



Frequently Asked Questions and Responses

Q: What is the purpose of this project?

A: *The planned development on the Indian School site will result in more traffic within and near this site. It is important to understand that development on this site will occur with or without the proposed street improvements as the land owner has a legal right to develop their property. Implementing street improvements in advance of the planned development will help prevent congestion. If improvements are postponed until after the development is in place, the higher traffic flows will make it more difficult to construct the street improvements without causing substantial congestion during the construction period.*

A City Ordinance passed in 2005 assigns the responsibility for off-site infrastructure improvements to the City of Albuquerque. As such, improvements to the transportation system adjacent to the Indian School site development project should be expected. However, the scope of the improvements is still being evaluated.

Q: Why do you need to change the intersection at 12th Street and Menaul?

A: *Improving the functionality of the signal and overall intersection is one of the objectives of the project. If a decision is made to stay with a signalized intersection rather than a roundabout, the improvements to the intersection may include geometric and signal phasing changes to improve vehicle operations and to enhance pedestrian and bicycle usability and safety. A recommendation of the intersection type will not be made until the advantages, disadvantages, operations, impacts, and costs of both intersection types are assessed.*

Q: Why are the sidewalks so wide?

A: *Wider sidewalks are limited to the portions of the project that are on the Indian School (IS) site property. Wider sidewalks are proposed on the IS site to facilitate pedestrian flow, to promote connectivity with the surrounding neighborhoods, and to increase walkability within this Community Activity Center.*

Q: What will happen to the Foraker Lateral (located on the north side of Menaul)?

A: *The design team is investigating ways to avoid impacts to the lateral. The lateral will only be eliminated if feasible and reasonable alternatives cannot be found to provide a sidewalk along the north side of Menaul Boulevard without abandoning the lateral.*

Q: Why wasn't more data available at the meeting such as traffic numbers, numbers of accidents, etc? How much of an increase in traffic flow is anticipated for this area?

A: *The public meeting was intended to make the public aware of the project and to help the design team identify key issues and concerns. The input received from the public is very helpful and is being used to refine design options presented at the meeting and to develop new options that address problem*



areas. The information developed, analyses performed, and findings will be shared with the public using the project webpage (www.12thandmenaul.org) and at future public meetings. See Table below.

Location/Travel Direction	AM Peak Hour			PM Peak Hour		
	Existing	Proposed	Change	Existing	Proposed	Change
Menaul West of 12th Street						
Eastbound	261	310	49	165	230	65
Westbound	142	170	28	413	480	67
Menaul East of 12th Street						
Eastbound	581	750	169	324	470	146
Westbound	234	300	66	783	930	147
Menaul East of 9th Street						
Eastbound	628	730	102	393	690	297
Westbound	293	470	177	834	1000	166
12th Street North of I-40 WB Frontage						
Northbound	714	1410	696	777	1050	273
Southbound	680	930	250	896	1400	504
12th Street North of Indian School Rd						
Northbound	383	910	527	484	780	296
Southbound	438	630	192	531	940	409
12th Street South of Menaul Blvd						
Northbound	346	490	144	526	760	234
Southbound	448	630	182	550	770	220
12th Street North of Menaul Blvd						
Northbound	259	390	131	621	870	249
Southbound	589	840	251	434	670	236

Q: Are roundabouts a Great Streets design concept? Why do roundabout designs continue to be proposed?

A: *Great Streets are designed to safely accommodate all modes of travel including automobile, pedestrian, bicycle, and transit. The experience in other locations throughout the US has demonstrated that properly designed roundabouts are effective and safe for all modes of travel. Various configurations of this intersection, including roundabout and signalized configurations, are being evaluated. The concept development and evaluation process will continue to identify a design that meets traffic flow and safety requirements, is affordable, and is acceptable to stakeholders.*

Q: Are there lights for pedestrian crossings at roundabouts? How do pedestrians cross them safely?

A: *The national experience with roundabout intersections shows that they are safe for both pedestrians and bicyclists. While there is no crossing signal at a roundabout, pedestrians may use median islands at the roundabout to cross one direction of traffic at a time. If a roundabout intersection design is carried forward, the design will include all reasonable measures to be safe for pedestrian and bicycle use.*



Q: Will traffic signals be synchronized?

A: *Yes. The traffic signals along 12th Street will be coordinated as a system and will have pedestrian-actuated buttons and signal heads meeting current ADA standards.*

Q: Will you consider more options for the 12th Street and Menaul intersection than those presented?

A: *Various configurations of this intersection, including roundabout and signalized configurations, are being evaluated. The concept development and evaluation process will continue to identify a design that meets traffic flow and safety requirements, is affordable, and is acceptable to stakeholders.*

Q: Are bike lanes proposed on one side of the street or both sides of street?

A: *Bike lanes are proposed on both sides of the street.*

Q: How will residents exiting from 10th Street access eastbound Menaul?

A: *The access issue at 10th and Menaul will be reconsidered and an option that provides full access will be included as an alternative.*

Q: Will an alternative route to the IPFDC site be considered?

A: *A request to consider a new access point from Indian School Road onto the westbound frontage road has been presented to the IPFDC. They are looking into security issues, school safety issues and land ownership and will provide a response shortly.*

Q: Will IPFDC give up some land for project improvements?

A: *By previous agreement between the IPFDC, the underlying land owner, and City of Albuquerque, all street improvements within the travelled way (between the street curbs) must be within the existing street rights-of-way. The City is currently working with the IPFDC to develop license agreements to place streetscape improvements, traffic signal equipment, lighting, etc. on tribal lands which are normally placed within public rights-of-way.*

Q: Is this roadway project a done deal?

A: *A City Ordinance passed in 2005 assigns the responsibility for off-site infrastructure improvements to the City of Albuquerque. As such, improvements to the transportation system adjacent to the Indian School site development project should be expected. However, the scope of the improvements is still being evaluated.*

Q: Will you hold more public meetings?

A: *One additional public meeting is planned for the Study and Analysis Phase of this project, and one public meeting will be held during the preliminary design phase. Meetings with individual stakeholder groups are also planned. The next public meeting is planned for late January/early February 2014.*



Q: The comment sheet provided at the public meeting included a short survey. How will the survey results be used?

A: *The survey responses are being used to help the project team determine public sentiment on specific issues and to help focus our efforts on the issues of greatest concern to the community. Because we are in the very early stages of the design process, the responses will not be used to make decisions about which alternatives to carry forward. Additional opportunities to involve the community and obtain input will occur before final recommendations are made.*