COORS CORRIDOR PLAN

Meeting 2
Wednesday, November 19th, 6:30 to 8:30 p.m., Don Newton/Taylor Ranch Community Center, 4900 Kachina St.
Corridor Segment: Coors/Montano area (Western Trails/Namaste to Paseo)
Theme: Transportation

Stakeholder Issues

These issues have been compiled from the feedback the Environmental Planning Commission has received on the draft of the Coors Corridor Plan

1. Manage traffic demand (not just supply)
2. Impact of an interchange at Coors/Montaño on the surrounding community
3. Impact of a BRT on adjacent properties, in order to accommodate transit lanes and stations
4. Identify Park & Ride sites in the Corridor
5. Objections to connector street at Winter Haven
6. Limiting access to adjacent properties/businesses
7. Safety of on-street bike facilities

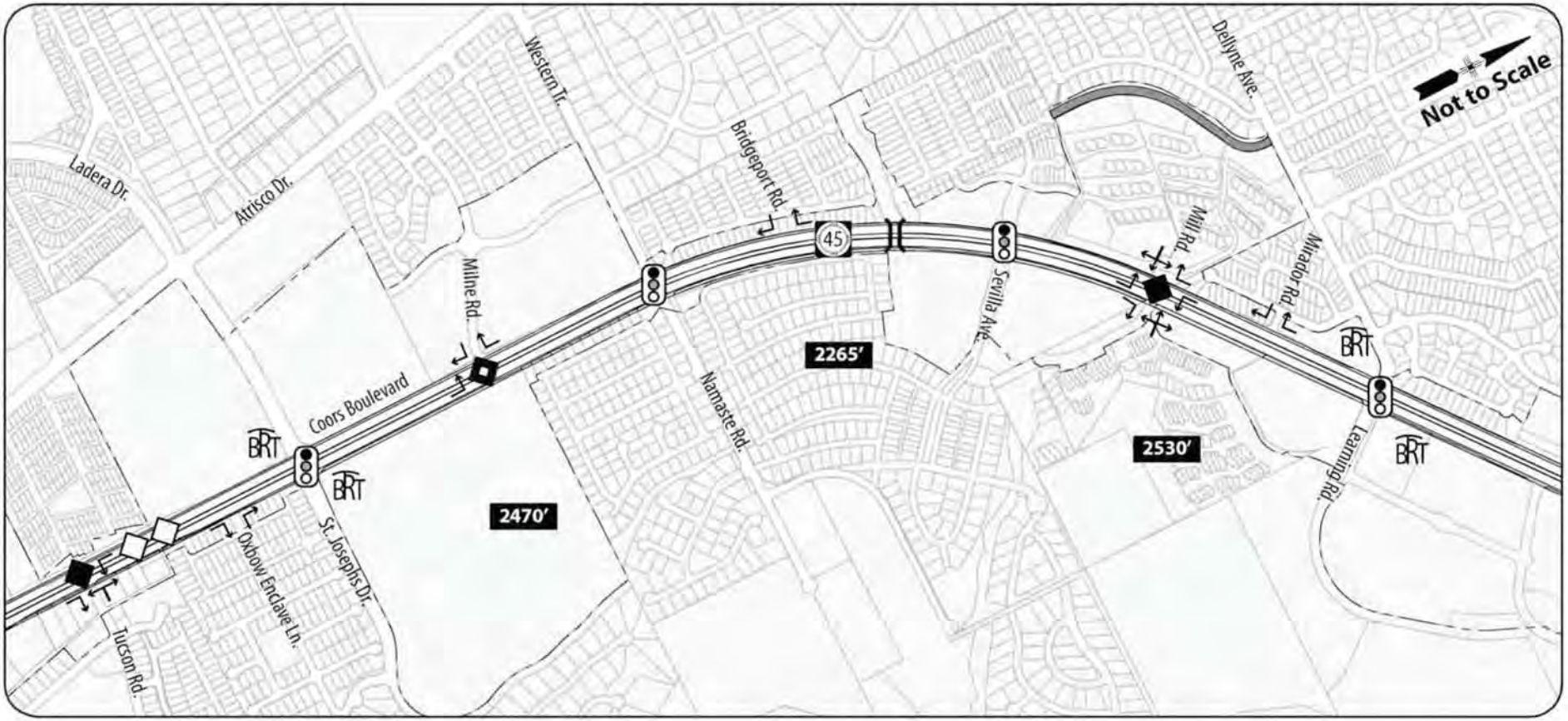

Figure C-15: *St. Josephs Drive to Dellyne Avenue / Learning Road*

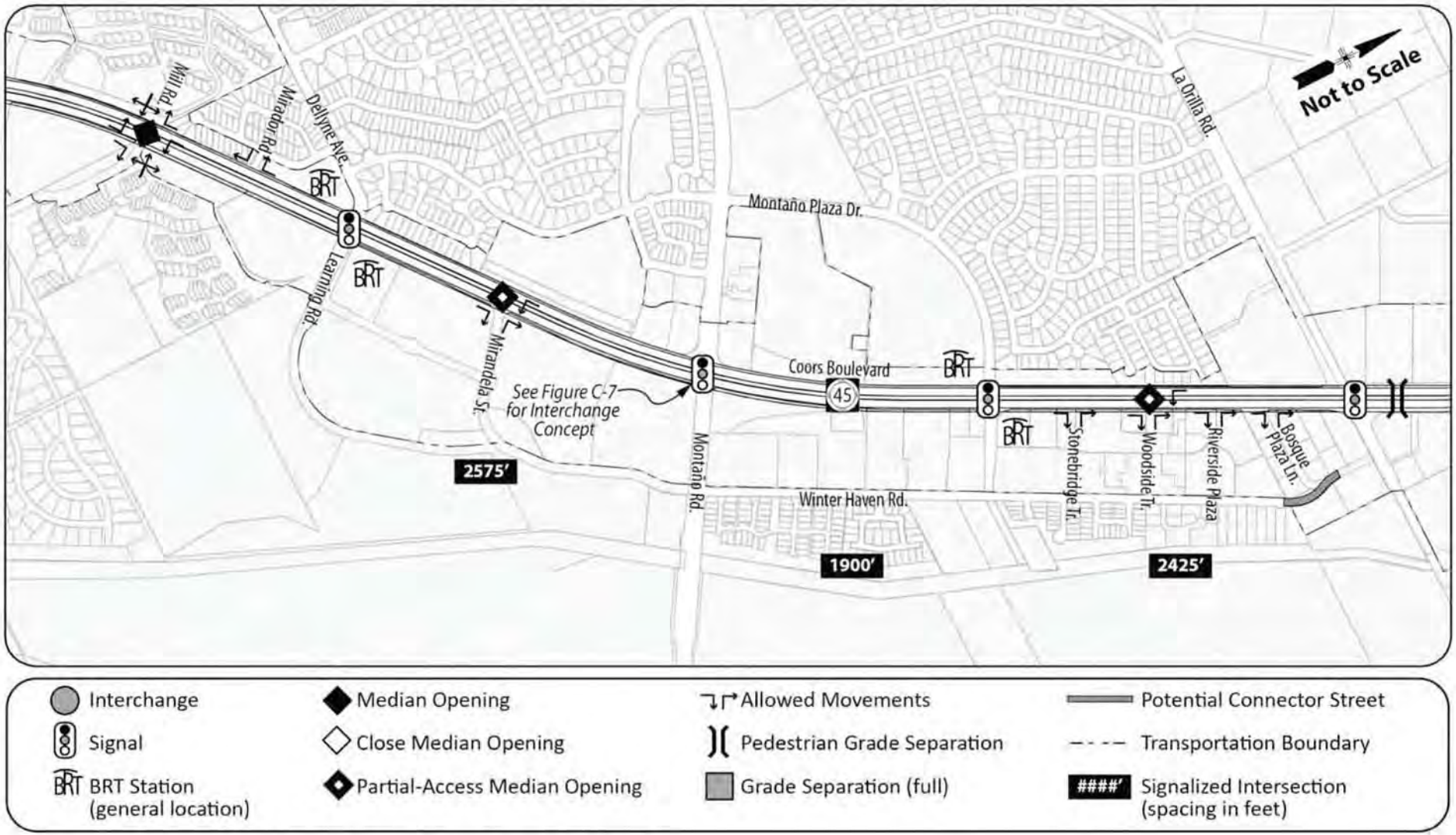

Figure C-16: *Dellyne Avenue / Learning Road to La Orilla Road*

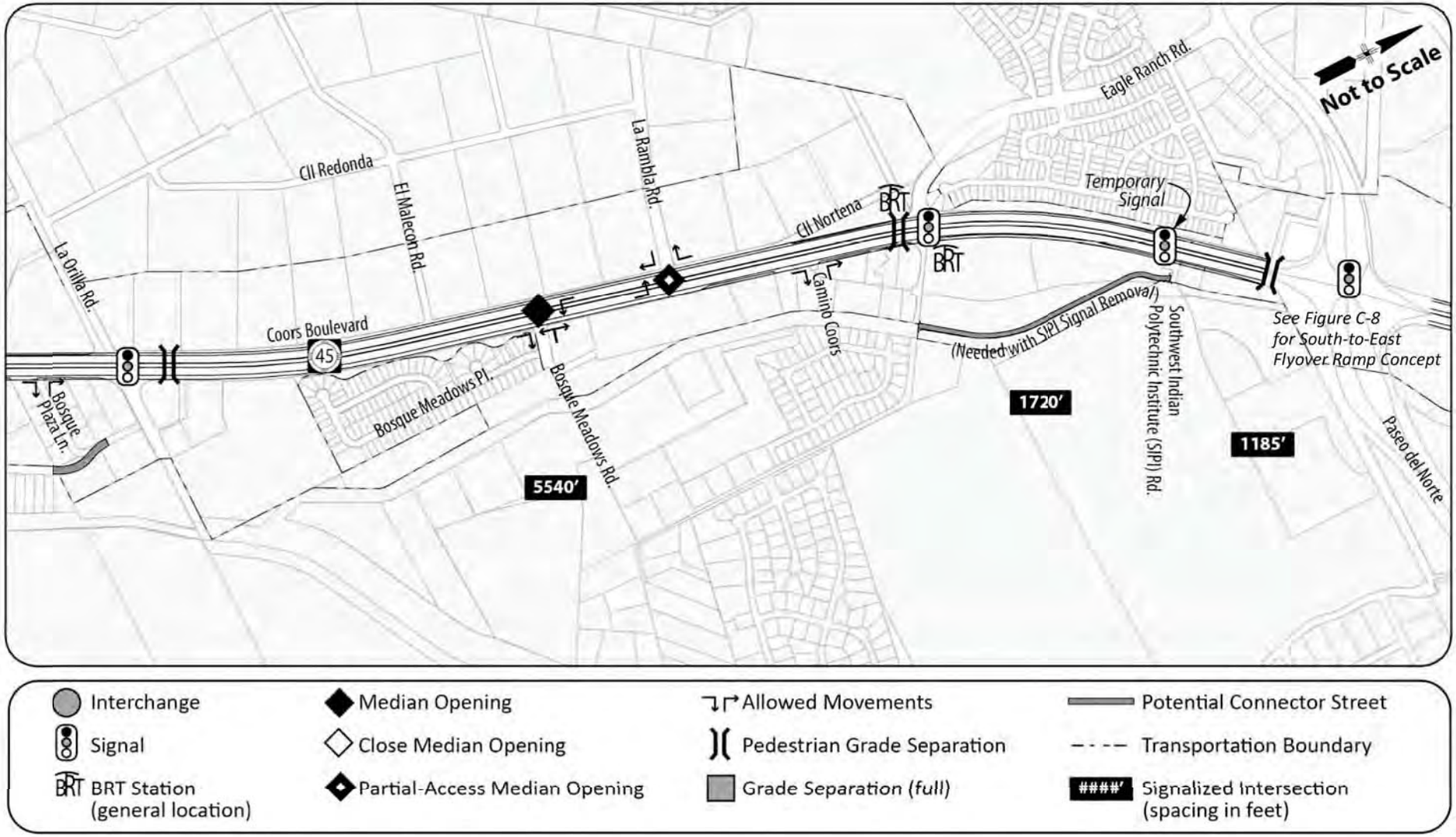

Figure C-17: *La Orilla Road to Paseo del Norte*

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Stakeholder Issues These issues have been compiled from the feedback the Environmental Planning Commission has received on the draft of the Coors Corridor Plan*. *Staff responses are in the right-hand column*	
Transportation	
1. Traffic congestion on Coors is part of a bigger problem caused by West-East commuters. Address it by:	
Managing travel demand, not just supply (e.g. staggered office hours, van/car-pooling)	*The transit agencies do work with some employers to promote transit ridership and van/car-pooling. However, employers, institutions and individuals ultimately determine how and when to travel. The draft Plan recommends that Intelligent Transportation Systems (ITS) continue to be deployed on Coors Blvd. This high-tech system of sensors and message boards can adjust signal timing and alert drivers about accidents and alternative routes (e.g. Unser to access I-40). However these measures will not solve the West Side transportation network's major weakness- a lack of a grid street pattern and therefore of "connectivity.*
Congestion Pricing	*Developing a system to charge motorists during peak travel times has been successfully implemented in other locations to manage peak hour congestion. Because this is an NMDOT managed road, they would have to initiate such a toll program. This strategy is one that would be more appropriately implemented through the Metropolitan Transportation Plan (MTP) that MRCOG is currently updating.*
2. Impact of an Interchange at Coors/Montano on the surrounding community	
Will destroy the character of the community activity center, be visually obstructive, separate neighborhoods and businesses and be hostile to walkers and cyclists.	*The CCP is a long-range plan for the Corridor with one of its aims being to protect the transportation function of Coors/Bypass. If traffic conditions continue to worsen at this location, the lead agency, currently NMDOT, may pursue a roadway project to address it. Community involvement occurs at all stages in the lengthy study process. The initial step is to verify there is a need for action, followed by evaluation of alternatives. The interchange concept in the CCP is one potential action. Other alternatives would be considered. Engineering alternatives would need to accommodate all road users, including pedestrians and cyclists.*

3. Impact of a BRT on adjacent properties, to accommodate transit lanes and stations	
High-speed traffic will be closer to residents' backyards, with an increase in traffic noise and higher risk of damage to homes	*If a BRT scenario was to be implemented on Coors, a transit agency like Rio Metro or ABQ Ride would take the lead and seek federal funding. The process would take several years and require extensive technical and financial feasibility studies. Potential impacts to adjacent homes and businesses would be identified and evaluated, including compensation for property where necessary.* *Safety of adjacent properties would be considered and any significant noise would be mitigated as part of the design.*
A median BRT would further restrict access to businesses	*The pros and cons of running a BRT in the median vs. at the curb, including impacts on adjoining properties and medians, would be evaluated as part of the feasibility study and project design. Alternative access for businesses would also be identified and secured before any medians or driveways are closed.*
4. Identify Park & Ride sites in the Corridor	
The plan should identify sites.	*Staff is considering adding potential sites in the Plan, which ABQ RIDE has identified.*
5. Objections to connector street at Winter Haven	
Already used by motorists as a cut-through between WB Montaño and Coors and causes problems. Will add to the traffic, speed, noise on this local street, and increase danger for pedestrians and cyclists.	*Improving the grid network is one of the key approaches to reducing congestion along the Coors Corridor and on the west side in general. Because this road nearly connects three lighted intersections, there could be a significant impact reducing local congestion in this vicinity. There are design approaches to narrowing the road and/or other traffic calming strategies that could actually improve the quality for pedestrians and cyclists, while slowing down traffic.*
Not sanctioned by EPC decisions, including recent cases for commercial development in Bosque Plaza.	*The Coors Corridor Plan is a higher ranking document than private site development plans. Ultimately, it would be City Council's policy direction to explore opportunities such as this.*
6. Limiting access to adjacent properties/businesses	
Taking of commercial property Restricting access to businesses Bringing traffic noise and emissions closer to homes	*Due to funding constraints and a flat budget, the NMDOT is transitioning to a state-wide priority system of funding roadway projects according to rank and need. Projects on interstate and national roads may take precedence over those on state roads like Coors. If this roadway project is pursued, feasibility studies would involve identifying impacts on adjacent properties and neighborhood and measures to address them, including compensation and the mitigation of noise and pollution.*

Would like a signal/safer access at Bosque Meadows/Coors	*NMDOT study did not warrant a signal. Other solutions may be considered, but probably not included in this long-range plan.*
7. Safety of on-street bicycle facilities	
Bike lanes on Coors should be separated from motor vehicle traffic with a physical barrier.	*As the conditions along Coors vary, there are a variety of ways of handling bike lanes along the corridor. The project team is considering the methods of handling the design of bike lanes along Coors.*
Put rumble strip between bike lanes and driving lanes.	*The EPC suggested adding rumble strips along the edge of the bicycle lane in the buffer area, to keep motorists from drifting into the bicycle lane, and to alert cyclists. Many cyclists do not support rumble strips, as they can be dangerous to drive over by a cyclist who needs to avoid debris or change lanes. This strategy would need further investigation, and would better be addressed through the Bikeways and Trails Facility Plan.*

* Note: all the comments on the draft Plan are attached to staff reports, along with staff responses. The reports are accessible from the project webpage: http://www.TinyURL.com/cabq-coorscorridorplan (see June 5, July 10, August 14 and October 2, 2014, Project #1005238). Contact: Carol Toffaleti, Project Manager, 924-3345, cgtoffaleti@cabq.gov if you need assistance accessing information.