



DESIGN TEAM RESPONSES TO 12TH & MENAUL COMMITTEE LETTER DATED APRIL 2, 2014

A letter with attached comments was submitted by the 12th & Menaul Committee on April 2, 2014 to the City of Albuquerque Design Team. Refer to the letter to correlate the responses with the comments. Following are the Design Team's responses to the letter.

Responses to Comments within the Letter

Report Status

The Draft Alternatives Analysis Report is currently being reviewed by the Department of Municipal Development (DMD). After the report is finalized, it will be made available on the project website and notices will be emailed of its availability.

12th and Menaul Intersection Alternatives

The Design Team has held a few meetings with the 12th & Menaul Committee since the letter was submitted to discuss the alternative configurations that the City is willing to consider for the signalized intersection and roundabout. Refer to the responses on the following pages which specifically address the intersection alternatives.

Reevaluation Items

- ◆ Protected, comfortable, inviting and purposeful pedestrian access – Pedestrian amenities will be greatly improved by this project. The sidewalks along the frontage of the Albuquerque Indian School (AIS) site will be buffered from the roadway by on-street bike lanes (seven feet to face of curb) and by carriage strips of five to six feet between the curb and sidewalk. The sidewalks will be ten feet along 12th Street and eight feet along Menaul Boulevard. In other areas, the on-street bike lanes will be provided and carriage strips will be maximized to the extent possible to buffer the sidewalks from the street traveled way. The Design Team will continue to work on optimizing the street crossings and their treatments as the project advances and design details are refined.
- ◆ Wide bike lanes – Five-foot bike lanes next to a two-foot gutter pan will be provided. Buffered bike lanes may also be used where appropriate depending on the selected alternative for implementation. Six-foot bike lanes will be provided between through and right-turn lanes.
- ◆ Protected and well-located bus shelters – This will be detailed in the design process in coordination with ABQ Ride.
- ◆ Traffic moving at or below posted speeds – The DMD will consider posting 12th Street and Menaul Boulevard within the project limits at 30 mph however concurrence will be required by the appropriate City Departments/Divisions and the City Council. The posted speed limit will be no higher than 35 mph as currently exists. Additionally, the close traffic signal spacing on 12th Street may result in slower travel speeds, and the proposed section on Menaul Boulevard will visually change the roadway from a wide-open facility to a narrower facility which may calm traffic.
- ◆ Reduced conflicts between pedestrians, bicyclists and vehicles – This will be accomplished by providing dedicated spaces for bicycles in on-street bike lanes and for pedestrians on wide and buffered sidewalks together with fewer access drives serving the AIS site than were previously identified. Further, the proposed intersection lane configurations have been optimized to reduce the number of entering and exiting lanes at the 12th/Menaul intersection for both the roundabout and signal alternatives.
- ◆ Buffers – both visual and physical – between sidewalks and streets, and residential areas and commercial areas – Landscaping will be provided as part of the improvements within the carriage strips and within the medians, as appropriate. The landscaping details associated with the street improvements will be determined in final design. The buffer areas provided between the road and the buildings on the AIS site will be determined by the IPMI development team.



Designing for Peak Hour traffic – Using peak hour traffic flows for determining transportation needs is an industry standard and helps ensure street and intersection designs can accommodate existing and future travel needs efficiently and safely. However, this is one of several factors considered during project development. While the 12th and Menaul Committee has expressed concern that using peak hour traffic will lead to over designing the intersection, others in the community have commented that the density of traffic on 12th Street north of Menaul leaves few gaps to safely enter and exit this street. While traffic may flow on 12th Street, the issues are with the delays and the safety of those trying to access 12th Street from side streets. The lack of gaps can create a safety risk when motorists become impatient and take risks that may not otherwise occur.

Assumptions Regarding Traffic Volumes:

- ◆ A percentage of external trips will be by transit, walking and biking: We concur with this statement. However, the trip generation rates contained in the *ITE Trip Generation Manual* that were used to estimate the new trips to and from the AIS site were developed based on vehicle counts at the access points to the development. The traffic analysis is concerned with vehicular traffic on the street.
- ◆ Internal Trips: There will be some internal trips within the AIS site between the office uses and the retail uses, which will vary day-to-day. The highest occurrence is expected to be during the Noon hour. A smaller percentage is expected during the PM peak hour and would not be expected to make a significant difference in the analysis.
- ◆ Employers travel demand policies: The City is supportive of IPMI implementing a travel demand management (TDM) policy for the AIS site but cannot make this a requirement specific to one property owner.
- ◆ Use of internal streets to avoid the 12th and Menaul intersection: The Design Team does not agree with this statement because the internal street network will be slower and there will be more pedestrians on the AIS site. Traffic not destined for the AIS site are expected to and should stay on 12th Street and Menaul Boulevard when traveling through this area.

Background Traffic Growth: Traffic has decreased over the past several years due to the economic downturn and is expected to recover as the economy recovers. The 0.5 percent growth for 10 years is not unreasonable as properties in the area are undeveloped (e.g., north part of the IPCC site and lands immediately south of I-40) and redevelopment of existing uses may occur. The City is proposing improvements to accommodate the full build-out of the AIS site which is not expected to occur for many years. Designing to current conditions is not the industry standard and is not recommended.

Responses to the Attachment to 4-2-14 Comments

MAXIMIZE OPPORTUNITIES TO DIVERT TRAFFIC

The City will work with the NMDOT to add signs along Menaul east of 6th Street to identify 6th Street as a means to access I-40.

The City coordinated with IPMI on I-40 frontage road access issue and the IPMI provided written correspondence on why this is not feasible. The City, in conjunction with the neighborhood, will continue to coordinate with IPMI but this connection will not be included in this project.

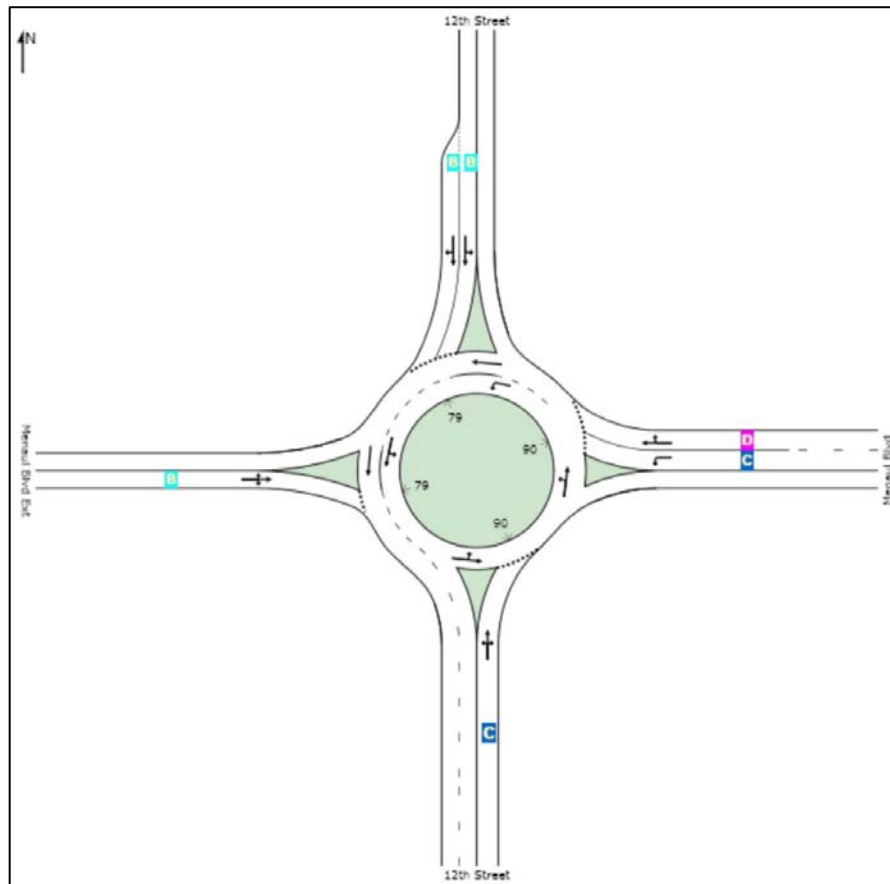


MAXIMIZE OPPORTUNITIES TO CALM TRAFFIC AND INCREASE SAFETY FOR ALL USERS

Roundabout Option for 12th/Menaul

The roundabout design details will be refined in final design, and it will be designed so that buses will not be required to use the truck apron to navigate the roundabout. A schematic of a revised roundabout configuration proposed by the City is provided below. To function acceptably, two entry lanes are needed on 12th Street from the north. This two-lane entry is the only variation required from the 12th & Menaul Committee comment.

Schematic of a Revised Roundabout Concept



Signalized Option for 12th/Menaul (apply same to 12th/Indian School intersection)

Curb ramps will be designed per PROWAG regulations.

Turning radii will be designed to the minimum radius needed to accommodate the design vehicles for this area which includes city buses and commercial trucks.

The City will consider elimination of right-turns-on-red, ped-jump signal timing, and ped timing based on a 3.5 feet per second walking speed.

Street Segments between Intersections

The DMD will consider posting 12th Street and Menaul Boulevard within the project limits at 30 mph however concurrence will be required by the appropriate City Departments/Divisions and the City Council. The posted speed limit will be no higher than 35 mph as currently exists.



Turning radii will be designed to the minimum radius needed to accommodate the design vehicles for this area which includes city buses and commercial trucks.

The City will consider 10.5-foot lanes for the inside lane and 11.5-foot lanes next to a bike lane. The minimum lane width for travel lanes will be 10.5 feet. A 10-foot lane will be considered for exclusive left-turn lanes. The minimum width of a painted center two-way left-turn lane will be 12 feet.

The City is considering the signalized intersection alternative to eliminate the merge on 12th Street north of Menaul. The northbound lanes on 12th Street entering its intersection with Menaul Boulevard would include a separate left-turn lane, one through lane, a bicycle lane, and a right-turn lane. The outside/curb lane on 12th Street would drop/terminate at the right-turn lane.

A revised roundabout layout is being considered as indicated above.

The City is considering the option to provide one travel lane for eastbound Menaul adjacent to the AIS site.

Sidewalks and buffers are being maximized balancing all needs of the area with the right-of-way constraints that exist.

MAXIMIZE THE OPPORTUNITIES FOR SAFE, BUFFERED PEDESTRIAN ACCESS

Pedestrian amenities will be greatly improved by this project. The sidewalks along the frontage of the Albuquerque Indian School (AIS) site will be buffered from the roadway by on-street bike lanes (seven feet to face of curb) and by carriage strips of five to six feet between the curb and sidewalk. The sidewalks will be ten feet along 12th Street and eight feet along Menaul Boulevard. In other areas, the on-street bike lanes will be provided and carriage strips will be maximized to the extent possible to buffer the sidewalks from the street traveled way. The Design Team will continue to work on optimizing the street crossings and their treatments as the project advances and design details are refined.

The eastbound-to-northbound left-turn lane at 10th Street is needed particularly if the option to provide one eastbound travel lane on Menaul is advanced to the design phase. The length of the turn bay will be reviewed and minimized in final design.

A six-foot sidewalk is being considered on the north side of Menaul while keeping the Foraker lateral. The width of the buffer that can be provided will be determined in final design.

ADDRESS CUT-THROUGH AND SPEEDING TRAFFIC IN THE NE QUADRANT

Various traffic calming treatments will be considered by the City if it is determined that there is a traffic cut-through problem through the neighborhood as determined by the City's procedures for the installation of Neighborhood Traffic Calming devices. The City prefers to conduct an appropriate study subsequent to the implementation of the proposed improvements to better address the issues that may arise with the proposed improvements.

Through and left-turn traffic movements from the AIS site will be restricted at 10th Street.

ADDRESS INGRESS/EGRESS AT CASA SOLANOS APTS

Roundabout Option: The raised median will be kept as motorists can use the roundabouts to make u-turns to access the apartments.

Signal Option: A painted median can be used to provide access to the apartments and Dominos.