

# Fourth Street Corridor Design Workshop

Village of Los Ranchos de Albuquerque

## I. Executive Summary

The Village of Los Ranchos is receiving approximately \$8.5 million from the Federal Highway Administration (through MRGCOG) for major highway improvements along a four mile stretch of 4th Street that passes through the Village near its east border. The Village's engineering consultant, Wilson & Co., recommended earlier this year that the existing four-lane road become a five-lane road south of Osuna Road to match the City's five lane road beginning at Solar Road, and that curb and gutter and sidewalks be added all along the roadway.

When it became clear that this proposal, which was criticized at public meetings, would not be approved, the Village asked Wilson & Co. to hire a consultant team to conduct a public workshop to develop a proposal that would be acceptable to the public and then submitted to the Village Trustees for their approval. In July a team headed by Planners Ink conducted a four-day design workshop resulting in the recommendation listed below.

1. Four-lane road north from Solar Road to El Paraiso Road, with:
  - A. Two lanes of northbound traffic;
  - B. One lane of southbound traffic;
  - C. Left turn lane, landscaped when possible;
  - D. Curb and gutter; and
  - E. Six-foot sidewalks planted with trees at regular intervals in tree wells.
  
2. Four lane road from El Paraiso Road to Osuna Road, essentially the same as the previous section, but with wider 8'-10' sidewalks on the east (10' for distance of approximately 200' from the intersection).
  
3. Three lane road north of Osuna Road to Schulte Road, with
  - A. One lane southbound and one lane northbound;
  - B. Middle turn lane, landscaped when possible;
  - C. Eight-foot landscaped areas that might become parking lanes on one or both sides of the road at some later time;
  - D. Curb and gutter; and
  - E. 10 foot sidewalks with tree wells and street trees planted at regular intervals
  
4. 3 lane road from Schulte Road north to Ortega Road, designed to preserve a rural character, with:
  - A. One lane northbound and one lane southbound;
  - B. Middle turn lane, landscaped when possible, and with refuge areas for pedestrians at crossings;
  - C. 6 foot bike lanes both sides;
  - D. 5 foot swale for stormwater both sides, with street trees and other plants;
  - E. 5' pedestrian pathway both sides.

The intersection of 4<sup>th</sup> Street and Osuna Road would include left turn lanes on all sides, and right turn lanes on the south and east. New traffic signals would be added at Pueblo Solano Road and El Pueblo Road. Pedestrian crossings will be enhanced using bricks and other paving, and pedestrian-activated signals when

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necessary. There will be mid-block crossings with pedestrian-activated signals, primarily before school and after school for children going to and from school.

*Recommendation to Los Ranchos Village Trustees.* The preferred alternative for the 4<sup>th</sup> Street corridor and Osuna/Chavez intersection is recommended in this report and is presented to the Village Trustees for their approval. With this approval, Wilson & Co. will amend the Environmental Assessment based upon the approved alternative, followed by a public review process. The Planners Ink consultant team has been working closely with Wilson & Co. on all technical issues related to the recommended alternative. The recommended alternative should be further reviewed by Wilson & Co. to reach reasonable certainty that these recommendations satisfy all applicable federal law and regulation, and meets all technical requirements prior to preparation of the amended Environmental Assessment.

It should be noted that several aspects of this project have been suggested by the Planners Ink consultant team, but require additional study and analysis before a final recommendation can be determined. These aspects include: (1) the Chavez Road re-alignment point of departure to the north and the proposed Chavez Lane profile; (2) the extent of improvements and profile of Osuna Road between 4<sup>th</sup> Street and the Chamisal Lateral; and, (3) the final location and configuration of the Village Center plaza.

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## II. Introduction

During May 2000, the Village of Los Ranchos, through its engineering consultant, Wilson & Co., selected Planners Ink and the firm's team of design and planning professionals to organize and facilitate a public design workshop to consider transportation improvements and enhancements along a 2.85 mile, 4-lane highway corridor that is the Village's main commercial strip. Transportation improvements focused on three different character zones along the 2.85-mile corridor, with attention also to intersection improvements at Fourth Street and Osuna Road. The Village is located approximately 7 miles from downtown Albuquerque.

Previous public input from Village residents and businesses failed to result in a consensus that could provide the basis for implementation of Wilson & Co.'s recommended design alternative. The main purpose of the workshop was to create an opportunity for intensive public involvement during a several day collaborative planning and design process, with the goal of developing a preferred design alternative for the corridor to recommend to the Village's governing body.

## III. Workshop Goals

The goal of the design workshop was to seek consensus among residents, landowners, business owners and other interested parties (stakeholders) for a "preferred alternative" for highway improvements and enhancements for the designated 2.85-mile corridor. Upon approval of a preferred alternative, Wilson & Co. will prepare a revised Fourth Street Corridor Environmental Assessment (EA) that would be submitted for Federal Highway Administration approval.

The development of a preferred alternative for highway improvements and enhancements for the designated 2.85-mile corridor include the elements listed below.

- Preferred design alternatives for the different character zones along the 2.85-mile corridor, including (proceeding from the south terminus to the north): Solar Road to Osuna Road; Osuna Road to Schulte Road Road; and Schulte Road to Ortega Road.
- Preferred design alternatives for the following three intersections: 4<sup>th</sup> Street at Osuna Road; 4<sup>th</sup> Street at Ranchitos Road; and, 4<sup>th</sup> Street at Pueblo Solano.
- Preferred design alternatives for roadway improvements and enhancements for: Chavez Road from 4<sup>th</sup> Street to the west border of Northdale Shopping Center; Osuna Road from 4<sup>th</sup> Street to the Chamisal Lateral.
- Recommended design improvements to assure the highest possible levels of service for traffic consistent with the other goals of the corridor project, as described below.
- Recommended design improvements to assure the fewest possible points of conflict between vehicles, and between vehicles and other modes, so that

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traffic accidents can be minimized and injury and fatalities to drivers, pedestrians and bicyclists can be avoided.

- Recommended design improvements to assure reasonable access and safety for children, the elderly, pedestrians, bicyclists, persons who are disabled, and equestrians. This includes: access at intersections and other appropriate crossings, including mid-block crossings, and pathways and sidewalks alongside roadways; and reasonable connectivity of paths and trails to encourage pedestrian and bicycle access throughout the corridor, the surrounding neighborhoods, and the village and neighborhood centers.
- Recommendations and direction to the Village of Los Ranchos regarding revitalization and economic strategies for the 4<sup>th</sup> Street corridor and the Village Center that would include the mix of uses called for in the Village 2010 Master Plan, including higher density residential as well as retail and other commercial uses.
- Recommendations and direction to the Village of Los Ranchos regarding a proposed zoning ordinance to implement the Village's recently adopted 2010 Master Plan, including provisions for a new Village Center (at 4<sup>th</sup> and Osuna), a neighborhood center (at 4<sup>th</sup> and Ranchitos), and a neighborhood zone (the remainder of the 4<sup>th</sup> Street corridor).

## IV. Background Information

A preliminary design and Environmental Assessment (EA) for the Fourth Street Corridor was prepared by Wilson & Co. on December 1999. The EA recommends improvements to the existing four-lane roadway for three segments, or Character Zones, of the corridor. For Character Zone 1, from Solar Road to Schulte Road, the consultant recommended a five-lane median facility with curb and gutter and sidewalk on both sides and bus bays at appropriate points along the corridor. Additionally, the consultant recommended a new intersection alignment at 4<sup>th</sup> Street and Osuna Road that extended Osuna across 4<sup>th</sup> Street, with a direct connection to Chavez Road. For Character Zone 2, from Schulte to Ranchitos Road, Wilson & Co. recommended a four-lane facility with curb and gutter and sidewalks on both sides and the possibility of a roundabout at the Ranchitos Road intersection. For Character Zone 3, from Ranchitos to Ortega Road, a four-lane facility was recommended with curb and gutter and sidewalk on both sides, and with geometric reconstruction and resignalization at the El Pueblo intersection.

During the public comment period for the EA, there was substantial public opposition to the recommended improvements, particularly for Character Zones 2 and 3. Many residents commented that these recommendations were not in keeping with the desired "rural character" of the Village. Because of this extensive opposition to the recommended alternative, Village Trustees were not willing to select and approve an alternative offered in the EA, a necessary pre-condition for the project to advance to the design and construction phase.

The Village of Los Ranchos determined that a more comprehensive public involvement process, in the context of a planning and design workshop, was a desirable way to further develop alternatives and to create a consensus for the

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community's vision and preferences of the corridor. This common ground would serve as a basis for developing a preferred design alternative for the corridor's roadway improvements.

## V. Planning Process



Wilson & Co. and the Village of Los Ranchos selected Planners Ink, on the basis of the firm's experience, approach to the proposed scope of work, expertise of the consultant team assembled, and the firm's availability to perform the work within the Village's desired schedule. Immediately after selection, Planners Ink began work with Wilson & Co. and with Village officials to develop a plan of action for the design workshop (also referred to as a "design charette"). The parties agreed that a focused and intensive four-day design workshop would quickly address

the issues of concern and offered the best approach for creating a solution that the Village of Los Ranchos could adopt. The agenda for the four-day workshop is included in the Appendix.

Instead of "public" comment on a pre-established plan, the workshop process invited the public – as the major stakeholders -- to become active participants in a collaborative design and planning process. The four-day workshop would begin with a community visioning process that encouraged citizens to work together in small groups to create a common vision of the roadway corridor. The results of that process would guide the design team and the public in their efforts during the following three days of the workshop. The goal was to combine presentations by members of the team and other experts on the various aspects of the project (for the benefit of the design team as well as the public), and to engage in an iterative and collaborative design process that would result in a preferred alternative that met all technical requirements and embodied the vision developed in the first day of the workshop.

The success of the workshop depended upon Planners Ink ability to secure participation from stakeholders and other interested parties, and to make certain that, insofar as possible, all relevant background information and resources be brought together beforehand. Planners Ink's outreach and information-gathering work included: field research regarding the character of roadways, and residential and commercial buildings (and settlement patterns) in Albuquerque, in the North Valley and elsewhere in New Mexico; attendance at scheduled meetings of various groups; special meetings to discuss relevant issues and gain perspectives, and interviews with elected officials and others to gain a deeper understanding of issues and to help make adequate preparations for the workshop itself.

In addition to the focused work during the four days of the workshop, Planners Ink also proposed to meet regularly with the Village's zoning committee (twice weekly) in order to coordinate roadway improvement issues with the Village's proposed zoning ordinance for the 4<sup>th</sup> Street Corridor, with attention particularly

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to proposed mixed use centers at 4<sup>th</sup> Street and Osuna Road (Village Center), 4<sup>th</sup> Street and Ranchitos Road (Neighborhood center) and Neighborhood zone (the balance of the 4<sup>th</sup> Street corridor). Planners Ink also would meet regularly with the 4<sup>th</sup> Street Business Association, and independently with various business and property owners, to discuss possible impacts on 4<sup>th</sup> Street businesses. Everyone agreed that there should also be regular meetings with the two major commercial property-owners and their consultants during the process, and their attendance was to be encouraged at the workshop.

## VI. Workshop Findings

### Community Vision



The first day's activity focused on the community's vision for the roadway in the context of the community's vision for the future of the Village of Los Ranchos. Following a presentation by traffic engineer and transportation planner Rich Chellman of TND Engineering on the design of roadways for livable communities, more than 100 participants met in three groups that were to address issues for one of the three character zones, with each group also working on the Village Center and the intersection at Osuna/Chavez and 4<sup>th</sup> Street. In the

plenary session, representatives of the three groups made presentations of their respective visions for the 4<sup>th</sup> Street corridor and their proposed solution to existing problems and potential problems created by the opportunity for new roadway improvements. The Planners Ink team then facilitated a process in which participants identified points of agreement and disagreement among the three groups. *Consensus* was reached when all three groups shared a common element or future; a *majority opinion*, where two of the three groups expressed a shared vision; or *opposing views*, in which one element would be in conflict with another. The results of these sessions are indicated below:

#### Consensus Elements of the Vision (common with all three groups)

- Maintain rural character/feeling
- Business friendly and improve it "thrive"
- Slow traffic without hurting businesses
- Encourage 'destination' as opposed to through traffic
- Create a safe pedestrian and bike environment'
- Safe equestrian crossings
- Safe crossing for all
- Not opposed to 3 lanes

#### Majority Elements of the Vision (common with two of the three groups)

- Minimize property acquisition along the corridor unless for beneficial improvements
- Chavez & Osuna are not to be aligned (strong majority, near consensus)

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- Functional plaza within Village Center
- Not just a park
- De-emphasize parking lot but still make it convenient

## Opposing Elements of the Vision (mutually-exclusive elements)

- No opposing or conflicting concepts or positions were expressed

The results of the first day's visioning efforts informed the work of the public and consultants during the remainder of the workshop, and established goals that were to be achieved in the collaborative planning and design process.

## Village Design Elements/Objectives/Issues

During the design workshop, the consultant team assembled all relevant and outstanding issues, project objectives and design elements that would together guide the design process. This list included information that had been gathered prior to the workshop, as well as information that emerged from the workshop itself, including the community visioning process on Day One. On Day Three, the consultant team systematically assembled all this information before schematic design alternatives for the roadway and for the Village Center was developed. These design elements/objectives/issues are provided below.

### Retail / Commercial

- Grocery store (medium box)
- Other community retail
- Destination rather than arterial uses
- Uses that support pedestrian traffic
- Compatible office uses
- Park once/Shared parking

### Housing

- Supports commercial
- Mixed use/over retail
- Higher density than currently allowed
- Ownership and rental
- Mixed income and age
- Garden city types

### Village Center Form

- Continued parking street connectivity
- Quality streetscape
- Scale signage
- Vertical and horizontal mixed use
- Multiple use of parking lots complements rural character
- Avoid parking decks
- Width of 4<sup>th</sup> street
- Sense of entrance/arrival at village

### Civic

- Community focal point
- Civic/government uses
- Community center
- Post office

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## Plaza

- ✓ Open air uses
- ✓ Festivals
- ✓ Growers markets
- ✓ Chavez house preservation and protection

## Transportation

- 4<sup>th</sup> Street needs to accommodate transit
- Avoid additional traffic on Chavez
- Incorporate traffic calming
- Opposition to Chavez – Osuna through traffic
- Improve street connections within Village Center
- Share parking/optimize parking utilization & provide for safe pedestrian/bike access within and beyond Village Center
- Minimize curb cuts

## Political

- Preserve Chavez house
- Preserve important community buildings and sites
- The future will be better than today
- Public spaces should be safe and friendly
- Improve business environment/climate
- Sustain retail/commercial sales/service
- Balances interests of two major owners and interest of small owners' localization
- Mixed income/market
- Not Santa Fe / not gentrify
- Clear return on public investments/takings
- Leverage public investment in higher quality of community life

## Economic Revitalization

The workshop focused on the theme of economic revitalization throughout the several days, with the primary focus on these issues coming on Day Three. Dan Guimond (with the firm Economic Planning Systems) made a presentation on opportunities for retail and other commercial within the context of a redesigned 4<sup>th</sup> Street corridor and new Village Center. A special invitation was issued to the business association to hear his presentation and to participate in a discussion with him and with other consultants. Dan's presentation and discussion was followed by a teleconference with private and public sector representatives from Lake Worth, Florida relating their experiences in downtown and Main Street revitalization and answering questions from local business owners and others. Opportunities for higher density housing development were then explored in slide shows and presentations by consultants Sean Gilligan and Tom Leatherwood. Stefanos Polyzoides (Moule and Polyzoides) and Chris Wilson (J.B. Jackson Professor at the School of Architecture and Planning at UNM) also discussed these issues in their Tuesday evening presentation on urban design and creating a community's sense of place.

There are abiding concerns in the business community about two issues: the impacts of the roadway project on their businesses; and the impacts of economic revitalization on property values and rents. In fact, there are expressions

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simultaneously of fears that the roadway project will both fail and succeed. Some continue to fear that the highway improvements will result in poor performance of the roadway and cause existing and potential customers to abandon the 4<sup>th</sup> Street corridor. Simultaneously, there seems to be the fear that the project will succeed and that increased property values will mean increased rents that will cause some businesses to relocate. This could be a particular burden on some businesses that rely upon relatively low rents to succeed.

During the workshop, it was suggested that the three-lane alternative for 4<sup>th</sup> Street could be “tested” by simply re-striping the roadway for a certain period of time. While funds for this purpose may not be available from the FHWA funds associated with this project, it is our understanding that the Village has already reserved funds for this purpose, subject to decision by the Trustees. It should also be noted that the paved roadway for the recommended three-lane alternative would be sufficiently wide (46’) to make possible the restoration of the existing four-lane roadway without additional expenditures and new construction. Therefore, in the event that the three-lane roadway improvements and associated improvements do not result in an efficient and good performing highway corridor, the Village could elect to re-stripe the roadway to its existing configuration.

The primary purpose of a successful roadway project is an efficient and safe roadway that also accommodates pedestrians, transit and all other modes of transportation. It is intended that the project will also contribute to the survival of businesses that are contributing to the economic vitality of the Village and the Albuquerque area. At the same time, increased property values will cause some disruption. It is our recommendation that the Village consider carefully measures that might help assure that those businesses that provide essential services and other desirable products and services for “daily shopping needs” do not disappear, and that they find a home in the corridor and the Village and Neighborhood centers. In many cases, owners of shopping centers have lower rent schedules for businesses that contribute to the overall vitality of a shopping center or district but cannot afford the higher rents associated with many other businesses. Public measures have also addressed this need. As part of our final report, we will offer examples from other communities that have addressed this issue successfully.

## Engineering



### *Drainage and Stormwater*

**Management.** The drainage problems along the 4<sup>th</sup> Street Corridor have plagued the Village and the North Valley area for many years. The Village of Los Ranchos 4<sup>th</sup> Street Corridor project has a unique opportunity to address this issue in a comprehensive way. Because of the Albuquerque Metropolitan Arroyo Flood Control Authority’s (AMAFCA’s) emerging comprehensive plan for the North Valley area, which is being developed now by Smith Engineering, the Village has an opportunity to design its drainage solution

for the 4<sup>th</sup> Street Corridor with the overall strategy and plan being developed

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concurrently by AMAFCA. In meetings with Planners Ink, Wilson & Co., Smith Engineering and AMAFCA, a preferred solution has been agreed to, subject to specific design in the weeks ahead. The principal elements of this solution are as follows:

- Collection of stormwater in either storm sewers using curb and gutter, or in drop inlets within swales, and direction of the stormwater to retention and detention ponds at appropriate intervals along the roadway.
- Identification of vacant properties or other properties with few improvements that might serve for detention or retention as part of the highway improvement project.
- Building pipelines from collection areas (detention ponds) and pumping either north or south to the existing systems at Paseo del Norte and Montano to send by pipeline to the Rio Grande.
- Use of stormwater in swales parallel to the roadway north of Schulte Road to irrigate trees, shrubs and other plantings and to help establish and maintain the rural character of 4<sup>th</sup> Street and the Village of Los Ranchos.

The cross-section for 4<sup>th</sup> Street north of Schulte Road shows swales parallel to the roadway that will perform the function described above, and the cross-section is described in more detail below as part of the discussion of the recommended alternative for the Schulte Road to Ortega stretch of the roadway. The same swale treatment is recommended for Chavez Road within the proposed Village Center.

*Landscaping.* Landscaping is recommended within the drainageways along 4<sup>th</sup> Street, Chavez Road, and in tree wells and planter areas within the Village Center. Landscaping that is included as part of the approved roadway improvements and enhancements will be paid for primarily with federal funds through the FHWA. However, long-term maintenance of the landscaping will be the responsibility of the Village.

There has been some confusion regarding planting of trees and other landscaping. First, planting of trees along road and highway corridors is not prohibited by federally funded highway projects. TEA –21 projects specifically include elements that enhance the roadway for pedestrians and that contribute to the character of the roadway. While in the past some highway engineers and public highway officials have argued against trees along roadways, primarily because of dangers presented to errant and often speeding motorists, it is now recognized that pedestrian safety is equally important and that trees provide some measure of protection for defenseless pedestrians in the path of vehicles. Therefore, there are positive reasons for the Village to consider extensive plantings along the highway corridor.

## Traffic

The workshop discussion of 4<sup>th</sup> Street was organized around the three character zones defined in the Wilson & Co. EA. As a result of the collaborative design process during the workshop, the roadway was divided into five sections, with the workshop recommendations defining a distinct design character for each of the five sections. These five sections of the roadway include, from the south terminus at Solar Road and ending with the north terminus at Ortega Road:

1. Solar Road to El Paraiso Drive.
2. El Paraiso Drive to Osuna Road.
3. Osuna Road to Schulte Road

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## 4. Schulte Road to Ortega Road.

The Planners Ink team is also making recommendations for design improvements and enhancements for intersections and for portions of other roads connecting to 4<sup>th</sup> Street throughout the corridor, including:

5. Intersection at 4<sup>th</sup> Street and Osuna Road/Chavez Road.

6. Osuna Road from 4<sup>th</sup> Street east to the Chamisal Lateral.

7. Chavez Road from 4<sup>th</sup> Street to the western border of the Northdale shopping center.

8. Intersection at 4<sup>th</sup> Street and Pueblo Solano Road

9. Intersection at 4<sup>th</sup> Street and Ranchitos Road

10. Intersection at 4<sup>th</sup> Street and El Pueblo Road

11. Mid-block Crossings for Schools

## Function of 4th Street

4<sup>th</sup> Street's regional street classification as a minor arterial matches the desire of the workshop participants that the street carries traffic that primarily originates in (or is destined for) the corridor area. This match of community desire and minor arterial classification includes maintaining traffic at current levels of approximately 20,000 at the south terminus (Solar Road) on an average weekday, and at levels in the range of 14,000 cars per day at the north terminus at Ortega. The Middle Rio Grande Council of Governments' Long Range Roadway System map shows three north-south arterial streets paralleling each other: 4<sup>th</sup> Street, 2<sup>nd</sup> Street, and Edith Boulevard. Of these three arterials, 2<sup>nd</sup> Street is designated as the Principal Arterial Street to serve regional north-south long distance trips. 4<sup>th</sup> Street lies less than ½ mile west of 2<sup>nd</sup> Street. In contrast to the function of 2<sup>nd</sup> Street to carry regional traffic, 4<sup>th</sup> Street's minor arterial classification highlights its function to carry shorter distance trips originating in or destined for the corridor area.

Workshop participants wanted to maintain existing traffic volumes which support 4<sup>th</sup> Street businesses while changing the roadway configuration to: (1) calm traffic speeds, (2) improve the safety of cars turning onto and off of the roadway, and (3) provide for non-automobile modes of travel. These desired alterations to 4<sup>th</sup> Street also match with long range planning in the Albuquerque region to create land use and transportation patterns that reduce reliance on the automobile and encourage trip making by walking, bicycling and transit. Specific studies underway in the Albuquerque region are the Middle Rio Grande Connections and Centers and Corridors. These studies are promoting visions consistent with those of the workshop participants' vision for a mix of land uses that promote walking and roadway configurations that promote walking, bicycling, and access to transit.

*Proposed Rights-of-Way for Highway Improvements.* The original Wilson & Co. recommendations called for a new right-of way along most of the corridor that would be approximately 15' wider than the existing right-of-way, for a total new width of 75'. The proposed right-of-way (ROW) emerging from the design workshop proposes a width of 67', accommodating three rather than four lanes of traffic, and including swales (for stormwater and for landscaping) and pedestrian pathways. There will still be an acquisition of property along the roadway to achieve the goals of the highway improvement project, but the impact would be less than with the original recommendations. Swales are recommended for the northern portion of the roadway and not for the Village Center or sections south of

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the Village Center. The existing PNM easement for telephone poles is at the east edge of the ROW, and it is recommended that between Osuna Road north to Ortega Road, no additional ROW be secured from the east side of the roadway. This will help avoid conflicts with the proposed pedestrian pathway and with tree plantings within the swale (see further discussion below).

Wilson & Co. will work closely with each landowner along the corridor to address issues posed by this required additional ROW. The primary issue will be loss of parking for businesses that now use substantially all of the space fronting the street for parking, and existing structures make it impossible for that parking to move back into the lots adjacent to the buildings. In some specific instances, parallel parking can be substituted for angle or straight in parking that currently exists, but this will still mean loss of some parking spaces – as much as one-half or more for many businesses. As mentioned elsewhere in the report, some additional parallel parking along the corridor, where appropriate, will help compensate for this loss. However, the compensation will be more meaningful if it can be located as near as possible to areas where parking is lost.

*Telephone Poles and Right-of-way for Roadway Improvements.* In conjunction



with some design alternatives proposed, the consultant explored the possibility of moving telephone poles from their existing position along the roadway; or, alternately, locating a portion of the new right-of-way to the east of the telephone poles. In one section of the roadway – from the intersection of Osuna road and 4<sup>th</sup> Street south to El Paraiso Road – moving the telephone poles is part of the preferred alternative; but it is not a recommended alternative elsewhere within the roadway.

Because of the extent of the required right-of-way on the east side of the roadway south of Osuna Boulevard (within the Village Center), and because additional right-of-way cannot be reasonably secured from the west side of the roadway in this section, the telephone poles will need to be moved into a new alignment or underground through this section. Although the preferred relocation is not recommended here, it is our understanding that PNM's policy is to move the poles as part of the roadway improvements. It appears that relocating telephone poles is not a realistic or preferred alternative elsewhere along the roadway. We also do not recommend securing additional right-of-way from properties on the east side of the telephone poles and the existing roadway right-of-way. Federal highway rules require that for a roadway with the posted speeds and other design elements recommended here no tree or telephone pole or other structure be located any closer than 10' from the edge of a drive lane. Another consideration is that trees must be located a reasonable distance from the telephone poles and within the swale. Finally, a partial movement of the right-of-way to the east to avoid conflicts with existing structures or parking areas to the west would make overall alignment of the roadway difficult, and would present other problems to be solved. Therefore, realignment of the roadway with purchase of additional right-of-way on the east side or the roadway was rejected, except for the section within the Village Center described above.

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*Public Transit.* Lane configurations for Fourth Street should allow for the smooth operation of frequent bus service, but at this time there is not a need to plan for high capacity transit in the corridor. Bruce Rizierra, Deputy Director of the City of Albuquerque Transit Department reported at the workshop on considerations of 4<sup>th</sup> Street in regional transit planning studies. The Middle Rio Grande Connections Study is tentatively promoting a high capacity transit corridor, running north-south, in a broad corridor from 4<sup>th</sup> Street to the railroad tracks. In general, the current thinking of the study team is that the implementation of a high capacity corridor is well into the future and that, of the corridors in consideration--4<sup>th</sup> Street, 2<sup>nd</sup> Street, and the railroad tracks--4<sup>th</sup> Street is the least likely corridor to be used. Instead, 4<sup>th</sup> Street is likely to have high levels of bus service as envisioned by the City of Albuquerque/Bernalillo County Centers and Corridors Study which proposes designating 4<sup>th</sup> Street as a major transit street. Fourth Street currently is one of the top six bus routes in the region in terms of ridership. Current service is the Route 10 providing a bus every twenty minutes. Future bus service levels will likely be a bus every ten minutes with service available most of the day and night with closely spaced bus stops.

*Bicycle Accommodations.* Workshop participants were in favor of a rural shoulder for local bike traffic because bike users contribute towards a calmer street environment. Shoulders on 4<sup>th</sup> Street are desirable to accommodate cyclists accessing destinations along the 4<sup>th</sup> Street corridor. The regional bikeway system proposes to use 2<sup>nd</sup> Street as the primary route for north-south travel, and Guadalupe Trail as the secondary route for north-south travel. The secondary route along Guadalupe Trail follows Mullen Road to 4<sup>th</sup> Street and then 4<sup>th</sup> Street from Mullen Road to Solar Road. In this section of 4<sup>th</sup> Street from Mullen Road to Solar Road, a 12' multi-use path (in lieu of a sidewalk) along the west side of the street will provide the connection back to the Gallegos Lateral behind the Smith's Grocery Store and ultimately Guadalupe Trail further to the south.

Shoulders available to the bicyclist will not continue into the Village Center. It is assumed that a bicyclist travelling through or destined for the Village Center will either move into the flow of vehicular travel, or push their bikes along the sidewalks.

Chavez Road and Osuna Road are also secondary bike facilities that cross 4<sup>th</sup> Street and provide east-west travel. The multi-use trail system at Paseo del Norte is also used for east-west travel.

*Parking.* Parking along 4<sup>th</sup> Street may be a future desired condition to enhance opportunities for a revitalized business sector, particularly in the Village Center. However, parking is not generally recommended for 4<sup>th</sup> Street at this time. Parking is recommended as soon as possible on existing or future side streets or surrounding a future plaza at the Village Center, in conjunction with the new village ordinance and/or a new Village Center plan. A combination of parallel, straight-in or angle parking may be appropriate, with the mix depending upon the actual design of a plaza and Village Center on either side of 4<sup>th</sup> Street.

As part of the proposed improvements, some parking alongside the roadway may be appropriate in areas where right-of-way requirements for the proposed improvements result in loss of parking by some property-owners. Extensive

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parallel parking is not recommended initially along the roadway north of Schulte Road. It is important that the roadway establish its character and performance before this additional parking is added, and then only after careful evaluation of its need and its likely affect upon businesses along the corridor.

We have identified several properties where existing on-lot parking is likely to be affected by the additional right-of-way that would need to be purchased for the recommended alternative. When all or some of the existing parking spaces would be lost for these parcels, there are a range of alternatives that might be appropriate as compensation to those property-owners, in conjunction with the roadway improvements, including: purchase of the entire property; purchase of a portion of the property; reduction in size of existing buildings to set-back from roadway right-of-way or to accommodate parking; or location of parking adjacent or nearby to compensate for loss of parking spaces.

It may be more appropriate to secure small parcels or some percentage of the square footage of parcels to provide public parking off the roadway, thereby minimizing possible conflicts with traffic, pedestrians and bicyclists. Solutions will be on a case-by-case basis, depending upon the extent of impact on individual properties and appropriate solutions available. Even though we have every reason to expect that individual property-owners will be treated fairly on these matters, because of widespread concern about impacts of a new roadway on businesses we make a special note about the importance of considering the needs of property-owners and businesses that are particularly impacted as part of this project.

Parking issues are also discussed above in the section on the proposed rights-of-way for the highway corridor.

*Alignment of Osuna Road and Chavez Road.* Workshop participants did not favor realigning Chavez and Osuna Roads to eliminate the dogleg intersection at 4<sup>th</sup> Street that created a direct alignment across Fourth Street. Their opinion was a direct realignment would destroy the cultural heritage the Chavez and Osuna families had created separately as the two extended families built homes on the roads that bear their family name. Furthermore, they thought the realignment would induce cut-through traffic in the residential areas by creating an obvious east-west route that was attractive to motorists. Any solution that more closely aligns Osuna and Chavez Roads should include traffic calming measures on Chavez Road.

We recommend that the eight-foot wide sidewalks along 4<sup>th</sup> Street within the Village Center be continued on the extension of Osuna Road to the west and on all streets intersecting with 4<sup>th</sup> Street within the Village Center.

*Traffic Flow on 4<sup>th</sup> Street with Altered Lane Configurations.* The current configuration of two through lanes in each direction falls short of the community goals to: (1) calm traffic speeds, (2) improve the safety of cars turning onto and off of the roadway, and (3) provide for non-automobile modes of travel. The existing condition is flawed for both right and left-turning vehicles that must use the through lanes for turning movements. This hampers both through traffic (even traffic simply passing "through" to another location on 4<sup>th</sup> Street) and both types of turning traffic.

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The suggested alternative to the current configuration is a three-lane configuration that will provide a center turn lane to greatly improve left-turning movement safety and two through lanes-one in each direction. The other roadway change will be six-foot wide shoulders that will serve local bicycle traffic, disabled-vehicle refuge, vehicular/pedestrian separation zone and, with slight periodic widening, as bus stop turnout locations. The shoulder areas will also aid right-turning vehicle movements.

The Bernalillo County Public Works Department under the direction of Chris Blewett tested a one-one-one configuration against the existing two-zero-two configuration for traffic flow effects. The findings are that the two configurations operated similarly in accommodating travel demand, local and regional, in the corridor. This analysis was quite conservative, because the computer model used treated the one-one-one configuration as a two-lane street. Even as a two-lane street, the model predicted that there would be little traffic directed away from 4<sup>th</sup> Street.

The theoretical maximum traffic flow occurs with vehicle travel speeds in the 30-35 mph range. The redesign of 4<sup>th</sup> Street will encourage traffic speeds at the lower end of that range of speeds to enhance pedestrian safety while accommodating significant traffic volumes.

*Traffic Flow at Intersections.* Depending on the details of traffic flow at and near



each intersection, additional turn lanes may be needed. Based on currently planned development, a right turn lane from 4<sup>th</sup> Street onto Osuna may be required. The need for such a turn lane may be mitigated with the specific site plan design of the development at the southeast quadrant of the 4<sup>th</sup> Street-Osuna intersection. For example, a layout that would allow encourage northbound traffic on 4<sup>th</sup> Street that seeks to be eastbound on Osuna to pass through the property could mitigate the need for a dedicated right turn lane on 4<sup>th</sup> street at Osuna. Similarly,

the median on 4<sup>th</sup> street should be continuous along 4<sup>th</sup> Street in the area south of Osuna to preclude southbound left-turning traffic, directing this movement to the intersection and signal at Osuna.

*Drainage and Maintenance of Rural Character.* The proposed changes to 4<sup>th</sup> Street include the addition of swales along both sides of the street with trees and other vegetation within the swales. As swales will provide for the dispersion and absorption of stormwater along the entire length of 4<sup>th</sup> Street as modified. The swales will also provide some groundwater recharge and the vegetation will afford some treatment of the stormwater.

The alternative of curbs, catchbasins and culverts collects all of the stormwater and creates a problem due to the nature of such a system that collects and therefore focuses more water as it travels downstream in the drainage system. By focusing the stormwater it increases in volume and velocity and the design options

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to collect and deter any pollutants in the stormwater become fewer, while the difficulty of treatment increases considerably. Finally, in addition to a curbed system presenting a much more urban appearance, it takes all of the water away from areas that might otherwise be irrigated and recharged, however slightly from natural rainfall.

*Pedestrians, bicyclists and other non-motorists.* The overall configuration of the proposed changes to 4<sup>th</sup> Street, that include new sidewalks at least five feet in width, trees and the six-foot shoulders will greatly improve the pedestrian, bicyclist and other non-motorist mobility along 4<sup>th</sup> Street. Mid-block crossings may also be provided to aid in non-motorist travel across 4<sup>th</sup> Street.

The proposed Village Center will also serve to create a pedestrian destination and its design will encourage people who arrive by motor vehicle to circulate as pedestrians in the Village. Over time, pedestrian travel can be further encouraged by additional new buildings and uses as envisioned by the Village 2010 Master Plan for the 4<sup>th</sup> Street corridor.

*Driveways Along 4<sup>th</sup> Street.* Safe access to driveways along 4<sup>th</sup> street will be improved with the continuous turn lane proposed with the three-lane roadway. To further reduce problems caused by the extensive number of driveways along the corridor, we recommend the following: (1) definition of driveways with curbs or other methods as part of the highway improvement design; (2) shared driveways for adjacent or multiple properties whenever possible; (3) use of existing alleys or roadways for rear access as an alternative to access off 4<sup>th</sup> Street; and (4) creation of new alleys or roadways when possible for rear access to properties as alternative to access from 4<sup>th</sup> Street.

These goals can be achieved by: (a) requirements associated with highway improvements; (b) cooperation among landowners; and requirements imposed on new applicants for zoning changes, (c) development plans or building permits. Appropriate provisions should be included in the Village's new zoning ordinance.

*Traffic Calming on Intersecting Streets.* Alternate designs for roadway improvements have evoked understandable fears that traffic along an improved roadway corridor might be diverted to neighboring streets on either side of 4<sup>th</sup> Street. We recommend that the Village, in close cooperation with Bernalillo County and the City of Albuquerque, develop and implement a coordinated and comprehensive plan for traffic calming in the neighborhoods surrounding 4<sup>th</sup> Street.

*Design Principles for Village Center.* The consultant team identified ten design principles for a successful Village Center. These are:

1. Keep same capacity, same traffic flow, narrower main street (4<sup>th</sup>) and use the energy of traffic to make retail businesses thrive.
2. On street "teaser" parking and other parking screened within blocks.
3. A variety of street rights-of-way with ample sidewalks, landscaping, site furniture, lighting, parking and narrow carriageways.
4. Varied blocks of no more than 1600' perimeter.
5. Variety of building types appropriate to Village Center.

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6. Definition of public space (streets, plazas, greens) through placement of building fronts, portales, arcades, walls, fences, hedges along build-to lines.
7. Mix of uses, both horizontally (side by side) and vertically (one above the other).
8. Interconnections of blocks and paths.
9. Connection of public green space and nature.
10. Location of civic buildings.

## VII. 4<sup>th</sup> Street Roadway Sections and Intersections

### 1. Solar Road to El Paraiso Drive (Exhibit 1)

This section of the roadway in its northbound configuration from Solar Road to El Paraiso Drive will continue two lanes from the City's section of 4<sup>th</sup> Street to the south. Southbound there will be a single lane of traffic, continuing the southbound profile of the roadway at the intersection with Osuna Road and above. Additionally, there will be a middle lane to provide for turning movements for both northbound and southbound traffic. Raised medians will be provided as appropriate at intersections to guide motorists turning left off the roadway. The section will be urban in character with curb and gutter, and with six-foot wide sidewalks and a four-foot wide planting median.



### 2. El Paraiso Drive to Osuna Road (Exhibit 2)

This section of the roadway continues the configuration of the roadway from Solar to El Paraiso, with the two north-bound lanes continuing to the intersection of



Osuna Road, at which point the right through lane becomes a right turn lane on to Osuna. The left-turn lane and southbound lanes will be separated by a planted median. The current section does show that parallel parking would be possible in the future, but it is not recommended in the initial improvements. This section without parking would include a 10' wide sidewalk with tree wells for street trees at regular intervals for several hundred feet from the intersection of Osuna Road to the South, with 8' sidewalks recommended from that point south to El Paraiso Road. On the west side

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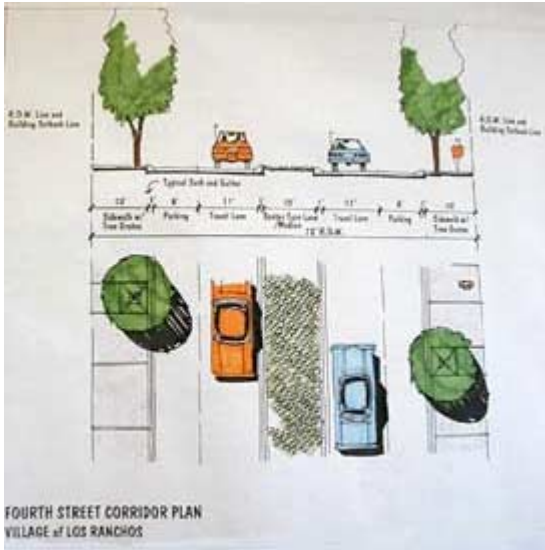
is a 10' combined sidewalk and landscaped area, with deciduous trees planted at regular intervals along the roadway. This recommended roadway alternative should not require right-of-way acquisition from the Chavez residence fronting 4<sup>th</sup> Street.

A three-lane configuration at the intersection would have been preferred, with the right lane accommodating both right turn movements and through traffic. The traffic counts projected for 2020 at the intersection are approximately 25,000, with some 3000 northbound vehicles turning right. With an upper threshold of 20,000 to 23,000 vehicles justifying the three lane configuration, some of the 3000 vehicles projected for right hand turns would need to be diverted eastward at other points along the roadway, or through the nine acres at the southeast corner of the property. Some kind of diversion of traffic to Osuna Road at the turn out (most likely around the perimeter of the nine acres) would enhance the success of retail within the five acres, the anticipated developer of the property is skeptical, and it is not certain at this time how to blend the purpose of a private driveway with a public street diverting traffic to Osuna Road. Therefore, a three-lane configuration at the intersection is not recommended at this time.

This section for the roadway will reflect a character that will be uniform throughout the Village Center: curb and gutter, eight foot sidewalks with tree wells at uniform distances at the edge of the sidewalk, a landscaped area between roadway and sidewalk, and no driveway entrances. In the future, if traffic flow conditions allow, selected segments of the relatively wide sidewalk and landscaped area could be converted to parking spaces.

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### 3. Osuna Road to Schulte Road (Exhibit 3)

Osuna Road to Schulte Road would be a three-lane urban section with curb and gutter, with an 8' landscaped section and a 10' sidewalk. The 10' sidewalk section would include tree wells for street trees at regular intervals through the Village Center. While no on-street parking is recommended at this time, parking on one or both sides of the street would be possible at a later time simply by converting the 8' landscaped area to parking. The section from El Paraiso to Osuna provides an example of an 8' parking lane that might occur within the Village Center. It is anticipated that one or more new streets or driveways into the area of the existing Northdale Shopping Center would

accommodate most of the anticipated right turn movements for southbound traffic, and therefore no right hand turn lane is necessary. Ingress and egress to Nara Vista would be provided. Eight-foot wide sidewalks are recommended throughout the Village Center, including this section of the roadway.

### 4. Schulte Road to Ortega Road (Exhibits 4 and 5)



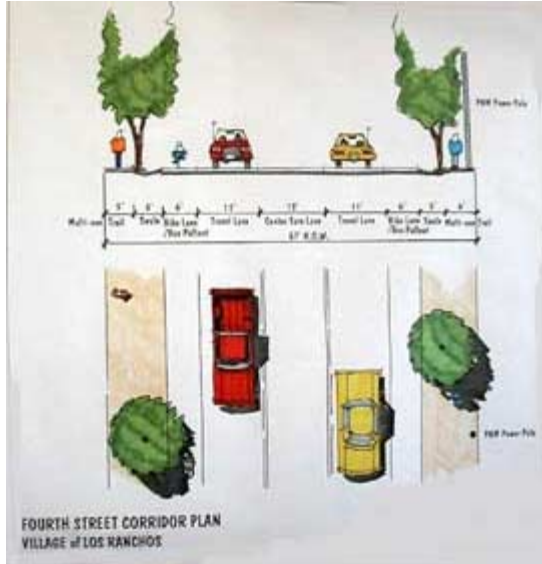
In this section of the roadway one travel lane is proposed in each direction with a center lane set aside for turning movements. Additionally, the configuration includes pathways, landscaped drainage swales, shoulders, and bus pullouts. This makes possible a continuation of the three-lane profile for the roadway at the intersection from Osuna Road north. The difference is that this urban section from Schulte Road south to the Osuna intersection has a landscaped area rather than bicycle lane, and sidewalk with curb and gutter rather

than swale and pathway.

The benefits of this configuration are many. The current traffic volumes can be accommodated with this configuration just as well as – if not better than -- the existing two-zero-two configuration. At the same time, safety is improved by dedicating a center lane specifically for left turning movements. The street would drain into tree-lined swales that enhance the street's rural character. Pedestrian pathways are continuous along the street and either colored concrete or hard surface earthtone materials, such as PolyPavement or Road Oyl by SSP, are recommended to preserve a rural quality to the roadway. At designated bus stops, buses would pull into the shoulder by using a portion of the swale and landscaped

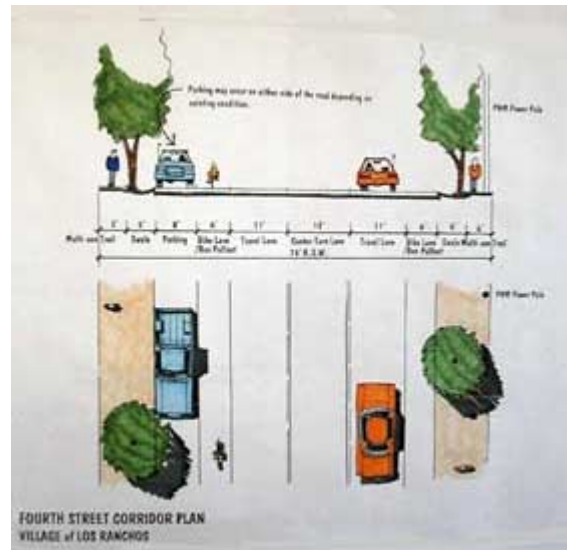
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area to avoid disrupting car travel in the one through lane. The key concerns about this configuration are acquisition of additional street width. However, additional acquisition would be unnecessary if the additional 2' of shoulder for buses was accommodated by reducing the width of the swale and pathways by one foot each. Exhibit 5 also identifies the possibility of on-street parking for a few specific businesses that would have their existing perpendicular parking impacted due to additional right-of-way acquisition; this new parking could be parallel or angled.

In order to accommodate this configuration, an additional seven feet of right-of-way (67') is needed (the current right-of-way is 60'). Since utility poles line the eastern edge of the street right-of-way, there is no merit to widening the street to the east. Additional width would need to come from the west side. As the improvements that would be added in this additional space, i.e., landscaping and sidewalk, enhance the value of the properties to the west, it may be possible to acquire this additional street width through means of easement donations.



## 5. Intersection at 4<sup>th</sup> Street and Osuna Road/Chavez Road. (Exhibits 6 and 7)

The intersection is best understood by reference to the attached plan view of the intersection. The recommendation is to realign Chavez Road to the Osuna Road alignment through the use of two "doglegs" or ninety degree turns. Please note that the intersection is offset because of the four-lane profiles south and east, and the three-lane profile north and west. However, pedestrian crossings offset accordingly can work very well and still preserve the pedestrian-friendly character of the intersection. A "scramble" at the intersection is also possible – that is, four-way pedestrian movements across the entire intersection. The landscaping of the intersection with interesting paving materials will help define the special character of the intersection. If the village does locate a plaza at the northwest intersection, it will provide a community feature that marks this place as the Village Center. Exhibit 7 illustrates one possibility of the Village Center concept

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with a plaza, but there a number of possibilities for a plaza or commons area to occur around this intersection.

### 6. Osuna Road from 4<sup>th</sup> Street east to the Chamisal Lateral.

The design for Osuna Road from the 4<sup>th</sup> Street intersection to the Chamisal Lateral, or to some other appropriate point to be determined, will reflect the same urban character of 4<sup>th</sup> Street within the Village Center: curbs and gutters, and eight foot sidewalks with tree wells at appropriate and uniform intervals. Wilson & Co. and the Village of Los Ranchos will determine the extent and exact location of these improvements as a part of this roadway project.

Planners Ink met with members of the Osuna family regarding concerns about impacts of traffic, noise, and drainage to their existing residences located along the north side of Osuna Road west of Chamisal Lateral. Because the terminus of this project to the east of 4<sup>th</sup> Street is not known, and specific improvements have not yet been proposed for Osuna Road in conjunction with this project, it is premature to make any recommendations at this time. However, it would appear that these properties are not suitable for use as single-family residences, and that alternatives for mitigation should include property acquisition for roadway improvements (including sidewalks and appropriate drainage solutions) and/or assemblage of properties in this area for redevelopment as medium-density residential or commercial uses.

### 7. Chavez Road from 4<sup>th</sup> Street to the western border of the Northdale Shopping Center (Exhibits 6 and 7)

The preferred alternative for the realignment of Osuna Road and Chavez Road calls for the following two elements: (1) the realignment of Chavez Road to the Osuna Road alignment through two ninety degree turns; and , (2) reducing the existing Chavez Road east of the realigned Chavez Road to a one lane/one way eastbound roadway with a right-turn-only on to 4<sup>th</sup> Street; this proposal would also rename this street segment to Chavez Lane. There will be stop signs at the intersections of the realigned Chavez Road, thus preventing continuous movements by vehicles from either direction. The extension of Osuna Road will not alter the current alignment of Osuna Road east of 4<sup>th</sup> Street.

A planted median within 4<sup>th</sup> Street directly across from Chavez Lane will prevent motorists from making an illegal left turn movement. The existing Chavez Road right-of-way must remain to accommodate access to a new sanitary sewer improvement. However, the one lane profile creates other possibilities, including a masonry wall and landscaping.

*Meeting with Chavez family members.* The consultant met with members of the extended Chavez family in a special meeting at the Village Hall some days after the workshop. This meeting resulted in the following design recommendations from the Chavez family for the intersection and the Village Center.

- No high density housing/apartments
- Building heights at 26', consistent with existing Village restriction

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- No new access to Chavez from new residential properties within Northdale Center
- Privacy wall with landscaping to buffer Chavez corner property from adjacent uses
- No direct alignment of new roadways within Northdale Center to existing homes on Chavez Road
- Pedestrian pathways and other amenities along Chavez Road.

The section of existing Chavez Road west of the “dogleg” should be improved to include a pathway with swale on at least one side of the roadway. This improvement reflects a general consensus that was also recommended by members of the Chavez extended family. Rights-of-way for a pathway and swale on one side would be 32', and on both sides the right-of-way would be 44'

With the required new sanitary sewer improvements on Chavez Road near 4<sup>th</sup> Street, no portion of Chavez Road can be abandoned if it prevents access for these planned improvements. This suggests that current ingress and egress to the corner property will not be affected and that no driveway to compensate for such a loss will be necessary. Screening the corner lot visually and from noise with landscaping and masonry wall on the north and east sides may be possible as part of the highway improvements.



The Village 2010 Master Plan calls for medium-density housing at 8-15 units per acre within the proposed Village Center. If this level of density is approved, the consultants recommend multiple points of ingress and egress for this new housing within the Northdale Center, on either new public roads or private driveways, to disperse traffic and to avoid traffic onto Chavez Road. It is important to consider that any land allocated for high-density housing would reduce traffic volumes, as compared to retail uses. Retail uses

generates approximately 6 times the amount vehicular trips per day than residential uses on a land area basis.

### 8. Intersection at 4<sup>th</sup> Street and Pueblo Solano Road

Signal improvements at the intersection of 4<sup>th</sup> Street and Pueblo Solano Road will make it possible for vehicles, pedestrians, bicyclist, and equestrians to move safely across 4<sup>th</sup> Street. Wilson & Co. has examined the signal warrants and recommends that a signal be placed on the eastbound leg of Pueblo Solano. Such a signal will provide platooning of vehicles in the corridor, provide vehicle progression within the corridor at a 35 mph band width, and provide actuated signals for safer east-west pedestrian, bicycle, and equestrian crossing movements.

### 9. Intersection at 4<sup>th</sup> Street and Ranchitos Road

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Wilson & Co.'s analysis of this intersection concluded that a traffic signal or a roundabout would achieve the same level of efficiency and similar performance. Following consideration of these issues by the consultants and Wilson & Co., all parties agree that an intersection rather than roundabout is the preferred alternative. One advantage of the roundabout is that motorists are forced to slow down to negotiate the intersection movements. In the absence of the roundabout, other physical elements of intersection design should be considered to achieve this goal. The design of the intersection should include distinctive paving and other elements to provide safety for pedestrians.

### 10. Intersection at 4<sup>th</sup> Street and El Pueblo Road

Lane improvements at the intersection of 4<sup>th</sup> Street and El Pueblo Road will provide a higher level of operation. With a 3-lane facility, a dedicated left, through, and right lane will be required on both north and southbound approaches. Because of the decrease in through lanes proposed, the right-hand turn lane will be required to decrease through friction provided by combining through and right turning movements. On the east and westbound approaches, dedicated left-turn lanes will be required. Improvements should include distinctive paving and perhaps other features that will enhance pedestrian use and safety.

### 11. Mid-block Crossings for Schools

Mid-block crossings with activated signals, pedestrian refuge islands and textured crosswalks should be considered to provide greater safety for school children during hours before and following school hours. These improvements should be included in the environmental assessment by Wilson & Co. as part of the preferred alternative.

## VIII. Conclusion

*Recommendation to Los Ranchos Village Trustees.* The preferred alternative for the 4<sup>th</sup> Street corridor and Osuna/Chavez intersection is recommended in this report and is presented to the Village Trustees for their approval. With this approval, Wilson & Co. will amend the Environmental Assessment based upon the approved alternative, followed by a public review process. The Planners Ink consultant team has been working closely with Wilson & Co. on all technical issues related to the recommended alternative. The recommended alternative should be further reviewed by Wilson & Co. to reach reasonable certainty that these recommendations satisfy all applicable federal law and regulation, and meets all technical requirements prior to preparation of the amended Environmental Assessment.

It should be noted that several aspects of this project have been suggested by the Planners Ink consultant team, but require additional study and analysis before a final recommendation can be determined. These aspects include: (1) the Chavez Road re-alignment point of departure to the north and the proposed Chavez Lane profile; (2) the extent of improvements and profile of Osuna Road between 4<sup>th</sup> Street and the Chamisal Lateral; and, (3) the final location and configuration of the Village Center plaza.

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## Appendix

1. Workshop Attendance Sheets
2. 4<sup>th</sup> Street Roadway Cross-sections from Workshop
3. Village Center Concepts for Workshop
4. Agenda for the four day Workshop