Bridge Boulevard Reconstruction

Phase 2: Young Avenue to Riverside Drain

April 11, 2018

U.S. Department of Transportation
Federal Highway Administration

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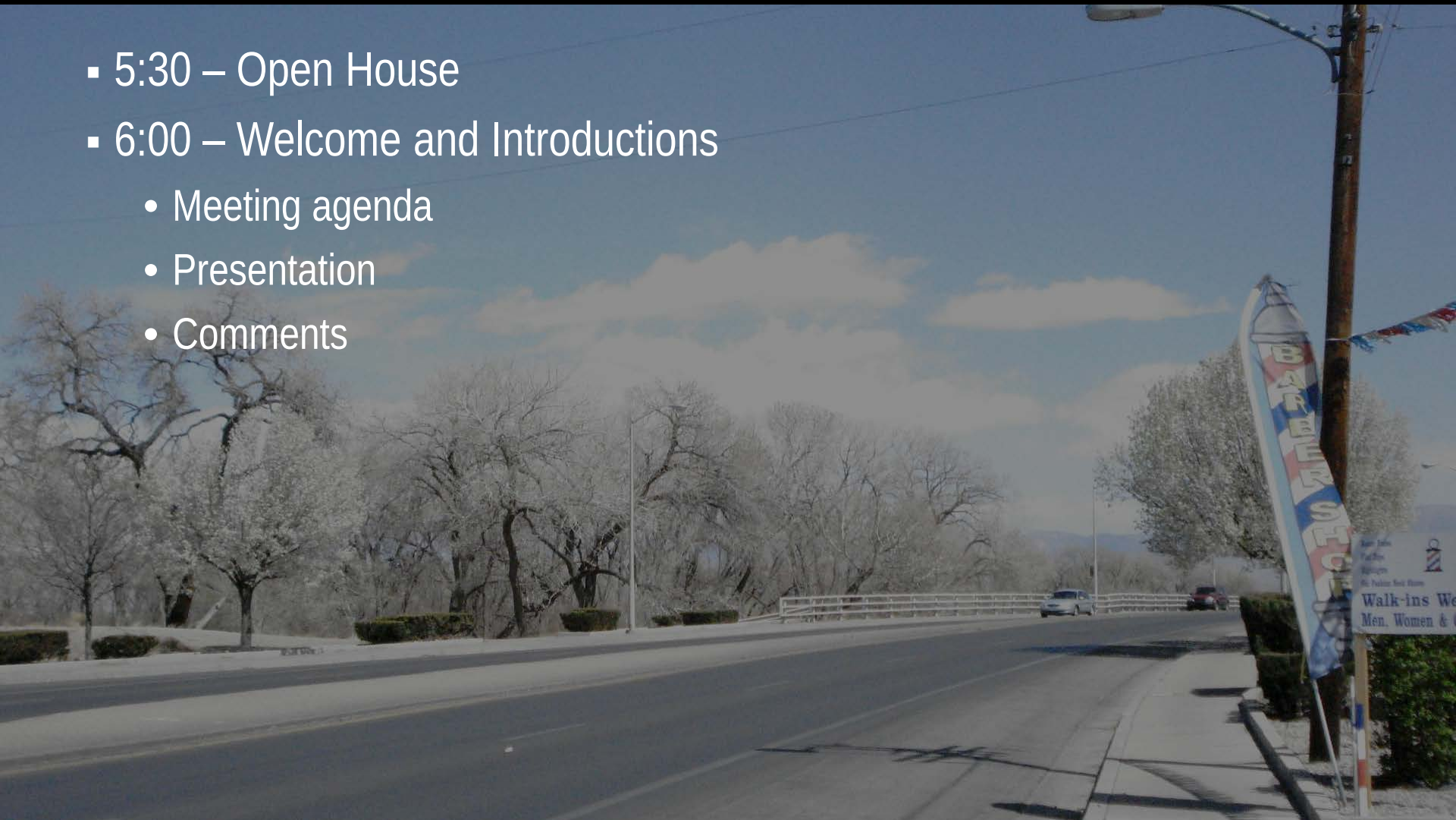
Meeting Agenda

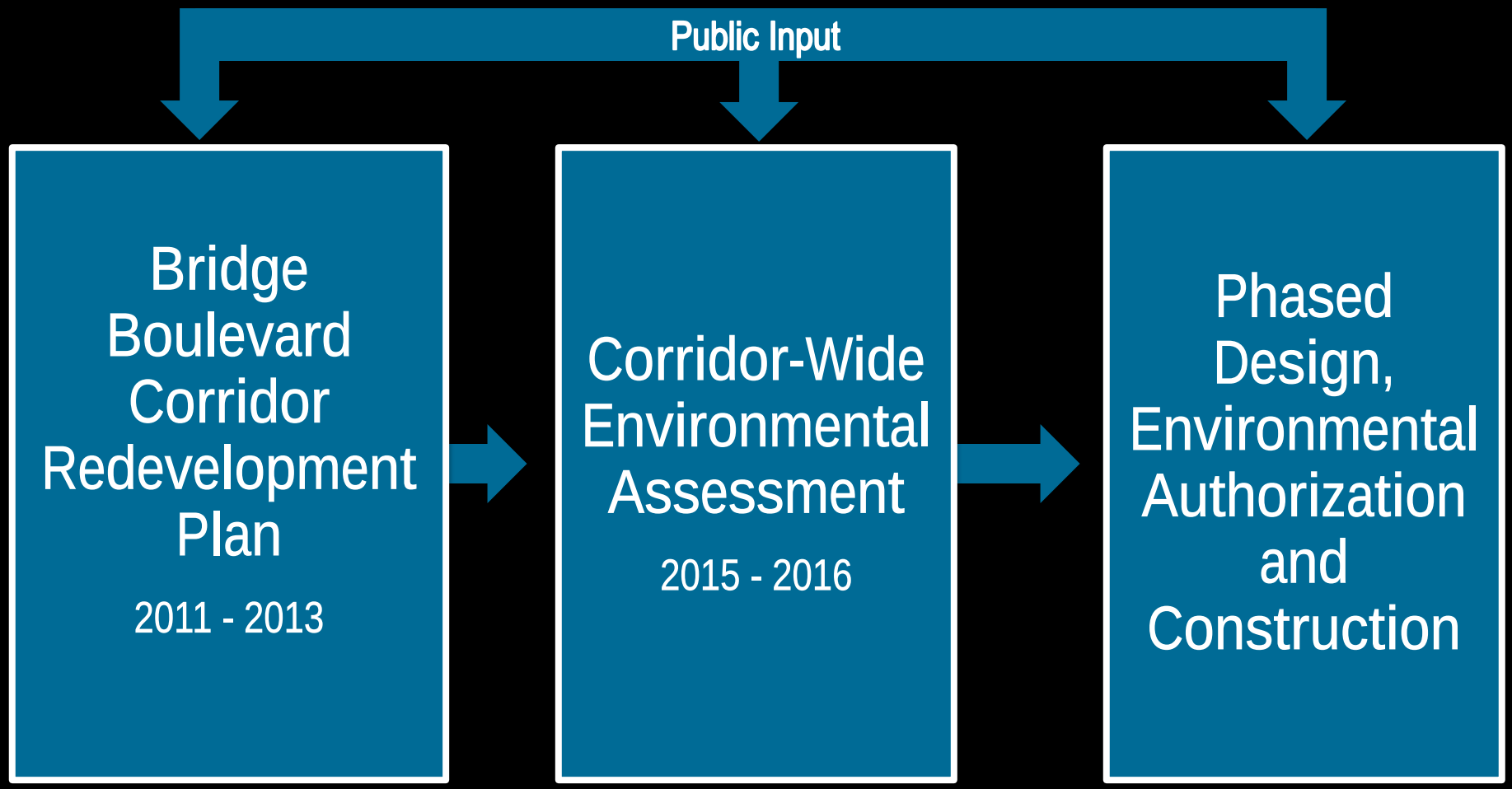
- 5:30 – Open House
- 6:00 – Welcome and Introductions
  - Meeting agenda
  - Presentation
  - Comments



Welcome and Introductions

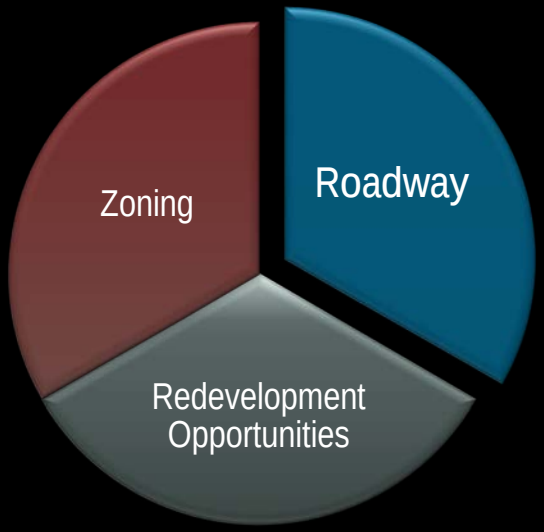
- Commissioner Stephen Michael Quezada
- Project Team
  - Howard Cake, Engineering Manager, Bernalillo County Public Works Division
  - Diane Sholtis, Project Engineer, Bernalillo County Public Works Division
  - Cathy Lopez, Public Information Officer, Bernalillo County Public Works Division
  - Ed Potthoff, Jr., Project Manager, HDR Engineering, Inc.
  - Paul Molina, HDR Engineering, Inc.
  - Kelly Sims, HDR Engineering, Inc.

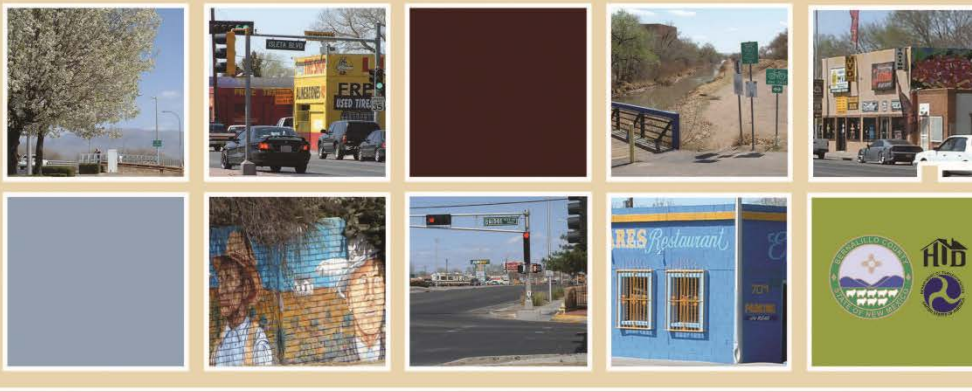
Project Background



Planning

- Integrated Plan
  - Planning process began in 2011
  - Steering Committee
  - Business and residential surveys
  - Three public meetings and a 3-day charrette
- Development of conceptual roadway plans during charrette
- Identified MainStreet Alternative as preferred
- Plan approved in 2013





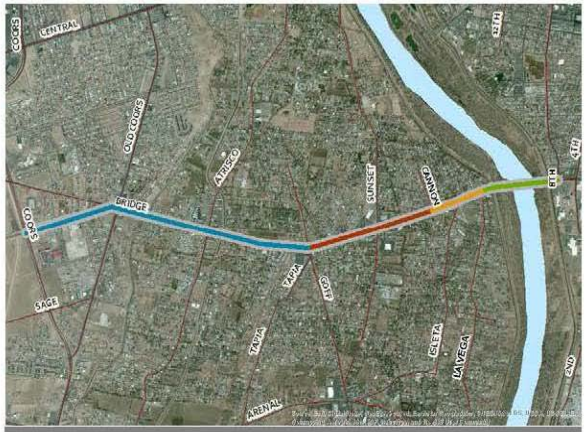
BRIDGE BLVD

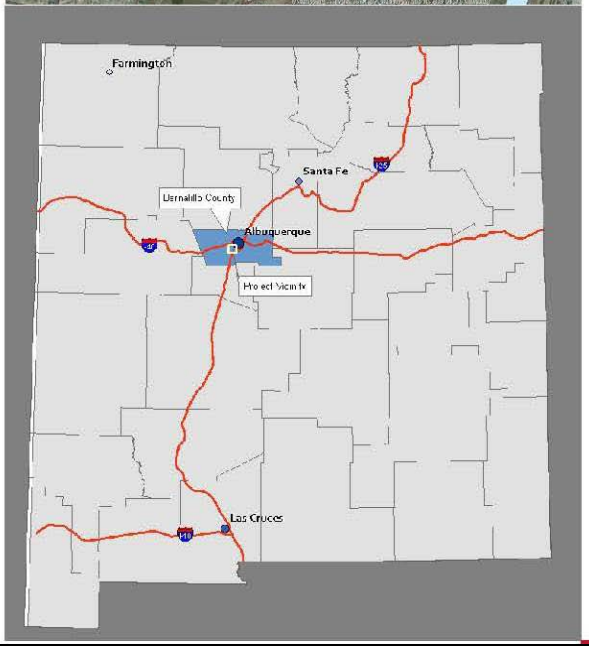
CORRIDOR REDEVELOPMENT PLAN

February 201

Corridor-Wide Environmental Assessment

- Public and Agency Scoping (May 2015)
- Data collection and Development of EA (May 2015)
- Approved in January 2016





Environmental Assessment

Bridge Boulevard Reconstruction

Coors Boulevard to 8th Street

Bernalillo County, New Mexico

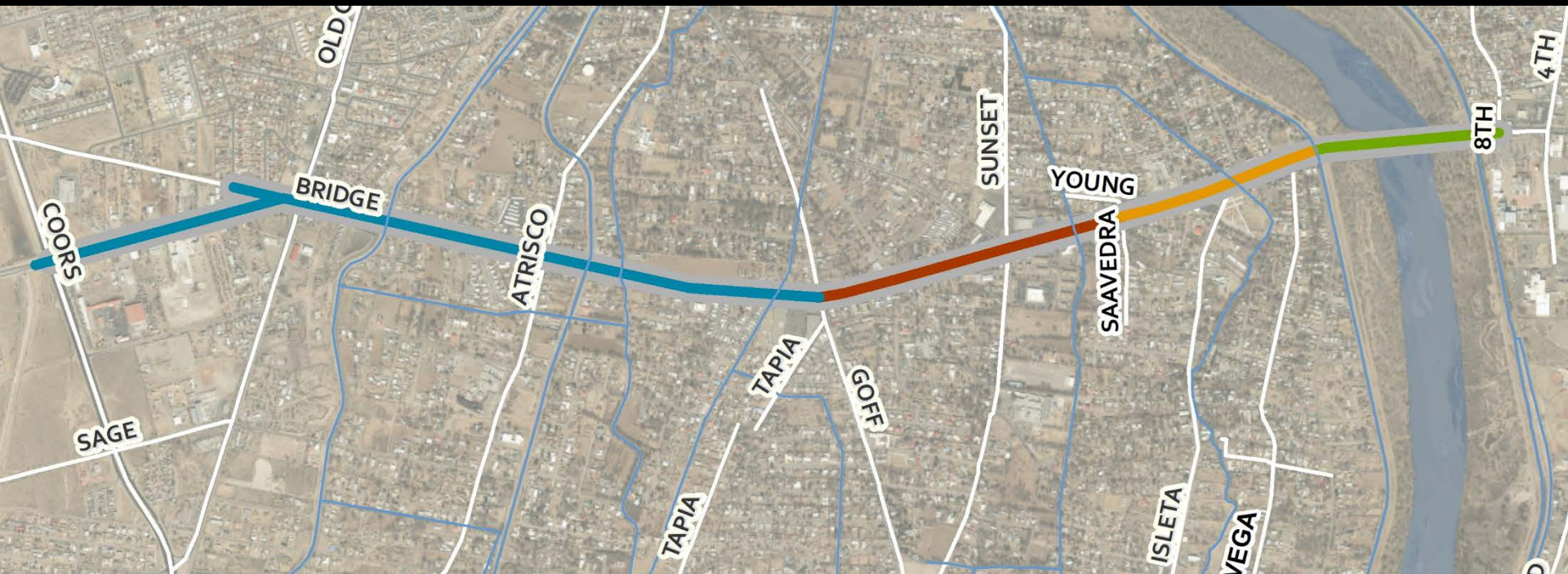
October 2015

Design Process

- Five phases
- Conceptual plans developed further
- Detailed engineering and environmental analyses
- Environmental re-evaluation and project authorization
- Final design
- Construction

Phasing

- Phase 1: Coors Boulevard to Goff Boulevard – Construction anticipated late 2018
- Phase 2: Young Avenue/Saavedra Road to Riverside Drain
- Phase 3: Goff Boulevard to Young Avenue/Saavedra Road
- Phase 4: Riverside Drain to 8th Street
- Phase 5: Pedestrian Improvements on Barelas Bridge and corridor-wide ITS signal Improvements



Project Purpose

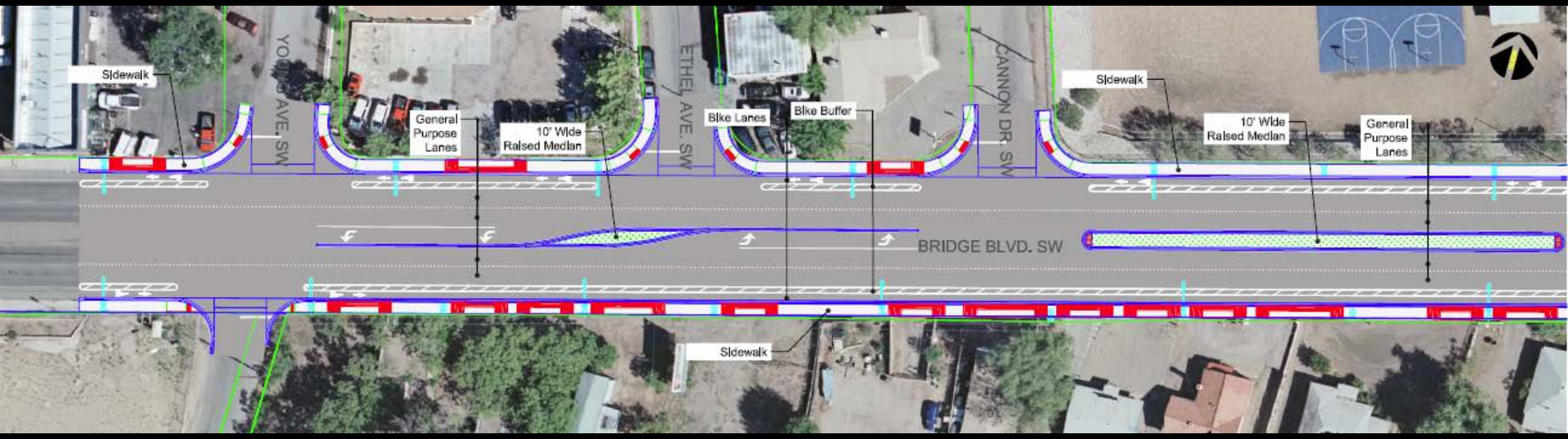
- Help to maintain acceptable traffic flow
- Increase safety
- Enhance mobility for all modes of transportation
- Support sustainable development
- Add landscaping and green infrastructure

Bridge Boulevard:

- Is the third most congested roadway in metropolitan area
- Is expected to exceed capacity by 2035
- Has crash rates above regional average
- Lacks landscaping, visible crosswalks, continuous unobstructed sidewalks, and gateways

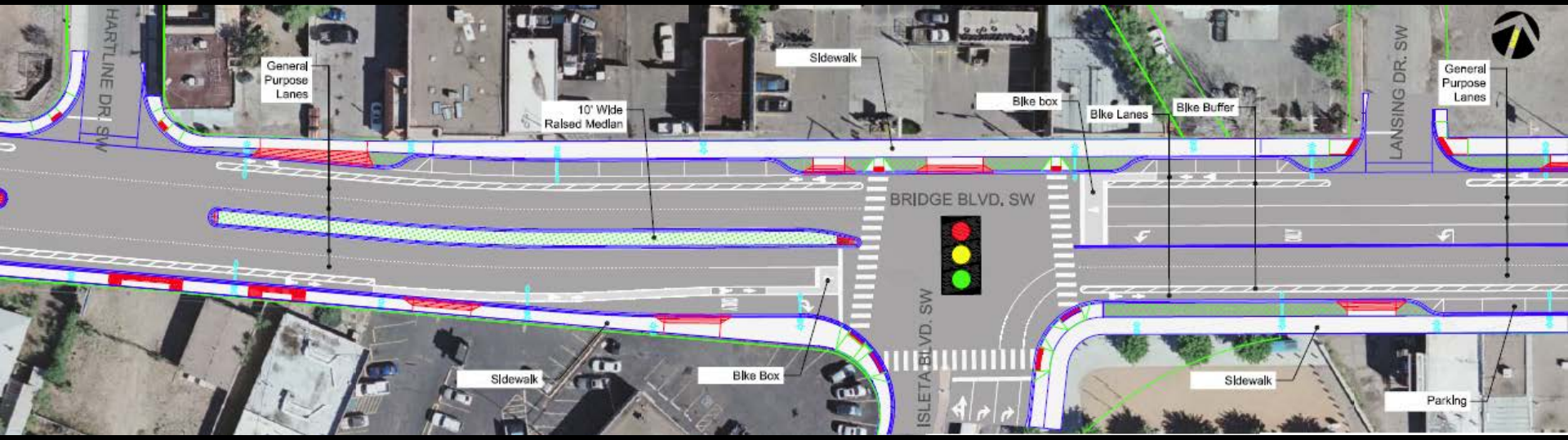
Phase 2

- Young Avenue/Saavedra Road to just west of Riverside Drain
- 0.46 miles
- Within the existing ROW, which is generally 80-feet to 100-feet wide



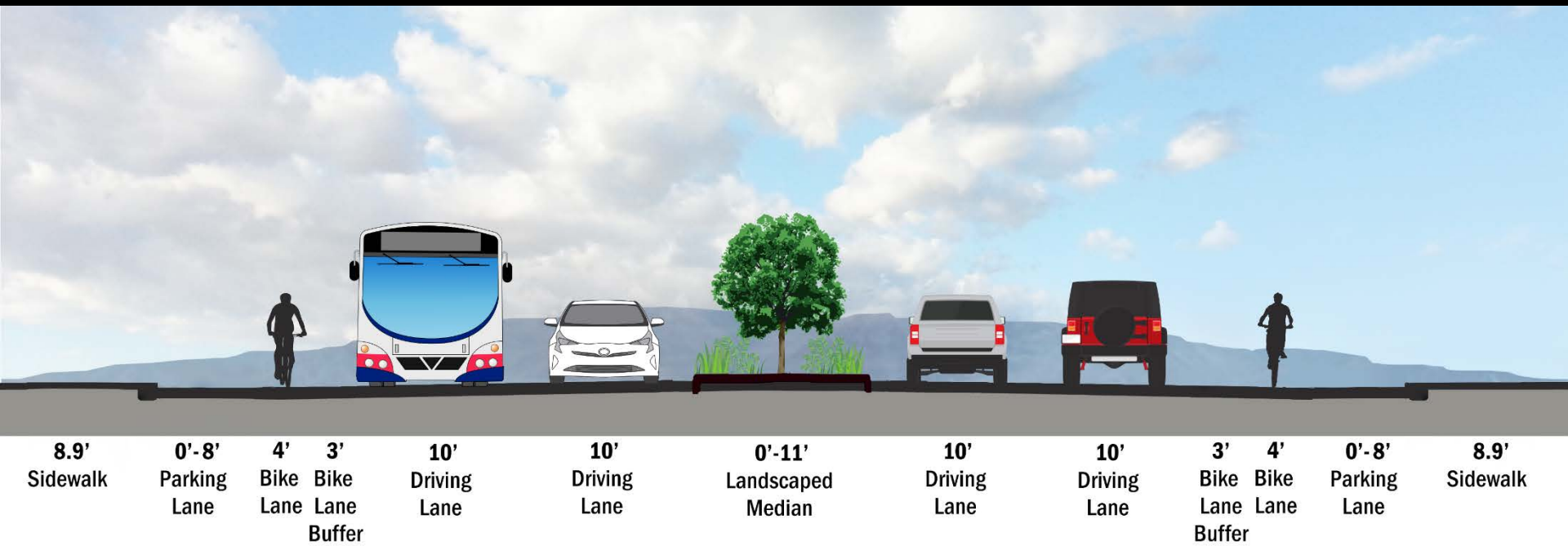
Phase 2 - Traffic

- 4 10-foot lanes
- Medians and left turn lanes
- 8-foot parking lane from Isleta Boulevard to Riverside Drain
- ITS signal optimization at Isleta and La Vega intersections
- Flashing yellow left turn signal at westbound La Vega



Phase 2 – Bicycles and Pedestrians

- 4 to 5-foot bike lanes
- 3-foot striped bike lane buffer
- Enhanced bike markings
- Left turn bike boxes
- 5 to 8-foot sidewalks
- ADA-compliant push buttons and ramps
- Drivepad reconstruction, where necessary
- Enhanced pedestrian crossings
- Lighting
- Enhanced transit stops



Phase 2 – Other Improvements

- Curb and gutter
- Storm drain inlet replacement to grateless inlets
- Median landscaping with native plants and shrubs
- Adding left and right turn lanes from northbound La Vega to Bridge Boulevard

Phase 2 – Access Control

- Access management significantly improves safety and traffic operations
- Phase 2 includes raised medians:
  - Improved safety for all modes
  - Reduction in crashes
  - Reduction in severity of crashes
  - Creates driver expectancy
- Driveways away from signalized intersections
- Project team will coordinate with property owners

SAFE ACCESS IS GOOD FOR BUSINESS

U.S. Department of Transportation
Federal Highway Administration

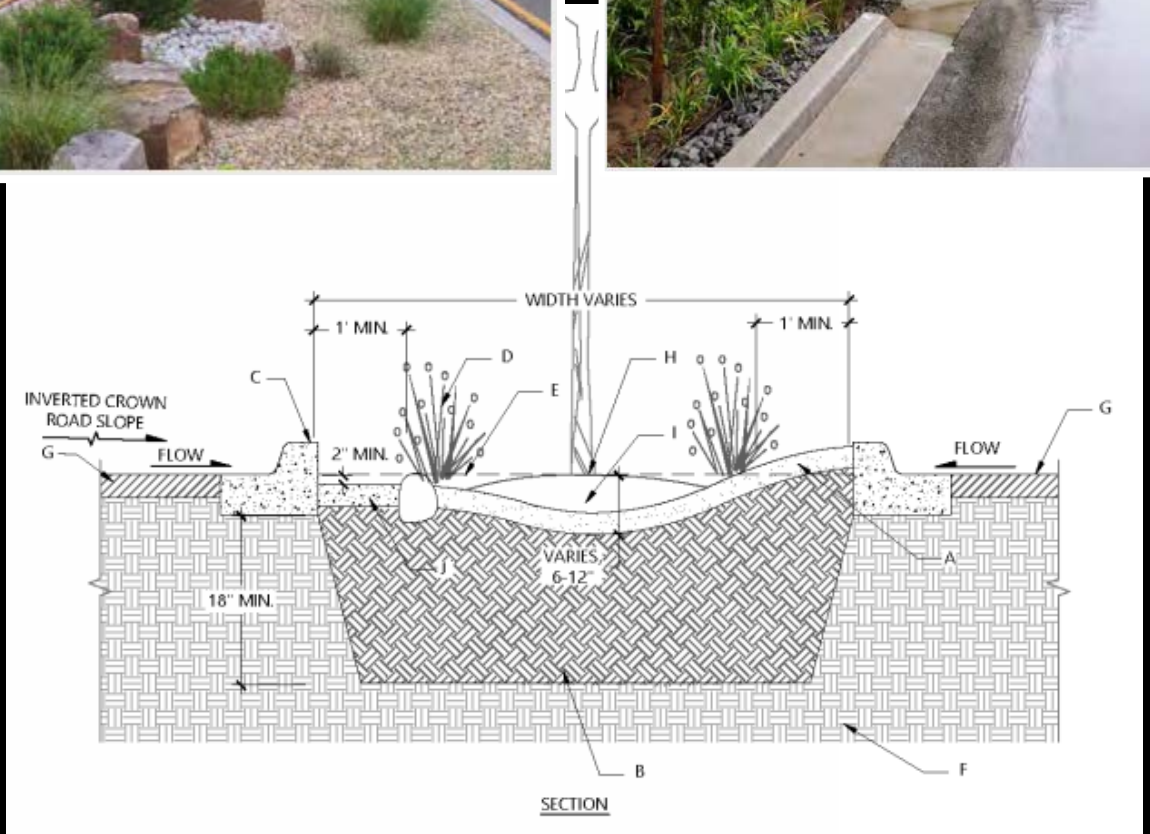
You may be reading this primer because your state transportation agency or local government has told you about plans that will affect access to your business. They may be planning to install a raised median on your roadway, to close a median opening, or to reconfigure your driveway. Perhaps your request for a driveway is under review or the regulating agency has imposed conditions on its approval. Or, maybe the state or local agency is planning a new access policy and you have questions or concerns about the economic effects of these changes.

Whatever the reason, it is important for you to understand the basis for these changes and how they might affect your business. This primer will address questions you may have about access management and its effect on business activity and the local economy. It focuses on economic concerns that may arise in response to proposed access changes or policies, including potential impacts on business activity, freight and deliveries, parking for customers, and property or resale value of affected property.

Phase 2 - Green Infrastructure

Potential applications of green infrastructure and low impact design for water quality:

- Median stormwater planters
- Curbside stormwater planters
- Stormwater planter inlets, with or without trees
- Pervious pavement along in parking areas extending to buffered lane lines
- Water Quality Vaults at system outfalls



Phase 2 - Environmental Review

Categorical Exclusion being prepared

- Cultural Resources/Historic Properties
- Biological Community
- Water Resources
- Right-of-Way (temporary construction permits)
- Air Quality
- Noise
- Hazardous Materials
- Recreational Access
- Multi-Modal Connectivity

Phase 2 - Construction

- Temporary Construction Permits
- Hours limited to work days
- Communications to minimize disruption
  - Detailed traffic control plans
  - Regular communication between contractors and area businesses and residents
  - Maintenance of access
  - Lane closures to be communicated to public, police, fire, and rescue departments
  - Access signage for businesses and parking
  - Recommendations for proactive communication with customers

Funding

- Conceptual level cost: $5,000,000
- Funding from federal Surface Transportation Funds and local general funds

Next Steps

May 2018

Complete Categorical Exclusion

May 2018 to November 2018

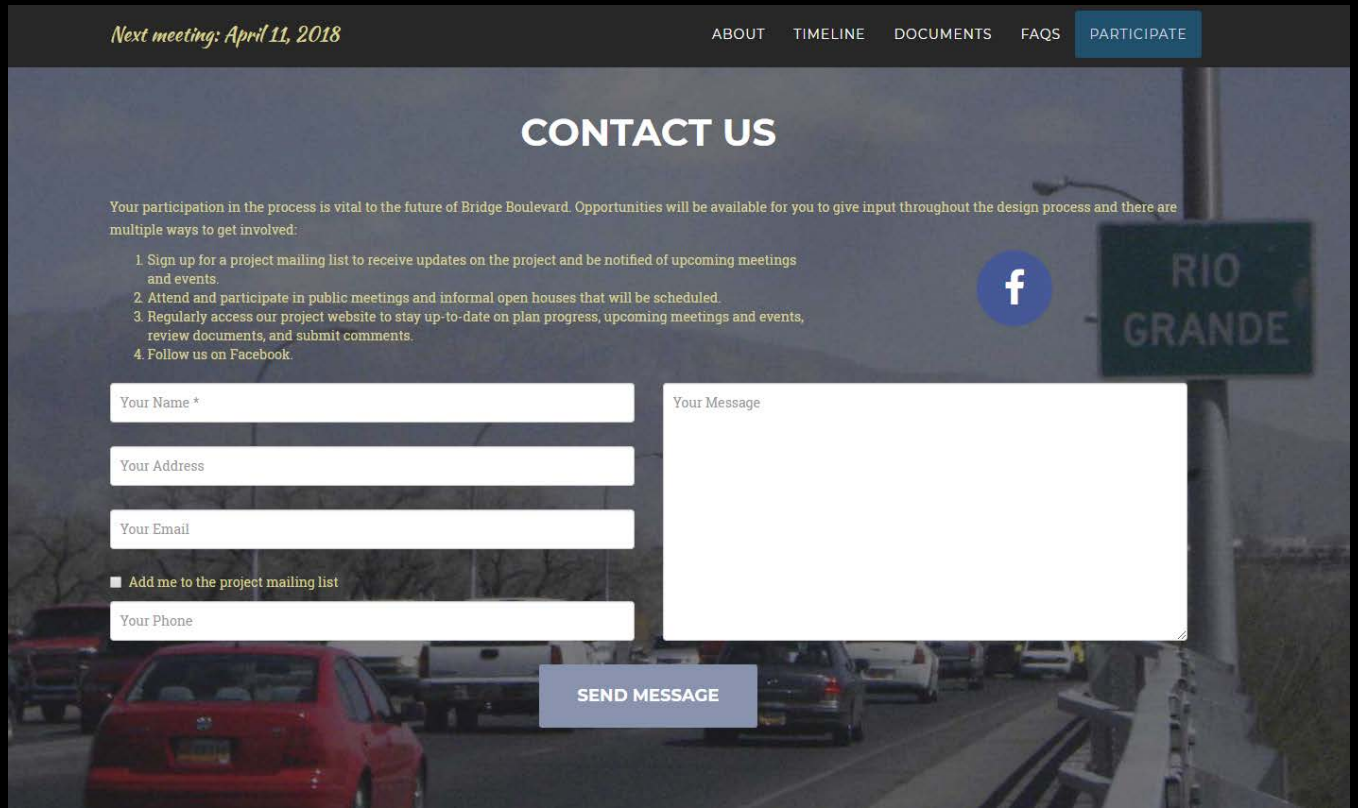
Continue plan development based on community input and agency and property owner coordination

November 2018

Prepare final plans

TBD

Construction

How to Comment

- Complete a written comment form and turn in tonight or mail
- Submit comments via email to: info@bridgeboulevard.com
- Submit comments via website: www.bridgeboulevard.com
- Comments due by May 11, 2018