

Appendix A

MRCOG Resolution R-03-31

EXHIBIT "B"

Resolution
of the
METROPOLITAN TRANSPORTATION BOARD
of the
BOARD OF DIRECTORS
of the
MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO
(R-03-31 MTB)

**AMENDING THE ACCESS CONTROL POLICY ON GIBSON
BOULEVARD BETWEEN INTERSTATE 25 AND UNIVERSITY
BOULEVARD AND ADDING A PROPOSED INTERSTATE 25
FRONTAGE ROAD BETWEEN SUNPORT BOULEVARD AND GIBSON.**

WHEREAS, Resolution UTPPB R-86-9 designates Gibson Boulevard from Interstate 25 (I-25) to San Mateo as a high-capacity, high-speed limited access principal arterial with access limited to approximately one-half mile, at-grade intersections; and

WHEREAS, the City of Albuquerque has requested a change to the access policy for Gibson Boulevard to allow right-in, right-out access at Mulberry on the north side of Gibson Boulevard, to allow a new full access "T" intersection on the north side of Gibson Boulevard approximately midway between Mulberry and University Boulevard, and to modify the existing access at Mulberry on the south side of Gibson Boulevard by limiting the access to right-in, right-out and left-in only, and

WHEREAS, the proposed additional access on the north side of Gibson Boulevard provides needed access to the planned commercial center and to the remaining undeveloped lands in the immediate area; and

WHEREAS, in order to preserve the mobility function of Gibson Boulevard between Interstate 25 and University Boulevard, a traffic analysis has shown there should be no more than three (3) signalized intersections in the future along this approximately one-half mile of roadway, including the existing signal at University; and

1 WHEREAS, the traffic analysis further indicates that, to best coordinate the
2 signal timing along Gibson Boulevard between Interstate 25 and University Boulevard,
3 the Gibson/Mulberry Intersection should remain an unsignalized intersection in the
4 future; and

5 WHEREAS, residents of the Kirtland Neighborhood and area property owners on
6 the south side of Gibson Boulevard have expressed concern with the proposal to not
7 signalize the intersection of Gibson and Mulberry and, in particular, are concerned with
8 the need to turn left (westbound exit) from Mulberry to Gibson Boulevard; and

9 WHEREAS, the traffic analysis performed for Gibson Boulevard, Interstate 25 to
10 University Boulevard, found there would not be adequate gaps in the traffic stream on
11 Gibson Boulevard for exiting traffic from Mulberry to make left turns safely at an
12 unsignalized intersection; and

13 WHEREAS, in an effort to mitigate concerns with restricted access at Mulberry,
14 an alternative access plan has been proposed that involves constructing a new two-lane
15 frontage road on the east side of Interstate 25 between Gibson Boulevard and Sunport
16 Boulevard as shown on Attachment A; and

17 WHEREAS, the proposed alternative access plan also includes an east-west
18 local connector street from Mulberry to the I-25 frontage road, requiring a new bridge
19 over the South Diversion Channel; and

20 WHEREAS, the purpose of this east-west local connector street is to provide the
21 Kirtland neighborhood and businesses along Mulberry with a westbound exit from the
22 area; and

1 WHEREAS, the east-west local connector street will be restricted at its Mulberry
2 intersection to allow for only exiting, westbound traffic, in an effort to prevent the
3 possibility of traffic short-cutting through the Kirtland Neighborhood; and

4 WHEREAS, the east-west local connector street between Mulberry and the
5 frontage road will be constructed as part of the frontage road project between Gibson
6 Boulevard and Sunport Boulevard; and

7 WHEREAS, at such time as the frontage road and east-west local connector
8 street are constructed and operational, access to and from Mulberry on the south side
9 of Gibson Boulevard will be restricted to right-in, right-out and left-in access only. Until
10 such time, the intersection of Mulberry on the south side of Gibson will remain an
11 unsignalized, full access "T" intersection; and

12 WHEREAS, the exact location of the frontage road improvements, east-west
13 local connector street, and new and modified access points along Gibson Boulevard will
14 be determined by the City of Albuquerque and New Mexico Department of
15 Transportation; and

16 WHEREAS, prior to the construction of the frontage road improvements and
17 east-west local connector street, a presentation by the City of Albuquerque and New
18 Mexico Department of Transportation will be made to Board of Directors of the Kirtland
19 Community Association to review the final plans for construction; and

20 WHEREAS, the Board of Directors for the Kirtland Community Association
21 representing the residents of the Kirtland Neighborhood are in support of the proposed
22 change of access at Mulberry and Gibson Boulevard with the conditions and restrictions
23 as specified below; and

1 WHEREAS, work on a cooperative agreement between the New Mexico
2 Department of Transportation, City of Albuquerque and area property owners,
3 identifying the source, amount and timing of the funds to be contributed by each party
4 for construction of these modifications, will begin immediately upon approval of this
5 resolution by the MTB; and

6 WHEREAS, it is the responsibility of the MTB to make any changes to the Long
7 Range Roadway System and to provide general guidance on transportation planning
8 activities for the Albuquerque Metropolitan Planning Area.

9 NOW, THEREFORE BE IT RESOLVED by the Metropolitan Transportation
10 Board of the Mid-Region Council of Governments of New Mexico that the Long Range
11 Roadway System for the Albuquerque Metropolitan Planning Area is amended as
12 shown on Attachment A, as listed below:

13 1. Creating a new right-in, right-out access at Mulberry on the north side of
14 Gibson Boulevard and a full access "T" intersection on the north side of Gibson
15 Boulevard approximately midway between Mulberry and University Boulevard.

16 2. Modifying the existing full access "T" intersection at Gibson and Mulberry
17 on the south side of Gibson Boulevard by limiting it to right-in, right-out, and left-in
18 access only.

19 3. Constructing a new two-lane frontage road on the east side of Interstate
20 25 between Gibson Boulevard and Sunport Boulevard and, as part of the I-25 frontage
21 road improvements, constructing a new east-west local street connecting Mulberry to
22 the frontage road. The bridge required over the South Diversion Channel for the new
23 east-west local street shall be designed according to AMAFCA and Corps of Engineers

1 standards, to include AMAFCA maintenance access at all quadrants of the local
2 street/South Diversion Channel crossing.

3 4. Restricting the east-west local connector street at the intersection with
4 Mulberry to allow for only westbound traffic, to prevent the possibility of eastbound
5 traffic short-cutting through the Kirtland Neighborhood.

6 5. Establishing that additional access onto the frontage road will require
7 review and approval by the New Mexico Department of Transportation and coordinated
8 with the City of Albuquerque.

9 6. Establishing that no access points are allowed on Gibson Boulevard
10 between the I-25 Frontage Road and Mulberry.

11 In addition, the MTB provides the following guidance for transportation planning
12 activities in the vicinity of Interstate 25 and Gibson Boulevard:

13 1. No new driveway access will be permitted from Mulberry to the currently
14 undeveloped commercial lands adjoining the west side of Mulberry between the east-
15 west local connector street and the drainage channel approximately 500 feet to the
16 south. When these lands are developed, the property owner will construct, as part of
17 the development plan, a low-level, continuous barrier separation the entire length of the
18 subject property to ensure the access prohibition to Mulberry.

19 2. The MTB requests the Red Roof Inn to take action to eliminate eastbound
20 traffic on the east-west local connector street from short-cutting through the hotel
21 parking lot to get to Mulberry Avenue, by modifying the existing Mulberry driveway to
22 allow for entering traffic only. The MTB acknowledges that the MTB and the City of
23 Albuquerque have no authority to impose this additional condition on the property

1 owner. However, in an effort to address the neighborhoods concern for cut-through
2 traffic, the City of Albuquerque proposes posting "no through traffic" signs at each of the
3 hotel's driveway entrances.

4 3. The cost of the frontage road improvements, east-west local connector
5 street and other associated improvements, is to be shared by the New Mexico
6 Department of Transportation, City of Albuquerque and area property owners, the
7 details to be specified in a cooperative agreement between the parties.

8 4. The New Mexico Department of Transportation is requested to act as the
9 lead agency for construction of the frontage road and east-west local street connecting
10 Mulberry to the frontage road, and to proceed with planning and design as soon as
11 possible following a signed cooperative agreement.

12 5. Modification of the access at Mulberry to right-in, right-out and left-in as
13 noted in Item 2 above will occur only after the frontage road and east-west local
14 connector street are constructed and operational. Until such time, the intersection of
15 Mulberry on the south side of Gibson, will remain an unsignalized, full access "T"
16 intersection.

17 6. Final plans for construction of the frontage road improvements, east-west
18 local connector street, and modified access at Mulberry will be submitted for review by
19 the Board of Directors of the Kirtland Community Association.

20 7. Final plans for construction of the new and modified access points on
21 Gibson Boulevard between Interstate 25 and University Boulevard will be approved by
22 the City of Albuquerque and the New Mexico Department of Transportation.

1 8. The City of Albuquerque Development Review Board is requested to
2 assure that clear sight lines are maintained at the intersection of the east-west local
3 connector street and Mulberry.


4 PASSED, APPROVED, AND ADOPTED this 22nd day of January, 2004 by the
5 Metropolitan Transportation Board of the Board of Directors of the Mid-Region Council
6 of Governments of New Mexico.

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Ronald D. Brown, Chair
Metropolitan Transportation Board

21 ATTEST:



Lawrence Rael
Executive Director