

Roadway cross sections to be considered as the basis for roadway design options within this planning or study area

Los Duranes Neighborhood Plan:

"Our Past, Present, and Future"



A City of Albuquerque/ Bernalillo County Sector Development Plan

Adopted by the Albuquerque City Council, April 16, 2012

Adopted by the Board of County Commissioners, March 27, 2012

Repealed - R-17-213. For the full Sector Development Plan, see:
<http://www.cabq.gov/planning/plans-publications/area-sector-development-plans>



Figure B. LDSDP Study Area Map

III. Neighborhood Plan

3. Fund housing rehabilitation programs, using City CDBG and HOME funds as well as City low-interest loans for low to moderate income households to bring substandard homes up to code.
4. Use City and County services to provide home retrofits (e.g. replacing windows, fixing minor plumbing problems, installing adequate doors and locks, water conservation retrofits) and to undertake home chores (e.g. yard work, painting, and other chores) for seniors.
5. Fund housing rehabilitation programs for low-income residents using County funds from the New Mexico Mortgage Finance Authority
6. Support the provision of affordable ownership and rental housing on vacant parcels that are suitable for subdivision.
7. Encourage low-income residents to obtain funds for home weatherization from the Central New Mexico Housing Corporation.

3. Streets, Sidewalks, and Trails

VISION

The narrow streets and acequias of Los Duranes are an essential part of our neighborhood character, which have been preserved and maintained in new developments. We have a connected network of safe routes to schools and community facilities and provide pedestrian and biking amenities for all ages and abilities. Bus shelters, access to transit, bike, pedestrian and equestrian trails provide viable alternatives to using the automobile. Shaded pathways and trails along the acequias and bosque provide an interconnected network in and around the neighborhood.

GOALS

- A. *Improve transit facilities and service for Los Duranes.*
- B. *Improve roadway safety by reviewing and updating roadway signing and striping.*
- C. *Preserve and maintain pedestrian/biking/equestrian opportunities and walkability in the neighborhood streets and acequias.*
- D. *Preserve and maintain the connections to the riverside trail along the bosque.*
- E. *Develop traffic calming designs for the area streets that maintain the unique character of the neighborhood and provide for multiple modes of travel to the extent possible.*
- F. *Improve neighborhood identity through entry and interpretive signage and lighting.*
- G. *Improve traffic and pedestrian safety at the neighborhood street intersections to Rio Grande Boulevard*

III. Neighborhood Plan

- H. Develop sidewalk and street design standards that improve pedestrian comfort and safety while maintaining neighborhood character.*

IMPLEMENTATION STRATEGIES

1. Coordinate with local bicycle, pedestrian and equestrian advocacy groups such as Greater Albuquerque Bicycling Advisory Committee (GABAC), in order to be aware of new opportunities for project funding and technical support provided by the City, County and MRCOG.
2. Increase safety for children walking and biking to school by engaging the “Safe Routes to School Program” which provide technical and programmatic support for projects. Funding for this program is administered through the New Mexico Department of Transportation, and can be used for awareness and education, physical improvements, programs, encouragement, enforcement, and evaluation.
3. Develop a pedestrian trails network that is associated with the Duranes ditch. Work closely with MRGCD to identify issues and opportunities related to the ditches and acequias. Depending on the land status, different strategies are possible for ditches that need maintenance, ones that have been blocked off, and to investigate the feasibility of any trail improvements in Los Duranes.
4. Improve pedestrian and bicycle safety by reducing the speed of vehicles traveling through the neighborhood on key roadways such as Floral, Rice and Gabaldon, developing informal informational campaigns among neighbors, and through education about roadway rules and regulations for pedestrians and cyclists. Ensure pedestrian safety and security through adequate lighting and/or by encouraging opportunities for natural surveillance.
5. Replace existing traffic calming devices with pedestrian tables at intersections, bulb-outs with planters to narrow travel lanes, and chicanes or other travel lane modifications.
6. Maintain the visibility of traffic control signs and striping. In order to slow down vehicle speeds and increase driver awareness of pedestrians and cyclists, restripe roads and install crosswalks where appropriate.
7. Work with the County Public Works Department and the City’s Department of Municipal Development and 1% for the Arts Program to investigate streetscape improvements, interpretive signage, and gateway features into the neighborhood.
8. Develop minimum city and county roadway standards that meet the existing roadway configurations within the Los Duranes plan area. Review the condition of each neighborhood roadway and rehabilitate all deficient roadway sections to standards that are in character with the neighborhood streets. This will apply to roadway surface, and to curb, gutter and sidewalk, and drainage facilities within the right-of-way where applicable.

II. Neighborhood Context

The number of lots within the City portion has increased from 929 in 1992 to 1023 in 2009, an increase of 94 lots. Most of the platting activity has been to create an additional lot or lot line adjustments. The only significant project since 1990 was the creation of a 58 lot subdivision in the City portion in Floral Meadows in 2005, which is along the north side of I-40.

TABLE 5			
LOS DURANES BUILDING PERMITS, NEW SINGLE FAMILY UNITS 1990 - 2008			
	Within City of Albuquerque	Within Bernalillo County	Total
1990-1994	37	4	41
1995-1999	38	8	46
2000-2004	11	8	19
2005-2008	87	2	89
Source: City of Albuquerque, County of Bernalillo, and Southwest Planning & Marketing			

Table 5: LDSDP Building Permits, New Single Family Units 1990-2008

Transportation and Circulation

Roads are a major defining element of the Los Duranes neighborhood. The existing transportation conditions were reviewed in order to assess functionality, safety and character. The review was primarily focused on the roadway network, though pedestrian, bicycle and transit modes were also inventoried. The community has a substantial number of traffic calming devices, and these were located and mapped.

Roadways

An inventory was conducted of each of the public streets within Los Duranes. Private roadway easements were not included in the inventory. The inventory included the surface type, roadway width and length, the presence of shoulders or curb and gutter, a general assessment of the surface condition, the presence of sidewalk and bicycle facilities, the presence of traffic calming devices, and the posted speed limit.

Los Duranes has roadways that fit into two functional classifications. Rio Grande Boulevard and Indian School Road are classified as Minor Arterials. All other roadways within Los Duranes are classified as local streets.

II. Neighborhood Context

Each of the minor arterials has two travel lanes in each direction and a median two-way left turn lane. Rio Grande Boulevard has a bicycle lane in each direction with curb, gutter and sidewalk on each side of the road. Bus Route #36 uses southbound Rio Grande Boulevard and provides the only transit service within Los Duranes. Indian School Road has curb, gutter and sidewalk along each side of the street with an eastbound bicycle lane. Each arterial street has a posted speed limit of 35 mph within Los Duranes and accounts for 0.86 miles of road.

Los Duranes has 10.44 miles of local streets. Based upon the inventory, 3.70 miles (18 roadway segments) are designed to City of Albuquerque minimum or greater roadway width standards. The remaining 6.74 miles (43 segments) have roadway widths less than the City standard of 30'. Paved streets vary from 10' to 28' wide. The City of Albuquerque Development Process Manual (COA-DPM) requires that alleys have a minimum width of 20'. Fifteen paved roadway segments, 2.77 miles in length, are narrower than the alley width criterion. Most of these roads are inadequate to provide two-way traffic within the paved surface. Table 6 contains a summary of the street miles by width.

TABLE 6						
ROAD MILES BY WIDTH						
Classification	Total Miles	30' +	24'-29'	20'-23'	16'-19'	< 16'
Minor Arterial	0.86	0.86	-	-	-	-
Major Local	1.46	1.46	-	-	-	-
Local – Paved	8.01	2.24	1.53	1.47	1.23	1.54
Local – Gravel	0.61	-	-	0.06	0.20	0.35
Local –Millings	0.37	-	-	-	0.11	0.26
Total Roadway Miles	11.31	4.56	1.53	1.53	1.54	2.15

Table 6: LDSDP Road Miles by Width

From a technical standpoint, the principal concern with narrow roadways is that they provide no roadside clear zone. A minimum roadside clear zone of 2' is recommended for roads with 6" high curb and 10' is recommended for roads with shoulders. A number of roads have utility poles located within the paved surface, restricting two-way travel and providing no clearance for errant vehicles. Many of the narrow roads have flat, single slope, or normal crown sections and a few are designed with inverted crowns that drain to the center of the road. To maintain the historic integrity, the Los Duranes neighborhood wishes to maintain the narrow roadways.

II. Neighborhood Context

A design anomaly was noted at numerous locations within Los Duranes, most frequently along Gabaldon Road. Many of the intersections along the east side of Gabaldon Road do not have return radii, rather they are constructed as driveway cuts. This significantly restricts the turning radius for motor vehicles, requiring them to slow almost to a stop before turning onto the intersecting street. The reason for this is likely a lack of right-of-way.

The Rio Grande Boulevard-Indian School Road intersection has a number of deficiencies. The two legs of Indian School Road are offset by approximately 85' (centerline to centerline) and only the east leg of the intersection is signalized. The west approach allows full access, though left-turn movements are problematic. A commercial driveway is opposite the east leg of Indian School Road, and many motorists were observed to use the driveway to access Indian School Road west of Rio Grande Boulevard. Using a commercial parking lot to provide access is a safety concern that should be addressed. It is also noted that the Rio Grande Boulevard-Indian School Road intersection is signalized, and the commercial driveway does not have signal heads, therefore, drivers egressing from the commercial driveway time their movements with the signal indication to turn left onto Rio Grande Boulevard or go through to Indian School Road.

A review of reported vehicle crashes was compiled for the years 2004 through 2006 from data provided by the University of New Mexico Division of Government Research (UNM-DGR). The review was conducted to determine if the narrow roadways within the community may contribute to a higher than anticipated number of crashes or a high crash rate. Table 7 summarizes the 3-year review, with two groupings of the data. The 'Los Duranes' area comprises all of Los Duranes, including crashes that occurred on Rio Grande Boulevard and Indian School Road. The 'Internal' area is crashes that occurred within the residential portion of the community and were not referenced to either Rio Grande Boulevard

II. Neighborhood Context

TABLE 7

VEHICLE CRASH SUMMARY DATA

Year	Number	Los Duranes			Internal	
		PDO*	Injury	Fatal	PDO*	Injury
2004	21	13	8	0	2	0
2005	38	25	13	0	4	0
2006	39	26	13	0	2	1
Totals	98	64	34	0	8	1
<i>*PDO - Property Damage Only</i>						

Table 7: LDSDP Vehicle Crash Summary Data

or Indian School Road.

The crashes that occurred within the residential area of Los Duranes were minimal (property damage only- PDO), averaging three crashes per year. Review of the data indicates that only one intersection was referenced more than one time, the intersection of Los Anayas Road at Los Luceros Road. Two crashes were referenced to that intersection in 2005. It is significant to note that reported crashes within Los Duranes do not indicate unsafe conditions as a result of the narrow roadways.

Crashes along Rio Grande Boulevard and Indian School Road have a higher incidence of injuries. Severity index (SI) is the measure of all crashes that result in either an injury or death in a vehicle crash. The severity index for all crashes within Los Duranes (including the arterials) is 35 (34 of the 98 total crashes). The City of Albuquerque for those three years had an average SI of 31 and the New Mexico average was 33. The Los Duranes rate was slightly higher than the City and state average rates.

Pedestrian Facilities

Los Duranes has a variety of pedestrian facilities including sidewalks, paved and unpaved trails, and paths along the acequias. Sidewalks exist along approximately half of the roadways (5.24 miles). Most roads with sidewalks have one along each side. The notable exception is Gabaldon Road which has sidewalk only on the City side of the road. The County side has a minimal width soft shoulder. Most of the sidewalk within Los Duranes is substandard per the Americans with Disabilities Act (ADA). The most common deficiency is that the driveway cuts do not meet the ADA slope requirement of 12:1 or flatter slopes. This can make it difficult to traverse the driveways, especially where the sidewalk is at the back of curb. In residential areas where this type of sidewalk is present, pedestrians generally tend to walk in

II. Neighborhood Context

the road and step onto the sidewalk only when a vehicle is approaching.

Some sections of sidewalk, notably along Floral Road, have a significant number of obstructions constructed within the sidewalk as well as numerous gaps. The obstructions are primarily utility poles and mailboxes. In many cases, a utility pole has been placed near the center of the 4' sidewalk, making it inaccessible for wheelchair users. Other locations have utility poles near the back of the sidewalk resulting in only a minor restriction. Where mailboxes are located in sidewalks, they may block the entire pedestrian path.

The Duranes Ditch provides an informal pedestrian walkway through a portion of Los Duranes. The ditch is open to pedestrian and off-road bicycle use, though there are no improvements along the ditch bank. Gates have been installed to prohibit motor vehicle traffic, and at least one location is also restrictive for pedestrian traffic. Establishing a formal trail system may increase the use of the right-of-way associated with the Duranes Ditch.

Los Duranes has access to the Rio Grande Bosque at four locations – Gabaldon Place, Duranes Road, Ricardo Road and Beach Road. The Gabaldon Place connection provides access to both the east side of the Albuquerque Riverside Drain and the Bosque trail. Duranes Road is a paved, ADA accessible trail that provides access to both the east side of the Albuquerque Riverside Drain and the Bosque trail. The Ricardo Road and Beach Road connections provide access only to the east side of the Albuquerque Riverside Drain. Additional connections from roadways west of Gabaldon Road may exist; however, a pedestrian would have to pass through private roadway easements to access the Rio Grande Bosque.

Bikeways

Bike routes or bike lanes are designated on six roadways within Los Duranes on the Long Range Bikeway System Map (MRCOG). Bike lanes are striped on Rio Grande Boulevard in each travel direction and along Indian School Road in the eastbound direction. Supplemental signing is also provided. Bicycle routes are proposed on Floral Road, Gabaldon Road, Los Anayas Road and Duranes Road west of Gabaldon Road. A bicycle connection to the Rio Grande Bosque trail is provided at the west end of Duranes Road, though guide signing is not provided. This connection is a paved trail and includes a bridge across the Albuquerque Riverside Drain. A bridge crossing the river was completed in 2010 at the end of Gabaldon Place, which provides walking, equestrian and biking access to the City's West Side at the southeast corner of the plan area, and includes an information kiosk.

II. Neighborhood Context

Transit

Los Duranes has one bus transit route that serves the community. ABQ Ride transit route #36 provides southbound only service along Rio Grande Boulevard as part of a circulator route from the Alvarado Transportation Center. Northbound service uses 12th St, approximately $\frac{3}{4}$ of a mile to the east. The service begins and terminates at the Alvarado Transportation Center, requiring at least an hour to get from the Rio Grande Boulevard-Indian School Road intersection to the 12th St-Indian School Road intersection, including 15 minutes of layover at the transit center. Transit from Los Duranes is an inefficient travel mode because of the limited service. Weekday service hours are from 7:00 am until 6:45 pm with 1-hour headways and on Saturday from 7:20 am until 6:00 pm with 1-hour headways. No Sunday service is provided.

There is no transit service within the Los Duranes residential neighborhood. A local circulator service that could serve Los Duranes and the Old Town neighborhoods via Gabaldon Road could improve transit opportunities for Los Duranes residents by linking them with more efficient routes along Central Avenue. One concern with internal transit service is the number of speed humps within Los Duranes. Transit routes are typically not located on roadways with speed humps and there are special design criteria for humps along transit routes. Modifications to traffic calming would be required to provide internal transit service.

Traffic Calming

Los Duranes roadways have numerous traffic calming devices. Most of those devices are speed humps that are located on 11 streets within the neighborhood. A series of three speed bumps are located along Leopoldo Road (including within the Los Duranes Community Center parking area). The roadways with physical traffic calming devices and the number along each road are summarized in Table 8 below. The number of humps may result in travel pattern changes within the community, especially for access to the Montessori School located along Gabaldon Road. Most of the students attending the school live outside of Los Duranes, therefore, parents dropping off students must travel through the neighborhood. The logical choices for east-west and north-south access would be Floral Road and Gabaldon Road respectively; however, these routes contain the most speed humps. The discomfort associated with traveling over these devices, even traveling at the posted speed limit, may divert some of these trips to other roadways. The narrow streets within the neighborhood also contribute to slowing traffic.

Alternative traffic calming devices should be considered along Los Duranes major local roadways to minimize traffic intrusion onto minor local streets. Alternative devices could include curb extensions, roadway narrowing, and other designs described in the City of Albuquerque Neighborhood Traffic Management Program. Traffic calming devices initially designed to minimize traffic diversion should not cause traffic diversion within the neighborhood, though that likely has occurred.

II. Neighborhood Context

TABLE 8

TRAFFIC CALMING DEVICES

Roadway	Street Length	Street Width	Speed Humps	Speed Bumps
Floral Rd	3765'	28'/34'	10	
Gabaldon Road	3940'	27'	8	
Duranes Rd	2725'	20'/25'	7	
Los Luceros Rd	2105'	20'	4	
Zickert Rd	1440'	28'	3	
Rice Ave	1480'	28'	3	
Rose Ave	1065'	32'	2	
Camillo Ln	1500'	12'/15'	3	
Carlota Rd	1605'	12'	3	
Beach Rd	1675'	12'/15'	2	
Los Anayas Rd	1655'	14'/18'	5	
Leopoldo Rd	1565'	18'		3
Totals			50	3

Table 8: LDSDP Traffic Calming Devices

Neighborhood Transportation Issues

Los Duranes neighborhood residents have identified a number of transportation concerns that need to be addressed. Critical local roadway issues include speed and safety, and a need to maintain the existing infrastructure. Residents are very concerned about operations and safety at the Rio Grande Boulevard-Indian School Road intersection. Circulation for pedestrians is impeded by missing sections of sidewalk, utility poles and mailboxes in the middle of sidewalks, and streets without safe areas to travel outside of the roadway surface. In addition, a formalized trail system utilizing the area ditches would improve safety and reduce travel distances within the neighborhood. Transit use is discouraged by the lack of facilities within the neighborhood, and access to only one-way transit route. Access to regional transit service would increase neighborhood ridership and improve mobility. The following maps illustrate existing conditions that are associated with circulation in the Los Duranes neighborhood.

II. Neighborhood Context

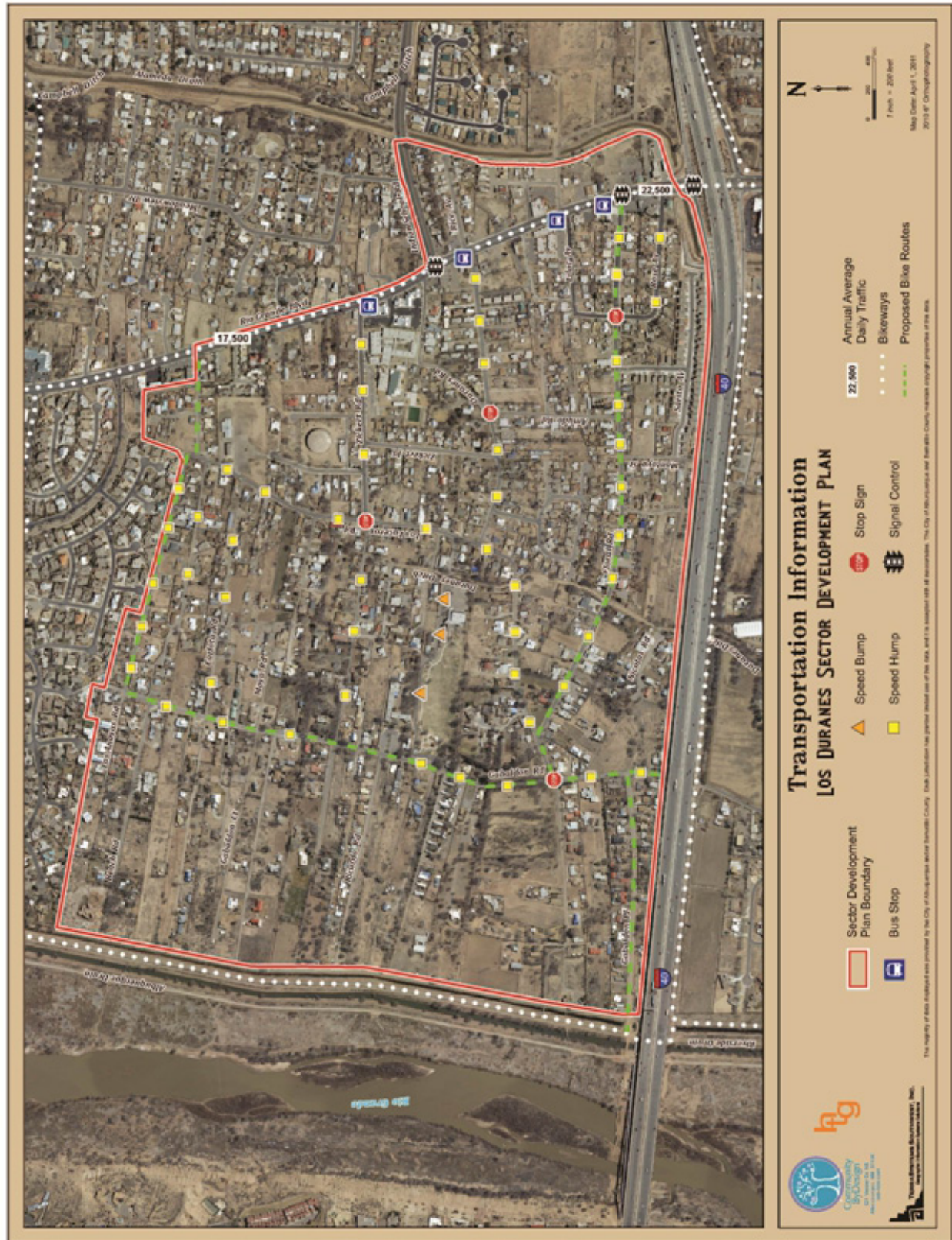


Figure O: Transportation

II. Neighborhood Context

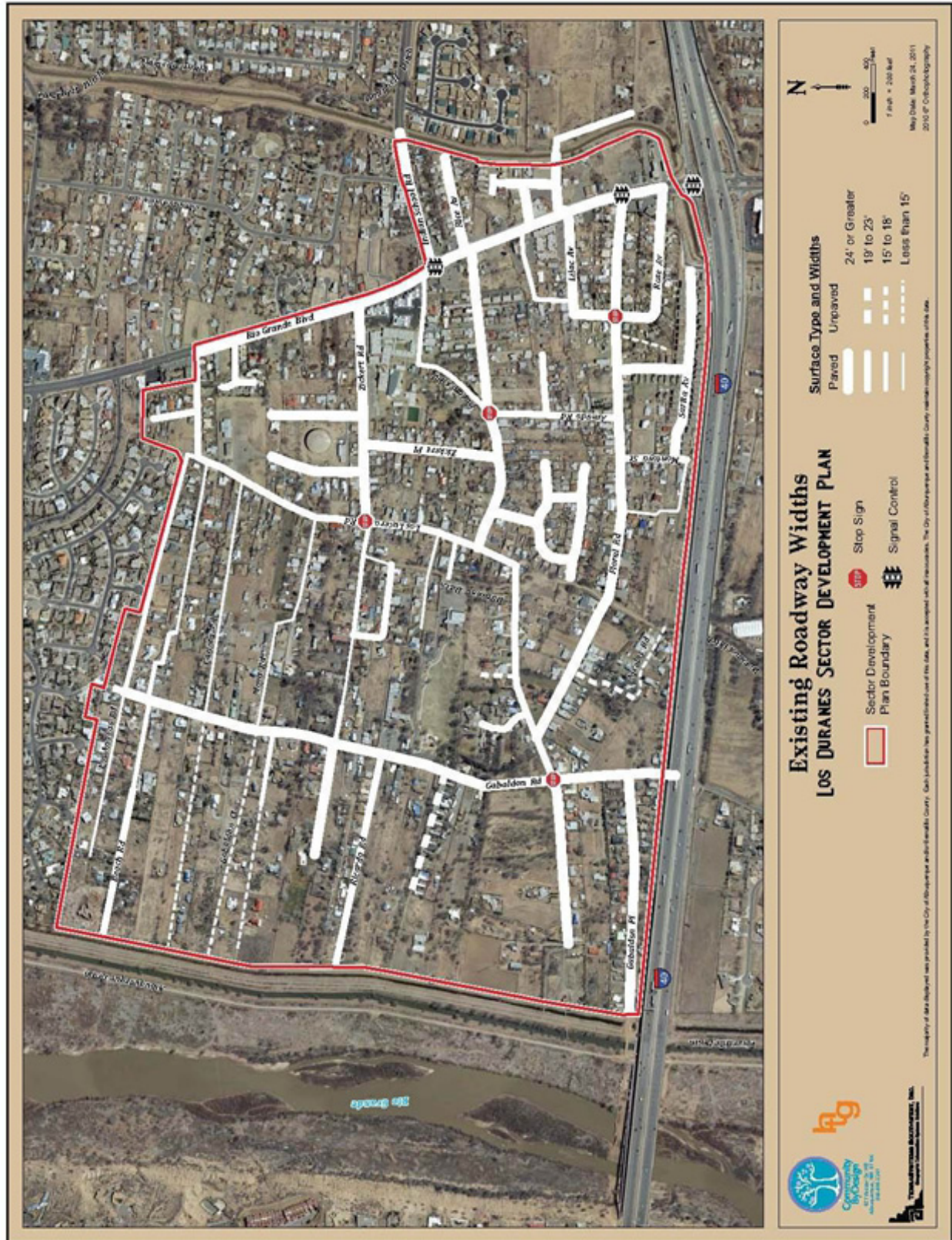


Figure P: Roadway Widths

II. Neighborhood Context



Figure Q: Pedestrian Facilities