

Coors Corridor Study

Public Information Meetings
February 22 and 24, 2011



Meeting Agenda

- Project Background, Study Area, and Objectives
- Problems Facing the Coors Corridor
- Discussion of Potential Solutions
- Questions/Comments

Study Objective

- Study objective is to **update the transportation element** of the *Coors Corridor Plan*
- *Coors Corridor Plan...*
 - First adopted in 1984 as a Rank III Sector Plan
 - Covers Coors from Central to Alameda
 - Established Coors as a “**Limited Access Parkway**” and major traffic carrier for the northwest mesa
 - Identified the need for and **established design guidelines** for the lands adjacent to Coors and environmental and visual preservation guidelines

City of Albuquerque, New Mexico / Municipal Development Department / Planning Division



Coors
Corridor plan



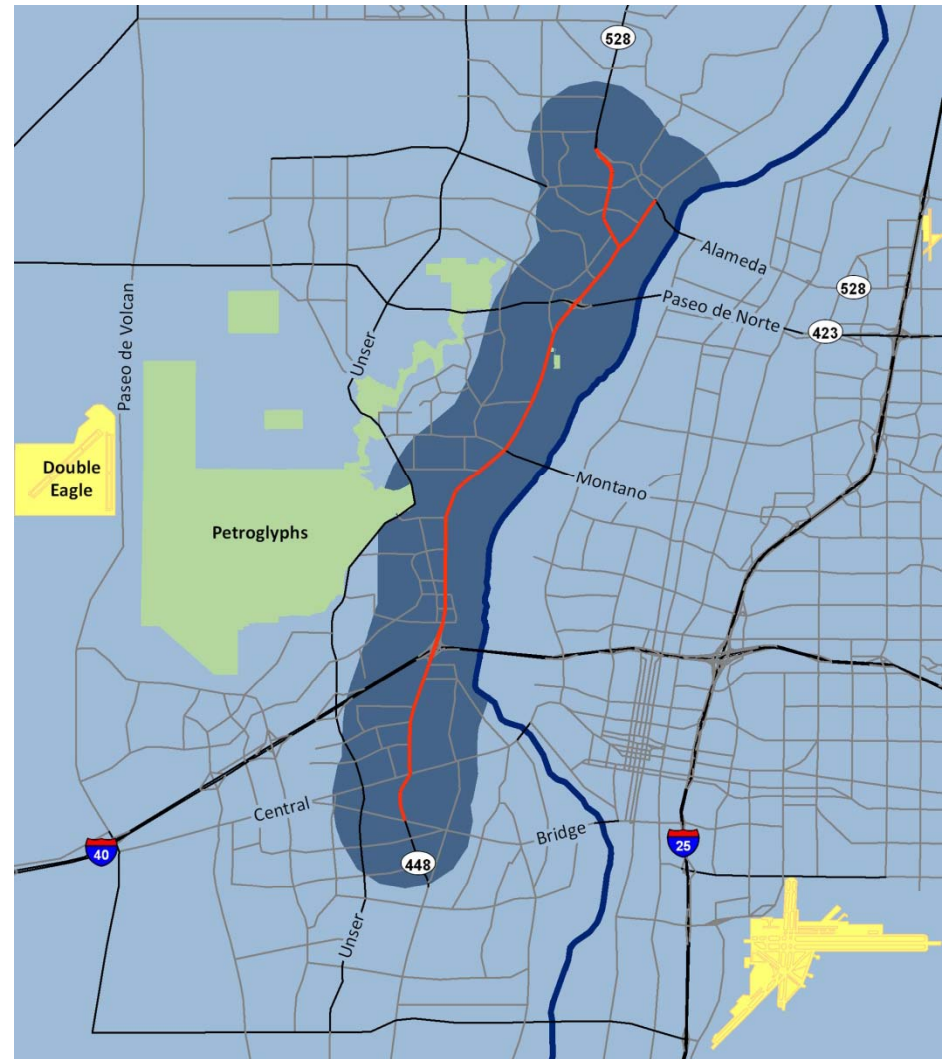
Study Objective (continued)

- Study Objective
 - Study will also identify the **preferred** long-range **transportation concept** for Coors Boulevard, and...
 - Develop a project **priority plan** for near-term and long-term improvements



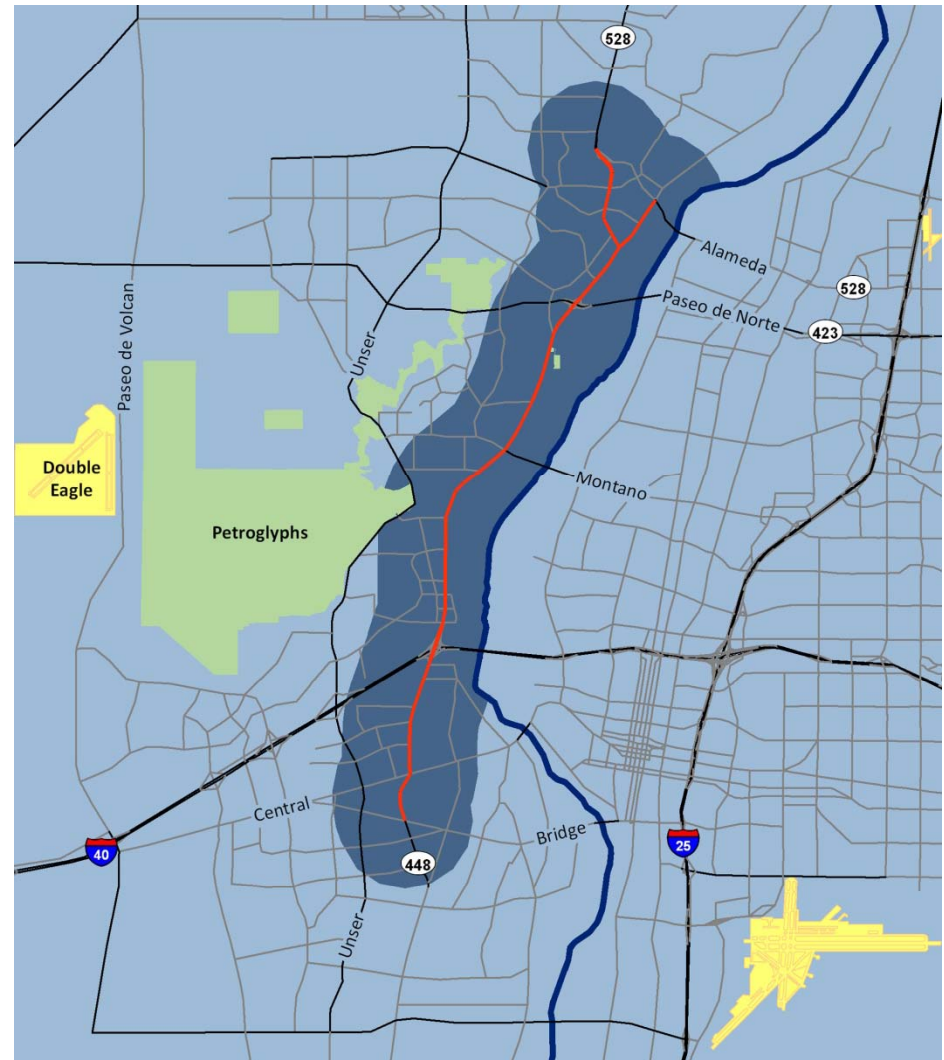
Coors Corridor Study Area

- Includes several segments of Coors
 - Coors Boulevard from Bridge Street to Coors Bypass
 - Coors Bypass north to Alameda
 - Coors Boulevard to Alameda
- Will also consider major cross streets and parallel routes
- First step is to understand the **problems today and in the future**



Coors Corridor Today

- Is the only existing **continuous north-south arterial street** serving the Westside
- Extends the entire length of the Bernalillo County
- Connects to every **river crossing** within the metro area
- Is an essential link in the regional transportation system



Coors Corridor Today

Bridge Boulevard to Central Avenue

- 4-lane section
- Developing residential and commercial area
- ADT = 19,000 to 26,000 vpd



Coors Corridor Today

Central Avenue to Interstate 40

- 6-lane section
- Mostly developed with mixture of residential, commercial and industrial land uses
- ADT = 32,000 to 45,000 vpd



Coors Corridor Today

Interstate 40 to St. Josephs Drive

- 6- to 8-lane section
- Fully developed with commercial. Residential lands set back from Coors.
- ADT = 41,000 to 49,000 vpd



Coors Corridor Today

St. Josephs Drive to Montano Road

- 6- lane section
- Developing residential with commercial at major nodes.
- ADT = 48,000 to 57,000 vpd



Coors Corridor Today

Montano Road to Paseo del Norte

- 6-lane section
- Developing residential with commercial at small commercial centers at intersections
- ADT = 38,000 to 45,000 vpd



Coors Corridor Today

Paseo del Norte to Coors Bypass

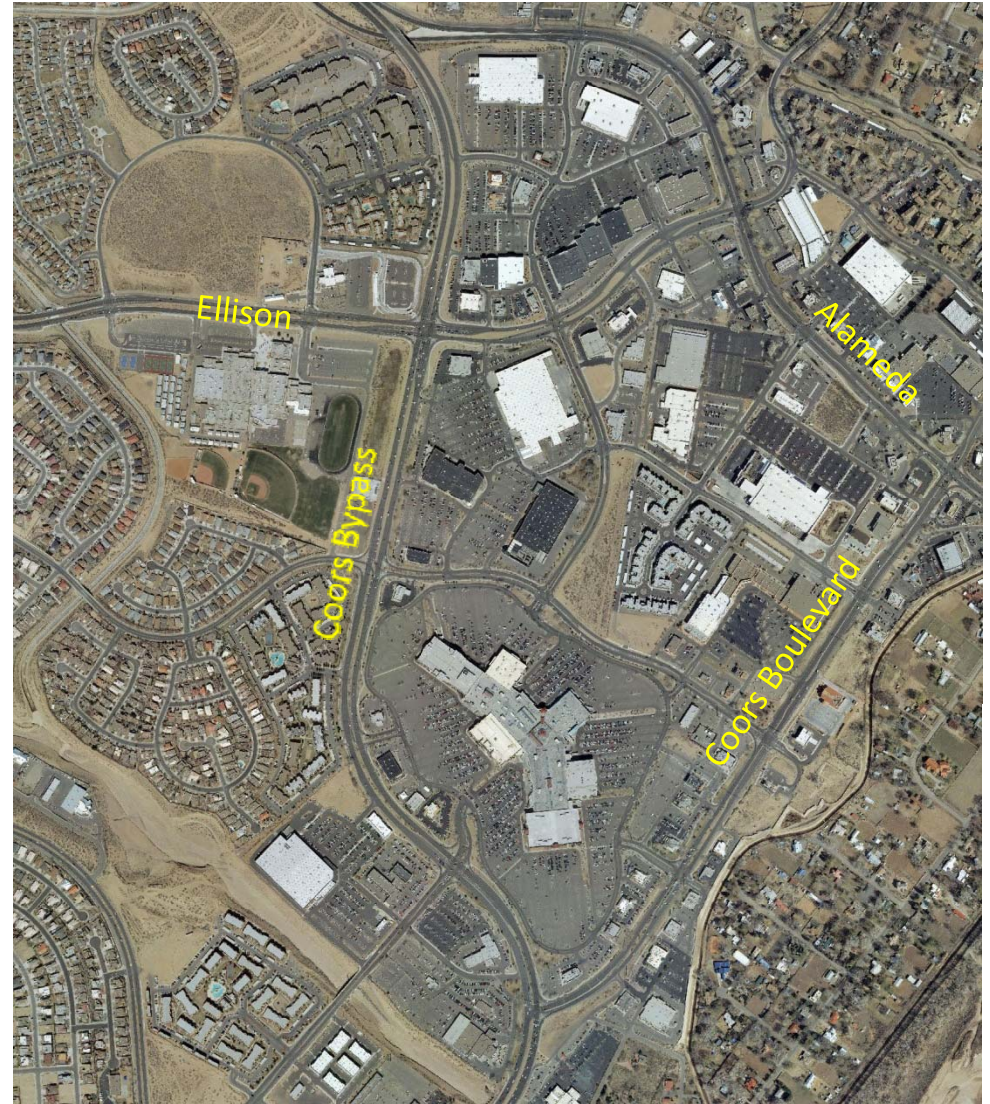
- 6- lane section
- Developing commercial and residential
- ADT = 60,000 to 71,000 vpd



Coors Corridor Today

Coors Bypass to Alameda

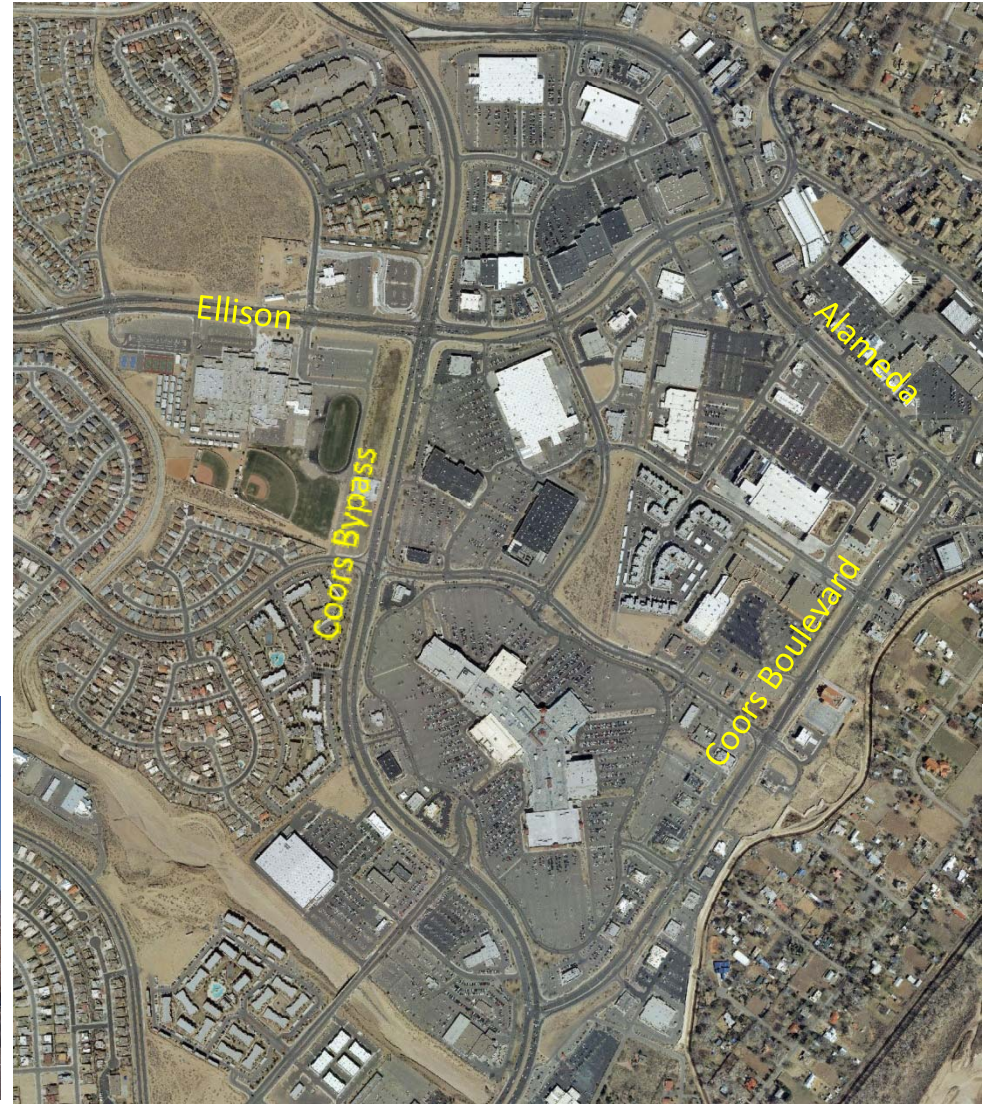
- 6-lane section
- Regional Commercial centers with higher density residential
- ADT = 44,000 to 45,000 vpd



Coors Corridor Today

Coors Boulevard to Alameda

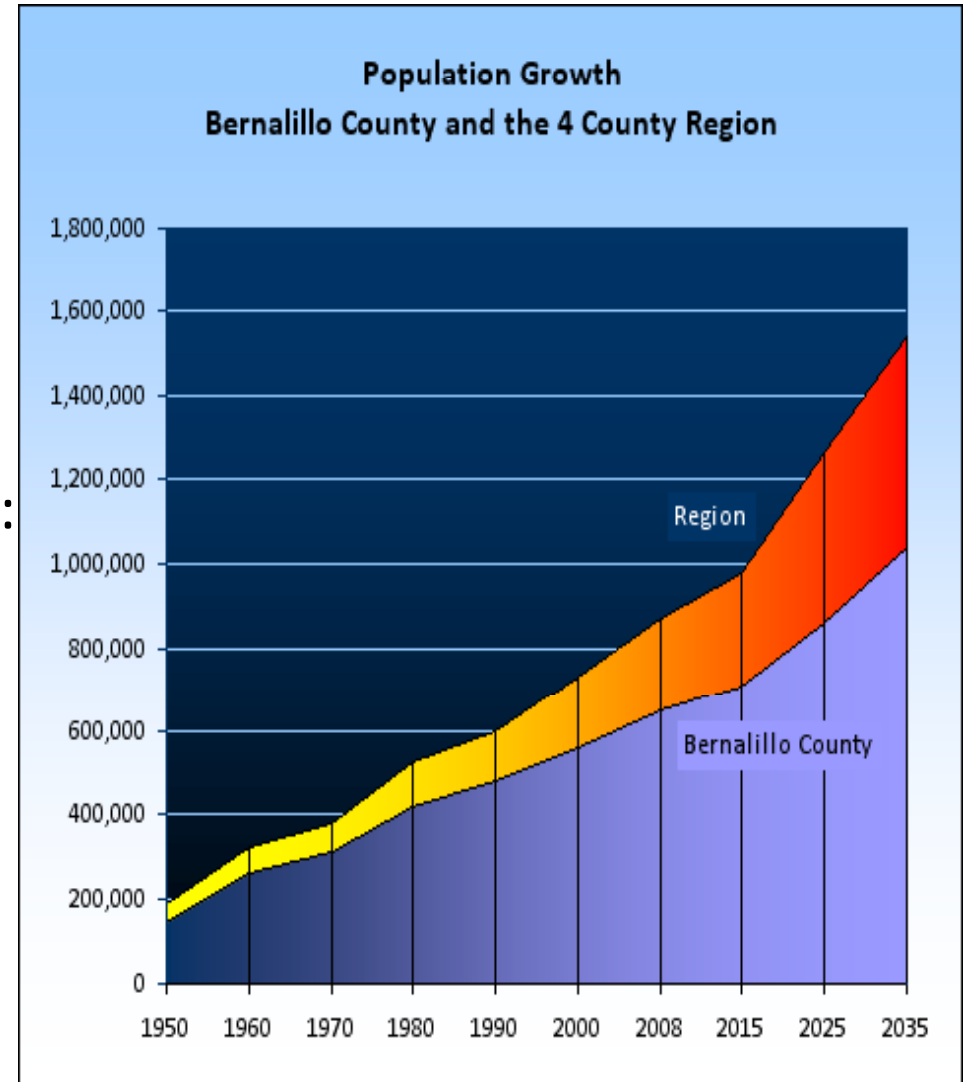
- 4- lane section
- Regional Commercial centers on west with residential below on east.
- ADT = 17,000 to 21,000 vpd



Coors Corridor in the Future

- According to projections from BBER⁽¹⁾...
 - 4-county region population:
 - Now -- 873,000
 - 2035 -- 1.54 million
 - Bernalillo County population:
 - Now -- 651,000
 - 2035 -- 1.03 million

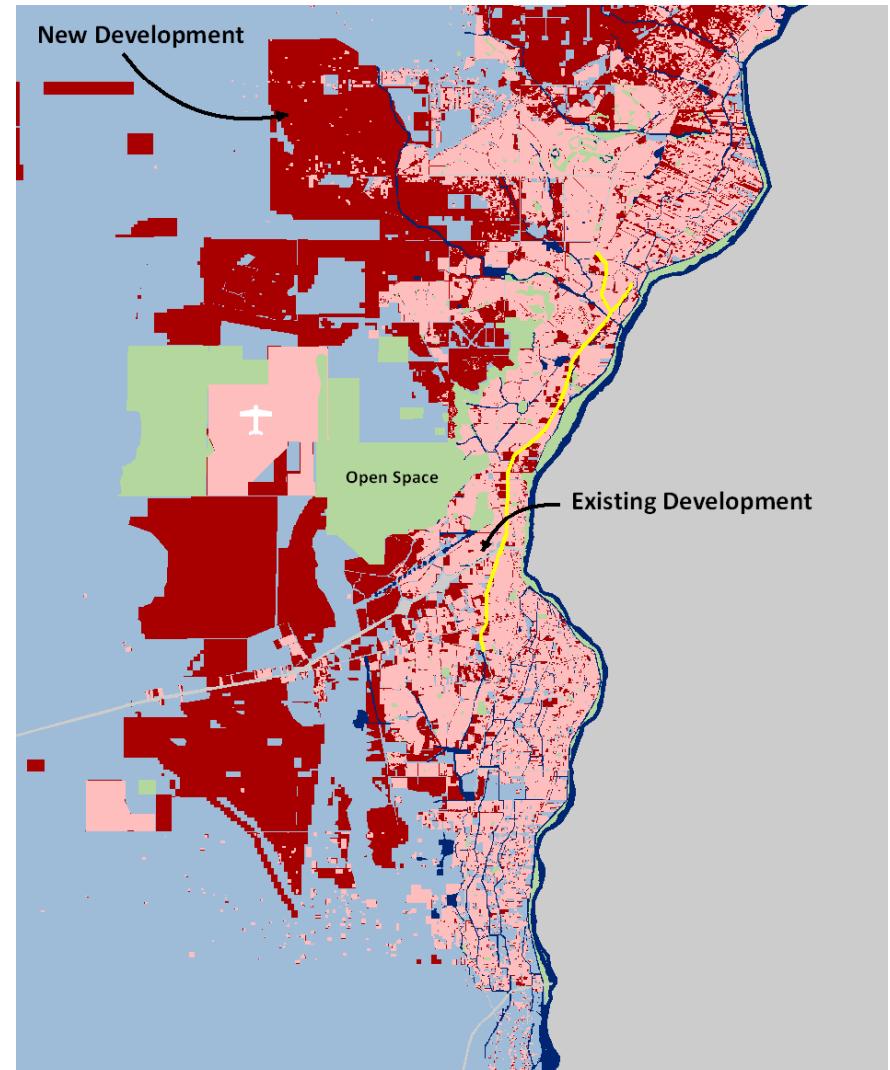
(1) Bureau of Business and Economic Research



Coors Corridor in the Future

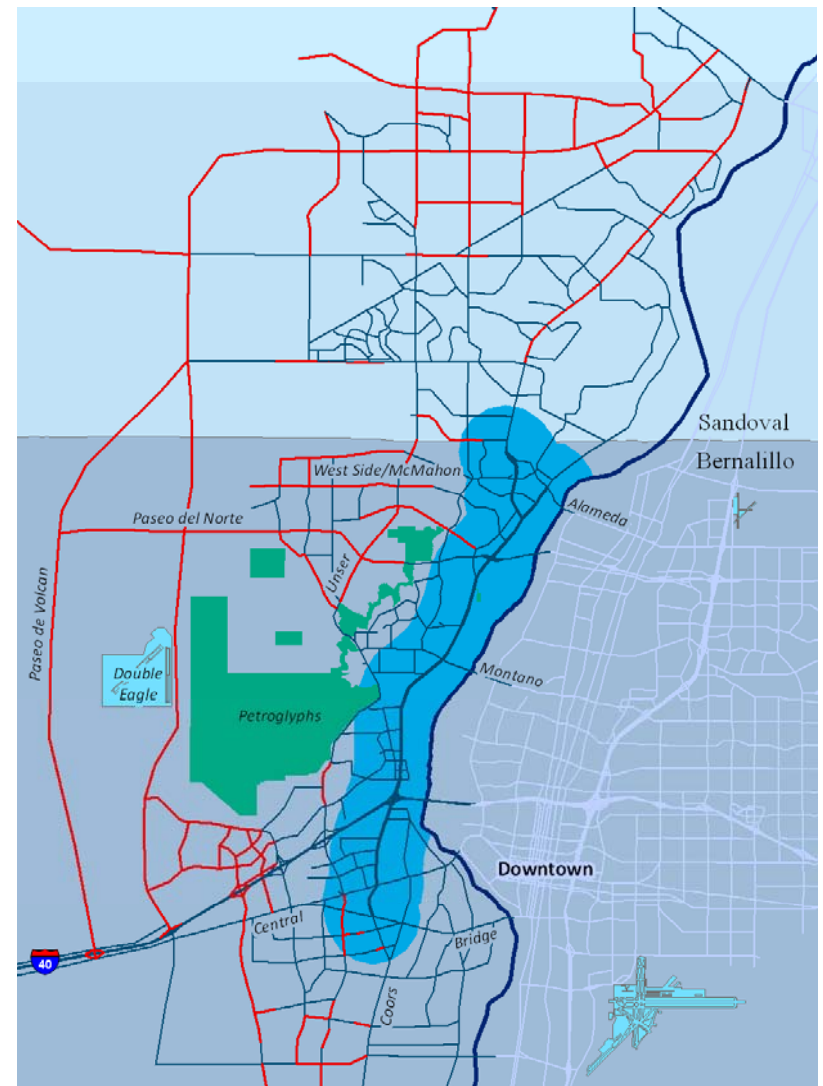
- According to projections from the MRCOG⁽¹⁾, over the next 25 years...
 - 46% of all new developed land in the 4-county region will be on the west side of Bernalillo County
 - 36,000 acres of new land will be developed over the next 25 years on West Side of Bernalillo County (56 miles² of new development)
 - Will stretch to the west beyond Double Eagle airport

⁽¹⁾ Mid-Region Council of Governments



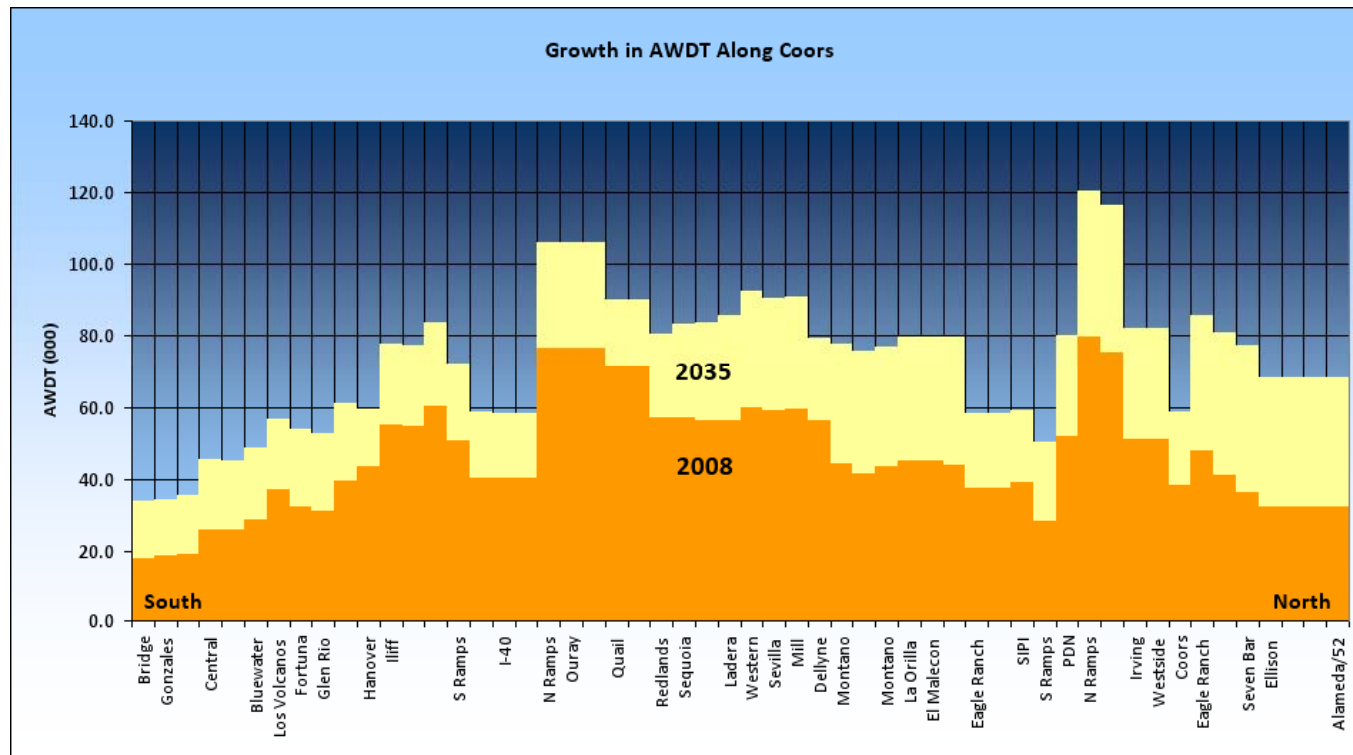
Coors Corridor in the Future

- Street network serving the Westside is expanded
 - Paseo del Volcan
 - Unser
 - Paseo del Norte
 - New interchanges on I-40
- No significant improvements to Coors
- No new river crossings or improvements to existing bridges



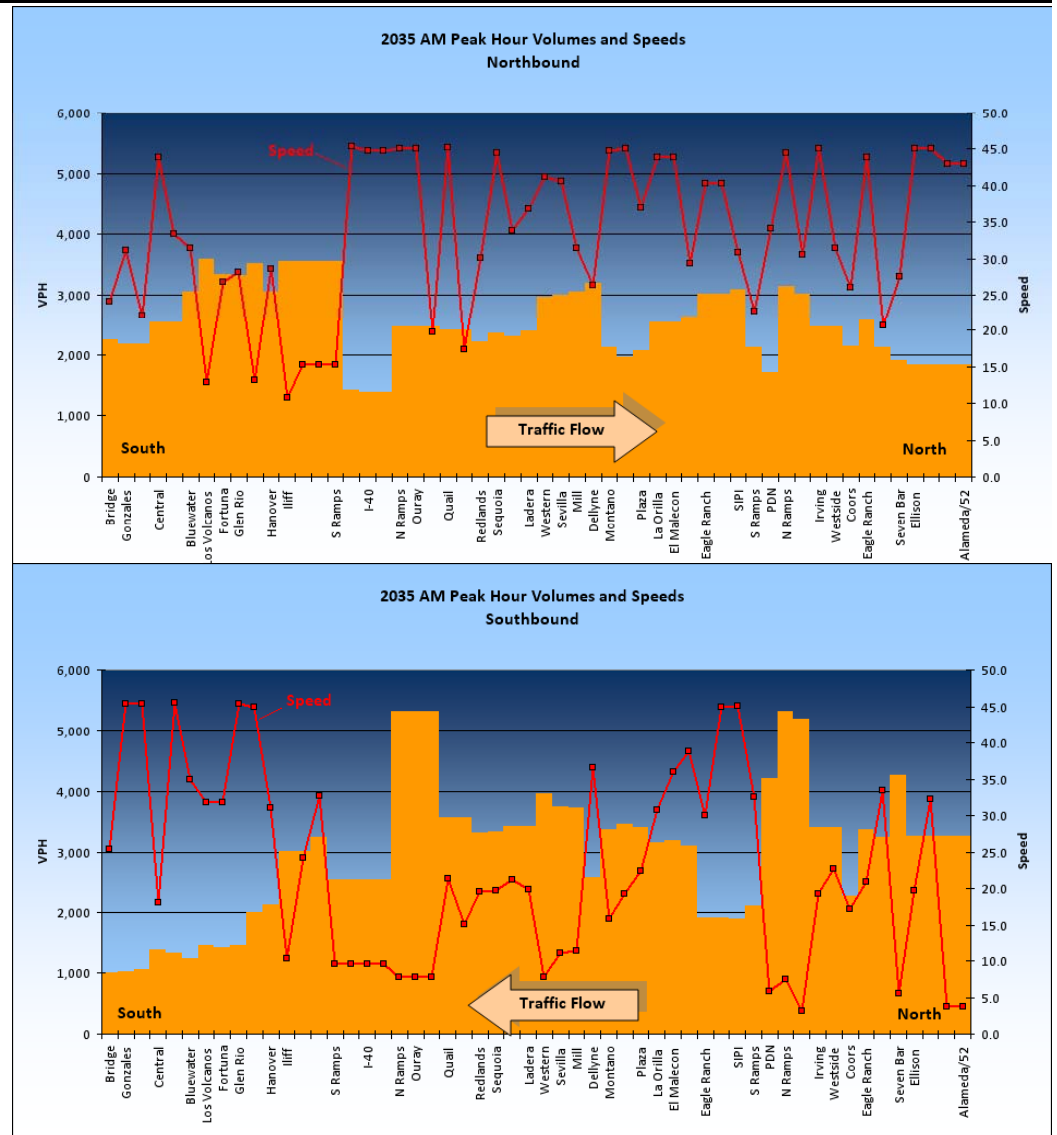
Coors Corridor in the Future

- So, what does this mean for Coors Boulevard?
 - Population growth on west side combined with limited street improvements will add traffic to Coors.
 - 2035 year projections show high demand on Coors...



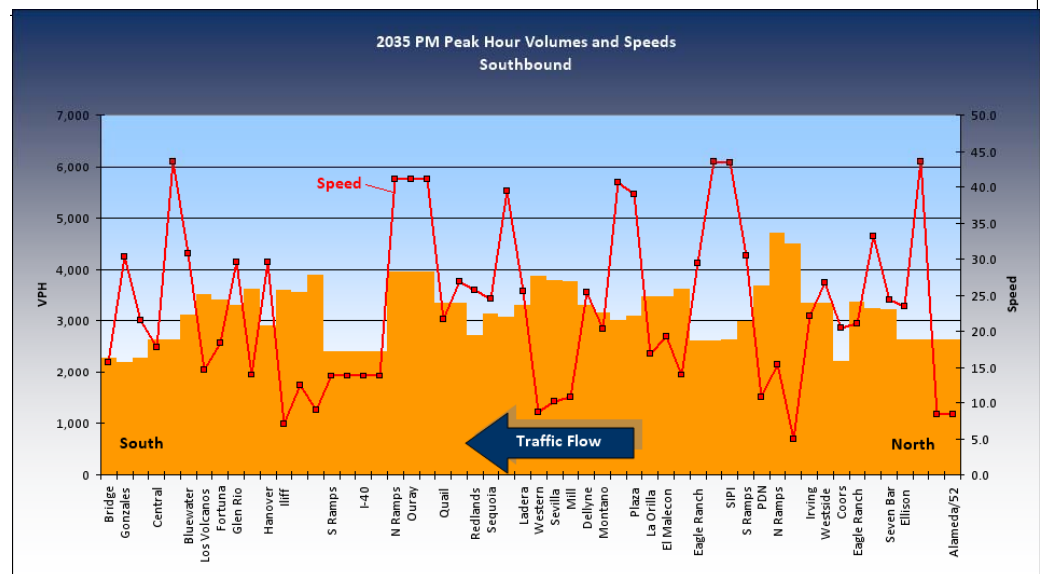
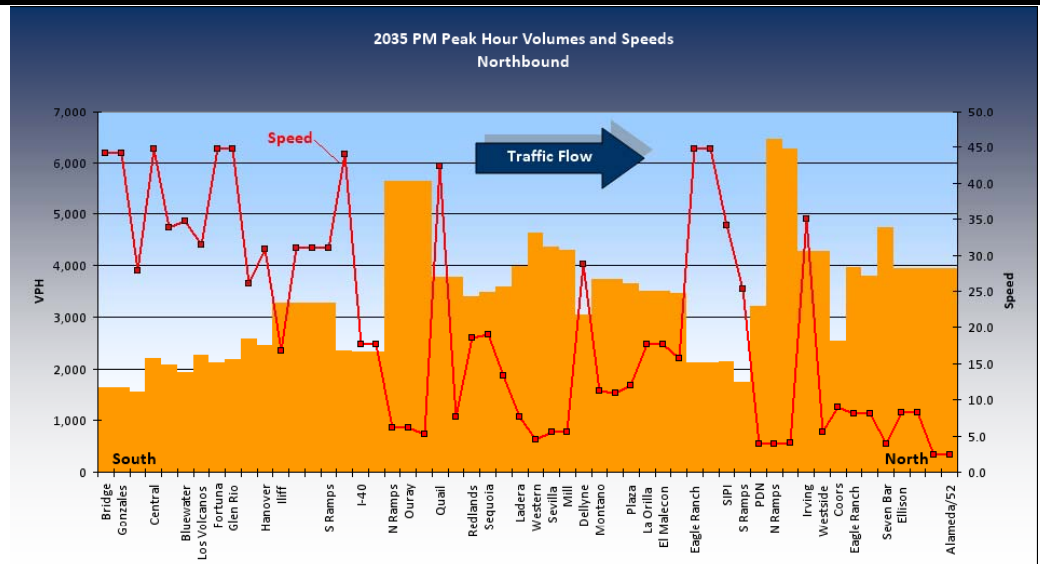
Coors Corridor in the Future

- Added traffic will increase congestion and average travel speeds will drop.
- In the morning commute...
 - 15 to 25 mph in northbound direction
 - 5 to 10 mph in southbound direction
 - and...



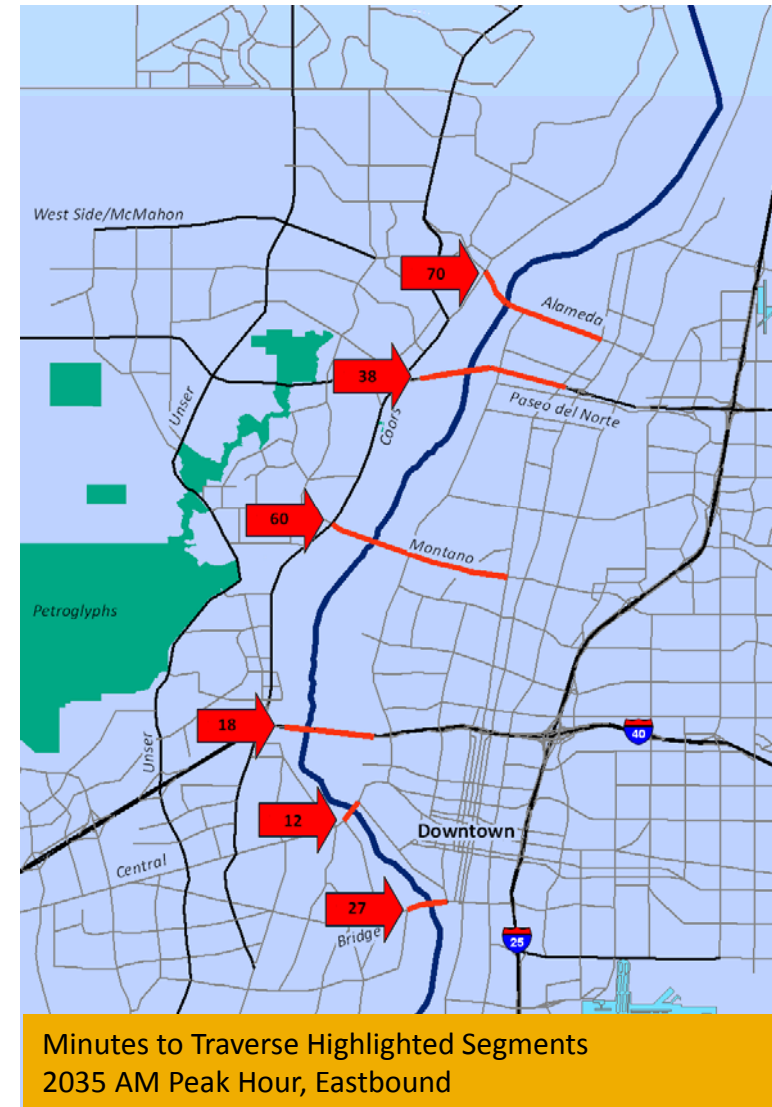
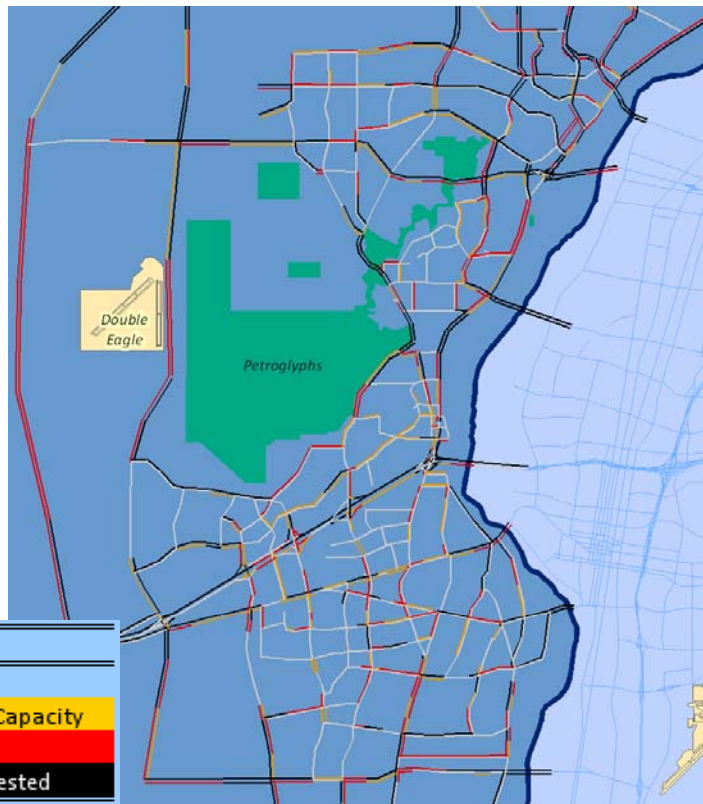
Coors Corridor in the Future

- And in the evening commuter period, traffic will increase congestion and average travel speeds will drop...
 - To 10 mph or less in northbound direction
 - 10 to 20 mph in southbound direction



Coors Corridor in the Future

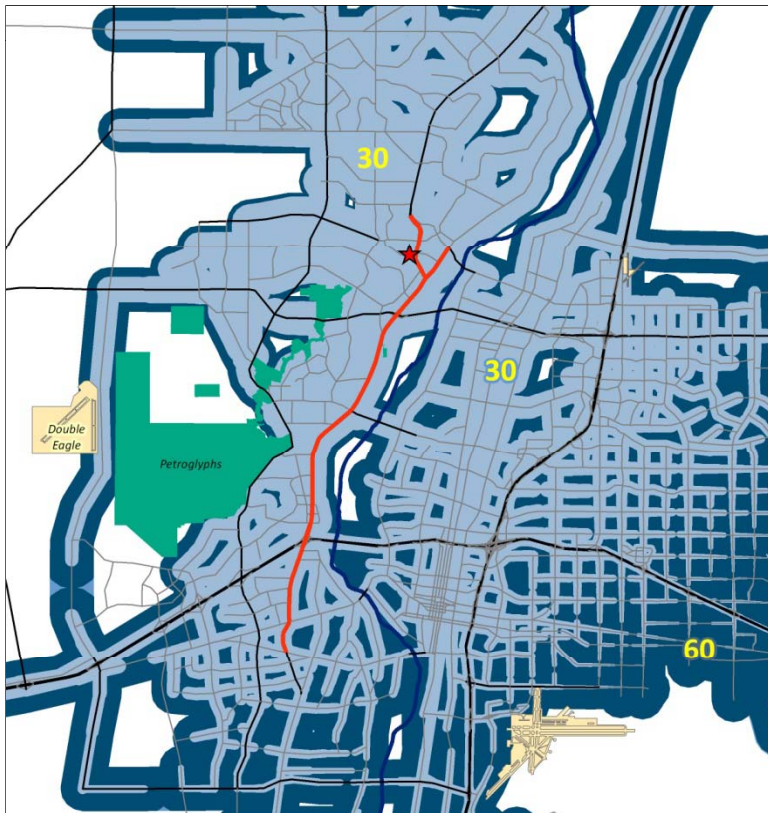
- Other major roadways will also be congested including all of the river crossings that connect to Coors



Coors Corridor in the Future

- Congestion at river crossings and major roadways will lead to lengthy commute times. These exhibits show travel time in minutes assuming a starting point at Coors Bypass and Ellison

Today

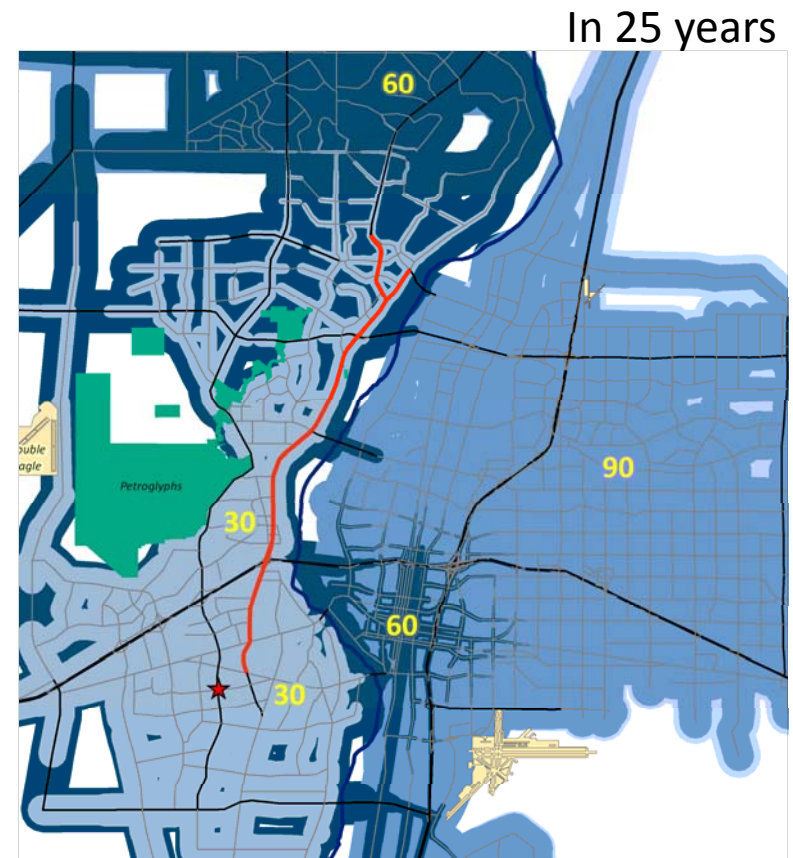
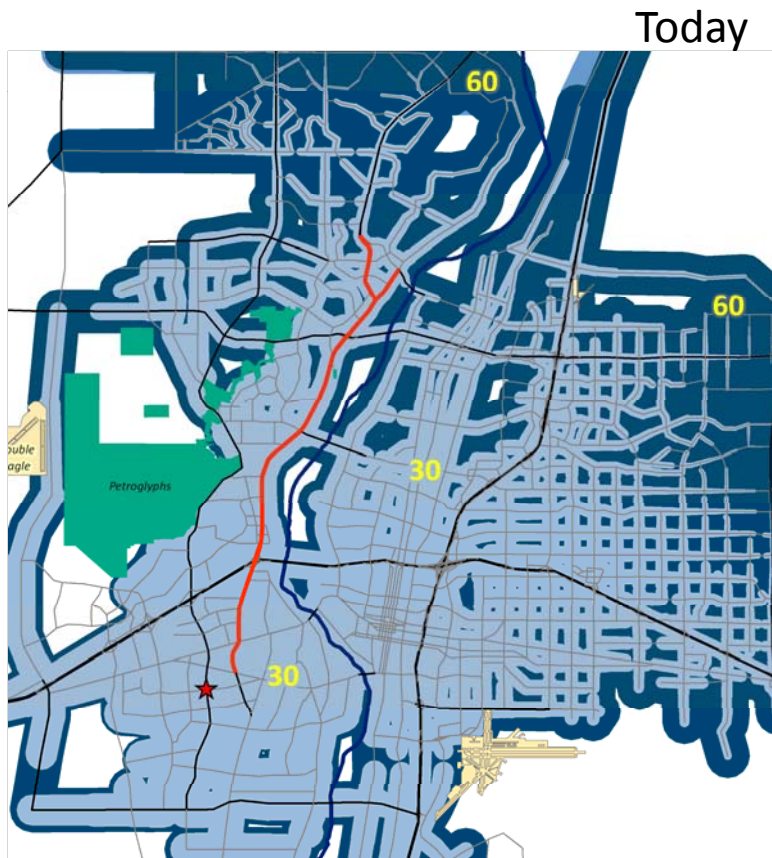


In 25 years



Coors Corridor in the Future

- And, if you start at Unser and Tower in the southwest...



Coors Corridor in the Future

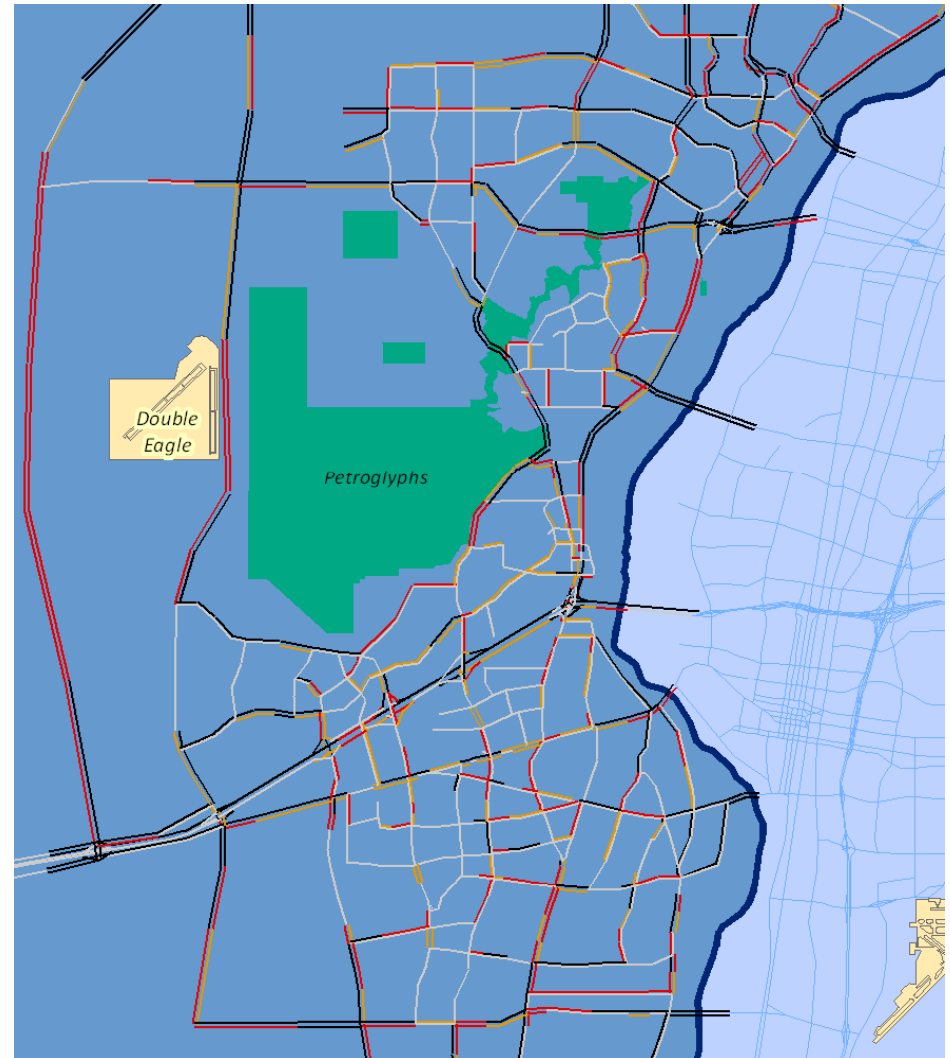
- Capacity deficiencies crossing the river are important to the Coors corridor study because:
 - *Much of the traffic demand on Coors is, in fact, crossing the river*
 - *Queues building from congested river crossings will back up onto Coors during the AM peak hour*
 - *The full potential of capacity improvements on Coors is mitigated by traffic delays that will still be encountered crossing the river*
 - *Mobility improvements that could be achieved on Coors will still be undermined by delays crossing the river*

Coors Corridor in the Future

- Extent and nature of projected congestion indicates that little opportunity exists to “build our way out of this problem”
- Focus will be on strategies to optimize the performance and mobility within the Coors Corridor.
- Potential solutions include...

Potential Improvement Options

- Improve other routes to relieve Coors
 - Unser
 - Paseo del Volcan
 - River crossings
 - Others?



Potential Improvement Options

- Improvements to Coors
 - Fix problem bottlenecks
 - Grade separations
 - Limit access
 - Other ideas?



Potential Improvement Options

- Transit Based

- Added bus routes and transit amenities
- Bus/carpool lanes
- Bus rapid transit systems
- Improved access to bus routes
- Other ideas?



Potential Improvement Options

- Bicycle and pedestrians
 - More sidewalks and bicycle facilities
 - Pedestrian and bicycle crossings
 - Other suggestions?



Considerations

- Available right-of-way
- Access needs of businesses
- Cost
- Performance
- Existing and future land use
- Regional transit system planning

What are Your Suggestions?

- Roadway improvement suggestions
- Transit improvement suggestion
- Pedestrian and bicycle improvement suggestions
- Other ideas...