

# Iliff Road Traffic Calming Concepts

Virtual Public Meeting #1

## Introductions

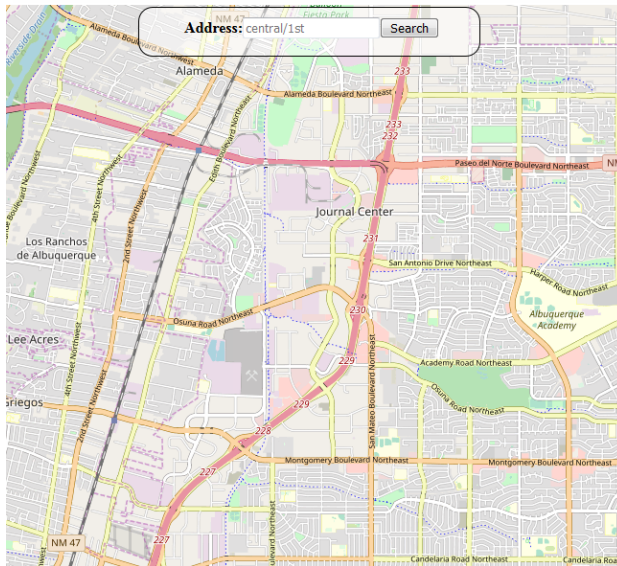
### City of Albuquerque

- Councilor Klarissa Peña
- Tim Brown, PE, PTOE – Traffic Engineering Manager
- Amanda Herrera, PE – NTMP Project Manager
- Manh Tran, PE – Studies and Design Manager

### Wilson & Company

- Audra Gallegos, PE
- Ben Bachwartz

# Neighborhood Traffic Management Program (NTMP)



## NTMP Application

\* Primary Applicant:

\* Primary Applicant Contact:

\* Supporting Applicant:

\* Supporting Applicant Contact:

\* Supporting Applicant

\* Supporting Applicant Contact:

\* Concerns  
(Safety, Speeding, Excess Traffic, Cut-Through  
Vehicle Registration, Parking, Noise)

Submit

- COA started program in February 2015
- Program designed for public involvement
- NTMP helps improve neighborhood traffic safety
- Evaluates neighborhood streets for safety issues, then recommends safety improvements
- Follows NTMP Policy Manual

# Existing Conditions

## Existing Conditions

- Study limits – Iliff Road from Coors Boulevard to Atrisco Drive
- 0.4 miles
- Major Collector
- Speed limit is 30 mph



# NTMP Criteria

## NTMP Initial Criteria

- Must be a collector or residential roadway
- Application must be signed by 3 supporting residents
- Petition must be signed by 2/3 of the affected households

## Evaluation Criteria

- Over a twenty-four-hour period, 15% of the vehicles traveling in the study area exceeded 7 miles per hour over the speed limit.
- Three reported crashes in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.
- A crash involving a pedestrian or cyclist in a school zone in a five-year period.
- Over a twenty-four-hour period more than 800 vehicles were counted traveling through the study area and 15% of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit.
- Over a twenty-four-hour period, 15% of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit and there was at least one reported crash in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.



## Evaluation Criteria

- Over a twenty-four-hour period, 15% of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit and a field survey conducted by the Traffic Engineering Division determined that 25% of the peak hour traffic was cut-through traffic.
- Over a twenty-four-hour period more than 800 vehicles were counted traveling through the study area and there was at least one reported crash in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.
- Over a twenty-four-hour period more than 800 vehicles were counted traveling through the study area and a field survey conducted by the Traffic Engineering Division determined that 25% of the peak hour traffic was cut-through traffic.
- A field survey conducted by the Traffic Engineering Division determined that 25% of the peak hour traffic was cut-through traffic and there was at least one reported crash in 5 years where the police report identified speed as either a primary or contributing cause of the crash.

***One or more*** of these criteria must be met to warrant traffic calming measures

# Iliff Road Speed Study

## Percentage of Vehicles Exceeding Speed Limit

- 15% of vehicles traveling in the study area exceeded 7 miles per hour over the speed limit.
- 15% of the vehicles traveling in the study area exceeded 5 miles per hour over the speed limit

# Percentage of Vehicles Exceeding Speed Limit



Speed	Percentage of Vehicles Exceeding Speed Limit			
	September 23, 2020		September 24, 2020	
	Counter 1	Counter 2	Counter 1	Counter 2
5 mph	32%	3%	31%	3%
7 mph	18%	1%	18%	1%

Meets the NTMP threshold

## Volume

- Over a twenty-four-hour period more than 800 vehicles were counted
- ADT 8,541 vehicles
- Meets NTMP threshold

# Crash Data

Crash Date	Crash Intersecting Street	Crash Primary Street	Crash Analysis	Severity	Contributing Factors	Crash Correct with Traffic Calming
2/4/2015	57 <sup>th</sup> St.	Iliff Rd.	Sideswipe collision/Same direction	Damage 500 or more	Driver inattention	No
3/14/2015	Coors Blvd.	Iliff Rd.	Both going straight/ Entering at an angle	Damage 500 or more	Driver inattention	No
3/24/2015	57 <sup>th</sup> St.	Iliff Rd.	Both going straight/ From same direction	Injury	Driver inattention	No
4/15/2015	Atrisco Dr	Iliff Rd.	One left turn/ Enter an angle	Damage 500 or more	Failed to yield right-of-way, Passed stop sign	No
5/29/2015	Coors Blvd.	Iliff Rd.	Rear end collision/ Same direction	Injury	Driver inattention	No
6/5/2015	57 <sup>th</sup> St.	Iliff Rd.	Both going straight/ From same direction	Damage 500 or more	Following too closely	No
6/6/2015	Coors Blvd.	Iliff Rd.	Both going straight/ Same direction	Damage under 500	Avoid no contact vehicle, Following too closely	No
6/10/2015	Coors Blvd.	Iliff Rd.	Rear end collision/ Same direction	Damage 500 or more	Driver inattention, Following too closely	No
6/19/2015	57 <sup>th</sup> St.	Iliff Rd.	Utility or telephone post	Damage 500 or more	Driver inattention	No
7/24/2015	Coors Blvd.	Iliff Rd.	47-other	Damage 500 or more	Other improper driving	No
10/17/2015	Coors Blvd.	Iliff Rd.	One left turn/ entered at an angle	Damage 500 or more	Failed to yield right-of-way	No
4/4/2016	57 <sup>th</sup> St.	Iliff Rd.	Both going straight/ From opposite direction	Damage 500 or more	Driver inattention	No
5/12/2016	Coors Blvd.	Iliff Rd.	Both going straight/ From same direction	Injury	Driver inattention, Following too closely, Avoid no contact – other, Avoid no contact vehicle, Driver inattention, Following too closely	No

- At least one reported crash in a 5-year period where the police report identified speed as either a primary or contributing cause of the crash.
- Meets NTMP threshold

# Crash Data

Crash Date	Crash Intersecting Street	Crash Primary Street	Crash Analysis	Severity	Contributing Factors	Crash Correct with Traffic Calming
6/4/2016	Coors Blvd.	Iliff Rd.	Both going straight/ From same direction	Damage 500 or more	Driver inattention	No
6/14/2016	55th St.	Iliff Rd.	Both going straight/ From same direction	Damage 500 or more	Following too closely	No
6/23/2016	Coors Blvd.	Iliff Rd.	Rear end collision/ From same direction	Damage 500 or more	Driver inattention	No
7/4/2016	Coors Blvd.	Iliff Rd.	Both going straight/ From same direction	Damage under 500	Driver inattention, following too closely	No
7/28/2016	Coors Blvd.	Iliff Rd.	One right turn/ Entering at an angle	Damage 500 or more	Driver inattention, following too closely	No
8/8/2016	Coors Blvd.	Iliff Rd.	One right turn/ Entering at angle	Damage 500 or more	Driver inattention	No
10/19/2016	Coors Blvd.	Iliff Rd.	Both going straight/ From same direction	Damage 500 or more	Driver inattention, other improper driving	No
11/5/2016	Coors Blvd.	Iliff Rd.	Both going straight/ From same direction	Damage 500 or more	Driver inattention, Following too closely	No
12/18/2016	57th St.	Iliff Rd.	Both going straight/ From same direction	Damage 500 or more	Driver inattention, Following too closely	No
12/20/2016	Coors Blvd.	Iliff Rd.	Both going straight/ From same direction	Damage under 500	Driver inattention	No
4/18/2017	Coors Blvd.	Iliff Rd.	Both going straight/ From same direction	Damage under 500	Driver inattention	No
5/1/2017	Coors Blvd.	Iliff Rd.	Object dropped from vehicle- vehicle part	Damage 500 or more	Other mechanical defect	No
6/21/2017	Coors Blvd.	Iliff Rd.	Vehicle struck cyclist from behind	Injury	Driver inattention, Excessive speed	Yes



# Crash Data

Crash Date	Crash Intersecting Street	Crash Primary Street	Crash Analysis	Severity	Contributing Factors	Crash Correct with Traffic Calming
8/19/2017	Coors Blvd.	Iliff Rd.	One right turn/ Entering at an angle	Damage 500 or more	Driver inattention, improper overtaking, Made improper turn	No
8/28/2017	57th St.	Iliff Rd.	Both going straight/ Entering at an angle	Injury	Driver inattention, failed to yield right-of-way, Made improper turn	No
9/18/2017	Coors Blvd.	Iliff Rd.	Both going straight/ From same direction	Damage 500 or more	Other improper driving	No
10/13/2017	Coors Blvd.	Iliff Rd.	One right turn/ Entering at an angle	Damage 500 or more	Other	No
11/4/2017	Coors Blvd.	Iliff Rd.	One left turn/ Entering at an angle	Damage 500 or more	Failed to yield right-of-way	No
1/23/2018	57th St.	Iliff Rd.	Both going straight/ Entering at an angle	Damage 500 or more	No driver error	No
3/6/2018	Coors Blvd.	Iliff Rd.	Vehicle turning right	Injury	Driver inattention	No
4/11/2018	Coors Blvd.	Iliff Rd.	Both going straight/ Entering at an angle	Damage 500 or more	Driver inattention	No
4/11/2018	56th St.	Iliff Rd.	Both going straight/ From same angle	Damage 500 or more	Cell phone, Driver inattention	No
4/13/2018	Coors Blvd.	Iliff Rd.	Rear end collision/ Same direction	Damage 500 or more	Driver inattention, Following too closely	No
6/4/2018	Coors Blvd.	Iliff Rd.	Rear end collision/ Same direction	Damage 500 or more	Driver inattention, Following too closely	No
8/3/2018	Coors Blvd.	Iliff Rd.	Vehicle struck cyclist at an angle	Injury	No driver error	No
8/3/2018	Coors Blvd.	Iliff Rd.	Both going straight/ Entering at an angle	Damage 500 or more	Driver inattention, Following too closely	No



# Crash Data

Crash Date	Crash Intersecting Street	Crash Primary Street	Crash Analysis	Severity	Contributing Factors	Crash Correct with Traffic Calming
8/8/2018	57th St.	Iliff Rd.	Both going straight/ Entering at an angle	Damage 500 or more	Driver inattention, Failed to yield right-of-way	No
9/19/2018	55th St.	Iliff Rd.	One left turn/ Entering at an angle	Damage 500 or more	Driver inattention	No
10/10/2018	Coors Blvd.	Iliff Rd.	One right turn/ Entering at an angle	Damage 500 or more	Driver inattention, improper lane change	No
11/11/2018	Coors Blvd.	Iliff Rd.	Vehicle backing	Injury	Driver inattention	No
1/12/2019	Coors Blvd.	Iliff Rd.	One left turn/ From opposite direction	Damage 500 or more	Driver inattention, improper lane change, Made improper turn	No
1/16/2019	57th St.	Iliff Rd.	Rear end collision/ From same direction	Damage 500 or more	Following too closely	No
3/16/2019	53rd St.	Iliff Rd.	One left turn/ Entered at an angle	Damage 500 or more	Driver inattention, Failed to yield right-of-way	No
5/18/2019	Coors Blvd.	Iliff Rd.	Both going straight/ Entering at an angle	Damage 500 or more	Defective steering, Driver inattention, Improper backing	No
9/20/2019	55th St.	Iliff Rd.	Both going straight/ From same direction	Damage 500 or more	Following too closely	No
10/18/2019	57th St.	Iliff Rd.	Both going straight/ From opposite directions	Damage 500 or more	Failed to yield right-of-way	No
10/22/2019	Coors Blvd.	Iliff Rd.	Both going straight/ Entering at an angle	Injury	Driver inattention	No
11/9/2019	53rd St.	Iliff Rd.	Both going straight/ Entering at an angle	Damage 500 or more	Other improper driving	No
11/16/2019	Coors Blvd.	Iliff Rd.	One left turn/ Entering at an angle	Damage 500 or more	No driver error	No
11/27/2019	Coors Blvd.	Iliff Rd.	Both going straight / From same direction	Damage under 500	Driver inattention	No



# Traffic Calming Recommendations

- Iliff Road is not an Emergency Vehicle Response Route

# Traffic Calming Options

## Radar Signage



### Pros

- Instant speed feedback
- Permanent and quick installation
- Does not slow emergency vehicles

### Cons

- Requires electrical service or solar power
- Effectiveness temporary
- Subject to vandalism
- Flashing message into adjacent homes
- Maintenance costly

## Raised Pavement Markers



### Pros

- Inexpensive and easy to install
- Can be used with other devices
- Does not slow emergency vehicles

### Cons

- Maintenance required
- Snowplows will remove them
- Noise from vehicles driving over



## Lane Narrowing with Center Island



### Pros

- Reduces Pedestrian crossing distance
- Increases safety
- Does not inhibit emergency vehicles

### Cons

- Expensive
- Reduce on street parking

## Traffic Circle



### Pros

- Effective at slowing speeds
- Improves safety

### Cons

- Slows emergency vehicles
- May eliminate on-street parking
- May require modifications to curb, gutter, and sidewalks



## Neckdowns or Bulbouts



### Pros

- Decreases vehicle speeds
- Reduces pedestrian crossing distance
- Does not inhibit emergency vehicles

### Cons

- Expensive
- Maintenance by adjacent property owner
- Reduces on-street parking to adjacent homes

## Striping Improvements



### Pros

- Inexpensive
- Can be used with other devices
- May be used to delineate on-street parking
- Does not inhibit emergency vehicles

### Cons

- Effectiveness temporary
- Maintenance

## Speed Humps/Tables



### Pros

- Decrease vehicle speeds
- Discourages cut-through traffic
- Inexpensive and easy to construct

### Cons

- Inhibits emergency vehicles
- Divert traffic to adjacent neighborhood streets
- May increase noise levels as vehicles decelerate and accelerate

# Public Input

## Questions/Comments

- Survey after the presentation
- Email to [NTMP@cabq.gov](mailto:NTMP@cabq.gov)
- Deadline for comment June 2, 2021

Thank you!