



Irving Boulevard

Phase 2 - La Paz to Unser

CITY OF ALBUQUERQUE
PROJECT NO. 706392



June 18, 2015

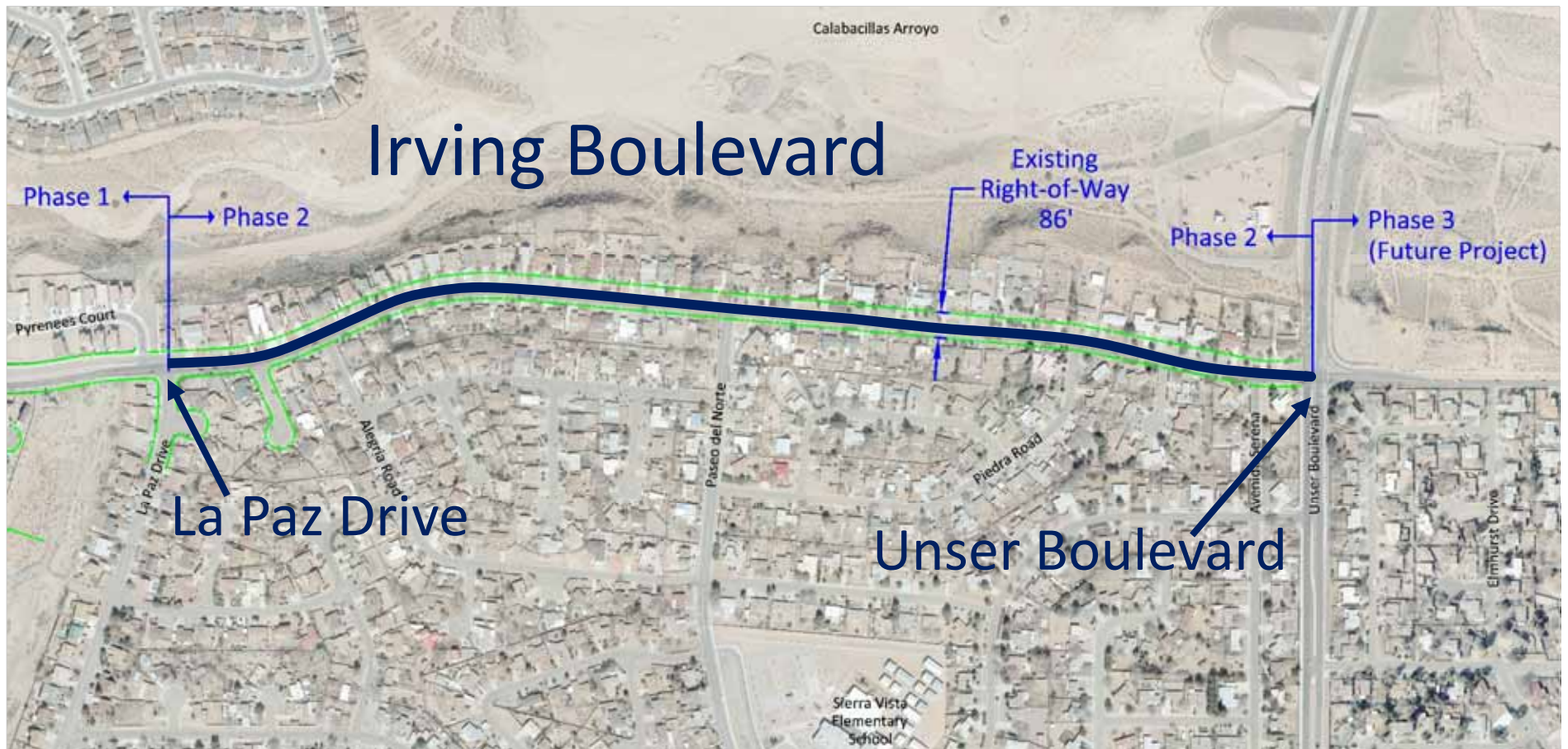
Parametrix

ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

INTRODUCTIONS

- City Council Office
 - City Councilor Dan Lewis
 - Rachel Miller - Council Policy Analyst
 - Tom Menicucci - Council Policy Analyst
- Department of Municipal Development (DMD)
 - Melissa Lozoya, PE - Deputy Director
 - Ron Romero, PE - Engineering Division Manager
 - Kellie Shaw, PE - Project Manager
 - Savannah Holguin - Project Manager
- Parametrix
 - Chris Baca, PE - Principal
 - Jerry Parker, PE - Lead Design Engineer
 - Nancie Adams, PE - Project Engineer

PROJECT AREA

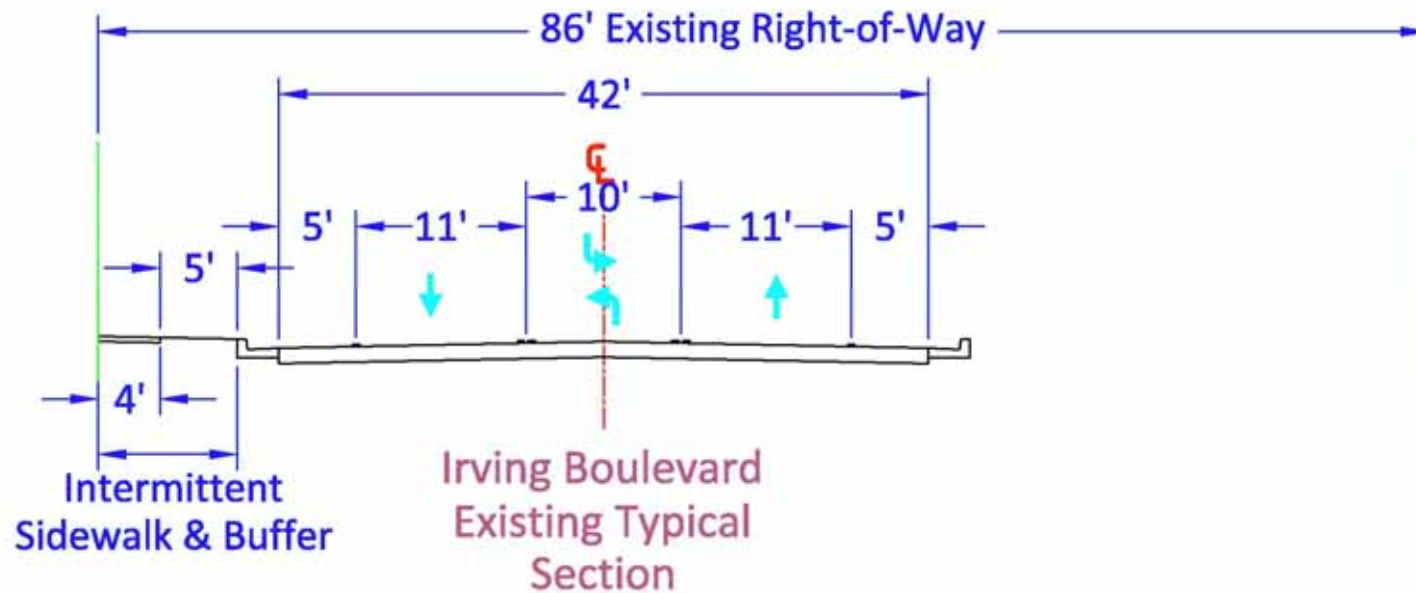


AREA MAP



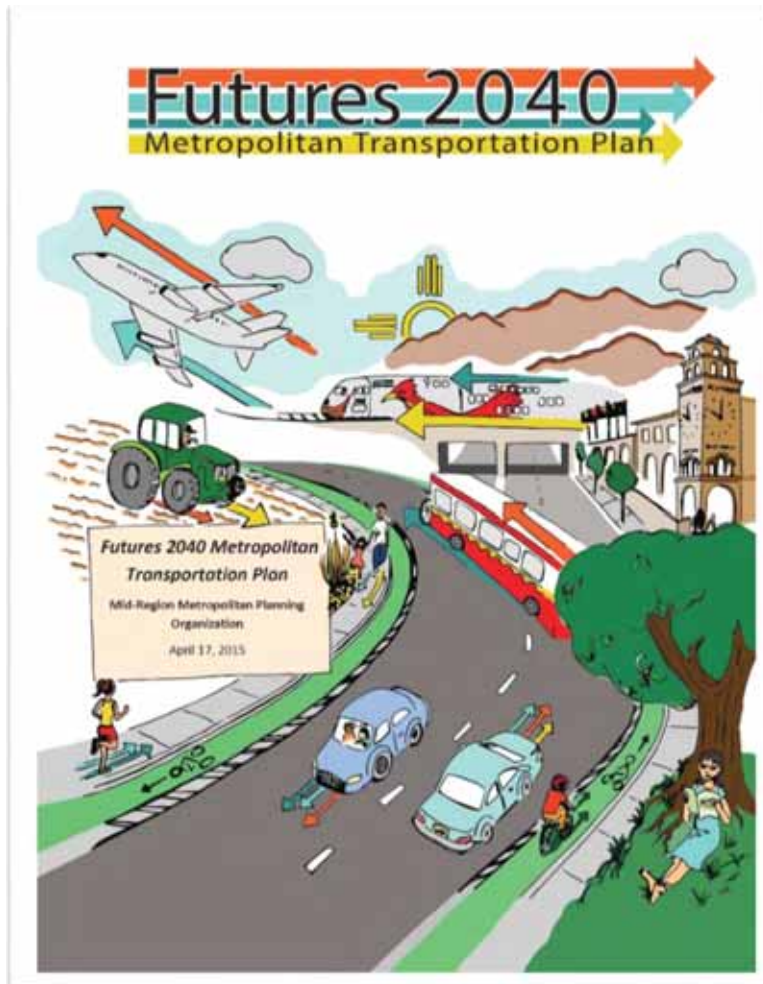
Irving Phase 1 - Completed
(looking west at Universe)

EXISTING ROADWAY TYPICAL SECTION



PLANNING DOCUMENTS

- Mid-Region Council of Governments



These documents are available at
<http://www.mrcog-nm.gov/transportation/metro-planning/long-range-mtp>

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FUNCTIONAL CLASSIFICATION

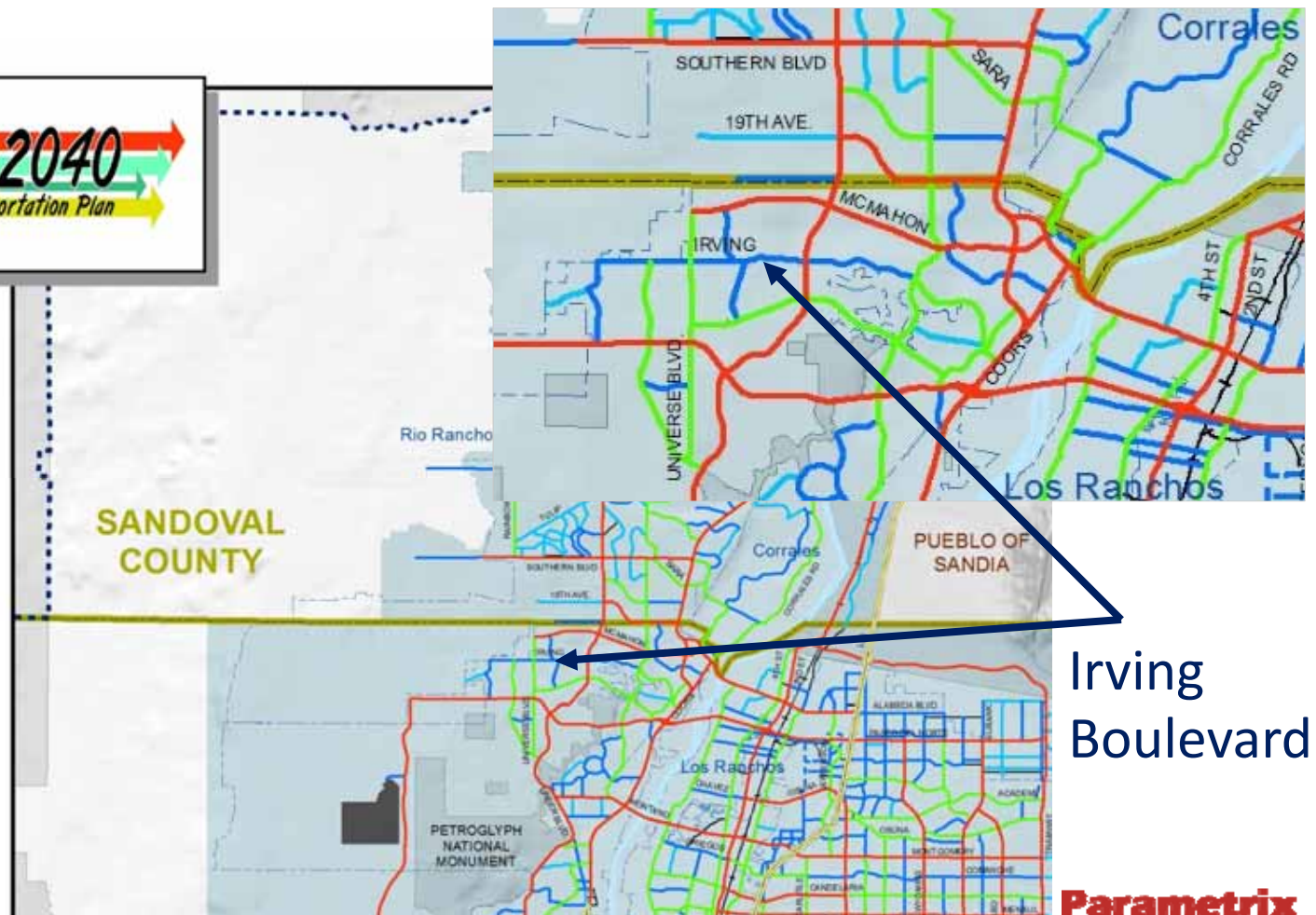
- Major Collector



Current Highway Functional Classification System

Functional Classification

- Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Proposed Major Collector
- Minor Collector
- Local

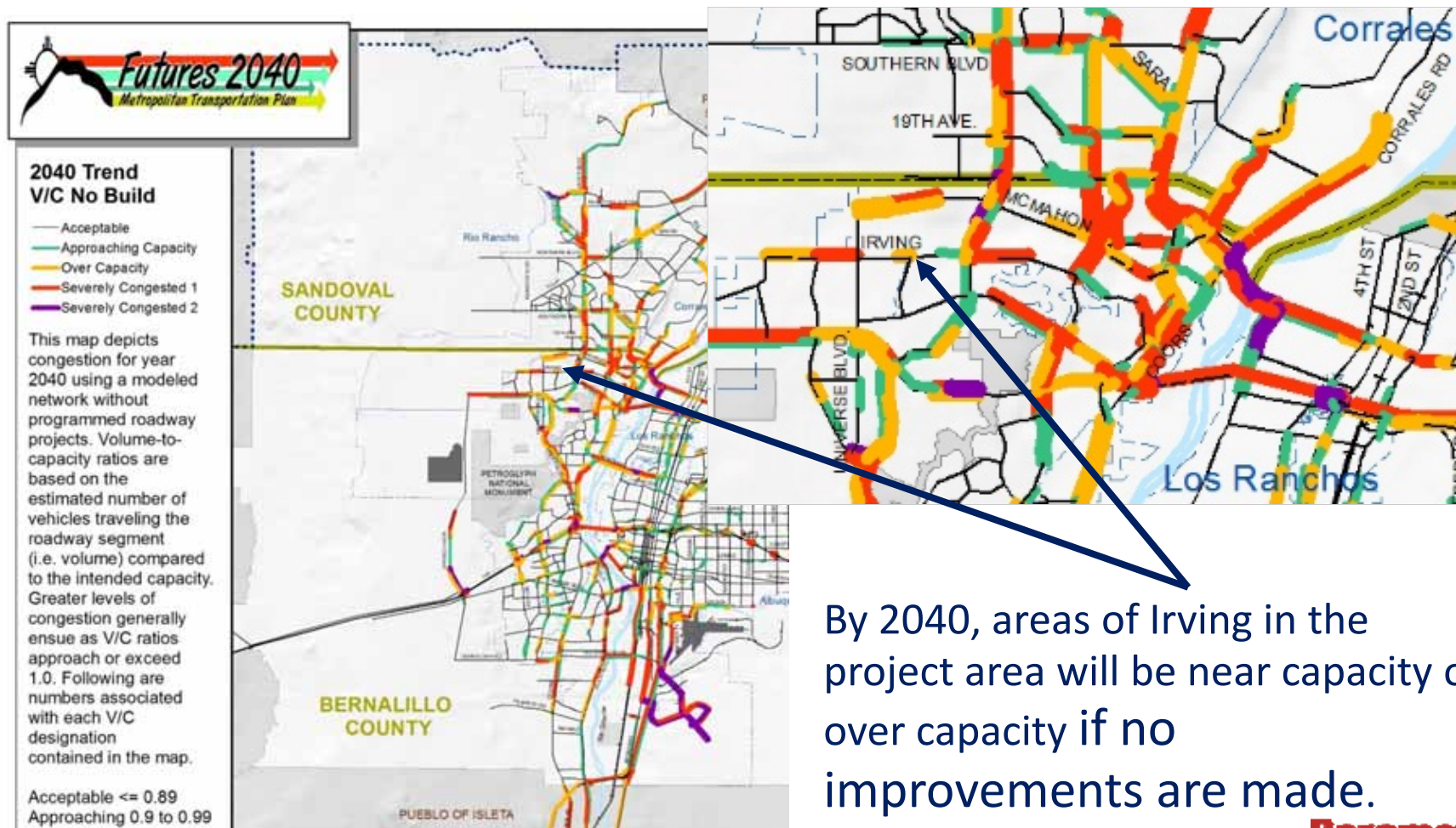


Irving
Boulevard

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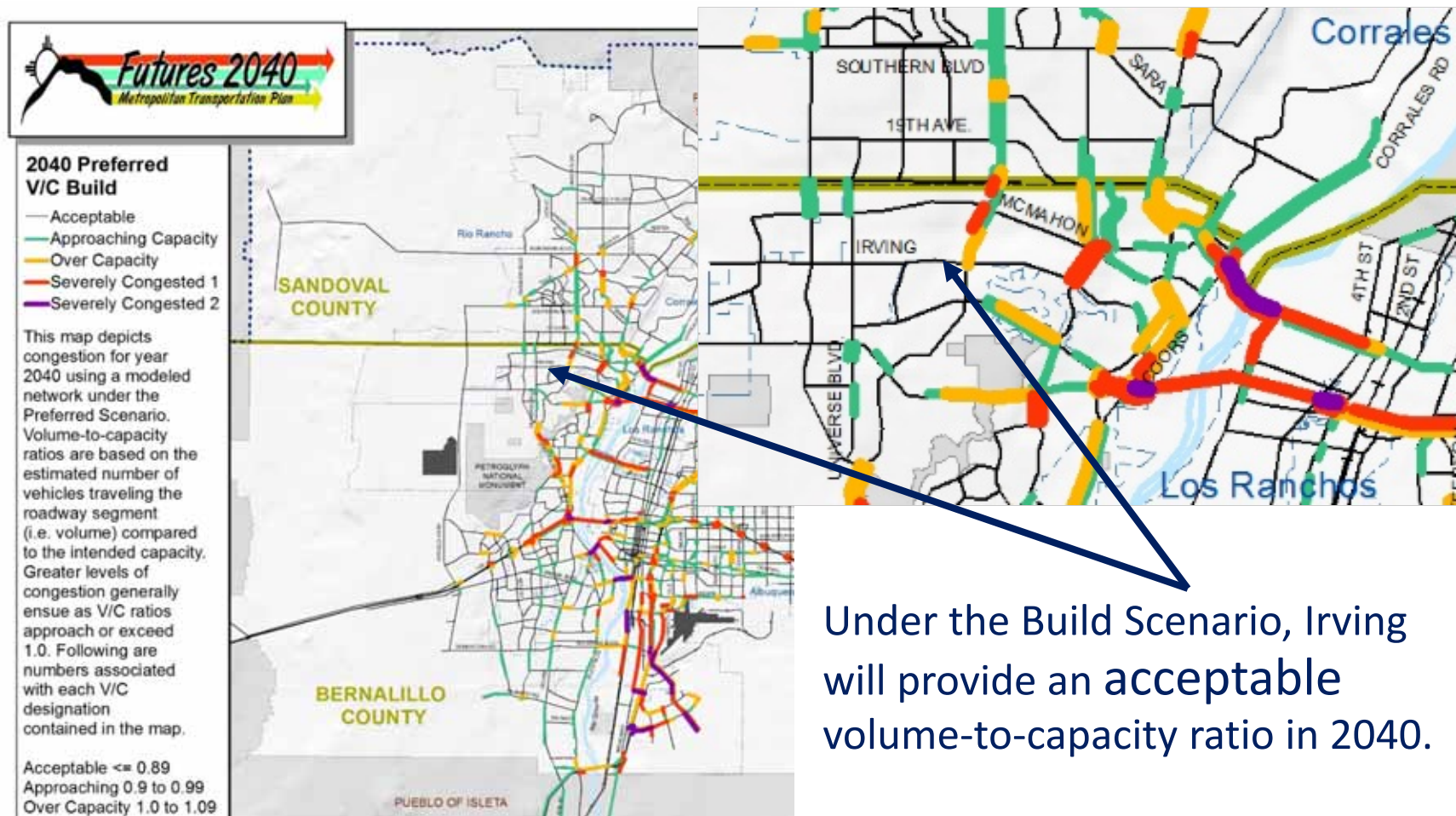
NO-BUILD SCENARIO

- 2040 Trend No-Build Scenario V/C Ratios



BUILD SCENARIO

- 2040 Preferred Build Scenario V/C Ratios



DESIGN GUIDELINES

Chapter 5

ROADWAY DESIGN GUIDELINES



MAJOR COLLECTOR

CHAPTER 5: ROADWAY DESIGN GUIDELINES

MAJOR COLLECTOR

Major Collectors provide additional needed connectivity between destinations on arterials and neighborhoods. They usually have 2 to 4 lanes, low traffic volumes (3,000 – 12,000 AWDT), and prioritize bicyclists and pedestrians. Bicyclists should be able to use collectors for long segments of their trips and motorists will generally use them for short segments of their trips. As with minor arterials, additional design considerations include adding on-street parking, bicycle lanes, expanded sidewalks, and landscape improvements (e.g., green infrastructure).

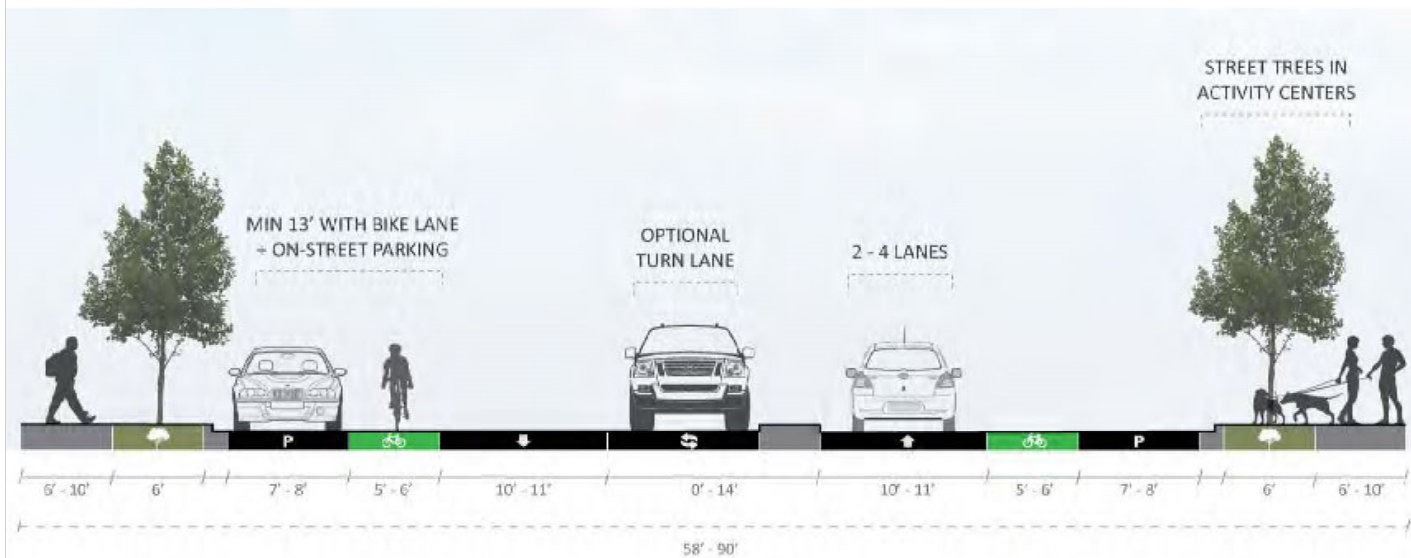
DESIGN CONSIDERATIONS

1. On-street parking may be considered in activity centers or urban areas with commercial activity.
2. Depending on volume, fewer lanes may be necessary on these streets. Narrower lanes can be considered in activity centers or locations with high pedestrian volumes.
3. Two through lanes with a central left turn lane may be desirable on these streets.
4. These streets provide opportunities to implement green infrastructure.

BICYCLE INFRASTRUCTURE

Option 1: Bicycle lane

Option 2: Sharrow/Shared Lane



EXISTING VOLUMES AND SPEED DATA



Matchline

KEY

ADT	AVG. SPEED
AM (PM)	(85% SPEED)

ADT = Average Daily Traffic

Volume and speed data were collected on March 25 & 26, 2014 (Tues & Wed) over a 48-hour period.

Matchline



PROJECT CONSIDERATIONS

- Number of Through Lanes (2040 Plan - 4 lanes)
- Right-of-Way (existing 86')
- Traffic Operations (Present and Future)
- Sidewalks
- Bike Lanes
- Buffer Areas
- Median Treatment
 - No Median
 - Continuous Left Turn Lane
 - Raised/Landscaped Median
- Access
- Intersections

SCHEDULE AND NEXT STEPS

- Field surveys (roadway features, utilities and property lines) – Summer 2015
- Property Owner Involvement
 - Opportunities to discuss specific property owner questions – Summer 2015
- General Public Meeting – Summer/Fall 2015

COMMENTS

- Please provide your comments and/or questions to the Project Team:
 - Fill out and leave Comment Form at Registration Table.
 - Mail Comment Form to City of Albuquerque at address on the back of the form.
 - Email Kellie Shaw at kellieshaw@cabq.gov
 - Call Kellie at (505) 768-3659.

Questions?