



Final Report
8th Street
Corridor
Streetscape Plan





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EXECUTIVE SUMMARY

Project Goals

The conceptual design process for the 8th Street Corridor Streetscape Plan begins with identifying the goals and constraints of the project. The 8th Street Corridor Streetscape Plan consists of a series of recommendations and design concepts with the objective of addressing the traffic and safety concerns raised by residents of the neighborhoods along the 8th Street corridor. The concepts included in this plan are comprised of traffic calming and improvements to the pedestrian and bicyclist environment along the study corridor from Bridge Boulevard to Iron Avenue.

The goals of this streetscape plan are:

1. Improve resident safety within the 8th Street neighborhoods;
2. Reduce cut-through traffic along 8th Street by shifting traffic to the commercial 4th Street corridor;
3. Reduce speeds along the study corridor;
4. Accommodate bicyclists within the corridor;
5. Improve connectivity and safety of pedestrian facilities;
6. Improve quality of life and create a sense of neighborhood through the design of safe and attractive streets.

Constraints and Requirements

In addressing the above goals, the streetscape plan acknowledges the following constraints and requirements:

1. 8th Street is currently classified as a minor arterial, which limits the installation of various traffic calming tools like speed humps and traffic circles. Furthermore, as an arterial street, 8th Street is intended to carry some level of through traffic.
2. The 8th Street corridor serves as a bus route; therefore, any design changes must avoid diverting or impeding bus traffic.
3. Right-of-way is limited along the corridor. If possible, design concepts should avoid elements that require the acquisition of additional right-of-way, which may be difficult to acquire and costly.
4. The Mid-Region Council of Governments (MRCOG) 2030 Metropolitan Transportation Plan identifies the desire to include bike lanes along 8th Street. The addition of bike lanes would eliminate parking on some segments along 8th Street; however, recent weekday and weekend parking surveys show that little on-street parking is currently utilized.
5. Sidewalks are as narrow as three feet and the corridor lacks compliance with the Americans with Disabilities Act (ADA) in some areas.

Project Description

The 8th Street corridor is located east of the Bosque/Rio Grande River and south of downtown Albuquerque. The 8th Street study area is primarily a residential area between Bridge Boulevard/Avenida Caesar Chavez in the south and Iron and Coal Avenues in the north. The street currently serves as a key link to downtown Albuquerque and

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other local amenities such as Tingley Park, Dolores Gonzales Elementary School, the Barelas Community Center, the National Hispanic Cultural Center and the Rio Grande Zoo.

Residents in the neighborhoods along the 8th Street corridor are concerned with through traffic using 8th Street as a direct route to downtown (claims indicate up to 75 percent of 8th Street traffic is cut-through), and speeding. The posted speed limit is 25 mph. The 85th percentile speed, a measure of the predominant speed, is currently about 33 mph. The community has expressed a desire to shift through traffic to 4th Street, a parallel commercial corridor. The neighborhood has also requested, and the Department of Municipal Development has agreed in principle, to convert 2nd and 3rd Streets from their existing one-way configuration to two-way streets.

The appendix contains a description of the existing physical characteristics and traffic conditions of the 8th Street corridor and present recommended streetscape design concepts.

Design Concepts

The design concepts are presented in the form of Near-Term Improvements and Ultimate Improvements. Near-Term improvements include new roadway striping along the entire corridor and intersection improvements at a few priority gateway locations that could be implemented in the near future at relatively low cost. The Marquez Lane and Stover Avenue intersections serve as primary gateways to the 8th Street Corridor and the 8th Street / Atlantic Avenue intersection serves as an important connection between the Barelas Community Center, Tingley Park, Rio Grande Zoo and Dolores Gonzales Elementary School. For these reasons, these three intersections are considered priority locations and are recommended for Near-Term Improvements. Ultimate improvements represent the full implementation of the 8th Street Corridor Streetscape Plan, which could be installed in phases over a period of time.

Proposed Design Elements

Lane Width

Current lane width: 12 to 16 feet
Proposed lane width: 11 feet

Bike Lanes

Current designation: city bike route
(A bike route is defined as a street without striped bike lanes, where bicyclists share the road with automobiles)
MRCOG proposed designation: bike lanes
Proposed design: four to six foot bike lanes

Bulbouts

Definition: Bulbouts are extensions of the curbline at intersections that extend into the parking lane
Benefits:

- Reduce the roadway width from curb to curb
- Shorten crossing distance for pedestrians
- Create protected parking bays for on-street parking
- Tighten curb radii at the corners reducing the speeds of turning vehicles



	Proposed: bulbouts proposed in several locations.
Landscaping	Current condition: Some landscaping treatments along the north end of the corridor near Coal Avenue, however the majority of the 8 th Street corridor lacks landscaping. Proposed condition: Includes landscaping at the south end of the corridor between Bridge Boulevard/Avenida Caesar Chavez and Simpiar Lane, where there is sufficient right-of-way. Landscaping elements are also incorporated into the proposed bulbouts.
Curb Ramps	Proposed: New ADA compliant curb ramps where curb reconstruction is proposed for bulbouts. Current conditions: There are 11 existing flag stops between Bridge Boulevard and Coal Avenue.
Bus Stops	Proposed: Retain existing stops and relocate/consolidate some stops and provide shelters and other amenities where space allows.

Exhibit 1 shows an overview of the streetscape design and the proposed roadway cross sections for the 8th Street corridor between Bridge Boulevard/Avenida Caesar Chavez and Coal Avenue.

Specific Design Elements

In preparing the design concepts for the 8th Street Corridor, particular attention was given to evaluating specific design options for the following locations:

1. 8th Street / Bridge Boulevard intersection
2. 8th Street segment from Bridge Boulevard to Marquez Lane
3. 8th Street / Marquez Lane intersection
4. 8th Street / Atlantic Avenue intersection (off-set) and pedestrian crossings
5. 8th Street segment from Pacific Avenue to Atlantic Boulevard
6. Tingley Park and Rio Grande Zoo access
7. 8th Street / Stover Avenue intersection

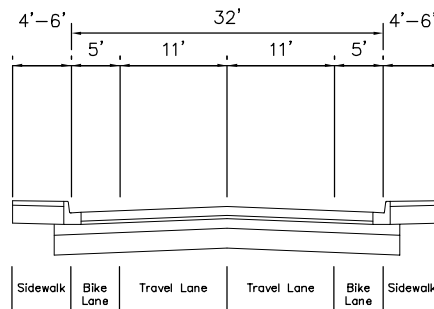
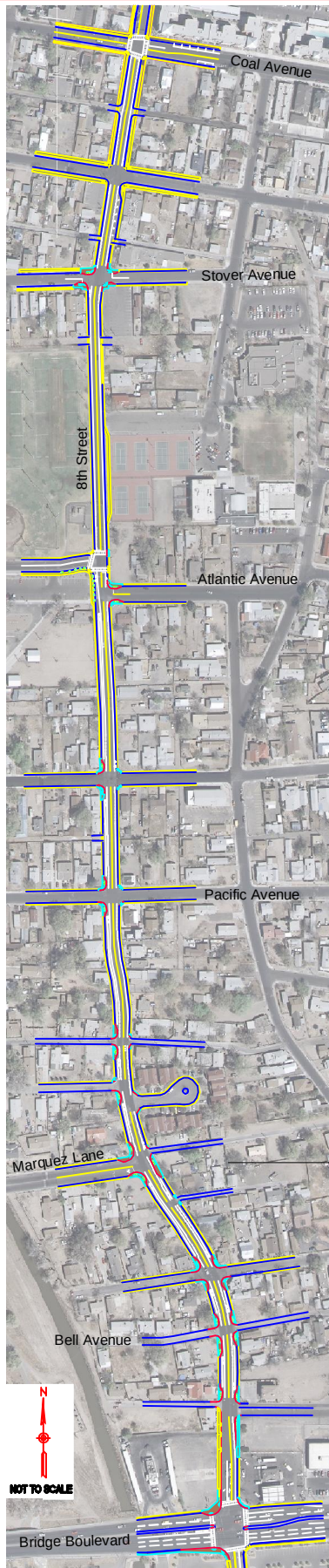
The design concepts and near-term and ultimate improvement recommendations are described in the table below.

Parking Surveys

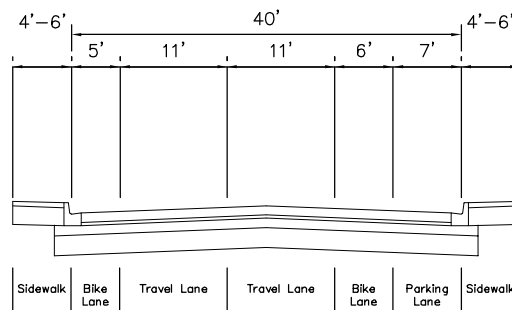
An on-street parking survey was conducted to determine if the installation of bicycle lanes, and associated removal of parking on some segments of 8th Street, would cause substantial impacts. Surveys were conducted on those segments that are too narrow to provide both a bicycle lane and on-street parking. The surveys were conducted on multiple weekdays, Fridays, and Saturdays, in the late evening and early morning to capture residential parking demand. During nearly 100% of the survey times there were no vehicles parked on the study segments.

Approximately twice there was one vehicle parked. Given the low amount of on-street parking, and availability of side street parking, it was determined that no impacts would occur with the installation of bicycle lanes.

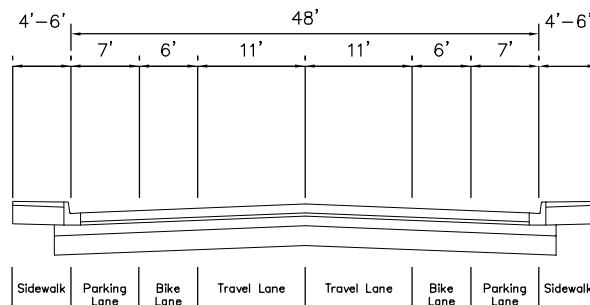
8th Street Coal Avenue to Bridge Boulevard Typical Cross Sections



TYPICAL 32' CROSS SECTION
(NO PARKING)



TYPICAL 40' CROSS SECTION
(ONE-SIDED PARKING)



TYPICAL 48' CROSS SECTION
(PARKING ALLOWED)



Summary of Near-Term and Ultimate 8th Street Corridor Streetscape Plan Recommendations

Near-Term Improvements – (NT); Ultimate Improvements – (U)

8th Street / Bridge Boulevard/Avenida Caesar Chavez Intersection

- Add way finding signs directing vehicular traffic to use 4th Street to access downtown. (NT)
- Realign crosswalks and include zebra striping. (NT)
- Remove southbound shared through-right turn lane, and modify left turn lane to include through movement. (Eliminating one of the southbound approach lanes helps make 8th Street a less attractive route for through traffic by increasing queues and delay for vehicles turning right). Add a southbound right turn lane at 4th Street to encourage its use over 8th Street (NT)
- Add curb extensions on the west leg of the intersection. (Reduces the curb-to-curb width of the roadway, thus shortening the crossing distance for pedestrians and enhancing the connection to the Hispanic Cultural Center. Additional width not necessary to accommodate dual right turn lanes, as one has been eliminated) (U)
- Add ADA compliant pedestrian refuge islands in the median of the east and west legs of the intersection. (U)

Additional Recommendation: Adjust the signal timing for the left turn movement from Bridge Boulevard to 8th to reduce the convenience of using 8th Street as a through route, in combination with adjustments to the Cesar Chavez / 4th Street to encourage the use of 4th Street, and provide signs to use 4th Street to access downtown. Reducing the green time for this eastbound left turn phase will allow fewer vehicles to make left turns onto 8th Street; however, this may increase queuing and reduce the intersection level-of-service. Providing way finding signs and encouraging drivers to use 4th Street will reduce the left turn queues. (NT)

See **Exhibit 2A** for Near-Term design concept

See **Exhibit 2B** for Ultimate design concept

8th Street (Bridge Boulevard/Avenida Caesar Chavez to Marques Lane)

- Bulbouts along 8th Street at intersections of 8th Street with Marquez Lane and Barelais Court. (NT)
- Bulbouts along 8th Street at intersections of 8th Street with Simpier Lane, Bell Avenue and Lewis Avenue. (U)
- Landscaping at each bulbout and between sidewalk and curb from Bridge Boulevard to Simpier Lane. (U)

See **Exhibits 2A and 3A** for Near-Term design concept

See **Exhibits 2B and 3B** for Ultimate design concept



8th Street / Marquez Lane Intersection and 8th Street (Cromwell Ave to Nuanes Lane)

- Add landscaped bulbouts on corners where sufficient right-of-way exists. *(NT)*
- Re-stripe eastbound approach of Marquez Lane from two lanes to one shared left/right turn lane. *(NT)*
- Remove northbound left turn lane from 8th Street to Marquez Lane. (reduces speeds and convenience of using 8th Street as a viable through route) *(NT)*

Optional Recommendation: The feasibility of constructing a roundabout at the intersection of 8th Street / Marquez Lane was evaluated as a possible design alternative. A roundabout is feasible to construct but would require acquisition of right-of-way. Because of the relatively high cost associated with the acquisition of right-of-way, a roundabout is not recommended as a near-term improvement.

See **Exhibit 3A** for Near-Term design concept

See **Exhibit 3B** for Ultimate design concept

8th Street (Santa Fe Avenue to Pacific Avenue)

The curb to curb width for this segment of 8th Street has sufficient width to install bike lanes and one parking lane in addition to the two, 11-foot travel lanes.

- Allow on-street parking on only the west side of the street to allow sufficient width for bike lanes. *(NT)*
- Add landscaped bulbouts along west side of 8th Street at intersection corners where sufficient right-of-way exists. *(U)*

See **Exhibit 4A** for Near-Term design concept

See **Exhibit 4B** for Ultimate design concept

8th Street and Santa Fe Avenue Intersection

The community expressed a desire to add a northbound left turn lane from 8th Street to Santa Fe Avenue because this movement is a primary route to Dolores Gonzales Elementary School and left turns frequently impede through traffic.

- Add a northbound left turn lane at 8th Street / Santa Fe Avenue *(NT)*

See **Exhibit 4A** for Near-Term design concept

See **Exhibit 4B** for Ultimate design concept

8th Street / Atlantic Avenue Intersection

- Add bulbouts on east leg of the intersection. *(NT)*
- Add crosswalks with zebra striping (improves the visibility of the crosswalks) *(NT)*
- Add landscaping along the southwest corner of the intersection. *(NT)*

See **Exhibit 5A** for Near-Term design concept

See **Exhibit 5B** for Ultimate design concept



8th Street / Stover Avenue Intersection

- Add landscaped bulbouts on east and west legs of the intersection, where feasible. (NT)
- Install landmark and/or signage to signify the Stover Avenue intersection as a “Gateway” point to the 8th Street Corridor. (NT)

See **Exhibit 6A** for Near-Term design concepts

See **Exhibit 6B** for Ultimate design concepts

Tingley Park and Rio Grande Zoo Access

The current one-way operations along 10th Street and Atlantic Avenue near the Tingley Rio Grande Zoo and Tingley Park have some advantages and some disadvantages. The advantages of the current one-way operation and configuration of 10th Street and Atlantic Avenue include the following:

- Eliminates turning movement conflicts at the zoo and school driveways
- Existing speed humps help slow traffic along 10th Street
- Reduces some traffic through the 10th Street neighborhoods

The disadvantages of the current one-way operations include the following:

- Re-routes traffic to 8th Street
- Different entrance (10th Street) versus exit (8th Street) may be confusing for zoo patrons
- 10th Street has very wide cross-section, combined with one way travel, encourages higher speeds
- Added travel time for buses and vehicles accessing the school since entrance requires using Stover or Santa Fe to access parking
- Short segment of 10th Street is one-way with no physical barriers to adjacent two-way segment

After evaluating the feasibility of changing Atlantic Avenue and 10th Street to two-way streets, the following observations and conclusions were made:

- Changing Atlantic Avenue to two-way may cause queuing and a degrade in level-of-service at the 8th Street / Atlantic Avenue intersection without the addition of a northbound left turn on 8th Street.
- Modifications may be needed to the Rio Grande Zoo parking lot to create entrance-only and exit-only driveways to reduce turning conflicts. There appears to be sufficient room to do this.
- Changing 10th Street to two-way may decrease traffic on 8th Street, at the expense of increasing traffic through other 10th Street neighborhood streets.

While this plan does not recommend changing the current one-way circulation pattern, some recommendations that should be considered include:

- Add a longitudinal striped crosswalk on the east leg of the 10th Street / Atlantic Avenue intersection. (improves the visibility of the pedestrian connectivity between the zoo,
- Install curb bulbouts at Stover Avenue, driveway to park parking lot, and at existing mid-block crosswalk as shown in **Exhibit 6C**



- school and park) (NT)
- Implement angled on-street parking on 10th Street along park frontage to physically narrow the street (NT)
- Eliminate one through lane on 10th Street and retain parallel parking/bus parking on west side of street (NT)
- Eliminate northernmost speed hump and reconstruct southernmost speed hump to current city standards

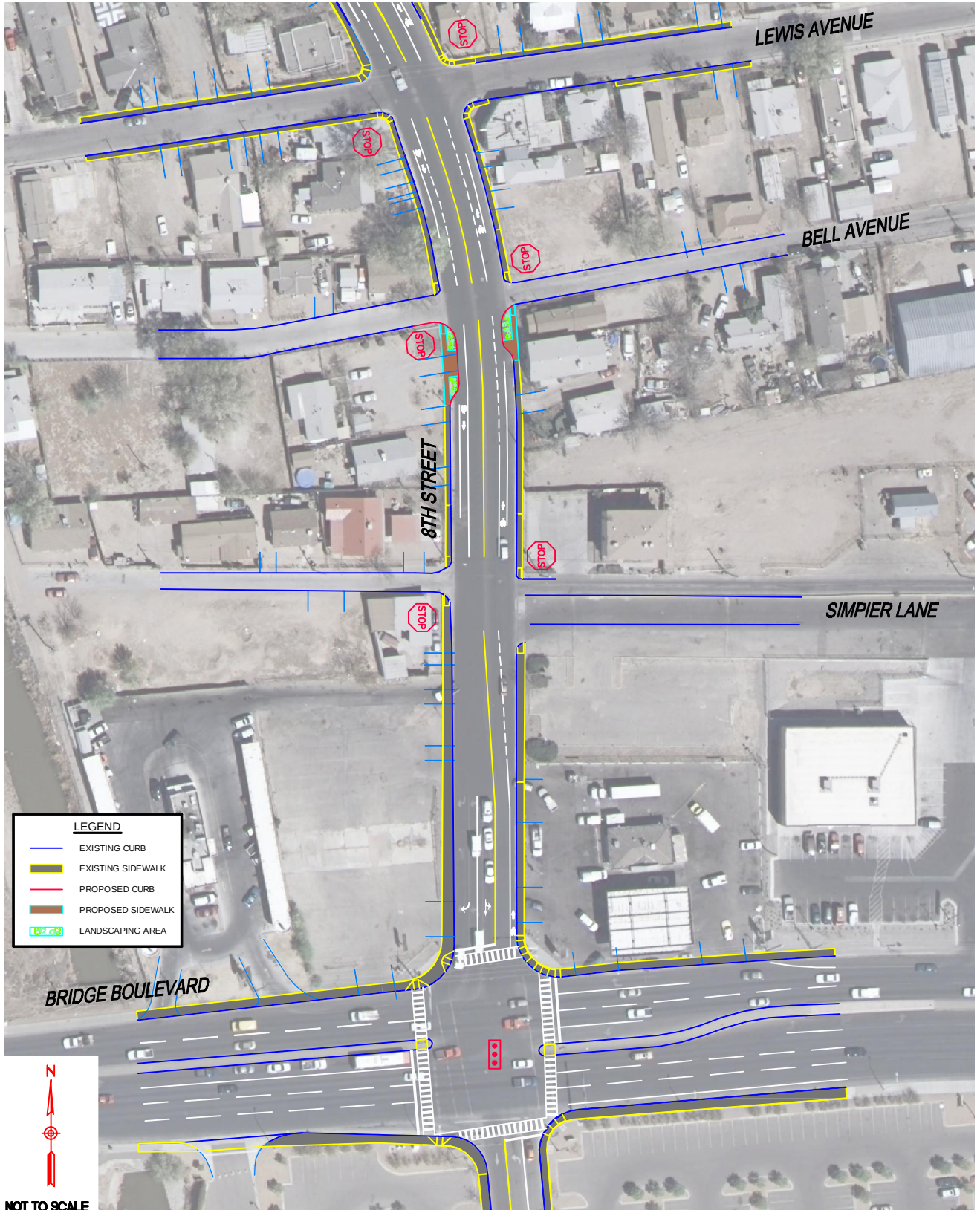
See **Exhibit 6C**

The appendix contains additional supporting information including:

- A discussion of the operational impacts of the recommendations
- Opinion of probable cost for implementing the ultimate improvements

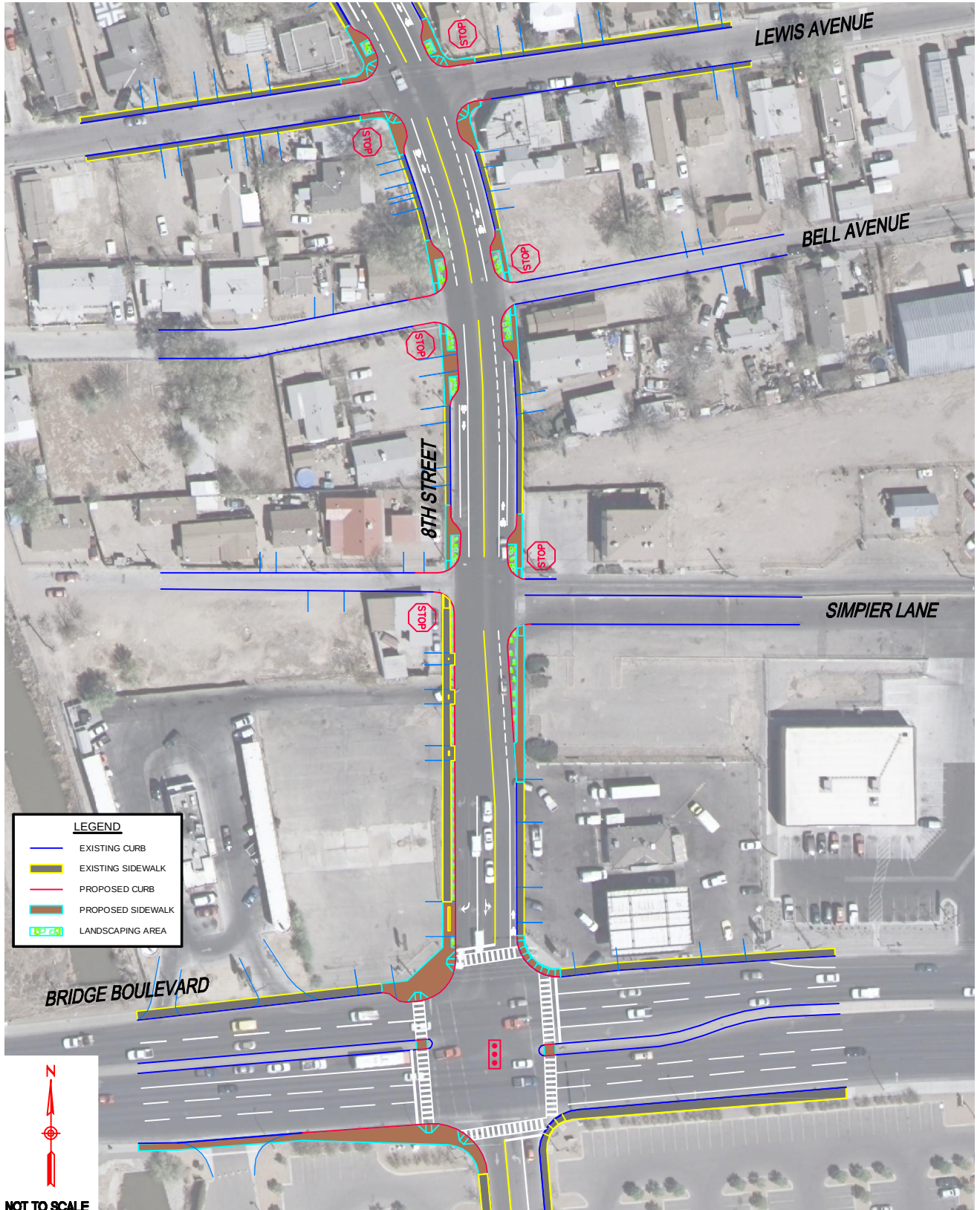


Near-Term Street Layout (Lewis Avenue to Bridge Boulevard)



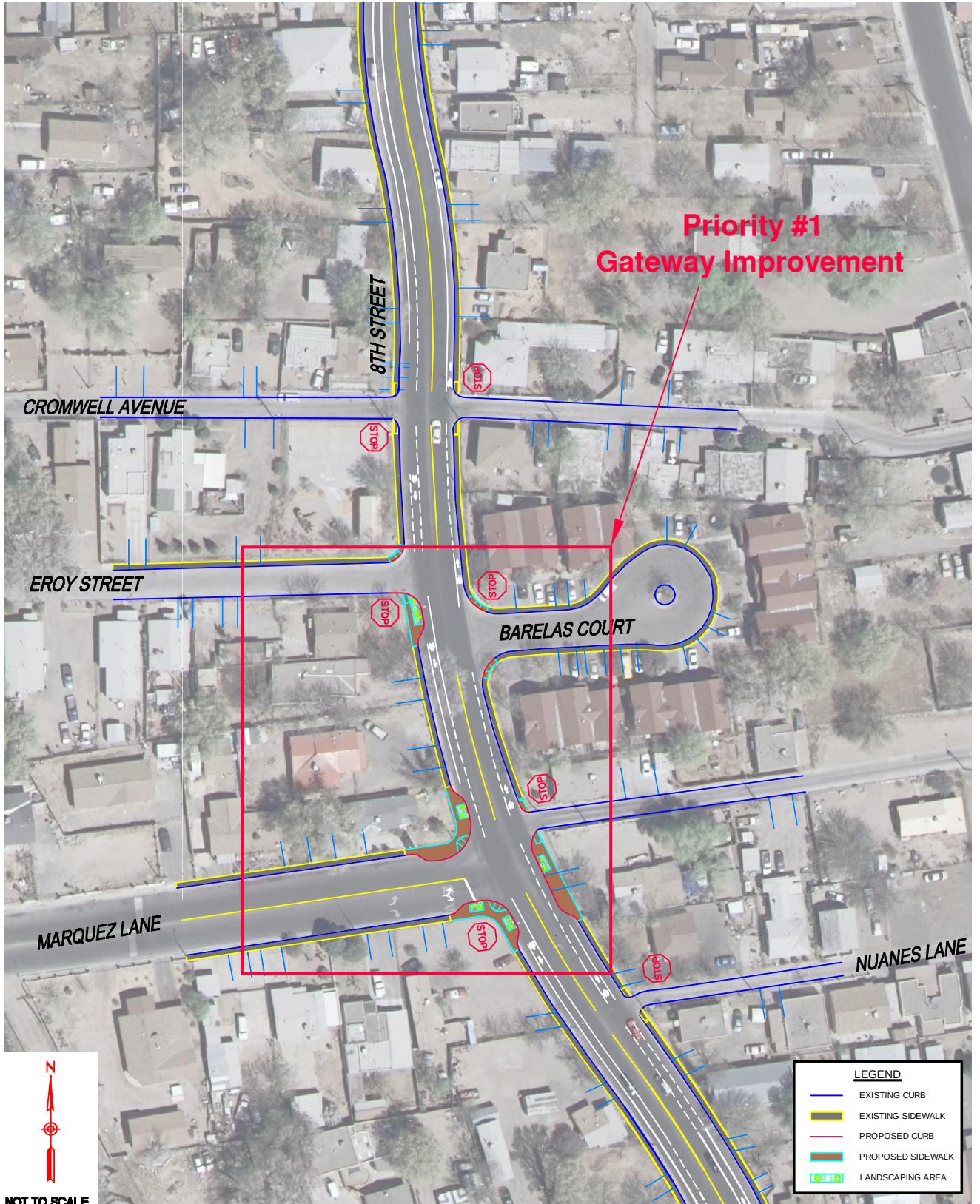


Ultimate Street Layout (Lewis Avenue to Bridge Boulevard)



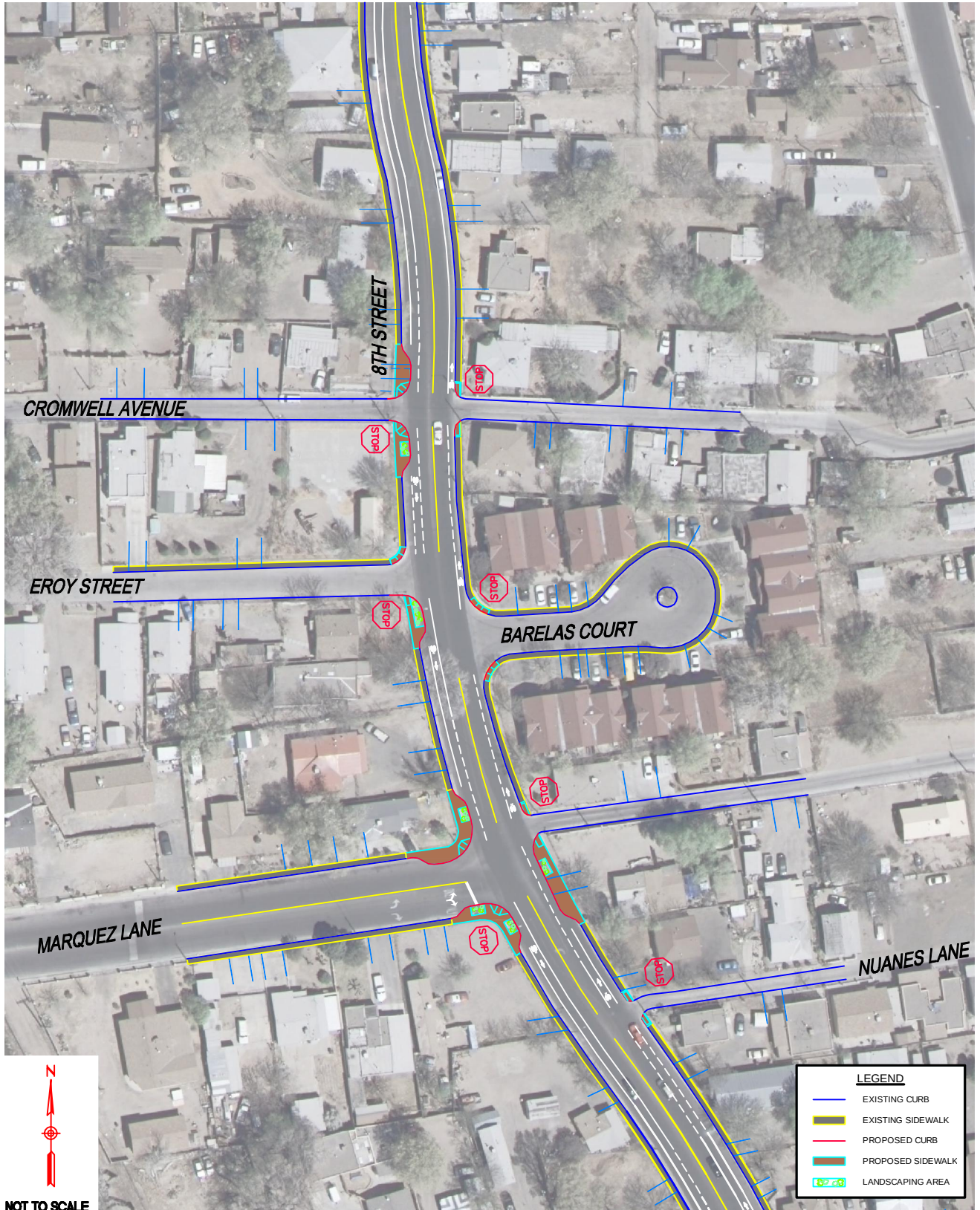


Near-Term Street Layout (Cromwell Avenue to Nuanes Lane)



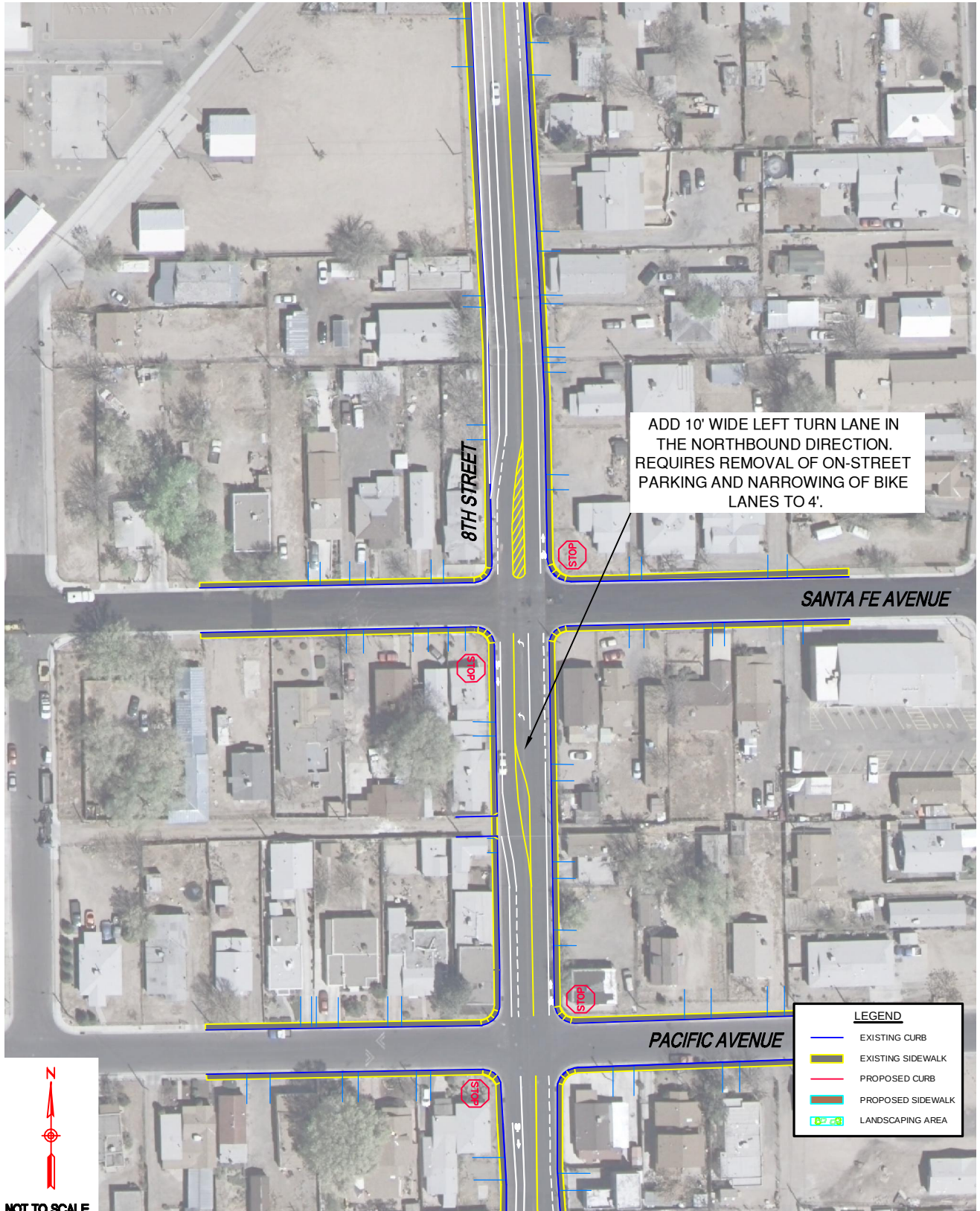


Ultimate Street Layout (Cromwell Avenue to Nuanes Lane)



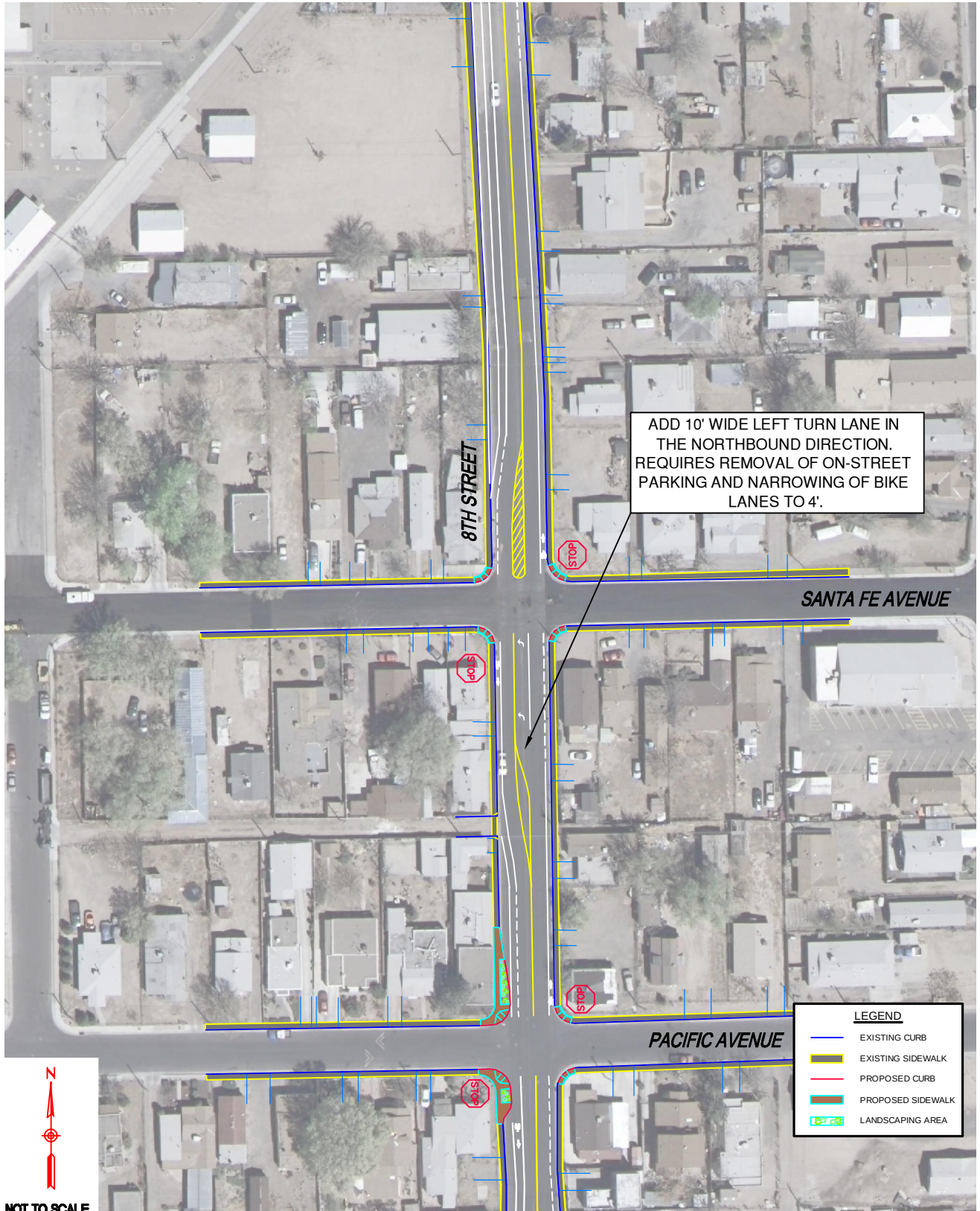


Near-Term Street Layout (Santa Fe Avenue to Pacific Avenue with NB Left Turn)



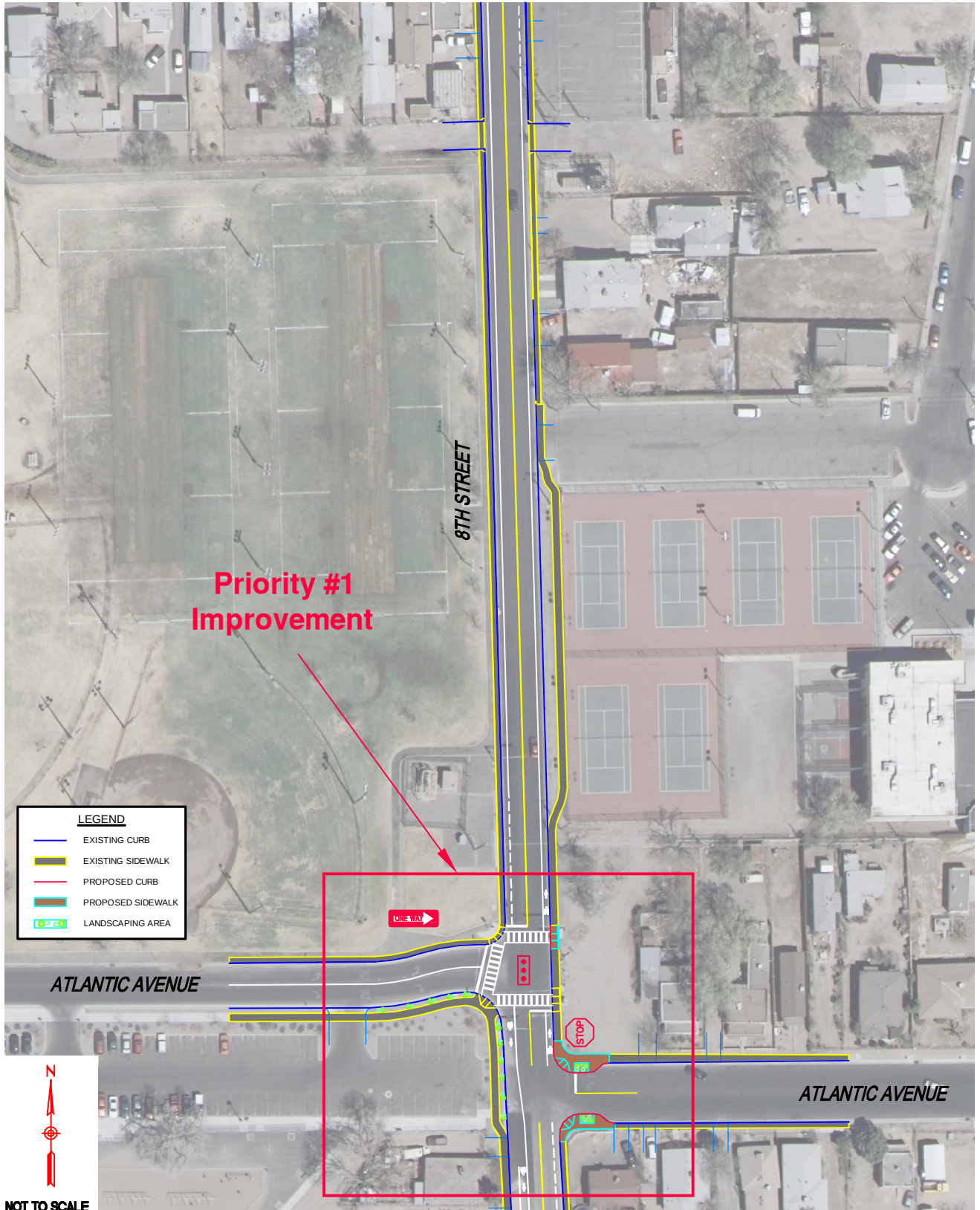


Ultimate Street Layout (Santa Fe Avenue to Pacific Avenue with NB Left Turn)



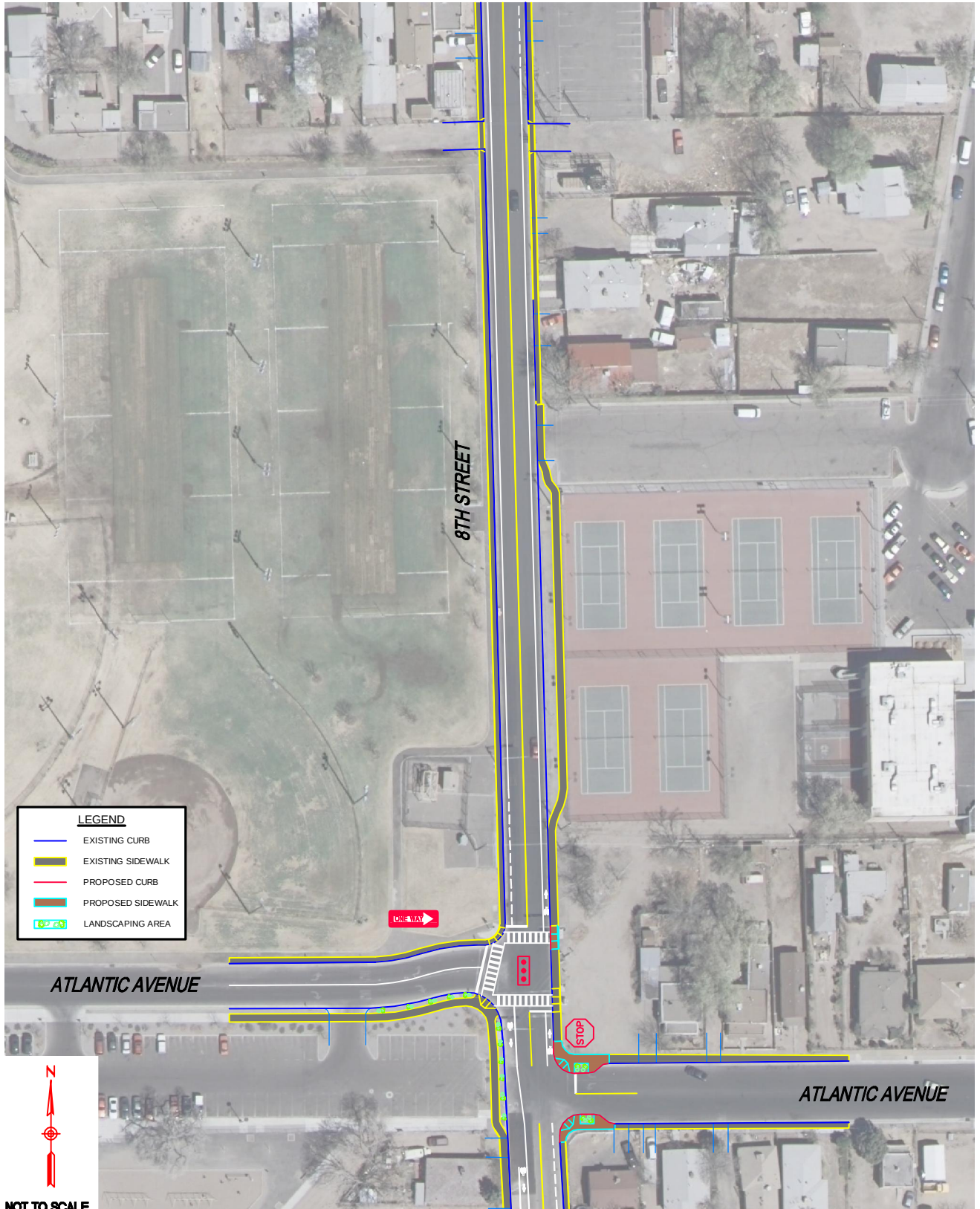


Near-Term Street Layout (Atlantic Avenue)



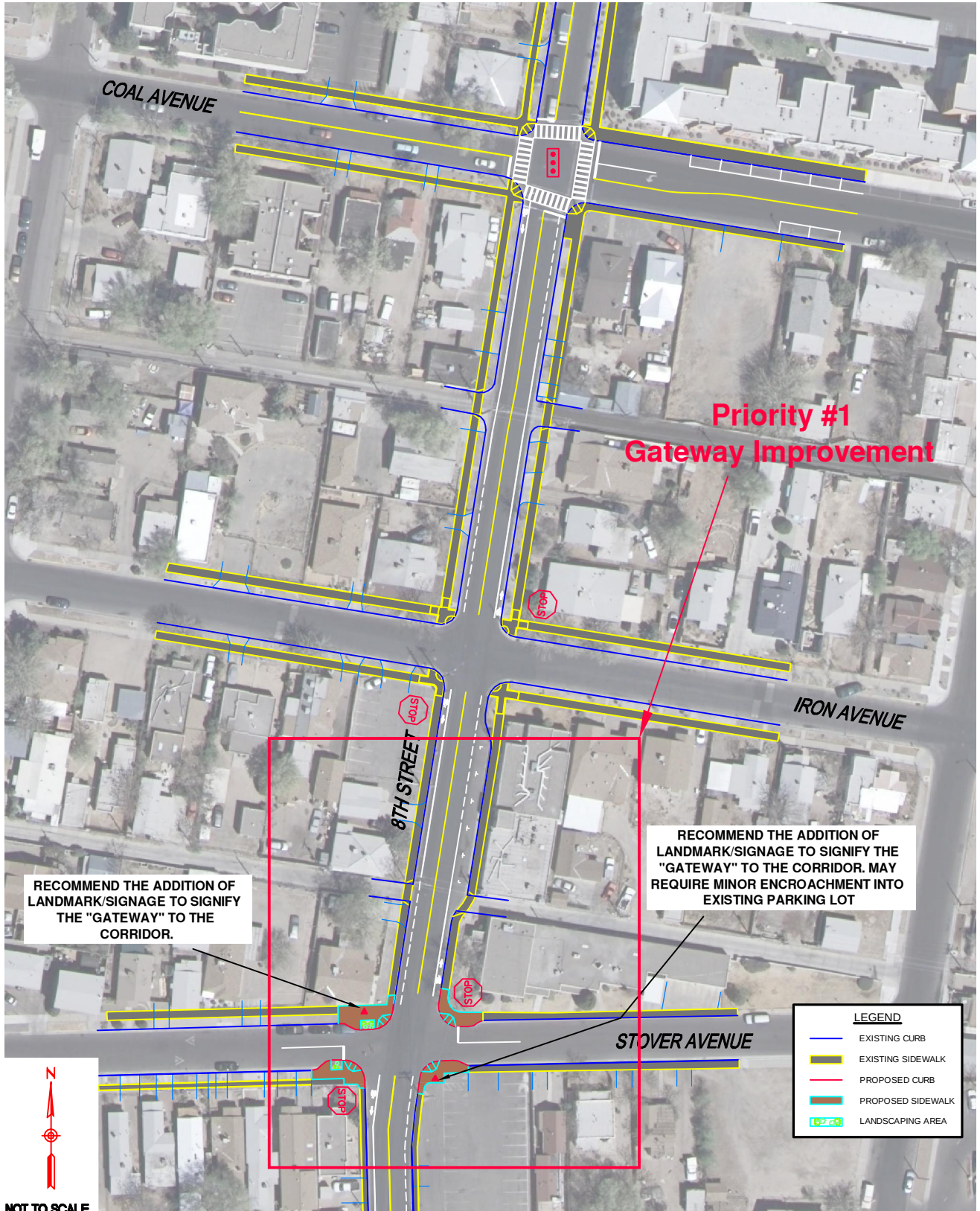


Ultimate Street Layout (Atlantic Avenue)



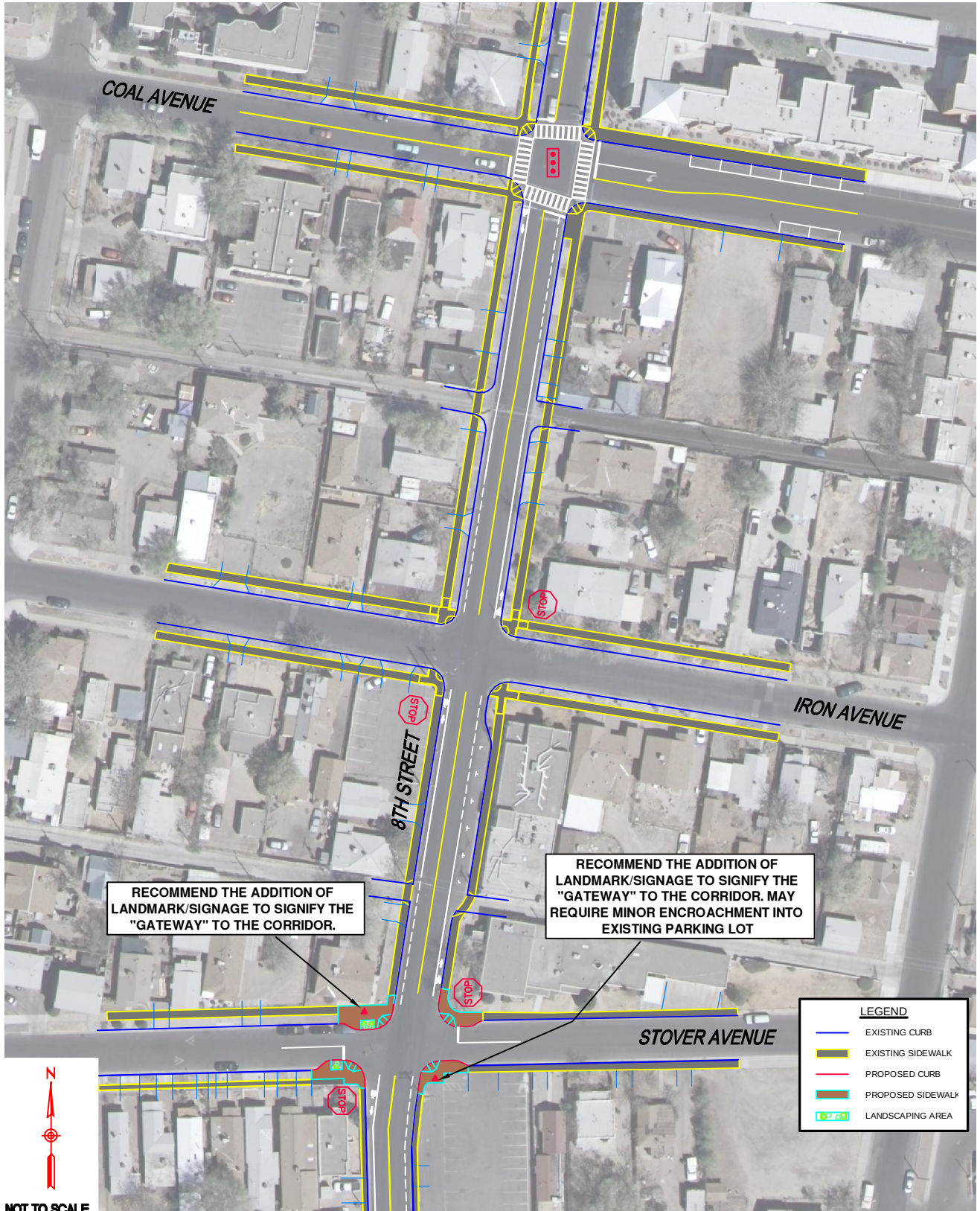


Near-Term Street Layout (Coal Avenue to Stover Avenue)



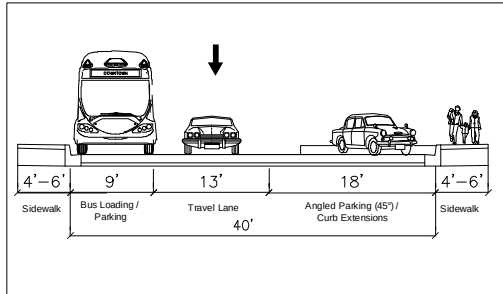


Ultimate Street Layout (Coal Avenue to Stover Avenue)





Ultimate Street Layout (10th Street - Atlantic Ave to Stover Ave)



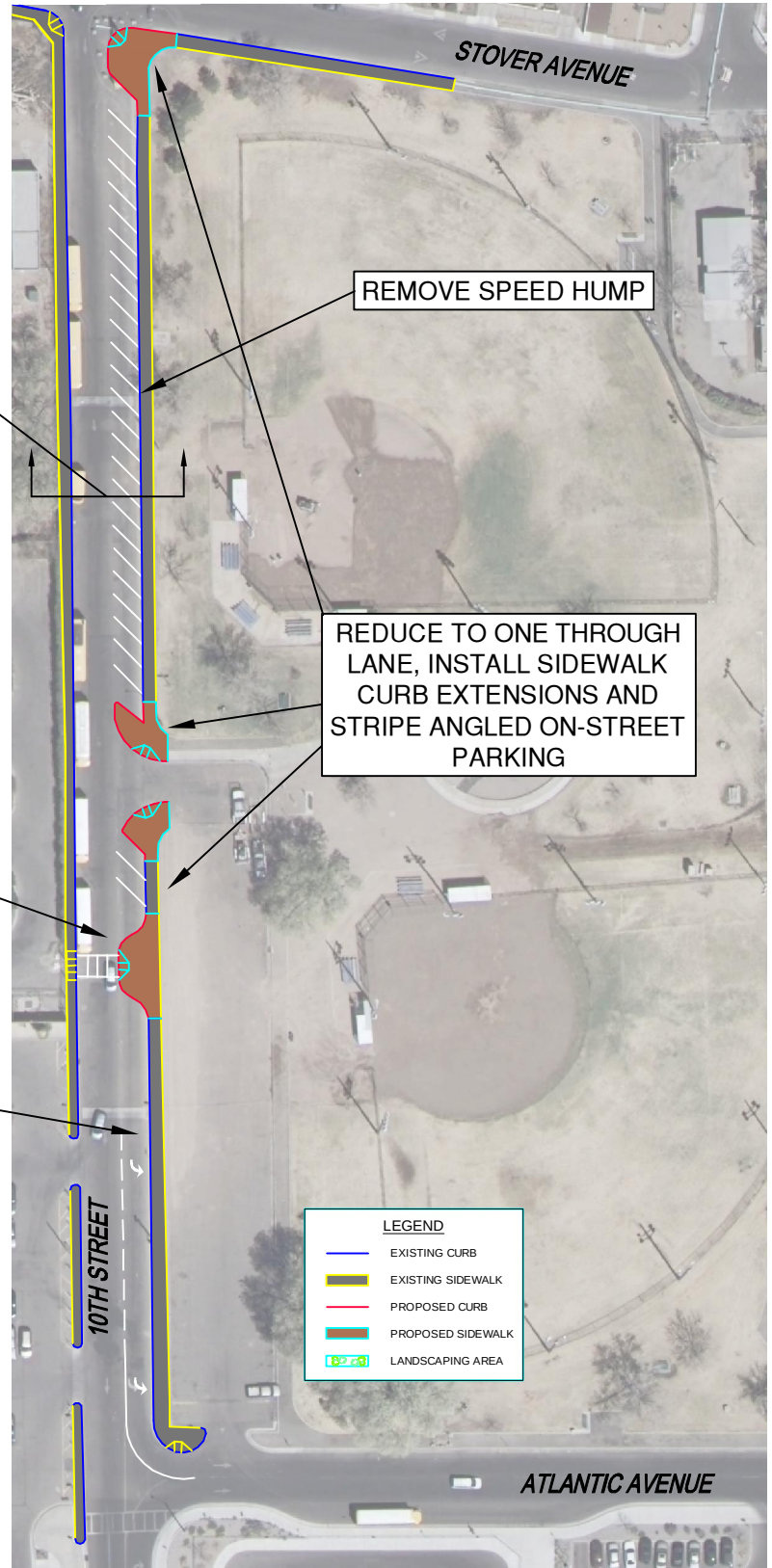
CROSS SECTION DIMENSIONS

- 18' Angled On-Street Parking
- One 13' Travel Lane
- 9' Bus Loading / Parking Lane

MID-BLOCK CURB EXTENSION SHORTENS CROSSING DISTANCE FOR PEDESTRIANS. CURB EXTENSION INCREASES PEDESTRIAN VISIBILITY.

RETAIN CURRENT TWO LANE CONFIGURATION:

- One Left Turn Lane
- One Through Lane



LEGEND	
	EXISTING CURB
	EXISTING SIDEWALK
	PROPOSED CURB
	PROPOSED SIDEWALK
	LANDSCAPING AREA



NOT TO SCALE

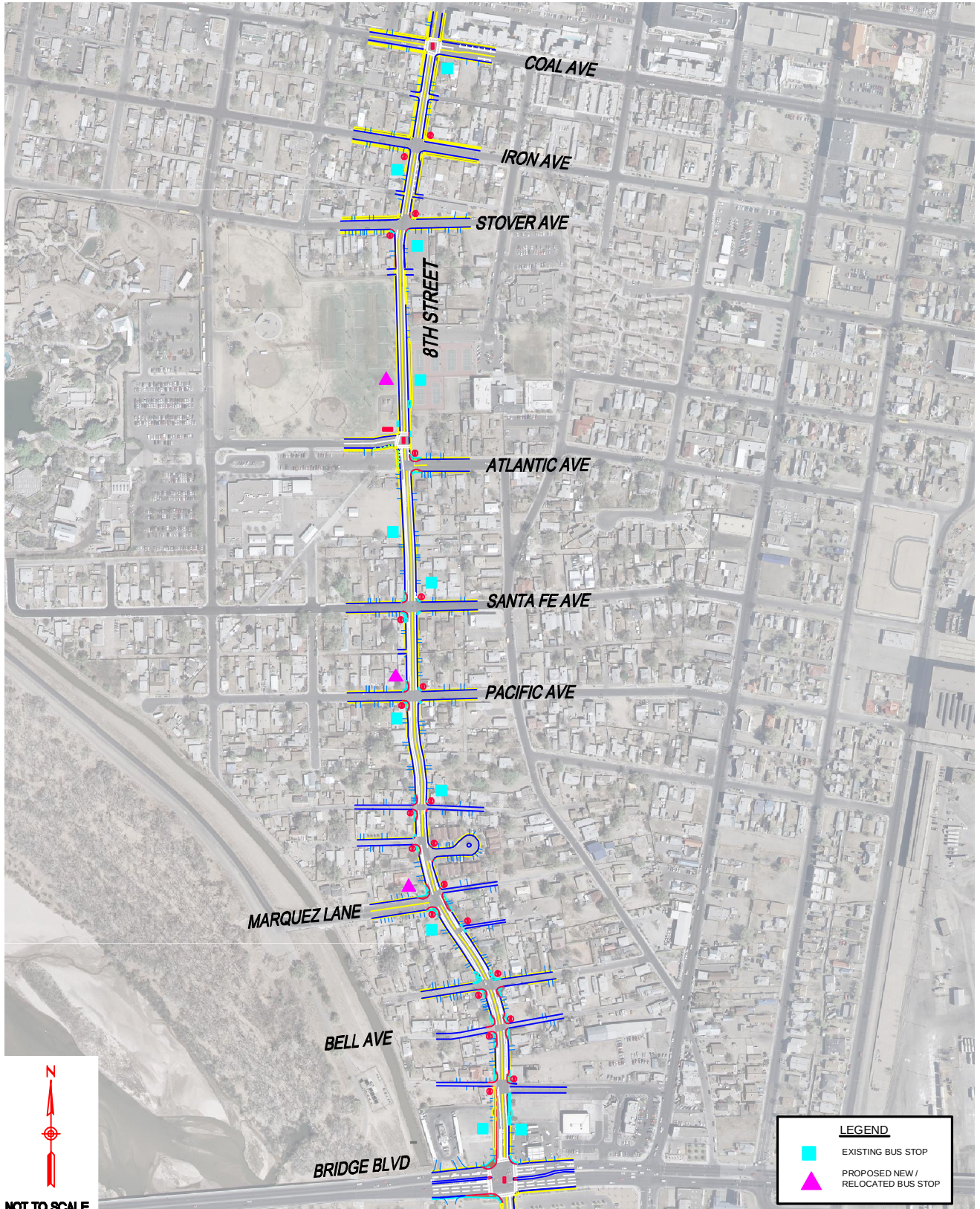
Bus Stops

Transit service in the City of Albuquerque is provided by ABQ Ride. ABQ Ride Route 53, the only route that currently travels along the 8th Street Corridor, operates Monday through Saturday with 45-minute headways and connects Mailpais Road in the south to Downtown Albuquerque in the north. Bus stops are currently spaced at approximately 1/3-mile intervals along the corridor and typically consist of a flag sign pole with no bench or shelter. As part of the 8th Street Corridor Streetscape Plan, each bus stop location was examined to assess the feasibility of installing enhanced amenities, such as shelters, benches, trash receptacles and ADA recommended loading pads.

Exhibits 7 through 15 show the preliminary Near-Term and Ultimate bus stop design concepts/elements for the 8th Street Corridor. City of Albuquerque standard benches, receptacles and Type-D bus shelters were used and bus stops were relocated to curb bulbouts where possible.

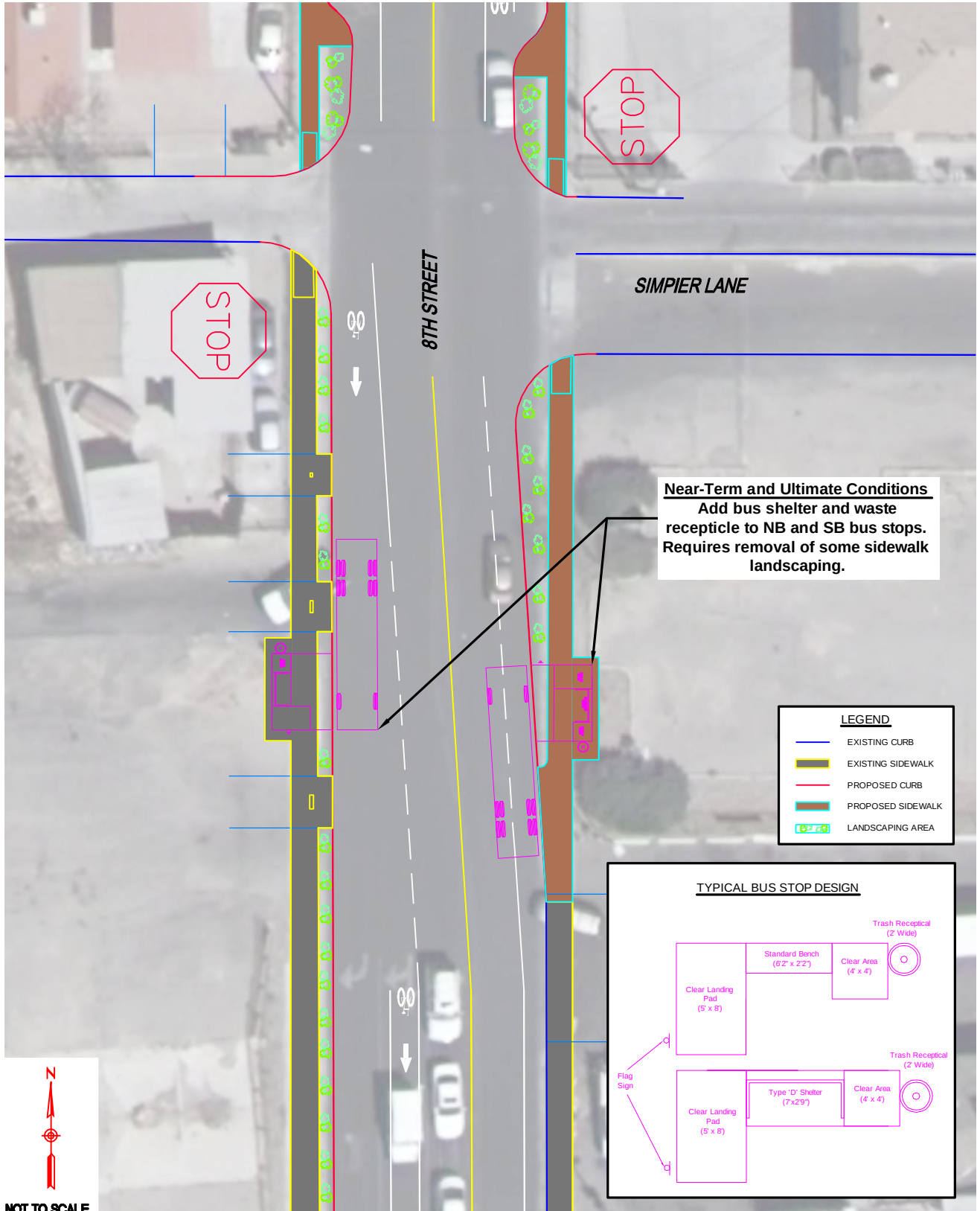


8th Street Corridor Bus Stop Locations



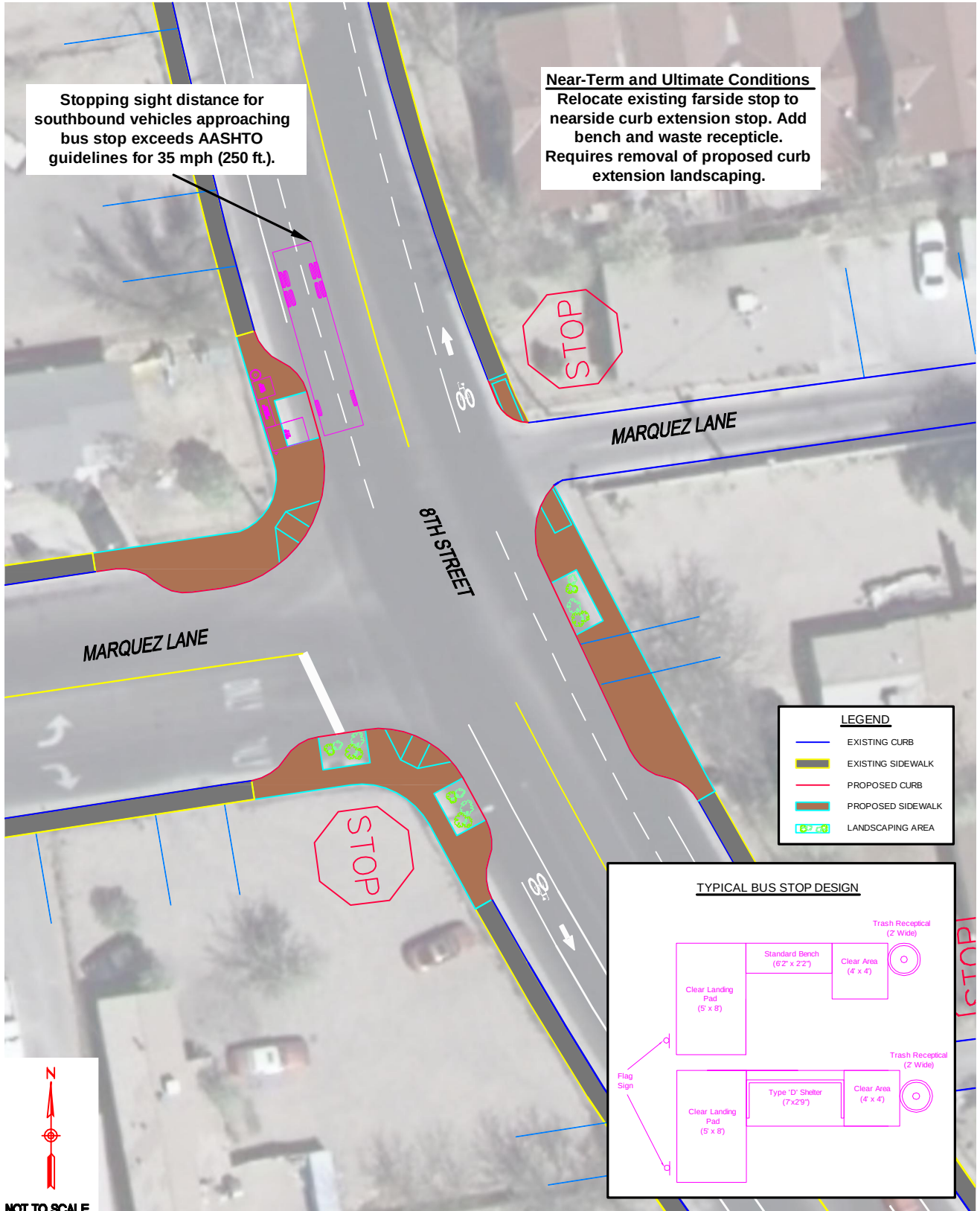


Bus Stop Placement (Simpier Lane - NB and SB)



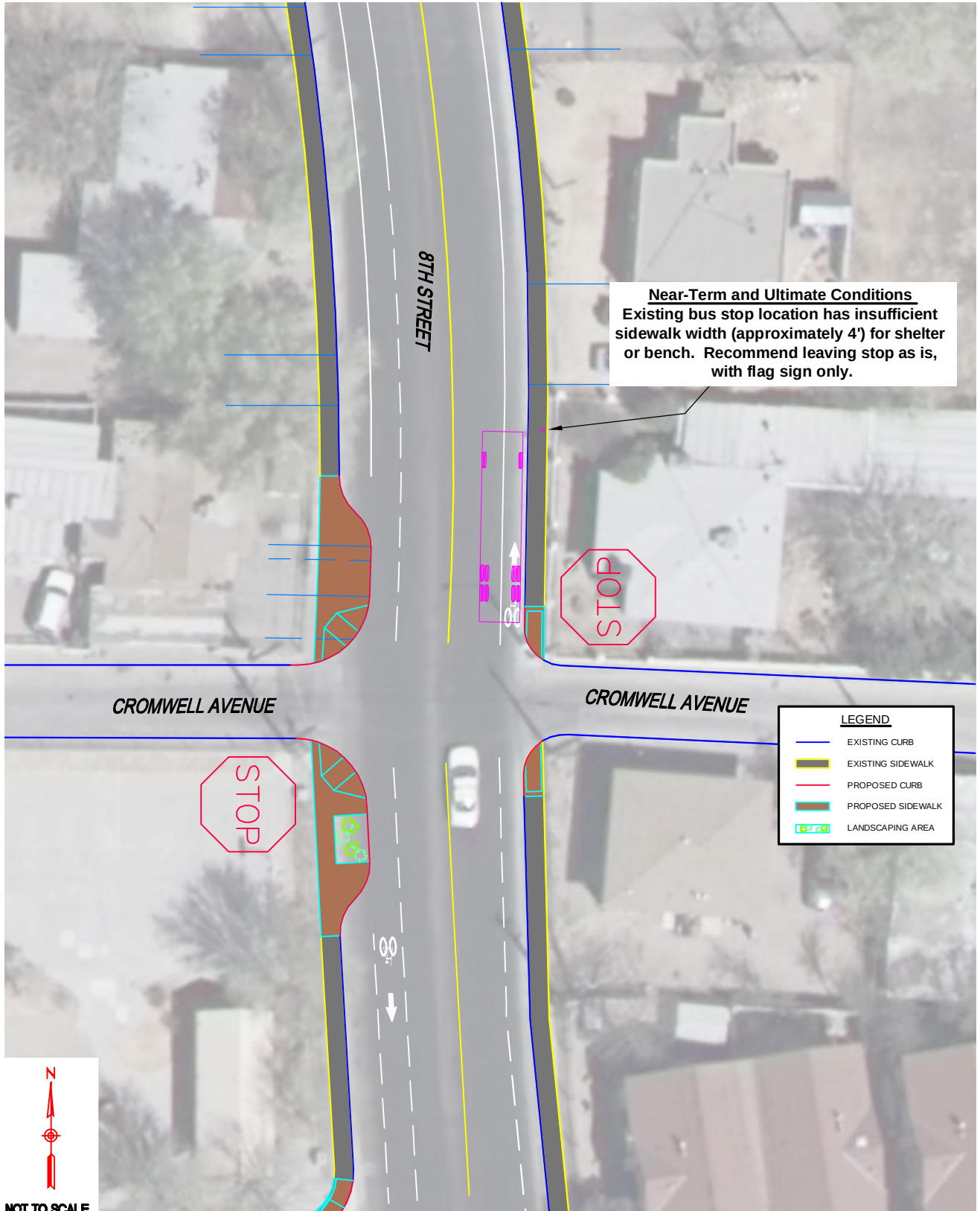


Bus Stop Placement (Marquez Lane - SB Only)



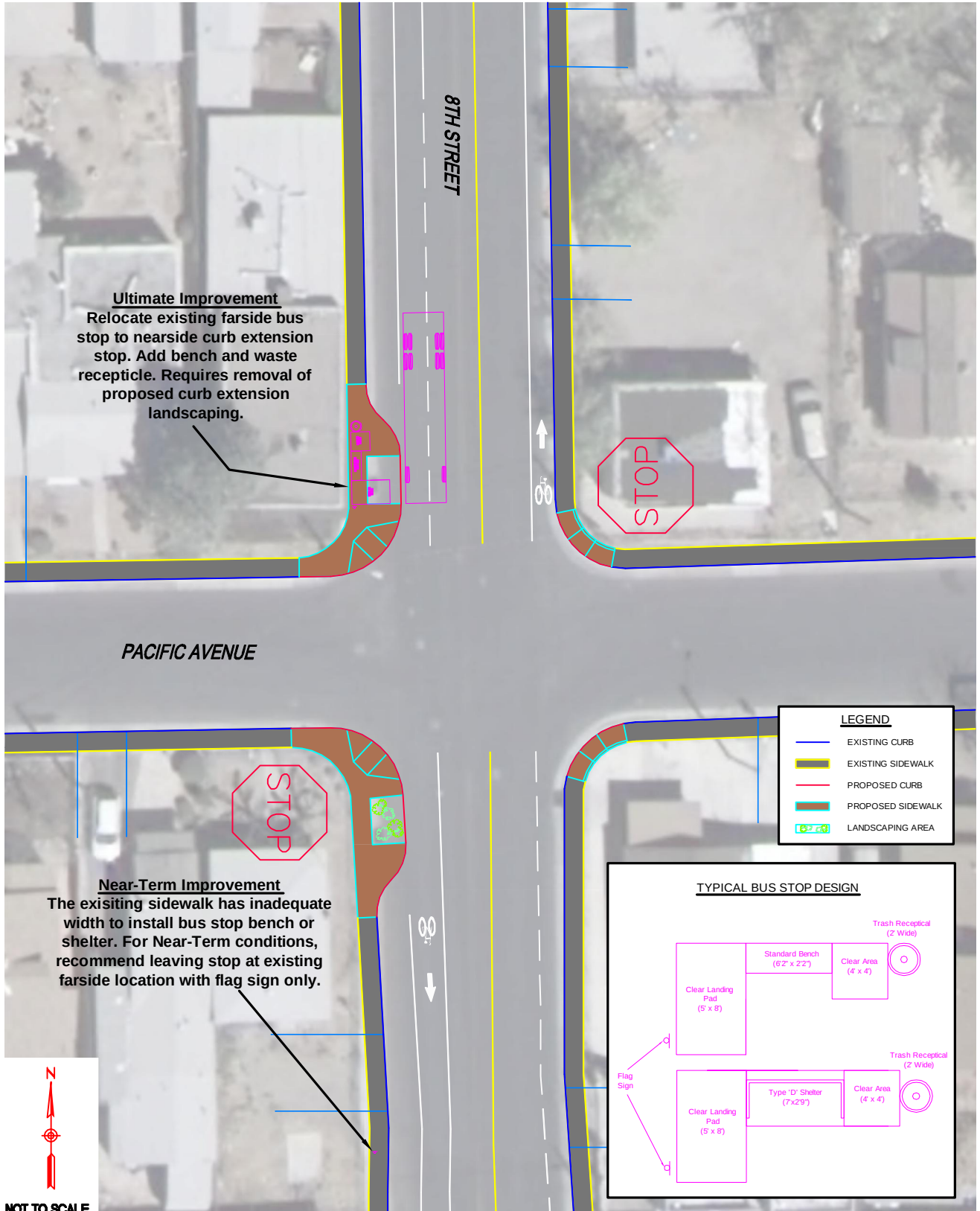


Bus Stop Placement (Cromwell Avenue - NB Only)



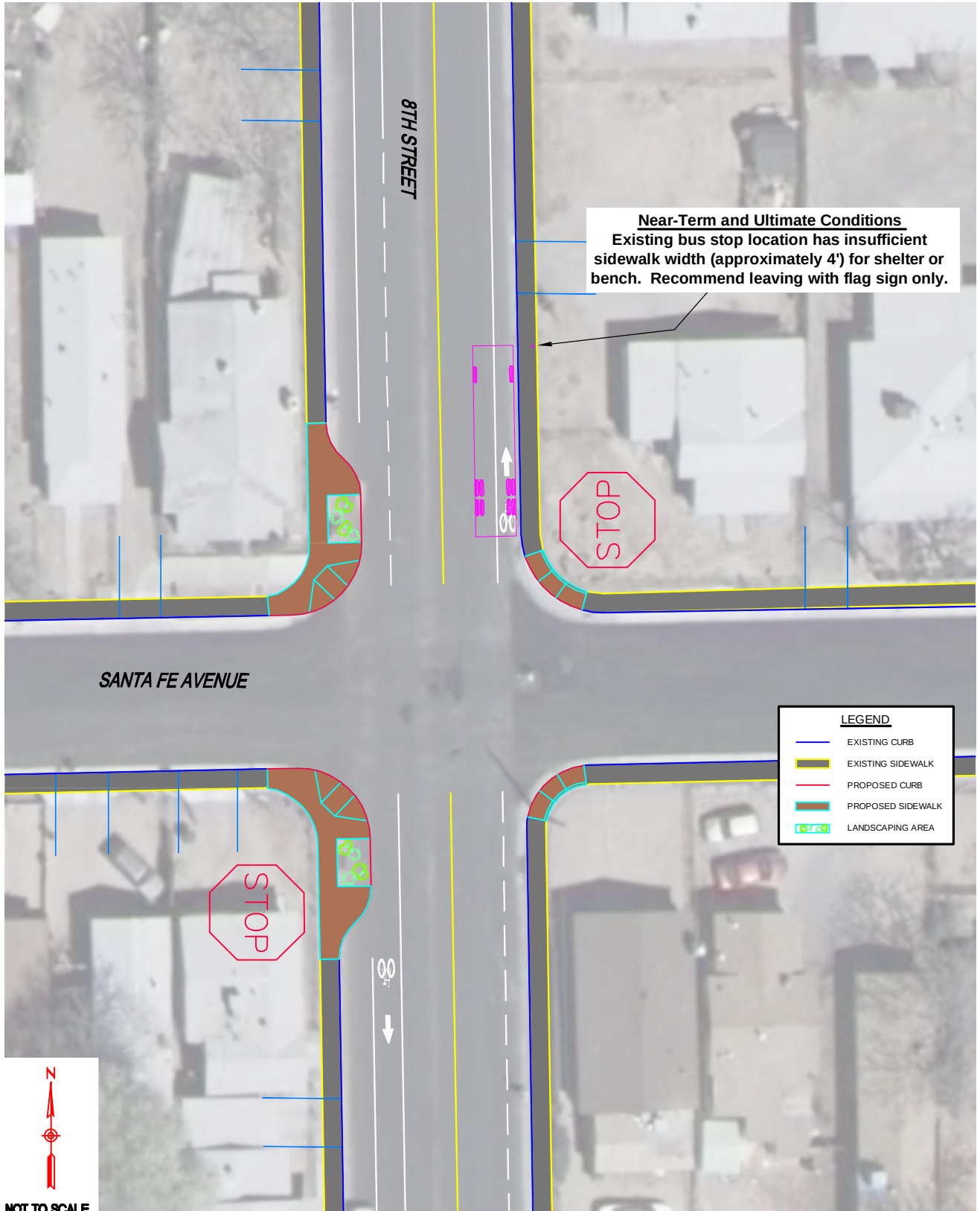


Bus Stop Placement (Pacific Avenue - SB Only)



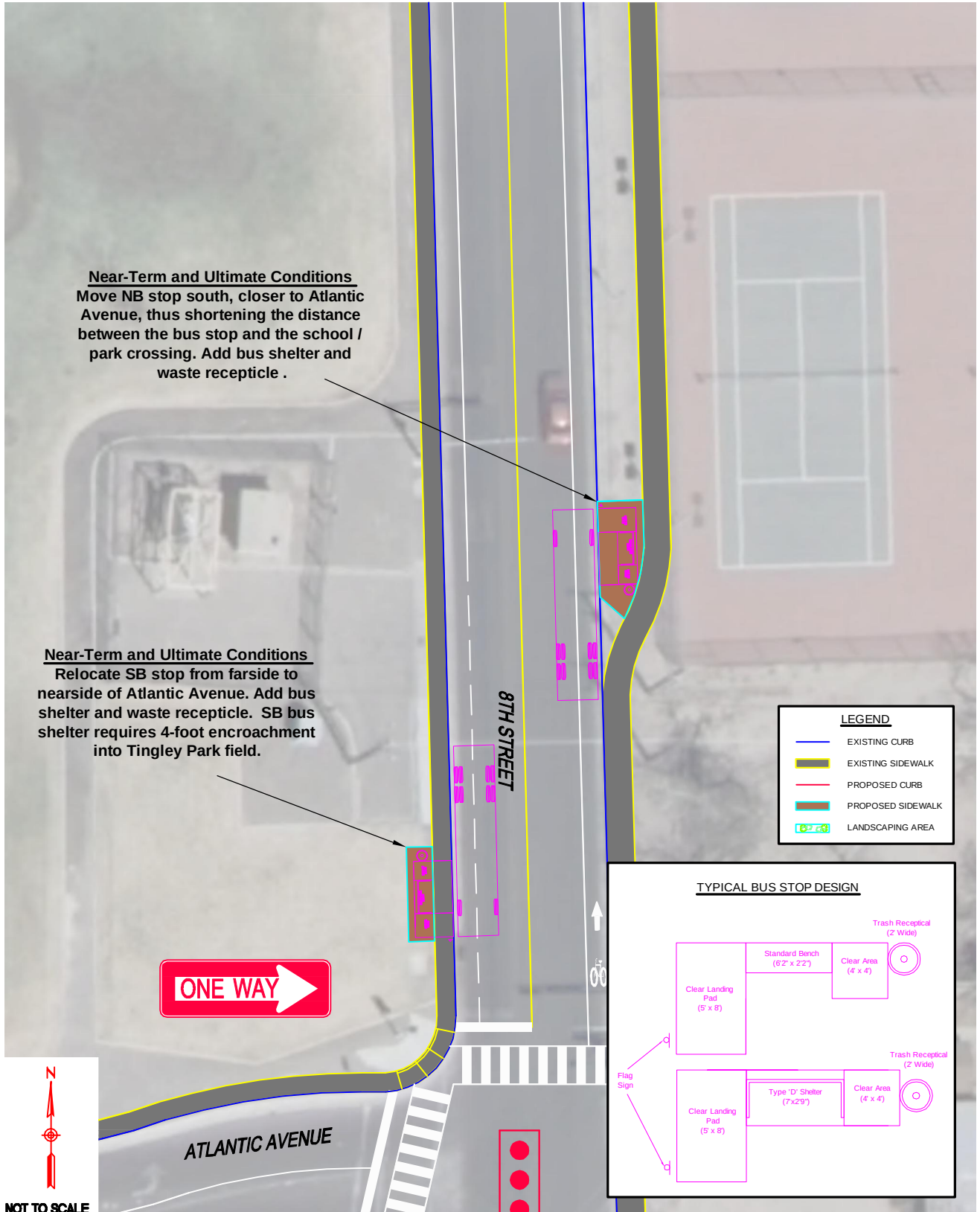


Bus Stop Placement (Santa Fe Avenue - NB Only)



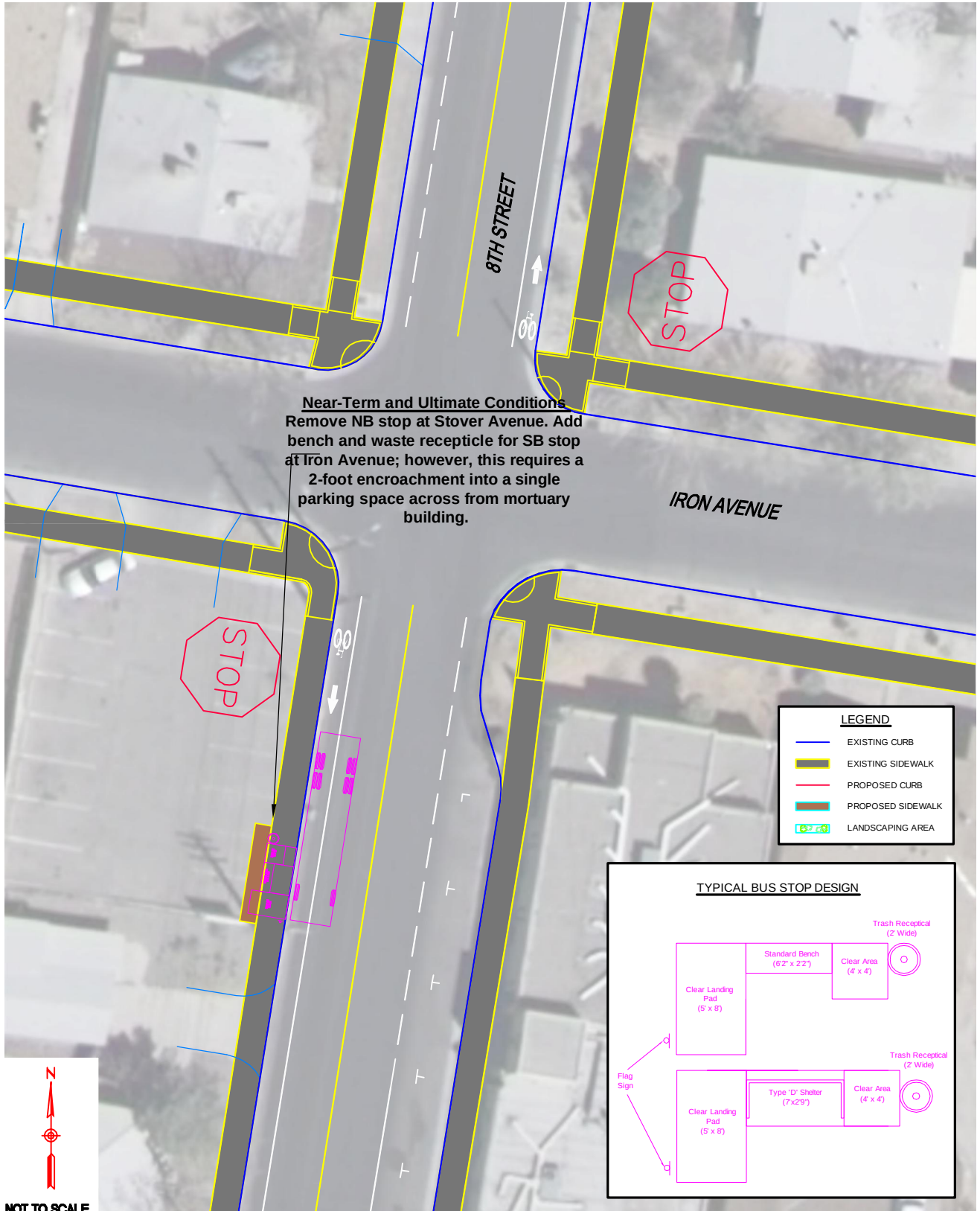


Bus Stop Placement (Atlantic Avenue - NB and SB)



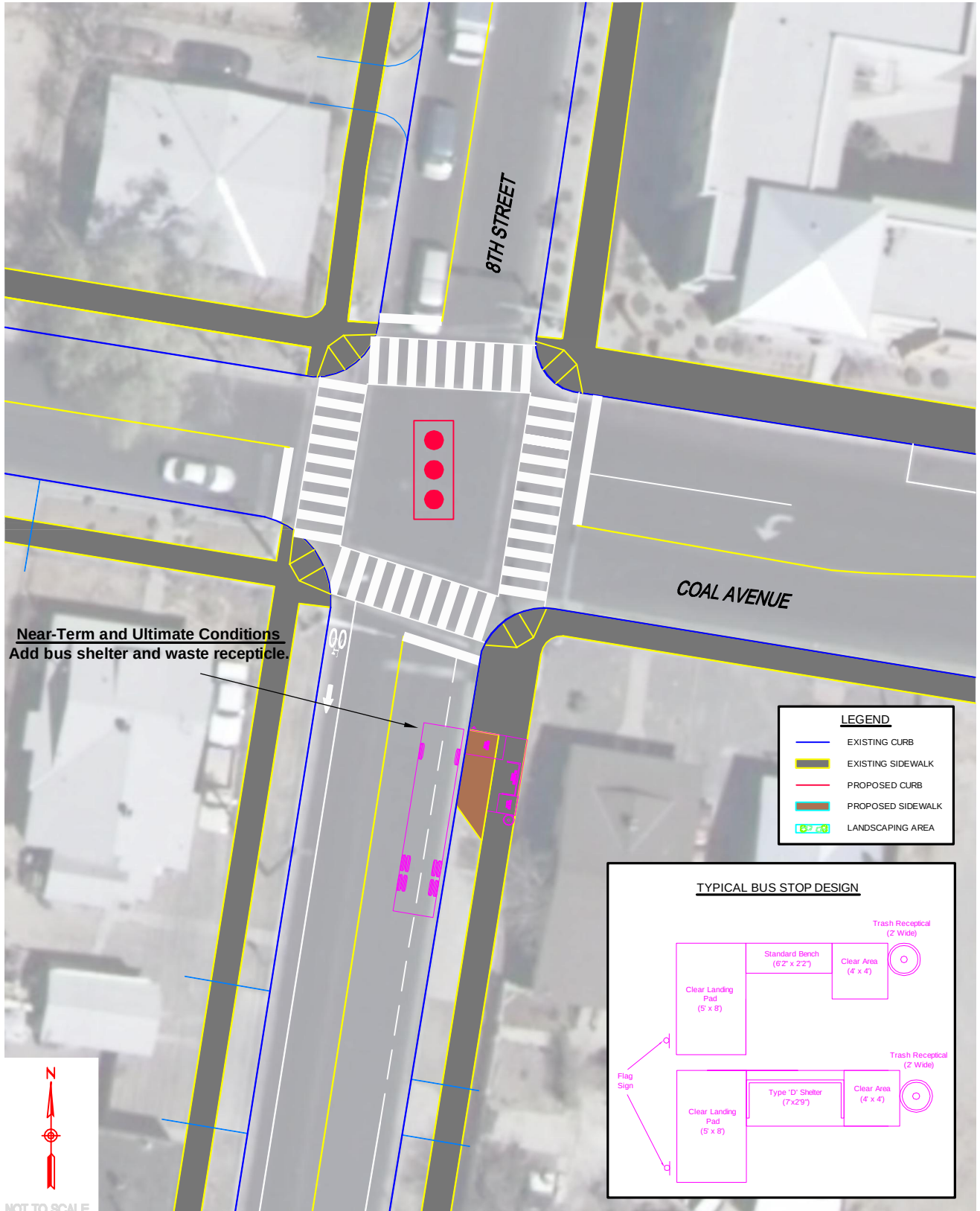


Bus Stop Placement (Iron Avenue - SB Only)





Bus Stop Placement (Coal Avenue - NB Only)



APPENDIX

Existing Physical Characteristics

According to the MRCOG Roadway Functional Classification System, 8th Street is classified as a minor urban arterial. Arterial streets are designed to primarily serve intra-urban travel, carrying traffic from collector level streets to and from other parts of the City. 8th Street also serves a bus route for Albuquerque's transit provider, ABQ Ride. Route 53 runs along 8th Street, providing access from Malpais Road in the south to downtown Albuquerque in the north.

There are primarily residential land uses adjacent to 8th Street and several residential driveways have direct access to the street. There are also some commercial, civic and recreational land uses along the corridor, such as Tingley Park, Dolores Gonzales Elementary School, Barelás Community Center and the National Hispanic Cultural Center.

Figure 1 shows the study corridor area and the location of key landmarks nearby.

To describe the existing physical features of the 8th Street corridor, the stretch of roadway was divided into four segments. Characteristics of each segment are described in the following sections.

Segment 1: Coal Avenue to Stover Avenue

In Segment 1, 8th Street provides one lane in each direction. There is curb and gutter along both sides of Segment 1. The width of 8th Street is approximately 32 feet curb to curb. South of Iron Avenue, parking is provided on the east side of the street and the width of the roadway is 40 feet from curb to curb for approximately 110 feet.

From Coal Avenue to Iron Avenue, there is a six foot sidewalk with approximately seven feet between the curb and the sidewalk on both sides of 8th Street. South of Iron Avenue, the sidewalk is located adjacent to the curb on both sides of the road and is approximately five feet wide.

Segment 2: Stover Avenue to Santa Fe Avenue

Segment 2 consists of provides one lane in each direction with curb and gutter along both sides. The roadway width from Stover to Atlantic Avenue is approximately 32 feet from curb to curb. From Atlantic Avenue to Santa Fe Avenue, the width of the roadway is approximately 40 feet wide from curb to curb.

The sidewalk on the west side of 8th Street ends approximately 175 feet south of Stover Avenue. The sidewalk on the east side is located adjacent to the curb for about 400 feet south of Stover Avenue, the sidewalk then transitions to ten feet from the curb until just north of Atlantic Avenue. From Atlantic Avenue to Santa Fe Avenue the sidewalk is adjacent to the curb on both sides of the street and is approximately five feet wide.

Segment 3: Santa Fe Avenue to Marquez Lane

Segment 3 contains one lane in each direction and curb and gutter is provided on both sides of the roadway. From Santa Fe Avenue to Marquez Lane, the width of the roadway is approximately 40 feet. There is sidewalk located adjacent to the curb on both sides of the street that is approximately five feet wide. On the northwest corner of 8th Street and Marquez Lane, there is a small gap in the sidewalk approximately 30 feet long from curb to curb.

Segment 4: Marquez Lane to Bridge Boulevard/Avenida Caesar Chavez

Segment 4 includes is a two-lane roadway with curb and gutter along both sides of the street. The width of the roadway from Marquez Lane to Bridge Boulevard is approximately 48 feet wide curb to curb.

The sidewalk is located adjacent to the curb on the east side of the street and is approximately five feet wide. There is no sidewalk on the west side of 8th Street from Marquez Lane to Nuanes Lane. The sidewalk on the west side begins south of Nuanes Lane, ends just south of Bell Avenue, begins again at Simpiar Lane and continues to Bridge Boulevard.

Existing Traffic Conditions

Traffic Volumes

Twenty-four hour hose counts were conducted at multiple locations along the 8th Street corridor and at several nearby streets. The hose counts were conducted for three consecutive days, starting Tuesday, October 14, 2008 and were used to determine the average daily traffic (ADT) volumes near the study area, as well as directional peak hour volumes.

Table 1 shows the ADT and AM and PM peak hour roadway volumes.

Table 1 – Existing Roadway Volumes

Location	Daily	AM Peak		PM Peak	
		NB/EB	SB/WB	NB/EB	SB/WB
8 th St – Coal Ave to Atlantic Ave	5,734	318	118	259	389
8 th St – Atlantic Ave to Pacific Ave	5,828	278	149	164	468
8 th St –Pacific Ave to Marquez Ln	6,426	391	184	195	455
8 th St – Marquez Ln to Bridge Blvd	8,437	370	315	316	563
4 th St – Coal Ave to Atlantic Ave	4,999	305	144	160	311
4 th St – Pacific Ave to Barelans St	5,617	293	165	167	339
Lead Ave – 8 th St to 4 th St	5,846	61	343	44	505
Coal Ave – 8 th St to 4 th St	5,397	454	14	341	56
Tingley Dr – west of Marquez Ln	2,824	138	162	112	75
Marquez Ln – west of 8 th St	2,727	166	71	126	161
Bridge Blvd – west of 8 th St	38,177	2,030	912	1,203	2,234
Bridge Blvd – east of 4 th St	31,690	1,849	719	1,264	1,608
NB – Northbound; SB – Southbound; EB – Eastbound; WB – Westbound					
Note: Volumes reflect an average of three consecutive weekdays.					

As shown in the table, ADT volumes on 8th Street range from approximately 8,400 vehicles per day near Bridge Boulevard to 5,700 vehicles per day near Coal Avenue. Meanwhile, volumes on 4th Street are generally 13 percent lower than 8th Street volumes, ranging from 5,600 vehicles per day near Pacific Avenue to 5,000 vehicles per day between near Coal Avenue. During the AM peak hour, the

majority of the traffic along 8th Street and 4th Street is traveling northbound, towards downtown Albuquerque. During the PM peak hour, the traffic volumes are higher in the southbound direction.

Considering 4th Street is more of a commercial corridor, the traffic using 8th Street as a cut-through route should be re-routed to 4th Street.

Vehicle Speed and Classification

Vehicular speed and classification data were also collected at several locations throughout the study area. For purposes of this study, any vehicle larger than a passenger car, pickup truck, or small delivery truck is considered a heavy vehicle.

Table 2 shows the average and 85th percentile speeds and heavy vehicle percentages for the study roadway locations. When setting posted speed limits, the 85th percentile speed is used; this is the speed 85 percent of the vehicles are traveling.

Table 2 – Existing Vehicular Speeds

Location	Speed		Classification
	Avg. Speed	85 th Percentile	% Heavy Vehicles
8 th St – Coal Ave to Atlantic Ave	27.7	33.0	3.0%
8 th St – Atlantic Ave to Pacific Ave	29.2	34.8	2.8%
8 th St –Pacific Ave to Marquez Ln	27.2	32.1	3.0%
8 th St – Marquez Ln to Bridge Blvd	28.3	33.2	4.0%
4 th St – Coal Ave to Atlantic Ave	28.1	33.6	4.1%
4 th St – Pacific Ave to Barelás St	25.8	32.5	4.1%
Lead Ave – 8 th St to 4 th St	23.6	28.9	5.0%
Coal Ave – 8 th St to 4 th St	20.1	25.2	3.0%
Tingley Dr – west of Marquez Ln	33.5	39.0	1.6%
Marquez Ln – west of 8 th St	23.0	27.5	2.1%
Bridge Blvd – west of 8 th St	33.5	38.7	5.5%
Bridge Blvd – east of 4 th St	31.3	38.3	8.0%
Note: Results reflect an average of three consecutive weekdays.			

As shown in Table 2, the existing average vehicular speeds throughout the 8th Street corridor exceed the posted speed limit of 25 mph. For the segment of 8th Street between Atlantic Avenue and Pacific Avenue, the average speed is approximately four mph above the posted speed limit, while the 85th percentile speed is roughly ten mph above the posted speed limit. This section of 8th Street is adjacent to Dolores Gonzales Elementary School,

Tingley Park and the Barelás Community Center. Heavy vehicles represent approximately three to four percent of the vehicular traffic on 8th Street.

Some of the heavy vehicle traffic consists of school buses and ABQ transit buses, which should continue to use 8th Street. Other heavy vehicles should be using 4th Street as their primary route and should be rerouted to 4th Street.

Operational Impacts

In order to evaluate the potential impacts to traffic operations along the 8th Street corridor, the intersection levels-of-service were calculated for

locations where changes to the lane geometry and/or operation have been recommended. Level of Service (LOS) is a qualitative term used to describe the operating conditions a driver

will experience while traveling on a particular street or at an intersection during a specific time interval. Levels of service are represented by a letter scale from LOS A to LOS F, with LOS A representing the best performance and LOS F representing the poorest performance under significantly congested conditions

Table 3 shows the intersection levels-of-service for existing conditions and conditions with the Ultimate proposed conceptual design improvements.

Table 3 – Intersection Level-of-Service

Location	Existing				Proposed Improvements			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
8 th St / Bridge Blvd ¹	16.5	B	23.7	C	16.7	B	37.7	D
8 th St / Marquez Ln ²	11.2	B	13.7	B	11.7	B	14.5	B
(1) – Signalized (LOS based on average control delay for intersection)								
(2) – Two-way Stop-controlled (LOS reported for worst-case approach)								
LOS based on 2000 HCM								
Weekday peak hour volume counts were conducted in October, 2008.								

As shown in **Table 3**, the level of service does not change at either intersection for AM peak hour conditions. For the PM peak hour, the level-of-service for the 8th Street / Marquez Lane intersection remains unchanged. The 8th Street / Bridge Boulevard/Avenida Caesar Chavez

Opinion of Probable Costs

The costs associated with implementing the design concepts and improvements of the proposed 8th Street Corridor Plan include costs related to pavement striping and legends, providing a seal coat of the corridor, bike lane and roadway signage, curb and gutter improvements, sidewalk

intersection level-of-service changes from LOS C to LOS D. While the proposed lane configuration changes at Bridge Boulevard/Avenida Caesar Chavez may increase delays, this may, in turn, act as a means of encouraging cut-through traffic to use 4th Street.

improvements, landscaping (without irrigation), engineering and surveying services, administrative expenses, project mobilization and contingency.

Table 4 shows the estimated opinion of probable costs for the full implementation of the proposed 8th Street Corridor Plan design concepts.



Table 4 – Estimated Opinion of Probable Costs for 8th Street Corridor Improvements

Expense	Amount
Direct Construction Costs	
Striping	\$60,900
Seal Coat (165,024 square feet @ \$0.15 per square foot)	\$24,800
Pavement Legends and Signing	\$5,000
Subtotal	\$90,700
Soft Costs for Engineering, Surveying, Administrative, etc. (35%)	\$31,745
Mobilization (5%)	\$4,535
Contingency (35%)	\$31,745
Total	\$158,725
Bulbouts: Curb and Gutter, Sidewalks, Drainage Improvements and Landscaping	\$500,000
Soft Costs for Engineering, Surveying, Administrative, etc. (35%)	\$175,000
Mobilization (5%)	\$25,000
Contingency (35%)	\$175,000
Total	\$875,000





Contact:



Kimley-Horn
and Associates, Inc.

Kimley-Horn and Associates, Inc.
2000 Crow Canyon Place
Suite 410
San Ramon, CA 94583-1367

P: 925.543.0840
F: 925.543.0839

www.kimley-horn.com



Kimley-Horn
and Associates, Inc.