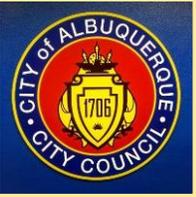


# TAYLOR RANCH / GOLF COURSE RD COMPLETE STREETS STUDY

Public Meeting  
October 21, 2021

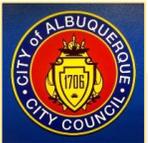


Bohannon  Huston



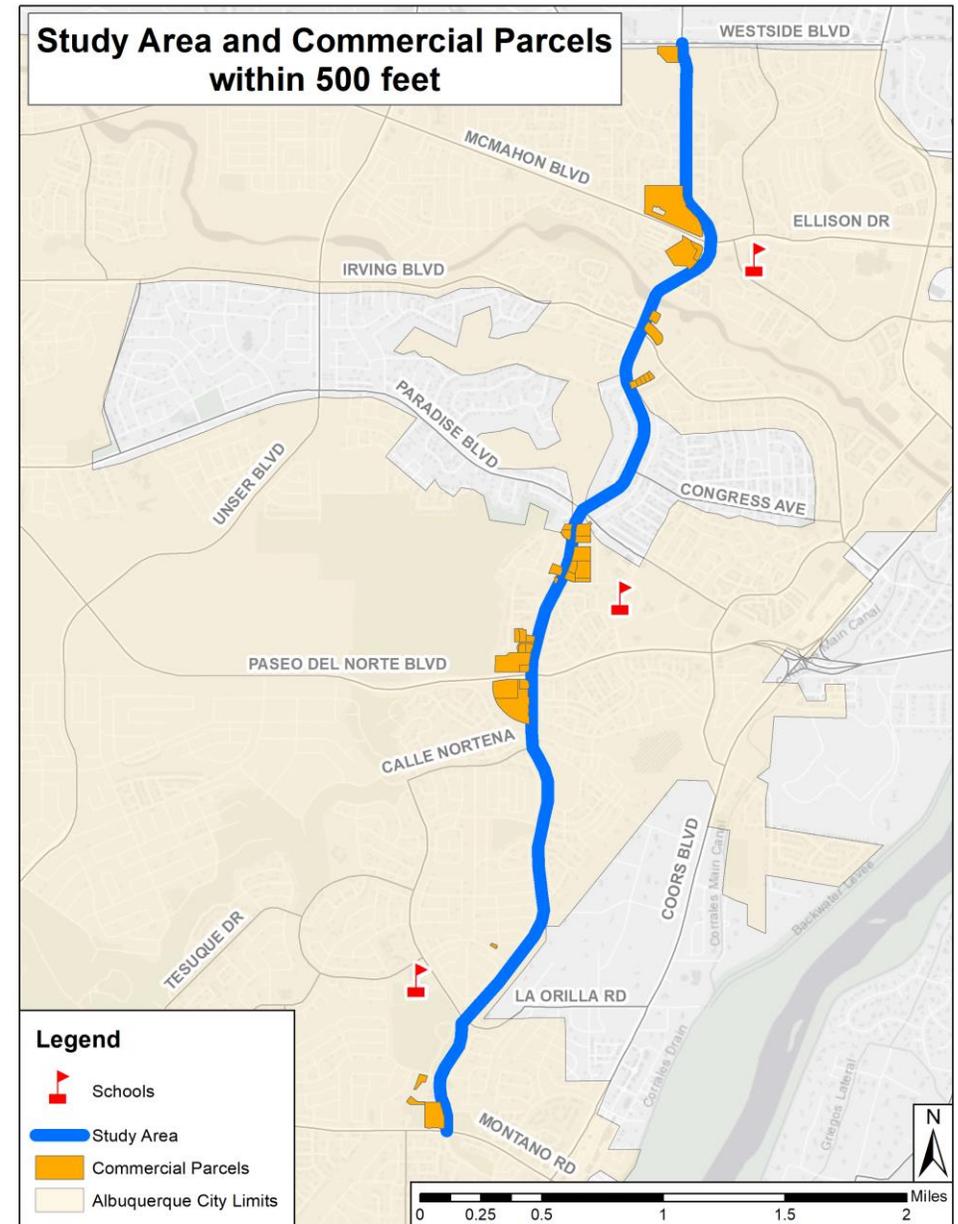
# Meeting Agenda

- Welcome/Introductions
  - Please sign-in by entering your email in the chat box
- Review of Existing Conditions
- Potential Alternatives
  - Montañó Rd to Paradise Blvd
  - Paradise Blvd to Westside Blvd
- Other Recommendations
  - Additional pedestrian crossing locations
  - Lighting options



# Study Area

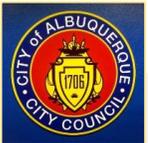
- Taylor Ranch Rd/Golf Course Rd from Montañó Rd to Westside Blvd
- 5.0-mile corridor
- Major intersections:
  - Paseo del Norte
  - Paradise Blvd
  - Irving Blvd
  - McMahon Blvd
- Residential subdivisions along corridor with commercial nodes around major intersections



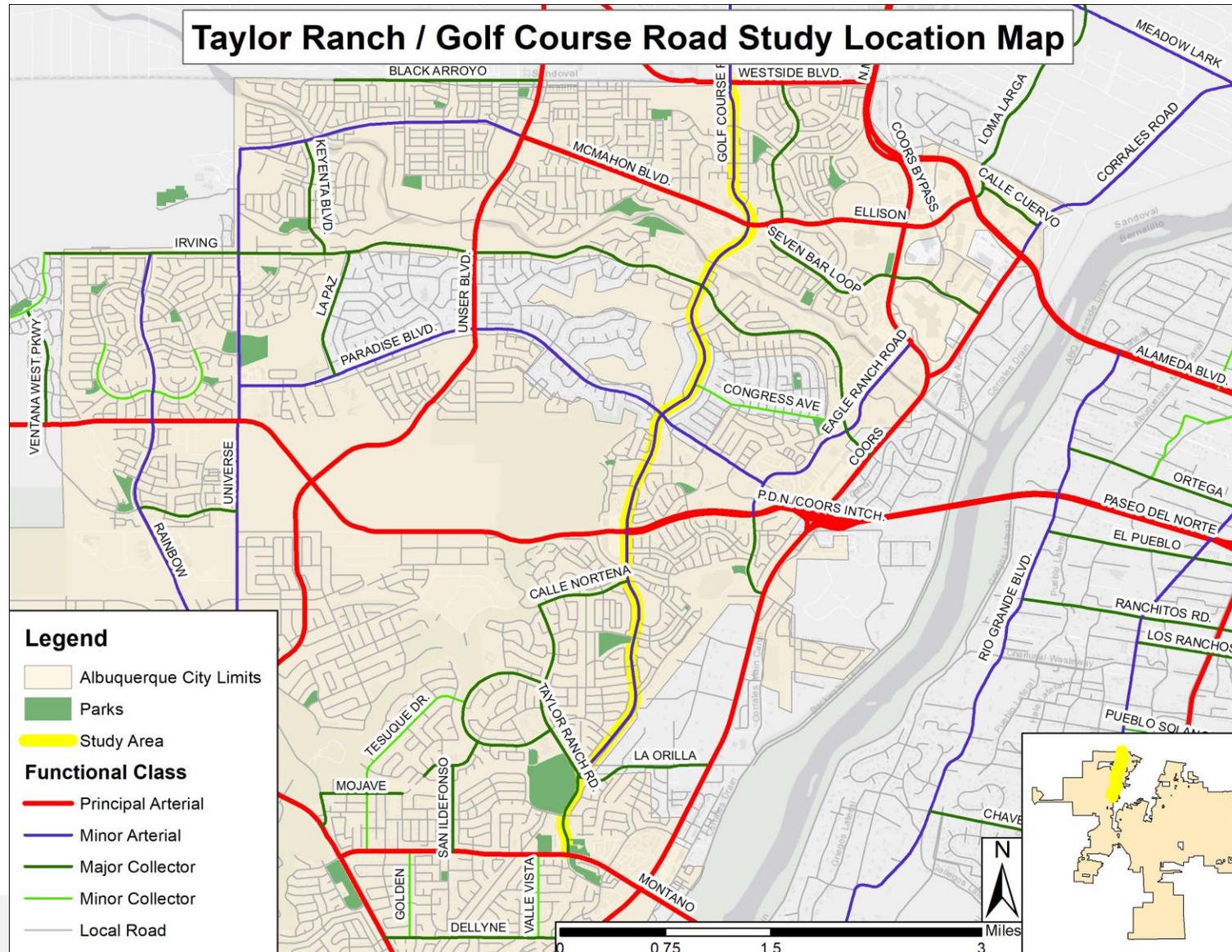
# Study Purpose and Need

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- Taylor Ranch Rd/Golf Course Rd connects residential, commercial, and public land uses (e.g., schools, parks, open space)
- Corridor has incomplete pedestrian and bicycle facilities, high travel speeds, and limited opportunities to cross the street
- Study objectives
  - Consider how to balance **traffic operations** while fostering **community identity**
  - Apply Vision Zero and Complete Streets principles to **address safety concerns**
  - Identify design or aesthetic improvements to support a **Main Street character**
  - Provide **recommendations** that could be designed and implemented over time



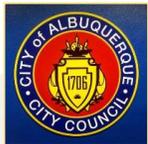
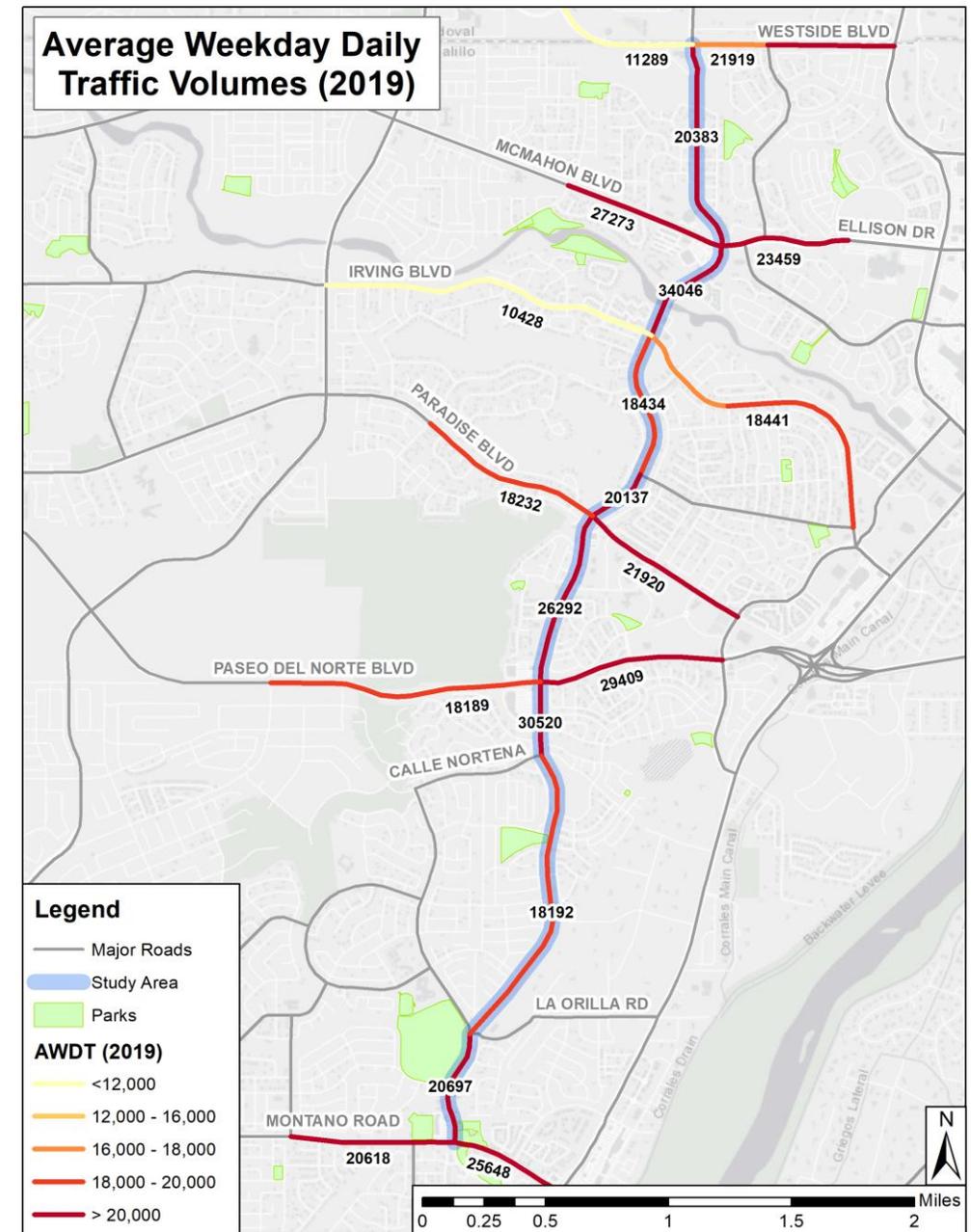
# Regional Context



- Unser Blvd and Coors Blvd are major north/south Principal Arterials that carry regional traffic across northwest Albuquerque
- Golf Course Rd acts as a secondary north-south route and connector to east-west arterials
- Golf Course Rd could be improved to better serve local trips via walking, biking, and transit

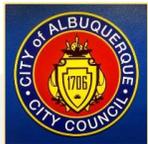
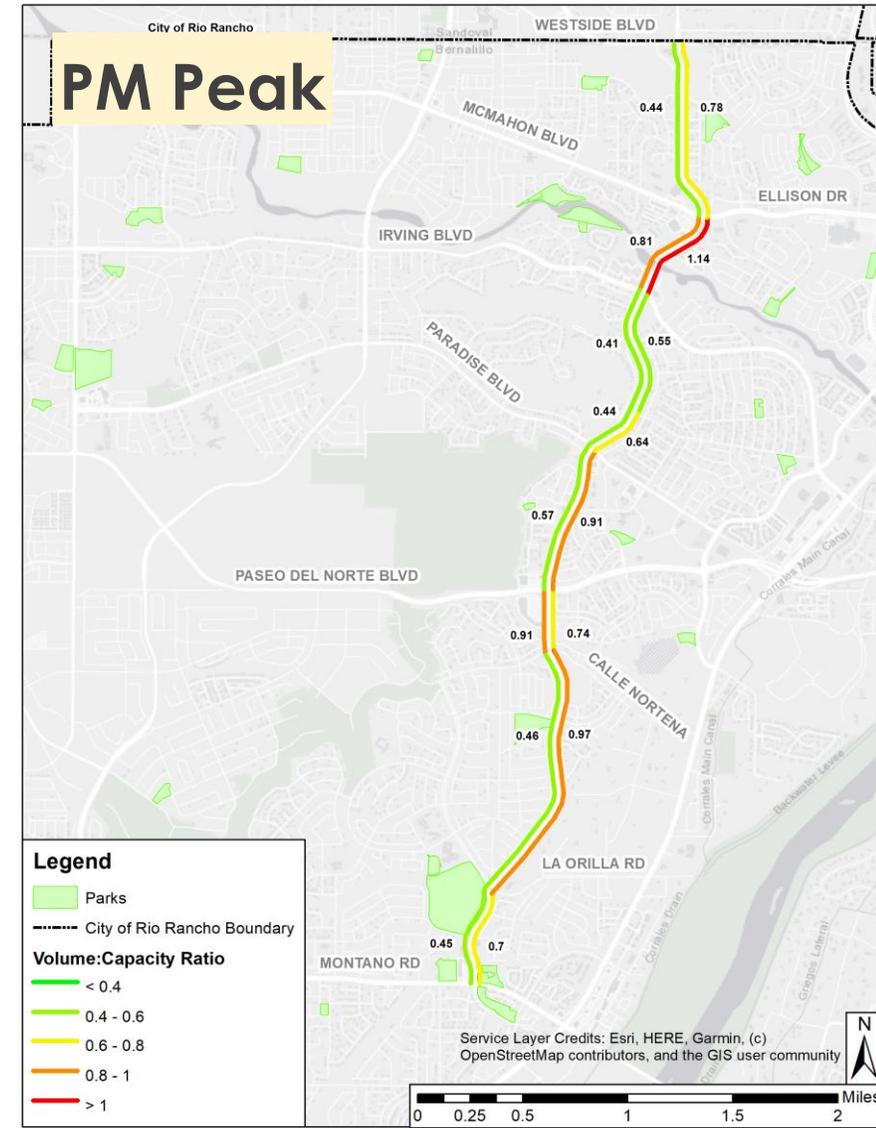
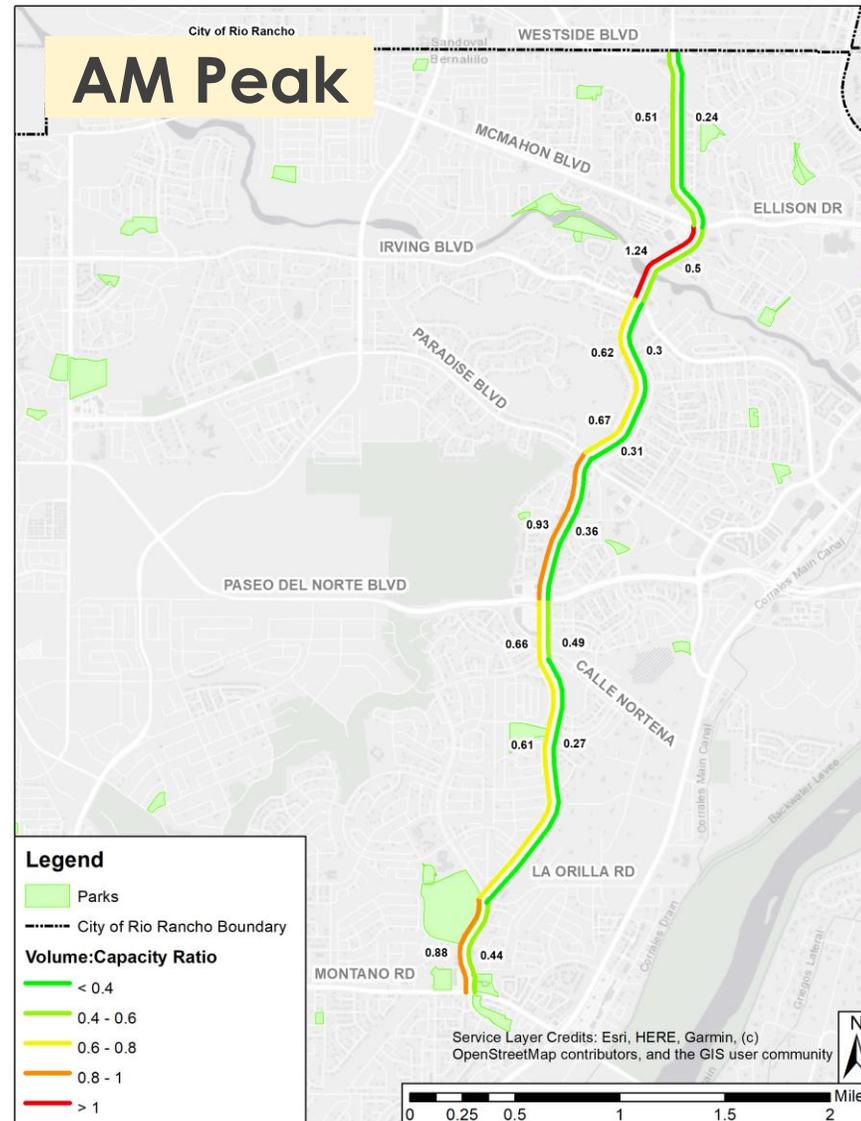
# Existing Conditions: Roadway Characteristics

- Traffic volumes range from 18,000-34,000
- Posted speed: 35-40 MPH
- Two lanes in each direction
- Medians and center turn lanes
- Access is generally limited along corridor



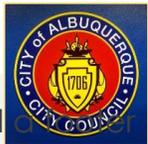
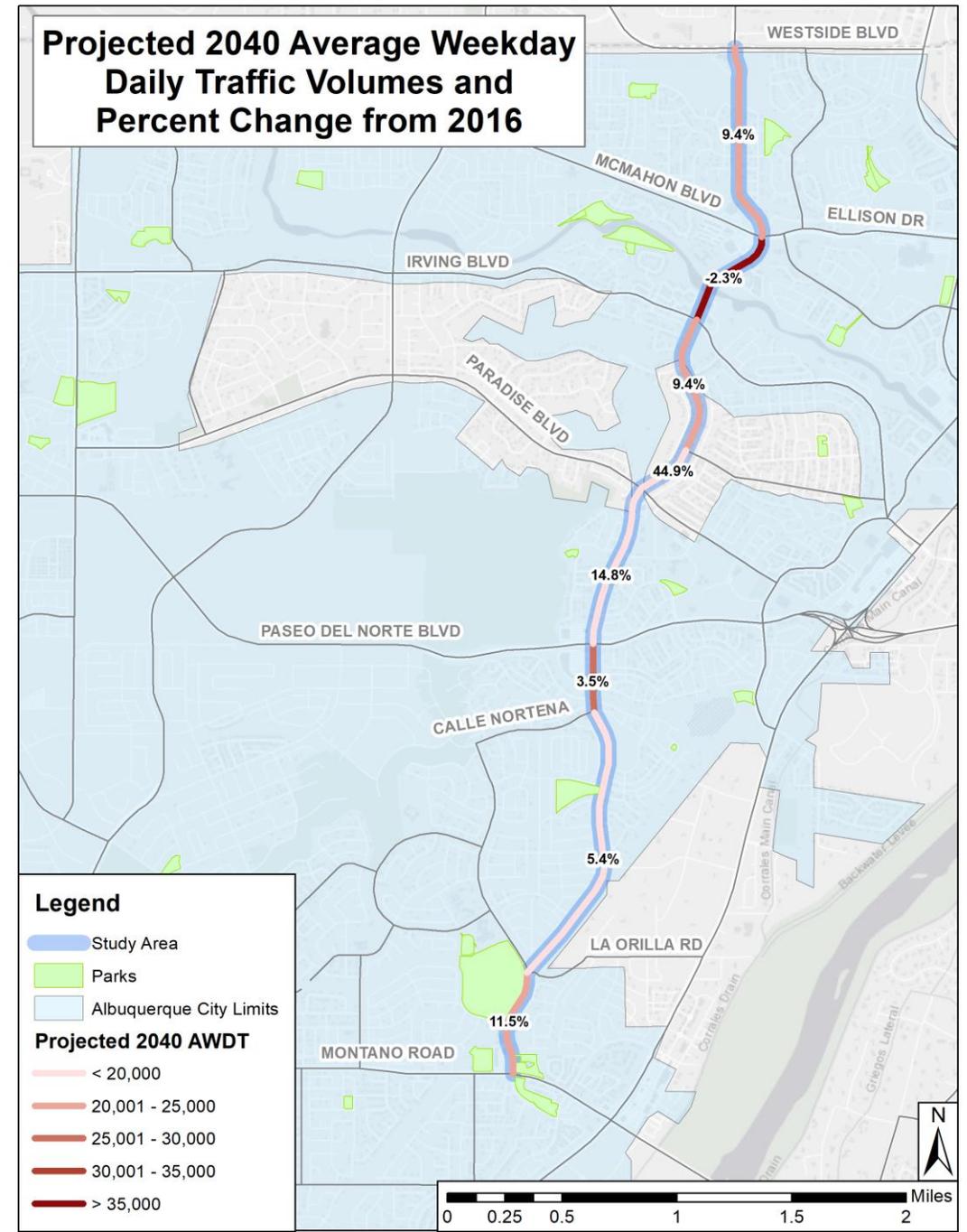
# Traffic Congestion

- Delay approaching major east-west roadways
- Traffic volumes approach or exceed the intended roadway capacity during the PM peak period
- Irving Blvd to McMahan Blvd / Ellison Rd is most congested segment

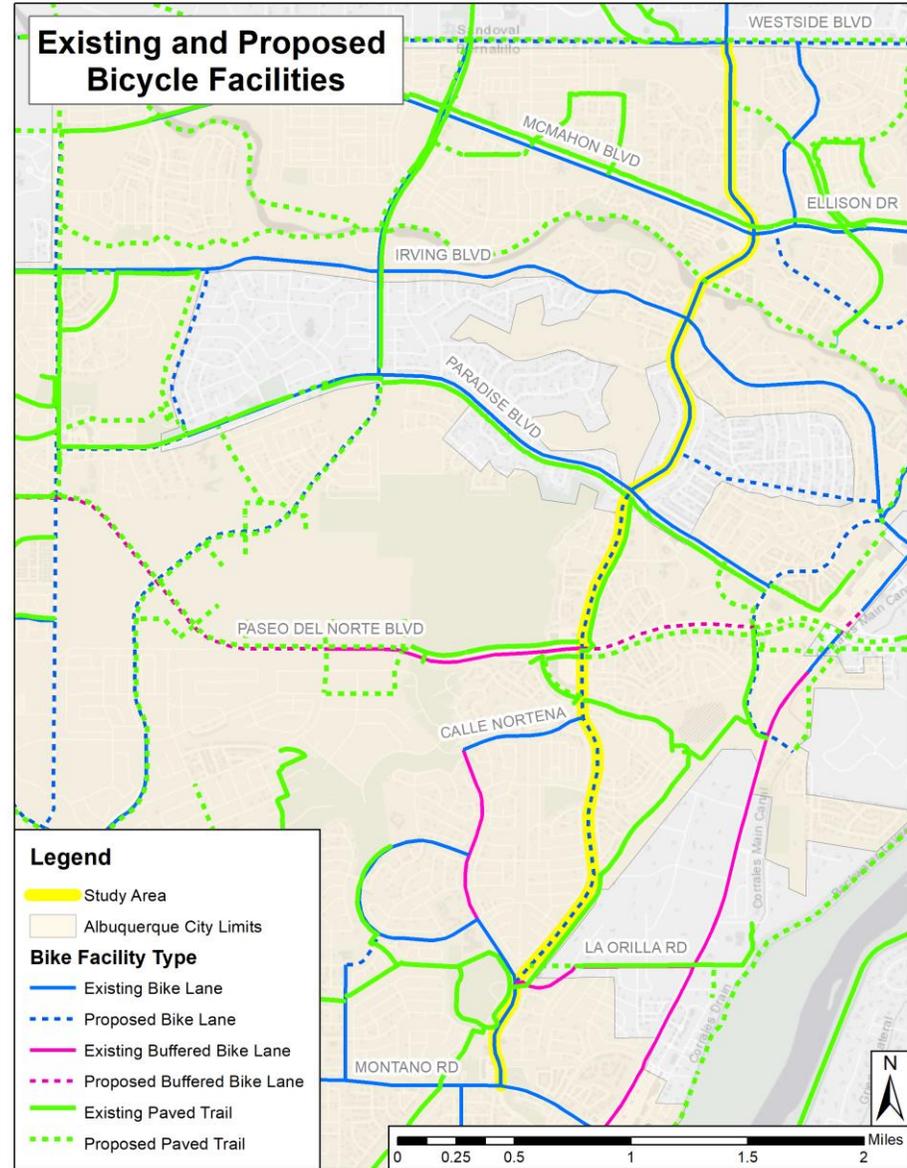
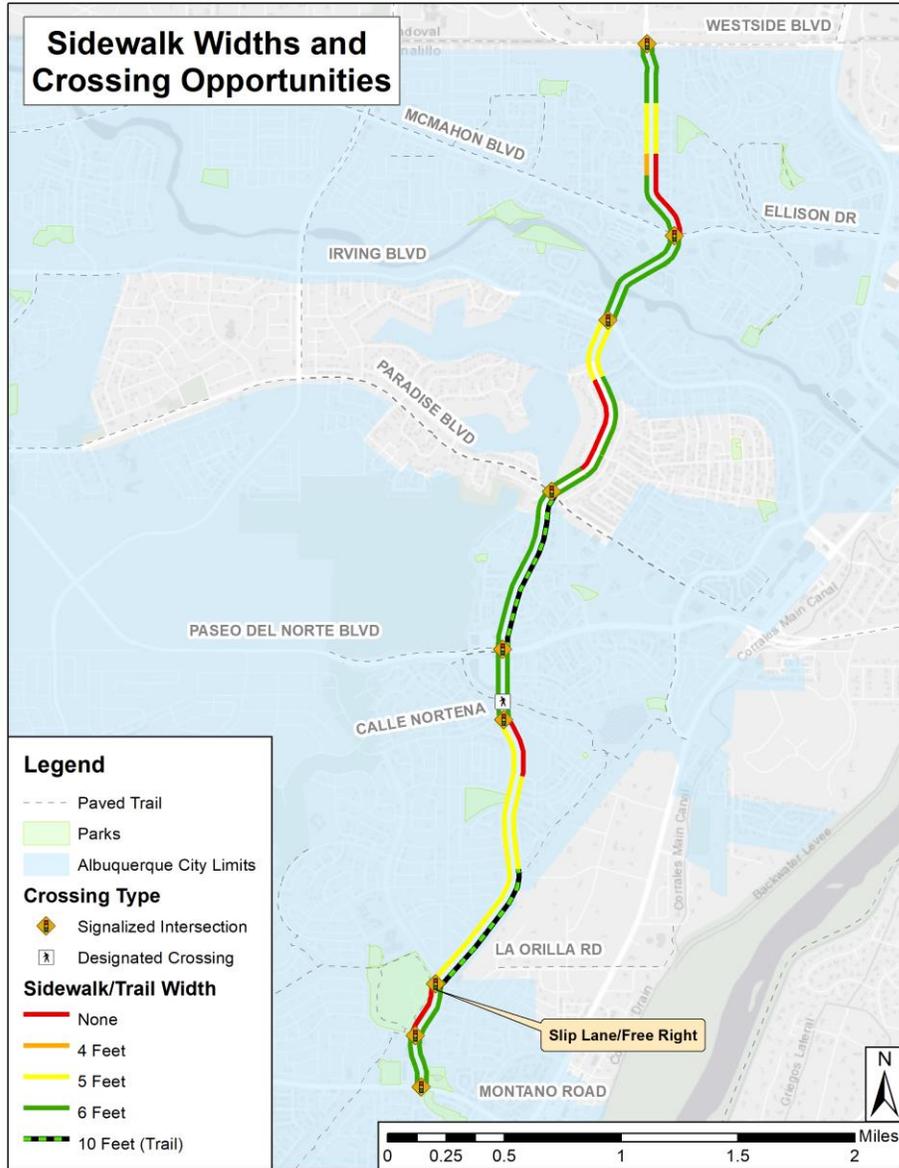
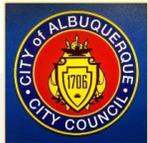


# Future Traffic Volumes

- Traffic volumes are expected to grow by 5-10% over the next 20 years
- Conclusion: Golf Course Rd is not a candidate for a road diet (i.e. removal of travel lanes)
- Additional turn lane capacity may be appropriate



# Sidewalks and Bikeways



# Conditions for Non-auto Users

## Pedestrian Facilities

- Sidewalks
  - Gaps along about 15% of the corridor
  - Subdivision walls reduce effective width of sidewalks
- Buffers
  - Much of the corridor lacks buffers
  - Where buffers exist, there are generally too narrow for landscaping
  - No buffers from Irving Blvd to Westside Blvd

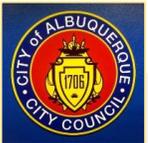


## Bikeways

- Bike lanes
  - Gaps from La Orilla Rd to Paseo del Norte
  - Existing bike lanes are narrow and provide little separation from motorists
  - Only most confident bicyclists are likely to ride along Golf Course Rd at present
- Multi-use trail at sidewalk level north of Montaña Rd and from Paseo del Norte to Paradise Blvd

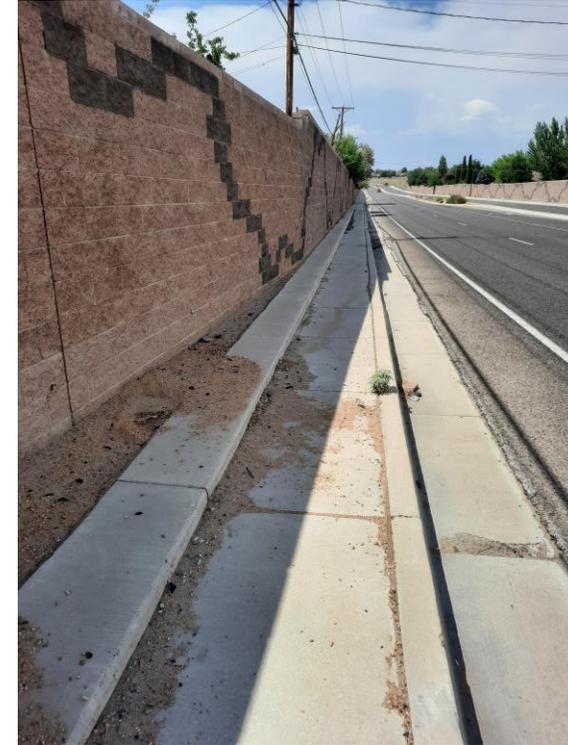
# Public Concerns / Comments Received

- Pedestrians and bicyclists do not feel safe walking or biking along the roadway to access connecting trails or commercial nodes
- General support for managing vehicle speeds and improving conditions for non-auto users
- Crossing Golf Course Rd is difficult for motorists and pedestrians
- Concerns about speeding and racing
- Location with frequently cited safety concerns:
  - Marna Lynn Rd
  - Samara Rd
  - Calle Norteña



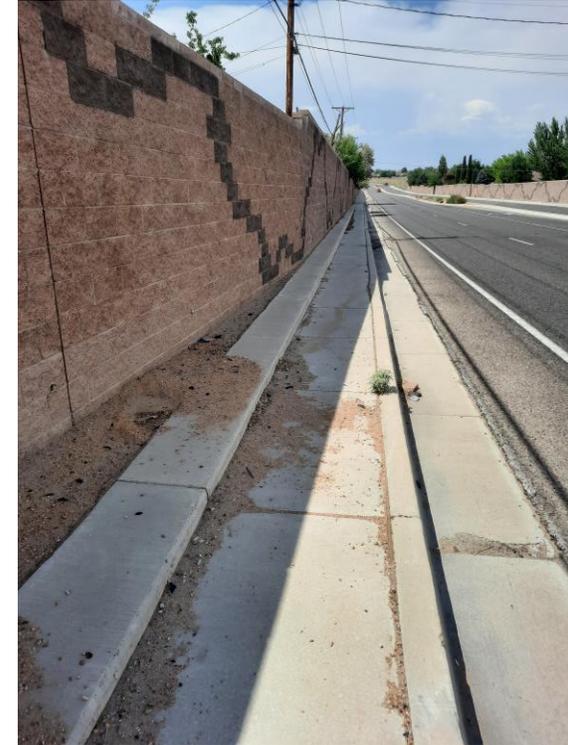
# Key Takeaways and Observations

- Tension between traffic flow and safety for other modes
- Gaps in pedestrian and bikeway network plus the lack of separation from motorists make conditions uncomfortable for non-auto users
- Infrequent crossing opportunities
- East-west multi-use trails that travel through the study area are not well-connected to other bikeways
- Variety of retail and service options, community focal points along the corridor



# General Recommendations

- Two general purpose lanes in each direction should be retained
- Wide medians along portions of the corridor can be repurposed
- Opportunities to narrow travel lanes and medians and reallocate space for other uses
- Additional pedestrian crossings as means of traffic calming and increasing access to commercial areas and recreational destinations



# User Comfort Level – Pedestrian Perspective

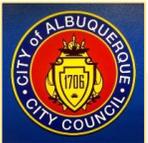
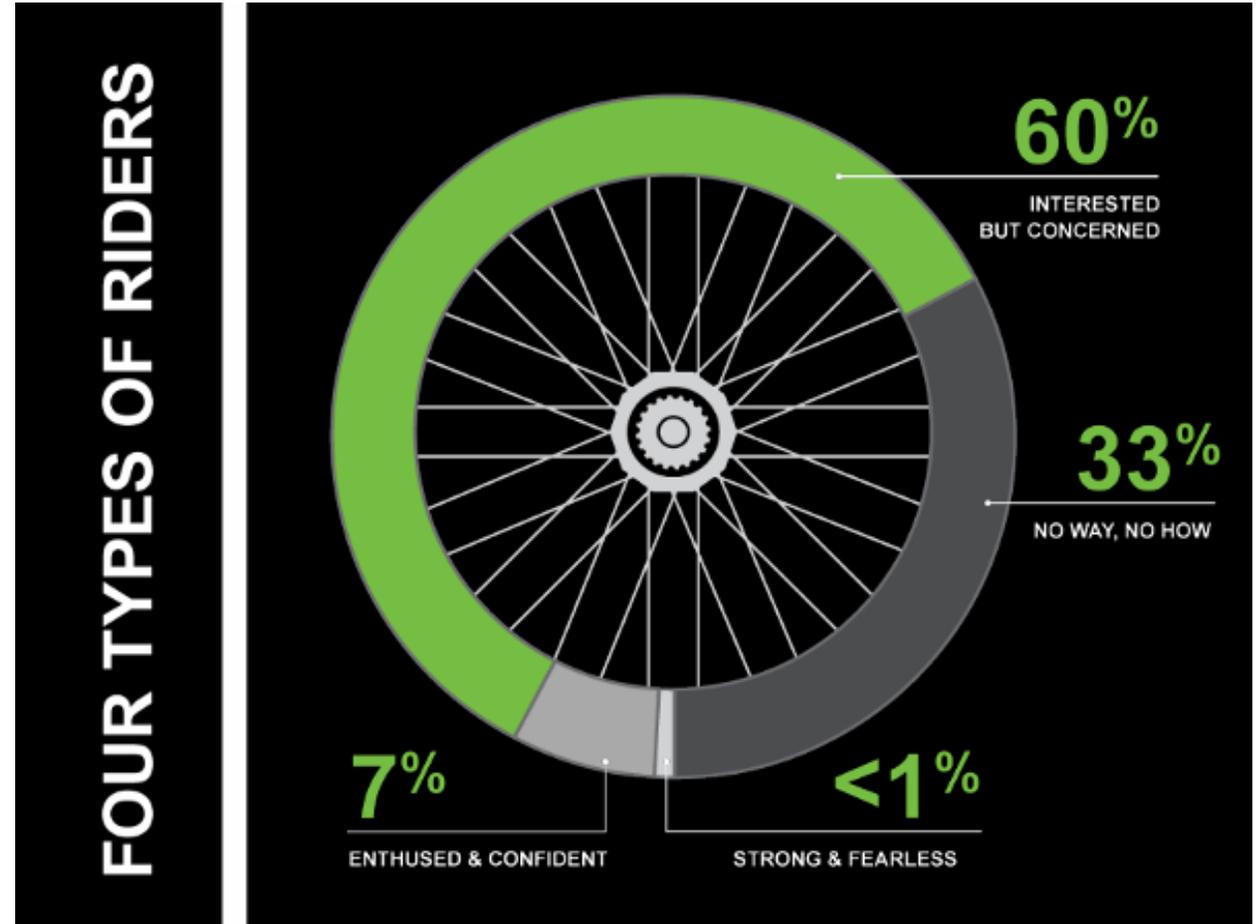


# User Comfort Level – Bicyclist Perspective



# Bikeways for Different User Group

- Important to consider multiple types of users along the corridor
- Bicyclist types help define which segments of the population need lower stress facilities to try bicycling or to bicycle more often
- Golf Course Rd at present is only for the “strong and fearless” and perhaps the “enthused and confident”



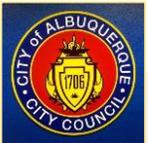
# General Opportunities Along Corridor

## Montaño Rd to Paradise Blvd

- In general, more flexibility for alternative roadway design along southern portion of the corridor
- Reduce the width of medians and narrow vehicle travel lanes
- Reallocate space to on-street bike lane, buffers, and sidewalks
- Existing trails at curb level could be expanded upon and utilized in place of sidewalks

## Paradise Blvd to Westside Blvd

- Corridor is generally built out on both sides
- Narrow medians or two-way left turn lanes
- Reallocate space to provide wider bike lanes
- Some gaps in sidewalks; no buffers against traffic



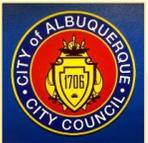
# Alternatives: Montañó Rd to Paradise Blvd

## Alternative 1: Fill gaps in bicycle and pedestrian networks; maintain curb lines

- Reduce median width and allocate space for sidewalks and bike lanes
- Wide medians remain in place
- Maintain curb lines in place to minimize disruptions and costs, where feasible
- Limited landscaping on roadway edges
- Wide on-street buffered bike lanes in both directions (6' bike lanes plus 1.5-3' buffer)

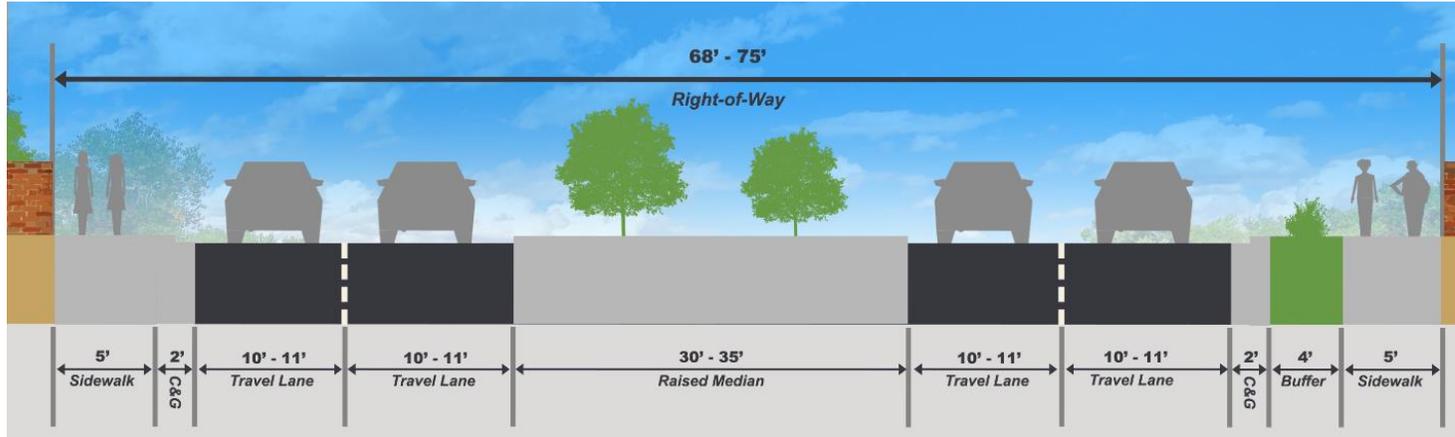
## Alternative 2: Complete Street reconfiguration with continuous multi-use trail, bike lanes, and sidewalks

- Narrow medians and allocate space for sidewalks and bike lanes
- Provide multi-use trail at sidewalk level on northbound side
- On-street bike lanes (6') with small buffer (1-1.5')
- Move curb lines to create additional space for landscaping, where space permits

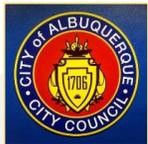
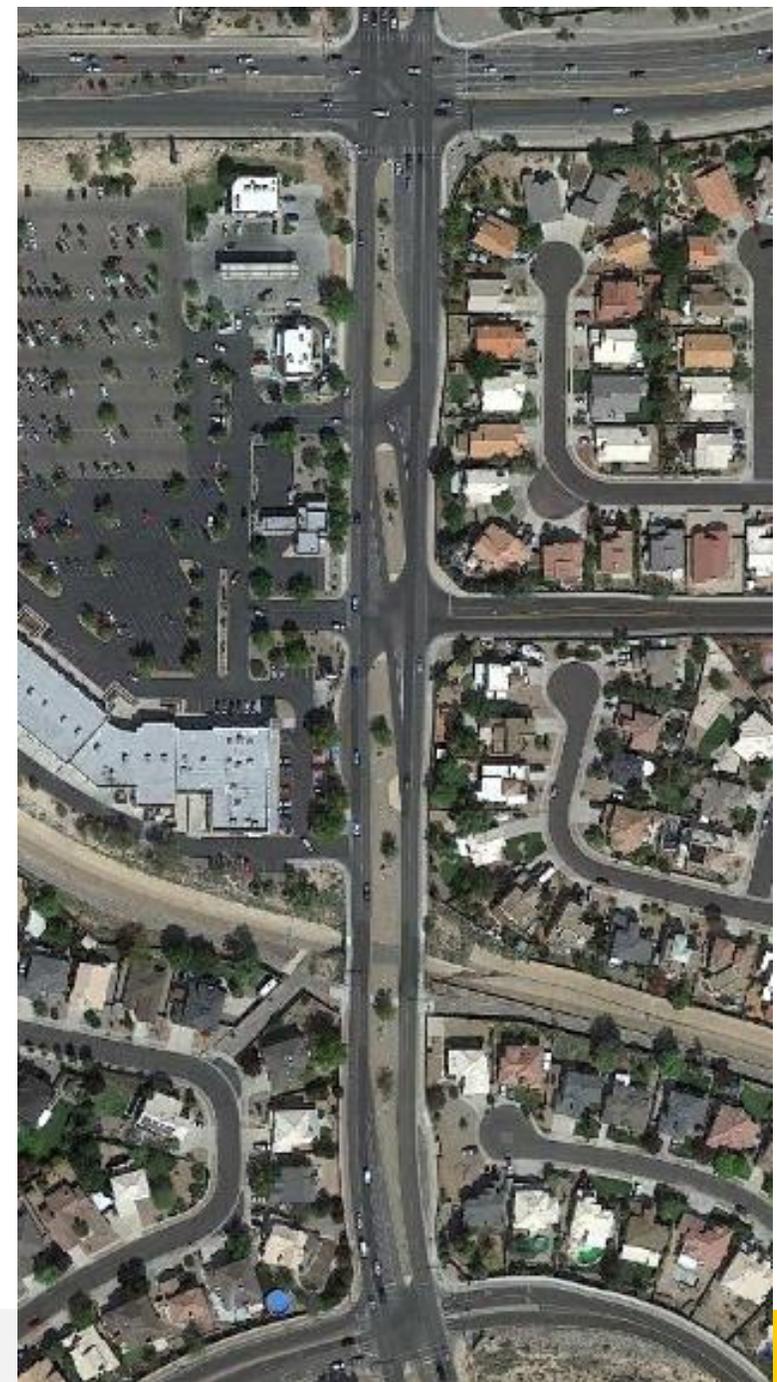
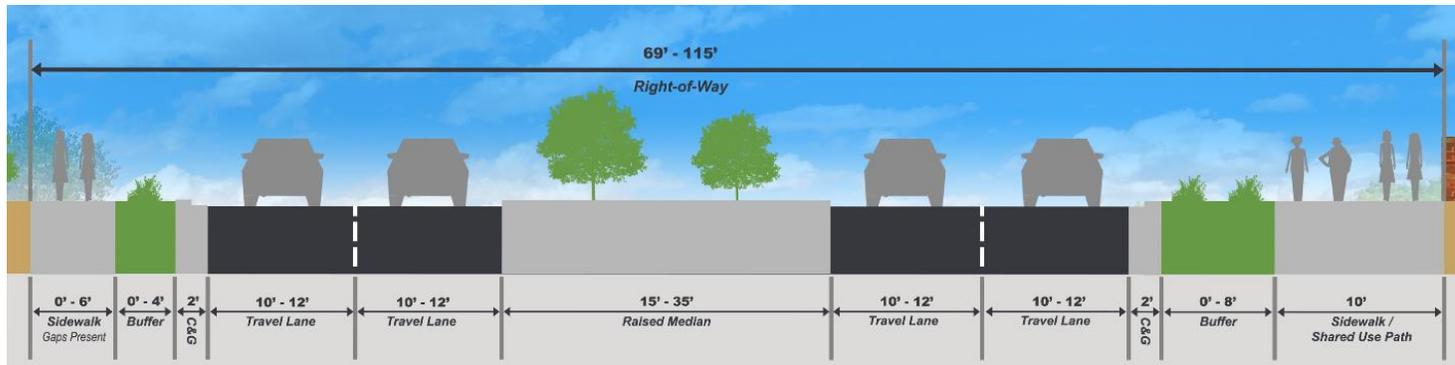


# Existing Road Configuration

## Homestead Trail to Calle Norteña



## Calle Norteña to Paradise Blvd



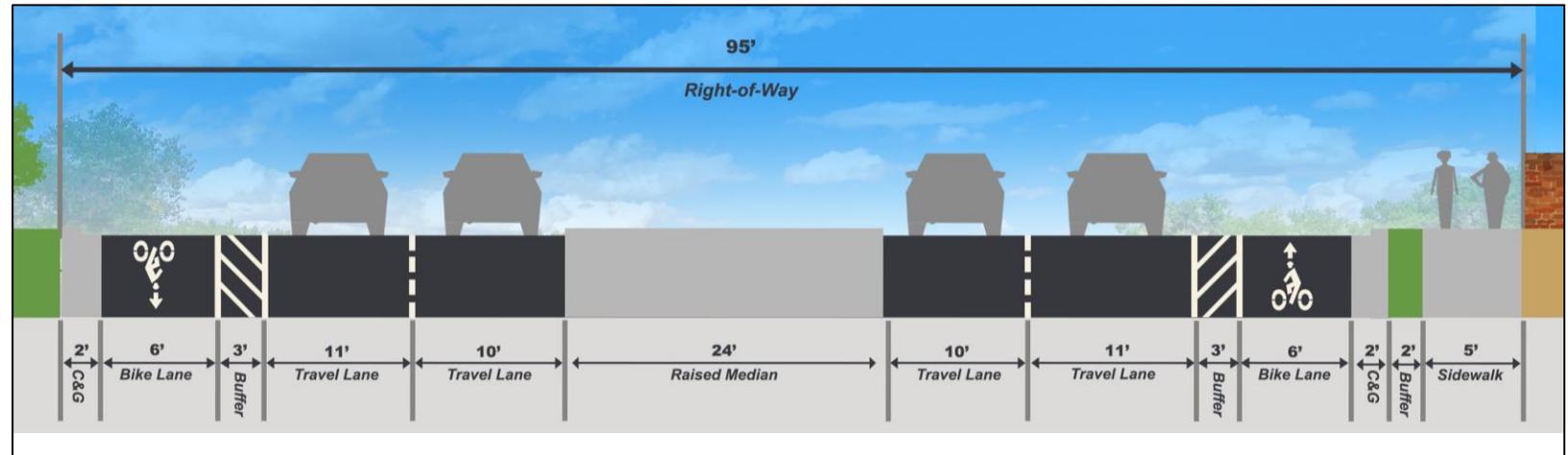
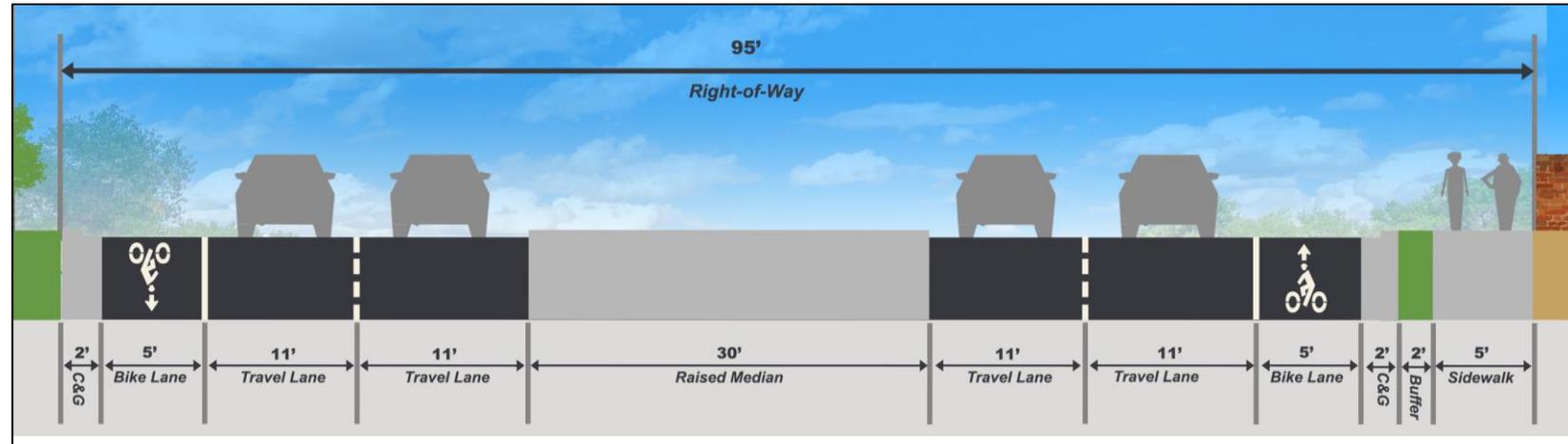
# Alternative 1 – Median Narrowing Only: South of La Orilla Rd

## Existing Conditions

- No sidewalks in southbound direction
- Separated multi-use trail on west side of Taylor Ranch Rd; links to trail north of La Orilla Rd via crosswalk

## Basic Alternative

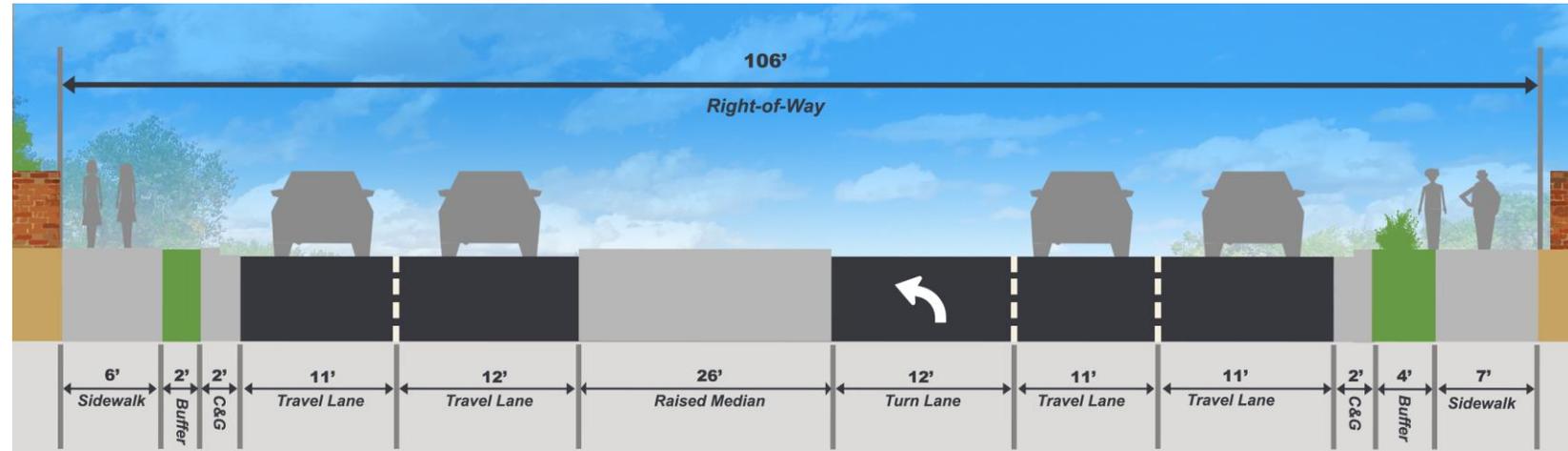
- Maintains existing curb lines
- Narrows travel lanes and median
- Utilize space for wide buffered bike lanes



# Alternative 1 – Median Narrowing Only: North of Samara Rd

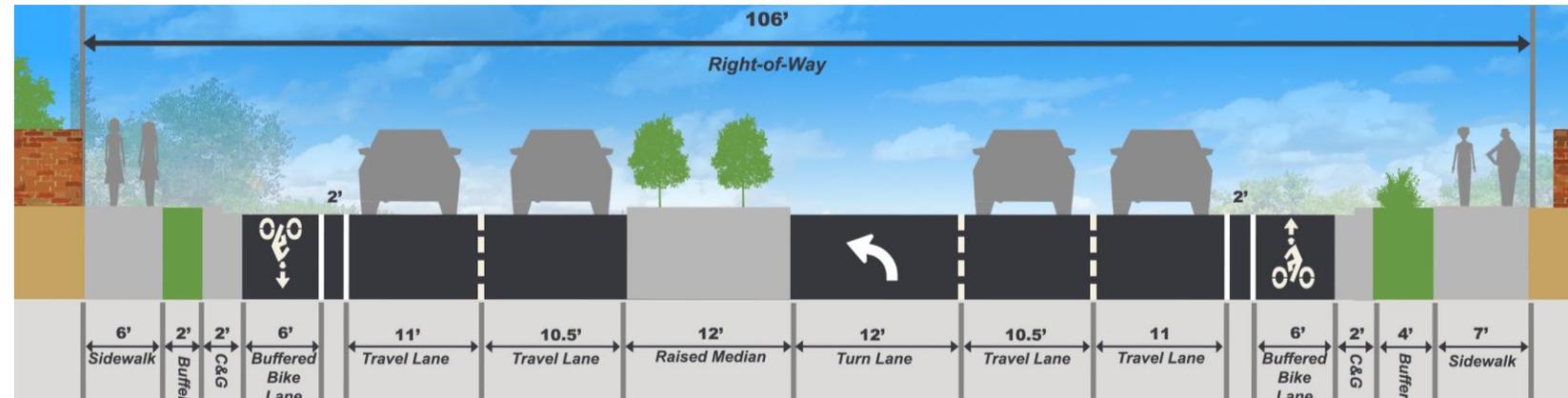
## Existing Conditions

- Sidewalk on northbound side is a multi-use trail; no bikeways in southbound direction
- Travel lanes exceed minimum widths



## Basic Alternative

- Remove excess median space and narrow travel lanes
- Reallocate space to create buffered bike lanes
- Keep existing curb lines on both sides of the street



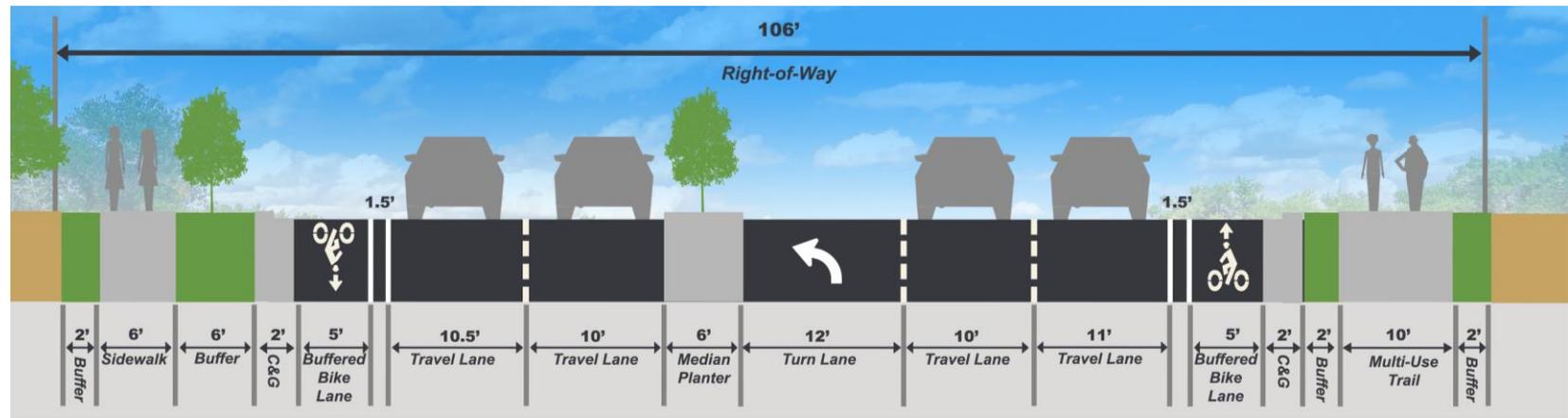
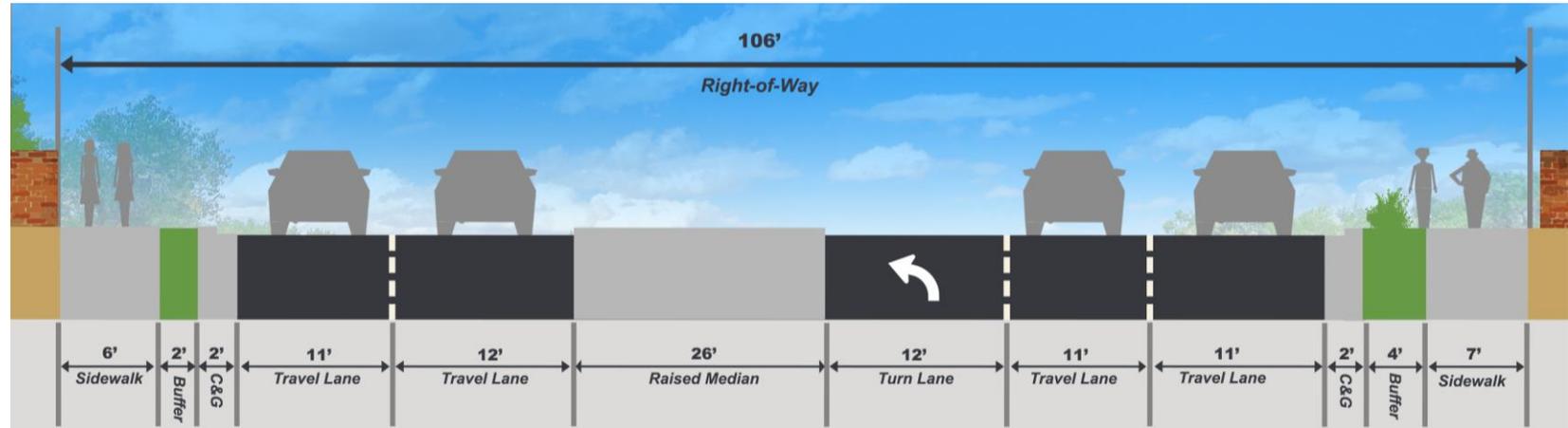
# Alternative 2: Complete Corridor North of Samara Rd / South of Butterfield Trail

## Existing Conditions

- Available paved roadway = 82'
- No bike lanes in either direction
- Riverview Trail is present on east side of Golf Course Rd to south of Samara Rd

## Complete Street with Trail

- 106' between outside sidewalk edges
- Moves existing curb line on both sides to create room for buffers with street trees
- Narrow median and travel lanes
- Provide multi-use trail on northbound side



# Golf Course Rd – Existing Multi-use Trail



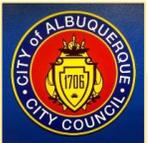
Riverview Trail Spur



North of Kachina St – Riverview Trail on east side of roadway



South of Butterfield Trail

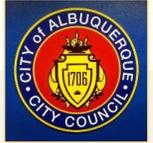
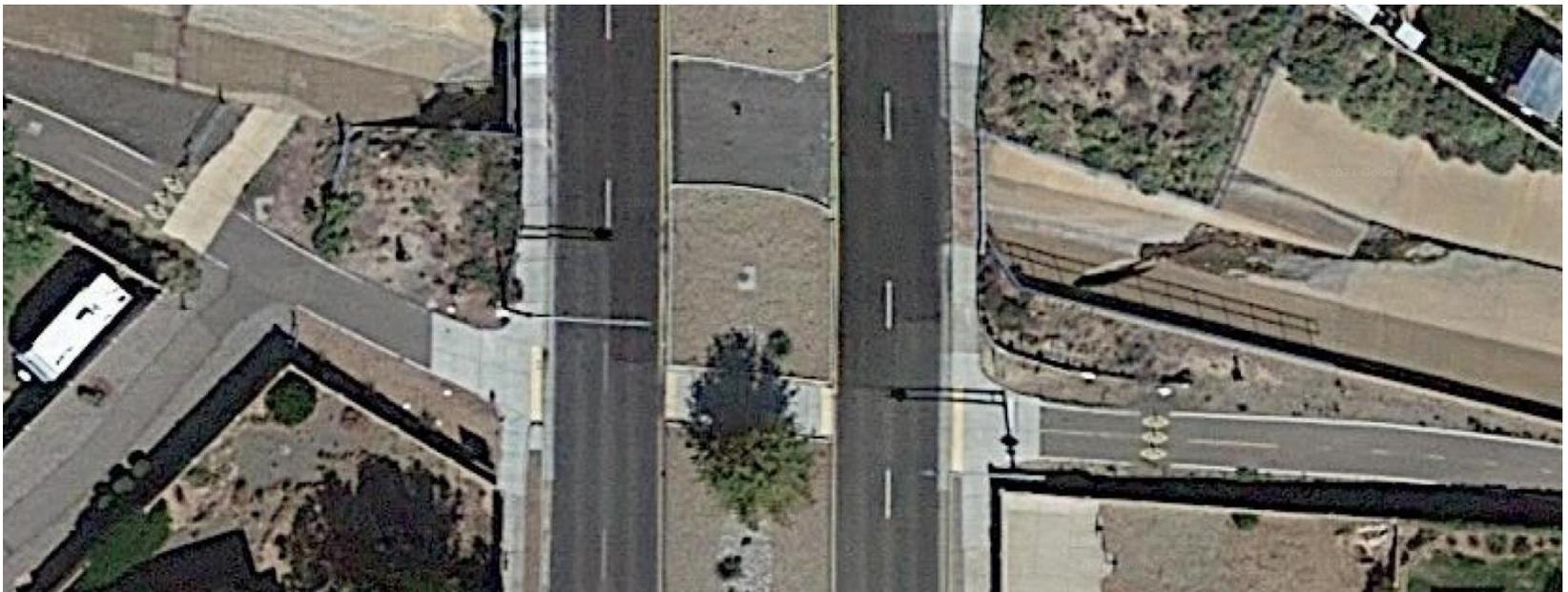


# Complete Street with Multi-Use Trail – Section View



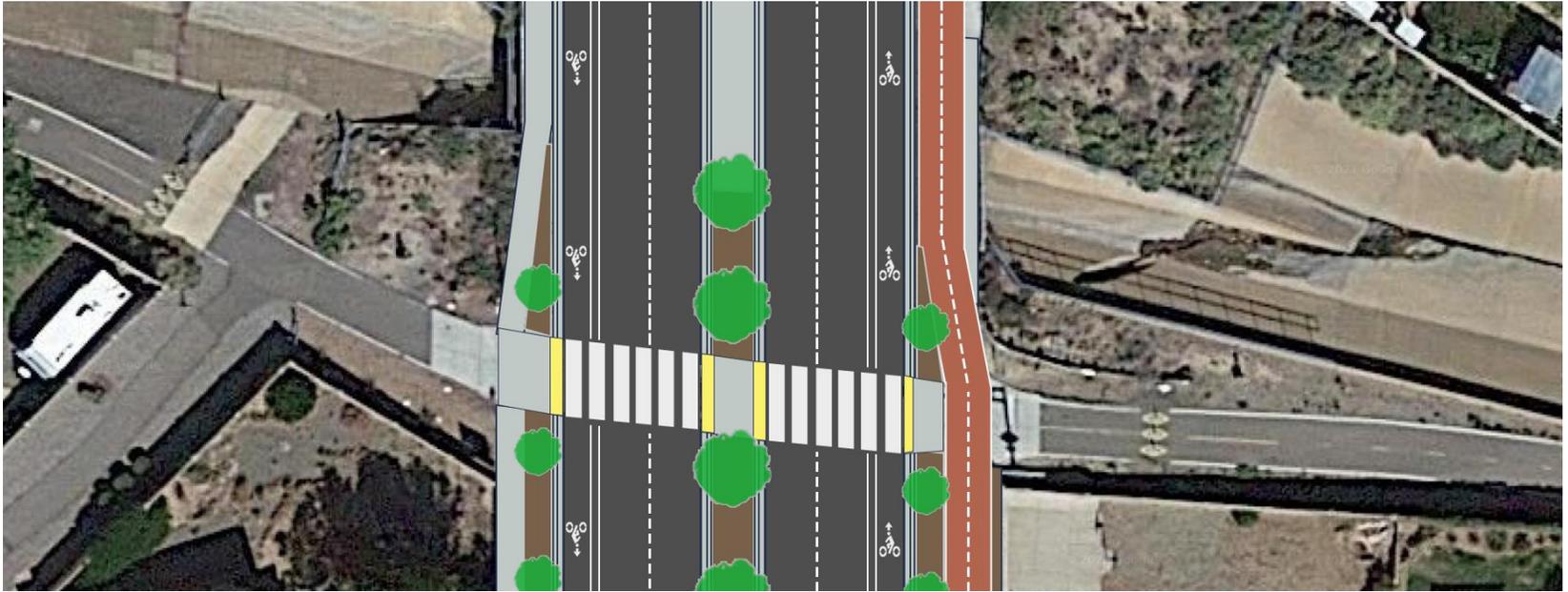
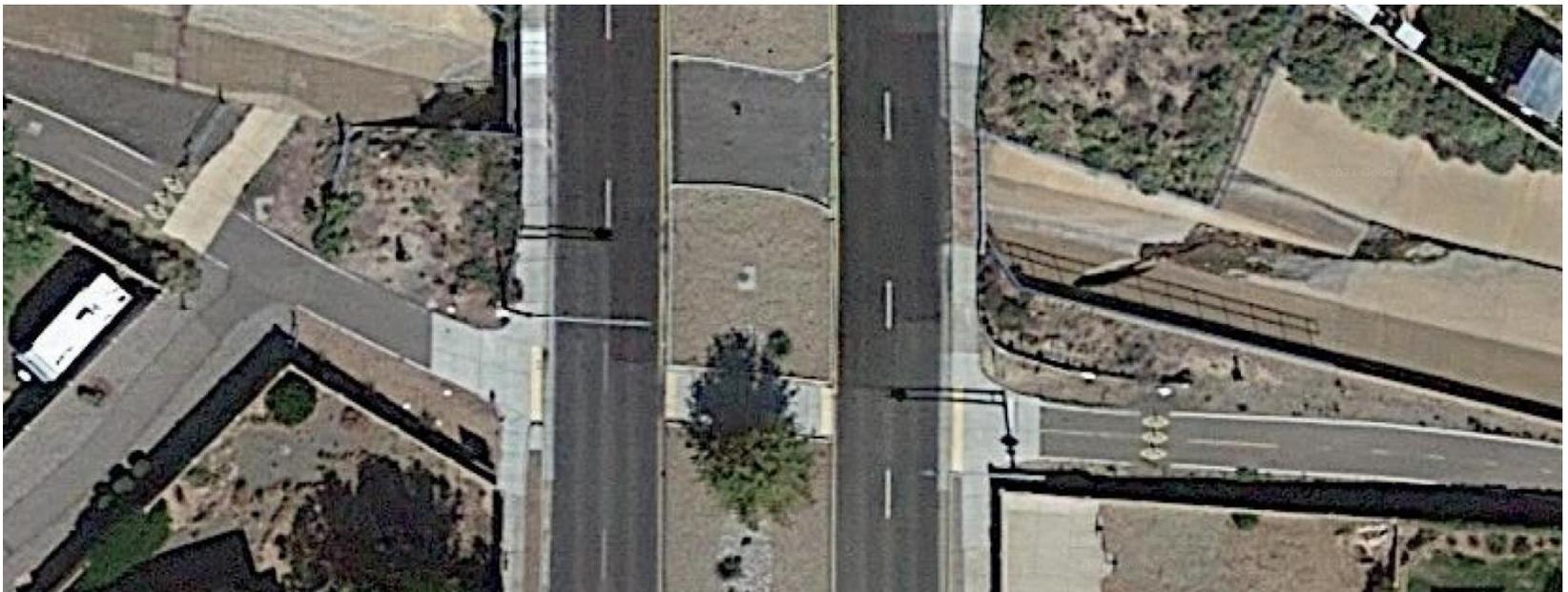
# South of Paseo del Norte:

# Complete Street with Multi-Use Trail – Plan View



# South of Paseo del Norte:

# Complete Street with Multi-Use Trail – Plan View



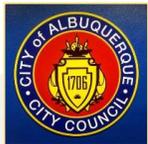
# Connections to Existing Trails – Paradise Blvd

- Close gap in multi-use trail along Golf Course Rd
- Connect with trail along Paradise Blvd
- Utilize existing sidewalk and landscape buffer area



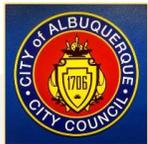
# Alternative 2 – Complete Street with Multi-Use Trail

North of  
Samara Rd



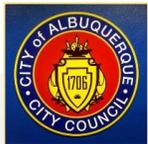
# Alternative 2 – Complete Street with Multi-Use Trail

North of  
Butterfield Trail  
– part 1



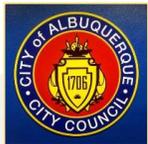
# Alternative 2 – Complete Street with Multi-Use Trail

North of  
Butterfield Trail  
– part 2



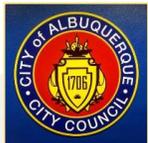
# Alternative 2 – Complete Street with Multi-Use Trail

North of Calle  
Norteña



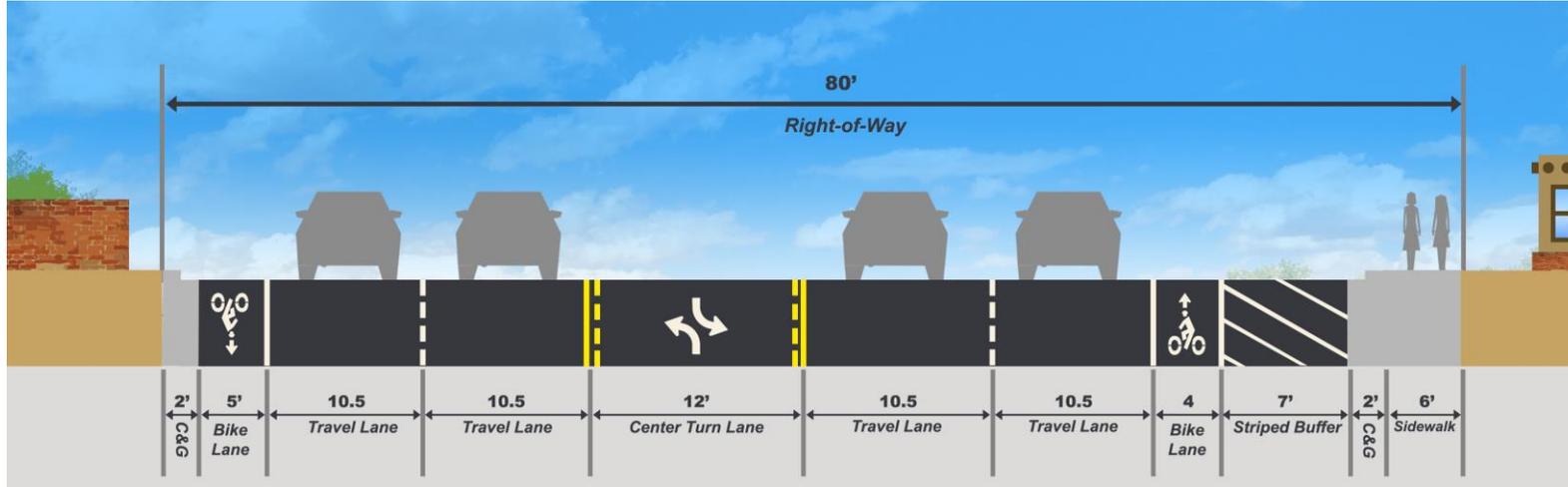
# Montaño Rd to Paradise Blvd – Strengths and Weaknesses

	Alternative 1	Alternative 2
<b>Operations</b>	<b>No major impacts to operations;</b> potential traffic calming effects from narrower lanes and streets trees along edges	<b>No major impacts to operations;</b> potential traffic calming effects from narrower lanes and streets trees along edges
<b>Costs</b>	<b>Medium;</b> major costs include median narrowing, resurfacing, and restriping	<b>High;</b> major costs include median narrowing, moving curb lines, resurfacing, and restriping
<b>Impacts during Construction</b>	Moderate impacts	Significant impacts
<b>Impacts to Pedestrians</b>	<b>Gaps remain</b> in sidewalks; no additional buffers	<b>Complete sidewalks</b> on both sides of the street, with <b>buffers</b> between sidewalks and driving lanes along most of corridor
<b>Impacts to Bicyclists</b>	Improved conditions for bicyclists who feel comfortable along <b>on-street bike lanes</b>	Improved conditions for bicyclists who feel comfortable along <b>on-street bike lanes OR separated trails</b>
<b>Impacts to Landscaping / Medians</b>	<b>Wide medians remain;</b> no landscaping on sides of the roadway	Landscaping opportunities in <b>medians and buffers</b> on each sides of the roadway

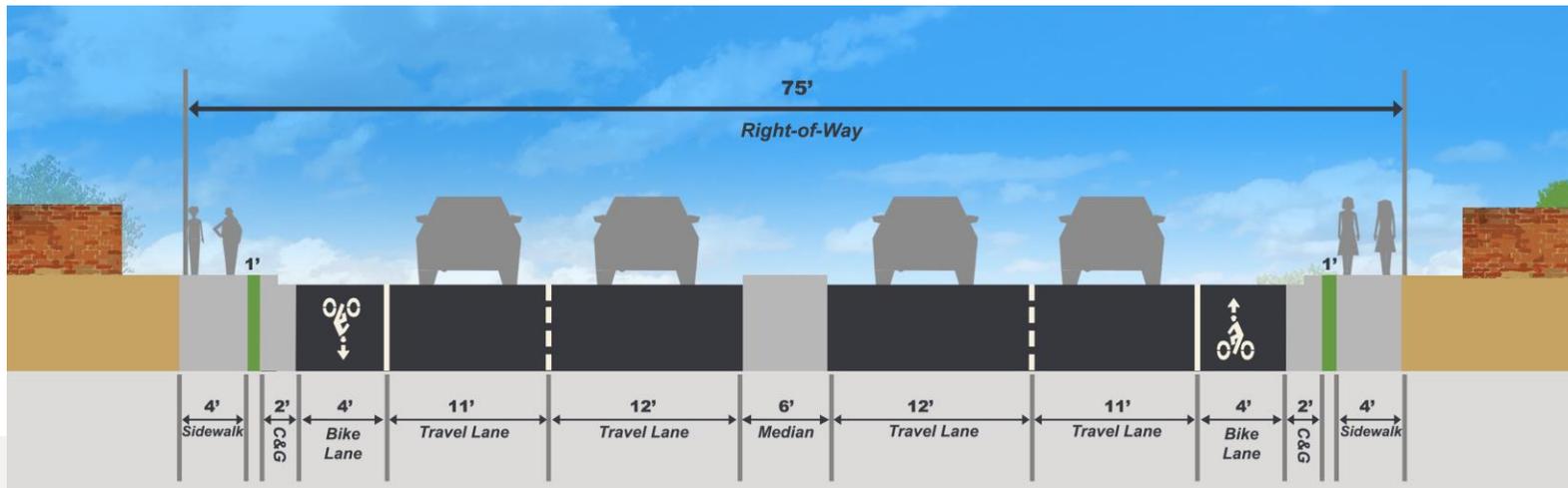


# Road Configuration

## Paradise Blvd to Irving Blvd



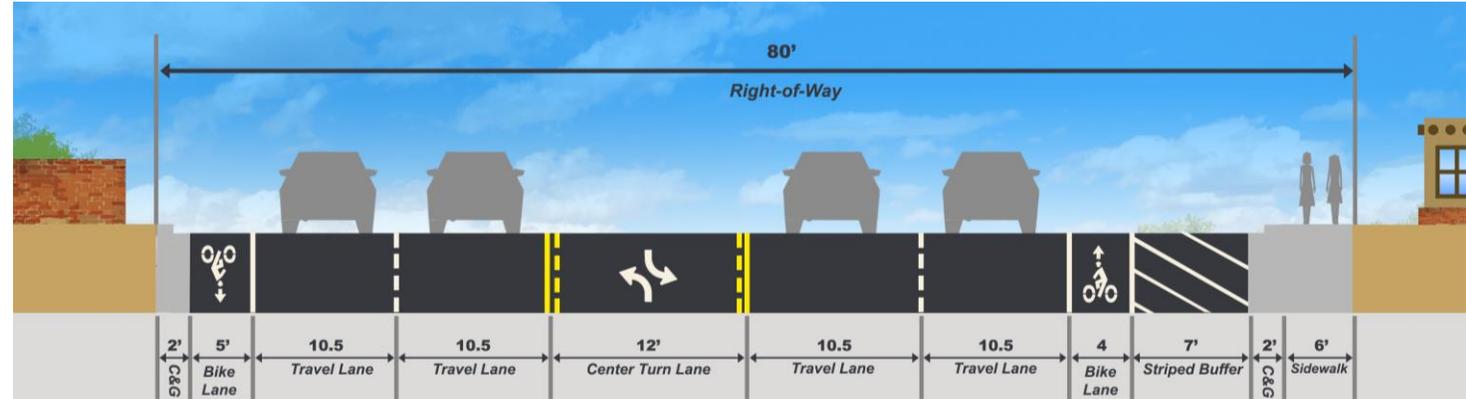
## Irving Blvd to Westside Blvd



# Alternatives: Paradise Blvd to Irving Blvd

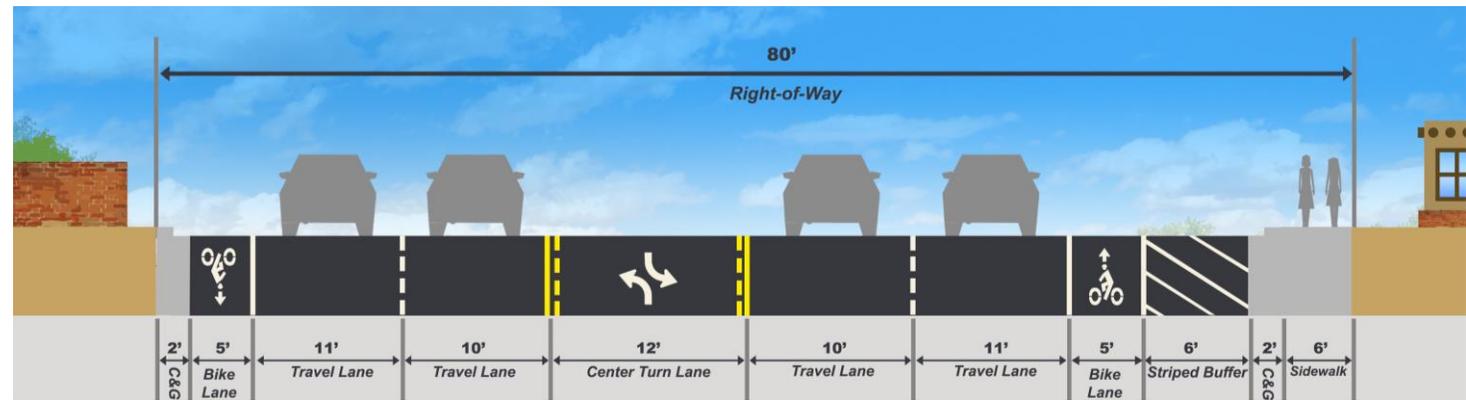
## Existing Conditions

- Available paved roadway space is 70'
- Narrow on-street bike lanes
- Striped buffer separating sidewalk from bike lane that is also used for on-street parking
- Sidewalks in southbound direction are not necessary in this segment



## Potential Alternative

- Narrow driving lanes to 10' and striped buffer on northbound side by 1' (combined width with gutter pan is 7', which meets DPM standards)
- Reallocate for 5' bike lanes with 1' buffers
- Retains existing curb lines on both sides
- Other adjustments to striping plan could be considered



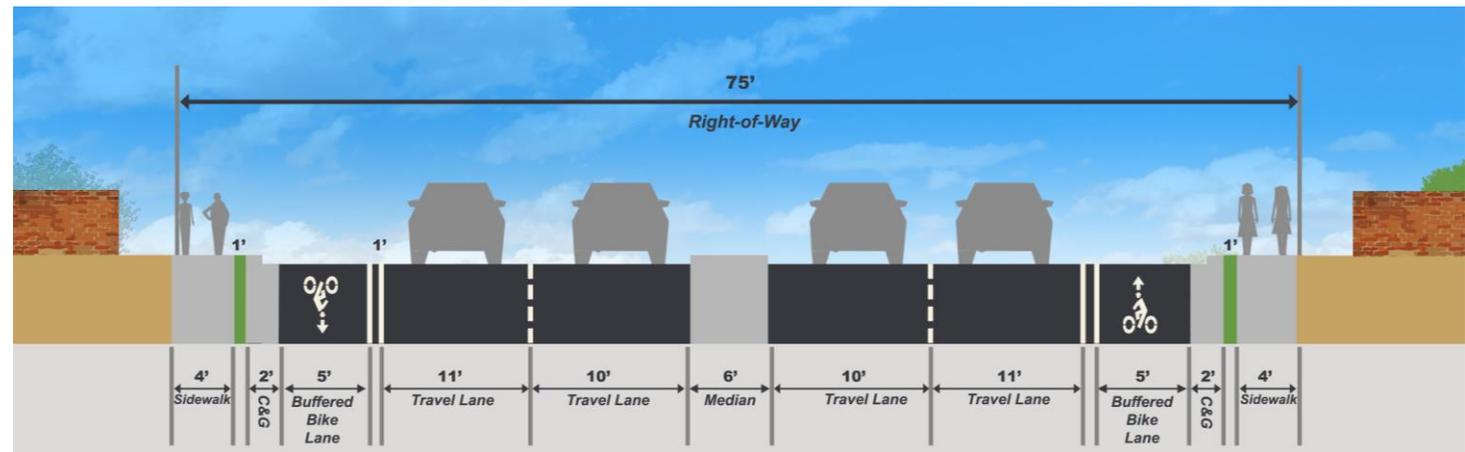
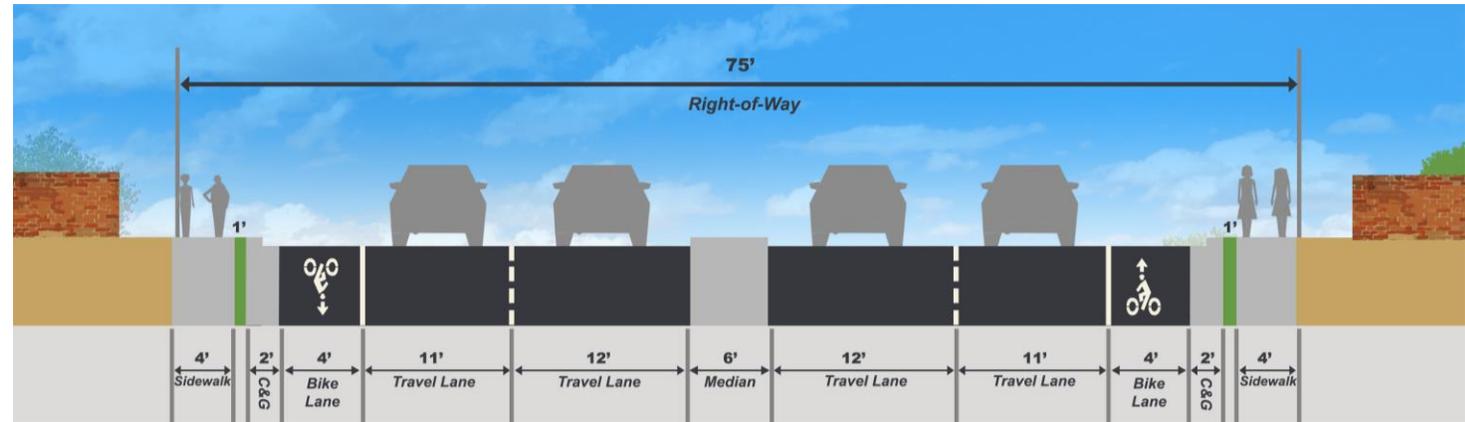
# Alternatives: Irving Blvd to Westside Blvd

## Existing Conditions

- Available paved roadway space = 61'; between subdivision walls = 75'
- Travel lanes exceed minimum widths
- Bikeways and sidewalks widths are narrower than desired
- Portions of corridor have wider medians to accommodate turn lanes approaching intersections; majority of segment features 6' medians
- Subdivision walls limit options for changing roadway configuration

## Potential Alternative

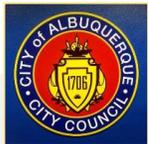
- Retains existing curb lines on both sides of the street
- Reallocates space for wider bike lanes
- *Long term: Median could be narrowed to create additional space*



# Spacing of Signalized Intersections and Pedestrian Crossings

- DPM guidance for Major Transit Corridors
  - Signalized pedestrian crossing every 1,320-2,640'
  - Designated pedestrian crossing every 1,320'
- Most segments of the corridor fall well short of DPM guidance
- Next step:
  - Identify other potential crossing locations
  - Assess appropriate crossing type

Crossing Location	Crossing Type	Distance to Next Crossing (to the north)
<b>Montaño Rd</b>	Signalized Intersection	1,190 ft (0.235 miles)
<b>Kachina St</b>	Signalized Intersection	1,290 ft (0.24 miles)
<b>La Orilla Rd</b>	Signalized Intersection	6,720 ft (1.27 miles)
<b>Calle Norteña</b>	Signalized Intersection	410 ft (0.08 miles)
<b>Piedras Marcadas Trail</b>	Designated Crossing	1,180 ft (0.22 miles)
<b>Paseo del Norte</b>	Signalized Intersection	3,800 ft (0.72 miles)
<b>Paradise Blvd</b>	Signalized Intersection	4,610 ft (0.87 miles)
<b>Irving Blvd</b>	Signalized Intersection	2,580 ft (0.49 miles)
<b>McMahon Blvd/Elison Dr</b>	Signalized Intersection	4,550 ft (0.86 miles)
<b>Westside Blvd</b>	Signalized Intersection	4,550 ft (0.86 miles)



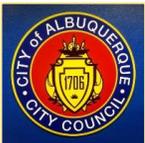
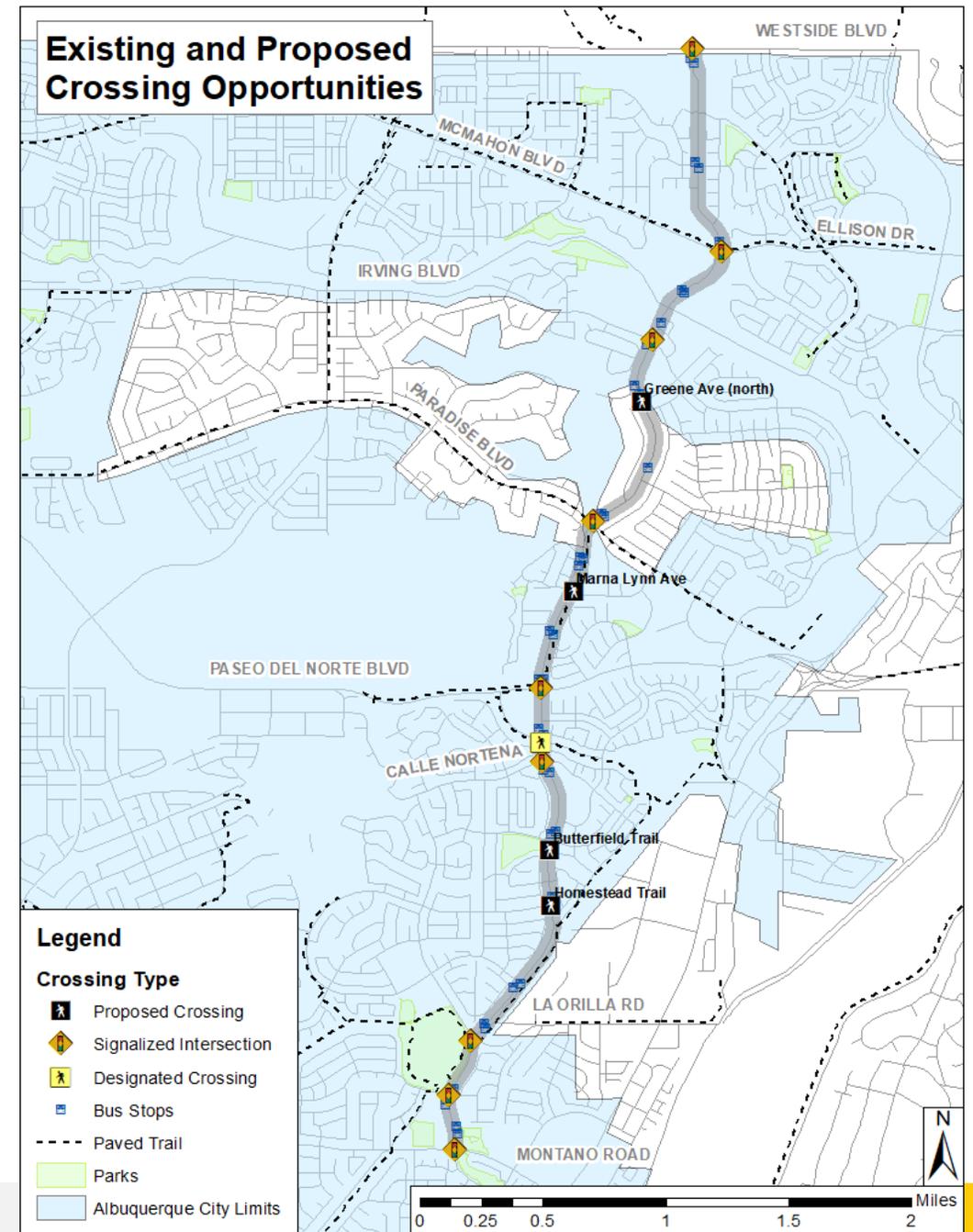
# Pedestrian Crossing Locations

## Considerations

- Spacing between designated/signalized crossings
- Distance from intersections
- Near transit stops or trails
- Access or retail centers

## Crossing type

- Mid-block or intersection
- Recommendation: Median refuge islands for all unsignalized intersections



# Other Recommendations

- **Traffic signals and operations**

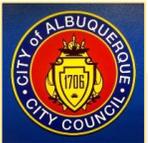
- Reduce posted speed along corridor to 35 MPH
- Consider signal equipment better suited for multi-modal needs
- Recommend retiming; current plans were developed 10+ years ago

- **Signage/wayfinding along trails network**

- Links to east-west trails
- Information about recreational destinations and commercial centers

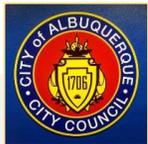
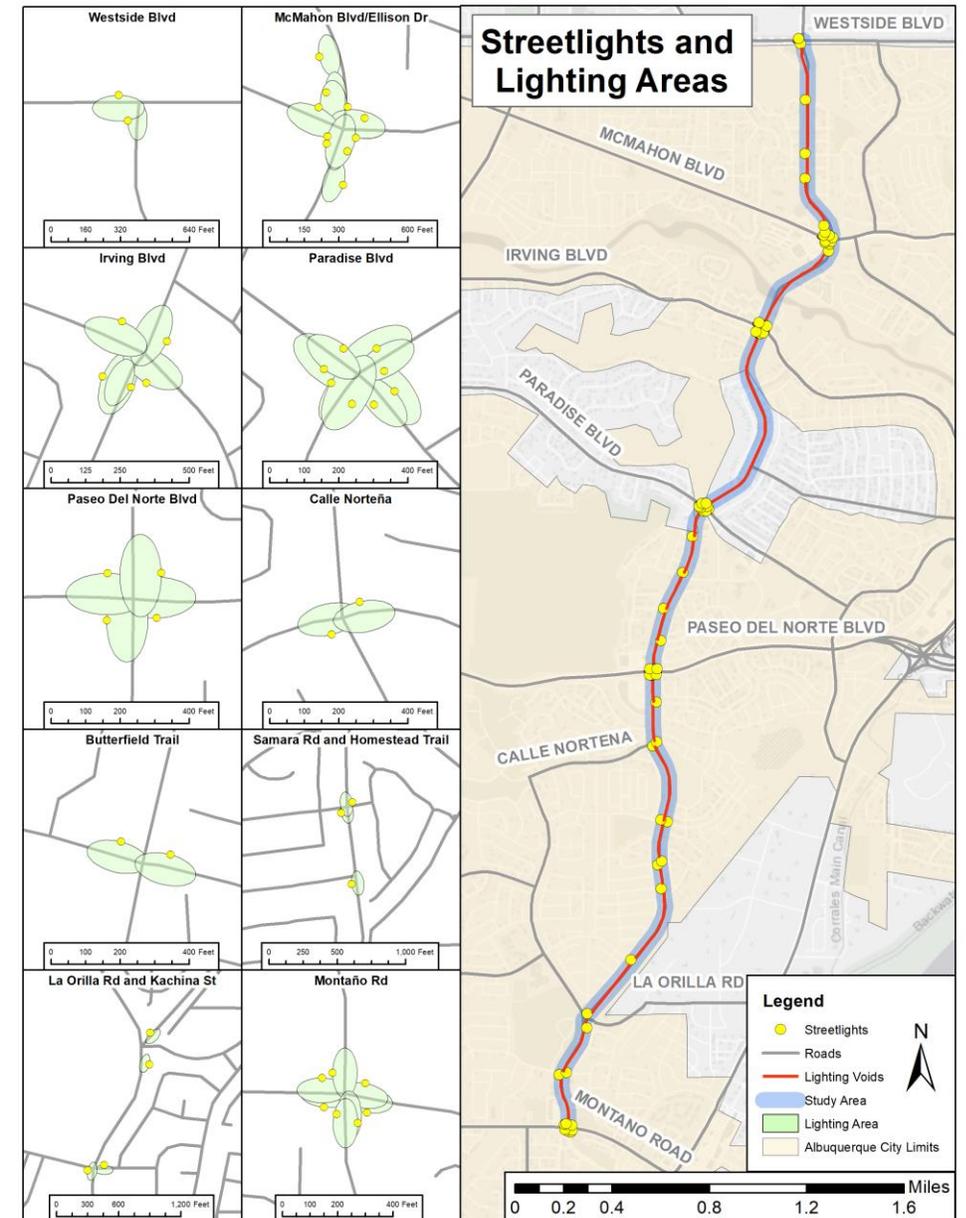
- **Green stormwater infrastructure**

- Utilize green stormwater infrastructure (GSI) best management practices as part of median landscaping, landscape buffers
- Opportunities for bulb outs with GSI elements between Paradise Blvd and Irving Blvd



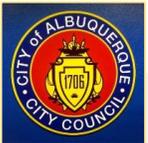
# Lighting Recommendations

- Illumination needed at trail crossings, pedestrian features, and traffic control
  - Includes crosswalks, stop signs, intersections
- Trail lighting system
- Additional lighting at commercial nodes
- Comprehensive illumination at corridor level: roadway and bicycle/pedestrian, including multi-use trails
- Appropriate light pole sizes vary by location and context



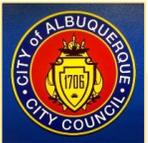
# Streetlights: Topics

- Existing Conditions
- Tier 1: Trail Crossings, Pedestrian Features, and Traffic Control
- Tier 2/3: Commercial Areas
- Tier 2/3: Multi-Use Trail
- Tier 4: Continuous Lighting System with Enhanced Crossings



# Streetlights: Existing Conditions

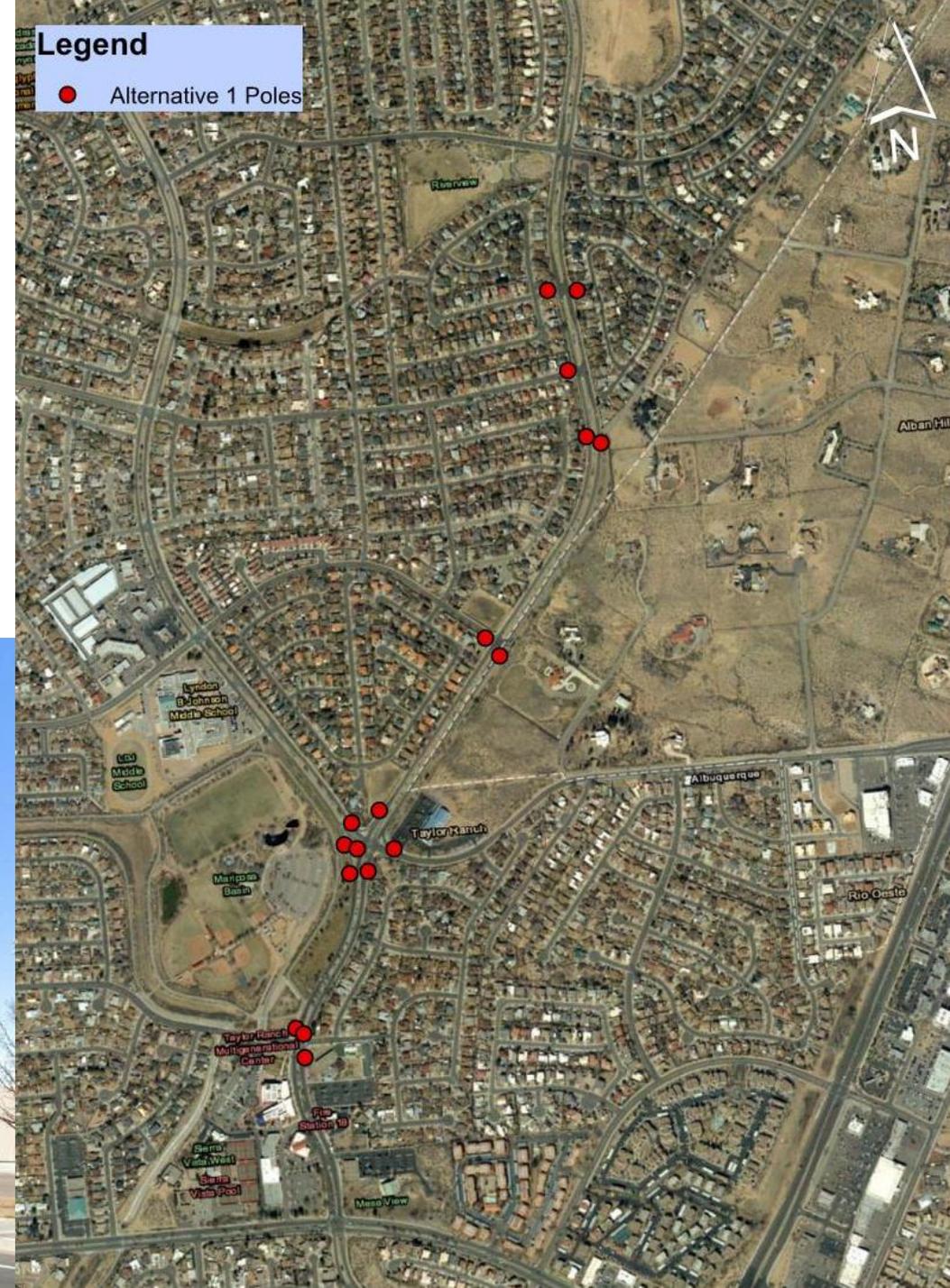
- No Continuous System
- Select Placement (Intersections)
- Issues:
  - Behind Stop Signs (Casts Shadow)
  - Behind Crosswalks (Casts Shadow)
  - Dark Trail Crossing(s)



# Streetlights: Tier 1

- Trail Crossings Lighting (30 FT Poles)
- Intersection & Stop Signs (30 FT Poles)

Looking South on University Blvd

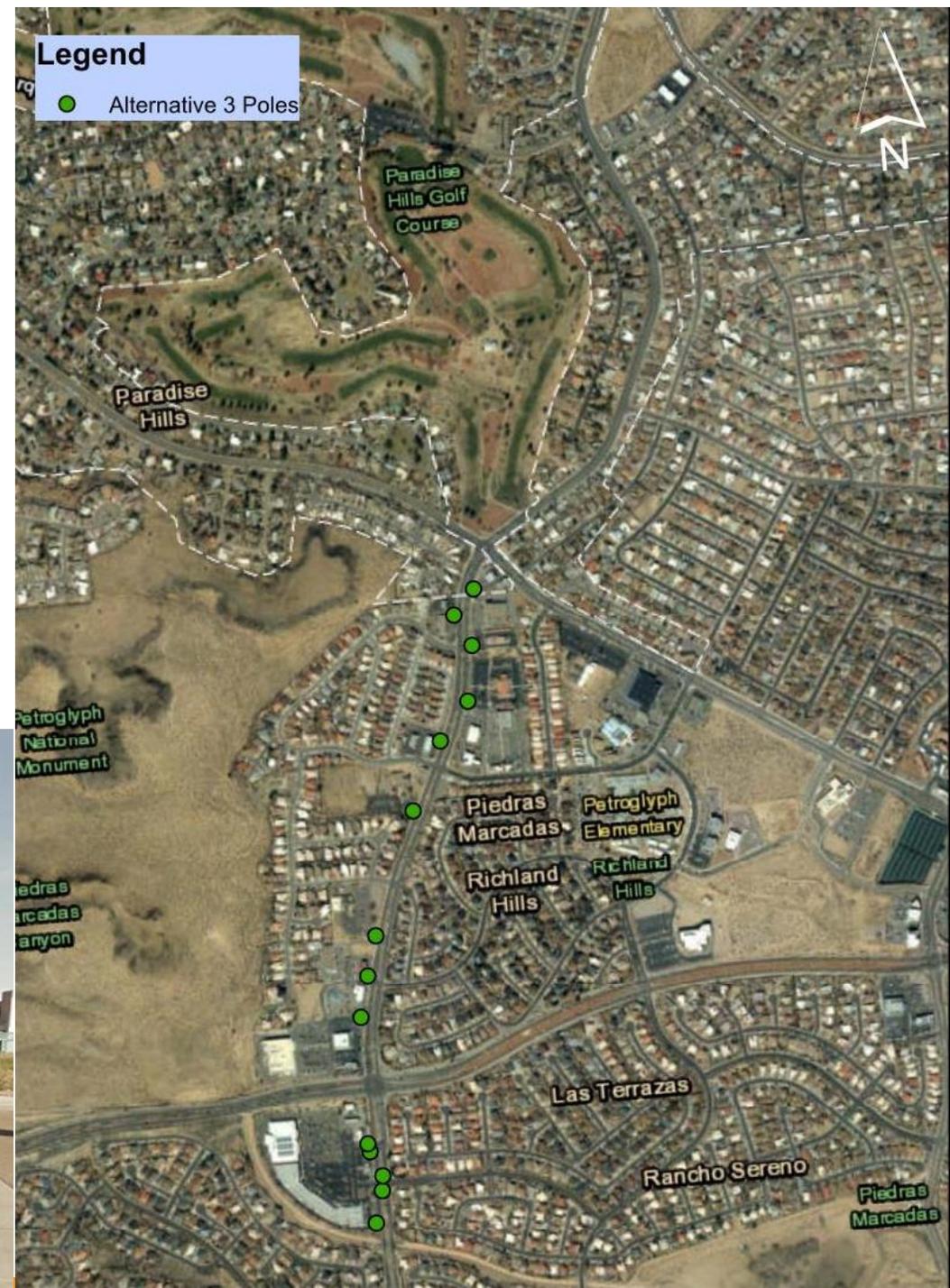


# Streetlights: Tier 2/3

- Commercial Areas (40 FT Poles)



Looking North on Coors

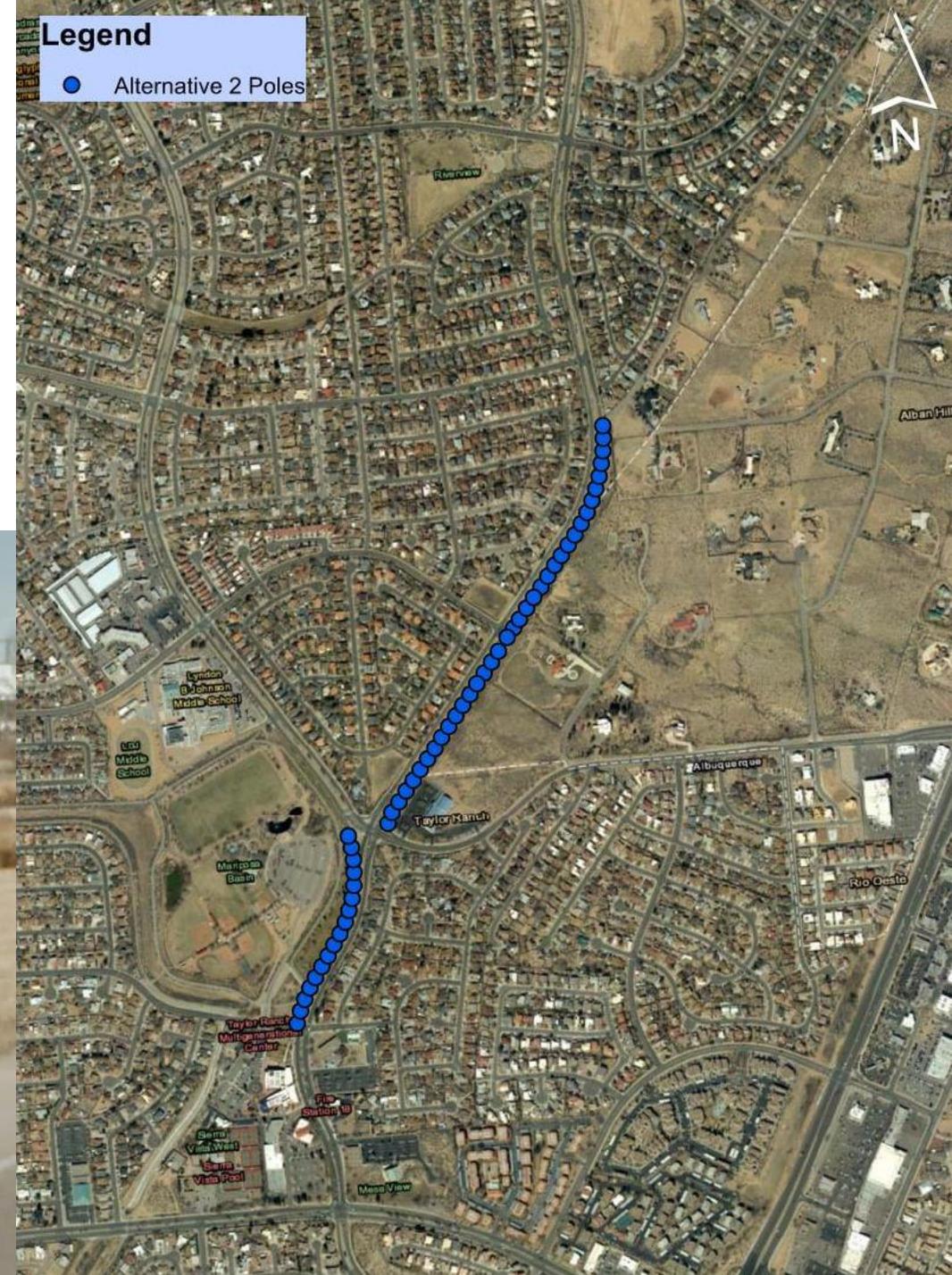


# Streetlights: Tier 2/3

- Pedestrian Trail System (20 FT Decorative Poles)



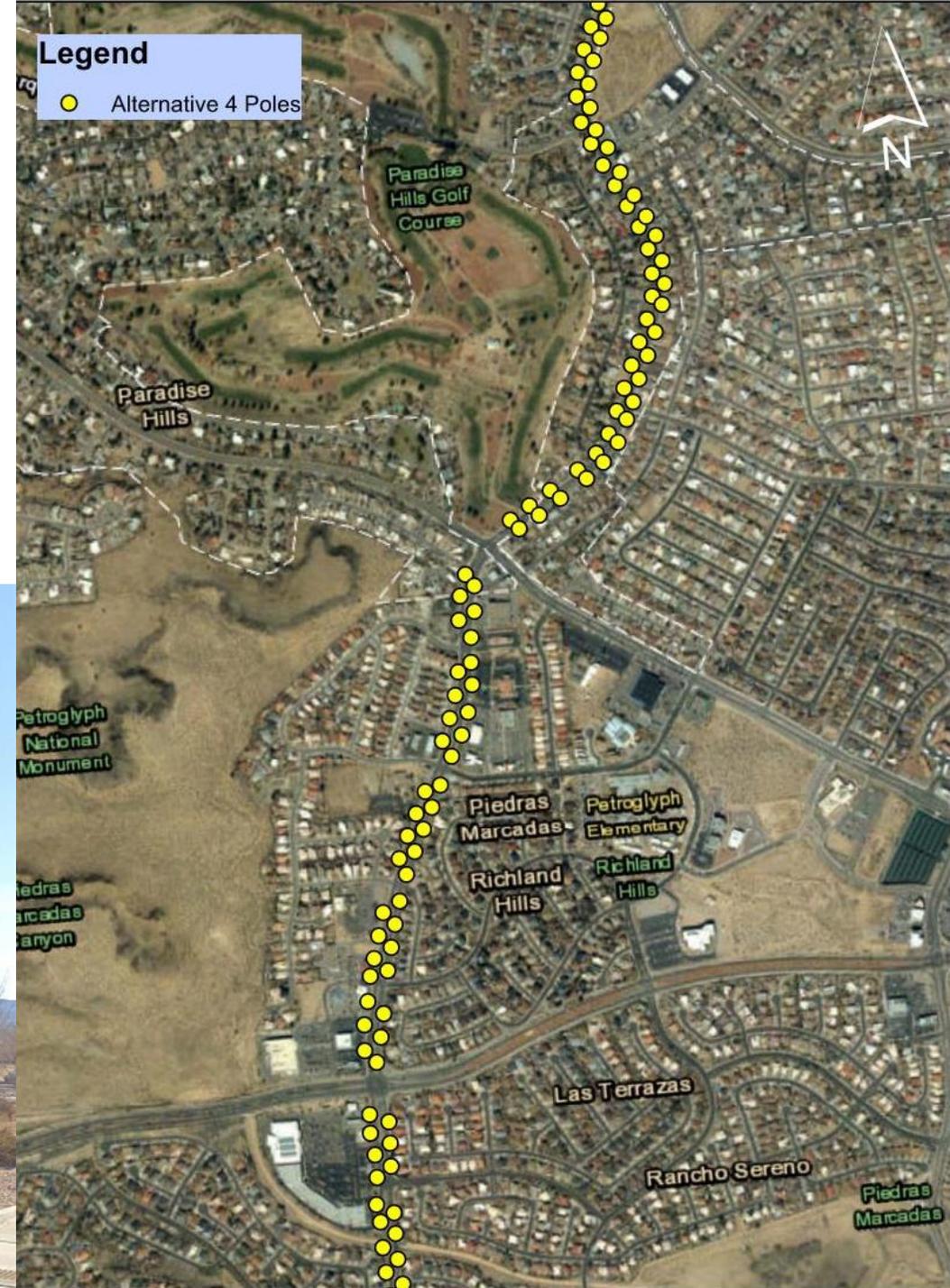
Hobbs, NM



# Streetlights: Tier 4

- Traditional Arterial System (30-40 FT Poles)

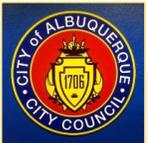
Looking East on Southern Blvd



# Schedule and Next Steps

- Existing Conditions Report to be published online
- Public meeting #2: October 21
- Public comment period through December 2021
- Final report in early 2022
- Check the project website for updates (search for Golf Course Road Complete Streets Study):

<https://www.cabq.gov/council/find-your-councilor/district-5/complete-streets-planning-study-on-taylor-ranch-road-and-golf-course-road>



# Questions



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