



c. Central Avenue Projects - Alternative Design Concepts for Long-Range Consideration





Long-term Recommendations for Central Avenue

Long-range redesign and phased redevelopment of Central Avenue could provide space for on-street bicycle lanes, an improved walking environment and more efficient vehicle movement at major street intersections. It could establish the framework for private reinvestment in a more vibrant setting. Reducing the number of lanes on Central Avenue would be needed to accomplish the improvements presented for consideration.

Central Avenue Street Cross Section

Central's conversion from six-lanes to four-lanes would include a median, left turning lanes at major street intersections, bicycle lanes, improved street crossing design for pedestrians, and flat sidewalks set back from the curb all within existing public rights-of-way. On-street parking could also be introduced between Tramway and Western Skies to serve businesses in the proposed Community Activity Center if desired.

CENTRAL AVENUE PROJECT PROPOSALS TO CONSIDER	WHAT THE PROPOSALS COULD DO FOR CENTRAL AVENUE		
	TRAFFIC FLOW	PEDESTRIAN, BIKE, & TRANSIT	LAND USE & COMMUNITY
 <p>CENTRAL AVENUE TODAY</p>	<ul style="list-style-type: none"> - Majority of roadway is underused. - Uncontrolled access and high speeds are unsafe for motorists, bicyclists and pedestrians. - Solutions to relieve vehicular congestion at Central intersections with Juan Tabo and Eubank require acquiring more public right-of-way. 	<ul style="list-style-type: none"> - Sidewalks and street crossings are unsafe for pedestrians. - Poor pedestrian environment makes transit unattractive travel mode. - No bicycle accommodation 	<ul style="list-style-type: none"> - Street function and appearance does not encourage new development. - Corridor disinvestment negatively impacts adjacent neighborhoods.
 <p>SPOT MEDIAN IMPROVEMENTS</p>	<ul style="list-style-type: none"> - Spot landscaped medians and colored turning lane improves safety by managing vehicle access. -Traffic speed is still an issue. - Majority of roadway is still underused. - Congestion is still experienced at Juan Tabo and Eubank. Solutions still require acquiring additional public right-of-way. 	<ul style="list-style-type: none"> - Median design enables occasional pedestrian crossing of 6-lane roadway. - Still no improvements for pedestrian travel along the street. - No bicycle accommodation. - Poor pedestrian environment forces transit to be mode of last resort. 	<ul style="list-style-type: none"> - Median project is primarily a safety project. Only minor landscape improvements provided. - Corridor disinvestment will continue to impact adjacent neighborhoods.

 <p>REMOVE ONE VEHICLE TRAFFIC LANE IN EACH DIRECTION TO ADD:</p> <p>TURN LANES AT CENTRAL/EUBANK AND CENTRAL/JUAN TABO, BICYCLE LANES, PLANTING STRIP BETWEEN SIDEWALK AND CURB and FLAT, HANDICAP ACCESSIBLE SIDEWALKS</p>	<ul style="list-style-type: none"> - Removing one vehicle lane in each travel direction improves motorist safety by reducing speeds, but does not impede traffic flow. - Removing lanes enables adding turning lanes to relieve and manage congestion at Central/ Juan Tabo and at Central/ Eubank. 	<ul style="list-style-type: none"> - Reduces vehicle speeds for pedestrian and cyclist safety - Allows flat sidewalks over driveways, a landscape buffer between vehicle traffic and the walkway, transit shelters and a striped bicycle lane in each direction. 	<ul style="list-style-type: none"> - Allows a major aesthetic street upgrade. - Public investment sends a positive message to property owners and developers - particularly of mid-block properties. - Corridor investment strengthens adjacent neighborhoods.
 <p>FULL MEDIAN</p>	<ul style="list-style-type: none"> - Full median development improves safety by further managing vehicle access. <p>Driveway cuts are reduced as new land uses are introduced. The two-way left turn lane can be replaced with a full landscaped median to increase traffic flow.</p>	<ul style="list-style-type: none"> - Full median development enables additional pedestrian crossings. - Full median development reduces vehicular turning movements except at street intersections thereby improving bicycle and pedestrian safety. 	<ul style="list-style-type: none"> - This major aesthetic upgrade to the public right-of-way sends a positive message to property owners and developers - particularly of mid-block properties.
 <p>ON-STREET PARKING – NEAR TRAMWAY</p>	<ul style="list-style-type: none"> - On-street parking slows traffic near the Four Hills Shopping Center. - The risk of additional crashes caused by on-street parking is minimized by reduced speeds. 	<ul style="list-style-type: none"> - On-street parking makes pedestrian areas safer by placing more residents and employees on Central. - On-street parking creates an additional buffer between pedestrians and moving traffic. - On-street parking is designed to work with an adjacent bicycle lane. 	<ul style="list-style-type: none"> - On-street parking is a major physical upgrade for adjacent land uses and places people close to businesses along the street. - On-street parking invites a wide variety of land uses to front and succeed on Central Avenue.
 <p>DEVELOPMENT – FRONTING STREET</p>	<ul style="list-style-type: none"> - The physical environment increases motorist awareness. They will expect to see turning vehicles, pedestrians and bicyclists, further improving corridor safety. 	<ul style="list-style-type: none"> - Buildings fronting the street will complete the pedestrian environment, increasing human comfort, convenience, and security that come with businesses accessible from the sidewalk. 	<ul style="list-style-type: none"> - Buildings fronting the street will help revitalize the street and by extension, the East Gateway community.

Central Avenue Major Street Intersections

Additional turn lanes at the Central/Eubank Boulevard and Juan Tabo Boulevard intersection would alleviate some of the delay anticipated for the future. With street lane reduction, these turning lanes can be accommodated without acquiring expensive additional right-of-way from adjacent properties. Additional right-of-way would make the street intersection extremely wide and more unsafe and impractical for pedestrians to cross.

- ***Central Avenue/ Eubank Boulevard Intersection***

The recommended design for this intersection would introduce dual left turn lanes on Central Avenue's eastbound and westbound approaches to add queuing space for left turns and to minimize intersection delay. To reduce the need for additional pavement width, the design would also remove the dedicated eastbound right turn lane; instead sharing both eastbound and westbound right turns with the outer through travel lane in each direction.

The intent behind this design is to improve travel time from Kirtland Air Force Base, Sandia Laboratories, the Sandia Science and Technology Park, and the developing community activity center to Interstate 40. The Eubank cross-section would keep three travel lanes per direction and add dual left turns to maximize queuing length at the intersection. North of Central on the southbound approach the right turn-only lane is converted to a north-south travel lane enabling a recommended four-lane Eubank Boulevard cross section south of Central.

- ***Central Avenue/Juan Tabo Boulevard Intersection***

The recommended design for this intersection also introduces dual left turn lanes on Central Avenue's eastbound and westbound approaches to increase capacity for turning vehicles and removes a dedicated right turn lane to allow a transition to a four lane street south of Central Avenue. Juan Tabo would remain six lanes north of Central to maximize vehicle-carrying capacity to Interstate 40. South of Central Avenue, the street primarily serves residential neighborhood access.

Because of the short distance between major street intersections and the transition distance required for left turning lanes, Central Avenue between Eubank and Juan Tabo should not have on-street parking.