

## 12TH & MENAUL COMMITTEE

April 2, 2014

Dave Pennington, Parsons Brinckerhoff, [pennington@pbworld.com](mailto:pennington@pbworld.com)  
Jim Heimann, Parsons Brinckerhoff, [heimann@pbworld.com](mailto:heimann@pbworld.com)  
Melissa Lozoya, Department of Municipal Development, [mlozoya@cabq.gov](mailto:mlozoya@cabq.gov)  
Kellie Shaw, Department of Municipal Development, [kellieshaw@cabq.gov](mailto:kellieshaw@cabq.gov)  
Martin Carrasco, Department of Municipal Development, [mcarrasco@cabq.gov](mailto:mcarrasco@cabq.gov)

Dear Dave, Melissa and everyone,

Thank you for meeting on March 11 with the neighborhood's 12th and Menaul Committee. Thanks also for providing your traffic analysis and data on March 21, and allowing us the time to review this new information before submitting our comments on your February 13 proposals. We would appreciate receiving the rest of your data and analysis (i.e., the 12th Street and Menaul Great Streets Improvements Alternatives Analysis Report) as soon as possible, and would like to meet again in April.

We have the following general comments and have attached a list of specific steps we believe will improve the current proposals.

Some of our committee attended Jeff Speck's Albuquerque lecture in March. We believe the principles he espoused apply directly to the 12th and Menaul roadways and streetscapes. Mr. Speck's overarching principle was that "a vital place is full of pedestrians." He listed the following elements to attract and keep pedestrians: a reason to walk; a safe walk; a comfortable walk; and, an interesting walk. He emphasized that most city streets are built to a capacity that unnecessarily induces vehicular demand, causing detrimental effects, and that our lanes tend to be wider than needed for the target speed of our streets.

Both Parsons Brinckerhoff proposals for the 12th and Menaul area—the two-lane roundabout and the larger signalized intersection—are designed to carry more traffic at higher speeds than necessary or desirable. Both proposals are vehicle-oriented at the expense of pedestrians and bicyclists.

With these two proposals, we have lost what was accomplished through the 2004-2005 public design process. That collaborative process balanced neighborhood goals with business goals. The resulting 12th and Menaul Study recognized the value of all forms of transportation, and included the elements necessary for a healthy and profitable symbiotic relationship between commercial areas and residential areas. The Study strongly weighed pedestrian and bicycle access and safety in evaluating four alternatives (including an intermediate option).

We ask that you reevaluate your assumptions and redesign the current two proposals to accomplish the following throughout the project area:

- protected, comfortable, inviting and purposeful pedestrian access;
- wide bike lanes;
- protected and well-located bus shelters;
- traffic moving at or below posted speeds;

## 12TH & MENAUL COMMITTEE

- reduced conflicts between pedestrians, bicyclists and vehicles; and,
- buffers—both visual and physical—between sidewalks and streets, and residential areas and commercial areas.

We do not accept the premise that designing roadways for the highest possible volume during peak periods is necessary. There are clear examples elsewhere in the City where “road diets” have resulted in a more livable community with slower but steadily moving traffic. It’s significant that even your data indicate that 12th Street north of Menaul currently carries, and in the future will carry, more traffic than Menaul east of 12th, and yet it functions, and in the future will function, well with just one traffic lane in each direction.

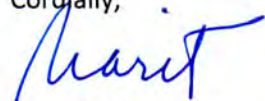
It is also important to note that the underlying data take no account of the fact that:

- a percentage of “external” trips to and from the AIS site will be via public transit, walking and bicycling;
- many of the “internal” trips to the retail and restaurants will be generated on-site by the offices and hotels;
- on-site employers can institute travel demand policies (e.g., staggered work hours, telecommuting, etc.) to reduce the peak volume of vehicle traffic entering and exiting the site; and,
- drivers will use the internal AIS property streets to avoid the 12th and Menaul intersection.

Furthermore, reconsideration of your 0.5% background traffic growth and AIS traffic predictions is warranted. Recent MRCOG data indicate that traffic in the 12th and Menaul area has been declining in recent years, not rising. (As Mr. Speck noted, this reflects a national trend.) The residential areas to the north, northwest and east are fully developed. And, in light of the continuing stagnation in federal expenditures, funding of three additional federal office buildings on the AIS property seems unlikely.

We look forward to further discussions with you. We hope you will be responsive to community input and help design creative solutions that accommodate build out at the AIS property while taking into consideration neighborhood goals and concerns. Please contact us to arrange another meeting in early April.

Cordially,



Marit Tully  
12th and Menaul Committee

Attachment

Copy:  
Councilor Isaac Benton, [ibenton@cabq.gov](mailto:ibenton@cabq.gov)  
Diane Dolan, [ddolan@cabq.gov](mailto:ddolan@cabq.gov)

## **Attachment to 4-2-14 Comments**

### **MAXIMIZE OPPORTUNITIES TO DIVERT TRAFFIC**

- Reconfigure the intersection geometry and signals at 6th and Menaul to encourage freeway-bound traffic to access the frontage road and I-40 from 6th Street rather than 12th Street; and,
- Explore any and all opportunities to create a direct connection to the AIS property from the westbound frontage road, as required by the 2002 Development Agreement between the City and Pueblos.

### **MAXIMIZE OPPORTUNITIES TO CALM TRAFFIC AND INCREASE SAFETY FOR ALL USERS**

#### **A. Roundabout Option for 12/M Intersection:**

- Target speed of 15 to 18 mph;
- Limit the size of all entry/exit radii as well as the inscribed circle to the very smallest dimensions needed to enable 40-foot transit buses to pass through without using the truck apron; and,
- Redesign the legs coming into roundabout and going out as follows:
  - 12th Street north of Menaul to 1 lane in and 1 lane out;
  - 12th Street south of Menaul to 1 lane in and 2 lanes out;
  - Menaul west of 12th Street to 1 lane in and 1 lane out;
  - Menaul east of 12th Street to 2 lanes in and 1 lane out.

#### **B. Signalized Option for 12/M Intersection (apply same to 12/Indian School intersection):**

- Lengthy pedestrian countdown signals;
- Directional curb ramps at all four corners, for a total of eight curb ramps;
- Keep curb return radii at all four corners as tight as possible (no greater than they are today); and,
- Make use of the presence of bicycle lanes to design the corners per AASHTO and ITE design guidance on “effective” turn radii.

#### **C. Streets segments between intersections:**

- Target speed of 30 mph everywhere (except at the roundabout);
- Keep radii at all intersections small and tight (no greater than they are today);
- 9.5 foot inside traffic lanes and 10.5 foot outside traffic lanes everywhere;
- In the 12/M intersection option, reduce the northbound departure lanes on 12th Street from two lanes to one, eliminating the merge problem north of Menaul and changing the northbound outside lane to an eastbound right turn only lane;
- In the 12/M roundabout option, reduce the number of lanes to a maximum of one in each direction on both the north (12th Street) and west (Menaul) legs;
- Reduce Menaul to one lane in the eastbound direction; and,
- Apply all reduced footage to pedestrian improvements, e.g., wider sidewalks, wider buffers.

## **12TH & MENAUL COMMITTEE**

### **MAXIMIZE THE OPPORTUNITIES FOR SAFE, BUFFERED PEDESTRIAN ACCESS**

- Reduce, in general, the curb-to-curb distances at all intersections and throughout the area, including on the roundabout option;
- Minimum 8 foot wide landscape buffers (carriage strips) with street trees;
- Pedestrian refuge at all intersections, including in the median at 10th Street and Menaul;
- At 10th, reduce or eliminate the eastbound to northbound protected left turn lane;
- Increase the width of the sidewalk on the north side of Menaul to at least 6 feet and add a landscape buffer (carriage strip) between it and the curb.

### **ADDRESS CUT-THROUGH AND SPEEDING TRAFFIC IN NE QUADRANT**

- Study, analyze, and discuss with the affected neighborhood (9th, 10th and 11th Streets, Woodland, La Poblana, and Phoenix), the pros and cons of partially blocking or closing access at 10th Street and Woodland, as well as other available options for addressing cut-through traffic;
- Add, in consultation with the affected neighborhood, bulb-outs, stop signs, and/or other traffic calming measures to the residential streets immediately north and east of the 12th and Menaul intersection (10th Street, Woodland, La Poblana and Phoenix), as required by F/S O-05-98; and,
- Redesign the southern leg of the 10th and Menaul intersection to fully prohibit vehicles from turning left or proceeding north.

### **ADDRESS INGRESS/EGRESS AT CASA SOLANOS APTS**

- Reduce the length of the median west of 12th to allow Casa Solanos apartment dwellers to turn left onto Menaul Extension, or otherwise work with the property owner and City to relocate the apartments' ingress/egress.

#### **12TH & MENAUL COMMITTEE**

EDWARD ANAYA • IAN BEZPALKO • CRYSTAL FORD • CHARLIE KENESSON • ROBERT MACLAKE • JOE SABATINI •

RICHARD SANDOVAL • NANCY TRAYLOR • MARIT TULLY • ROBERT WILLIAMS

POB 6953 • ALBUQUERQUE, NM • 87197 • 505-385-7863