

Freedom Way Traffic Calming Concepts

Virtual Public Meeting #1

WILSON
&COMPANY

discipline | intensity | collaboration | shared ownership | solutions

Introductions

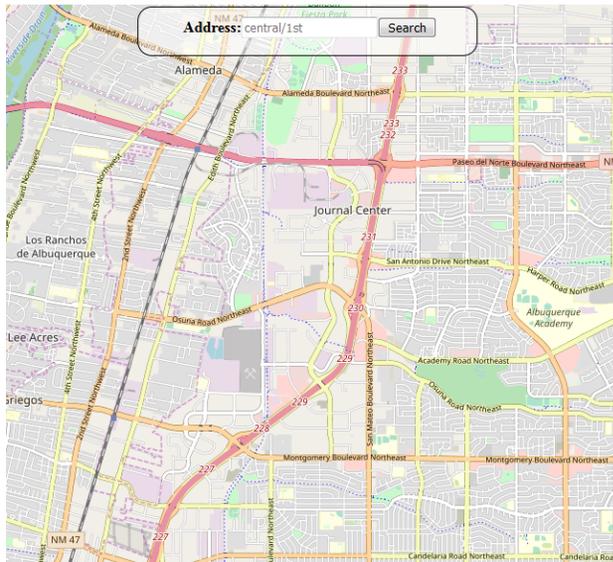
City of Albuquerque

- Councilor Brook Bassan
- Tim Brown, PE, PTOE – Traffic Engineering Manager
- Amanda Herrera, PE – NTMP Project Manager

Wilson & Company

- Audra Gallegos, PE
- Ben Bachwartz

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-Through
Vehicle Registration, Parking, Noise)

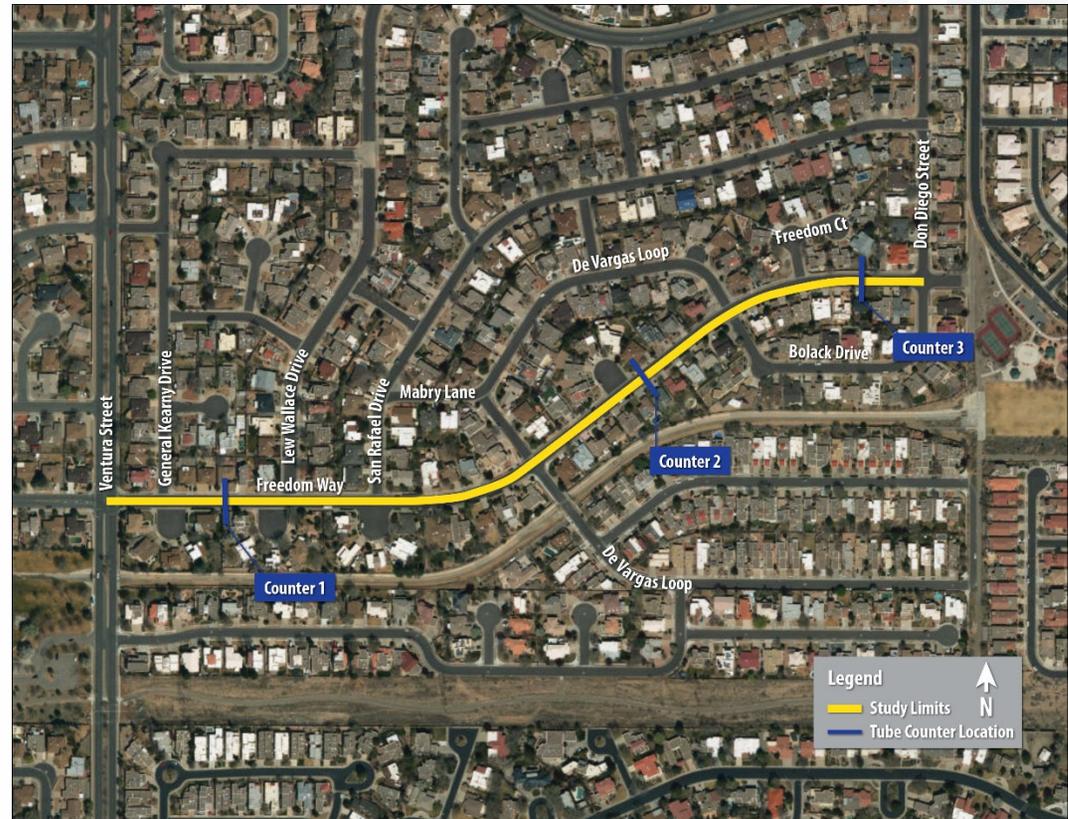
Submit

- 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 – Freedom Way from Ventura Ave to Don Diego Street
- 0.5 miles
- Residential road
- Speed limit is 25 mph



NTMP Criteria

NTMP Initial Criteria

- Must be a collector or residential roadway
- Application must be signed by 3 supporting residents
- Petition must be signed by 2/3 of the affected households

Evaluation Criteria

- Over a twenty-four-hour period, 15% of the vehicles traveling in the study area exceeded 7 miles per hour over the speed limit.
- Three reported crashes in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.
- A crash involving a pedestrian or cyclist in a school zone in a five-year period.
- Over a twenty-four-hour period more than 800 vehicles were counted traveling through the study area and 15% of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit.
- Over a twenty-four-hour period, 15% of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit and there was at least one reported crash in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.

Evaluation Criteria

- Over a twenty-four-hour period, 15% of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit and a field survey conducted by the Traffic Engineering Division determined that 25% of the peak hour traffic was cut-through traffic.
- Over a twenty-four-hour period more than 800 vehicles were counted traveling through the study area and there was at least one reported crash in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.
- Over a twenty-four-hour period more than 800 vehicles were counted traveling through the study area and a field survey conducted by the Traffic Engineering Division determined that 25% of the peak hour traffic was cut-through traffic.
- A field survey conducted by the Traffic Engineering Division determined that 25% of the peak hour traffic was cut-through traffic and there was at least one reported crash in 5 years where the police report identified speed as either a primary or contributing cause of the crash.

One or more of these criteria must be met to warrant traffic calming measures

Freedom Way Speed Study

Percentage of Vehicles Exceeding Speed Limit

- 15% of vehicles traveling in the study area exceeded 7 miles per hour over the speed limit.
- 15% of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit

Percentage of Vehicles Exceeding Speed Limit



Speed	Percentage of Vehicles Exceeding Speed Limit					
	October 7, 2020			October 8, 2020		
	Counter 1	Counter 2	Counter 3	Counter 1	Counter 2	Counter 3
5 mph	19%	11%	0%	19%	11%	0%
7 mph	9%	7%	0%	9%	5%	0%

Meets the NTMP threshold

Volume

- Over a twenty-four-hour period more than 800 vehicles are counted
- ADT 1,548 vehicles
- Meets NTMP threshold

Crash Data

- At least one reported crash in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.
- Does not meet NTMP threshold

Crash Date	Crash Intersecting Street	Crash Primary Street	Crash Analysis	Severity	Contributing Factors	Crash Correct with Traffic Calming
10/7/2015	Ventura St.	Freedom Way.	Vehicle parked in proper location	Damage 500 or more	Driver inattention	No

Traffic Calming Recommendations

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

Traffic Calming Options

Radar Signage



Pros

- Instant speed feedback
- Permanent and quick installation
- Does not slow emergency vehicles

Cons

- Requires electrical service or solar power
- Effectiveness temporary
- Subject to vandalism
- Flashing message into adjacent homes
- Maintenance costly

Raised Pavement Markers



Pros

- Inexpensive and easy to install
- Can be used with other devices
- Does not slow emergency vehicles

Cons

- Maintenance required
- Snowplows will remove them
- Noise from vehicles driving over



Lane Narrowing with Center Island



Pros

- Reduces Pedestrian crossing distance
- Increases safety
- Does not inhibit emergency vehicles

Cons

- Expensive
- Reduce on street parking

Traffic Circle



Pros

- Effective at slowing speeds
- Improves safety

Cons

- Slows emergency vehicles
- May eliminate on-street parking
- May require modifications to curb, gutter, and sidewalks

Neckdowns or Bulbouts



Pros

- Decreases vehicle speeds
- Reduces pedestrian crossing distance
- Does not inhibit emergency vehicles

Cons

- Expensive
- Maintenance by adjacent property owner
- Reduces on-street parking to adjacent homes

Striping Improvements



Pros

- Inexpensive
- Can be used with other devices
- May be used to delineate on-street parking
- Does not inhibit emergency vehicles

Cons

- Effectiveness temporary
- Maintenance

Public Input

Questions/Comments

- Survey after the presentation
- Email to NTMP@cabq.gov
- Deadline for comment May 10, 2021

Thank you!