



October 12, 2021

# CITY OF ALBUQUERQUE COUNCIL DISTRICT 5 PROJECT PUBLIC INVOLVEMENT MEETING



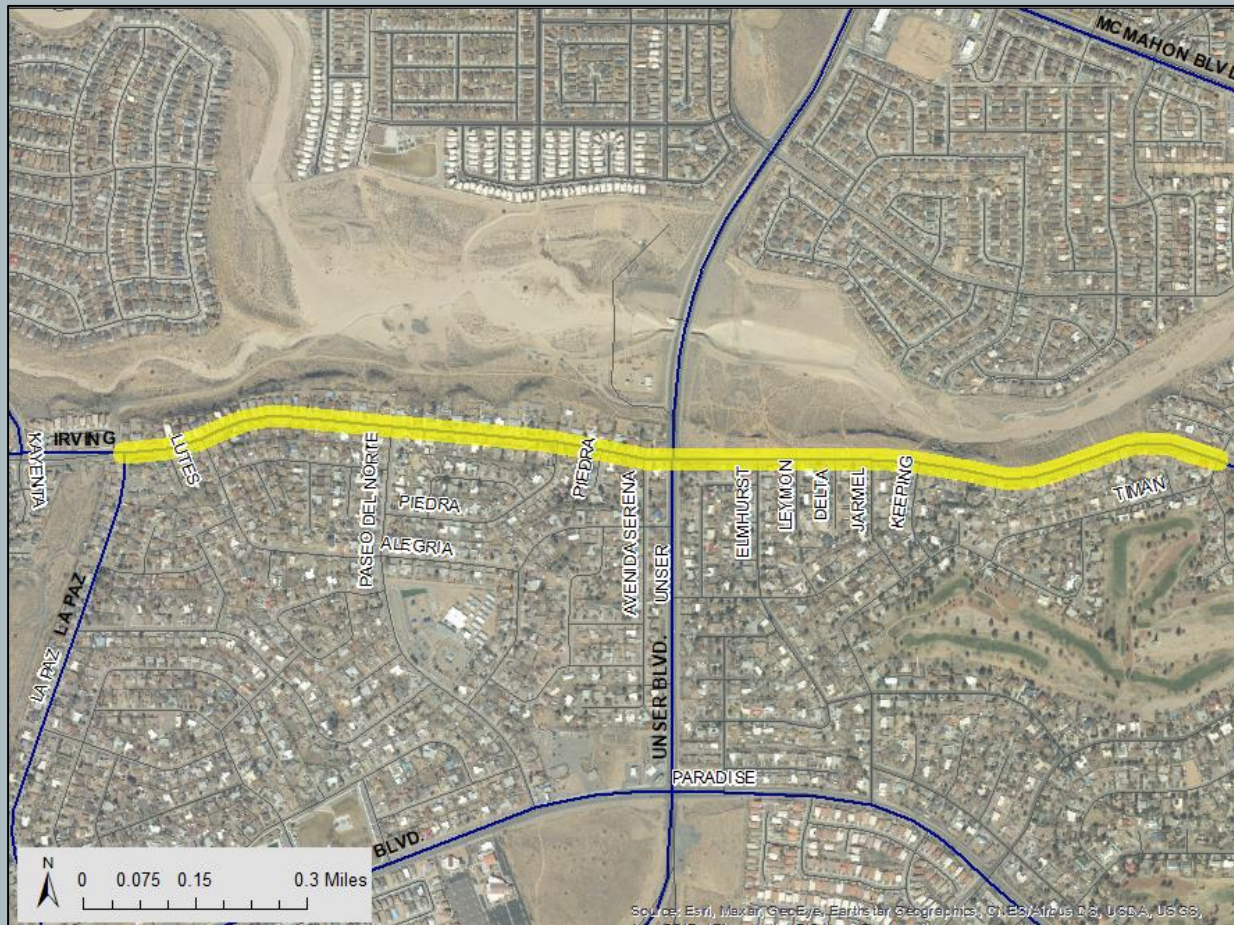
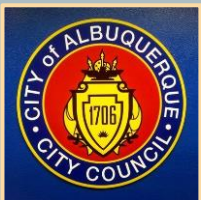
## Irving Boulevard Traffic Calming Study Council President Cynthia D. Borrego

# GENERAL INFORMATION

- 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

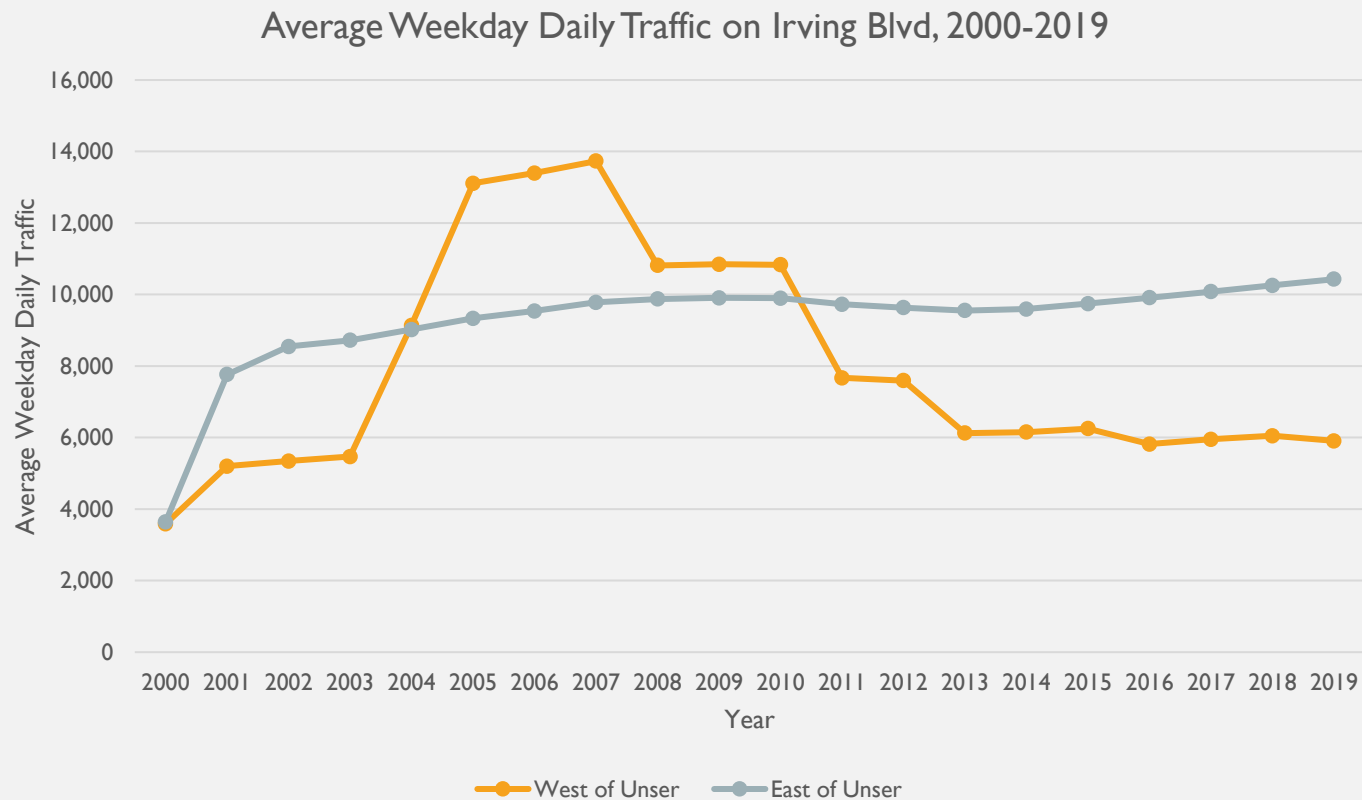


# EXISTING CONDITIONS

- Existing Sidewalks
- ROW available for sidewalks without impacting parcels
- Paved Multi-Use Path
- Irving Blvd Study Corridor



# TRAFFIC VOLUME OVER TIME



- 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








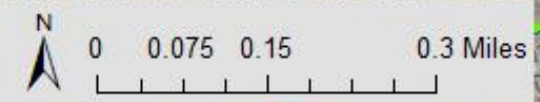
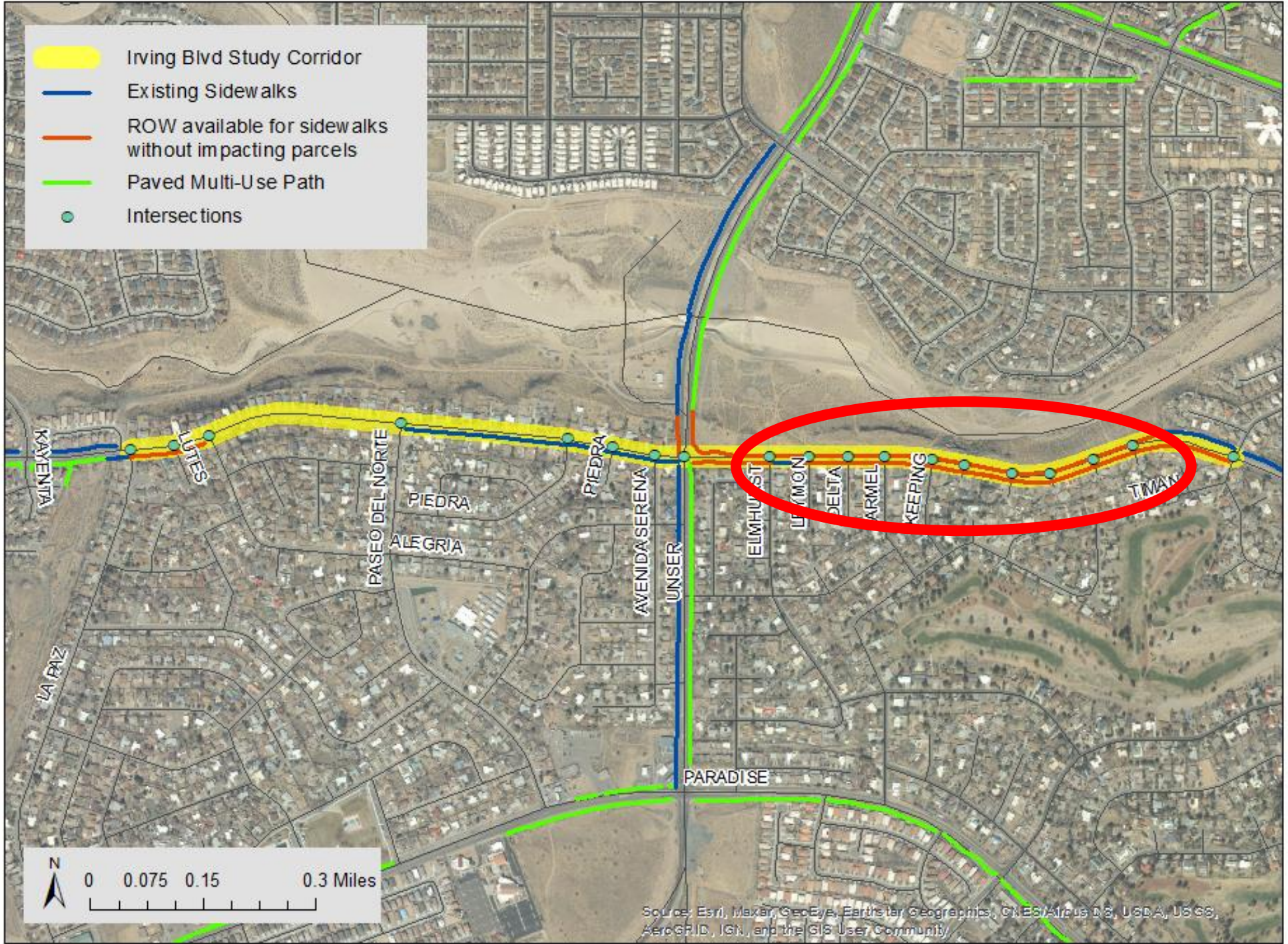
## EXISTING CONDITIONS - EAST OF UNSER BLVD

- 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





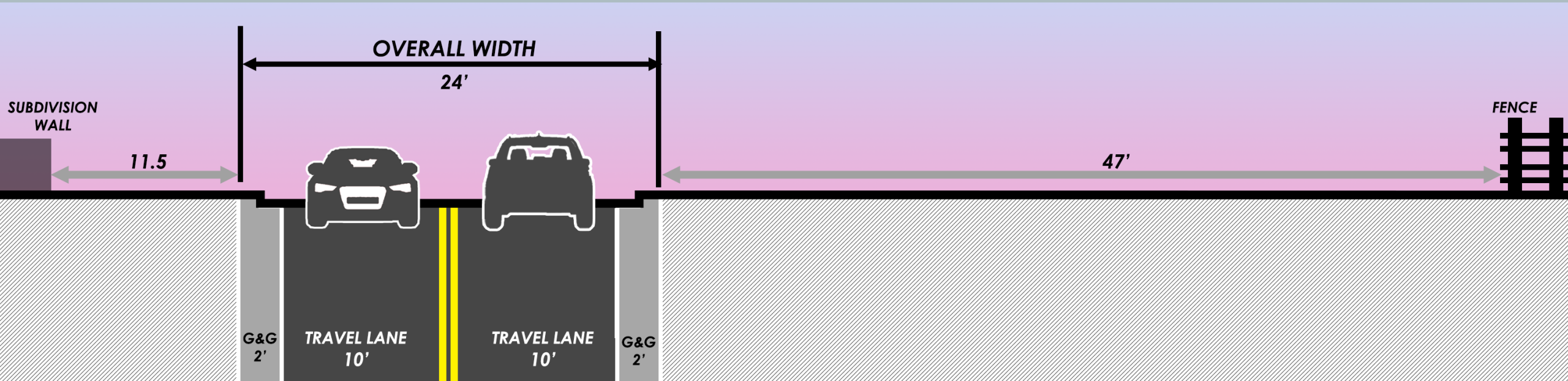
-  Irving Blvd Study Corridor
-  Existing Sidewalks
-  ROW available for sidewalks without impacting parcels
-  Paved Multi-Use Path
-  Intersections



Source: Esri, Maxar, GeoEye, Earthstar, Geographic, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

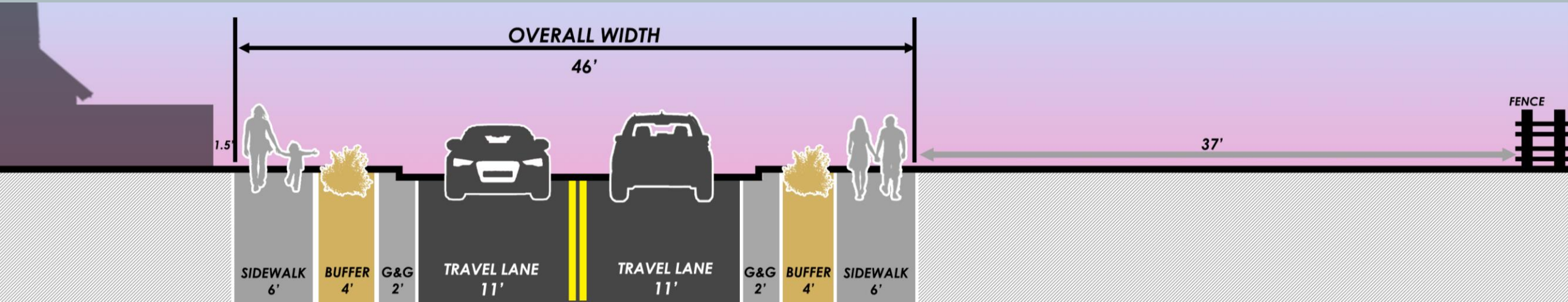


# Existing Conditions: East of Unser Blvd Near Keeping Dr



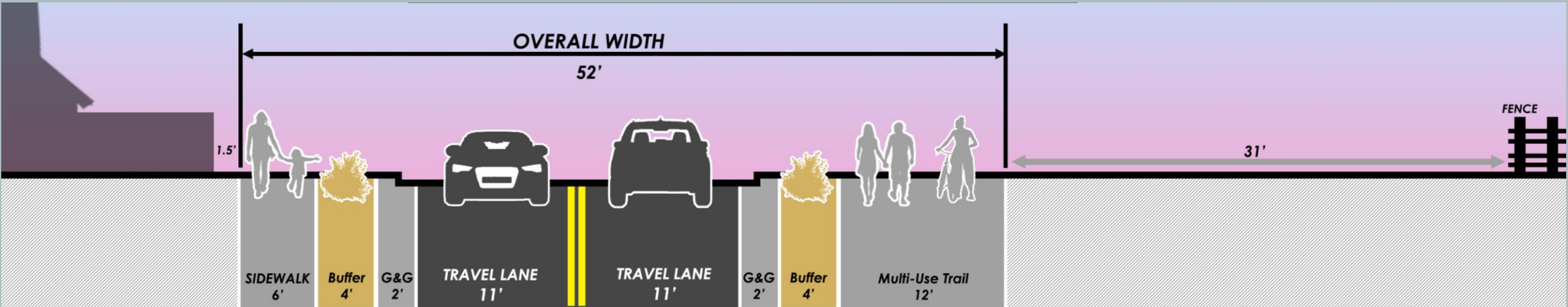
- No sidewalks or bike lanes on either side of street
- 10-12' of available space between curb and subdivision walls on south side
- Ample right-of-way on the north side of street for improvements

# Alternative I: East of Unser Blvd Near Keeping Dr



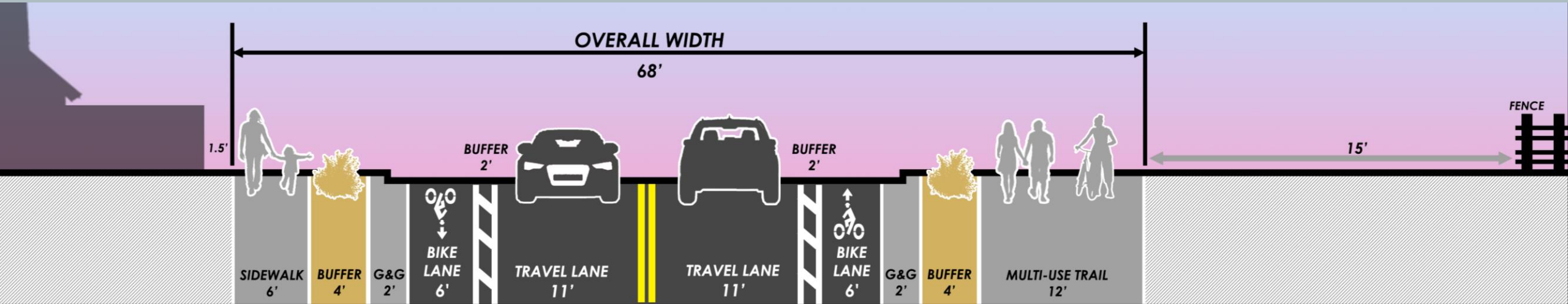
- Adds standard width sidewalks and buffers on both sides of the street
- Curb lines are kept in place, which minimizes costs
- Open space to the north of the roadway is only partially utilized

## 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

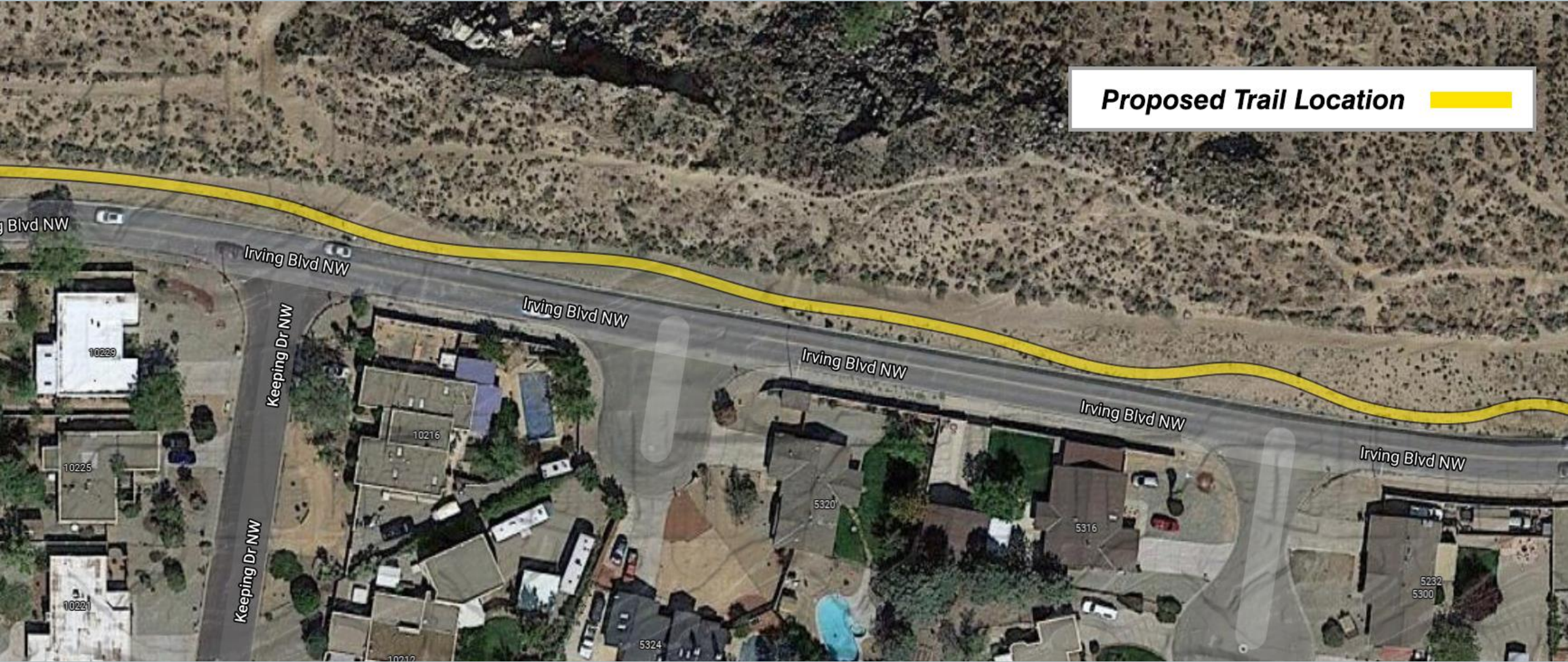
# Alternative 3: East of Unser Blvd Near Keeping Dr



- 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



**Proposed Trail Location**





## 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



# UNSER BLVD & IRVING BLVD INTERSECTION



**View north from SE corner**

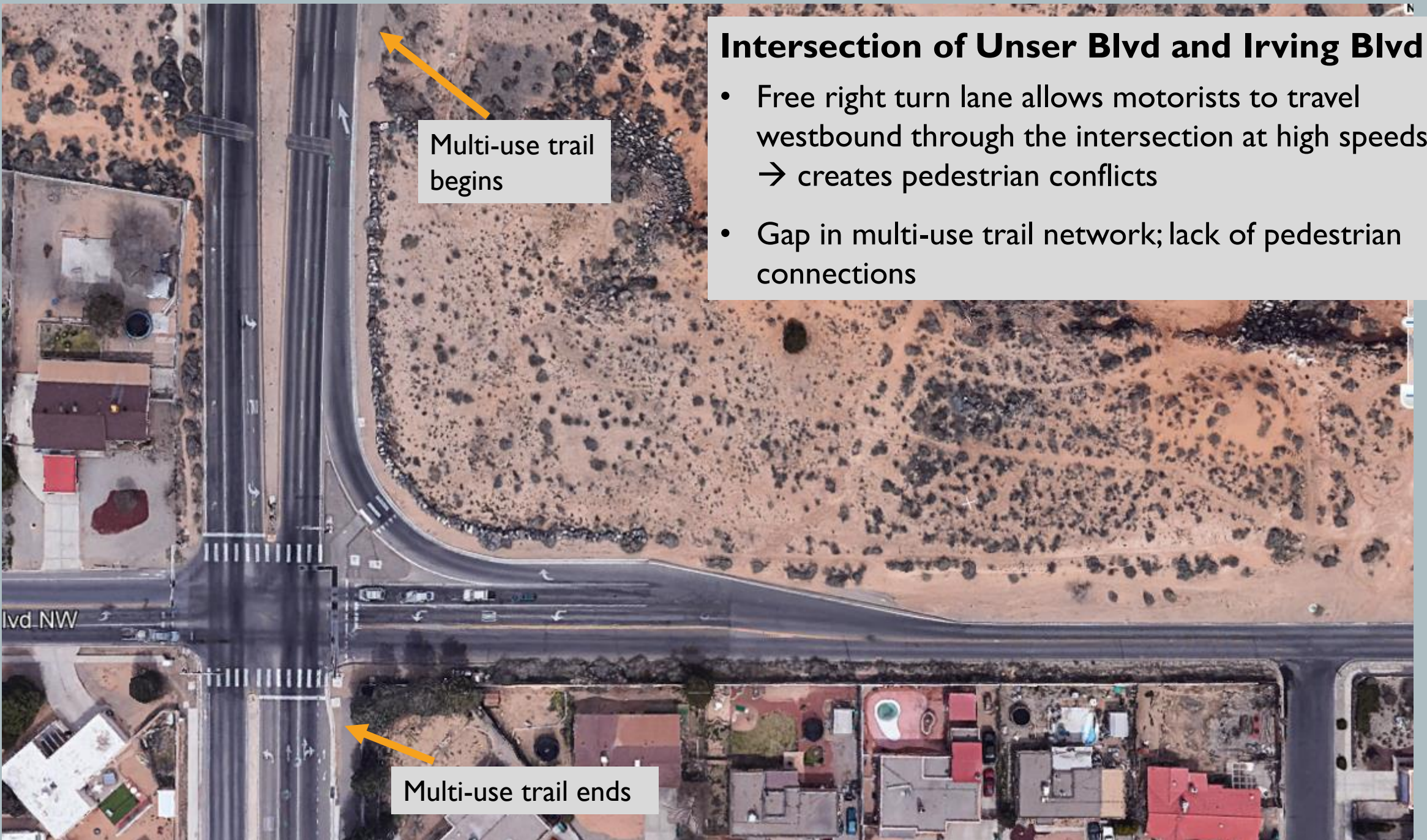


**View south from SE corner**



**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

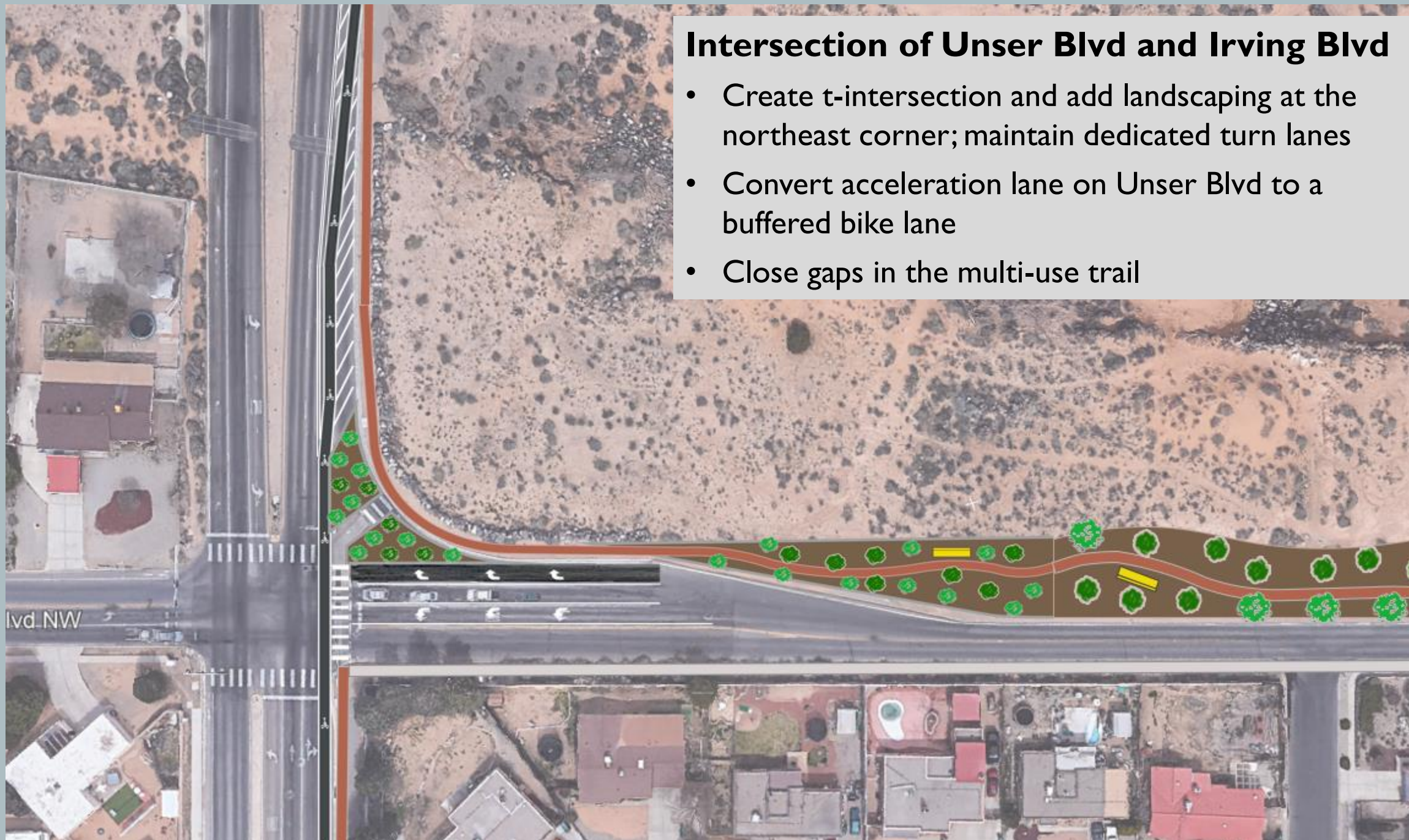
Multi-use trail ends

lvd NW

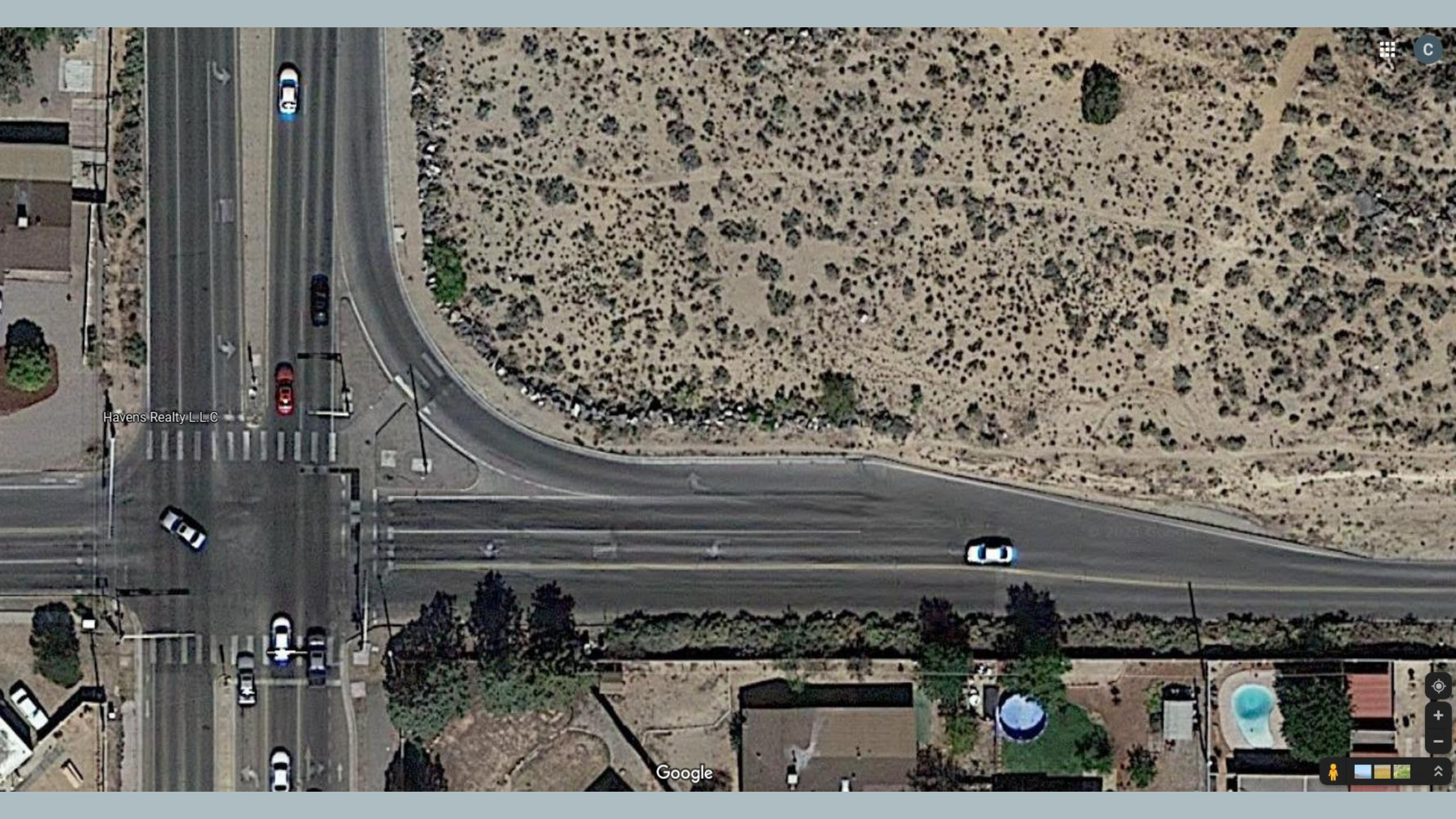


## Intersection of Unser Blvd and Irving Blvd

- 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



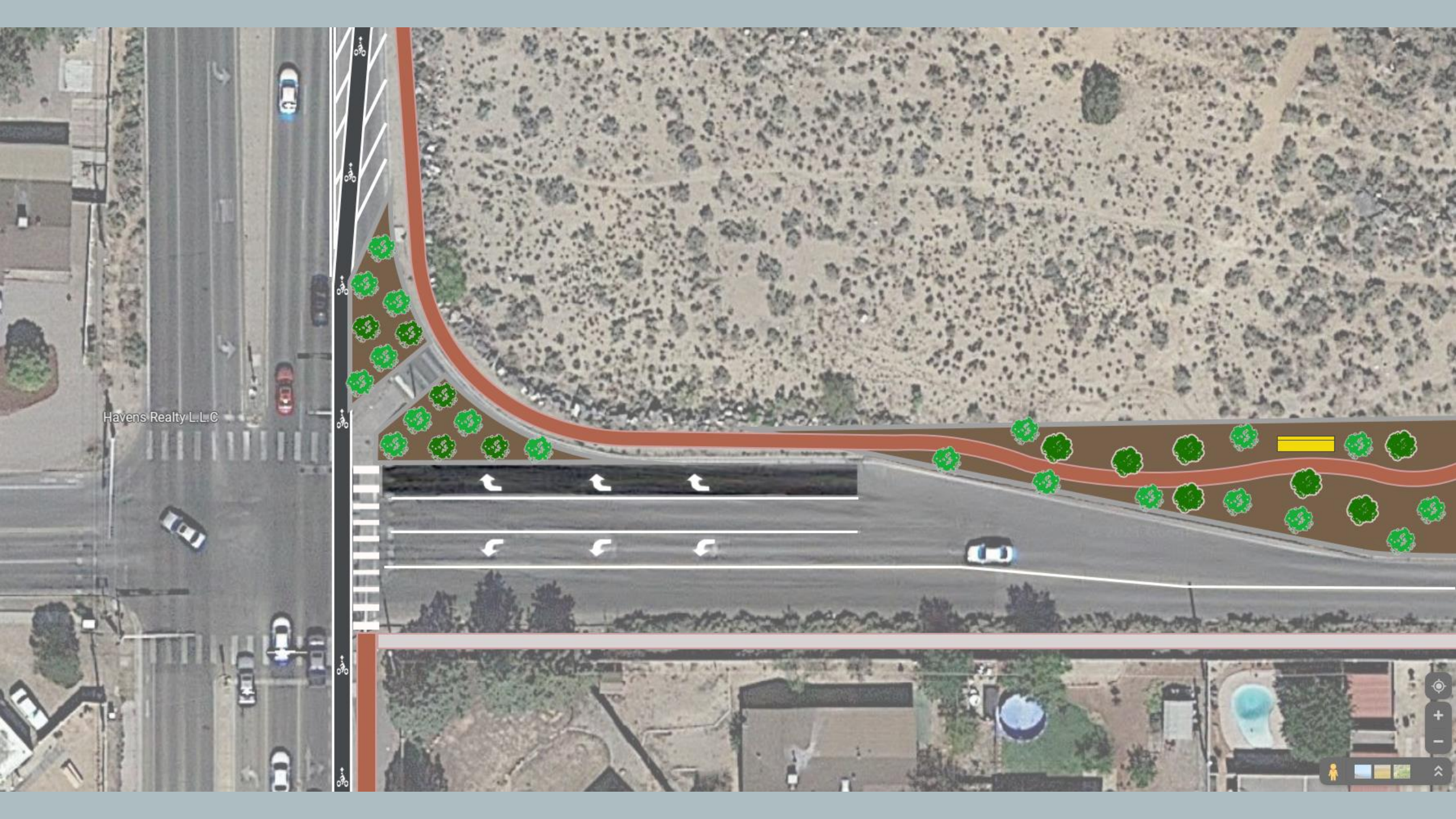




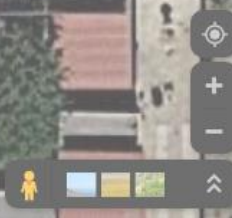
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**QUESTIONS / DISCUSSION:  
ALTERNATIVES EAST  
OF UNSER BLVD**

# 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

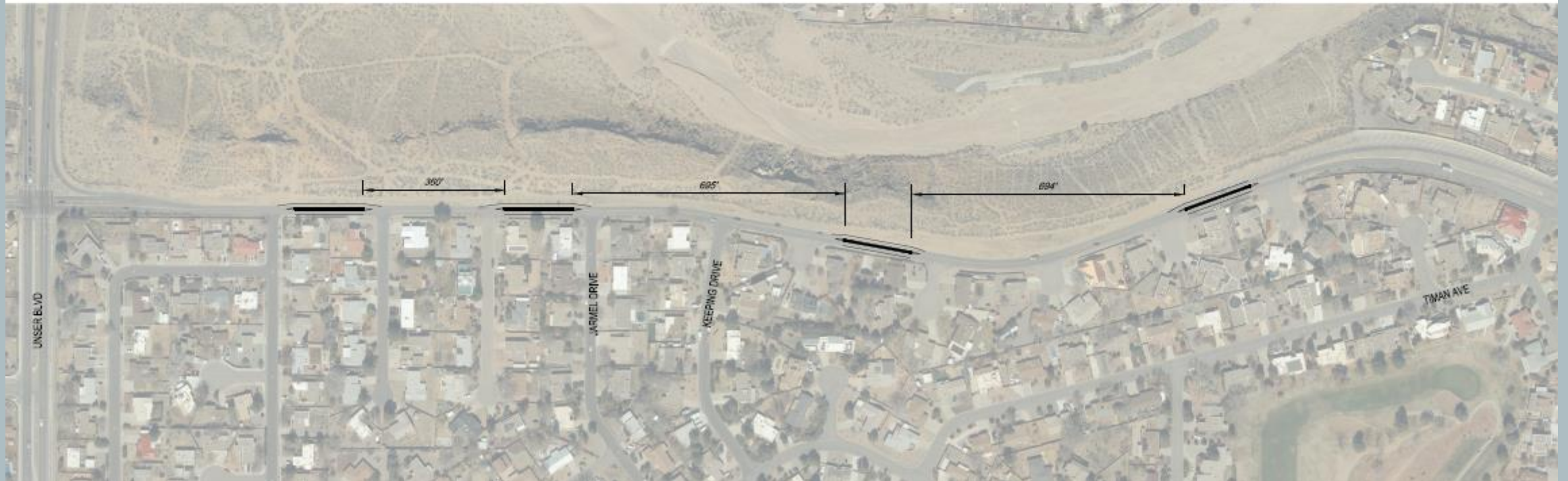
# RAISED MEDIAN / DIVERTERS



**MEDIAN TYPICAL SECTION**



**MEDIAN EXAMPLE**





# 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 ROUNDAABOUT / TRAFFIC CIRCLE



MINI ROUNDAABOUT/TRAFFIC CIRCLE EXAMPLE





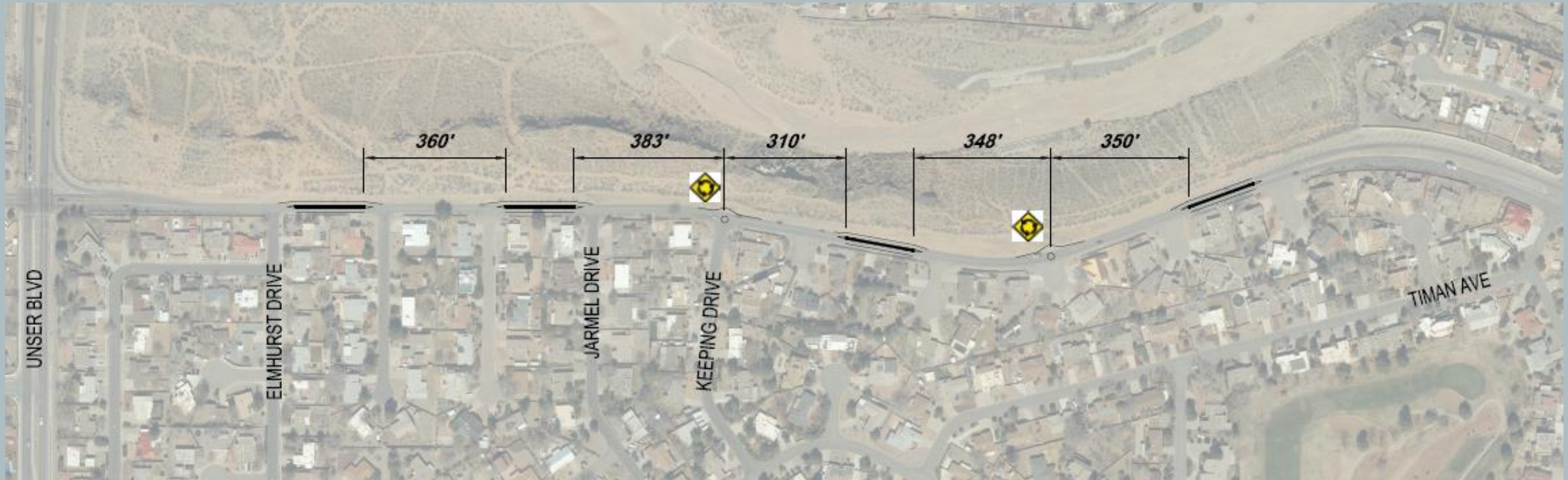
# MINI ROUNDABOUT / TRAFFIC CIRCLE



## Benefits

- Navigation around traffic circles slows vehicle speeds
- Opportunity to integrate pedestrian crossings
- Can be combined with other traffic calming features

# COMBINING TRAFFIC CALMING DEVICES



- 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



# ALTERNATIVES FOR WEST OF IRVING BLVD

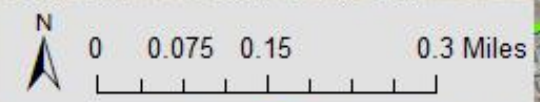
- Two options for incorporating sidewalks along Irving Blvd to the west of Unser Blvd
- Traffic calming techniques can be considered depending on the preferred alternative
- Alternatives and traffic calming measures can be designed to maintain access to local streets and residential parcels



-  Irving Blvd Study Corridor
-  Existing Sidewalks
-  ROW available for sidewalks without impacting parcels
-  Paved Multi-Use Path
-  Intersections



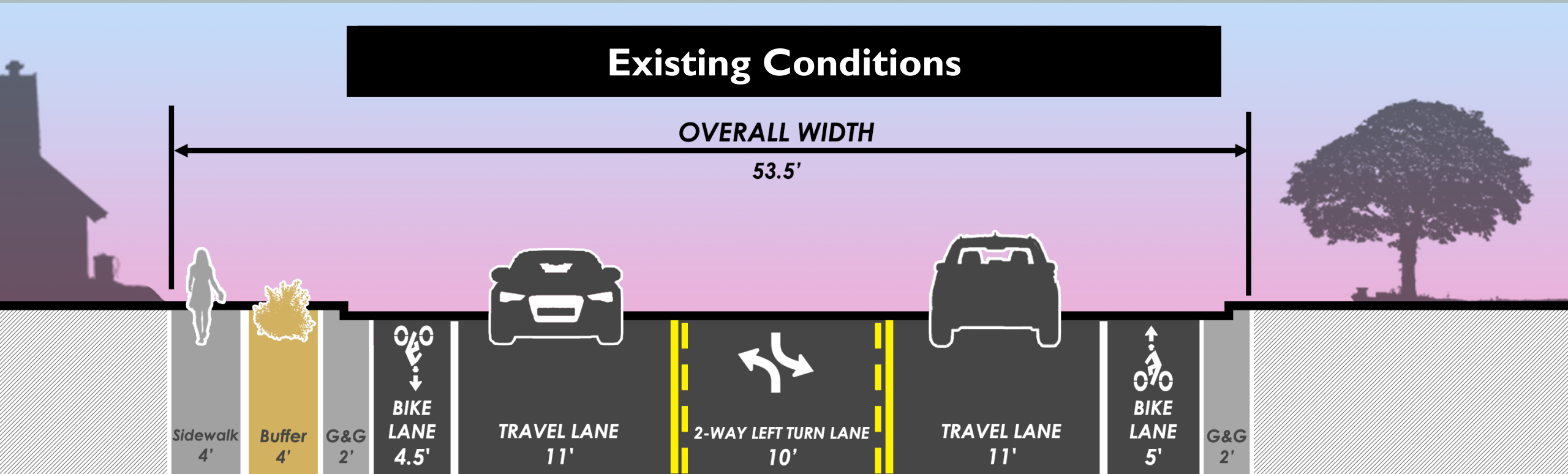
Section 2: East of Paseo del Norte (local road)



Source: Esri, Maxar, GeoEye, Earthstar, Geographic, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# West of Unser Blvd – Existing Conditions: *Paseo del Norte to Unser Blvd*

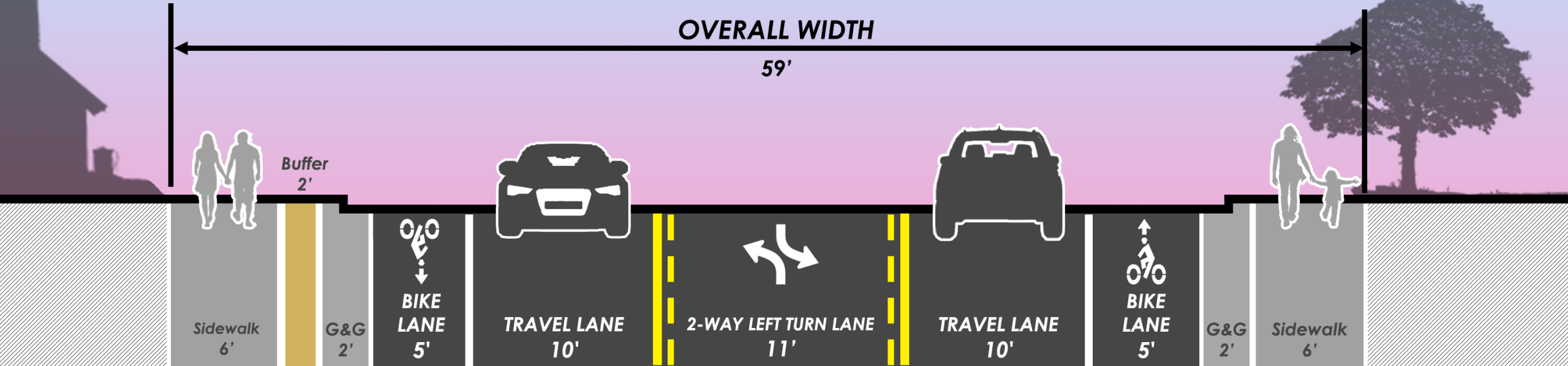


- Narrow sidewalk present on south side of the roadway
- Existing residential driveways/yards extend into City right-of-way on the north side of street



# West of Unser Blvd – Alternative 1: Paseo del Norte to Unser Blvd

## Sidewalks Outside of Curb Lines



- 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



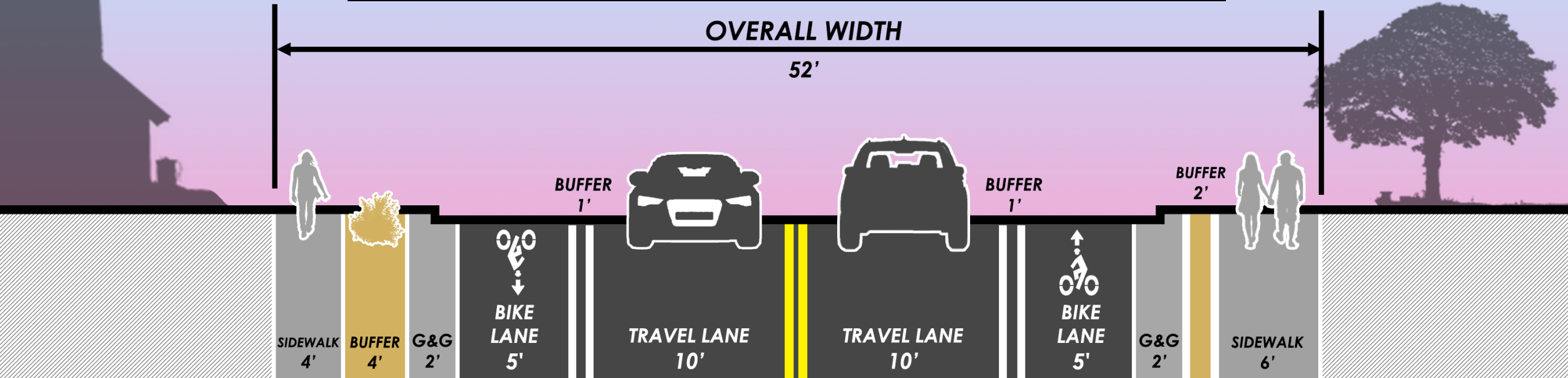


**Proposed Sidewalk Location** 








# West of Unser Blvd – Alternative 2: Paseo del Norte to Unser Blvd

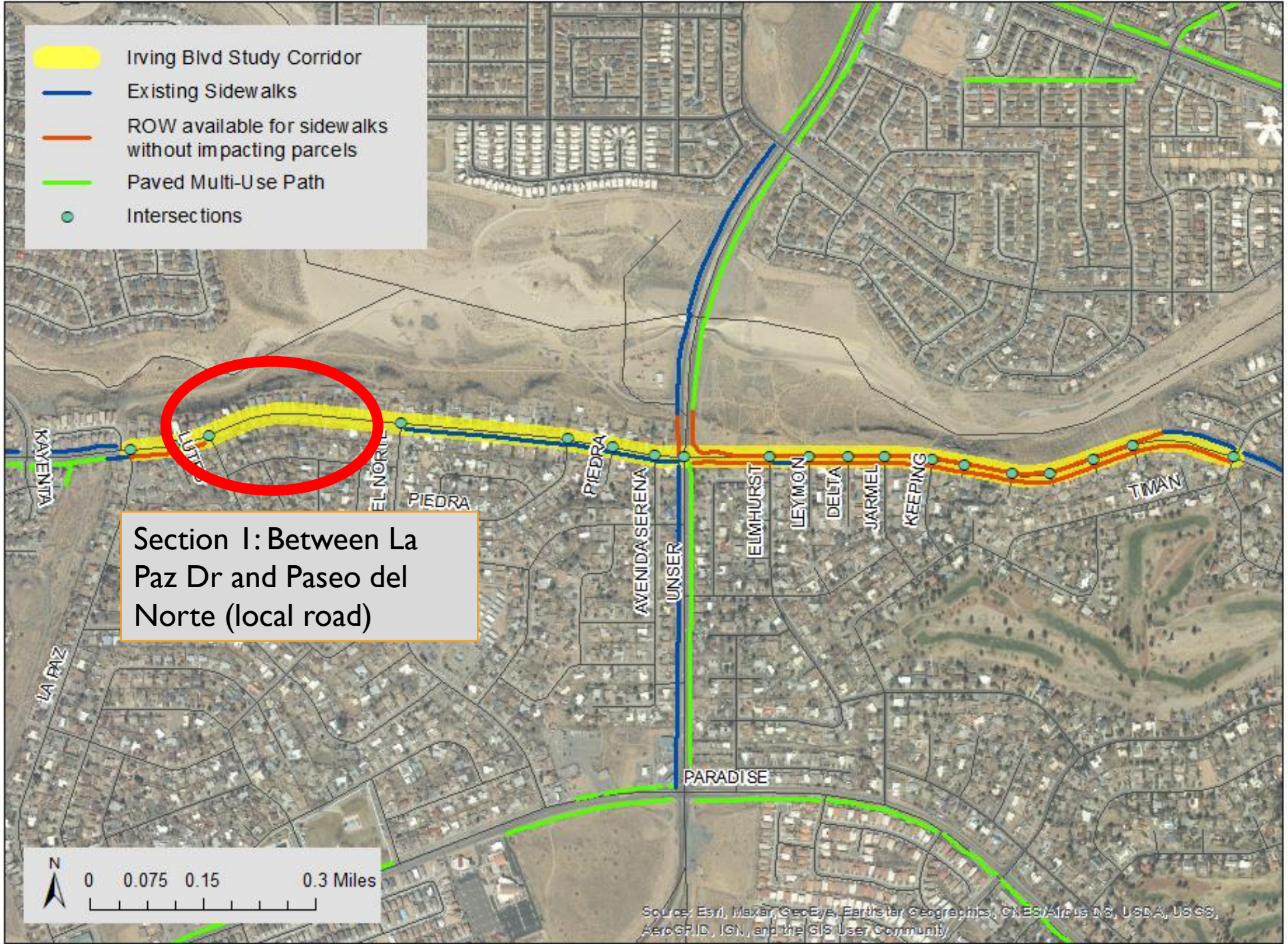
## Sidewalks Constructed Into the Roadway



- 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



-  Irving Blvd Study Corridor
-  Existing Sidewalks
-  ROW available for sidewalks without impacting parcels
-  Paved Multi-Use Path
-  Intersections

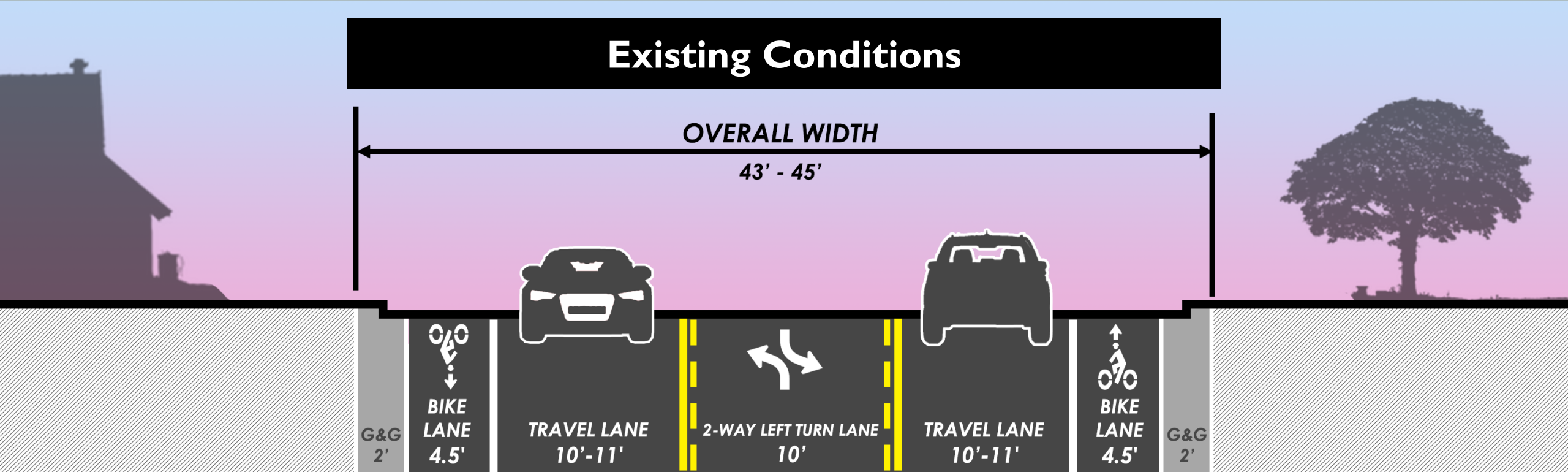


Section I: Between La Paz Dr and Paseo del Norte (local road)

Source: Esri, Maxar, GeoEye, Earthstar, Geographic, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



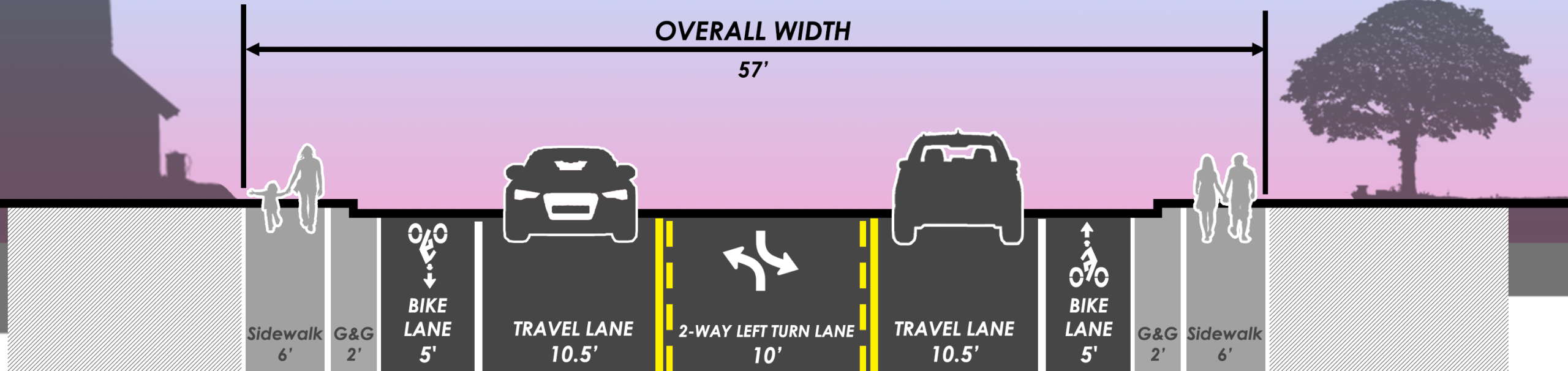
# West of Unser Blvd – Existing Conditions: *La Paz Dr to Paseo del Norte*



- 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 I: *La Paz Dr to Paseo del Norte*

## Sidewalks Outside of Curb Lines

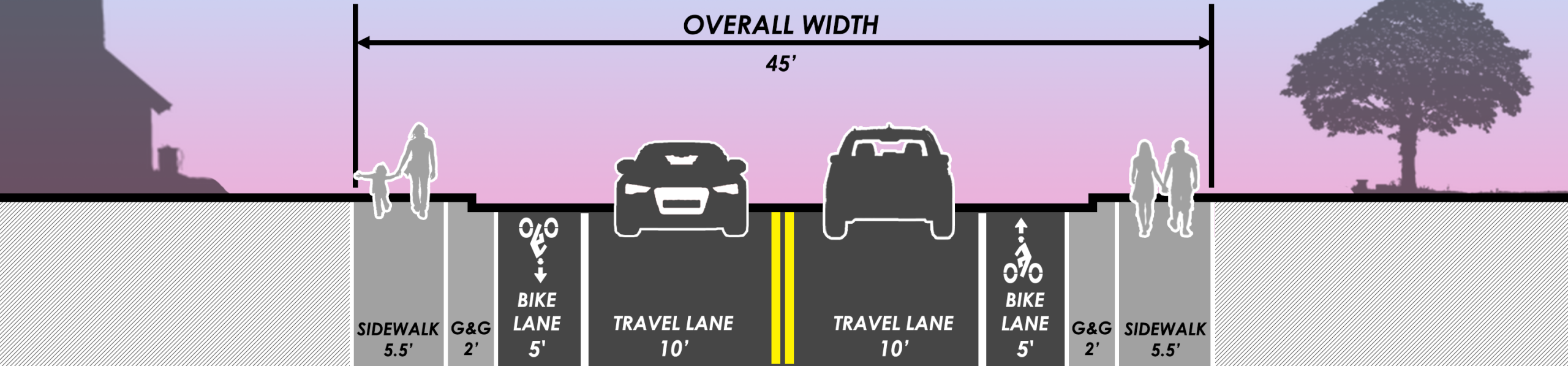


- Keeps existing curb lines and center turn lane
- Builds sidewalks by utilizing space along neighboring parcels
- Minor narrowing of travel lanes and center turn lane to create additional space for bike lanes



# West of Unser Blvd – Alternative 2: *La Paz Dr to Paseo del Norte*

## Sidewalks Built Into Roadway



- 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](mailto:ddolan@cabq.gov)
- Aaron Sussman, AICP, Bohannon Huston, [asussman@bhinc.com](mailto:asussman@bhinc.com)
- <https://www.cabq.gov/council/find-your-councilor/district-5/irving-boulevard-traffic-calming-pedestrian-safety-study/?100821>