

Monte Vista Blvd Medians Project Update

November 10, 2023

In spring of 2023, the City of Albuquerque studied the installation of medians along Monte Vista Blvd between Girard Blvd and Lomas Blvd. The study focused on evaluating raised median designs to achieve the goal of reducing travel speeds and enhancing neighborhood aesthetics.

The City is moving forward with the design of full medians with bulb-outs as outlined in the attached study. Monte Vista Blvd will be designed to include one driving lane per direction, bicycle lanes, on-street parking, and medians that will be landscaped in the future. Intersections will feature bulb-out designs that will slow driver speeds and create room for drivers to make left turns and U-turns. Although the possibility of installing roundabouts was considered in the study, the City is not moving forward with the roundabout concept.

The project is currently in the design phase, which is expected to be completed by the end of 2023. Construction is expected to occur in 2024 and will take approximately 2-3 months.



Monte Vista Blvd
MEDIAN STUDY



PREPARED FOR

**ONE
ALBUQUE
ROQUE**



PREPARED BY

Bohannon  Huston

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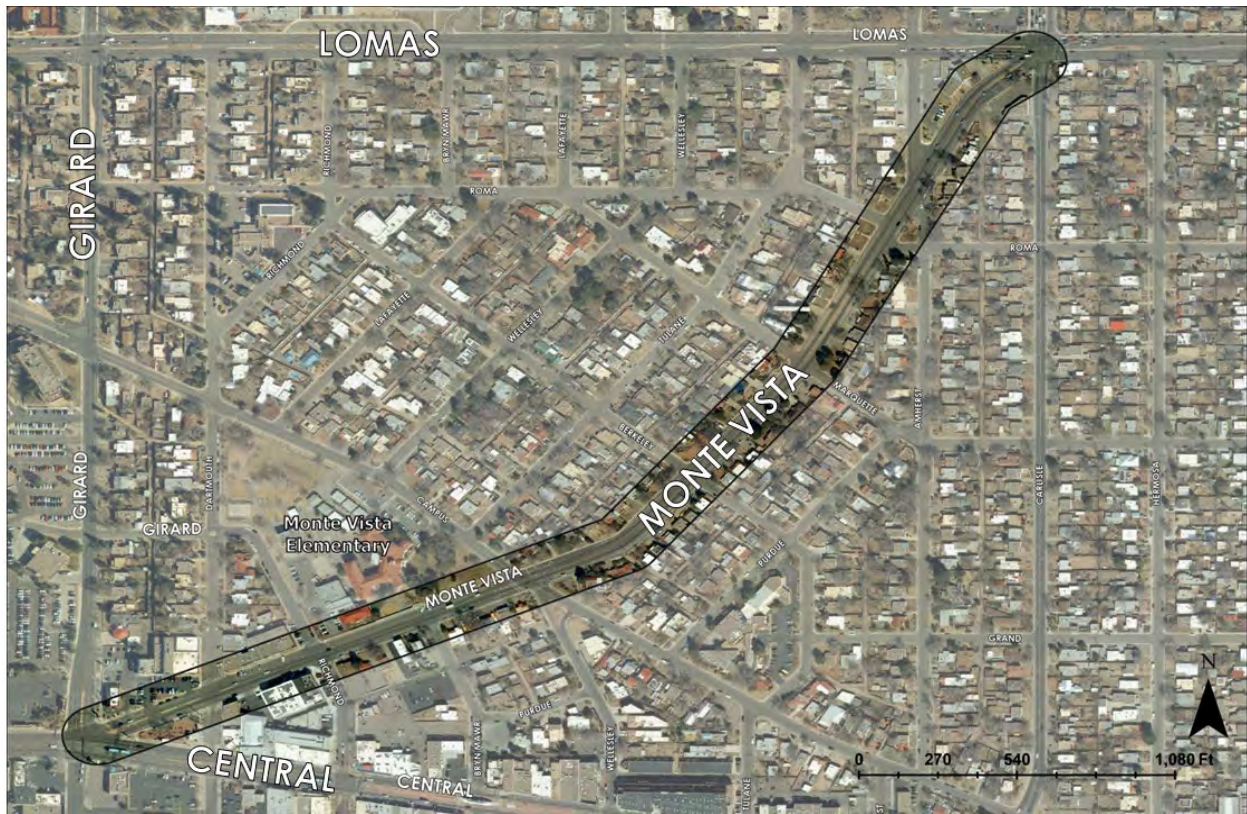
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PROJECT OVERVIEW

The City of Albuquerque is studying the potential installation of medians along Monte Vista Blvd between Girard Blvd and Lomas Blvd. The study focuses on evaluating raised median alternatives to help achieve the goal of reducing travel speeds and enhancing the neighborhood aesthetic. **Figure 1** maps the location of the study corridor.

This memo documents the existing conditions along the study corridor, the alternatives considered for median installation, and public outreach. It then recommends next steps for the project should the City wish to further pursue median installation along Monte Vista Blvd.

Figure 1: Monte Vista Blvd Median Study Corridor



EXISTING CONDITIONS

ROADWAY CONFIGURATION

The project corridor from Girard Blvd to Lomas Blvd is in a residential area and is approximately 3500 linear feet. This corridor is a minor arterial with single 11-foot-wide lanes in each direction and a 13-foot two-way left turn lane (TWLTL) striped in the middle. There are also 6-foot-wide bike lanes in each direction which have a buffer between the bike lanes and the vehicular through lanes varying in width from 1-2 feet wide. On-street parallel parking is available on both sides of the street from Campus Blvd to Lomas Blvd. Between Girard Blvd and Campus Blvd, the south side of the street has interspersed on-street parallel parking while the north side of the street has back-in angle parking.

There are traffic signals along the study corridor at the intersections with Girard Blvd, Campus Blvd, and Lomas Blvd. The Girard Blvd and Lomas Blvd intersections are five-point intersections. The remaining intersecting side streets are two-way stop controlled, with Monte Vista Blvd being the free through movement. Residential driveways are also accessed via Monte Vista Blvd. **Figure 2** maps the location of stop signs, traffic signals, and driveways.

Figure 2: Driveways, Stop Sign and Traffic Signal Locations



Figure 3 depicts the traffic volumes on and near the study corridor and **Table 1** depicts key traffic data. 2019 Average Weekday Daily Traffic (AWDT) data from the Mid-Region Council of Governments are used to show pre-pandemic traffic volumes, as traffic volumes dropped significantly in 2020 and may not have fully recovered yet.

Figure 3: 2019 Average Weekday Daily Traffic



Source: Mid-Region Council of Governments

The corridor’s posted speed limit is 35 miles per hour (mph) and the corridor is located in a primarily residential area. The AWDT varies between 4400 – 5700 vehicles per day. Traffic is fairly uniform between the northbound and southbound directions, although slightly more vehicles travel southbound in the morning and northbound in the evening.

Table 1: Monte Vista Blvd Traffic Summary

Traffic Metric	Value
Functional Classification	Minor Arterial
Posted Speed Limit	35 MPH
AWDT (2019)	4400 – 5700 vehicles
AM Volume Northbound	182 vehicles
AM Volume Southbound	265 vehicles
PM Volume Northbound	332 vehicles
PM Volume Southbound	182 vehicles
AM Directional Split	59 % of total vehicles travel southbound
PM Directional Split	65 % of total vehicles travel northbound

Source: Mid-Region Council of Governments

Volume to capacity (V/C) ratios are a measure of congestion and can aid in understanding congestion during peak hours. While the Mid-Region Council of Governments (MRCOG) provides V/C ratios for the

study corridor, the MRCOG database shows the capacity of the previous configuration of the street (four through-lanes with no TWLTL) and may not accurately reflect the capacity of the current roadway configuration. However, the listed V/C ratios range from 0.11 – 0.2 during peak hours, showing very low levels of congestion.

SCHOOL CONSIDERATIONS

Monte Vista Elementary School is located on the south end of the study corridor, causing traffic peak periods to occur during the school pick up and drop off times (8:30 am – 9:00 am and 3:30 pm – 4:00 pm). School buses that travel to Monte Vista Elementary school, Jefferson Middle School, Albuquerque High School, and Highland High School also frequent this corridor. There is no bus service other than school bus service along the study corridor.

BICYCLE FACILITIES

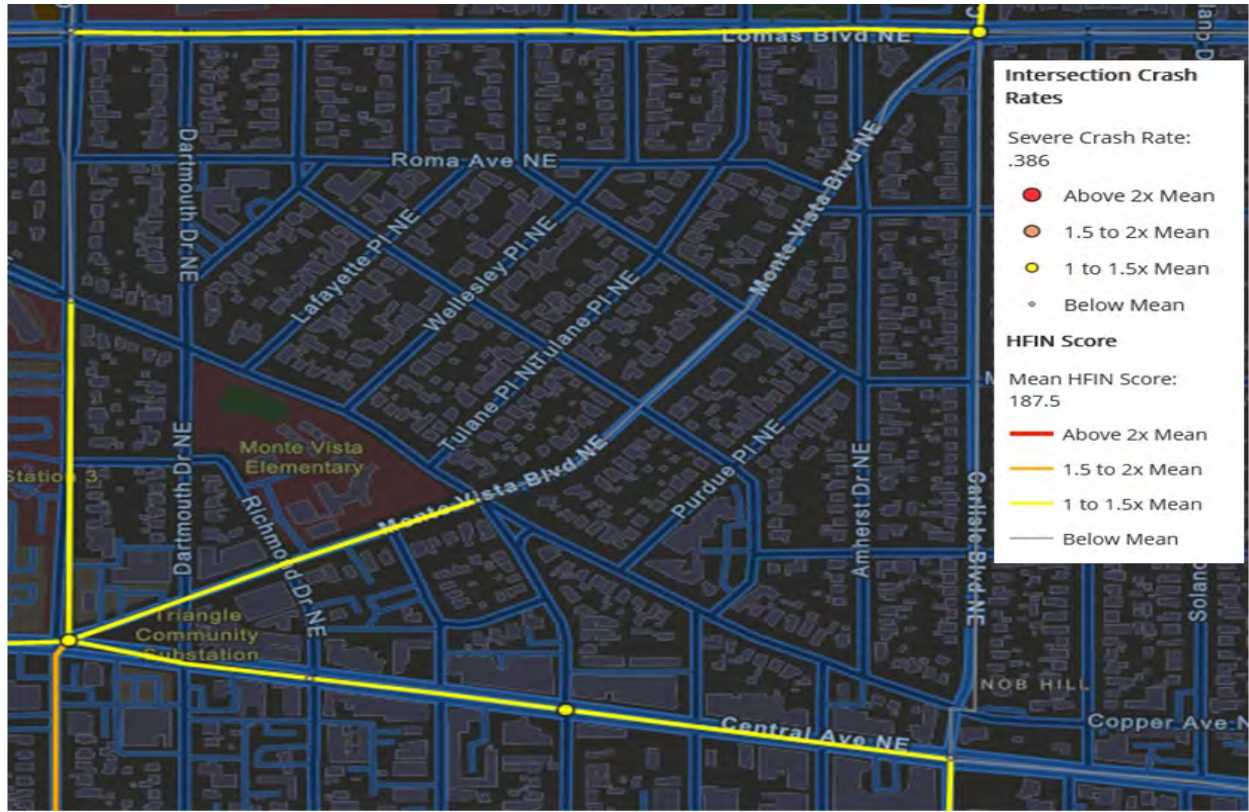
There are 6-foot-wide bike lanes with 1- to 2-foot buffers along the length of the study corridor. Several bicycle facilities also intersect Monte Vista Blvd:

- Existing bicycle facilities:
 - Marquette Ave: Existing bike route south of Monte Vista Blvd
 - Carlisle Blvd: Existing bike lanes north of Lomas Blvd
- Proposed bicycle facilities (per MRCOG Long-Range Bikeway System):
 - Campus Blvd: Proposed bike boulevard
 - Richmond Dr: Proposed bike boulevard south of Monte Vista Blvd
 - Carlisle Blvd: Proposed bike lanes south of Lomas Blvd

CRASHES

Portions of the study corridor are above the regional average for severe crashes per MRCOG's High Fatal and Injury Network (HFIN) Map developed for the City of Albuquerque's Vision Zero initiative. **Figure 4** shows the intersections and roadway segments near the study corridor that are above the mean for severe crashes in the Albuquerque metro area.

Figure 4: High Fatal and Injury Network Crash Map, 2015-2019



Source: MRCOG

The roadway segment of Monte Vista Blvd between Central Ave and Campus Blvd and the five-point intersections at either end of the study corridor are above the mean for severe crashes. Note that the HFIN map includes data from 2015-2019. Monte Vista between Campus Blvd and Central Ave was reconfigured in 2017 by removing the TWLTL and converting parallel parking to back-in angle parking, and data included in the HFIN map include crashes from both the previous configuration and the current configuration. However, there were about equal numbers of severe crashes between 2014-2016 (4 crashes) and between 2017-2019 (3 crashes), and the segment would likely still be above the mean for severe crashes if prior years were excluded from the HFIN analysis.

Note that the segment of Monte Vista Blvd between Campus Blvd and Lomas Blvd was reconfigured with a lane reduction many years previously (in 2004-2005).

PROPOSED ALTERNATIVES

ALTERNATIVE DEVELOPMENT PROCESS

This project specifically studied how medians could be implemented along the Monte Vista Blvd study corridor. Medians have multiple safety and livability benefits, including:

- Replacing a TWLTL with raised medians have been shown to reduce total crashes by 23% and injury crashes by 21%.¹
- Medians with marked crosswalks can reduce pedestrian crashes by 46%.²
- Medians improve the pedestrian environment by creating space for median refuge islands.
- Medians improve the aesthetics by providing a location for landscaping.

The project team developed three initial median alternatives for the study corridor:

1. Median with left-turn pocket lanes
2. Full median with bypass lanes
3. Full median without left-turn lanes

After review, the project team decided not to pursue the first two alternatives because they did not align as well as the third alternative with the goal of slowing traffic speeds along the corridor. For more information on the alternatives not selected to move forward, reference Appendix A. The project team advanced the third alternative (full medians without left-turn lanes) and developed two conceptual intersection designs for the alternative.

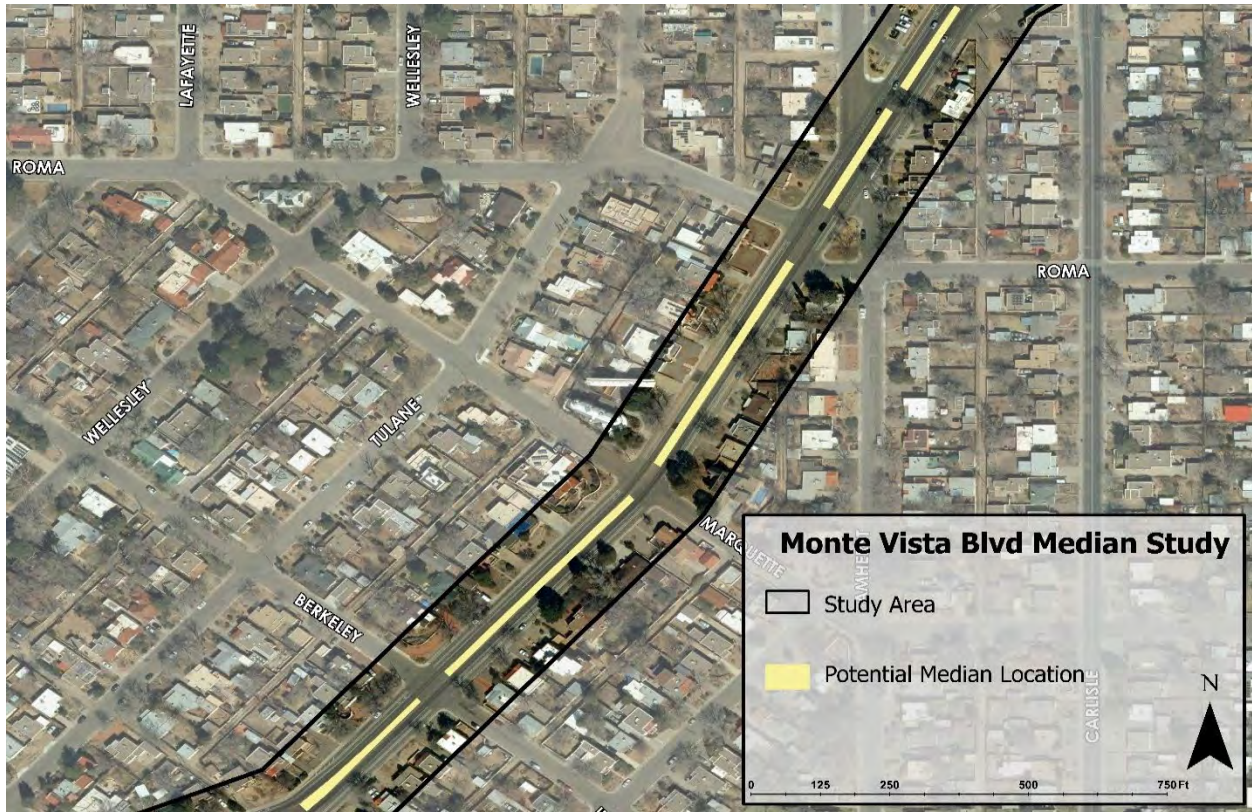
To maintain access for pick-up zones and parking areas for Monte Vista Elementary School, the project team did not design median alternatives for the roadway segment south of Campus Blvd. There are also on-street back-in angle parking stalls between Campus Blvd and Central Ave where the access and egress would be impacted by a median.

The project team proposed potential locations for medians from Campus Blvd to the north of Amherst Drive. The potential medians would maintain intersection access to allow for left turns and U-turns, as the installation of medians will limit access to and from residential driveways. **Figure 5** depicts the potential locations for medians along the study corridor.

¹ Mauga, T. and Kaseko, M., "Modeling and Evaluating the Safety Impacts of Access Management (AM) Features in the Las Vegas Valley." Transportation Research Record: Journal of the Transportation Research Board 2171, pp. 57-65, 2010

² Medians and Pedestrian Refuge Islands in Urban and Suburban Areas. FHWA. Accessed December 2022. <https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>.

Figure 5: Potential Median Locations



Each median installation alternative and intersection design was evaluated through the lens of several key factors:

- Bicycle and pedestrian facilities
- Travel patterns
- Left turn and U-turn operations
- Parking
- Traffic calming
- Opportunity for median landscaping
- Preliminary cost estimates

Each alternative’s benefits and limitations were compared to one another in a detailed matrix which can be referenced in **Table 2**.

DRIVEWAY DISTANCE ANALYSIS

The project team conducted an analysis of the increased distance residents may need to travel to access their driveways if medians are installed as shown in **Figure 6**. **Figure 6** and **Figure 7** show the maximum increased driving distance for residents on each block of Monte Vista Blvd. The furthest additional distance a vehicle may need to travel is 966 feet, which represents about 20 seconds of travel time at 25 mph (not including the time it takes to wait for a gap in traffic and complete a U-turn).

Figure 6: Additional Driving Distance, Northbound Traffic



Figure 7: Additional Driving Distance, Southbound Traffic



INTERSECTION ALTERNATIVE 1: FULL MEDIAN WITH BULB-OUTS

This alternative widens the medians at intersection approaches, which slows vehicle speeds by narrowing the roadway and creating a lateral shift. Instead of the typical bulb-outs off sidewalks and pedestrian ramps, the proposed bulb-out extends the medians, pushing vehicles to shift to the right. The vehicular shift closer to the intersection promotes lower speed and increased awareness for motorists as they approach the intersection. Space is created for the bulb-out shift by removing the on-street parking near the intersections and shifting the bike lanes to the edge of the roadway. Removing parking has the added benefit of “daylighting”, a technique that removes parking near intersections to improve sight lines for drivers entering from side streets.

Vehicles would be prevented from shifting too far right into the bike lane by placing vertical separation in the bike lane buffer at intersection approaches. Vertical separation could include flex posts, raised concrete curbing, or other treatments.

Figure 8 is a rendering of the bulb-out design at the Marquette Ave intersection and Figure 9 is a rendering of the bulb-out design at the Amherst Dr/Roma Ave intersection. The renderings are conceptual and could be applied to other intersections throughout the study corridor.

Figure 8: Full Medians with Bulb-Outs Conceptual Rendering, Marquette Ave



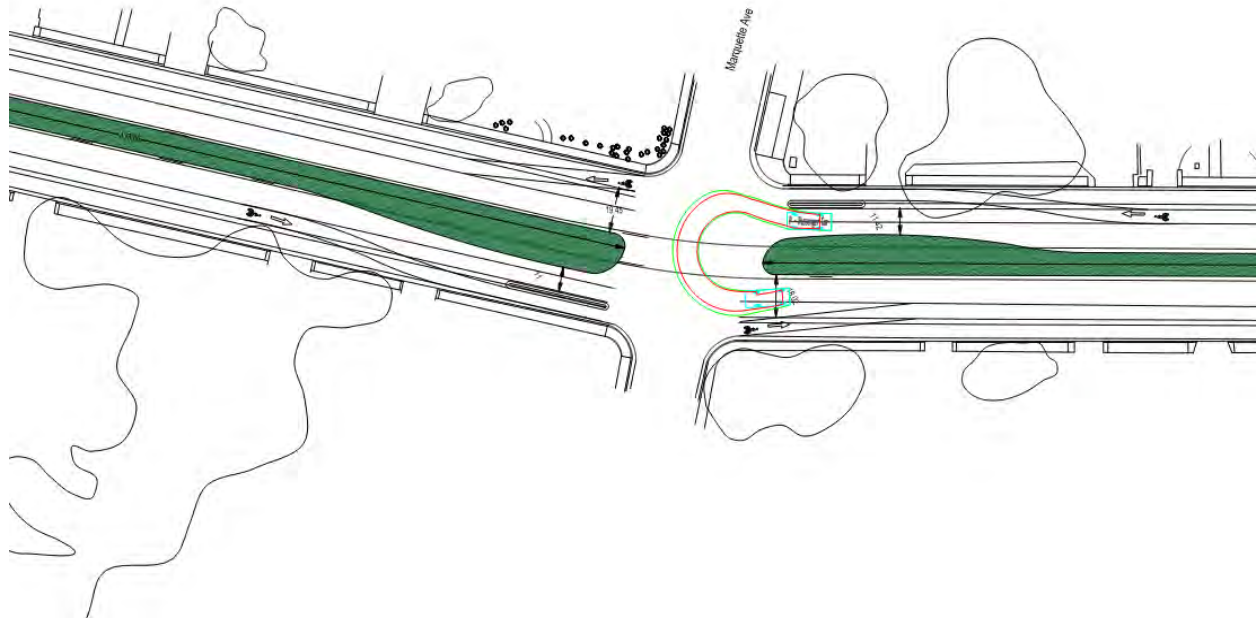
Figure 9: Full Medians with Bulb-Outs Conceptual Rendering, Amherst Dr/Roma Ave



The major advantage with the bulb-out design is that motorists would drive slower and with more awareness as they approach the intersection. Additionally, by shifting vehicles to the right, the design provides a wider turning radius so that passenger vehicles can more comfortably make U-turns without encroaching on the bike lane (see **Figure 10**). However, large delivery trucks would be unable to make a U-turn with this design.

Through-moving vehicles will also need to queue behind a left-turning or a U-turning vehicle. While queuing may increase delay along the corridor, it would also have traffic calming benefits as through-traffic would need to slow or stop behind queuing vehicles.

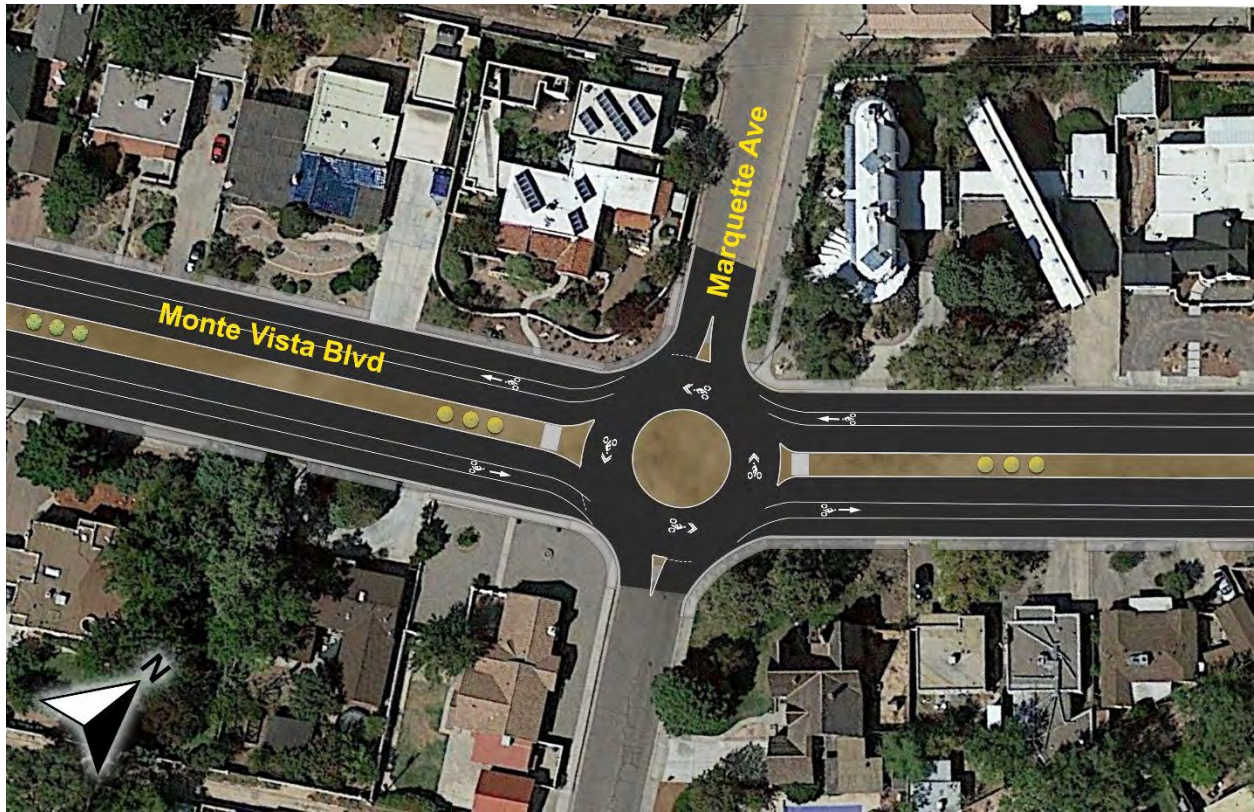
Figure 10: Bulb-Out Alternative Turning Movement Layout, Passenger Vehicles



INTERSECTION ALTERNATIVE 2: FULL MEDIAN WITH ROUNDABOUTS

The second intersection alternative would implement roundabouts rather than medians with bulb-outs (see **Figure 11**). Roundabouts lower traffic speeds and increase safety for all modes of travel. Another major benefit to introducing a roundabout at the intersection is it allows for U-turn and left-turn movements for delivery trucks and larger vehicles. The roundabout alternative is the only alternative that feasibly allows for larger vehicle U-turn movements along the corridor.

Figure 11: Full Median with Roundabout Conceptual Rendering, Marquette Ave

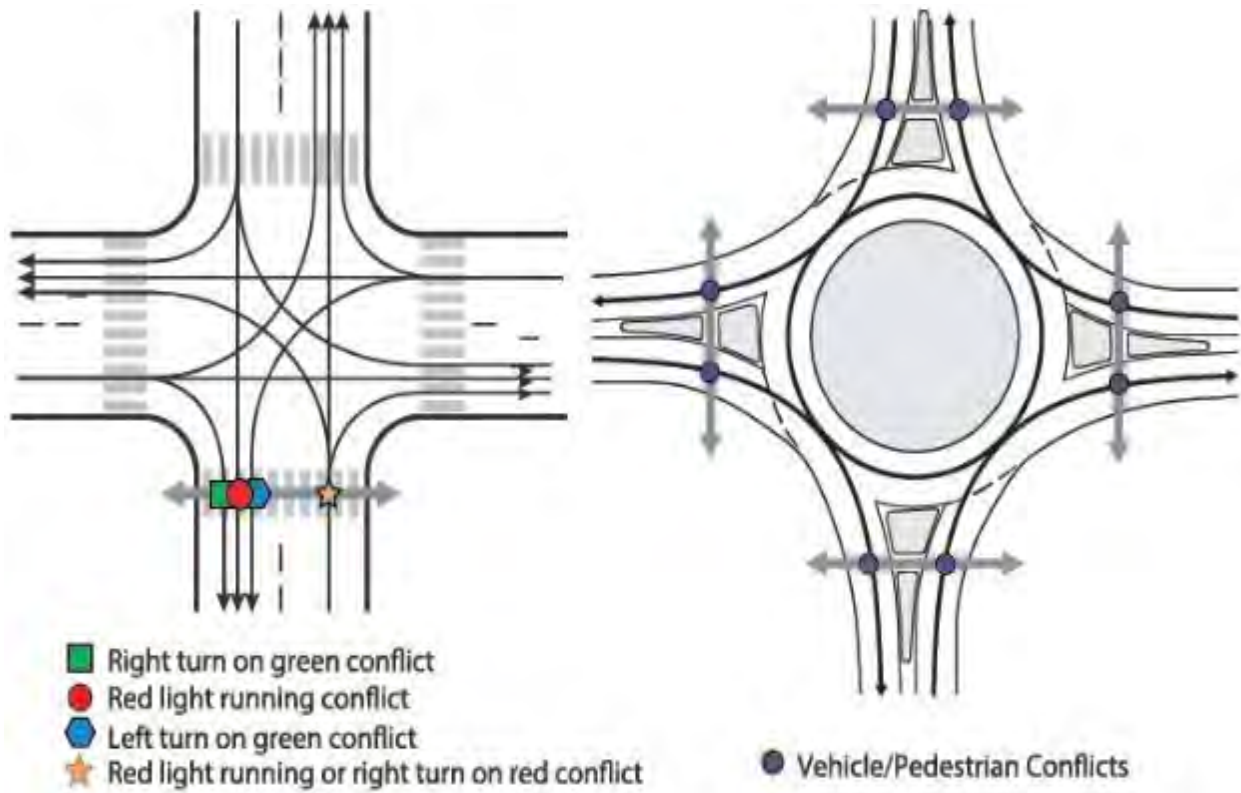


A major drawback for the roundabout alternative is that it would require right-of-way acquisition. Due to the wide radius of the U-turn movement of a SU-30 (30-foot Single Unit Truck), right-of-way would need to be acquired from property owners at the intersection. Right-of-way acquisition will add to the project cost and timeline. Another potential drawback is that cyclists will have to share the lane with motorists when entering the roundabout as the bike lanes drop at the intersection.

Roundabouts have been shown to reduce fatal and injury crashes by 78%-82%.³ Roundabouts with median islands also help pedestrians cross one direction of traffic at a time and reduce pedestrian conflict points from 24 points at a conventional intersection to 8 points (see **Figure 12**).

³ "Roundabouts." FHWA. Accessed December 2022. <https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts>.

Figure 12: Pedestrian/Vehicle Conflict Points



Source: *Roundabouts with Pedestrians & Bicycles: A Safe Choice for Everyone* (FHWA)

COMPARISON OF ALTERNATIVES

The full median alternative and two intersection alternatives were compared to existing conditions along a variety of factors. **Table 2** shows a matrix representing the comparison of alternatives. A checkmark indicates that the factor is present while an X indicates it is not present. Positive impacts are shaded green, neutral impacts yellow, and limitations orange.

Table 2: Alternative Comparison Matrix

	Existing Conditions	Full Medians	Full Medians w/ Bulb-Out Medians	Full Medians w/ Roundabouts
Traffic Calming	X	✓	✓	✓
Left-Turn Delay	X	✓	✓	X
Median Prototypes	X	✓	✓	✓
Bike Facilities	✓	✓	✓	Shared lane through roundabout
On-Street Parking	✓	✓	✓	✓
Improved Ped Crossings	X	✓	✓	✓
U-Turns for Passenger Cars	X	✓	✓	✓
U-Turns for Trucks	X	X	X	✓
Requires ROW	X	X	X	✓
Estimated Cost	\$0	\$ 581,000	\$ 600,000	\$ 600,000 + \$ 100,000 (PER ROUNDBOUT)

Benefit
Existing Conditions Remain Unaffected or Equivalent
Limitation

The alternatives were analyzed based on their impacts in the following areas:

- **Traffic calming:** All alternatives would have improved traffic calming over existing conditions.
- **Left-turn delay:** The full median alternative and full median with bulb-outs intersection option would cause through-traffic to wait behind turning vehicles. This element represents a benefit due to the traffic calming implications of left-turn delay. The roundabout intersection alternative would not result in left-turn delay but would have similar traffic calming benefits as vehicles slow through the intersection to navigate the roundabout.
- **Median prototypes:** All alternatives would be compatible with the City of Albuquerque's median prototypes, which simplifies the installation and maintenance of median landscaping.
- **Bike facilities:** The full median alternative and intersection bulb-out alternative maintain the bike lane throughout. The bulb-out alternative also provides vertical protection for the bike lane at intersections. A limitation of the roundabout alternative is that bike lanes would drop through the intersection and bicyclists would need to share the lane with cars.
- **On-street parking:** All alternatives would reduce the number of on-street parking spaces near intersections. While this is a limitation of the alternatives, parking along Monte Vista Blvd is currently not well-utilized and removing parking will have the added benefit of increasing sight distances at intersecting side streets.
- **Improved pedestrian crossings:** All alternatives have the potential for improved pedestrian crossings, as median refuge islands can be integrated into the final design. Roundabouts also reduce vehicle/pedestrian conflict points from 24 to 8.
- **U-turns for passenger cars:** All of the alternatives will accommodate passenger car U-turns without encroachment into the bike lane or side streets.
- **U-turns for trucks:** The roundabout intersection alternative is the only option that would accommodate U-turns for larger vehicles.
- **Requires right-of-way acquisition:** The roundabout intersection alternative requires right-of-way acquisition at the corners of intersections in order to accommodate larger vehicle turns while maintaining the sidewalk.
- **Cost Estimates:** The full median alternative would cost approximately \$581,000. The addition of bulb-outs at the Marquette Ave intersection and the Roma Ave/Amherst Dr intersection would add about \$20,000 to the cost of construction. The roundabout alternative would cost about \$600,000 plus \$100,000 per roundabout. The roundabout cost estimates do not include the cost of right-of-way acquisition. Note that cost estimates for all alternatives do not include costs for drainage relocation, utility relocation, or landscaping.

PUBLIC OUTREACH

OVERVIEW

Public engagement for the project asked neighborhood residents for their feedback and preferences regarding the installation of medians on Monte Vista Blvd between Lomas Blvd and Central Ave. Public feedback was collected via a neighborhood meeting held on December 1, 2022, and through follow-up emails and phone calls with the project team.

The table below depicts the approximate percentage of commenters who were for and against traffic calming, the full median concept, roundabouts, and the bulb-out intersection design. **Note that the percentages are approximate as some participants may have submitted their comments twice by commenting at the meeting and submitting written comments.**

Table 3: Public Support for Project Elements

Concept	Total Comments Addressing Opinion on Topic	Percent For	Percent Against
Traffic Calming	29	100%	0%
Full Median	33	70%	30%
Roundabout	18	89%	11%
Bulb-Out Intersection	8	63%	38%

No comments were opposed to traffic calming, although there were different opinions on the best way to implement traffic calming. Over 2/3 of comments supported the full median concept. The roundabout intersection design received more support than the bulb-out design. Several participants were in support of roundabouts but not full medians.

NEIGHBORHOOD MEETING

An in-person neighborhood meeting was held on December 1, 2022 at the Immanuel Presbyterian Church at 114 Carlisle Blvd SE. The purpose of the meeting was to discuss the recommendations, answer questions about the project, and collect feedback. The meeting was held in the evening and coincided with Nob Hill Main Street’s “Shop and Stroll” event. Meeting organizers provided cookies and hot chocolate to meeting attendees.

The meeting was advertised by mailing notices to all residents and property owners within 200 feet of the study corridor. The flyer was also emailed to Monte Vista Elementary School, City-registered neighborhood associations within one mile of the study corridor, and Immanuel Presbyterian Church for distribution on their email lists.

Large boards were displayed for the duration of the meeting to communicate the potential location of the medians and show renderings of the alternatives. A handout describing the alternatives and a comment sheet were also available at the meeting. Neighborhood meeting materials can be referenced in Appendix B.

Over 30 members of the public attended the meeting. The meeting kicked off with a brief presentation from the project team, including a study overview, existing conditions, proposed alternatives, and next steps for the study. During the discussion period meeting attendees could ask questions and provide comments. The discussion period was lively with residents expressing a variety of viewpoints. Topics discussed and opinions expressed during the meeting can be referenced in the Public Comments Summary below.

PUBLIC COMMENTS SUMMARY

Public feedback collected via the public meeting and submitted comments discussed the following topics and viewpoints:

Project process and timeline:

- A few meeting attendees expressed frustration that the neighborhood wasn't consulted before initiating the study. However, several participants stated that they had contacted Councilor Davis to request medians. The project team also responded that the study is preliminary, and the purpose of the neighborhood meeting is to gather feedback from which a decision can be made.

Comments in support of medians:

- Several participants shared personal stories about speeding vehicles and crashes near their houses and supported any new infrastructure that would reduce traffic speeds.
- Several participants stated that while construction delays and an increase in travel time to their driveways are inconveniences, installing medians would be worthwhile to prevent traffic fatalities.
- One participant noted that he already must wait for a minute or more to make a left into his driveway due to traffic and that making a U-turn will not significantly impact his travel time.
- Participants commented that medians would improve the pedestrian environment of the street and encourage walking.
- Several participants commented that they would be in support of landscaping and thought that landscaping infrastructure should be incorporated into the reconstruction. Several participants supported landscaping with native plants.

Comments in opposition to medians:

- A few participants were opposed to the removal of the center turn lane as they did not want to have to make U-turns to access their driveways and were concerned about rear-end crashes.
- One participant was concerned that installing medians would increase traffic on side streets.
- Several participants expressed frustration with the amount of recent construction that has occurred on Monte Vista Blvd and in the Nob Hill area and were opposed to new construction projects.
- Some participants expressed opposition to other access control projects, including the medians installed for Albuquerque Rapid Transit and diverters installed for the Silver Ave Bike Blvd.

- One participant was concerned that the project would be too costly and thought a speed study should be conducted to determine if medians are necessary.

Comments on intersection designs:

- In general, there was strong support for the roundabout alternative and less enthusiasm for the bulb-out alternative.
- A few bicyclists commented that they would feel more comfortable biking through the roundabout than the bulb-out intersection.
- One participant who preferred the roundabout design noted that the bulb-out design would likely be the first of its kind in Albuquerque.
- A few property owners indicated they would support giving up right-of-way for the installation of a roundabout.
- One participant thought the roundabouts could have the unintended consequence of increasing neighborhood cut-through traffic.
- Several commenters noted that the bike lane protection at intersection approaches in the bulb-out design would force traffic to turn right across the bike lane, which creates conflict with through-moving bicyclists. Commenters thought the similar bike lane designs on Dr. Martin Luther King Jr. Ave are dangerous.
- Several participants thought that access to Amherst Dr north of Monte Vista Blvd should be maintained so that businesses can be reached without traveling on Lomas Blvd. One participant noted that when it was closed off for the recent waterline reconstruction, drivers would use the alley to access the businesses instead.

Comments supporting traffic calming, but not necessarily median installation:

- Several participants stated that they would support a roundabout, but not medians, installed on Monte Vista Blvd.
- Several participants expressed doubt that medians would slow traffic speeds.
- Several participants thought that other traffic calming ideas should be considered instead of medians. Participant ideas for traffic calming included flashing yellow lights, four-way stops, speed enforcement cameras, and speed humps.
- There was support for the concept of a speed limit reduction.

Support for installing traffic calming on the segment south of Campus Blvd:

- Some participants were opposed to the back-in angled parking on the south end of the study corridor in front of Monte Vista Elementary School. Participants noted that these parking spaces are not well-utilized.
- Participants discussed that speeding is a major issue south of Campus Blvd as well as along the north end of the study corridor where medians are proposed.
- Participants identified the Monte Vista Blvd/Campus Blvd intersection as particularly dangerous and a good location for a future roundabout.

- Participants noted that engineers should carefully design the transition from the school zone to the segment north of Campus Blvd. A participant noted that the road is sloped to the outside just northeast of Campus Blvd, which causes crashes as northbound drivers speed up to beat the light at Campus Blvd and go off the road where it curves north.

Comments on pedestrian crossings:

- Participants identified areas where they found it challenging to cross the street as a pedestrian, including at the Marquette Ave intersection, Amherst Dr intersection, and Campus Blvd intersection, which does not have a crosswalk on the north side of the intersection.
- Participants were generally in support of median refuge islands, with or without a full median installation.

History of the corridor:

- Several participants commented that the previous reconfiguration in 2017 from four through-lanes to two through-lanes with a TWLTL was a significant improvement.
- One long-time resident stated that the original designs for Monte Vista Blvd were supposed to include medians similar to the medians on Silver Ave west of University Ave and the medians on Ridgecrest Dr.

Suggestions for other improvements in the area:

- A few participants commented that they thought the entrance to Amherst Dr south of Monte Vista Blvd should be closed off and the Triangle Park extended to fill the space. Vehicles could access Amherst Dr via Roma Ave instead.
- One participant noted that the intersection of Tulane Dr and Amherst Dr is challenging to cross as a pedestrian.
- A participant noted that westbound left-turn queue lengths on Lomas Blvd back up during the peak hour and that the left-turn lane should be extended.
- Participants commented that the five-point intersections at either end of the study corridor are confusing to navigate.
- One participant noted that drivers often use Roma Ave to cut through the neighborhood to cross Carlisle, which is not as safe as crossing at Lomas Blvd.

For a complete list of comments submitted to the project team and discussed during the neighborhood meeting, reference Appendix C.

CONCLUSIONS AND NEXT STEPS

Although some neighbors were opposed to median installation on Monte Vista Blvd, the proposed median improvements received strong support from many residents on the street. All residents who provided feedback supported the idea of some sort of traffic calming along the study corridor. As summarized below, it was also noted that beyond the support for the medians and additional traffic calming, there is a preference for the roundabout, a need for improvements south of Campus Blvd, and a desire for enhanced crosswalks.

Several neighbors did request further traffic data to support the decision to install medians, including a closer look at crash data and a speed study to further support the need for traffic calming. The City could also conduct intersection operational analyses to determine the impact of removing the TWLTL on queue lengths for left-turning vehicles. However, all of these studies are expected to provide data substantiating the general desire for traffic calming and are not expected to modify the initial recommendation for medians which provide not only traffic calming but also opportunities for landscaping and aesthetic improvements.

ADDITIONAL TRAFFIC CALMING MEASURES

During the public meeting, participants asked if other traffic calming treatments were being considered for the corridor. While this study was scoped to look at medians, it would be beneficial to examine other traffic calming treatments that could be built instead of or in conjunction with medians. Because the roadway is classified as a minor arterial, many of the treatments for local roads found in the City of Albuquerque's Neighborhood Traffic Management Program would not be applicable or appropriate. However, traffic calming treatments that could be applied on a minor arterial in a residential setting include:

- Lateral shifts
- Sidewalk curb extensions
- Daylighting
- Automated speed enforcement
- Raised crosswalks
- Median refuge islands

Several of these traffic calming treatments could complement a median installation. For example, daylighting, median refuge islands, and lateral shifts are already incorporated into the intersection alternatives. These traffic calming treatments could also be applied without the installation of medians.

PREFERENCE FOR THE ROUNDABOUT

The public showed a clear preference for the roundabout intersection alternative over the bulb-out alternative. Some members of the public also stated they would support a roundabout without median installation. Members of the public indicated they preferred the roundabout because the bulb-out design has not been tested in Albuquerque and several bicyclists were concerned that the protected bike lane at intersection approaches would increase the risk of right-hook crashes. In contrast,

roundabouts have been installed successfully in Albuquerque in a variety of locations and have been shown to have positive safety and traffic calming benefits locally.

SOUTH OF CAMPUS BLVD

Members of the public also brought valid concerns about the portion of the study corridor south of Campus Blvd. While the project team did not consider medians for this segment due to the back-in angled parking and presence of commercial driveways, other traffic calming treatments could be considered for this portion of the corridor. This segment is on the High Fatal and Injury Network Crash Map, which demonstrates the need to consider additional analysis and design along this segment. The intersection of Monte Vista Blvd and Campus Blvd could also be considered for a roundabout or other reconfiguration, as members of the public identified this area as particularly dangerous due to the horizontal and vertical shift in the roadway north of the intersection. A roundabout could help mitigate the sight distance concerns as well as integrate additional traffic calming in this section of the corridor.

PEDESTRIAN CROSSINGS

Another next step would be to select locations and treatments for pedestrian crossings. The City of Albuquerque Bicycle and Trail Crossing Guide can be referenced to determine appropriate crossing treatments and locations. Locations for crossings identified in the public comments include at the north leg of the Campus Blvd intersection, at the Marquette Ave intersection, and at the Amherst Dr intersection, although additional crossing locations may be desired. Renderings of crossings treatments at the Marquette Ave intersection and Roma Ave/Amherst Dr intersection for each intersection alternative can be referenced in Appendix D.

Overall, the concept of median installation along Monte Vista Blvd was well-received by the community and would have positive traffic calming, safety, and aesthetic benefits for this roadway in a neighborhood setting. Based on this initial study, median installation on Monte Vista Blvd is recommended subsequent to additional consideration, analysis, and design work associated with the elements presented above.

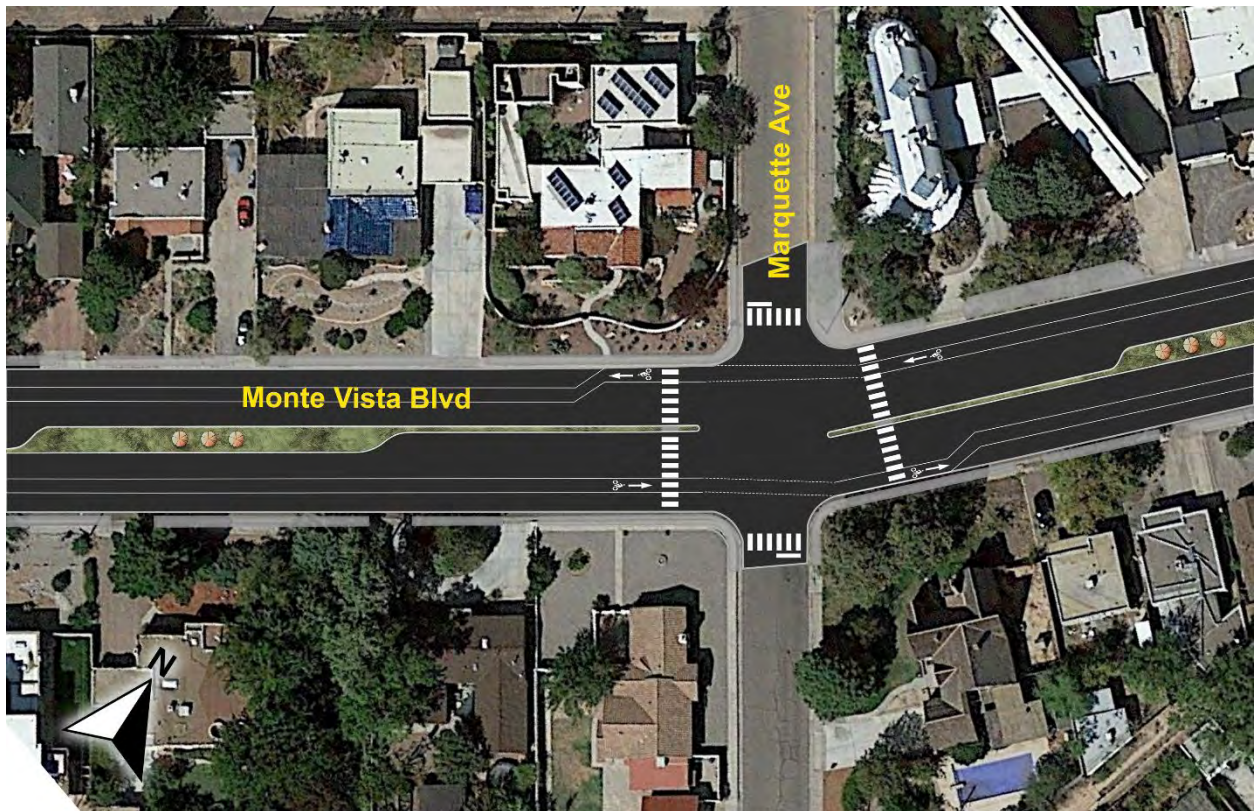
APPENDIX A: ALTERNATIVES CONSIDERED

The two alternatives that were considered but ultimately not proposed as a part of the final alternatives are presented below.

LEFT TURN LANE CORRIDOR ALTERNATIVE

The left turn lane alternative was developed as an initial option to allow for the existing TWLTLs to operate as-is at the intersections where there would be gaps in the medians. **Figure 13** is a conceptual rendering of this alternative for the intersection of Monte Vista Blvd and Marquette Ave.

Figure 13: Left Turn Lane Alternative Conceptual Rendering



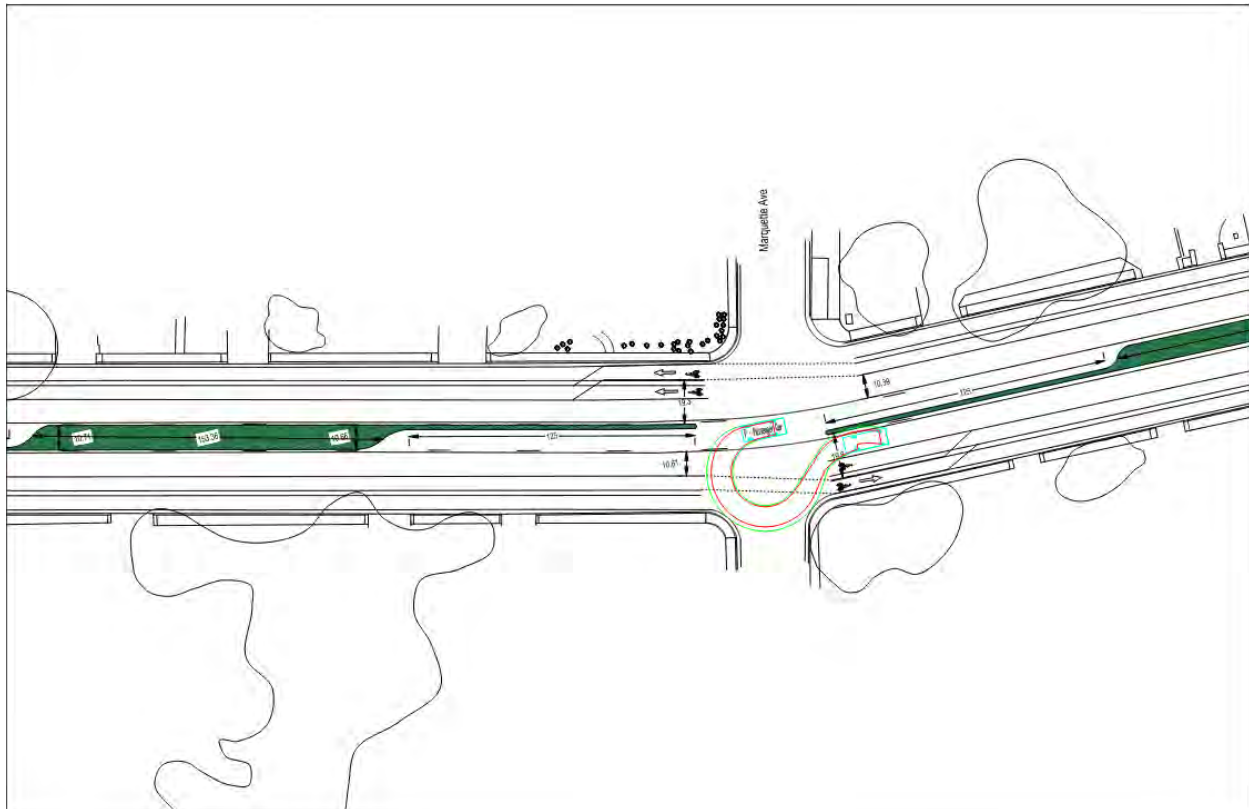
The major advantage of this alternative was that the left-turn pocket lanes allow for through-moving vehicles to pass by left-turning vehicles at the intersection. However, there are several disadvantages to the alternative. The first is that for vehicles to do a proper U-turn from the pocket lane, vehicles will have to encroach onto the side street and bike lane (see **Figure 14**). The left-turn pocket lane would also not have the same traffic calming benefit as the full median alternative, as through-moving vehicles will not be slowed by vehicles waiting to turn left.

Another disadvantage is the lack of usable space for the prototype median landscaping. Due to having pocket lanes, the left turn lane lengths must comply with the City of Albuquerque Development Process Manual standards. At the current posted speed limit, the left turn lane would need to be 225 feet long, leaving no remaining space for medians. If the speed limit were reduced to 25 mph, the turn lane would

need to be 125 feet long, allowing only for sparse implementation of the median landscaping along the corridor.

Compared to the full median alternative, the left turn lane alternative also creates extra distance for pedestrians crossing the street at intersections and would reduce available space for a median refuge island.

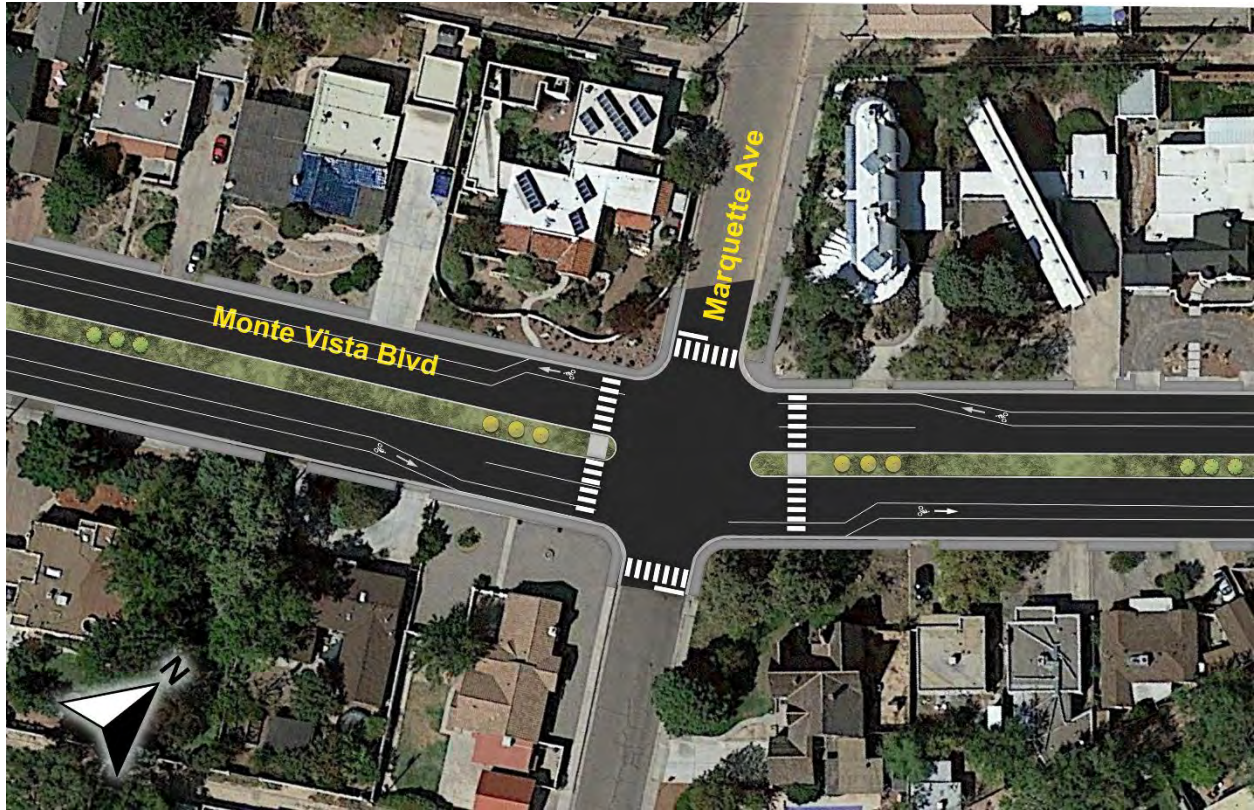
Figure 14: Left Turn Lane Alternative Turn Movement Layout



FULL MEDIAN CORRIDOR ALTERNATIVE WITH BYPASS LANES AT INTERSECTIONS

The full median corridor alternative with bypass lanes was developed to maintain the full median along the corridor. Instead of a pocket lane that goes into the current center turn lane, the through movement can bypass the turning vehicles by going through the current right-of-way occupied by the on-street parking. On-street parking would be removed at the intersections and the bike lane would be shifted to the right. A conceptual rendering of the alternative at Monte Vista Blvd and Marquette Ave is shown in **Figure 15**.

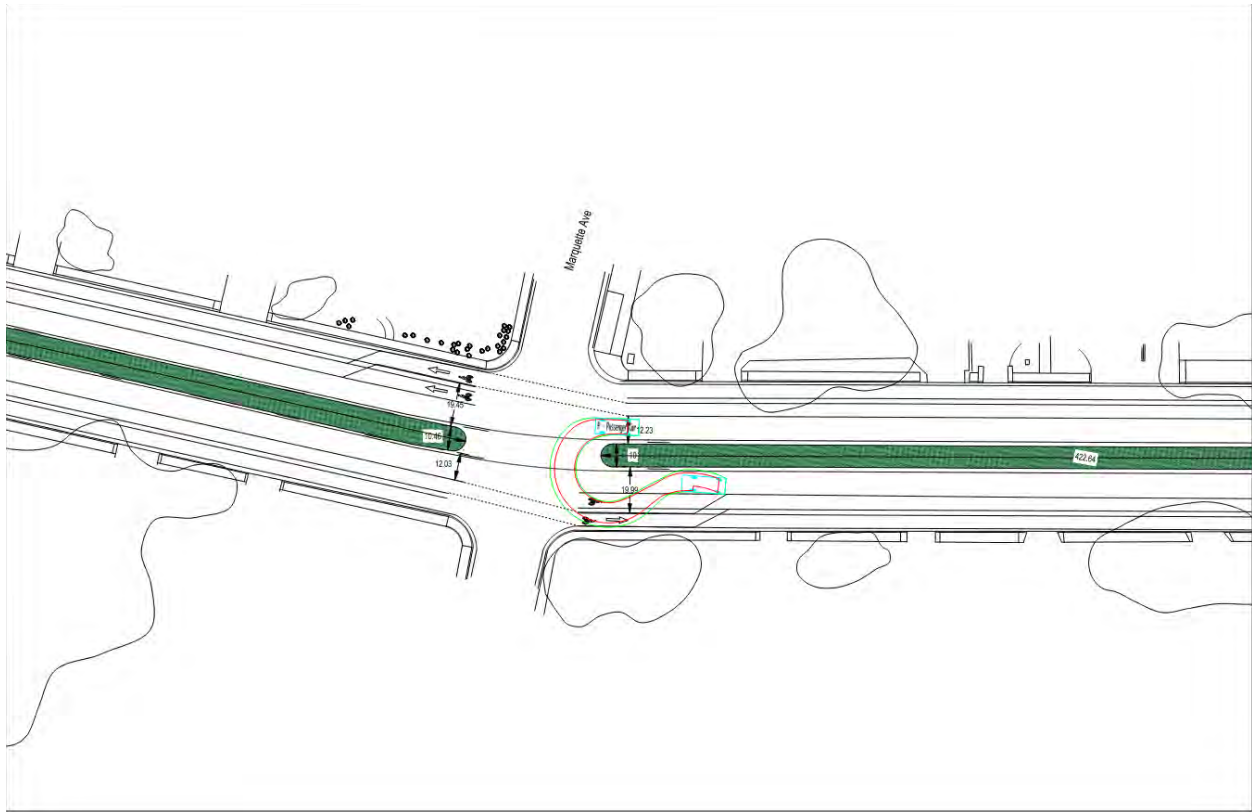
Figure 15: Full Medians with Bypass Lane Alternative Conceptual Rendering



In this alternative, through-moving vehicles can pass left-turning vehicles and do not need to queue behind the vehicle. By removing the on-street parking for a bypass lane instead of cutting into the median for a turn lane, the U-turn movement would not encroach onto the side street (see **Figure 16**).

The major issue with the alternative is the high possibility for driver confusion. Without physical barriers and with a very wide lane at the approach of the intersection, through-traffic may use the bypass lane when there are no turning vehicles. This may be a safety issue if vehicles use the additional lane to pass other through-moving vehicles. Another disadvantage to this alternative is that it increases the number of lanes pedestrians must cross at intersections.

Figure 16: Full Medians with Bypass Lane Alternative Turn Movement Layout



APPENDIX B: NEIGHBORHOOD MEETING MATERIALS

Figure 17: Outreach Flyer

MONTE VISTA BLVD MEDIAN STUDY

FROM GIRARD BLVD TO LOMAS BLVD

The City of Albuquerque initiated a study to consider traffic calming measures along Monte Vista Boulevard: Girard Blvd to Lomas Blvd.

The study is focused on evaluations of a raised median alternative to help achieve the goal of reducing travel speeds and providing a platform for future aesthetic enhancements within the neighborhood.

STUDY AREA



COMMENTS/QUESTIONS:
MONTEVISTAMEDIAN@BHINC.COM | (505) 980-6065

JOIN US FOR A
NEIGHBORHOOD
MEETING!

THURSDAY
DECEMBER 1ST

6:00 – 7:00 PM

IMMANUEL
PRESBYTERIAN
CHURCH

114 CARLISLE BLVD
SE ALBUQUERQUE,
NM 87106

Bohannon  Huston

ONE
ALBUQUE
RQUE

A full median alternative is proposed along the corridor from Campus Ave to Lomas Blvd with median breaks at intersections only.

Supporting the full median there are two intersection types under consideration: Roundabout (see right) and Bulb-Outs (see below).



Full Median with Roundabout



Full Median with Bulb-Outs



Full Median with Bulb-Outs at Roma Ave and Amherst Dr

This matrix compares the benefits and limitations of the proposed alternative and intersection types as they align with the overall goal to provide traffic calming along Monte Vista Blvd.



	Existing Conditions	Full Medians	Full Medians w/ Bulb-Out Medians	Full Medians w/ Roundabouts
Traffic Calming	✗	✓	✓	✓
Left-Turn Delay	✗	✓	✓	✗
Median Prototypes	✗	✓	✓	✓
Bike Facilities	✓	✓	✓	Shared lane through roundabout
On-Street Parking	✓	✗	✗	✗
Improved Ped Crossings	✗	✓	✓	✓
U-Turns for Passenger Cars	✗	✓	✓	✓
U-Turns for Trucks	✗	✗	✗	✓
Requires ROW	✗	✗	✗	✓
Estimated Cost	\$0	\$ 581,000	\$ 600,000	\$ 600,000 + \$ 100,000 (PER ROUNDABOUT)

Excludes ROW/Landscaping

Benefit
 Existing Conditions Remain Unaffected or Equivalent
 Limitation

Figure 19: Neighborhood Outreach Board #1

MONTE VISTA BLVD MEDIAN STUDY

FROM GIRARD BLVD TO LOMAS BLVD



The City of Albuquerque initiated a study to consider traffic calming measures along Monte Vista Blvd from Girard Blvd to Lomas Blvd.

The study is focused on evaluations of a raised median alternative to help achieve the goal of reducing travel speeds and providing a platform for future aesthetic enhancements within the neighborhood.



Comments/Questions: Montevistamedians@bhinc.com | (505) 980-6065

A full median alternative is proposed along the corridor from Campus Ave to Lomas Blvd with median breaks at intersections only.

Supporting the full median there are two intersection types under consideration: Roundabout (see right) and Bulb-Outs (see below).



This matrix compares the benefits and limitations of the proposed alternative and intersection types as they align with the overall goal to provide traffic calming along Monte Vista Blvd.

	Existing Conditions	Full Medians	Full Medians w/ Bulb-Out Medians	Full Medians w/ Roundabouts
Traffic Calming	✗	✓	✓	✓
Left-Turn Delay	✗	✓	✓	✗
Median Prototypes	✗	✓	✓	✓
Bike Facilities	✓	✓	✓	Shared lane through roundabout
On-Street Parking	✓	✗	✗	✗
Improved Ped Crossing	✗	✓	✓	✓
U-Turns for Passenger Cars	✗	✓	✓	✓
U-Turns for Trucks	✗	✗	✗	✓
Requires ROW	✗	✗	✗	✗
Estimated Cost	\$0	\$ 581,000	\$ 600,000	\$ 600,000 + \$ 200,000 (PER ROUNDABOUT)

Benefit
Existing Conditions Remain Unaffected or Equivalent

Limitation



Figure 20: Neighborhood Outreach Board #2

**MONTE VISTA BLVD
MEDIAN STUDY
PROPOSED INTERSECTION TYPES**



**ONE
ALBUQUE
RQUE**

Bohannon ▲ Huston



Figure 21: Neighborhood Outreach Board #3



APPENDIX C: PUBLIC COMMENTS

Monte Vista Media Study Comments - 12/1/2022

First & Last Name	Email & Phone#	Date	Comment	Response	For/Against Median	For/Against Roundabout	For/Against Traffic Calming	For/Against Bulb-Outs	Received
			Check out speed bumps. Lots cheaper and they work!!!				for		meeting Comment Sheet
			I 100% support this median idea on Monte Vista. Landscaping the median will add a lot of appeal to the neighborhood. Slowing traffic down is essential on this street. I'd especially like to be able to cross safely and bike to work on a boulevard that is 10mph slower. Do it!		for		for		meeting Comment Sheet
			I am vehemently opposed - will send email. A Wagner		against				meeting Comment Sheet
			There have been about 4-5 accidents in the past few years with one motorcycle death. Last accident was 10(?) days ago which involved a small child. Im in favor of speed bumps. That's a designated slow down or roundabouts w/o median. Rio Grande Blvd has roundabout w/o median and traffic is definitely slower.		against	for	for		meeting Comment Sheet

Paul Street	Cell: 505-315-6616 pstreet@highmesacg.com	11/28/2022	<p>Per the earlier emails with Bert, I live at 3318 Monte Vista Blvd. I can tell you that my wife and I really appreciate that this study is happening, with the goal of reducing speeds.</p> <p>Over the time since I've had this house (2004) we have had many people crashing into our curb/front yard, as have our neighbors. Most recently, in September, our nephew's car was totaled while parked in front of our house, as someone took the corner too quickly. It is very common to hear screeching of tires and a thump, as people hit the curb or a vehicle, many times then just driving off. I believe my neighbors have been involved in a court case and have records of many of the incidences, however, many are not recorded or reported to the police. I believe that there was a motorcycle death at the corner in the past too.</p> <p>The biggest problem for the corner at our house is that the cross slope/super is in the wrong direction. Vehicles are pushed to the outside of the corner as they come from the southwest. What also contributes to this is drivers driving downhill at a high speed towards the Campus intersection and then attempting to beat the yellow/red light and then entering the corner too quickly. I'm not sure how the cross slope can be fixed, without raising the sidewalk and/or our front yard to match, but it is definitely a big contributor to property damage. One way to mitigate people trying to beat the lights is to perhaps swap them out for a 4-way Stop, which I see has recently occurred nearby at Campus/Washington and I believe Girard/Constitution.</p> <p>You may also notice that the flashing light for reducing speeds for the school, as you come from the northeast, is obscured and is slightly around the corner. Drivers typically see it late and get into the school zone driving too quickly.</p> <p>Hope some of this firsthand knowledge is helpful in some way and please don't hesitate to reach out. I intend to come along to Thursday's meeting too.</p>	<p>Thanks Paul.</p> <p>I appreciate you taking the time to share your concerns.</p> <p>I look forward to seeing you at the Thursday meeting.</p> <p>Sincerely, Denise</p>			for		email
Jeff Gittleman	jeffgittleman@gmail.com 505.573.2953	11/30/2022	<p>We are very excited about the Monte Vista Blvd median study. We are planning to attend the December 1 meeting. We have lived at 508 Amherst Dr NE for 43 years.</p> <p>We remember when it was a 4 lane boulevard. We were so pleased when the City reduced it to 2 lanes with adjacent bike lanes. This has increased safety.</p> <p>I want to share some of my concerns regarding traffic and safety. I hope they will be addressed at the meeting.</p> <ol style="list-style-type: none"> The speed limit is 35 mph. Some speeders use the middle "median" as a passing lane. Ridgecrest Blvd has a 30 mph speed limit. Would 30 mph be appropriate for Monte Vista? The Monte Vista/Lomas/ Carlisle intersection needs better signage and lane markings. Can the bike lane that merges into the vehicle lane be better marked? Rush hour drivers, driving east on Lomas cut through Roma and Amherst. The Roma and Monte Vista intersection is not a traditional 90 degree intersection. Vehicles get "stuck" in the median trying to cross Monte Vista. <p>Vehicles going south on Monte Vista turn on Amherst at a fast speed.</p> <ol style="list-style-type: none"> Monsoon run off pools at Monte Vista and Amherst. The pooling has increased with every Monte Vista paving. Monte Vista and Campus intersection has only one pedestrian marked crossing. It is the southside of Monte Vista. Can the north side have pedestrian markings too? 	<p>Good morning Jeff,</p> <p>We appreciate your interest in the study and attendance at the meeting. We have made note of your comments and will share them with the project team.</p> <p>Thank you! Alexis Bissett</p>			for		email

From: [Denise Aten](#)
To: [Monte Vista Medians](#)
Subject: FW: Monte Vista Median
Date: Monday, November 28, 2022 6:52:25 PM
Attachments: [image001.png](#)

For documentation

From: Paul Street <pstreet@highmesacg.com>
Sent: Monday, November 28, 2022 5:06 PM
To: Denise Aten <daten@bhinc.com>
Subject: Monte Vista Median

Afternoon Denise

Per the earlier emails with Bert, I live at 3318 Monte Vista Blvd. I can tell you that my wife and I really appreciate that this study is happening, with the goal of reducing speeds.

Over the time since I've had this house (2004) we have had many people crashing into our curb/front yard, as have our neighbors. Most recently, in September, our nephew's car was totaled while parked in front of our house, as someone took the corner too quickly. It is very common to hear screeching of tires and a thump, as people hit the curb or a vehicle, many times then just driving off. I believe my neighbors have been involved in a court case and have records of many of the incidences, however, many are not recorded or reported to the police. I believe that there was a motorcycle death at the corner in the past too.

The biggest problem for the corner at our house is that the cross slope/super is in the wrong direction. Vehicles are pushed to the outside of the corner as they come from the southwest. What also contributes to this is drivers driving downhill at a high speed towards the Campus intersection and then attempting to beat the yellow/red light and then entering the corner too quickly. I'm not sure how the cross slope can be fixed, without raising the sidewalk and/or our front yard to match, but it is definitely a big contributor to property damage. One way to mitigate people trying to beat the lights is to perhaps swap them out for a 4-way Stop, which I see has recently occurred nearby at Campus/Washington and I believe Girard/Constitution.

You may also notice that the flashing light for reducing speeds for the school, as you come from the northeast, is obscured and is slightly around the corner. Drivers typically see it late and get into the school zone driving too quickly.

Hope some of this firsthand knowledge is helpful in some way and please don't hesitate to reach out. I intend to come along to Thursday's meeting too.

Regards

Paul Street
Principal

Cell: 505-315-6616
Office: 505-345-4250
pstreet@highmesacg.com



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Jacob Schroder	jacob.b.schroder@gmail.com	11/30/2022	<p>I live just two blocks from Monte Vista, between Girard and Lomas. And, I think the idea for a median is fantastic. I am worried to have my son cross Monte Vista on his own, and anything to make that street safer and calmer would be fantastic. People do not drive safely on it, which the current, really wide, street encourages.</p> <p>I may not be able to make it to the meeting tomorrow (Dec 1st), so I wanted to send this.</p> <p>I hope you succeed in the median! Future aesthetic enhancements would be icing on the cake.</p>	<p>Good morning Jacob,</p> <p>We appreciate your interest in the study and your comments provided here. We have made note and will share them with the project team.</p> <p>Thank you! Alexis Bissett</p>	for		for		email
Jacob Schroder	jacob.b.schroder@gmail.com	11/30/2022	<p>Having the median, as a place to stop while crossing the street, would overall make it safer for me and my family. We cross this street regularly.</p>	<p>Good morning Jacob,</p> <p>We appreciate your interest in the study and your comments provided here. We have made note and will share them with the project team.</p> <p>Thank you! Alexis Bissett</p>	for		for		email
Roy Robinson	robinson-mv-abq@msn.com	12/1/2022	<p>Comments</p> <ol style="list-style-type: none"> 1. Engineer didn't know the right-away boundaries for their study area. 2. Monte Vista between Girard and Campus needs to be looked at, the diagonal parking is a nightmare before and after school. Guess crossing a double yellow line is okay today. 3. Consultant had no similar design of buld-outs in Albuquerque and also said it meets Uniform Traffic Code (questionable). The buld-outs will have more accidents because of the rear ends. 4. Prefer standard medians with left turn lanes or round about. 5. Seems like the buld-out was added as a sacrifice to get rounds abouts. <p>Comment for BHI, always have a time limit for comments, a few people took over meeting with dribble.</p>	<p>Good morning Roy,</p> <p>We appreciate your attendance at the meeting, interest in the study, and the comments you provided here. We have made note and will be sharing with the project team.</p> <p>Thank you! Alexis Bissett</p>		for		against	email

			Participant asked a question about the origins of the project and expressed frustration that neighbors were not consulted before initiating the study.						meeting
			Participant commented that left turns and U-turns should be separated from the through-lane.		against				meeting
			Participant expressed frustration that there was no prior input from the neighborhood and that the city spent money on the study already. They were opposed to U-turns to get to their driveway, but would support a roundabout without the medians.		against	for			meeting
			Participant asked a question about the width of the ROW. Project engineers responded that the project was scoped to maintain the existing roadway footprint except for the roundabout corners. Presenters clarified where ROW would be needed for roundabouts.						meeting

		<p>Participant commented in length in opposition to the installation of medians:</p> <ul style="list-style-type: none"> oThe participant commented that traffic calming creates traffic. oHe stated that it is difficult to make a left turn onto Monte Vista from Lomas (westbound). Adding length to the turn lane on Lomas would make a big difference. oHe was in support of a speed study to determine the extent of the problem. oThe participant expressed frustration with recent roadway projects in the area, including ART and the Silver Ave Bike Blvd. He stated that he finds it harder to get around in his car due to the new access restrictions. He stated that Albuquerque is primarily a car town and that it's the only viable way to get around. oThe participant stated that he was not happy with any of the options presented and thought the project team should explore other traffic calming options, such as traffic cameras. He later expressed support for four-way stops or blinking yellow lights, as these options would be cheaper than a median. oHe stated that the least expensive option should be considered first and that the median installation would be too costly. 		against	against		against	meeting
		Participant noted that stop signs are good for traffic calming and would be low-cost, but would be disregarded by drivers.						meeting
		Participant commented that he was in support of medians. He stated that he was not concerned about the extra delay from a U-turn, as he already has to wait for a minute or more to pull into his driveway due to traffic.		for				meeting
		Participant asked why speed humps weren't considered.						meeting
		Participant wanted to be able to continue turning both directions out of their driveway. They were concerned that people will start using side streets to avoid Monte Vista if medians are installed.		against				meeting
		Participant stated that they were not in favor of the median because they did not like the new medians on Central for ART.		against				meeting

			Attendee asked a question about if the median bulb-outs have been installed elsewhere in the city and if the uniform traffic code allows it.						meeting
			Participant commented that speeding also a problem on Amherst Dr. They thought the triangle park should be expanded to close off access to Amherst so that traffic is directed onto Roma Ave instead.						meeting
			Participant's child asked how long construction will take.						meeting
			Participant commented that the neighborhood is tired of construction projections, but speeding is a major issue on Monte Vista. The participant stated that it only takes one person speeding to cause a serious crash. The participant also asked if medians are proven to slow traffic.				for		meeting
			Participant asked why the area south of Campus was excluded from the design. They stated that people speed through this area even more than the rest of the corridor and that the back-in angle parking is under-utilized.						meeting
			Participant commented that the project team should look at how to transition from the school zone to the area with medians to make sure drivers enter it slowly.				for		meeting
			Participant was in favor of medians on Monte Vista, and would support anything that would lower speeds. They stated that they have seen a crash about once a month at their intersection. They also said that while the water line reconstruction was inconvenient, more construction will be worth it if it saves lives.		for	for	for	for	meeting

			Participant whose family has owned a house on Monte Vista for 80 years commented to give some history of the corridor. He stated that the original designs for Monte Vista were supposed to include a median like the ones of Silver Ave west of University Ave or like the ones on Ridgecrest. He stated that growing up, he saw 15-20 cars crash in their front yard or neighbor's yard. He stated that the speeding is a desperate situation and someone will eventually die from it.		for		for		meeting
			Attendee asked if a speed limit reduction is being considered.						meeting
			Participant who has lived on Monte Vista for 40 years commented that it used to be very dangerous to cross when the road was four lanes. The participant stated that the city has grown, and it's okay if it takes another 20 seconds to get home so long as he gets home alive. oThe participant added that he does use the cut through on Amherst, so closing it off will cause him delay. He still supports the median concept because it will make his neighbors safer. oThe participant also noted that drivers also cut through on Roma to cross Carlisle, which is unsafe.		for		for		meeting
			Participant expressed doubt that medians actually slow traffic, but would support a roundabout without medians.		against	for	for		meeting
			Participant commented that it's a very walkable neighborhood with lots of pedestrians, so having median islands is important. They stated that building a roundabout without the medians would not be as pedestrian friendly.		for		for		meeting

			<p>Participant noted that Monte Vista has a few minor changes in direction, for example at Marquette. They said they have seen lots of accidents at this intersection and it's very difficult to cross the street there. They also noted that it's very difficult to cross at Roma/Amherst.</p> <p>oThe participant was in favor of traffic calming and roundabouts. The participant owns the house at 3431 Monte Vista Blvd and is fine with losing some ROW for the roudabout.</p> <p>oThe participant stated that he was originally annoyed that he hadn't heard about the study before, but when he realized the study was a preliminary look at the corridor he was fine with it.</p> <p>oThe participant sated that the medians should be designed so that runoff drains into the median for landscaping, and that we should design it correctly initially so it doesn't need to modified later for landscaping.</p>		for	for	for		meeting
			<p>Participant stated that the design should include infrastructure to guide drivers in the right direction so they don't drive over the roundabouts and medians. They cited Copper Ave as an example where drivers run over the island and flatten the signs regularly.</p>						meeting
			<p>Participant expressed support for roundabouts, and stated that other countries have many more roundabouts that we do which contributes to safety.</p>			for	for		meeting
			<p>Participant asked if there would be enough room for a vehicle to wait in the middle of the median opening to turn. The participant stated that she would strongly prefer to maintain the two-way left turn lane, and that when Mote Vista had four lanes drivers would stop and wait in the left through-lane to make a turn, which was dangerous.</p>		against				meeting

			Participant stated that he would be in support of all the options, but particularly likes the roundabout concept. As a bike commuter, he would feel more comfortable using the roundabout on a bike than the bulb-out because he was worried that people would turn into the bike lane with the bulb-out concept.		for	for	for		meeting
			Participant asked if speeding is an issue along Ridgecrest and Silver. Knowing speeds along these streets could help determine what it speeds would look like on Monte Vista with medians.						meeting
			Participant asked if there will be pedestrian refuge islands in the medians.						meeting
			Participant asked if median refuge islands could be installed without the full medians						meeting
			Participant expressed enthusiasm and general support for the project.		for		for		meeting
			Participant stated that medians would help improve the pedestrian environment, which is why the participant doesn't prefer constructing roundabouts or bulb-outs without the medians. The participant asked the project team to include discussion about how medians improve the pedestrian environment in the report.		for		for		meeting
			Participant asked about the next steps of the project and if the public will receive more information about what is decided.						meeting
			Attendee asked in the Lomas/Monte Vista/Carlisle intersection will be improved as part of this project. They stated that the intersection is very confusing.						meeting
			Participant expressed support for another crossing at Monte Vista and Campus Blvd.						meeting
			Participant expressed support for extending the Triangle park to close off the Amherst intersection.						meeting
			Participant commented that design for Monte Vista will affect adjacent blocks and that at the Tulane/Roma intersection a block from Monte Vista it is very challenging to predict where cars are going.						meeting

			Participant noted that the road is sloped to the outside just northeast of Campus Blvd causes. This causes crashes as drivers speed up to beat the light at Campus and go off the road where it curves north.						meeting
Jim Barrera	chiledoggie@gmail.com	12/3/2022	<p>Denise, Logan, and Clare,</p> <p>Thanks for coming out to the NHNA to present on Thursday evening. In general, I support this project, especially with roundabouts at Berkeley and at Marquette. I do have a concern about the concept for Amherst, however. I think that access for northbound traffic on Monte Vista to get to the businesses on Amherst should be provided. Without a left turn onto Amherst, traffic would have to detour via Roma-Tulane-Lomas, which would be inconvenient especially in the PM peak when the eastbound queue builds up on Lomas. What we learned during the recent water line construction is that drivers (including me!) used the dirt alley west of Amherst and south of the day care business to make this move. That would be a problem for the adjacent residents if it's a permanent condition.</p> <p>Thanks for your good work, `jimb</p>	<p>Good morning Jim,</p> <p>We appreciate your continued interest of the study! Thank you for your comments; they have been noted and will be shared with the project team.</p> <p>Best, Alexis Bissett</p>	for	for	for	for	email

Jim Strozier	cp@consensusplanning.com	12/5/2022	<p>First, thank you for your work on this project. As a resident of the College View Addition for over 34 years, I welcome the improvements to the medians within Monte Vista Boulevard. This project has been discussed over the entire time I have lived in the neighborhood.</p> <p>I strongly support this project. My ranked order of support is:</p> <ol style="list-style-type: none"> 1. Median Landscaping with Round-a-bouts 2. Median Landscaping with Bulb Outs 3. Median Landscaping only <p>My main goal is to see landscaping in the medians, which will calm traffic, add trees to the streetscape, and improve the quality of life for all Nob Hill residents. The road diet was a great project and this is the logical next step.</p> <p>Thank you.</p> <p>Jim Strozier, FAICP Consensus Planning, Inc. 302 8th Street NW (505) 764-9801</p>	<p>Good afternoon Jim and Gary,</p> <p>We appreciate your continued interest of the study! Thank you for your comments; they have been noted and will be shared with the project team.</p> <p>Best, Alexis Bissett</p>	for	for	for	for	email
Carolyn Richter	richter.carolyn@gmail.com	12/5/2022	<p>As a resident of this area who frequently bikes along Monte Vista and crosses it while walking dogs, I have been hoping that a landscaped median would go in. When the waterline retrofits were going on a few months back, my neighbor and I were crossing our fingers that was what was happening!</p> <p>The road is overly wide and heavily trafficked for one that passes through residential areas. I strongly support the addition of traffic calming measures in the form of raised medians, so long as they do not degrade the aesthetics of the areas Monte Vista passes through.</p>	<p>Good afternoon Carolyn,</p> <p>We appreciate your interest in the study! Thank you for your comments; they have been noted and will be shared with the project team.</p> <p>Best, Alexis Bissett</p>					email

Susanne Brown	susanne.brown37@gmail.com	12/5/2022	<p>I live on the corner of Campus and Tulane, 3 houses from Monte Vista.</p> <p>I would like to vote for a full median and bulb outs as two roundabouts in just 4 blocks makes no sense to me.</p> <p>I'm curious as to why you don't include the last segment of Monte Vista to Central and Girard intersection. That is a mess!</p> <p>Monte Vista could be closed off in that segment and turned into a walking mall. There is access to the school still on 2 very long sides and the homes and businesses all have alley access.</p> <p>I hope to hear more about the comments you have received. What are the next steps with IDO? Sue Brown</p>	<p>Good morning Susanne,</p> <p>Thank you for your interest in the study and your feedback! We have made note and will share with the project team.</p> <p>Best, Alexis Bissett</p>	for	against	for	for	email
Anthonie Wagner	anthoniew@aol.com	12/5/2022	<p>For me, personally, a median down the middle of Monte Vista would be a nightmare. I have lived in the middle of the 3400 block of Monte Vista for 50 years. Many years ago when the street was reconfigured to have one lane of traffic in each direction and a center lane for turning at intersections and driveways, I was very, very happy. I no longer had to sit in a lane of traffic waiting to turn into my driveway; I was able to turn both directions out of my driveway; and I felt that traffic had slowed down considerably. No one could go any faster than the slowest car on the street. These were all things that were and continue to be very important to me because I head both north and south on Monte Vista.</p> <p>I feel that if you create a driving situation where people have to rely on u-turns to get to their homes, it will be very inconvenient. People will use side streets that are not designed for additional traffic in order to get to the desired side of the street. If people have to make left turns from a single lane of traffic, you will have the same horrible situation that existed before the center lane was created. People will come rushing up behind turning traffic and will have no where to go. This will hardly create a calming situation for those people waiting to turn.</p> <p>You said in your presentation that the changes would represent a 20 second increase in time. I cannot believe that that would be true. Any time now that I try to make a left turn from Monte Vista to a side street, it takes much longer than that. A u-turn would require even more time because traffic would have to be clear for a longer time.</p>	<p>Good morning Anthonie,</p> <p>We appreciate your continued interest of the study! Thank you for your comments; they have been noted and will be shared with the project team.</p> <p>Best, Alexis Bissett</p>	against				email

Jacob Schroder	jacob.b.schroder@gmail.com	12/6/2022	<p>Thank you for keeping me in the loop. After a little thought, I definitely favor at least one round-about at Marquette. I frequently bike up and down Marquette (sometimes by myself, sometimes with my 4th grade son). Cars drive way too fast on Monte Vista. The round-about would force drivers to slow down, and provide us cyclers a safer path to crossing.</p> <p>Also, in general, people routinely drive 50-60 mph on Monte Vista. That is, I am driving 35-40mph, and then someone passes me going much faster in the middle lane. Any extra traffic calming devices, especially round-abouts, are needed.</p>	<p>Good afternoon Jacob,</p> <p>Thank you for your thoughtful comments; they have been noted and will be shared with the project team.</p> <p>Best, Alexis Bissett</p>						email
Jesse Murray	jesse.d.murray@gmail.com	12/6/2022	<p>I'm really happy the city is looking at taking measures to slow traffic on Monte Vista Blvd. I live on one side of MV, work on the other, and my kid goes to Monte Vista Elementary, so I walk across it at least twice a day, and the width and lack of obstacles encourages speeding and sloppy and dangerous driving and puts pedestrians and cyclists at risk. Albuquerque needs more projects like this.</p> <p>I prefer the roundabout option because I think that offers more protection to cyclists crossing Monte Vista.</p>	<p>Good afternoon Jesse,</p> <p>We appreciate your interest in the study! Thank you for your comments; they have been noted and will be shared with the project team.</p> <p>Best, Alexis Bissett</p>						
Milton Ospina	mosp60@hotmail.com 312.912.4169	12/7/2022	<p>We are new to the Monte Vista neighborhood (Wellesley PL NE) and just heard about this study. How do we learn more about it or how do we get on the mailing list for future meetings?</p>	<p>Hello Milton,</p> <p>Thank you for your interest in the Study. I have attached the presentation materials and an associated handout. You will also be placed on an email list for any further communication. If you have any further questions or input on the proposed medians, please reach out.</p> <p>Thanks, Denise</p>						email

David Vaughan and Martin Stupich	davidwvaughan@mac.com Cell: 505-974-1534	12/8/2022	<p>To project Manager and Product Designers</p> <p>I am a Nob Hill resident & home owner and live on the southwest corner of Monte Vista Blvd. (3431 Monte Vista) and Marquette Ave.</p> <p>Full disclosure: our driveway is on Marquette Ave. so we don't have as much concern about delaying entry to driveway due to medians.</p> <p>I fully support your traffic "calming" study and will continue to support installation of Medians, roundabouts, islands, etc that help to slow down traffic on Monte Vista and provide a safer vehicular and pedestrian environment for the larger neighborhood.</p> <p>I am also concerned about the visual aesthetics of road interventions. The road needs to be engineered, but it also has to be beautiful.</p> <p>sustainable road drainage, landscaping and pedestrian amenities should be part of the whole project. The physical design of Monte Vista should self-indicate how the road is to be used and not depend on a plethora of ugly signs.</p> <p>Over the last 20 years we have had three major accidents due to cross traffic at Monte Vista and Marquette. Accidents were due to visibility (slight curve of Monte Vista at Marquette), speed, and alcohol. All three accidents resulted in vehicles on or adjacent to our perimeter yard wall. (without the wall vehicles would have crashed into our house.) Two accidents involved driver/passenger injuries.</p> <p>We have also witnessed at least 4 other major accidents within 2 blocks of our house.</p> <p>I believe street improvements will effectively curtail the</p>	<p>Thank you for your comment. It will be documented and shared with the project team.</p> <p>Sincerely, Denise</p>	for	for	for	against	email
Sam Bawcum	sambawcum@gmail.com	12/9/2022	<p>A few points come to mind:</p> <ul style="list-style-type: none"> = Why isn't there traffic data that is more current, rather than from 2019? = There is a brief reference to median landscaping. Are there any specifics on shading/heat mitigation? Are there any specifics on tree and plant selection? Will there be a focus on planting more indigenous low-water species, such as Desert/Coyote Willow? = Although the current speed limit is 35mph, are there considerations to reduce that to 30 or 25mph? <p>Thank you for your considerations, Sam</p>						email

From: [David Vaughan](#)
To: [Monte Vista Medians](#)
Subject: Comments on Monte Vista Median Study
Date: Thursday, December 8, 2022 7:45:21 PM

To project Manager and Product Designers

I am a Nob Hill resident & home owner and live on the southwest corner of Monte Vista Blvd. (3431 Monte Vista) and Marquette Ave.

Full disclosure: our driveway is on Marquette Ave. so we don't have as much concern about delaying entry to driveway due to medians.

I fully support your traffic "calming" study and will continue to support installation of Medians, roundabouts, islands, etc that help to slow down traffic on Monte Vista and provide a safer vehicular and pedestrian environment for the larger neighborhood. I am also concerned about the visual aesthetics of road interventions. The road needs to be engineered, but it also has to be beautiful. sustainable road drainage, landscaping and pedestrian amenities should be part of the whole project. The physical design of Monte Vista should self-indicate how the road is to be used and not depend on a plethora of ugly signs

Over the last 20 years we have had three major accidents due to cross traffic at Monte Vista and Marquette. Accidents were due to visibility (slight curve of Monte Vista at Marquette), speed, and alcohol. All three accidents resulted in vehicles on or adjacent to our perimeter yard wall. (without the wall vehicles would have crashed into our house.) Two accidents involved driver/passenger injuries. We have also witnessed at least 4 other major accidents within 2 blocks of our house.

I believe street improvements will effectively curtail the frequency and severity of vehicular accidents and help prevent any pedestrian/vehicle incident.

Of the two proposals for the Monte Vista/Marquette intersection I strongly support the Full Median with Roundabout option.

I understand this proposal affects ROW dimensions on our northeast corner - We are fine with this. The roundabout is becoming a familiar traffic control tool across Albuquerque (on Rio Grand/Menaul, etc), it slows traffic without requiring a full stop when making turns, This option prevents stopped traffic due to left turns off of Monte Vista that is a drawback of the Bulb-out scheme. I believe it also offers a safer option for bicyclists even though the roundabout is shared without a dedicated lane. An added consideration is that the roundabout can be more aesthetically pleasing providing an opportunity for streetscape/landscape and does not require the bicycle protective barriers needed on the Bulb-out option. The Roundabout also provides for small pedestrian islands on Marquette that will improve pedestrian safety at these crossings.

In my opinion the Full Median with Bulb-Outs does accomplish the goal of increasing safety. Left hand turns are an issue as turning cars may have to stop completely and wait for a clear left turn increasing the risk of rear end collision. The narrow bicycle dividers on Monte Vista become additional barriers to pedestrian crossing; more curb space is taken away from my Monte Vista road frontage - we do use our Monte Vista frontage for parking. I realize the Roundabout also takes some parking away, but not as much.

I am in favor of medians or other mitigation at Roma Ave/Amherst/Monte Vista intersection. This intersection is

very dangerous for pedestrians as cars zoom across Monte Vista from the northern part of Amherst and northbound traffic on Amherst is not currently slowed and speeds north till intersecting with Monte Vista.. Southbound traffic on Amherst is also at an acute angle to Monte Vista which limits their view shed to southbound Monte Vista traffic coming from the Lomas traffic lights.

I think a more thorough study of this intersection should be undertaken. IF the triangular island at this complex intersection were reconfigured it might be better to consider installation of a roundabout with a partial stop to soundbound Amherst traffic. This could be a more satisfying solution to the problems of this intersection.

Other Considerations:

I think it would be good to include Monte Vista south of Campus in these proposals. The backward parking at Monte Vista ES and adjacent commercial strip is not really used well. I think drop-off/pick-up lanes along Monte Vista and Campus would better serve parents and elementary students. North bound traffic from Girard and Central comes barreling down the hill to Campus and the arroyo then serves as a launching point to traffic and speed north of Campus. IF medians were included on the street south of Campus a driver is visually prepared for slower speed as you enter the Monte Vista Corridor - The visual and physical continuity along Monte Vista is important to managing the whole corridor. APS is about to undertake a new addition to Monte Vista Elementary School and new drop-off/pickup access should be considered at this time.

The installation of Medians on Monte Vista will have an affect on road usage for adjacent streets. There are two other intersections that should be considered at this time. The Roma/Tulane intersection and the Marquette/Amherst/Purdue Intersection. Both intersections are 1-block adjacent to Monte Vista and are currently open to full traffic use without clear pedestrian or car turning use area. They are dangerous to pedestrians and with the installation of an island, or small roundabout and/or surface stripping will promote pedestrian safety.

There was a lot of negative chatter at the initial neighborhood meeting held on December 1 at Immanual Presbyterian. Because residents did not know a study was under way there was anger that something was being pushed through without our knowledge. Communication is key — letting the neighborhood association know ahead of time that a study was commencing might have helped diminish the initial anger. The Nob Hill Neighborhood Association is well equipped to spread the word effectively in a way that brings residents more positively on-board to the proposal.

David Vaughan and Martin Stupich
3431 Monte Vista Blvd. NE
Albuquerque, NM 87106

davidwvaughan@mac.com
Cell: 505-974-1534

Leslye Padilla	lpadilla@paparts.org	12/10/2022	<p>Hello,</p> <p>Thank you for your informative presentation last week. My husband and I live on Monte Vista, about a block away from Campus toward Lomas on the West side of the street. We are very excited about medians on our street. Annually we witness serious accidents that result in injuries and damages to property. Anything that will reduce speed on our street will be a blessing. I do not mind having to take a different route or having to go around the block or make a U-turn to get to work. Medians will make the neighborhood more walkable and friendly for bicycles. I walk daily and ride my bike to church on Sundays. I like all of the designs. My only question is when do you anticipate getting started? Thank you!</p>	<p>Hello Leslye,</p> <p>Thanks for your interest in the study. Unfortunately, there hasn't been a start date established as the effort is still in the study phase. We will keep you on the contact list for future communication.</p> <p>Thanks, Denise</p>	for	for	for	for	email
Michael Mcdonald	Abgmichaelj@aol.com	12/12/2022	<p>I live on the 300 block of Amherst. I like the idea of the Monte Vista median, but am concerned with two crossing concepts and feel more study or consideration is needed. Additionally, I am concerned about bicycle safety along Monte Vista from these concepts.</p> <p>Marquette Ave and Monte Vista Blvd There are two proposals for the Marquette crossing. One proposal is a roundabout (titled Full Median with Roundabout). While I like roundabouts, my concern is that putting one there may turn Marquette into a more-used cut-through to Carlisle (e.g., because roundabouts enable traffic to go more freely in all directions). Marquette is an interior road that currently gets very little traffic now. It sure would be a sad situation to see the "calming design change" to Monte Vista turn Marquette into a higher-traffic through-fare. As such, I much prefer the "medium with bulb outs" option.</p> <p>Roma Ave and Amherst Dr Left turns are not allowed from Monte Vista to Lomas. As a result, I (and I'm sure others in the Monte Vista/Carlisle/Central triangle) often use Amherst to get to westbound Lomas. Additionally, we use that route to get to the businesses along Amherst (e.g., Jubilation and Walgreens). This design proposal will cut off that access and push that traffic to Roma, increasing traffic through those neighborhoods and lessening their calm. My preferred solution is to move the gap toward Amherst and possibly even expand the triangle park. However, depending on Roma traffic flows, allowing traffic to both Amherst and Roma might be needed.</p> <p>Bike safety comment The bicycle lane markings in the proposal seem to indicate that there will be barriers or other markers to keep cars from entering the bicycle lane while turning right off Monte Vista (see green stripe in image above). In particular, it appears to repeat the bicycle safety flaws that were engineered into MLK Drive in its most recent upgrade. Here's the issue. The illustration below shows the wrong (dangerous) and correct (safer) way for cyclists to ride through right turn lanes (source https://sfbike.org/news/bike-lanes-and-right-turns/). Though this source is from California, similar diagrams were printed on</p>	<p>Good Afternoon Mr. Mcdonald,</p> <p>Thank you for your input. We are just in the initial planning stages with further evaluation of crossings and intersections to be completed. I will share your input with the project team and it will be considered as proposed improvements are further refined.</p> <p>Thanks, Denise</p>	for			for	email

From: [Michael McDonald](#)
To: [Monte Vista Medians](#)
Cc: [Denise Aten](#); neighbors_nobhill-nm@mailman.swcp.com
Subject: Re: [Neighbors] Monte Vista Median Study - Neighborhood Meeting Documents
Date: Monday, December 12, 2022 12:38:49 PM
Attachments: [PastedGraphic-1.png](#)
[PastedGraphic-1.png](#)

Hi;

I live on the 300 block of Amherst. I like the idea of the Monte Vista median, but am concerned with two crossing concepts and feel more study or consideration is needed. Additionally, I am concerned about bicycle safety along Monte Vista from these concepts.

Marquette Ave and Monte Vista Blvd

There are two proposals for the Marquette crossing. One proposal is a roundabout (titled Full Median with Roundabout). While I like roundabouts, my concern is that putting one there may turn Marquette into a more-used cut-through to Carlisle (e.g., because roundabouts enable traffic to go more freely in all directions). Marquette is an interior road that currently gets very little traffic now. It sure would be a sad situation to see the "calming design change" to Monte Vista turn Marquette into a higher-traffic through-fare. As such, I much prefer the "medium with bulb outs" option.

Roma Ave and Amherst Dr

Left turns are not allowed from Monte Vista to Lomas. As a result, I (and I'm sure others in the Monte Vista/Carlisle/Central triangle) often use Amherst to get to westbound Lomas. Additionally, we use that route to get to the businesses along Amherst (e.g., Jubilation and Walgreens). This design proposal will cut off that access and push that traffic to Roma, increasing traffic through those neighborhoods and lessening their calm. My preferred solution is to move the gap toward Amherst and possibly even expand the triangle park. However, depending on Roma traffic flows, allowing traffic to both Amherst and Roma might be needed.



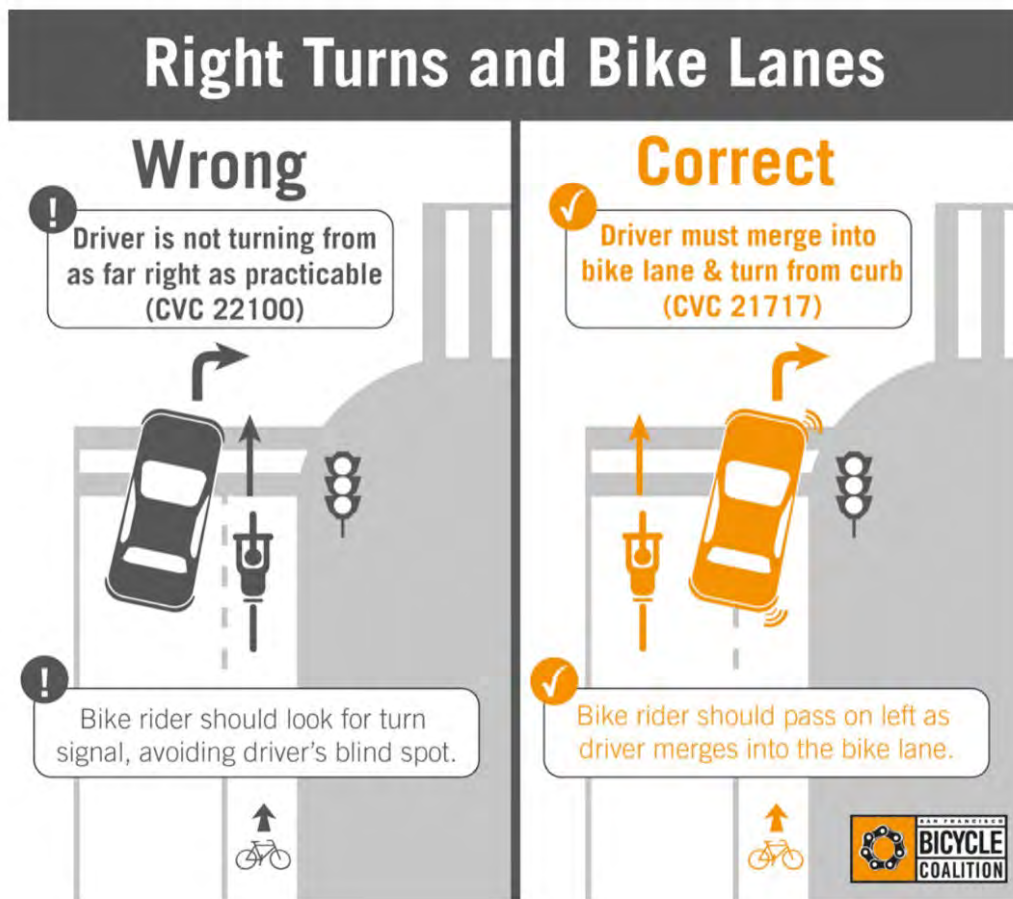
Bike safety comment.

The bicycle lane markings in the proposal seem to indicate that there will be barriers or other

markers to keep cars from entering the bicycle lane while turning right off Monte Vista (see green stripe in image above). In particular, it appears to repeat the bicycle safety flaws that were engineered into MLK Drive in its most recent upgrade. Here's the issue.

The illustration below shows the wrong (dangerous) and correct (safer) way for cyclists to ride through right turn lanes (source <https://sfbike.org/news/bike-lanes-and-right-turns/>). Though this source is from California, similar diagrams were printed on Albuquerque's bicycle safety maps when they were being published. California laws CVC 22100 and CVC21717 as indicated on the illustration below make the "Wrong" examples illegal. I believe NM has a law similar to CVC 22100, which says it's illegal to make turns across lanes of traffic.

Blocking traffic from moving into the bicycle lane (as was done on MLK) forces car drivers or indicates to them that they should make these illegal right turns (illegal because they must turn across the bicycle's lane of traffic). In making these barrier enforced illegal right turns, the cars unnecessarily endanger bicycle riders using the bicycle's lane of traffic because the bicycles get into the car's blind spots as they pass them. I've personally had more than one near miss on MLK as a result of its flawed design. Please do not replicate this dangerous design flaw on Monte Vista.



Thank you for your consideration

Michael McDonald.

On Dec 5, 2022, at 9:46 AM, Monte Vista Medians via Neighbors_nobhill-nm <neighbors_nobhill-nm@mailman.swcp.com> wrote:

Good morning,

We appreciate your continued interest in the Monte Vista Median Study! Attached is the presentation and handout. If you have any questions or comments, please feel free to send us an email at montevistamedians@bhinc.com

Thank you!

Alexis Bissett

Administrative Professional

Bohannan Huston

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<Monte Vista Blvd Median Study December 1 2022.pdf><Meeting Handout_Monte Vista Blvd Median Study Dec 1 2022R.pdf>

Neighbors_nobhill-nm mailing list

Neighbors_nobhill-nm@mailman.swcp.com

https://mailman.swcp.com/cgi-bin/mailman/listinfo/neighbors_nobhill-nm

This Message Sent To: abqmichaelj@aol.com

Gary Eyster	meyster1@me.com	12/13/2022	<p>Thank you, friends, for the good public meeting.</p> <p>I live a block off Monte Vista Blvd. I am strongly in favor of the medians. The vast majority of people at the public meeting were in favor.</p> <p>Speeding is rampant on Monte Vista Blvd. No amount of police enforcement will fix it. Medians are the answer.</p> <p>They will improve pedestrian crossing. Many children cross Monte Vista Blvd on their way to the elementary school and mid school. Medians will eventually save one or more lives.</p> <p>Roundabouts are an extra \$100,000 each. The extra benefit of that investment is not clear to me.</p> <p>The medians will offer a bit of landscape/greenery which would be welcome. Please consider installing the landscaping at the same time the medians are built.</p>	<p>Hi Gary,</p> <p>Thank you for your input, we appreciate it. Your comments will be shared with the project team.</p> <p>Sincerely, Denise</p>	for	for	for	for	email
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Jeff Gittleman	jeffgittleman@gmail.com 505.573.2953	12/14/2022	<p>Hi Alexis, I attended the meeting. I emailed my concerns 2 days before the meeting. I was impressed that your study included all my concerns. I especially like the proposed median at Monte Vista and Amherst. That is a dangerous intersection. Vehicles turning left on Amherst from Monte Vista do not stop. We live adjacent to the intersection I have 2 additional comments. Will the Monte Vista median be a walking median? I don't expect grass to be planted. There were safety comments about some of the adjacent challenging intersections. There is another intersection I want to include in the discussion. It is the Amherst, Berkeley and Marquette intersecion. Thanks again for your work on this project.</p> <p>Jeff Gittleman Select Realty, LLC 122 Wellesley SE., Albuquerque, New Mexico 87106 Mobile 505.573.2953 Office 505.265.5111 UNM/Nob Hill Property Management</p>	<p>Thanks Jeff, We appreciate your input and will share your additional comments with the project team.</p> <p>Take care, Denise</p>	for				email
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Paul Street	paulstreet78@googlemail.com	12/15/2022	<p>Good Morning</p> <p>Along with my previous comments I would like to submit the attached, which details the corner just northeast of the Campus/Monte Vista intersection. It shows that even if traffic calming resulted in vehicles turning this corner at the posted speed it is still too fast and dangerous. Vehicles travel too fast through here, as they are building and/or maintaining a high speed from traveling downhill to the lights and attempting to beat the lights. Any medians or other traffic calming solutions will need to consider this corner with its small radius and negative superelevation. Even if the median project does not go further than a study, this corner should be reviewed and remedied.</p> <p>Thank you Paul Street 505-315-6616</p>	<p>Thanks Paul! This is helpful. I will share it with the project team.</p> <p>Take care, Denise</p>					email
Jim Barrera	chiledoggie@gmail.com	12/17/2022	<p>Michael,</p> <p>I'm so happy to see your comments on the proposed bike treatment here and completely agree that the design should provide the merging area for right-turning vehicles. I hope the City has got the message that the separated approach treatments like what they did on MLK and also on Girard at Lomas are dangerous for cyclists.</p> <p>State traffic laws (NMSA §66-7) do NOT address this situation directly, but the City of Albuquerque does have a progressive ordinance in this regard:</p> <p>§ 8-3-3-12 MOTORIST TURNING ACROSS BICYCLE LANE. (A) Whenever a motorist is turning across a bicycle lane or path, such motorist shall maintain a proper lookout for bicyclists and shall yield the right-of-way to any bicyclist traveling in a bicycle lane or path and, prior to turning right, shall merge, if practicable, into the bicycle lane to his right, if any, before the start of the turning movement.</p> <p>Thanks for commenting on this. Jim Barrera</p>						email

Robert Thalmann	subrekabq@gmail.com	12/18/2022	<p>Thank you for creating this study. I attended the informational meeting at the Emmanuel Pres Church.</p> <p>We are in favor of the Full Median & Roundabout Option, to achieve traffic-calming measures and a more pedestrian-friendly environment along Monte Vista Blvd. The Roundabout Option seems like the best choice for lowering speeds. Additionally, lowering the speed limit is another smart strategy.</p> <p>Living on Monte Vista Blvd for over 12 years, my home is along the 1st bend heading north from Campus Blvd.</p> <p>Three of our parked vehicles were totaled in front of the property. We've witnessed numerous other accidents involving parked & speeding cars, which resulted in vehicles landing in neighbors' yards. Besides the enormous property damage, some of these accidents have been fatal.</p> <p>Here's why: That 1st bend on Monte Vista Blvd--just North of Campus Blvd--makes for an extremely dangerous situation. Ending the south-end of the Median--where depicted on the presentation map--will make the situation worse.</p> <p>The Solution: Extend the Median further south--toward Campus Blvd--continuing to follow the 2-sets of existing double-yellow lines, all the way to the left turn lane, where it then tapers off. See the added red line below, showing the extension, on the attached map. Creating the Median immediately after Campus Blvd will do two things:</p> <ol style="list-style-type: none"> 1. For vehicles heading north on Monte Vista Blvd past the light, the Median will direct drivers into their designated lane sooner, slowing them down before that hazardous bend. 2. Vehicles heading south on Monte Vista Blvd--just past Berkeley Place--will be prevented from making dangerous U-turns at that bend. <p>Additionally: From the Bohannon Huston presentation, installing water lines during the construction of the Median is described as part of the "Future Aesthetic Enhancements" for the project. That water-line proposal is essential for any future landscaping plans, and should</p>	Full Comment Attached	for	for	for		email
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From: [Robert Thalmann](#)
To: [Monte Vista Medians](#)
Cc: [Robert Thalmann](#)
Subject: Monte Vista Blvd Median Study
Date: Sunday, December 18, 2022 12:53:48 PM
Attachments: [Median Extension Monte Vista Study.png](#)

Hello,

Thank you for creating this study. I attended the informational meeting at the Emmanuel Pres Church.

We are in favor of the **Full Median & Roundabout Option**, to achieve traffic-calming measures and a more pedestrian-friendly environment along Monte Vista Blvd. The Roundabout Option seems like the best choice for lowering speeds. Additionally, lowering the speed limit is another smart strategy.

Living on Monte Vista Blvd for over 12 years, my home is along the 1st bend heading north from Campus Blvd.

Three of our parked vehicles were totaled in front of the property. We've witnessed numerous other accidents involving parked & speeding cars, which resulted in vehicles landing in neighbors' yards. Besides the enormous property damage, some of these accidents have been fatal.

Here's why: That 1st bend on Monte Vista Blvd--just North of Campus Blvd--makes for an extremely dangerous situation. Ending the south-end of the Median--where depicted on the presentation map--will make the situation worse.

The Solution: Extend the Median further south--toward Campus Blvd--continuing to follow the 2-sets of existing double-yellow lines, all the way to the left turn lane, where it then tapers off. See the added red line below, showing the extension, on the attached map.

Chris Lucas	jebalucas@gmail.com	12/18/2022	<p>I've owned property along Monte Vista Blvd for over a decade & am excited/relieved to see the proposed traffic-calming features in your study. They are sorely needed: Specifically, Roundabouts & raised Medians should be added to slow things down.</p> <p>Raised Median: Please extend the south-most Median further south, tapering off closer to the left-turn lane at Monte Vista & Campus Blvds. See the red--Median Extension--line on the attached map.</p> <p>Here's why: Living on Monte Vista Blvd, we've all witnessed the numerous car-wrecks & the daily bicycle/vehicle near-misses, especially around the three bends in the road.</p> <p>That 1st--southernmost--bend on Monte Vista Blvd is the site of numerous accidents, with blind spots in both directions, especially at night. It's a dangerous corner/bend in the road where two alleys, two bike lanes & two traffic lanes all shift. Terminating the Median at that exact spot & allowing vehicles to U-turn there will only add to the dangerous situation.</p> <p>To alleviate that issue & for other safety reasons, extending the Median further south--as close to the corner of Monte Vista & Campus Blvd as possible--should be part of the Median plan.</p> <p>Roundabouts: They seem especially effective in coordinating traffic in other parts of the MetroABQ--the roundabout at Candelaria & Rio Grande works well, along with the same-sized roundabout where Indian School & Menaul meet.</p> <p>Back to Monte Vista: a roundabout at the intersection of Campus Blvd & Monte Vista Blvd is smart. That's the Nob Hill entrance to the residential section of the Monte Vista Historic</p>	Full Comment Attached	for	for	for		email
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From: [Chris Lucas](#)
To: [Monte Vista Medians](#)
Subject: Monte Vista Blvd Median Study -- Comments
Date: Sunday, December 18, 2022 2:08:50 PM
Attachments: [Picture1.png](#)

Monte Vista Median Study Organizers,

I've owned property along Monte Vista Blvd for over a decade & am excited/relieved to see the proposed traffic-calming features in your study. They are sorely needed: Specifically, **Roundabouts** & raised **Medians** should be added to slow things down.

Raised Median:

Please extend the south-most Median further south, tapering off closer to the left-turn lane at Monte Vista & Campus Blvds. See the red--Median Extension--line on the attached map.

Here's why: Living on Monte Vista Blvd, we've all witnessed the numerous car-wrecks & the daily bicycle/vehicle near-misses, especially around the three bends in the road.

That 1st--southernmost--bend on Monte Vista Blvd is the site of numerous accidents, with blind spots in both directions, especially at night. It's a dangerous corner/bend in the road where two alleys, two bike lanes & two traffic lanes all shift. Terminating the Median at that exact spot & allowing vehicles to U-turn there will only add to the dangerous situation.

To alleviate that issue & for other safety reasons, extending the Median further south--as close to the corner of Monte Vista & Campus Blvd as possible--should be part of the Median plan.

Roundabouts:

They seem especially effective in coordinating traffic in other parts of the MetroABQ--the roundabout at Candelaria & Rio Grande works well, along with the same-sized roundabout where Indian School & Menaul meet.

Back to Monte Vista: a roundabout at the intersection of Campus Blvd & Monte Vista Blvd is smart. That's the Nob Hill entrance to the residential section of the Monte Vista Historic District:

Slowing traffic down at that Monte Vista/Campus Blvd corner via a roundabout--before heading north into the residential area--would greatly reduce the frequent accidents. Again, see map with yellow roundabout, attached.

Note: Heading north on Monte Vista from Central/Girard, there are four blocks where vehicles tend to start speeding up, uninhibited. A roundabout at Monte Vista & Campus Blvds would slow that down, which is especially important in front of the elementary school.

Thx for your time & efforts collecting this information.

Thanks,



Chris Lucas Real Estate
Realtor / Qualifying Broker
505.463.5317
www.ChrisLucasABQ.com
NMREC Lic. #20631

APPENDIX D: CROSSWALK RENDERINGS

Figure 22: Bulb-Out Intersection Alternative with Crosswalks Conceptual Rendering

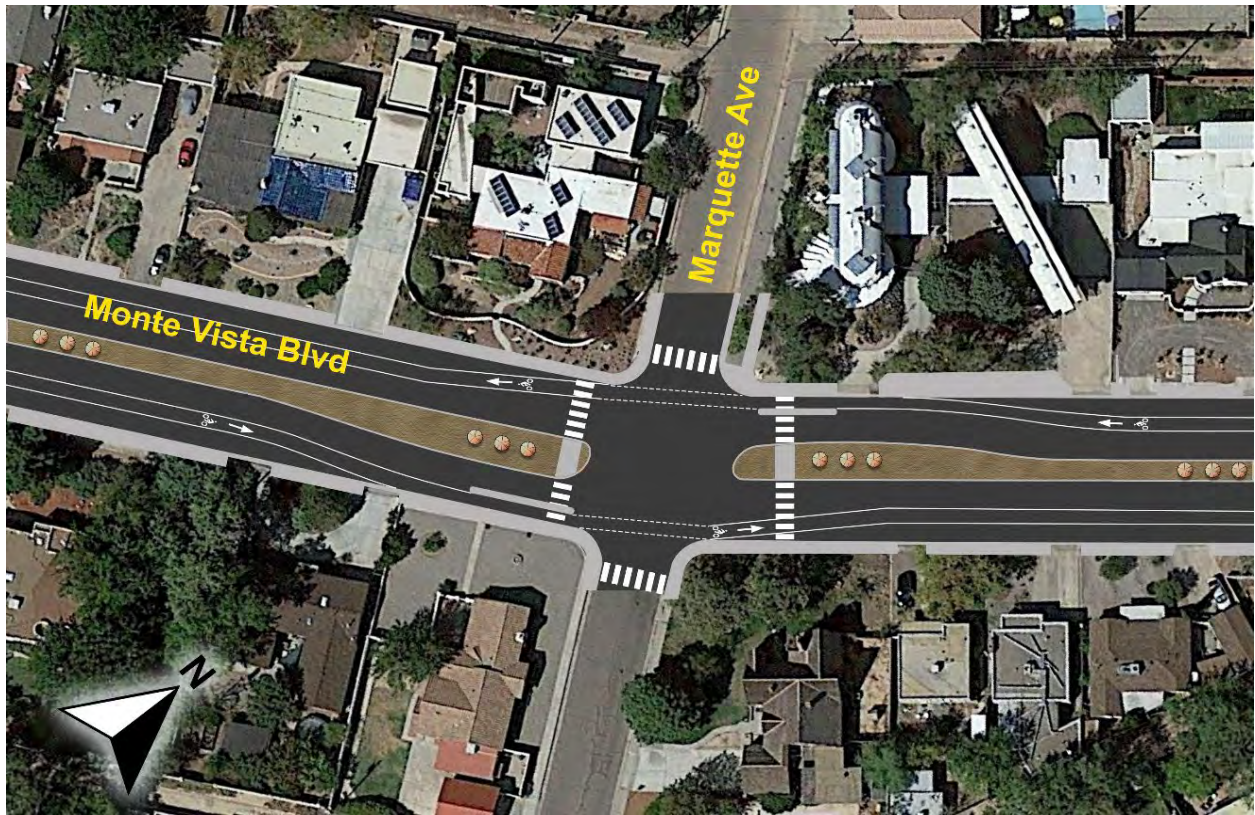


Figure 23: Roundabout Intersection Alternative with Crosswalks Conceptual Rendering

