

# Freedom Way Traffic Calming Concepts

Virtual Public Meeting #1

**WILSON**  
& COMPANY

discipline | intensity | collaboration | shared ownership | solutions

## Introductions

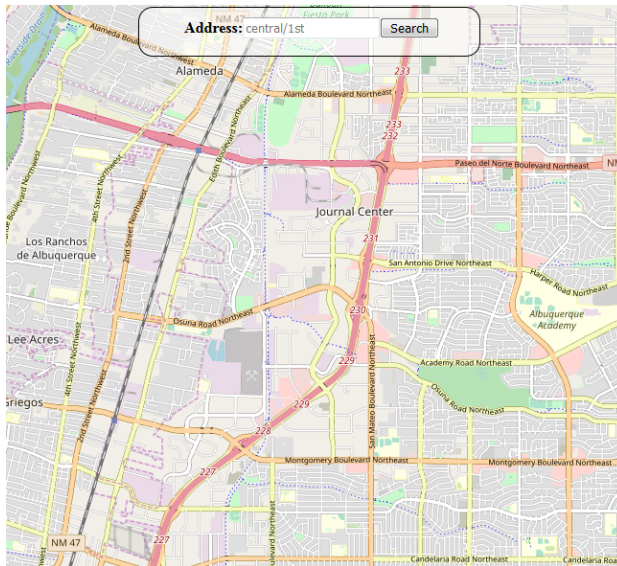
### City of Albuquerque

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

### Wilson & Company

- Audra Gallegos, PE
- Ben Bachwirtz

# 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)

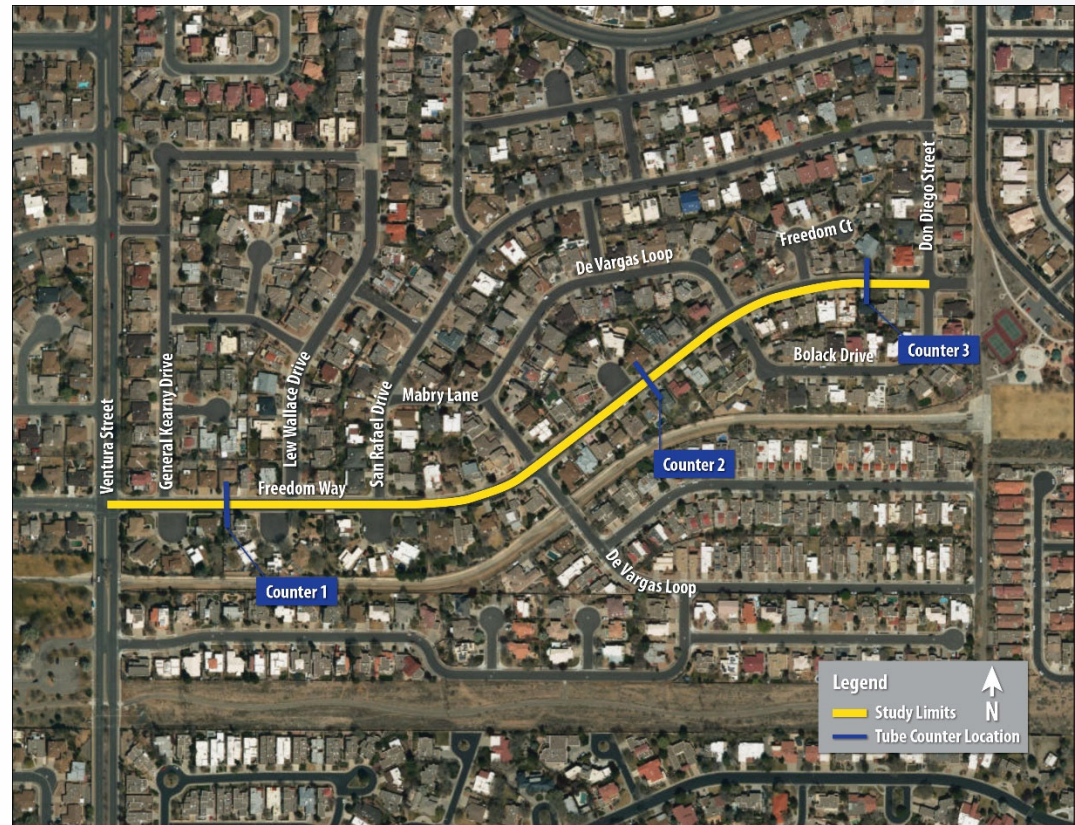
Submit

- 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 – 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.
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***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

- | Criteria  | Threshold |    |    |     |    |                    |    |    |    |
|---|-----------|----|----|-----|----|--------------------|----|----|----|
|   | 1         | 2  | 3  | 4   | 5  | 6                  | 7  | 8  | 9  |
| 15% of vehicles speeds > 7 mph over posted speed limit          |           |    |    |     |    |                    |    |    |    |
| 15% of vehicles speeds > 5 mph over posted speed limit          |           |    |    | X   | X  | X                  |    |    |    |
| 3 reported crashes with speed as primary or contributing factor |           |    |    |     |    |                    |    |    |    |
| 1 reported crashes with speed as primary or contributing factor |           |    |    |     |    |                    |    |    |    |
| Pedestrian or cyclist involved crash                            |           |    |    |     |    |                    |    |    |    |
| More than 800 vehicles daily                                    |           |    |    | X   |    |                    | X  | X  |    |
| 25% cut-through traffic   |           |    |    |     |    |                    |    |    |    |
| Meets Threshold   | No        | No | No | Yes | No | No                 | No | No | No |
|   |           |    |    |     |    |                    |    |    |    |
|   |           |    |    |     |    | Threshold Criteria |    |    |    |
|   |           |    |    |     | X  | Meets Criteria     |    |    |    |

## 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](mailto:NTMP@cabq.gov)
- Deadline for comment May 10, 2021

Thank you!