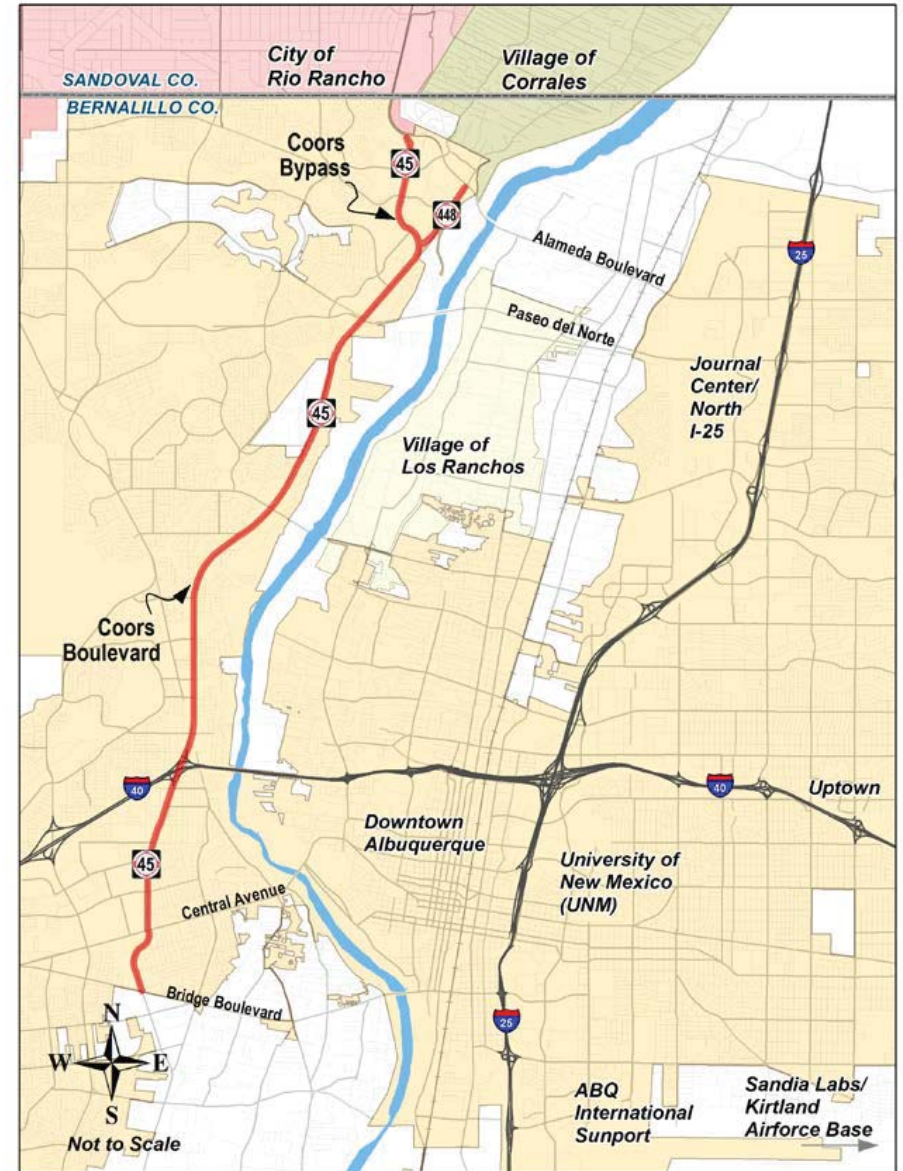




COORS CORRIDOR PLAN

Transportation Overview

- A City of Albuquerque *Long-Range* Plan for a regional facility
- 11-mile Corridor from Bridge to Alameda, mostly within the City
- Coors Blvd. and the Bypass are currently under *NMDOT jurisdiction*
- NMDOT has purview over access, improvements and maintenance of these limited access arterials
- Transportation study for the Plan coordinated by the City with NMDOT, MRCOG, transit agencies, Bernalillo County and Rio Rancho

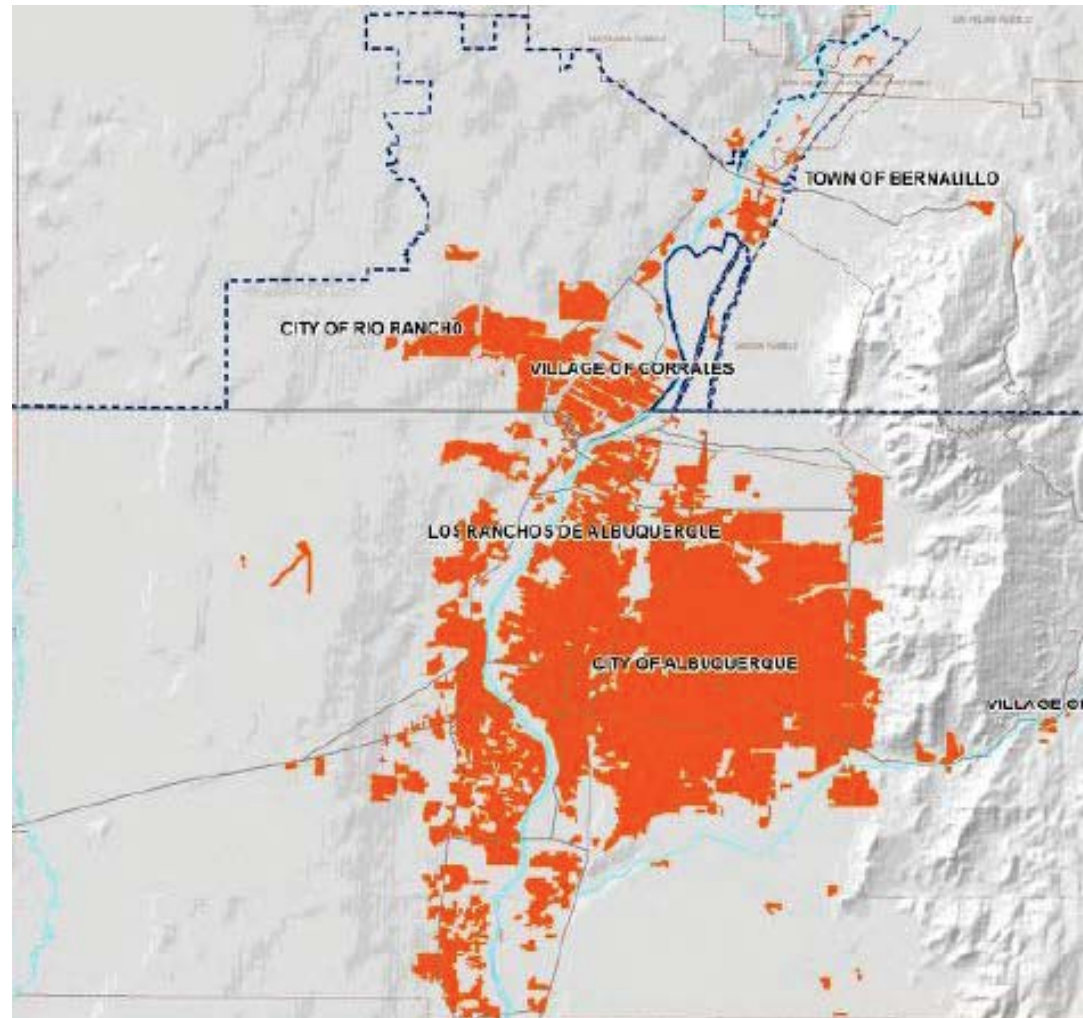


Transportation Overview

- An update of the 30-year old Coors Corridor Plan
- A lot has changed in the area since 1984
 - Population and developed area have increased significantly
 - Coors Blvd./Bypass is the main north-south arterial on the West Side and connects to 6 river crossings
 - It carries both local and regional traffic
- Population and traffic are forecast to continue growing over the next 20 years

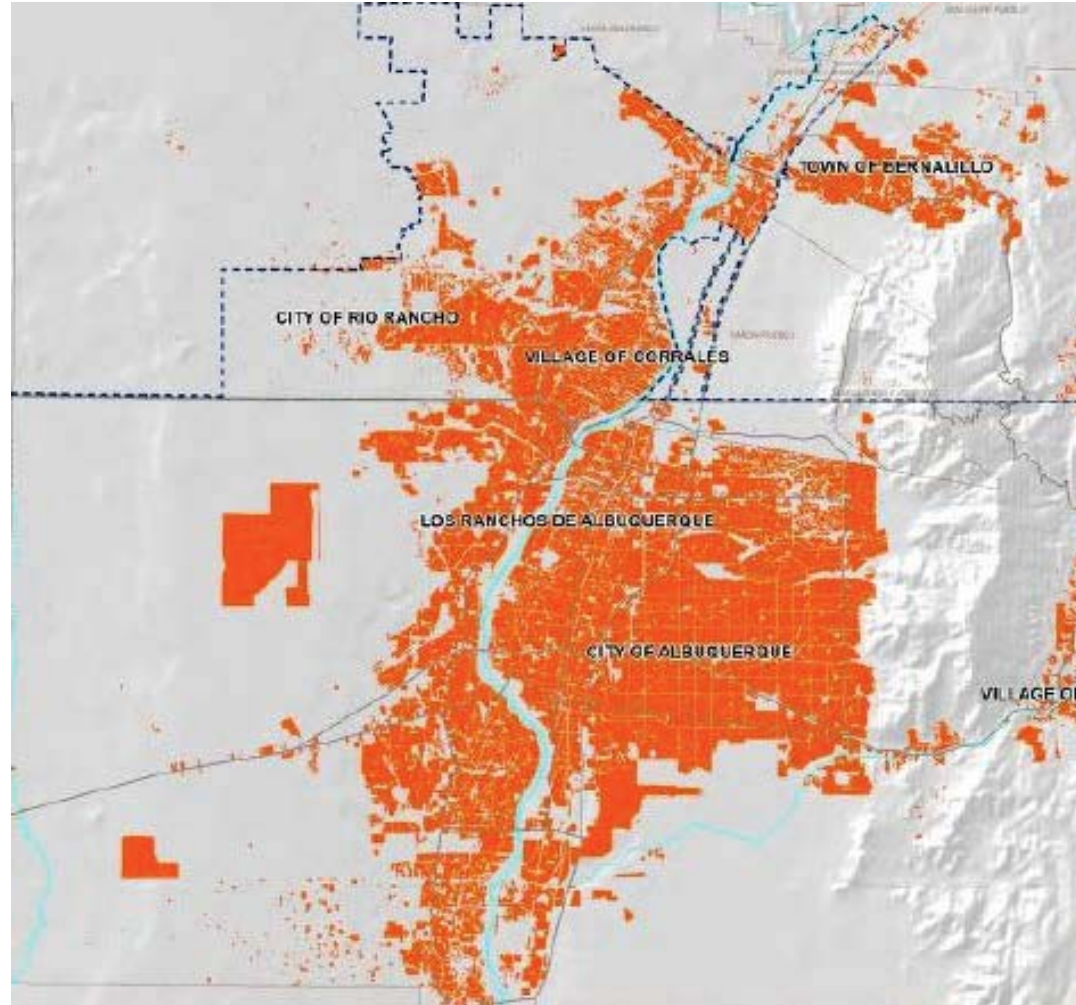
The developed area on the West Side has significantly increased

1991

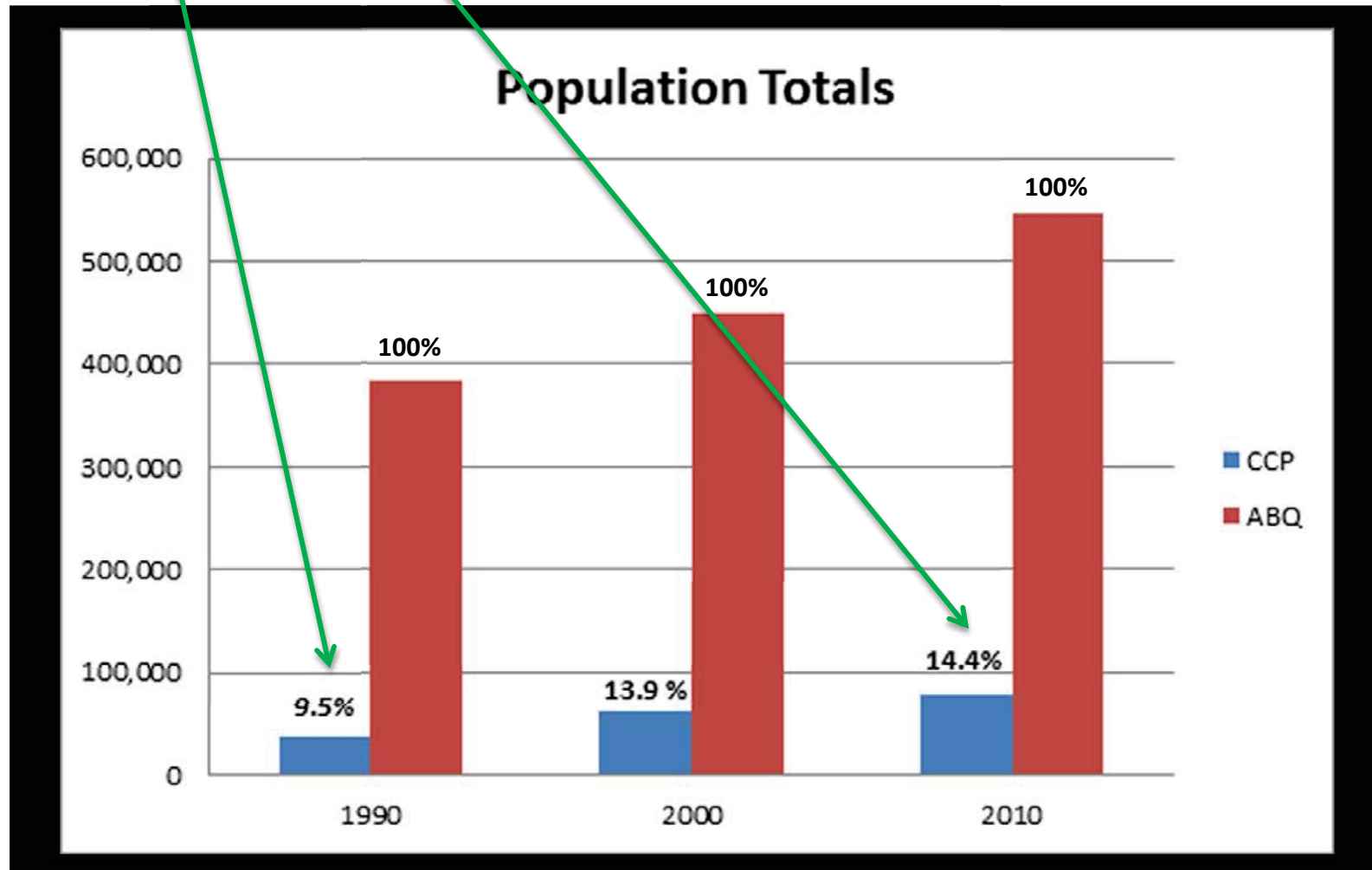


The developed area on the West Side has significantly increased

2008



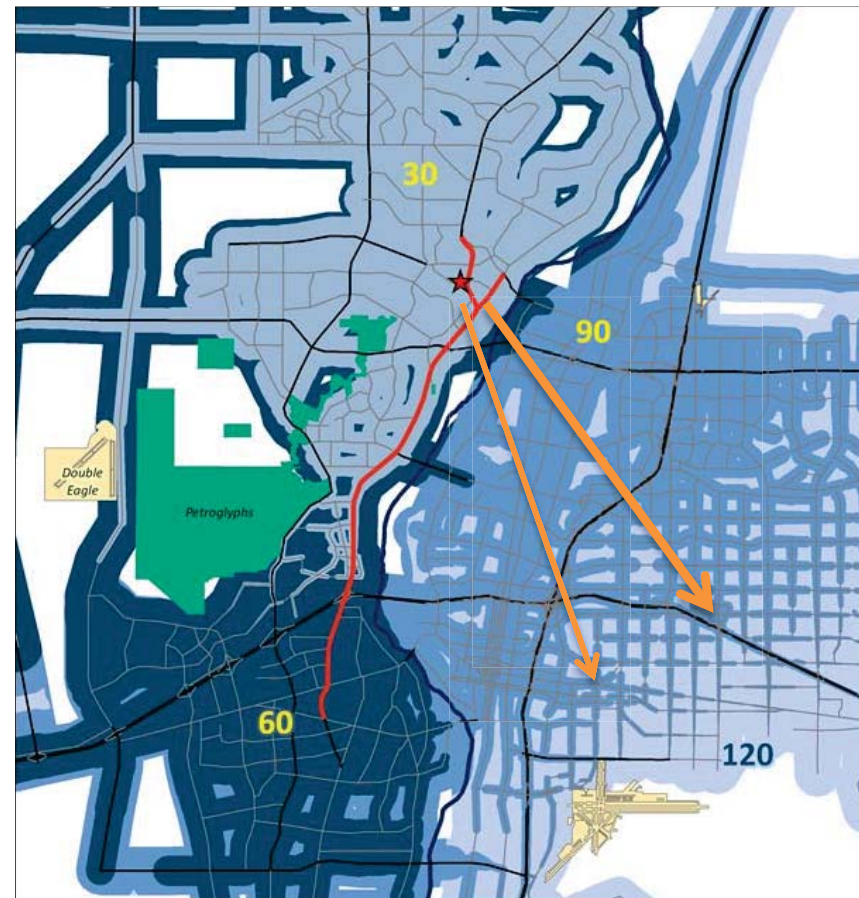
The population in the Coors Corridor Plan area has significantly increased. Between 1990 and 2010, it doubled from approximately 37,000 to 79,000 and is a **larger proportion** of the City's total population.



Additional growth has resulted in longer commute times

- Coors Blvd./Bypass carries both local and regional traffic. Virtually every commuter trip that originates on the West Side uses the Corridor to some degree.
- Population and traffic are forecast to continue growing over the next 20 years. Travel delays will become longer:

Assuming a starting point at Coors Bypass and Ellison, today's 30 minute commute to UNM or Uptown may become 90 minutes in 2035 per the MTP.



The Coors Corridor is part of a metropolitan transportation system

The long-range Metropolitan Transportation Plan (MTP) is updated every 4 years and adopted by a board that represents local governments and the NMDOT. MTP emphasizes:



- Managing traffic without increasing the capacity of existing roads
- Expanding alternatives to the car to make them more attractive for many trips
 - Sets targets for transit use on river crossings
 - Identifies premium transit corridors
 - Pledges that transit projects will receive 25% of federal funding
 - Supports improvements for pedestrians and cyclists
- The MTP provides policy guidance for funding projects.

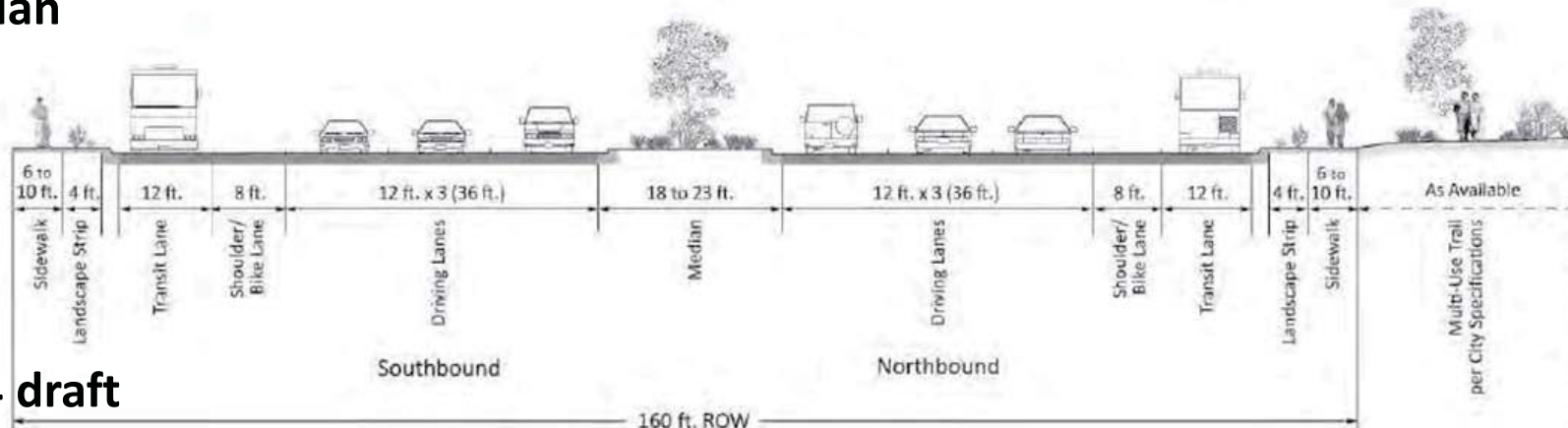
A long-range multi-modal strategy makes sense for the Coors Corridor

- “What does Coors want to be?” The public, transportation committees and engineering models agreed: **not** a freeway
- Plan provides for all modes within the existing right-of-way to the extent possible
- Will guide development and redevelopment in the Corridor over time
- Presents concepts for potential “big” projects:
 - Bus Rapid Transit (BRT)
 - grade-separated roadways

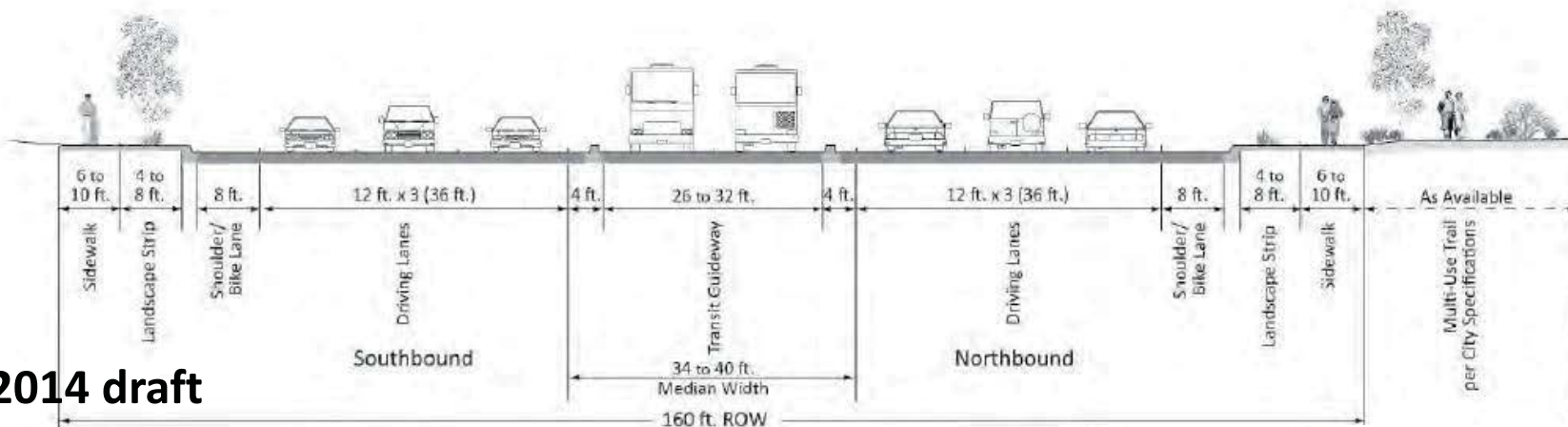
Plan provides for all modes within the existing right-of-way to the best extent possible



1984 Plan



Oct 2014 draft



Oct 2014 draft

Presents concepts for “big” projects

- Bus Rapid Transit (BRT) along Coors Blvd./Bypass
 - Quick, frequent and convenient service
 - BRT will attract more people to leave their cars behind



← Passengers in a bus take up less road space than people in cars

Presents concepts for “big” projects

- Grade-separations to address known congestion hot-spots
 - north of I-40
 - at Coors/Montaña
 - at Coors/Paseo del Norte
- BRT and major road projects take many years to evaluate
- Projects of this scale require
 - future studies
 - public involvement
 - compensation to any affected property-owners

Issues the EPC has heard from the community about the area from Western Trail/Namaste to Paseo del Norte

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

Chris Baca, transportation consultant, and city and agency staff are here today to answer questions and respond to your issues.



Thank you for your participation

What's next?

- Design Regulation & View Preservation (3rd Facilitated Meeting)
Tuesday December 2nd at 6:00 p.m.
Taylor Ranch Community Center
- Revised draft Plan and staff report for the Environmental Planning Commission
- The next EPC hearing is Thursday, January 8th, after 1:30 p.m., Planning Department Basement Hearing Room.
(Project #1005238)
- Contact the Planning Department with questions/comments
Did you pick up a comment form and information sheet?