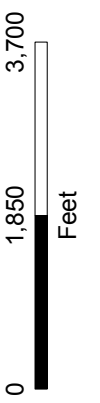
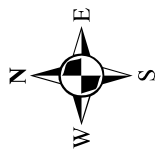


**North 4th Street Area
Right of Way Widths
Existing and Proposed
Lane Configuration**



- Legend**
- 2 Lane Only
 - 2 Lane w/ parking on one side
 - 2 Lane w/ parking on both sides
 - North 4th Street Corridor
 - Proposed Lane Reduction
 - Interstate Highways
 - 4 Lane Only
 - 4 Lane w/ Center Turn Lane
 - 4 Lane w/ parking on both sides

North 4th Street Corridor: AGIS, 2005
 Interstate/ Street Names: AGIS, 2005
 Zoning Base: AGIS, 2005

Parking Strategy

The Fourth Street corridor needs to provide sufficient access for private automobiles as well as public transit, bicycle and pedestrian traffic. However, because of the availability of transit-oriented uses, shared-parking arrangements, and on-street parking in the surrounding areas, there is justification for making the North Fourth Street parking requirements less strict than in other areas of the city.

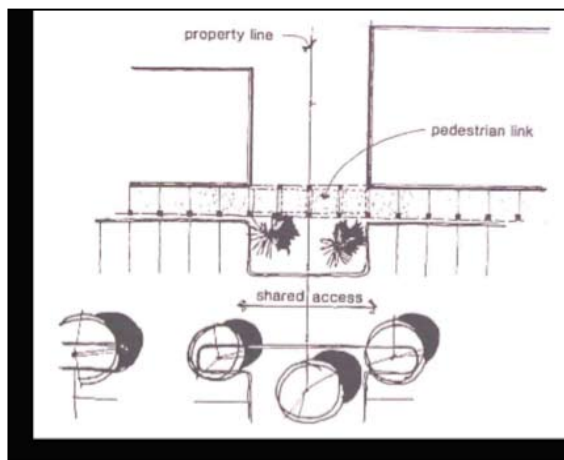
Key concepts of the North Fourth Street parking strategy are to:

- Retain convenient access in close proximity to businesses
- Encourage reducing automobile travel
- Allow flexibility for redevelopment and for efficient mixed-use / clustered development
- Improve site design by adding pedestrian-friendly streetscape characteristics

Corridor-wide plan strategies are to:

- Increase on-street parking and encourage decreasing the number of spaces assigned for individual business uses
- Encourage shared parking among different buildings in an area to take advantage of different peak periods, thereby reducing overall on-site parking requirements
- Provide public off-street parking as a substitute for private parking where opportunities exist
- Adopt a maximum number of parking spaces allowed, not to exceed 20% of the required minimum
- Limit / reduce the number of curb cuts along the North Fourth Street corridor to improve safety and traffic flow and possibly increase the number of on-street parking spaces

An example of shared parking is shown in the diagram below.



Recommended actions for the City are to:

- Publicize and encourage greater use of shared parking agreements
 - Shared parking has the potential to significantly decrease the total number of parking spots required in the North Fourth Street Corridor as a whole. In a shared parking agreement, neighboring non-residential operations with staggered peak parking demand periods may reduce the total amount of required parking by submitting calculations demonstrating the feasibility of shared parking to the Planning Director and executing a Shared Parking Agreement.
 - Shared parking agreements are currently allowed under the City of Albuquerque Zoning Code. The maximum reduction in the minimum number of parking spaces required is 20%.
- Publicize and encourage greater use of transit-associated parking space reductions
 - Under the City of Albuquerque Zoning Code, a building's minimum parking requirement shall be reduced by 10% if it is within 300 feet of a Transit System Route and by up to an additional 10% if the owner provides transit shelters or pull-offs.
 - The total maximum reduction for transit and shared parking cannot exceed 25%.
- Provide and/or encourage the development of parking structures along the corridor to support local businesses and encourage street-level pedestrian activity.
 - Parking structures will encourage pedestrian activity by providing opportunities for retail customers and others doing business along the corridor to park once, rather than driving **from** business to business.

Zoning Code Enforcement and Recommended Zoning Code Changes:

- Corridor-wide:
 - Except for the following changes, the Fourth Street Corridor will be governed by the Parking Regulations for the City of Albuquerque.
 - Enforce existing City code provisions to remove unused and/or dangerous existing curb cuts.
- Under the code, if a curb cut is determined to be abandoned or no longer used for its intended purpose, the permit for its use may be revoked after 30 days written notice from the City

Traffic Engineer. Additionally, a permit for a curb cut on a city thoroughfare may be revoked if it is determined that the curb cut creates a traffic hazard. If a permit is revoked, the curb cut must be removed at the landowner's expense within 30 days if the crossing is abandoned, or within two years if the crossing is a traffic hazard.

- Create a maximum parking requirement using language similar to the following:
- For all lots, the maximum number of allowed off-street parking spaces shall be equal to 120% of the required minimum.

Recommended Design Concepts for Parking:

- Avoid large, contiguous surface lots. Utilize landscaping to break up shared parking areas.
- Encourage in-fill business developments fronting the street with parking located behind the buildings. One row of parking may be located to the front or to the side abutting the principal use.
- When parking areas are along the street, install low walls, trees, or other landscaping materials to separate parking spaces from the sidewalk and street.
- Consolidate curb cuts to create more continuous sidewalks and streetscapes.
- Locate curbside loading zones to accommodate delivery trucks and other large vehicles that cannot fit into off-street parking spaces.

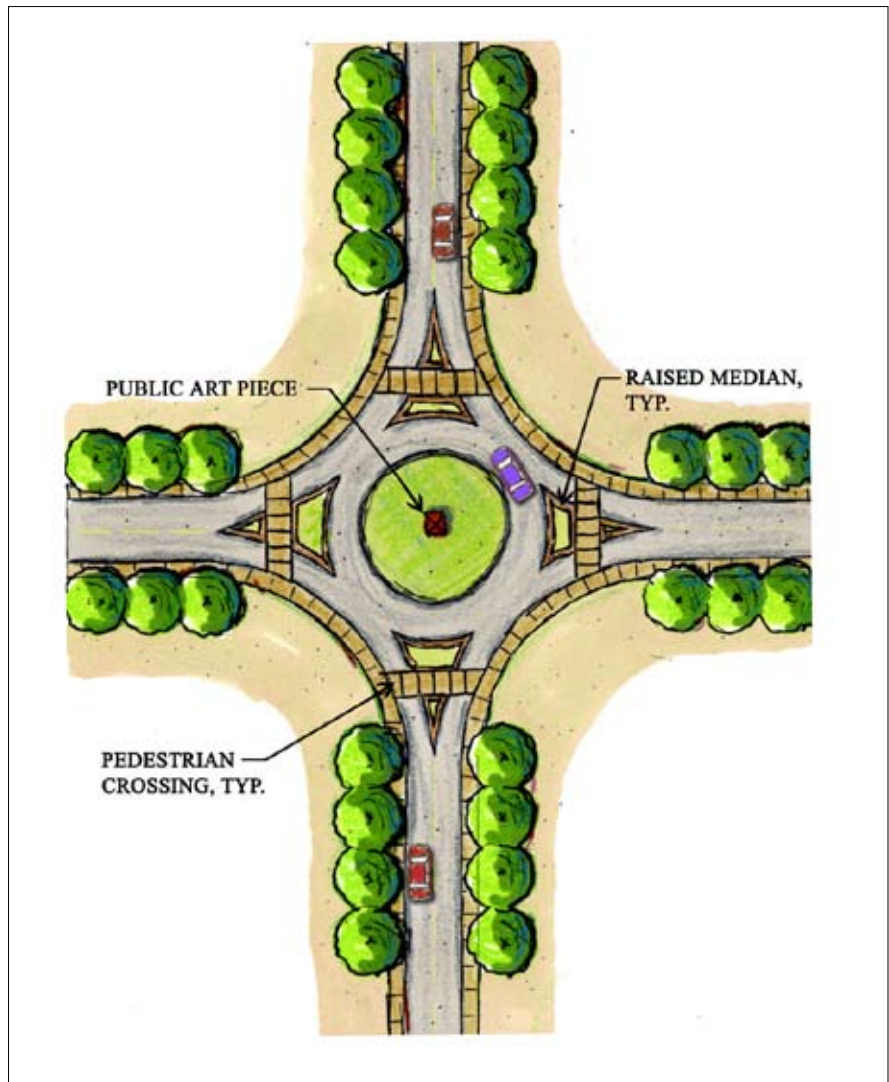
Traffic Calming Approaches For Future Consideration

As North Fourth Street begins to redevelop, additional traffic calming measures may be appropriate in selected locations. Further study is recommended for roundabouts and chicanes, as illustrated, to assess their viability in the corridor. Items to consider are availability of right-of-way, traffic counts, traffic circulation, and pedestrian safety.

Additional information on traffic calming approaches is found earlier in this section.

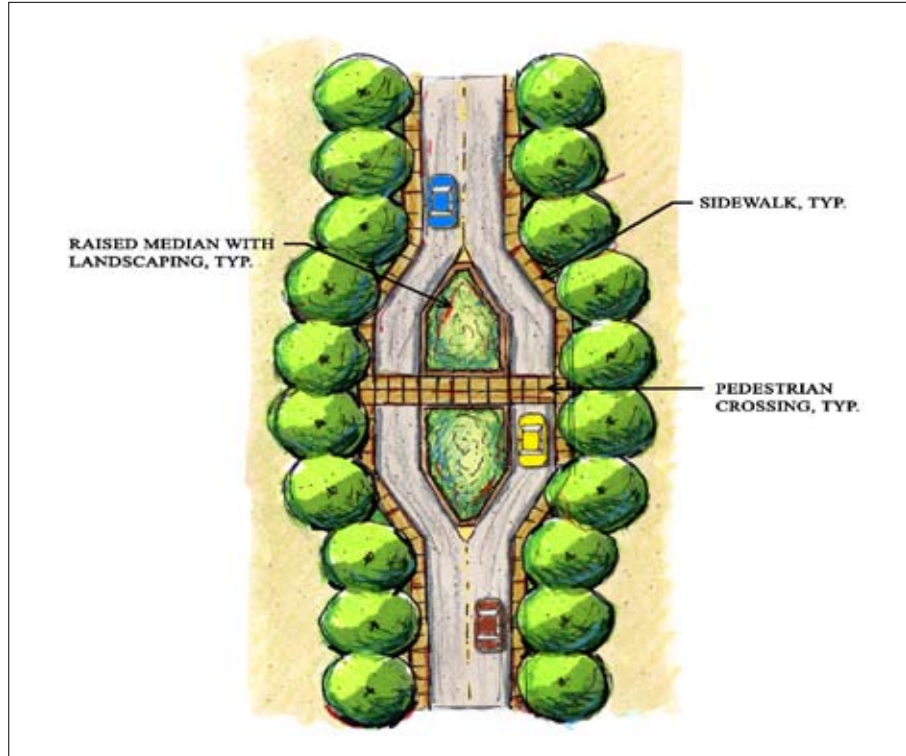
The Modern Roundabout

As mentioned previously in this section, roundabouts are now being constructed around the world. They enable traffic to flow continuously through intersections and require lower speeds and greater attention to safety on the part of motorists. The graphic below illustrates a typical modern roundabout.



The Chicane

Chicanes create horizontal shifts to traffic lanes that require drivers to slow down. They can be combined with other traffic-calming and pedestrian-friendly elements such as medians that provide a mid-street refuge. Illustrated below is a chicane concept that illustrates opportunities for safer pedestrian crossing and improved landscaping.



Alleyways

An opportunity exists on North Fourth Street to utilize alleyways for circulation and access to off-street parking. Currently, many properties have parking located in front of their buildings that is approached from Fourth Street.



By relocating parking access off of Fourth Street, curb-cuts can be reduced and sidewalks can be installed where available room is currently non-existent.



The map on the following page depicts existing blocks where continuous alleys occur. Although appropriate existing blocks are limited in number, additional blocks could become suitable as redevelopment takes place.

Through-Block Connections

Pedestrian through-block connections are public dedications of rights-of-way for a 10-20' wide pedestrian and bicycle access way to connect to cul-de-sac streets or other local streets to provide public paths creating access to schools, parks, shopping centers, transit stops and other destinations. As North Fourth Street pedestrian-scale shopping areas are improved or developed, opportunities should be identified for creating these connections.

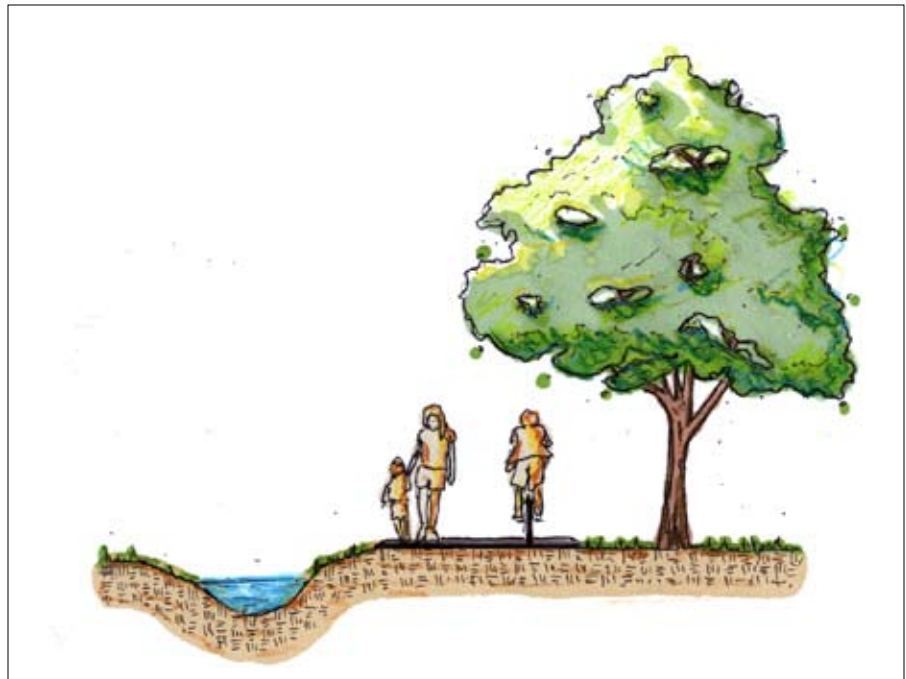
Future Projects: Avoid Increased Through-Traffic

Improvements that encourage more through-traffic on North Fourth Street tend to conflict with recommended traffic calming and pedestrian enhancement measures, and should not be built. A double-left turn lane on North Fourth Street is such an improvement, and is recommended to not be built. The Montaña/North Fourth Street intersection has the heaviest traffic and is one of the most critical locations in the corridor. Safe pedestrian crossings both from north-to-south and east-to-west should be enhanced, as shown in Character Zone 5 streetscape drawings, including crossing marking and median islands. The North Fourth and Montaña Coalition has also created a vision for this intersection that would create urban densities and activities, requiring better street crossings. A double turn-lane is inconsistent with the desired traffic calming, pedestrian character, and diversion of through-commuter traffic onto North 2nd Street.

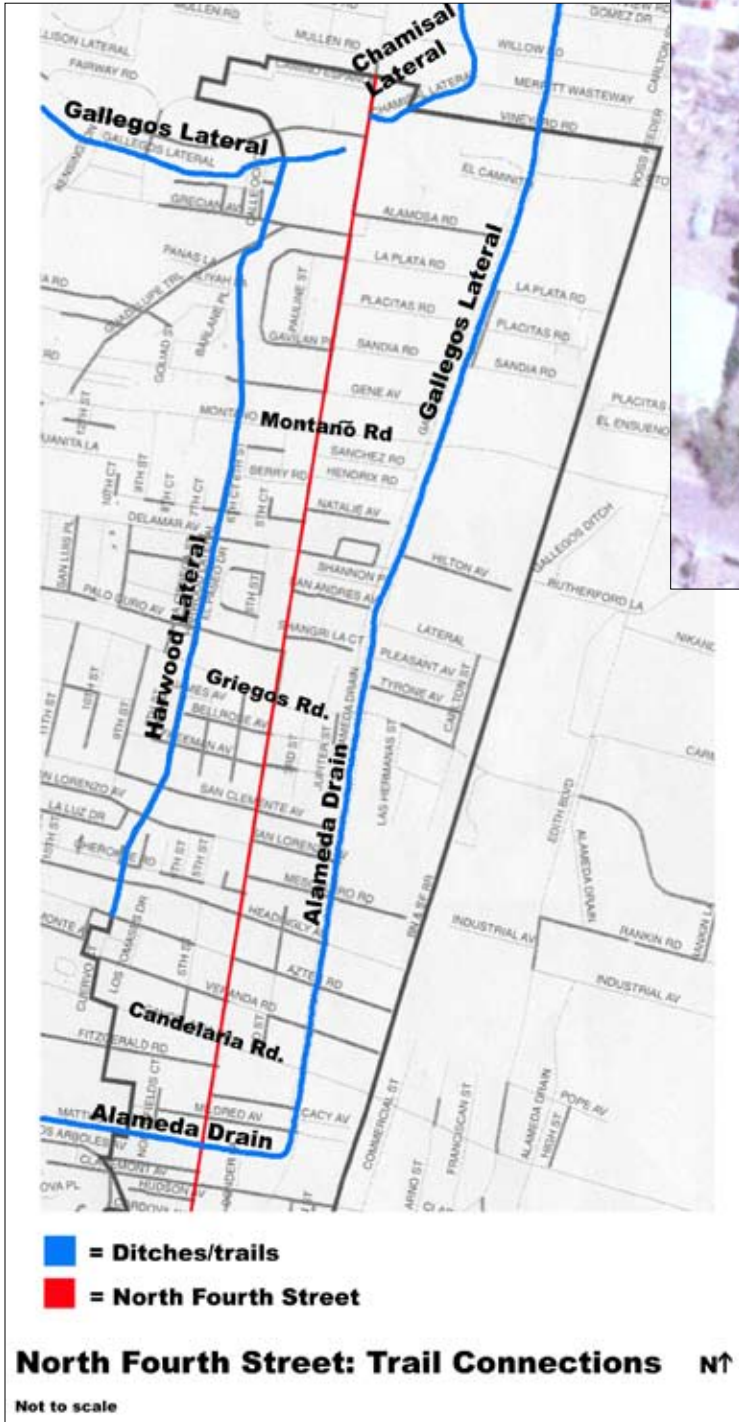
Trails along Ditches: Access Opportunities for North Fourth Street

The northern portion of the Valley within Albuquerque still retains a rich and significant set of irrigation laterals, drains and other facilities maintained by the Middle Rio Grande Conservancy District (MRGCD). These facilities provide both existing and potential opportunities as trails to tie the North Fourth Street area to other parts of the Valley. A recommended approach to making better use of the facilities that can make connections to North Fourth Street is:

- In general, consider laterals as opportunities for soft-surfaced trails, with trails along drains more appropriately hard-surfaced. Soft-surfaced trails are appropriate for walking, horses and some bicycling. Hard-surfaced trails can accommodate more bicycling, particularly for commuters.
- In terms of phasing:
 - Improve the capacity of the facilities closest to North Fourth Street to serve local residents' needs for trails, i.e., the Alameda Drain and the Harwood, Gallegos and Chamisal Laterals.
 - Work with the MRGCD to improve the ability of other facilities to accommodate trails, particularly in establishing east-west trails connections through the Valley to North Fourth Street.



Typical Cross-section of a Hard-surfaced Trail



North Second Street at Alameda Drain:
 an opportunity for a hard-surfaced trail

Transportation Recommendations Summary

1. Lane reduction is recommended from four- to two-moving lanes on the segment of North Fourth Street from approximately Claremont to Freeman Street.
 - a. Streetscape improvements should be added at the same time as lane reduction.
 - b. The speed limit in this portion of North Fourth Street should be reduced.
 - c. Signage and striping for pedestrian crossings of North Fourth Street and cross-streets should be added.
 - d. Street planning must determine if bus pull-ins should be provided to better allow traffic to flow, or whether buses should stop in the lane of traffic to better assure buses are not held back from merging and can keep a faster schedule.
 - e. Intersections with heavy turning movements should have turning lanes of adequate length for queuing of vehicles.
2. As a major transit corridor, North Fourth Street should be served by frequent local bus service (10 minute headways or more frequent) or priority bus routing (selected stops).
 - a. The number of bus stops should be reduced. The target is no more than four stops per mile in each direction (eight in both directions).
 - b. Provide bus passenger amenities to key bus stops, including real-time information, lighting, furniture, bike storage and raised platforms designed to accommodate level boarding.
3. RapidRide should be located on North Fourth Street and operated with the following parameters: stops at several major intersections on North Fourth Street in order to serve residents and businesses in the corridor, few or no stops within the area of the Alameda Drain to Freeman Street. If it is determined that commuter/express bus service would operate in the corridor instead of RapidRide, then it should be located on North Second Street. Express/commuter bus on North Second Street can serve longer transit trip needs for residents in the area. Fast moving, large vehicles that are not stopping and generally just moving through do not best support the goals of walkability, pedestrian-oriented and commercially viable redevelopment, streetscape improvements and added residential development.
4. The parking strategy should be implemented to retain some convenient parking in close proximity to businesses in order

to encourage reducing automobile travel, to allow flexibility for redevelopment of existing buildings and for efficient mixed-use/clustered development, and improve site design and pedestrian-friendly streetscape characteristics

- a. Increase on-street parking and encourage decreasing the number of spaces assigned for individual business uses.
 - b. Encourage shared parking among different buildings in an area to take advantage of different peak periods, thereby reducing overall on-site parking requirements.
 - c. Provide public off-street parking as a substitute for private parking where opportunities exist
 - d. Adopt a maximum number of parking spaces allowed, not to exceed 20% of the required minimum.
5. Bicycle paths on the Alameda Drain and on the 2-moving lane portions of North Fourth Street - tying in with side streets.
 - a. Bike lanes could be programmed into Character Zone 3, area of lane reduction, where there are not opportunities for 14 foot wide outside lanes.
 6. Sidewalk missing links on North Fourth Street and on side streets should be constructed
 7. Adding alleys or secondary streets where feasible.
 8. Add pedestrian mid-block connections where feasible.
 9. A pedestrian and bicyclist activated traffic light should be installed at the Alameda Drain/Mathew Street and North Fourth Street.
 10. Double-left turn lanes on North Fourth Street to access Montano Boulevard should not be constructed.