



## Summary of Comments, Questions, and Responses for the February 13, 2014 Public Meeting

### Introduction

The City of Albuquerque held the second public meeting for the 12th Street and Menaul Great Streets Improvements project on Thursday, February 13, 2014. The purpose of the meeting was to provide updates on the roadway improvement alternatives, to provide information about changes made to the project in response to public comments received at the previous meeting in early December 2013, and to solicit more feedback regarding the revised design alternatives. The meeting ran from 6:00 pm to 8:00 pm and was held in the Chaco Room of the Indian Pueblo Cultural Center.

The meeting included an Open House where stakeholders could discuss their issues with the design team along with a 45-minute Power Point presentation. The presentation topics included (1) Why changes to 12<sup>th</sup> Street and Menaul Boulevard are proposed?; (2) How have previous public comments been addressed?; (3) What design changes have been made in response to community input?; and, (4) Next Steps. Project team members were available before and immediately following the presentation to answer questions during the Open House session. *The presentation and Open House exhibits were posted to the project website after the meeting and a copy is included in Appendix A.*

The public was notified of the meeting via several methods including an Every Day Door Direct (EDDM) postcard mailing, email list serv, a notice on the project webpage ([www.12thandmenaul.org](http://www.12thandmenaul.org)), newspaper advertisement in the Albuquerque Journal, and a notice on Variable Message Board in the project area. A total of 121 people signed in at the meeting. Additional people attended but did not sign in; therefore the number of participants was more than 121. Public participants were invited to provide their comments on flip charts. *Copies of the meeting notifications are included in Appendix B; and copies of the sign-in sheets are included in Appendix C.*



In addition to the flip chart comments, a comment form was provided to attendees to allow for written comments to be submitted at or following the meeting. A total of 17 comment forms were submitted by the close of the meeting. Participants were instructed to submit their comment forms by March 7, 2014, however the comment period was extended until March 21, 2014. All comment forms and other written comments/questions received through April 7, 2014 are included in this summary. *Copies of comment forms and other written comments are included in Appendix D.*

Subsequent to the open house, the project team met with the Near North Valley Neighborhood Association (NNVNA) on three occasions to further discuss the alternatives presented at the February 13<sup>th</sup> meeting including: March 11<sup>th</sup> , April 16<sup>th</sup> , and April 22<sup>nd</sup> , 2014.





## Comments and Questions from Comment Forms Returned at the Meeting

A total of 17 comment forms were returned at the meeting. The comments received are listed below. Because many of the comments involved like issues and/or concerns, they have been organized into categories.

### Comments Specific to the Intersection of 12<sup>th</sup> Street and Menaul Boulevard

#### Comments pertaining to the intersection design alternatives:

- No roundabout.
- Please no roundabout. You can barely get the traffic through the intersection now and it will be worse when the McDonalds opens and the Indian School property is developed. When they changed the flow on 12<sup>th</sup> from 4 lanes to 2 lanes, they made it very dangerous and choked. A roundabout will just make this worse! Contrary to folklore a roundabout does not slow traffic. It would be very hazardous at 12<sup>th</sup> and Menaul and would exacerbate the problem at 12<sup>th</sup> and Candelaria.
- How will you know that the roundabout can manage the traffic flow if all other roundabout sites in Albuquerque have a lesser traffic demand? Quite frankly, I'm unconvinced that the roundabout is the most viable/effective option. The fact that this option is less safe for visually impaired pedestrians and requires property acquisition from 3 local businesses concerns me.
- I would like to have a roundabout at 12<sup>th</sup> and Menaul properly designed so that people who are opposed to them can see how well they can work. I prefer to have traffic flowing continuously and not having to stop for lights.
- No more roundabouts! Isn't it a no-brainer to not spend additional \$2M on a roundabout!
- As a homeowner and a bicyclist, I support the implementation of the bike lanes and pedestrian sidewalk access as planned, with deference to a roundabout versus signalized intersection. Hopefully more motorists will become accustomed to proper roundabout technique and treat them as a first-come, first-serve game of chicken.
- No roundabout!
- I am 100% for the roundabout. Presently there is one on Indian School and 15<sup>th</sup>. The landscaping is fantastic, beautifully done, a 100% improvement. After people get used to it, it is quite simple.
- Favor roundabout approach – works well when people learn how to navigate them.
- I favor the roundabout for safety and traffic calming reasons.
- Way in favor of signalized intersection at 12<sup>th</sup> and Menaul option 2 at 10<sup>th</sup> Street – much better designs.
- I have seen roundabouts aka traffic circles in use in my home state of New Jersey for over 40 years. I have lived in this area for the last 26 years. Traffic circles are very problematic. Cars entering the circle do not always yield. The pedestrian walkways are not safe. A properly designed signalized intersection would be my preference.
- Who said that a roundabout would improve traffic? Awful idea.



**Other related comments:**

- If there is a roundabout please replace McDonald's commercials with roundabout safety commercials! Educate and safety! Roundabout – education citizens too.

**Comments Related to Auto, Pedestrian, and Bicycle Access**

- Make 12<sup>th</sup> Street 4 lanes again [north of Menaul].
- No access to McDonalds off 12<sup>th</sup> Street other than the light.
- The best alternative is to restore 12<sup>th</sup> to 4 lanes. That would improve safety and improve traffic flow.
- Must have left turn on 10<sup>th</sup> to east Menaul.
- Menaul Boulevard option 2 – let people turn into 10<sup>th</sup> Street and neighborhoods. What is happening on northbound 10<sup>th</sup> Street – can they turn left? Does a lot of traffic come this way?
- Bike lanes good.
- Have you considered a pedestrian overpass from the cultural center to the AIS property?
- Keeping car speeds slow will help mix vehicles, walkers and bikers (i.e. 30 mph maximum).
- Where the bike lanes end at the roundabout and bike traffic is directed to the sidewalk there should be ½ concrete sidewalk and ½ asphalt trail. When this happens at the current roundabout the pedestrians on the sidewalk do not expect the bikes.

**Miscellaneous Comments**

- What would be the cost to the neighborhood taxpayer if a Phase I assessment of the garage property found contamination? Would this impact the cost of the project?

*Response: Specific costs cannot be provided at this time as the appropriate investigations have not yet been performed. The roundabout would require acquisition of the entire parcel while the signalized intersection would only acquire a portion of the parcel. As such, the project costs and impacts will be refined and better defined once a preferred alternative is selected and the project advances into the design phase.*

- I believe that the 4' high concrete diversion boxes used by the MRGCD and City-owned could be cut down shorter. Also the water flowing along the Foraker lateral could be diverted after 10<sup>th</sup> Street into the storm tunnel below Menaul and it would avoid any possible flooding by the ditch which can happen now because of blockage after 10<sup>th</sup> Street. MRGCD is aware that the end of that ditch needs to have a way to flow back out towards the river. Have the City and MRGCD tap into the storm system while construction is being performed along this area and divert the end of the Foraker Lateral into the storm drain system.

**Written Comments Transcribed from Flip Charts at the Meeting**

A total of 27 comments were written on the flip charts available during the Open House. The comments received are listed below. Because many of the comments involved like issues and/or concerns, they have been organized into categories.



## Comments Specific to the Intersection of 12<sup>th</sup> Street and Menaul Boulevard

### Comments supporting the roundabout alternative

- I like roundabouts. Will [improve] the looks of the neighborhood. Also, I hate waiting for the light at 12<sup>th</sup> Street.
- Roundabouts are fine once people lose their fear of new things.
- Having a roundabout at 12<sup>th</sup> and Menaul would work well with the current roundabout at Allsups!
- People should go to Europe or back east – that’s all you see. [Roundabouts]
- Roundabouts aren’t all that difficult. I ride a bike through them easily!
- Coming from a city kid that can’t drive, I say the roundabout is the best idea in that space and well worth the money being spent.
- Roundabout yes!
- Cars do not yield to pedestrians now even with a walk light. At least with a roundabout there are refuges and the pedestrian only has to worry about traffic from one direction.
- Roundabouts in Washington DC work pretty well, e.g., Dupont Circle.
- The long term benefits of the roundabout.

### Comments in support of the signalized intersection alternative

- No roundabout!
- 8<sup>th</sup> and Central really bad and I try to avoid but I won’t be able to avoid 12<sup>th</sup> and Menaul. Sunset and Sage ok but not much traffic.
- I can’t drive on roundabouts! Why??
- As a pedestrian, I guarantee cars will not yield at the 4-H roundabout. Perhaps cars have less damage, how about people?

### Other related comments

- Replace McDonald’s commercials with “roundabout safety” commercials.
- Explain to people more on how to use roundabout, some people don’t know what ‘yield’ means!

## Comments Related to Auto, Pedestrian, and Bicycle Access

- We need more safe and walkable areas for pedestrians and children.
- Consider a combo bike path sidewalk on the north side of Menaul – something like the nature center trail – then maybe there would be some room for a carriage strip or landscaping.
- People from out of town come in and they get lost easily but that’s just what I see and it would be nice to see bus schedules at the stops as well the 8 bus. Bike path would be nice on the north side of I-40.
- Why can’t the crosswalk at the IPCC be above ground?
- Please give bikes more priority.
- With traffic increase how does traffic flow through roundabout with restricted lanes 2 – 3 to 1?
- Pedestrian crossing 12<sup>th</sup> at Indian School – need enough time.



## Miscellaneous Comments

- Saving the ditch may be a good idea but I don't think it would be a big deal if the ditch was gone, just say ok but it sucks.
- I don't like the infill – McDonald's more cutting through the car wash.
- What are the plans for a grocery store in this area and what will be the walking access to any proposed grocery store?
- Why is the ratio of tribal land v. private land encroachment so disparate?

## Additional Written Comments Received

A total of 26 written comments were received after the public meeting and are transcribed below in the order they were received. Comments were received by mail or email and comments received up to April 7, 2014 are included herein. A response to each comment is provided.

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Date: 2/13/14

My next door neighbor attended the first meeting concerning this proposed improvement project and told me what was being proposed.

I have lived on La Poblana Rd. very close to this proposed improvement site for 26 years. The roundabout at Menaul and Indian School in front of the Allsup's is dangerous and has not been an improvement at all. I have witnessed and have nearly been involved in a number of collisions at this roundabout. Drivers are not familiar with them and do not always see the yield signs coming into the circle. I had seen these "Traffic circles" in New Jersey where I grew up over 40 years ago. My father as a Chief of Police in New Jersey told me that they were an experiment that failed. They not only slow traffic down but at busier times of the day they cause traffic jams because you cannot safely enter the circle. I will be at the open house tonight to voice my opinion in person.

*Response: Comment noted.*

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Date: 2/13/14

1) Contrast of previous meetings discussion roundabouts/roadways and tonight was impressive. Whoever responsible/however it came to be— it was much appreciated.

2) Obvious much more thought than usual went into bicycle and pedestrian access, concerns and vulnerability. Impressions:

a) Formal bicycle facilities at and adjacent to intersection is going to require effort for increasing motor vehicle awareness as this is significant change in past area practices.

b) NB 12th past intersection needs to single lane with right lane sharrow first block (NO MERGE LANE) if bicycling is going to be encouraged. Jim said turning drivers were afraid of being rear ended. Valid concern but a motor vehicle behavior problem that vulnerable bicyclists should not be penalized for. Artifact of CABQ archaic and dangerous traffic engineering dept. thinking that prohibits safe bicycle travel where present.

c) Another consideration for signalization is noise and air quality>>queuing vehicles.



3) Very disappointed to see that Transit and access from adjacent neighborhoods was given short shrift. This is incredibly short-sighted. Transit facilities should have access clearly defined and marked, especially if located across busy arterial from desired activity hub. This means crosswalks. One of the problems with DMD Traffic Engineering crosswalk policy (especially at transit facilities) is that it is ABQ centric and problem for visitors. It's also a safety problem for ALL vulnerable users because Motor Vehicle operators no longer understand that they must yield to pedestrians when present. How will residents of adjacent neighborhoods access activity center safely by foot or pedal? It's crazy to think they will detour to signalized intersections with crosswalks. Also, with FHWA already expressing grave concern for CABQ high pedestrian accident and fatality rates, it seems that implied pedestrian crossing facilities (no formal markings with median refuges) only exacerbates confusion while decreasing the safety of the most vulnerable roadway users. I was told that CABQ Traffic Engineering policy is that median refuge without striped crosswalk is design standard because of liability concerns. I don't doubt that but can't find any info in DPM—can Jim provide me with reference or contact info so I can learn more?

4) Very concerned that project is not adequately addressing adjacent roadway issues that have significant multi-modal impact. Is the only safe access going to be from North because of safety issues at I-40, frontage roads and driveways immediately off frontage road on 12th (shouldn't Sawmill, Wells Park area residents be able to safely access activity center by bicycle and walking as well)? This is a huge issue that may not be part of current PB work scope but should be identified by PB for further study and consideration. In my opinion, driveways for McDonalds may have been allowed/approved but if 12th is going to be a bicycle facility, this access needs to be rescinded as it eliminates safe bicycle use in roadway. It's kind of a Sophie's choice for CABQ, but if you want bike facilities and bicycle access to community activity centers, then these type of driveways, even with diverters need to be prohibited for safety reasons. If driveways with right in/out diverters in this configuration is allowed, roadway should not be designated as safe bicycle facility by CABQ.

5) Appreciate PB position on ROW and roundabout if selected. Straightforward recommendation. Refreshing to see no parse, no weasel, no lipsticking the pig.

*Responses:*

- 2a) Standard treatments for signing and marking bicycle lanes will be used. Buffered bicycle lanes will be considered where space allows providing added separation between vehicles and bikes in critical areas.*
- 2b) Elimination of the merge on 12th north of Menaul is being considered. If the merge is kept and the signal advances, some sort of channelization device will be proposed to protect the bike lane north of Woodland and prevent motorists from merging by using the bike lane pavement.*
- 3) Details regarding transit stops and amenities will be developed in cooperation with ABQ Ride in preliminary design. The crossings of Menaul will be at the 12th Street intersection, west of 10th Street, west of 9th Street and east of 8th Street where the proposed raised median on Menaul will provide a minimum of 6-feet of refuge for crossing pedestrians. Providing marked crosswalks has not been proven to provide benefits to crossing pedestrians and may give pedestrians a false sense of security which are considerations used by the City Traffic Division to not mark crosswalks on multi-lane arterials. City Traffic does not have a written policy regarding marked crosswalks.*
- 4) The McDonald's site development was approved by the City's Development Division and will become a reality very soon. The current project will not modify recent improvements approved by the City that are associated with the McDonald's project. Also, a separate project would be*



required to improve the on-street bike lanes through the 12th Street/I-40 interchange as well as northbound 12th Street south of I-40.

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Date: 2/16/14

I am glad to see this area of our great city is finally being developed. I have been a resident of this area for 31 years and have owned a home on La Poblana Rd. for 26. I have had a drivers license for 40 years now and the only potential issue that I see with the proposed improvements is the "Roundabout", AKA "Traffic Circle". During the Higher traffic volume times of day these "Roundabouts" lead to traffic jams. Drivers already in the circle are not courteous and drivers entering potentially from four different directions have a very difficult time deciding who goes next. At very small low volume intersections they seem to work fine but at higher volume intersections they **DO NOT!**

I am speaking from personal experience. I was subjected to these "Traffic Circles" growing up in my home State of New Jersey. During rush hour they are a nightmare. The small "roundabout" that has already been implemented just west of 12<sup>th</sup> St. & Menaul in front of the *Allsup's* is problematic. Drivers coming into the circle from Westbound Menaul frequently do not yield, and this is a very small low volume intersection. I also don't think pedestrian walkways near traffic circles are safe **AT ALL.**

*Response: Comment noted.*

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Date: 2/18/14

Would you all please let us know how long the 12&M project boards will be available for viewing at the Indian Pueblo Cultural Center and where they will be (the name of that room upstairs)? We really appreciate their being accessible (we know of folks who have stopped by) and we would like to publicize their availability. It would be great if the City or Parsons Brinckerhoff could let all the first and second public meeting attendees know as well.

We are hoping the boards are available until March 7 if at all possible, if not longer. We expect some groups of people to stop by.

*Response: The boards were available for viewing until the end of March at the Cultural Center. Several boards were then provided to a NNVNA representative for their use at committee meetings. An e-mail notice was sent to the project contact list.*

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Date: 2/18/14

Regarding the traffic light option, 2 right hand lanes going north, make the right lane just a turning left (?) lane. It is my experience that merging causes slow down and serve no purpose as it slows traffic.

*Response: An option that keeps two lanes and the merge north of Menaul and an option to have only one northbound lane with no merge is being considered for 12th Street at its intersection with Menaul Boulevard.*



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Date: 2/20/14

Thank you for hosting a productive meeting Thursday evening. I strongly favor the roundabout solution, although more expensive, because it would symbolize Albuquerque's urban planning progress rather than the status quo. I don't need to list the numerous advantages of roundabouts and I see them as an enhancement to the city. We're in the 21st century and need to keep pace.

A key, in my estimation, to the successful mixing of car, pedestrians and bicyclers in this area is the enforced speed limit in the immediate area. Ideally, I'd like to see a 25 mph limit although that maybe unrealistic given our peddle-to-the-metal propensities. How about 30? The slower the better, giving the folks not in vehicles a chance to enjoy their walking/biking experience rather than dread it.

*Response: 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.*

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Date: 2/21/14

- 1) It seems to me you could eliminate the median on Menaul to gain footage for the sidewalk and bicycle path on the north side by using painted strips in lieu of concrete median. It would make easier on the neighborhoods to the north to access Menaul.
- 2) As far as opening up Indian School from the frontage road it doesn't seem to make sense that it can't be done? Roads all over Albuquerque run next to Federal buildings and schools.
- 3) I also see it doesn't make sense that the City has to take out businesses to accomplish making a roundabout. This whole project is going to make the Indian Center more accessible. They should want to make it easier for the City to achieve its goal without running adjacent businesses away.

*Responses:*

- 1) *A painted median was considered however a raised median is preferred to provide pedestrian crossing refuge, to add landscaping, and to effectively narrow the street to promote lower travel speeds. The design team is considering one eastbound lane instead of two lanes to provide a 6-foot sidewalk and a buffer on the north side of Menaul.*
- 2) *A key difference in the AIS site and other locations in Albuquerque with federal facilities is the tribal ownership of the subject property. The City coordinated with IPMI on this issue and the IPMI provided written correspondence on why this is not currently feasible. The City, in conjunction with the neighborhood, will continue to coordinate with IPMI but this connection will not be included in this project.*
- 3) *Several discussions were held with IPMI to determine if tribal lands could be used for the intersection improvements. The result is that buffers, sidewalks and other streetscape improvements can be located on tribal lands but the roadway from curb to curb cannot be located on tribal land.*

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Date: 3/4/14

I live...2 blocks from Menaul and the National Indian Cultural Center. Therefore, my family, neighbors and I are very affected by the city's project that is anticipated to be built on Menaul Street.





We strongly support the planned improvements on 12<sup>th</sup> Street and Menaul since they will make this area more pedestrian friendly, more pleasant in appearance and certainly increase our area's property values!

We would however, also very, very strongly recommend that you reconsider and approve the following items:

- 1) The roundabout at 12<sup>th</sup> Street and Menaul.
- 2) The ditch should be covered since it is dangerous, unsightly (gathers paper/plastic/cans and other trash)- it really isn't used.
- 3) The pedestrian sidewalks on both sides of Menaul should wide enough to allow three or four pedestrians to walk abreast.
- 4) A bicycle lane to be more usable.

We now have the opportunity to make these much needed improvements for our citizens/city's future!!!

*Responses:*

- 1) *A roundabout is one of the alternatives and several lane configurations are being considered. The City will make a decision in May once public input is considered.*
- 2) *The Foraker Lateral is an important part of the culture of the project area and will be kept.*
- 3) *The sidewalk on the south side will be a minimum of 8 feet wide, and the design team is striving for a 6-foot sidewalk on the north side of Menaul while keeping the Foraker Lateral.*
- 4) *A 5-foot bike lane will be provided next to a 2-foot gutter pan. A 6-foot bicycle lane buffer will be provided if the bike lane is located between a through lane and an exclusive right-turn lane. Also, buffered bike lanes are being considered in some locations.*

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Date: 3/7/14

The February 13 meeting was well organized and informative. It was reassuring to see that public input from the previous meeting was receiving serious consideration.

My primary concern is the intersection at 12th and Menaul, and the impact on non-motorized traffic. If I understood Mr. Pennington correctly, he stated at that meeting that (1) roundabouts are safer for pedestrians than signalized crossings and (2) the greatest hazard to pedestrians in signalized crossings is failure of turners to yield.

I find that conclusion hard to reconcile with intuition and experience. The claimed advantage of roundabouts is the slower vehicle speed, yet most turning movements at signalized intersections are even slower. In addition, for a pedestrian to cross at a roundabout requires *all* vehicles to yield, at a time where many of them will be primarily concerned with avoiding a collision with vehicles already circulating. Even at the lightly-travelled roundabout at Indian School and Menaul Extension, many drivers fail to yield to pedestrians, and when they do, I have seen other drivers brake violently to avoid hitting them.

Can you provide references to the studies that this is based on? I wonder if some of the observed increase in pedestrian safety at roundabouts is a result of avoidance, particularly at times of peak traffic.



*Response: Information about roundabout safety can be found in NCHRP Report 672 FHWA Roundabout Guide 2nd Edition which is available on-line. Also refer to this FHWA website:*

<http://safety.fhwa.dot.gov/intersection/roundabouts/>

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Date: 3/10/14

It is unclear when the deadline is for comments, but here are ours.

The notion that there are hordes of people just waiting for easier access on foot to the proposed development on 12th and Menaul is preposterous, as is the whole project. We've lived in this area since 1957 and thus are familiar with traffic--- foot, bicycle and vehicular--- and never has it occurred to us that what is really needed to smooth out the traffic for any of these forms of transportation is a roundabout! In fact, pity the poor pedestrian who must navigate a roundabout on foot, and pity the cyclist who must dodge the cars, and pity the driver who must hang out and wait to drive 5 mph through the roundabout, all in the interest of delusional city fathers and planners who apparently know what's best for the rest of us! Bad idea, waste of money when we have areas begging to be repaved, and a shocking lack of concern for the vox populi.

*Response: Comment noted. Public input has indicated both favor and opposition of a roundabout and a clear choice cannot be made based on public comment. Public comments for and against the proposed improvements have also been made. It is apparent based on existing conditions that improvements are needed in this area with or without the AIS development, especially those involving bicycle and pedestrian facilities. The proposed development and the designation of this area as a Community Activity Center in the "Albuquerque/Bernalillo County Comprehensive Plan" enhances the need for the proposed improvements.*

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Date: 3/10/14

I'm sad to see this is still in the works. I hope the planners have looked at the "beautification" just to the north at 12th and Candelaria. It was smaller scale but waste is waste. The fancy sidewalks, the art pieces and the plantings were nice but the seedy strip mall and the seedier bar overwhelm any real improvement. I live a block away from that intersection and never see anyone using the seating but the homeless and the aimless. They feed the pigeons and discourage ordinary people. It's apparently not worth it for the businesses to spruce themselves up.

I came to the first meeting to see what was planned as I didn't see any problem with 12th and Menaul as is. Since it appears that the primary beneficiary would be the Pueblo Center's retail property, I was stunned to hear that they didn't even have to give up any of their land and the businesses to the north would have to sacrifice all. Considering that neither of those businesses depend on foot traffic, it's a total loss for them. I'm not sure just who thinks roundabouts are the solution to all traffic ills but frankly the need is not there or worth the mega-expense. If you want to do something useful, eliminate that half block second lane on northbound 12th. There are lots of near misses when rude or inattentive drivers don't want to let anyone merge in.

I like the idea of having plans and updates available online. Roundabouts are such hot button issues that meetings are unpleasant as most come with a closed mindset and surety that their way is the only right way.



*Response: Refer to the previous comment immediately above. Also, the design team is considering an option to eliminate the merge on northbound 12th Street north of Menaul.*

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Date: 3/11/14

1. Roundabout @ 12th and Menaul: Menaul is an alternative route for westbound traffic when westbound I-40 is closed between 4th or 6th and Rio Grande. When this happens Menaul is often choked with tractor trailers. A roundabout at 12th and Menaul added to the existing roundabout a little over 1/10th of a mile westbound on Menaul is poor planning for emergencies or any future evacuations which might be required.

2. Median at 10th and Menaul: If the 12th and Menaul intersection is blocked due to accident or other traffic issues, any emergency vehicles servicing the neighborhood of Phoenix to Menaul between 12th and 9th will not be able to exit 10th and Menaul and turn East. A blocked 12/Menaul intersection would mean an emergency vehicle would have to exit 12th street northbound wasting valuable time in getting to hospitals that are south of this area.

3. The problem of people cutting through our neighborhood (described in #2 above) can be solved with speed bumps (which several of us requested a number of years ago).

*Responses:*

- 1) *The proposed roundabout at 12th and Menaul would be designed to accommodate large vehicles.*
- 2) *The design team prefers to allow access to and from 10th Street at Menaul Boulevard while prohibiting left-turn and through movement from the AIS site. Public comment is split on this issue with comments both supporting and opposing 10th Street access at its intersection with Menaul.*
- 3) *Various traffic calming treatments will be considered by the City if it is determined that significant cut-through traffic exists 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.*

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Date: 3/12/14

Read in the paper about proposed roundabout; Desist: we do not want a roundabout on 12th; one was plenty. They are a waste of money.

*Response: Comment noted.*

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Date: 3/16/14

...Here are my thoughts, based on what I've seen online:

1. The roundabout option is best, as it will slow traffic evenly on Menaul and 12th Street. We have a horrible problem with speeders on both of these streets. I was hit by a woman who was going 57 mph on Menaul in 2012. She totaled my Jeep Cherokee with her Mustang, and I wound up with three multi-fractured ribs and some contusions. The roundabout option would be better for drivers, cyclists, and pedestrians.



2. Objections to left-turn restrictions coming out of this neighborhood are unfounded, in my opinion. I live on Woodland Ave., and people who are impatient with the light at the intersection regularly speed down my street to do a sort of rolling stop to turn onto 10th and gain a left turn onto Menaul. With increased traffic and the remaining stop light at 12th and Menaul, other East-West streets will be impacted as well, so once Woodland is congested, impatient drivers will turn to Los Arboles, Phoenix, etc. A roundabout will even the traffic flow and speed. Once impatient drivers learn that a left turn on Menaul is no longer possible, the neighborhood will calm down a bit. I would not mind taking a right and going around the roundabout in order to travel east, which I do regularly.

3. The roundabout and left-turn restrictions will also protect wildlife in the area (including children). I've seen cats and birds flattened on Woodland--no children, thank God, yet. Here in the "near North Valley," we actually do have skunks, roadrunners and other wildlife since we are still on the edge of an historically agricultural area. It's a very unique area of ABQ. Those people in my neighborhood who have not experienced cut-through traffic yet will no doubt experience it once traffic increases.

4. The Lateral Ditch is important, but not that many people use it. I have access to it and pay taxes for it but honestly have not gained much water from it recently due to drought. Here's an idea: If you get rid of the ditch, could the city at least replace it with a high wall? We're going to have to deal with a lot of increased traffic behind our houses, and we'd probably lose our trees back there. My preference would be to keep the ditch intact, but that sounds unlikely from what I've read about plans. The trees supposedly belong to me, and I paid a worker recently to shore up my fence and cut out accommodations for them. I'd hate to lose them. It seems to me that if we are to lose the ditch and some trees, we should be compensated. A large cinder block wall would work to keep out the traffic noise.

*Responses:*

- 1) *The roundabout will control speeds at the intersection only.*
- 2) *The design team prefers to allow access to and from 10th Street at Menaul Boulevard while prohibiting left-turn and through movement from the AIS site. Public comment both concurs with and opposes allowing 10th Street access at its intersection with Menaul.*
- 3) *Comment noted.*
- 4) *Current proposals are to keep the Foraker Lateral. Only trees on the street side of the lateral will be removed to provide a sidewalk.*

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Date: 3/18/14

I am a bicyclist with 43 years of experience riding in the Albuquerque area, who occasionally rides through the 12th & Menaul intersection. My experience with roundabouts, based on other roundabouts; e.g., Roy Rd & 47/313, Central & 8th ; is 100% negative.

Roy & 47/313 is a two lane roundabout. It is terrifying riding through this roundabout. For example, when traveling west on Roy and going onto 47 motor vehicles going from 47 onto 313 (or the opposite direction) do not yield to bicycles. Rather motorists cut off the bicycle by moving from the inside to the outside to make the exit onto 47 (southbound) or onto 313 (northbound). Additionally, when a bicycle has to stop before entering the roundabout, it is very difficult to enter the roundabout due to the speed of the motor vehicles in the roundabout.

Riding eastbound on Central is also terrifying. Motor vehicles try to enter the roundabout at the same time as the bicycle; forcing the bicycle into a situation where there is almost no room to travel in the



roundabout and essentially forcing the bicycle to the curb or to stop and yield to motor vehicles until there is a gap in traffic.

Therefore, I am absolutely opposed to any new roundabouts. In my opinion and experience, roundabouts pose the greatest danger to bicyclists of any road design. Signalized intersections are much safer and more predictable for bicyclists; especially when left turn arrows control turning traffic. However, intersections that have turn-throughs with yield signs for turning traffic are also a terrifying hazard for bicyclists as motorists do not look to the left before making their turn and enter the roadway directly into the line of travel of the bicyclist. Tramway is an excellent example.

*Response: Comment noted.*

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Date: 3/18/14

Attached is a roundabout research report from New Zealand which has a love affair with roundabouts; especially in Auckland. I know because I have bicycled all around the country.

This report supports my observations/opinions of roundabouts being unsafe for bicyclists. My conclusion after reading this report is that the best way to make roundabouts safer for bicyclists is to have a very large volume of bicycle traffic through the roundabout. Paradoxically, the best way to increase bicycle travel is to make bicycle travel safer, which roundabouts preclude. Thus, roundabouts should be eliminated or prohibited until perhaps bicycles are the vast majority of road users.

*Response: Comment noted.*

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Date: 3/18/14

I'm sending this to you because I would appreciate it very much if you request that traffic lights are the way to go at the 12th and Menaul intersection, and oppose the roundabout. Lights would be safer for all. There's a lot of pedestrian and bike traffic in this area.

*Response: Comment noted.*

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Date: 3/19/14

Personally I would prefer a 2-lane roundabout. I don't find roundabouts difficult as a bicyclist or motorist. However, I live a few blocks from the intersection and am well aware of the fairly heavy pedestrian traffic. Many of the pedestrians are elderly and or infirmed. For the safety of the community in general a stop light system should be maintained. There's no way these people are going to be comfortable crossing near a roundabout to reach the shopping area to the south of the intersection.

*Response: Comment noted.*

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Date: 3/20/14

I would like to add to my comments made immediately after meeting because as I learn more about project and the extensive past planning discussions, I find it very interesting that this project has not been brought to Greater Albuquerque Bicycle Advisory Committee (GABAC) for consideration. PB certainly knows the requirements for including GABAC in discussions with long-term bicycling impact.



As the NW Representative for GABAC, I have not been involved in any discussion about the significant impact on bicycle travel through a very important I-40 underpass route or any of the 12th/Menaul intersection alternatives previously or now being considered. This project not only has the potential to impact bicycle safety at the 12th/Menaul intersection, but may also make bicycle travel on one of the better bicycle routes across I-40 between Bosque Trail and Edith so dangerous and confusing that cyclists will be too concerned to use it. Very bothersome as these corridors offered the opportunity to significantly enhance bicycle travel and safety, but by precluding input and participation, it looks like we will implement facilities that very few cyclists will be confident enough to use.

I think that it is important that PB work with CABQ to reconsider all multi-modal impacts throughout project area and work with bicycle and pedestrian community instead of avoiding them.

*Response: The City presented the 12th Street project to GABAC prior to the start of the current project. Additional GABAC coordination will occur in preliminary design once the preferred approach to the improvements are identified and details/refinements can be discussed.*

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Date: 3/21/14

I have lived in the neighborhood north of the Indian school area for 43 years. In that time I've seen a lot of changes some of them good some of them bad. We've always had a problem with pass-through traffic through our neighborhood. Looking at the new changes you want. I think it's only going make things worse. We are going to end up having more traffic go through our neighborhood. I read in the city agreement between the tribes land and the city, there is supposed to be emphasis on calming our neighborhood traffic which isn't being done.

I would like to see the access to the Indian lands area more to the south rather than the north or at least some. I do believe this can be done through the frontage road. I think the traffic engineers need to look at this as a possible solution.

As far as our neighborhood goes I think that there needs to be less access to a neighborhood and an emphasis on slowing traffic down through our neighborhood such as speed humps and possibly traffic barriers limiting access to our neighborhood. I'm not a traffic engineer but I believe there are ways of doing this. I think the proposed changes by the engineering company that made these traffic proposals are all about the Indian school not the neighborhood. I do believe that most of our neighbors are in agreement that these changes are going to make it worse for our neighborhood.

*Response: Various traffic calming treatments will be considered by the City if it is determined that significant cut-through traffic exists 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. 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.*

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Date: 3/21/14

My husband [...] and I have lived in the neighborhood directly across from the Albuquerque Indian School (AIS) for 28 years. We participated in the 2004/2005 12th & Menaul HOK process and have



attended the last two meetings discussing the changes to the intersection that Parsons Brinckerhoff hosted.

While attending the first Parsons Brinckerhoff publicly held meeting (December 2013), we were completely taken aback and immediately concerned that the HOK recommendations adopted into the AIS Site Plan and Street & Sidewalk Improvements for the 12th & Menaul area had been dropped. We had not been given any notice that a redesign process was in place. We did not know that the City of Albuquerque decided to hire Parsons Brinckerhoff to take over the project. The process for creating 12th & Menaul improvements with HOK was detailed, educational, involved a great deal of public involvement and represented a strong compromise between the development strategies of the Pueblos and the quiet and calming pedestrian preferences of the surrounding residential neighborhoods. Parsons Brinckerhoff did not adopt the same cooperative process followed in 2004/2005. Their December presentation simply stated that the plan had been changed and the neighborhood had to choose between 2 intersection options – a double-laned round-about or a large signalized intersection. Parsons Brinckerhoff maintained that traffic was going to exponentially increase with build out at the AIS, neighbors should accept that fact and choose options for maximum traffic flow accordingly. No alternative scenario was considered. After investing so much time with the compromises of the 2004/2005 study, we and other neighbors were frustrated by being informed of the process after choices had been defined. We had been included in discussion previously, why not now? The Parsons Brinckerhoff method was and remains neither democratic nor considerate.

Parsons Brinckerhoff permitted opportunity for public comment after the December meeting. However that comment was specifically limited to the redesign options they had presented. Their second meeting held in February 2014 summarized and discussed comments received as 6 topic points. The general presentation addressed those points and then permitted opportunity for individuals to engage with representatives to have specific questions answered. Again however the process was completely defined and filtered by Parsons Brinckerhoff. Neighborhood concerns beyond the scope of their presented redesign were not separately given due consideration. Focus was centered on round-about vs signalized intersection – a highly controversial topic. Consequently discussion of alternate scenarios was consumed / lost (perhaps intentionally) by that controversy.

After the December 2013 and February 2014 meetings [we] met with neighbors and talked to our neighborhood representatives. We learned that Parsons Brinckerhoff began working for the City as early as 2012 to redesign the 12th & Menaul intersection. We learned that our neighborhood representatives from the NNVNA asked to be included in the process. Mike Canfield, representing the Pueblos, also asked that the neighborhood be included. However the neighborhood's efforts to gain inclusion were ignored. Therefore, because Parsons Brinckerhoff's redesign process excluded neighborhood representation and included Pueblo representation, the 2 development choices currently presented to the neighborhoods for the 12th & Menaul intersection are incomplete. The process needs to be re-started so neighborhood concerns are considered along with AIS build out needs.

Before "voting" on the options of a "large signalized intersection" or a "double-laned round-about", we believe that the redesign process needs to slow down. We would like to have more consideration for the following items.

Is it absolutely necessary to increase the 12th & Menaul intersection's size? Parsons Brinckerhoff uses traffic counts and projections to document the need for intersection expansion. How were traffic counts analyzed? Was HOK data used with different traffic evaluation software? Is that appropriate?



We know that build out at the AIS will bring traffic. Increasing an intersection's size to accommodate "projected traffic" brings its own "new" traffic as well. We would like a more complete examination of whether "building for the most traffic" is the better scenario for the 12th & Menaul intersection.

[We] and many of our neighbors are excited by the development opportunities at the AIS. However we also like our quiet neighborhood. The HOK study emphasized traffic calming measures on Menaul. The Parsons Brinckerhoff adopted pedestrian and bike improvements but only as they fit with a scenario of moving lots of traffic. Their Menaul going E from 12th redesign left 4 lanes and created turning lanes, providing opportunity for traffic to speed up. In an effort to slow Menaul down, we would like the redesign to consider:

- a. A complete evaluation of alternative entrance / egress at the south of the AIS property.
- b. Inclusion of better signage at the frontage road and 6th directing traffic on the frontage road W to 12th and then to the AIS, as opposed to turning N at 6th and then using Menaul W.
- c. An option for only 3 lanes on Menaul (i.e. - 2 lanes going East & 1 lane going West) allowing for wider sidewalks, pull-out bus stops and a landscaped median on Menaul.

The ordinance adopting the AIS Site Plan included a provision for traffic calming measures to be applied in our neighborhood. Parsons Brinckerhoff's current design shows no measures in the neighborhood. Their re-designs stop at the N side of Menaul and just N of the intersection on 12th. The omission needs to be recognized and improvement ideas such as left-turn only, speed bumps, stop signs, bump-outs etc. need to be included for consideration. Options for discouraging cut-through traffic at the E and N neighborhood streets: Phoenix, La Poblana and especially Woodland and 10th need to be examined.

A constant right turn from Menaul going N on 12th does not provide enough opportunity for traffic to break to allow egress from our neighborhood or to allow pedestrian crossings further N on 12th but before the Matthew light. No break or short breaks in traffic are especially of concern for elementary and middle school children crossing 12th to get from their neighborhoods to their respective schools.

Traffic and pedestrian safety concerns at the off-set intersection of 10th street and the AIS need to be fully addressed.

Increasing the intersection's size and moving it north as shown in both the Parsons Brinckerhoff options directly impacts the ability to safely enter /exit the neighborhood from Woodland and to a lesser degree La Poblana. Should those entrances be compromised for the sake of a larger intersection?

The Parsons Brinckerhoff redesign options offer engineered solutions for increased traffic at 12th & Menaul. However, as long time residents of the area, [we] would like "livability" to be a consideration for the re-design as well. The re-design process adopted by Parsons Brinckerhoff left out a voice for residential concerns. Please consider options beyond the current Parsons Brinckerhoff plan.

Thank you for this opportunity for comment.

*Responses: The design team is led by the City of Albuquerque Department of Municipal Development. Parsons Brinckerhoff is a technical advisor to DMD but is not authorized to make decisions for the City.*





- 1) *The concepts advanced by the HOK/Hall Study have not been “dropped.” They still remain at the core of the concepts being advanced by the current design team. However, it is important to understand that the HOK/Hall Study was a planning-level study. Advancing a project from the planning stages to design and construction typically requires refinements because the detailed information required for the design process is not available during the planning phase.*
- 2) *The questions asked of meeting participants at the first meeting with regard to preference for a roundabout design or a signalized intersection design were not a vote to select one option over the other. Rather, it was a tool to help engage participants to gain insights on public sentiment. The use of roundabout intersections has proven to be very controversial in the North Valley area; thus, the project team was interested in determining if neighborhood representative claims that the vast majority of residents prefer a roundabout design at 12<sup>th</sup> and Menaul was supported by meeting participants. Based on public comments to date, considerable disagreement remains on this matter.*
- 3) *The project and public outreach efforts did not begin in earnest until the fall of 2013. Since that time, two public information meetings have been held along with several meetings with the Near North Valley Neighborhood Association representatives. Project information is available and comments may also be made on the project website: [www.12thandmenaul.org](http://www.12thandmenaul.org).*
- 4) *The traffic volumes used for this study are similar to and sometimes lower than those used in the HOK/Hall study. The HOK/Hall study identified traffic operational issues while favoring pedestrians as the highest priority. The current study is balancing the needs of all travel modes.*
- 5) *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.*
- 6) *The City will work with the NMDOT to add signs to Menaul east of 6th Street to identify 6th Street as a means to access I-40.*
- 7) *An option that has 1 eastbound lane, 2 westbound lanes, and a raised median is being considered.*
- 8) *Various traffic calming treatments will be considered by the City if it is determined that significant cut-through traffic exists 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.*
- 9) *A “constant” right-turn from westbound Menaul to northbound 12th Street is not being proposed. Right-turns at this and all other legs of the intersection will require a stop when the signal is red for this movement.*
- 10) *The pedestrian crossings of Menaul will be at the 12th Street intersection, west of 10th Street, west of 9th Street and east of 8th Street where the proposed raised median on Menaul will provide a minimum of 6-feet of refuge for crossing pedestrians.*
- 11) *The design team prefers to allow access to and from 10th Street at Menaul Boulevard while prohibiting left-turn and through movement from the AIS site. Public comment both concurs with and opposes allowing 10th Street access at its intersection with Menaul.*
- 12) *The roundabout and signalized intersection improvements for the 12th Street and Menaul intersection require that the traveled way does not encroach onto Tribal Lands. Particularly for the roundabout, this requires the shift to the north. A cul-de-sac option could be*



*considered for Woodland at 12th Street if a roundabout is selected as the preferred alternative for the intersection.*

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Date: 3/22/14

My comment, after attending the meetings, is that I'd like to see all parties work to "calm the traffic" in the intersection rather than build to encourage more traffic. I'd like to see other ideas for working with the neighborhoods that could enhance the development while not taking away from or asking the neighborhoods to sacrifice the quality of life that they enjoy.

I'd like for additional thought to be given as to how traffic could approach/enter the IPCC development site from the south side of the property, thus minimizing the effect on the 12th and Menaul intersection.

*Response: Comment noted.*

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Date: 3/22/14

I hope it's not too late to comment on the 12th and Menaul project. I live in the area.

Firstly, without knowing what the Indians are going to do with their land, it is a challenge to comment, that is, are they going to build for the public, such as retail? Or is it going to be built out for their private use? If it is for the public, such as a ABQ Uptown concept, then the entry points need to be very accessible. I don't see any right turn lanes into this area in the concept drawings. 12th Street desperately needs turns lanes into the businesses in both directions on either side of the street.

The area needs wide sidewalks and tree landscaping. I like the Coal and Lead Street idea in the SE Heights. This is very beautiful and more of ABQs streets should look like that.

In theory and in beauty, I am for a traffic circle but knowing how ABQ citizens drive, it won't work. People/drivers around here are self centered and have a "me first" attitude. Traffic circles work in California, especially northern CA, where people are more evolved and magnanimous. Too bad for us.

Please use good, warm lighting for night time. I don't like the pink lights or fluorescence. I prefer yellow-white lights and use lots of lights in the trees to give the area a festive vibe.

Lastly, please make these streets beautiful and pleasing. Too many of Albuquerque's streets are trash strewn, stark, and straight designs that function like mini expressways. Depressing! This city is not pedestrian friendly!!!

I don't like the way the current sidewalk/street meets the Indian Pueblo Cultural Center. There is a physical as well as psychological block to entering the center. I can't figure out where the entrance is actually. What can be done about that? I thought of a semicircular drive, longish, that splits at either end. It might make the IPCC look more grand. And inviting.

*Responses:*

- 1) *Contact IPMI for details regarding their development plans. The AIS site includes a commercial tract and an office tract.*
- 2) *Streetscape improvements including sidewalks, buffers and landscaping will be included in this project.*



3) *Street lighting will be similar to that recently implemented on the Menaul Extension.*

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Date: 3/23/14

I live at [#] 9th St NW and am affected by the 12th street project. Here are my primary concerns re the project:

Access to eastbound Menaul from 10th St needs to be maintained! Otherwise ALL eastbound neighborhood traffic, 24/7, will be funneled primarily down Phoenix and secondarily down La Poblana and Woodland. That is a terrible idea!

I don't want Menaul to be a North Valley Juan Tabo! We choose to live here because the pace is more leisurely and I don't want my neighborhood well-being to be sacrificed for the convenience of transient workers. Please explore other access and egress routes for the site to moderate an increase in Menaul traffic.

If Menaul has traffic lights timed to accommodate a 30 mph speed this would slow traffic. Don't timed lights function in other areas that way, like on Lead/Coal? Whether the 12th and Menaul intersection is a roundabout or signaled should depend on how the traffic flow is best modulated to allow left hand turns from the neighborhood during rush hour onto both Menaul and 12th St.

I support the presence of high-end businesses for this project. We don't need yet another unfilled strip mall like that at 4th and Menaul. How about a Trader Joes invitation?

Re the north side ditch: it seems like a nicely landscaped, grated walkway could be designed which would allow pedestrians to continue to see the water so that both ditch and walkers could be accommodated. Why couldn't the north, rather than south, side be the major sidewalk, with a few strategic benches since it already has some tree coverage which contributes to a more inviting feel? This would facilitate neighborhood pedestrians rather than placing primary value on south side "newcomers".

Please remember that you have a legal obligation to install traffic-calming measures with this project so please explore ways to keep Menaul a Neighborhood through way!

*Responses:*

- 1) *The design team prefers to allow access to and from 10th Street at Menaul Boulevard while prohibiting left-turn and through movement from the AIS site. Public comment both concurs with and opposes allowing 10th Street access at its intersection with Menaul.*
- 2) *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.*
- 3) *The Foraker Lateral is an historical feature of the project area and will be kept. The design team is striving for a 6-foot sidewalk on the north side of Menaul while keeping the Foraker Lateral.*
- 4) *Various traffic calming treatments will be considered by the City if it is determined that significant cut-through traffic exists 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.*

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Date: 3/25/14

I was recently driving in Tanoan where nicely landscaped median circles very effectively slow down through traffic. Couldn't we utilize something like that on Menaul as a mandated traffic calming measure?

*Response: Landscaped median circles are treatments used for local streets and are not appropriate for an arterial street such as Menaul Boulevard.*

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Date: 4/07/14

I commute along 12th every workday. Twice a week I bike, I run twice, and I drive once, so I am pretty familiar with this stretch.

I advocate for extending the bike lane south along 12th through this whole section. There is already a bike lane along 12th from Griegos almost to Menaul. I would ask that the lane be extended from where it ends now (one block north of Menaul at La Poblana to Menaul, and all the way to the I-40 underpass where it picks up again. Biking on 12th along that stretch is extremely difficult. Not only is there no bike lane, there is no shoulder at all.

The sidewalk on the block north of 12th on the west side is in total shambles and does not exist in many places. This is a death waiting to happen - one slight stumble and if you fall even 6 inches into the street the cars will hit you - there is absolutely no shoulder. It is scary running there, especially when I have to pass another pedestrian.

The sidewalk on the west side of 12th from Menaul to I-40 is great. Wide and in good shape. However, there is no sidewalk on the east side. Why not?

I would also recommend some signal changes - turn on the ped crossing green light by default. Why is it not like that now? When I run up to the light and it is already green for cars am I supposed to wait for the next cycle? This applies mostly to the two sets of lights on the north and south frontage roads on 12th.

*Response: Bike lanes will be provided on 12th Street from I-40 north to where they exist on 12th Street north of Menaul. Improved sidewalks are proposed along both sides of 12th Street within the project limits. For intersections with intermittent pedestrian activity, traffic signals are typically operated to require pedestrians to actuate the pedestrian signals by push button. If steady pedestrian activity occurs, the City would consider pedestrian timing without requiring the pedestrian actuation using the push button during higher pedestrian use periods.*