




2022 NTMP

# RANCHO SERENO/BUTTERFIELD NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

**COUNCIL DISTRICT 5 PROJECT  
ALBUQUERQUE CITY COUNCILOR DAN LEWIS**



**LEE ENGINEERING**

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# INTRODUCTIONS

- Jonathon Kruse, PE, PTOE
  - Lee Engineering
- City Councilor Dan Lewis
  - Albuquerque City Council, District 5
- Giselle Alvarez
  - Policy Analyst, Councilor Dan Lewis, District 5
- Tim Brown, PE, PTOE
  - City of Albuquerque Traffic Engineering Division, Manager



# PRESENTATION OUTLINE

- Review of Study Area and Public Meeting #1
- Overview of Chosen Traffic Calming Concepts
- Preferred Traffic Calming Options
- Public Input



# NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

The goal: to address speeding and cut-through traffic on local residential streets using a set of traffic-calming tools.

## Key Aspects:

- Public involvement
- Improve traffic safety
- Evaluate safety issues & recommend improvements
- Subject to CABQ's NTMP Policy Manual

# NTMP PROCESS

## Steps & Procedure:

1. Residents or CABQ Staff identify potential NTMP candidate roads/neighborhoods
2. Data collection & evaluation
3. Public Input meeting #1
4. Evaluation and narrowing/ranking of calming alternatives
- 5. Public Input meeting #2**
6. Recommendation for preferred alternative(s)
7. Consideration for implementation

# DATA COLLECTION (Study Area)



# ALBUQUERQUE FIRE AND RESCUE EMERGENCY ROUTES





# TRAFFIC CALMING OPTIONS

## **Overview**

- Reduced list from Public Meeting #1
- No particular order
- CABQ's NTMP Toolbox
- Public input on supported measures





# TRAFFIC CALMING OPTIONS

## **Issue and Traffic Calming Recommendation**

- Speeding and Cut Through: Lane Narrowing with Median Treatment
  - Bus Stop at Rancho Milagro
- Stop Sign Compliance on Calle Nortena: Traffic Circle at Calle Nortena & Rancho Sereno
- Unmarked/Uncontrolled Pedestrian Crossing at Arroyo: Pedestrian Treatments

# LANE NARROWING WITH MEDIAN TREATMENTS

## Description

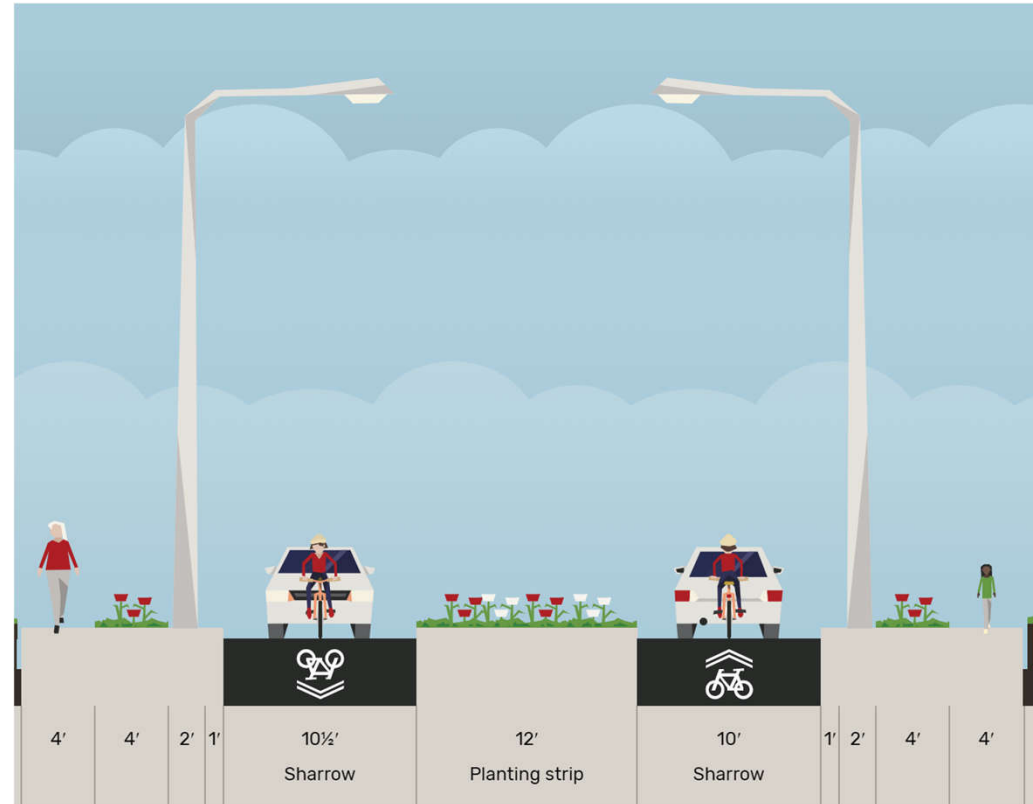
- Reconstruct Rancho Sereno from Paseo Del Norte Blvd to Las Terrezas St
- 10.5 FT Travel Lanes
- Striping or Curb (Shown)

## Advantages

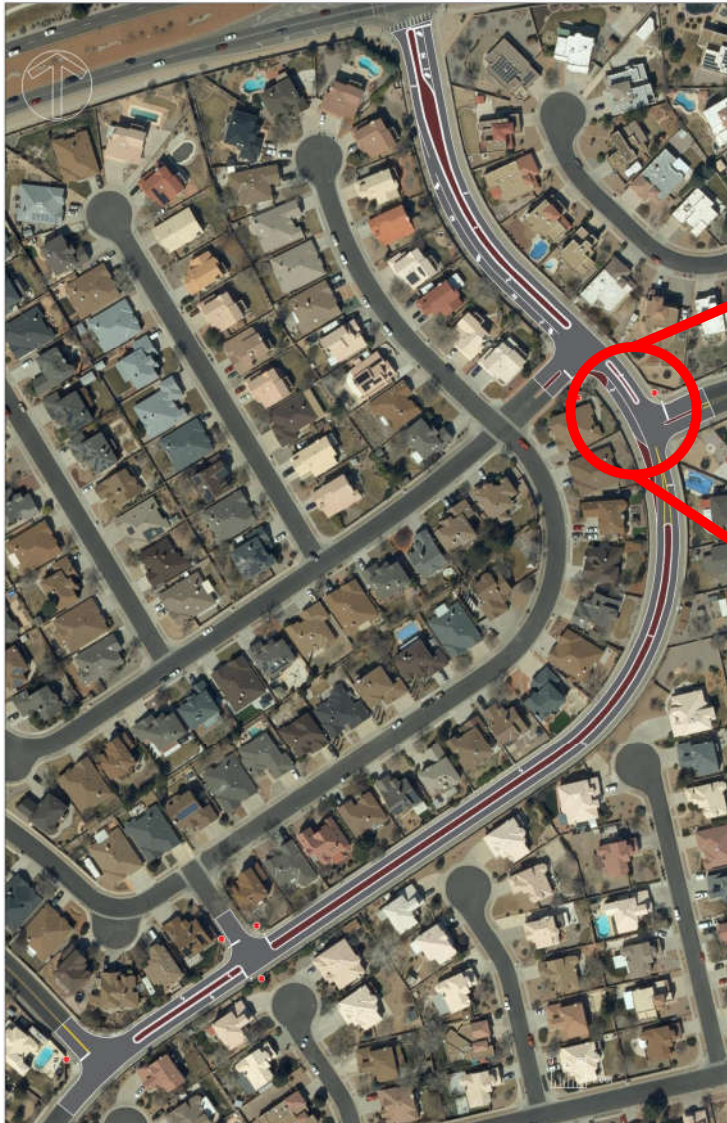
- Provides Lane Narrowing traffic calming treatment to reduce speeds
- Reduces “cut through attractiveness” of Rancho Sereno
- Allows for additional landscaping in newly created medians

## Disadvantages

- Expensive
- Construction Impacts
- Utility Issues/Conflicts

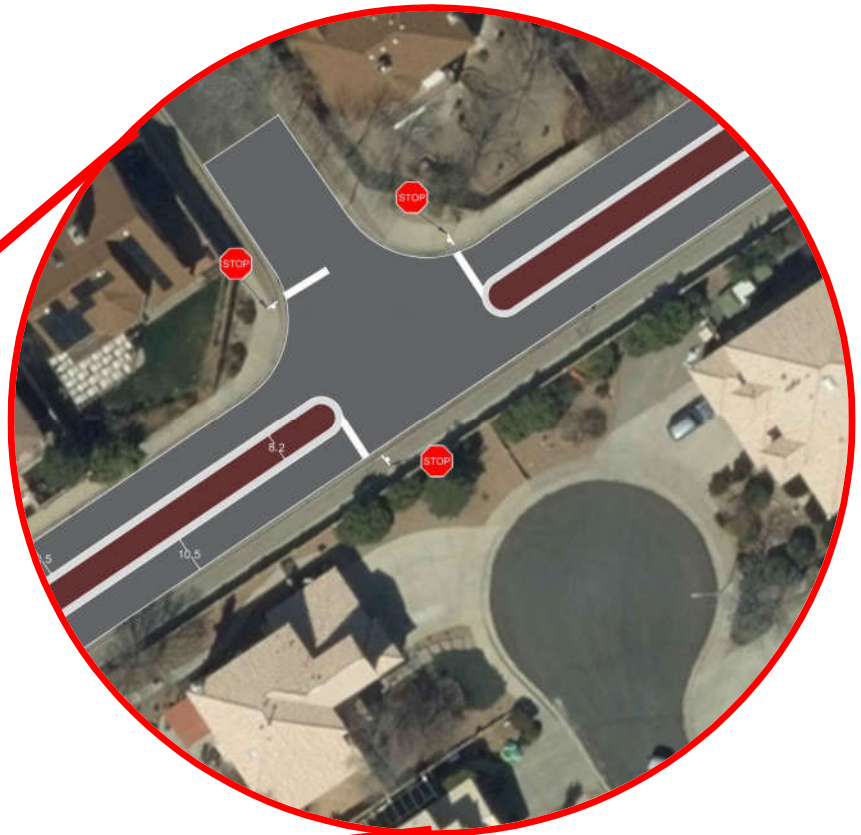
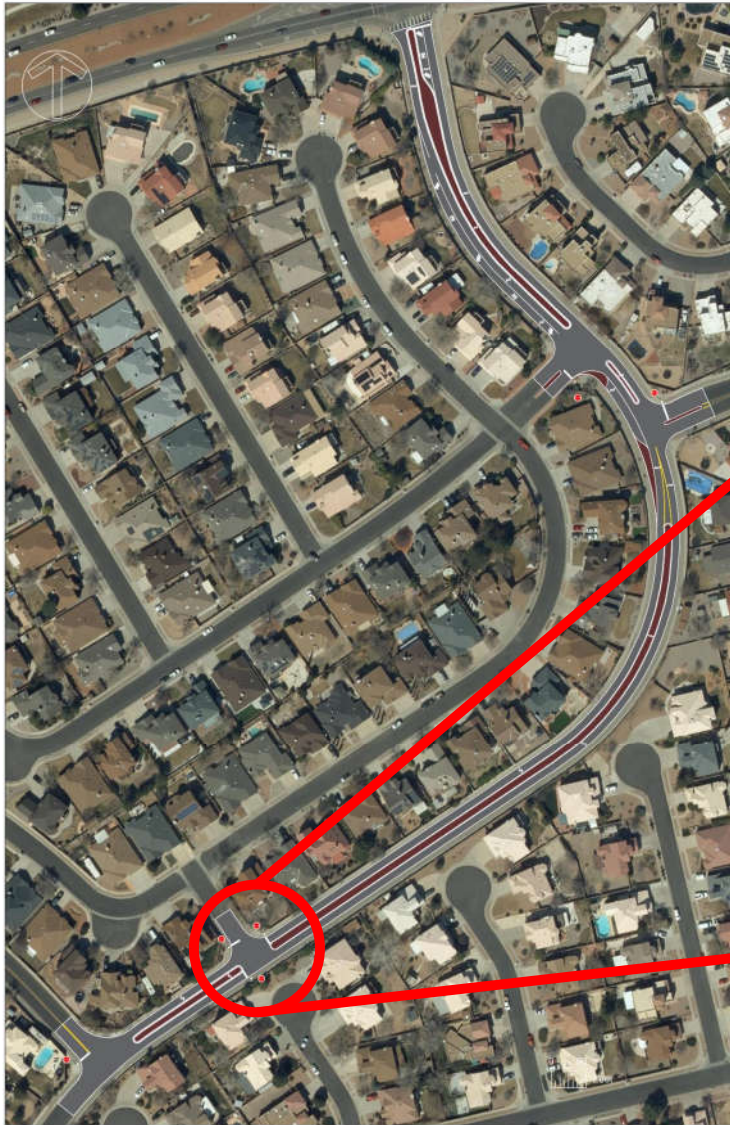


RANCHO SERENO RD CONCEPT



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RANCHO SERENO RD CONCEPT



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# MULTI-USE TRAIL CROSSING PEDESTRIAN TREATMENTS

## Description

- Installs a marked pedestrian crosswalk on Rancho Sereno for the arroyo multi-use trail crossing.
- Reconstructs curb ramps to be ADA compliant

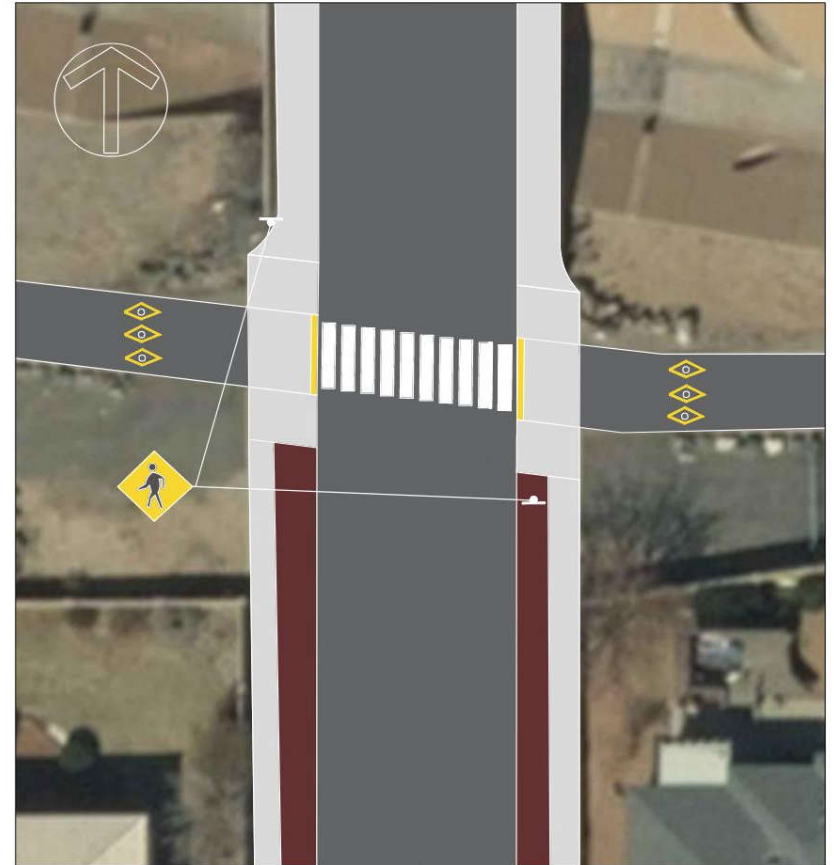
## Advantages

- Increases driver awareness of the crossing
- Attracts pedestrians to a single crossing location
- Warns drivers of possible pedestrians in the roadway

## Disadvantages

- May give pedestrians a falsely high sense of safety
- Installation can be costly
- May result in increased maintenance costs for pavement treatments

CROSSWALK AT RANCHO  
SERENO & PIEDRAS  
MARCADAS TRAIL



# TRAFFIC CIRCLE

## Description

- Traffic circles are raised islands, placed in intersections, around which traffic circulates. Yield signs and stop signs can be used as traffic controls at the approaches of the traffic circle

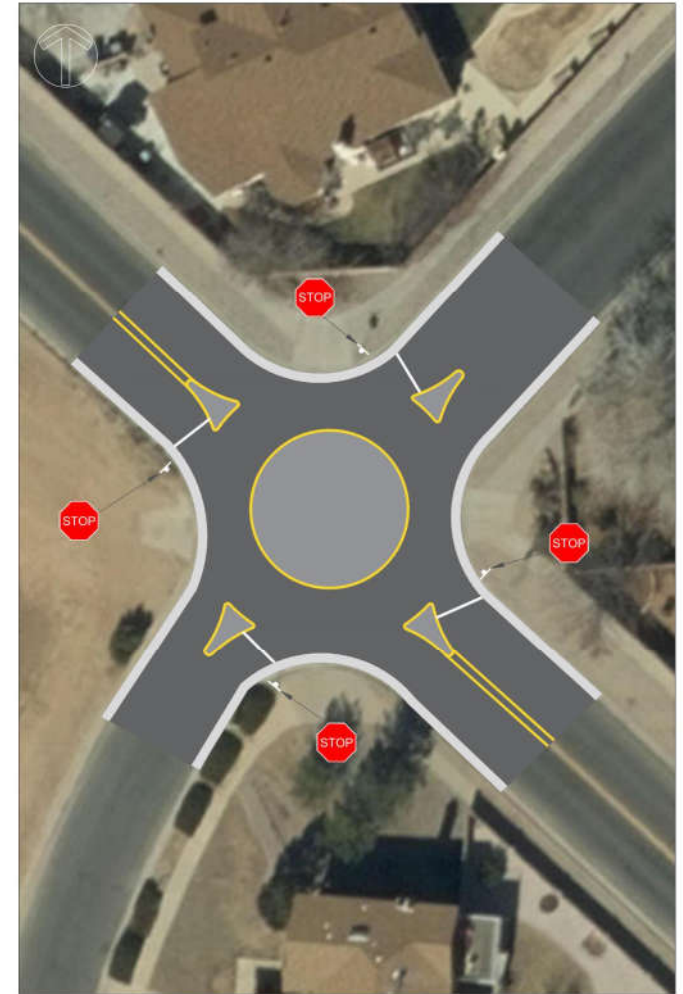
## Advantages

- Effective at slowing travel speed
- Improves safety
- Provides increased access to main street from side street

## Disadvantages

- Slows emergency vehicles and can be difficult for large vehicles to circumnavigate
- May require significant modifications to curb, gutter, and sidewalks

TRAFFIC CIRCLE AT RANCHO SERENO  
& CALLE NORTENA




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# PUBLIC INPUT

# QUESTIONS?



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# SURVEY AND OTHER INFORMATION

1. Presentation slides posted to [cabq.gov/traffic](https://cabq.gov/traffic)
2. Email any questions comments & concerns to:
  1. [galvarez@cabq.gov](mailto:galvarez@cabq.gov), Giselle Alvarez, Policy Analyst
  2. [ntmp@cabq.gov](mailto:ntmp@cabq.gov), City of Albuquerque Neighborhood Traffic Management Program
3. Deadline for comment: March 3, 2022