TAYLOR RANCH / GOLF COURSE RD COMPLETE STREETS STUDY

Public Meeting #1

August 5, 2021

MR COG

CITY of ALBUQUERQUE · CITY COUNCIL · 1706

Bohannan Huston

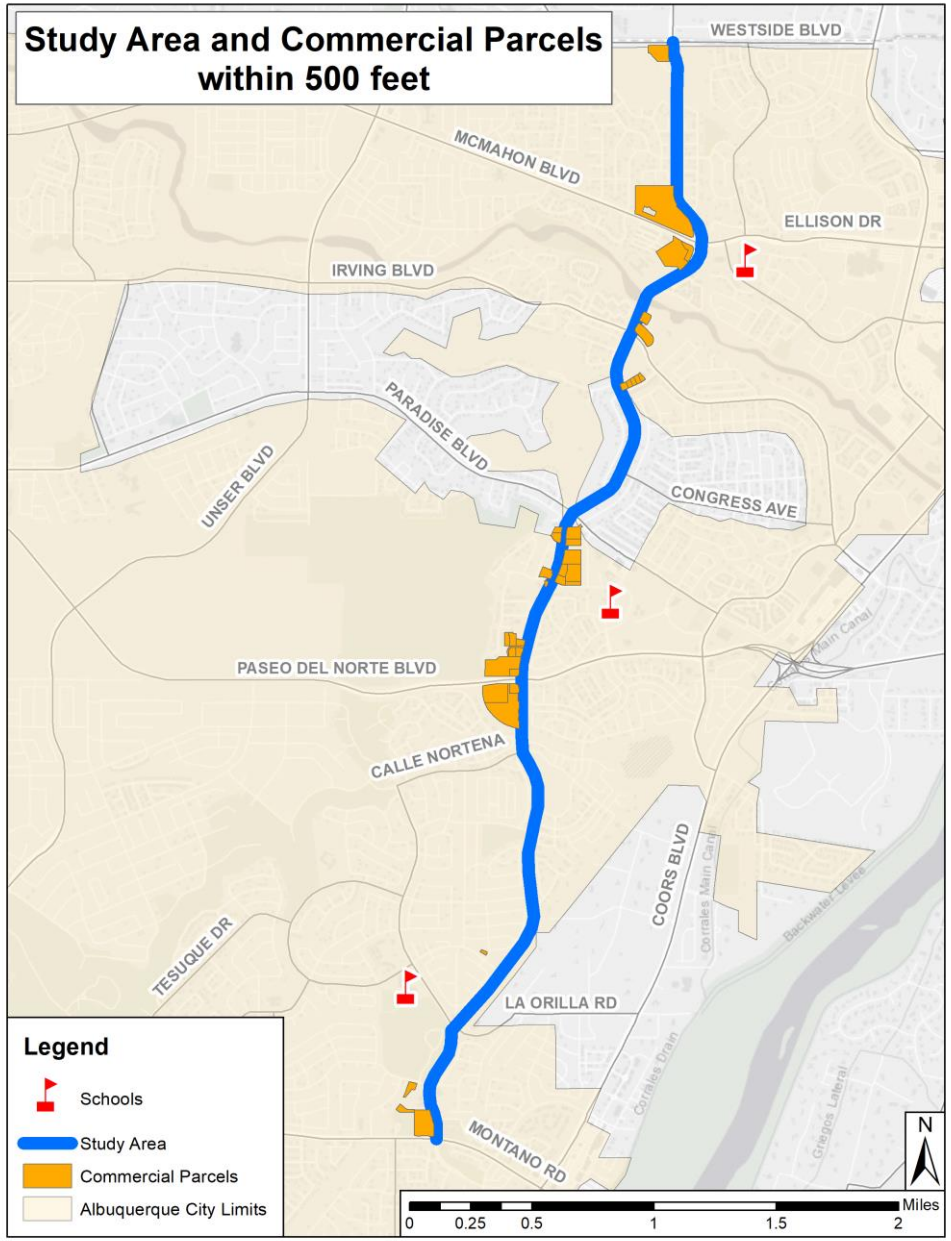
LEE ENGINEERING

Meeting Agenda

- Project purpose and scope
- Existing conditions
  - Key issues and areas of concern
  - Opportunities
- Schedule and next steps

Study Area

- Taylor Ranch Rd/Golf Course Rd from Montaño 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



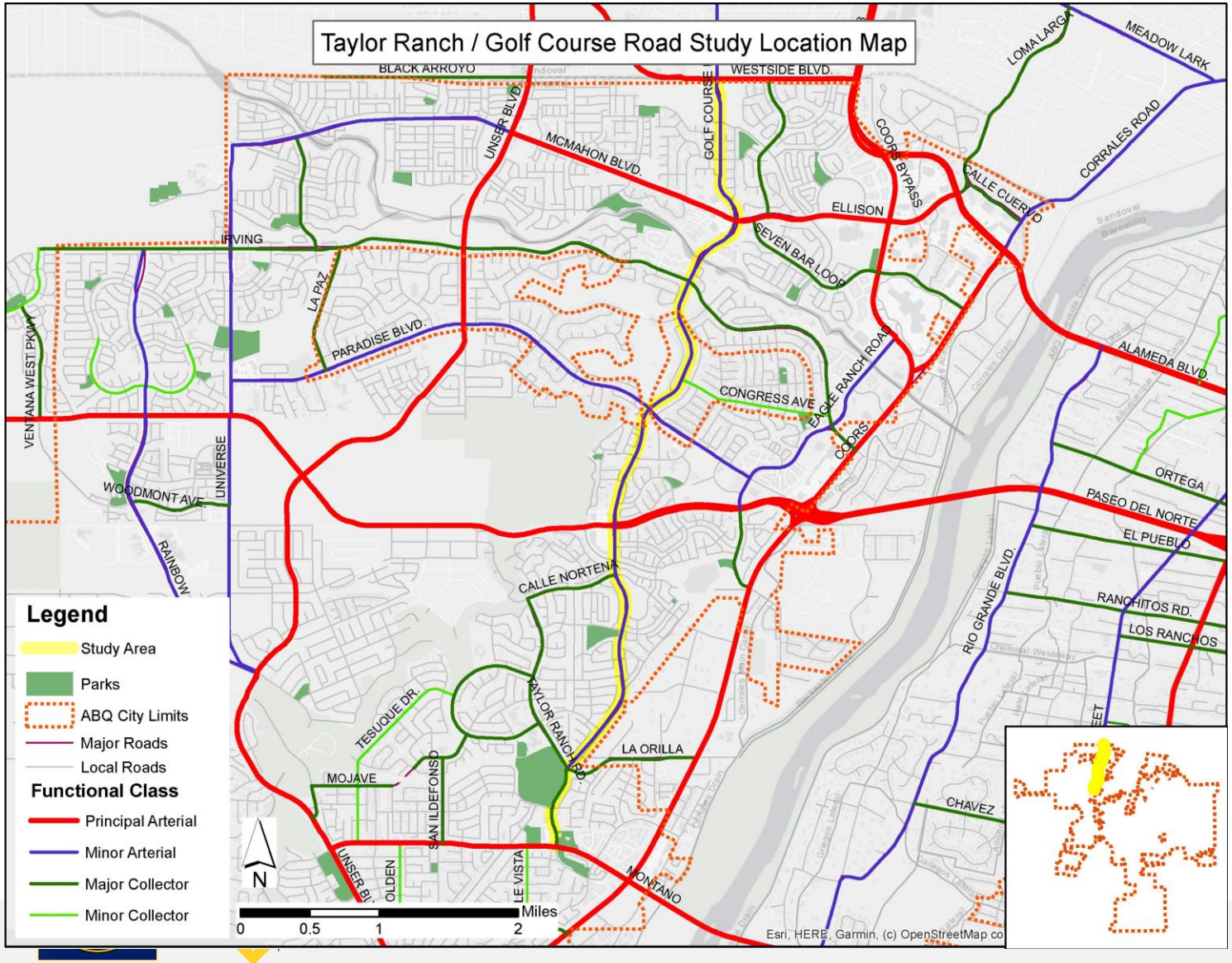
Polling

- Three poll questions (including one icebreaker question)
- Please navigate your web browser to www.menti.com and type in this code:
  - 1977 2269
- Or use this QR code:

Study Purpose and Need

- Taylor Ranch Road/Golf Course Road 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** challenges and **traffic hazards** 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

Defining Complete Streets

- Complete Streets is a transportation planning approach related to how streets are designed, how they operate, and how they are maintained
- Complete Streets must:
  - Enable **safe mobility** for people using **all modes**
  - Be accessible for road users of **all ages and abilities**
  - Adhere to **Americans with Disabilities Act (ADA)** standards regarding curb ramps, sidewalk width, etc.
- *City of Albuquerque Complete Streets Policy*
  - Consider changes to roadway configuration through restriping during repaving and other maintenance efforts
  - City may also proactively address roadways

Before

After

Virtual Tour

Virtual Tour – Montaño Road to Calle Norteña

- **Vehicles per Day (2019):** 18,000 – 21,000
- **Number of Lanes:** 2 per direction
- **Pedestrian Infrastructure:**
  - 5-6 ft sidewalks
  - SB side has continuous facilities
  - Gaps on NB side
- **Bicycle Infrastructure:**
  - 5 ft on-street unbuffered lanes on both sides between Montaño Rd and La Orilla Rd
  - 10 ft shared use trail on NB side between La Orilla Rd and Plume Road
  - 10 ft shared use trail on SB side along Mariposa Basin Park
- **Land Use/Character:** Low-to-medium-density residential; various recreational sites

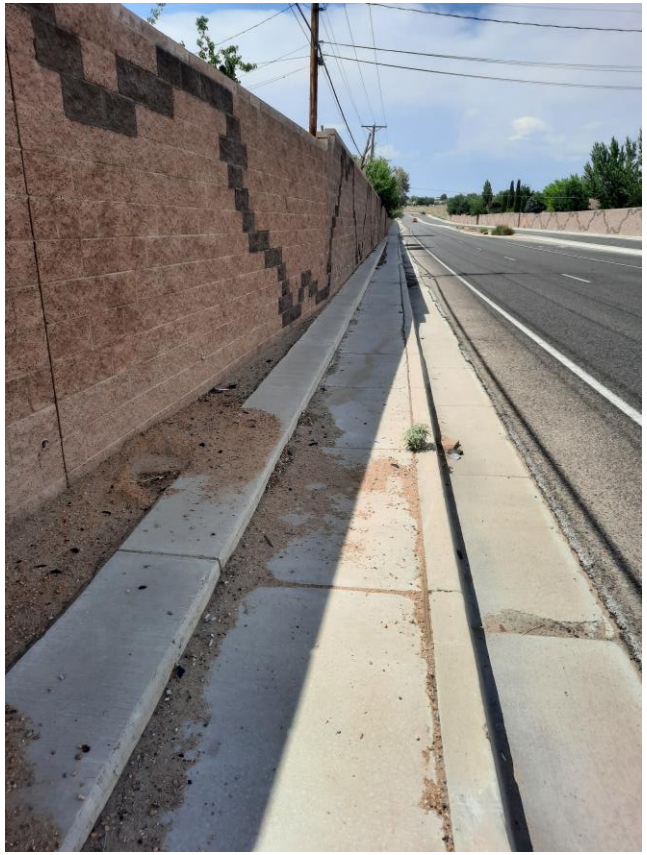
Virtual Tour – Calle Norteña to Paradise Blvd

- **Vehicles per Day (2019):** 26,000 – 30,500
- **Number of Lanes:** 2 per direction
- **Pedestrian Infrastructure:**
  - 5-6 ft sidewalks on both sides
- **Bicycle Infrastructure:**
  - No on-street facilities
  - 10-ft shared use trail on NB side between Paseo Del Norte and Paradise
  - Intersects with Piedras Marcadas Trail just north of Calle Norteña
- **Land Use/Character:** Medium-density single-family residential; commercial plazas and retail sites

Virtual Tour – Paradise Blvd to Irving Blvd

- **Vehicles per Day (2019):** 18,500 – 20,000
- **Number of Lanes:** 2 per direction
- **Pedestrian Infrastructure:**
  - 6 ft sidewalks
  - NB side has continuous facilities
  - Gaps on SB side
- **Bicycle Infrastructure:**
  - 4 ft on-street unbuffered striped lanes in both directions
  - No off-street shared use paths
- **Land Use/Character:** Medium-density single-family residential

Virtual Tour – Irving Blvd to Westside Blvd



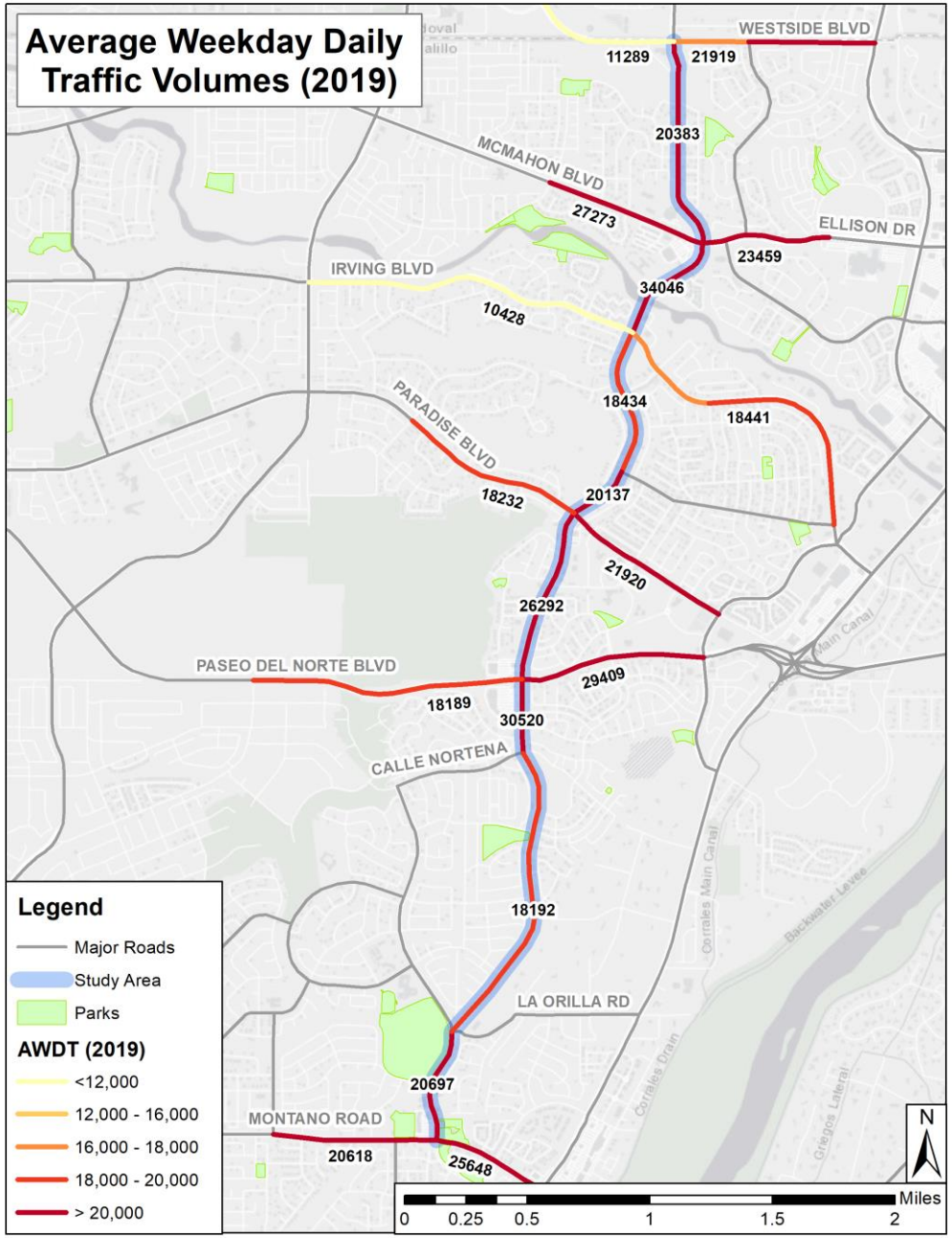
- **Vehicles per Day (2019):** 20,000 – 34,000
- **Number of Lanes:** 2 per direction
- **Pedestrian Infrastructure:**
  - 4-6 ft sidewalks
  - SB side has continuous facilities
  - Gaps on NB side
- **Bicycle Infrastructure:**
  - 4 ft on-street unbuffered striped lanes in both directions
  - No off-street shared use paths
- **Land Use/Character:** Medium-density single-family residential; commercial plazas and retail sites; major arroyos and drainage facilities

EXISTING CONDITIONS

- Roadway characteristics
- Traffic
- Pedestrian/bike infrastructure
- Land use
- Transit
- Safety

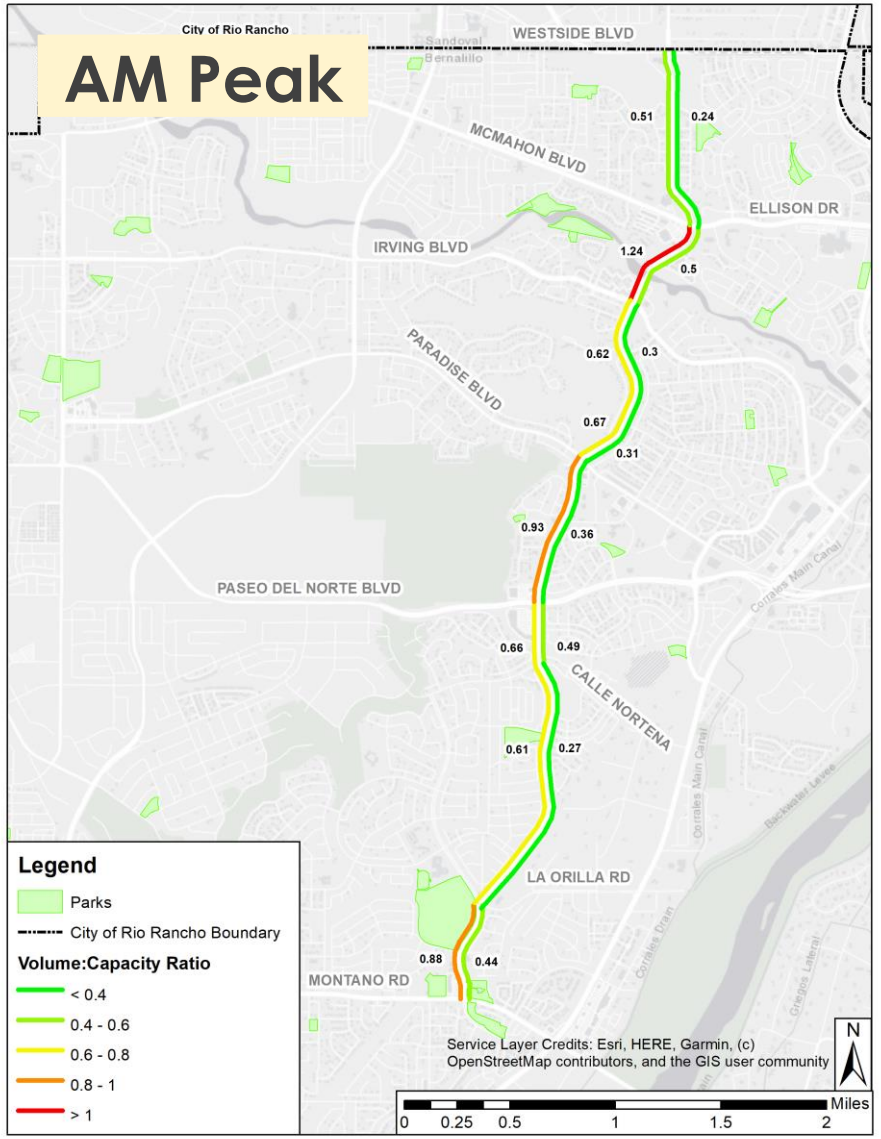
Existing Conditions: Roadway Characteristics

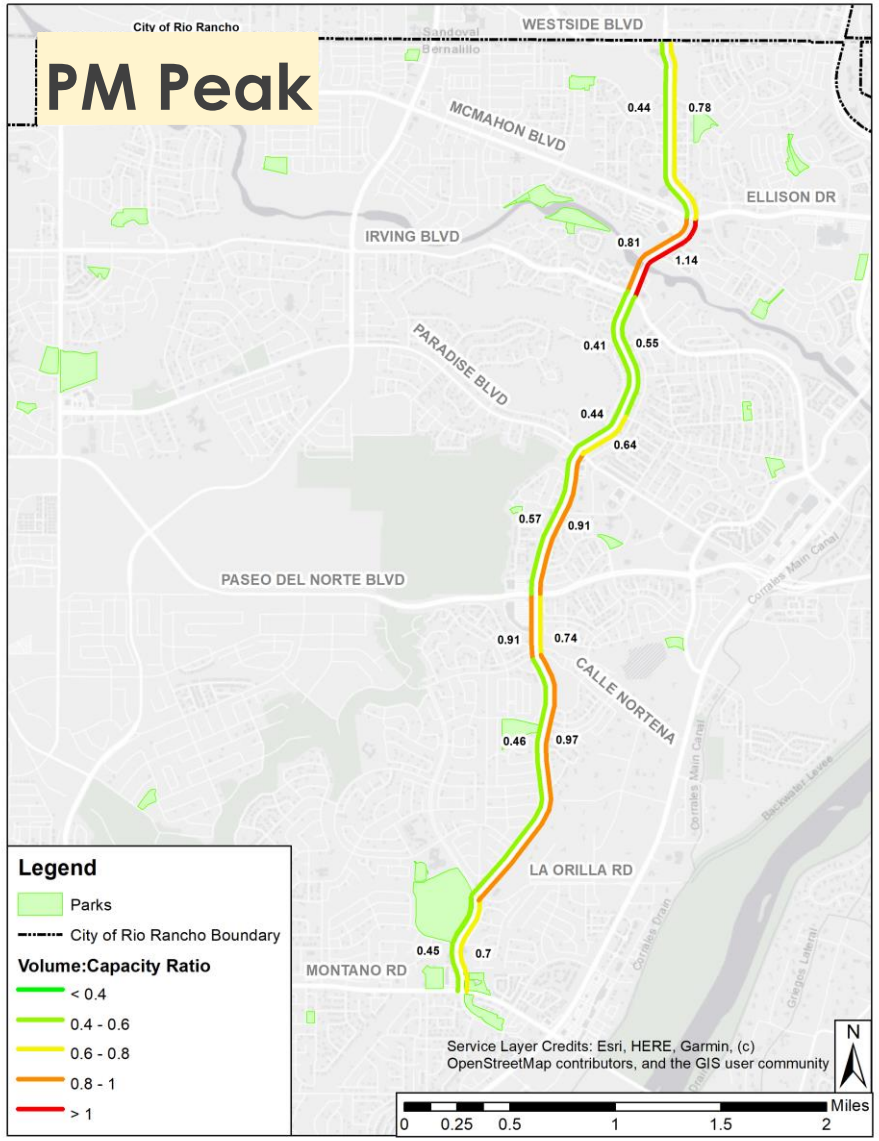
- Traffic volumes range from 18,000 to 34,000
- Posted speed: 35-40 MPH
- Two lanes in each direction
- Medians and center turn lanes
- Access is generally limited along corridor



Traffic Congestion

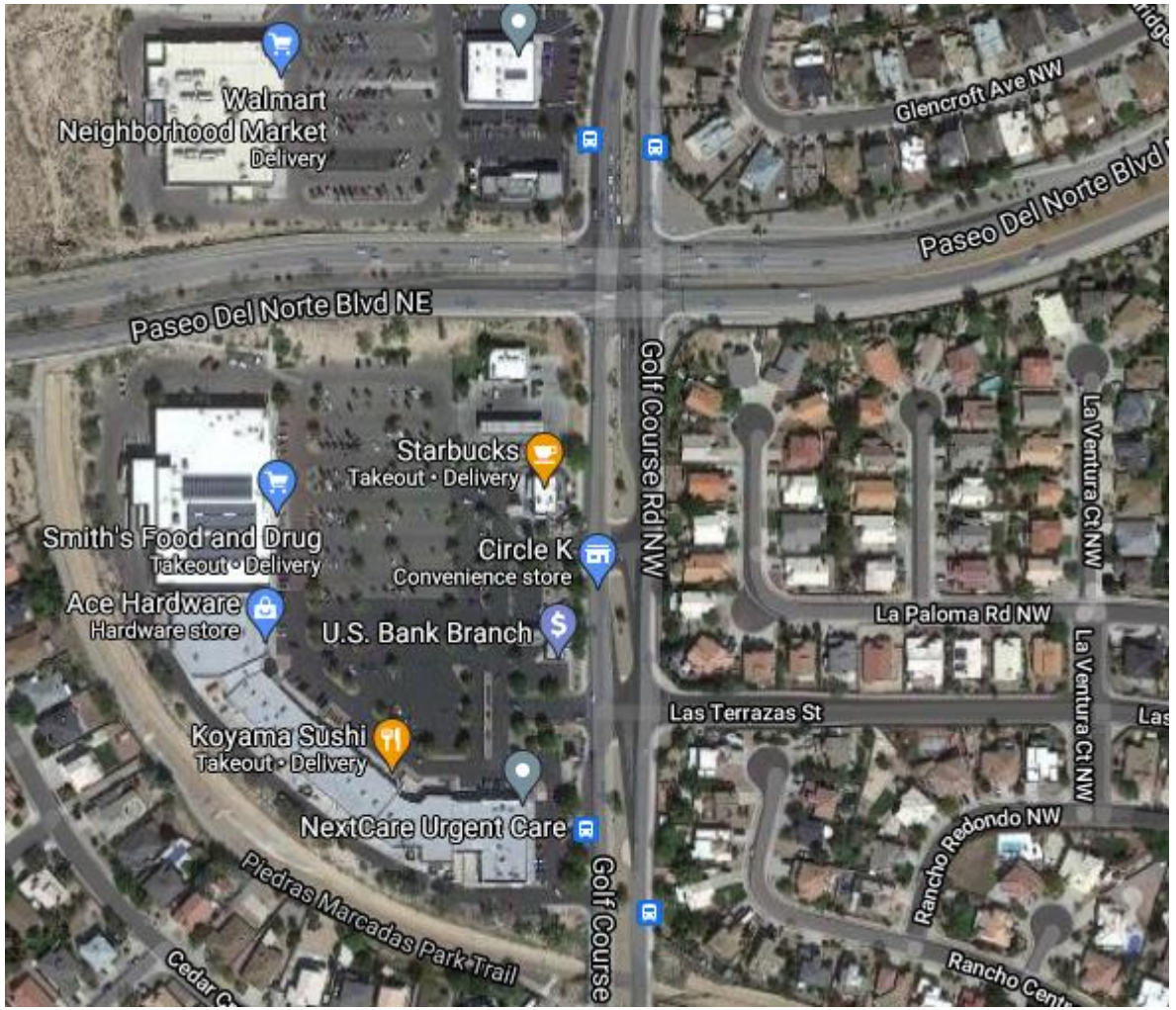
- Traffic volumes approach or exceed the intended roadway capacity during the PM peak period
- Delay approaching major east-west roadways
- Traffic volumes are expected to grow by 5-10% over the next 20 years





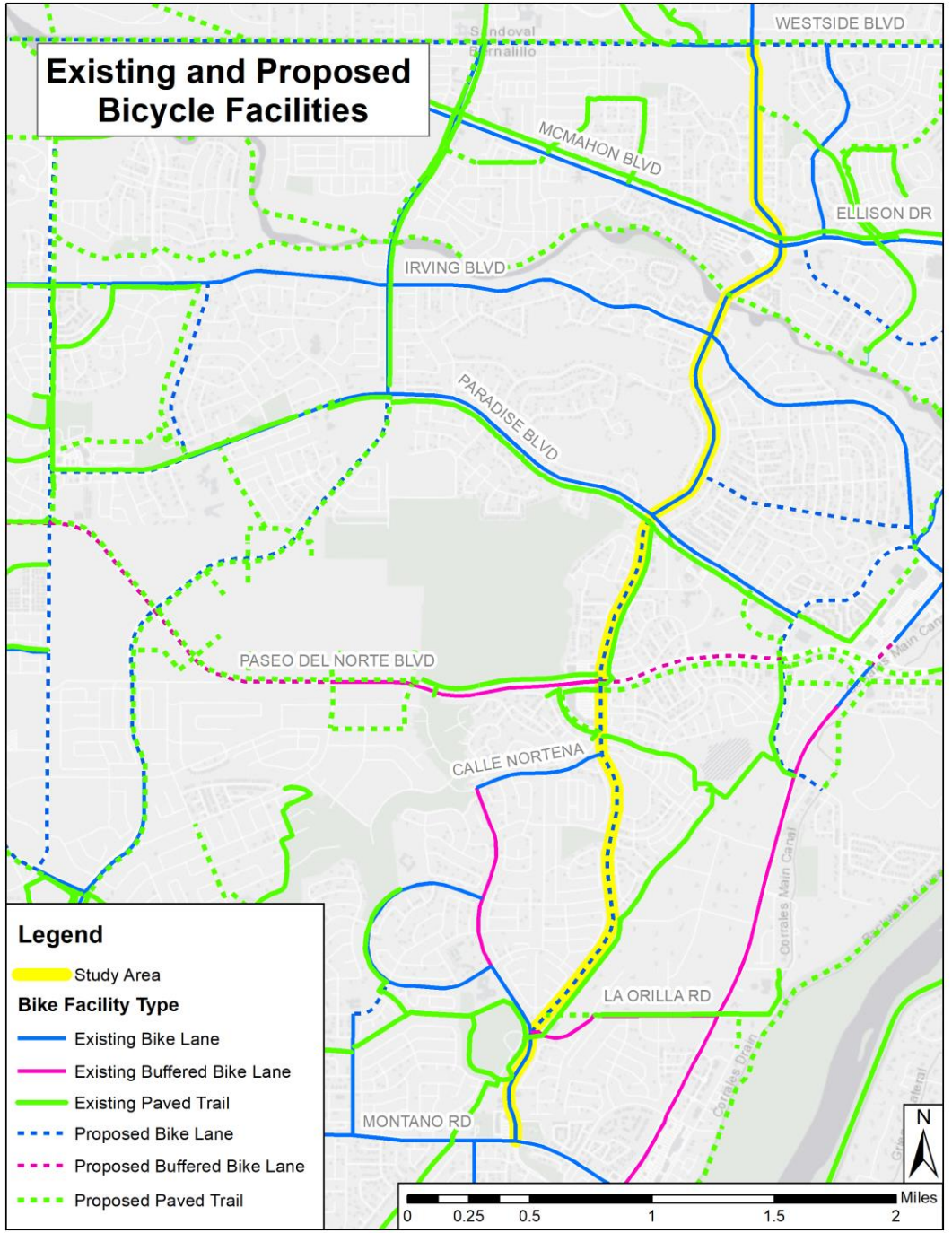
Existing Conditions: Traffic Challenges

- Portions of corridor at or above capacity in peak periods
- Conflict points near major intersections → need for access management
- Factors contribute to high travel speeds
  - Grade of the roadway
  - Distance between signalized intersections
- Congestion related to drive-thrus – queue at Starbucks spills into the roadway



Existing Conditions: Bikeways and Trails

- Combination of infrastructure types:
  - Sidewalks
  - Multi-use trails at sidewalk level
  - On-street bikeways
- Gaps in network: La Orilla to Paseo del Norte
- Major trail connections



Existing Conditions: Bikeways and Pedestrian Facilities

- Long distances between signalized intersections
- On-street bikeways: Narrow and provide little separation from motorists
- Only the most confident bicyclists are likely to ride along Golf Course Rd under current conditions

Existing Conditions: Land Use

Residential Corridor

- Subdivisions with walls facing Golf Course Rd
- Residences and direct driveway access between Paradise Blvd and Irving Blvd

Commercial Nodes

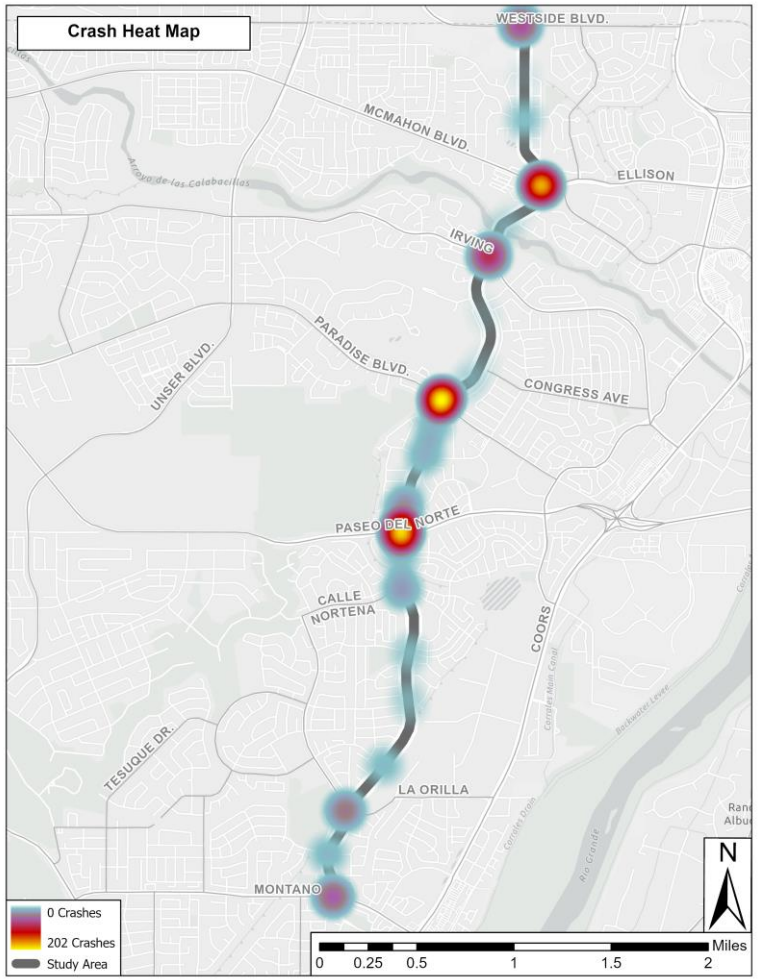
- Petroglyph Plaza shopping center at **Paseo del Norte**
- Commercial area between **Marna Lynn** Ave and **Paradise Blvd** (image on right)
- Shopping plaza north of **Irving Blvd** on NB side
- Golf Course Marketplace (south of **McMahon Blvd/Ellison Rd**)
- The Shoppes at Taylor Ranch (north of **Montaño Rd**)

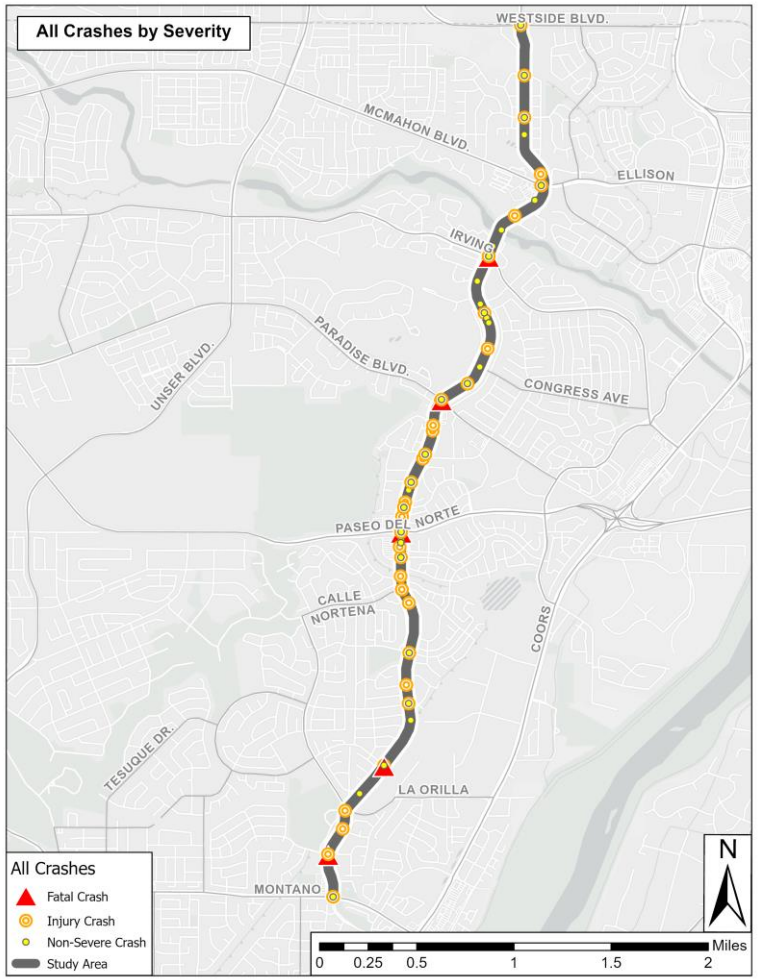
Existing Conditions: Transit

- Route 157 local service
  - Links northwest Albuquerque with Uptown and KAFB
  - Buses operate every 30 minutes
  - Montaño Rd to McMahon Blvd
- Route 92 commuter service
- Accessing public transit stops can be difficult due to layout of subdivisions
- MRCOG Long Range Transit Network
  - Primary Transit Corridor
  - Desired service every 15 minutes

Existing Conditions: Safety

- Crashes concentrated between Calle Norteña and Paradise Blvd
- Hot spots at major intersections
  - McMahon Blvd
  - Paradise Blvd
  - Paseo del Norte
- Strong correlation between crashes and conflicts at access points around Petroglyph Plaza
- Bicycle/pedestrian-involved
  - Multiple crashes at Montaño Rd
  - Fatal crashes at Paseo del Norte and Irving Blvd



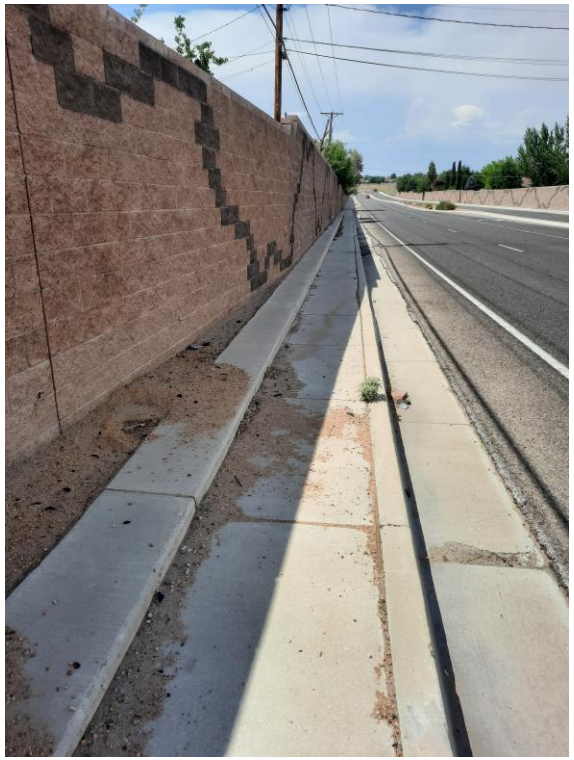


Public Concerns/Comments Received

- Pedestrians and bicyclists do not feel safe walking or biking along the roadway to access connecting trails or commercial nodes
- Difficulty crossing Golf Course Rd for motorists and pedestrians
- Concerns about speeding and racing
- Location with frequently cited safety concerns:
  - Marna Lynn Rd
  - Samara Rd
  - Calle Norteña

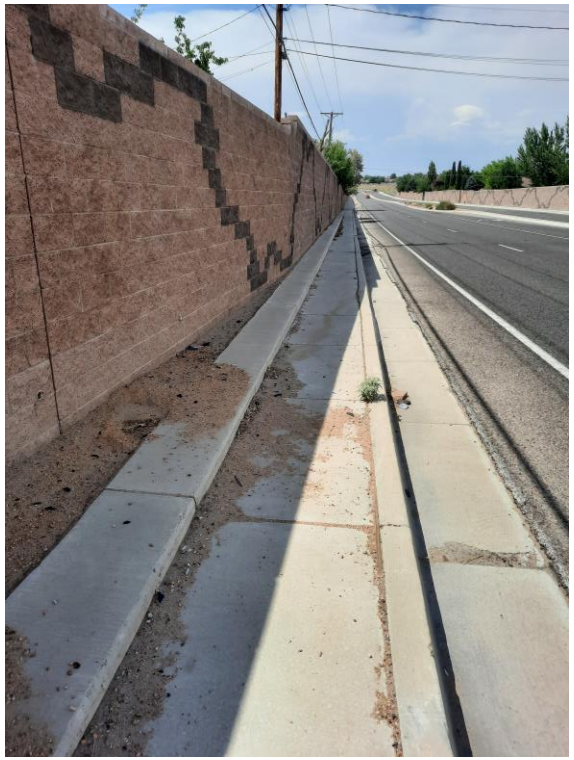
Key Takeaways

- 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
- Quality shared-use trails that travel east-west, though not always well connected to other bikeways
- Infrequent crossing opportunities



Observations and Takeaways, part 2

- Variety of retail and service options, community focal points along the corridor
- Presence of wide medians along portions of the corridor
- Opportunities to narrow travel lanes and medians and reallocate space for other uses



Opportunities to Create Main Street Character Area

- Given the wide medians, some space could be allocated to pedestrian, bicycle, or transit use
  - Wider sidewalks with buffers between pedestrians and vehicles
  - Buffered or protected bicycle lanes
- New pedestrian crossings near commercial nodes
- Improve access to commercial nodes
  - Close sidewalk and bike lane gaps
  - Connect existing trails
- Challenges:
  - Commercial nodes could be the site of new public spaces, but properties are privately owned
  - Little undeveloped land along the corridor

http://buildabetterburb.org/ten-ways-to-make-big-boxes-more-walkable/

Schedule and Next Steps

- Public meeting #2: October 21
- Draft report and recommendations in October 2021
- 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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- Kendra Montanari, MRCOG – kmontanari@mrcog-nm.gov
- Aaron Sussman, BHI – asussman@bhinc.com
- Alex Waltz, BHI – awaltz@bhinc.com

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