

# NORTH FOURTH STREET ENGINEERING FEASIBILITY STUDY

WELLS PARK COMMUNITY CENTER



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Workshop, Mountain to I-40: March 28, 2012



# Workshop Agenda

- Refresher of Project Objectives
- Quick Summary of Prior Community Comments
- Discuss Latest Concepts
- Hands-On Session (You are the designer!)
  - ▣ Identify Advantages and Disadvantages
  - ▣ What Changes Should be Considered
- Accomplish Tonight?
  - ▣ Identify a preferred approach for this segment



# North Fourth Street Corridor Plan

- Recommended specific street typical sections for each of three subareas within the corridor – focus tonight on Mountain Road to I-40
- Recommended emphasis on walkability, pedestrian connections, and transit

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## North Fourth Street Rank III Corridor Plan



Albuquerque Metropolitan Redevelopment Agency -  
City of Albuquerque Planning Department





# Engineering Study

- Preliminary design phase is intended to...
  - “explore and refine the transportation redesign concepts
  - Help with “decisions about the design and configuration of the pedestrian, auto, and transit right-of-way”

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## North Fourth Street Rank III Corridor Plan

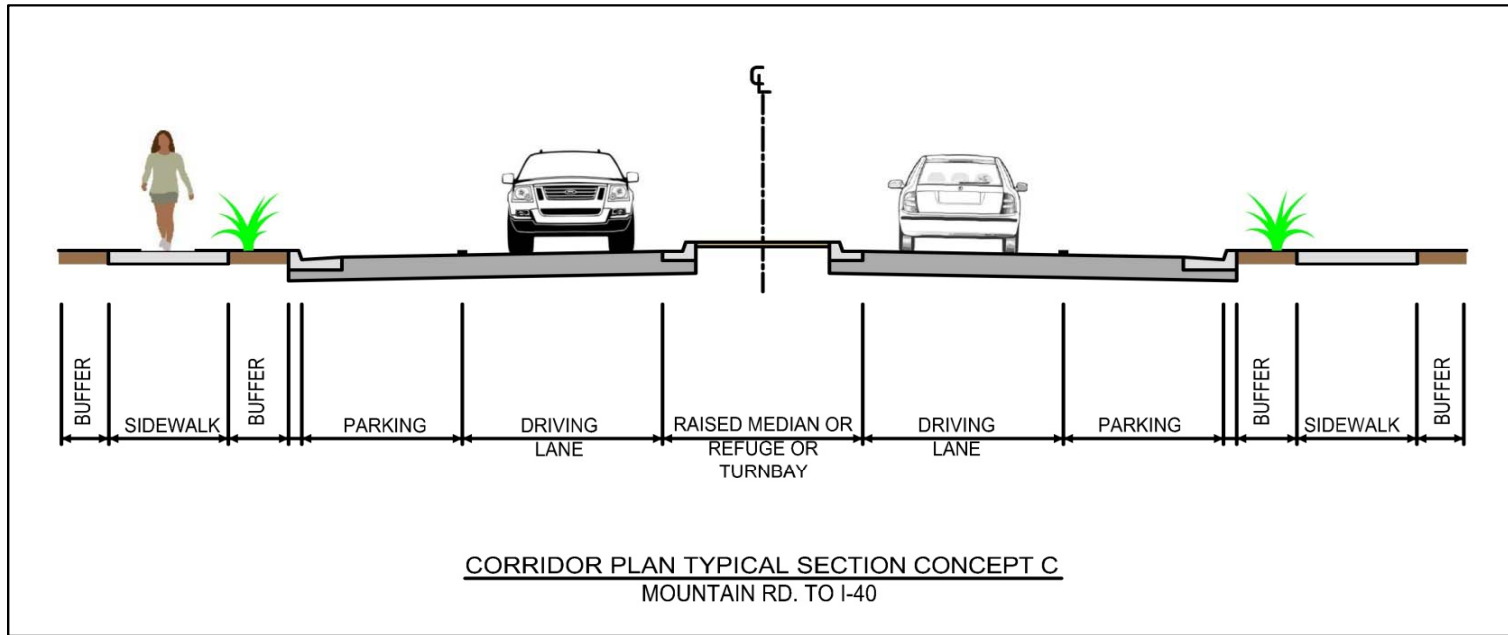


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# Mountain Road to I-40: 70' Section



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## Realities

- Rank III Plan 70-foot Section has Implications
  - ▣ Building Impacts (16)
  - ▣ Parking Impacts (8)
  - ▣ Property/Right-of-Way Acquisition
- Trade-offs
  - ▣ On-street parking on both sides versus a Median
- Relocating Utility Poles
  - ▣ \$7,000 each for simplest poles



## Public Comments on Street Elements

- ❑ Will proposed section fit in the existing 60-ft ROW?
- ❑ Provide landscaped median, on-street parking both sides, landscape buffers both sides.
- ❑ On-street parking not needed adjacent to parking lots; don't take property in these areas.
- ❑ Existing sidewalks are pretty good already.
- ❑ Utility pole conflicts in sidewalks.



# Workshop Concepts

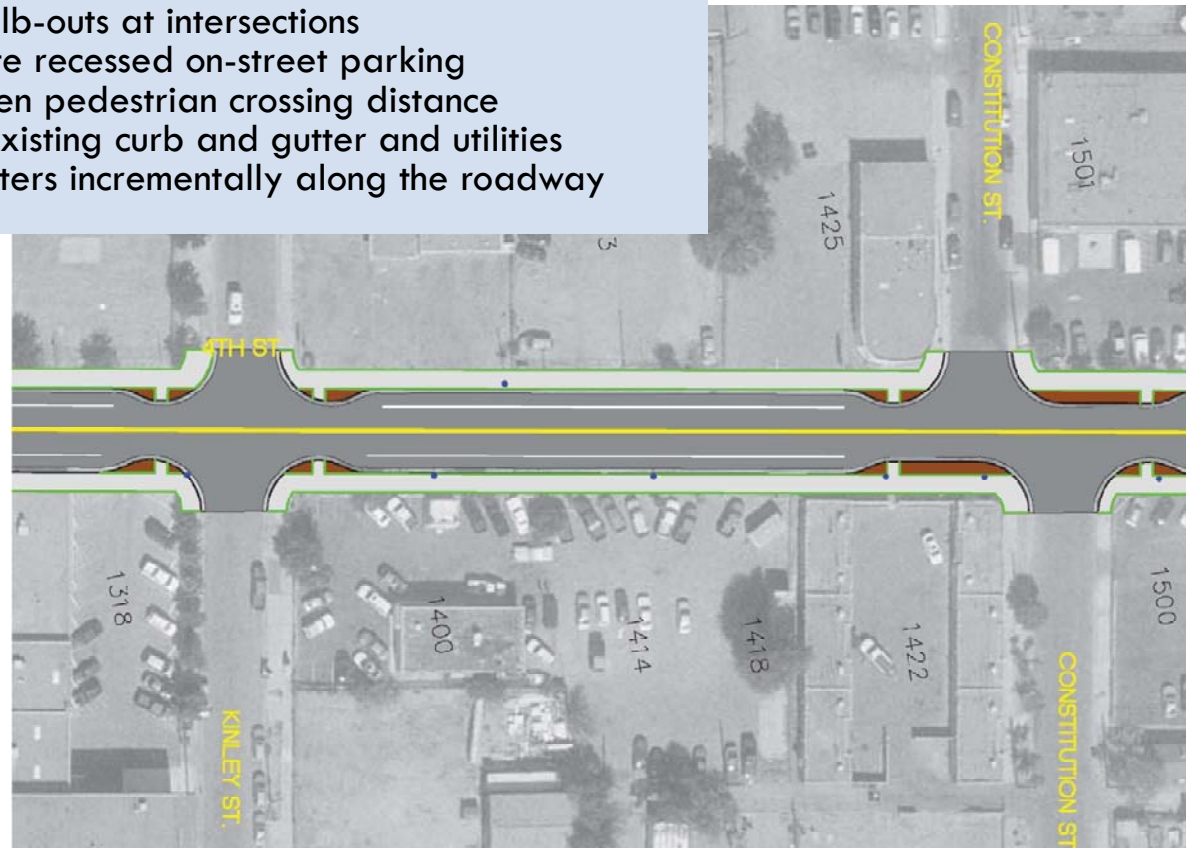
- Conceptual layouts of key features
  - ▣ Design details not included (e.g., light pole types, bus stop layouts, ADA curb cuts, etc.)
  - ▣ Planters could be added along the streetscape
- Three Concepts to Discuss and Refine – 60' Section
  1. Enhanced Existing
  2. Incorporate Median
  3. Combination of Enhanced Existing and 3-lane Section





# Concept 1: Enhanced Existing

- Use 60-foot ROW:
  - Provide Bulb-outs at intersections
    - Create recessed on-street parking
    - Shorten pedestrian crossing distance
  - Maintain existing curb and gutter and utilities
  - Place planters incrementally along the roadway



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## Concept 2: Incorporate Median

- Use 60-foot ROW with 3 Typical Sections:
  - ▣ Mountain to Constitution – use Concept 1
  - ▣ Constitution to Railroad
    - On-street parking west side only
    - 6-foot median offset to east
  - ▣ Railroad to I-40
    - 3-lane section with no on-street parking



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## Concept 3: Combination

- Use 60-foot ROW with 2 Typical Sections:
  - ▣ Mountain to Railroad – use Concept 1
    - ▣ On-street parking both sides, no median
  - ▣ Railroad to I-40 – use Concept 2
    - ▣ Median, no on-street parking



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## Transition to Workshop...

- Advantage and Disadvantages of Concepts
- Changes that Should be Considered
  
- Website Address: [www.north4thstreet.com](http://www.north4thstreet.com)
- Methods to Comment:
  - ▣ On roll plots
  - ▣ On large note pads
  - ▣ Use comment sheet

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