CITY OF ALBUQUERQUE
COUNCIL DISTRICT 5 PROJECT
PUBLIC INVOLVEMENT MEETING

Irving Boulevard Traffic Calming Study
Council President Cynthia D. Borrego

October 12, 2021
Meeting is being recorded

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

Meeting will include discussion periods; you may also provide questions in the chat box and send comments through the project website

Updates and 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/?100821
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
MEETING AGENDA

- Review existing conditions along corridor
- East of Unser Blvd
  - General concepts and recommendations
  - Traffic calming options
- West of Unser Blvd
  - Sidewalk improvement options
- General discussion on community priorities
Traffic levels east of Unser Blvd have been steady for the last 10-15 years.

Traffic levels west of Unser Blvd have declined by more than 50% since the mid-2000s.
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 Near Keeping Dr

- 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
Alternative 1: East of Unser Blvd Near Keeping Dr

- 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 Near Keeping Dr

- 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
Alternative 3: East of Unser Blvd Near Keeping Dr

- 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
EAST OF STUDY AREA

- Median landscaping has been designed for corridor east of Rio Los Pinos Dr
- Sidewalk on the north side only; sidewalk ends east of Rio Los Pinos Dr
- Irving Blvd identified as a road diet candidate by Mid-Region Council of Governments
- Bike lanes proposed on Long Range Bikeway System
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
QUESTIONS / DISCUSSION:
ALTERNATIVES EAST OF UNSER BLVD
POTENTIAL TRAFFIC CALMING TREATMENTS

- Identify appropriate techniques for roadway type and design
- Placement based on spacing and context to deter speeding
- Utilize highly visible locations
- Strategically locate traffic calming features to achieve speed reductions with minimal impact to the roadway
- Design features that achieve sustained speed reduction
PRINCIPLES OF TRAFFIC CALMING

- Create narrowing effect to encourage motorists to reduce travel speeds
  - Vertical features (e.g. medians or street trees)
  - Adjust lane widths
- Provide lateral shifts to force motorists to change their path and avoid long straight paths
RAISED MEDIAN / DIVERTERS
RAISED MEDIAN / DIVERTERS

Benefits

▪ Provides “friction” and narrowing effect to reduce vehicle speeds
▪ Can be placed to avoid limiting access to side streets
▪ Opportunity to integrate mid-block pedestrian crossings
▪ Protects against head-on collisions
MINI ROUNDABOUT / TRAFFIC CIRCLE

MINI ROUNDABOUT/TRAFFIC CIRCLE EXAMPLE
**Benefits**

- Navigation around traffic circles slows vehicle speeds
- Opportunity to integrate pedestrian crossings
- Can be combined with other traffic calming features
MEDIAN DIVERTERS CAN BE COMBINED WITH ONE OR MORE MINI-ROUNDABOUTS

STOP SIGNS AT KEEPING DR COULD BE REPLACED; MINOR CHANGES TO ALIGNMENT MIGHT BE REQUIRED

PEDESTRIAN CROSSING LOCATIONS CAN BE INTEGRATED INTO THE DESIGN OF TRAFFIC CALMING FEATURES
QUESTIONS / DISCUSSION: TRAFFIC CALMING OPTIONS
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”
- City right-of-way extends into properties on the north side of the roadway
PEDESTRIAN CONDITIONS – WEST OF UNSER BLVD
Two options for incorporating sidewalks along Irving Blvd to the west of Unser Blvd

Traffic calming techniques can be considered depending on the preferred alternative

Alternatives and traffic calming measures can be designed to maintain access to local streets and residential parcels
Section 2: East of Paseo del Norte (local road)
Narrow sidewalk present on south side of the roadway

Existing residential driveways/yards extend into City right-of-way on the north side of street
- Keeps existing curb width and turn lane
- Builds sidewalks by utilizing space along neighboring parcels
- Minor narrowing of travel lanes to create additional space for bike lanes
Utilizes existing roadway width to construct sidewalks and enhance bike lanes

Curb location stays the same on the south side, but is moved into the roadway on the north side

Removes center turn lane, which provides traffic calming effect
Section 1: Between La Paz Dr and Paseo del Norte (local road)
West of Unser Blvd – Existing Conditions: 
*La Paz Dr to Paseo del Norte*

- 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

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

OVERALL WIDTH 57’
- Uses existing roadway width to construct sidewalks on both sides
- Narrows curb-to-curb width
- Removes center turn lane; which provides traffic calming effect
- Opportunity to increase bike lane width to 5’
QUESTIONS / DISCUSSION:
ALTERNATIVES WEST OF UNSER BLVD
NEXT STEPS

- Further refine alternatives
- Study report under development
- Potential phasing / cost estimates
QUESTIONS?

- Diane Dolan, Council Services, ddolan@cabq.gov
- Aaron Sussman, AICP, Bohannan Huston, asussman@bhinc.com