

MAJOR ISSUES: policies and guidelines

The major issues of the Coors Corridor area are:

- Traffic Movement/Access and Roadway Design
- Environmental Concerns and Related Improvements
- Land Use and Intensity of Development
- Visual Impressions and Design Overlay Zone

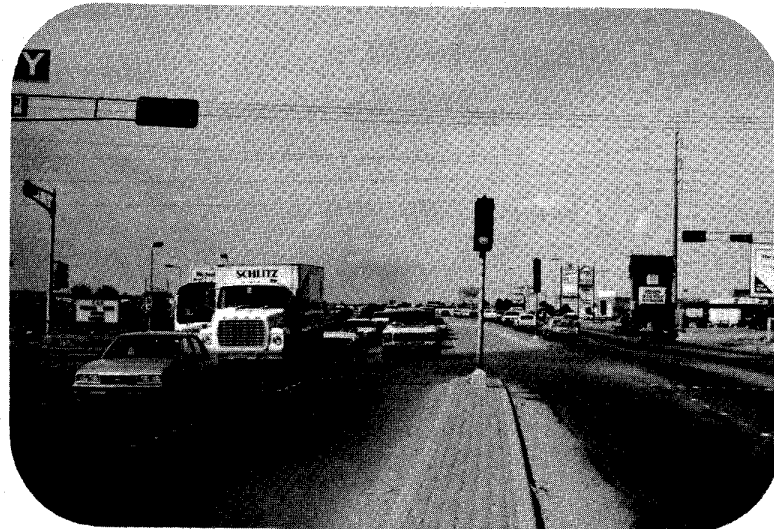
Each of these issues is of equal importance. Development decisions in the Coors Corridor must integrate and collectively consider these issues in order to achieve goals and objectives of the Albuquerque/Bernalillo County Comprehensive Plan and the Northwest Mesa Area Plan.

ISSUE 1

traffic movement/access and roadway design

Present Coors roadway design and facilities are inadequate to maintain efficient operation during current and projected peak traffic volumes. Uncontrolled and unlimited access onto Coors Boulevard causes safety hazards and traffic congestion.

Appropriate design in the public right-of-way will provide for increased traffic-carrying capacity and increased safety, will provide reasonable access to adjacent properties, and will complement the scenic values of the Coors Corridor.



policy 1 principal arterial

Coors Boulevard shall be designed to improve its traffic-carrying function as a major north-south arterial for the Northwest Mesa area.

rationale:

Coors Boulevard is presently designated as a Principal Arterial on Albuquerque's Long Range Major Street Plan.

Design considerations for improving Coors Boulevard are based upon the fact that Coors is and will continue to be a major traffic arterial west of the Rio Grande. At present, the boulevard experiences congestion during peak-traffic periods, and projections from the Middle Rio Grande Council of Governments indicate that the traffic volume may increase as much as 250 percent in the next two decades. However, the projections are to the year 2005 and assume that only 50 percent of the potential ultimate development of the Northwest Mesa is in place.

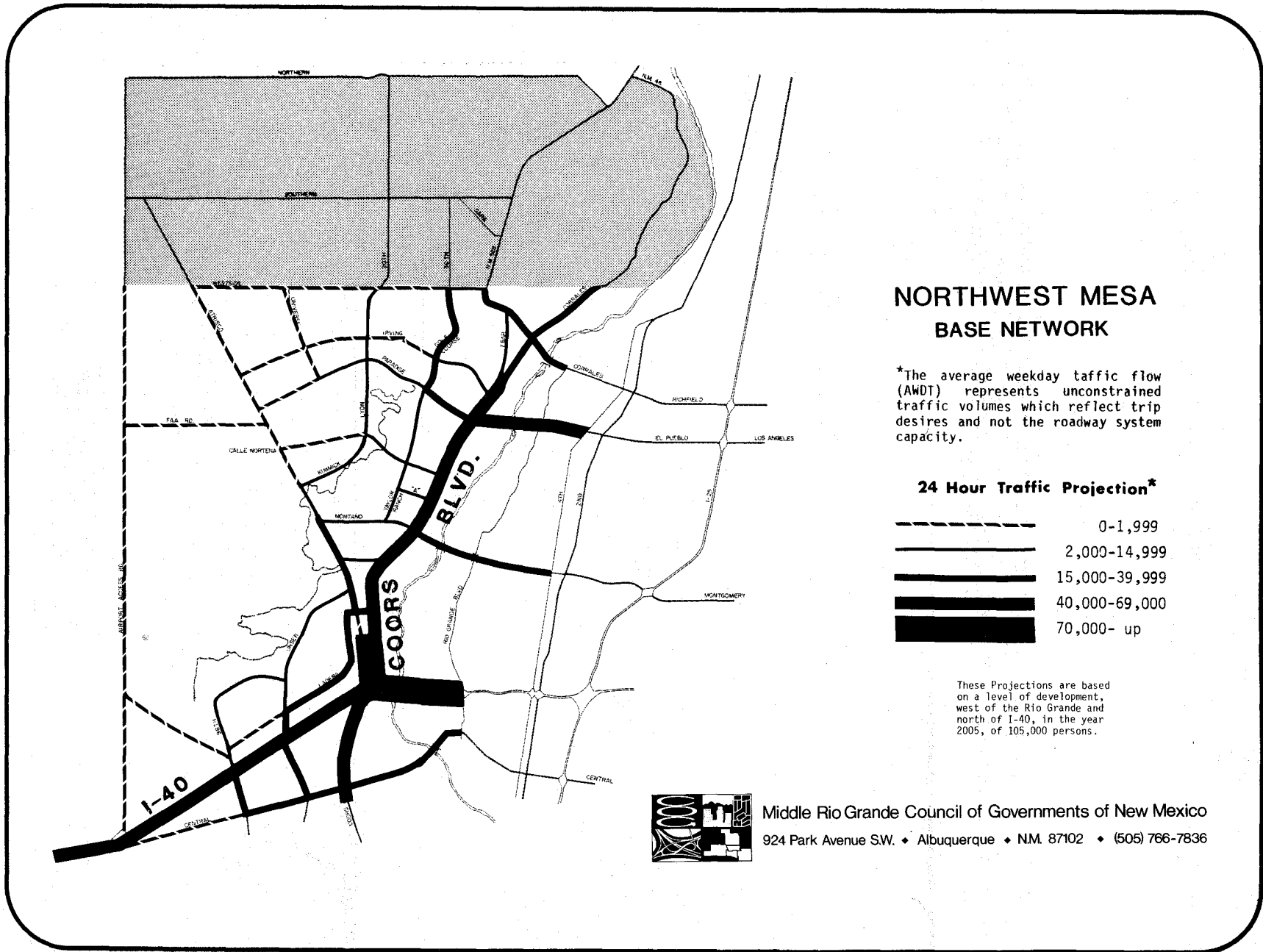


figure 3 average weekday traffic flow

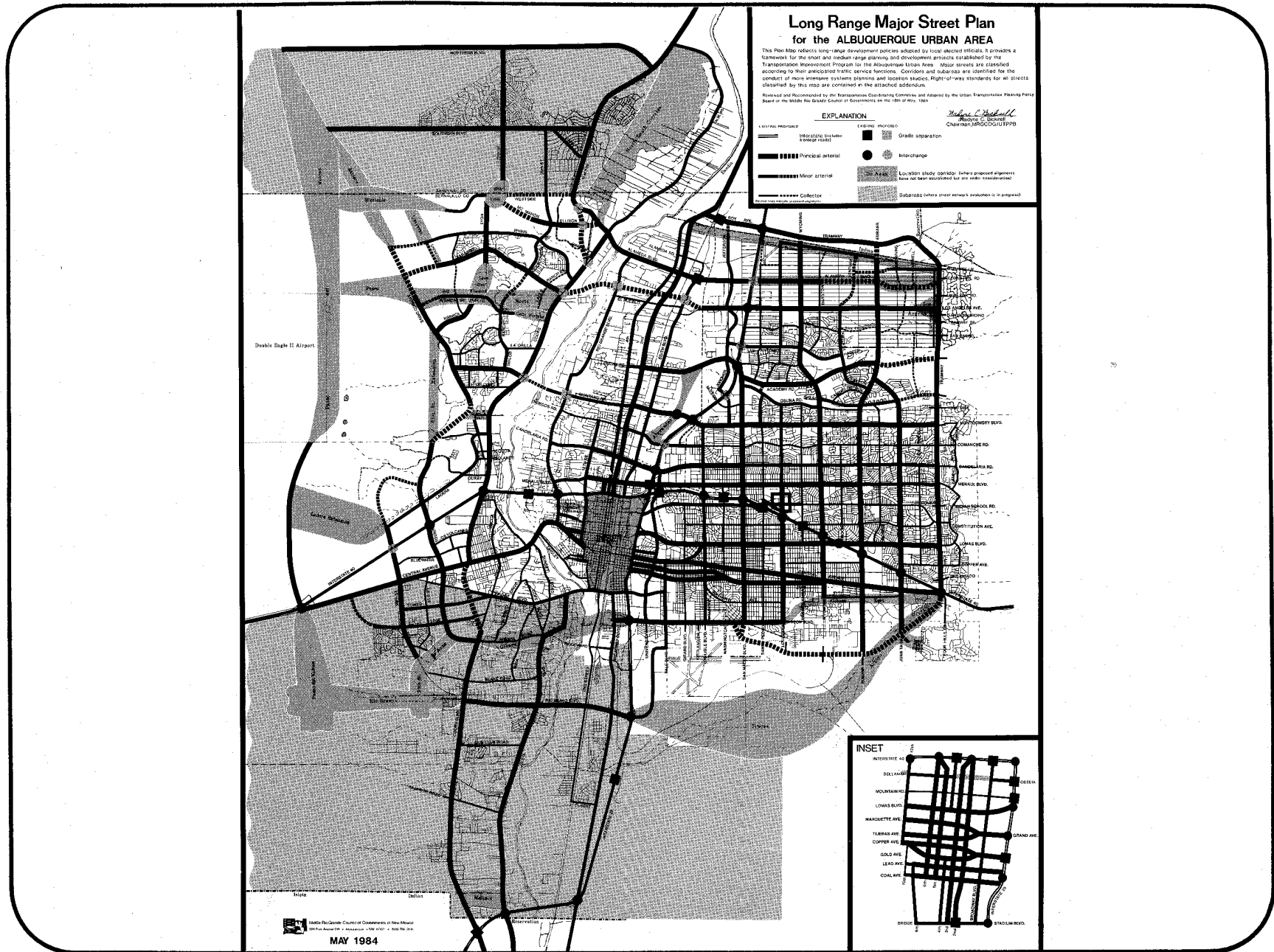


figure 4 long range major street plan

policy 2 right-of-way

The City shall initiate a program to acquire additional right-of-way for Coors Boulevard from Central Avenue to Corrales Road to achieve a minimum right-of-way of 156 feet. Signalized and right-turn-only intersections shall require an additional five feet of right-of-way on the approach to the intersection in order to provide for an exclusive right-turn lane.

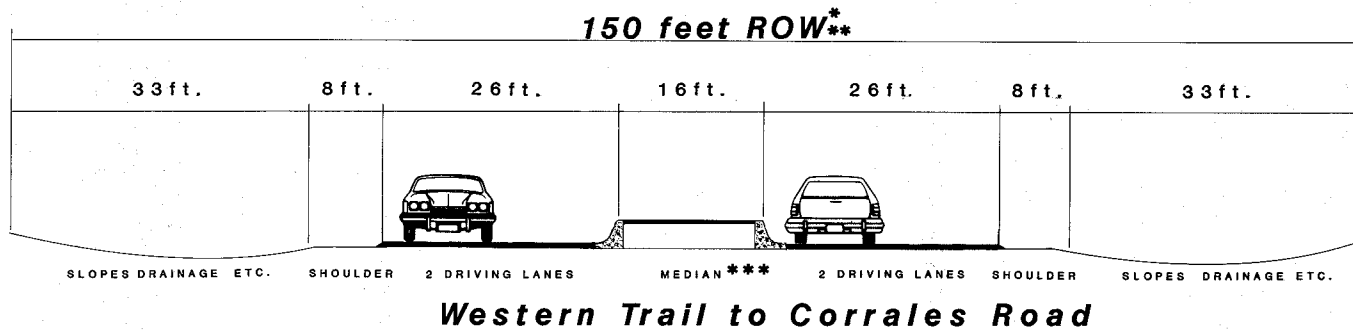
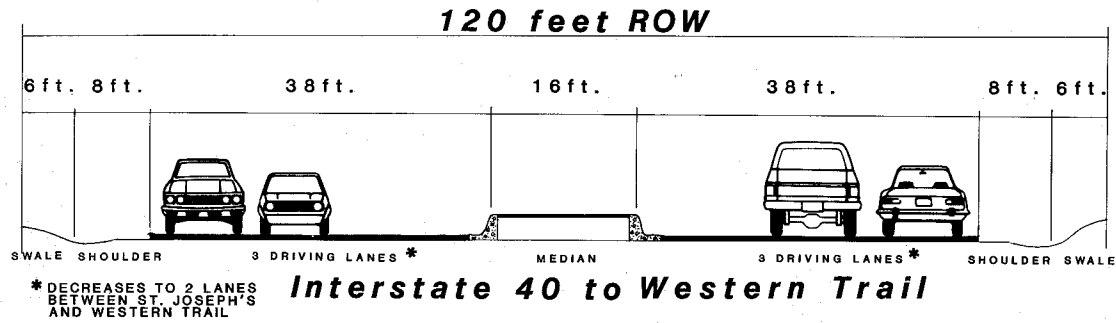
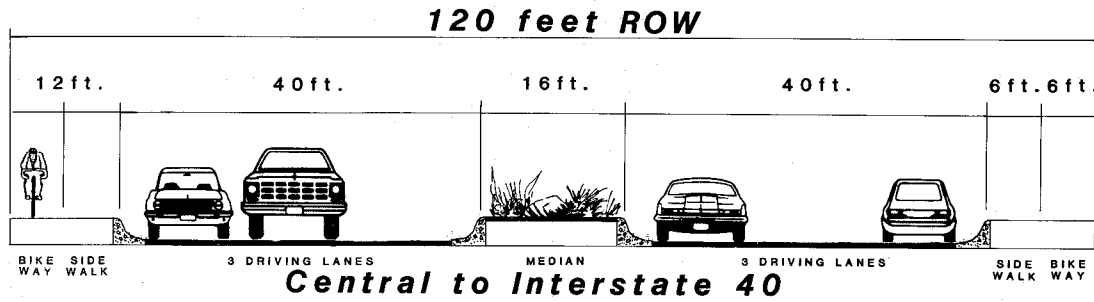
An additional 12 feet of right-of-way shall be required to provide an exclusive right-turn lane for driveways which must accommodate high volumes of traffic. The Traffic Engineer will determine appropriate driveway design and their locations.

An additional 11 feet of right-of-way shall be required at intersections only between Central Avenue and Fortuna Road to provide for the existing bike trail and sidewalk, until such time that an alternate route for the bike trail can be implemented.

rationale:

The Urban Transportation Planning Policy Board (UTPPB) has adopted a policy stating that Coors Boulevard (from Interstate 40 to Corrales Road) be a Principal Arterial, high-capacity, limited access facility, having a 156-foot-wide right-of-way. Also, the connection of North Coors Boulevard from Central Avenue south to South Coors Boulevard is now being designed. This connection will increase the traffic volume on Coors Boulevard south of Interstate 40. Therefore, the portion of Coors Boulevard from Interstate 40 to Central Avenue should also be a minimum of 156 feet of right-of-way to match the portions south of Central Avenue and north of Interstate 40.

Timely acquisition and dedication of right-of-way can reduce future capital expenditures as well as facilitate timely initiation of improvements.



- * 200 FEET OF R.O.W. FROM LA ORILLA TO CALLE NORTENA (ALBAN HILLS AREA).
- ** R.O.W. AT CORRALES INTERSECTION IS LESS THAN 150 FEET.
- *** RAISED MEDIAN STOPS AT MONTANO ROAD AND BECOMES PAINTED CONTINUOUS LEFT-TURN LANE.

figure 5 existing cross-section

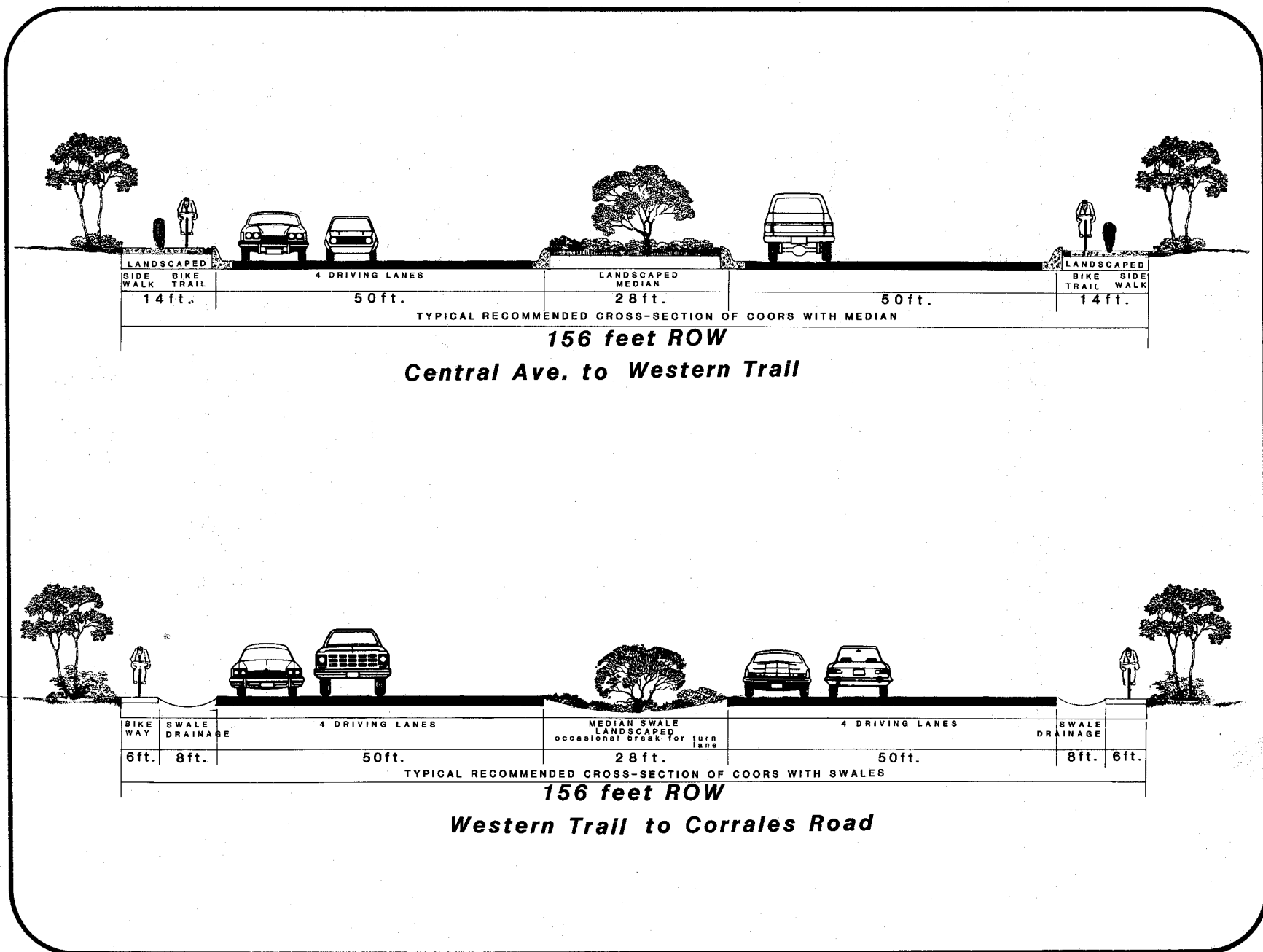


figure 6 recommended cross-section

policy 3

control of access and driveways

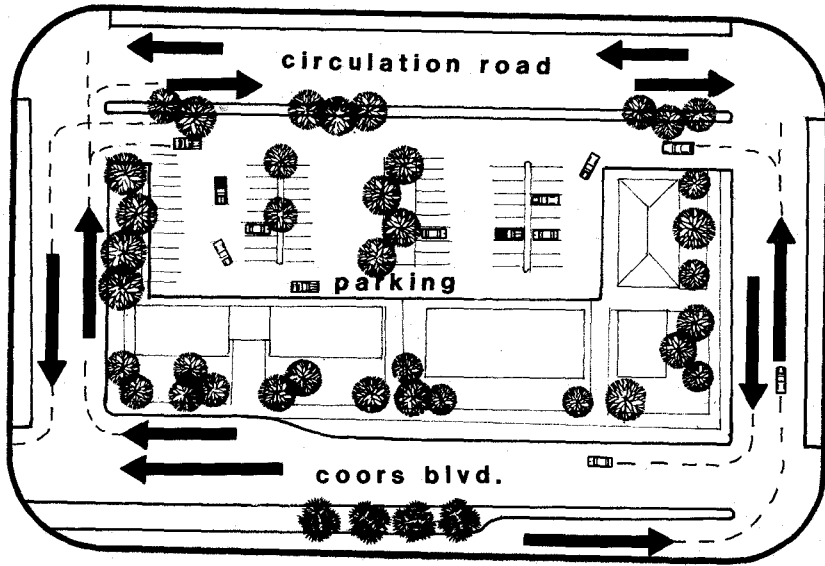
Vehicular access to Coors Boulevard shall be limited to protect its primary function as a major traffic carrier. Driveways shall not be permitted within 400 feet on the approach to a major signalized intersection and within 150 feet on the departure side. The intent of this policy is to limit the number of allowable driveways and to encourage the use of shared driveway access between property owners. Driveways shall be spaced no less than approximately 300 feet apart. In a typical quarter mile segment no more than three driveways shall be permitted per side of the corridor. If this driveway design does not provide access to a property, then the Traffic Engineer shall consult with the City Planner to consider alternatives to provide access to that property. The Traffic Engineer shall make the final determination.

The City shall work with property owners, developers, neighborhood associations, groups and residents to establish a circulation system to provide alternate access opportunities to properties from facilities other than Coors Boulevard. Alternative access for adjacent properties shall be developed before direct access points to Coors Boulevard are closed.

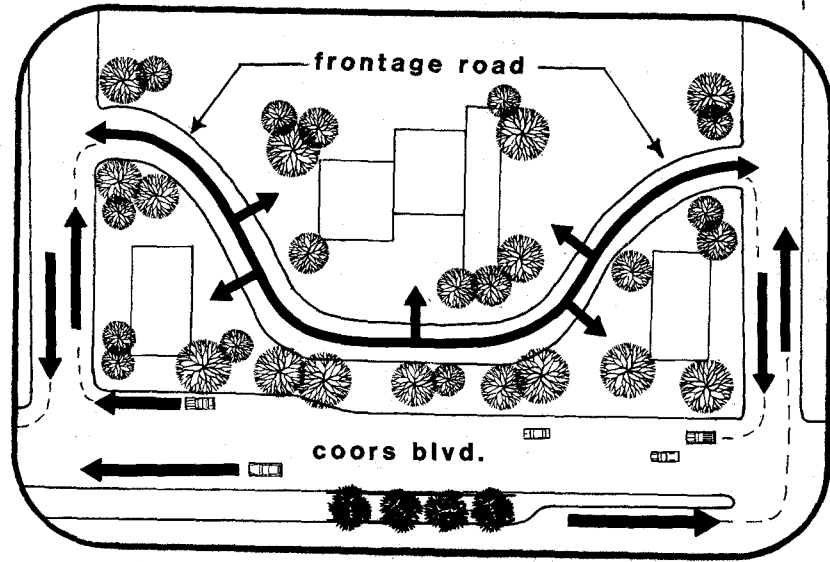
rationale:

Controlled access provides for better traffic flow and safer traffic operations. The anticipated volume of traffic flow on Coors Boulevard requires that design solutions favor the safe and effective movement of vehicles.

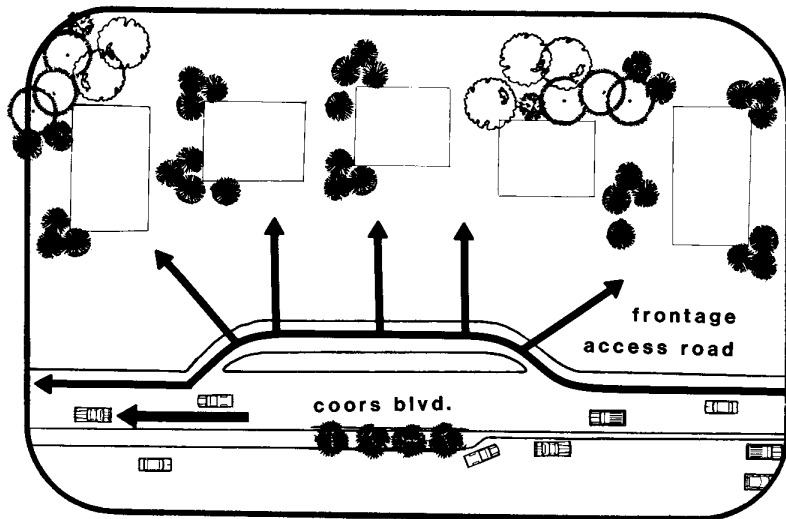
circulation road access



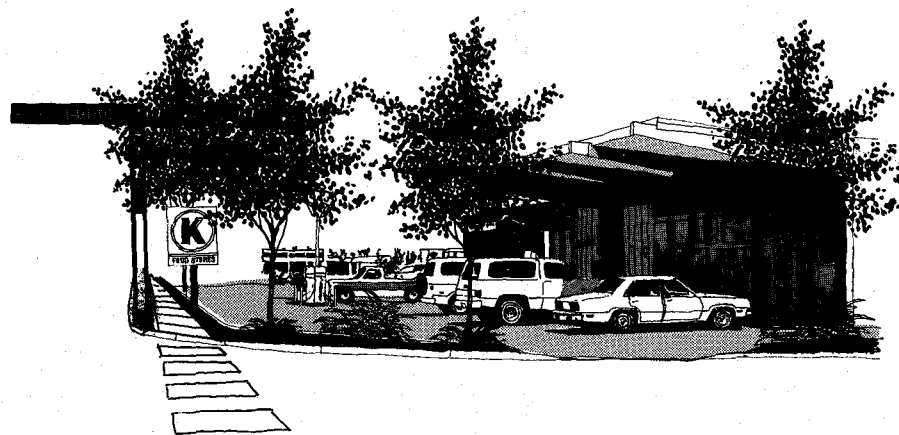
frontage road access



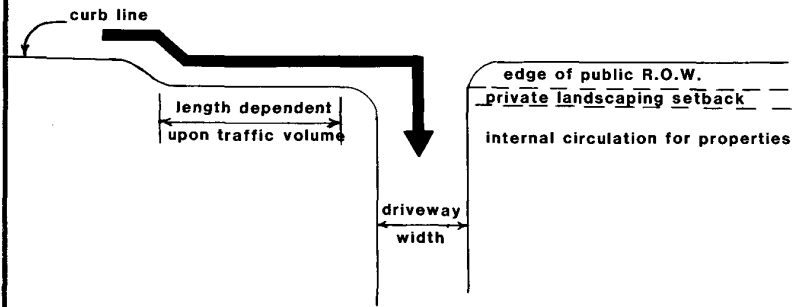
frontage access



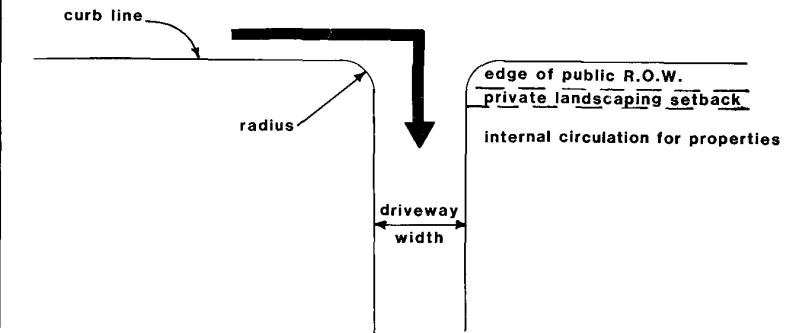
access alternative



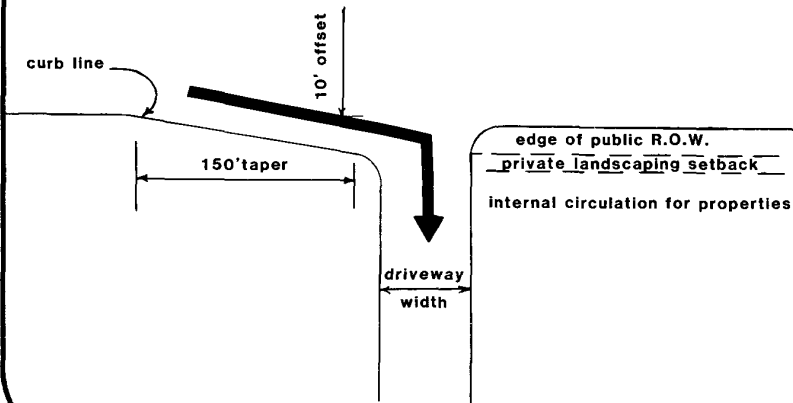
1. curbed radius with a right-turn lane
 used in areas with extremely high volumes of traffic, such as a shopping center



2. curbed radius
 used in typical driveway situations with intermediate to low volumes of traffic



3. curbed radius with a taper
 used in areas with intermediate volumes of traffic, such as small restaurants



4. directional drives
 used in areas with service establishments or gas stations

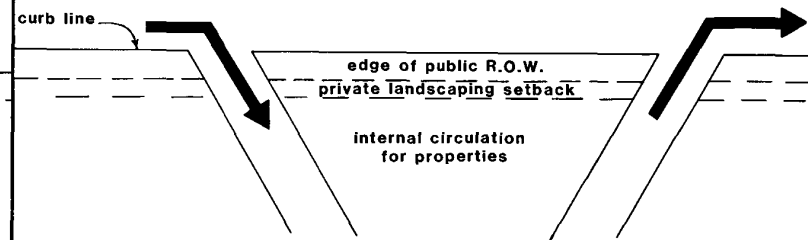


figure 7 four driveway designs

policy 4 medians

Median openings will be permitted only at the major one-half mile signalized intersections. The medians shall be built to a 28 foot width to provide an area for dual left turns at major intersections, landscaping, drainage and other necessary improvements. All other median cuts shall be closed when the midpoint of level of service D* is reached in that segment of roadway. In exceptional cases, as determined by the Traffic Engineer in consultation with the City Planner, directional median cuts may be permitted if the additional cut is in the public interest and will relieve a safety or capacity problem.

Close existing median openings not being used for access to developed properties from St. Joseph's Drive north. Install median from Montano north to its ultimate design width.

rationale:

The left turn is the most disruptive movement along any traffic-carrying facility. In order to encourage and maintain a reasonable traffic flow on a major traffic-carrying facility, this movement must be limited and controlled to ensure smooth and safe operation of the roadway with high traffic volumes.

*Level of Service D - Please see Implementation Steps for Transportation Improvements in this plan.

policy 5 intersections

Distance between major signalized intersections on Coors Boulevard shall be as far apart as is possible and practical to encourage continuous traffic flow.

There shall be a minimum distance of approximately one-half mile for signalized intersections. Limited access locations for right-turn-off and right-turn-on traffic movement shall be placed with careful consideration for proximity to full intersections and to provide reasonable access to property within the corridor. Limited access locations shall be a minimum distance of approximately one-quarter mile from full intersections or from other limited access locations.

An exclusive right-turn lane shall be provided at all major one-half mile signalized intersections and one-quarter mile right-turn only intersections.

At the signalized one-half mile intersections a radius sufficient to accommodate channelized right-turns shall be utilized to improve pedestrian crossing conditions by reducing crossing time and by providing a pedestrian refuge area, as well as enhancing vehicular operation. The specific design shall be determined by the Traffic Engineer.

The proposed traffic signals shown along Coors Boulevard shall be installed when the warrants contained in The New Mexico Manual and Specifications for a Uniform System of Traffic Control Devices are met at each location.

rationale:

Maximum practical distance between traffic signals and points of limited access is essential to accomplish the best possible traffic flow to accommodate the anticipated traffic volumes on Coors Boulevard. One-half mile spacing for major signalized intersections will allow speeds in the range of 35 to 40 miles per hour in both directions along Coors Boulevard.

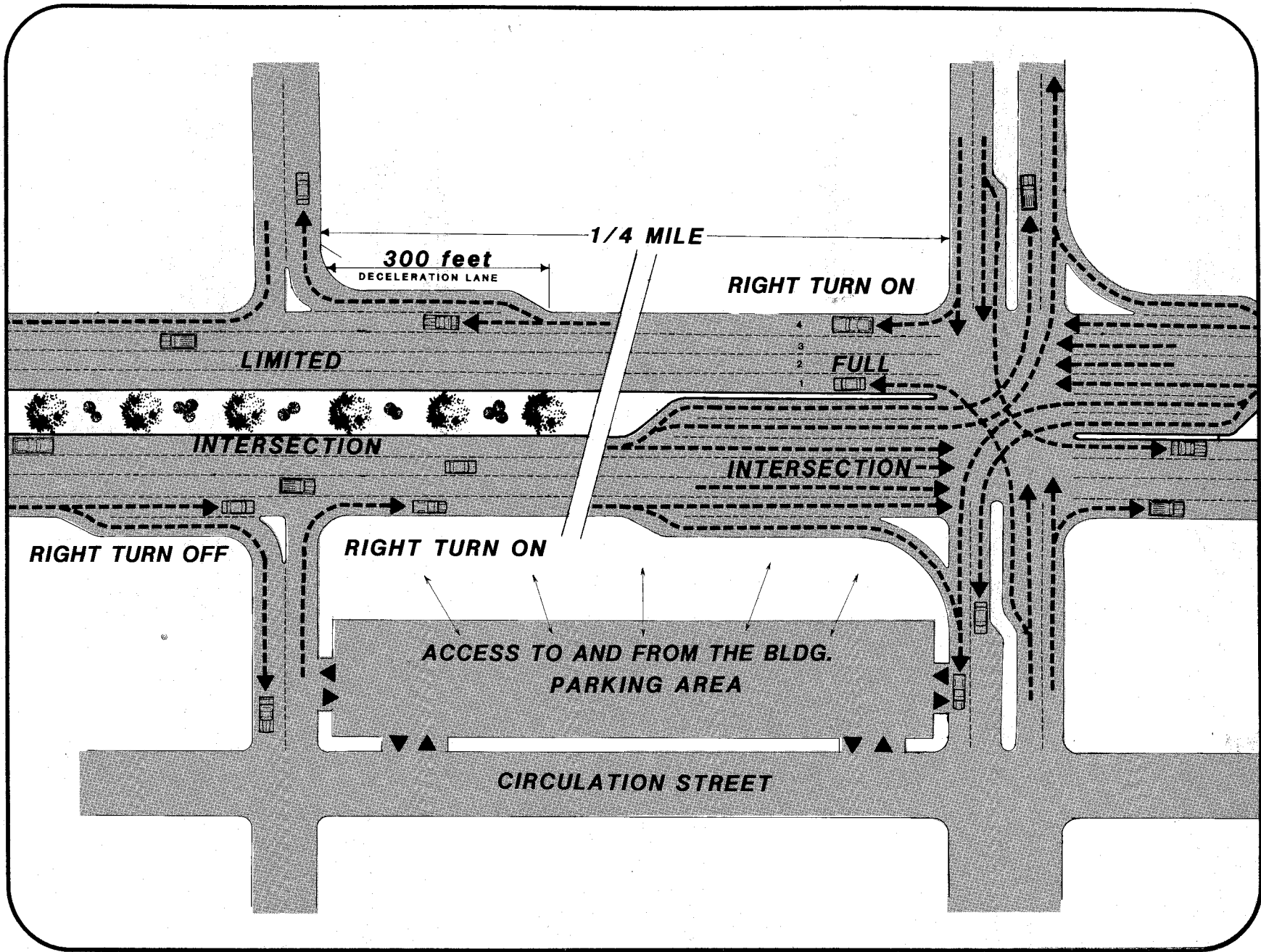
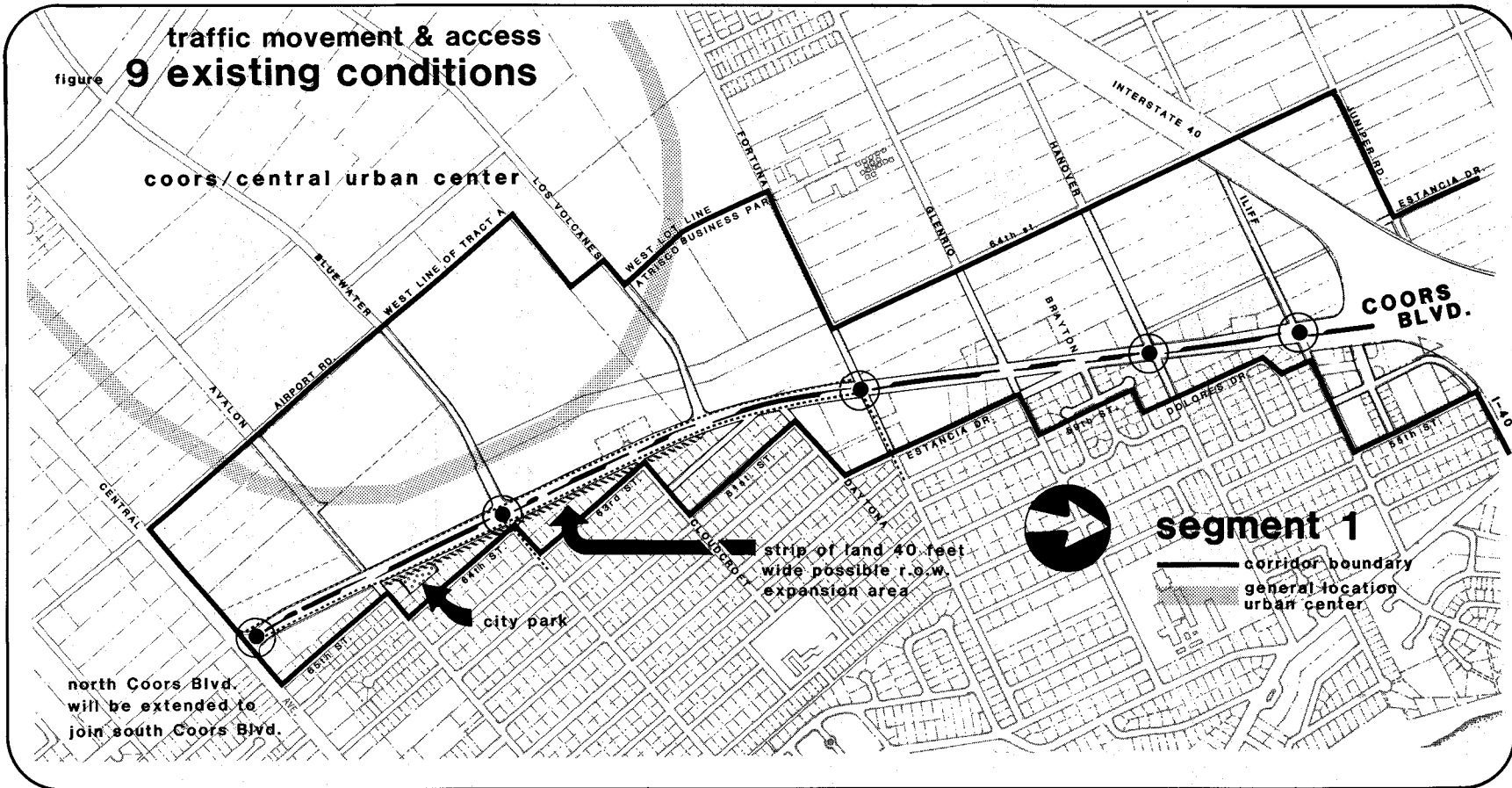



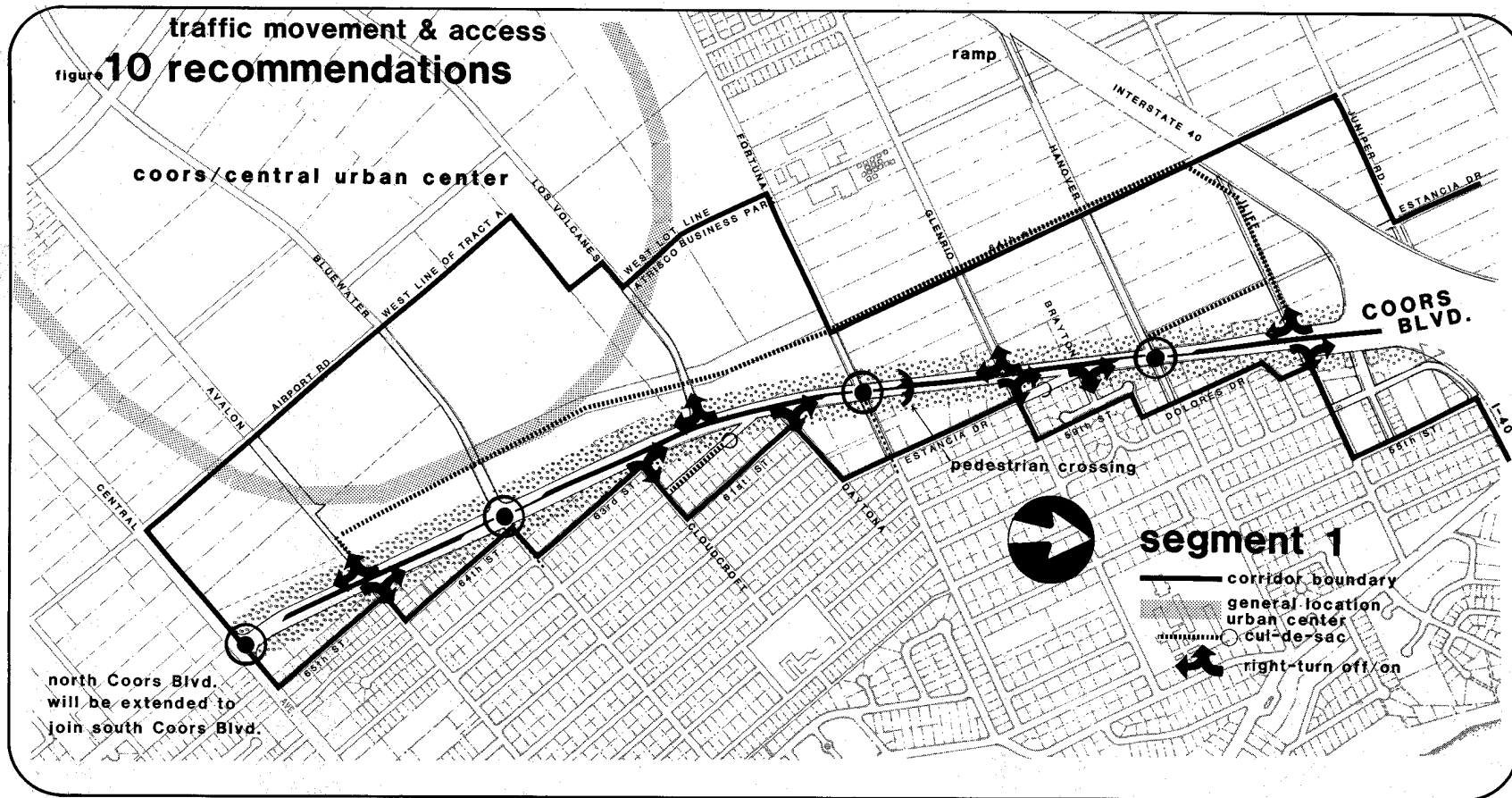
figure 8 schematic of intersection

The following maps show existing roadway conditions and specific recommendations for design of roadway traffic movement and access. The matrix text should be read as continuous numbers. The left map shows existing conditions for the entire segment; the right map shows the recommendations. Further, the matrix contains additional information not shown on the maps.

figure 9 traffic movement & access existing conditions

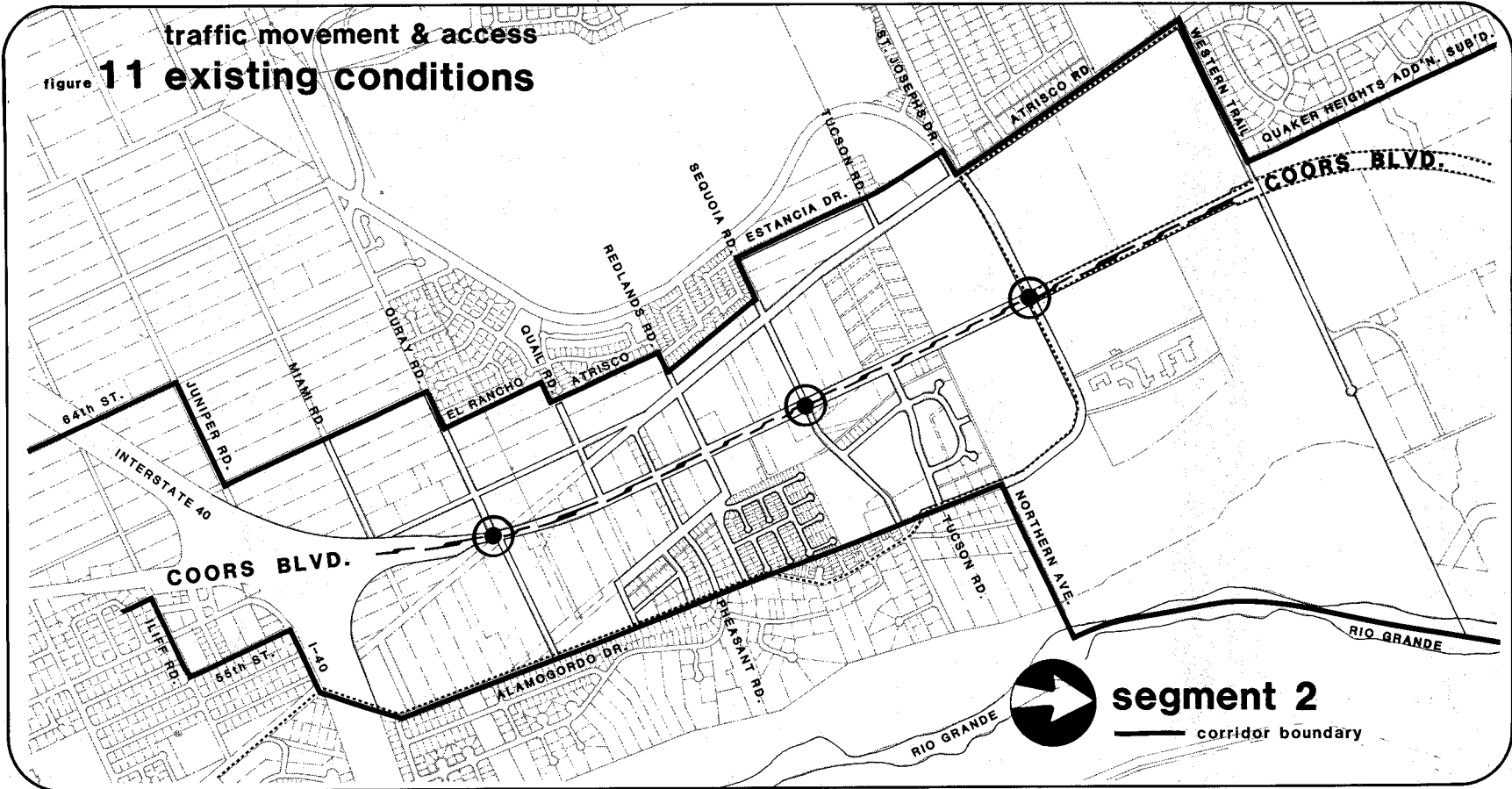


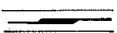
ITEM	EXISTING CONDITIONS 1982	RECOMMENDATIONS
RIGHT-OF-WAY (R.O.W.)	120 feet wide	156 feet wide obtain 36 additional feet
NORTH & SOUTH BOUND LANES	3 lanes	4 lanes when traffic volumes require it
CENTER MEDIAN 	±16 feet wide - raised - landscaped	±28 feet wide , raised , landscaped
LEFT-TURN MEDIAN OPENINGS	at all intersections and at 2 mid-block locations	Central, Bluewater, Fortuna, Hanover
RIGHT-TURNS	at all intersections	right-turn-off / right -turn-on at Avalon, Daytona, Cloudcroft, Los Volcanes, Glenrio, Iliff, Brayton
DRIVEWAYS	at developed and undeveloped parcels with access onto Coors Blvd. 38 driveways-(16 located between Hanover, and I-40)	controlled access to Coors Blvd., no more than 3 driveways per side per 1/4 mile.



ITEM		EXISTING CONDITIONS 1982	RECOMMENDATIONS
7. CIRCULATION STREETS	.....	eastside has existing streets westside is mostly undeveloped	develop plans for access to parcels from facilities other than Coors Blvd.
8. TRAFFIC SIGNALS	●	5-Central, Bluewater, Fortuna, Hanover, Iliff	4-Central, Bluewater, Fortuna, Hanover
9. STREET LIGHTS		Central to Iliff	improve lighting and adjust locations when Coors Blvd. is widened
10. BUS ROUTE		northbound and southbound	improve bus stop areas, provide shelters
11. SIDEWALK		Central to Iliff adjacent to curb	relocate sidewalk and bikeway on alternate route away from Coors Blvd.
12. BIKEWAY	.....	Central to Fortuna, then route goes to east	
13. LANDSCAPING	.....	in center median only	develop streetscape plan and provide areas for buffer planting along east side of roadway

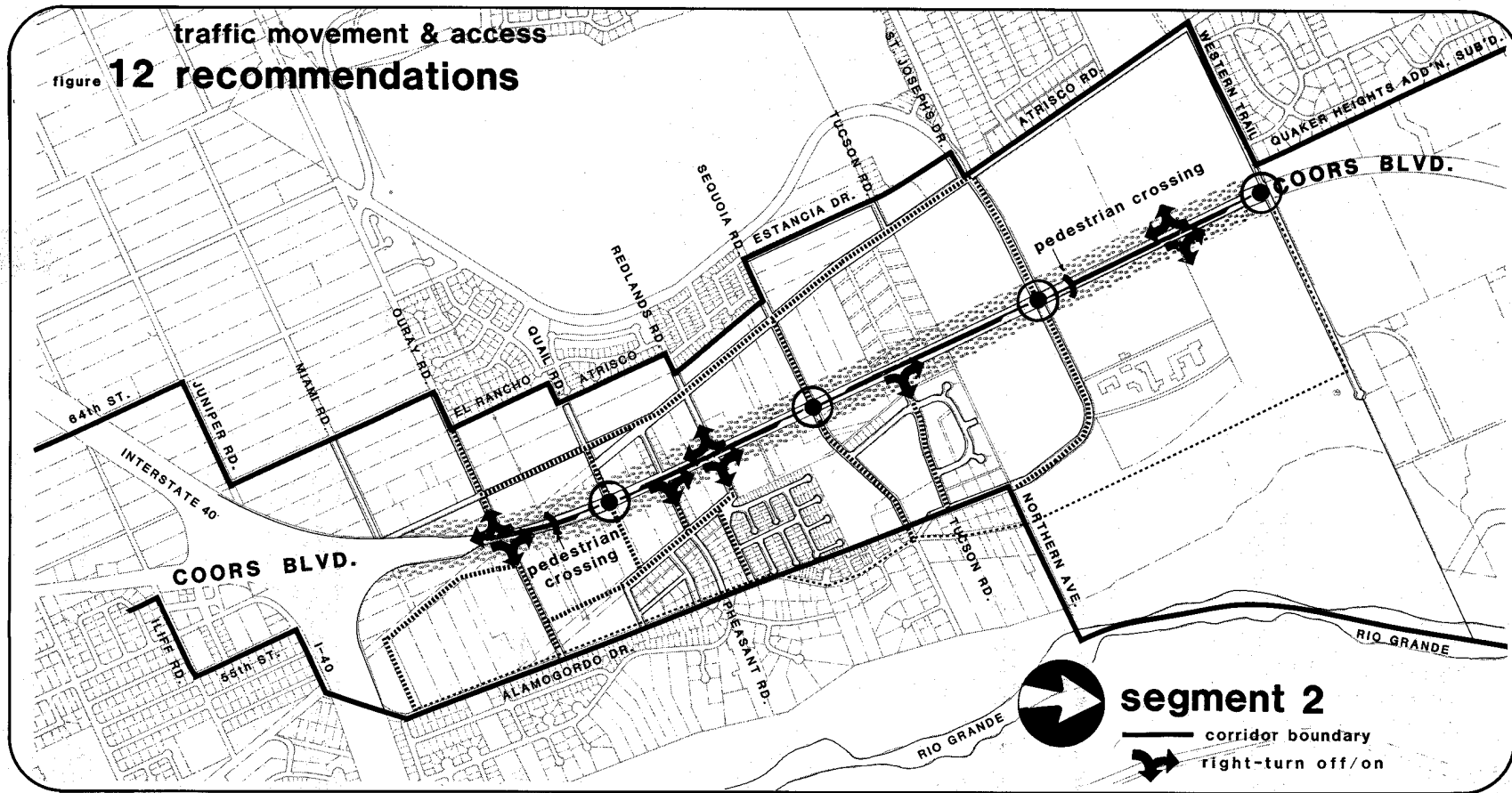
figure 11 traffic movement & access existing conditions



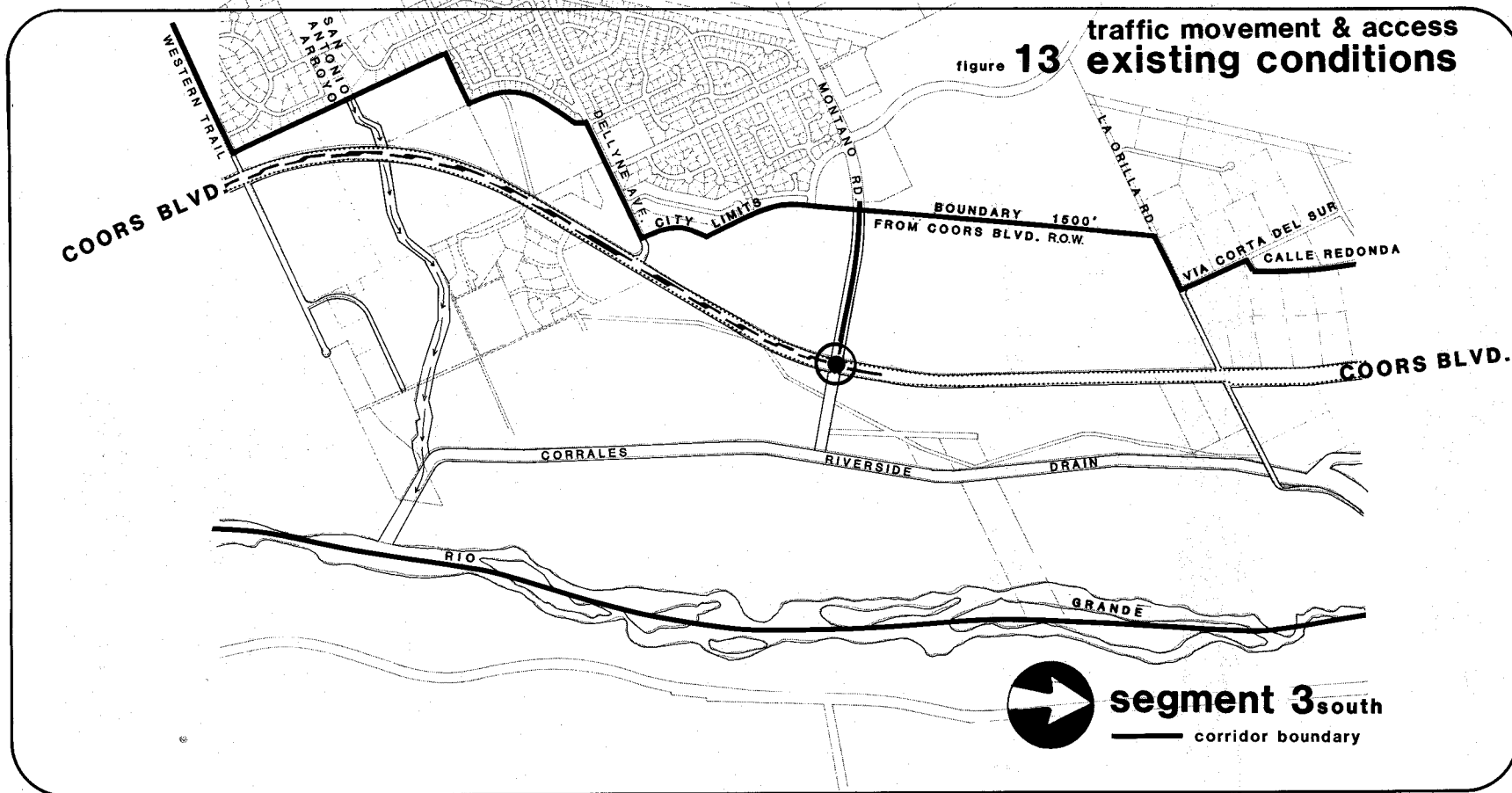
ITEM	EXISTING CONDITIONS 1982	RECOMMENDATIONS
1. RIGHT-OF-WAY (R.O.W.)	120 feet wide	156 feet wide; obtain 36 additional feet
2. NORTH & SOUTH BOUND LANES	3 lanes	4 lanes ; when traffic volumes require it
3. CENTER MEDIAN 	±16 feet wide; raised not landscaped	±28 feet wide; raised landscaped
4. LEFT-TURN MEDIAN OPENINGS	at all intersections and at 12 mid-block locations.	Quail, Sequoia, St. Josephs, Western Trail
5. RIGHT-TURNS	at all intersections	right turn off/on at Ouray, Redlands, Tucson, and ±1/4 mile north of St. Josephs
6. DRIVEWAYS	at developed and undeveloped parcels with access onto Coors Blvd. 19 driveways (9 are between Ouray and Pheasant)	controlled access to Coors, no more than 3 driveways per side per 1/4 mile

traffic movement & access

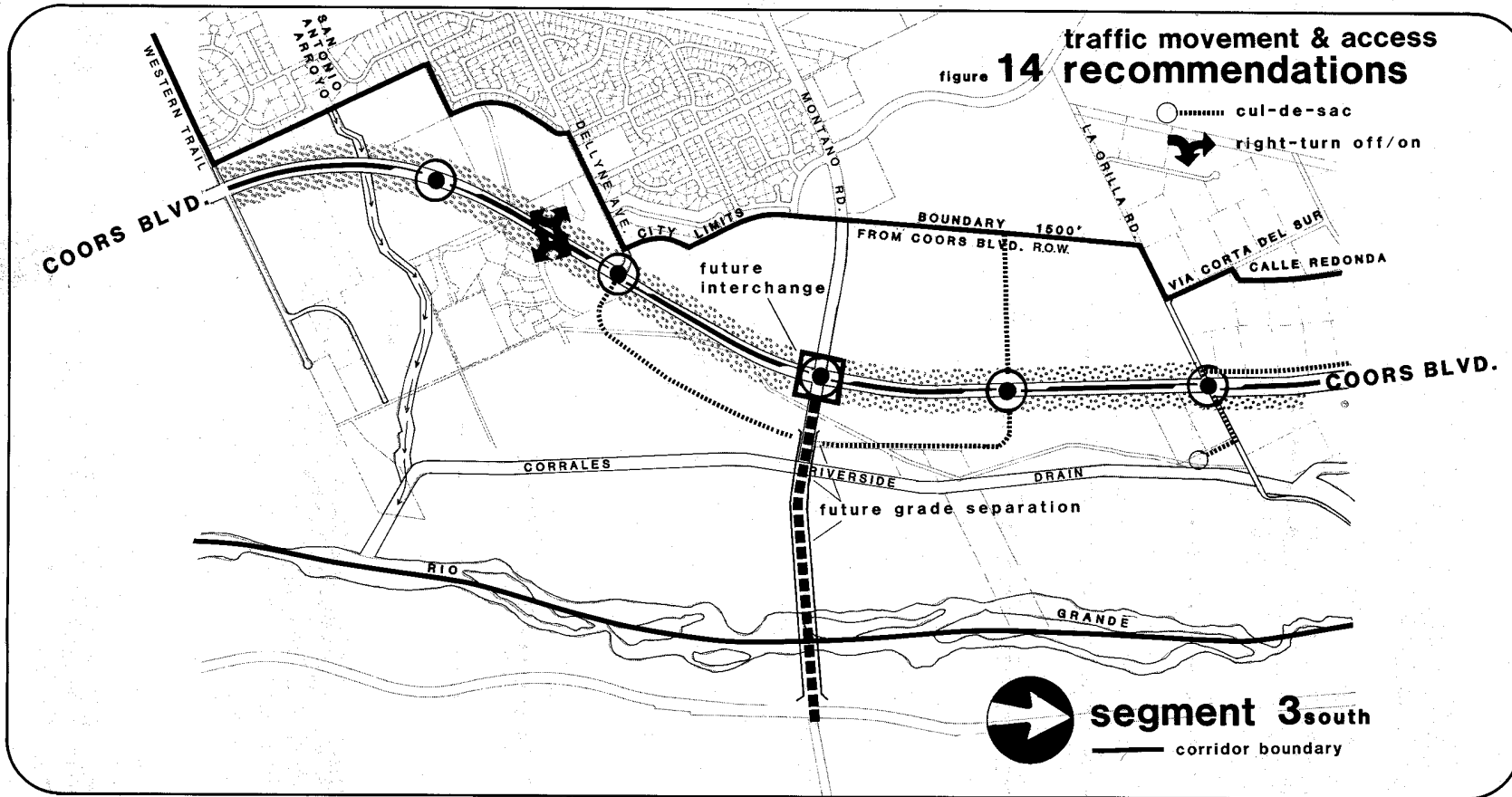
figure 12 recommendations



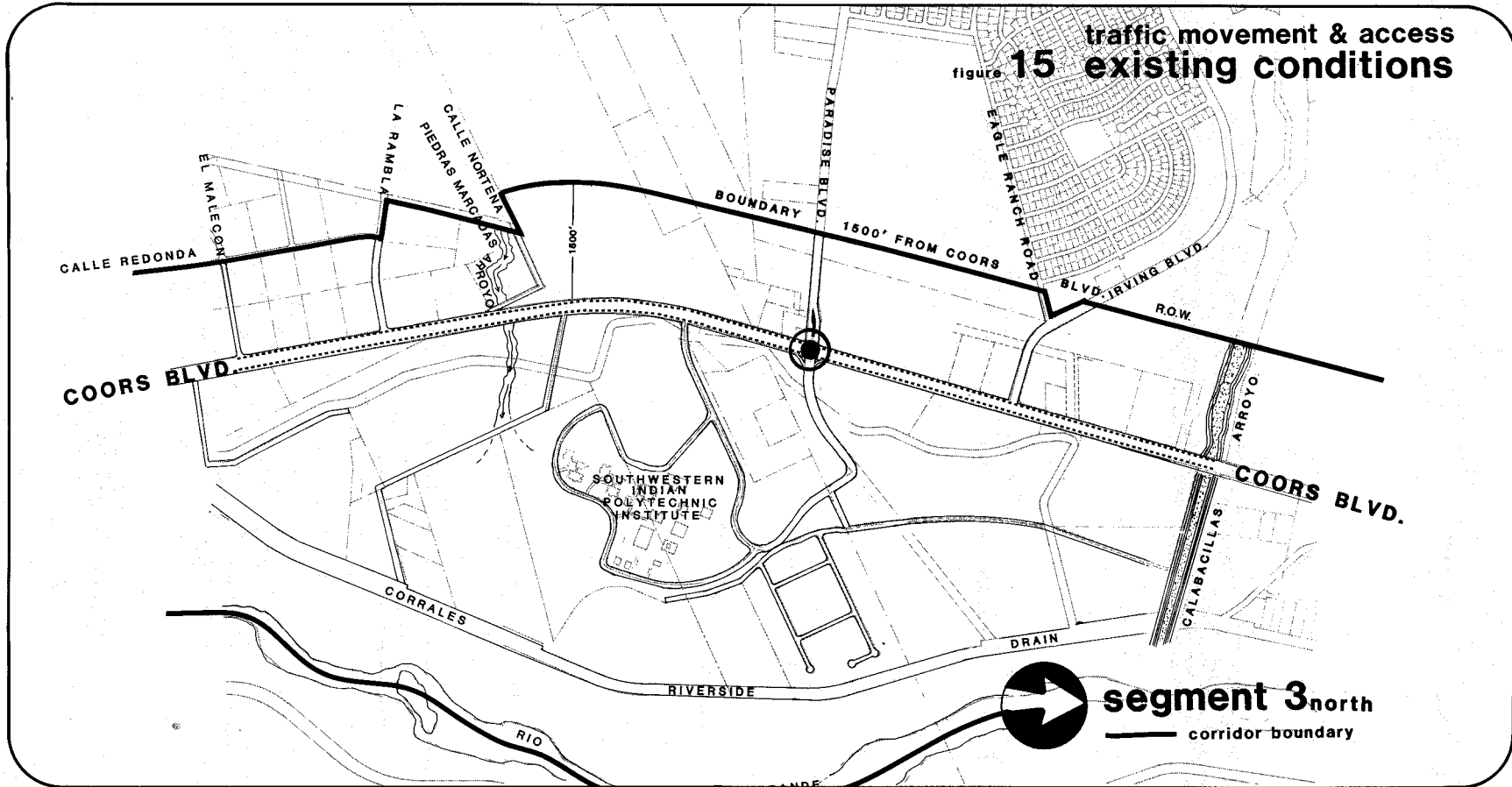
ITEM		EXISTING CONDITIONS 1982	RECOMMENDATIONS
7. CIRCULATION STREETS	.....	eastside and westside have several existing streets	develop plans for access to parcels from facilities other than Coors Blvd.
8. TRAFFIC SIGNALS	●	3—Ouray, St. Josephs Dr. & Sequoia	4—Quail, Sequoia, St. Josephs , Western Trail
9. STREET LIGHTS		only at major intersections	install arterial street lighting when R.O.W. is widened
10. BUS ROUTE		northbound and southbound	improve bus stop areas, provide shelters
11. SIDEWALK		none	construct sidewalk away from edge of road when R.O.W. is widened provide alternate bikeway route on Atrisco and through the University of Albuquerque area
12. BIKEWAY	.....	east of Coors until St. Josephs , then north	
13. LANDSCAPING	.....	none in R.O.W.	develop streetscape plan

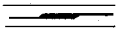


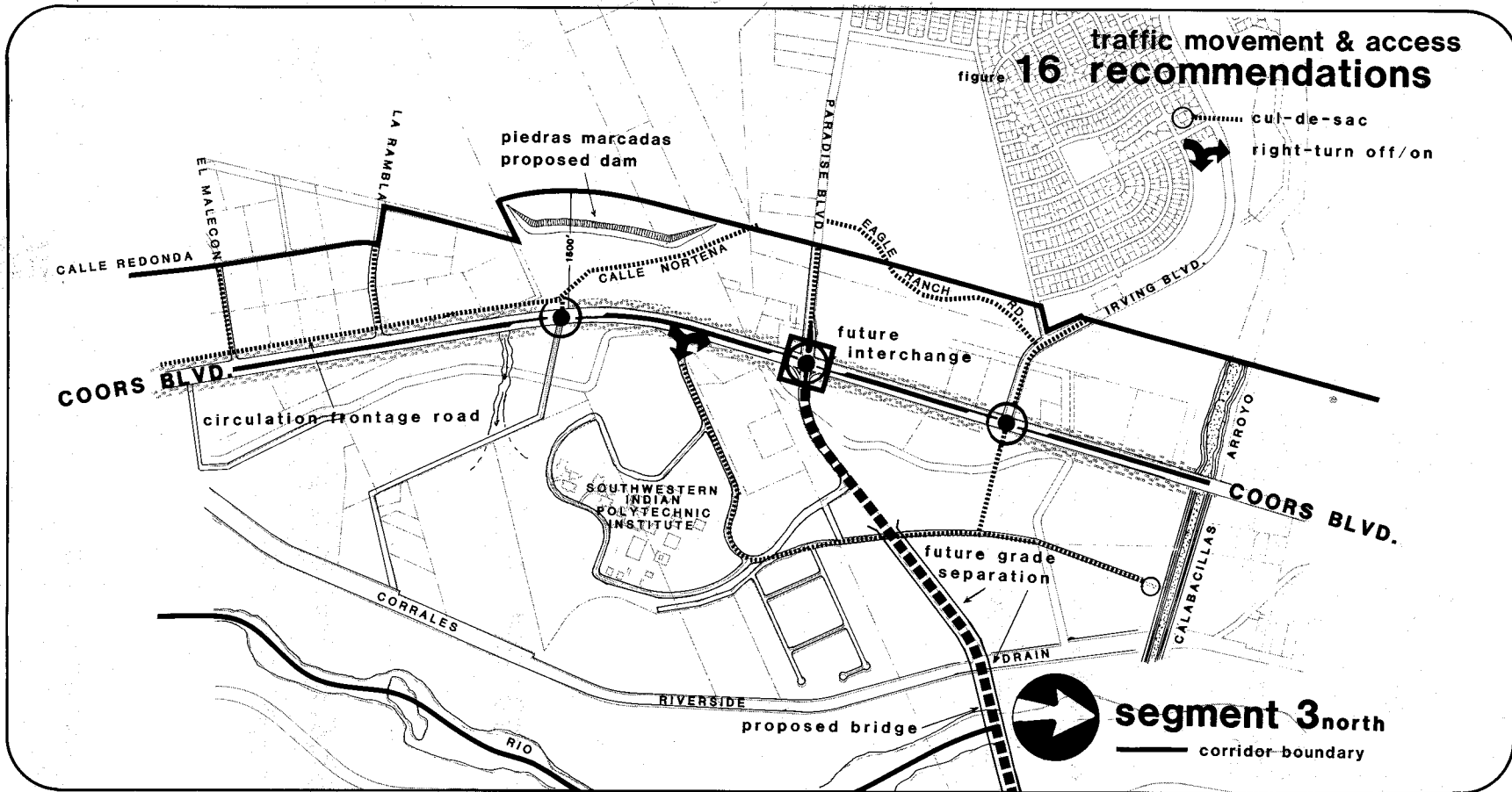
ITEM	EXISTING CONDITIONS 1982	RECOMMENDATIONS
1. RIGHT-OF-WAY (R.O.W.)	150 feet wide except from La Orilla to Calle Nortena where there is 200 feet of R.O.W.	156 feet wide; obtain 6 additional feet; additional R.O.W. for slopes and drainage may be required
2. NORTH & SOUTH BOUND LANES	2 lanes beginning at St. Josephs Drive	4 lanes; when traffic volumes require it
3. CENTER MEDIAN	±16 feet wide; raised curb ends at Montano Rd. not landscaped	± 28 feet wide; landscaped
4. LEFT-TURN MEDIAN OPENINGS	at all intersections and 11 intermittent locations to Montano, then continuous turn-lane north of Montano	La Luz, Dellyne, Montano, 1/2 mile north of Montano, La Orilla
5. RIGHT-TURNS	at all intersections	right-turn-off/on at limited locations 1/4 mile from signalized intersections, or from each other
6. DRIVEWAYS	at developed and undeveloped parcels with access onto Coors Blvd.; 7 driveways	controlled access to Coors ; no more than 3 driveways per side per 1/4 mile



ITEM	EXISTING CONDITIONS 1982	RECOMMENDATIONS
7. CIRCULATION STREETS	eastside is mostly undeveloped westside	develop plans for access to parcels from facilities other than Coors Blvd.
8. TRAFFIC SIGNALS	1-Montano Road	5-La Luz area, Dellyne, Montano, 1/2 mile north of Montano, La Orilla (at minimum spacing)
9. STREET LIGHTS	only at major intersections	only at major intersections and areas of access
10. BUS ROUTE	northbound and southbound as far as Paradise Blvd.	improve bus stop areas, provide shelters
11. SIDEWALK	none	proposed trail
12. BIKEWAY	both sides of Coors Blvd.	recommend alternate route away from Coors Blvd.
13. LANDSCAPING	none in R.O.W.	develop streetscape plan

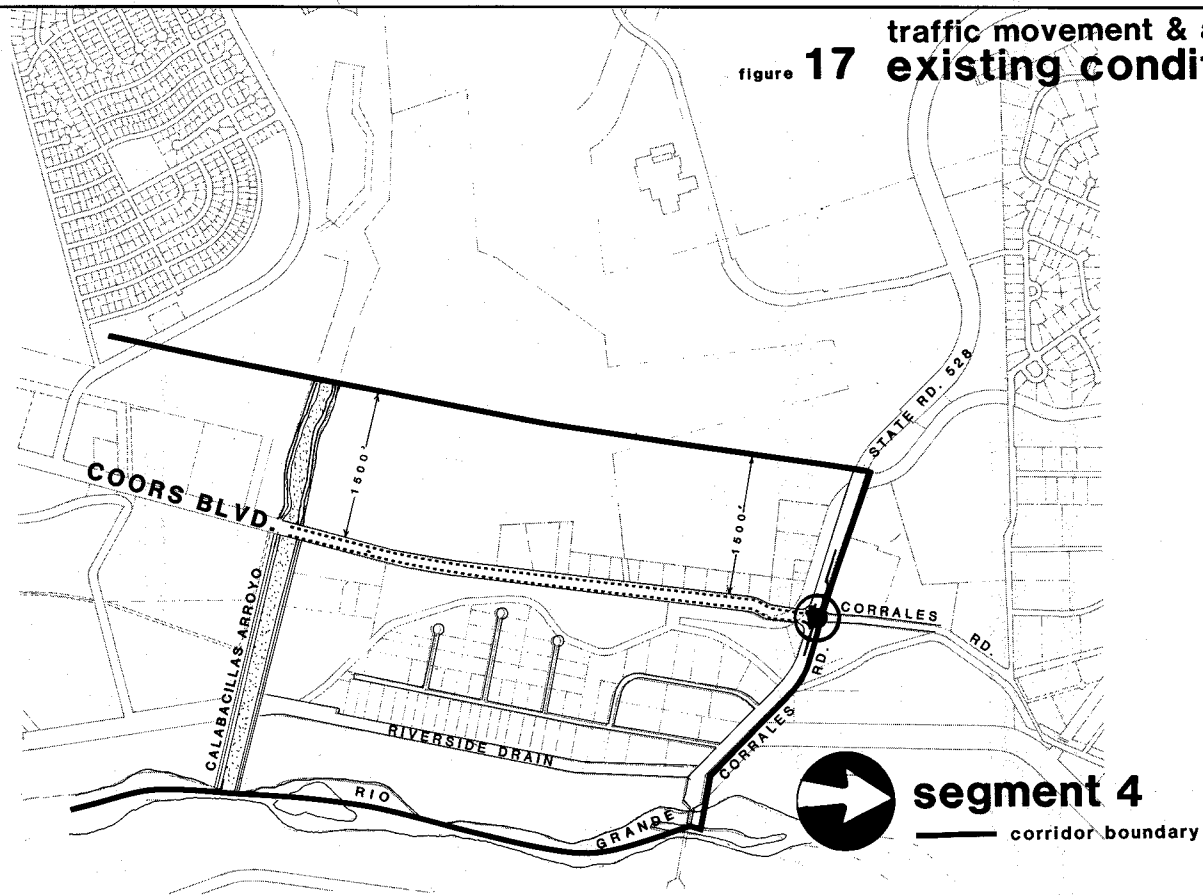


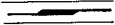
ITEM	EXISTING CONDITIONS 1982	RECOMMENDATIONS
1. RIGHT-OF-WAY (R.O.W.)	150 feet wide except from La Orilla to Calle Nortena where there is 200 feet of R.O.W.	156 feet wide; obtain 6 additional feet; additional R.O.W. for slopes and drainage may be required
2. NORTH & SOUTH BOUND LANES	2 lanes	4 lanes; when traffic volumes require it
3. CENTER MEDIAN 	± 16 feet wide, level with roadway	± 28 feet wide; landscaped
4. LEFT-TURN MEDIAN OPENINGS	at all intersections, center of road is a continuous turn lane	Calle Nortena, Paradise Blvd., Irving
5. RIGHT-TURNS	at all intersections	right-turn-off/on at limited locations 1/4 mile from signalized intersections, or from each other
6. DRIVEWAYS	at developed and undeveloped parcels with access onto Coors Blvd.; 18 driveways	controlled access to Coors; no more than 3 driveways per side per 1/4 mile



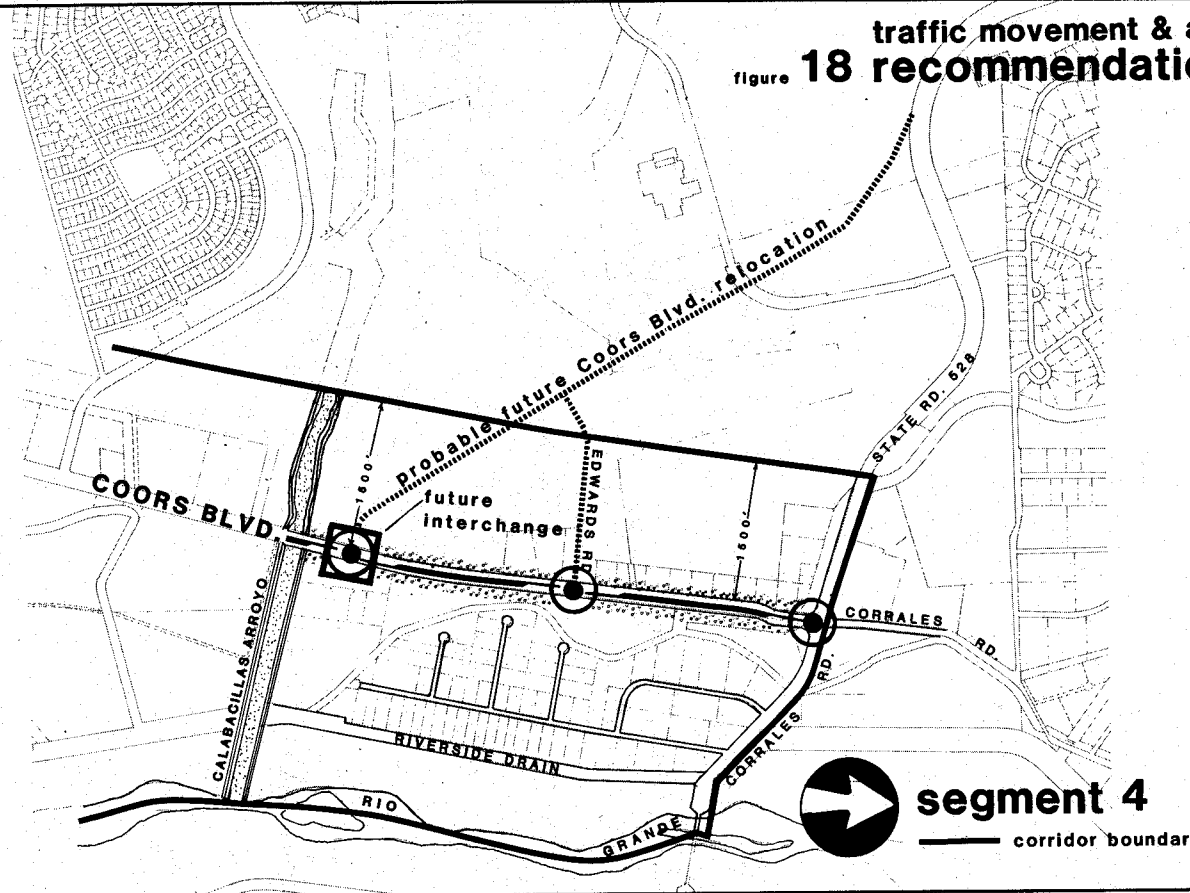
ITEM	EXISTING CONDITIONS 1982	RECOMMENDATIONS
7. CIRCULATION STREETS	eastside is mostly undeveloped westside	develop plans for access to parcels from facilities other than Coors Blvd.
8. TRAFFIC SIGNALS	1 - Paradise Boulevard	3-1/2 mile south of Paradise Blvd. Paradise Blvd., Irving Blvd.
9. STREET LIGHTS	only at major intersections	only at major intersections and areas of access
10. BUS ROUTE	northbound and southbound as far as Paradise Blvd.	extend service and provide shelters when needed
11. SIDEWALK	none	proposed trail
12. BIKEWAY	both sides of Coors Blvd.	recommend alternate route away from Coors Blvd.
13. LANDSCAPING	none in R.O.W.	develop streetscape plan

figure 17 traffic movement & access
existing conditions



ITEM	EXISTING CONDITIONS 1982	RECOMMENDATIONS
1. RIGHT-OF-WAY (R.O.W.)	150 feet wide	156 feet wide; obtain 6 additional feet; additional R.O.W. for slopes and drainage may be required
2. NORTH & SOUTH BOUND LANES	2 lanes	4 lanes; when traffic volumes require it
3. CENTER MEDIAN 	16 feet wide level with roadway	± 28 feet wide; landscaped
4. LEFT-TURN MEDIAN OPENINGS	at all intersections	7-Bar Bypass, Edwards Rd., N.M. 528
5. RIGHT-TURNS	at all intersections	right-turn-off/on at limited locations 1/4 mile from signalized intersections, or from each other
6. DRIVEWAYS	at developed and undeveloped parcels with access onto Coors Blvd.	controlled access to Coors ; no more than 3 driveways per side per 1/4 mile

traffic movement & access
 figure 18 recommendations



ITEM		EXISTING CONDITIONS 1982	RECOMMENDATIONS
7. CIRCULATION STREETS	.....	eastside is mostly undeveloped westside is developed	develop plans for access to parcels from facilities other than Coors Blvd.
8. TRAFFIC SIGNALS	●	1-Corrales Road	1-Calabacillas intersection, Edwards Road, 3-Corrales Road
9. STREET LIGHTS		only at major intersections	only at major intersections and areas of access
10. BUS ROUTE		none	extend service and provide bus stop areas and shelters when needed
11. SIDEWALK		none	proposed trail
12. BIKEWAY	.....	both sides of Coors Blvd.	recommend alternate route away from Coors Blvd.
13. LANDSCAPING	.....	none in R.O.W.	develop streetscape plan

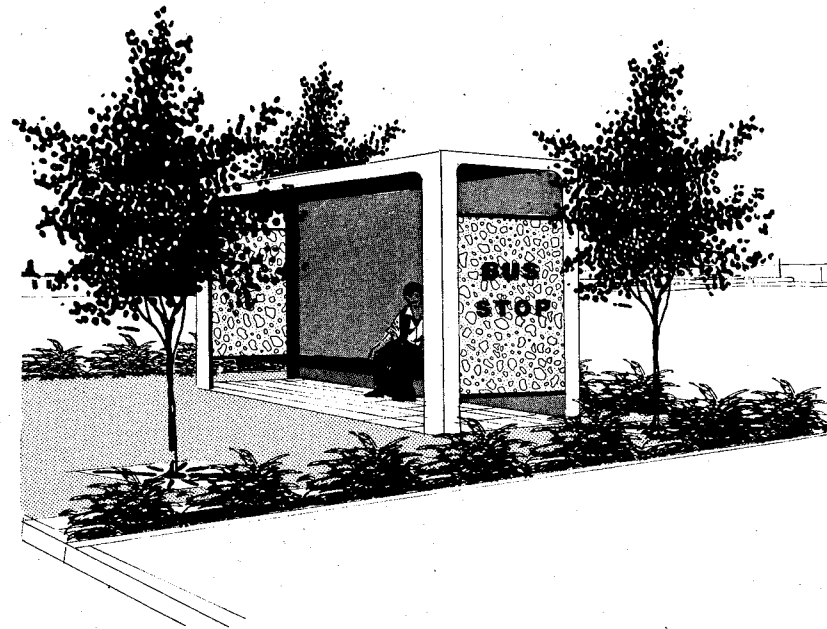
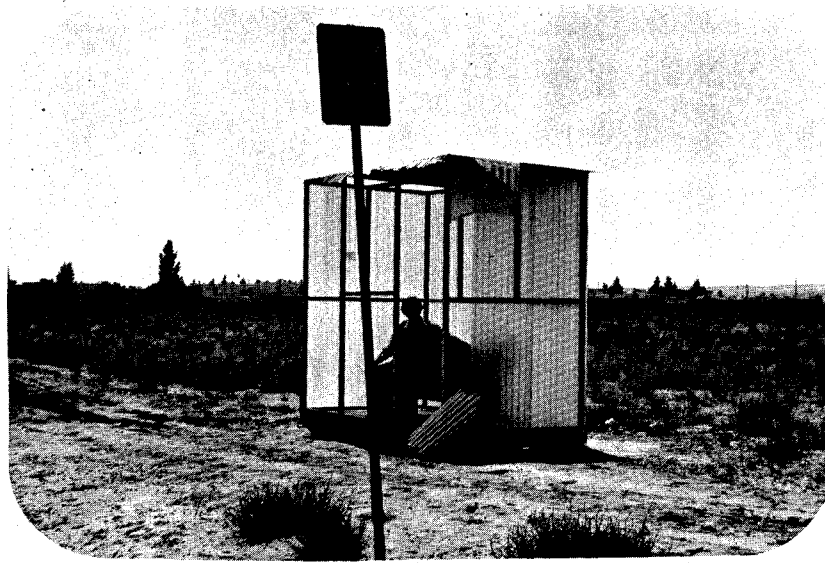
policy 6 streetscape

Streetscape improvements for the public right-of-way of Coors Boulevard shall be required. These improvements include the planting of roadway edges and medians; preservation of existing vegetation; and selection of street furniture compatible with the built and natural environment.

The Transportation Department and the Parks and Recreation Department shall coordinate recommendations for landscape improvements for Coors Boulevard.

rationale:

Trees, shrubs, and ground cover planted in accordance with City regulations and safety standards provide beauty and reduce glare. Selected street furniture, such as bus stop shelters, traffic signals and signage, will complement the overall appearance of the roadway.





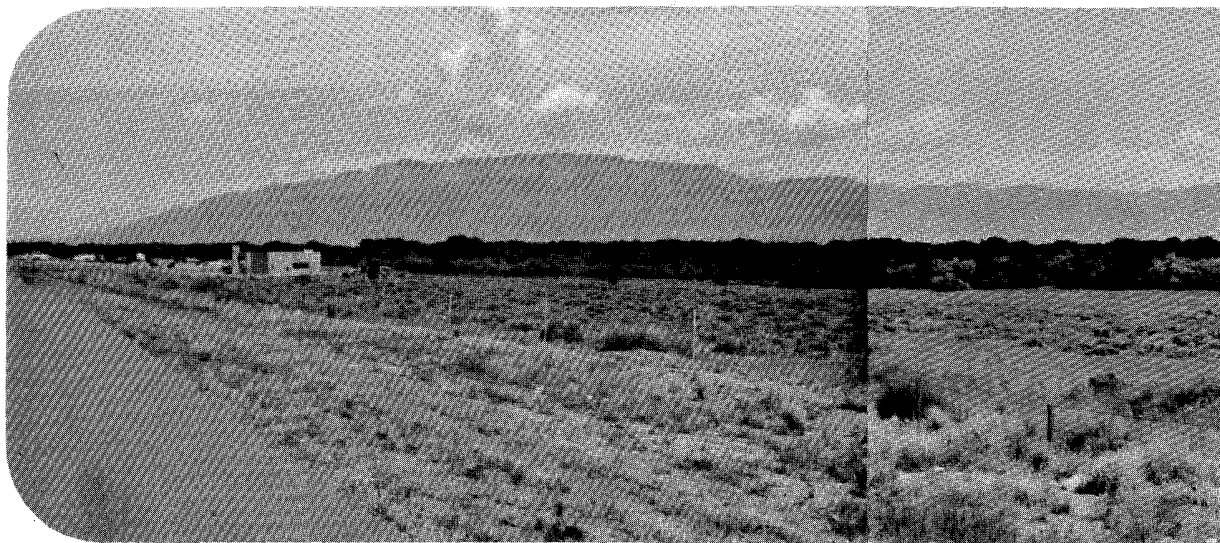
policy 7

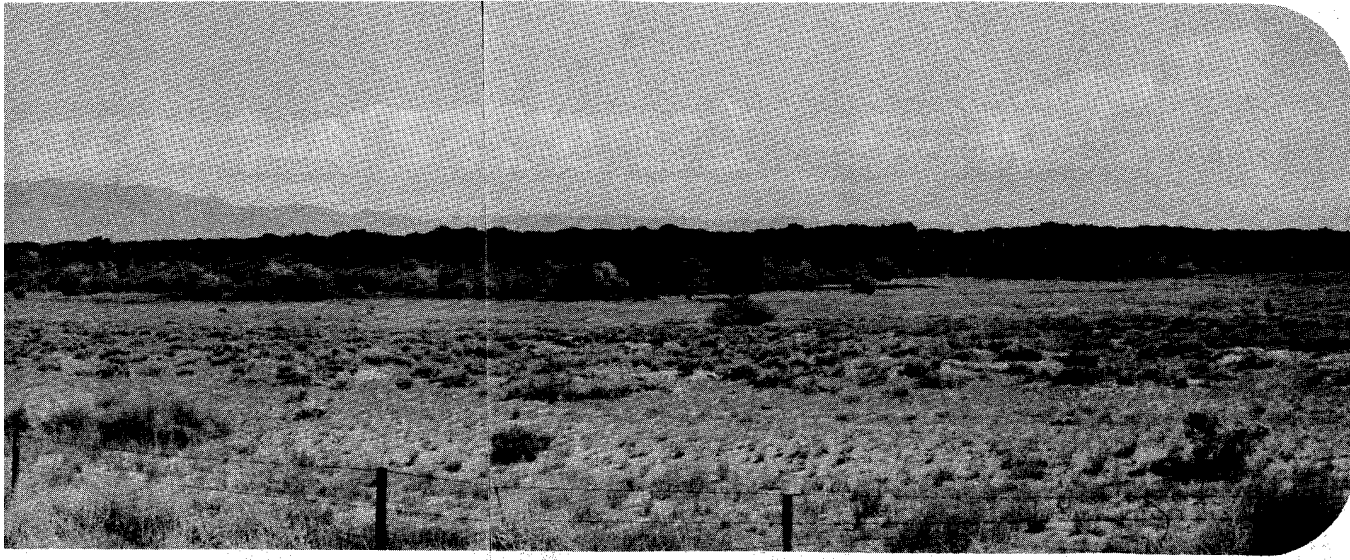
public viewsites

Public viewsites shall be provided at appropriate locations along Coors Boulevard and within the corridor as suggested on the recommended land use plans.

rationale:

Coors Boulevard and the corridor area offer some of the finest scenic views in the Albuquerque area which will be more easily and safely enjoyed at public viewsites at appropriate locations.



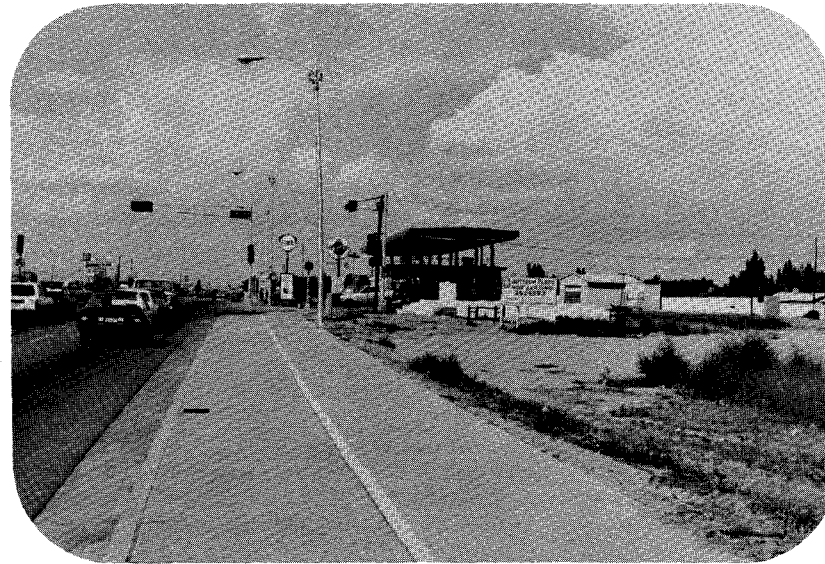


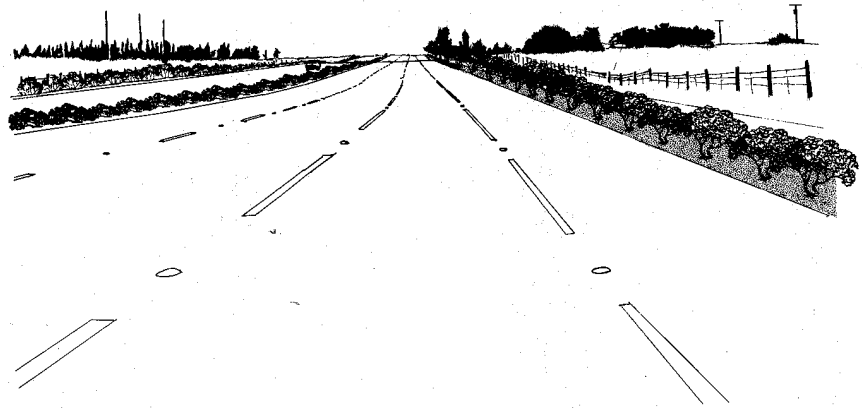
policy 8 walks and trails

Where appropriate, roadway design shall provide for pedestrian and bicycle traffic and horse trails. Preferably, bicycle trails and horse trails will be located off Coors Boulevard.

rationale:

Land uses in the Coors Corridor provide a variety of living, working, and recreational facilities which should be connected with a multi-purpose network of access and circulation.





policy 9

public transportation and transportation system management program

The City and County shall continue planning and implementing programs and efforts for an improved public transportation system and for an expanded Transportation System Management (TSM) program. The TSM program, composed of at least the following elements, will achieve the best possible traffic movement on Coors Boulevard.

- Traffic operations improvements, such as a computerized signalization system
- Ridesharing
- Incentives to use high-occupancy vehicles such as buses, carpools and vanpools
- Design of the roadway to accommodate high-occupancy vehicles
- Transit rate and transit schedule changes
- Transit improvements
- Pedestrian provisions
- Commuter-oriented bicycle, motorcycle and moped programs
- Parking management programs



rationale:

An improved public transportation system and an expanded TSM program would improve traffic movement on Coors Boulevard by providing alternative means of transportation. These programs will support the community goals of conserving energy and improving air quality.

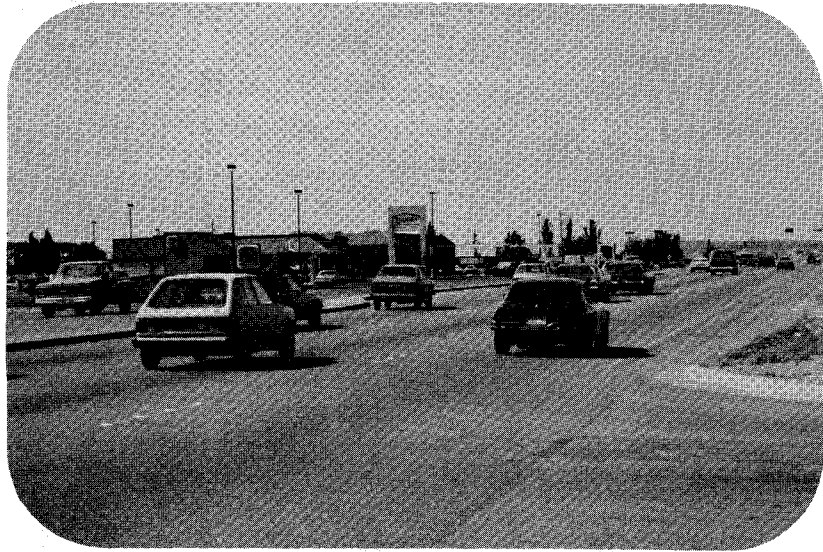
Continuation and expansion of TSM programs is critical to the continuation of Coors Boulevard as a major traffic arterial of the Northwest Mesa. TSM improves transportation operations and related services, while requiring little capital investment, being cost effective, and usually resulting in more effective use of the roadway.

policy 10 noise standards

The City Transportation Department shall coordinate with the State Highway Department to perform a noise level analysis at the time of the roadway engineering design phase. These departments shall also recommend and coordinate noise mitigation measures that represent a reasonable balance between public expenditure and social, economic, and environmental values of the community. Mitigation measures shall be in accordance with the design guidelines and policies contained in the Coors Corridor Plan.

rationale:

Traffic and roadway noise is a nuisance to those who live or work near busy streets. Coors Boulevard should be so designed and constructed that noise levels are controlled within acceptable standards.



policy 11

I-40/coors interchange

This plan recommends to the State Highway Department that the I-40/Coors interchange be improved. The following recommendations made by Gruen Associates* shall be forwarded to the State Highway Department for consideration:

- "Widen southbound Coors roadway as shown, including reconstruction to provide an additional lane of the southbound overcrossing.
- Widen eastbound I-40 roadway as shown, including an additional lane under both bridge structures.
- Widen westbound I-40 roadway and off-ramp as shown, including a westbound lane drop of two lanes to Coors Boulevard.
- Relocate the existing eastbound I-40 off-ramp to eliminate the difficult and unprotected left turn movement to Coors Boulevard northbound. This off-ramp could be relocated to connect with Iliff Street, but no median break is planned at Iliff under Concept

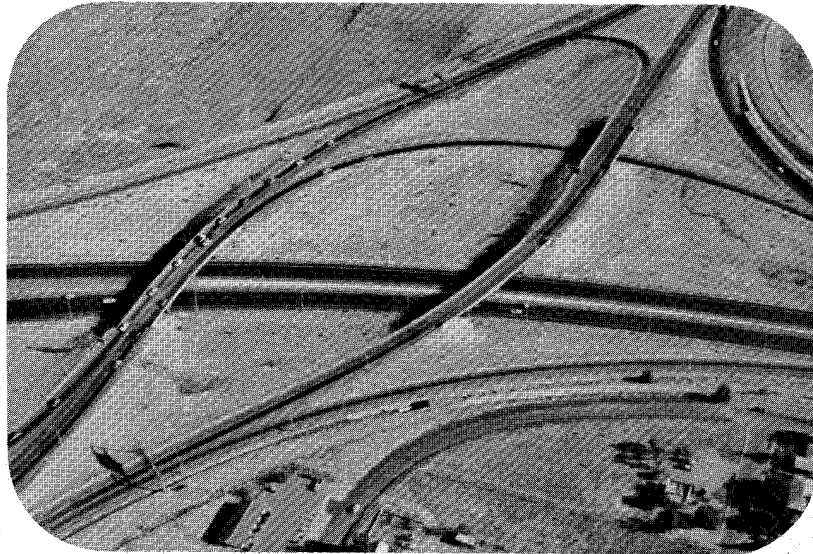
C-1 to accommodate left turns to Coors Boulevard northbound. Therefore, it is recommended that study be given to re-locating the off-ramp to connect with Hanover Street (see Figure 19), if adequate weaving distance is available between the new Unser Boulevard on-ramp and the relocated Coors off-ramp, and if compatible with specific development plans for this area.

- All movements in the interchange should be analyzed."

rationale:

The I-40/Coors interchange will have to be expanded to accommodate future traffic volume.

*Full report available in Addendum to Coors Corridor Study, August 1983.



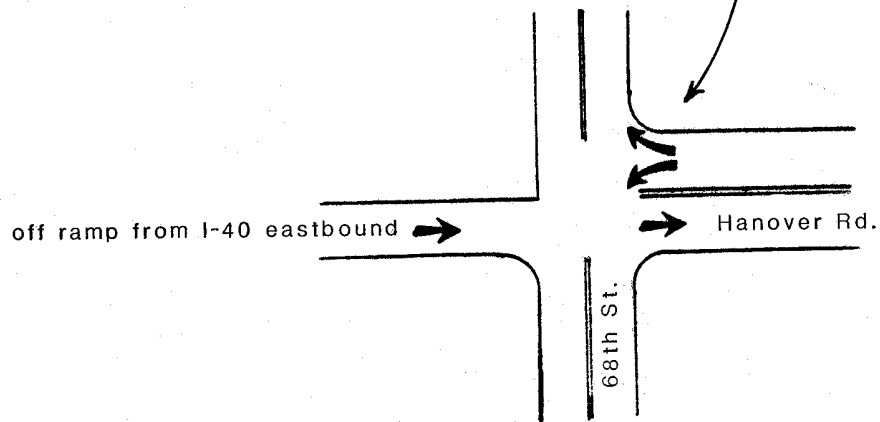
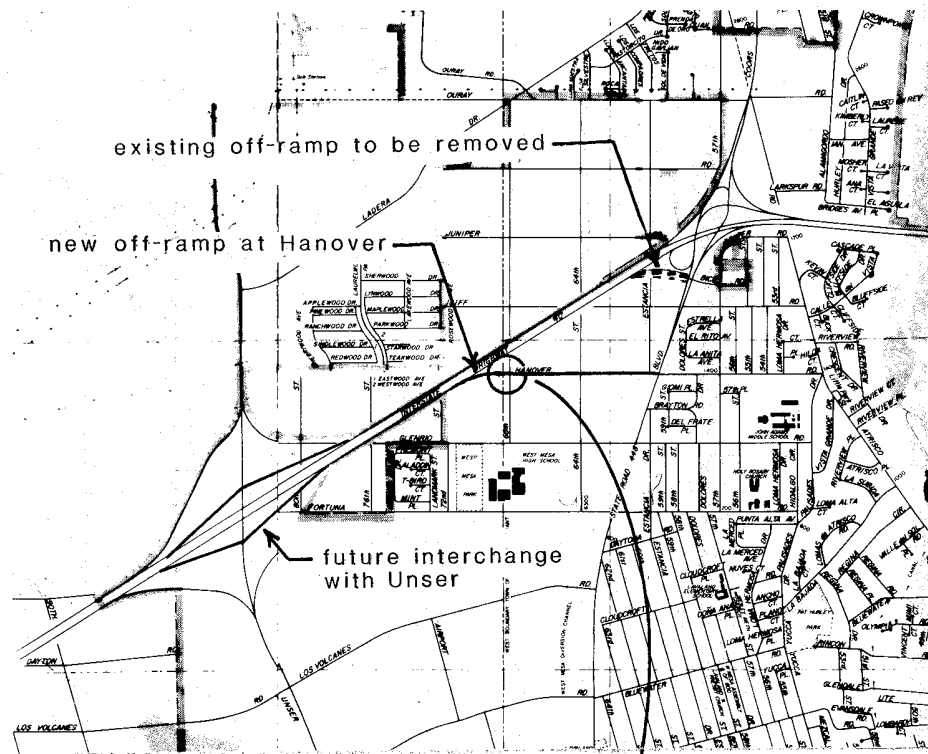


figure 19 proposed relocation of I-40 off-ramp to hanover rd.

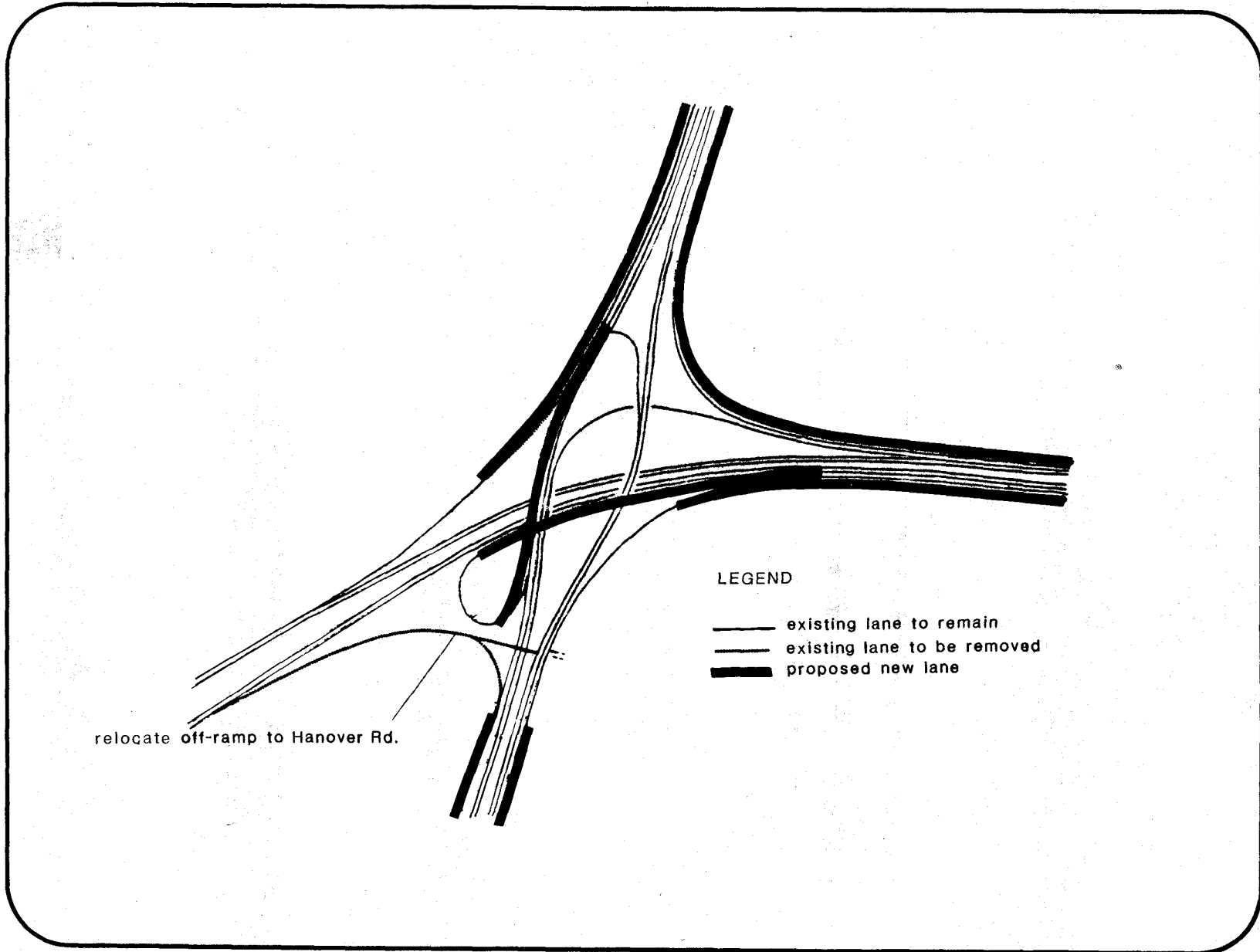


figure 20 proposed widening coors blvd./I-40 interchange