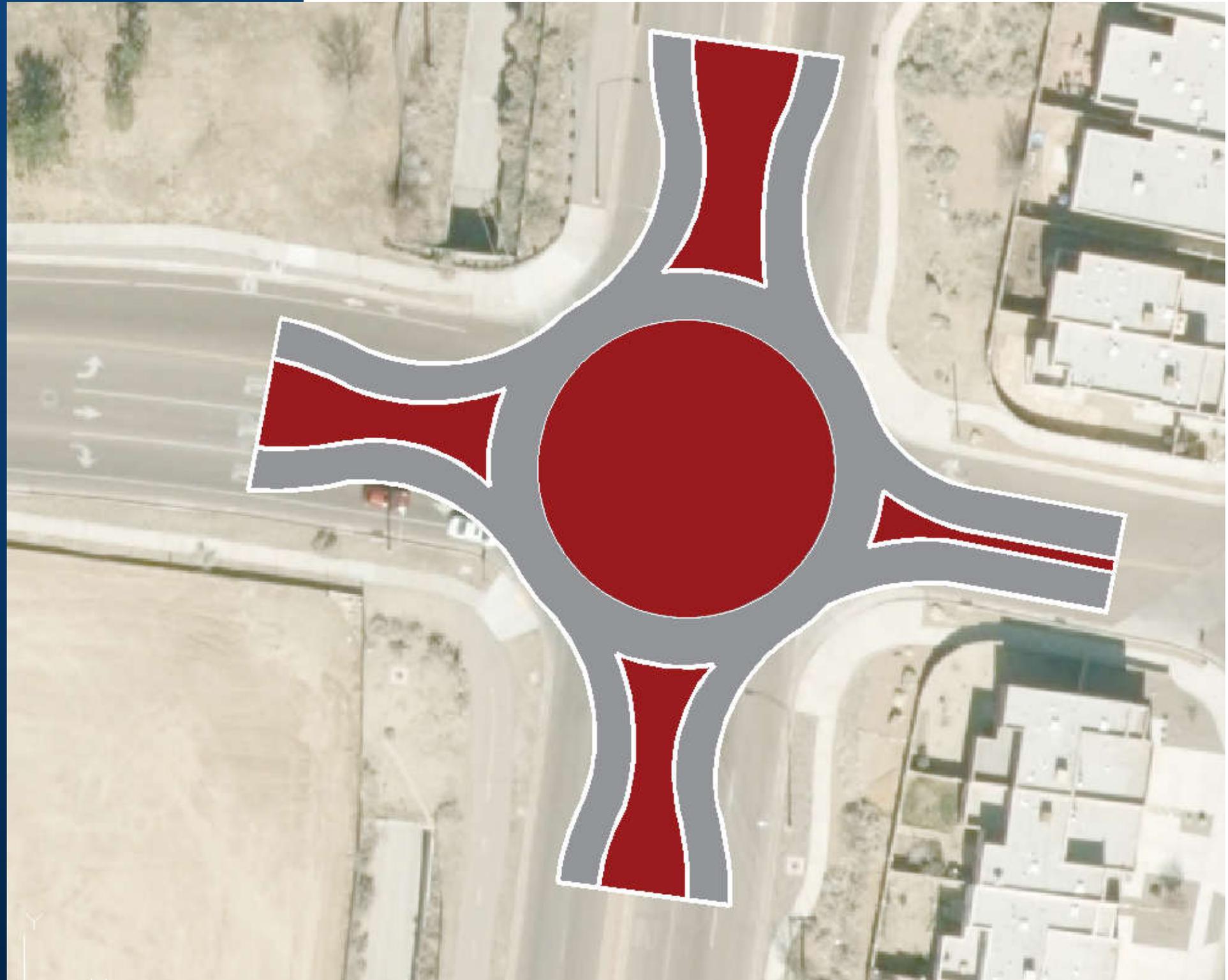


Hidden Valley

Warm Sands



ILLUSTRATIVE DESIGN: Wenonah Roundabout (Existing Pavement)



NEXT STEPS AND OTHER INFORMATION

1. Presentation slides posted to cabq.gov/traffic
2. Email any questions comments & concerns to:
 1. NTMP@cabq.gov
 2. rrmiller@cabq.gov
 3. pmorris@cabq.gov
3. Deadline for questions and comment: March 15, 2022

PUBLIC INPUT

QUESTIONS?



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