

Introduction

The City of Albuquerque Department of Municipal Development (DMD) held the second set of public information meetings for the North Fourth Street Redevelopment Study on January 23 and January 24, 2012. 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 January 23 was held south of I-40 at the Sawmill Lofts, and the second public meeting on January 24 was held north of I-40 at the North Valley Senior Center.

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

- Explain the purpose of the study as 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.
- Present early findings of the right-of-way analysis based on the Rank III plan guidance.
- 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 the *Albuquerque Journal* on Wednesday, January 18, 2012 and on Sunday, January 22, 2012.
- Distribution of meeting announcement flyers:
 - Emailed to agencies.
 - Emailed/mailed to all individuals/businesses/organizations included on the project's contact list:
 - Neighborhood associations.
 - Individuals who expressed interest in the Rank III Plan at the Official Notification of Decision meeting on March 16, 2009.
 - Attendees from the public meetings held in August of 2011.
 - 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 is included in the project records at the City of Albuquerque.

Eight people signed in at the registration table at the January 23 meeting, and 25 signed in on January 24. 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 written down by a Project Team member.
- Comment 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, February 10, 2012 for inclusion in the meetings' summary.

Sixteen comments were written down, one comment form was returned at the meeting, and one comment was received via email for the meeting on January 23. Twenty-eight comments were written down and two comment forms were returned on January 24. Three additional comments were received by Friday, February 10, 2012 via email.

This document summarizes all comments received. [Appendix C](#) contains the comments made at the public meetings. 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.

Comments Made by Stakeholders

January 24, 2012 Public Meeting – Sawmill Lofts (South of I-40)

- Roadway design:
 - A separate right-hand lane onto Montañío from southbound 4th Street should be included.
- Sidewalks:
 - How will the sidewalks be made more walkable when utility poles are located on some sidewalks?
 - Sidewalks should be installed on the east side of 4th Street in locations where people are forced to walk in the roadway.
 - Some sidewalks in the corridor are not in too bad of condition.
- Parking:
 - Is parking for the handicapped included in the engineering design?
 - If on-street parking is eliminated on 4th Street, it should not impact redevelopment efforts.

- Pedestrian crossings:
 - Would correctly-timed signals allow pedestrians safe crossing of 4 lanes of traffic?
 - The study seems to be catering to jaywalkers.
 - Where will pedestrian crossings be located?
 - The only purpose of medians is to help pedestrians cross the street.
- Right-of-way (R/W):
 - Two individuals stated concern over potential impacts to property, including losing existing parking.
 - Will the Project Team be discussing right-of-way in the future?
- Utilities:
 - Will utilities be mapped in the engineering study?
 - Utilities need to be considered during the study because they will be greatly impacted throughout the corridor, relocations will be involved, and service drops will become the responsibility of customers.
- Redevelopment issues and issues specific to the Rank III Plan:
 - Adhering to the Rank III Plan seems to be more important than impacts within the corridor.
- Additional:
 - Those located south of I-40 have different needs and concerns than those located north, so different public meetings/workshops should be held to specifically address the needs of the different areas.
 - The design of the Wells Park section should be similar to that of Coal Avenue with nice sidewalks, bump outs, corner pedestrian lighting, new overhead lighting, benches, landscaping (in medians, too), trash cans, and signage.
 - Will the entire corridor be done or will only certain segments be done when the project is shovel ready?
 - The Project Team should show concrete ideas for solutions and modifications of typicals to stakeholders so they can better understand what improvements might be made.

January 24, 2012 Public Meeting – North Valley Senior Center (North of I-40)

- Roadway design:
 - Several individuals stated that left-hand turn lanes and medians are more important than on-street parking.
 - A median is important to provide turning opportunities and to maintain traffic flow if a roadway has only two travel lanes.
 - There isn't enough right-of-way for medians in areas where there are only two driving lanes.

- The center lane of the five-lane roadway, just north of I-40, works better than a median.
- A continuous median is needed north of I-40.
- Raised medians should be installed between Montaña and Los Ranchos.
- Several individuals made comments that raised medians are important for access, pedestrian and bicycle safety, and traffic control.
- I support anything that slows street traffic for improved safety and easier access to businesses.
- I am in favor of a center left-turn lane and maintenance of easy access to existing off-street parking between Candelaria and Griegos rather than on-street parking, buffers, streetscaping, a bus-stop, or a raised median that does not allow left-hand turns.
- The intersection of Mildred and Mathew has high traffic volumes that will worsen with the opening of the new health clinic, and the area is dangerous because there are no medians.
- What is the footage of each typical included in the Rank III Plan?
- Sidewalks:
 - The sidewalk at the bus stop near Aztec is inadequate, has a pole located in it, and is not handicapped accessible, causing many people to exit the bus and walk in the street.
 - Install sidewalks on both sides of the street between Montaña and Los Ranchos.
 - Eliminate unused curb cuts to facilitate walkability.
- Parking:
 - On-street parking on both sides of the street in some areas is unnecessary; on-street parking should be the least important element of the plan.
 - Parallel parking disrupts traffic, is dangerous, and takes too much space.
 - Does on-street parking slow down traffic?
- Pedestrian crossings:
 - It is important to have pedestrian refuge points in the median for pedestrian safety.
 - Mid-block pedestrian crosswalks would be good.
 - Install crossing areas at Guadalupe and 4th.
- Right-of-way (R/W):
 - Two individuals made comments that some property owners might be willing to provide right-of-way to have the plan implemented in front of their property.
- Bus stops:
 - Can bus stops be moved out of traffic lanes and can benches be moved off of sidewalks?
 - Will existing bus stops stay in their current locations and will new ones be installed?
 - The bus stop on 4th north of Montaña is dangerous.

- Redevelopment issues and issues specific to the Rank III Plan:
 - Four individuals made comments that the engineering study should focus on areas where the typicals identified in the Rank III Plan could easily fit within the corridor or could be easily modified to fit, resulting in less impact and less cost.
 - One individual suggested Gene to the Village of Los Ranchos limits.
 - One individual suggested Griegos to Camino Español.
 - Two individuals suggested that the engineering study develop a plan that adds to existing conditions within the corridor rather than takes away from the Rank III Plan.
 - A dialogue should be held with the City to see if resources are available for redevelopment opportunities where the plan could easily be implemented.
 - One of the objectives of the Rank III Plan is to increase walkability within the corridor.
 - Design concepts should be illustrated to show the public what the corridor will look like.
 - Will a beautification plan be implemented that would require property owners to improve their property?
 - Whatever is implemented should be done in conjunction with the overall plan for the area, so all improvements work well together.
 - Stakeholders from different segments within the corridor might have different priorities and, therefore, different solutions.
 - Landscaping and updates should remain congruent with the historic areas between Montaña and Los Ranchos.
 - The design of the corridor needs to be done within the context of each segment's surrounding area.
- Additional:
 - Will accommodations for bicyclists be considered?
 - Install signage to direct bicyclists to the shortest route to 2nd Street.
 - What is the timeline to complete the project?
 - Concerned with the major and lengthy disruptions in traffic and access to property during construction activities.

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 currently conducting an engineering study of Fourth Street from Mountain Road to Solar Road. This study 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 in future project planning.

The City has prepared a preliminary alignment study based on Corridor Plan guidance and is hosting public meetings to present the study findings and to obtain feedback from the community. Specific information about the potential project footprint will be presented.

Two public meetings are scheduled. Each meeting will focus on the specified portion of Fourth Street identified below. Community participation would be most appreciated.

Public Meeting 1: Mountain Road to Interstate 40

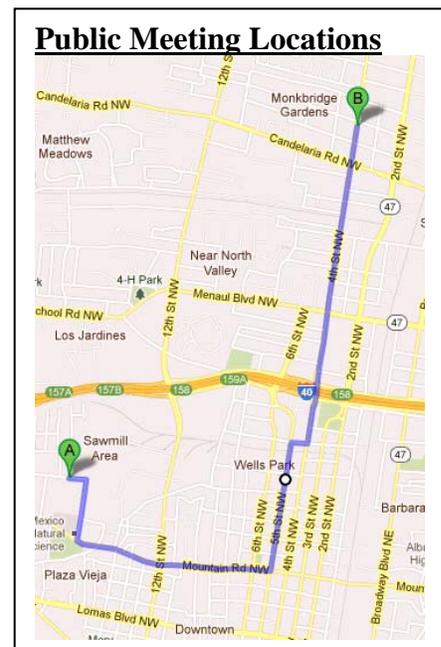
Monday, January 23, 2012
6:00 PM to 8:00 PM

Sawmill Lofts
1801 Bellamah Ave NW
Albuquerque, NM 87101
-Location A on map

Public Meeting 2: Interstate 40 to Solar Road

Tuesday, January 24, 2012
5:00 PM to 7:00 PM

North Valley Senior Center
3825 4th St NW
Albuquerque, NM 87107
-Location B 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



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

Parsons Brinckerhoff

Pennington@PBWorld.com or (505) 81-5357

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

tape here

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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Appendix C

Summary of Comments Received at Public Meetings

Summary of Comments Received

1. How wide is the sidewalk? A: 6 feet.
2. What about parking for the handicapped? A: The project is not yet in the phase which will determine where/how much handicapped parking will be included.
3. The project cuts into our property quite a bit, and we are very concerned about losing any of our parking. We have been in business since 1942.
4. Is the Project Team going to talk about acquisition of right-of-way in the future? A: Redevelopment of the corridor is voluntary, triggered by the extent of modifications proposed for a property. The City currently does not intend to acquire additional right-of-way for this project. However, to achieve the objectives of the Rank III Plan, additional right-of-way will be required. The Project Team would like stakeholder input on this matter.
5. Were utilities mapped? A: Visible utilities have been located. A full utility analysis is not included in the scope of this project. Currently some utility poles are located on sidewalks; these sidewalks must have at least 3 feet of clearance to meet ADA requirements.
6. Can signals be timed correctly to allow pedestrians safe crossing of 4 lanes of traffic? A: Signals are already timed for this.
7. Why cater to jaywalkers? A: People tend to cross the street at the most convenient location to them and will continue to jaywalk. As such, designated pedestrian crossing areas will be incorporated into the design.
8. Where are these crossing areas located? A: [Potential crossing areas were shown on an aerial of the project area.] The Rank III Plan shows these crossings every 1/8 mile. Additional public feedback will be requested on this issue.
9. I-40 divides the corridor. Those on the south of I-40 have different needs and concerns than those on the north. Different meetings should be held to specifically address the needs of those who are south of I-40 and those who are north. Perhaps a workshop could be held on a Saturday with those on the south. A: The Project Team welcomes the opportunity to meet with smaller groups, but larger public involvement meetings will still be held.
10. Would like to see the design of North 4th Street be similar to that of Coal Avenue with nice sidewalks, bump outs, lighting, benches, landscaping (in medians, too), and signage.
11. When the project is shovel-ready, will the entire corridor be done or only certain segments? A: The City does not have funding for improvements to North Fourth Street. Improvements will likely be by segment, not the entire corridor. This study involves gathering impacts to stakeholders. Stakeholders, along with opportunities for redevelopment, will determine where projects might occur. The City is concerned about potential impacts to stakeholders.
12. The sidewalks in our area are not in too bad of condition. We are concerned with the red dots (on the presentation maps) which indicate impacts to our property. A: Remember, at this time, the project is only a study. Property acquisition is not being pursued by the City.
13. The Rank III Plan shows pictures of utility poles located on sidewalks. How will sidewalks be made more walkable? Recommend the Project Team show concrete ideas for solutions to stakeholders. This would help people better understand what improvements might be made. The features in the typical can be modified and examples of these should be shown. A: The

Project Team will modify the typical and images will be created to help stakeholders better understand the changes. This will be done in the future as the study progresses.

14. A lot of redevelopment along 4th Street is predicated by on-street parking. Some residents who live on 5th and 6th Streets also park along 4th Street. If on-street parking is eliminated on 4th Street, please don't impact redevelopment efforts. A: The Project Team will avoid making properties that are currently in code with their parking, out of code. On-street parking does not need to be eliminated within an entire section of the corridor. Features can be modified. The number of lanes cannot be modified, and transition criteria must be adhered to.
15. Utilities will be greatly impacted throughout the corridor. Relocations will be involved. Service drops will become the responsibility of customers. Utilities don't appear to be included in the study. Only impacts to parking and property are indicated. A: PNM is involved in the study. The Project Team has met with Laurie Moye. The Project Team will set up another meeting with PNM to discuss potential impacts to utilities.
16. It seems like the only purpose of the medians is to help pedestrians cross the street. What other functions do they serve? A: Medians also provide an area where vehicles can pull out of travel lanes to turn. They also provide separation of traffic and can be landscaped.

Summary of Comments Received

1. Left-hand turn lanes are more important than on-street parking. The easiest segments within the corridor to reconstruct should be completed first. A: The northern portion of the study area would be the easiest to reconstruct.
2. Are any accommodations being considered for bicyclists? If bicycles must use travel lanes, then share the lane signage should be installed. A: Bicycles will still have to use travel lanes. 4th Street is not identified as a bicycle corridor; 2nd Street is.
3. Can bus stops be moved out of traffic lanes and can benches be moved off of the sidewalks? A: This will be decided when full engineering design is conducted. All decisions regarding bus stops will be made with ABQ Ride.
4. Can bus stops stay in their current locations and could no new ones be installed? A: Again, this will be decided with ABQ Ride during full engineering design.
5. I represent a commercial property owner at 4th and Mescalero. This property has good traffic flow into it from the left turn lane on 4th. We want the median with the left turn lane to be maintained. The on-street parking can be removed; it is not important to this business. (This property is currently indicated as a take.)
6. It is easy to see how difficult it will be to implement the Rank III Plan throughout the corridor. The purpose of this study is to identify areas on 4th Street where the Rank III Plan can be easily implemented. It was not the intent of the Rank III Plan to develop one engineering plan for the entire corridor. A: Agreed.
7. Some property owners might be willing to provide additional right-of-way to have the plan implemented in front of their property. This study should focus on areas where the typical identified in the Rank III Plan would fit or where it could easily be modified. A dialogue should be held with the City to see if resources are available for redevelopment opportunities where the plan could be implemented.
8. Stakeholders from different segments within the corridor might have different priorities. Different segments might also have different solutions.
9. As a driver, the median is very important to me for access and safety. However, on-street parking might be very important to some property owners.
10. When the roadway only has two travel lanes, isn't it important to have a median to provide turning opportunities and to maintain traffic flow? A: It depends on the traffic volume and the number of turns being made.
11. I live in the area where there are only two driving lanes. There isn't enough right-of-way for medians.
12. A new health clinic will be opening at the intersection of Mildred and Mathew. Mildred provides access to Garfield Middle School. This area already has high traffic volumes which will continue to worsen when the clinic opens. This area is dangerous, because it doesn't have any medians. Perhaps a traffic signal can be installed at the intersection.
13. It is important to have pedestrian refuge points in the median for pedestrian safety. A: The Rank III Plan states that pedestrian refuge points should occur every 1/8 mile within the corridor.
14. One of the objectives of the plan is to increase walkability within the corridor.

15. What is the timeline to complete the project? A: This depends on the size of the project and if it will be phased. The schedule will be determined once priorities are defined. Currently, no funding has been identified for construction. Councilor O'Malley is interested in identifying a segment of the corridor where the plan can be implemented.
16. One area of concern is the bus stop near Aztec. The sidewalk is inadequate, has a pole located in it, and is not handicapped accessible. People exit the bus and often walk in the street.
17. Is it true that planners call surface (painted) medians suicide lanes? A: Painted medians, center two-way left-turn lanes, can result in conflicts particularly where there are numerous access points on both sides of the street.
18. The engineering study should look at areas and develop plans where the Rank III Plan can be implemented. Design concepts should be illustrated to show the public what the corridor will look like. Property owners might give right-of-way if they like the concept and want it implemented in front of their property. A: The City is looking for redevelopment opportunities along the corridor.
19. Will a beautification plan be implemented which would require property owners to improve their property? A: This would be voluntary if an area gets redeveloped.
20. I recommend redeveloping the area from Gene to the Village of Los Ranchos limits. Crosswalks could be installed. There wouldn't be too many impacts and it might not be too expensive.
21. People are being polarized. The engineering study should bring reality to the plan. The dots indicate how critical the plan is. Removing medians or asking people what the priorities should be places the responsibility and decisions into the wrong hands. The intent of the study is to make the corridor better. The engineering study should develop a plan that adds to existing conditions within the corridor rather than takes away from the Rank III Plan.
22. Compare what already exists to what is being proposed. See if the Rank III Plan can be implemented on a section by section basis. This is a better approach than asking people what they think and want.
23. Whatever is implemented must be done in conjunction with the overall plan for the area. The wait is worth it if everything that is planned works well together.
24. Some areas of the plan show on-street parking on both sides of the street. This might be unnecessary. In addition, parallel parking disrupts traffic, is dangerous, and takes a lot of space. On-street parking should be the least important element of the plan.
25. Just north of I-40, the center lane of the five-lane roadway works better than a median.
26. The entire corridor needs to be studied in order to determine where improvements can be made.
27. Does on-street parking slow down traffic?
28. The design of the corridor needs to be done within the context of each segment's surrounding area.
29. North of I-40, a continuous median is needed.