Final Recommendations for the Irving Blvd Traffic Calming Study
Meeting is being recorded

Please “sign-in” to the meeting by providing your email in the chat box

Meeting will include a discussion period after the presentation: you may provide questions in the chat box at any time

Additional information can be found on the project website:  
PURPOSE & NEED

▪ Evaluate roadway and safety conditions along Irving Blvd between La Paz Dr/Pyrenees Ct and Rio Los Pinos Dr
▪ Propose traffic calming options along the corridor that reduce vehicle speeds and increase safety for all users
▪ Improve bikeways and pedestrian facilities along corridor
▪ Address safety issues and close trail gaps at intersection of Irving Blvd and Unser Blvd
PROJECT STATUS

- Study report has been completed
- Public meeting in October 2021, followed by public comment period
- Members of the public may contact Councilor Lewis’s office with additional feedback and questions
- Project requires funding and final engineering design before construction would begin
EXISTING CONDITIONS

- Existing Sidewalks
- ROW available for sidewalks without impacting parcels
- Paved Multi-Use Path
- Irving Blvd Study Corridor
EXISTING CONDITIONS: EAST OF UNSER BLVD

- Narrow two-lane roadway (24’ from curb to curb)
- No sidewalks or bike lanes
- ≈10,000 cars per day
- City-owned land between roadway and Calabacillas Arroyo
- Residential access from side streets and cul-de-sacs
Existing Conditions:
East of Unser Blvd

- No sidewalks or bike lanes on either side of street
- 10-12’ of available space between curb and subdivision walls on south side
- Ample right-of-way on the north side of street for improvements
ALTERNATIVES FOR EAST OF IRVING BLVD

- Study considered three options for incorporating pedestrian and bicycle facilities along Irving Blvd to the east of Unser Blvd

1. Build sidewalks on both sides of the roadway; keep existing curb lines

2. Build sidewalk on south side of road and multi-use trail on north side of roadway; keep existing curb lines

3. Widen roadway to build:
   - on-street bike lanes
   - sidewalks on south side of roadway
   - multi-use trail on north side of roadway
Alternative 1: East of Unser Blvd

- Adds standard width sidewalks and buffers on both sides of the street
- Curb lines are kept in place, which minimizes costs
- Open space to the north of the roadway is only partially utilized
Alternative 2: East of Unser Blvd

- Adds multi-use trail on the north side of street and sidewalk on the south side
- Curb lines are kept in place, which minimizes costs
- Buffer between the roadway and the trail could be widened as appropriate
**Recommended Alternative:**

East of Unser Blvd

- Adds bike lanes and buffers on both sides of street
- Adds multi-use trail on north side and sidewalk on south side
- South side curb location is maintained; curb on north side is moved
- Highest cost among alternatives
UNSER BLVD & IRVING BLVD INTERSECTION

View north from SE corner
View south from SE corner
View east from SW corner
Intersection of Unser Blvd and Irving Blvd

- Free right turn lane allows motorists to travel westbound through the intersection at high speeds → creates pedestrian conflicts
- Gap in multi-use trail network; lack of pedestrian connections
Intersection of Unser Blvd and Irving Blvd

- Create t-intersection and add landscaping at the northeast corner; maintain dedicated turn lanes
- Convert acceleration lane on Unser Blvd to a buffered bike lane
- Close gaps in the multi-use trail
Existing Conditions:
East of Unser Blvd
Recommended Alternative:
East of Unser Blvd
TRAFFIC CALMING TREATMENTS

- Study identified appropriate techniques for road used as emergency access route
- Placement based on spacing and context to achieve speed reductions with minimal impact to the roadway
- Recommended treatments are intended to achieve sustained speed reduction
- Provide lateral shifts to force motorists to change their travel paths
RECOMMENDATION: COMBINE TRAFFIC CALMING DEVICES

- Study recommends a combination of median diverters and mini-roundabouts
- Stop signs at Keeping Dr can be replaced; minor changes to alignment might be required
- Pedestrian crossing locations can be integrated into the design of traffic calming features
EXISTING CONDITIONS – WEST OF UNSER BLVD

- Two-lane roadway with center turn lane
- \(\approx 6,000\) cars per day
- Narrow bike lanes (3.5-4.5’) on both sides of the street
- Narrow sidewalks (4’) on portions of the south side only
- Driveways and residential access along Irving Blvd
- Designated “Residential Area”
PEDESTRIAN CONDITIONS – WEST OF UNSER BLVD
ALTERNATIVES FOR WEST OF UNSER BLVD

- Enhance existing sidewalks

- Study considered two options for incorporating sidewalks along Irving Blvd to the west of Unser Blvd
  1. Build sidewalks *outside* of the roadway; maintain two-way left turn lane
  2. Build sidewalks *into* the roadway; remove two-way left turn lane
No sidewalks on either side

Existing residential driveways/yards extend into City right-of-way on both sides of street
West of Unser Blvd – Alternative 1: La Paz Dr to Paseo del Norte Rd

- Keeps existing curb lines and center turn lane
- Builds sidewalks by utilizing space along neighboring parcels
- Minor narrowing of travel lanes and center turn lane to create additional space for bike lanes
- Uses existing roadway width to construct sidewalks on both sides
- Narrows curb-to-curb width but *does not* impact residential parcels
- Removes center turn lane; which provides traffic calming effect
- Opportunity to increase bike lane width to 5’
Recommended Alternative: West of Unser Blvd
TRAFFIC CALMING WEST OF UNSER BLVD
Summary of Recommendations

1. Add sidewalks inside existing curb lines; remove TWLTL
2. Add sidewalks on north side inside existing curb line; replace and widen sidewalk on south side; remove TWLTL
3. Add on-street bike lanes in both directions and multi-use trail on north side
4. Improve pedestrian and trail connections; remove west-to-northbound slip lane
NEXT STEPS

- Pursue funding
- Engineering design
  - Transition approaching Unser Blvd
  - Finalize design for traffic calming features
  - Amenities to be included in multi-use trail
QUESTIONS?

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