

Introduction

The City of Albuquerque Department of Municipal Development (DMD) held the first public information meetings for the North Fourth Street Redevelopment Study on August 9 and August 10, 2011. The meetings were held at two different locations to more easily accommodate and attract stakeholders who live or work either south or north of I-40. As such, the first public meeting on August 9 was held south of I-40 at the Wells Park Community Center, and the second public meeting on August 10 was held north of I-40 at the North Valley Senior Center. To accommodate the operational hours of each facility, the meeting at Wells Park ran from 5:00 PM to 7:00 PM, and the meeting at the Senior Center ran from 6:00 PM to 8:00 PM.

Both meetings had the same purpose, provided the same information, and were organized in the same fashion. The purpose of the meetings was to:

- Explain the purpose of the study and that it is a follow-up engineering analysis and the next step in the North Fourth Street Rank III Corridor Plan planning process.
- Describe the adopted street typical sections and review potential right-of-way issues throughout the corridor.
- Solicit comments from stakeholders and the public relating to issues of importance and areas of concern.

This document summarizes the organization of the meeting and provides a summary of comments received.

Meeting Overview

Notification of the public information meetings occurred through the following methods:

- Newspaper advertisements published in *Albuquerque Journal* on July 31, 2011 and August 7, 2011.
- Distribution of meeting announcement flyers:
 - Emailed to agencies.
 - Emailed/mailed to 19 neighborhood associations within the study area.
 - Mailed to the 50 individuals who expressed interest in the Rank III Plan at the Official Notification of Decision meeting on March 16, 2009.
 - Delivered to 267 businesses adjacent to and on both sides of the roadway within the study area.

The advertisement/flyer is included in Appendix A.

The format for the meetings included a presentation by Project Team representatives followed by a question and answer period. The presentation covered the following topics:

- The study objectives which are to apply engineering analyses to the typical sections adopted in the North Fourth Street Rank III Corridor Plan.

- The objectives of the public meetings which are to inform stakeholders that the study has commenced, to invite stakeholder involvement and input into the study process, and to discuss background information and the general approach to the study.
- Background information about the Rank III Corridor Plan which include the study limits and typical section descriptions for each identified segment within the corridor.
- The engineering approach and its general activities of examining and refining the adopted street typical sections, as needed; developing alternative engineering plans for each segment using the refined typical sections; and collaborating with stakeholders to identify a preferred alternative.
- Potential right-of-way issues throughout the corridor.
- The process for stakeholder involvement and an invitation for input from stakeholders and the public relating to issues of importance and areas of concern.

Nineteen people signed in at the registration table at the August 9 meeting, and 37 signed in on August 10. Representatives from the Project Team, including the City of Albuquerque and the consultant team, were also present.

Attendees at both meetings were provided a return-addressed comment form and project team contact information. A copy of this handout is attached as Appendix B.

Comments Received

Comments about the study were compiled using several methods:

- Written notes of all questions and comments made at the meetings were recorded by a Project Team member and displayed on a screen at the front of the meeting rooms.
- Comments forms were distributed to all attendees. The forms were return addressed and could either be left in a comment box at the meeting or mailed to the Project Manager at the City of Albuquerque.
- Comments received via email to the Project Manager.

All comments were requested to be returned by Friday, August 26, 2011 for inclusion in the meetings' summary.

Twenty-eight comments were recorded and two comment forms were returned at the meeting on August 9; 34 comments were recorded and nine comment forms were returned on August 10. One additional comment was received by Friday, August 26, 2011 via email.

This document summarizes the key issues identified by meeting participants. These issues were derived from the comments made at the public meetings and from comments received during the comment period.

Appendix C contains the salient points of all comments received. Names of people who submitted comments are omitted to respect their privacy. Complete comment forms and other related correspondence are maintained in the project records at the City of Albuquerque.

Key Issues Identified by Stakeholders

August 9, 2011 Public Meeting – Wells Park Community Center (South of I-40)

- Several comments regarding right-of-way (R/W):
 - Question as to whether this study will verify the real existing R/W.
 - Concern over whether the typical sections developed in the Rank III Plan fit into the real existing 60' R/W.
 - Request to incorporate variables that impact design and R/W, such as utility poles and buildings, into a table to help with planning efforts and the understanding of stakeholders.
 - Comments about the prioritization of design features within the corridor and what features might be excluded to make typical sections fit within the R/W.
- Question about the study schedule and when it will be completed.
- Request for clarification on what is meant by a 30% engineering study.
- Concern over lack of funding for the project.
- Request to consider driveways along 4th Street when incorporating medians into the roadway's design.
- Request to remember that driveways near intersections are dangerous.
- Comment to keep in mind that shifting the roadway will shift impacts from one side of the roadway to the other.
- Request that left-turn lanes be twice as long from Mountain and have fewer turnouts.
- Request for utility access.
- Suggestion to include a sidewalk on only one side of the street where businesses are located.
- Comment that any new development should follow the intent of the Rank III Plan. Good examples are the new bank and Peterson property which include buffers and wider sidewalks.
- Question as to how stakeholders will be involved in the project, particularly regarding potential tradeoffs that might occur.
- Request that the Project Team provide correct information and data so stakeholders can make better-informed comments and decisions.
- Question as to whether city buses will dictate the width of the roadway lanes.
- Suggestion to only design to 30% the segment that will be easiest to implement.
- Request to consider east/west roadways and corridors to help remove traffic from 4th Street.
- Request to incorporate features into the 4th Street design to discourage drivers who cut from 2nd Street to 4th Street to avoid the 4th Street/Montaño intersection (e.g., Vineyard Road NW).
- Request to extend the beauty of the North Valley to the corridor by incorporating areas planted with the valley cottonwood.
- Request to consider other types of bus stops with less signage as opposed to “billboard” bus stops that are currently being installed.

- Request to use street lights like those along Mountain Road rather than the white ones in Nob Hill.
- A comment that another goal of the Rank III Plan is neighborhood compatibility.
- Several comments regarding future public meetings:
 - Include residents along 3rd and 5th Streets as stakeholders, as they might be impacted by a reduction of on-street parking along 4th Street, and notify them of upcoming public meetings.
 - Request to keep in mind that the three different segments within the study area have different characteristics, different stakeholders, and different priorities and to study these individually and conduct separate public meetings specific to each segment.
 - A comment that meetings south of I-40 should be held at the Wells Park Community Center that the neighborhood has the maximum opportunity to participate.
 - Suggestion to include workshops in the public involvement process for more hands-on involvement and to conduct these on Saturdays.
 - A suggestion to notify the Wells Park Neighborhood Association and the Camino Real Merchants Association of future public meetings.
 - A suggestion to provide handouts, including aerial photos, survey results, etc., to meeting participants and to upload these to a website where they can be easily accessed.

August 10, 2011 Public Meeting – North Valley Senior Center (North of I-40)

- Suggestions to use city-owned property (Larry's Drive-In) for R/W.
- Question about the timeframe for implementation and the status of funding.
- Question about what steps in the process will occur before actual implementation of the project.
- Several comments regarding R/W:
 - Question as to what processes might be used to acquire R/W (eminent domain).
 - Concern over the City court system make the final decision if an agreement could not be reached with a property owner (i.e., condemnation).
 - Concern that construction could be stalled if R/W is not acquired before the project starts.
- Suggestion to coordinate all improvements with Los Ranchos de Albuquerque.
- Suggestion to place public meeting announcements on the City website, with 311, and on a project-specific webpage and to coordinate project and meeting information between City departments.
- Question as to whether overhead utility lines will stay in place or be buried.
- Question as to whether old sewer lines and other utilities will be replaced.
- Suggestion to divide the study area into additional segments.
- Several comments regarding walkability:

- Comment that walkability is impacted by certain buildings, utility poles, and other obstructions.
- Comment that walkability is critical and that the intent of the Rank III Plan was to increase walkability and access to transit.
- Comment that widening lanes will reduce walkability.
- Comment that slowing down traffic will increase walkability.
- Clarification that the intent was to slow down certain portions of the corridor, not the entire corridor.
- Comment that walkability increases with a buffer, a sidewalk, and on-street parking.
- Comment that if walkability were to increase, than more people might visit and shop within the area.
- A comment that not many pedestrians use 4th Street and, therefore, there is not a lot of need for pedestrian facilities, especially since businesses are spread out in some portions of the study area and they do not cater to foot traffic.
- A comment that there is not a need for on-street parking on 4th Street north of I-40 because there is adequate parking to access businesses.
- A suggestion to identify improvements that can be implemented immediately. For example, reinstall a crosswalk at Guadalupe Trail and improve the condition of the pavement in some areas.
- A question as to whether the plan included any bicycle facilities.
- A request to clarify the meaning of major transit corridor.
- A request for the status of the new Rail Runner station on Montañó, because it will have a major impact on vehicular traffic, as well as pedestrian and bicycle traffic, when it comes online.
- A request that the engineering study not disregard any outcomes or agreements made during the planning study efforts with regards to the original intent for the corridor.
- A question as to whether this study will address a defective sewer pipe that causes methane gas to permeate a building.
- A request to be notified if any R/W will be taken to determine if any historic buildings located within the corridor will be impacted.
- A suggestion to utilize the R/W adjacent to the North Valley Senior Center to jog the roadway to the west to fix the substandard sidewalks along the east side of the roadway.
- A request to keep the turning lane between the two driving lanes on 4th Street.
- A request to incorporate a well-designed, aesthetic flyover at 2nd and Montañó.
- A request to lengthen the timing of the signal at 4th and Montañó.
- A request for prettier street lights and trees along 4th Street.
- A suggestion to incorporate a pedestrian bridge over Montañó at 4th Street.

- A request to install a crosswalk at 4th Street and Headingly and/or remove the bus stop on the west side of 4th Street to improve safety for students attending Los Puentes Charter School on the east side of the roadway.
- A request to ensure the interests of the businesses along the corridor are considered in the design of the roadway.
- A request to improve pedestrian street crossings, especially near bus stops, throughout the corridor.

Appendix A

Public Meetings Advertisement/Flyer



**CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT**

**PUBLIC INVOLVEMENT MEETING
NORTH FOURTH STREET ENGINEERING STUDY
From Mountain Road to Solar Road**

Richard J. Berry, Mayor

The City of Albuquerque is preparing an engineering study of Fourth Street from Mountain Road to Solar Road. This study is a follow up engineering analysis that is the next step in the North Fourth Street Rank III Corridor Plan planning process. The purpose of the study is to evaluate roadway improvement concepts developed in the Corridor Plan and to identify a preferred roadway concept to carry forward. A primary consideration in the evaluation of the roadway concepts is the effect of each option on the businesses and neighborhoods adjacent to 4th Street. As a starting point for the alternative evaluation process, the City is holding public meetings to present the different roadway concepts and to obtain feedback from the community.

Two public meetings are scheduled. The meetings will cover the same information but will be held at two different locations and dates to increase opportunities for community participation.

Public Meeting 1: South of I-40

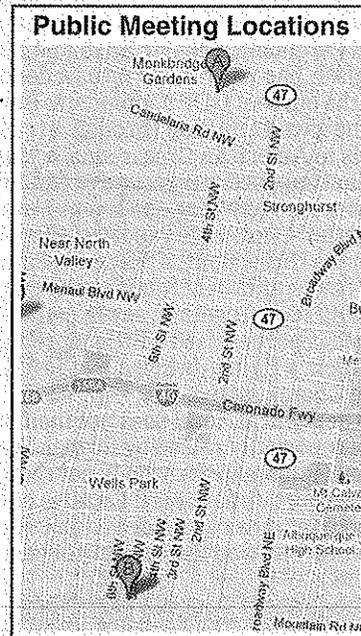
Tuesday, August 9, 2011
5:00 PM to 7:00 PM

Wells Park Community Center
500 Mountain Rd NW
Albuquerque, NM 87102
-Location B on map

Public Meeting 2: North of I-40

Wednesday, August 10, 2011
6:00 PM to 8:00 PM

North Valley Senior Center
3825 4th St NW
Albuquerque, NM 87107
-Location A on map



Persons with a disability who wish to request accommodation to participate in the Public Meeting should notify Kellie Shaw at least 7 business days prior to the Meeting at (505) 768-3659 or email your request to kellieshaw@cabq.gov to discuss accommodations. Every reasonable effort will be made to meet your need.

Comments: Written comments will be accepted at the Meeting, or they may be mailed, faxed, or emailed to Kellie Shaw, City of Albuquerque, Department of Municipal Development, Engineering Division, PO Box 1293, Albuquerque, NM 87103, phone (505) 768-3659, fax (505) 768-2733, email KellieShaw@cabq.gov.

Appendix B

Public Meetings Handout

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stamp

Kellie Shaw
City of Albuquerque
Department of Municipal Development
Engineering Division Room 304
P O Box 1293
Albuquerque NM 87103

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NORTH FOURTH STREET REDEVELOPMENT STUDY

Engineering Feasibility and Environmental Screening Study

- Mountain Road to Solar Road

Contact Information

Please contact any of the following Project Team members if you would like more information about the study or if you want to discuss ideas/issues:

Kellie Shaw

Project Manager

Albuquerque Department of Municipal Development

KellieShaw@cabq.gov or (505) 768-3659

Jim Heimann

Consultant Team Project Manager

Parsons Brinckerhoff

Heimann@PBWorld.com or (505) 878-6529

David Pennington

Transportation Planner

D. Pennington & Associates, Inc.

Dave@DPenningtonAssociates.com or (505) 884-0667

To review or download the “**North Fourth Street Rank III Corridor Plan**” go to:
www.cabq.gov/planning/publications/

Appendix C

Summary of Comments Received at Public Meetings

Summary of Comments Received

- Is it a Sector Plan or a Corridor Plan? A: It is a Rank III Corridor Plan.
- Include residents along 3rd and 5th Streets for notifications (especially relating to removing on-street parking from 4th).
- What is the real existing R/W? A: Survey was completed.
- Were any sections less than 60'? A: 60' straight through with some encroachments/obstructions.
- A typical section was developed. Does it fit anywhere or only in larger sections? A: Understand that most of the corridor is narrower than the narrowest typical.
- When will the 30% engineering study be completed? A: Estimated at next summer, but depends on public input. The study process will be iterative.
- What is a 30% engineering study? A: Alternatives identified; analyses completed; alternatives refined. Develop a guidance document for redevelopment. Know engineering parameters and horizontal/vertical parameters. Have an idea of impacts involved.
- What is the R/W that the COA has? Will 30% identify this? A: This project involves design and survey. Needs to be precise because of existing conditions (utilities, buildings, etc.) Must also consider signs, awnings, etc., too. Details come from design.
- Cannot control what the media prints, but stated that no money was available to do anything (demotivating). Prevents people from attending public meetings. Downplay lack of funding if possible. A: Lack of funding is not forever. Do planning now to take into consideration where to take R/W and to consider present/future development.
- 30% what? A: Preliminary engineering; identify preliminary information; more about the level of detail.
- Create tables with utility pole information, building information, and other identifiable variables on 4th. Variables that will play into the design. Make maps to show R/W lines. Might help with planning efforts. Compare moving a utility pole to a median with a tree. A: Cost is included in 30%. Start with footprints (on aerials) to identify R/W. Some people react to visual information more so than tables. Will include parking, transit, etc.
- Provide both visual and tabular information.
- Will design features be prioritized at 30%? A: Want feedback from stakeholders as to what is most important. Want the public to prioritize what they want. Want information from the public as to how to squeeze a 70' typical into 60' of R/W.
- What include/what remove from typical to make fit? Must consider driveways along 4th when designing/incorporating medians. Shifting roadway will shift impacts.
- What is the public willing to give up in order to get what is most important to them? It is up to the public to help the design team determine what is wanted and what is most important.
- What are reasonable tradeoffs? Consider widths of sidewalks, buffers, etc. Consider conflicts and impacts.
- Input received:
 - Left turn lanes should be twice as long. From Mountain. Less turnouts.

- Driveways near intersections are dangerous.
 - Would like to have utility access.
 - What about a sidewalk on only one side of the street. Especially where no businesses are located.
- New development should not conflict with what is trying to be accomplished. A: Development plans should be checked by Planning Department to make sure they follow the corridor plan.
 - New bank and Peterson property include a buffer and wider sidewalk and follow corridor plan.
 - Re: potential tradeoffs – how will conversation occur? Without providing information to people, they might make comments which are unjustified from lack of knowledge. By providing data, perhaps people will make better informed comments and decisions. A: A challenge faced in many projects is that people make decisions/comments based on wrong information. Our goal is to make sure we hear concerns/issues from everyone, but not to please everyone. Iterative type of project. This project will involve a lot of back and forth. The Project Team will try to let people know what is and is not appropriate.
 - Do buses dictate the width of the lanes? A: The COA is a stakeholder in this project. The roadway must be safe.
 - COA doesn't care, i.e. allow driveways at intersections. A: Lane width is a major issue with this project. Narrow lanes are good to slow traffic and provide safer pedestrian crossing; however, is this safe and prudent for this project? If traffic calming is a motivator, there are other means to achieve this.
 - The 3 different segments have different characteristics. Some streets can take traffic off of 4th. Look at east/west and not only corridor for traffic issues. Might want to look at the different segments and 30% design the one that is the easiest.
 - Might be helpful to address a specific segment at different public meetings. Stakeholders within different segments have different priorities. 4th is residential and residents do not want more traffic on the roadway. A: It is planned that the future process will be further divided as suggested. Do not want a stakeholder from one segment making decisions for another segment. Project Team is looking for suggestions for meetings. At some point in future, all segments will need to be brought back together so that they work together. Looking for feedback today primarily. Attendees today represent the 3 different segments.
 - Might want to break down the sections further since the first segment is so short. Middle section is long and might need to be divided. A: Do not have to carry a typical throughout an entire segment. Plan is to break project into 6 zones. Middle part might be broken down into 4 smaller sections.
 - What is the timing of the public meetings? A: Perhaps quarterly but will depend on what information the Project Team has to present to the public.
 - What will be proposed for the 4th/Montaño intersection? Drivers cut through from 2nd to 4th via Vineyard to bypass congestion on Montaño. Can we put devices in 4th street to discourage those cut-through commuters? A: It is anticipated that this will be a key issue for tomorrow night's meeting.

Summary of Comments Received

- Can the 30% study take opportunity of city-owned property (Larry's Drive-In) to use as R/W in this project? A: It is on the City's radar that both projects are occurring at the same time and might be able to coordinate and incorporate them into one another.
- What is the current timeframe for implementation and what is the status of funding? A: Capture opportunities for redevelopment and future planning. Want to have some guidance to offer developers and others for future development/redevelopment. Smaller portions of the project might be implemented if funding does become available and the plan is already in place. Takes another step towards a real construction project. This project will include preliminary cost estimates. No time estimate at this point; might have a better idea after this project is over, especially if certain portions/segments of the project might be able to be implemented. 12-month period to perform the project (30%).
- What is the next step before actual implementation? A: 12 months for project to 30%. 3.8 miles will be expensive. Again, different segments might be implemented at different times.
- How long has this study been going on? A: The Rank III Plan took several years to complete. It was adopted in March 2010. The engineering team has just started this project.
- What mechanisms are in place to acquire R/W (eminent domain)? A: Once the need is determined, we can address which individual parcels might be impacted and needed. And then relocations/compensation can be determined. Parking, building, property, etc. If an agreement is reached, then a purchase is made. If an agreement cannot be reached, then proceed as necessary.
- If you can't reach an agreement with the owner, is it up to the City court to determine the outcome? A: A city court will not determine the outcome. Try to avoid this situation at all costs. Will determine if the need benefits the public. A valuation is determined for business/building/property.
- Is there communication with Los Ranchos to coordinate all improvements to 4th Street? A: Need to know what people are thinking. Want to include all stakeholders in the process. We encourage others to get involved and to provide their input. Everyone needs to understand their options. Some do and some don't want to move.
- Is something in place to ensure that once a segment starts construction that it isn't stalled in court or by other means so that it doesn't move forward? A: Cannot start construction before the City owns the R/W.
- Perhaps meeting announcements could be included on the City website or information could be given to 311.
- Perhaps a website could be implemented which includes all project information. A: Being looked into by the City.
- Coordination between City departments regarding public meetings and other project information might also be a good idea.
- Some people do not have access to computers, so contact still needs to be made via US mail and newspaper ads.

- Certain buildings, whether taken for the roadway widening or not, still obstruct the sidewalk which really impacts walkability. Utility poles and other objects are also obstructions. A: Would like input as to what these obstructions are.
- Will overhead lines stay in place or will they be buried? A: Our understanding of the plan is that new lines would be buried, but not necessarily existing lines, due to cost, etc. This will be researched.
- What about replacement of sewer lines and other utilities? A: Condition of these will need to be assessed and will then be taken under consideration. Makes sense to do this at the same time of this project, if a need is determined.
- Five very vibrant neighborhood associations are included within this corridor. This is a good opportunity for those individuals who are not members of one of these associations to join so that information can be disseminated to them.
- What additional segments might the project be broken into? A: Follow the Character Zones identified as part of the Rank III Corridor Plan development. The Montañó intersection itself would be a zone. Other zones are also identified.
- An active merchants' association is also identified for this corridor.
- Walkability is critical. Profiles came right out of the ITE CSD manuals. Stated there are plenty examples of reduced lanes across the country that are successful. Intent was to have certain portions of the corridor slowed down, not the entire corridor. Widening lanes will reduce walkability. Hope this is taken into account. The entire intent was to increase walkability and accessibility to transit. A: Will need input as to prioritization of needs within the corridor and within different segments. Need suggestions and priorities. Give and take to meet needs and meet intent of plan.
- Walkability was all about the buffer and sidewalk. Along with on-street parking. A good example of the need for on-street parking is Salt Lake City. It takes courage on part of engineers to implement reduced-width travel lanes. A: Dialog is just beginning and realize this is a "hot button" for this project. Need to take into account the needs of all stakeholders.
- Don't see a need for on-street parking on 4th north of I-40. Have never had a problem finding parking to get to businesses.
- Not many pedestrians on 4th Street. Haven't seen a lot of need for pedestrians because businesses are spread out.
- If there is more walkability, perhaps more people would visit the area and shop within the area. More walkability could be accomplished with wider sidewalks and buffers.
- All perspectives need to be considered and balanced in the project.
- Would be helpful to identify some immediate improvements that can be implemented right away.
 - Example, between Gene and Los Ranchos, the only intersection (Guadalupe) with a crosswalk was removed due to lack of adequate ADA accessibility. All pedestrians have to go to Montañó or to Solar to cross. This could be an immediate improvement which could be implemented. All streets in neighborhood are cul-de-sacs, so are locked in. A: The City is aware of the issue and is currently developing a solution. Money spent will need to follow a plan so that it is not removed/taken out in the future.

- The condition of the sidewalk is bad in some places. It is hard to walk or ride on. A: Call the City's 311 number to report needs.
- Any plans for bicycle facilities? A: Not identified in plan.
- People ride bicycles on sidewalks.
- What does a major transit corridor mean? A: Buses and the project will identify ways to improve transit accessibility and use.
- There are not many businesses that one would walk into and walk out of with something. A: Pedestrian activity can result from people walking to and from businesses but also walking to and from transit. Want to plan for the future rather than existing conditions. Has to be based in reality. A perfect example is Central/Nob Hill. It contains entertainment, transit, residential, businesses and is an active area. This was not the case 15 years ago.
- What is the status of the Rail Runner Station on Montañó? Heard this might start in October. This station will have a major impact on vehicular traffic, as well as pedestrian and bicycle traffic. A: The status is unknown at this time.
- Landscaping is set to begin on 2nd Street between Candelaria Road and Montañó Road.
- Need to ensure that the engineering study does not disregard the outcomes/agreements/consolutions of the planning study efforts and intent for the corridor. A 3-4 page letter summarizing the agreements reached between residents and businesses and the intent for the corridor should be developed.
- A sewer pipe that is defective because methane gas builds up in the pipe perforates my business. Will this project fix that problem? A: Unfortunately, the scope of this project does not address that issue.