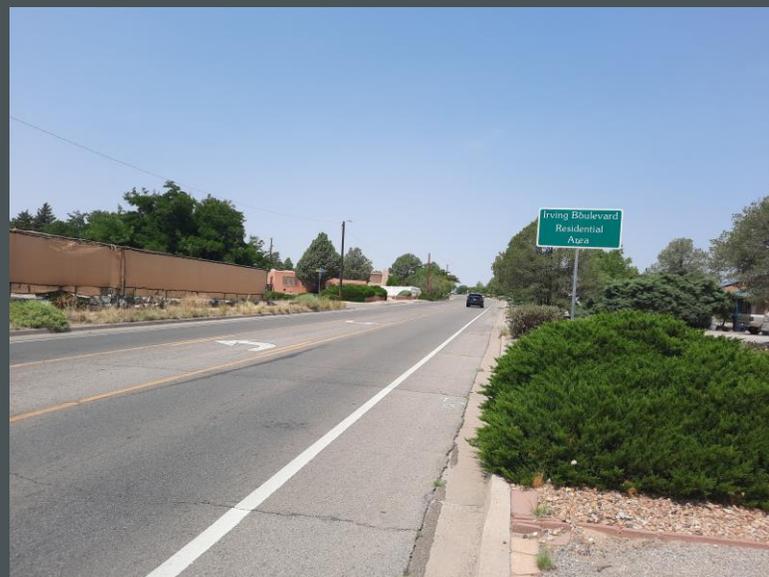
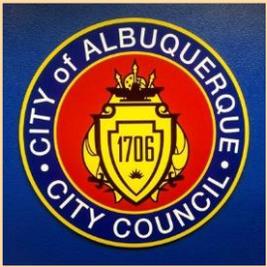


# *Final Recommendations for the Irving Blvd Traffic Calming Study*



February 24, 2022

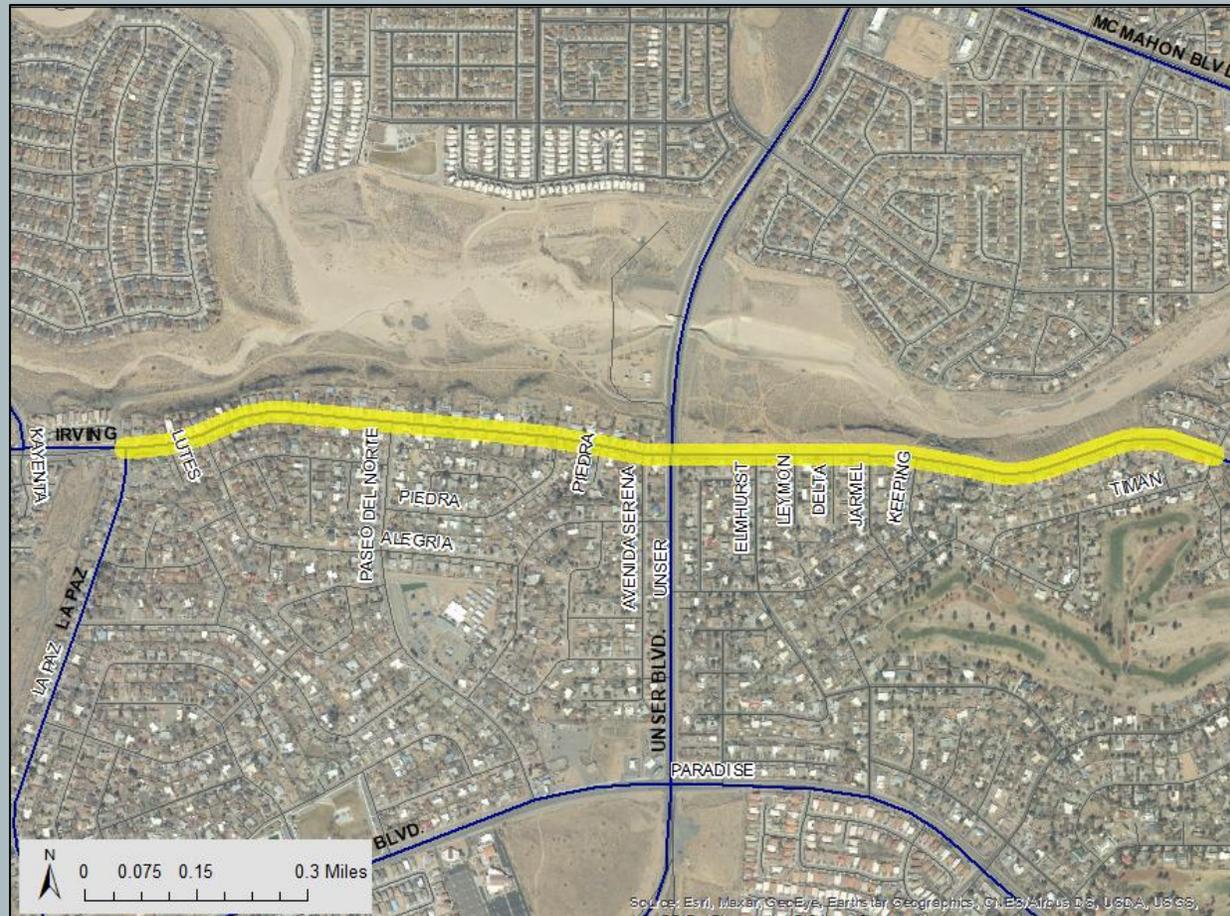
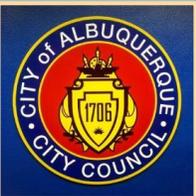


# GENERAL INFORMATION

- 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:  
<https://www.cabq.gov/council/find-your-councilor/district-5/irving-boulevard-traffic-calming-pedestrian-safety-study>

# 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

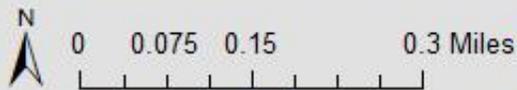


# PROJECT STATUS

- 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



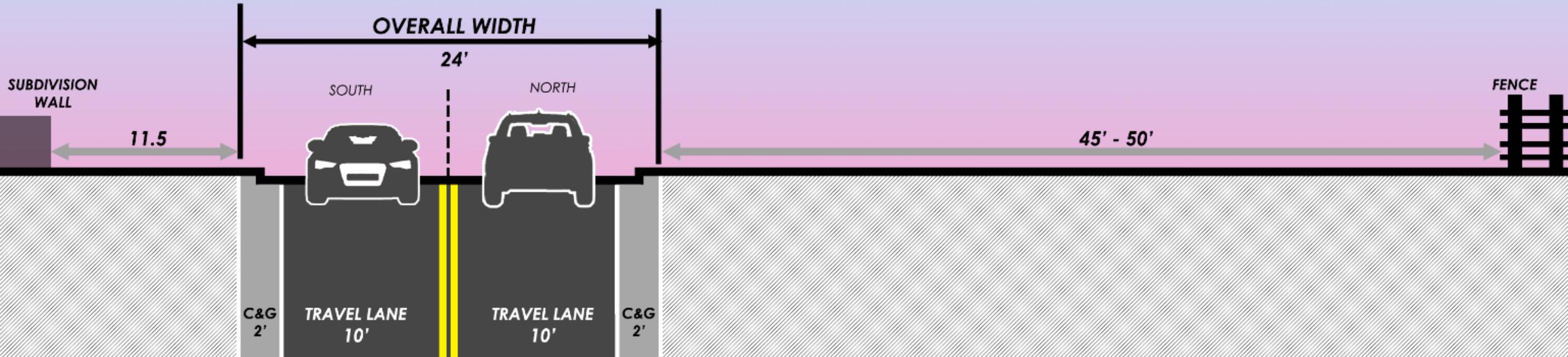
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, Esri, DeLorme, NAVTEQ, SwireHoneys, ULA, SVA, Swire

## 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

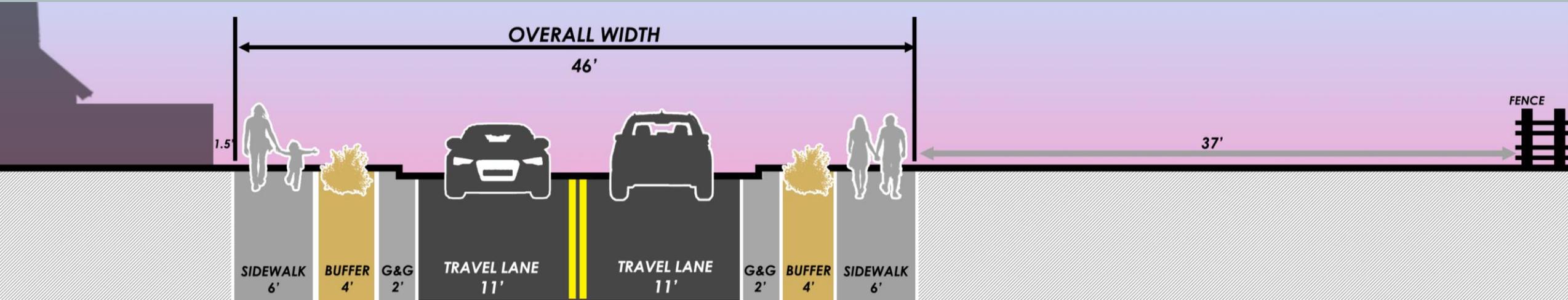


- No sidewalks or bike lanes on either side of street
- 10-12' of available space between curb and subdivision walls on south side
- Ample right-of-way on the north side of street for improvements

# ALTERNATIVES FOR EAST OF IRVING BLVD

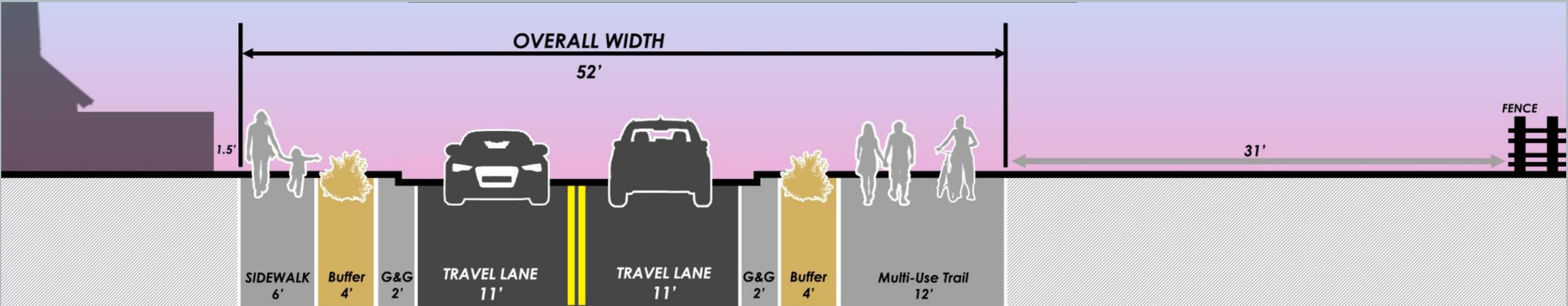
- Study considered three options for incorporating pedestrian and bicycle facilities along Irving Blvd to the east of Unser Blvd
  1. Build *sidewalks on both sides* of the roadway; keep existing curb lines
  2. Build *sidewalk* on south side of road and *multi-use trail* on north side of roadway; keep 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 I: East of Unser Blvd



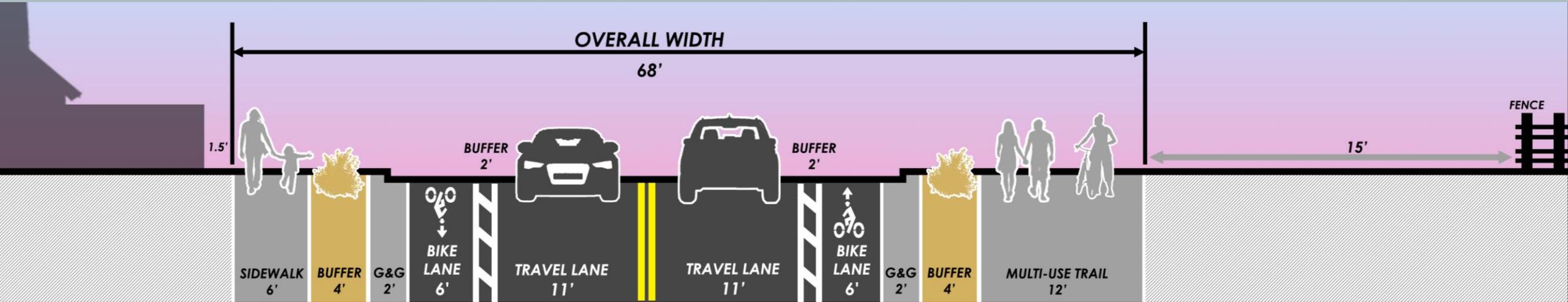
- Adds standard width sidewalks and buffers on both sides of the street
- Curb lines are kept in place, which minimizes costs
- Open space to the north of the roadway is only partially utilized

# 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

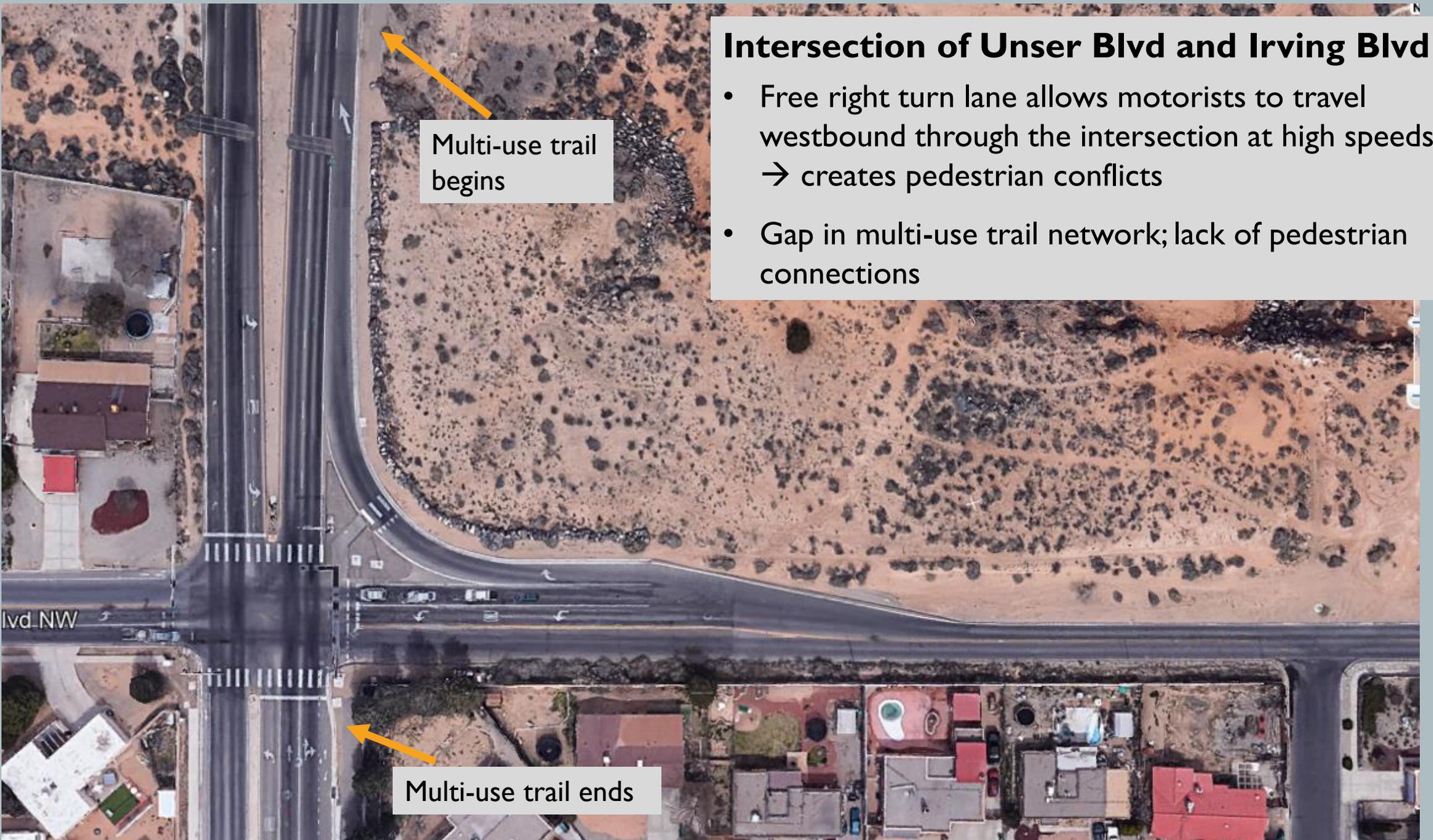
# UNSER BLVD & IRVING BLVD INTERSECTION



**View north from SE corner**

**View south from SE corner**

**View east from SW corner**



## Intersection of Unser Blvd and Irving Blvd

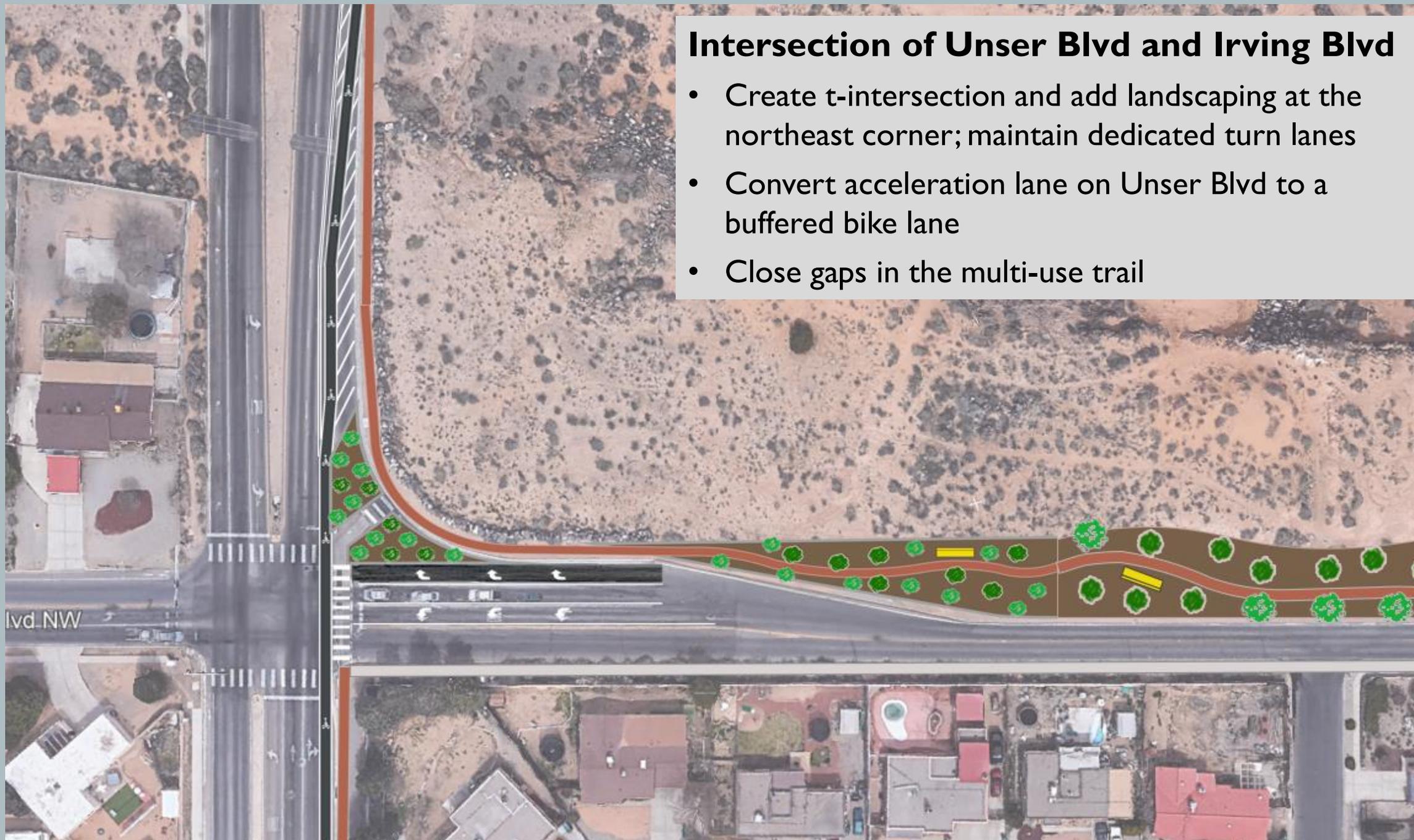
- Free right turn lane allows motorists to travel westbound through the intersection at high speeds → creates pedestrian conflicts
- Gap in multi-use trail network; lack of pedestrian connections

Multi-use trail begins

Multi-use trail ends

## 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

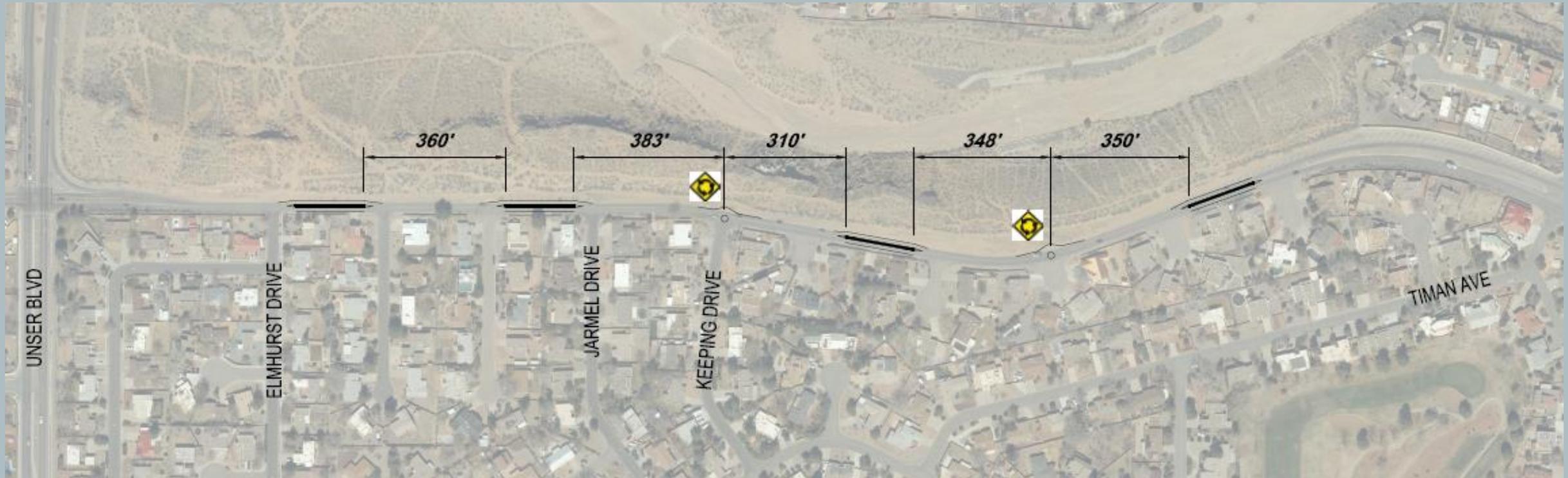
**Median Diverters**



**Mini-Roundabouts**



# 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
- ≈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”



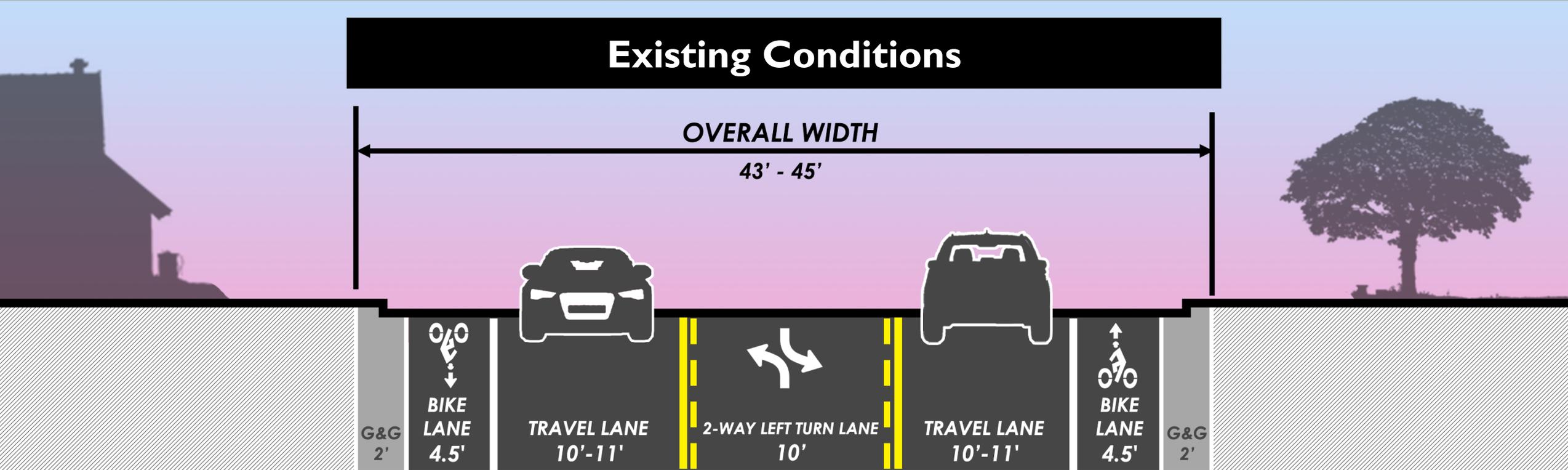
# PEDESTRIAN CONDITIONS – WEST OF UNSER BLVD



# 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

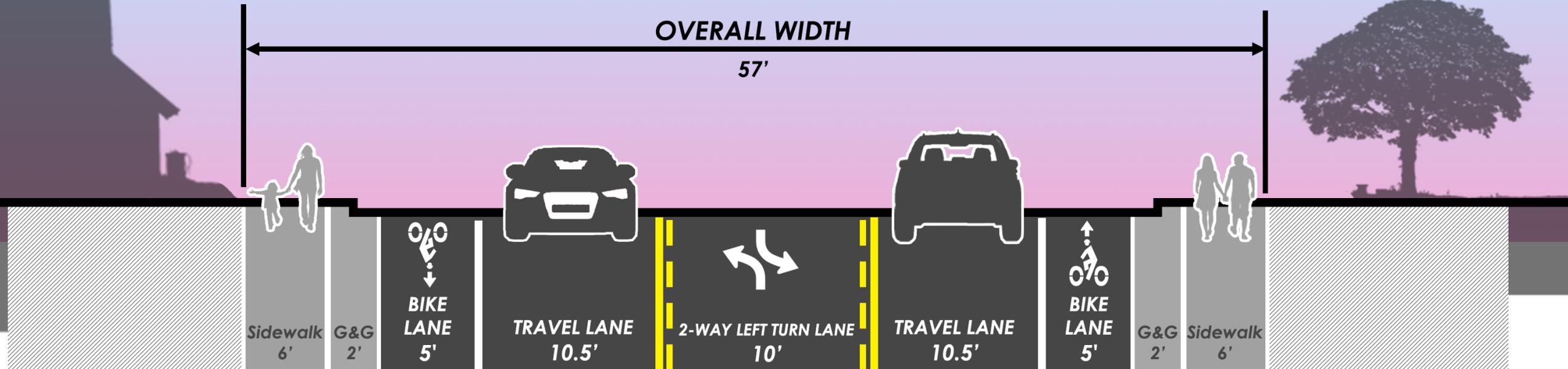
# West of Unser Blvd – Existing Conditions: *La Paz Dr to Paseo del Norte Rd*



- 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 I: La Paz Dr to Paseo del Norte Rd

## Sidewalks Outside of Curb Lines



- 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

# Alternative 1 Sidewalk Placement



**Proposed Sidewalk Location** 

Irving Blvd NW

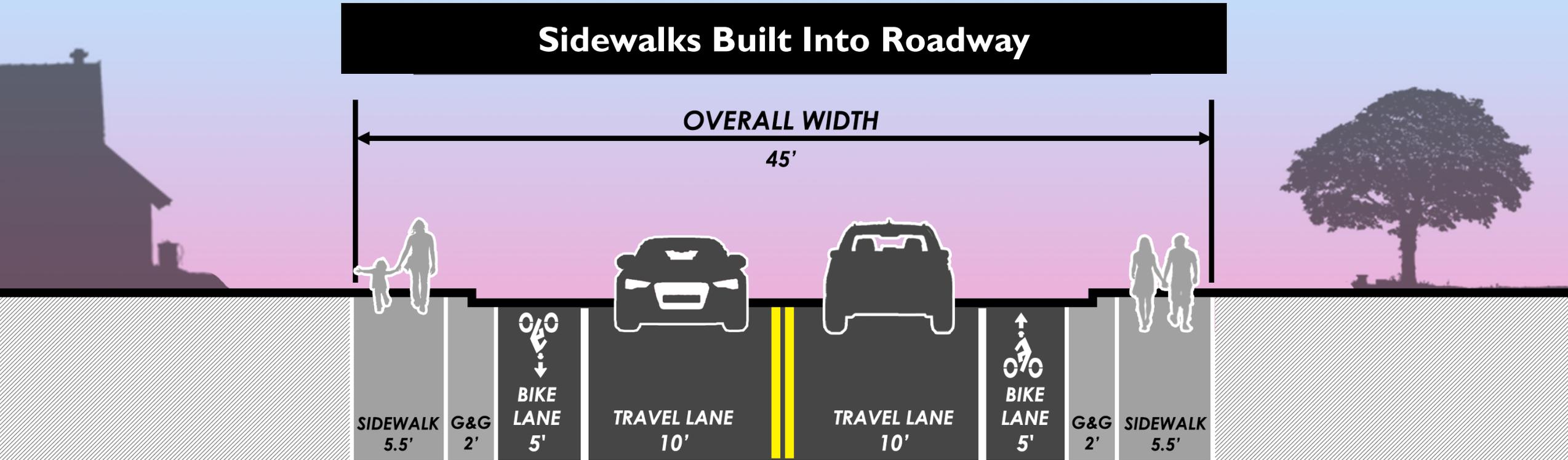
Piedra Rd NW

Piedra Ct NW

Avenida Serena Dr NW

Piedra Rd NW

**Recommended Alternative:**  
**West of Unser Blvd – La Paz Dr to Paseo del Norte Rd**

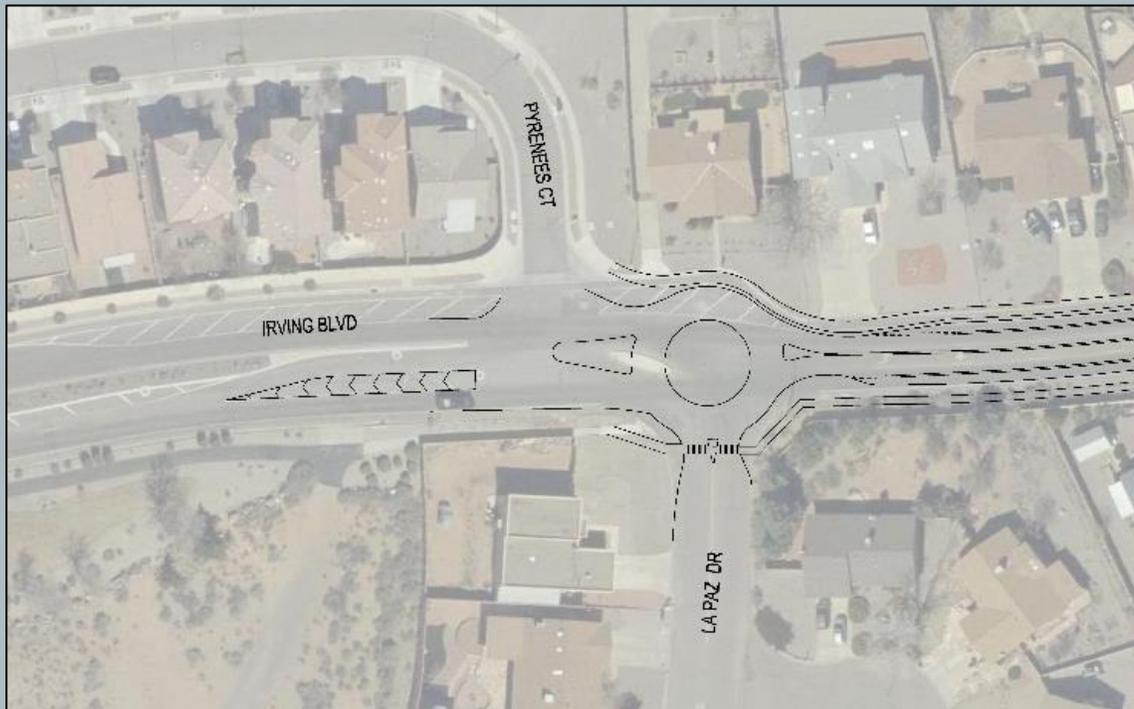


- Uses existing roadway width to construct sidewalks on both sides
- Narrows curb-to-curb width but *does not* impact residential parcels
- Removes center turn lane; which provides traffic calming effect
- Opportunity to increase bike lane width to 5'

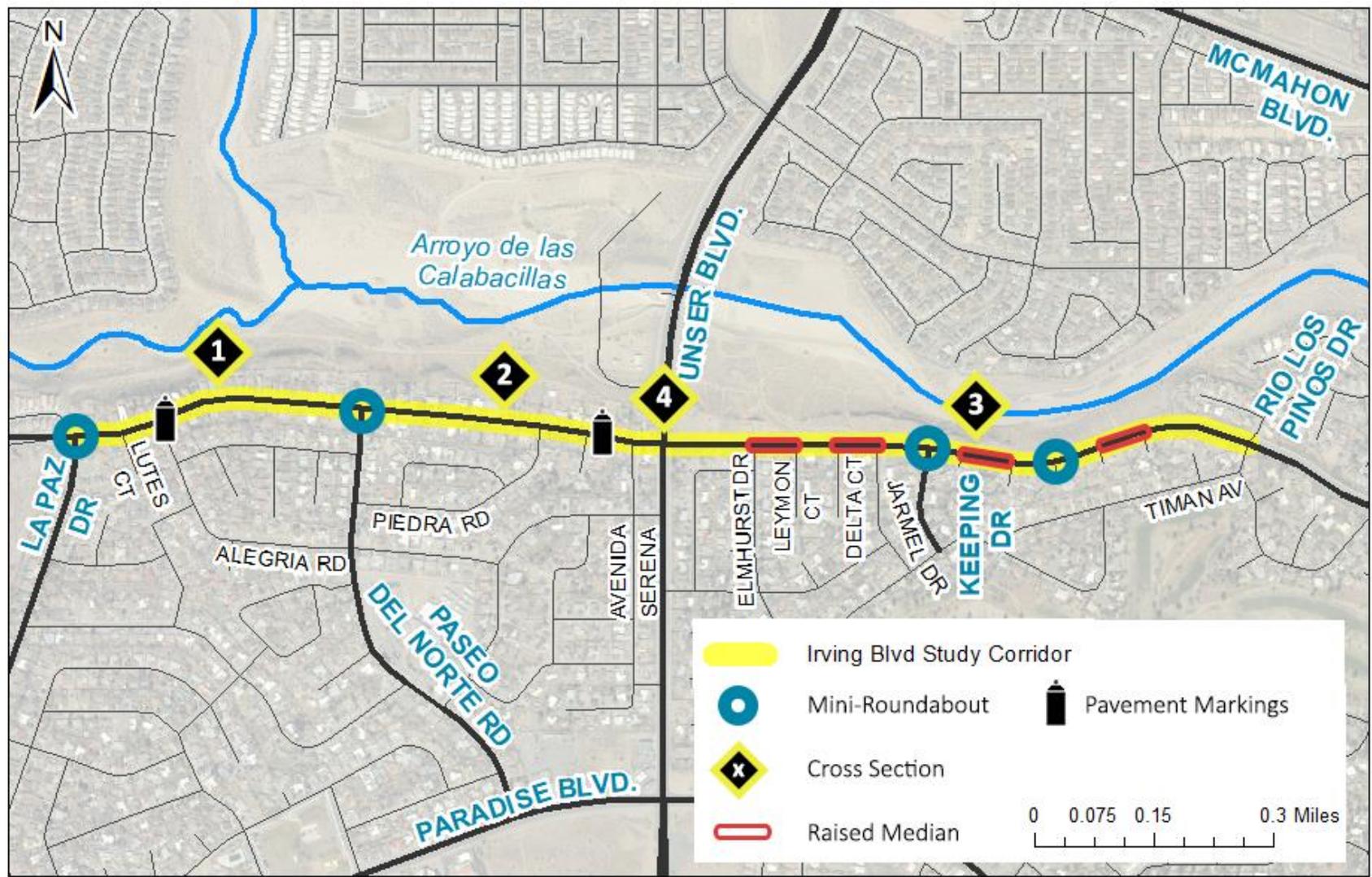
**Recommended Alternative:  
West of Unser Blvd**



# 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?

- Giselle Alvarez, Council Services, [galvarez@cabq.gov](mailto:galvarez@cabq.gov), 505-768-3100
- Project website: <https://www.cabq.gov/council/find-your-councilor/district-5/irving-boulevard-traffic-calming-pedestrian-safety-study>