

Red = October additions Struck-out = October deletions Green = January additions Struck-out = January deletions

Numbers after additions & deletions refer to Comments in August Matrix [1 - 222] ;  
[E] refers to EPC Comments; [S] refers to Staff Recommendation

### C. Traffic Movement, Access Management, and Roadway Design

#### 1.0 Introduction

##### 1.1 State Highway

Coors Boulevard and Coors Bypass are currently part of the state highway system under the jurisdiction of the New Mexico Department of Transportation (NMDOT). The Coors Corridor in this Plan includes portions of two state highways. The segment of Coors Boulevard from Bridge Blvd. to Alameda Boulevard that includes Coors Bypass is part of State Highway NM45. The segment of Coors Boulevard from Coors Bypass to Alameda Boulevard is part of state highway NM448. [See Map A-1 for the Plan Area boundary.]

##### 1.2 Regional and Local Significance

Coors Boulevard/Coors Bypass (NM45) and Coors Boulevard (NM448) are arterial streets critical to the regional transportation system serving the Albuquerque West Side. As a continuous north-south arterial thoroughfare west of the Rio Grande, the Coors Corridor is essential to mobility at both the regional and local levels. This route spans the entire length of Bernalillo County and is directly connected to seven river crossings within the Albuquerque/Bernalillo County area. The majority of major employment centers are located east of the Rio Grande, including Downtown, Uptown, Sandia Labs/Kirtland Air Force Base and the Journal Center (North I-25), as well as other regional destinations such as the University of New Mexico, the Albuquerque Sunport and many regional medical complexes. Consequently, virtually every vehicle trip that originates on the West Side destined for these activity centers travels the Coors Corridor to some degree. The minimal additional roadways planned on the West Side together with the population and employment projections for 2035 suggest this trend will continue. The only additional river crossing being considered in the Albuquerque

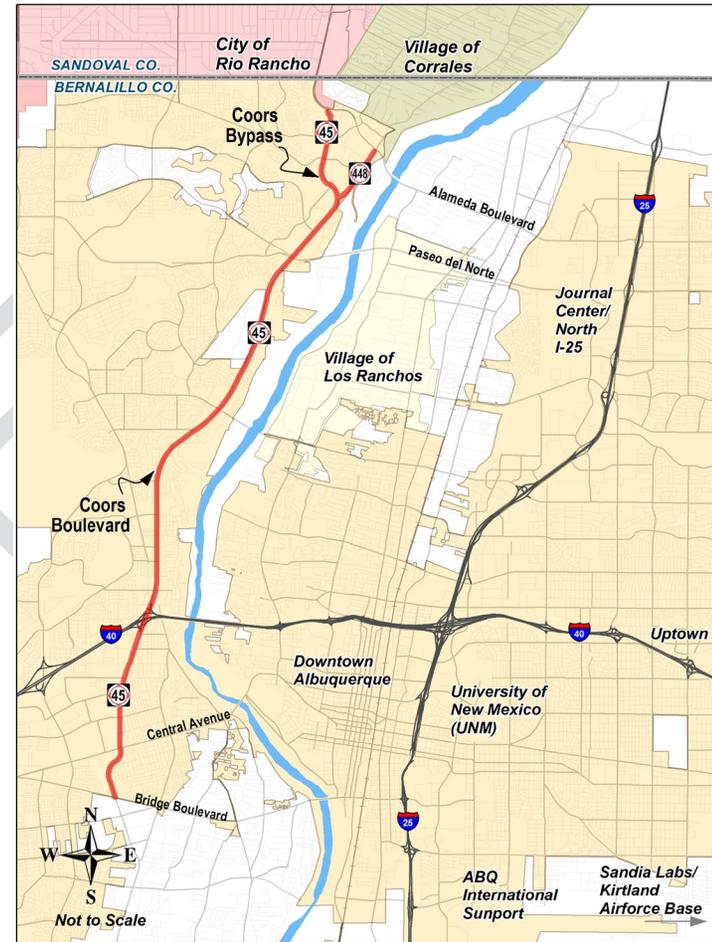


Figure B-1: Coors Corridor within the Plan area and its Regional Context

This figure # has not been updated

## C. Traffic Movement, Access Management, and Roadway Design

Metropolitan Planning Area is in Los Lunas.

### 1.3 Traffic Congestion

Recent analysis and field observations indicate that Coors Boulevard and Coors Bypass are operating at or near capacity. Traffic forecasts for the 20-year horizon indicate the traffic demand on Coors will increase significantly. Congestion will increase, and the delay to commuters will become much longer. Steps to preserve the function and traffic performance of the Coors Corridor are critical to regional mobility. The specific strategies and measures to achieve this objective are defined in the policies contained in this chapter.

### 1.4 Applicability

This chapter establishes policies and guidelines for the Transportation sub-area of the Plan [see Maps A-1 through A-5]. They apply to infrastructure projects on Coors Boulevard and Coors Bypass and to land development proposals that access these roadways or impact their function. Unless specified in the text, “Coors Boulevard” refers to both segments within the Plan area, i.e. NM45 and NM448.

While the segment of Coors Boulevard from Coors Bypass to Alameda Boulevard (NM448) is addressed in this Plan, the existing roadway and right-of-way are established, it is not designated as a limited-access facility, and, for the most part, further modifications are not recommended by this Plan.

The transportation policies and guidelines in this Plan apply almost exclusively to Coors Blvd./Bypass. Traffic conditions and operations on other streets within the Plan area are generally the responsibility of the City’s Department of Municipal Development or Bernalillo County’s Public Works Department, and are not subject to the provisions of the Plan. However, there may be situations when traffic issues overlap or cross jurisdictions, and conditions on collector and local streets that intersect Coors Blvd./Bypass may be affected

by the function of these arterials. The state and local transportation agencies typically hold regular coordinating meetings where such issues are identified and discussed. Issues would be addressed with inter-agency coordination.

### 1.5 Coors Corridor Study

The technical information developed in support of the policies and rationale discussions in this chapter is available from the City of Albuquerque Department of Municipal Development, Transportation Division. A Coors Corridor Study Alternatives Analysis report was developed, which compiles the technical analyses and conceptual engineering drawings completed for this effort. [See Section F.1.4 for an explanation for why the study was initially performed. Refer to the resulting report, under separate cover, for supplemental information to the transportation element of this Plan.]

## 2.0 Multi-Modal Strategy for Corridor

The segments of Coors Boulevard and Coors Bypass comprising NM45 are limited-access principal arterial streets and are important segments of the high-capacity transportation network in the Albuquerque Metropolitan Planning Area (AMPA). Coors Blvd./Bypass is designated a Major Transit Corridor by the Albuquerque/Bernalillo County Comprehensive Plan and a primary freight corridor by the MTP.

2.1 Coors Boulevard and Coors Bypass shall be designed and managed to optimize their traffic- and person-carrying function as major north-south arterials on the metro West Side. To this end, Coors Boulevard and Coors Bypass between Bridge Blvd. and NM 528/ Alameda Boulevard shall be designed as multi-modal facilities. The multi-modal strategy shall include:

1. Highway Component
2. Transit Component

## C. Traffic Movement, Access Management, and Roadway Design



*Highway Component*



*Transit, Pedestrian and Bicycle Components*



*ITS Dynamic Message Sign Application*

### 3. Pedestrian and Bicycle Component

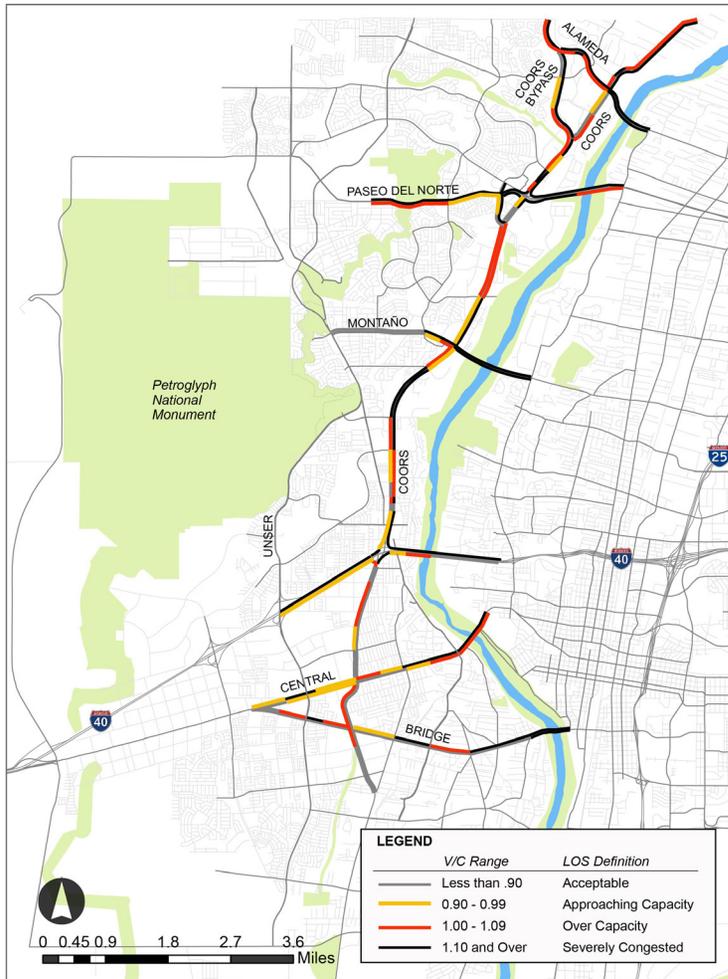
Each of these components is described in Section C.3.0, Section C.4.0 and Section C.5.0, respectively. The configuration of each component within the corridor is illustrated in typical sections for Coors Boulevard/Coors Bypass (NM45) in Figure C-3 and Figure C-4 and for Coors Boulevard between Coors Bypass and Alameda Boulevard (NM448) in Figure C-5. The typical sections provide guidance for the design of infrastructure projects in the corridor and land development projects that access Coors Boulevard or impact its function. While not depicted in the typical section figures, all infrastructure improvements and development projects shall consider the space needed for utility infrastructure – existing and programmed – in the Coors Corridor.

2.2 In addition to the modal components, the multi-modal strategy for the corridor shall include intelligent transportation systems (ITS) applications to facilitate management of recurring congestion as well as non-recurring incidents. Coors Boulevard and Coors Bypass are designated ITS corridors in the AMPA, and additional ITS applications should be deployed in the corridor as part of the larger ITS system for the metropolitan area.

### 2.3 Rationale

The Albuquerque/Bernalillo County Comprehensive Plan identifies Coors Boulevard from Bridge Blvd. to the Coors Bypass and the Coors Bypass (NM45) as Major Transit Corridors. This designation places a high priority on the Coors Corridor to provide effective transportation for all travel modes, including transit, autos, bicycles and pedestrians. As the Coors Corridor is the primary north/south route west of the Rio Grande, it is critical to the West Side transportation system that Coors Boulevard and Coors Bypass provide the highest person-carrying capacity possible. This can best be achieved by implementing policies that require accommodations for all

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**Figure C-1: Congestion Levels for Coors Corridor, 2035**

This example for the year 2035 PM peak hour illustrates the extent and magnitude of congestion facing West Side roadways by 2035. The red lines indicate roadway links that are over capacity. The black lines are links projected to have severe congestion. Almost the entire length of Coors is either red or black.



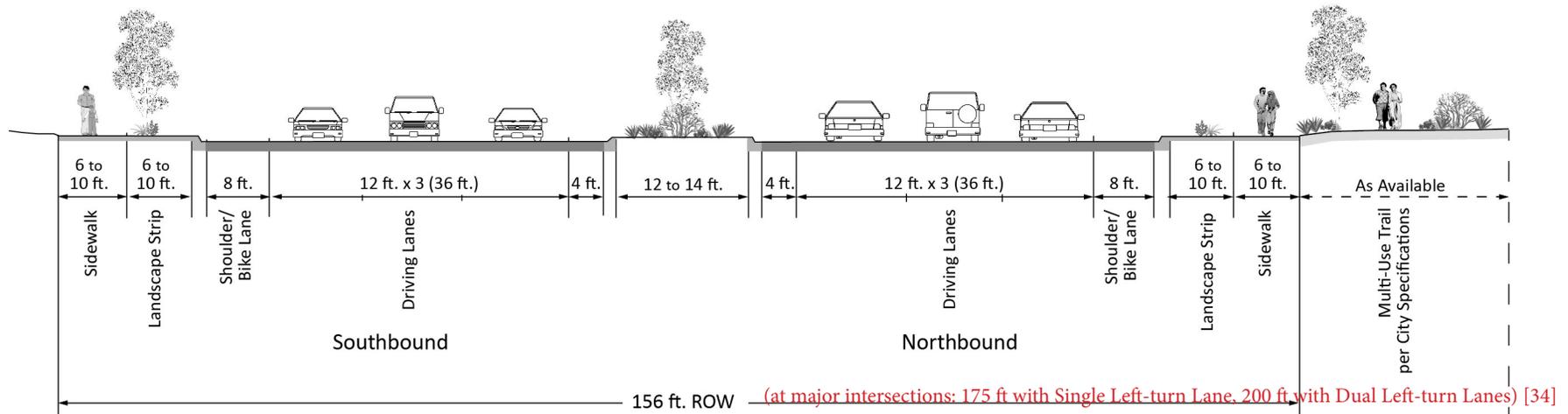
River-crossing capacity is key to providing regional mobility to and from the West Side.



Multi-modal accommodations are needed on all major corridors to improve congestion at river crossings in the future.

\* V/C = Vehicles over Capacity  
 \*\* LOS = Level of Service

### C. Traffic Movement, Access Management, and Roadway Design



**Note:** Minimum 10 foot sidewalks are required in Major Activity Centers and Community Activity Centers as defined in the Albuquerque/Bernalillo County Comprehensive Plan.

**Figure C-2:** Example 6-Lane Typical Section for COORS BOULEVARD (NM45) from Bridge Boulevard to Central Avenue

modes of travel.

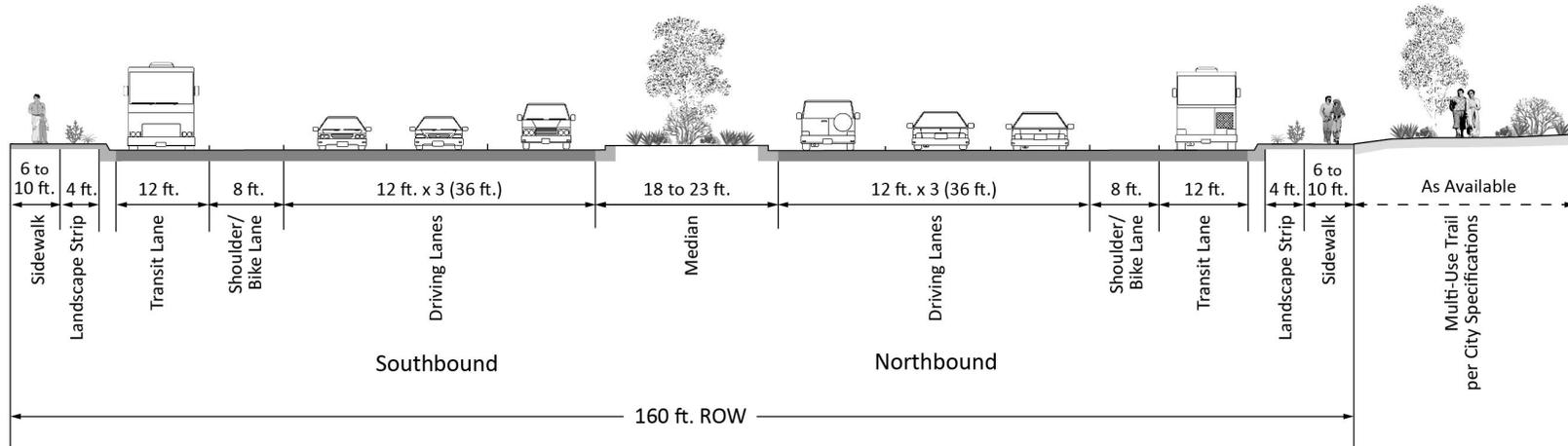
Coors Boulevard and Coors Bypass are intended to be efficient major routes that connect local destinations to the larger urbanized region. Analysis and observation of current traffic conditions on Coors Boulevard and Coors Bypass show many locations with moderate to severe congestion in the peak commute periods [see Figure C-1]. Estimates of future traffic for year 2035 indicate significant traffic growth on this route.

When analyzed, adding more traffic lanes to Coors Boulevard and Coors Bypass did not show significant benefits to traffic operations, especially at the intersections of Coors Boulevard with river crossing routes. To address existing and future traffic congestion, a multi-modal strategy is needed to provide reasonable traffic performance

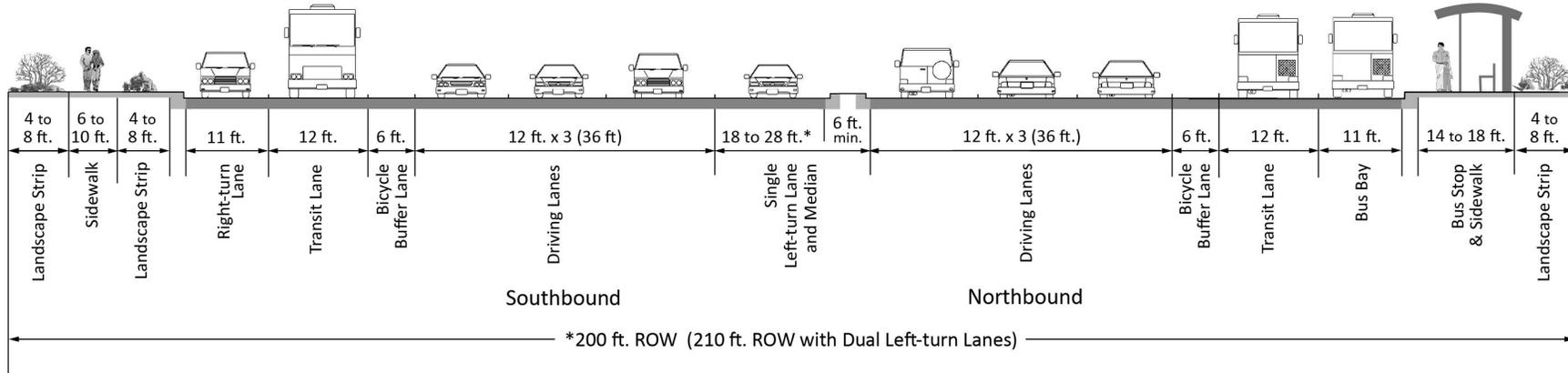
in the Coors Corridor.

Future improvements to the Coors Corridor should focus on strategies to move people while also providing for commercial goods movement and access to/from adjacent land uses. The requisite improvements needed to upgrade Coors Boulevard and Coors Bypass to multi-modal facilities should be high priorities for the West Side and for the Albuquerque metropolitan area as a whole.

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A. Mid-Block Section



B. Section at Intersection with curbside BRT Station (see 4.2) [37]

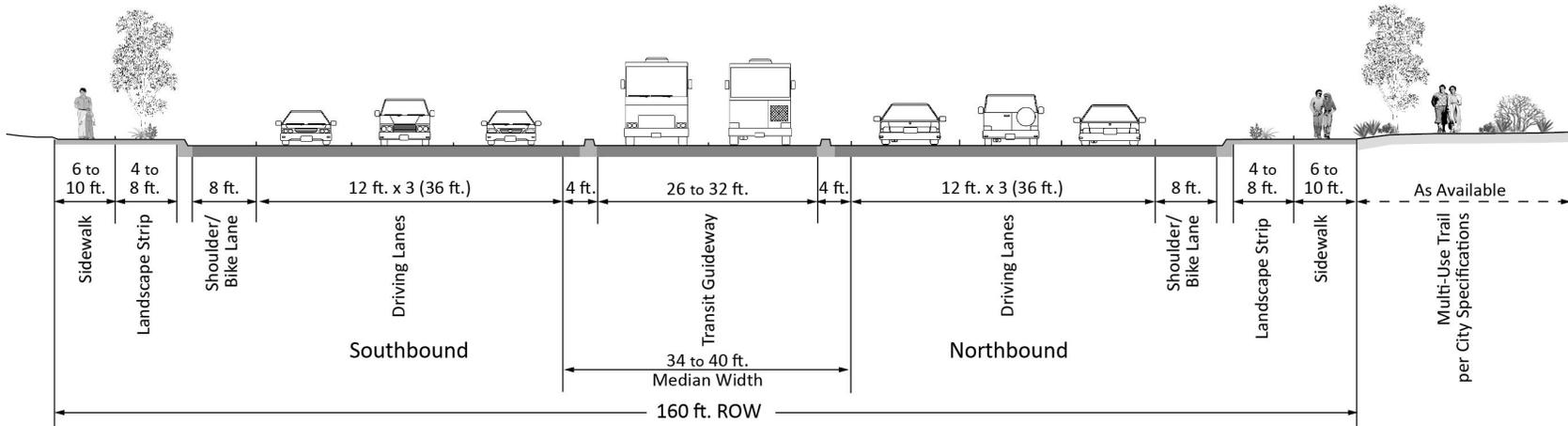
**Note 1:** Minimum 10 foot sidewalks are required in Major Activity Centers and Community Activity Centers as defined in the Albuquerque/Bernalillo County Comprehensive Plan.

**Note 2:** The location of the bicycle lane and transit lanes may be reversed, based on the latest best practices and knowledge at the time these lanes are designed.

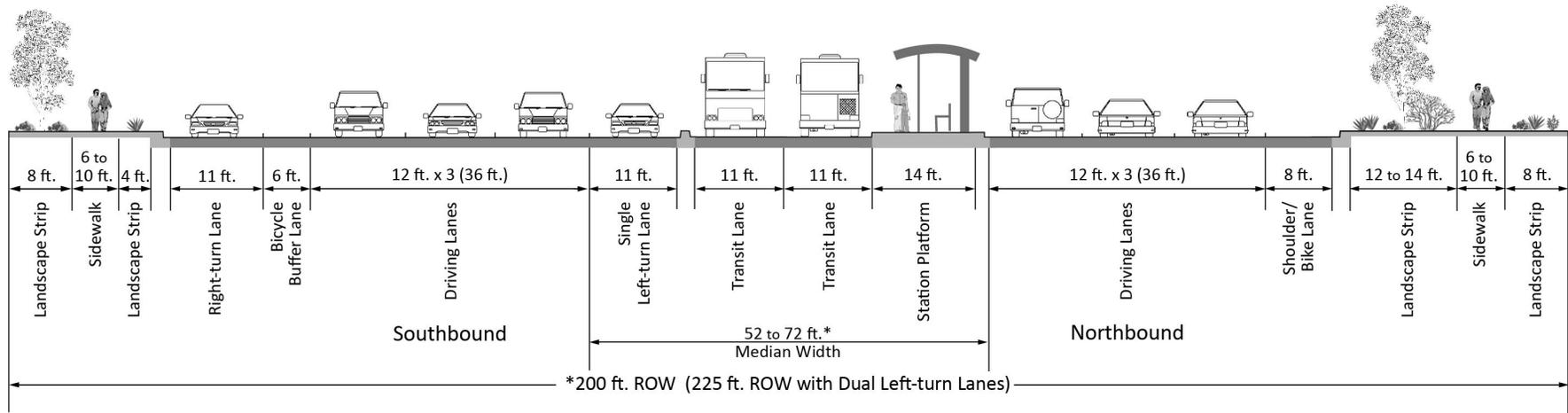
Figure C-3: Example 6-Lane Typical Sections with CURBSIDE Bus/BRT Lanes for COORS BOULEVARD/COORS BYPASS (NM45)

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### C. Traffic Movement, Access Management, and Roadway Design



#### A. Mid-Block Section

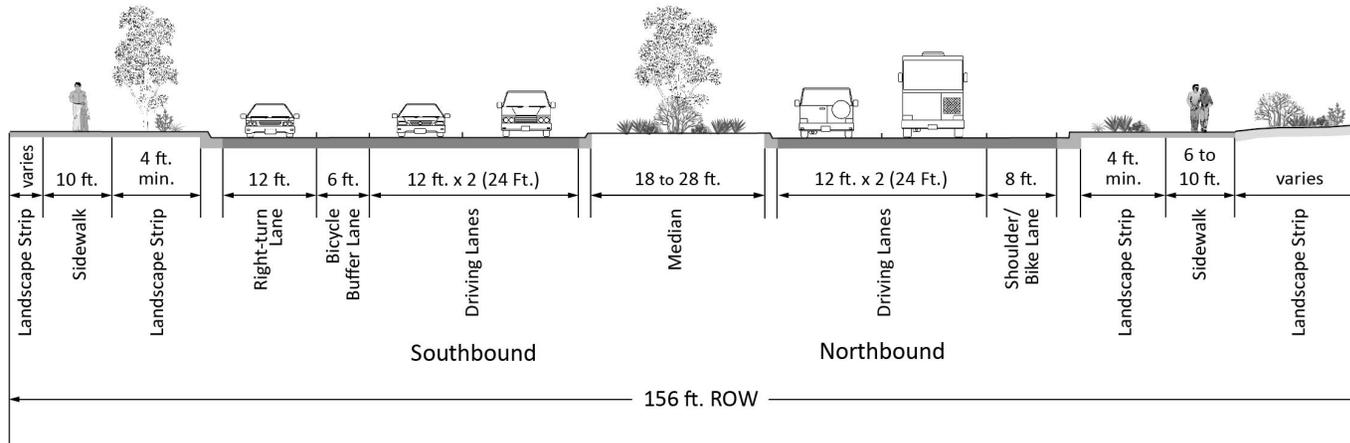


#### B. Section at Intersection with Median BRT Station (see 4.2) [37]

**Note:** Minimum 10 foot sidewalks are required in Major Activity Centers and Community Activity Centers as defined in the Albuquerque/Bernalillo County Comprehensive Plan.

**Figure C-4:** Example 6-Lane Typical Sections with MEDIAN BRT Lanes for COORS BOULEVARD/COORS BYPASS (NM45)

C. Traffic Movement, Access Management, and Roadway Design



**Notes:** 1) Minimum 10 foot sidewalks are required in Major Activity Centers and Community Activity Centers as defined in the Albuquerque/Bernalillo County Comprehensive Plan. 2) Transit vehicles also use southbound driving lanes. [31]

**Figure C-5: Example 4-Lane Typical Section for COORS BOULEVARD from Coors Bypass to Alameda Boulevard (NM448)**

## C. Traffic Movement, Access Management, and Roadway Design

### 3.0 Highway Component

3.1 The primary function of Coors Boulevard and Coors Bypass is to facilitate the movement of people and goods efficiently and, secondly, to provide managed access to and from adjacent areas. To accommodate these basic functions, the Coors Corridor shall be designed with the following number of lanes:

- i) **Coors Boulevard/Coors Bypass (NM45):** No more than six general purpose traffic lanes (three northbound and three southbound) plus the appropriate auxiliary lanes at or between intersections to facilitate turning movements at intersections and other access points. At the I-40/Coors Boulevard Interchange, the lanes entering and exiting the interchange must maintain lane balance and continuity for functionality and safety. [Refer to the typical sections in Figure C-2 through Figure C-4.]
- ii) **Coors Boulevard from Coors Bypass to Alameda Boulevard (NM448):** Four general purpose traffic lanes (two northbound and two southbound) plus the appropriate auxiliary lanes at or between intersections to facilitate turning movements at intersections and other access points. [Refer to the typical section in Figure C-5.]

3.2 Design standards for urban principal arterial streets with regard to lane widths and medians shall be used in the operations, maintenance and upgrades of Coors Boulevard and Coors Bypass.

- i) **Lane Width**
  - a. The desired width of the general purpose travel lanes and auxiliary lanes should be 12 feet; the minimum should be 11 feet.
  - b. The minimum outside shoulder width should be 8 feet.



*View of Coors Boulevard north of Fortuna Road*



*View of the I-40/Coors Boulevard interchange ramps south of the Ouray underpass*



*View of Coors Boulevard south of Coors Bypass*

## C. Traffic Movement, Access Management, and Roadway Design

- ii) Medians
  - a. Where left-turn lanes are provided, the median width should consist of an 11- or 12-foot lane exclusive of gutter and a minimum 6-foot median divider (i.e., the 6-foot median is measured from inside edge line to inside edge line).
  - b. Where turn lanes are not required, the median width should be determined based on site-specific requirements such as the need for pedestrian crossing refuge or the type of landscaping to be implemented.
  - c. If a barrier-separated median is needed, most likely associated with a grade-separated roadway improvement, the median should consist of the barrier and inside shoulders. In this instance, the width of the inside shoulders will be determined by the agency responsible for maintenance and operations.
  - d. If transit is provided in the median, median design shall be determined based on the requirements associated with the design of the transit service.

3.3 To function as a multi-modal corridor, the highway design shall be compatible with the design of transit lanes [see Section C.4.0] and bicycle lanes [see Section C.5.0].

### 3.4 Rationale

Significant investments have been made in the Coors Corridor to provide the existing multi-lane highways. Personal automobiles and commercial vehicles rely on major highways for commuting and other travel needs within and through the region.

Traffic projections for 2035 indicate continued and significant traffic growth on this route. The fundamental highway components of Coors Boulevard (NM45) will continue to be served via three general purpose travel lanes in each direction plus auxiliary lanes and intelligent transportation system (ITS) improvements. Two general purpose travel lanes in each direction serve the intended transportation functions of Coors Boulevard from Coors Bypass to Alameda Boulevard (i.e. NM448). Future investment should focus on enhancing the person-carrying capacity of the corridor with the addition of premium transit service rather than additional general purpose travel lanes.



*Aerial view of the Coors Boulevard/Quail Road intersection area*



*Aerial view of Coors Boulevard at Western Trail/Namaste Road*

## C. Traffic Movement, Access Management, and Roadway Design

Premium transit refers to Bus Rapid Transit (BRT), which provides a higher standard of service for **dependability and timeliness** ~~speed and reliability~~ [39] than conventional local bus service. BRT is an integrated system of facilities, equipment, services, and amenities that improves the speed, reliability, and image of bus transit. [See Section C.4.4 for more details.]

Analysis of adding more general purpose traffic lanes to the Coors Corridor did not show significant benefits to traffic operations, especially at the intersections of Coors Boulevard with river crossing routes. Analysis also showed that reducing the existing capacity of Coors Boulevard and Coors Bypass, such as by converting one of the existing lanes to a special-purpose (e.g. transit) lane would be adverse to the importance and function of this facility. Major widening of Coors Boulevard and Coors Bypass, such as to ten or more general purpose lanes or converting it to an expressway or freeway, would not be beneficial. Major widening and/or upgrade to an expressway/freeway would require extensive acquisition of rights-of-way and excessive capital expenditures and would result in substantial impacts on businesses and neighborhoods. While significant increases in highway capacity might improve north-south traffic flow in some segments of the corridor, bottlenecks would still occur at intersections with river crossing routes. In fact, congestion at these river crossing corridors is expected to be so high that bottlenecks at these key intersections would be so extensive as to negate the benefits of added capacity along the Corridor.

## C. Traffic Movement, Access Management, and Roadway Design

### 4.0 Transit Component

4.1 Coors Boulevard and Coors Bypass (NM45) shall be designed to accommodate both local and premium transit services, while Coors Boulevard between Coors Bypass and Alameda Boulevard (NM448) shall be designed to accommodate local bus service. This Plan recommends the following priorities for transit investment for the Coors Corridor:

1. Adding dedicated transit lanes with strategically located bus stations.
2. Adding park-and-ride lots within the Coors Corridor. *They should be located near a bus stop/station and preferably on the in-bound side of Coors Blvd. for the convenience of the majority of commuters. (This means the west side of the arterial, as long as the predominant direction for the morning peak is southbound and then east across the river to major employment centers.)<sup>3</sup>*
3. Maintaining accommodations for curbside local bus service, including shelters for all bus stops.
4. Providing improvements to facilitate passenger transfers between transit routes serving and connecting to the Coors Corridor, particularly to cross-river routes.

<sup>3</sup> ABQ RIDE is interested in establishing one or more park-and-ride lots to support existing bus services, in addition to the existing Northwest Transit Center at Ellison Rd./Coors Bypass. One potential site is city-owned property on either side of Montañó Plaza Dr., which is currently used for drainage and could be re-designed to serve a dual-purpose.



*Example of a curbside-running BRT lane at a station in Everett, Washington*



*Example of a median-running BRT lane at a signalized intersection in Eugene, Oregon*

## C. Traffic Movement, Access Management, and Roadway Design

### 4.2 Transit

Future studies and engineering analysis shall be performed to determine the route (e.g. whether it will connect to a Central Ave. BRT and/or use I-40 to cross the river), the placement of dedicated transit lanes (i.e., in the median or curbside) and the location of stations and park-and-ride lots. The dedicated transit lanes should be designed to accommodate emergency vehicles.

Additional engineering and ridership analyses will be needed to verify the feasibility of dedicated transit lanes and the ability of the City of Albuquerque and/or Rio Metro Regional Transit District (RMRTD) to provide the necessary capital and buses to serve the corridor. Refer to Figure C-3 and Figure C-4 for typical cross sections with curbside and median BRT lanes, respectively.

Incremental steps to improve local transit services, such as queue-jumping for buses at signalized intersections and creating bus lanes in particularly congested stretches of the Corridor, will continue to be investigated and implemented as appropriate and feasible.

### 4.3 Station Locations

- i) BRT stations will either be provided at the curbside or within the median, depending on how the BRT service is implemented in the Corridor. The general locations of BRT stations are listed below and are illustrated in Figures C-12 through C-19. These general locations indicate connections to other cross-roads and/or land uses, rather than specific locations relating to a particular property, distance from an intersection, or location on one side of the street or in the median. If curbside BRT is implemented, the BRT stations will be separate from local stops to ensure that the BRT service reliability is not compromised by local bus service. The specific location and design of BRT stations will be determined by future studies and design projects.

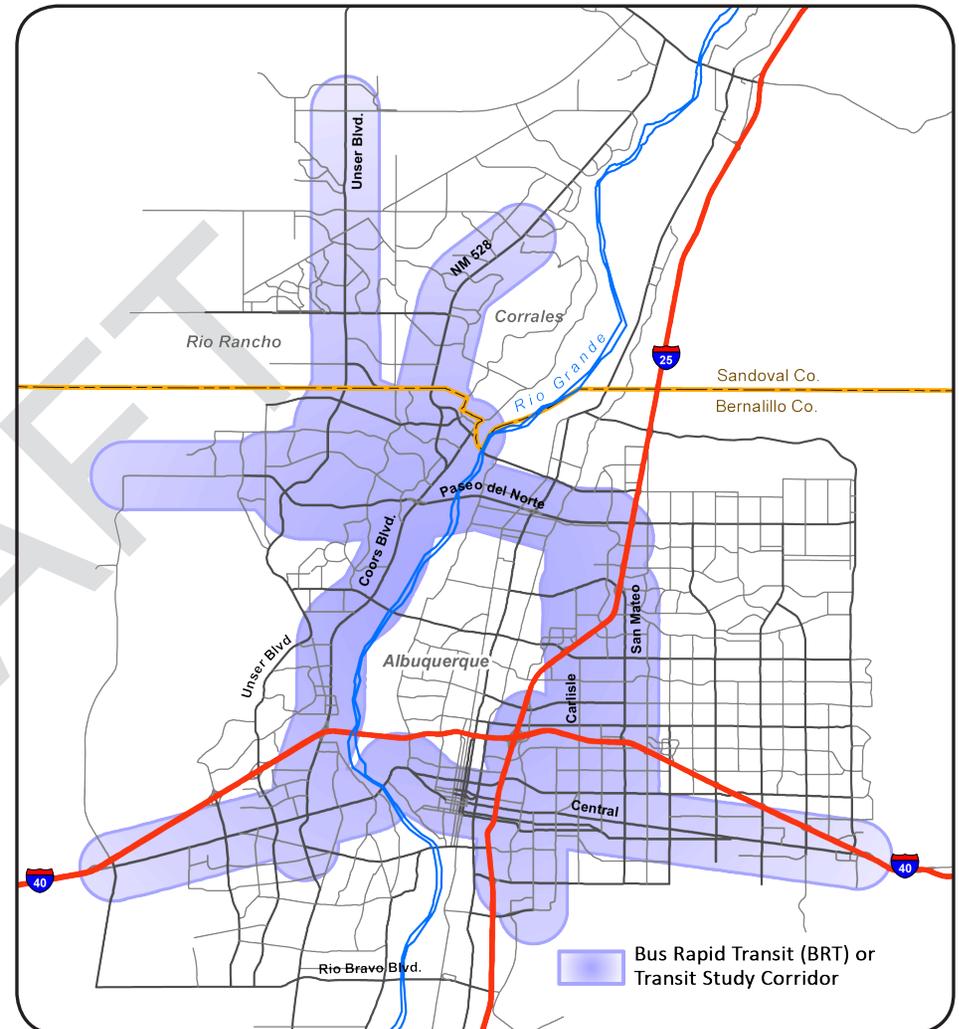


Figure C-6: Major High Capacity Transit Corridors (2012)

## C. Traffic Movement, Access Management, and Roadway Design

### a. General Locations of Future BRT Stations:

- Central Avenue
- Fortuna Road
- Quail Road
- Sequoia Road
- St. Josephs Drive
- Dellyne Avenue
- Montaña Plaza
- Eagle Ranch Road (south of Paseo del Norte)
- Paseo del Norte-Irving Boulevard
- Eagle Ranch Road (at Cottonwood Mall)
- Ellison Road (Existing Northwest Transit Center)

- ii) Local bus stops shall remain at the curbside with locations and design elements determined by ABQ RIDE based on transit route plans. Pull-outs, or recessed bus bays, should not be used in the Coors Corridor. If curbside BRT is implemented, the BRT stations shall be separate from local stops to ensure that the BRT service reliability is not jeopardized by the local bus service.

### 4.4 Typical Characteristics of a BRT System

- i) Bus vehicles provide level boarding platforms to help facilitate passenger entry.
- ii) Stations typically include seating, lighting, and shelters for rider comfort.
- iii) Real-time information for bus arrival times and schedules can be displayed, and passengers can purchase their fare in advance.
- iv) Dedicated lanes can be curbside or within the street median.
- v) Branding is used to differentiate the BRT system from the local bus system.



*Example of a median BRT station with a shelter, seating and ADA accessibility in Eugene, Oregon*



*Example of a BRT vehicle at a level-boarding platform in Eugene, Oregon*

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### 4.5 Rationale

Premium transit service, together with conventional transit services, can significantly increase the person-carrying capacity of Coors Boulevard and Coors Bypass. Analysis of future traffic operations indicates severe congestion throughout the Coors Corridor in the morning and evening commute periods. In addition, analysis has shown that adding general purpose travel lanes to Coors Boulevard and Coors Bypass will not significantly improve traffic flow. Congestion is expected to result in significant travel delays for commuters. BRT can provide an efficient alternative to automobile travel because it is less affected by congestion.

ABQ RIDE and RMRTD have identified a potential BRT system plan for the Albuquerque region with several BRT corridors, including Central Avenue, Paseo del Norte, Coors Boulevard, NM528, Unser Boulevard, and a corridor serving UNM, Central New Mexico Community College (CNM) and the Sunport. The planned system provides improved mobility between suburban neighborhoods and the major employment and higher education centers within Albuquerque and Rio Rancho. Coors Corridor is an important part of this BRT system plan.

## C. Traffic Movement, Access Management, and Roadway Design

### 5.0 Pedestrian and Bicycle Component

5.1 Continuous sidewalks shall be implemented along Coors Boulevard and Coors Bypass to provide pedestrians a safe place to walk and to facilitate pedestrian access to local and premium transit systems.

- i) Typical sidewalk width should be eight feet; the minimum shall be six feet. In Major Activity Centers (MACs) and Community Activity Centers (CACs), as defined in the Albuquerque/Bernalillo County Comprehensive Plan, sidewalks should be a minimum of 10 feet wide.
- ii) Sidewalks shall be provided on both sides of the roadway and include street furniture and landscaping. They should be offset from the back of curb with landscape strips to enhance the comfort and safety of pedestrians.
- iii) The responsibility for implementation and maintenance of sidewalks shall be as follows: [57 -pending ]
  - a. Sidewalks in Public Rights-of-Way: Responsible Public Agency
  - b. Sidewalks fronting Coors Boulevard and Coors Bypass on Private Property: Property Owner

5.2 Off-street multi-use trails designated in the Long Range Bikeway System Map prepared by MRCOG or in the City's Bikeways and Trails Facility Plan shall be implemented in the Coors Corridor.

- i) A minimum 10 foot-wide multi-use trail shall be provided within a landscaped area, which would accommodate both pedestrians and bicyclists. The specific width and design of multi-use trails shall be per the Bikeways and Trails Facility Plan determined based on the specifications of the agency responsible for trail maintenance, typically the City of Albuquerque Parks Department. [48]

5.3 Connections of sidewalks and multi-use trails to the neighborhoods, businesses, and institutions adjoining Coors Boulevard and Coors Bypass shall be provided as part of private development [49, 56] to improve connectivity between the corridor and these land uses. [See Chapter D. Sections 3.6 and 3.7]



*On-street bicycle use shall be accommodated in the Coors Corridor.*



*At-grade pedestrian crossings require proper treatments for safe crossings.*

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5.4 On-street bicycle travel shall be accommodated in the Coors Corridor.

- i) On Coors Boulevard and Coors Bypass (NM45), it should be accommodated in the shoulders of the roadway. At intersections, striped bicycle buffer lanes should be provided where exclusive right-turn lanes and/or transit lanes are provided to separate the bicycle through movement from right-turning traffic and/or bus stops/stations, as appropriate. The minimum shoulder width should be eight feet, and the minimum striped bicycle buffer/lane width should be six feet. [See Figures C-3, C-4, and C-5.] [61, 62 - pending]
- ii) If curbside BRT is implemented and bicycle demand in the Coors Corridor is substantial, consideration of one-way cycle tracks (e.g., buffered bike lanes) should be considered on both sides of Coors Boulevard between the vehicle travel lanes and the BRT lanes. **Placing the one-way cycle track between the BRT lanes and the sidewalk or combining the cycle track with the BRT lane may be viable and will be determined by future engineering study. The latest best practices and knowledge related to transit and bicycle facility planning should be considered when evaluating the design options.** [36, 46, 50 - pending]

5.5 Pedestrian crossings of Coors Boulevard and Coors Bypass should be designated at major intersections, at pedestrian/bicycle grade-separations, and as needed to access BRT stations.

- i) Intersection crossings should be provided at signalized intersections with appropriate pedestrian crossing features. Where crossing distances are greater than 150 feet, accommodations for two-stage pedestrian crossings should be provided.
- ii) The *Long Range Bikeway System* map prepared by MRCOG identifies the locations of existing and proposed grade-sep-

arations along Coors Boulevard and Coors Bypass. Future planning and engineering studies will determine the type and specific location of new grade separations. The general location of pedestrian/bicycle grade separations identified for Coors Corridor are listed below.

- a. Existing
  - Fortuna Road (pedestrian bridge)
  - Ouray Road (part of highway)
- b. Proposed
  - Sevilla Avenue/San Antonio Arroyo
  - La Orilla Road
  - Eagle Ranch Road (south)
  - Paseo del Norte
  - Calabacillas Arroyo

### 5.6 Rationale

The existing Corridor is not friendly for pedestrians and has few connections between the Corridor and adjoining land uses. Convenient pedestrian and bicycle access is important for local patrons and employees of businesses along Coors Boulevard and Coors Bypass. An investment in high-capacity transit must **be coordinated with include-efficient** [51] access for passengers arriving on foot or by bicycle to improve multi-modal accessibility. The design of these facilities must emphasize efficiency of access, safety, and comfort.

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### 6.0 Active Roadway and Travel Demand Management

#### 6.1 Intelligent Transportation Systems [moved from 2.2, p. 30 and expanded]

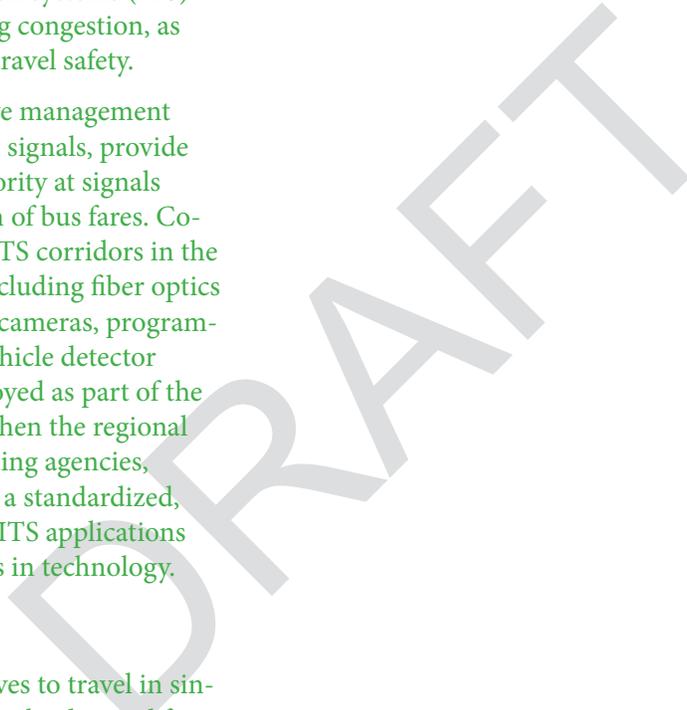
In addition to the modal components, the multi-modal strategy for the corridor shall include intelligent transportation systems (ITS) applications to facilitate management of recurring congestion, as well as non-recurring incidents, and to improve travel safety.

ITS is a powerful and evolving “tool box” of active management measures, e.g. that can adjust the timing of traffic signals, provide real-time information to travelers, give buses priority at signals (queue-jumping) and enable electronic collection of bus fares. Coors Boulevard and Coors Bypass are designated ITS corridors in the AMPA and are equipped with ITS technology, including fiber optics (telemetry), dynamic message signs, monitoring cameras, programmable traffic signals and traffic count stations (vehicle detector stations). ITS in the Coors Corridor will be deployed as part of the integrated ITS system in the metropolitan area when the regional transportation center is completed and participating agencies, including NMDOT and the City, have developed a standardized, coordinated program of operations. Additional ITS applications should be deployed in conjunction with advances in technology.

#### 6.2 Travel Demand Management

Transit providers in the region promote alternatives to travel in single-occupancy motorized vehicles that can reduce the demand for road space on the most heavily-used corridors in the AMPA including Coors Blvd./Bypass. Rio Metro’s current Smart Business Partnership program incentivizes employers to offer flexible work hours, provide secure bike racks, subsidize car-pooling and/or bus or rail passes, among other benefits. ABQ RIDE encourages citizens to try the bus with its age-appropriate Travel Training programs, and empowers riders with real-time travel information (including about

services along Coors Blvd/Bypass) via smartphone applications and text messaging. Transit providers should continue collaborating on these programs and adapt them in response to potential and current travelers’ needs, new transit services and technological advances.



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#### 7.0 Signalized Major Intersections

7.1 The distance between signalized major intersections on Coors Boulevard and Coors Bypass shall be as far apart as practical to encourage continuous traffic flow. A minimum distance of approximately one-half mile shall be maintained between signalized intersections except where signalized intersections have already been established.

Signalized intersections have been established along the Coors Corridor with access control and spacing per the following tables, listed from south to north.

Among other items, Figure C-11 through Figure C-19 illustrate the location of signalized intersections.

i) Coors Boulevard (NM45)

Intersection	Access	Distance to the Next Intersection to the North
Bridge Boulevard	Full access	4,075 ft.
Central Avenue	Full Access	2,290 ft.
Bluewater Road	Full Access	1,760 ft.
Los Volcanes Road	Full Access	1,230 ft.
Fortuna Road	Full Access	2,340 ft.
Hanover Road	Full Access	1,150 ft.
Iliff Road	Partial Access	Not Applicable*
Quail Road	Full Access	2,185 ft.
Sequoia Road	Full Access	2,440 ft.
St. Josephs Drive	Full Access	2,470 ft.
Western Trail - Namaste Road	Full Access	2,265 ft.
Sevilla Avenue	Full Access	2,530 ft.
Dellyne Avenue - Learning Road	Full Access	2,575 ft.
Montaño Road	Full Access	1,900 ft.
Montaño Plaza Drive	Full Access	2,425 ft.
La Orilla Road	Full Access	5,540 ft.
Eagle Ranch Road	Full Access	1,720 ft.
Southwestern Indian Polytechnic Inst. (SIPI) Road	Temporary Full Access	1,185 ft.
Paseo del Norte (NM 423)	Full Access	2,530 ft.
Irving Boulevard	Full Access	3,090 ft.

\* Due to I-40 Interchange

### C. Traffic Movement, Access Management, and Roadway Design

ii) Coors Boulevard (NM448)

Intersection	Access	Distance to the Next Intersection to the North
Coors Bypass	Full Access	1,410 ft.
Cottonwood Loop	Full Access	1,100 ft.
7 Bar Loop Road	Full Access	1,170 ft.
Old Airport Road	Full Access	1,030 ft.
Alameda Boulevard (NM 528)	Full Access	terminus

iii) Coors Bypass (NM45)

Intersection	Access	Distance to the Next Intersection to the North
Coors Boulevard	Full Access	1,160 ft.
Eagle Ranch Road	Full Access	2,270 ft.
7 Bar Loop Road	Partial Access	1,685 ft.
Ellison Road	Full Access	terminus

7.2 New signalized intersections along Coors Corridor not listed above shall be considered only under extenuating circumstances when the need can be demonstrated based on traffic and/or safety conditions, and the installation of an additional traffic signal will not compromise the traffic-carrying capacity and functionality of Coors Boulevard and Coors Bypass as principal arterial streets.

7.3 Additional grade-separated roadways and interchanges may be considered for locations where existing and expected congestion is highest, including the following:

- i) ~~Montaño Road [see concept in Figure F-1C-7: A single-point diamond interchange with Coors Boulevard as the continuous roadway would improve traffic operations and is consistent with the long-range plan for this intersection. Additional access controls would be required on each approved leg. The NMDOT may consider an alternative design concept to Figure C-8 such as running Coors Blvd. under Montaño Rd. [79, 80]~~
- ii) Paseo del Norte (NM423) [see concept in Figure C-7]: This interchange is expected to change because of existing and forecast congestion and to accommodate multi-modal travel needs. While the development of improvements will be the subject of another engineering study, a concept was developed for this Plan to address the south-to-east movement. A fly-over ramp would increase the capacity of the south-to-east movement and would improve the throughput of Coors Boulevard through the intersection.
- iii) Northbound Coors Boulevard from Quail Road through Sequoia Road [see concept in Figure C-8 and Figure C-9]: Congestion on northbound Coors Boulevard results in traffic backing up on I-40. The traffic backups result in safety concerns on I-40. To resolve this, a grade-separated, elevated roadway concept was developed. **An alternative design for the support structure that is visually transparent and allows use of the space below the elevated portion is desirable and will also be considered.** Southbound Coors would remain as an at-grade surface street, **while northbound Coors would be split in two: through-traffic would be elevated and at-grade lanes would continue to provide access to adjacent businesses and neighborhoods and to intersect with east-west streets. A grade-separated elevated roadway would be designed to coordinate with a BRT.**

## C. Traffic Movement, Access Management, and Roadway Design

Additional engineering studies should be performed to verify the feasibility, benefits, and configuration of additional grade separations or modifications to existing interchanges. NMDOT follows a multi-year process, which is fairly extensive as it relates to major infrastructure projects of this type, with all phases including public involvement (see F. Local Study Procedures [x-ref pending]). The initial step is to verify there is a need for action, followed by evaluation of alternatives. Engineering alternatives would need to accommodate all road users, including pedestrians and cyclists.

Existing congestion is also significant at Montaña Road. Although measures applied locally or elsewhere in the transportation system along with individual travel choices may result in a modal shift away from cars, a grade-separated interchange may also be considered at this location if traffic conditions significantly worsen as expected. One design concept is a single-point diamond interchange, with Coors Blvd. or Montaña Rd. as the continuous roadway [see Figure F-[Xref pending]]. This area has topographical challenges and varied land uses, including a designated Community Activity Center in close proximity to the bosque. As with any project of this scale, the public would be involved and design alternatives that are sensitive to this context would be considered.

[p. 47 Figure C-7 moved to F. Appendix]

### 7.4 Rationale

Intersection spacing is a key component of a safe and efficient urban major arterial roadway and the overall access management plan for the Coors Corridor. Establishing the maximum practical distance between signalized intersections is essential to realizing the best possible traffic flow to accommodate the existing and anticipated traffic volumes on Coors Boulevard and Coors Bypass. Closely spaced or irregularly spaced traffic signals on an arterial roadway are disruptive to traffic flow and contribute to travel delay and

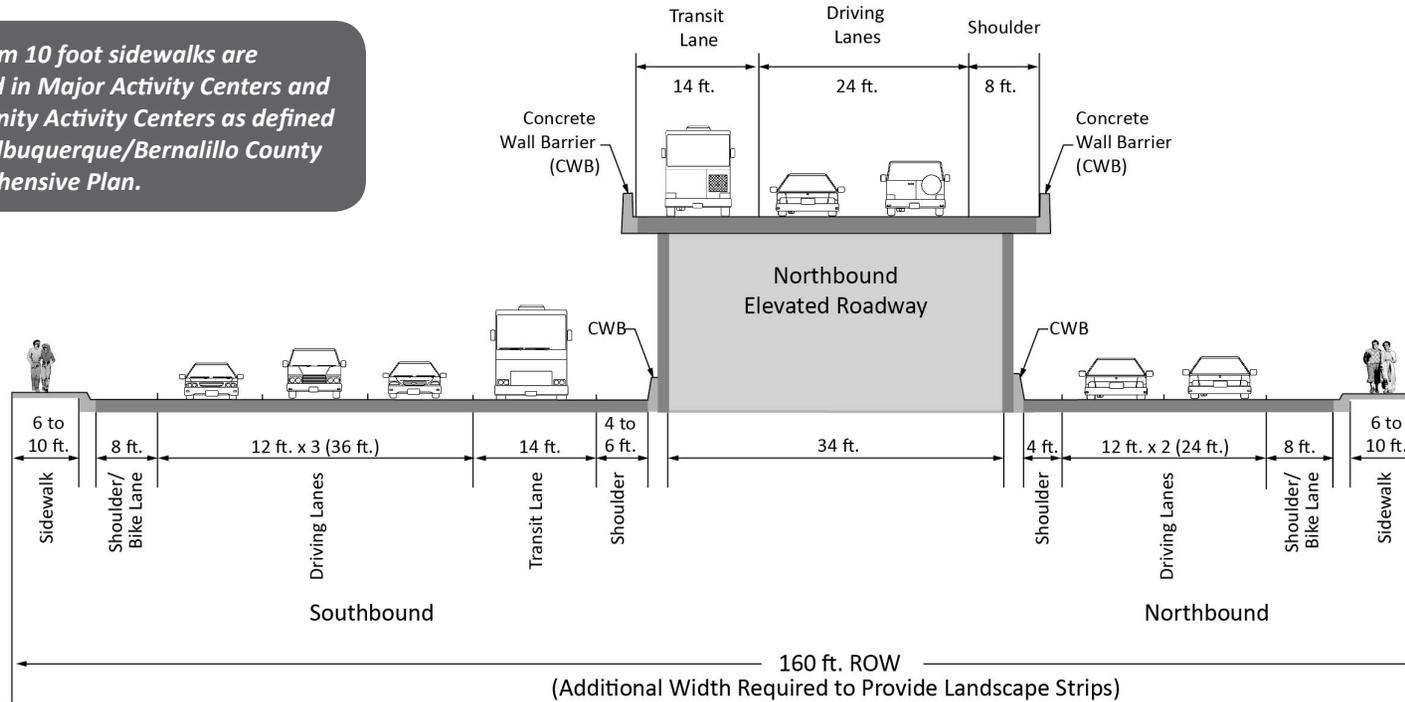
crashes. New grade-separated facilities offer safety enhancements as well as traffic performance benefits for all modes of travel, and can be effectively deployed to address critical issues in the Coors Corridor.



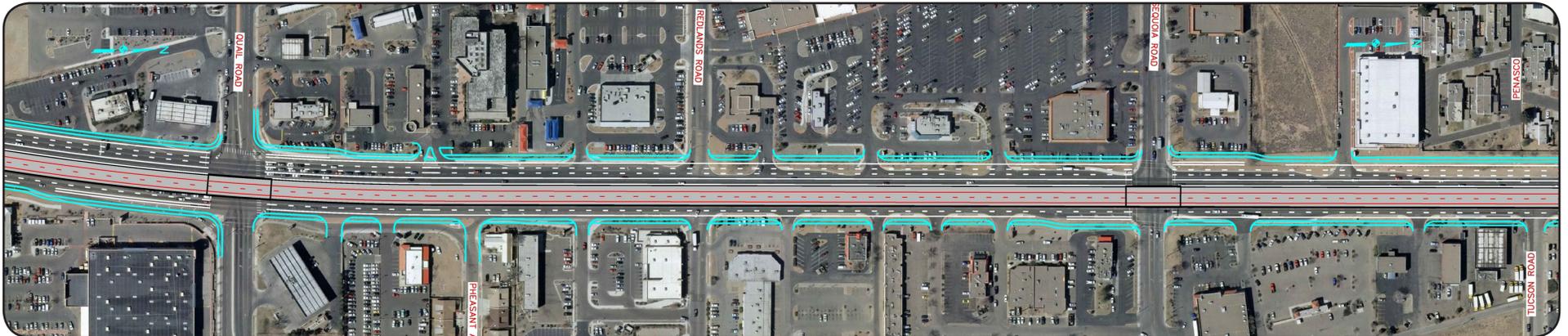
Figure C-7: Conceptual New Flyover Ramp at Paseo del Norte

### C. Traffic Movement, Access Management, and Roadway Design

*Note: Minimum 10 foot sidewalks are required in Major Activity Centers and Community Activity Centers as defined in the Albuquerque/Bernalillo County Comprehensive Plan.*



**Figure C-8:** Typical Section of Conceptual Grade-Separated, Elevated Roadway on Coors Boulevard (NM 45) from Quail Road through Sequoia Road



**Figure C-9:** Conceptual Grade-Separated, Elevated Roadway from Quail Road through Sequoia Road

## C. Traffic Movement, Access Management, and Roadway Design

### 8.0 Unsignalized Minor Intersections and Median Openings

8.1 Unsignalized minor intersections and median openings shall be managed along Coors Boulevard and Coors Bypass. Figures C-12 through C-19 illustrate the locations of intersections and median openings and the turn movements allowed at each median opening and at public access points as of 2013.

#### 8.2 Unsignalized Minor Intersections

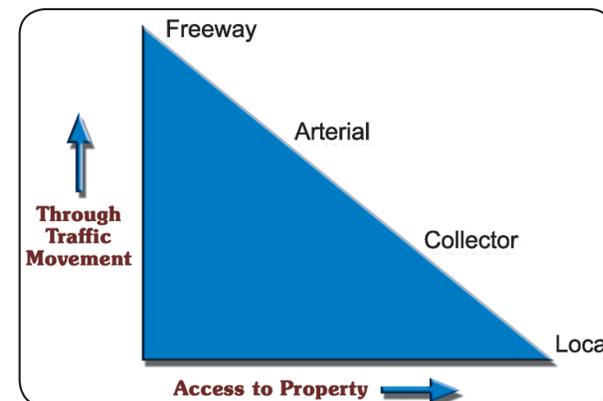
Minor intersections include public streets and private service streets with direct access to Coors Boulevard and Coors Bypass. For public streets, minor intersections are unsignalized in cases where traffic signal control is prohibited because of signalized intersection spacing requirements [see Section C.7.1 on page 47] and/or safety considerations. Private service streets consolidate access for more than one property or for shopping center sites, which helps to minimize traffic delay for motorists on Coors Corridor. Minor intersections may provide full or partial access to Coors Boulevard and Coors Bypass, depending on their location with respect to major intersections.

- i) New direct access to Coors Boulevard and Coors Bypass may be considered only when access is not available from the established street network.
- ii) New full-access minor intersections shall be located a minimum of one-quarter mile from a major signalized intersection. In developed areas where the public street system is established, changes to the public street network may not be required; however, median opening restrictions may be required at a minor intersection if operations at the minor intersection have detrimental impacts on an adjacent major signalized intersection.

- iii) New partial-access minor intersections shall meet the minimum distance from adjacent major intersections as noted below (i.e., centerline to centerline spacing):
  - a. For segments with posted speeds of 35-40 mph: 325 feet
  - b. For segments with posted speeds of 45-50 mph: 450 feet
  - c. For segments with posted speeds 55 mph or greater: 625 feet
- iv) The need for and design of right-turn deceleration lanes at minor intersections shall be determined by the agency responsible for maintenance and operations.

#### 8.3 Median Openings

- i) All median openings associated with public and private streets and other access points shall comply with the following requirements. These requirements may be modified where physical constraints, existing structures and/or right-of-way impacts restrict installation. The location and design of new median openings are subject to approval by the agency responsible for maintenance and operations.



**Figure C-10:** Graphic illustrating the relationship between property access and mobility by street type

### C. Traffic Movement, Access Management, and Roadway Design

- a. All medians shall be designed to accommodate left turns, landscaping, drainage, pedestrian refuge areas, and other necessary improvements, as appropriate. [See Section 11.2 on page 57]
- b. The spacing between channelized median openings should allow for the proper design of left-turn lanes. Adequate storage, deceleration and taper lengths should be provided based upon site-specific requirements.
- c. The median opening length should be designed to accommodate the largest design vehicle anticipated to use the opening, and may be as great as the width of the minor street section using the median opening. Excessive median lengths shall be avoided to reduce conflicts within the median opening.
- d. Where a median opening is proposed, access to both sides of the street shall be considered. If left-turn access is provided to both sides of Coors Boulevard or Coors Bypass, left-turn bays for both directions shall be required at the median opening. Where offset access points are expected to result in turning movement conflicts at the median opening, access restrictions shall be considered.
- e. Full left-turn access may be restricted at some locations due to safety or operational concerns. Where access restrictions are imposed, medians and/or islands should be used to prohibit restricted movements.
  - ii) If BRT is designed to be in the median as a result of future studies and engineering analysis, closures of median openings between major signalized intersections will be required, and the median design requirements will be adjusted based on the accommodations needed for the BRT service.



*Example of a full-access median opening*



*Example of a partial-access median opening*

#### 8.4 Rationale

Coors Boulevard (NM45) and Coors Bypass (NM45) are designated as limited-access arterials, and, along with Coors Boulevard (NM448), carry high traffic volumes and serve multiple travel modes. Median openings that allow left-turns to and from adjacent properties result in disruptive movements along any traffic-carrying facility. Full-access and partial-access unsignalized minor intersections also introduce conflicts between through and turning vehicles, transit vehicles, bicyclists, and pedestrians. Median openings and minor intersections must be managed along Coors Boulevard and Coors Bypass to preserve the quality and safety of traffic flow by reducing the number of conflict points along the corridor, by providing sufficient spacing between conflict points thereby accommodating turning vehicles, and by designing these highway components to a high standard consistent with the intended function of the roadway.

## C. Traffic Movement, Access Management, and Roadway Design

### 9.0 Access Management for Adjacent Properties

9.1 Access to specific properties shall be managed along Coors Boulevard and Coors Bypass (NM45). Access along Coors Bypass (NM448) should remain as it exists as of 2013.

Access can be managed by consolidating access for more than one property or for shopping center sites via private service streets that connect to Coors Boulevard at unsignalized intersections. Access can be improved further by constructing new connector streets parallel to Coors Boulevard that also provide an alternative for local circulation.

This policy addresses driveways and potential connector streets in the Coors Corridor. Items not specifically stated in this policy shall comply with the standard practice for a principal arterial.

Table C-1 through Table C-9 summarize existing access management conditions for Coors Boulevard and Coors Bypass and recommend changes to implement the following policies.

#### 9.2 Driveways

The location and design of driveways (i.e., curb cuts) along Coors Boulevard and Coors Bypass are subject to approval by the agency responsible for maintenance and operations.

- i) Direct Access: Direct driveway access to Coors Boulevard or Coors Bypass may be considered only when functional access to other adjacent roadway facilities is not available.
  - a. Alternatives may involve sharing access at a driveway or taking access from an adjacent public or private minor street. (Cross-access easements may be needed.) [See Section 8.2 on page 51.] Alternatives to providing direct driveway access to a property are to be considered by the agency having jurisdiction over land use, either the City of Albuquerque or Bernalillo County.

- b. The City or County shall work with property owners, developers, neighborhood associations, and residents to establish a circulation system to provide alternative access opportunities to properties from facilities other than Coors Boulevard or Coors Bypass. Where alternative access for adjacent properties is identified, it shall be developed before existing direct driveways are closed or new driveways are allowed.
  - c. Where alternative access cannot be identified, the number of driveways with direct access should be limited to one per site unless the property frontage is adequate and design-hour traffic volumes indicate that the operational and safety performance for a single driveway is expected to be below applicable minimum acceptable standards. [See the responsible agency for details.]
- ii) Access Spacing
- a. Full-access driveways shall be a minimum distance of one-quarter mile from a major intersection or from a full-access minor intersection/median opening. Relative to adjacent access points, partial-access driveways shall be located based on the greater of the existing spacing or the following (i.e., centerline to centerline spacing):
    - For segments with posted speeds of 35-40 mph: 325 feet
    - For segments with posted speeds of 45-50 mph: 450 feet
    - For segments with posted speeds of 55 mph or greater: 625 feet
  - b. Driveway access should not be permitted within a right-turn or left-turn lane on Coors Boulevard or Coors Bypass, or within 50 feet of either the leading or trailing limits of a turn lane. Driveway access shall not be permit-

## C. Traffic Movement, Access Management, and Roadway Design

ted within the access control limits of an interchange or within 300 feet of the leading or trailing edge of the access control limits for the interchange.

- c. In developed or redeveloping areas where existing driveway locations preclude access spacing based on the above requirements, new driveways should be located to minimize conflicts with existing access points. Driveways should be consolidated where possible to provide shared property access.
- iii) Right-turn Lanes: The need for and design of a right-turn deceleration lane at a driveway shall be determined by the agency responsible for maintenance and operations.
- iv) Driveways on Intersecting Streets: City of Albuquerque, Bernalillo County, or NMDOT requirements should be used for locating driveways on the minor street approaches and departures of intersections with Coors Boulevard and Coors Bypass, as applicable.
- v) Design for All Modes: Driveway designs shall provide for the safe movement of all right-of-way users, including but not limited to personal vehicles, commercial trucks, buses, pedestrians, bicyclists, and persons with disabilities. Where pedestrians are expected to cross a driveway, the driveway shall be designed in accordance with the Americans with Disabilities Act (ADA) and applicable local standards, including vertical and horizontal design characteristics. Where non-motorized facilities (e.g., a sidewalk or trail) cross a driveway, appropriate modifications shall be made to maintain safe operations for both facilities.
- vi) Visibility: Sight distance requirements shall be met at all driveway locations to provide safe operating conditions for the motoring public. **Location must be approved by the Transporta-**

**tion Engineer of the governing jurisdiction.** [95] A driveway should not be allowed unless adequate visibility is provided for motorists passing the driveway and for motorists using the driveway. Unobstructed sight distance shall be maintained in both directions from the driveway. Any potentially obstructing objects, such as but not limited to advertising signs, structures, trees and bushes, shall be designed, placed and maintained at a height not to interfere with the sight distances needed by any vehicle using the driveway.

### 9.3 Local Connector Streets **Connectivity**

- i) New local connector streets **and pedestrian/bicycle facilities** parallel to Coors Boulevard should be designed and constructed ~~where feasible~~ to enhance local circulation, to reduce dependence on Coors Boulevard, and to direct traffic to major signalized intersections. Further studies should be performed to investigate the feasibility of these potential connectors. **Where a street that accommodates motorized vehicles is not desirable or feasible, the connector should be designed as a facility for pedestrians and cyclists.**
  - a. ~~West of Coors Blvd., Costa Maresme Drive to Dellyne Avenue [See Figure C-14 and Table C-4]~~
  - a. East of Coors Blvd., Winter Haven Road to Bosque Plaza Lane [See Figure C-15 and Table C-5]. **This connector would serve pedestrians and cyclists rather than motorized vehicles, pending an assessment and resolution of cut-through traffic issues on Winter Haven to and from Montano Rd.**
  - b. East of Coors Blvd., Eagle Ranch Road to SIPI Road [See Figure C-16 and Table C-6]. **A trail project is underway at this location, and a parallel connector street will provide alternative vehicular access for properties east of Coors Blvd. when the temporary signal at SIPI Rd. is removed,**

## C. Traffic Movement, Access Management, and Roadway Design

e.g. due to reconstruction of the interchange at Paseo del Norte.

- ii) Opportunities for parallel connectors should also be considered in conjunction with development and redevelopment in the Corridor to improve accessibility along this limited-access arterial and to mitigate the general lack of connectivity on the West Side.
- iii) The design of the connectors streets should be based on the ~~street design~~ standards of the relevant jurisdiction at that location (i.e. City of Albuquerque or Bernalillo County).

### 9.4 Rationale:

The purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system. Access management is particularly important along limited-access arterials such as Coors Boulevard/Bypass (NM45) so they can provide high capacity and safe movement of traffic, as well as access to property. Access management balances the need to provide safe and efficient traffic movement with the need to provide reasonable access to adjoining properties.

The intent of this policy is to limit the number of allowable driveways and to encourage the use of shared driveway access between property owners. Access points should be located to minimize turning movement conflicts between adjacent access facilities and to provide adequate separation of conflicts for oncoming motorists. The management of access is directly tied to the speed of travel on Coors, because the frequency and spacing of driveways and other access points is based on motorists having time to safely react to the conflicts associated with driveways.

## C. Traffic Movement, Access Management, and Roadway Design

### 10.0 Right-of-Way

The existing right-of-way along Coors Boulevard from Coors Bypass to Alameda Boulevard (i.e. NM448) is sufficient to accommodate four general purpose traffic lanes (two northbound and two southbound), the appropriate auxiliary lanes at or between intersections to facilitate turning movements at intersections and other access points, a median and sidewalks [see typical section in Figure C-5].

For the remainder of the Coors Corridor (i.e. NM45), additional right-of-way will be needed in several locations to fully implement the desired multi-modal facility, because the right-of-way needed along Coors Boulevard and Coors Bypass exceeds the 156-foot standard for principal arterials (160-225 feet per the typical sections in Figure C-3 and Figure C-4).

The right-of-way needed for each major segment of Coors Boulevard and Coors Bypass is identified in Table C-1 through Table C-9.

10.1 Where necessary, the City of Albuquerque and Bernalillo County, together with the NMDOT, shall acquire right-of-way through the land development process and/or the project development process sufficient to implement the desired multi-modal facility in all locations where vacant parcels exist and/or where redevelopment occurs along Coors Boulevard and Coors Bypass (i.e. NM45), including but not limited to, the following elements:

- i) six general purpose traffic lanes plus separate turn and auxiliary lanes at intersections to achieve reasonable traffic operations;
- ii) a median;
- iii) two dedicated transit lanes (does not apply from Bridge Blvd. to Central Ave.);
- iv) bus stops/stations;

v) on-street bicycle facility;

vi) curb and gutter; [32]

vii) a sidewalk along each side of the roadway and multi-use trail where designated; and

viii) landscape strips.

Standard right-of-way acquisition procedures apply for developed/established properties. Refer to the conceptual design layouts included in the Coors Corridor Study Alternatives Analysis Report under separate cover.

10.2 Where potential connector streets are determined to be feasible and are selected to be implemented, the relevant jurisdiction (i.e. City of Albuquerque or Bernalillo, depending on the location) shall obtain the necessary right-of-way and/or easements from property owners. [See Figures C-12 through C-19 for several potential connector streets that are recommended to be designed and constructed to provide circulation within areas adjacent to Coors Boulevard to minimize the need to use Coors Boulevard for short trips. [See also Section 9.3 on page 54.]

### 10.3 Rationale

Adequate right-of-way is needed to implement the highway, transit, and bicycle and pedestrian facilities within the Coors Corridor. The necessary amount of right-of-way should be identified, and a strategy should be in place to obtain additional right-of-way as new development or redevelopment occurs. Including this proactive strategy in the Plan ensures that new construction does not hinder the ability to implement an improved multi-modal facility over time.

## C. Traffic Movement, Access Management, and Roadway Design

### 11.0 Streetscape Design

11.1 Streetscape improvements shall be implemented to improve the visual character and to enhance the walkability and overall pedestrian experience along Coors Boulevard and Coors Bypass. These improvements shall include plantings within medians and roadside landscape strips and in the areas along any multi-use trails. When median and street-side plantings are used, they shall be placed outside the clear sight triangle to maintain safe sight distances. Street furniture, such as benches, shade structures **and bus stop amenities**[103], should be included in the streetscape as appropriate. Landscaping or other streetscape features located on private property shall be the responsibility of the property owner and shall comply with City and County ordinances.

11.2 Streetscape improvements shall be provided within the public right-of-way and may also be incorporated into landscaping plans for abutting properties as part of the land development process. Improvements within public rights-of-way shall be maintained as specified in maintenance agreements between the NMDOT and the City or other local agencies, as applicable. They shall be designed per City prototypes and standards if they are to be maintained by the City (~~typically by the City Parks Department~~).[105]

11.3 A sustainable approach to streetscape improvements should be followed. Where possible, Low Impact Development (LID) measures appropriate for urban transportation corridors should be considered, such as bioretention associated with stormwater management. A unified approach for the Corridor shall be developed by the City in collaboration with the NMDOT and other local agencies, as applicable.

#### 11.4 Rationale

Landscaping and street furniture will enhance and promote pedestrian use and will make the Corridor more attractive. Aesthetic treatments along transportation facilities improve the quality of life for all users of the facilities.



*Median landscaping enhances the aesthetic quality of the overall user experience of the Coors Corridor.*



*Pedestrian amenities along trails and sidewalks are important for accommodating users' needs.*

## C. Traffic Movement, Access Management, and Roadway Design

### 12.0 Public Viewsites

- 12.1 Public viewsites shall be provided at appropriate locations along Coors Boulevard north of Western Trail/Namaste Road as recommended in Section E.2 of this Plan.
- 12.2 Viewsites should be sited to avoid conflicts with higher density development associated with major transit stations and Major and Community Activity Centers.
- 12.3 Where possible, viewsites shall be located as part of pedestrian paths and multi-use trails and shall include amenities such as benches and trees or other shade structures.
- 12.4 Rationale

Scenic views of the Rio Grande Bosque and of the Sandia Mountains are available from the Coors Corridor. Opportunities for these views can be from sidewalks, multi-use trails and adjacent properties. The views enhance the quality of the overall experience within and from the Corridor.



*At-grade view of the Sandia Mountains and Rio Grande Bosque from the Coors/Montaño intersection.*



*Aerial view of the Rio Grande Bosque at the Montaño Road river crossing.*

## C. Traffic Movement, Access Management, and Roadway Design

### 13.0 Traffic Noise

- 13.1 The City and the NMDOT shall consider measures to abate traffic noise as part of future engineering studies performed within the corridor. ~~A range of noise abatement measures should be considered, including alternatives to noise barriers.~~ [109] The noise abatement criteria and procedures followed by the NMDOT should be used, as well as FHWA's noise standards and abatement procedures if federal funds are anticipated.
- 13.2 Measures to preserve pedestrian access to the corridor from the adjoining neighborhoods and commercial/ employment land uses shall be included in any noise barriers implemented within the Corridor.
- 13.3 The analysis of noise walls shall also consider and balance the preservation of scenic views.
- 13.4 All noise mitigation measures shall be in accordance with other design guidelines and policies contained within the Coors Corridor Plan.
- 13.5 Rationale
- The high traffic volumes found along the Coors Corridor create nuisance traffic noise. Measures to mitigate traffic noise impacts to the neighborhoods and other noise-sensitive land uses along Coors Boulevard and Coors Bypass may be required, to be balanced with other needs in the corridor.

## C. Traffic Movement, Access Management, and Roadway Design

### 14.0 Corridor Segment Recommendations

The following figures and tables provide recommendations for specific segments of the Coors Corridor from south to north, including needed right-of-way, travel lanes, medians, intersections, driveways, potential connector streets, transit stops and pedestrian and bicycle facilities.

Streetscape improvements, public viewsites, and noise abatement measures will be specified in conjunction with future public and private projects, as appropriate.

<i>Segment</i>	<i>Figure</i>	<i>Table</i>
Coors Boulevard		
Bridge Boulevard to Central	Figure C-11	Table C-1
Central to I-40	Figure C-12	Table C-2
I-40 to St. Josephs Drive	Figure C-13	Table C-3
St. Josephs Drive to Dellyne Avenue/ Learning Road	Figure C-14	Table C-4
Dellyne Avenue/Learning Road to La Orilla Road	Figure C-15	Table C-5
La Orilla Road to Paseo del Norte	Figure C-16	Table C-6
Paseo del Norte to Coors Bypass	Figure C-17	Table C-7
Coors Bypass	Figure C-18	Table C-8
Coors Boulevard (i.e. NM448) - Coors Bypass to Alameda Boulevard	Figure C-19	Table C-9

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Red = October additions Struck-out = October deletions Green = January additions Struck-out = January deletions

### C. Traffic Movement, Access Management, and Roadway Design

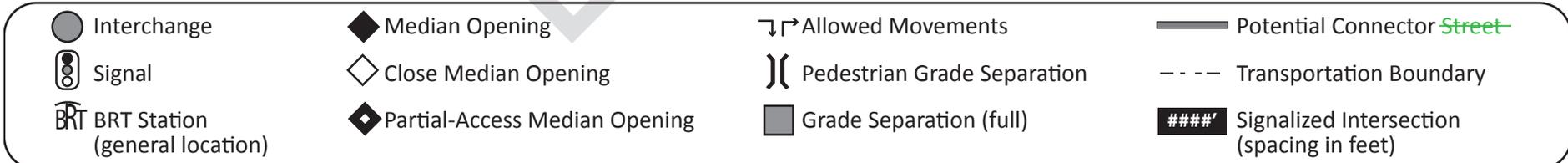
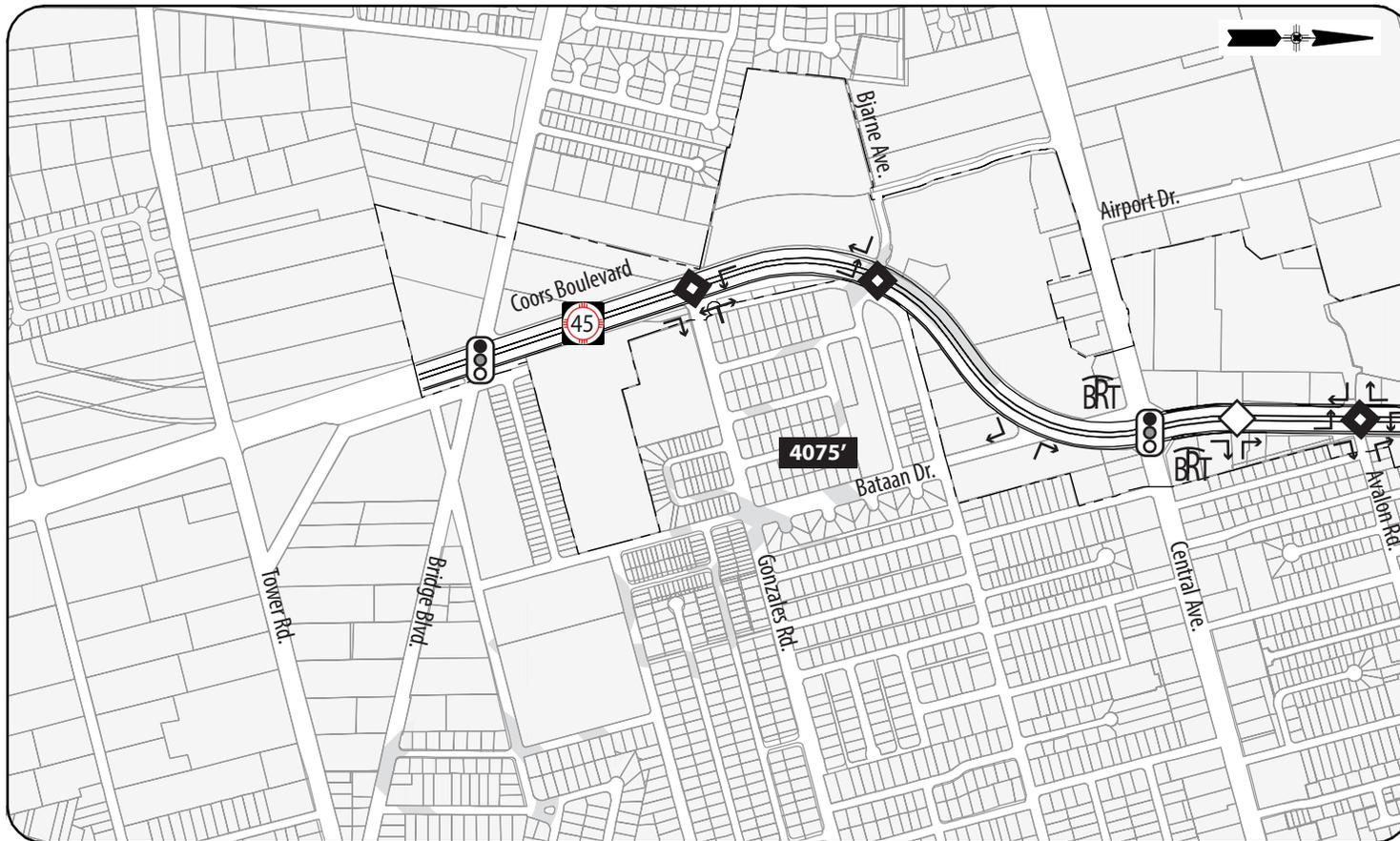


Figure C-11: Bridge Boulevard to Central Avenue

[See also Table C-1.]

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-1: Policy Recommendations – Bridge Boulevard to Central Avenue**

[See also Figure C-11.]

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	<i>Between major intersections:</i> <ul style="list-style-type: none"> <li>▪ 156 feet of ROW</li> </ul> <i>At major intersections without BRT stations:</i> <ul style="list-style-type: none"> <li>▪ Single left-turns: 175 feet of ROW</li> <li>▪ Dual left-turns: 200 feet of ROW</li> </ul>	Existing ROW is 156 feet.  Identify and secure additional ROW at the major intersections with Bridge Boulevard and Central Avenue.
2. Travel Lanes <ul style="list-style-type: none"> <li>▪ General Purpose</li> <li>▪ Bus Rapid Transit (BRT)</li> </ul>	Three general-purpose travel lanes in each direction BRT not proposed south of Central Avenue	Utilize the existing median width to provide a third travel lane in each direction (widen to the inside).
3. Median <ul style="list-style-type: none"> <li>▪ Curbside BRT</li> <li>▪ Median BRT</li> </ul>	Not Applicable  Not Applicable	Existing median width is 46 to 52 feet with approximately half reserved for future general purpose travel lanes in each direction.
4. Intersections <ul style="list-style-type: none"> <li>▪ Signalized</li> <li>▪ Unsignalized                             <ul style="list-style-type: none"> <li>– Full Access</li> <li>– Partial Access</li> </ul> </li> </ul>	Minimum distance of ½-mile spacing  Minimum distance of ¼-mile spacing Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only.  No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only.
5. Driveways <ul style="list-style-type: none"> <li>▪ Full Access</li> <li>▪ Partial Access</li> </ul>	Minimum distance of ¼-mile spacing Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only.
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	No changes recommended. Policy for future changes only.

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-1 (Continued): Policy Recommendations – Bridge Boulevard to Central Avenue**

[See also Figure C-11.]

Item	Policy	Existing Condition (2012) / Potential Change
7. Transit Stops and Stations	<p><i>Local Bus Stops</i></p> <ul style="list-style-type: none"> <li>▪ along curb sides per ABQ Ride, with shelters</li> <li>▪ not combined with BRT Stations</li> </ul> <p><i>BRT Stations</i></p> <ul style="list-style-type: none"> <li>▪ at Central Avenue (see next section)</li> </ul>	<p>Local stops and shelters as required per ABQ Ride ABQ RIDE to determine if existing bus bays/pull outs to be kept.</p> <p>Specific placement to be determined by future study.</p>
8. Pedestrian and Bicycle Facilities	<p>Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM.</p> <p>Provide multi-use trails where designated.</p> <p>Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.</p>	<p>Provide continuous sidewalks through this segment on both sides of Coors; existing sidewalk widths are 0 feet and 6 feet.</p> <p>On-street bike lanes are not currently provided. Provide safe on-street bike accommodations as appropriate.</p>

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C. Traffic Movement, Access Management, and Roadway Design

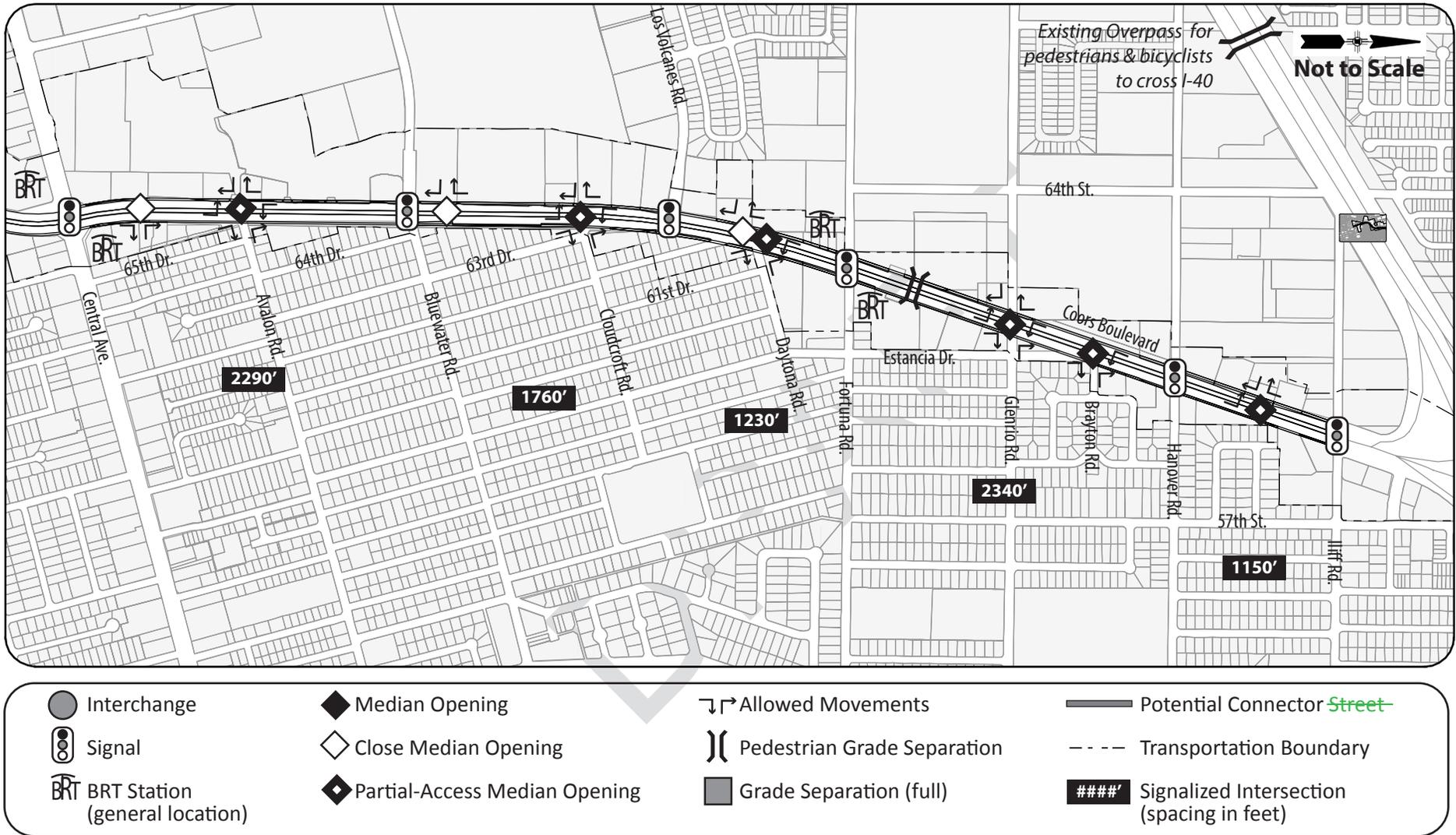


Figure C-12: Central Avenue to I-40

[See also Table C-2.]

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-2: Policy Recommendations – Central Avenue to I-40**

[See also Figure C-12.]

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections: <ul style="list-style-type: none"> <li>▪ 160 feet of ROW</li> </ul> At major intersections with BRT stations: <ul style="list-style-type: none"> <li>▪ Single left-turns: 200 feet of ROW</li> <li>▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW</li> </ul> At major intersections without BRT stations: <ul style="list-style-type: none"> <li>▪ Single left-turns: 175 feet of ROW</li> <li>▪ Dual left-turns: 200 feet of ROW</li> </ul>	Existing ROW varies from 120 feet to 156 feet. Identify and secure additional ROW needed at various locations between Central Avenue and I-40 and at the major intersections, including: <ul style="list-style-type: none"> <li>▪ Central Avenue intersection (BRT Station)</li> <li>▪ Bluewater Road intersection</li> <li>▪ Los Volcanes Road intersection</li> <li>▪ Fortuna Road intersection (BRT Station)</li> <li>▪ Hanover Road intersection</li> <li>▪ Iliff Road intersection</li> </ul>
2. Travel Lanes <ul style="list-style-type: none"> <li>▪ General Purpose</li> <li>▪ Bus Rapid Transit (BRT)</li> </ul>	Three general-purpose travel lanes in each direction One dedicated transit lane in each direction and BRT stations as required [see #7 in this table]	No changes recommended. Add one dedicated transit lane in each direction for BRT.
3. Median <ul style="list-style-type: none"> <li>▪ Curbside BRT</li> <li>▪ Median BRT</li> </ul>	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections. Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.	Existing median width: <ul style="list-style-type: none"> <li>▪ Most of the segment: 18-feet</li> <li>▪ North of Central Avenue: 30 feet</li> <li>▪ Near Iliff Road: 28 feet</li> </ul> Provide new medians as required to implement BRT when preferred configuration is determined.
4. Intersections <ul style="list-style-type: none"> <li>▪ Signalized</li> <li>▪ Unsignalized                             <ul style="list-style-type: none"> <li>– Full Access</li> <li>– Partial Access</li> </ul> </li> </ul>	Minimum distance of ½-mile spacing Minimum distance of ¼-mile spacing Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only.



### C. Traffic Movement, Access Management, and Roadway Design

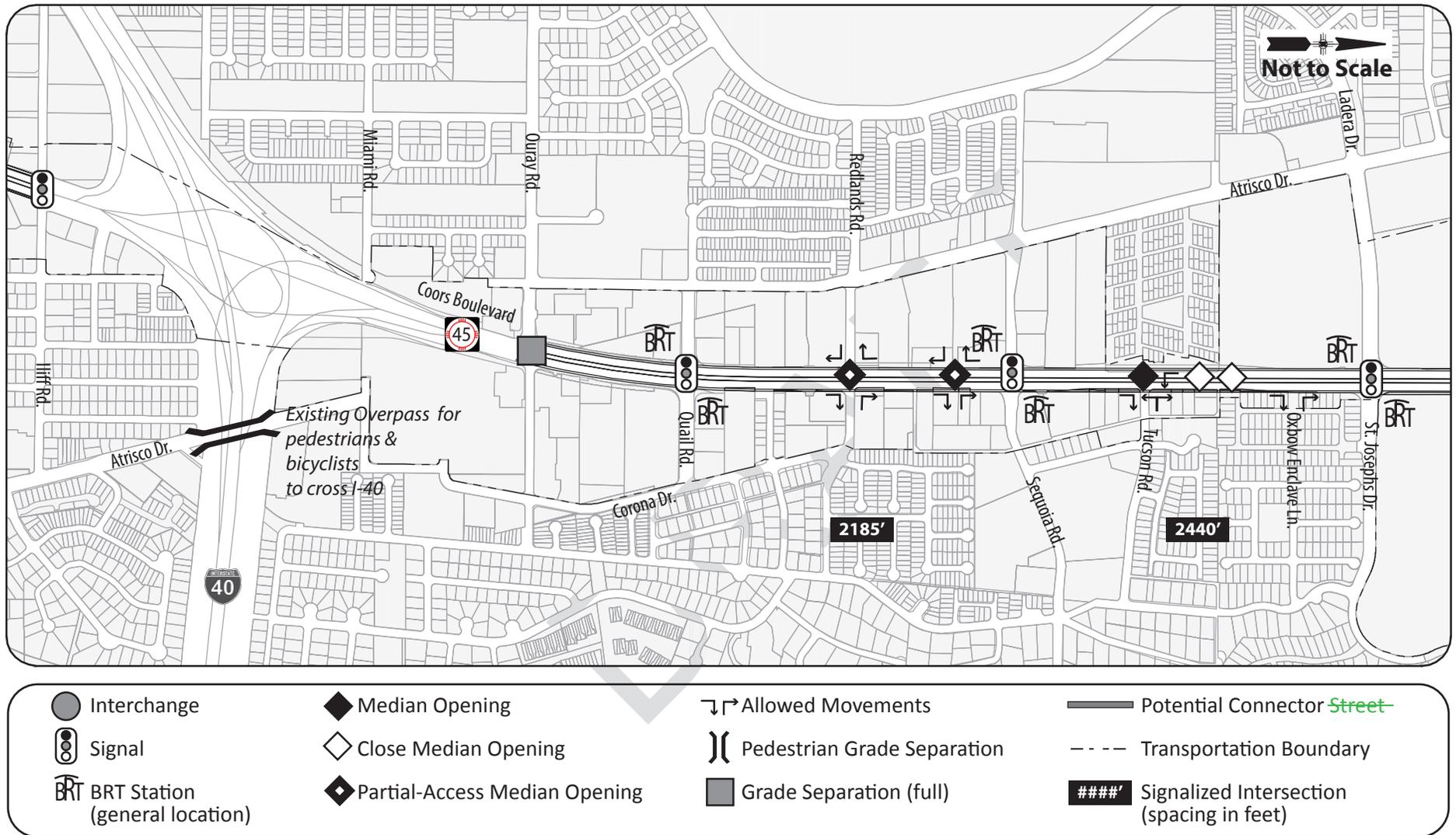
**Table C-2 (Continued): Policy Recommendations – Central Avenue to I-40**

[See also Figure C-14.]

Item	Policy	Existing Condition (2012) / Potential Change
7. Transit Stops and Stations	Local Bus Stops: <ul style="list-style-type: none"> <li>▪ Along curb sides per ABQ RIDE, with shelters</li> <li>▪ Not combined with BRT Stations</li> </ul> BRT Stations: <ul style="list-style-type: none"> <li>▪ At Central Avenue</li> <li>▪ In the vicinity of Fortuna Road</li> </ul>	Local stops and shelters as required per ABQ RIDE.  Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM.  Provide shoulders for on-street bike lanes and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.	Existing sidewalk width: <ul style="list-style-type: none"> <li>▪ From Central Avenue to Fortuna Road: 10 feet</li> <li>▪ From Fortuna Road to Iliff Road: 6 feet</li> </ul> Pedestrian bridge to remain north of Fortuna.  On-street bike lanes are not currently provided. Provide safe on-street bike accommodations as appropriate.

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**C. Traffic Movement, Access Management, and Roadway Design**



*Note: On northbound Coors Boulevard, a grade-separated, elevated roadway from Quail Road to St. Josephs Drive should be considered in future transportation planning efforts [See Figure C-8 and Figure C-9. Two general purpose lanes would be maintained at grade.]*

**Figure C-13: I-40 to St. Josephs Drive**

[See also Table C-3.]

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-3: Policy Recommendations – I-40 to St. Josephs Drive**

[See also Figure C-13.]

Item	Policy	Existing Condition (2012) / Potential Change
<p>1. Right-of-Way (ROW)</p>	<p>Between major intersections (north of Quail Road):</p> <ul style="list-style-type: none"> <li>▪ 160 feet of ROW (minimum)</li> </ul> <p>At major intersections with BRT stations:</p> <ul style="list-style-type: none"> <li>▪ Single left-turns: 200 feet of ROW</li> <li>▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW</li> </ul> <p>At major intersections without BRT stations:</p> <ul style="list-style-type: none"> <li>▪ Single left-turns: 175 feet of ROW</li> <li>▪ Dual left-turns: 200 feet of ROW</li> </ul>	<p>Existing ROW:</p> <ul style="list-style-type: none"> <li>▪ Between I-40 and Quail Road: Varies from 185 feet to 225 feet</li> <li>▪ North of Quail Road: Varies from approximately 140 feet to 156 feet</li> </ul> <p>Identify and secure additional ROW needed at various locations between I-40 and St. Josephs and at the major intersections, including:</p> <ul style="list-style-type: none"> <li>▪ Quail Road intersection (BRT Station)</li> <li>▪ Sequoia Road intersection (BRT Station)</li> <li>▪ St. Josephs Drive intersection (BRT Station)</li> </ul>
<p>2. Travel Lanes</p> <ul style="list-style-type: none"> <li>▪ General Purpose</li> <li>▪ Bus Rapid Transit (BRT)</li> </ul>	<p>Three general purpose travel lanes in each direction <del>and an auxiliary lane in each direction</del> from I-40 to Sequoia Road Future Study – elevate northbound lanes from Quail to St. Josephs [see Figures C-9 and C-10]</p> <p>One dedicated transit lane in each direction and BRT stations as required [see #7 in this table].</p>	<p>Identify and secure sufficient ROW <b>at various locations from Quail Road through Redlands Road to [S] Sequoia Road</b> to accommodate an auxiliary lane in each direction.</p> <p>Add one dedicated transit lane in each direction for BRT.</p>
<p>3. Median</p> <ul style="list-style-type: none"> <li>▪ Curbside BRT</li> <li>▪ Median BRT</li> </ul>	<p>Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections.</p> <p>Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.</p>	<p>Existing median width:</p> <ul style="list-style-type: none"> <li>▪ For most of the segment: 18 feet.</li> <li>▪ At Quail Road: Approximately 26 feet.</li> </ul> <p>Provide new medians as required to implement BRT when preferred configuration is determined.</p>
<p>4. Intersections</p> <ul style="list-style-type: none"> <li>▪ Signalized</li> <li>▪ Unsignalized                             <ul style="list-style-type: none"> <li>– Full Access</li> <li>– Partial Access</li> </ul> </li> </ul>	<p>Minimum distance of ½-mile spacing</p> <p>Minimum distance of ¼-mile spacing</p> <p>Minimum distance of 325 foot spacing</p>	<p>No changes recommended. Policy for future changes only.</p> <p>No changes recommended. Policy for future changes only.</p> <p>No changes recommended. Policy for future changes only.</p>

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-3 (Continued): Policy Recommendations – I-40 to St. Josephs Drive**

[See also Figure C-15.]

Item	Policy	Existing Condition (2012) / Potential Change
<p>5. Driveways</p> <ul style="list-style-type: none"> <li>▪ Full Access</li>   <li>▪ Partial Access</li> </ul>	<p>Minimum distance of ¼-mile spacing</p> <p>Minimum distance of 325 foot spacing</p>	<p>If redeveloped, reduce full access median to partial access at the following locations:</p> <ul style="list-style-type: none"> <li>▪ 280 feet north of Tucson Road</li> <li>▪ 690 feet north of Tucson Road</li> </ul> <p>If redeveloped, consolidate access at the following:</p> <ul style="list-style-type: none"> <li>▪ Driveways 188 feet and 420 feet north of Redlands Road, west side</li> <li>▪ Driveways (3) from 180 feet to 530 feet north of Redlands Road, east side</li> <li>▪ Driveways 290 feet and 490 feet north of Tucson Road, east side</li> </ul>
<p>6. Connector Streets</p>	<p>Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.</p>	<p>No changes recommended for this segment.</p>
<p>7. Transit Stops and Stations</p>	<p>Local Bus Stops:</p> <ul style="list-style-type: none"> <li>▪ Along curb sides per ABQ RIDE, with shelters</li> <li>▪ Not combined with BRT Stations</li> </ul> <p>BRT Stations:</p> <ul style="list-style-type: none"> <li>▪ In the vicinity of Quail Road</li> <li>▪ In the vicinity of Sequoia Road</li> <li>▪ In the vicinity of St. Josephs Drive</li> </ul>	<p>Local stops and shelters as required per ABQ RIDE.</p> <p>Specific placement to be determined by future study.</p>
<p>8. Pedestrian and Bicycle Facilities</p>	<p>Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM.</p> <p>Provide multi-use trails where designated.</p> <p>Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.</p>	<p>Provide continuous sidewalks through this segment on both sides of Coors; existing sidewalk widths are 0 feet, 6 feet, and 8 feet.</p> <p>On-street bike lanes are not currently provided. Provide safe on-street bike accommodations as appropriate.</p>

Red = October additions Struck-out = October deletions Green = January additions Struck-out = January deletions

C. Traffic Movement, Access Management, and Roadway Design

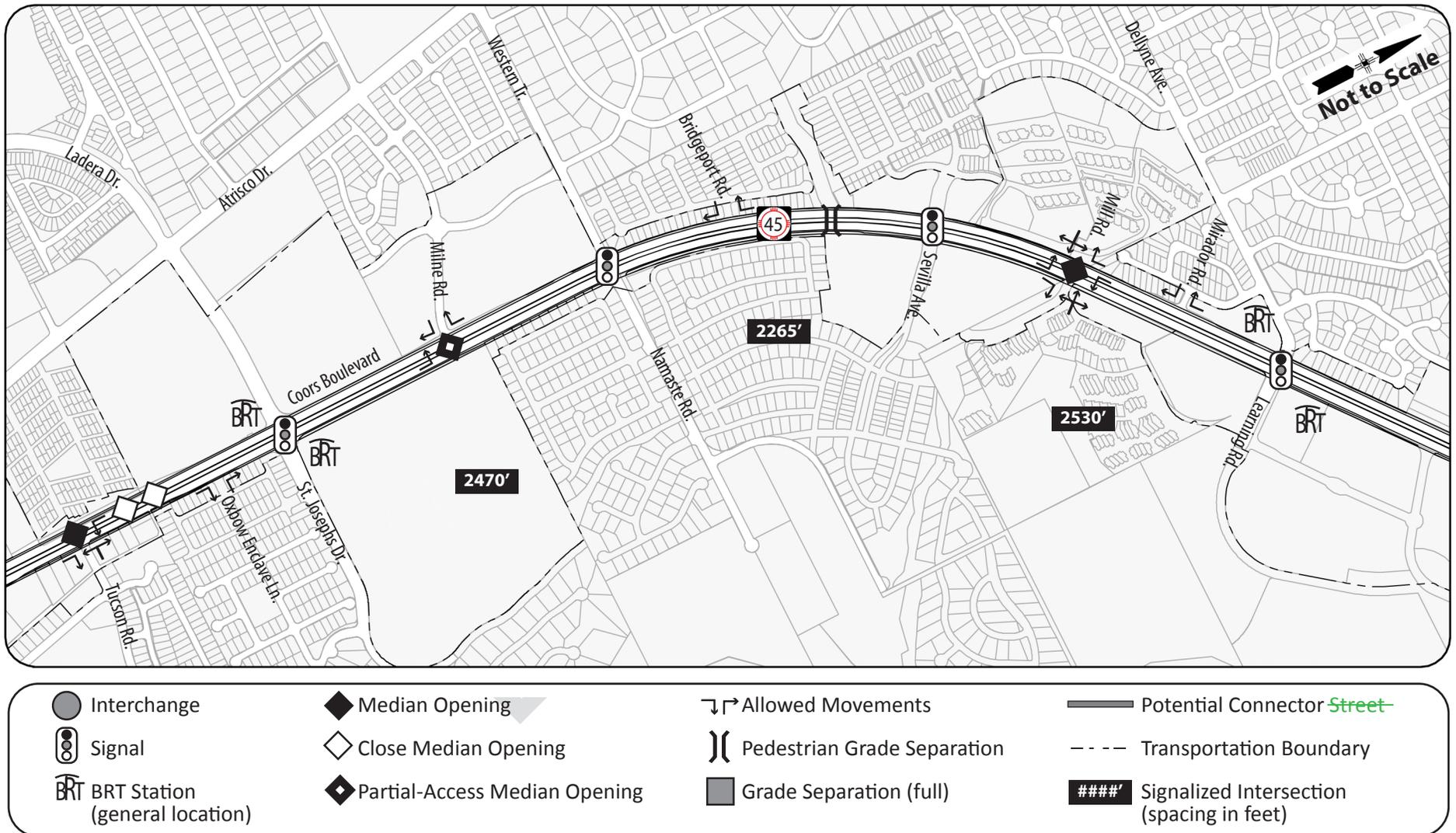


Figure C-14: St. Josephs Drive to Dellyne Avenue / Learning Road

[See also Table C-4.]

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-4: Policy Recommendations – St. Josephs Drive to Learning Road/Dellyne Avenue**     [See also Figure C-16.]

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections: <ul style="list-style-type: none"> <li>▪ 160 feet of ROW (minimum)</li> </ul> At major intersections with BRT stations: <ul style="list-style-type: none"> <li>▪ Single left-turns: 200 feet of ROW</li> <li>▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW</li> </ul> At major intersections without BRT stations: <ul style="list-style-type: none"> <li>▪ Single left-turns: 175 feet of ROW</li> <li>▪ Dual left-turns: 200 feet of ROW</li> </ul>	Existing ROW is 156 feet from St. Josephs Drive to Learning Road/Dellyne Avenue. Identify and secure additional ROW needed at various locations and at the major intersections, including: <ul style="list-style-type: none"> <li>▪ Namaste Road/Western Trail intersection</li> <li>▪ Sevilla Avenue intersection</li> <li>▪ Learning Road/Dellyne Avenue intersection (BRT Station)</li> </ul>
2. Travel Lanes <ul style="list-style-type: none"> <li>▪ General Purpose</li> <li>▪ Bus Rapid Transit (BRT)</li> </ul>	Three general purpose travel lanes in each direction. One dedicated transit lane in each direction and BRT stations as required [see #7 in this table].	No changes recommended. Add one dedicated transit lane in each direction for BRT.
3. Median <ul style="list-style-type: none"> <li>▪ Curbside BRT</li> <li>▪ Median BRT</li> </ul>	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections. Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.	Existing median width: <ul style="list-style-type: none"> <li>▪ For most of the segment: 18-feet</li> <li>▪ At Namaste Road/Western Trail: 30 feet</li> <li>▪ At Learning Road/Dellyne Avenue: approximately 30 feet</li> </ul> Provide new medians as required to implement BRT when preferred configuration is determined.
4. Intersections <ul style="list-style-type: none"> <li>▪ Signalized</li> <li>▪ Unsignalized                             <ul style="list-style-type: none"> <li>– Full Access</li> <li>– Partial Access</li> </ul> </li> </ul>	Minimum distance of ½-mile spacing Minimum distance of ¼-mile spacing Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only.
5. Driveways <ul style="list-style-type: none"> <li>▪ Full Access</li> <li>▪ Partial Access</li> </ul>	Minimum distance of ¼-mile spacing Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only.

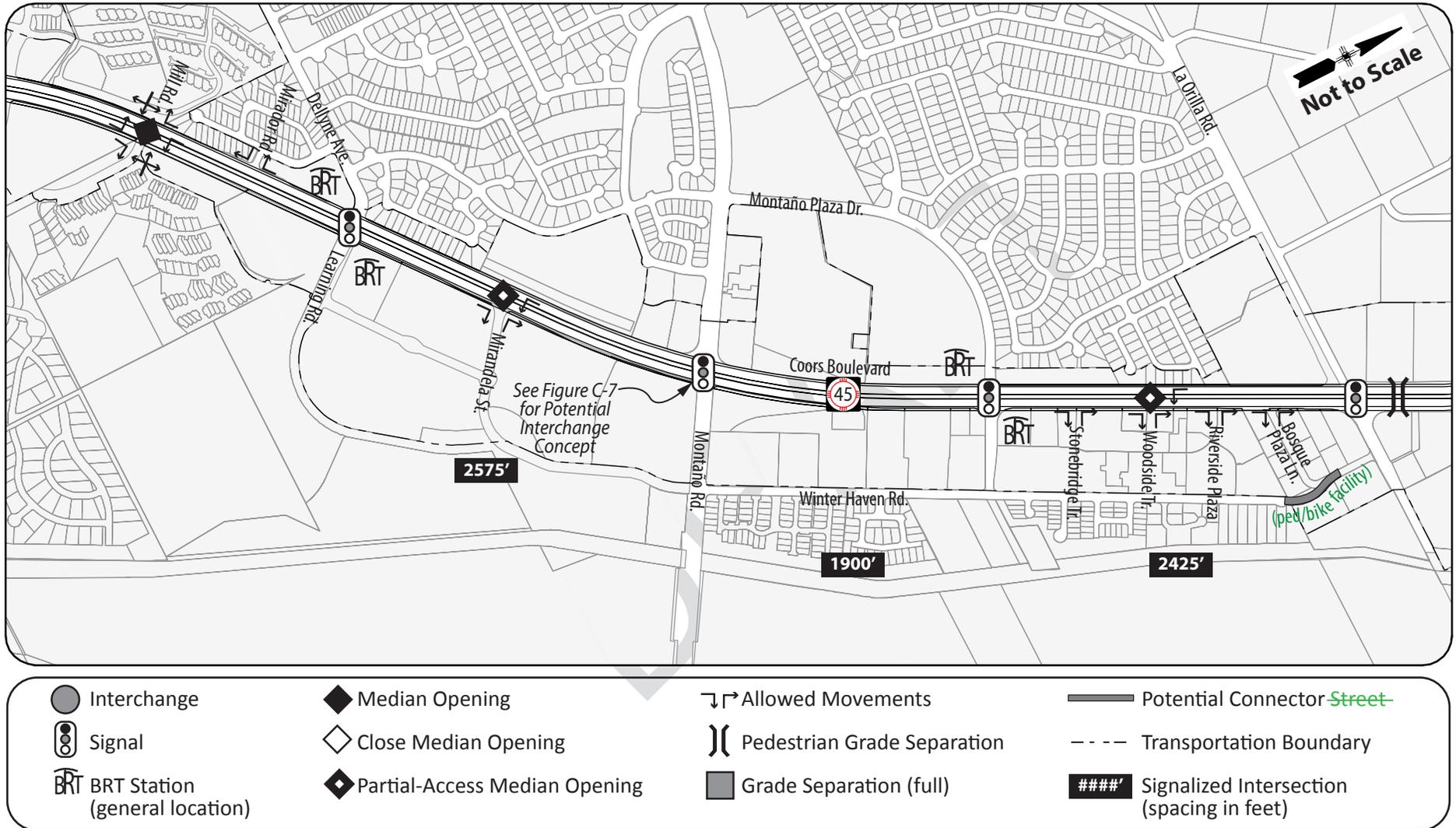
### C. Traffic Movement, Access Management, and Roadway Design

**Table C-4 (Continued): Policy Recommendations – St. Josephs Drive to Learning Road/Dellyne Avenue**

[See also Figure C-16.]

Item	Policy	Existing Condition (2012) / Potential Change
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development	<del>Construct a connector street from Costa Maresme Drive to Dellyne Avenue.</del> No changes recommended for this segment.
7. Transit Stops and Stations	Local Bus Stops: <ul style="list-style-type: none"> <li>▪ Along curb sides per ABQ RIDE, with shelters</li> <li>▪ Not combined with BRT Stations</li> </ul> BRT Stations: <ul style="list-style-type: none"> <li>▪ In the vicinity of Dellyne Avenue</li> </ul>	Local stops and shelters as required per ABQ RIDE.  Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM Provide multi-use trails where designated.  Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.  Pedestrian/bicycle grade separation proposed at Sevilla Ave./ San Antonio Arroyo.	Provide continuous sidewalks through this segment on both sides of Coors; existing sidewalk widths are 0 feet, 6 feet, 8 feet, and 10 feet.  <del>On-street bike lanes are not currently provided.</del> [114] Modify bicycle lane accommodations consistent with the remainder of the Corridor when improvements are implemented.  Type and specific placement to be determined by future study.

**C. Traffic Movement, Access Management, and Roadway Design**



**Figure C-15:** Dellyne Avenue / Learning Road to La Orilla Road

[See also Table C-5.]

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-5: Policy Recommendations – Dellyne Avenue / Learning Road to La Orilla Road** [See also Figure C-15.]

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections: <ul style="list-style-type: none"> <li>▪ 160 feet of ROW (minimum)</li> </ul> At major intersections with BRT stations: <ul style="list-style-type: none"> <li>▪ Single left-turns: 200 feet of ROW</li> <li>▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW</li> </ul> At major intersections without BRT stations: <ul style="list-style-type: none"> <li>▪ Single left-turns: 175 feet of ROW</li> <li>▪ Dual left-turns: 200 feet of ROW</li> </ul>	Existing ROW: <ul style="list-style-type: none"> <li>▪ South of Montaña Road: 165 feet</li> <li>▪ North of Montaña Road: 156 feet</li> </ul> Identify and secure additional ROW needed at various locations and at the major intersections, including: <ul style="list-style-type: none"> <li>▪ Montaña Road intersection (future interchange)</li> <li>▪ Montaña Plaza Drive intersection (BRT Station)</li> <li>▪ La Orilla Road intersection</li> </ul>
2. Travel Lanes <ul style="list-style-type: none"> <li>▪ General Purpose</li> <li>▪ Bus Rapid Transit (BRT)</li> </ul>	Three general purpose travel lanes in each direction One dedicated transit lane in each direction and BRT stations as required [see #7 in this table]	No changes recommended. Add one dedicated transit lane in each direction for BRT.
3. Median <ul style="list-style-type: none"> <li>▪ Curbside BRT</li> <li>▪ Median BRT</li> </ul>	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections. Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.	Existing median width: <ul style="list-style-type: none"> <li>▪ For most of the segment: 18-feet</li> <li>▪ At Montaña Road: 28 feet</li> <li>▪ At La Orilla Road: 30 feet</li> </ul> Provide new medians as required to implement BRT when preferred configuration is determined.
4. Intersections <ul style="list-style-type: none"> <li>▪ Signalized</li> <li>▪ Unsignalized                             <ul style="list-style-type: none"> <li>– Full Access</li> <li>– Partial Access</li> </ul> </li> </ul>	Minimum distance of ½-mile spacing  Minimum distance of ¼-mile spacing  Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only.  No changes recommended. Policy for future changes only.  No changes recommended. Policy for future changes only.

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-5 (Continued): Policy Recommendations – Dellyne Avenue / Learning Road to La Orilla Road**

[See also Figure C-17.]

Item	Policy	Existing Condition (2012) / Potential Change
5. Driveways <ul style="list-style-type: none"> <li>▪ Full Access</li> <li>▪ Partial Access</li> </ul>	Minimum distance of ¼-mile spacing Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only.
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	Construct a <b>pedestrian and bike</b> connector <del>street</del> from Winter Haven Road to Bosque Plaza Lane.
7. Transit Stops and Stations	Local Bus Stops: <ul style="list-style-type: none"> <li>▪ Along curb sides per ABQ RIDE, with shelters</li> <li>▪ Not combined with BRT Stations</li> </ul> BRT Stations: <ul style="list-style-type: none"> <li>▪ In the vicinity of Montaña Plaza</li> </ul>	Local stops and shelters as required per ABQ RIDE.  Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM. Provide multi-use trails where designated.  Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.  Pedestrian/bicycle grade separation proposed at La Orilla Rd.	Existing sidewalk widths: Varies from 0 feet, 6 feet, 8 feet, and 10 feet Provide continuous sidewalks through this segment on both sides of Coors.  <del>On-street bike lanes are not currently provided.</del> [114] Modify bicycle lane accommodations consistent with the remainder of the Corridor when improvements are implemented.  Type and specific placement to be determined by future study.

Red = October additions Struck-out = October deletions Green = January additions Struck-out = January deletions

C. Traffic Movement, Access Management, and Roadway Design

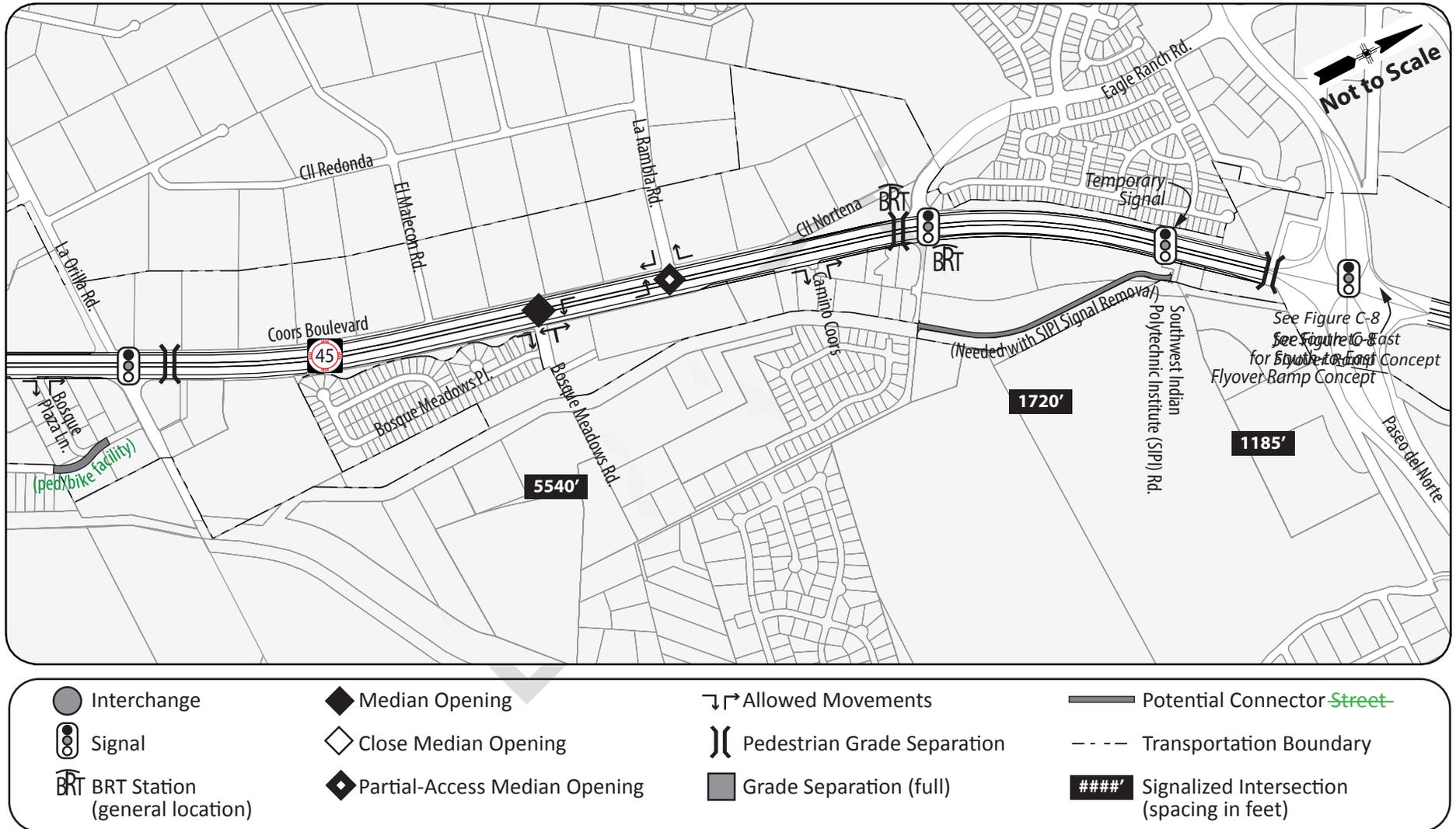


Figure C-16: La Orilla Road to Paseo del Norte

[See also Table C-6.]

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-6: Policy Recommendations – La Orilla Road to Paseo del Norte**

[See also Figure C-16]

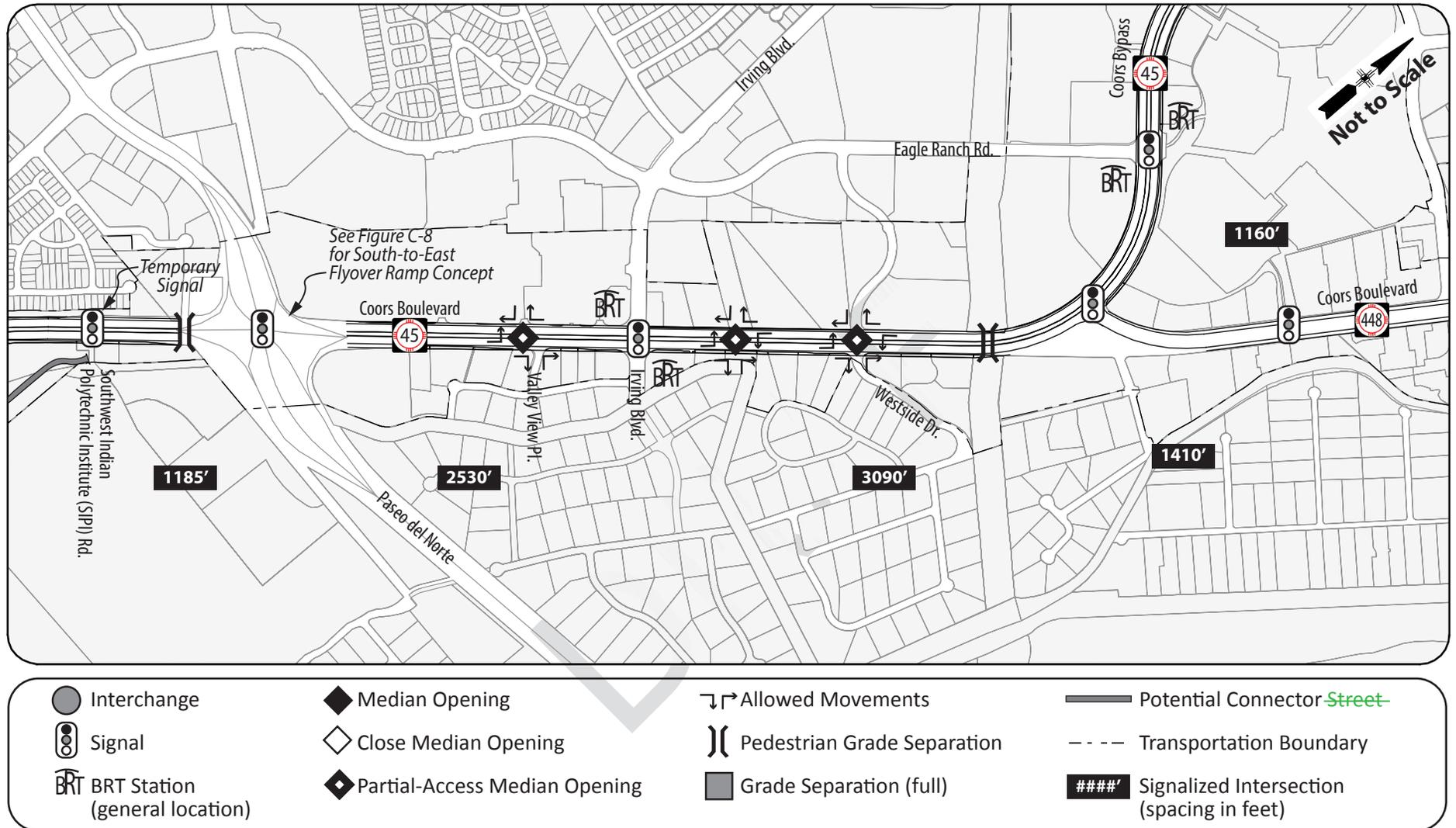
Item	Policy	Existing Condition (2012) / Potential Change
<p>1. Right-of-Way (ROW)</p>	<p>Between major intersections:</p> <ul style="list-style-type: none"> <li>▪ 160 feet of ROW (minimum)</li> </ul> <p>At major intersections with BRT stations:</p> <ul style="list-style-type: none"> <li>▪ Single left-turns: 200 feet of ROW</li> <li>▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW</li> </ul> <p>At major intersections without BRT stations:</p> <ul style="list-style-type: none"> <li>▪ Single left-turns: 175 feet of ROW</li> <li>▪ Dual left-turns: 200 feet of ROW</li> </ul>	<p>Existing ROW:</p> <ul style="list-style-type: none"> <li>▪ South of Montaña Road: 165 feet</li> <li>▪ North of Montaña Road: 156 feet</li> </ul> <p>Identify and secure additional ROW needed at various locations and at the major intersections, including:</p> <ul style="list-style-type: none"> <li>▪ Eagle Ranch Road intersection (BRT Station)</li> <li>▪ Southwestern Indian Polytechnic Institute (SIPI) Road intersection (temporary signal; may not require additional ROW when signal is removed)</li> </ul>
<p>2. Travel Lanes</p> <ul style="list-style-type: none"> <li>▪ General Purpose</li> <li>▪ Bus Rapid Transit (BRT)</li> </ul>	<p>Three general purpose lanes in each direction</p> <p>One dedicated transit lane in each direction and BRT stations as required [see #7 in this table]</p>	<p>No changes recommended.</p> <p>Add one lane in each direction for BRT.</p>
<p>3. Median</p> <ul style="list-style-type: none"> <li>▪ Curbside BRT</li> <li>▪ Median BRT</li> </ul>	<p>Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections.</p> <p>Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.</p>	<p>Existing median width:</p> <ul style="list-style-type: none"> <li>▪ For most of the segment: 18 feet</li> <li>▪ At Eagle Ranch Road: 30 feet</li> <li>▪ From SIPI Road to Paseo del Norte: 24 to 48 feet</li> </ul> <p>Provide new medians as required to implement BRT when preferred configuration is determined.</p>
<p>4. Intersections</p> <ul style="list-style-type: none"> <li>▪ Signalized</li> <li>▪ Unsignalized <ul style="list-style-type: none"> <li>– Full Access</li> <li>– Partial Access</li> </ul> </li> </ul>	<p>Minimum distance of ½-mile spacing</p> <p>Minimum distance of ¼-mile spacing</p> <p>Minimum distance of 625 foot spacing</p>	<p>Eliminate the signalized intersection serving SIPI Road; provide alternative access via a new connector street [see #6 in this table].</p> <p>No changes recommended. Policy for future changes only.</p> <p>No changes recommended. Policy for future changes only.</p>

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-6 (Continued): Policy Recommendations – La Orilla Road to Paseo del Norte** [See also Figure C-16]

Item	Policy	Existing Condition (2012) / Potential Change
5. Driveways <ul style="list-style-type: none"> <li>▪ Full Access</li> <li>▪ Partial Access</li> </ul>	Minimum distance of ¼-mile spacing Minimum distance of 625 foot spacing	No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only.
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	Construct a new connector street from Eagle Ranch Road to SIPI Road.
7. Transit Stops and Stations	Local Bus Stops: <ul style="list-style-type: none"> <li>▪ Along curb sides per ABQ RIDE, with shelters</li> <li>▪ Not combined with BRT Stations</li> </ul> BRT Stations: <ul style="list-style-type: none"> <li>▪ In the vicinity of Eagle Ranch Road</li> </ul>	Local stops and shelters as required per ABQ RIDE.  Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ Development Process Manual (DPM). Provide multi-use trails where designated.  Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.  Pedestrian/bicycle grade separations proposed at Eagle Ranch Rd. and Paseo del Norte	Existing sidewalk widths: Varies from 0 feet to 6 feet Provide continuous sidewalks through this segment on both sides of Coors.  <del>On-street bike lanes are not currently provided.</del> [114] Modify bicycle lane accommodations consistent with the remainder of the Corridor when improvements are implemented.  Type and specific placement to be determined by future study and in conjunction with potential interchange at Paseo del Norte, see Figure C-7

**C. Traffic Movement, Access Management, and Roadway Design**



**Figure C-17:** *Paseo del Norte to Coors Bypass*

[See also Table C-7.]

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-7: Policy Recommendations – Paseo del Norte to Coors Bypass**

[See also Figure C-17.]

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections: <ul style="list-style-type: none"> <li>▪ 160 feet of ROW (minimum)</li> </ul> At major intersections with BRT stations: <ul style="list-style-type: none"> <li>▪ Single left-turns: 200 feet of ROW</li> <li>▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW</li> </ul> At major intersections without BRT stations: <ul style="list-style-type: none"> <li>▪ Single left-turns: 175 feet of ROW</li> <li>▪ Dual left-turns: 200 feet of ROW</li> </ul>	Existing ROW varies from 156 feet to approximately 190 feet Identify and secure additional ROW needed in the vicinity of the Irving Boulevard intersection, and for a BRT Station between Paseo del Norte and Irving Boulevard
2. Travel Lanes <ul style="list-style-type: none"> <li>▪ General Purpose</li> <li>▪ Bus Rapid Transit (BRT)</li> </ul>	Three general purpose travel lanes in each direction and auxiliary lanes: <ul style="list-style-type: none"> <li>• 2 northbound Paseo del Norte to Irving Boulevard;</li> <li>• 1 northbound Irving Boulevard to Coors Bypass Boulevard; and</li> <li>• 1 southbound Irving Boulevard to Paseo del Norte</li> </ul> One dedicated transit lane in each direction and BRT stations as required [see #7 in this table]	No changes recommended.  Add one lane in each direction for BRT.
3. Median <ul style="list-style-type: none"> <li>▪ Curbside BRT</li> <li>▪ Median BRT</li> </ul>	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections  Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections	Existing median width: <ul style="list-style-type: none"> <li>▪ 44 feet from Paseo del Norte to Irving Boulevard</li> <li>▪ 18 feet from Irving Boulevard to Calabacillas Arroyo</li> <li>▪ 32 feet from Calabacillas Arroyo to Coors Bypass</li> </ul> Provide new medians as required to implement BRT when preferred configuration is determined.
4. Intersections <ul style="list-style-type: none"> <li>▪ Signalized</li> <li>▪ Unsignalized                             <ul style="list-style-type: none"> <li>– Full Access</li> <li>– Partial Access</li> </ul> </li> </ul>	Minimum distance of ½-mile spacing  Minimum distance of ¼-mile spacing  Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only.  No changes recommended. Policy for future changes only.  No changes recommended. Policy for future changes only.

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**Table C-7 (Continued): Policy Recommendations – Paseo del Norte to Coors Bypass**     [See also Figure C-17.]

Item	Policy	Existing Condition (2012) / Potential Change
5. Driveways <ul style="list-style-type: none"> <li>▪ Full Access</li> <li>▪ Partial Access</li> </ul>	Minimum distance of ¼-mile spacing Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only. If redeveloped, consolidate access at the following: <ul style="list-style-type: none"> <li>▪ Driveways 400 feet and 600 feet north of Irving Boulevard, west side</li> <li>▪ Driveways <del>600 feet and</del> 800 feet to 1,100 feet [124] north of Irving Boulevard, west side</li> </ul>
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	No changes recommended for this segment.
7. Transit Stops and Stations	Local Bus Stops: <ul style="list-style-type: none"> <li>▪ Along curb sides per ABQ RIDE, with shelters</li> <li>▪ Not combined with BRT Stations</li> </ul> BRT Stations: <ul style="list-style-type: none"> <li>▪ Between Paseo del Norte and Irving</li> </ul>	Local stops and shelters as required per ABQ RIDE.  Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM. Provide multi-use trails where designated.  Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.  Pedestrian/bicycle grade separation proposed at Calabacillas Arroyo.	Provide continuous sidewalks through this segment on both sides of Coors; existing sidewalk widths are 0 feet and 6 feet.  On-street bike lanes are not currently provided in the southbound direction.[114] Provide safe on-street bike accommodations as appropriate.  Type and specific placement to be determined by future study.

Red = October additions Struck-out = October deletions Green = January additions Struck-out = January deletions

C. Traffic Movement, Access Management, and Roadway Design

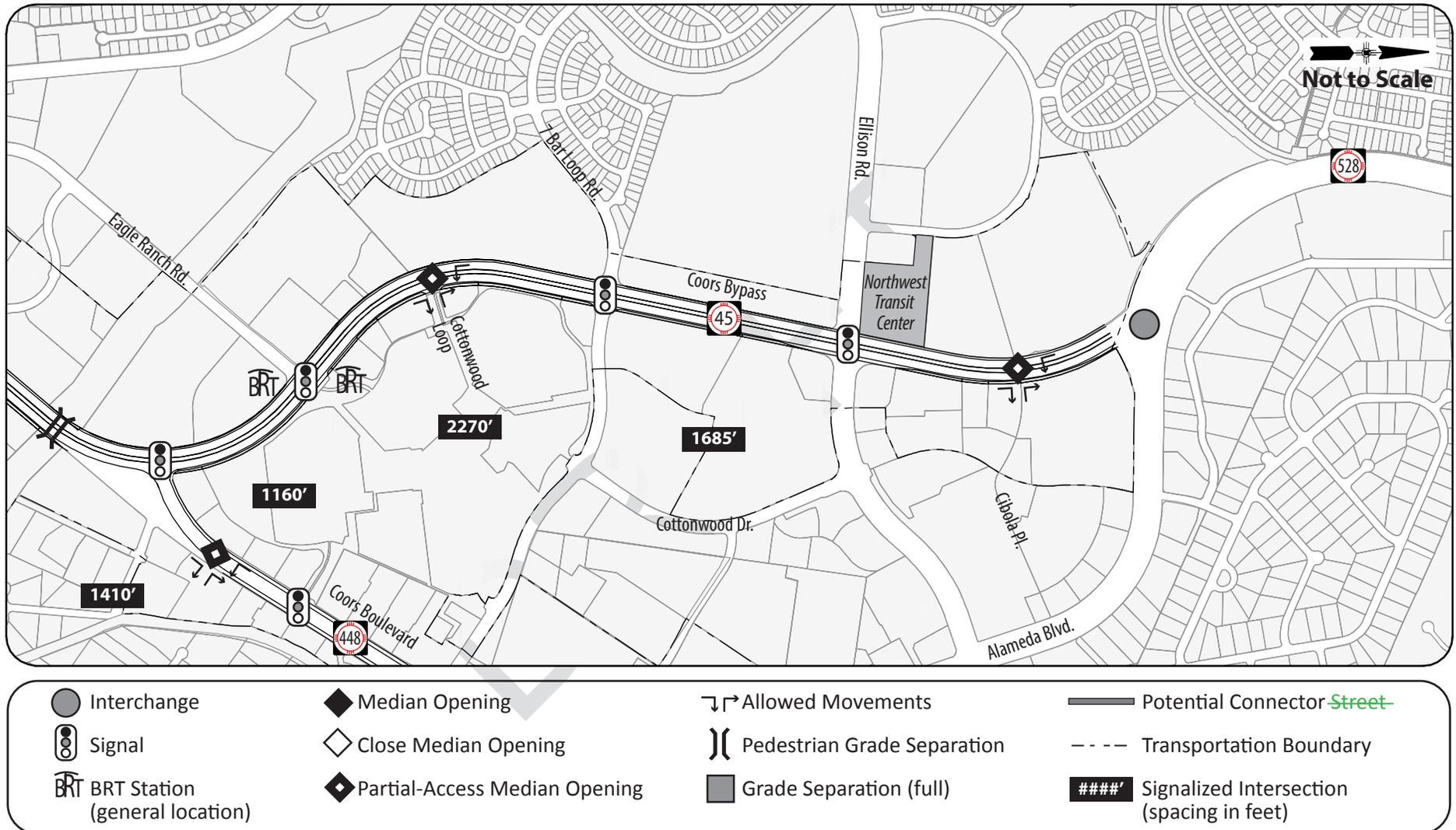


Figure C-18: Coors Bypass (NM45) from Coors Boulevard to Alameda Boulevard

[See also Table C-8.]

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-8: Policy Recommendations – Coors Bypass (NM45) from Coors Boulevard to Alameda Boulevard**      [See also Figure C-18.]

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Between major intersections: <ul style="list-style-type: none"> <li>▪ 160 feet of ROW along Coors Bypass (NM 45)</li> </ul> At major intersections with BRT stations: <ul style="list-style-type: none"> <li>▪ Single left-turns: 200 feet of ROW</li> <li>▪ Dual left-turns: 210 feet (curbside BRT) or 225 feet (median BRT) of ROW</li> </ul> At major intersections without BRT stations: <ul style="list-style-type: none"> <li>▪ Single left-turns: 175 feet of ROW</li> <li>▪ Dual left-turns: 200 feet of ROW</li> </ul>	Existing ROW is 156 feet from Coors Boulevard to the Alameda Boulevard/NM 528 Interchange. Identify and secure additional ROW needed at various locations and at the major intersections, including: <ul style="list-style-type: none"> <li>▪ Eagle Ranch Road intersection (BRT Station)</li> <li>▪ 7 Bar Loop Road intersection</li> <li>▪ Ellison Road intersection</li> </ul>
2. Travel Lanes <ul style="list-style-type: none"> <li>▪ General Purpose</li> <li>▪ Bus Rapid Transit (BRT)</li> </ul>	Three general purpose travel lanes in each direction One dedicated transit lane in each direction and BRT stations as required [see #7 in this table]	No changes recommended. Add one dedicated transit lane in each direction for BRT.
3. Median <ul style="list-style-type: none"> <li>▪ Curbside BRT</li> <li>▪ Median BRT</li> </ul>	Provide an 18-foot wide median (single left-turn) or 28-foot wide median (dual left-turn) at signalized intersections. Provide a 52-foot wide median (single left-turn) or 72-foot wide median (dual left-turn) at signalized intersections.	Existing median width: approximately 30 feet Provide new medians as required to implement BRT when preferred configuration is determined.
4. Intersections <ul style="list-style-type: none"> <li>▪ Signalized</li> <li>▪ Unsignalized                             <ul style="list-style-type: none"> <li>– Full Access</li> <li>– Partial Access</li> </ul> </li> </ul>	Minimum distance of ½-mile spacing Minimum distance of ¼-mile spacing Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only.
5. Driveways <ul style="list-style-type: none"> <li>▪ Full Access</li> <li>▪ Partial Access</li> </ul>	Minimum distance of ¼-mile spacing Minimum distance of 450 foot spacing	No changes recommended. Policy for future changes only. No changes recommended. Policy for future changes only.

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-8 (Continued): Policy Recommendations – Coors Bypass (NM45) from Coors Boulevard to Alameda Boulevard** [See also Figure C-18.]

Item	Policy	Existing Condition (2012) / Potential Change
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development.	No changes recommended for this segment.
7. Transit Stops and Stations	Local Bus Stops: <ul style="list-style-type: none"> <li>▪ Along curb sides per ABQ RIDE, with shelters</li> <li>▪ Not combined with BRT Stations</li> </ul> BRT Stations: <ul style="list-style-type: none"> <li>▪ In the vicinity of Eagle Ranch Road</li> <li>▪ At the Northwest Transit Center</li> </ul>	Local stops and shelters as required per ABQ RIDE.  Specific placement to be determined by future study.
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM. Provide multi-use trails where designated.  Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate.	Existing sidewalk widths: 0 feet and 6 feet. Provide continuous sidewalks through this segment on both sides of Coors.  On-street bike lanes are not currently provided. Provide safe on-street bike accommodations as appropriate.

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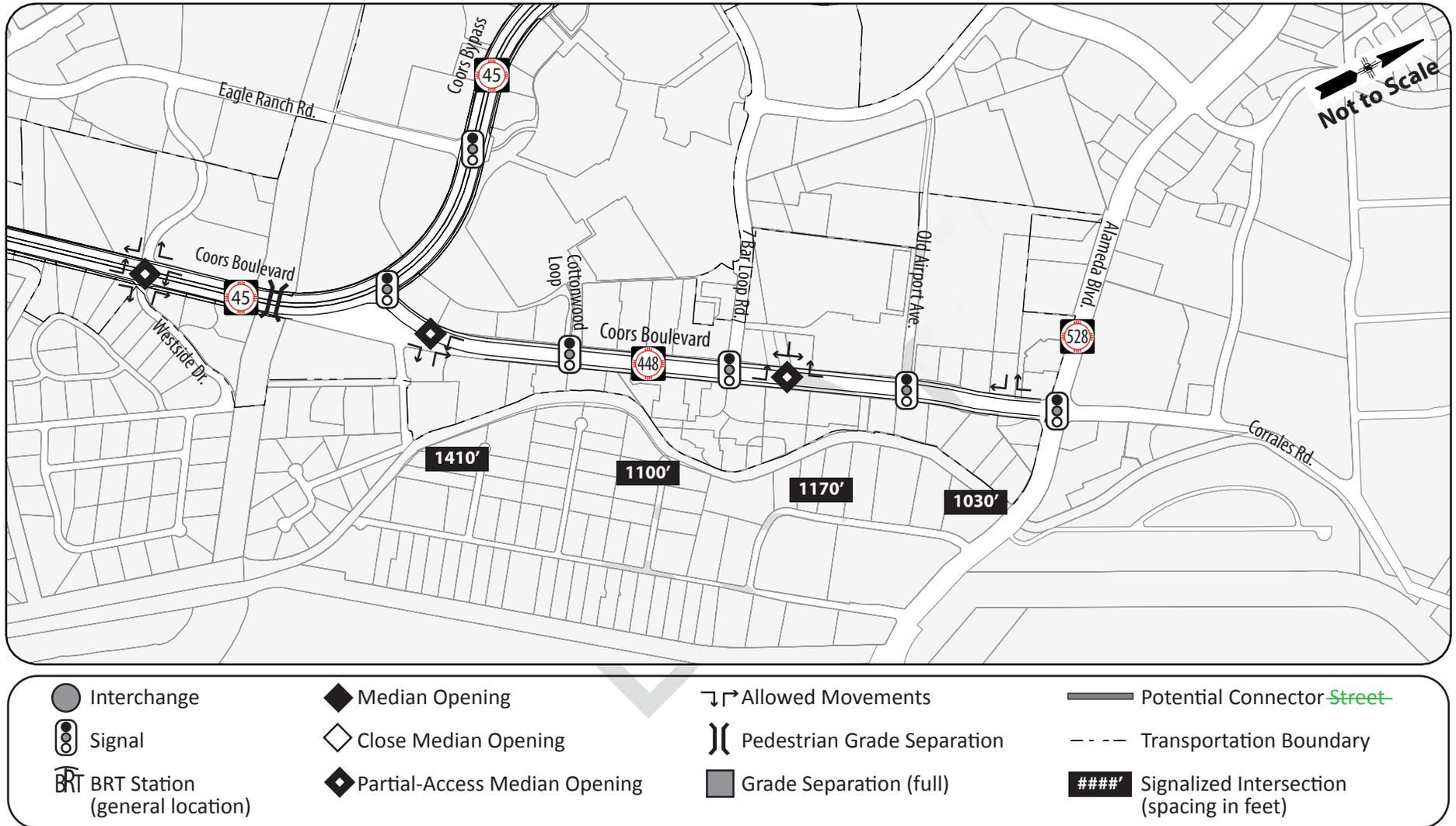


Figure C-19: Coors Boulevard (NM448) from Coors Bypass to Alameda Boulevard

[See also Table C-9.]

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-9: Policy Recommendations – Coors Boulevard (NM448) between Coors Bypass and Alameda Boulevard** [See also Figure C-19.]

Item	Policy	Existing Condition (2012) / Potential Change
1. Right-of-Way (ROW)	Maintain existing ROW	No changes recommended Existing ROW varies from 150 feet to 156 feet
2. Travel Lanes	Two general purpose travel lanes in each direction	No changes recommended.
3. Median	Maintain a median width of 18 feet to 28 feet	Existing median width: <ul style="list-style-type: none"> <li>▪ From Coors Bypass to 7 Bar Loop Road: 26 feet</li> <li>▪ From 7 Bar Loop Road to south of Alameda Boulevard/ NM 528: 18 feet</li> <li>▪ South of Alameda Boulevard/NM 528: 28 feet</li> </ul> No changes recommended.
4. Intersections <ul style="list-style-type: none"> <li>▪ Signalized</li> <li>▪ Unsignalized                             <ul style="list-style-type: none"> <li>– Full Access</li> <li>– Partial Access</li> </ul> </li> </ul>	Minimum distance of ½-mile spacing  Minimum distance of ¼-mile spacing  Minimum distance of 325 foot spacing	No changes recommended. Policy for future changes only.  No changes recommended. Policy for future changes only.  No changes recommended. Policy for future changes only.
5. Driveways <ul style="list-style-type: none"> <li>▪ Full Access</li> <li>▪ Partial Access</li> </ul>	Minimum distance of ¼-mile spacing  Minimum distance of 325 foot spacing	No changes recommended. Policy for future changes only.  If redeveloped, consolidate access at the following: <ul style="list-style-type: none"> <li>▪ Driveways 360 feet and 470 feet south of Alameda Boulevard, east side</li> </ul>
6. Connector Streets	Develop additional local streets and/or street connections parallel to Coors Boulevard to provide alternative access to adjacent development	No changes recommended for this segment.
7. Transit Stops	<i>Local Bus Stops</i> <ul style="list-style-type: none"> <li>▪ Along curb sides per ABQ RIDE, with shelters</li> </ul>	Local stops and shelters as required per ABQ RIDE.

### C. Traffic Movement, Access Management, and Roadway Design

**Table C-9 (Continued): Policy Recommendations – Coors Boulevard (NM448) between Coors Bypass and Alameda Boulevard**      [See also Figure C-19.]

Item	Policy	Existing Condition (2012) / Potential Change
8. Pedestrian and Bicycle Facilities	Provide sidewalks 6 to 10 feet in width, including buffer areas, as feasible; 10-foot minimum at CACs and MACs per ABQ/BC Comp Plan and ABQ DPM Provide multi-use trails where designated.  Provide shoulders for on-street bike lane use and bicycle buffer lanes adjacent to turn/bus lanes, as appropriate	Existing sidewalk widths: 0 feet and 6 feet Provide continuous sidewalks through this segment on both sides of Coors.  On-street bike lanes are provided in northbound direction only from Cottonwood Loop/Briscoe Ranch Trail to Alameda. Provide on-street bicycle accommodations through this segment in both directions.

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## C. Traffic Movement, Access Management, and Roadway Design

### 15.0 Definitions of Transportation Terms

- **Connector Street:** A connector street is a road that provides for local circulation within a small area. It may connect adjoining land parcels or connect several parcels with the intent to keep local traffic off major arterial streets when a trip can be accommodated locally.
- **CWB:** Concrete Wall Barrier, term for a roadside safety barrier used to protect vehicles from obstacles and/or steep slopes and may also be used to control access.
- **Direct Access:** The connection between the major street (i.e., Coors Boulevard) and abutting property occurs along the property frontage and is perpendicular to the major street.
- **Full Access:** An access point that provides for all possible movements (i.e., left turns, right turns, and through movements) between the major street and the minor street or driveway.
- **ITS:** Intelligent Transportation Systems (ITS) involves strategic placement of advanced sensors and dynamic message boards located on the roadside, which are operated remotely from a multi-agency management center to monitor and manage congestion on the roadway system and to coordinate incident response. ITS can help maximize the efficiency of roadways with high traffic volumes by adjusting signal timing for optimal traffic flow and alerting drivers in real time to congestion “downstream” so that they can avoid any delays.
- **Lane Balance:** A consideration to ensure that at decision points for motorists along a roadway, such as on Coors Boulevard approaching the I-40 interchange, the number of lanes approaching and the number of lanes departing do not result in abrupt and potential unsafe movements.
- **Partial Access:** An access point that restricts certain movements, usually left-turn and through movements, from the minor street or driveway. For example, a right-in/right-out access provides partial access from a major street to a minor street or driveway.
- **Premium Transit Service:** Refers to Bus Transit Service (BRT), which provides a higher standard of service for speed and reliability than conventional local bus service.
- **Public Viewsite [126 - pending]**
- **Single Point Diamond Interchange:** A form of diamond interchange with a single signalized intersection through which all left turns utilizing the interchange must travel.[125]