

UNIVERSITY HEIGHTS ASSOCIATION

105 Stanford, SE
Albuquerque, NM 87106

October 23, 2017

Councilor Pat Davis
City of Albuquerque
PO Box 1293
Albuquerque, NM 87103



Dear Councilor Davis,

We appreciate your support for efforts to address traffic problems in the neighborhoods of District 6, including concerns about Silver, Lead, and Coal.

We also recognize your willingness to sponsor a Council effort (R-177) to evaluate and mitigate ART impacts on Central Avenue businesses and on nearby residential streets.

Unfortunately, R-177, in present and earlier versions, does not address specific longstanding environmental health and safety problems for residents near Central Avenue, especially along Lead and Coal Avenues and adjacent north-south residential streets.

Those problems are worsened by the diversion of Central Avenue traffic to residential streets. R-177 excluded the measurement of those impacts because of a lack of baseline comparison data.

We request that you work with the Council, and (presumably) the Environmental Health Department to initiate a process to:

- 1) obtain the necessary baseline measurements now
- 2) measure impacts into the future.

Specifically we request:

- 1) A baseline study of traffic noise along Lead and Coal. This must include some substantial period of continuous monitoring at multiple locations.

We make note of an ongoing Bernalillo County process to evaluate and mitigate residential impacts of traffic noise along Unser Avenue. After years of community concern about traffic noise along Lead and Coal, why has it never been studied?

- 2) A baseline evaluation of vehicle diesel exhaust exposure including current measurements and any available measures of historical exposure (i.e. soot analysis).

This request in part is prompted by:

- a. ART's diversion of commercial traffic, i.e. diesel trucks, from Central to residential streets;
- b. No known plan to keep overweight trucks off of route-restricted residential streets;
- c. The closure in 2014 of the County's emissions testing program for diesel vehicles;
- d. The total volume of diesel vehicles (private and commercial) traveling Lead and Coal is unknown.

3) Crash data analysis, both historical and current, looking at measures of specific relevance to a residential community (generic crash data analysis, i.e. comparing the incidence of collisions at San Mateo and Montgomery to the incidence of collisions at Coal and Girard, is an unacceptable measure of safety at residential intersections)

- a. Crashes into or against private property, and
- b. Crashes onto sidewalks, parkways, and other public property.

4) That this crash data analysis be part of a third party study of the traffic safety situation along Lead and Coal. After the bus collision at Coal and Girard in 2014, a City spokesperson stated there were "no engineering solutions" to the safety problems along Lead and Coal. We are optimistic that a fresh perspective on a perennial problem would bring forth new opportunities for improvement.

5) We ask that health and safety study give particular attention to the section of Lead/Coal between Yale and Morningside where the narrow right of way and side-street configuration increase traffic impacts on residences. The health and safety study should be allowed to look at fundamental questions including to what extent aspects of this section or any other make Lead and Coal inherently unsuitable as an arterial roadway.

We look forward to working with you regarding these concerns.

- a. We request a meeting with you at your earliest convenience.
- b. Our goal is to create with you an action plan that can be proposed to the new Mayor and new Council at the beginning of next year.

Sincerely,



Julie Kidder, President



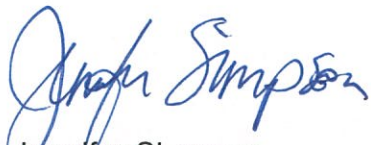
Don Hancock, Secretary/Treasurer



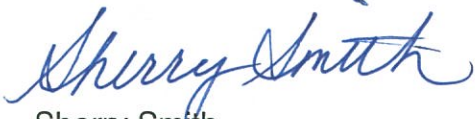
Joseph Aguirre, Vice President



Marlene Brown



Jennifer Simpson



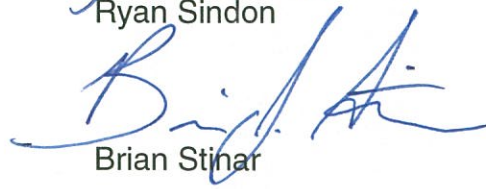
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