

**OLD TOWN  
Sector Development Plan**

February 1977

Harry E. Kinney, Mayor

City Council

Jack Kolbert, President  
Patrick J. Baca, Vice-President  
Joe R. Abeyta  
Marion M. Cottrell  
Jim S. Dellaney  
Thomas W. Hoover  
Allen D. Krumm  
Alan B. Reed  
Sondra L. West

Environmental Planning Commission

Fred Burns, Chairman  
Nadyne Bicknell, Vice-Chairman  
Clarence Ashcraft  
Rowland W. Fife  
Joe F. Fritz  
Harold R. Goff  
Ida Pearle Jeffers  
Ralph E. Loken  
Terri Sanchez

Frank A. Kleinhenz, Chief Administrative Officer  
George L. Carruthers, Planning Director

February 1977

Published by the Albuquerque/Bernalillo County Planning Department, P.O. Box 1293, Albuquerque, New Mexico 87103.

The preparation of this plan was financed in part by a grant from the Department of Housing and Urban Development under the provisions of Title I of the Housing and Community Development Act of 1974.

CITY of ALBUQUERQUE  
TWELFTH COUNCIL

COUNCIL BILL NO. **0-93** ENACTMENT NO. **32-1997**

SPONSORED BY *Vincent E. Garcia*

1 ORDINANCE

2 AMENDING THE ZONE MAP TO ESTABLISH RA-1 ZONING FOR AN AREA  
3 LOCATED GENERALLY SOUTH OF I-40 BETWEEN GABALDON ROAD NW AND  
4 THE ALBUQUERQUE RIVERSIDE DRAIN; AMENDING THE PORTION OF COUNCIL  
5 BILL NO. 0-19, ENACTMENT NO. 18-1994 THAT ESTABLISHED ZONING OF SU-1  
6 FOR A PLANNED RESIDENTIAL DEVELOPMENT AREA.

7 BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF  
8 ALBUQUERQUE:

9 Section 1. FINDINGS. In 1994, the Council adopted Bill No. 0-19,  
10 Enactment No. 18-1994, which annexed 10.5 acres south of Interstate 40  
11 between Gabaldon Road NW and the Albuquerque Riverside Drain, and established  
12 RA-1 zoning for two tracts and SU-1 for a Planned Residential Development for the  
13 remaining 6.3 acres. The establishment of SU-1 zoning was appealed to the  
14 Second Judicial District Court and to the New Mexico Court of Appeals. The  
15 Court of Appeals overturned the City Council's establishment of the SU-1 zoning  
16 and the Council's approval of a Sector Development Plan Amendment to allow  
17 such zoning (Bill No. R-45).

18 The establishment of RA-1 zoning for the 6.3 acres, more particularly  
19 described herein, is consistent with the Old Town Sector Development Plan as  
20 amended in 1988.

21 Section 2. The following area which was annexed in 1994 should be  
22 zoned RA-1:

23 Lots 1 - 40, Villa del Rio Subdivision, the plat of said subdivision filed in the  
24 Office of the County Clerk of Bernalillo County, New Mexico, September 2, 1977.

25 Section 3. ZONE MAP AMENDED. The zone map adopted by Article 14-  
26 16 ROA 1994 is hereby amended, establishing RA-1 zoning for the area described

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1 in Section 2 above.

2 Section 4. BILL NO. O-19 AMENDED. Section 3.A of Bill No. O-19,  
3 Enactment No. 18-1994, is amended by this ordinance.

4 Section 5. SEVERABILITY CLAUSE. If any section, paragraph, sentence,  
5 clause, word or phrase of this ordinance is for any reason held to be invalid or  
6 unenforceable by any court of competent jurisdiction, such decision shall not  
7 affect the validity of the remaining provisions of this ordinance. The Council  
8 hereby declares that it would have passed this ordinance and each section,  
9 paragraph, sentence, clause, word or phrase thereof irrespective of any provision  
10 being declared unconstitutional or otherwise invalid.

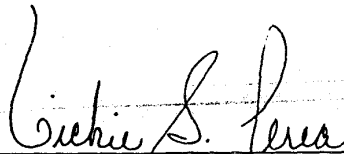
11 Section 6. EFFECTIVE DATE. This ordinance shall take effect five days  
12 after publication in full.

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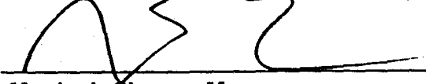
1 PASSED AND ADOPTED THIS 6th DAY OF August, 1997  
2 BY A VOTE OF 7 FOR AND 0 AGAINST.

3 Yes: 7  
4 Excused: Armijo, Hundley


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Vickie S. Perea, President  
City Council

12 APPROVED THIS 21st DAY OF August, 1997

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Martin J. Chavez, Mayor  
City of Albuquerque

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ATTEST:  
  
City Clerk

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CITY of ALBUQUERQUE  
ELEVENTH COUNCIL

COUNCIL BILL NO. R-45

ENACTMENT NO. 44-1994

SPONSORED BY: VINCENT E. GRIEGO

1 RESOLUTION

2 AMENDING THE OLD TOWN SECTOR DEVELOPMENT AND COMMUNITY  
3 DEVELOPMENT PLAN.

4 WHEREAS, the Council, the Governing Body of the City of Albuquerque has  
5 authority to adopt and amend plans for the development of areas within the  
6 planning and platting jurisdiction of the City as authorized by Section 3-19-5 NMSA  
7 1978, and by the City Charter as allowed under Home Rule Provisions of the  
8 Constitution of New Mexico; and

9 WHEREAS, the Council recognizes the need for Sector Development Plans to  
10 guide the City of Albuquerque, other agencies and individuals to ensure orderly  
11 redevelopment and effective utilization of funds; and

12 WHEREAS, by Resolution No. 3-1977 the City of Albuquerque has adopted  
13 a Sector Development Plan and Community Development Plan to guide  
14 redevelopment within the Old Town Neighborhood Area in accordance with the  
15 desires and needs of the area residents; and

16 WHEREAS, the special use zone is an appropriate zone category to apply to  
17 Lots 1-40, Villa Del Rio Subdivision because of unique circumstances surrounding  
18 the previous County approvals for this subdivision and is not necessarily applicable  
19 on other vacant parcels in the sector development plan area.

20 WHEREAS, the Environmental Planning Commission, in its advisory role on  
21 all matters related to planning and environmental protection, has approved and  
22 recommend this amendment to the Old Town Sector Development Plan.

23 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF  
24 ALBUQUERQUE:

25 That the text of the Old Town Sector Development Plan by amending the  
26 title and first paragraph of page 15 to read:

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1 THE SECTOR PLAN

2 While circumstances in the future may make zone changes desirable, the  
3 existing character of the area as primarily single-family residential in the eastern  
4 portion with commercial activities along Central Avenue and Rio Grande Boulevard  
5 and semi-rural in the western portion should not be altered. Because of the  
6 abundance of mobile home parks in the area, no zone changes should be made  
7 which would allow expansion or development of new mobile home parks.

8 As land in the area which is not in the City is annexed, it should be zoned  
9 RA-1 to maintain the existing character of the area. However, the area known as  
10 the Villa del Rio Subdivision, west of Gabaldon Road, should be zoned SU-1 to  
11 allow up to 19 dwelling units; this zoning is appropriate due to the townhouse  
12 special use permit approved by Bernalillo County in 1979 for a substantially higher  
13 density; this is a unique situation which is not a precedent for any other zoning.

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PASSED AND ADOPTED THIS 16th DAY OF MAY, 1994.  
BY A VOTE OF: 9 FOR 0 AGAINST.

Alan B. Armijo  
Alan B. Armijo, President  
City Council

APPROVED THIS 8th DAY OF June, 1994.

Martin J. Chavez  
Martin J. Chavez, Mayor  
City of Albuquerque

ATTEST:  
Millie Sordillo  
City Clerk

CITY OF ALBUQUERQUE  
EIGHTH COUNCIL

COUNCIL BILL NO. R-50 ENACTMENT NO. 93-1988

SPONSORED BY:

*Steve D. Salazar*  
*by request*

RESOLUTION -

AMENDING THE OLD TOWN SECTOR DEVELOPMENT AND COMMUNITY DEVELOPMENT  
PLAN.

WHEREAS, the Council, the Governing Body of the City of  
Albuquerque has authority to adopt and amend Plans for the development  
of areas within the planning and platting jurisdiction of the City as  
authorized by Section 3-19-5 NMSA 1978, and by the City Charter as  
allowed under Home Rule Provisions of the Constitution of New Mexico;  
and

WHEREAS, the Council recognizes the need for Sector Development  
Plans to guide the City of Albuquerque, other agencies and individuals  
to ensure orderly redevelopment and effective utilization of funds; and

WHEREAS, by Resolution No. 3-1977 the City of Albuquerque has  
adopted a Sector Development Plan and Community Development Plan to  
guide redevelopment within the Old Town Neighborhood Area in  
accordance with the desires and needs of the area residents; and

WHEREAS, the text of the Old Town Sector Development Plan, Page 15  
- Paragraph One, which reads: "As land in the area which is not in  
the City is annexed, it should be zoned RA-2 to maintain the existing  
character of the area," be amended to read "As land in the area which  
is not in the City is annexed, it should be zoned RA-1 to maintain the  
existing character of the area".

WHEREAS, the Environmental Planning Commission, in its advisory  
role on all matters related to planning and environmental protection,

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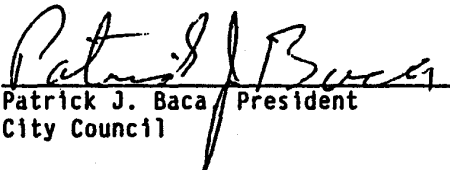


2 ALBUQUERQUE:

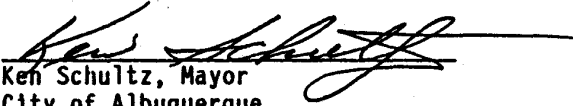
3 Section 1. That the text of the Old Town Sector Development  
4 Plan, Page 15 - Paragraph One, which reads: "As land in the area  
5 which is not in the City is annexed, it should be zoned RA-2 to  
6 maintain the existing character of the area," be amended to read "As  
7 land in the area which is not in the City is annexed, it should be  
8 zoned RA-1 to maintain the existing character of the area", as shown  
9 on Exhibit A accompanying and incorporated into this Resolution.

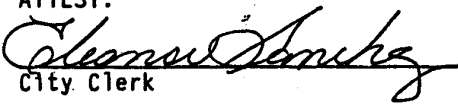
10  
11 PASSED AND ADOPTED THIS 6th DAY OF JUNE, 1988.  
12 BY A VOTE OF 8 FOR AND 0 AGAINST.

13 Yes: 8  
14 No: 0  
Excused: Bicknell

15  
16   
17 Patrick J. Baca, President  
18 City Council

19  
20 APPROVED THIS 16<sup>TH</sup> DAY OF June, 1988.

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22   
23 Ken Schultz, Mayor  
City of Albuquerque

24 ATTEST:  
25   
26 Cleo Sanchez  
City Clerk

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Old Town Sector Plan  
Amendment

Insert page 15, 1st paragraph

"As land in the area which is not in the City is annexed, it should be zoned RA-1 to maintain the existing character of the area."

CITY of ALBUQUERQUE  
FOURTH COUNCIL

COUNCIL BILL NO. R-192 ENACTMENT NO. 191-1980

SPONSORED BY: Patrick J. Baca

RESOLUTION

1  
2 AMENDING RESOLUTION NO. 3-1977 WHICH ADOPTED THE OLD TOWN  
3 SECTOR DEVELOPMENT PLAN AND COMMUNITY DEVELOPMENT  
4 PLAN.

5 WHEREAS, the Council, the Governing Body of the City of Albuquer-  
6 que has authority to adopt and amend master plans for physical develop-  
7 ment of areas within the planning and platting jurisdiction of the City as  
8 authorized by Section 3-19-5 NMSA 1978, and by the City Charter as  
9 allowed under Home Rule Provisions of the Constitution of New Mexico;  
10 and

11 WHEREAS, the Council recognizes the need for Sector Development  
12 Plans to guide the City of Albuquerque and other agencies and individuals  
13 to ensure orderly redevelopment and effective utilization of funds; and

14 WHEREAS, the City of Albuquerque has adopted a Sector Develop-  
15 ment Plan and Community Development Plan to guide redevelopment and  
16 improvement activities within the Old Town Area in accordance with the  
17 desires and needs of the area residents as expressed through community  
18 meetings; and

19 WHEREAS, a well attended public meeting has shown that the com-  
20 munity's needs and desires have changed substantially since the time of the  
21 original adoption of the Old Town Sector Development Plan.

22 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE  
23 CITY OF ALBUQUERQUE:

24 Section 1. Page 16, Paragraph 2 of the "Area Plan" section of the Old  
25 Town Sector Development Plan, Resolution No. 3-1977, is hereby amended  
26 to read as follows:

1 "Needed street improvements are shown on Map 9. All the improve-  
2 ments recommended in the Traffic Analysis-Old Town study attached as  
3 the Appendix to this plan should be implemented with the exception of the  
4 proposed Lulac Avenue extension. Due to expressed neighborhood  
5 concerns, the extension of Lulac Avenue is not a viable solution to the  
6 traffic problems of the area and should not be implemented.

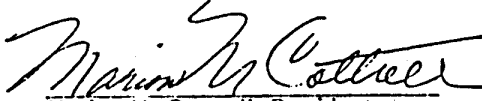
7 The new road recommended in that study and shown on Map 9 which  
8 connects to Central Avenue opposite Tingley Drive should have two 12 foot  
9 wide traffic lanes and a 10 foot wide shoulder on each side. The road  
10 connecting Central Avenue to San Gabriel Park is estimated to be 3,500  
11 feet long. Other needed improvements include the rebuilding of Mountain  
12 Road to 32 foot wide standard paving with sidewalks on both sides where it  
13 is shown for improvement on Map 9. The estimated length to be improved  
14 is 1,600 feet. Gabaldon Road should also be rebuilt, as shown on the map,  
15 to 26 foot wide estate paving for an estimated 2,400 feet. Tohatchi Trail  
16 also should be paved with 24 foot wide estate paving for an estimated 350  
17 feet as indicated. Thompson Road also should be paved with 24 foot wide  
18 valley paving for an estimated 300 feet as shown. In addition, the Sidewalk  
19 Ordinance should be enforced throughout the area.

20 Section 2. Page 19, (Map 9) of the Old Town Sector Development  
21 Plan Resolution No. 3-1977, is hereby repealed and a new page 19 (Map 9)  
22 which is attached hereto and incorporated herein, is hereby adopted.

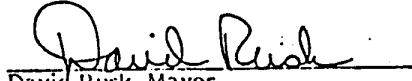
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PASSED AND ADOPTED this 18th day of August 1980.

BY A VOTE OF 9 FOR AND 0 AGAINST.

  
Marion M. Cottrell, President  
City Council

APPROVED this 9th day of September 1980.

  
David Rusk, Mayor  
City of Albuquerque

ATTEST:

  
City Clerk/Recorder

RESOLUTION 3 - 1977

ADOPTING THE OLD TOWN SECTOR DEVELOPMENT PLAN AND COMMUNITY DEVELOPMENT PLAN.

WHEREAS, the Council, the governing body of the City of Albuquerque, has authority to adopt master plans for physical development of areas within the planning and platting jurisdiction of the City as authorized by New Mexico Statutes, Section 14-18-5, and by the City Charter as allowed under home rule provisions of the Constitution of New Mexico; and

WHEREAS, the Council recognizes the need for sector development plans to guide the City of Albuquerque and other agencies and individuals to ensure orderly redevelopment and effective utilization of funds; and

WHEREAS, the Old Town Area, as shown on the attached maps and described in the attached text, has been designated a blighted area as defined by the Community Development Law of the State of New Mexico; and

WHEREAS, the City of Albuquerque has prepared a community development plan under the provisions of the Community Development Law of the State of New Mexico to guide redevelopment and improvement activities within the Old Town Area; and

WHEREAS, the Old Town Sector Development Plan has been developed with the assistance of area residents as expressed through public meetings; and

WHEREAS, the Environmental Planning Commission, in its advisory role on all matters related to planning, zoning and environmental protection, has approved and recommended the adoption of the Old Town Sector Development Plan.


BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE:

Section 1. The Old Town Sector Development Plan and the community development plan contained within it . . . are hereby adopted as a guide to partial implementation of the Albuquerque/Bernalillo County Comprehensive Plan, the administration of U.S. Housing and Community Development Act of 1974 funds and the investment of other public and private funds.

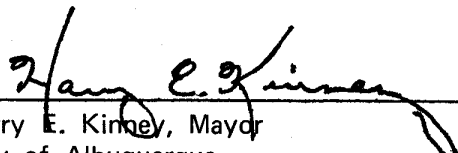
Section 2, All redevelopment activities within the area, including housing rehabilitation, land acquisition and public improvements, shall be guided by the Old Town Sector Development Plan.

Section 3. The Old Town Community Development Plan, with respect to future land use, building requirements and rehabilitation requirements, shall be controlling over all other City ordinances, rules or regulations, unless specifically amended by said ordinances, rules or regulations.

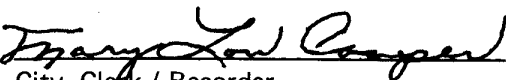
PASSED AND ADOPTED this 3rd day of January, 1977.

  
\_\_\_\_\_  
Jack Kolbert, President  
City Council

APPROVED this 3rd day of February, 1977.

  
\_\_\_\_\_  
Harry E. Kinney, Mayor  
City of Albuquerque

ATTEST:

  
\_\_\_\_\_  
City Clerk / Recorder

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## PREFACE

This sector development plan for the redevelopment of the Old Town area is within the framework established by the Albuquerque/Bernalillo County Comprehensive Plan. This plan also is within the guidelines established by the Citizens Advisory Group for utilization of money available to the City of Albuquerque under Public Law 93-383, the Housing and Community Development Act of 1974.<sup>1</sup> This plan may be amended as provided in the Comprehensive City Zoning Code, Article XIV Chapter 7 of the Revised Ordinances of Albuquerque, New Mexico, 1974 (Ordinance 80-1975 as amended).

During the development of this plan, Planning Department staff members and Environmental Planning Commission members met with Old Town residents three times to seek the residents' views about the area's needs and plan proposals. The residents' valuable assistance is gratefully acknowledged.

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<sup>1</sup>Citizens Advisory Group, Proposed Activities for the Housing and Community Development Act, Title I, Application, January, 1975.

## AREA DESCRIPTION

### A. Boundaries

The following area shown on Map 1 as the Sector Development Plan area, is the area to which this plan applies:

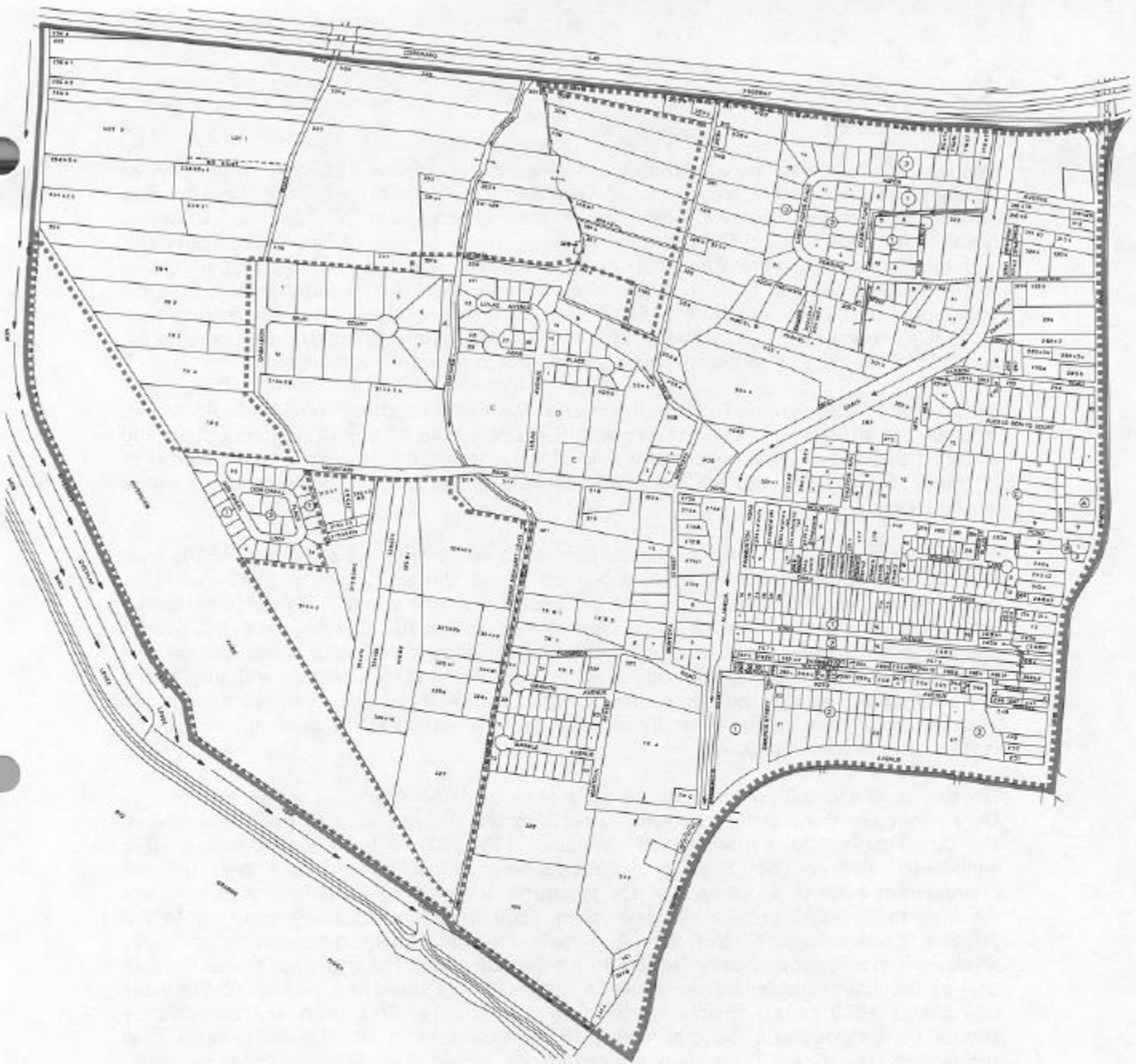
Beginning at the intersection of the east right-of-way line of the Albuquerque Riverside Drain and the south right-of-way line of Interstate Highway 40;

Thence, easterly along the south right-of-way line of Interstate Highway 40 to the east right-of-way line of Rio Grande Boulevard NW;

Thence, southerly along the east right-of-way line of Rio Grande Boulevard NW and the southerly projection of the east right-of-way line of Central Avenue SW;

Thence, westerly and southerly along the south right-of-way line of Central Avenue SW to the east right-of-way line of the Albuquerque Riverside Drain;

Thence, northerly along the east right-of-way line of the Albuquerque Riverside Drain to the point and place of beginning.



Scale: 0' 300' 600'

MAP 1



# OLD TOWN PLAN



## BOUNDARIES

- COMMUNITY DEVELOPMENT AREA BOUNDARY
- SECTOR DEVELOPMENT PLAN AREA BOUNDARY



Albuquerque/Bernalillo County Planning Department

## B. Characteristics

The Old Town area is one of the oldest in Albuquerque, tracing its history to the days of Albuquerque's first settlement in the early eighteenth century. Although the plan area does not include the Old Town Plaza, the site of the first settlement in 1706, it is within one block of the plaza and residents consider the plan area to be part of Old Town. Today this area retains some characteristics of its earlier days. The population of the area, according to the 1970 Census, as Table 1 shows, is much more heavily of Spanish heritage than the population of the city as a whole. Families in the area have significantly less income than families throughout the city. Double as many persons as throughout the city have no car available to them and significantly more use the bus system for transportation.

Transportation and lighting facilities in the Old Town area are shown on Map 2. As shown, most of the structures in the area are within one-half mile of one or more bus stops and the great majority is within one-fourth mile of a bus stop. The area also is well served with bikeways. Street lights also are well scattered through the area, but a few gaps in the area are noticeable.

Much of the area is still used for agriculture, as it was during the settlement of the area, and retains a semi-rural character. As shown on Map 3, this agricultural and semi-rural part of the area is on the western side, and the eastern side of the area is primarily residential with some commercial activities along Central Avenue and Rio Grande Boulevard. Several apartment and mobile home developments have been allowed to locate in the western part of the area in recent years, intruding into the agricultural use of the area and altering the character of the area in their immediate vicinity. Map 4 shows the existing zoning in the area. As shown, the zoning generally reflects the same pattern as the existing land use and is thus considered compatible.

Housing in the Old Town area shows some signs of deterioration, as shown on Table 2. Only about one-third of the residential structures are in standard condition, according to the City Housing Code, Commission Ordinance 136-1971, as found in an August 1976 windshield survey. The findings of the survey, however, do show potential for improvement because 43 percent of the structures are only slightly deteriorated, generally meaning they would require no more than \$500 in repairs to bring them up to the Housing Code standards, and only 4 percent show maximum deterioration, generally meaning it is not economically feasible to rehabilitate them. The structures found to be in any of the four substandard categories in the survey are identified on Map 5. The table also shows 1970 census figures which show significantly more units are occupied by renters than throughout the city and that the structures in Old Town are older than throughout the city. These two characteristics would be obstacles to a successful neighborhood improvement effort in housing, but the housing conditions figures show that 96 percent of the residential structures are worth rehabilitation and that the investment required is not great for most of them. Publicly subsidized housing in the Old Town area has reached the maximum level allowed by the City's Housing Assistance Plan. This has resulted in an increased concentration of lower-income persons in an area that already is primarily low-income and also has had a negative impact on the area by causing an increasing number of area residents to fear that the area will decline in the future.

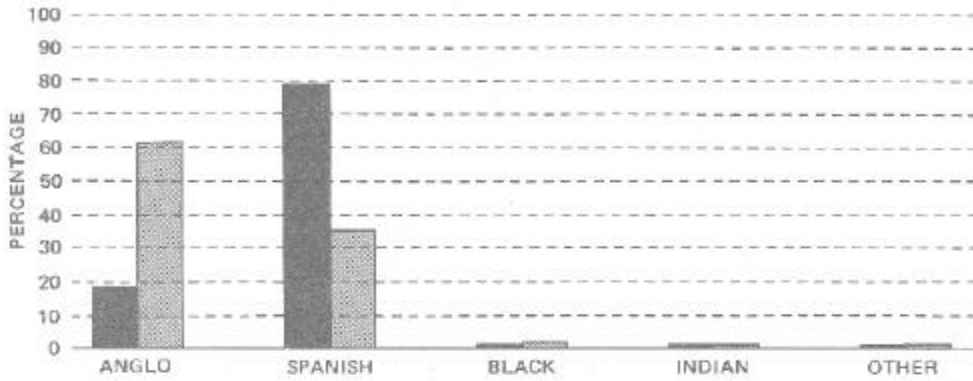
Map 6 shows that most of the area is within the service radius of at least one neighborhood park. Part of the area also is within the service radius of tennis courts at Pat Hurley Park, but the Rio Grande is a barrier to significant use of those tennis courts by Old Town residents so the area is judged to need additional tennis courts to serve it. The area also is not covered by the service radius of one of the City's public swimming pools.

Basic public facilities are in place throughout most of the area, but several gaps in the facilities are present. Street paving and sidewalks have never been installed in several locations where they are needed. Water and sanitary sewer lines have never been installed in several locations where they are needed, and some of the water lines are old and need to be replaced to maintain adequate service. Fire hydrants have never been installed in 44 locations where they are needed. Street lights have never been installed in 10 locations where they are needed. Storm drainage is not adequate in some locations, resulting in water standing and breeding mosquitoes after a rain. The irrigation ditches also are difficult to maintain and as a result collect weeds and litter and pose a safety hazard to small children. The area also has a number of traffic problems. Some of the streets in the area were not designed to carry the volume of traffic they now carry. Access to San Gabriel Park also is inadequate and creates heavy traffic on Mountain Road through the heart of the residential area.

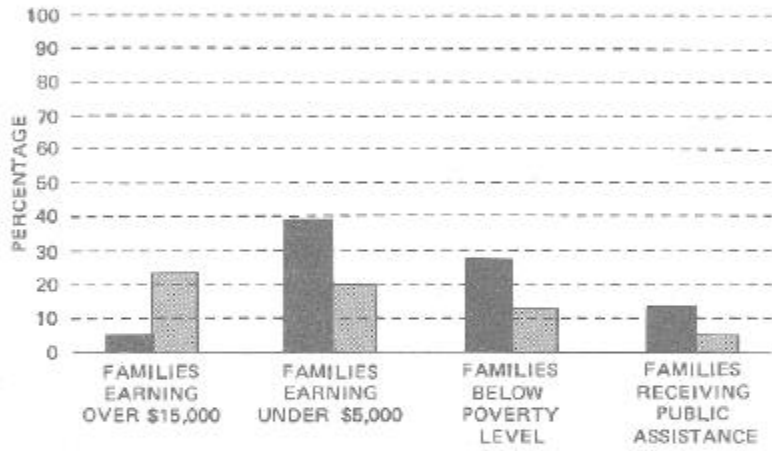
Finally, incidents of crime are more common in Old Town than throughout the city as a whole. Weeds and litter detract from the appearance of the area and are a fire hazard. Old abandoned buildings also detract from the appearance of the area and are a safety hazard.

TABLE 1  
 OLD TOWN POPULATION CHARACTERISTICS

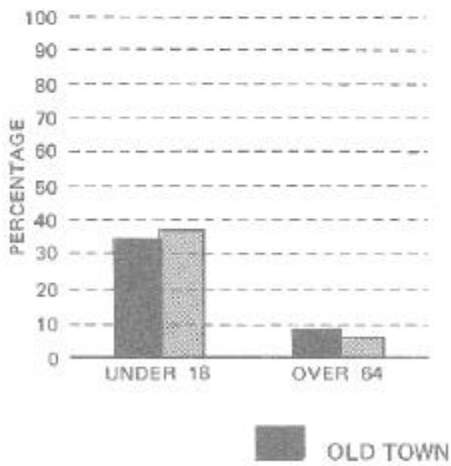
POPULATION PROFILE



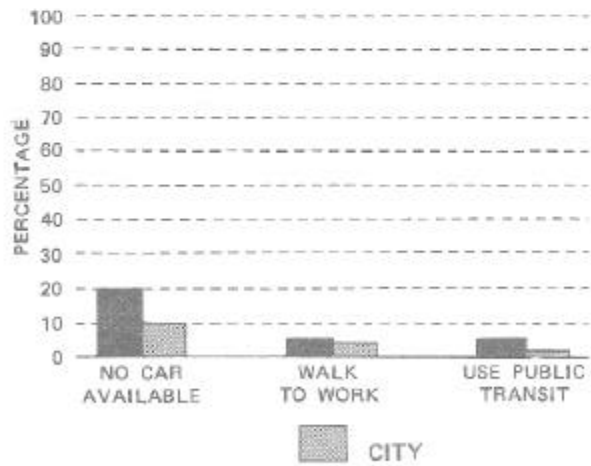
1969 FAMILY INCOME

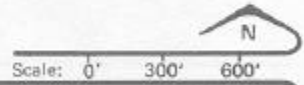


AGE COMPOSITION



TRANSPORTATION





MAP 2

# OLD TOWN PLAN

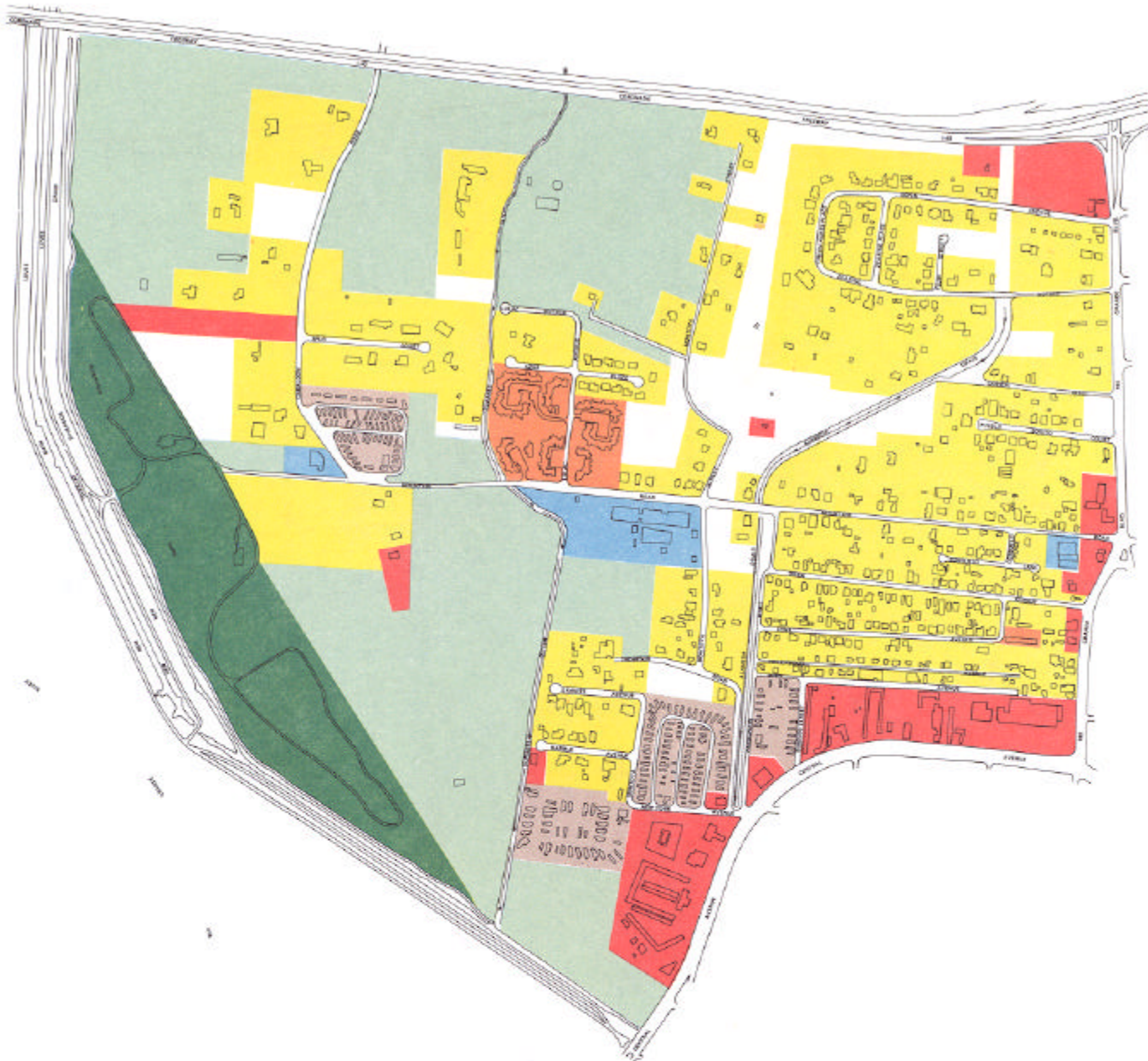
## TRANSPORTATION

-  BUS ROUTES
-  BUS STOPS
-  STREET LIGHTS
-  BICYCLE ROUTE
-  BICYCLE LANE

SOURCE: FIELD SURVEY, JULY 1976.

Albuquerque/Bernalillo County Planning Department






MAP 3

## OLD TOWN PLAN



### EXISTING LAND USE

- |                                                                                                                  |                                                                                                      |
|------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  SINGLE FAMILY RESIDENTIAL    |  COMMERCIAL       |
|  5 or MORE FAMILY RESIDENTIAL |  MOBILE HOME PARK |
|  PUBLIC / INSTITUTIONAL       |  PUBLIC OPEN      |
|  AGRICULTURAL / RESIDENTIAL   |  VACANT           |

Albuquerque/Bernalillo County Planning Department



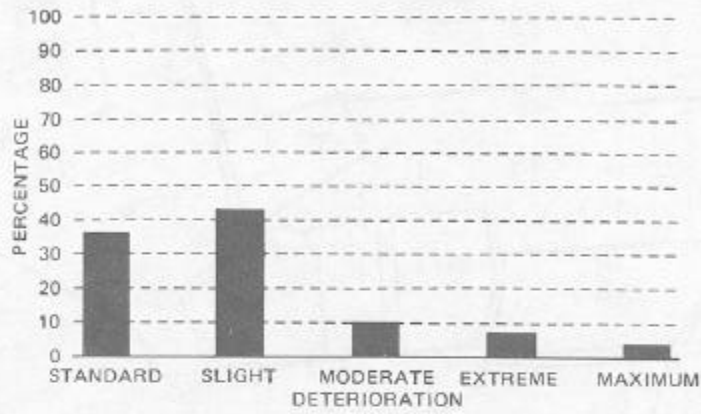


Scale: 0' 300' 600'  
 MAP 4

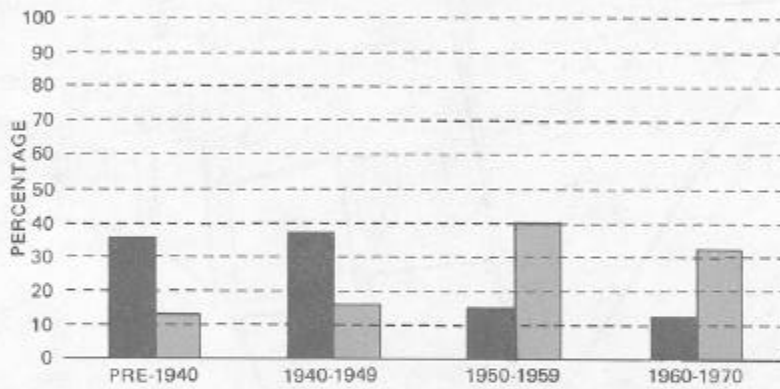
<b>OLD TOWN PLAN</b>	
<b>EXISTING ZONING</b>	
A-1 AGRICULTURAL / RESIDENTIAL ( COUNTY )	C-1 NEIGHBORHOOD COMMERCIAL
RA-2 RESIDENTIAL / AGRICULTURAL	C-2 COMMUNITY COMMERCIAL
R-1 SINGLE FAMILY RESIDENTIAL	SU-1 SPECIAL USE ( CITY )
RC RESIDENTIAL / COMMERCIAL	SU SPECIAL USE ( COUNTY )
<i>Albuquerque/Bernalillo County Planning Department</i>	

TABLE 2  
 OLD TOWN HOUSING CHARACTERISTICS

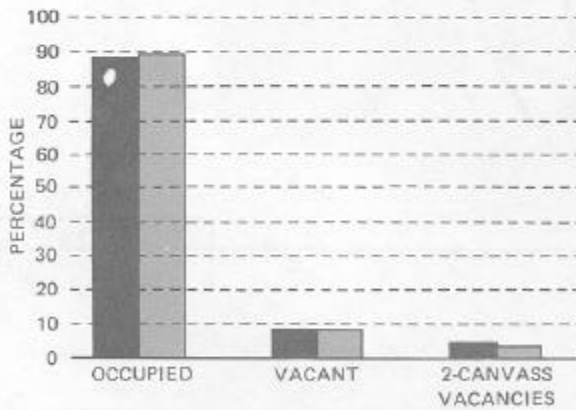
STRUCTURAL CONDITIONS



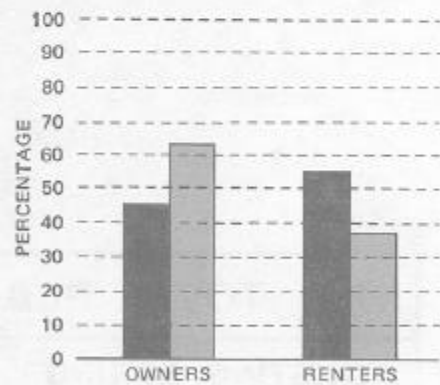
AGE OF STRUCTURES



OCCUPANCY



TENANCY



■ OLD TOWN

■ CITY



Scale: 0' 300' 600'

MAP 5



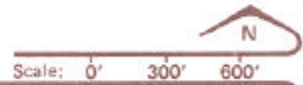
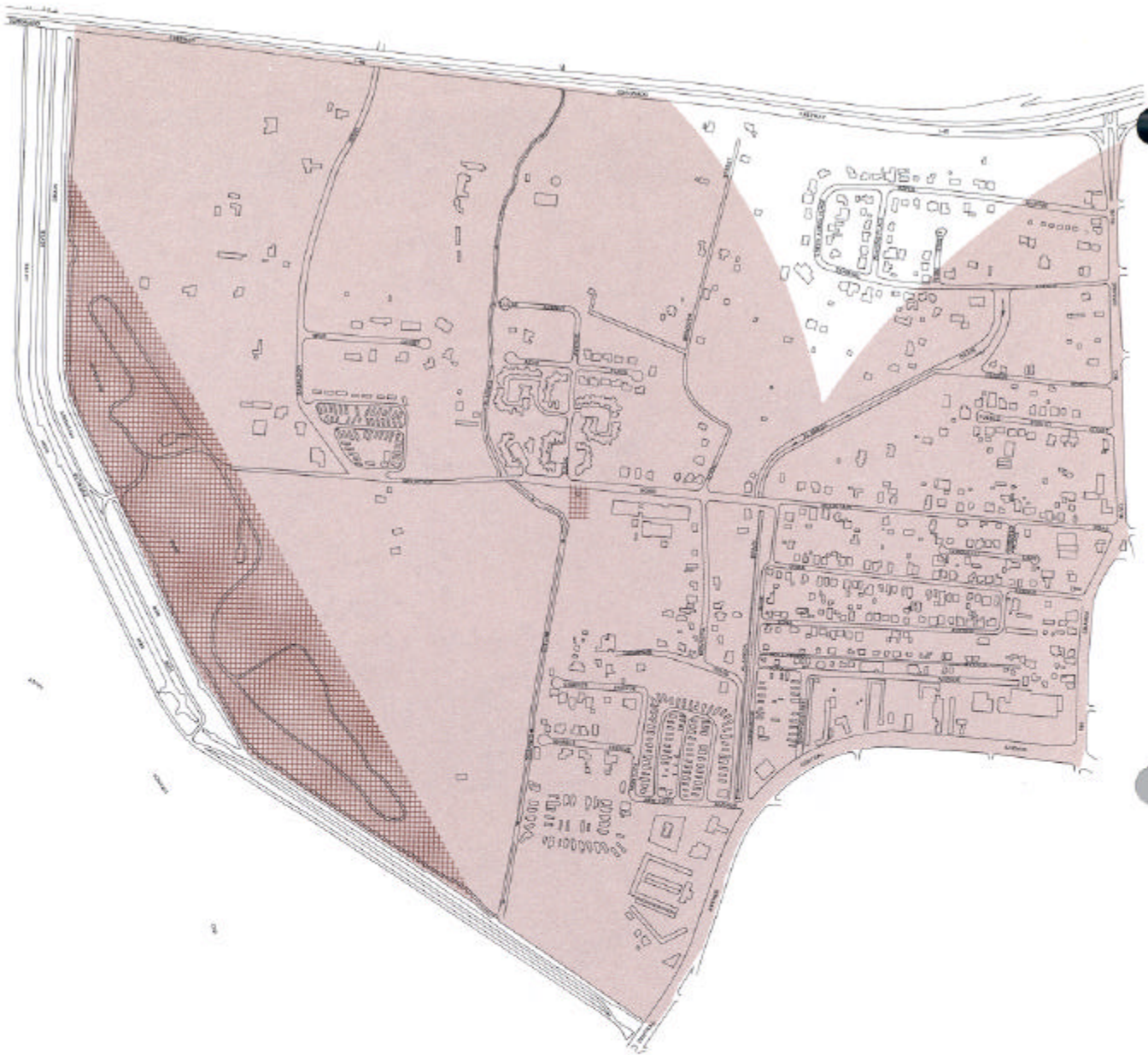
## OLD TOWN PLAN

### STRUCTURAL CONDITIONS

- STANDARD OR NON-RESIDENTIAL
- SUB-STANDARD RESIDENTIAL

SOURCE: WINDSHIELD SURVEY, DEPARTMENT OF HOUSING AND DEVELOPMENT

Albuquerque/Bernalillo County Planning Department



	<b>OLD TOWN PLAN</b>	MAP 6
	<b>PARKS AND RECREATION SERVICE</b>	
	<p>  NEIGHBORHOOD PARK   AREA SERVED BY NEIGHBORHOOD PARK         </p>	
Albuquerque/Bernalillo County Planning Department		

## PLAN PURPOSES

### A. General

The function of this plan is to provide an official guide to the future development of the Old Town area for use by elected and appointed Albuquerque officials, City staff, other concerned governmental agencies, residents, property owners and citizen organizations.

The New Mexico Community Development Law and this plan have as their principal goals the conservation and renewal of neighborhoods and the improvement of living conditions of low- and moderate-income families. In addition, the Policies Plan of the Albuquerque/Bernalillo County Comprehensive Plan has as its goal for urban areas "a quality urban environment which perpetuates the tradition of identifiable, individualistic communities within the metropolitan area and offers variety and maximum choice in housing, work areas and life styles, while creating visually pleasing architecture, landscaping and vistas to enhance the appearance of the community."<sup>2</sup>The first policy adopted to attain this goal states, "Redevelopment and rehabilitation of older neighborhoods should be continued and expanded."<sup>3</sup>The general purpose of this plan is to reach these objectives in the Old Town area while solving several basic physical problems of the area, including traffic and housing, and maintaining the present residential and semi-rural character of the area.

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<sup>2</sup>Albuquerque/Bernalillo County Planning Department, Albuquerque/Bernalillo County Comprehensive Plan Policies Plan (Albuquerque: Albuquerque/Bernalillo County Planning Department, 1975), p. 4.

<sup>3</sup>Ibid.

B. Specific

To achieve these goals, the following long-term objectives should be achieved in the Old Town area:

- (1) Elimination of blight and prevention of blighting influences.
- (2) Elimination of conditions which are detrimental to the public health, safety and welfare.
- (3) Conservation, improvement and expansion of the housing available to low- and moderate-income families until all housing in the area meets City Housing Code standards.
- (4) Enhancement of the area as a primarily residential area in the eastern portion and a primarily semi-rural area in the western portion.
- (5) Provision of needed public facilities such as improved traffic and transportation facilities, public utilities, irrigation ditches and storm drainage.

In the more immediate future, refinements of these long-term objectives should be accomplished to begin the redevelopment of the area in accordance with the general purposes of this plan. These short-term objectives which should be achieved in the Old Town area are:

- (1) Increased attention from the City on matters which if neglected can be blighting influences such as crime prevention, weed and litter control and demolition of abandoned building.
- (2) Upgrading the housing in a neighborhood-wide improvement program.
- (3) Provision of improved public facilities such as street paving, water lines, fire hydrants, street lights, irrigation ditches, storm drainage facilities, recreation facilities and traffic facilities.

## AREA PLAN

As noted in the description of the area, the land use and zoning in Old Town are generally compatible. Thus, no zoning changes are recommended. While circumstances in the future may make zone changes desirable, the existing character of the area as primarily single-family residential in the eastern portion with commercial activities along Central Avenue and Rio Grande Boulevard and semi-rural in the western portion should not be altered. Because of the abundance of mobile home parks in the area, no zone changes should be made which would allow expansion or development of new mobile home parks. As land in the area which is not in the City is annexed, it should be zoned RA-2 to maintain the existing character of the area.

As noted in the long-term objectives for the area, the housing goal is to improve the housing in the area so every unit meets City Housing Code standards. New housing in the area must meet the requirements of the City Building Code. Both public and private action will be required to achieve this objective. On the public side, many programs may be used to improve the housing as this plan is implemented, and the programs may change as funding opportunities change. Any housing improvement program used, however, should aim at improving the whole neighborhood and not just individual houses within the neighborhood. On the private side, it is expected that public expenditures in the area will increasingly encourage privately financed improvement of existing housing and construction of new housing. Because the Old Town area already has the maximum number of publicly subsidized housing units allowed under the City's Housing Assistance Plan, no additional subsidized housing units may be constructed in the area, in accordance with Housing Assistance Plan policy.

Needed utility improvements are shown on Map 7. The 44 fire hydrants shown are needed to provide the area with fire protection sufficient to meet City standards. The street lights shown are needed to provide lighting to meet adopted City standards and to provide lighting where area residents want it. The replacement water lines are needed to maintain good service on those streets. The water and sanitary sewer lines shown are needed to complete the water and sewer system in the Old Town area. All these facilities should be installed to bring the facilities in the area up to City standards.

Needed drainage and irrigation improvements are shown on Map 8. The Roberts and Zearing Laterals, shown for potential abandonment, are not expected to remain in use far into the future. The Roberts Lateral has not had water in it during the past year, according to the Middle Rio Grande Conservancy District, and the Zearing Lateral has been getting less use in recent years than formerly. If either of these ditches is not used for two consecutive years, a petition should be circulated among the adjacent property owners requesting their permission to abandon the ditch. On abandonment, the ditch should be filled, levelled and the land deeded to the adjacent property owners. Adjacent property owners should move their fences to the new property line to prevent the former ditch becoming a weed and litter collector. The Duranes Ditch is used a great deal for irrigation along its length. It needs to be improved with concrete lining and installation of a grate at the Mountain Road crossing to make it safer and less unsightly. The U.S. Bureau of Reclamation has categorized the Duranes Ditch as one of "those hazardous locations and structure sites readily accessible to the public . . . and subject to numerous and frequent visits by the public . . . (which) should be given top priority for immediate correction."<sup>4</sup> Lining of the ditch would reduce its width and depth,

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<sup>4</sup>U.S. Bureau of Reclamation, Region 5, Amarillo, Texas, Waterway Safety Study, Middle Rio Grande Project, New Mexico, July 1969, Revised March 1970, Page 4.

reduce the weed growth on each side, make it easier to clean and maintain, reduce the breeding of mosquitoes by eliminating potholes in the ditch bottom which hold water, and increase the efficiency of the water flow. The Alameda Drain is a hazardous waterway at present because of the volume and speed of the water flow. Because of its wide right-of-way, however, it also has great potential as a recreational trail, which was recognized by the City Plan for Major Open Space and the Bikeway Master Plan.<sup>5</sup> A trail along the drain should be designed and installed after a detailed study of the needed improvements and cost of these improvements for the full length of the drain. This study should be coordinated with the Middle Rio Grande Conservancy District and Bernalillo County. All owners of property adjacent to the drain also should fence their property to help keep young children away from the drain. The Riverside Drain, while the largest drain, is at present less hazardous because access to it is limited. Should access restrictions be removed, safety devices such as fencing should be installed.

Needed street improvements are shown on Map 9. These improvements are in accordance with the Traffic Analysis-Old Town Study conducted recently by the City Traffic Engineering Division and attached as the Appendix to this plan. All the improvements recommended in the study should be implemented. The two new roads recommended in that study and shown on Map 9 which connect to Central Avenue opposite Tingley Drive should have two 12-foot-wide traffic lanes with a 10-foot shoulder on each side. The road connecting Central to San Gabriel Park is estimated to be 3,500 feet long. The road connecting to Mountain Road is estimated to be 2,400 feet long. When this roadway is built, care should be taken to maintain the park space where the road is shown to intersect Mountain Road on Map M in the traffic study. Whether this is done by realignment of the roadway or relocation of the park, the park space and facilities should not be lost to Old Town residents. Other needed improvements include the rebuilding of Mountain Road to 32-foot-wide standard paving with sidewalks on both sides where it is shown for improvement on Map 9. The estimated length to be improved is 1,600 feet. Gabaldon Road should be rebuilt, as shown on the map, to 26-foot-wide estate paving for an estimated 2,400 feet. Tohatchi Trail should be paved with 24-foot-wide estate paving for an estimated 350 feet, as indicated. Thompson Road also should be paved with 24-foot-wide valley paving for an estimated 300 feet, as shown. In addition, the Sidewalk Ordinance should be enforced throughout the area.

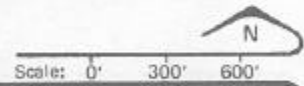
Tennis courts and a swimming pool should be constructed in the area or near enough to the area to serve area residents adequately.

Finally, to support these physical improvements, the City should give additional attention to enforcing the Weed and Litter Ordinance, make a concentrated effort to have the abandoned buildings in the area demolished and conduct crime prevention programs in the area.

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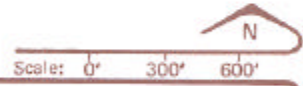
<sup>5</sup>The entire length of the Alameda Drain is included in the Plan for Major Open Space, but only the northern portion of the drain is in the Bikeway Master Plan.





MAP 7

	<b>OLD TOWN PLAN</b>	
	<b>UTILITIES IMPROVEMENTS</b>	
	<ul style="list-style-type: none"> <li> NEW WATER LINES</li> <li> NEW SEWER LINES</li> <li> WATER LINE REPLACEMENT</li> </ul>	<ul style="list-style-type: none"> <li> FIRE HYDRANT INSTALLATION</li> <li> STREET LIGHT INSTALLATION</li> </ul>
Albuquerque/Bernalillo County Planning Department		



# OLD TOWN PLAN

MAP 8

## DRAINAGE AND IRRIGATION IMPROVEMENTS

- GUARDRAIL and/or SIDEWALK INSTALLATION
- POTENTIAL ABANDONMENT
- LINING
- RECREATIONAL TRAIL
- DRAINAGE IMPROVEMENTS
- GRATE INSTALLATION



Albuquerque/Bernalillo County Planning Department



Scale: 0' 300' 600'

MAP 9



## OLD TOWN PLAN

### TRANSPORTATION IMPROVEMENTS

- INTERSECTION IMPROVEMENTS
  - VACATION OF MOTOR VEHICLE ACCESS
  - NEW ROAD
- POSSIBLE VACATION OF MOTOR VEHICLE ACCESS
  - STREET IMPROVEMENTS

SOURCE: TRAFFIC ENGINEERING DIVISION ANALYSIS, OCTOBER, 1976.

Albuquerque/Bernalillo County Planning Department

## COMMUNITY DEVELOPMENT PLAN

This community development plan is an official community development plan as defined by the New Mexico Community Development Law, enacted by the 32nd Legislature of the State of New Mexico, and has been prepared and adopted in accordance with that law. This plan is within the guidelines established by the Albuquerque/Bernalillo County Comprehensive Plan. It also is within the guidelines established by the Citizens Advisory Group for utilization of money available to the City of Albuquerque under Public Law 93-383, the Housing and Community Development Act of 1974.

This community development plan may be amended as provided by the New Mexico Community Development Law. All City resolutions authorizing, directing or approving community development programs or activities also shall be complied with throughout any amendment process.

The area to which this community development plan applies is the Old Town Community Development Area designated by the Mayor and City Council, which is the portion of the sector development plan area which is within the municipal limits of the City of Albuquerque, as shown on Map 1. The property standards established by this community development plan are the same as those established in this sector development plan on page 4. The residential dwellings which fail to meet these minimum standards are identified on Map 5. This community development plan's relationship to local objectives and the way in which the plan will reach those objectives is the same as for the sector development plan, as identified on pages 13-14.

Property may be acquired by the City to remove unsafe, unsanitary or unhealthful conditions, to change density, to eliminate obsolete or other land uses detrimental to the public welfare, to otherwise remove or prevent blight or deterioration, to provide land for needed public facilities or to make land available for development or redevelopment by private enterprise or public agencies for uses in accordance with the land use recommendations. The properties to be acquired will be identified in the fiscal year program during which the acquisition is to occur.

The date each annual program is adopted is printed at the top of the page on which it begins. The schedule of activities and estimates of work to be done are the best available at the time of submission of the programs for adoption. Some changes may be made in the activities undertaken; but nevertheless, this community development plan is to be the guiding plan for community development activities, and any changes in the activities are to conform with the overall intent and purpose of this plan.

The following are first-priority needs of the Old Town area based on the advice of area residents and the technical analysis of the area undertaken in this sector development plan. It is recommended that any community development activities undertaken in the Old Town area in the near future be consistent with the following:

A concentrated code enforcement program should be conducted to require property owners to bring their residential building up to City Housing Code standards. Financial assistance should be provided to help those low- and moderate-income residents who cannot afford to have the required work done.

The needed water and sewer lines shown on Map 7 should be installed.

The needed fire hydrants shown on Map 7 should be installed.

The needed street improvements identified in the Area Plan section of this sector development plan should be installed.

The bikeway along Mountain Road shown on Map 2 should be installed.

The storm drainage problems in the area should be solved.

The needed improvements to the irrigation and drainage ditches identified on Map 8 should be installed.

APPENDIX

TRAFFIC ANALYSIS

OLD TOWN

City of Albuquerque  
Traffic Engineering Division  
Jon C. DuFresne

October, 1976

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## PURPOSE

The purpose of this report is to fully investigate existing motor vehicle and pedestrian access to the Old Town area, identify problem locations and recommend solutions.

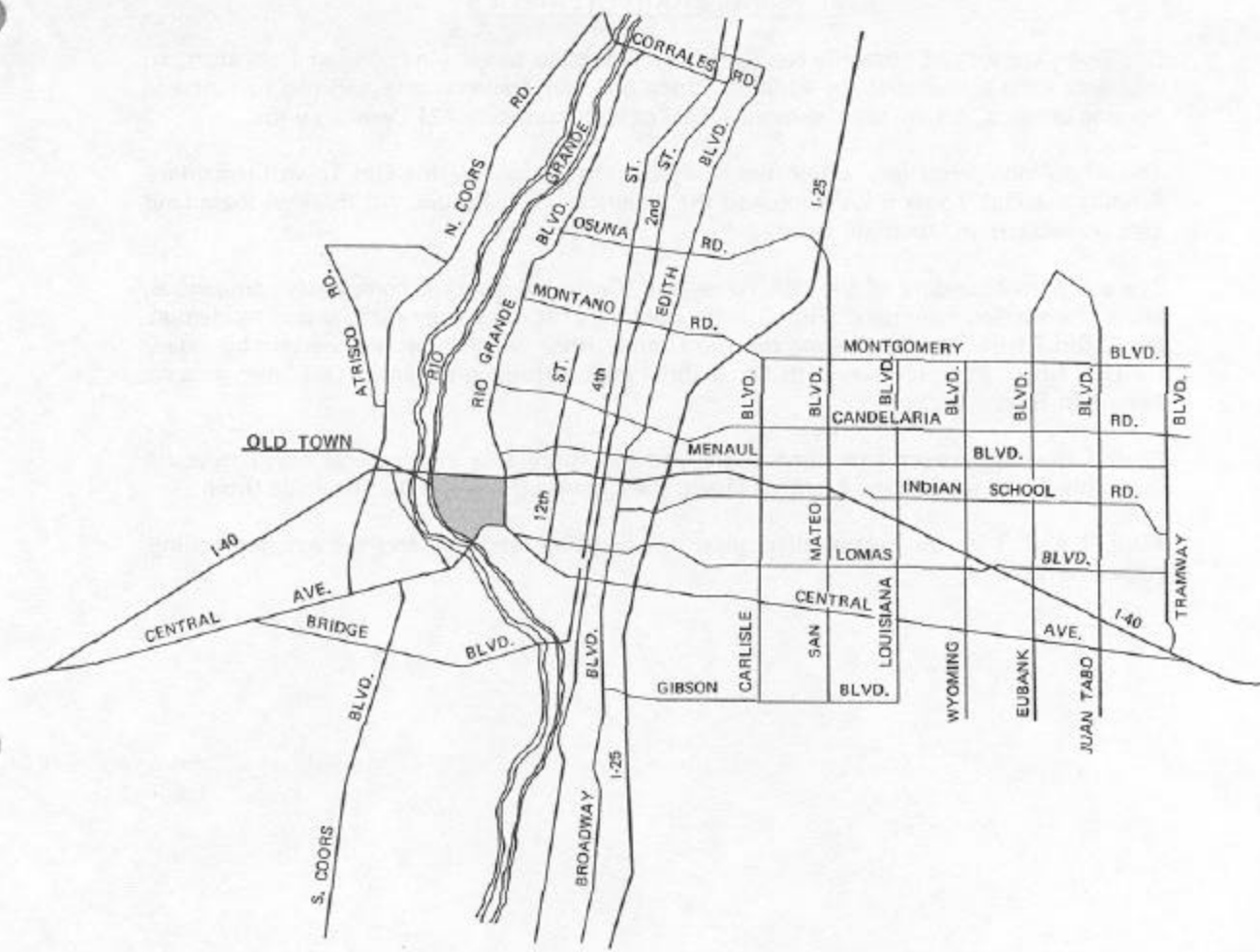
This extensive study is being undertaken at the request of City Council on behalf of the residents living in the study area and in conjunction with the preparation of a sector development plan for this area by the Albuquerque/Bernalillo County Planning Department. The problems which are identified in this report are the result of complaints received by the Traffic Engineering Division or from resident input at the community meetings which were held by the Planning Department on July 26, 1976, August 10, 1976, and August 23, 1976



## LOCATION

The area under study, while known as Old Town, needs to be distinguished from the Old Town Historical Area. As can be seen from Map 1 in the sector plan, the Old Town which is the subject of this report is bounded by the Rio Grande River (on the west), Central Avenue (on the south), Rio Grande Boulevard (on the east) and Interstate Route 40 (on the north).

Map A shows the location of Old Town within the City of Albuquerque and the major arterial routes serving the City. It should be noted that Old Town is surrounded on three sides by arterial routes carrying large traffic volumes.



	<h2>OLD TOWN PLAN</h2>	MAP A
	<p><b>LOCATION</b></p> <p> OLD TOWN</p>	
	<p>TRAFFIC ENGINEERING DIVISION</p> <p style="text-align: center;"><b>Albuquerque/Bernalillo County Planning Department</b></p>	

## PHYSICAL CHARACTERISTICS

Old Town consists of primarily residential dwelling units ranging in character from standard urban to rural-agricultural. In addition, there are four trailer courts and two low-income housing projects. A field tally revealed a total of approximately 721 dwelling units.

The school/non-profit uses within the study boundaries include the Old Town Elementary School, the Old Town Boys' Club and the American G. I. Forum. All three of these land uses are located on Mountain Road.

The southern boundary of the Old Town area (Central Avenue) is completely commercial, while the eastern boundary (Rio Grande Boulevard) is mixed commercial and residential. San Gabriel Park is located along the Rio Grande River which forms the western boundary for Old Town. The only access to San Gabriel Park is through the entire Old Town area via Mountain Road.

Several drainage/conservancy ditches traverse the study area in a general north to south direction. These include the Alameda Drain, the Duranes Ditch and the Riverside Drain.

Maps 2 and 3 in the sector plan, show the existing land use and the existing zoning, respectively.

## PROBLEM IDENTIFICATION

In addition to general complaints of too much traffic, speeding, and traffic congestion, the following represents a brief synopsis of the various traffic problems which have come to the attention of the Traffic Engineering Division concerning Old Town and suggested solutions:

The intersection of Central Avenue and Rio Grande Boulevard needs improvement.

The intersection of Mountain Road and Rio Grande Boulevard needs improvement.

The traffic to and from San Gabriel Park creates a nuisance for those property owners along Mountain Road and in the general vicinity of the Park; motor vehicle access between the Park and Mountain Road should be closed; San Gabriel Park access via Central Avenue should be provided.

There is limited access from Old Town to the City street network due to the fact that there is only one signalized intersection serving this area (Mountain Road at Rio Grande Boulevard).

The intersection of New York Avenue at Central Avenue needs to be signalized in order to provide additional signalized access for Old Town residents.

There is too much traffic on Mountain Road; Mountain Road from Panmunjon Road to Rio Grande Boulevard needs to be widened.

Parking on Mountain Road and Gabaldon Road should be restricted near their intersection so that overflow G.I. Forum parking can not block these streets; A stop sign should be placed on eastbound Mountain Road at Gabaldon Road.

The intersection of Pueblo Bonito Court and Rio Grande Boulevard should be signalized.

Truck traffic on Aspen Avenue is creating a hazard for residents.

The following nine sections of this report will deal in detail with each of the preceding problem areas and will offer possible solutions. At the conclusion of those nine sections, the solutions will be coordinated into an identifiable program designed to reduce and relieve traffic congestion.

### Central Avenue - Rio Grande Boulevard Intersection

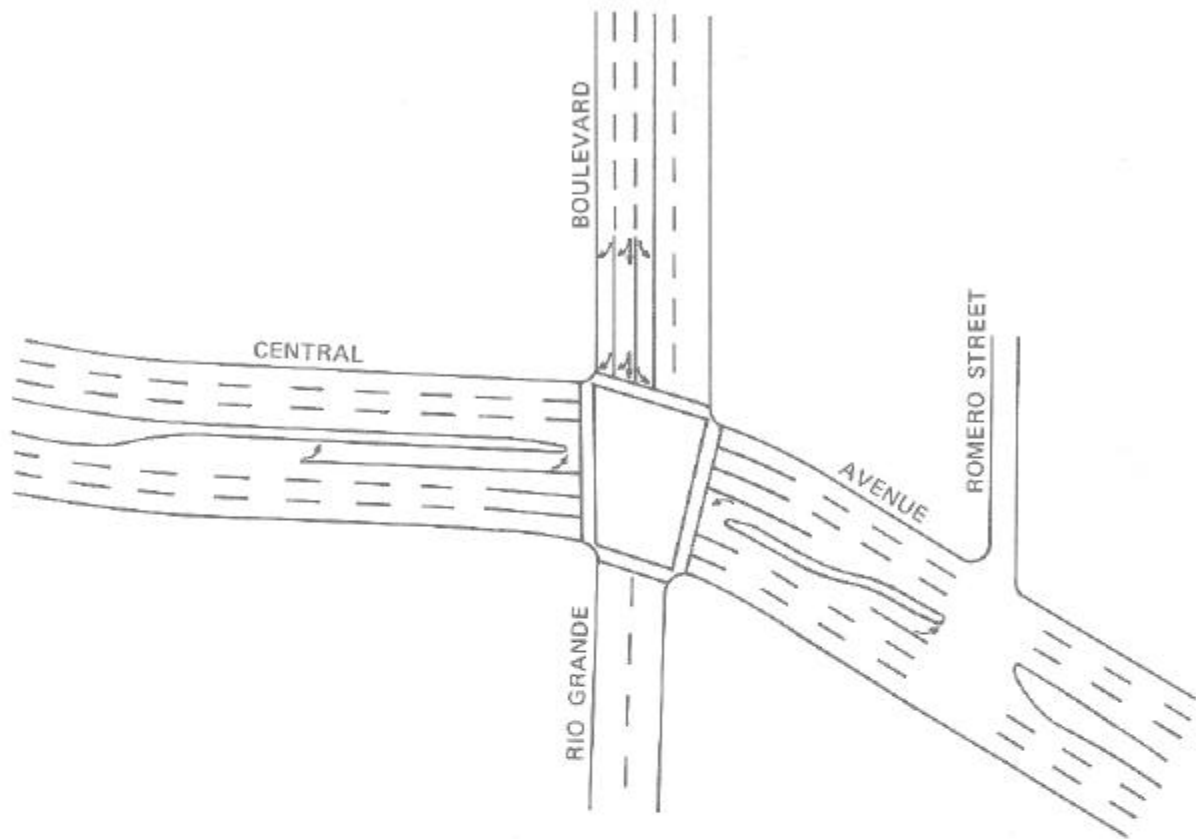
Central Avenue in the vicinity of Rio Grande Boulevard is a six-lane divided highway (three lanes in each direction) with a single-lane left-turn storage lane in the median for both eastbound and westbound traffic. Northbound Rio Grande Boulevard at Central Avenue carries one lane of traffic while the southbound approach of Rio Grande Boulevard consists of three lanes at Central Avenue. Map B shows this intersection as it exists today.


A turning movement count was performed at this intersection on Thursday, August 5, 1976, and the hourly summary of this count is shown in the following Map C. As can be noted from the results of the turning movement count, the eastbound left turn volume from Central Avenue to northbound Rio Grande Boulevard is exceptionally high. This is especially true considering that this volume occurred from one lane while the thru (straight) volume on eastbound Central Avenue occurred in three lanes. Map C also shows that the southbound Rio Grande Boulevard left turn onto eastbound Central Avenue, while not as high as the left turn from eastbound Central, is still a very significant volume.

The Traffic Division has been aware of the capacity problem at this intersection for some time, and the application for Federal Highway funds has already been submitted for the following intersection improvements:





1. Create double left-turn storage lanes for eastbound Central Avenue so that this turning maneuver can be accomplished from two lanes instead of one.
2. Add a separate left-turn signal phase (left-turn arrow) for southbound Rio Grande Boulevard in order to prevent this high volume left turn from having to wait until all the northbound traffic clears the intersection.

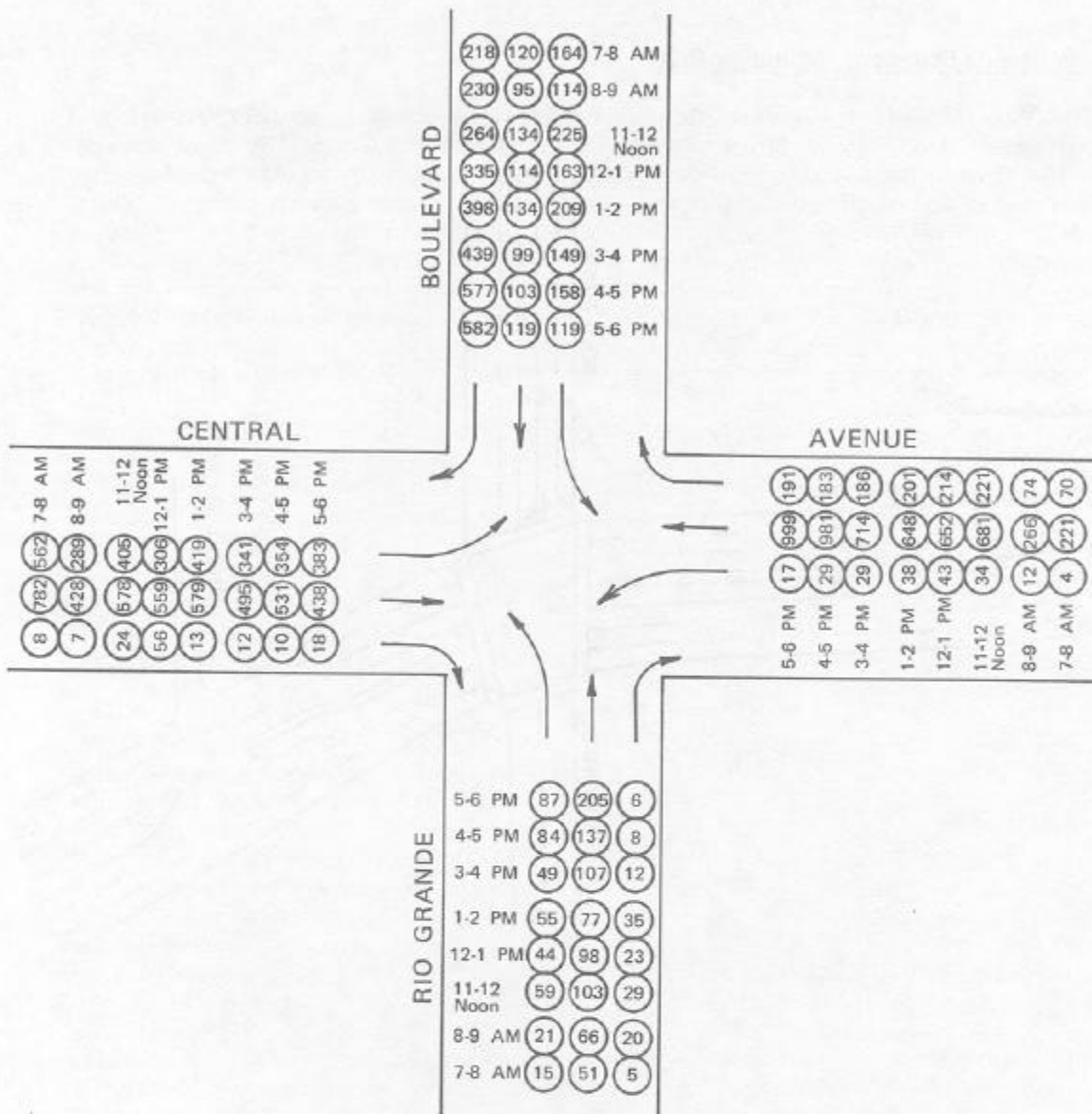
It is felt that these improvements will greatly reduce delays and improve safety for those motorists using this intersection.





Scale: 0' 50' 100'

   	<p style="font-size: 1.2em; margin: 0;"><b>OLD TOWN PLAN</b></p> <p style="margin: 5px 0 0 20px;"><b>EXISTING INTERSECTION</b></p> <p style="margin: 0 0 0 20px;">CENTRAL AVENUE AND RIO GRANDE BOULEVARD</p> <p style="margin: 10px 0 0 20px;">TRAFFIC ENGINEERING DIVISION</p>	<p>MAP B</p>
<p>Albuquerque/Bernalillo County Planning Department</p>		



**OLD TOWN PLAN** MAP C

**TURNING MOVEMENT COUNT**

CENTRAL AVENUE AT RIO GRANDE BOULEVARD

TRAFFIC ENGINEERING DIVISION, AUGUST 5, 1976.

Albuquerque/Bernalillo County Planning Department

## Rio Grande Boulevard - Mountain Road

The Rio Grande Boulevard-Mountain Road intersection is actually a five-legged intersection since Romero Street intersects in the southeast quadrant. The major roadway is Rio Grande Boulevard, a north-south four-lane highway with a painted median. The northbound and southbound approaches consist of two lanes in each direction plus a left-turn storage lane for both northbound and southbound traffic. Mountain Road is essentially a two-lane, two-way roadway. The eastbound Mountain Road approach is widened to provide for a two-lane approach at Rio Grande Boulevard; one lane for left turns and one lane for thru and right-turn traffic. The westbound Mountain Road approach consists of one lane. Romero Street is a two-lane, two-way roadway with a single lane approach for northwestbound traffic at Mountain Road-Rio Grande Boulevard.

The traffic flow at this intersection is further complicated by Main Street, a north-south local street which intersects Rio Grande Boulevard approximately 200 feet south of Mountain Road and intersects Mountain Road approximately 100 feet west of Rio Grande Boulevard. Map D (following this section) shows the existing Rio Grande Boulevard-Mountain Road intersection.

The traffic signal operation at this intersection is a simple three-phase: Phase A is a simultaneous north-south green, all other approaches red; and Phase B is a simultaneous east-west green all other approaches red; and Phase C is northwestbound Romero Green, all other approaches red.

Turning movement counts were performed at this intersection on Friday, August 6, 1976, and Tuesday, September 14, 1976, and the hourly summary of these turning movement counts is shown in Map E. As can be seen from the count, there already is a natural tendency for eastbound Mountain Road motorists to use Main Street to turn right onto southbound Rio Grande Boulevard. Likewise, the northbound Rio Grande motorist tends to use Main Street for his left turn onto Mountain Road rather than travel to the signalized intersection at Mountain Road-Romero Street. It should also be noted that of the three minor street approaches (eastbound Mountain Road, westbound Mountain Road and northwestbound Romero Street), Romero Street has the lowest volume of total traffic.

The Traffic Engineering Division has received several specific requests for improvements at this intersection in addition to the general comment that something needs to be done. These specific requests have centered around providing a separate phase (left-turn arrow) for southbound Rio Grande Boulevard left-turns and providing additional green time for Mountain Road motorists in order to reduce the long queues of traffic which develop during the peak hours.

Map F shows the proposed improvements which are recommended at this intersection in order to provide for a more efficient traffic flow. The improvements shown in Map F are discussed as follows.

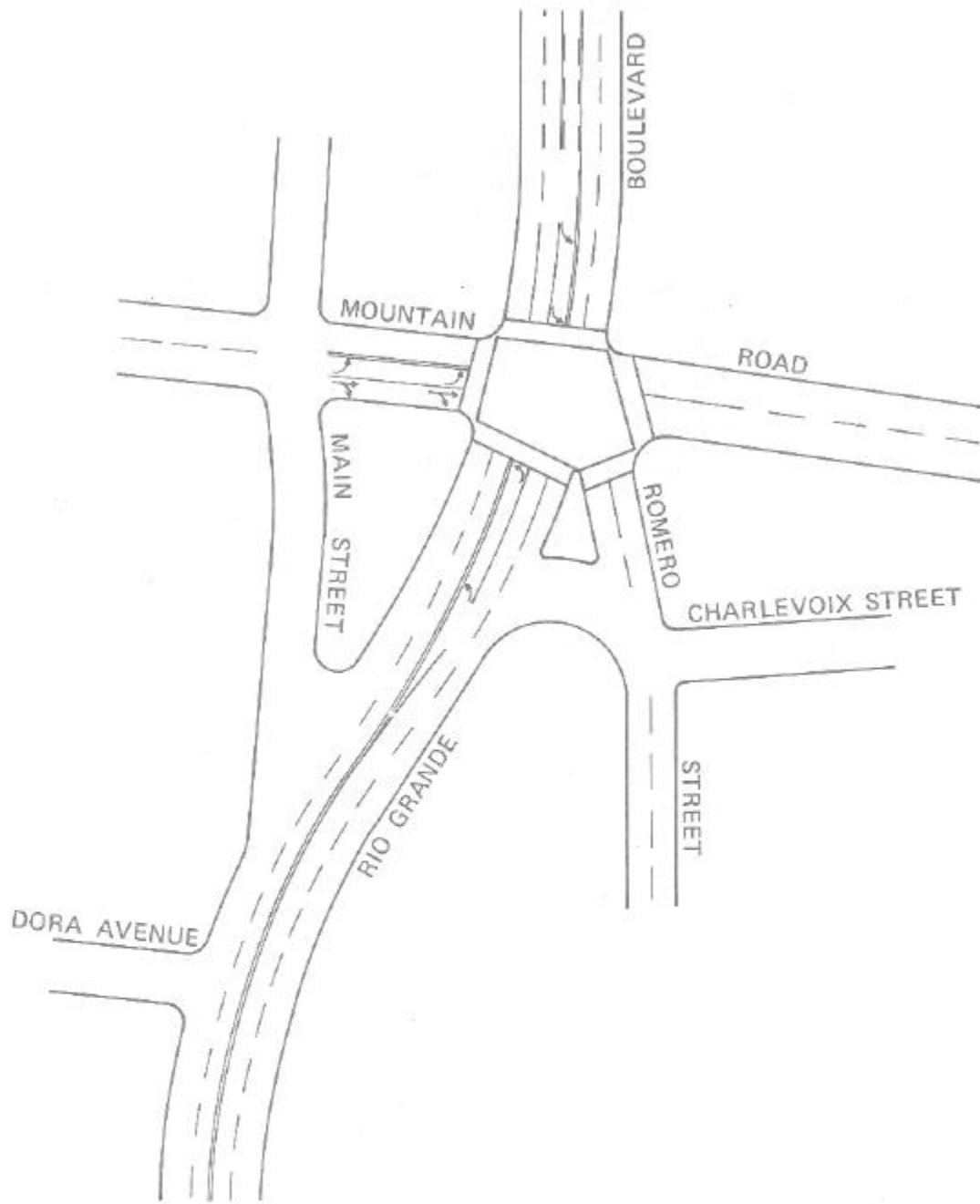
1. Make Romero Street one-way in a southerly direction between Mountain Road and South Plaza. This action simply permits the amount of time required for the Romero Street green and amber traffic signal phase to be added to the green time on Mountain Road, thus improving the efficiency of the intersection and reducing the long queues of traffic which have been developing.



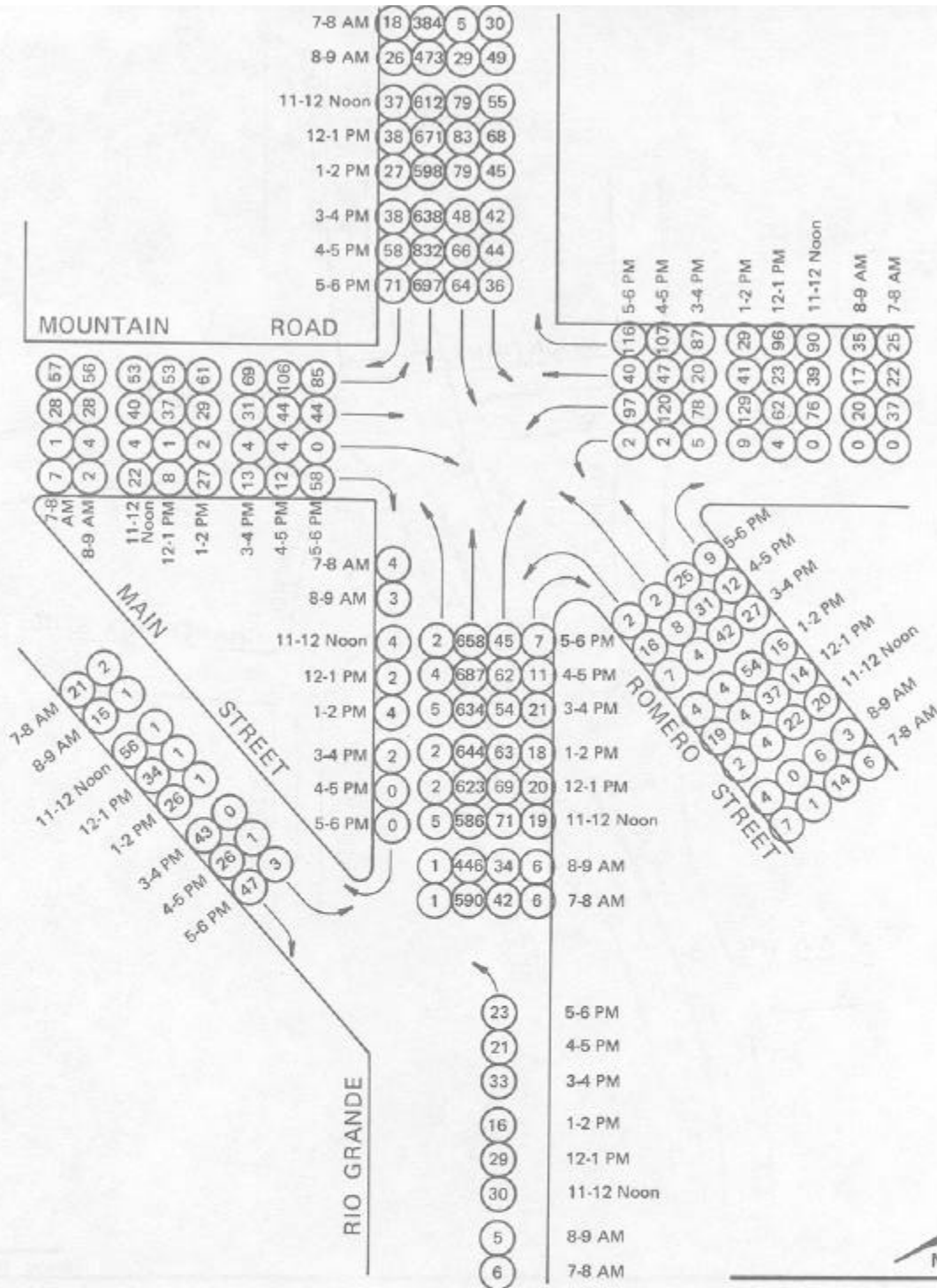
In anticipation of questions concerning the effect upon Historic Old Town of making Romero Street one-way in a southerly direction, Map G has been prepared to show the proposed traffic pattern in this area. It should be noted that the lightly shaded areas in Map G are already one-way streets in the directions shown. In essence, this establishes Romero Street and San Felipe Street as a one-way pair with two-way street connections between the two at Charlevoix Street and Church Street. In other words, a southbound Romero motorist does not have to travel all the way to South Plaza in order to go north in the same way a present northbound San Felipe motorist does not have to go all the way to Mountain Road in order to go south - they just use Charlevoix Street or Church Street. Making Romero Street one-way southbound also has the added benefit of improving safety for the large volumes of pedestrians (tourists) which are crossing Romero Street. A one-way street is easier, and therefore safer, to cross than a two-way street since the pedestrian only has to find an acceptable gap in traffic that is coming from only one direction.

In conclusion, making Romero Street one-way in a southerly direction between Mountain Road and South Plaza not only improves the operation of the intersection of Rio Grande Boulevard and Mountain Road, but it also improves safety for tourists along Romero Street in the Historic Old Town area.

2. Making Romero Street one-way southbound also frees enough signal time to install a southbound left-turn phase (left-turn arrow) for southbound Rio Grande Boulevard traffic.
3. Design plans are presently underway to pave and curb Main Street between Rio Grande Boulevard and Mountain Road in Special Assessment District 188. The proposed improvements to main Street have been included in Map F.
4. Since a motorist generally takes more time to complete a right-turn maneuver than he does to travel straight through an intersection, and in view of the fact that "right-turns-on-red" are permitted in New Mexico, it is a recognized fact that intersection efficiency can be improved whenever the right-turning motorist is separated from the thru motorist. The improvement of Main Street previously described permits the requirement that all eastbound Mountain Road motorists use Main Street in order to turn right onto southbound Rio Grande Boulevard. This allows for additional increase in the efficiency of the signalization at Mountain Road and Rio Grande Boulevard, and this requirement is already occurring to a certain degree as shown by the turning movement count in Map E.
5. The improvement of Main Street also permits the use of that street for left turns from northbound Rio Grande Boulevard onto westbound Mountain Road. In fact, the vast majority of the northbound Rio Grande Boulevard motorists desiring to turn left onto Mountain Road are already performing this left-turn maneuver via Main Street as shown in Map E. A painted left-turn storage lane for northbound Rio Grande Boulevard traffic as shown in Map F is proposed to provide additional improvement in the operational efficiency of the Mountain Road-Rio Grande Boulevard intersection.
6. In order to provide still more efficiency at this intersection, it is further recommended that the westbound Mountain Road approach be changed from a single lane to two lanes. This would include a separate left-turn lane and a combined thru and right-turn lane such as shown in Map F.



	<b>OLD TOWN PLAN</b>	MAP D
	<b>EXISTING INTERSECTION</b>	
	RIO GRANDE BOULEVARD AND MOUNTAIN ROAD	
	TRAFFIC ENGINEERING DIVISION	
Albuquerque/Bernalillo County Planning Department		



# OLD TOWN PLAN

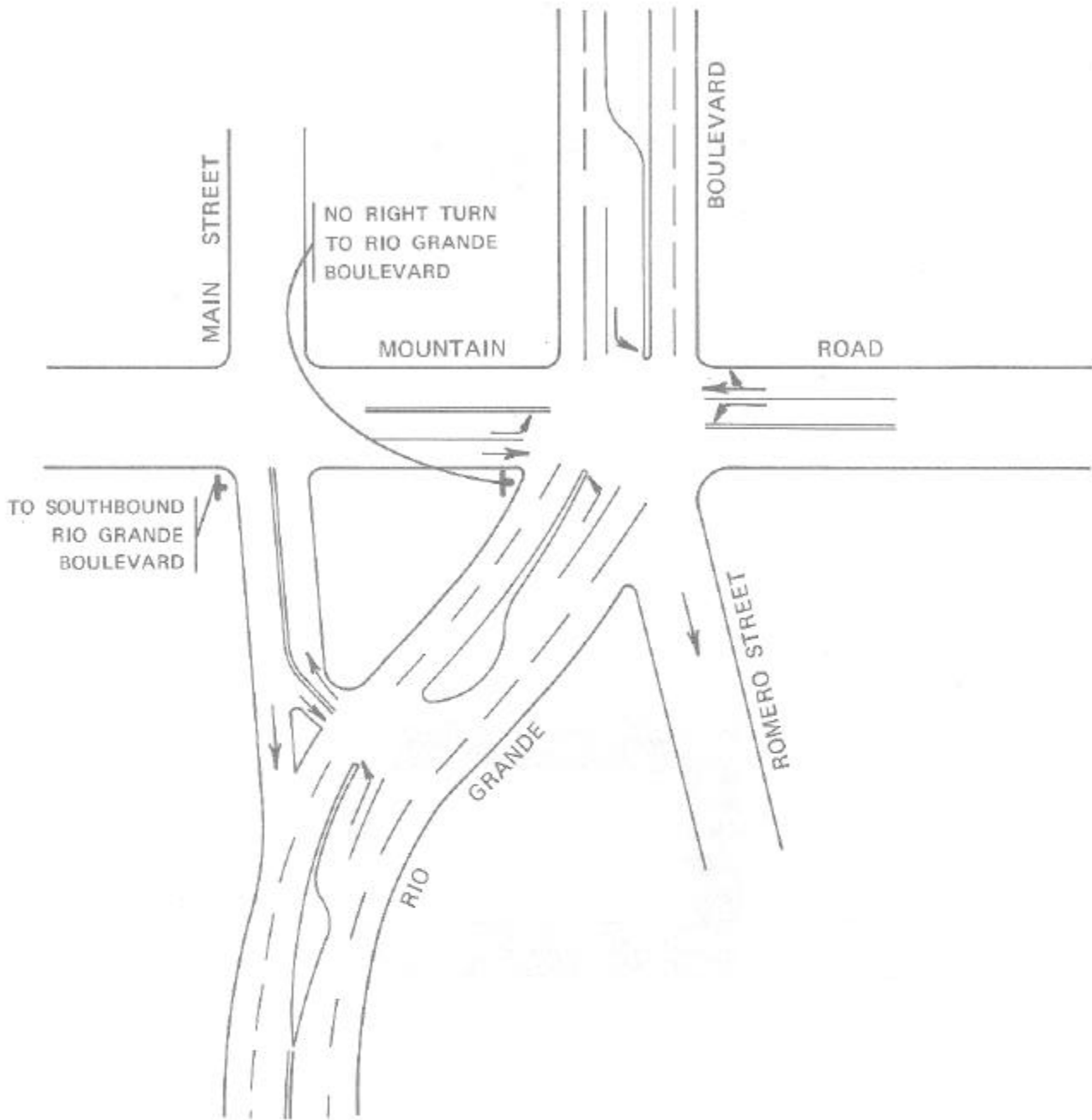
MAP E

## TURNING MOVEMENT COUNT

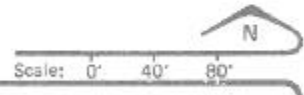
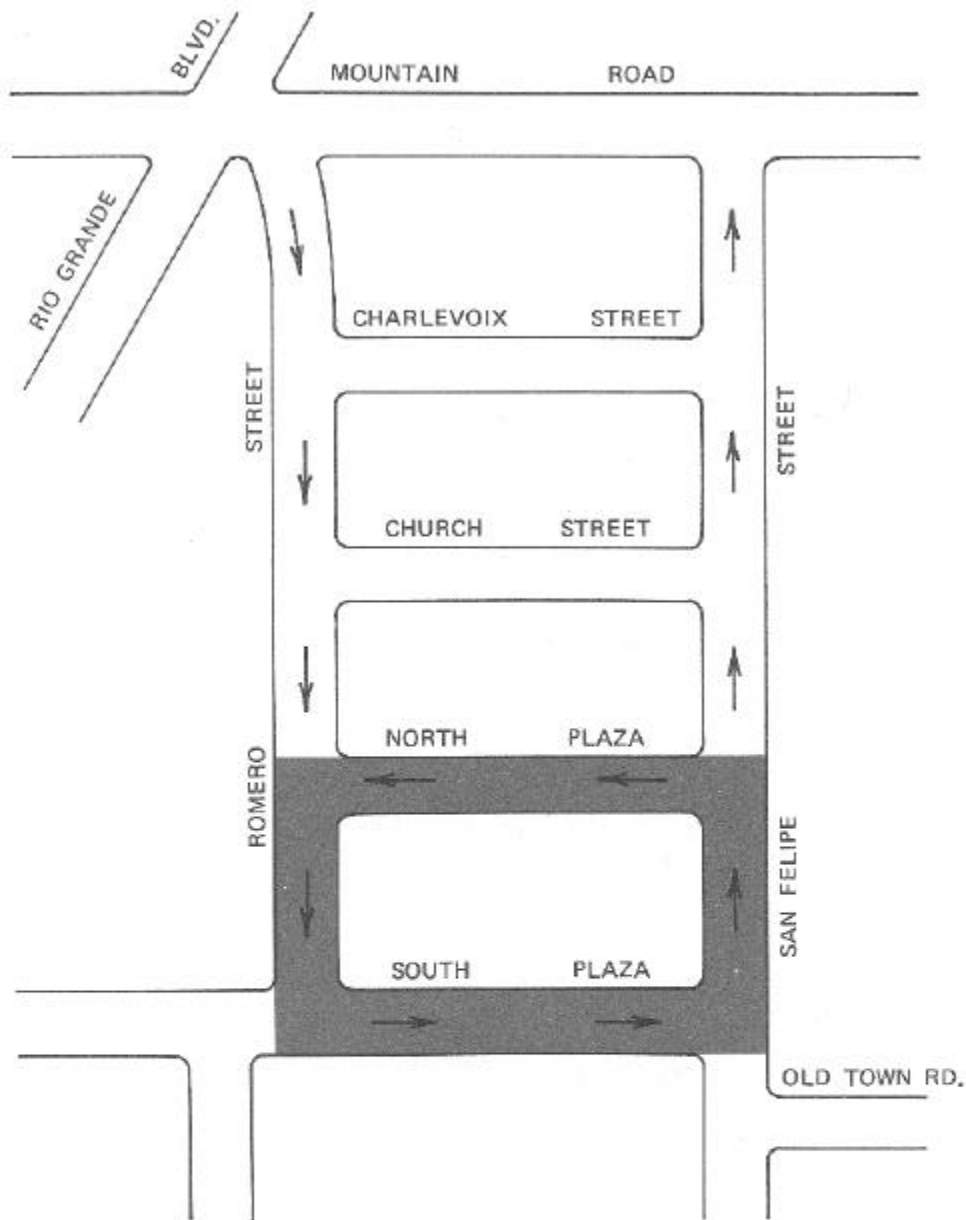
RIO GRANDE BOULEVARD AT MOUNTAIN ROAD / ROMERO STREET

TRAFFIC ENGINEERING DIVISION, AUGUST 6, SEPTEMBER 14, 1976.

Albuquerque/Bernalillo County Planning Department



	<b>OLD TOWN PLAN</b>	Scale: 0' 25' 50'	MAP F
	<b>PROPOSED INTERSECTION</b>		
	RIO GRANDE BOULEVARD AND MOUNTAIN ROAD		
	TRAFFIC ENGINEERING DIVISION		
<b>Albuquerque/Bernalillo County Planning Department</b>			



	<b>OLD TOWN PLAN</b>	MAP G
	<b>HISTORICAL OLD TOWN</b>	
	ONE WAY IN DIRECTION SHOWN EXISTING ONE WAY	
	TRAFFIC ENGINEERING DIVISION	
Albuquerque/Bernalillo County Planning Department		

## San Gabriel Park

San Gabriel Park forms the western boundary of the Old Town study area. The park consists of approximately 42 acres of riverfront land which is not extensively developed at this time in terms of recreational facilities. The only access to San Gabriel Park is via Mountain Road.

According to complaints received by the Traffic Engineering Division the park generates large volumes of traffic, especially at night and on weekends. This traffic creates a safety hazard for those home owners near or adjacent to Mountain Road and is especially critical (according to residents) at the narrow section of Mountain Road between Panmunjon Road and Main Street.

Table A and Table B show the results of traffic counters placed on Mountain and Gabaldon Roads. In addition to the large volumes of San Gabriel Park traffic during the late evening-early morning hours (Location 1), it is interesting to note that generally speaking, the Mountain Road section leading to San Gabriel Park carries more traffic than Gabaldon Road. The volumes shown in Table B were taken over the Labor Day weekend.

Chambers, Campbell, Isaacson & Chaplin, Inc. recently prepared for the City of Albuquerque a report titled The Rio Grande in the Albuquerque Metropolis as part of the "City Edges" study. This study included plan recommendations which called for a "regional-type" park (one that serves the entire community) along the Rio Grande River as distinguished from a "neighborhood" park. The report stated, ". . . .the existing complex of parks in the vicinity of Central Avenue at the river should be expanded, renovated, and improved so as to create a major complex. This complex should incorporate the existing Rio Grande and Kit Carson Parks, together with the zoo, the playing fields at Old Tingley Field and Barelans Community Center, Tingley Drive, the Conservancy Lagoon and San Gabriel Park." The report further stated, "An important aspect of this park is the connecting up of existing parks on either side of Central Avenue." The recommendations outlined for the area concerning San Gabriel Park have been reproduced in Map H.

Map H is reproduced as presented in The Rio Grande in the Albuquerque Metropolis with one exception--the Traffic Engineering Division recommends closing motor vehicle access between Mountain Road and San Gabriel Park. Pedestrian and bicycle access would remain from Mountain Road.

The reason for this recommendation centers around the present physical characteristics of Mountain Road and the type of service it will be expected to provide in the future. While this subject is covered more extensively in a later section of this report, Mountain Road is intended to provide service as a minor residential collector street serving the residential community of Old Town. Mountain Road at present is having difficulty with traffic from a sparsely developed San Gabriel Park, and it surely won't be able to handle the traffic generated by a regional park without extensive widening. However, this widening would not only be expensive, but would completely change the character of Mountain Road west of Rio Grande Boulevard. The proposed major connection of San Gabriel Park with Central Avenue opposite Tingley Drive also makes the connection of Mountain to the park unnecessary.

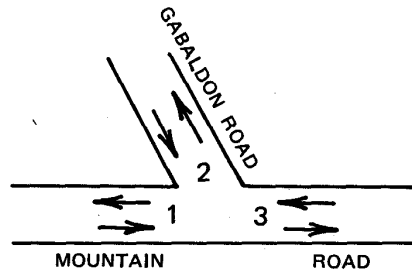
In conclusion, it is recommended that:

1. Access to San Gabriel Park be provided via a new roadway to Central Avenue opposite Tingley Drive (the Department of Parks and Recreation is in the process of implementing this recommendation).
2. Motor vehicle access via Mountain Road be prevented by construction between San Gabriel Park and Mountain Road.
3. Pedestrian and bicycle access be maintained between San Gabriel Park and Mountain Road.

TABLE A

TWO-WAY TRAFFIC VOLUME AT MOUNTAIN AND GABALDON ROADS

AUGUST 27th to 30th, 1976



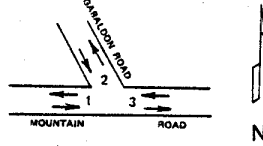
	TIME	1	2	3
FRIDAY AUGUST 27, 1976	2-3PM	85	75	174
	3-4	47	95	183
	4-5	58	105	80
	5-6	60	105	200
	6-7	24	75	183
	7-8	120	74	201
	8-9	111	55	228
	9-10	161	52	212
	10-11	168	37	231
	11-12MID	173	32	213
	12-1 AM	161	14	211
SATURDAY AUGUST 28, 1976	1-2	144	24	180
	2-3	87	14	141
	3-4	53	4	67
	4-5	31	3	52
	5-6	12	14	17
	6-7	8	20	21
	7-8	14	33	44
	8-9	16	48	76
	9-10	22	53	99
	10-11	32	32	111
	11-12NOON	57	79	159
12-1 PM	95	87	204	
SUNDAY AUGUST 29, 1976	1-2	124	111	228
	2-3	125	48	273
	3-4	147	40	134
	4-5	145	85	58
	5-6	157	47	255
	6-7	121	74	225
	7-8	143	60	287
	8-9	212	42	307
	9-10	274	10	330
	10-11	254	0	279
	11-12MID	164	0	218
12-1 AM	150	0	180	
MONDAY AUGUST 30, 1976	1-2	111	0	98
	2-3	85	0	63
	3-4	28	0	20
	4-5	19	0	17
	5-6	8	0	19
	6-7	10	0	31
	7-8	18	0	61
	8-9	28	0	82
	9-10	19	0	92
	10-11	45	0	133
	11-12NOON	85	0	221
12-1 PM	163	53	326	
COUNTER MALFUNCTION	1-2	239	103	345
	2-3	99	91	337
	3-3	53	118	114
	4-5	0	98	111
	5-6	0	122	179
	6-7	0	88	279
	7-8	0	66	135
	8-9	0	57	183
	9-10	0	39	125
	10-11	0	13	73
	11-12MID	0	2	31
12-1 AM	0	2	30	
COUNTER MALFUNCTION	1-2	0	2	22
	2-3	0	0	3
	3-4	0	0	0
	4-5	0	1	0
	5-6	0	16	0
	6-7	0	41	5
	7-8	0	56	39
	8-9	0	38	115

TRAFFIC ENGINEERING DIVISION

TABLE B

TWO-WAY TRAFFIC VOLUME AT MOUNTAIN AND GABALDON ROADS

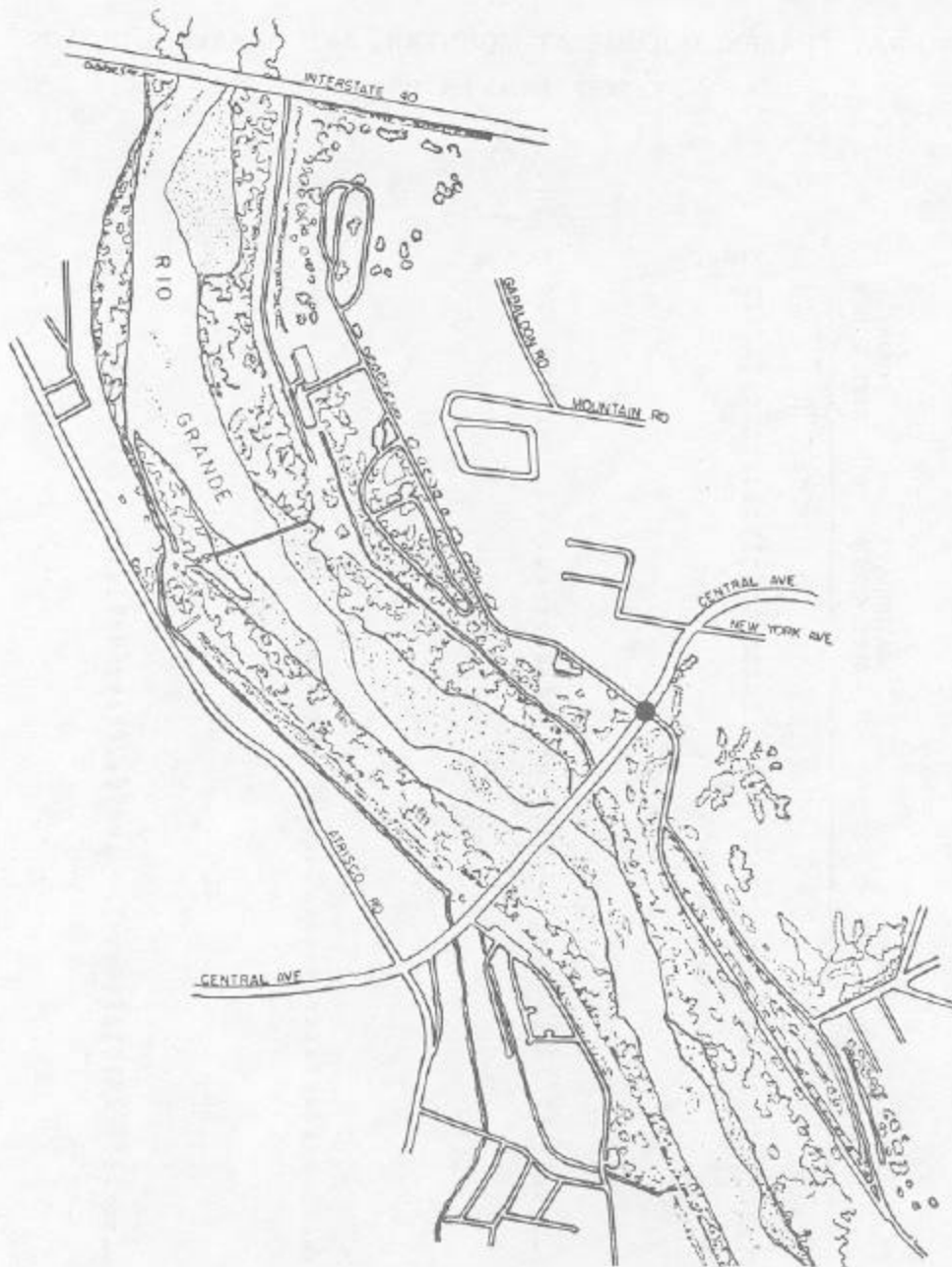
SEPT. 3rd to 7th, 1976



	TIME	1	2	3
FRIDAY SEPT. 3, 1976	4-5PM	61	39	-
	5-6	69	19	-
	6-7	58	45	-
	7-8	77	93	186
	8-9	105	61	182
	9-10	195	55	210
	10-11	188	28	230
	11-12MID	201	41	236
	12-1 AM	186	23	98
	1-2	146	19	99
	2-3	96	8	109
	3-4	54	4	62
	4-5	7	4	13
	5-6	7	4	13
SATURDAY SEPT. 4, 1976	6-7	16	7	28
	7-8	9	19	40
	8-9	15	23	46
	9-10	13	44	77
	10-11	32	49	99
	11-12 NOON	21	73	119
	12-1 PM	34	83	184
	1-2	72	29	132
	2-3	106	19	152
	3-4	119	19	121
	4-5	142	19	58
	5-6	146	19	49
	6-7	102	31	98
	7-8	149	103	262
SUNDAY SEPT. 5, 1976	8-9	188	61	202
	9-10	177	54	219
	10-11	150	29	184
	11-12MID	151	20	188
	12-1 AM	130	19	144
	1-2	118	26	151
	2-3	85	14	93
	3-4	42	4	45
	4-5	18	2	25
	5-6	10	1	11
	6-7	9	3	11
	7-8	7	10	17
	8-9	11	25	44
	9-10	10	40	54
MONDAY (LABOR DAY) SEPT. 6, 1976	10-11	12	31	69
	11-12NOON	21	61	100
	12-1 PM	87	79	198
	1-2	125	89	246
	2-3	244	64	318
	3-4	233	55	317
	4-5	234	69	313
	5-6	248	95	279
	6-7	211	85	237
	7-8	212	68	268
	8-9	159	50	210
	9-10	173	29	204
	10-11	138	22	151
	11-12MID	126	10	103
TUESDAY SEPT. 7, 1976	12-1 AM	65	2	9
	1-2	49	8	51
	2-3	20	3	21
	3-4	8	0	10
	4-5	5	0	5
	5-6	3	1	4
	6-7	2	1	5
	7-8	7	10	23
	8-9	11	19	37
	9-10	10	37	65
	10-11	28	45	81
	11-12NOON	44	53	128
	12-1 PM	88	82	188
	1-2	120	77	210
2-3	139	80	220	
3-4	147	86	231	
4-5	172	78	231	
5-6	135	85	224	
6-7	138	74	214	
7-8	180	77	229	
8-9	139	38	172	
9-10	100	42	139	
10-11	115	17	143	
11-12MID	118	19	88	
12-1 AM	69	6	1	
1-2	19	4	28	
2-3	7	0	8	
3-4	4	1	5	
4-5	3	0	3	
5-6	1	1	3	
6-7	6	14	26	
7-8	26	66	124	
8-9	39	63	122	

TRAFFIC ENGINEERING DIVISION





	<b>OLD TOWN PLAN</b>	MAP H
	<b>RIVERSIDE PARK EXPANSION</b>	
	CENTRAL AVENUE VICINITY	
	● PROPOSED TRAFFIC SIGNAL	
TRAFFIC ENGINEERING DIVISION		
Albuquerque/Bernalillo County Planning Department		

### Vehicle Access

As can be seen from the following Map I, there are at present only thirteen points of motor vehicle access between the entire Old Town area and the city roadway network. The present points of access are shown by a small circle and are identified as follows:

1. Gabaldon Road
2. Aspen Avenue
3. Zearing Avenue
4. Carson Road
5. Pueblo Bonito Court
6. Mountain Road
7. Main Street
8. Dora Avenue
9. Hollywood Avenue
10. Dirt connection between Hollywood Avenue and Soto Avenue
11. Panmunjon Road
12. Dirt Road adjacent to Alameda Drain
13. New York Avenue

Of the preceding thirteen access points, only one is signalized--Mountain Road at Rio Grande Boulevard. It should also be noted that both Central Avenue and Rio Grande Boulevard carry large volumes of peak hour traffic making crossing or entering either of these traffic streams extremely difficult.

With the assistance of the New Mexico State Highway Department, traffic counters were placed at all thirteen access points. The results of those traffic counts are presented in Table C. The number of the intersection corresponds to the number in the previous paragraph and that shown next to the circle in Map I.

As can be seen from Table C, Mountain Road is being forced to carry a disproportionate load of the Old Town traffic. This does point to a need for additional signalized access to act as a relief valve and to balance existing traffic flows.

The previous section of this report recommended that access to San Gabriel Park be provided via a new roadway that would intersect Central Avenue opposite Tingley Drive. Since this intersection would be signalized, it is further recommended that additional signalized access to Old Town be provided via this roadway. This recommendation is shown in Map J and is detailed as follows:

1. Extend Lulac Avenue directly south from its present intersection with Mountain Road along the general alignment of the Duranes Ditch until it intersects with the new roadway serving San Gabriel Park. This extension of Lulac Avenue provides a direct signalized connection for the western portion of Old Town.
2. Direct connections between the trailer park on New York Avenue, Marble Avenue, Granite Avenue and Thompson Road can be provided if desired. This would also give these areas access to a signalized connection to Central Avenue.

The proposed traffic signal at Tingley Drive serves a dual purpose--it takes San Gabriel Park traffic off Mountain Road and it provides additional signalized access for the Old Town residents. In addition, residents of the Old Town area can reach San Gabriel Park without using the major street network by using Mountain Road for bicycles and pedestrians and the Lulac Avenue Extension for motor vehicles.



Scale: 0' 300' 600'

MAP I



# OLD TOWN PLAN

## VEHICLE ACCESS

○ PRESENT POINTS OF ACCESS

TRAFFIC ENGINEERING DIVISION

Albuquerque/Bernalillo County Planning Department

TABLE C

TWO-WAY TRAFFIC VOLUME

TUESDAY  
AUGUST 10, 1976

WEDNESDAY  
AUGUST 11, 1976

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>
12M-1AM	14	15	1	3	7	45	8	10	2	2	6	8	10
1 - 2	2	15	1	2	0	23	10	5	4	4	6	5	11
2 - 3	0	6	0	0	2	15	5	1	2	0	1	2	2
3 - 4	1	6	0	0	0	5	2	1	0	0	2	2	5
4 - 5	0	2	1	0	0	5	0	0	0	0	1	2	4
5 - 6	1	10	1	0	6	15	1	4	0	0	2	0	5
6 - 7	9	28	4	8	9	69	10	23	4	0	14	6	39
7 - 8	25	54	13	11	12	163	30	46	7	7	22	30	51
8 - 9	26	53	19	10	21	133	29	51	24	36	12	21	57
9 - 10	40	56	11	4	15	144	42	51	23	45	34	35	37
10 - 11	46	36	10	10	41	159	51	60	26	49	68	26	62
11 - 12N	58	44	21	7	40	203	45	47	31	62	58	34	56
12 - 1PM	53	57	14	10	19	223	47	70	37	72	43	37	71
1 - 2	50	63	15	7	29	220	51	49	36	53	58	41	57
2 - 3	47	52	13	7	29	231	69	57	42	62	50	32	46
3 - 4	57	45	15	15	36	235	59	79	37	66	20	47	88
4 - 5	67	63	20	18	26	293	74	82	28	53	25	112	97
5 - 6	102	82	13	23	42	305	56	83	37	82	41	61	124
6 - 7	81	77	18	15	25	217	61	96	30	52	33	30	90
7 - 8	74	65	13	23	29	211	56	75	22	26	35	34	84
8 - 9	46	54	10	10	21	201	62	62	12	12	21	25	85
9 - 10	30	67	7	14	9	166	50	65	13	17	32	16	61
10 - 11	24	61	10	17	8	152	43	30	7	13	27	17	37
11 - 12M	9	31	2	2	3	70	33	18	4	8	22	13	26
12M-1AM	12	35	1	1	2	66	16	11	2	2	11	4	16
1 - 2	8	15	1	0	1	24	9	8	1	1	6	5	12
2 - 3	4	14	1	2	2	21	10	1	0	0	4	1	2
3 - 4	8	7	0	0	0	19	4	1	1	1	1	2	2
4 - 5	2	5	1	3	0	7	0	0	0	0	0	0	2
5 - 6	2	8	1	0	9	10	1	7	0	0	0	3	5
6 - 7	6	25	6	0	3	75	8	26	3	2	8	18	27
7 - 8	23	44	7	9	13	178	20	54	10	11	18	19	55
8 - 9	21	51	11	5	15	163	27	56	18	26	24	27	54
9 - 10	37	62	10	16	27	162	45	41	27	37	22	29	56
10 - 11	42	58	13	9	26	171	41	57	24	33	24	22	57
11 - 12N	41	63	18	13	37	181	45	48	33	55	47	29	53
12 - 1PM	60	48	13	9	25	191	62	45	39	62	32	31	67
1 - 2	54	67	26	11	32	197	39	0	29	55	43	34	81
2 - 3	35	64	12	6	28	172	48	43	26	49	38	27	54
3 - 4	52	76	12	12	28	222	82	71	35	59	15	39	116
4 - 5	43	55	12	22	20	299	66	96	33	79	19	94	88
5 - 6	94	86	23	27	30	244	62	85	29	68	30	51	99
6 - 7	56	58	15	17	25	226	53	72	31	47	39	30	103
7 - 8	77	56	16	17	18	228	59	59	26	62	42	29	102
8 - 9	47	55	11	11	24	219	59	60	10	25	33	28	75
9 - 10	35	67	8	17	23	191	59	53	16	16	23	16	50
10 - 11	28	58	6	18	18	151	36	41	6	6	21	16	47
11 - 12M	15	28	3	3	4	105	38	21	3	4	16	11	32

24-HOUR TRAFFIC COUNT

TRAFFIC ENGINEERING DIVISION



Scale: 0' 300' 600'



MAP J



# OLD TOWN PLAN

## ADDITIONAL SIGNALIZED ACCESS

- PROPOSED TRAFFIC SIGNAL INSTALLATION
- ▬ PROPOSED NEW ROADWAY

TRAFFIC ENGINEERING DIVISION

Albuquerque/Bernalillo County Planning Department

### Central Avenue - New York Avenue Intersection

The intersection of Central Avenue and New York Avenue is not a simple intersection, which Map K clearly shows. The introduction of Panmunjon Road and the dirt road on the west side of the Alameda Drain makes this an extremely complicated intersection to drive through due to the wide variety of turning maneuvers that are available to the motorists. Map L, which shows the results of the turning movement count performed at the intersection of Central Avenue and New York Avenue, confirms the intersection's complexity by demonstrating that there are a total of 30 different turning maneuvers occurring at this one intersection alone. To put this in its proper perspective, a normal cross-intersection of two streets develops a maximum to twelve turning maneuvers.

As shown in Map K, Central Avenue in the vicinity of New York Avenue is a six lane divided highway (three lanes in each direction) with a single-lane left-turn storage lane for both directions in the median for those motorists desiring to turn left onto New York Avenue. The dirt road on the west side of the Alameda Drain, Panmunjon Road, and both approaches of New York Avenue (eastbound and westbound) all consist of single lane approaches.

A turning movement count was performed at this intersection on August 4, 1976. The results are shown in Map L and the following points should be noted.

1. The primary destination of the dirt road motorists for all eight hours is westbound Central Avenue, ie., a right turn onto Central Avenue.
2. The primary destination of the Panmunjon Road motorists for all eight hours is westbound Central Avenue, ie., a right turn onto Central Avenue.
3. The primary destinations for eastbound New York Avenue motorists is a right turn onto Central Avenue, a left turn onto Central Avenue and a left turn onto Panmunjon Road.
4. Westbound New York Avenue traffic is extremely light.
5. Central Avenue is carrying large volumes of thru traffic in both directions with relatively light turning volumes.

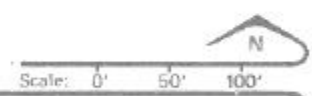
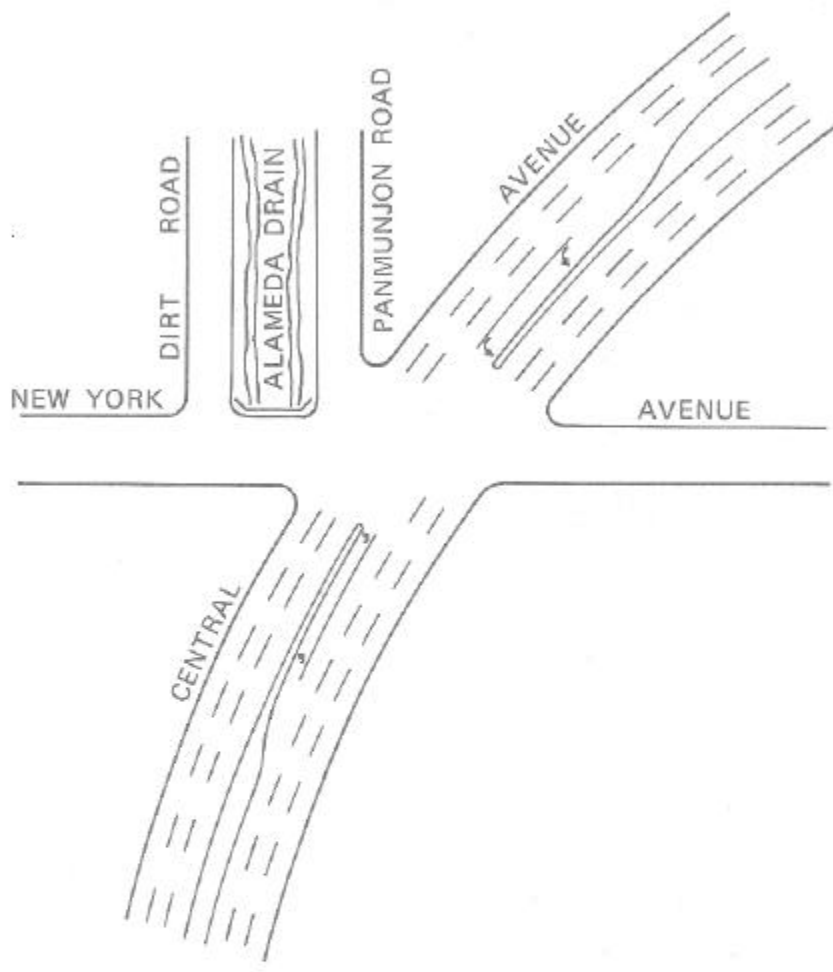
While there has been a general consensus to signalize this intersection among area residents, a question which needs to be answered first is what are the underlying reasons behind the request for signalization. As was established earlier in this report, concerns have been expressed that the entire Old Town residential area has only one point of signalized access - Mountain Road at Rio Grande Boulevard. That fact, plus the additional fact that New York Avenue is the only paved connection to Central Avenue, leads to the logical conclusion that New York Avenue is the only way to provide additional signalized access for Old Town residents. However, the section titled "San Gabriel Park" established signalized access opposite Tingley Drive (Map H), and the section titled "Vehicle Access - Old Town" established additional signalized access to Old Town via an extension of Lulac Avenue to the new roadway serving San Gabriel Park (Map J). In view of this means of providing signalized access to Old Town, the New York Avenue intersection with Central Avenue loses importance since the primary reason underlying the need for traffic signals has been answered more satisfactorily elsewhere. It should become clear after considering the following points that the signalized intersection at Tingley Drive which serves dual purposes (access to San Gabriel Park and to the Old Town residential area) is definitely more satisfactory than also signalizing New York Avenue:

1. The geometric revisions that would be necessary at New York Avenue in order to be able to handle 30 different turning maneuvers would not only be difficult, to say the least, but the cost in order to implement this solution would probably be prohibitive.
2. The Lulac Avenue extension better serves the western half of the Old Town area, and in addition, it does not require motorists from the western portion of Old Town to drive past the front of the Old Town Elementary School in order to reach the traffic signal via either the dirt road or Panmunjon Road. In other words, the extension of Lulac Avenue has the added benefit of improving safety for children attending the Old Town Elementary School by diverting traffic to the additional signalized access point before it reaches the school.
3. The large volumes of thru traffic on Central Avenue could not withstand traffic signals at Tingley Drive, New York Avenue and Rio Grande Boulevard. However, providing traffic signals on Central Avenue at only Tingley Drive and Rio Grande Boulevard provides a sufficient distance between the traffic signals in order to permit safe and efficient operation. Traffic signals spaced too close together can create problems worse than the ones they were intended to solve.

Based on the preceding discussion, the following is recommended:

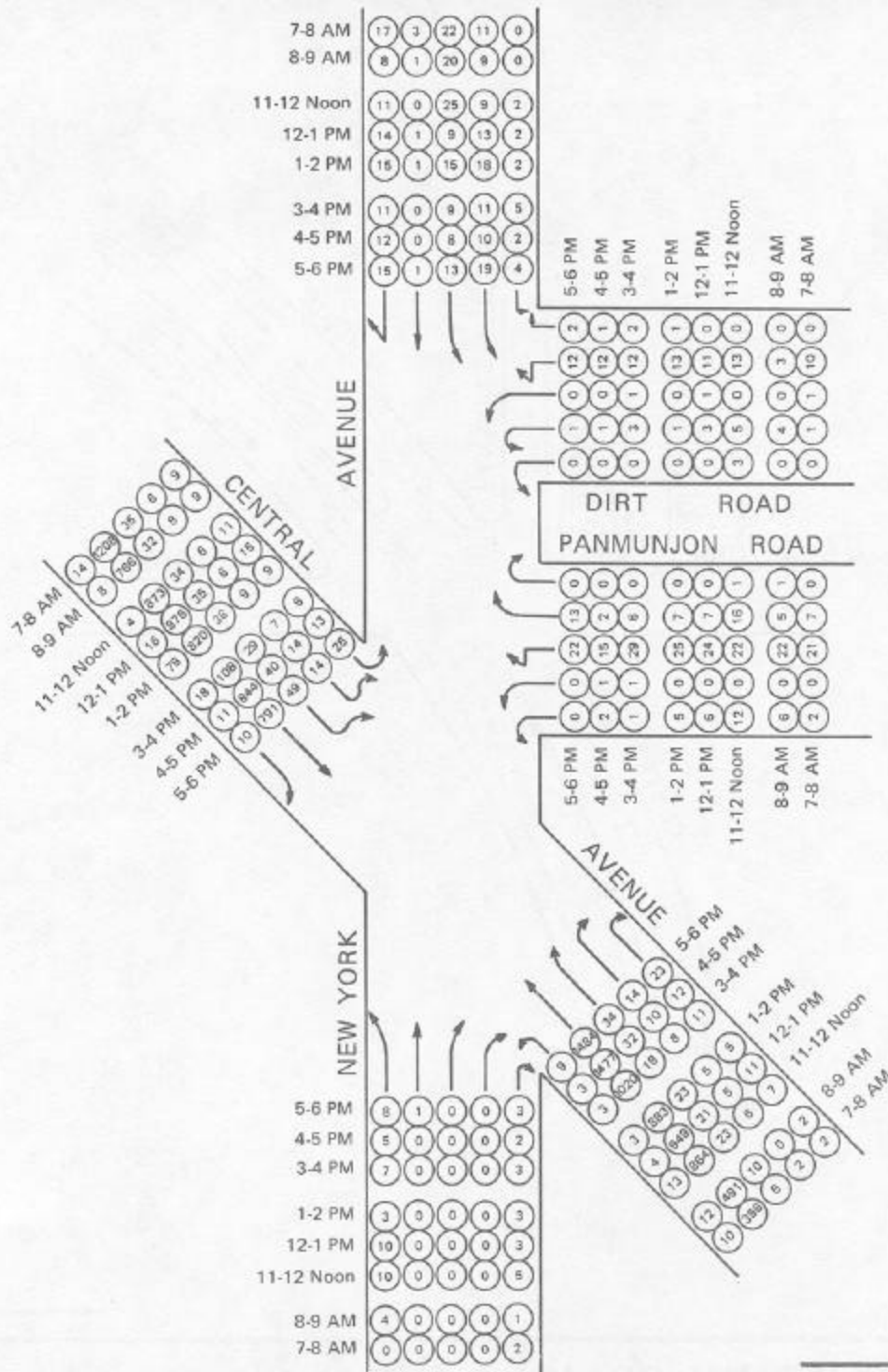
1. A traffic signal should not be installed at the Central Avenue - New York Avenue intersection. The extremely light side street traffic volumes do not come anywhere close to the warrants established by both the federal and state governments for traffic signal installations.
2. After the construction of San Gabriel Drive, the construction of the Lulac Avenue extension and the installation of the traffic signal at Tingley Drive, the following items should be implemented:
  - a. Cul-de-sac Thompson Road at the Alameda Drain to prevent the use of the dirt road and eliminate ten turning maneuvers from the New York Avenue-Central Avenue intersection.
  - b. If accident analyses reveal further problems at the intersection of Central Avenue and New York Avenue, Panmunjon Road between New York Avenue and Hollywood Avenue could be vacated which would further eliminate eight turning maneuvers from this intersection.
  - c. Should the residents of Granite Avenue, Marble Avenue, and the two trailer parks desire signalized access to Central Avenue, connections can be made to the Lulac Avenue extension.

These recommendations have been shown in Map M.



	<b>OLD TOWN PLAN</b>	MAP K
	<b>EXISTING INTERSECTION</b> CENTRAL AVENUE AND NEW YORK AVENUE	
	TRAFFIC ENGINEERING DIVISION	
	Albuquerque/Bernalillo County Planning Department	





## OLD TOWN PLAN

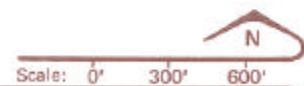
### TURNING MOVEMENT COUNT

CENTRAL AVENUE AT NEW YORK AVENUE

TRAFFIC ENGINEERING DIVISION, AUGUST 4, 1976.

Albuquerque/Bernalillo County Planning Department

MAP L



MAP M

	<b>OLD TOWN PLAN</b>
	<b>RECOMMENDED IMPROVEMENTS</b>
	<ul style="list-style-type: none"> <li>● NO TRAFFIC SIGNAL INSTALLATION</li> <li>— CUL-DE-SAC</li> <li>— POSSIBLE VACATION</li> <li>— POSSIBLE EXTENSIONS</li> </ul>
	TRAFFIC ENGINEERING DIVISION
<b>Albuquerque/Bernalillo County Planning Department</b>	

## Mountain Road

Mountain Road is a two-lane, two-way east-west collector street which bisects Old Town. This roadway serves not only the residential land uses but also serves as the primary connection for San Gabriel Park, the American G.I. Forum, Old Town Elementary School and the Old Town Boys' Club.

While Mountain Road is a continuous roadway, its physical characteristics vary widely. From Main Street to Panmunjon Road, Mountain Road is a 24-foot-wide, curbed street with a sidewalk adjacent to only the north side of the roadway. From Panmunjon Road to the Duranes Ditch, Mountain Road is a 48-foot-wide curbed street with sidewalks adjacent to both sides of the roadway. From the Duranes Ditch to San Gabriel Park, Mountain Road is a 20-to 22-foot-wide street with no curbing and no sidewalks on either side of the roadway.

The question of whether or not Mountain Road should be widened between Panmunjon Road and Rio Grande Boulevard is not an easy question to answer. A vote on a proposed widening of Mountain Road in this area received a favorable vote by a majority of those present at the July 26, 1976, community meeting, while the exact same proposal was rejected by a majority of those present at the August 10, 1976, community meeting.

The primary concern at the outset with respect to the widening question deals with the type of service Mountain Road is expected to handle in the future. At present Mountain Road serves as the only connection to San Gabriel Park and provides the only signalized access to the major street network for the Old Town residential area. However, these two items have been discussed in previous sections of this report and the recommendation outlined at that time to correct these deficiencies are briefly as follows:

1. Prevent motor vehicle access between Mountain Road and San Gabriel Park and provide signalized access to San Gabriel Park via a new roadway connection to Central Avenue opposite Tingley Drive (Map H, page A20).
2. Extend Lulac Avenue in a southerly direction until it intersects with the new roadway serving San Gabriel Park thus providing additional signalized access for Old Town area residents (Map J, page A25).

The implementation of the two recommendations outlined above would decrease traffic volumes on Mountain Road thus relieving pressures to widen Mountain Road immediately.

In view of the fact that the primary concerns of area residents--reduce or eliminate San Gabriel Park traffic and provide additional signalized access in order to further reduce traffic on Mountain Road--have already been answered, it is the recommendation of this report that any widening of Mountain Road be delayed until those solutions are implemented and their effects on Mountain Road analyzed. This does not mean that Mountain Road may never be widened, but it does permit additional time to analyze the effectiveness of alternate solutions.

### Mountain Road - Gabaldon Road Intersection

The American G. I. Forum is located in the northwest quadrant of the intersection of Mountain Road and Gabaldon Road, and complaints have been received with respect to overflow parking from this facility. What is evidently occurring is that motorists are parking along the edge of both Mountain Road and Gabaldon Road when the G.I. Forum parking lot is full, and these parked vehicles are restricting the use of Mountain and Gabaldon Roads. While this is irritating to area residents, their special concern revolves around the ability of emergency vehicles to negotiate this intersection when parked vehicles are restricting passage.

Unless specifically rejected, the approval of this report by City Council will also include approval of "No Parking Anytime" signs along both sides of Mountain Road and Gabaldon Road in the vicinity of the American G.I. Forum.

The request to place a stop sign for eastbound Mountain Road at Gabaldon Road can easily be accomplished after motor vehicle access to San Gabriel Park has been prevented. Stop signs are placed on the minor approaches of intersections, and as was shown in Table A and Table B, Gabaldon Road generally carries a lower volume of traffic than either of the Mountain Road approaches--hence the stop sign approach is Gabaldon Road. However, once motor vehicle access between San Gabriel Park and Mountain Road is prevented, the low volume approach to the intersection will become eastbound Mountain Road and the stop sign on Gabaldon Road can be relocated to the eastbound Mountain Road approach.

Pueblo Bonito Court - Rio Grande Boulevard Intersection

Residents of Pueblo Bonito Court have expressed concern over difficulties in entering Rio Grande Boulevard from Pueblo Bonito Court. This concern has expressed itself in the form of a request for a traffic signal at this intersection.

As can be noted from Map I and Table C, Pueblo Bonito Court carries low volumes of traffic. An analysis of traffic and accident characteristics at the intersection of Pueblo Bonito Court and Rio Grande Boulevard reveal that the warrants necessary for signalization are not met.

It is recommended that a traffic signal not be installed at this intersection.

Aspen Avenue

Complaints have been received by the Traffic Engineering Division concerning a significant volume of truck traffic on Aspen Avenue. Signs prohibiting trucks have already been placed on Aspen Avenue at Rio Grande Boulevard.

## CONCLUSIONS AND RECOMMENDATIONS

The purpose of this report was to investigate traffic conditions in the Old Town area, identify problem locations and recommend solutions. As a result of citizen input and traffic engineering investigations in the Old Town residential area, the preceding nine sections identified the major problem locations and recommended solutions. All that is left is to outline those recommendations into a logical step by step process.

The following presents a program of implementation for the reasons stated:

1. The recommendations outlined for the intersection of Rio Grande Boulevard and Central Avenue (page A6) are already underway and should continue.
2. The recommendations outlined on pages A10 and A11 for the intersection of Rio Grande Boulevard and Mountain Road should be implemented next. The cost is relatively low (signs plus Special Assessment District 188 and some pavement markings) while the benefits in terms of improved intersection efficiency are high. In other words, for a relatively small amount of money, an almost immediate solution can be provided to help relieve some of the problems area residents are experiencing.
3. If possible, the next two sets of recommendations should be implemented jointly (if that is not possible, they should be implemented in the order presented):
  - a. Those recommendations outlined on page A17 concerning San Gabriel Park access plus the relocation of the stop sign at the intersection of Mountain and Gabaldon Roads (page A33).
  - b. Those recommendations outlined on pages A21 and A22 concerning additional signalized access for the Old Town area.
4. Once additional signalized access has been provided via San Gabriel Park and the Lulac Avenue extension, the recommendations outlined on pages A27 and A28 with respect to New York Avenue at Central Avenue should be implemented.
5. After the above recommendations have been implemented, an in-depth analysis of Mountain Road should be undertaken to determine the exact requirements needed in order to provide safe and efficient traffic service. An analysis before this point would provide only incomplete data since recommendations 2, 3 and 4 all effect the traffic volumes on Mountain Road.

The "No Parking Anytime" signs for Mountain and Gabaldon Roads can be installed at anytime and are not dependent upon any of the other recommendations.

In conclusion, the recommendations outlined in this report will provide traffic solutions.