

WELCOME! ¡BIENVENIDOS!

WE ARE GLAD YOU'RE HERE!

You are welcome to walk around the room and stop at boards of interest at your own pace. Project staff is available to share information and answer any of your questions.

- ✓ Please sign in
- ✓ Be respectful and courteous to each other at all times
- ✓ Don't forget to fill out one of our comment cards



¿Hablas Español?

Los invitamos a participar en Español. Una de nuestras guías de la reunión puede dirigirlo a una de nuestras guías que habla Español.





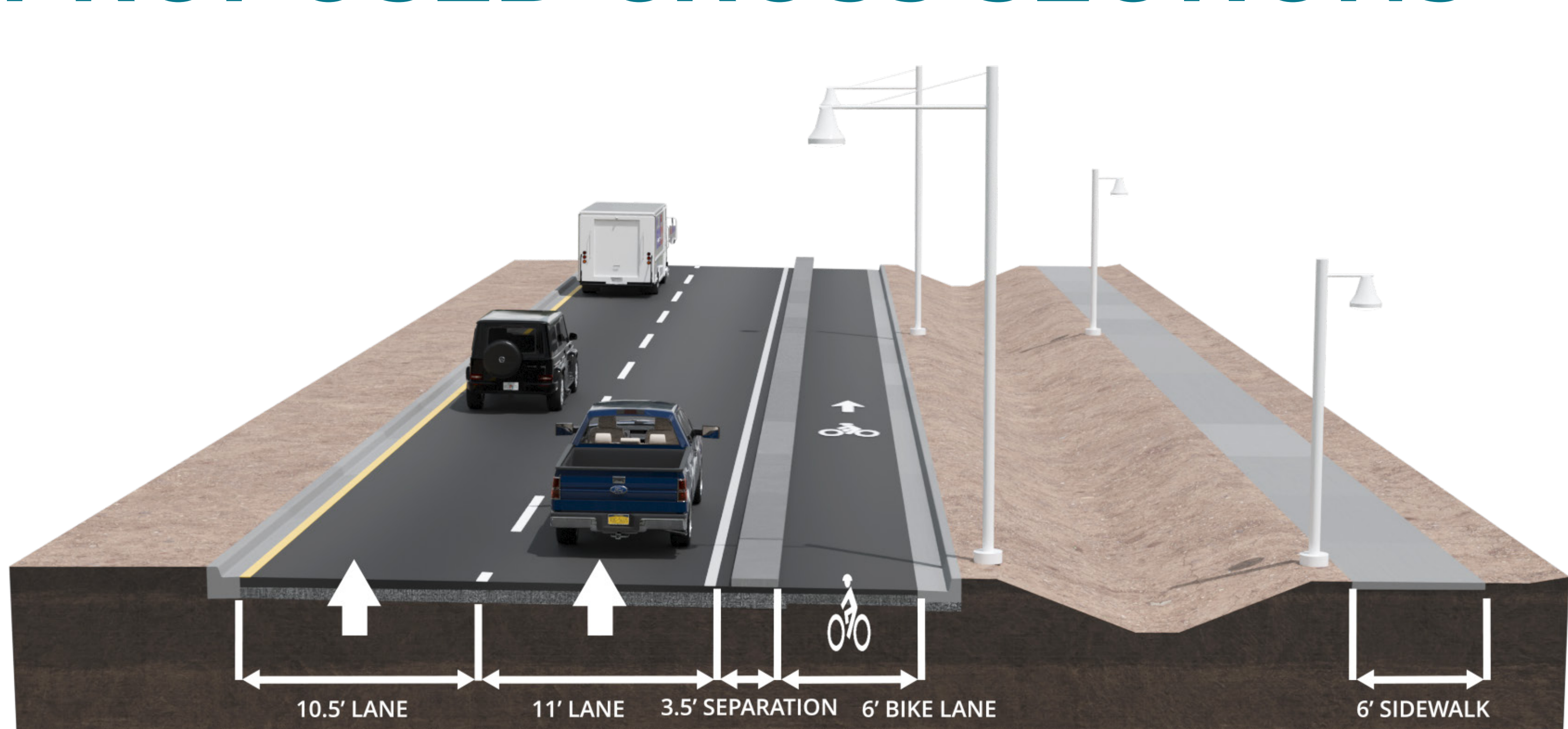
WHY IS THIS PROJECT NEEDED?

The Department of Municipal Development (DMD) has been tasked with developing complete street improvements along **Central Avenue from Sarracino Place to 98th Street** in support of the City of Albuquerque's economic development initiatives and to enhance livability in a historically disadvantaged area of the City.

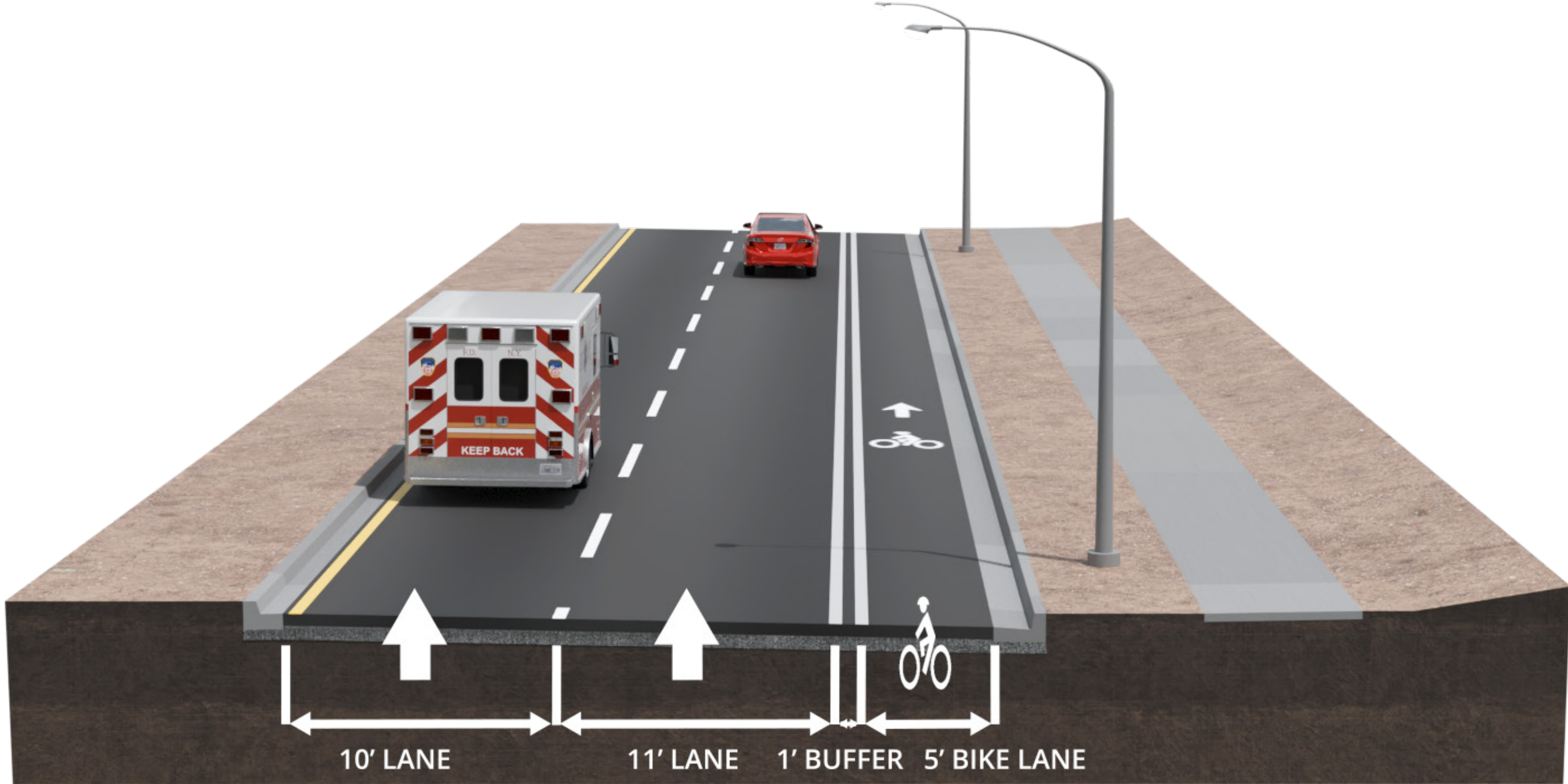
Proposed improvements include:

- ➔ Continuation of Frontage Road reconstruction and widening
- ➔ Storm drain system improvements
- ➔ Designated bike and pedestrian facilities
- ➔ Decorative street and pedestrian lighting
- ➔ Safety and access improvements at 98th Street, Bridge Boulevard, and 90th Street intersections

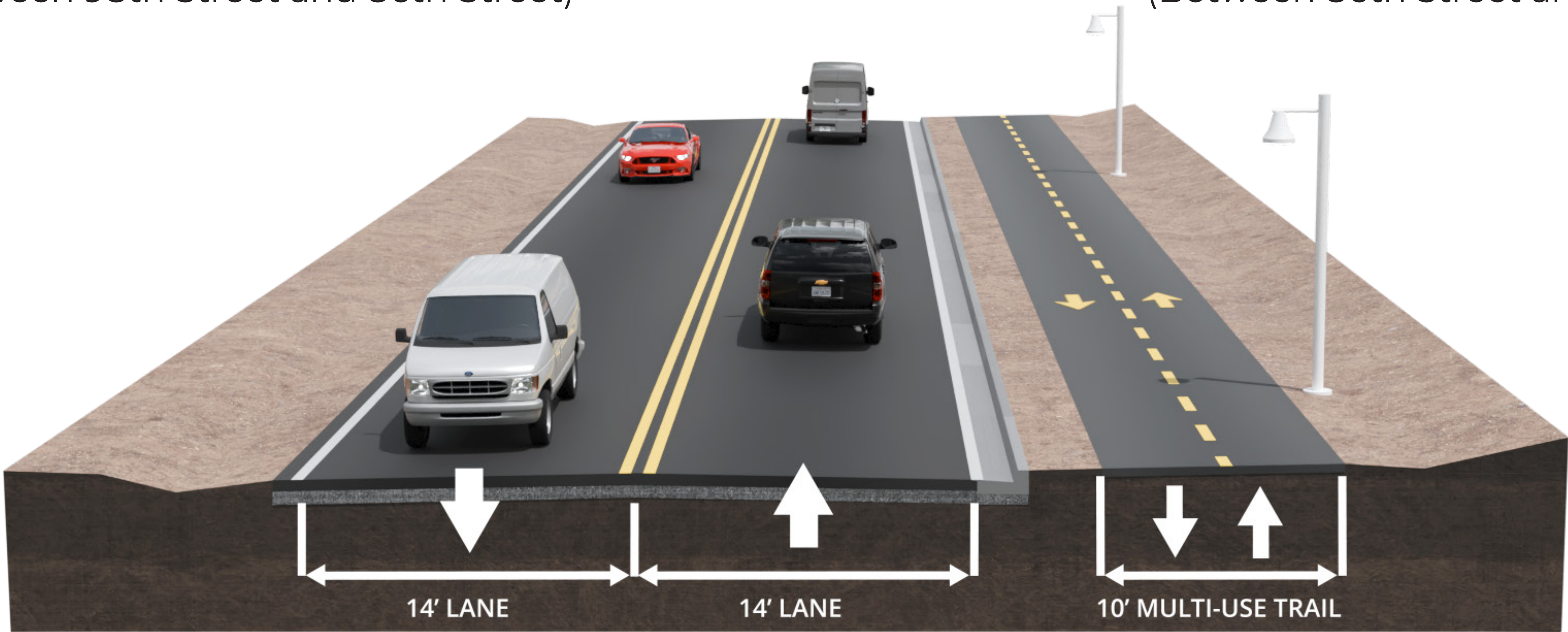
PROPOSED CROSS SECTIONS



Central Avenue Eastbound Lanes
(Between 98th Street and 86th Street)



Central Avenue Eastbound Lanes
(Between 86th Street and Sarracino Place)



Central Avenue Frontage Road (Between 98th Street and 90th Street)

PROTECTED INTERSECTION

What is a protected intersection?

A new intersection type that prioritizes pedestrian and bicyclist safety is quickly being implemented across the nation due to its success in reducing crashes in other countries.

Several benefits include:

- ➔ Shorter exposed crossing distances for pedestrians and cyclists
- ➔ Protected waiting areas
- ➔ Better visibility, slower turns, and yielding space for drivers

A change is needed to make this intersection safer for the community, regardless of an individual's travel method.

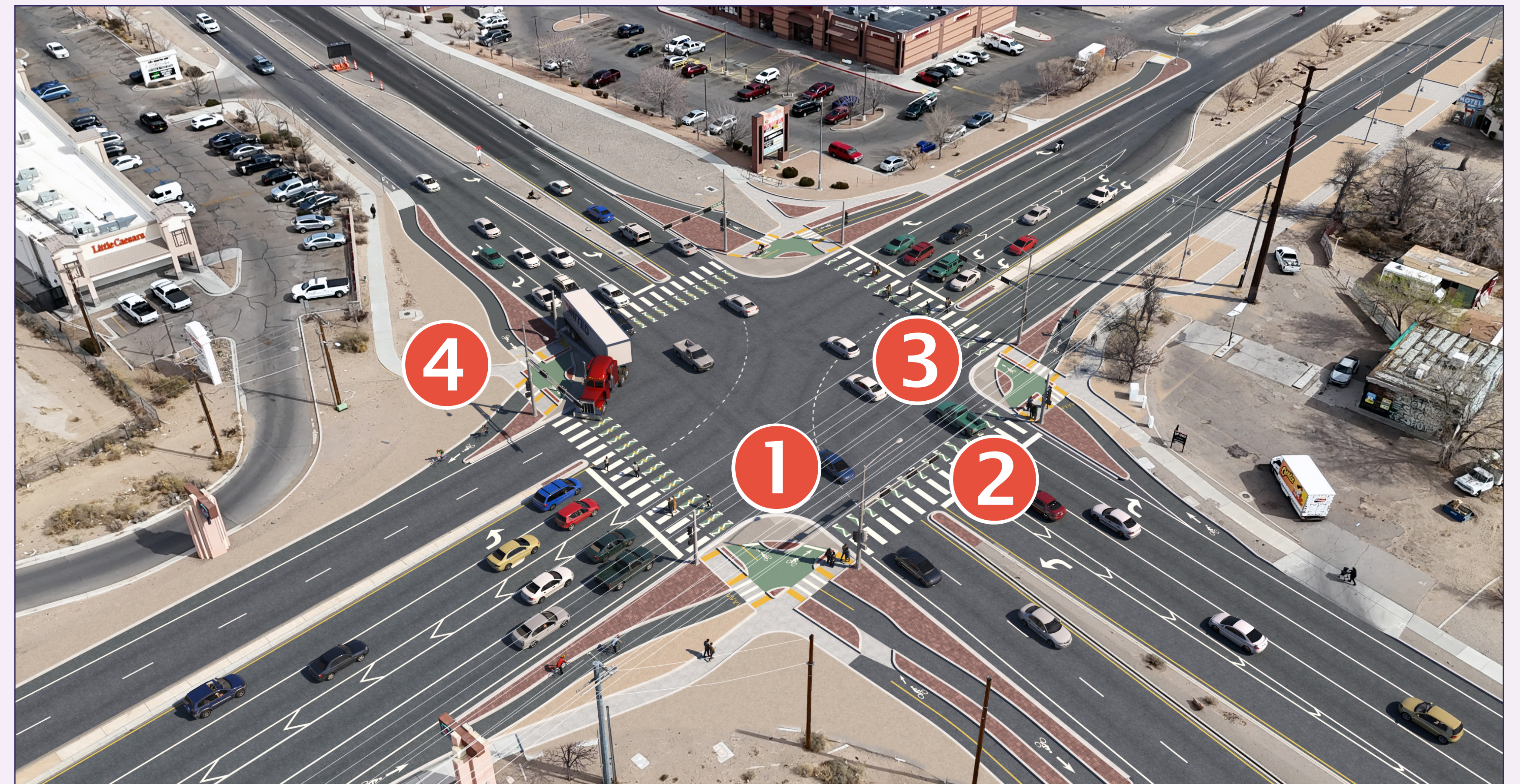
Why here?

- ➔ The 98th Street intersection has been identified as a priority intersection on the High-Fatality Injury Network
- ➔ High speeds at current conflict points
- ➔ The wide pavement takes a long time to cross and leaves vulnerable users exposed



How does it work?

- 1 Raised medians at each corner to provide a waiting area
- 2 Extra time on the crosswalk signal to provide pedestrians and cyclists with a head start
- 3 Gives drivers more yield space to crossing pedestrians and cyclists
- 4 Larger trucks use the mountable apron for trailer off-tracking



BRIDGE BOULEVARD INTERSECTION

What is wrong with the existing configuration?

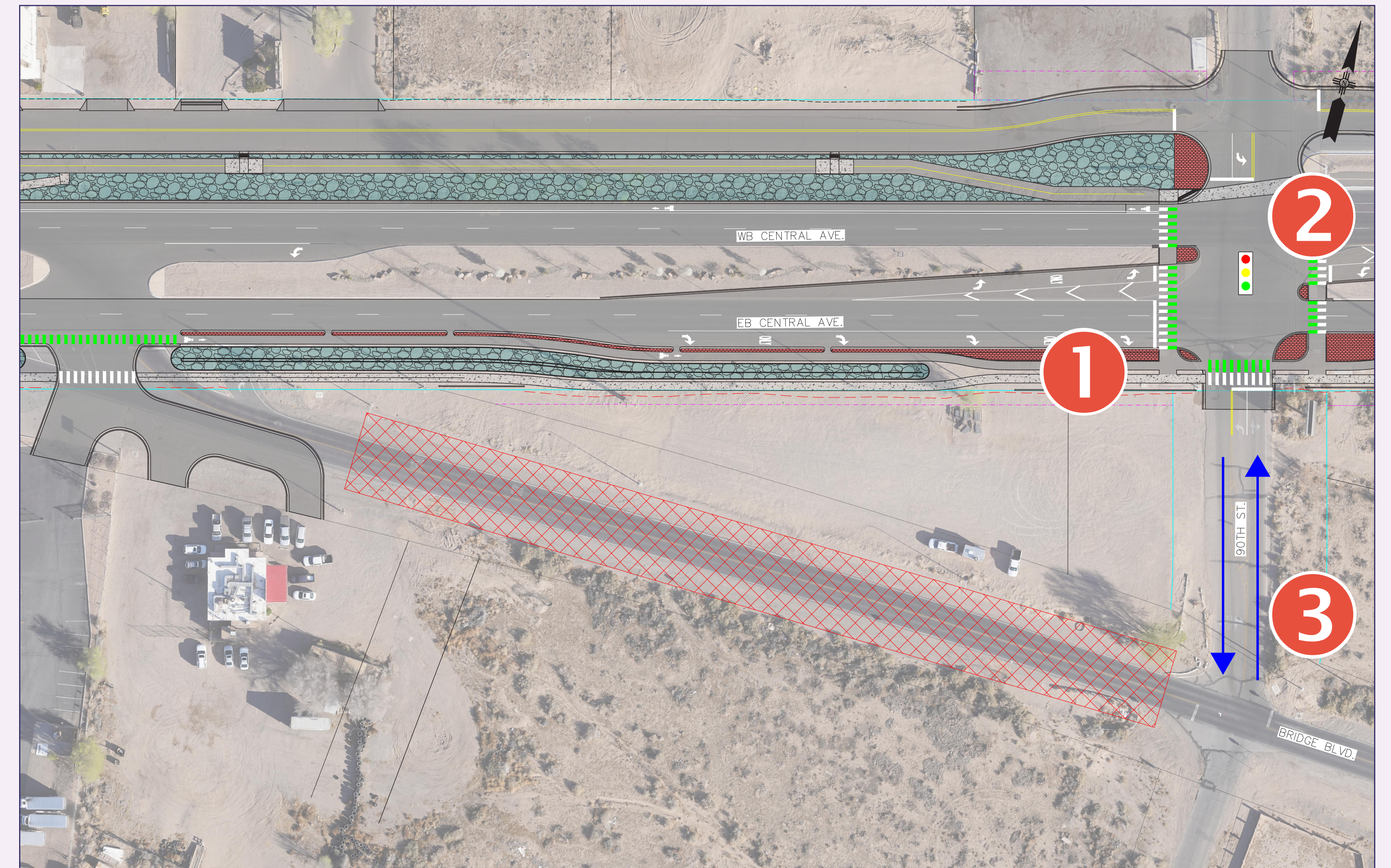
- ➔ The Bridge Boulevard and Central Avenue intersection's skewed layout can impact visibility angles for drivers gauging oncoming traffic.
- ➔ There is no eastbound deceleration lane, causing vehicles to turn from the driving lane at higher speeds.
- ➔ The wide pavement opening encourages higher vehicle speeds making it difficult for pedestrians and cyclists to cross.
- ➔ The use of stop signs as a traffic control device often causes rush hour delays.
- ➔ There is no pedestrian crossing at Central Avenue and Bridge Boulevard for accessing businesses or bus stops, leading some pedestrians to walk up to three quarters of a mile to safely cross.

Proposed Improvements:

- ➔ Bridge Boulevard between Central Avenue and 90th Street is proposed to be closed to traffic, with access to businesses from Central Avenue remaining open.
- ➔ A new signal at 90th Street and Central Avenue to help traffic flow smoothly and provide a signalized pedestrian crossing with detection that will minimize delays for all travelers.

How will it change my commute?

- 1 Central Avenue going eastbound will include a right turn deceleration lane at 90th Street for accessing Bridge Boulevard.
- 2 Central Avenue going westbound will have a new left turn lane at 90th Street.
- 3 Westbound traffic on Bridge Boulevard will turn right on 90th Street to access Central Avenue via the new signal.



OTHER IMPROVEMENTS



Lighting Improvements



*Example of lighting. Actual designs may vary.

The existing decorative lighting seen along the West Central corridor will be extended through the project limits.

- ✔ Street lighting for both westbound and eastbound Central Avenue.
- ✔ Pedestrian lighting will be provided for the Frontage Road as well as the eastbound Central sidewalk.



Bus Stop Treatments



*Example of floating bus stop in Portland, OR. Actual designs may vary.

To accommodate the separated bike lanes, floating bus stops will be implemented.

- ✔ Allows buses to easily access the platform.
- ✔ Allows for bike lanes to transition behind the bus stop.
- ✔ Cyclists yield to pedestrians accessing the bus platform
- ✔ Allows space for amenities like benches



Drainage Bioswales



*Example from the prior Frontage Road segment. Actual designs may vary.

Bioswales have been proposed for the space between the separated bike lane and the sidewalk.

- ✔ Cost-effective way of capturing drainage flows from the roadway
- ✔ Controls erosion while being foundational for future landscaping.
- ✔ Works in conjunction with underground stormwater drainage systems to accommodate larger storms.

SCHEDULE AND FUNDING

The City of Albuquerque and the project team will continue to provide updates as the project progresses into final design. At this time the project is **locally and federally funded for design and construction**, and the team is committed to getting these improvements constructed for a safer and more accessible road.



**Additional Right of Way will be required within the corridor.*

Questions? | ¿Preguntas?

Andrew Sutliff, *Project Manager*

 andrew.sutliff@wsp.com

**View a map of this and other projects
with the City of Albuquerque's
Department of Municipal Development.**

