RIO GRANDE BOULEVARD CORRIDOR MASTER PLAN

Dover, Kohl & Partners

town planning

Hall Planning & Engineering

transportation planning

Wilson & Company

traffic analysis

HELP
PLAN
RIO GRANDE
BOULEVARD
JULY 9 - 14 , 2010
WWW.CABQ.GOV/COUNCIL

1

Kick-Off Presentation
Friday July 9 6:00pm
Gymnasium - Los Duranes Community Center

2

Hands-On Design Session
Saturday July 10 9:00am – noon
Gymnasium - Los Duranes Community Center

3

Open House
Monday July 12 11:30pm – 1:00pm
Game Room – Los Duranes Community Center

4

Work-in-Progress Presentation
Wednesday July 14 6:00pm
Gymnasium – Los Duranes Community Center

tonight's agenda

- welcome
- the past week's events
- vision: work-in-progress process
- traffic technicalities
- what happens next

welcome

Dover, Kohl & Partners

town planning

Hall Planning & Engineering

transportation planning

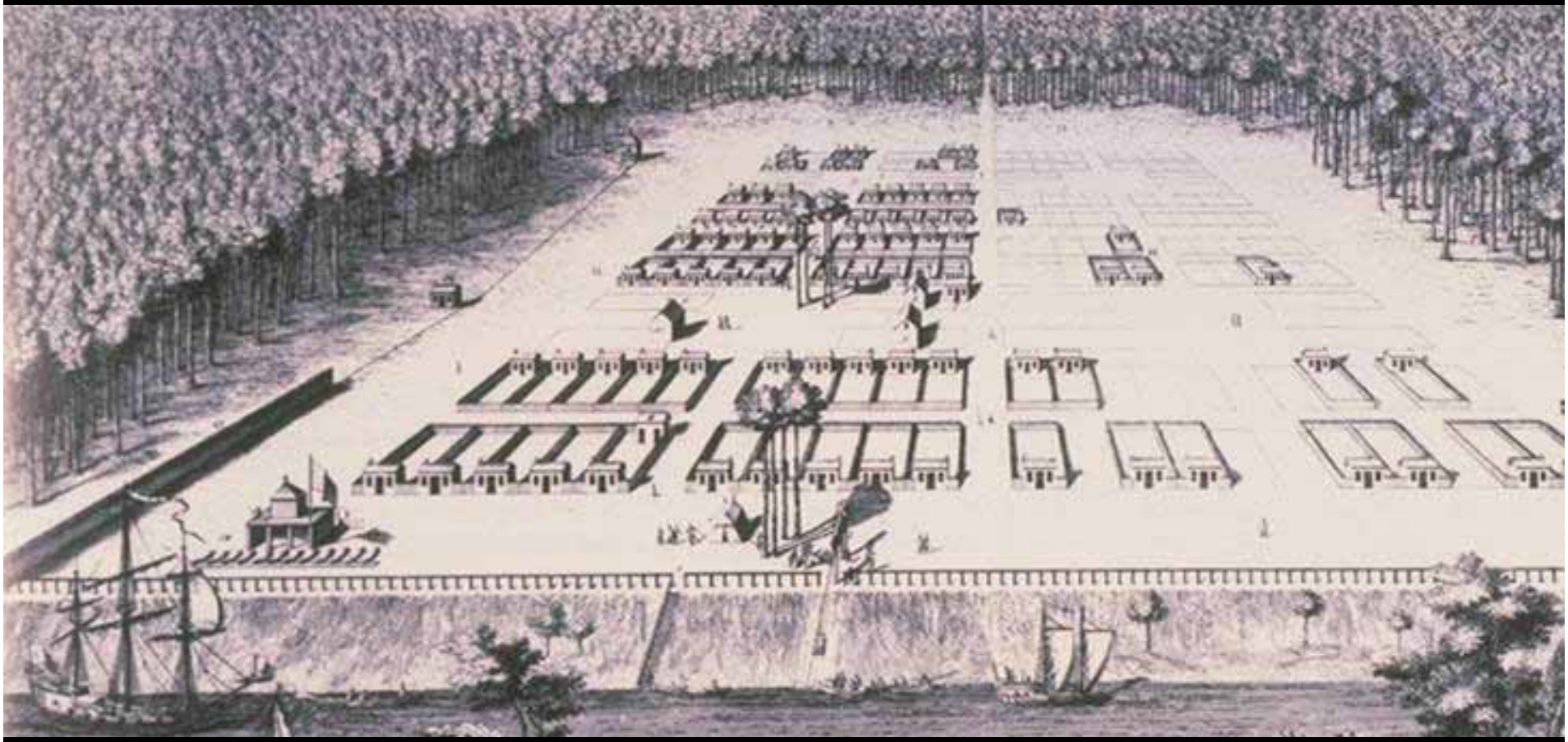
Wilson & Company

traffic analysis

tonight's agenda

- welcome
- the past week's events
- vision: work-in-progress process
- traffic ideas & technicalities
- what happens next

continuing the American tradition



Los Griegos

there have been those that came before us, and others will follow us

Los Griegos, 2010

And what we do here, will affect other generations

studying the corridor and surroundings

studying the corridor and surroundings

touring the boulevard

kick-off presentation

hands-on session

VILLAGE
Event Destination Interaction Zone
RIO GRANDE
Rio Grande Boulevard Corridor Master Plan
Los Duranes Focus Area
#6

VILLAGE
NEW PLAZA
RIO GRANDE BLVD
Rio Grande Boulevard Corridor

ONE WORD THAT DESCRIBES
RIO GRANDE BOULEVARD:

NOW: DISCONNECTED

IN THE FUTURE:

WHOLE

(in my vision)

[redacted]

ONE WORD THAT DESCRIBES
RIO GRANDE BOULEVARD:

NOW: WIDE / FAST

IN THE FUTURE:

Village scape

(in my vision)

[redacted]

ONE WORD THAT DESCRIBES
RIO GRANDE BOULEVARD:

NOW: SPEEDWAY

IN THE FUTURE:

SAFE & PLEASANT EXPERIENCE

(in my vision)

RIO GRANDE BOULEVARD CHARRETTE

ALBUQUERQUE, NEW MEXICO

Of the many ideas discussed this morning, which ones seem the most exciting to you?

- creation of a "village" between I-40 + Indian school Rd.
  make it mixed-use in nature w/ shade - street trees + on street parking. cobble-
- make a much more
- slow down traffic
- ditch bank connecti

Do you have any additional
team to explore?

- mix the plant m
  valley → sl
- get rid of the br
  tway too bright
- encourage infill d
- provide more co

What character should Rio

- village-like cha
  instead of
- architectural va
- low garden wall
- go down to 2 l
- allow for more

Please write any additional

- constrict corrid
- slow down traffic
- bury utilities/
- street trees alon
  I-40 + Indian
- larger side walks

Please leave this on the table b
Dover, Kohl & Pa

- dress up streetsca

RIO GRANDE BOULEVARD CHARRETTE

ALBUQUERQUE, NEW MEXICO

Of the many ideas discussed this morning, which ones seem the most exciting to you?

Series of round about
2 lanes north of Indian School
green spaces - preserve ditches

Do you have any additional
team to explore?

maintenance re
local imp

What character should Rio G

pedestrian enclo
areas

Please write any additional c

bury electrical

RIO GRANDE BOULEVARD CHARRETTE

ALBUQUERQUE, NEW MEXICO

Of the many ideas discussed this morning, which ones seem the most exciting to you?

Re-establishment of the village history (Los Candelarias, Los Duranes,
Focussing on
as it goes n

Do you have any additior
team to explore?

Use of di
byways was
of paths, tre
of traditio
such as green s

RIO GRANDE BOULEVARD CHARRETTE

ALBUQUERQUE, NEW MEXICO

Of the many ideas discussed this morning, which ones seem the most exciting to you?

Bike/Pedestrian networks North-South Rio Grande Blvd to Downtown/Central. Frontage road to/parallel to I-40. Reducing/slowing traffic on Rio Grande. Maintaining identity while enhancing and developing assets and reconnecting

on-site design studio

open house

Big Ideas

big ideas

PLAN GOALS AND OBJECTIVES

The plan's policies, regulations and projects are derived from plan goals and objectives developed by the citizen planning group and City of Albuquerque Planning Department staff. When translated into plan regulations and projects, the following goals will introduce visual order, visual interest and functional coherence on Rio Grande Boulevard while recognizing plan subarea differences.

A. URBAN DESIGN - To develop a strong sense of place on Rio Grande Boulevard by reinforcing the existing physical qualities that contribute to the rural, residential or historical characters of each neighborhood in the plan area and to promote visual order and visual interest in the public right-of-way.

GENERAL TECHNIQUE: Establish a Design Overlay Zone with policies and regulations for the public right-of-way and properties within the plan area.

B. LAND USE - To ensure development compatibility with existing land uses.

GENERAL TECHNIQUE: Continue to control residential densities and land uses through existing zoning.

C. TRANSPORTATION - To promote and support multimodal forms of transportation along the corridor improve vehicular, bicycle, equestrian and pedestrian travel on and across Rio Grande Boulevard.

GENERAL TECHNIQUES:

1. Minimize conflicts among vehicular traffic and pedestrians, equestrians and bicyclists. Provide safe passage for all boulevard users, including those with physical disabilities.

2. Link established trails with open space and recreational areas by designing safe boulevard crossings.

3. Encourage increased bus ridership.

D. HISTORY AND CULTURE - To preserve significant historic structures and landscapes and increase their visibility within the plan area.

GENERAL TECHNIQUES:

1. Identify, explain and promote historic village sites, buildings, the irrigation system, historic landscapes and the history of the boulevard.

2. Protect historic buildings identified by the Historic Landmark Survey. (See Appendix A-1,2,3)

E. CITIZEN INVOLVEMENT - To ensure continued citizen involvement during the implementation phase of the plan.

GENERAL TECHNIQUE: Form a coalition of neighborhood association representatives and other interested citizens to monitor plan implementation.

-8-

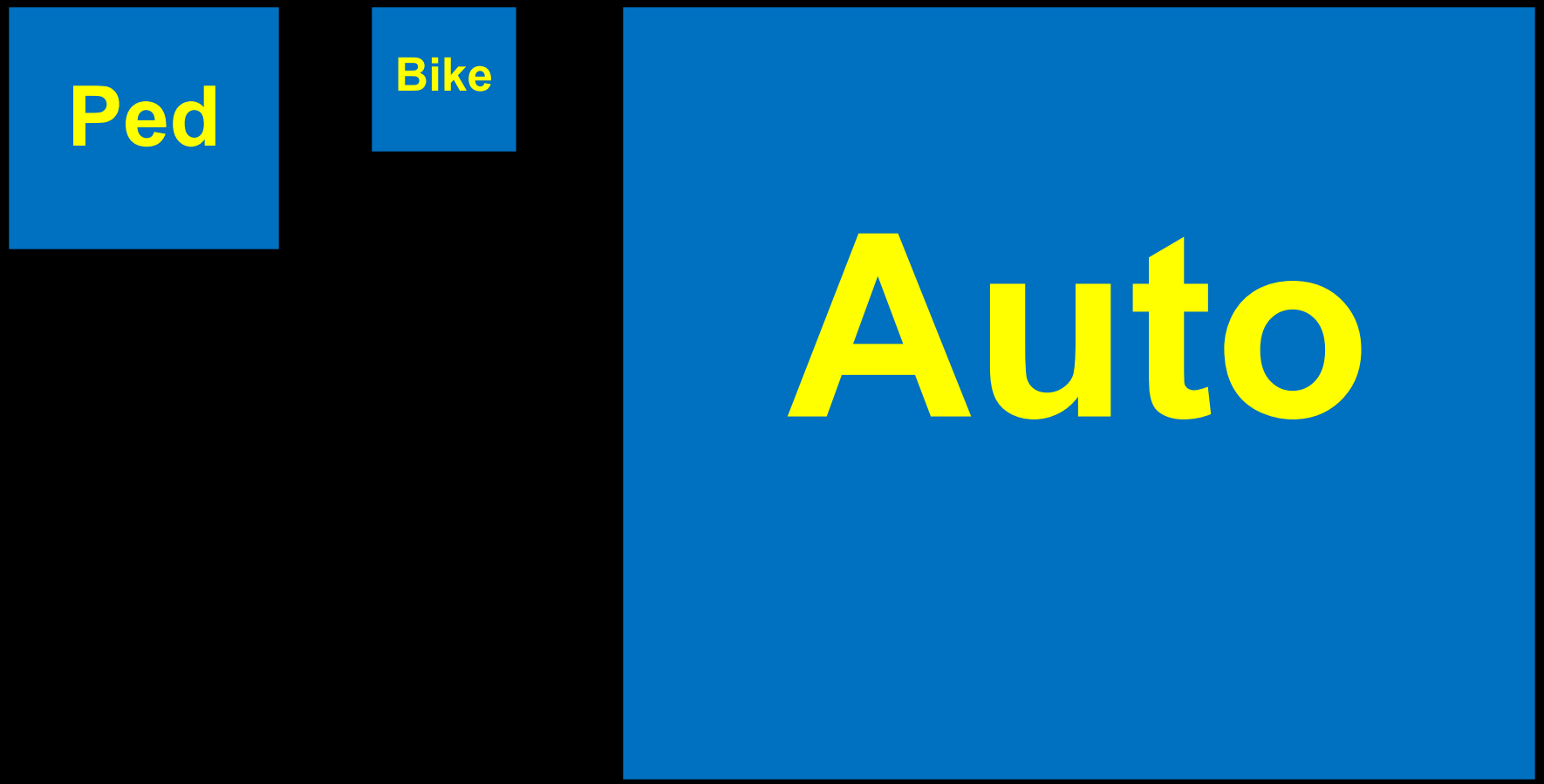
Plan goals and objectives unchanged from the ‘89 plan

What we heard most often

pedestrian and bike friendly

Transportation modes equally accommodated – in ‘balance’

Pedestrian and Bike Friendly



Unbalanced Today

Preserve and enhance character with landscape and as new development occurs

- Scenic segments (green)
- Neighborhood segments (yellow)
- Village segments (orange)
- Town segments (dark red)

Similar to ‘sub-areas’ described in the ‘89 plan

Road diet

RIO GRANDE TO (2) LANES FROM INDIAN SCHOOL TO GRIEGOS.

2 lanes north of Indian School

Narrowing Rio Grande to 2 lanes & lowering speedlimit North of Indian School

Rumble strips down middle Going to 2 lanes.

Fewer traffic lanes.

3 NARROW Rio Grande Blvd North of Indian School to 2 lanes.

- go down to 2 lanes north of Indian School.

2 lanes from Indian School North

Reducing R.G. To 2 lanes north of Indian School +/-

(1) 2 lanes north of Indian School

Removing travel lanes in exchange for wider sidewalk, landscape, bike lanes

Road diet

4 travel lanes

2 travel lanes

Removing travel lanes in exchange for wider sidewalk, landscape, bike lanes

What we heard most often

Safer intersections:

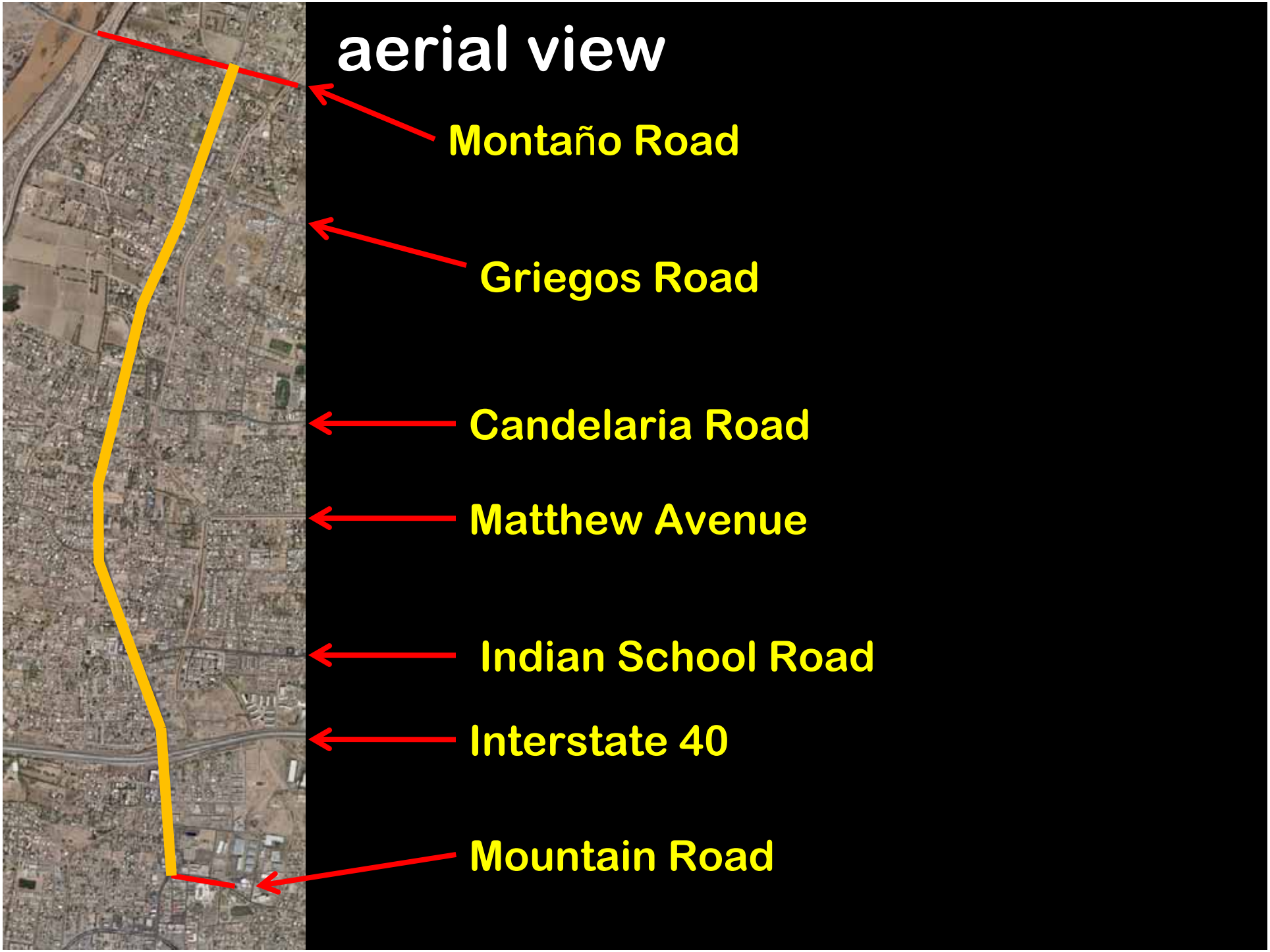
- slow down traffic
- better signage for crossings
- more horse crossing (and signage)
- roundabouts at various intersections

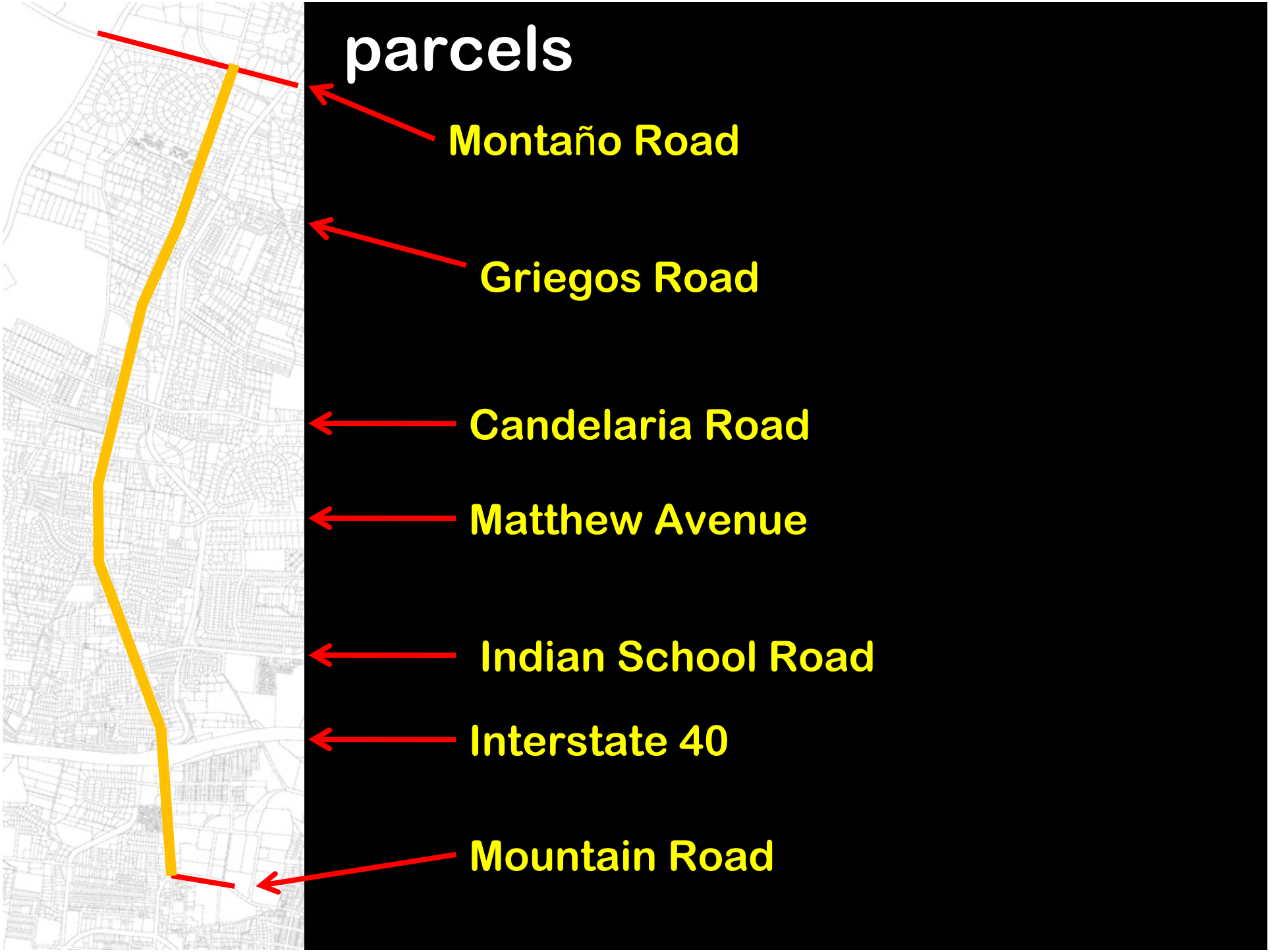
More landscaping

Better lighting / dark sky lighting

More frequent transit & in both directions

aerial view


aerial view
Montaño Road
Griegos Road
Candelaria Road
Matthew Avenue
Indian School Road
Interstate 40
Mountain Road


parcels
Montaño Road
Griegos Road
Candelaria Road
Matthew Avenue
Indian School Road
Interstate 40
Mountain Road

walking circles

Montaño Road

Griegos Road

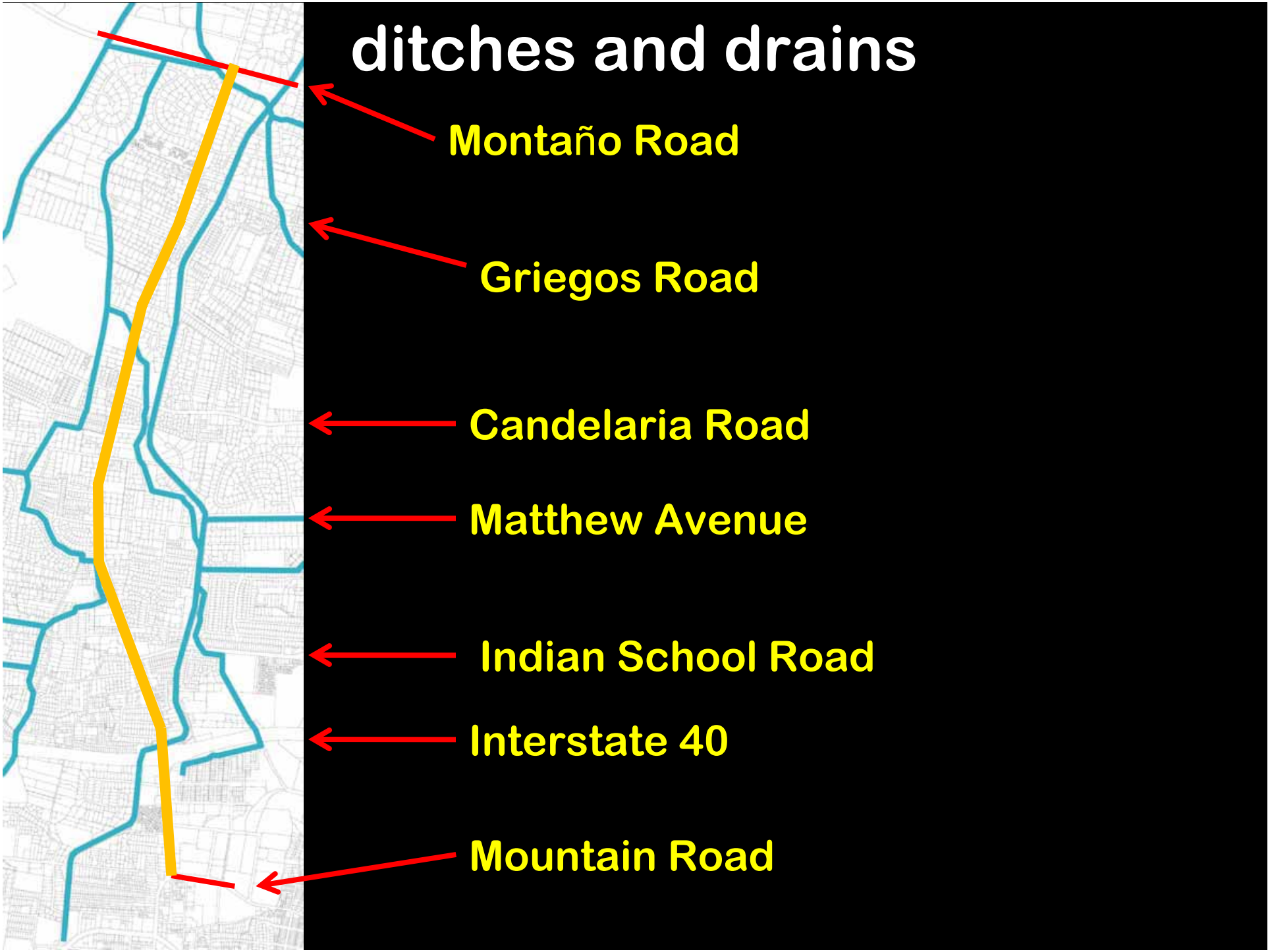
Candelaria Road

Matthew Avenue

Indian School Road

Interstate 40

Mountain Road


ditches and drains
Montaño Road
Griegos Road
Candelaria Road
Matthew Avenue
Indian School Road
Interstate 40
Mountain Road

character areas

Montaño Road

Griegos Road

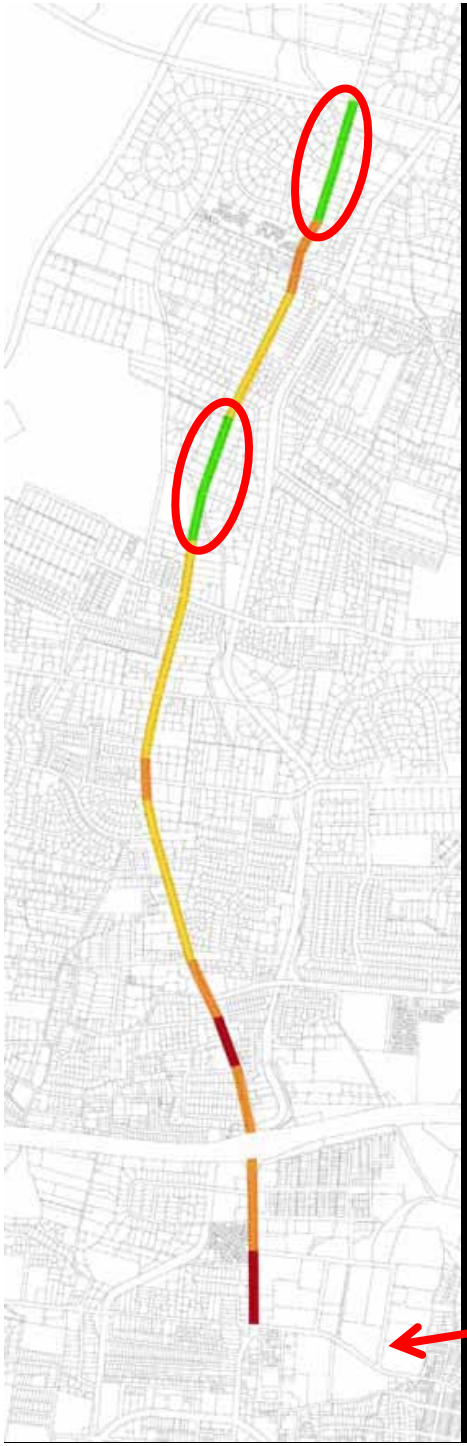
Candelaria Road

Matthew Avenue

Indian School Road

Interstate 40

Mountain Road



scenic segment

Montaño Road

Griegos Road

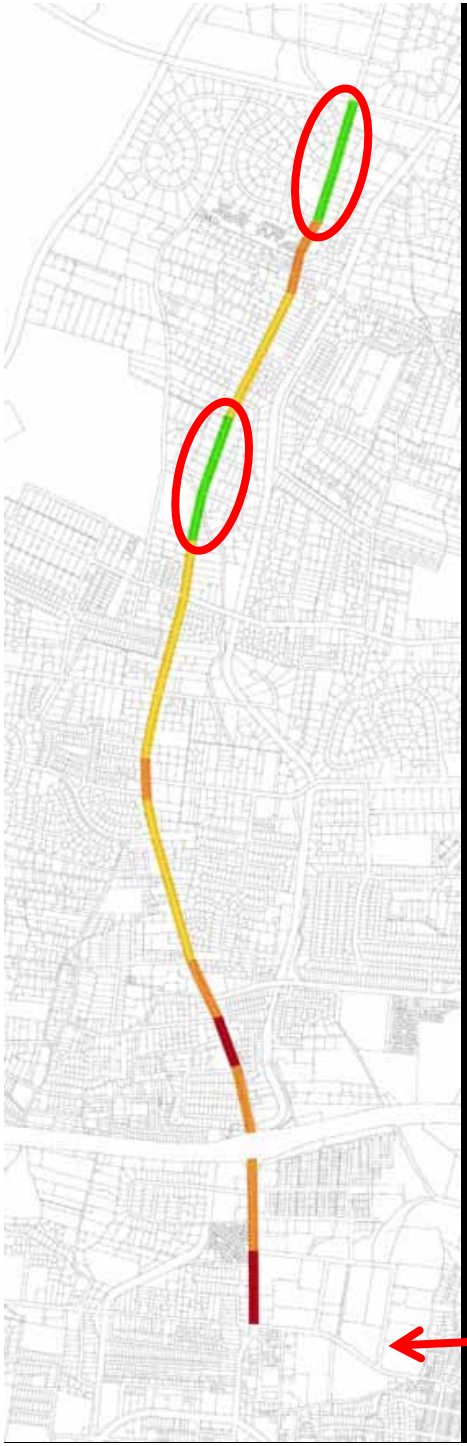
Candelaria Road

Matthew Avenue

Indian School Road

Interstate 40

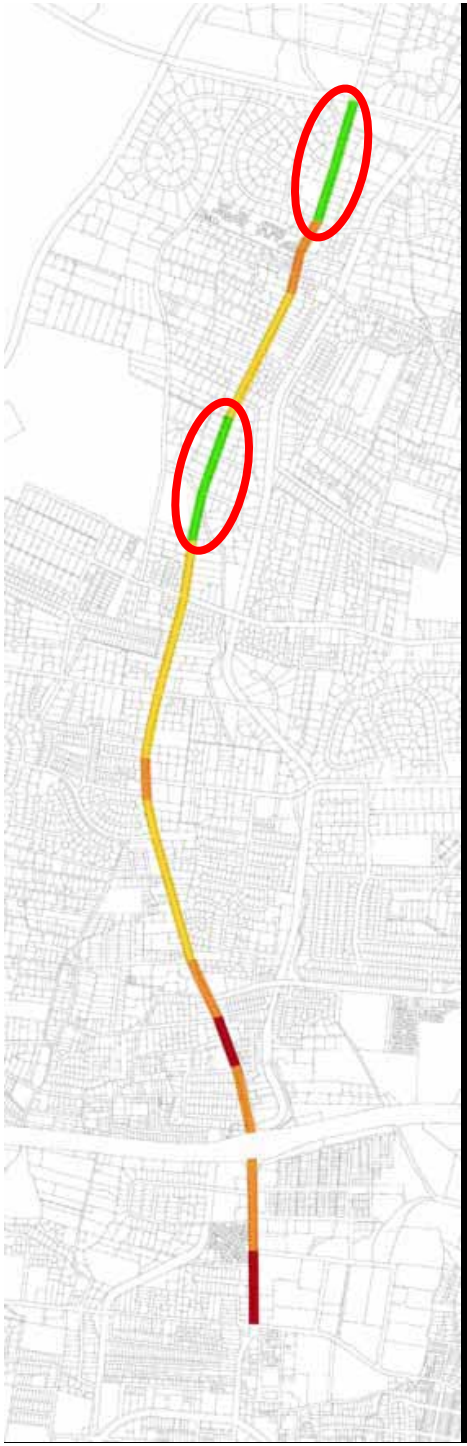
Mountain Road



scenic segment

Montaño Road

Mountain Road



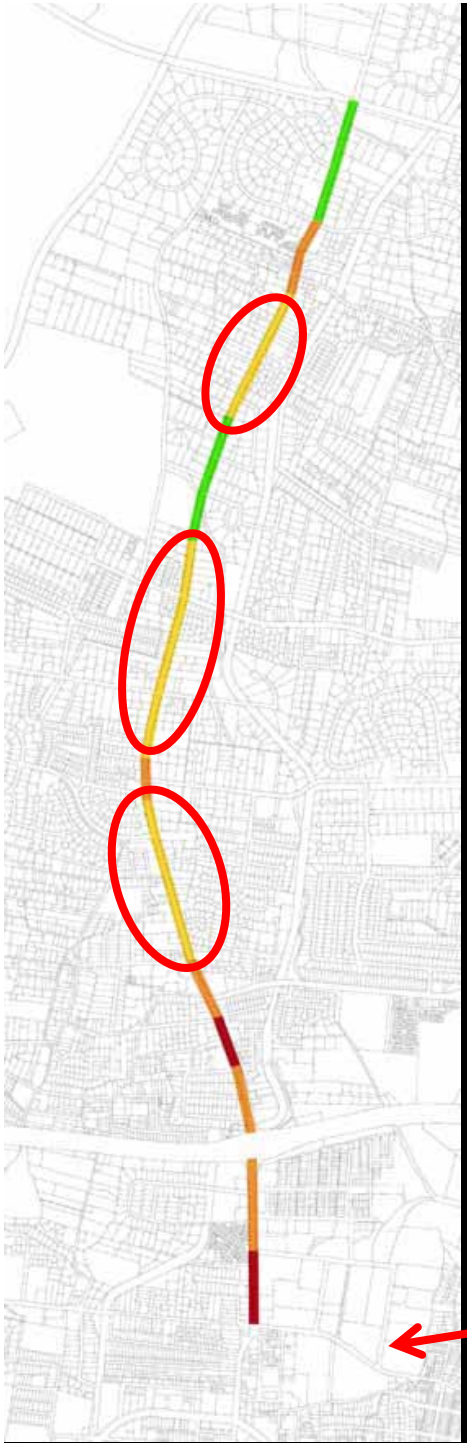
scenic segment

General qualities:

- Building Height: 1 and 2 stories
- historically areas that have large lots or frontages along the boulevard
- residential and agricultural in character
- houses / buildings are set back off the street

Roadway edges:

- porous surface sidewalks
- shade from trees
- trees and scrubs planted in linear planting beds
- property edges have low walls or open fences



residential segment

Montaño Road

Griegos Road

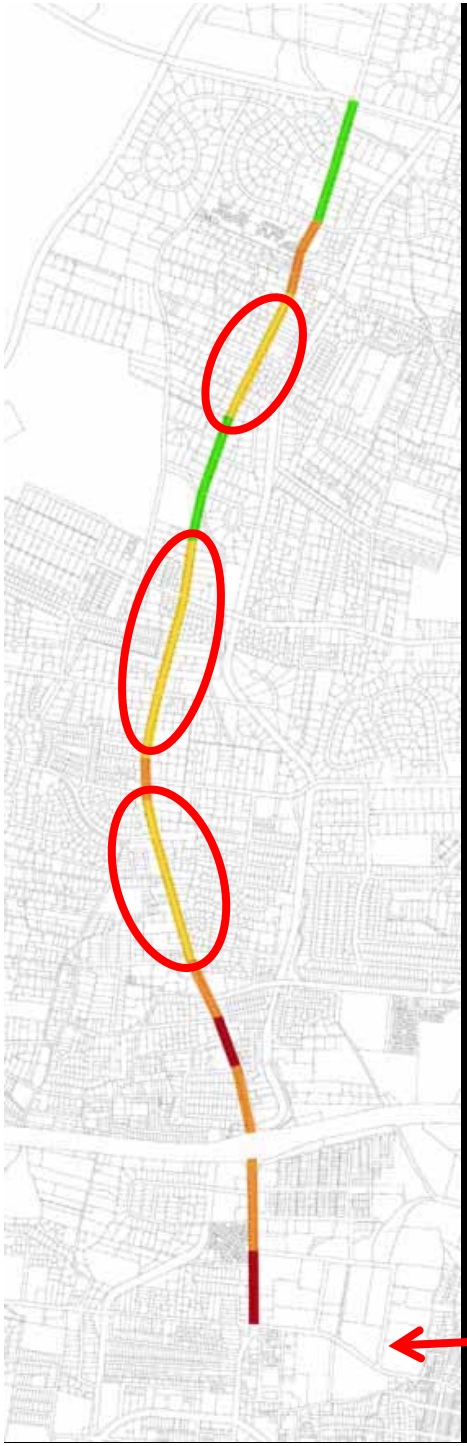
Candelaria Road

Matthew Avenue

Indian School Road

Interstate 40

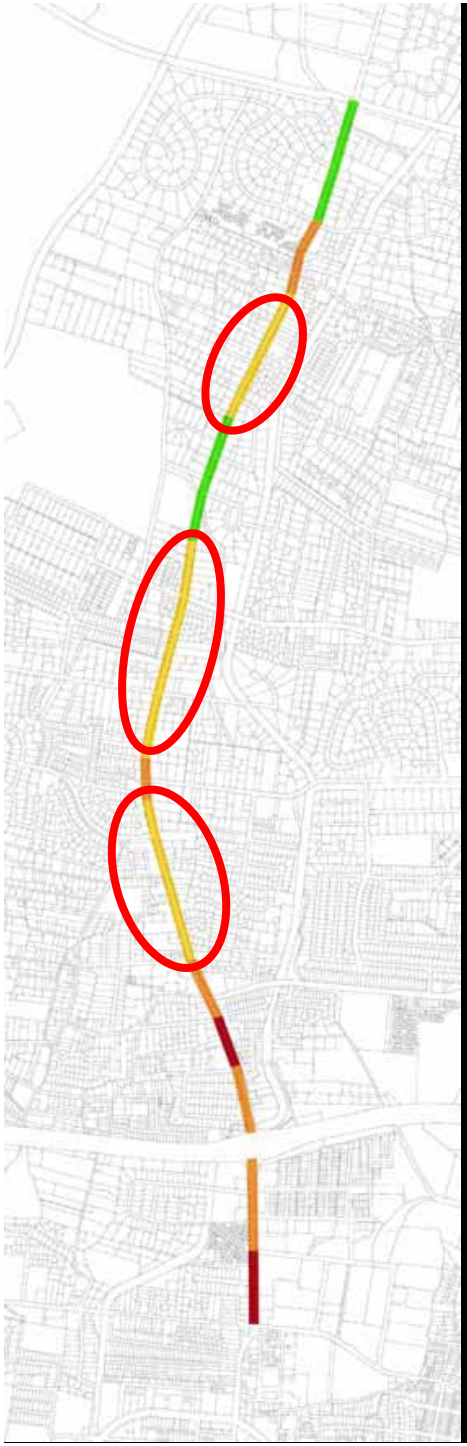
Mountain Road



residential segment

Montaño Road

Mountain Road



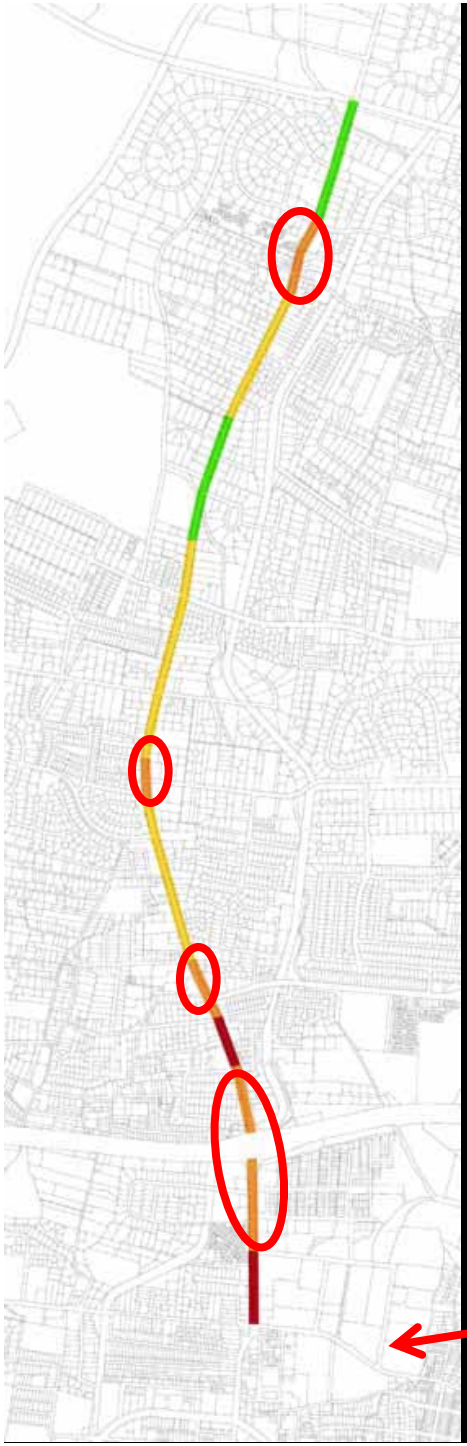
Residential segment

General qualities:

- Height: 1 and two stories
- historically areas that have smaller lots or frontages along the boulevard
- residential in character
- some houses are close to the street, some are farther back

Roadway edges:

- concrete or porous surface sidewalks
- shade from trees and free-standing shading devices
- trees and scrubs planted in linear planting beds



village segment

Montaño Road

Griegos Road

Candelaria Road

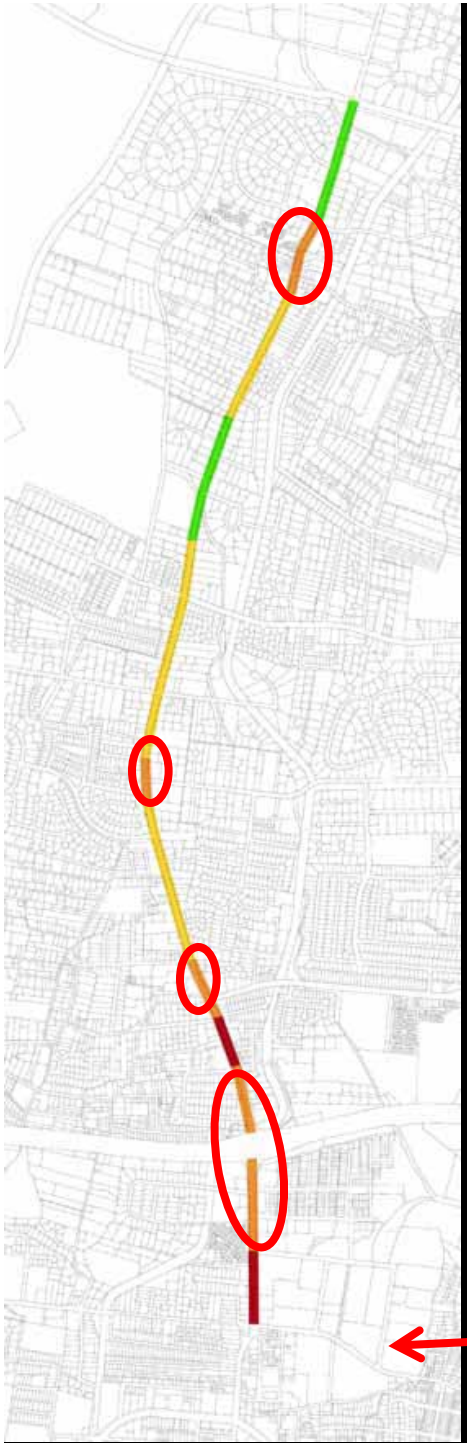
Matthew Avenue

Indian School Road

Interstate 40

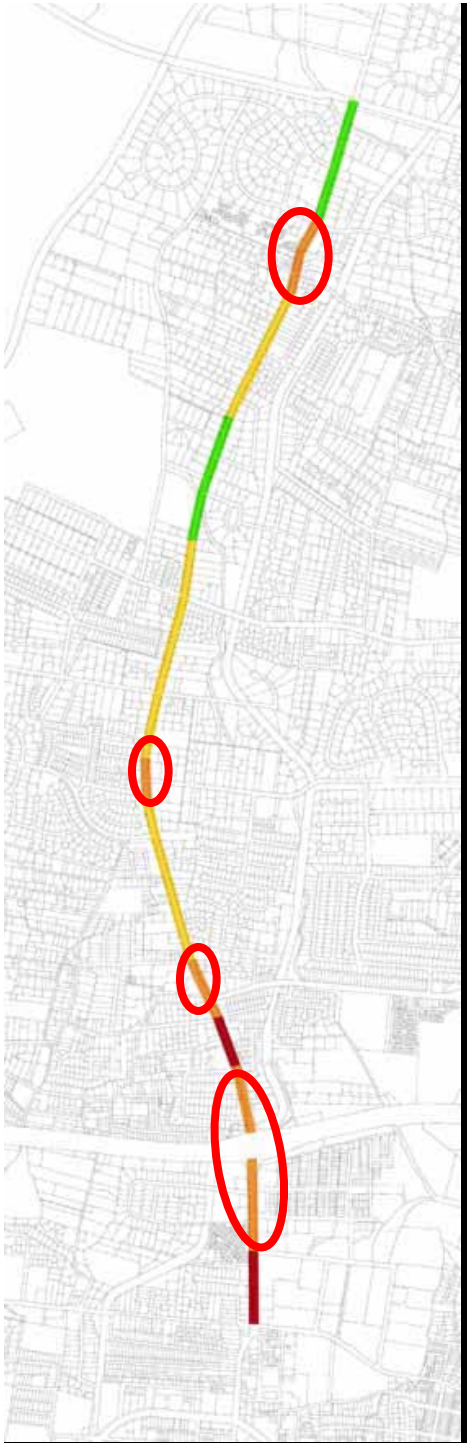
Mountain Road

village segment



Montaño Road

Mountain Road



village segment

General qualities:

- Height: 1 to 3 stories
- the location for neighborhood serving commercial with possibly providing a mix of uses and variety in residential types
- buildings situated closer together along the boulevard edge

Roadway edges:

- concrete sidewalks
- shade from trees and buildings (awnings/colonnades) and shading devices
- trees planted in grates or planting beds

town segment

Montaño Road

Griegos Road

Candelaria Road

Matthew Avenue

Indian School Road

Interstate 40

Mountain Road

town segment

Montaño Road

Mountain Road

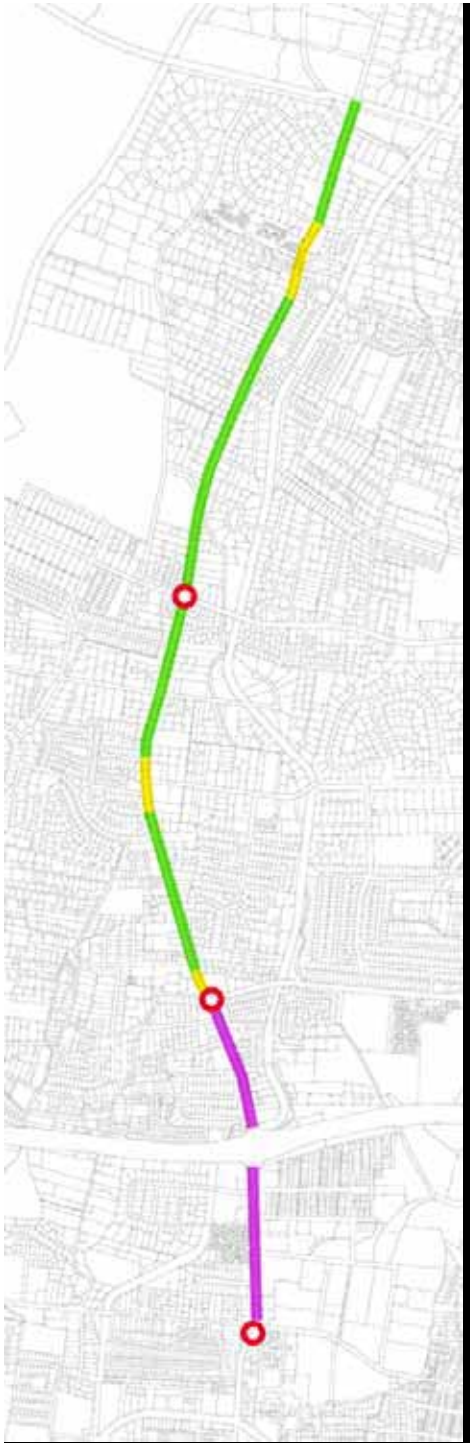
town segment

General qualities:

- most intense
- Height: 4 stories
- the location for new growth providing a mix of uses and variety in residential types, and possibly extending deeper into the neighborhood on larger parcels
- buildings situated closer together along the boulevard edge

Roadway edges:

- concrete sidewalks
- shade from trees and buildings (awnings/colonnades) and shading devices
- trees planted in grates or planting beds



street atlas

General (green)

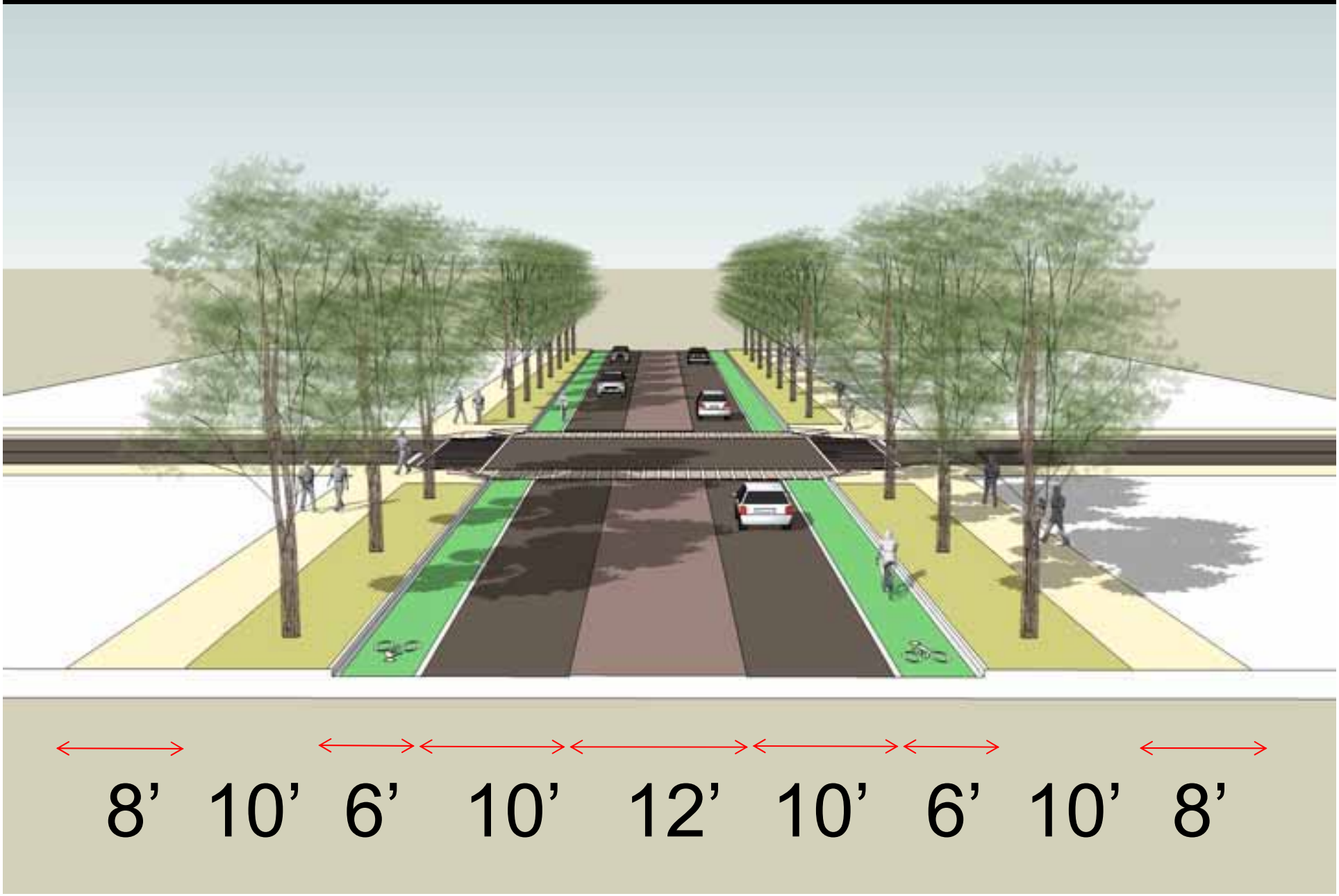
Village (yellow)

Town (purple)

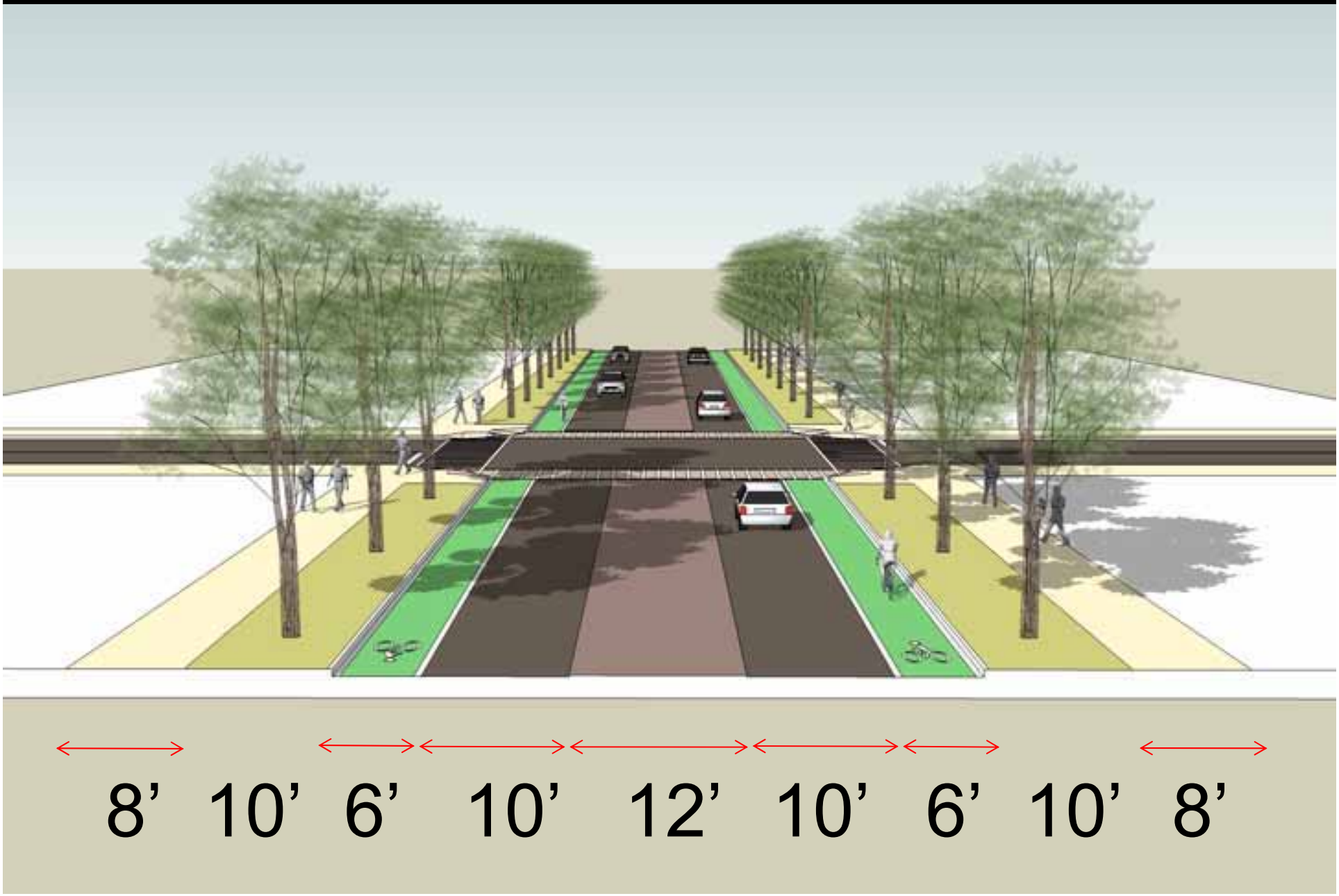
“general” section

Applies to roadway within the ‘Scenic’ and ‘Neighborhood’ segments

general street



general street



general street

general street

“village” section

Applies to roadway within the ‘Village’ segments

village street

8’ 8’ 8’ 10’ 12’ 10’ 8’ 8’ 8’

village street

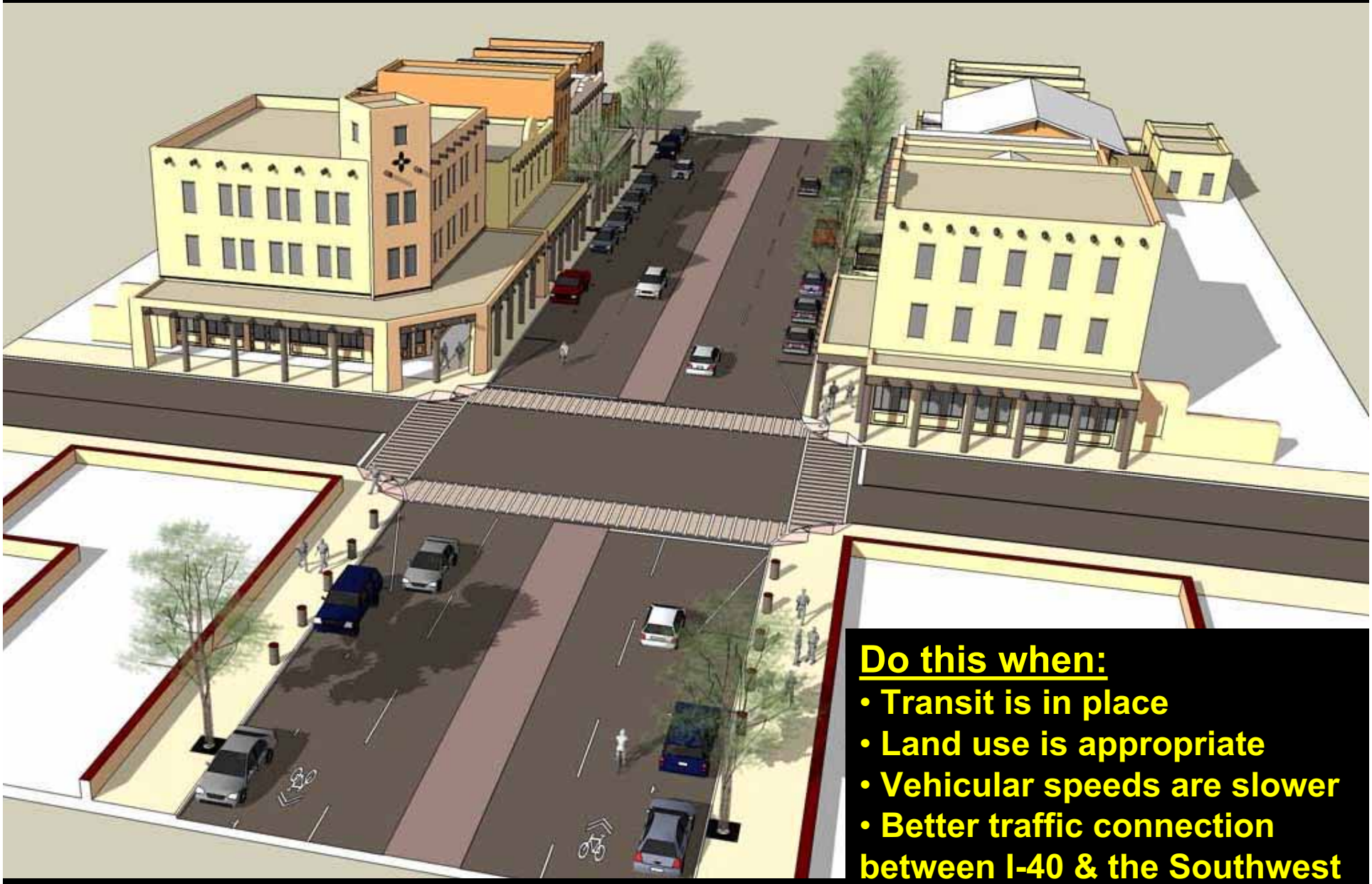
village street

village street

convertible street

Showing dedicated bike lane 8 feet wide, both sides

convertible street



Showing sharrow with on-street parking

Do this when:

- **Transit is in place**
- **Land use is appropriate**
- **Vehicular speeds are slower**
- **Better traffic connection between I-40 & the Southwest Mesa**

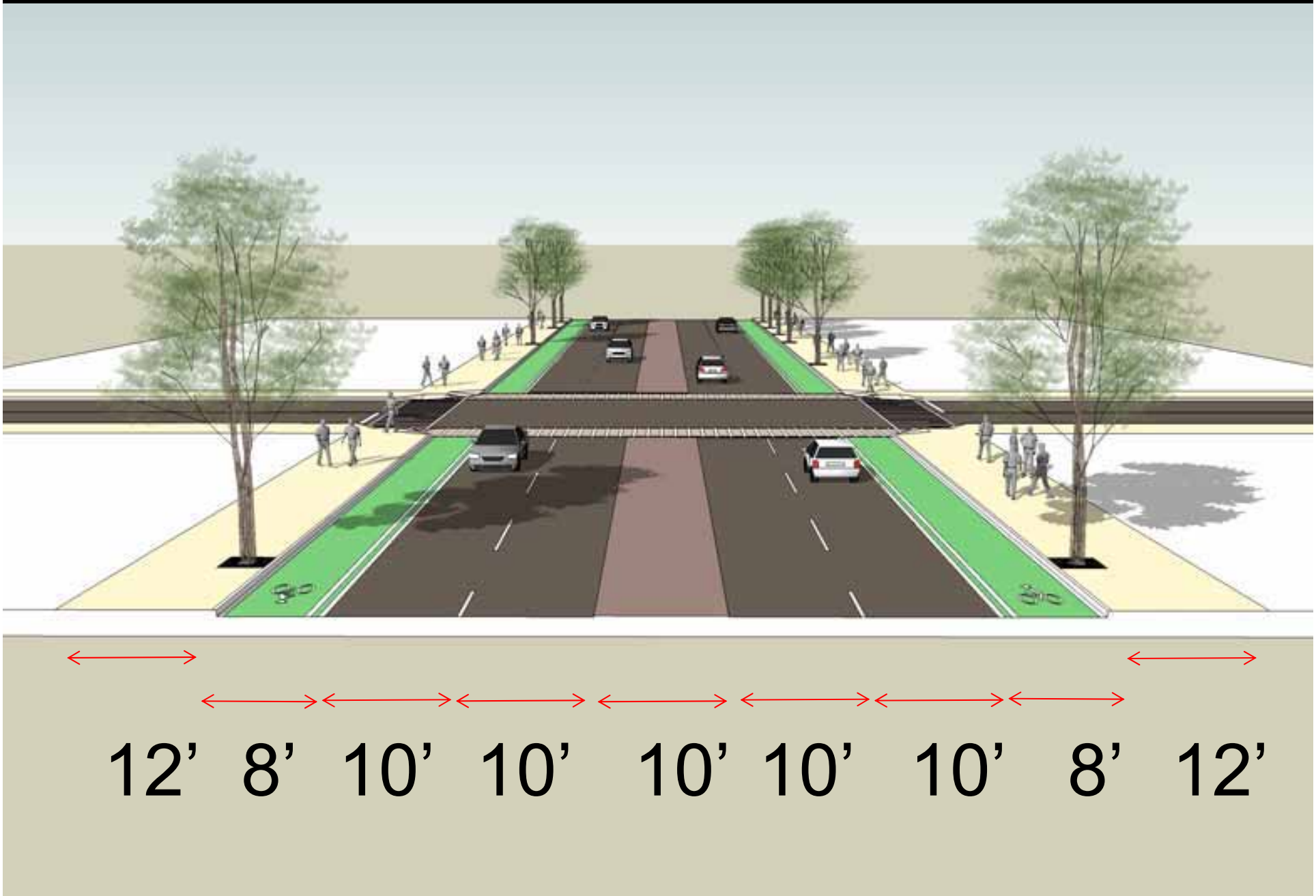
“village” section

Not the whole corridor

“town” section

Applies to roadway within the ‘Town’ and the southern ‘Village’ segments

town street

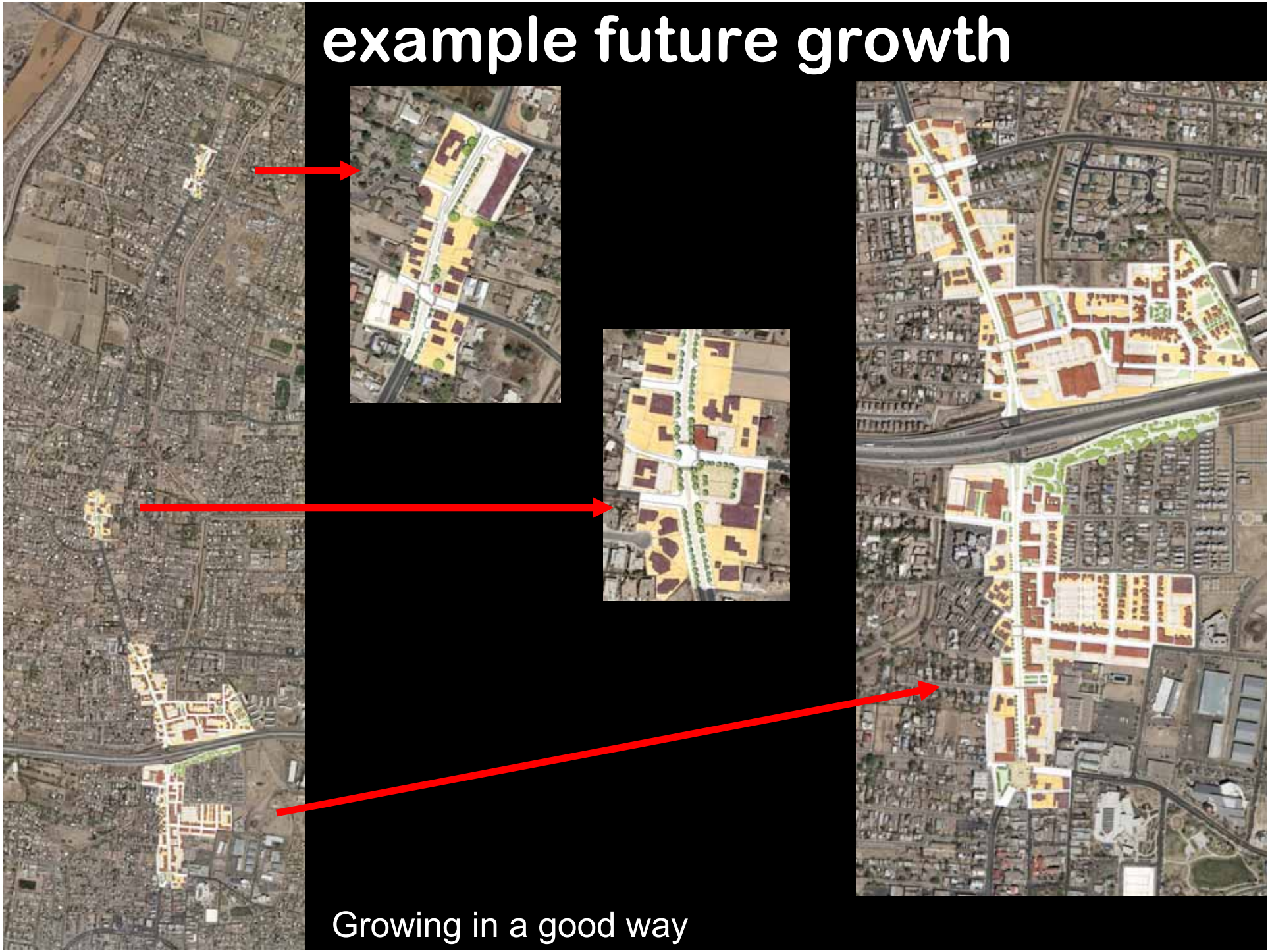


town street

town street

town street

example future growth

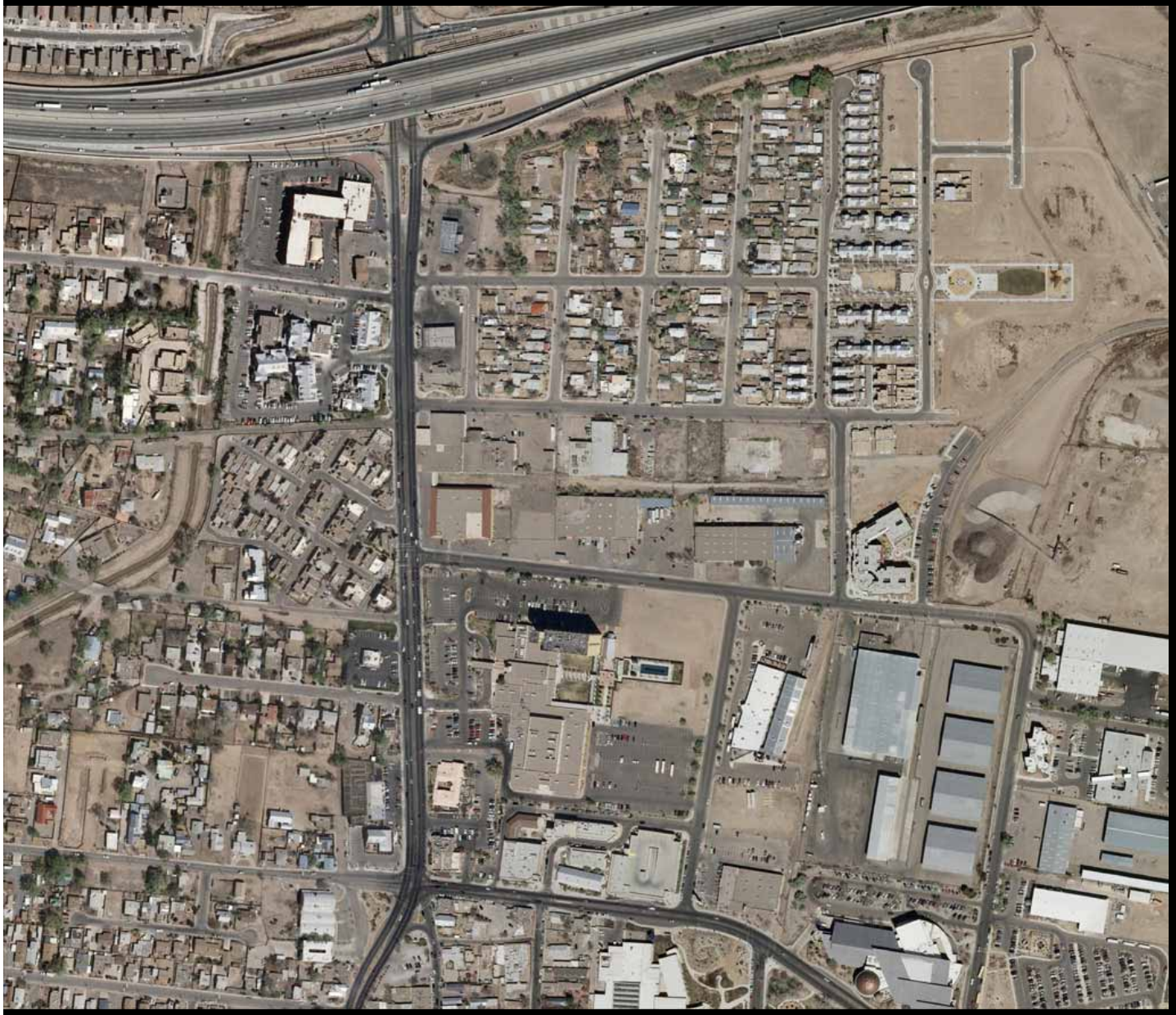


Growing in a good way

Old Town North

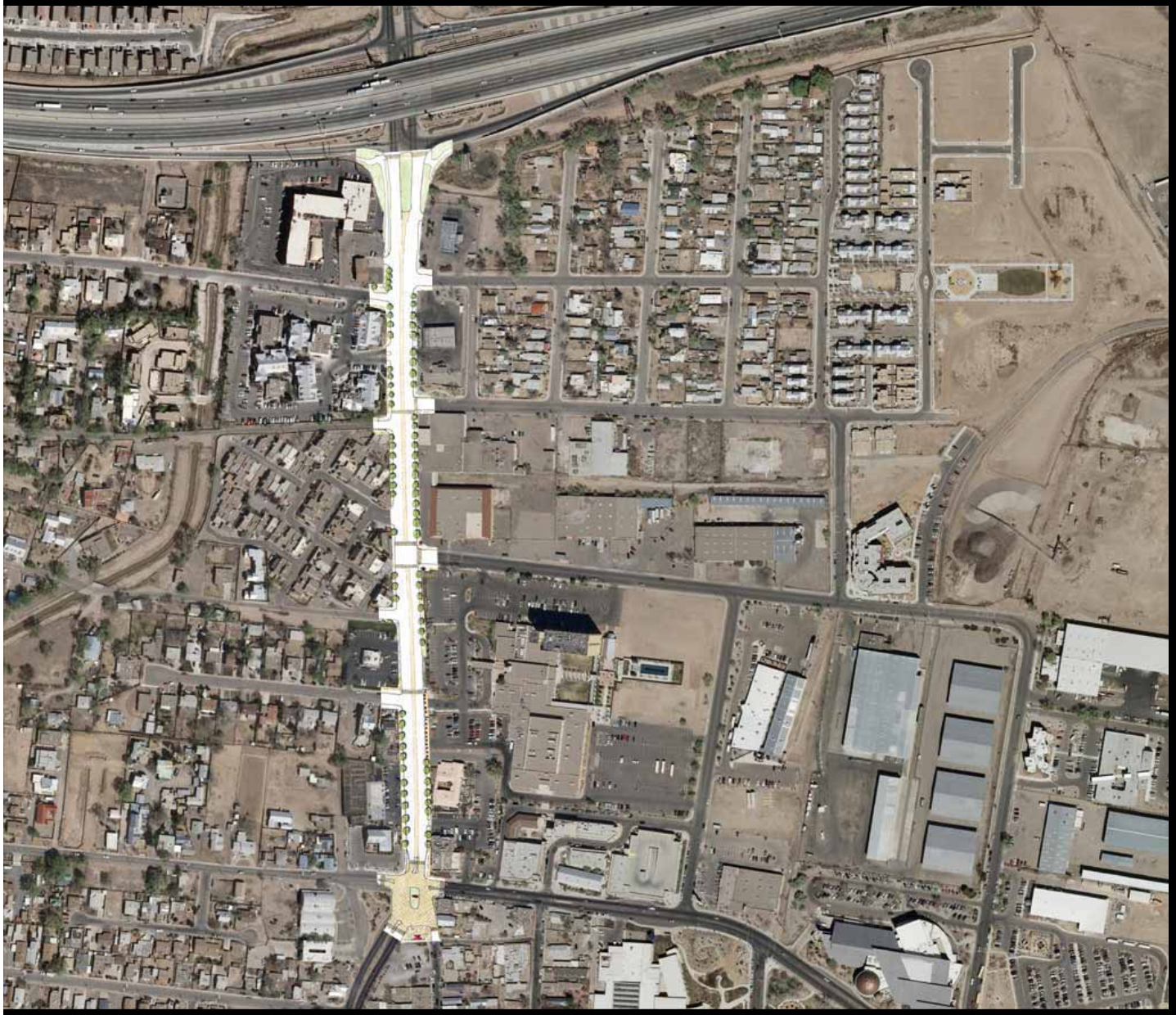
Ideas from the community

Old Town North



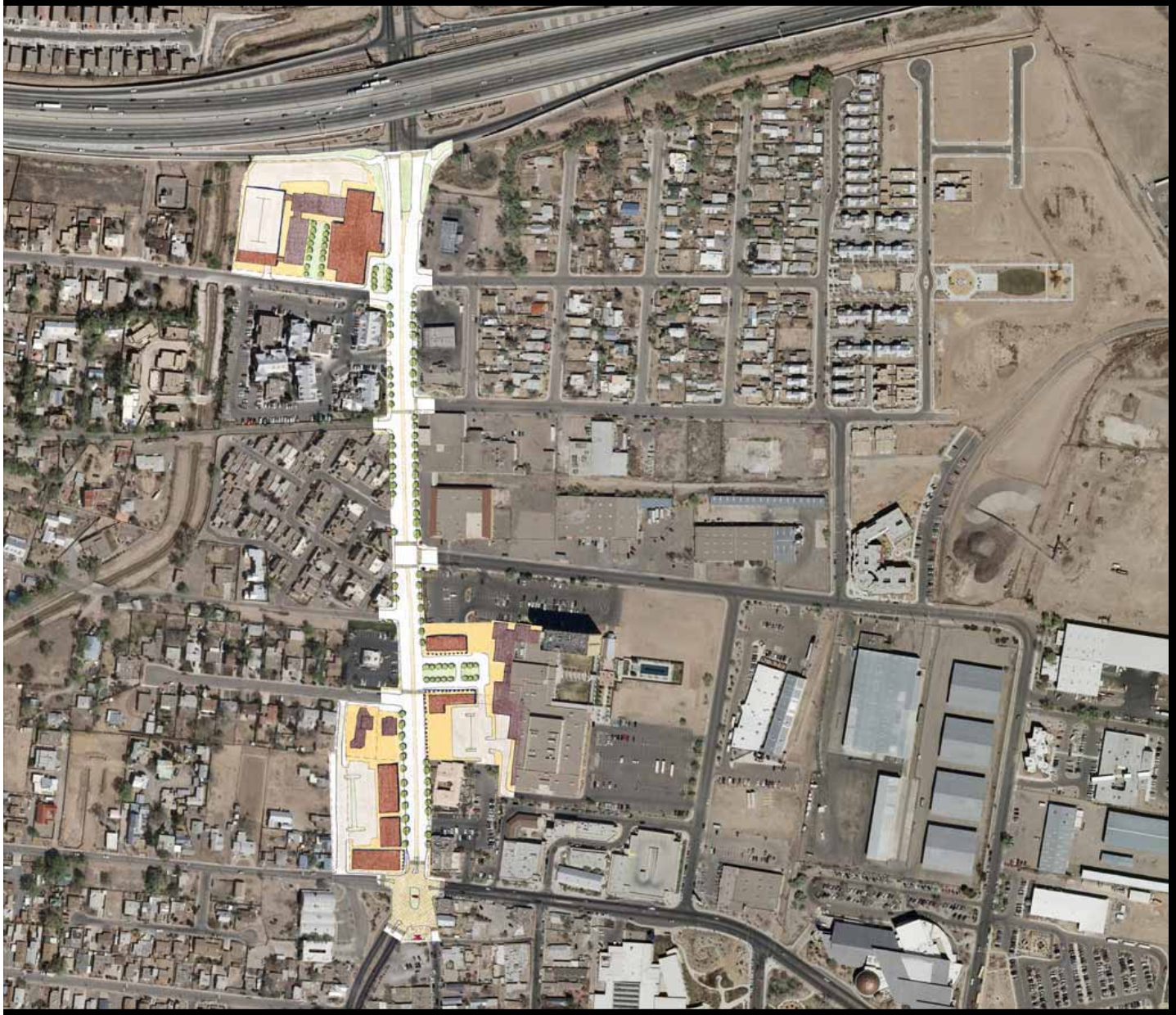
Old Town North – growth will not happen all at once

Old Town North



Old Town North – growth will not happen all at once

Old Town North



Old Town North – growth will not happen all at once

Old Town North

Old Town North – growth will not happen all at once

Old Town North

Old Town North – growth will not happen all at once

Old Town North

Old Town North – growth will not happen all at once

Old Town North

Old Town North – then the area becomes more complete

Old Town North

Rio Grande streetscape in Old Town North

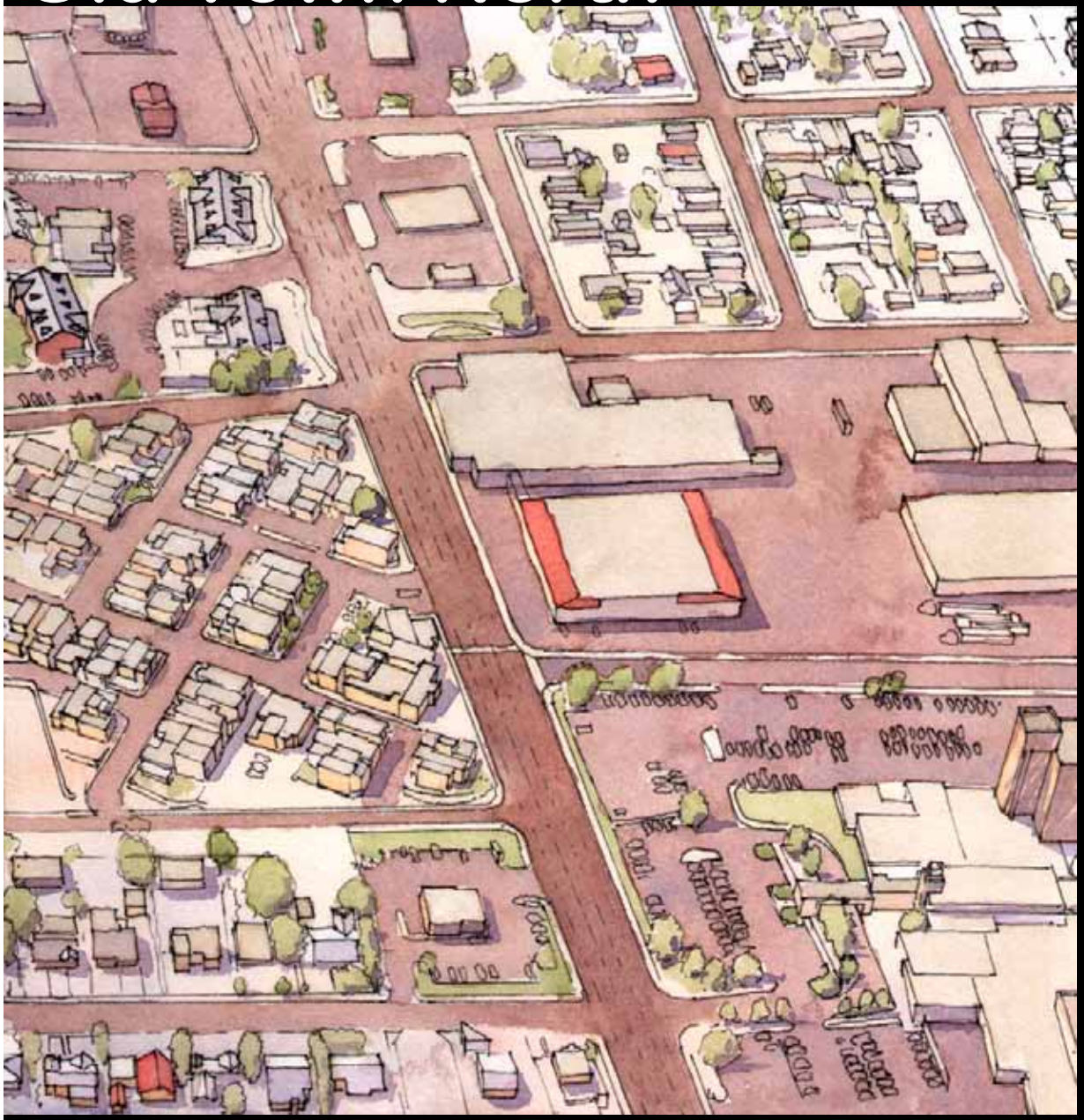
Old Town North

New pedestrian-friendly entrance to the Hotel Albuquerque

Old Town North

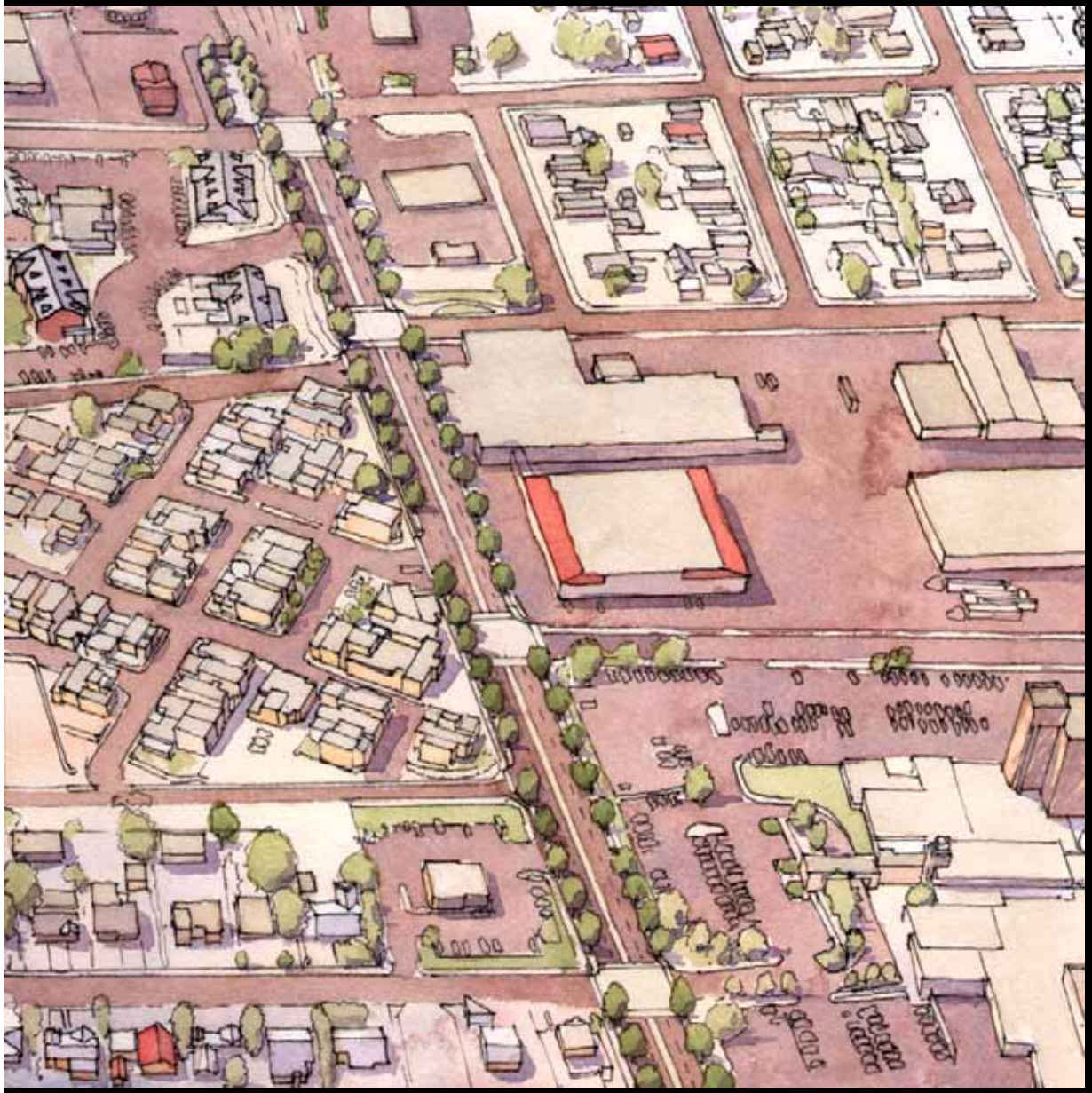
Plaza intersection at Mountain Road & Rio Grande Boulevard

Old Town North



Existing conditions

Old Town North

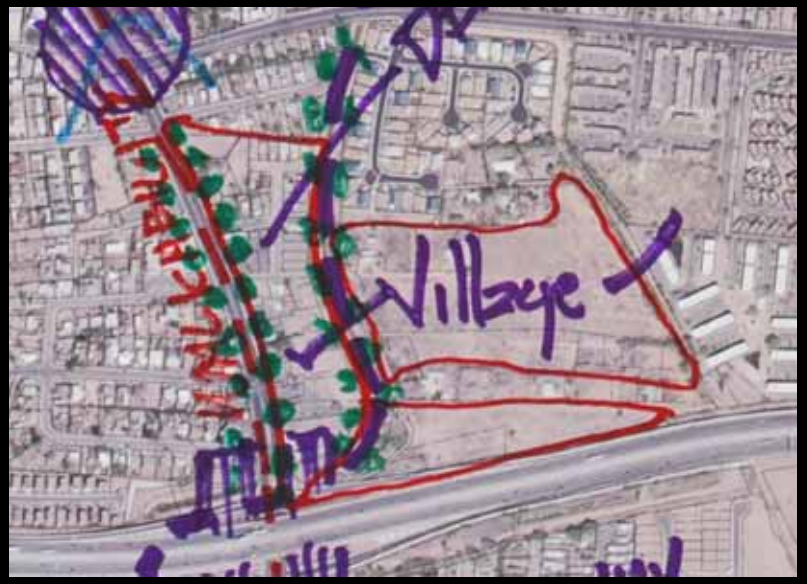


Existing conditions

Old Town North

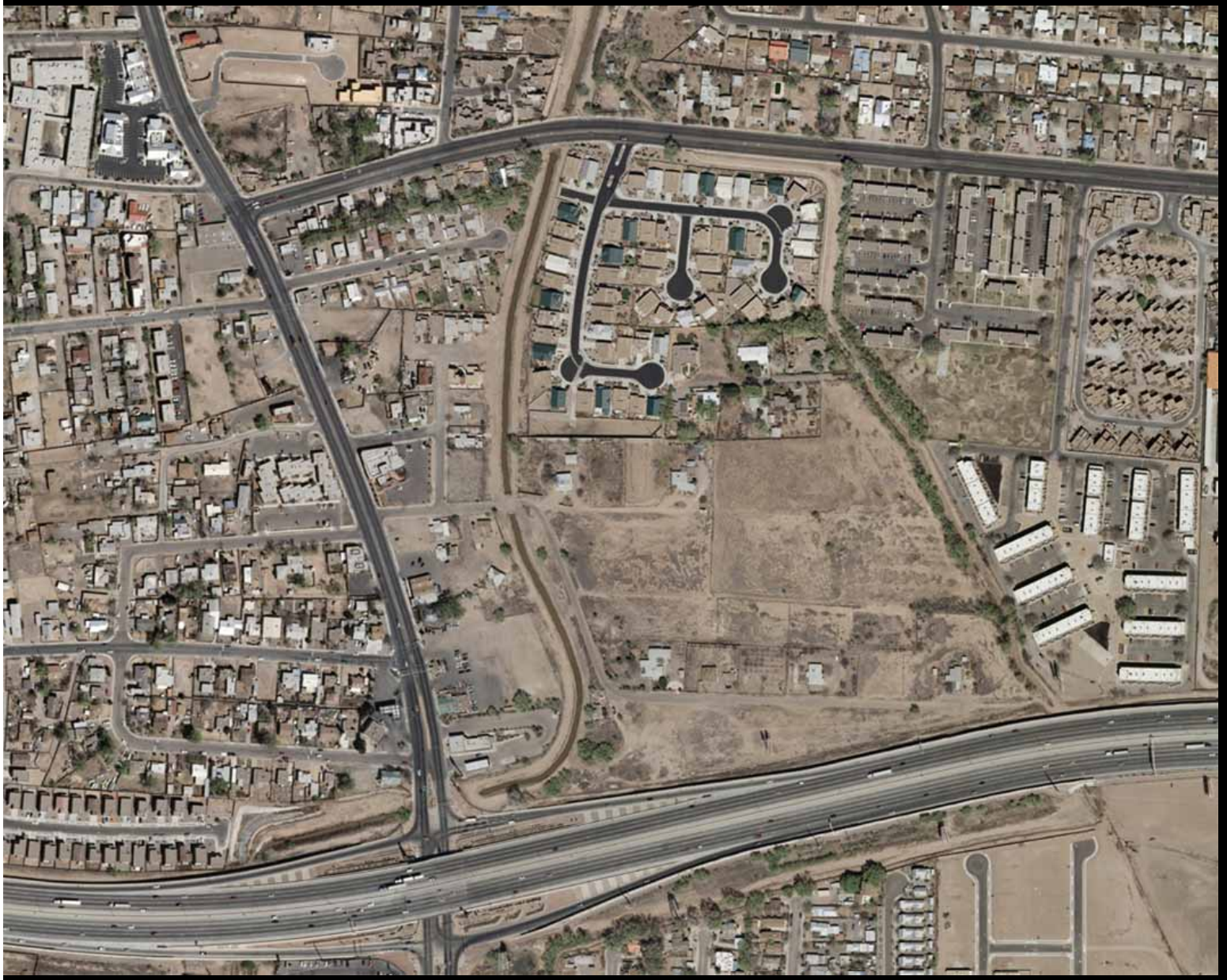
Existing conditions

I-40 to Indian School Road



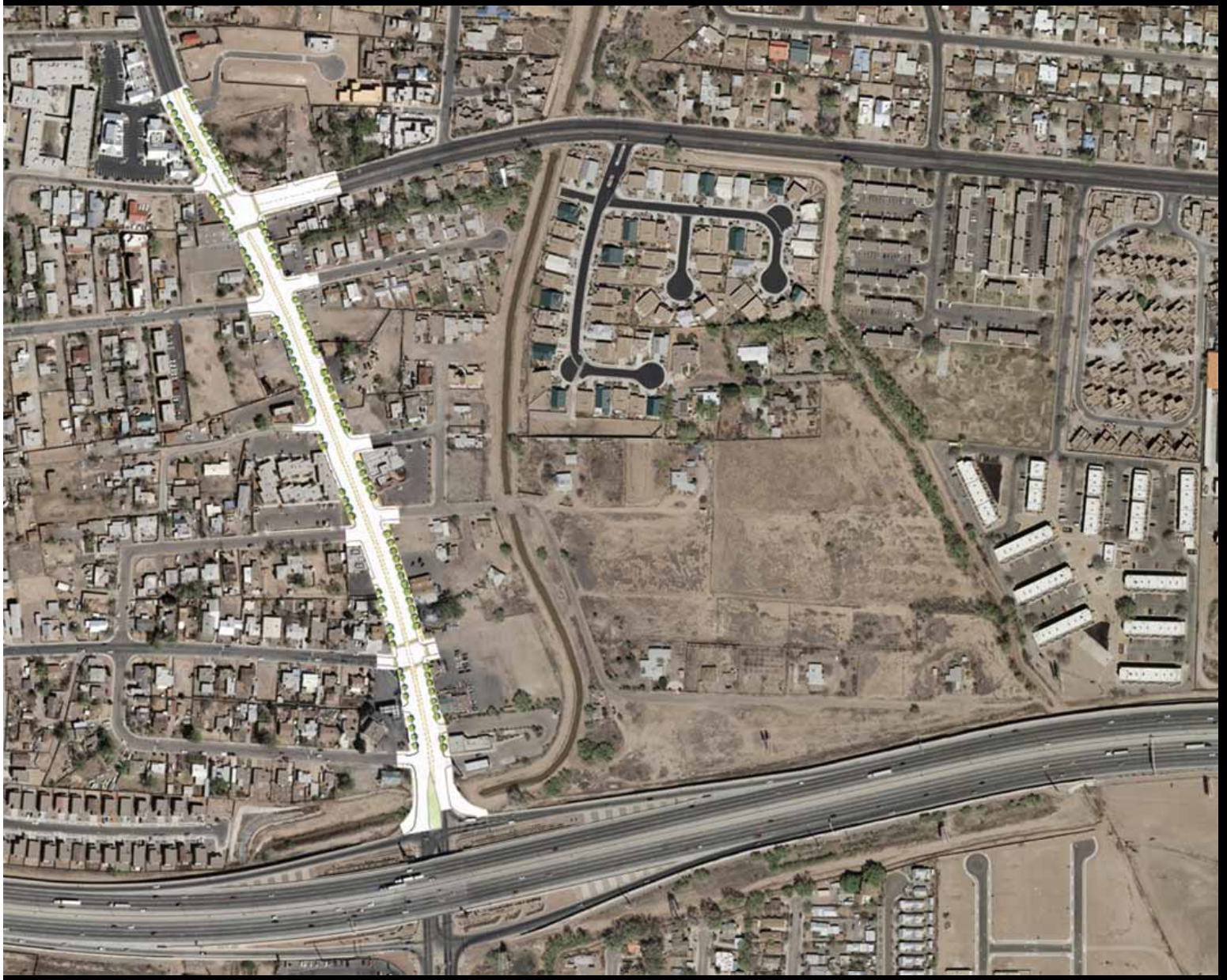
Ideas from the community

I-40 to Indian School Road



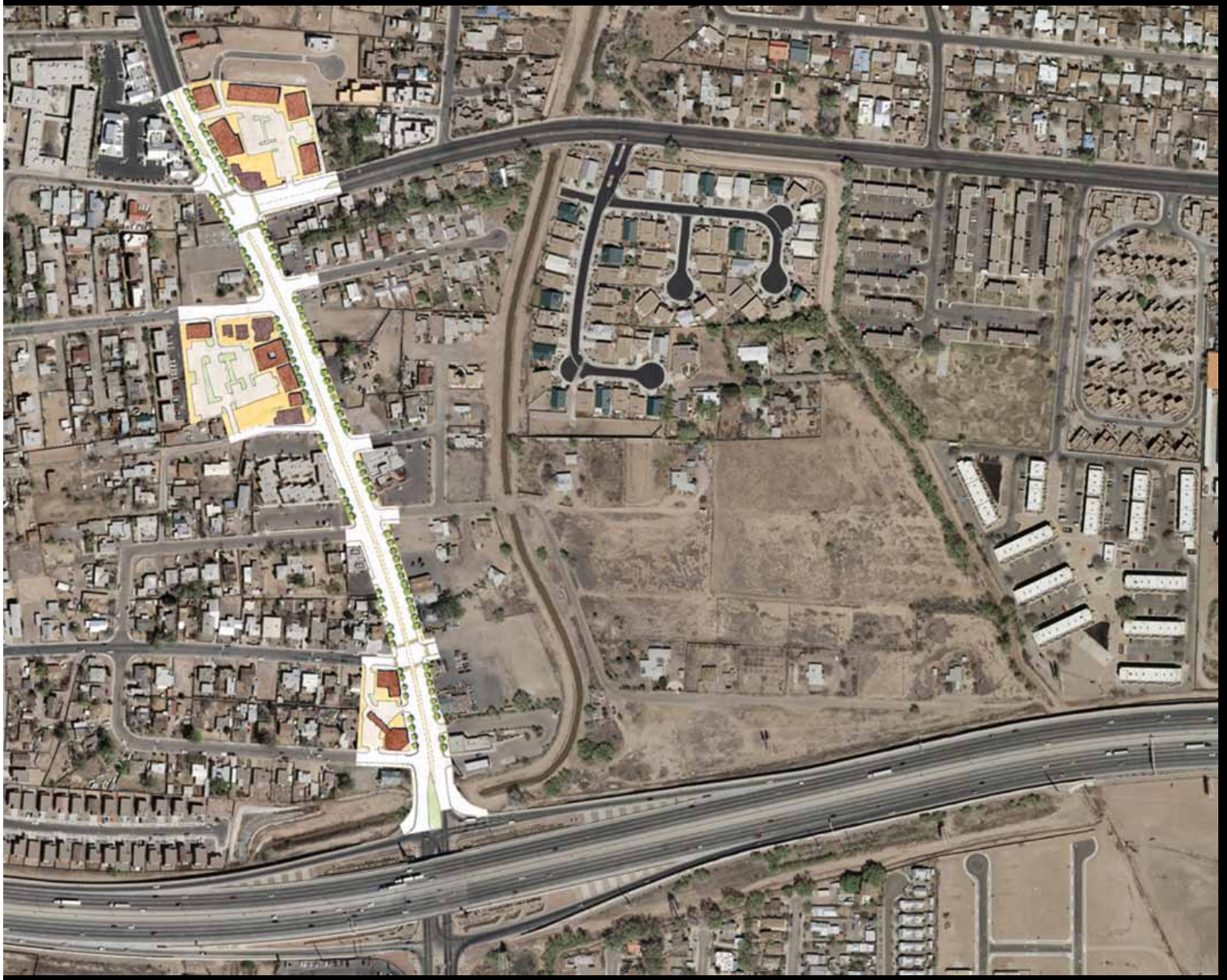
Los Duranes

I-40 to Indian School Road



Los Duranes

I-40 to Indian School Road



Los Duranes

I-40 to Indian School Road

Los Duranes

I-40 to Indian School Road

Los Duranes

I-40 to Indian School Road

Los Duranes

I-40 to Indian School Road

Los Duranes – existing conditions at Floral Road

I-40 to Indian School Road

Los Duranes – Floral Road intersection transformation

I-40 to Indian School Road

Los Duranes – Floral Road intersection in the future

Los Griegos

Aerial photo

Minor changes to make the scene more complete

Los Griegos

Existing photo

Los Griegos

Existing

Los Griegos

Overhead wires buried

Los Griegos

Los Griegos

Private investment

Los Griegos

Road diet south, street trees, better cross walks, lamp posts

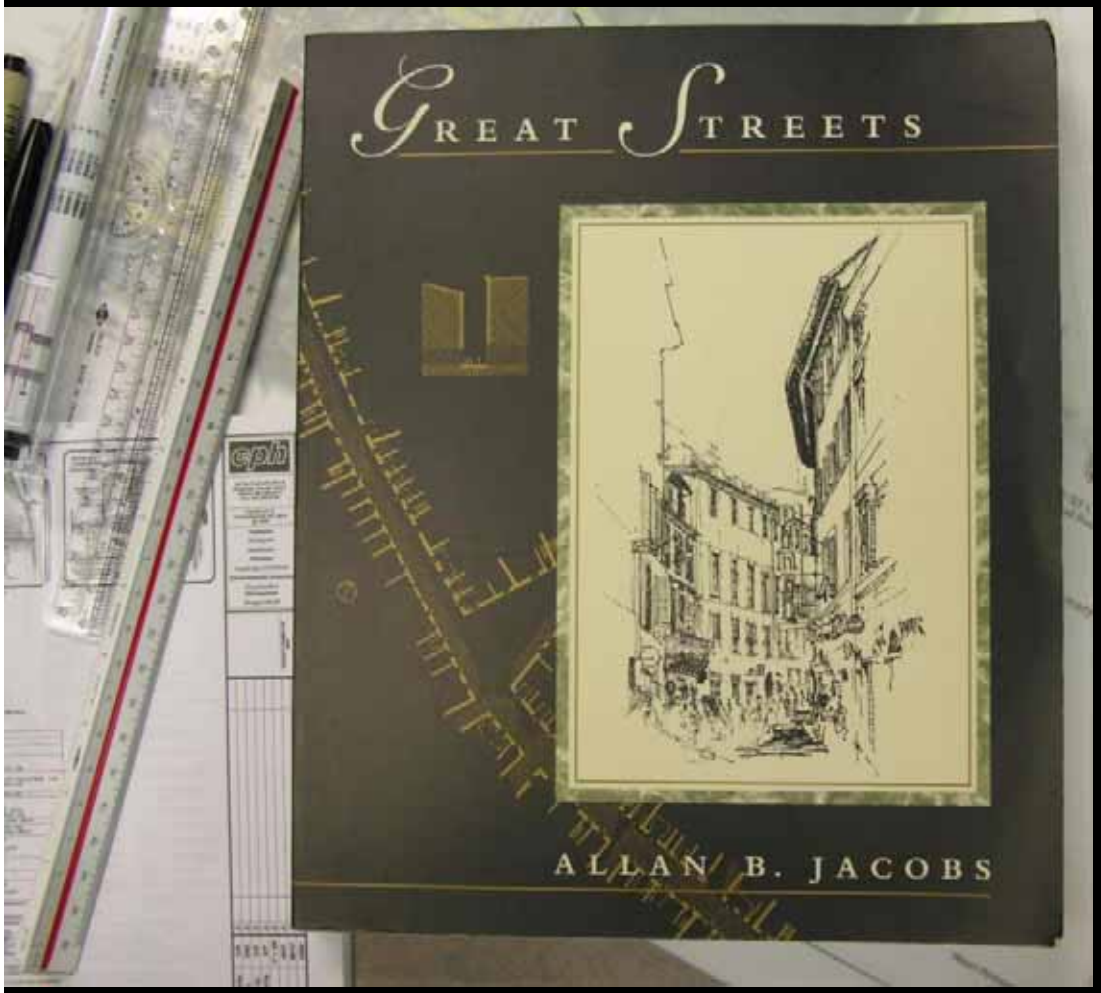
Los Griegos

Shelter for transit

Transportation & Intersections

Petroglyph National Monument
Volcanoes
Day Use Area
National Park Service | U.S. Department of the Interior
City of Albuquerque Open Space Division

principle 1. urban form first



LU1 – TR 2

plan urban structure & land uses 1st

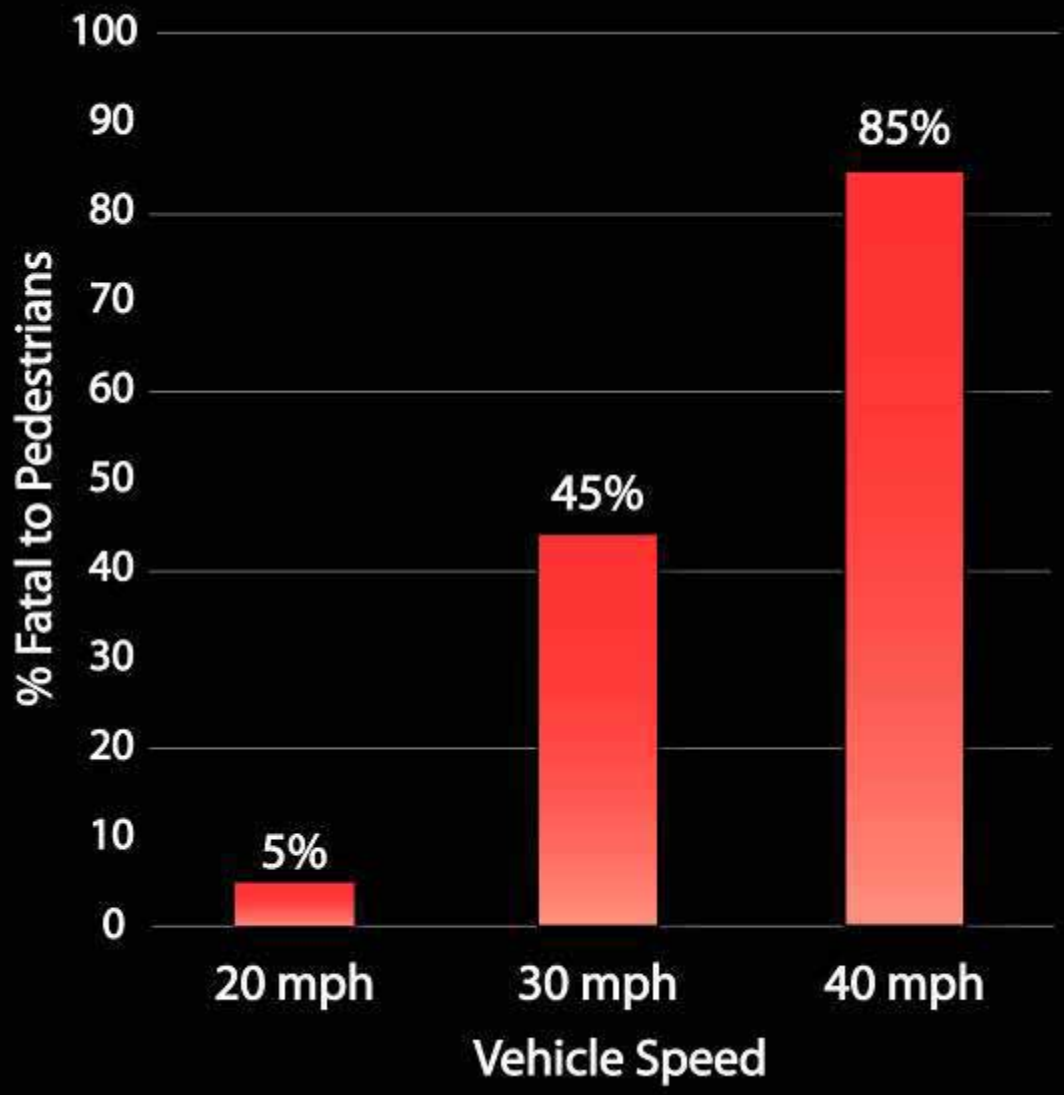
transportation 2nd

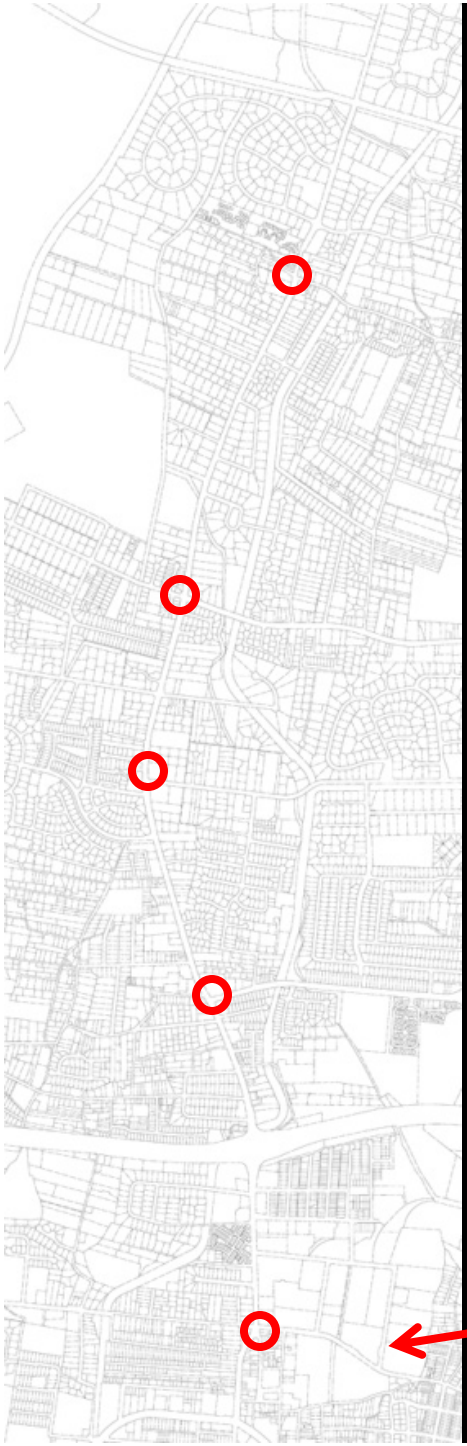
Chicken or egg?

top 10 walkability factors

- 10. Street Trees
- 9. Traffic Volumes
- 8. Sidewalks
- 7. Narrow Streets
- 6. Interconnected Streets
- 5. On Street Parking
- 4. Lower Traffic Speeds
- 3. Mixed Land Use
- 2. Buildings Fronting St.
- 1. Small Block Size!

pedestrian fatalities & speed





roundabouts

Griegos Road

Candelaria Road

Matthew Avenue

Indian School Road

Mountain Road

KEEP
RIGHT

roundabout safety

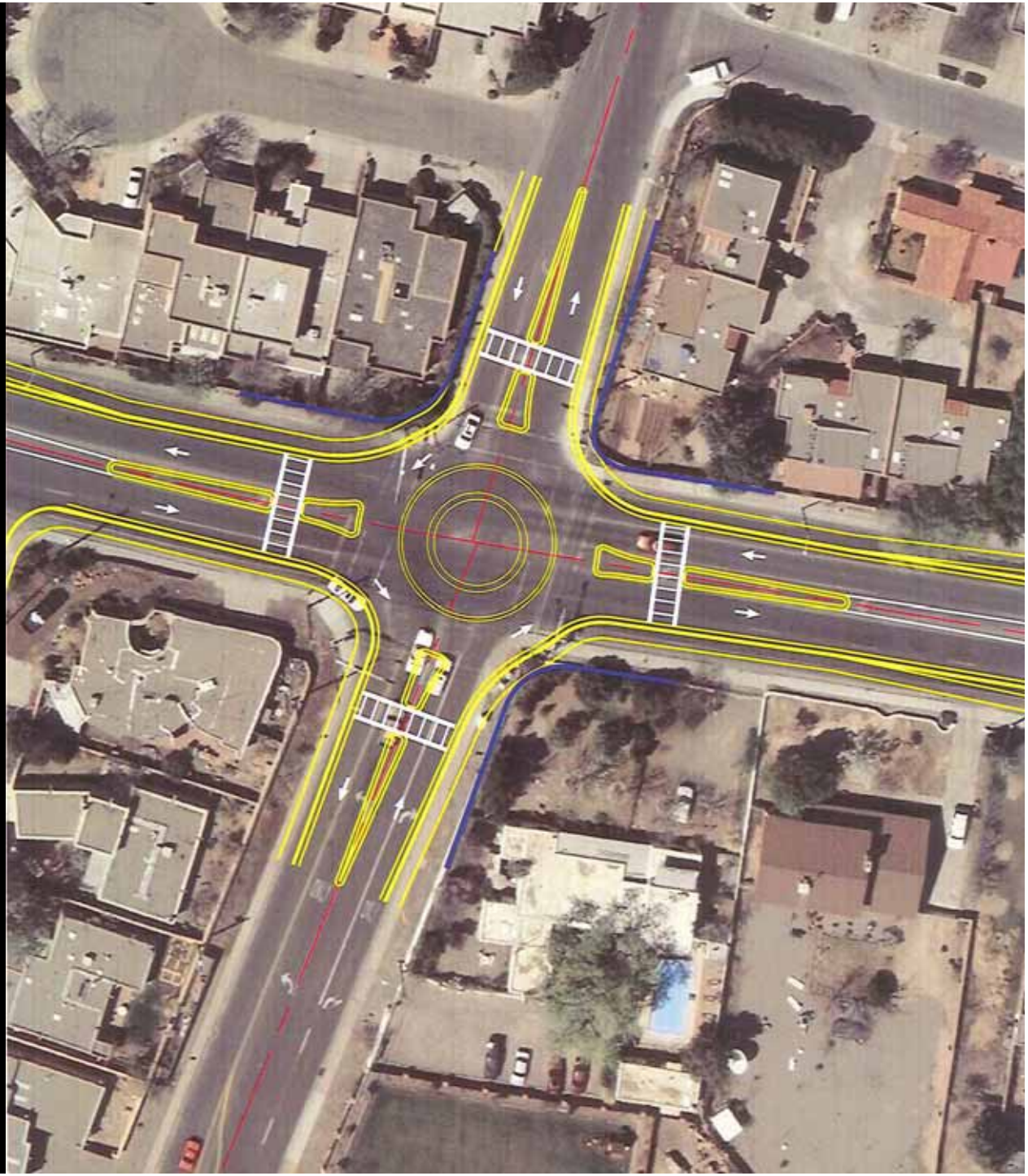
- decrease in crashes:
- overall: 39%
- injury-producing: 76%
- fatal or incapacitating: 90

"crash reductions following installation of (40) roundabouts in the united states"

insurance institute for highway safety, march 2000

Griegos Road

Candelaria Road



Initial Design

Candelaria Road

Modified Design

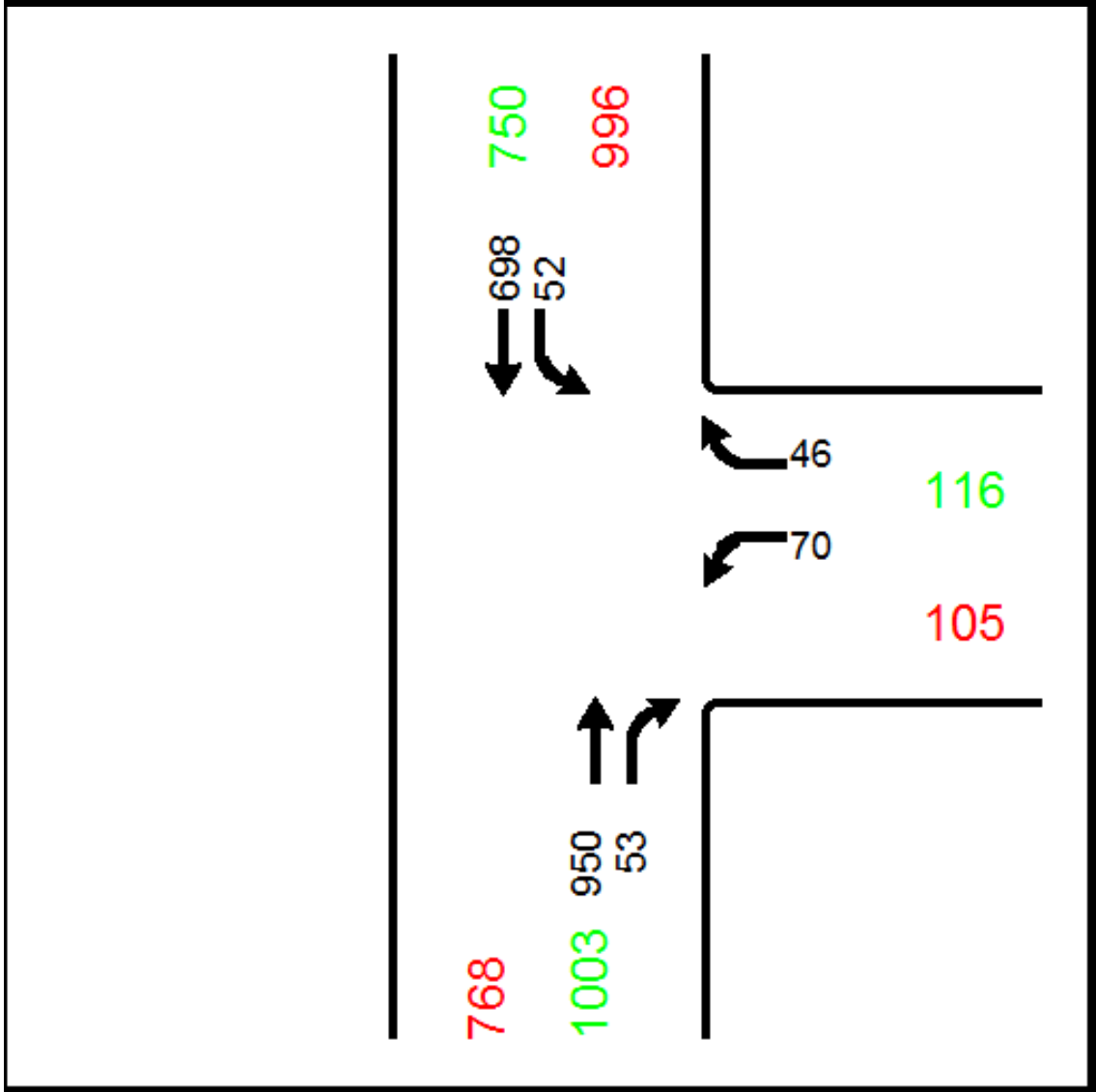
at Rio Grande Blvd & Mathew

Matthew Avenue

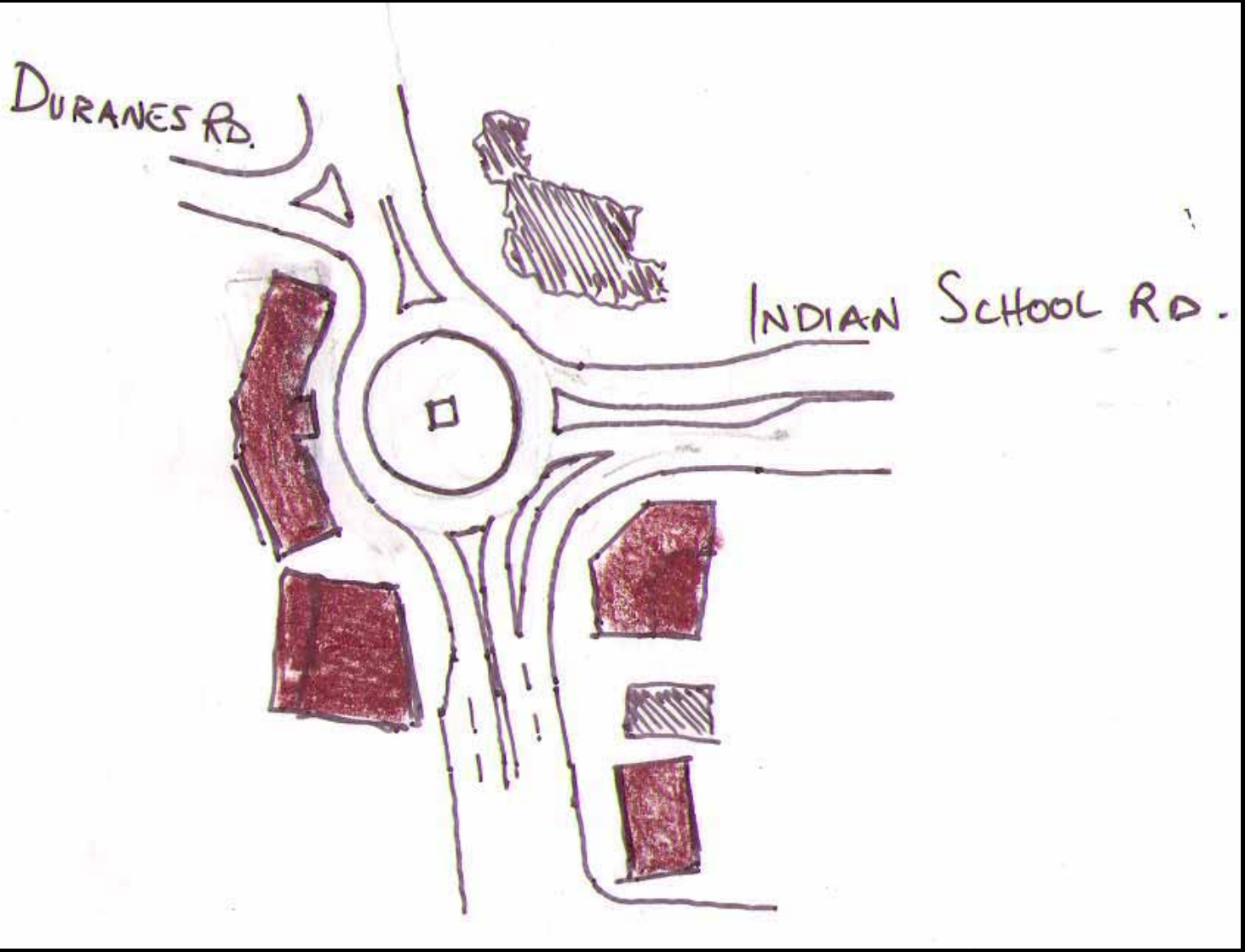
at Rio Grande Blvd & Mathew

Perhaps a new toy store & parking plaza in front of co-op

Matthew Avenue

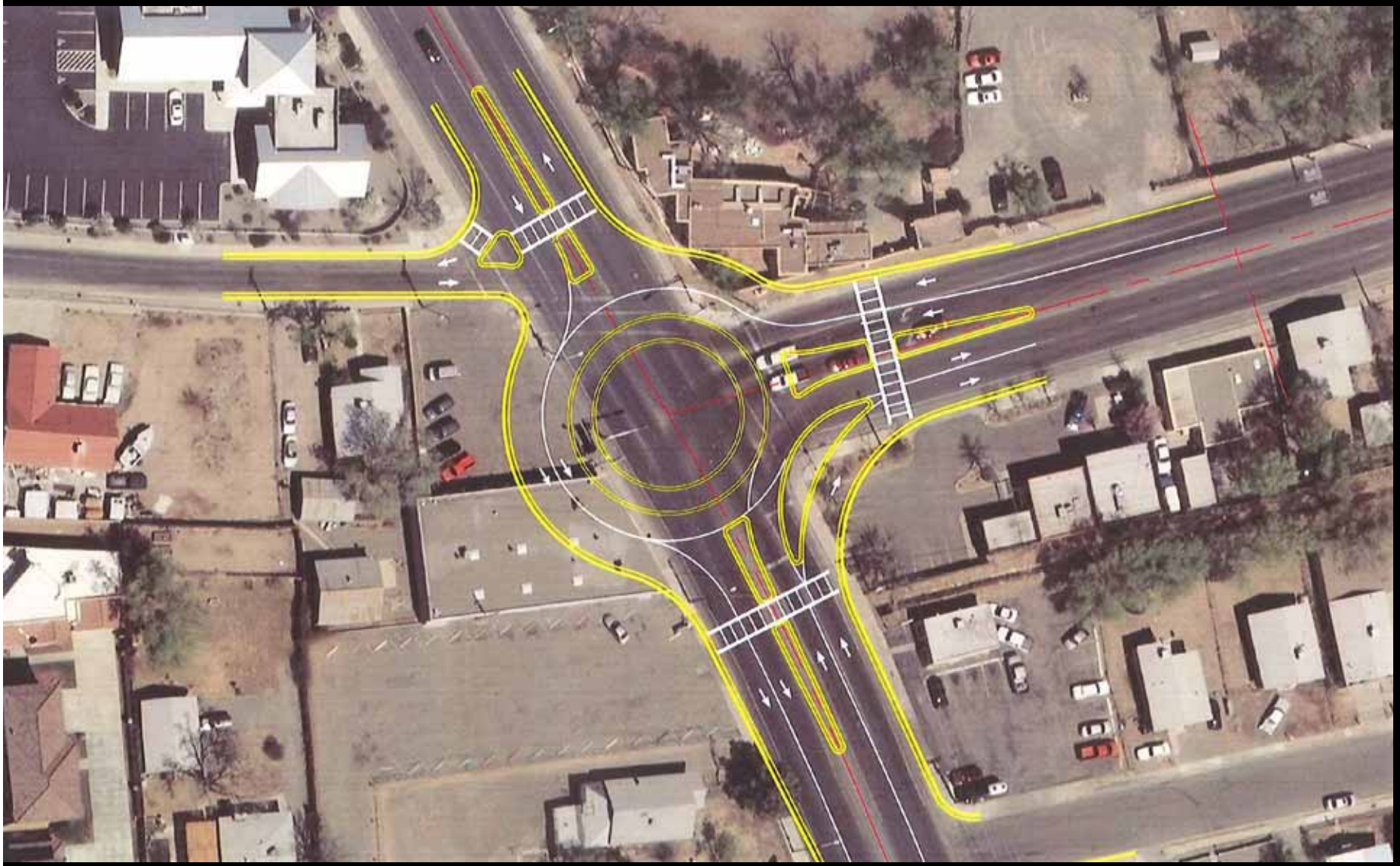


Indian School Road



Single-lane roundabout - 2,500 vehicles entering

Indian School Road



Double-lane roundabout – ROW issues

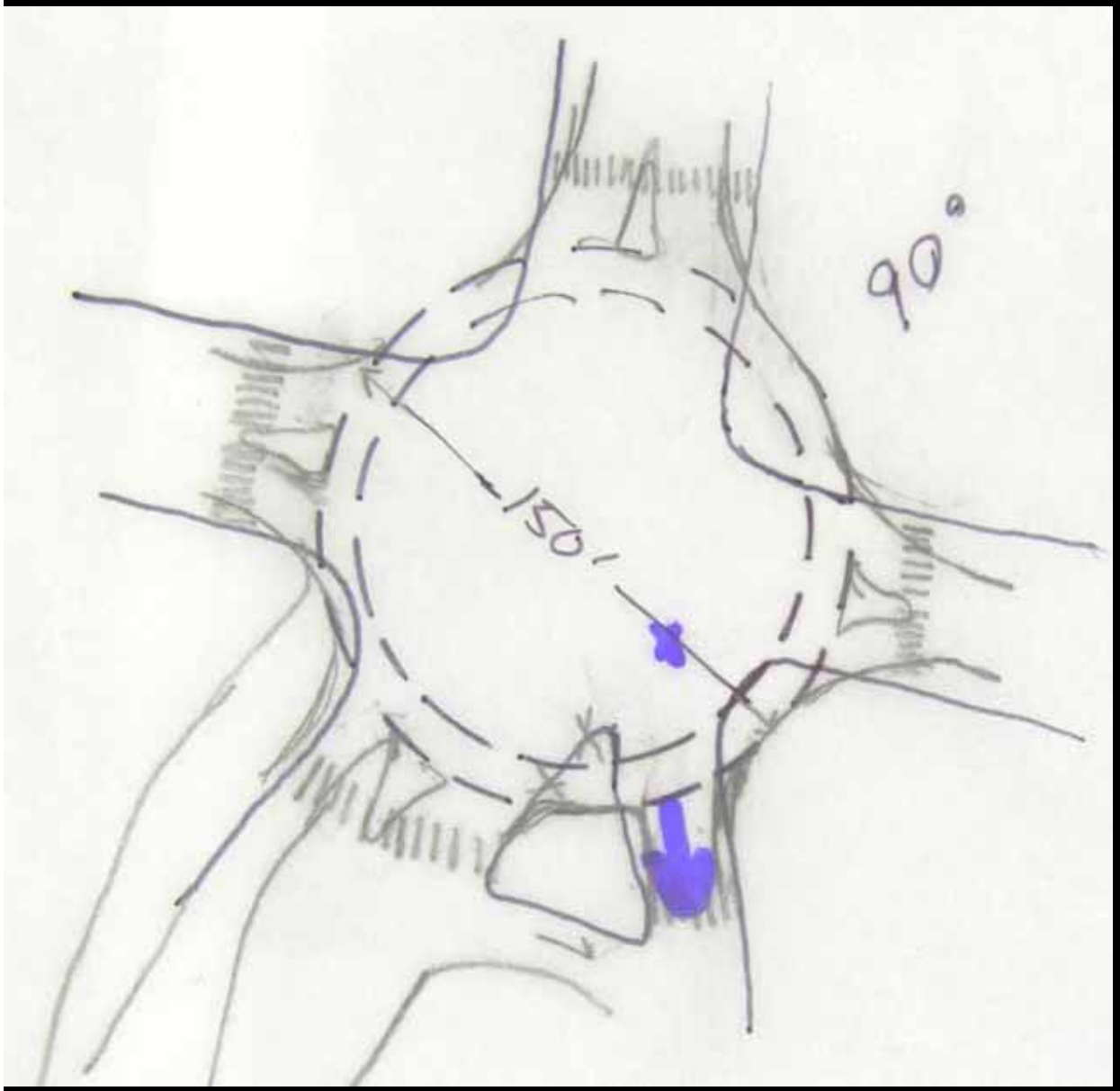
Indian School Road

Signalized Intersection

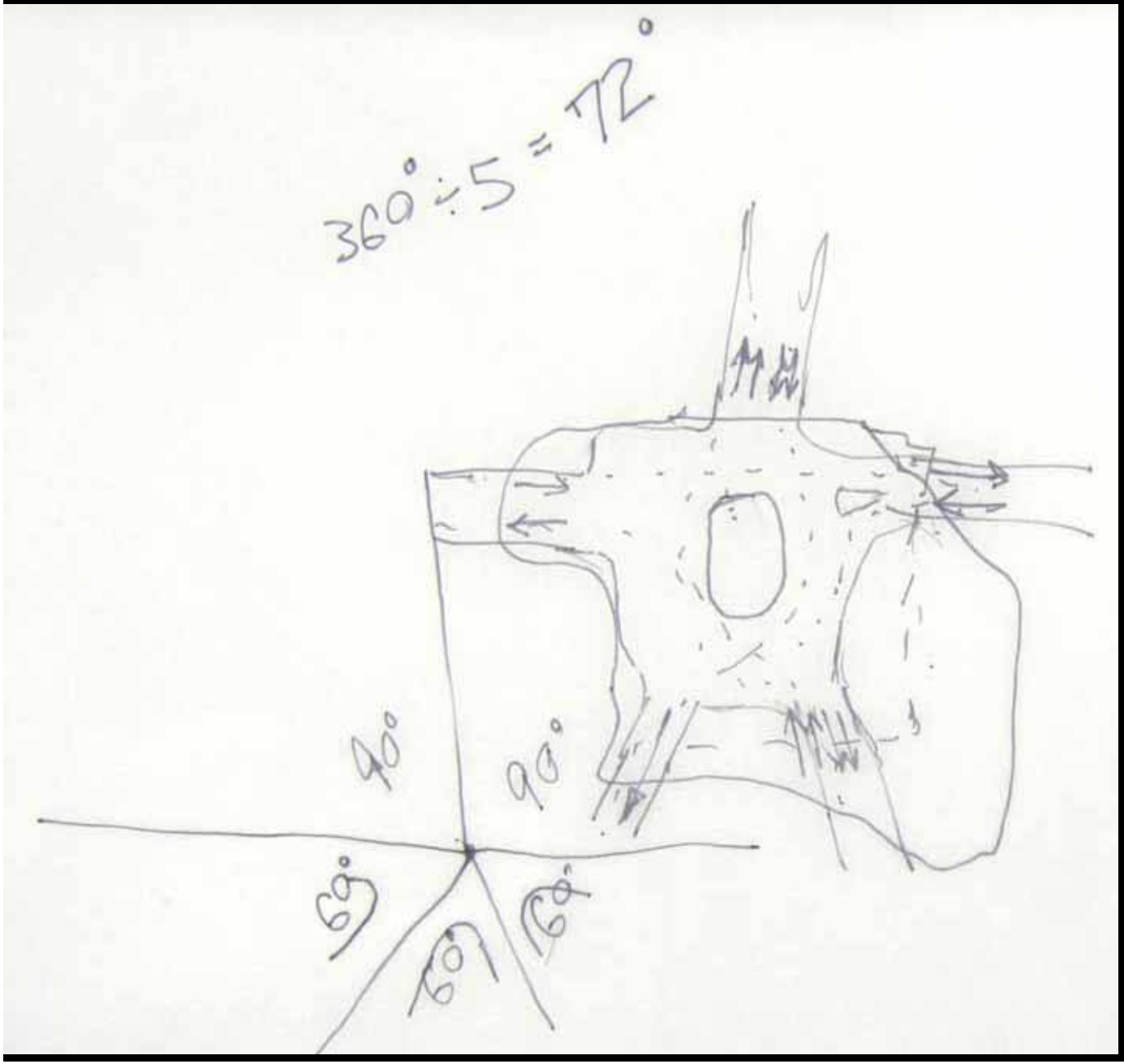
Indian School Road

Signalized Intersection

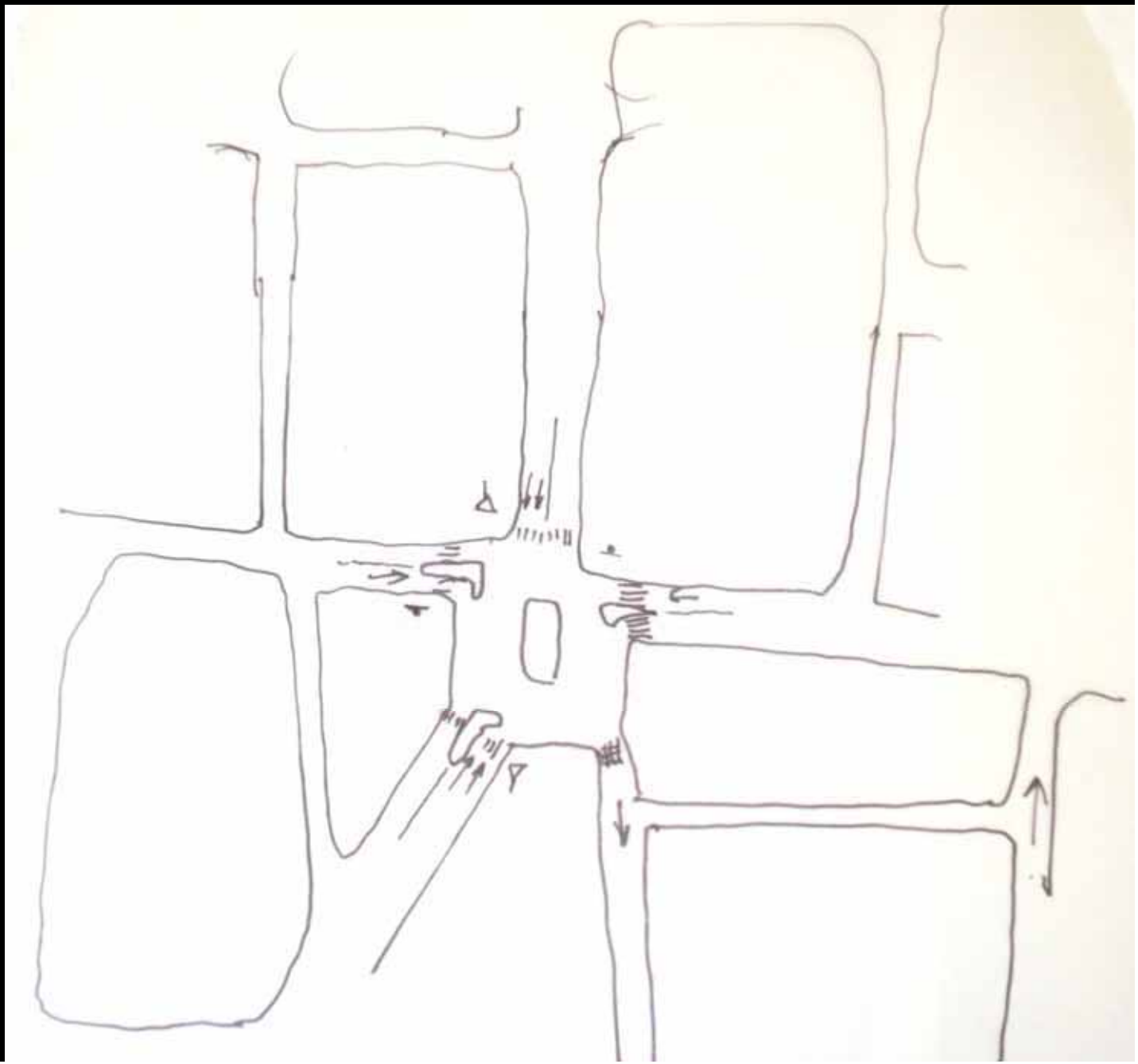
Mountain Road



Mountain Road

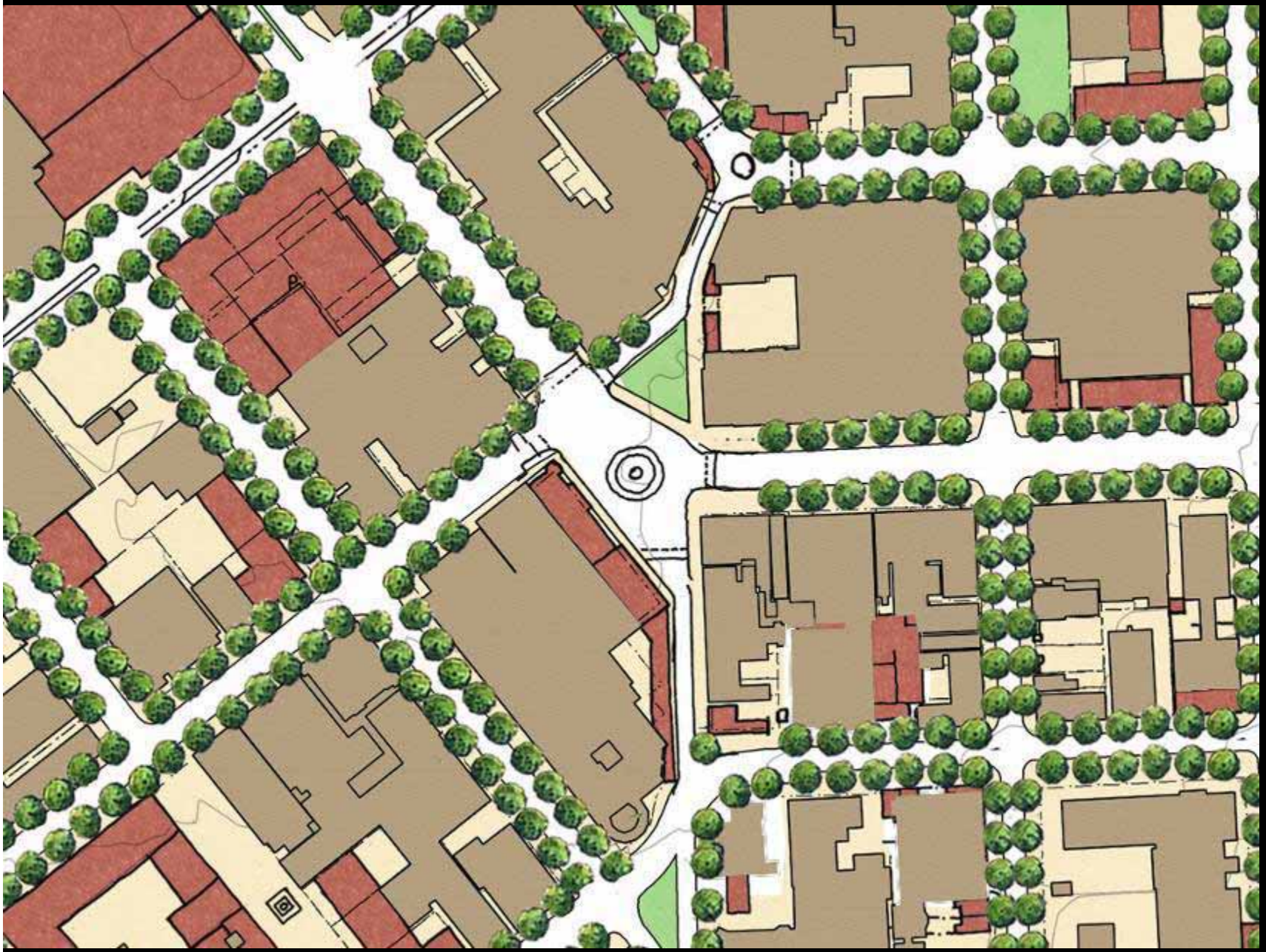


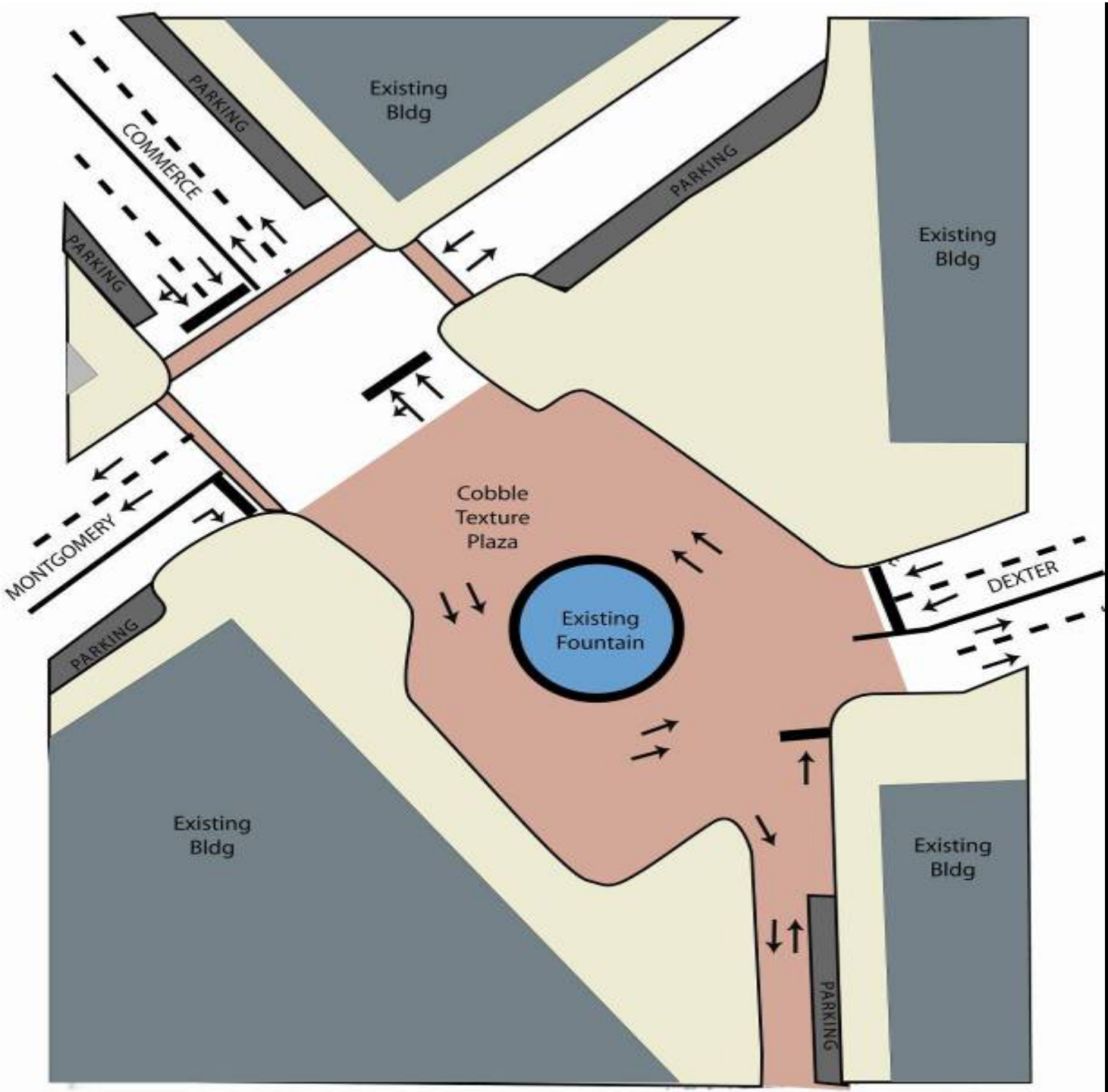
Mountain Road

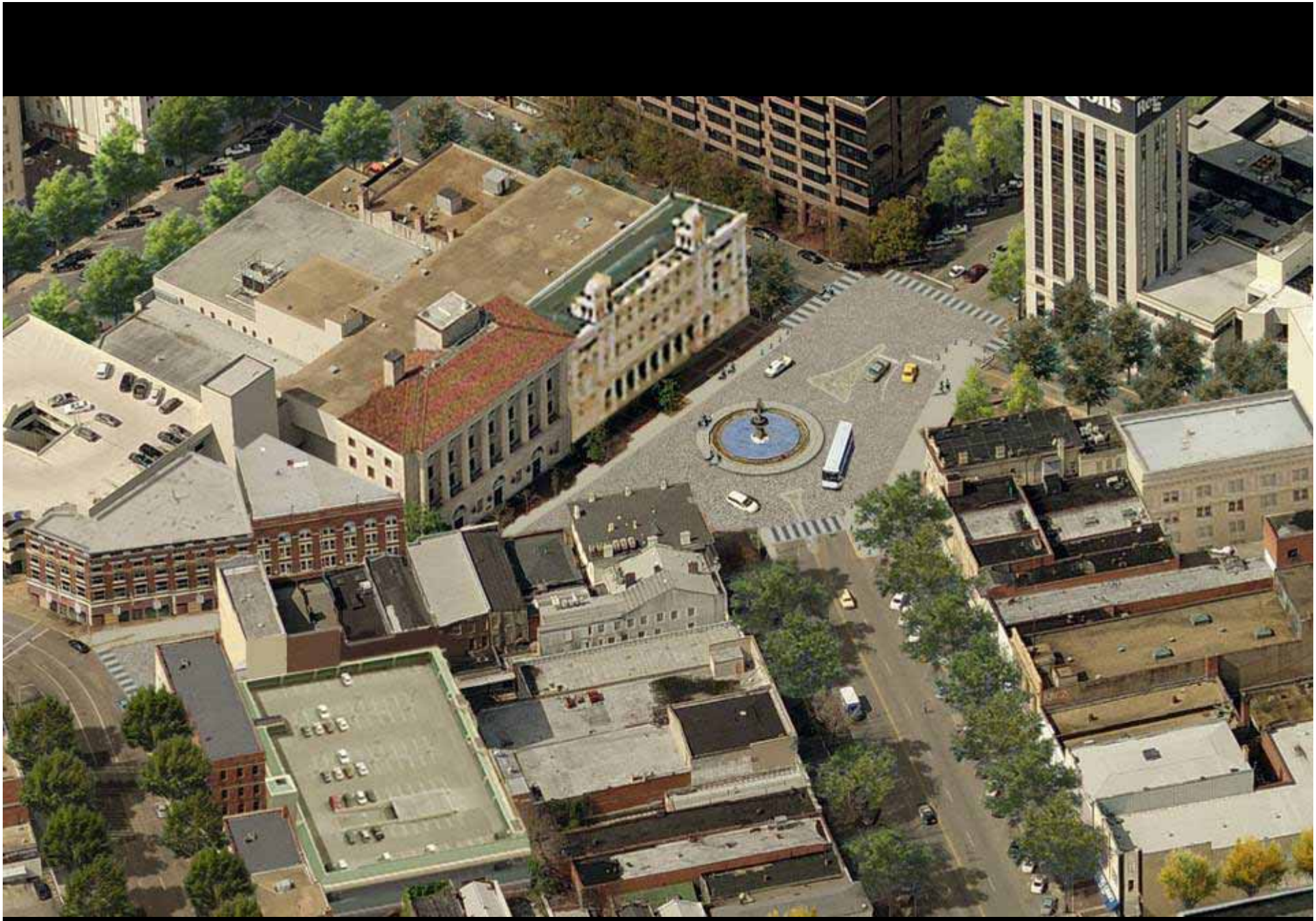


Mountain Road

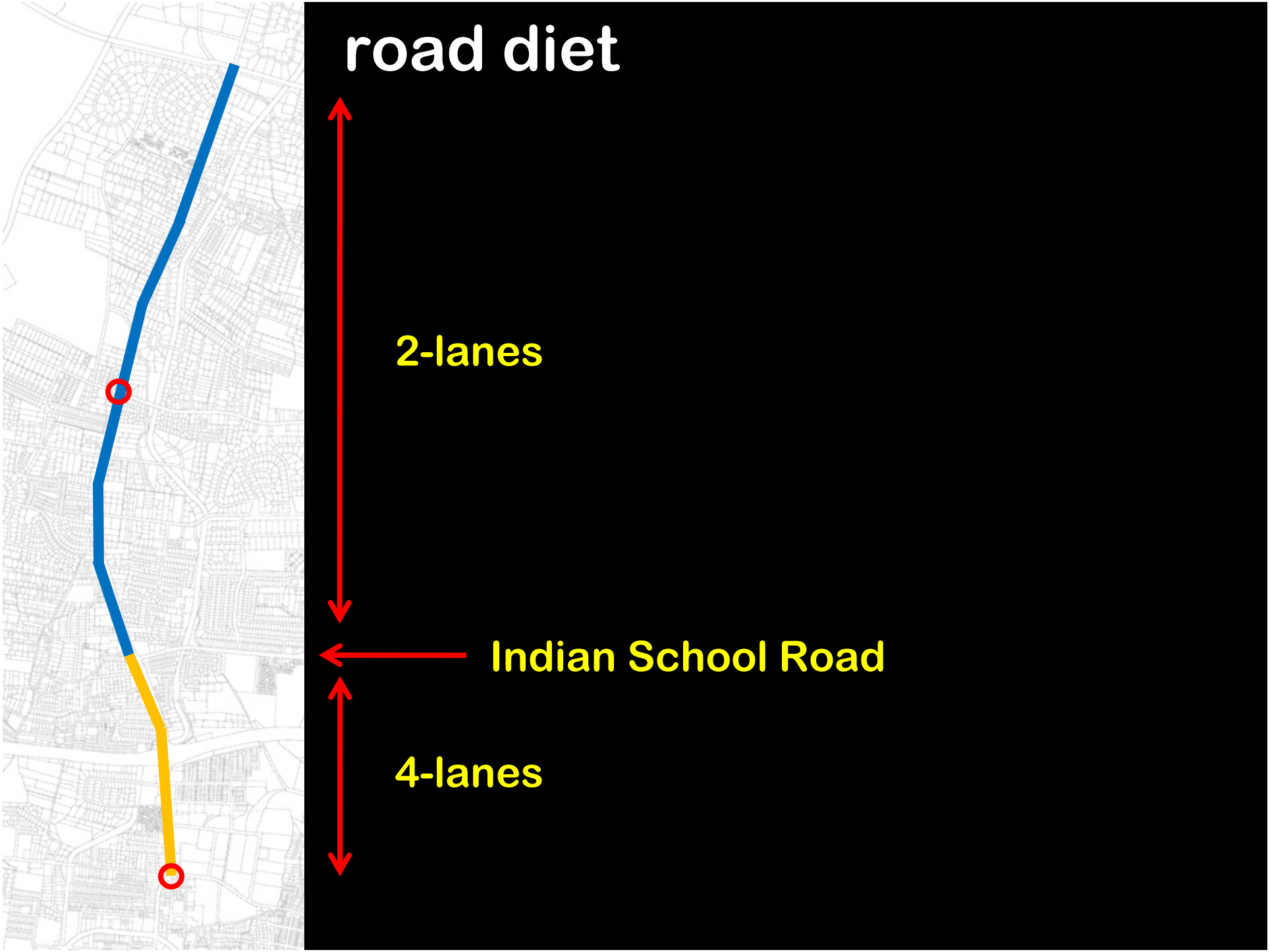
Example - Court Square - studying the past



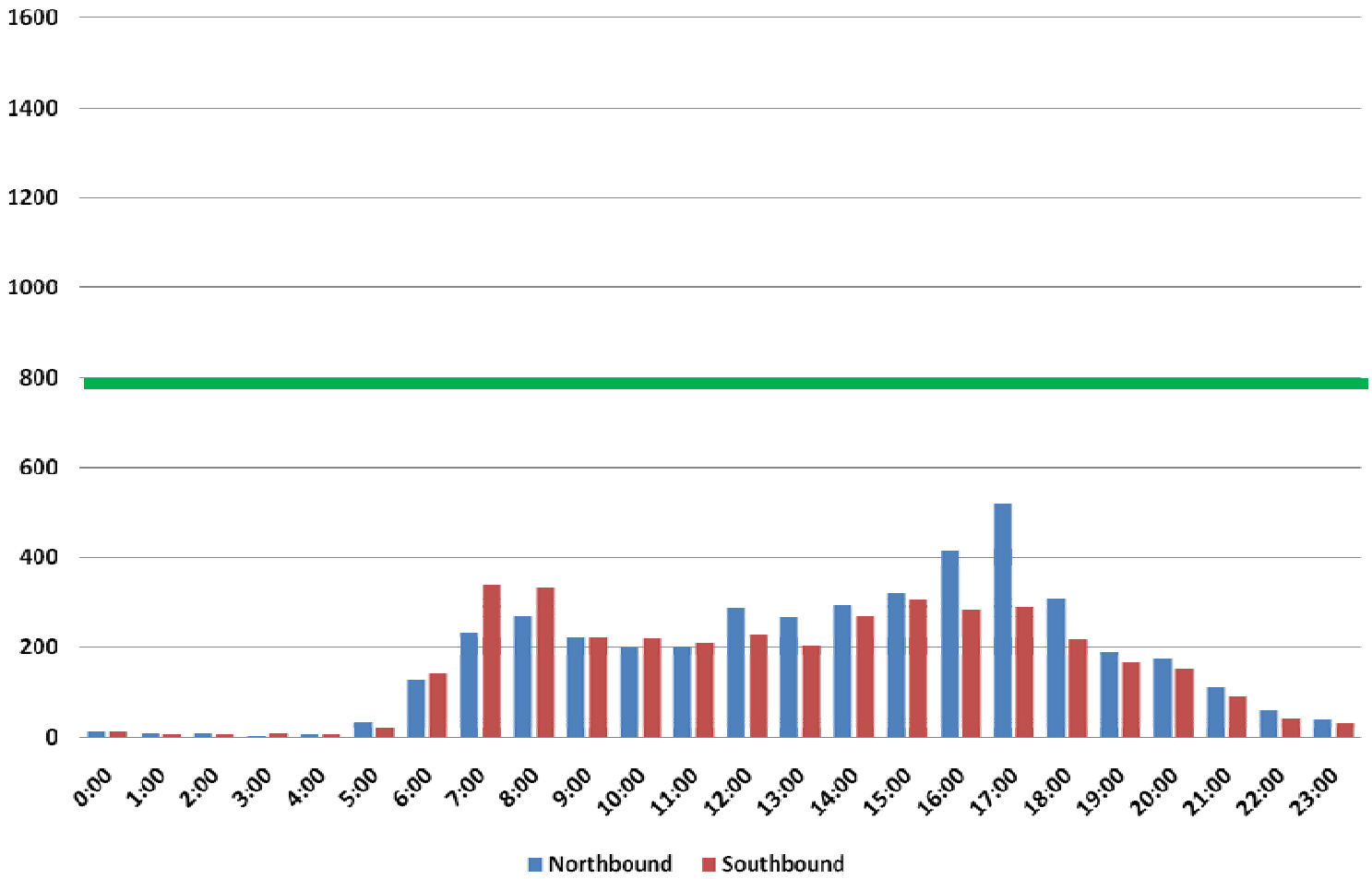

Existing
Bldg
PARKING
COMMERCE
PARKING
PARKING
Existing
Bldg
Cobble
Texture
Plaza
MONTGOMERY
Existing
Fountain
DEXTER
PARKING
Existing
Bldg
Existing
Bldg
PARKING

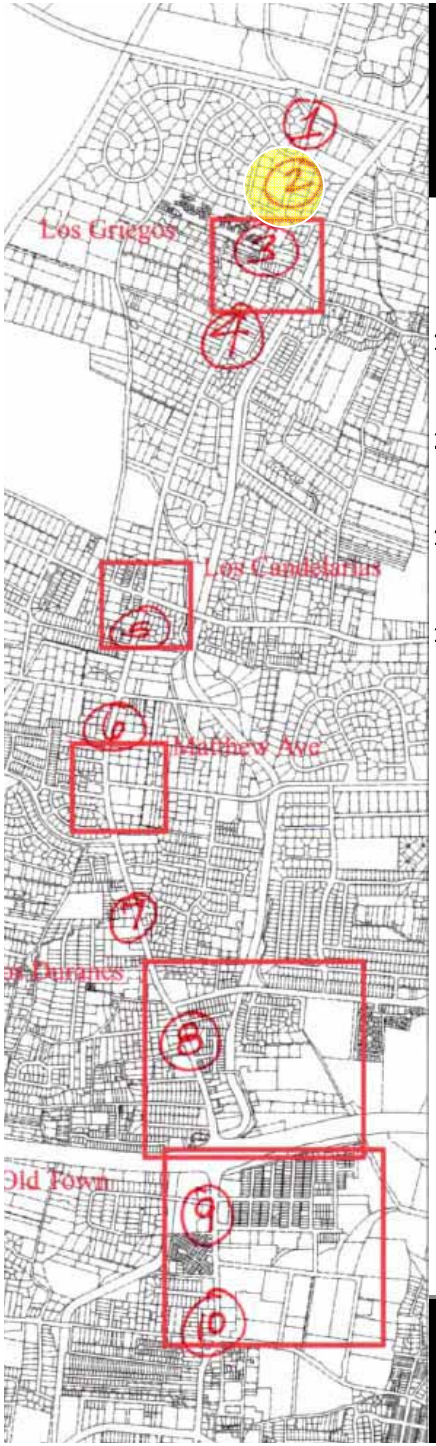


Dexter Avenue

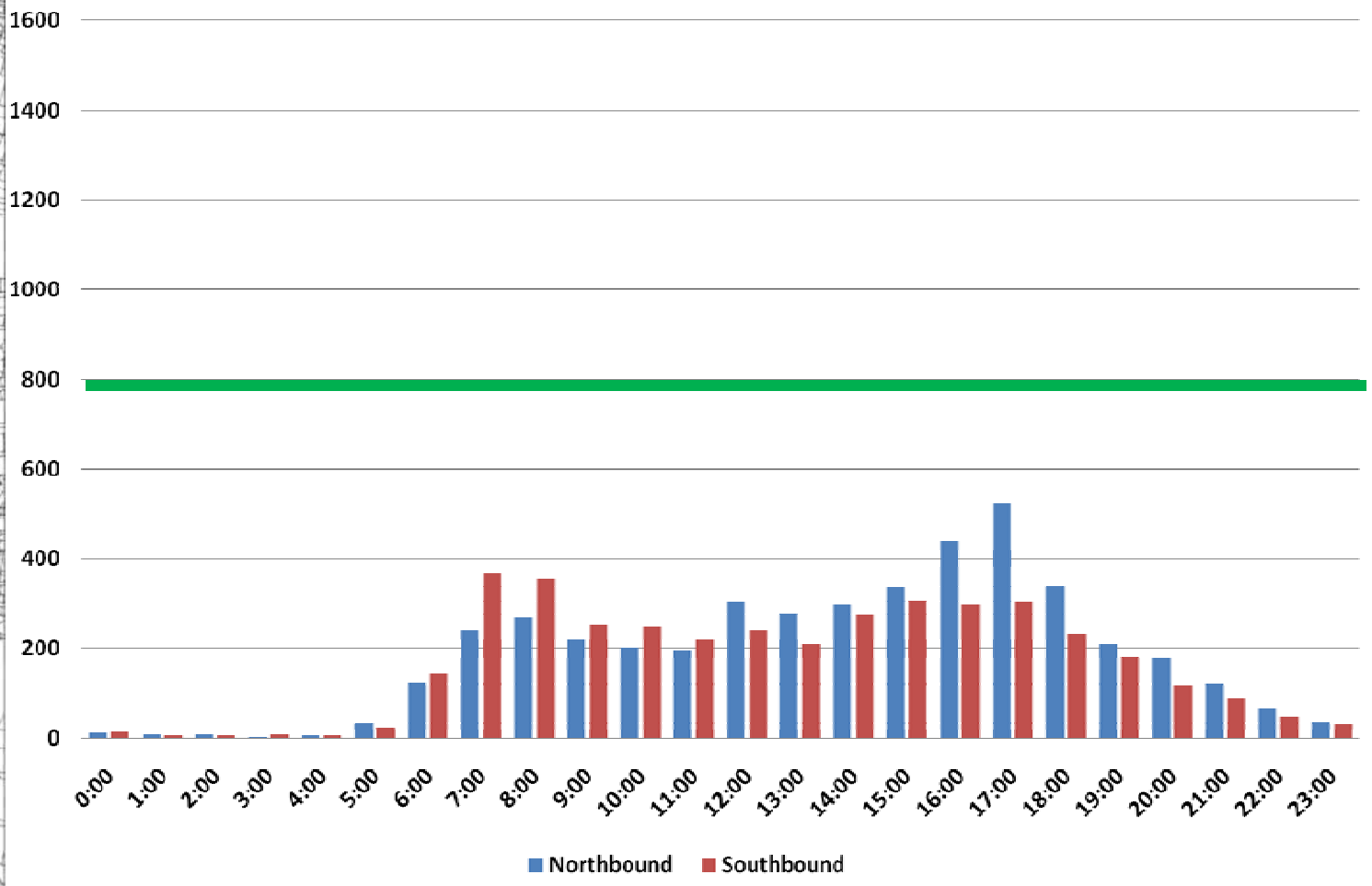

road diet
2-lanes
Indian School Road
4-lanes

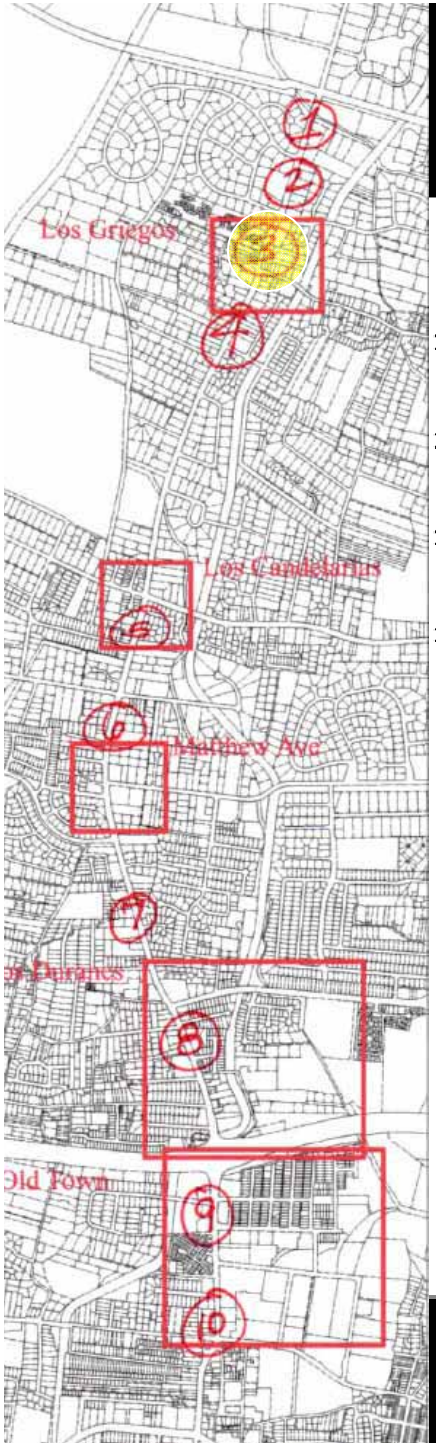
Rio Grande Blvd. Daily Traffic Profile
Between Montano Road and Dietz Farm Road



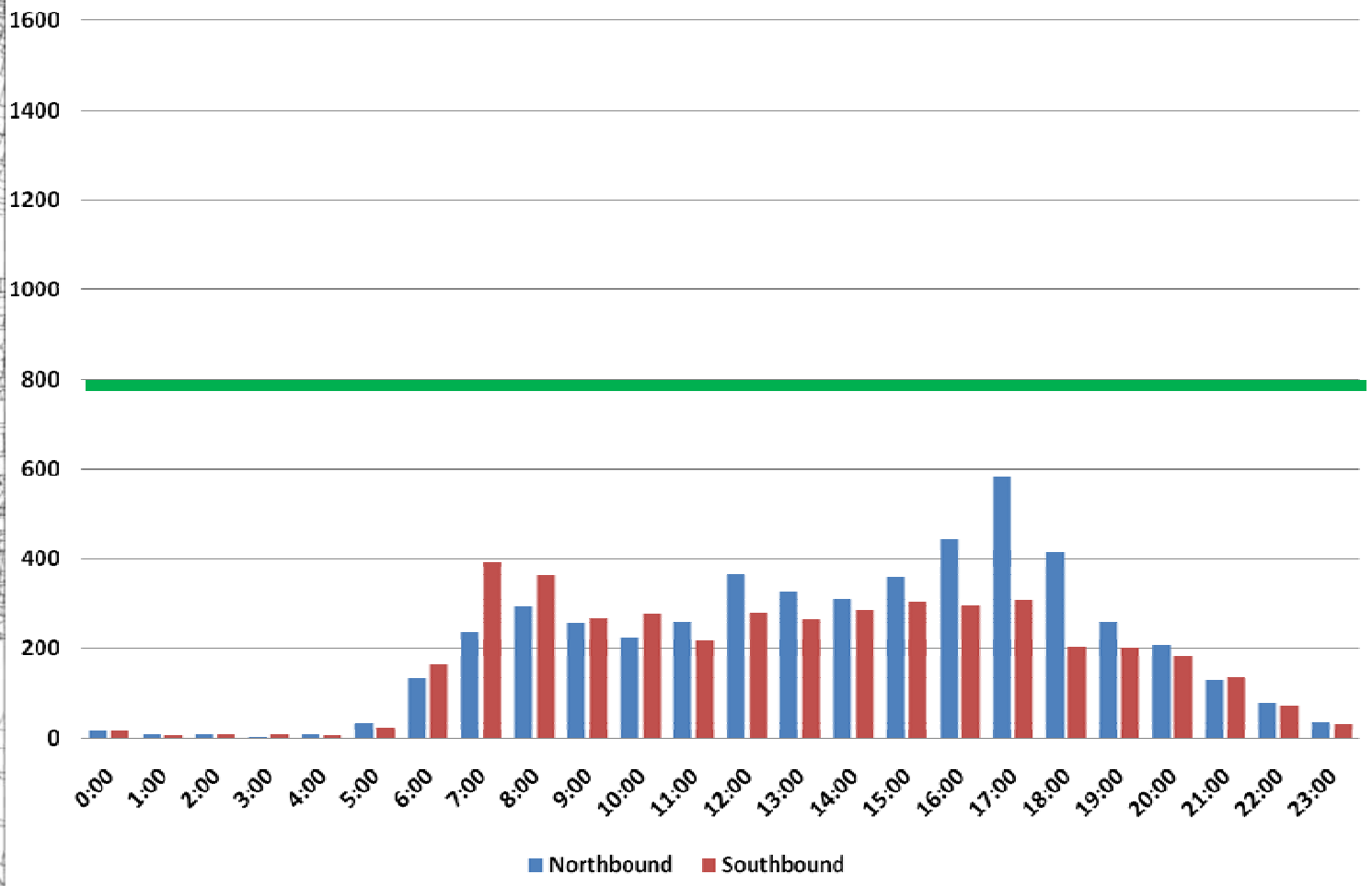


Rio Grande Blvd. Daily Traffic Profile
Between Dietz Farm Road and Dietz Place

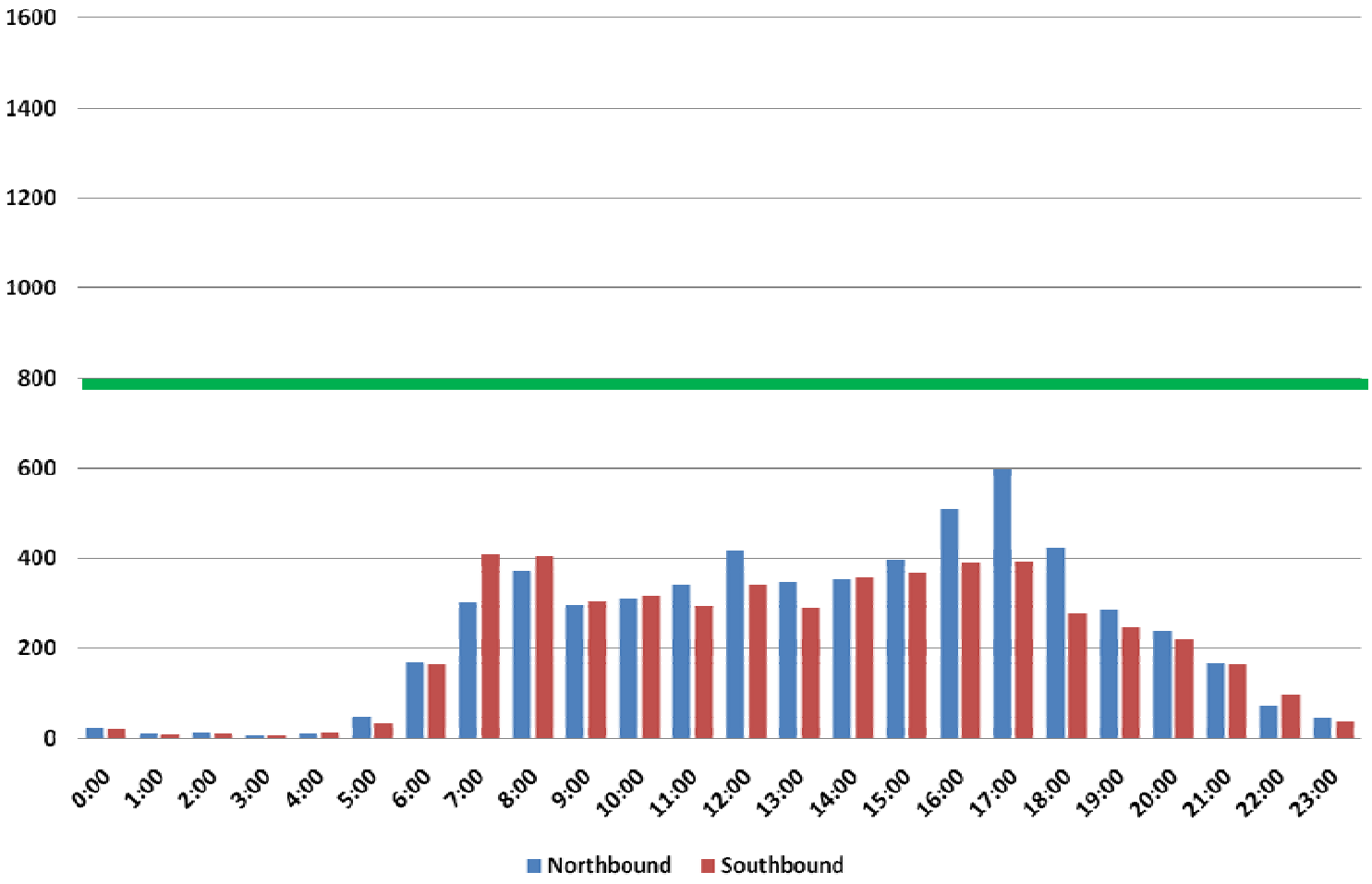




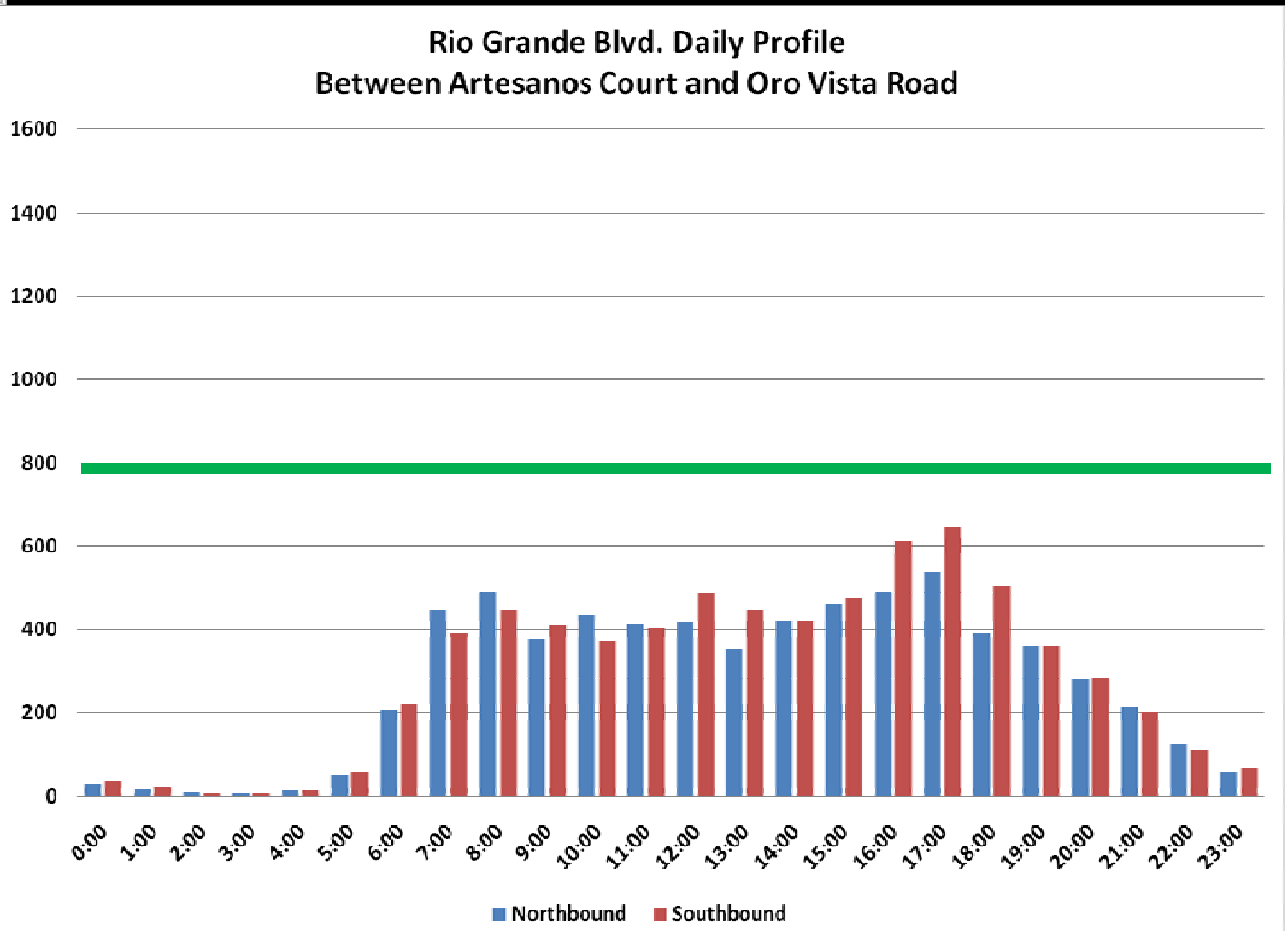
Rio Grande Blvd. Daily Traffic Profiles
Between Dietz Place and Griegos Road



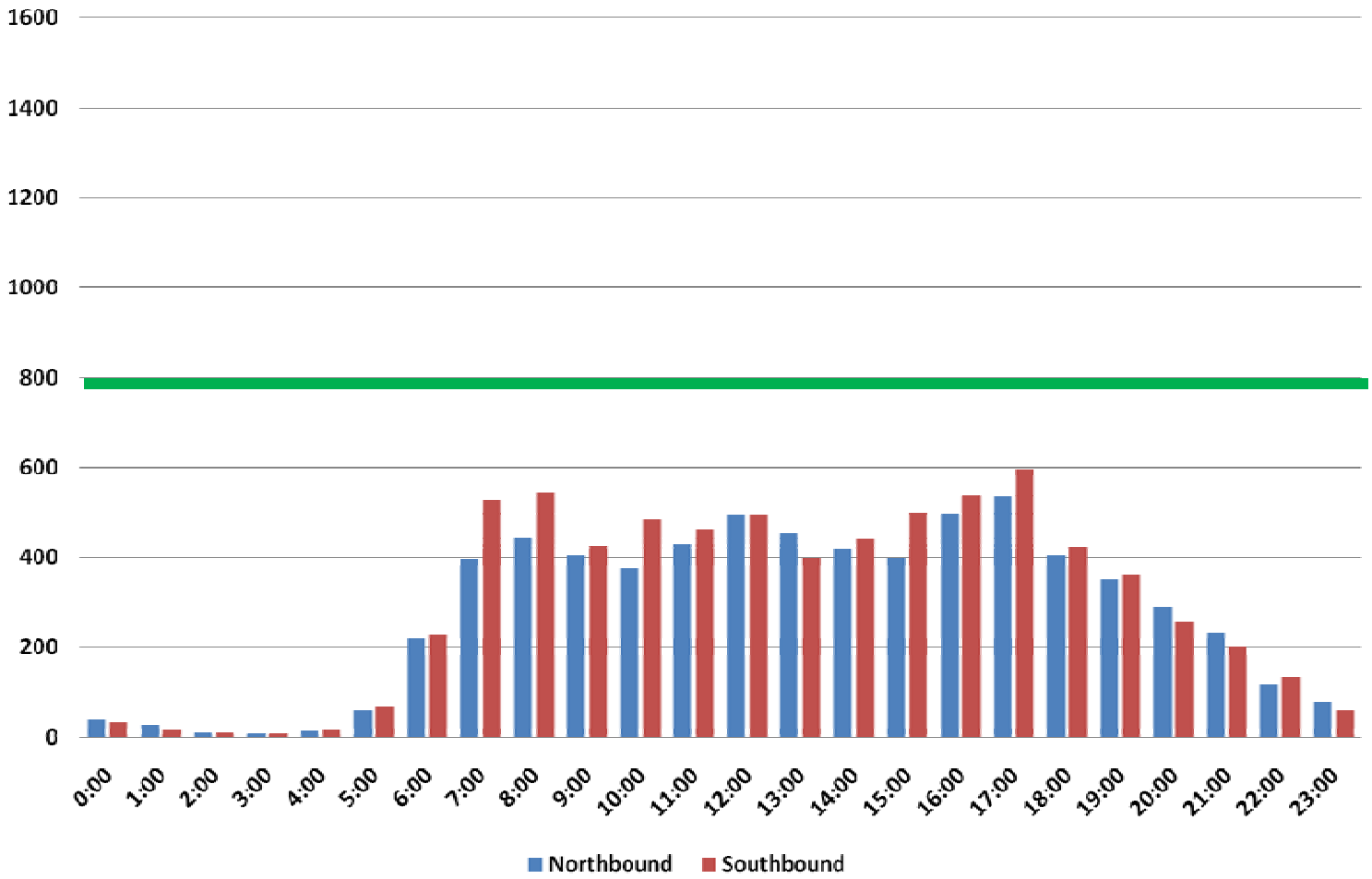
Rio Grande Blvd. Daily Traffic Profile
Between Elfego Road and San Lorenzo Avenue



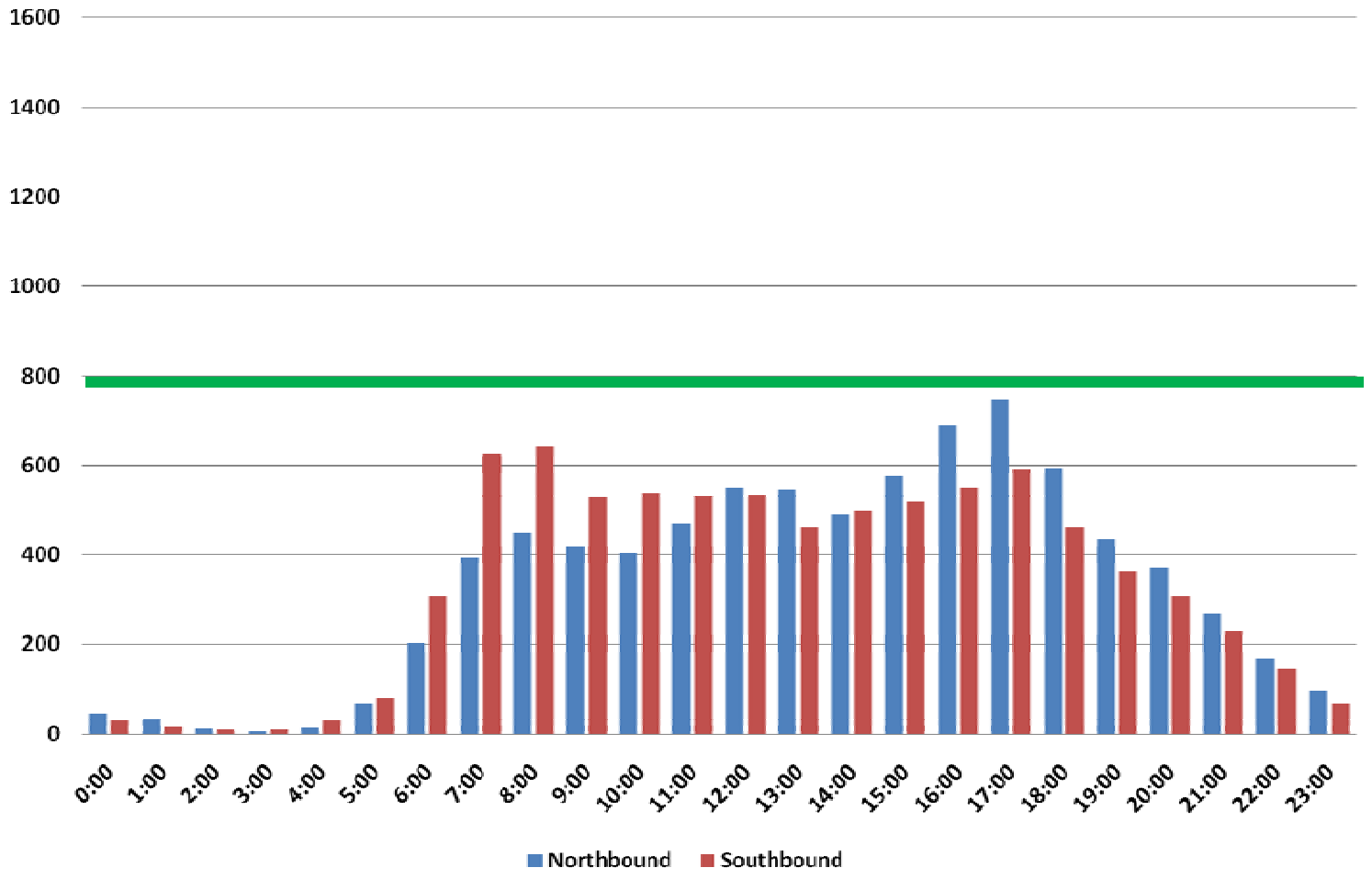
Rio Grande Blvd. Daily Profile
Between Artesanos Court and Oro Vista Road



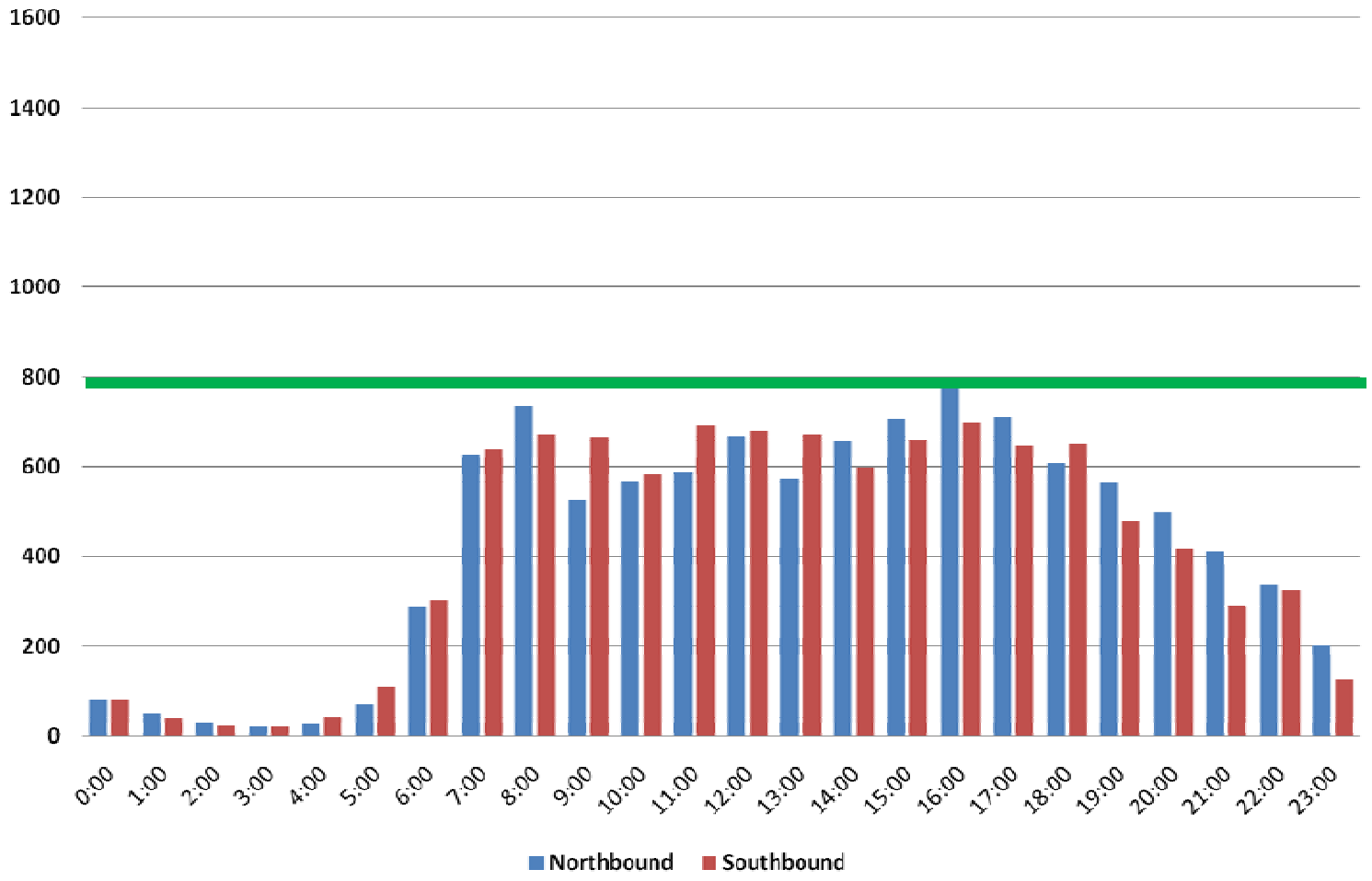
Rio Grande Blvd. Daily Traffic Profile
Between Campbell Road and Vicic Road



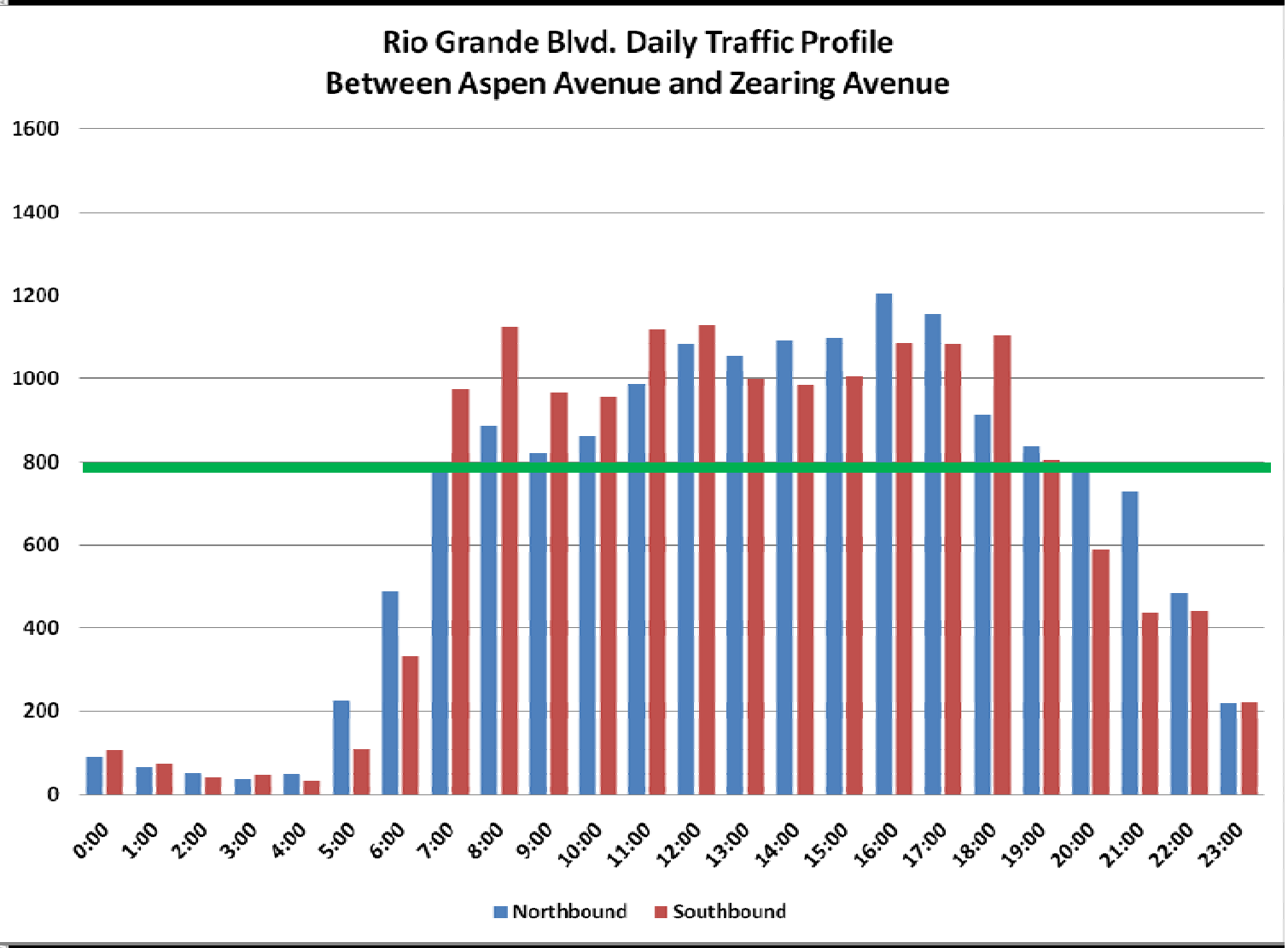
Rio Grande Blvd. Daily Traffic Profile
Between Plaza Vizcaya and El Nido Court



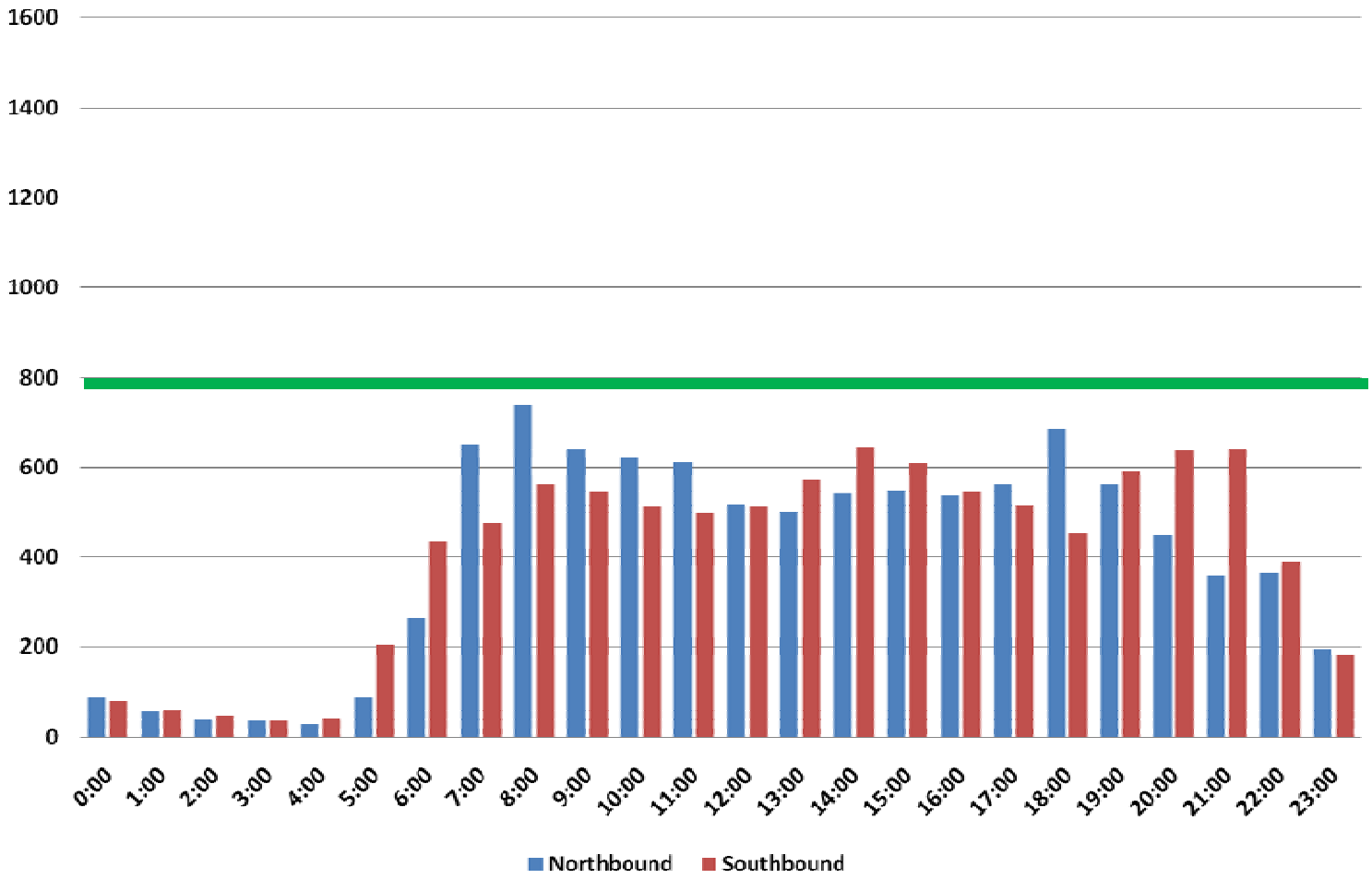
Rio Grande Blvd. Daily Traffic Profile
Between Rice Avenue and San Francisco Road



Rio Grande Blvd. Daily Traffic Profile
Between Aspen Avenue and Zearing Avenue



Rio Grande Blvd. Daily Traffic Profile
Between Pueblo Bonito Court and Mountain Road

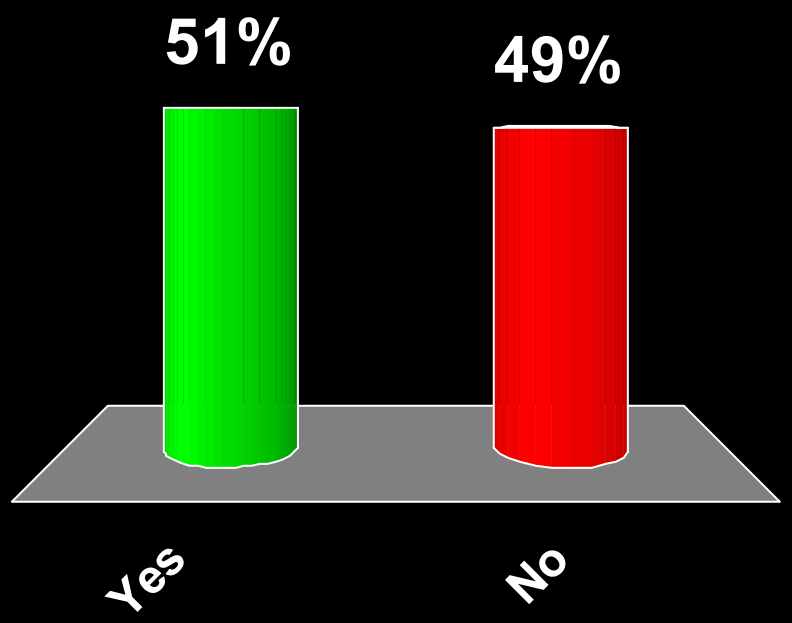


quick poll

We've got questions for you

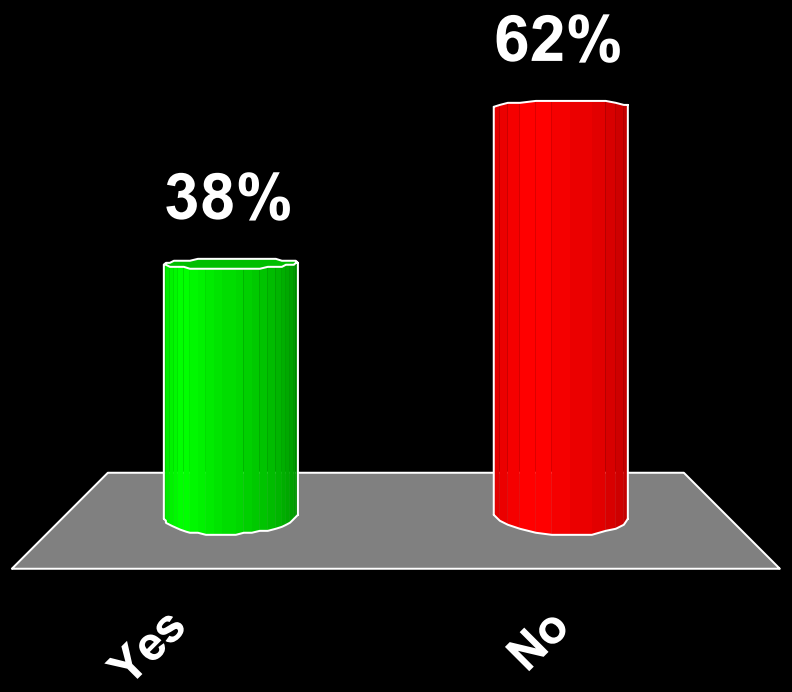
Did you attend last Friday's kick-off presentation?

1. Yes
2. No



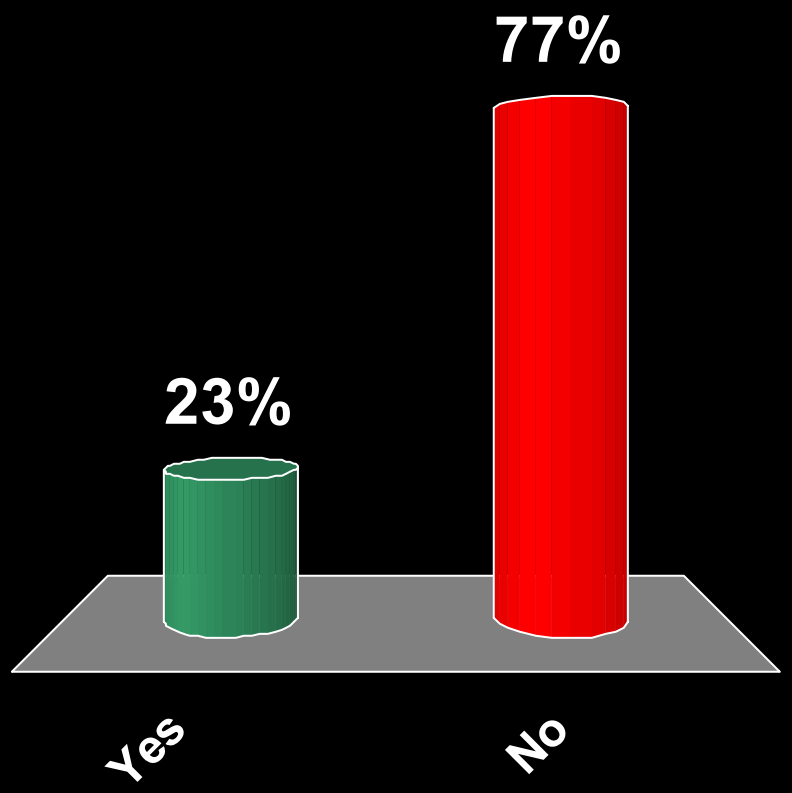
Did you attend last Saturday's hands-on design session?

1. Yes
2. No



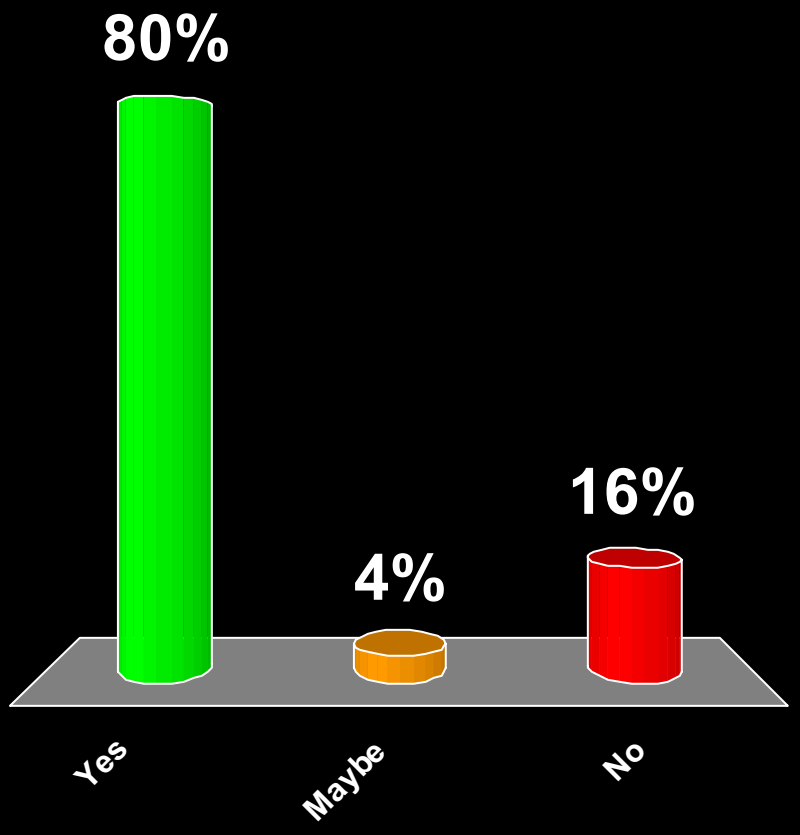
Did you attend Monday's open house?

1. Yes
2. No



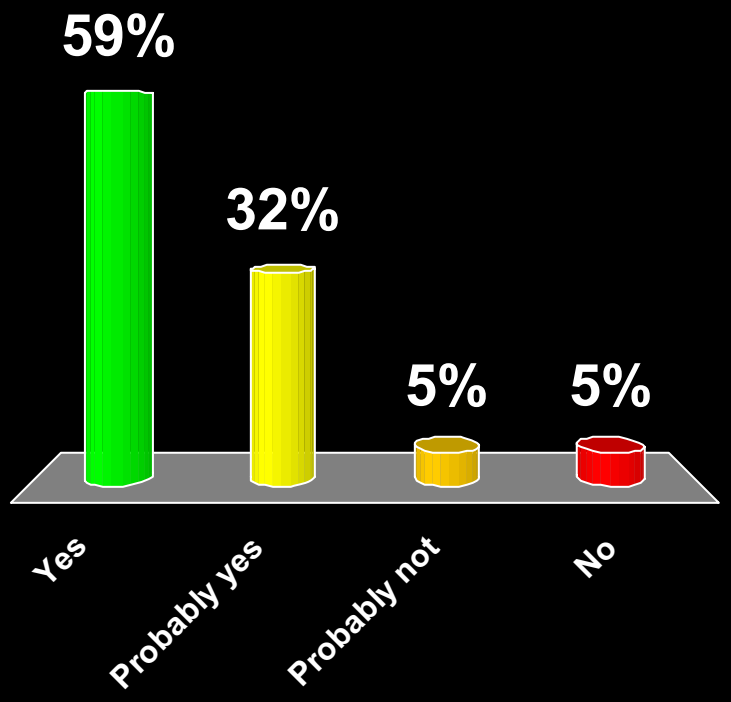
Should we further investigate reducing the boulevard to 2 lanes north of Indian School Road?

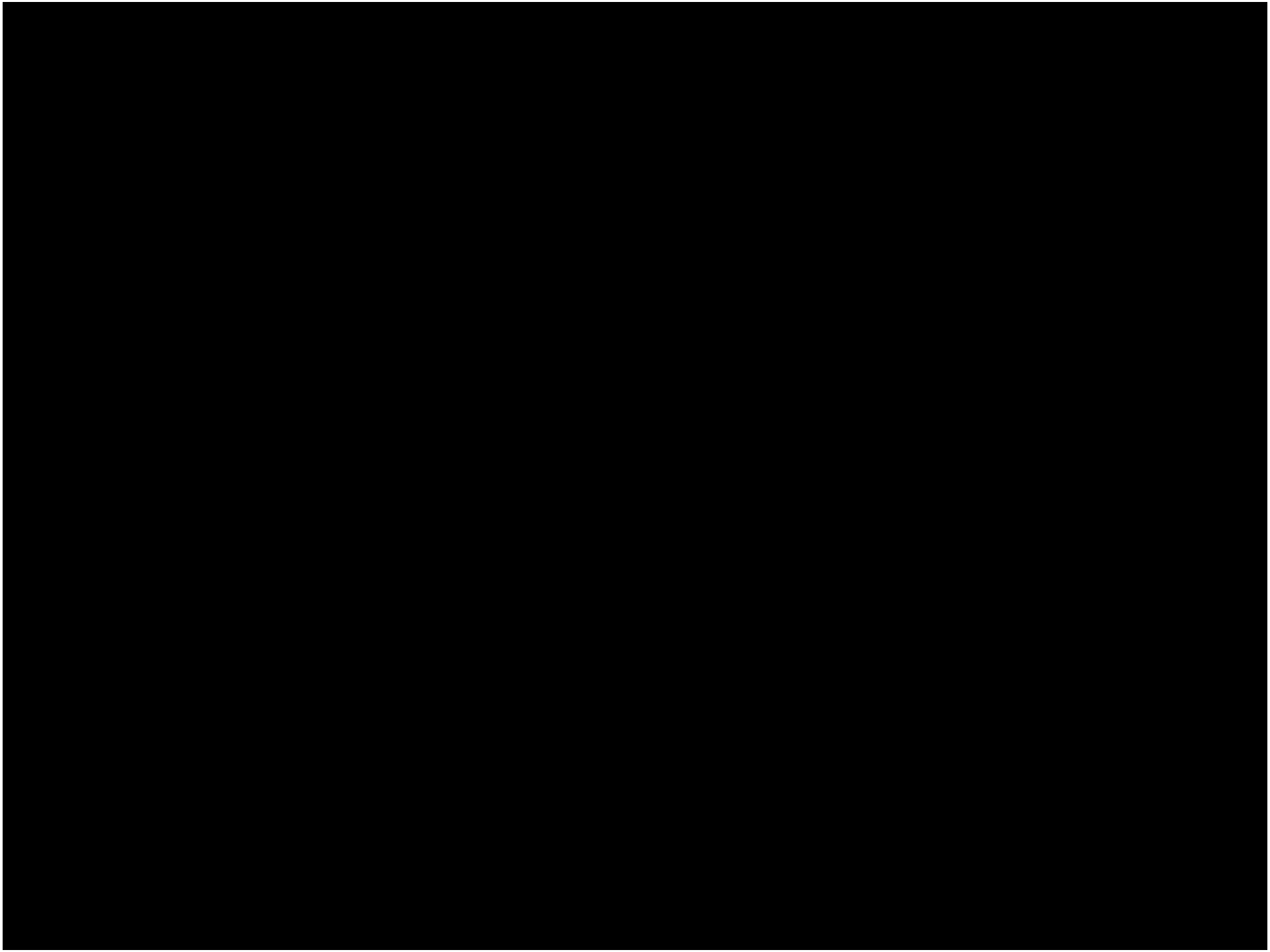
1. Yes
2. Maybe
3. No



Do you feel the plan is generally on the right track?

1. Yes
2. Probably yes
3. Probably not
4. No



Next steps

How do we pay for this ?