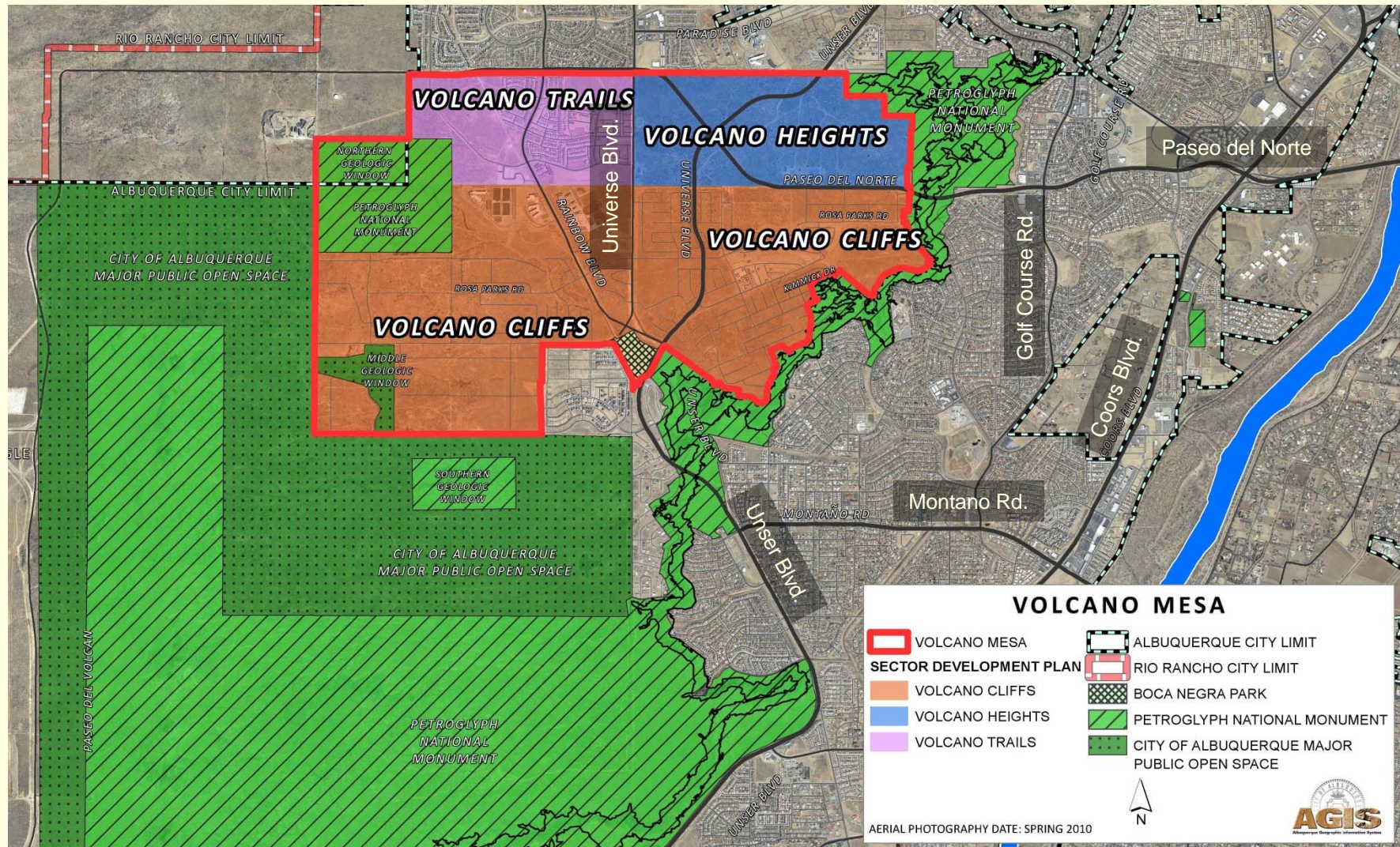


Volcano Heights Sector Development Plan

Roadway Access Committee

May 6, 2013

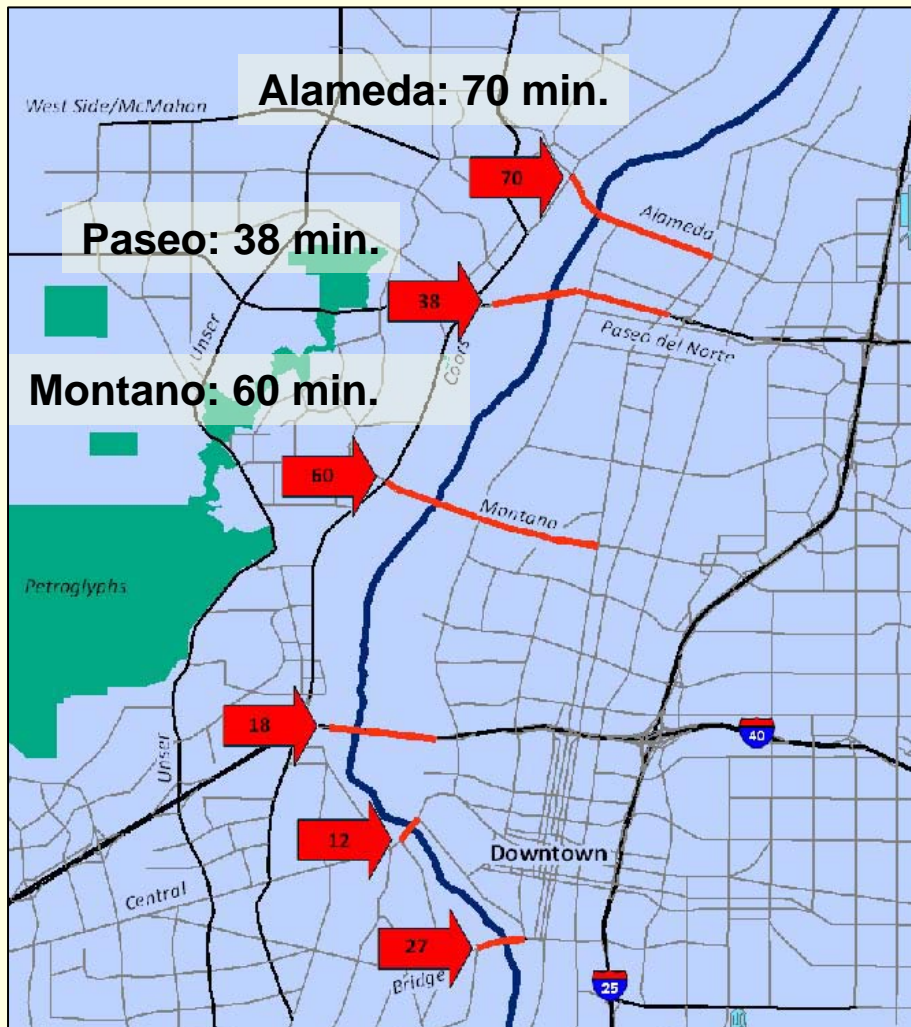
Volcano Mesa



Goal 1:

Reduce congestion on regional river crossings

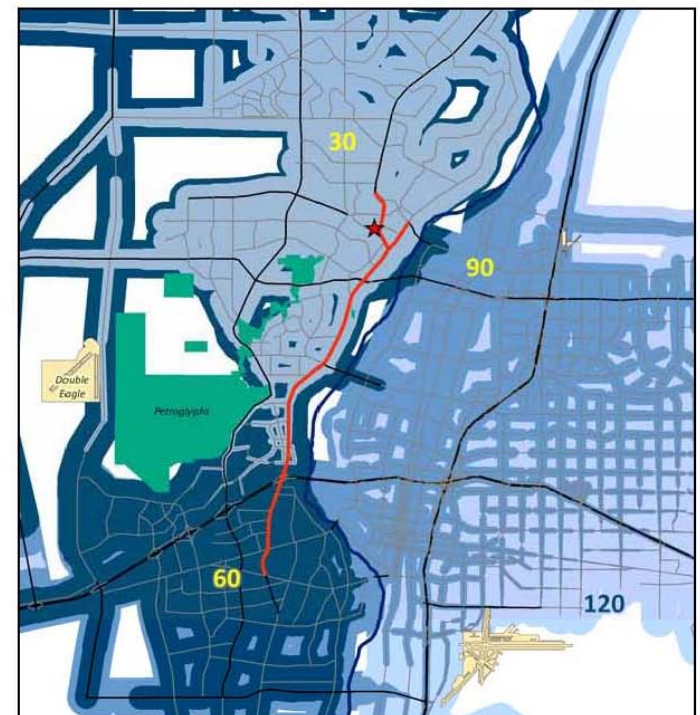
Bridge Crossing Times



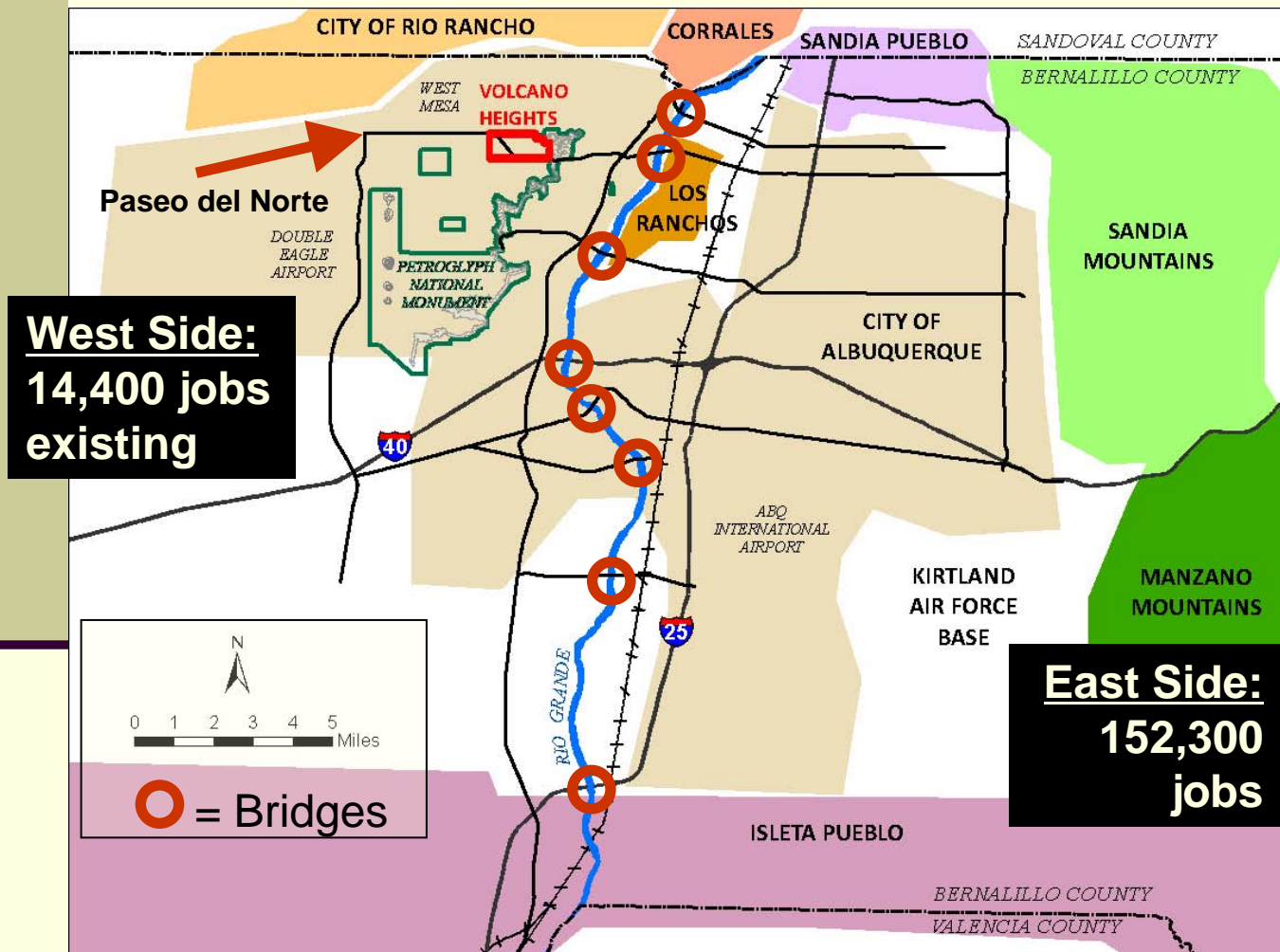
Albuquerque's West Side:

- 46% of new development in 4 counties
- 257,000 new residents
- 20% of City's jobs
- 1 million river crossings per day

Commute Times

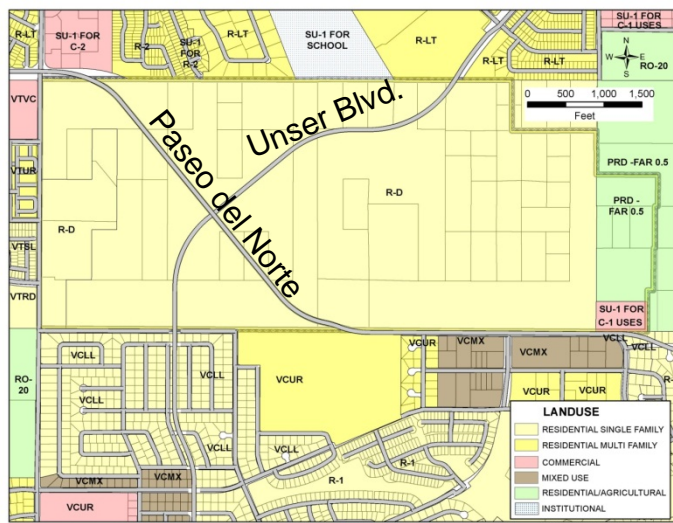


Strategy 1: Major Activity Center



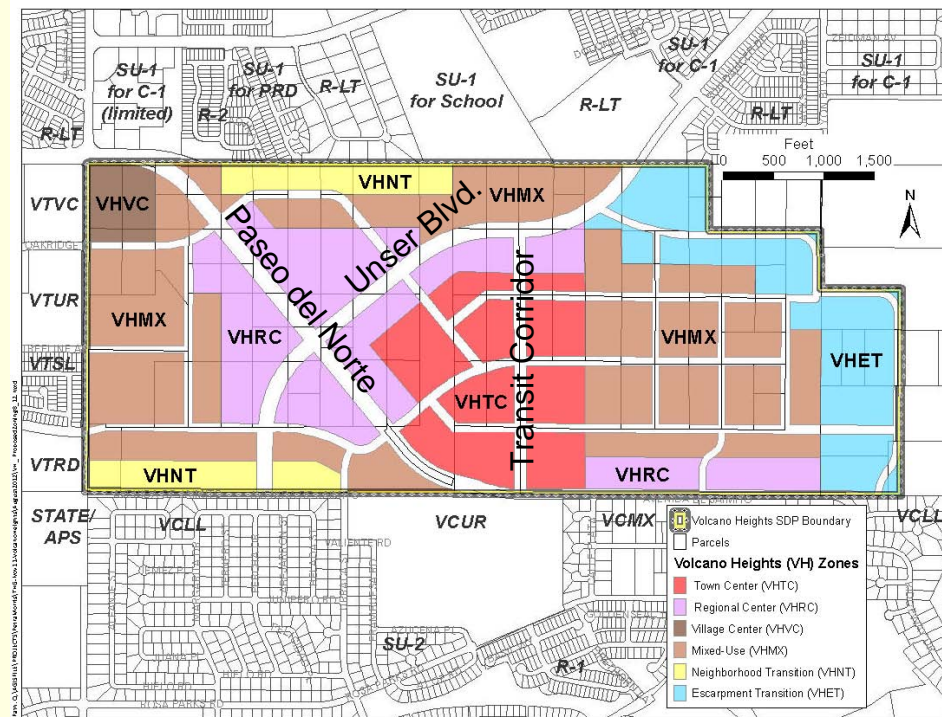
- Employment potential (~5,500 jobs = 40% increase)
- Jobs/housing balance
- Transit-supportive development

Coordinate land use and transportation



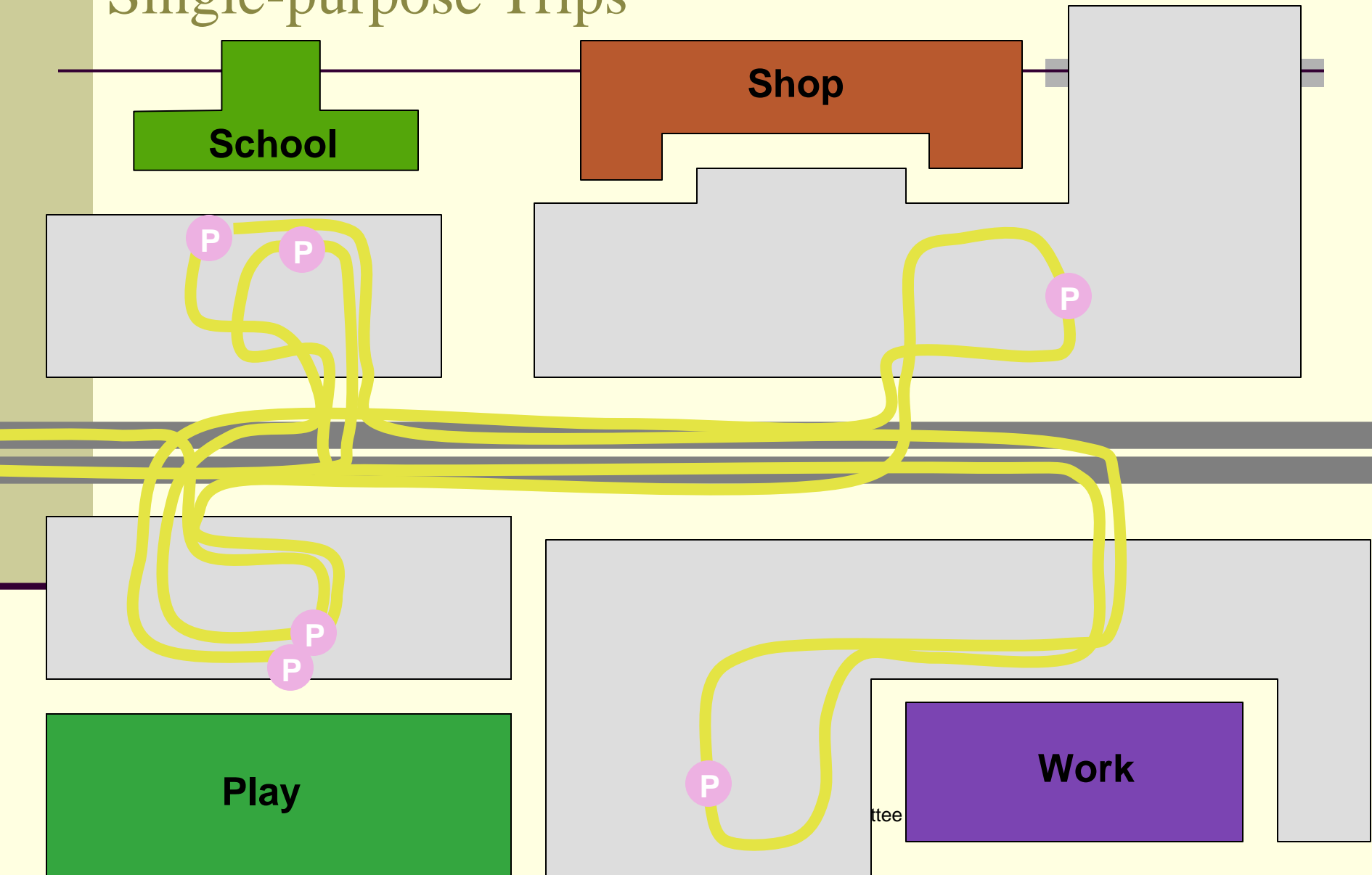
Existing single-family zoning (R-D) = single-purpose land use

Proposed mixed-use zoning =
potential for density, transit,
walking, biking



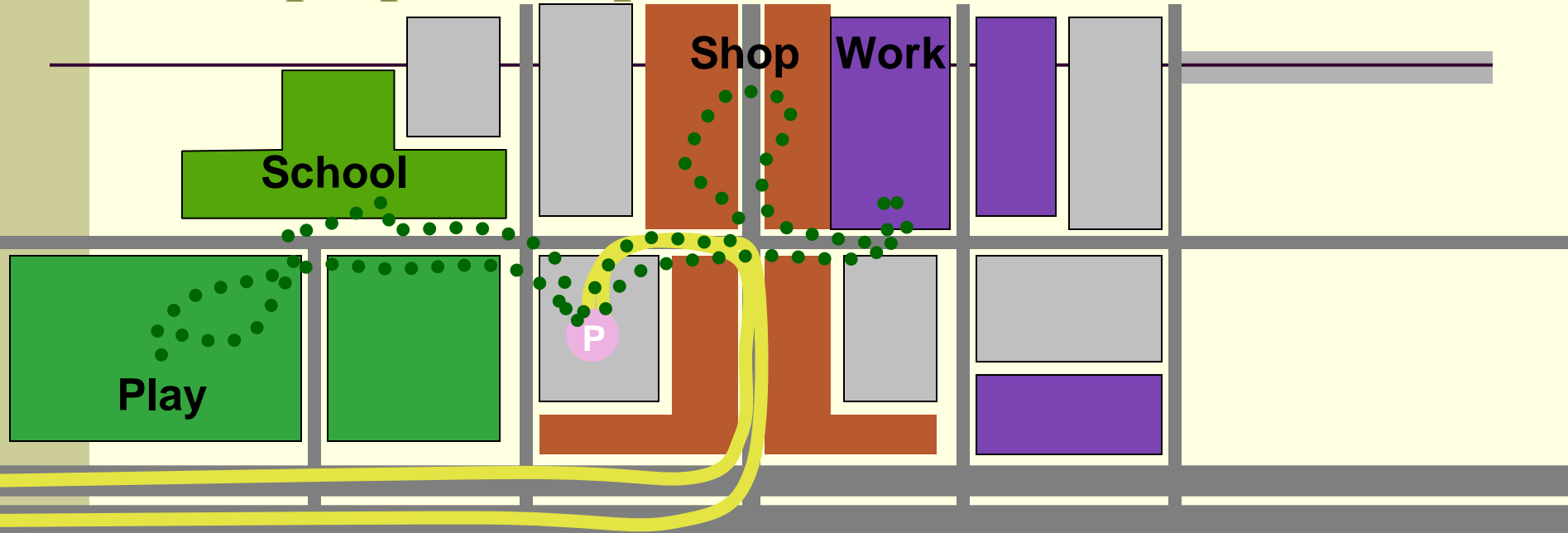
Conventional West Side Development:

Single-purpose Trips



Mixed-use Development:

Multi-purpose Trips (“Park Once”)

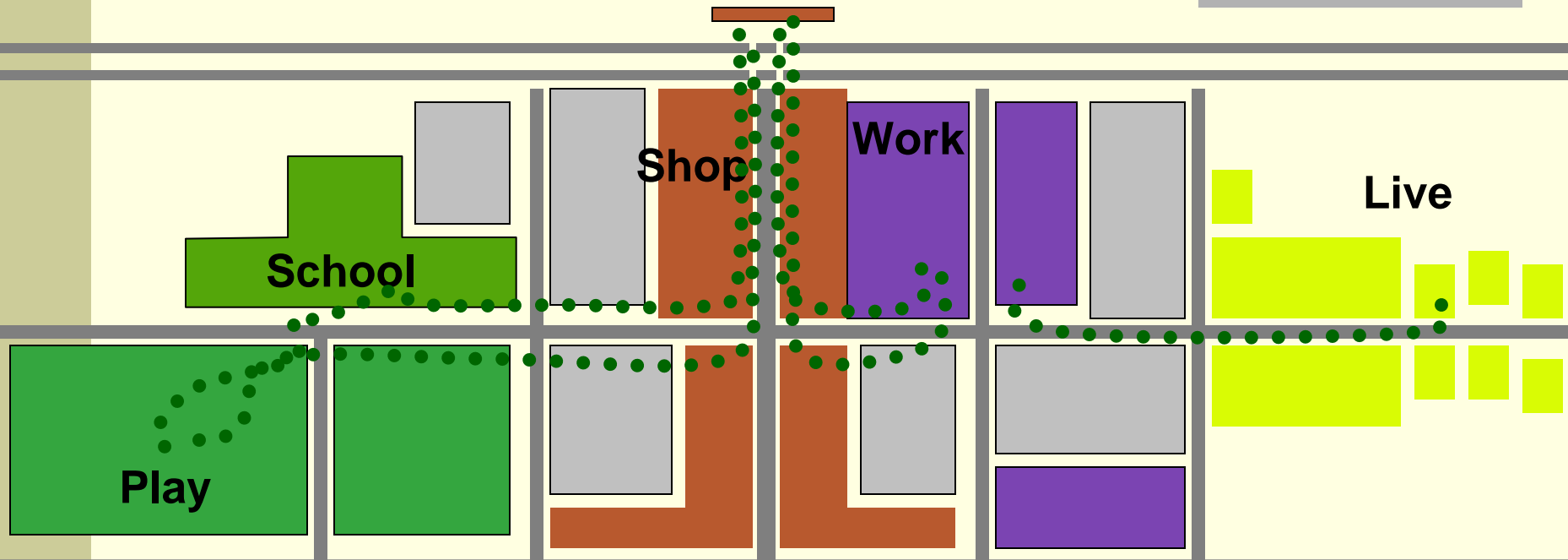


Typical Results:

- $< \frac{1}{2}$ the parking needed
- $< \frac{1}{2}$ the land area for same development
- $\frac{1}{4}$ the arterial trips
- $\frac{1}{6^{\text{th}}}$ the arterial turning movements
- $< \frac{1}{4}$ the vehicle miles traveled

Transit-oriented Development:

Town Center / “Live, work, shop, play” District



Strategy 2:

Multi-modal Transportation & Land Use

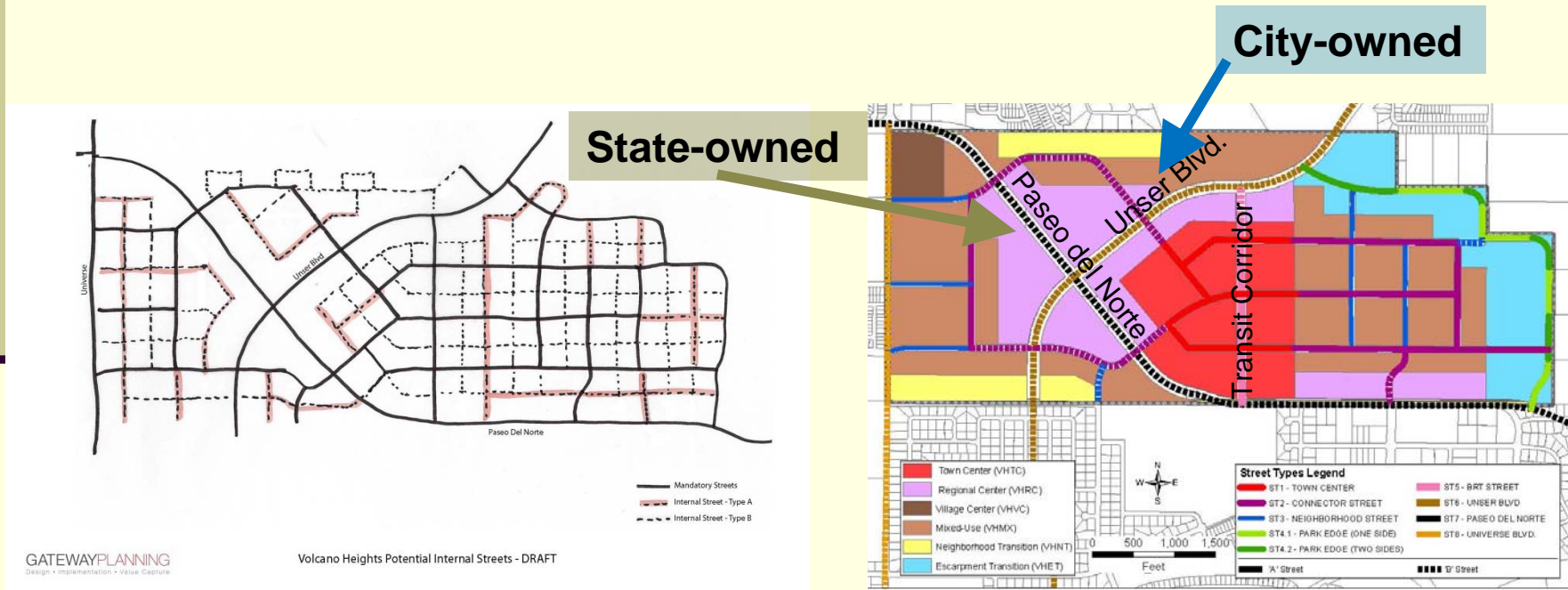
- Doesn't ensure **transit**, but at least supports it!
- Doesn't assume people will **walk**, but at least encourages it!
- Doesn't require more **bicycling**, but at least plans for it!



Goal 3:

Provide local access separate from limited-access roads

- Backbone Grid = Mandatory roads
- Local development access = Non-mandatory roads
- Loop road = alternative to Paseo/Unser intersection

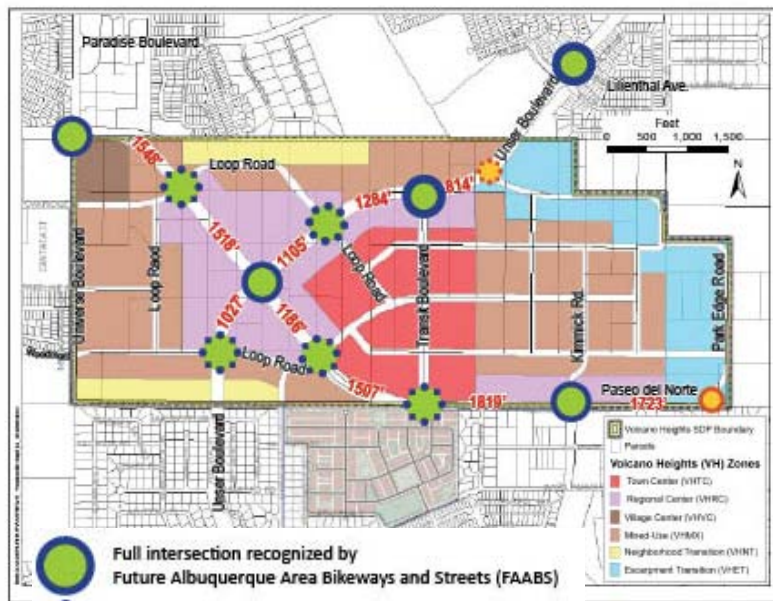


Strategy 3:

Recommended Additional Intersections

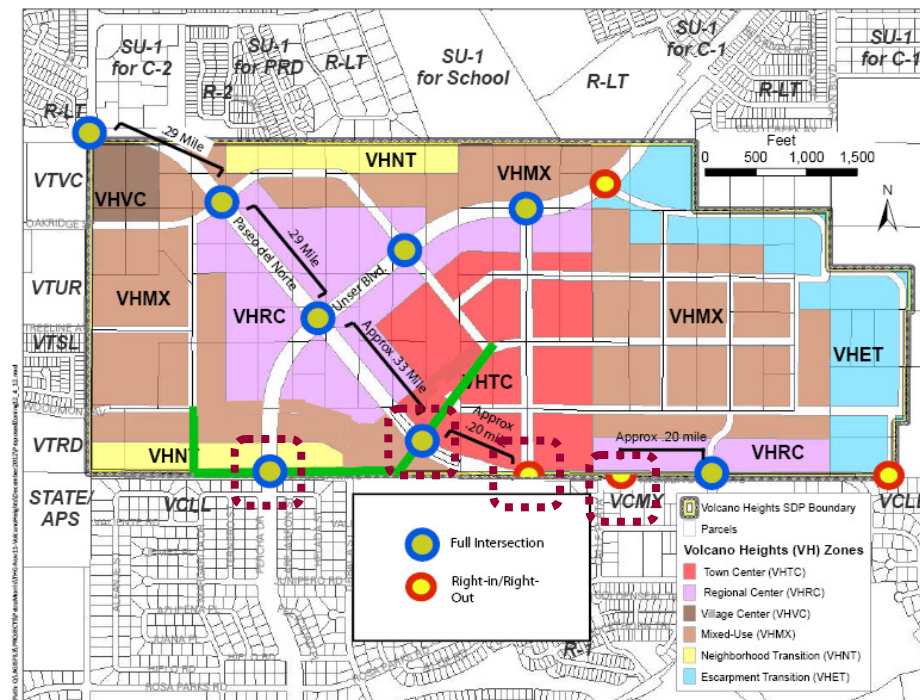
- Chicken & Egg problem
 - No land uses to justify access
 - No land-uses without access to support development

1/3 Mile Spacing



- Full intersection recognized by Future Albuquerque Area Bikeways and Streets (FAABS)
- Full intersection recommended by this Plan
- Right-in / Right-out intersection recognized by FAABS
- Right-in / Right-out intersection recommended by this Plan

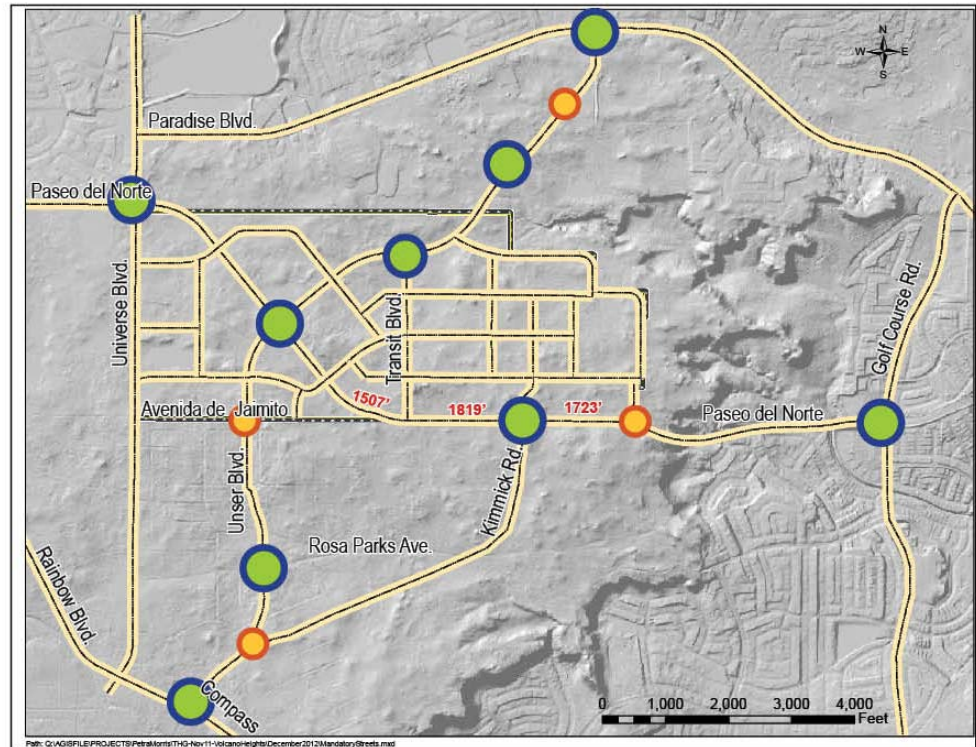
NOTE: 1/4 mile = 1320 feet



Existing Access Points:

High turning volumes

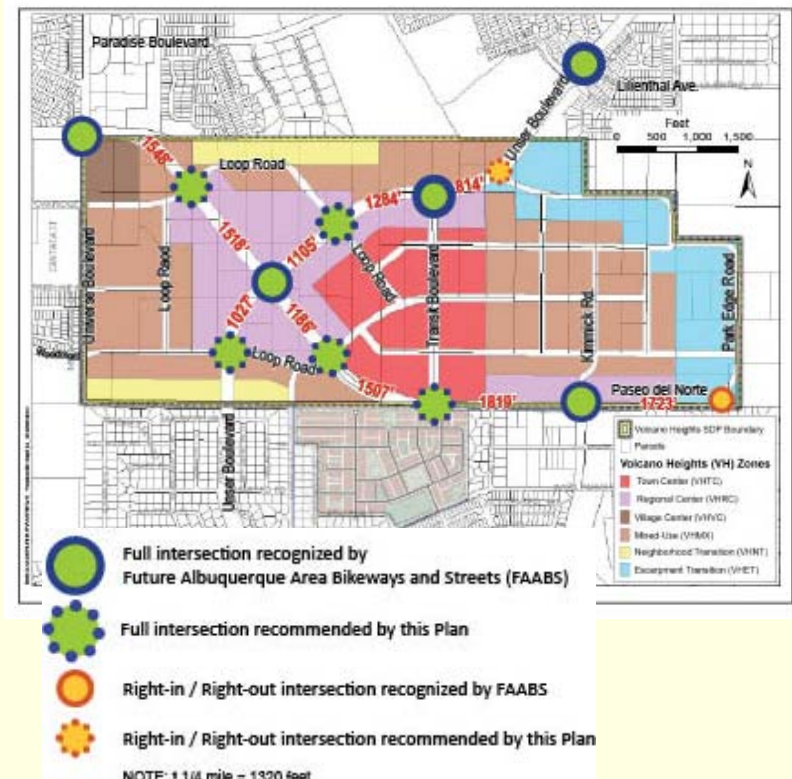
- Left-turn phases:
 - Cross traffic stops
 - Additional time within each signal cycle (up to 40 extra seconds with high volume at a single intersection)
- Lengthy signal cycle
 - 150-second cycle for left-hand turning movement at Paseo/Unser



Strategy 3:

Disperse traffic through loop road & backbone grid

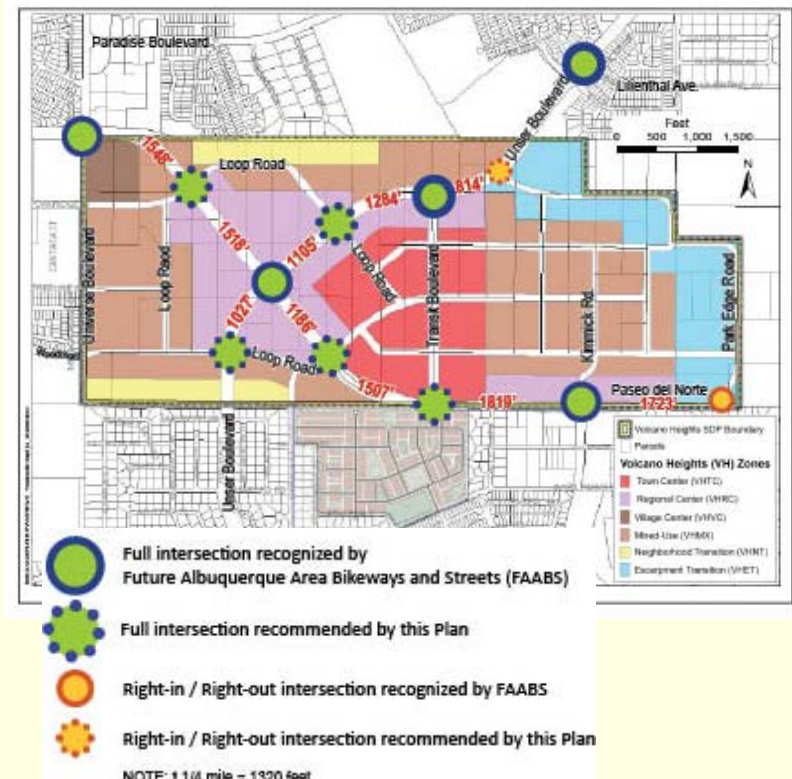
- **Multiple access points:** fewer turning movements at Paseo/Unser
- **Loop road:** accommodates most left-turn and right turn movements
- **1-way signal coordination:** favors peak-direction traffic flow
 - Paseo del Norte: eastbound AM, westbound PM
 - Unser Blvd: southbound AM, northbound PM
- **2-way signal plan:** allows for reverse-peak coordination at strategic points



Strategy 3:

Disperse traffic through loop road & backbone grid

- Strategic signal timing plan
 - 2-way signal coordination at Paseo del Norte & Unser
 - Peak-direction signal coordination at other intersections
 - Split-phase signal plan at uncoordinated locations to optimize left-turn opportunities



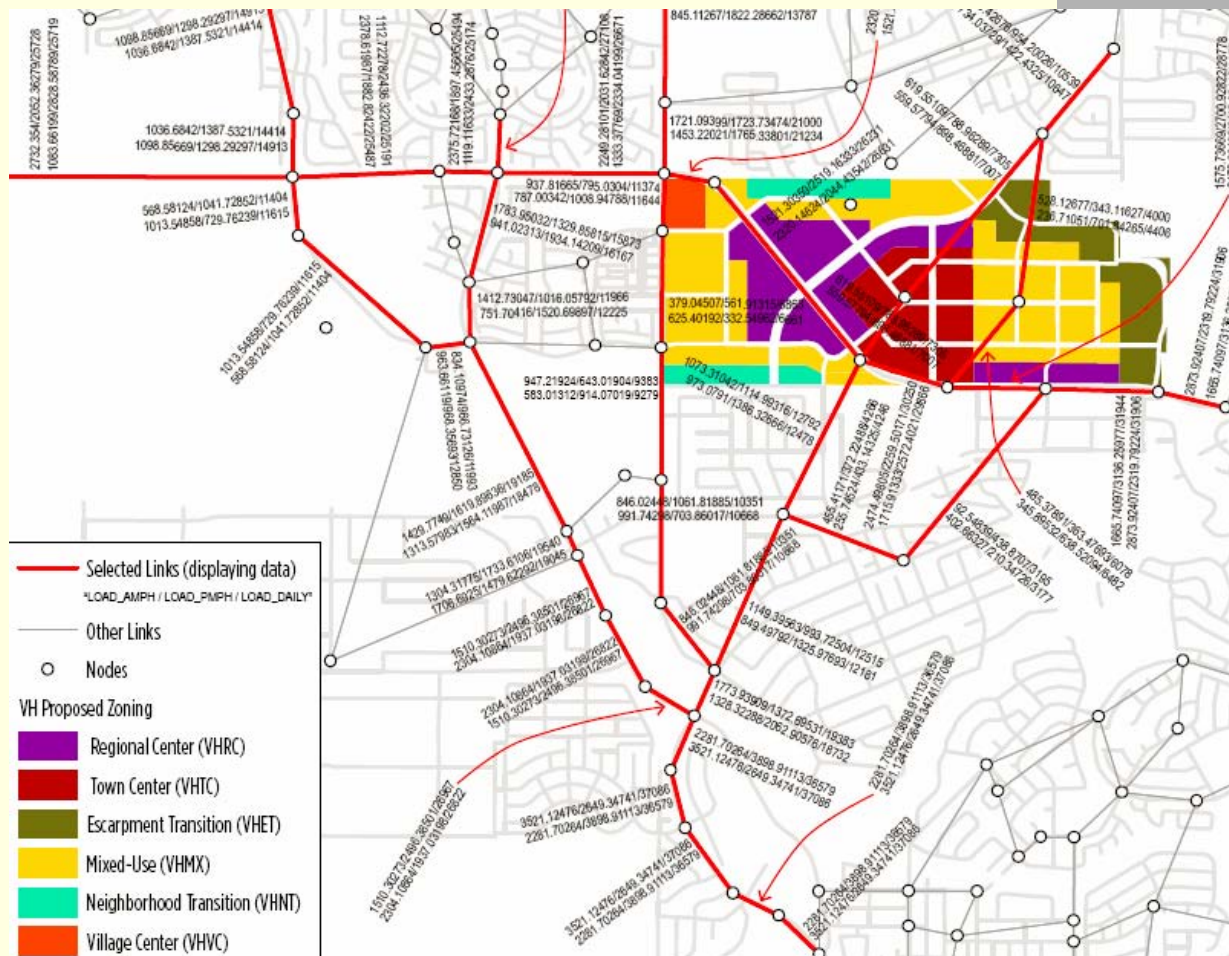
Traffic Study Comparison:

2035 Forecast

- 2012 Plan vs. 2006 Conceptual Plan (Basis for 2035 forecast)
 - Baseline (2006):
 - Town Center concept
 - More jobs, less housing
 - Office Park component
 - Sector Plan (2012):
 - Smaller, less dense Town Center concept
 - Fewer jobs, increased housing component
 - Street network
 - Shorter trips with more access points
 - Shorter trips with smaller blocks
 - Shorter trips with mix of uses

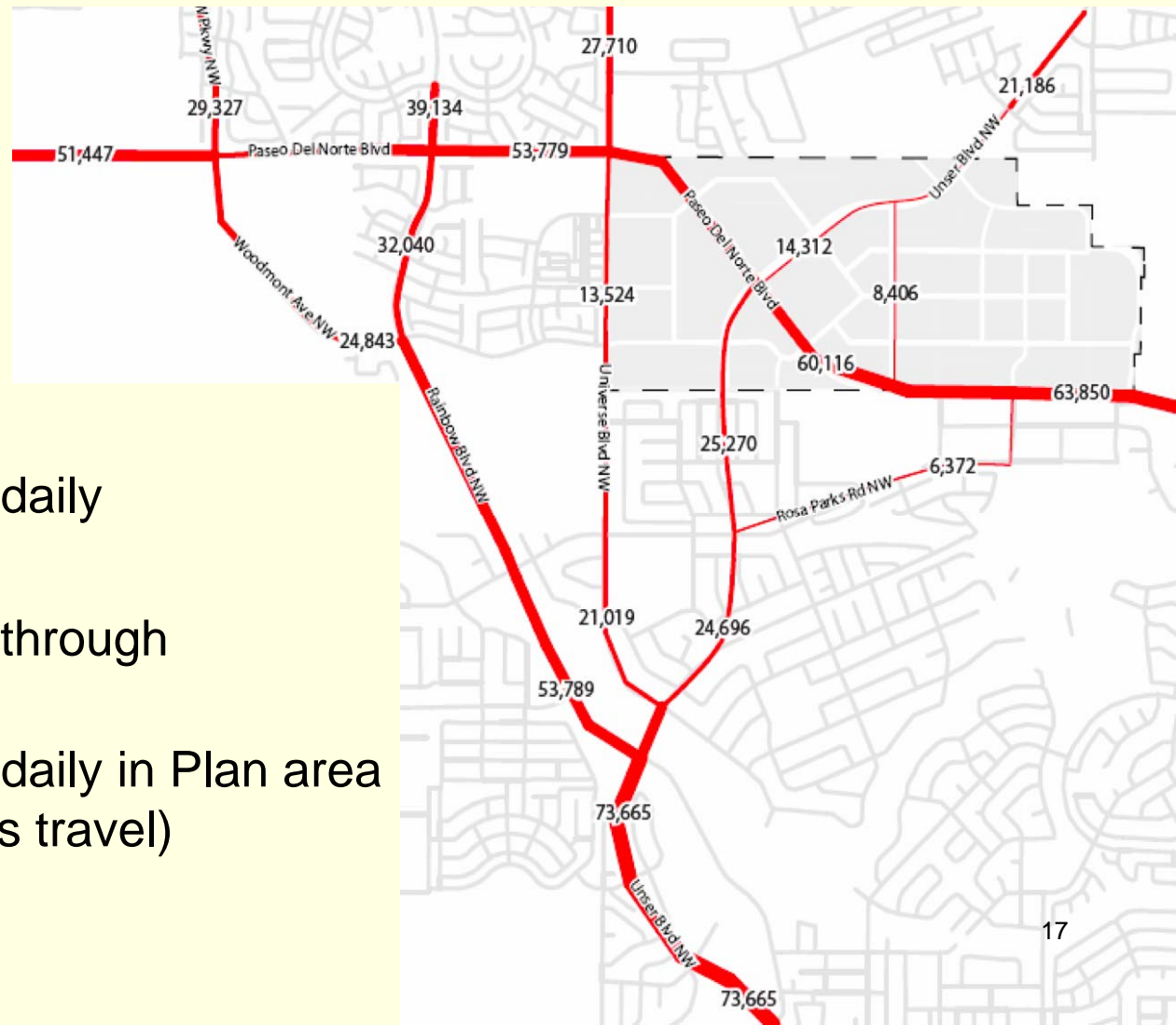
Traffic Study Comparison:

MRCOG 2035 Forecast



MRCOG MTP 2035:

Congested Regional Traffic Forecast

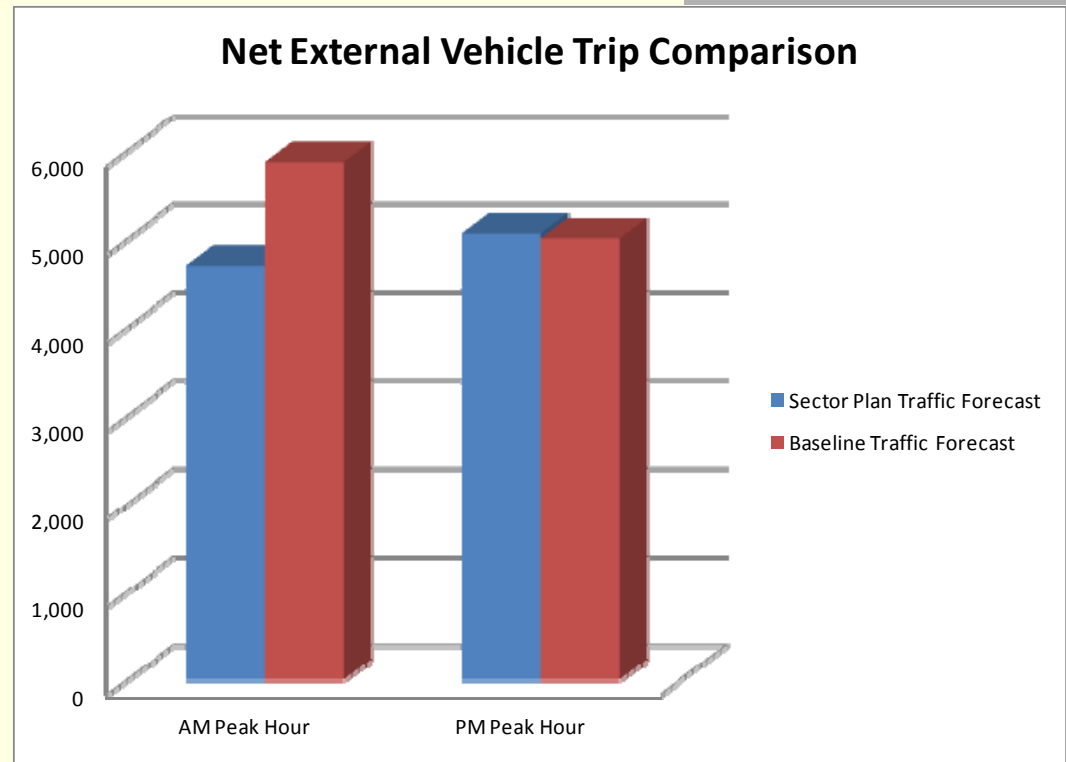


- Paseo del Norte:
 - 60,000+ trips daily
- Unser Blvd:
 - 70,000+ trips through Escarpment
 - <15,000 trips daily in Plan area (Model adjusts travel)

Traffic Study Finding:

Regional Impact

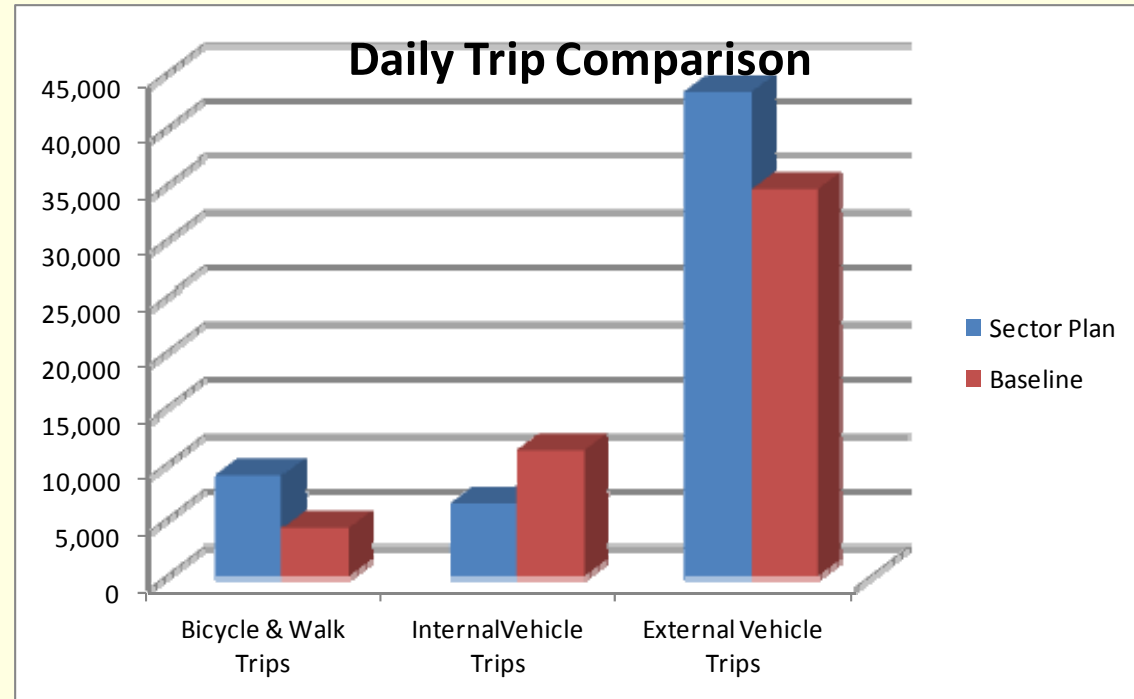
- Peak Hour traffic:
 - Reduced AM trips
 - No increase in PM trips
- More internal trips with mix of land uses
- More dispersed traffic with more access points
- Acceptable Level of Service (LOS)



Traffic Study Finding:

Local and Regional Impact

- More daily vehicle trips
 - More daily trips with residential uses
 - Shorter trips with mix of uses
- More bicycle & walking trips
 - Smaller blocks
 - Shorter trips with mix of uses



Volcano Heights Sector Development Plan

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City's Project Webpage:

<http://www.cabq.gov/planning/residents/sector-development-plans/volcano-mesa-area-sector-development-plans/volcano-heights-sector/>