

Girard Boulevard



COMPLETE STREET MASTER PLAN



MARCH 2013 DRAFT



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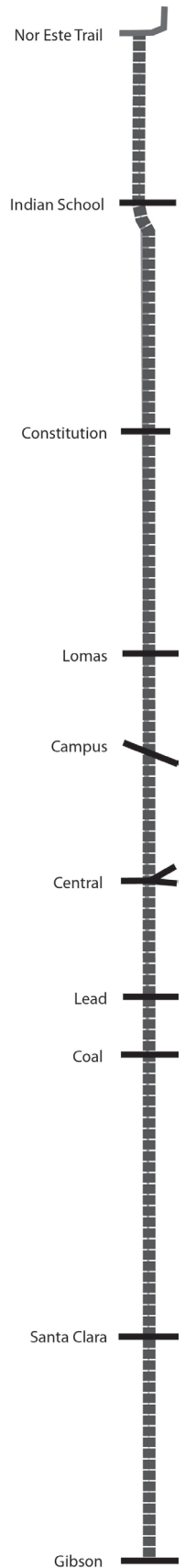
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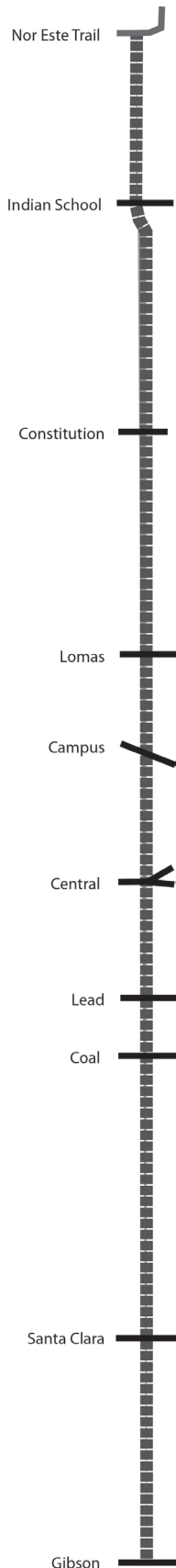


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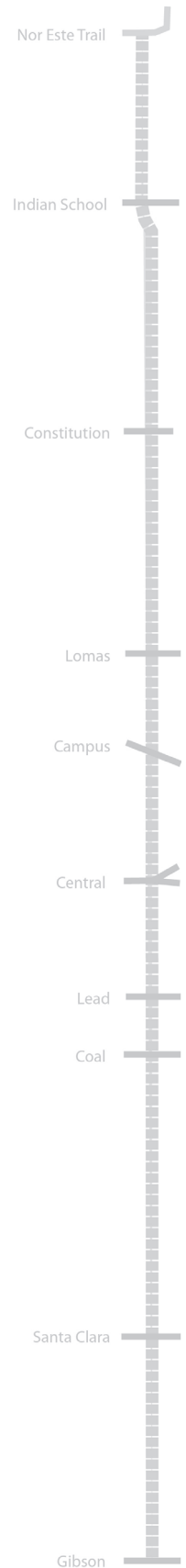
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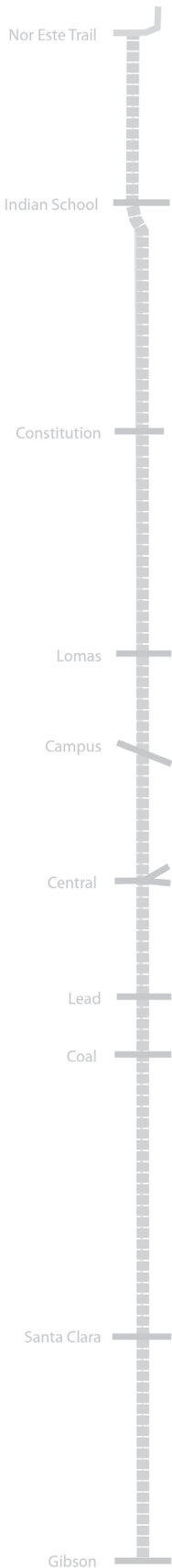
EXECUTIVE SUMMARY

In 2011, at the request of abutting neighborhoods and in light of new development and changing transportation needs at the University of New Mexico, City Councilors Isaac Benton and Rey Garduño allocated funds to study Girard Boulevard along a three mile stretch from Indian School to Gibson Boulevard. The purpose of the Girard Boulevard Complete Street Master Plan is to improve safety along the corridor for pedestrians, cyclists and motorized travel. This report addresses pedestrian and bicycle mobility and safety, intersection improvements, traffic congestion and the overall “livability” of this important street. Pedestrian and bicycle use is particularly heavy in the area around the University and the segment of Girard Boulevard between Lomas Boulevard and Central Avenue ranks as a high regional priority for improving pedestrian and bicycle access.

The existing Girard Boulevard roadway varies in width, lane configurations, on-street parking, and traffic volume. Neighborhood concerns also vary, from improving pedestrian and bicycle safety to lowering motor vehicle travel speeds on the southern portion of the corridor. As part of the study, the team held a public meeting in August of 2012 to solicit input from the neighbors. In general, the participants favored creating continuous bike lanes where feasible and long term improvements for pedestrians.

Based upon the analysis and public input, this study recommends simpler, less expensive projects for the short-term, such as restriping to improve bicycle safety where possible; and longer-term investments, such as sidewalk improvements and rehabilitation of planting strips that buffer pedestrians from traffic.





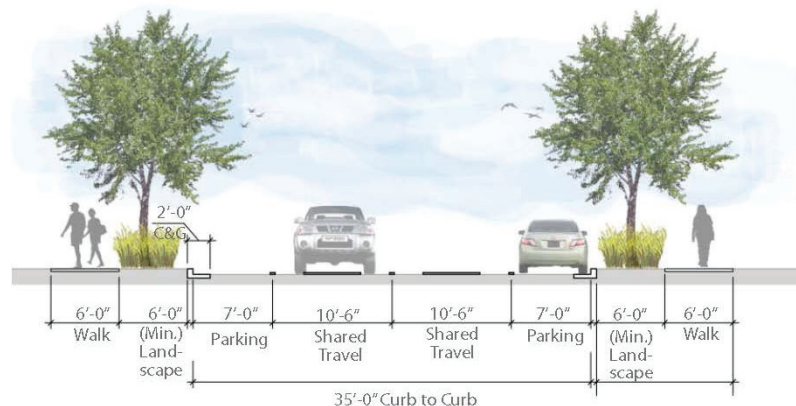
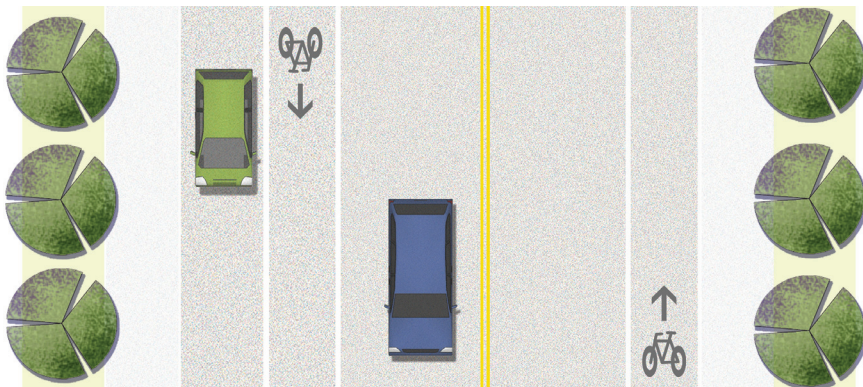
SHORT TERM + LONG TERM RECOMMENDATIONS

Roadway Treatments

Short Term

The proposed short-term improvements focus on measures that can be implemented at relatively low cost, including the following:

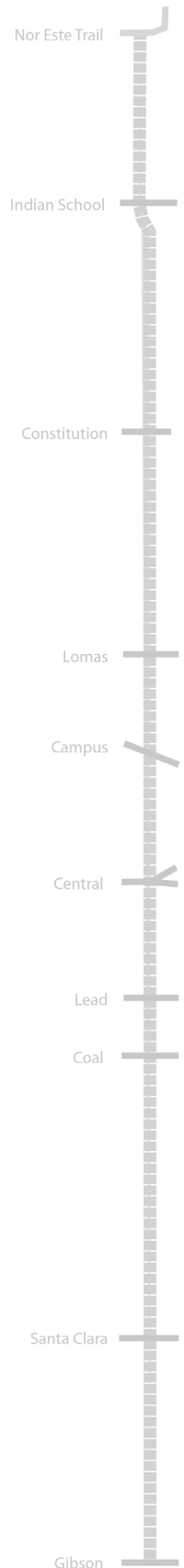
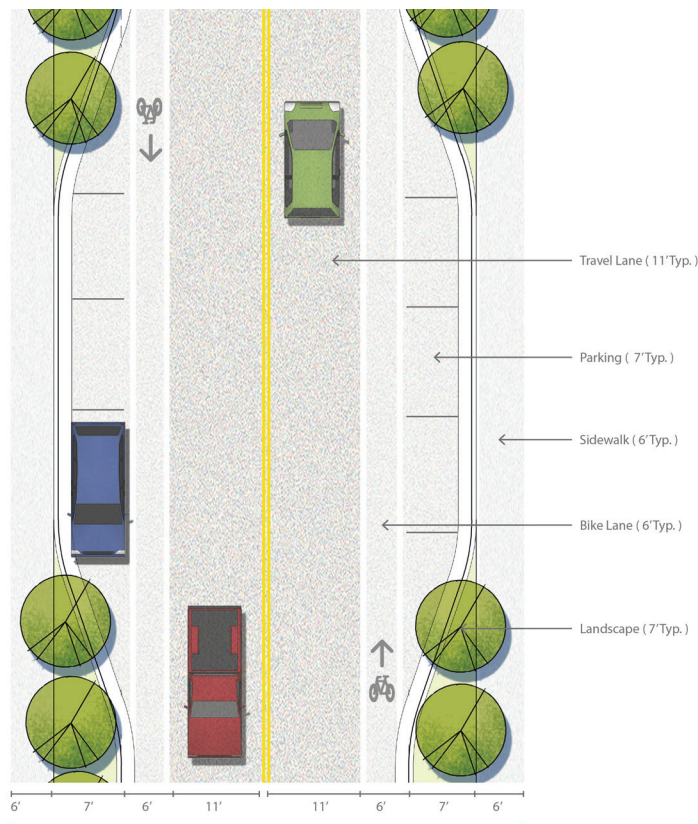
- Restripe the existing roadway to accommodate a continuous bike lane from Indian School Road to Central Avenue.
- Designate parking on the west side of the street.
- Stripe designated parking lanes south of Central Avenue to visually narrow travel lanes and create a safer cycling environment.
- Restripe the segment of Girard Boulevard between Central Avenue and Lomas Boulevard to remove the second travel lane.
- Improve pedestrian crossings with bulb-outs and high visibility striping.

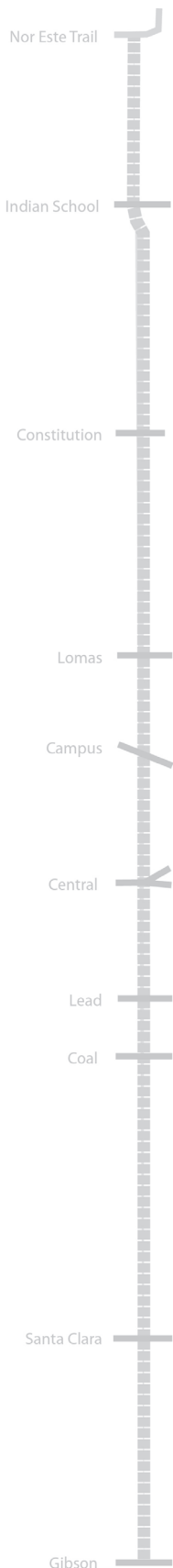


Long Term

The proposed long-term improvements take advantage of the existing public right-of-way to create a more consistent, generous sidewalk that is buffered from the roadway by a landscaped strip. These improvements will require modifying existing curbs, sidewalks, and landscaping behind existing sidewalks. In general, the proposed improvements will require an additional 10 to 15-feet of improvements on a typical section. Long term improvements will be phased in as funding becomes available. Proposed long term improvements include the following elements:

- Landscape strip with street trees and lighting.
- Intermittent parking bays.
- Consistent sidewalk width (6-feet typical).
- Consistent bike lanes.
- Neighborhood markers.
- Explore using an existing city-owned pedestrian right-of-way at the north end of Girard Boulevard to extend pedestrian and bicycle access through the Interstate 40 sound wall to the North Diversion Channel bike trail.





EXISTING CONDITIONS

Purpose of Study

Girard Boulevard is both a connector and a seam between Nob Hill and University of New Mexico (UNM), Summit Park and the North Campus neighborhood. At the north end, it bisects the Netherwood Park neighborhood, while doing the same to the Victory Hills neighborhood at the south end. It is the front door to Jefferson Middle School and the back door to the Albuquerque International Sunport. Unlike some streets such as Lomas Boulevard, which isolates neighborhood residents by prohibiting pedestrian flows, Girard Boulevard is not a divider. The challenge for this project is how to make modifications to the corridor that strengthen the connections between adjacent districts and increase options for getting around. In other words, how do you make Girard Boulevard into a Complete Street that enhances mobility and improves the area as a whole? The Complete Street concept aims to enable safe access for all users through design and operation.

For most of its three-mile length between Indian School Road and Gibson Boulevard, Girard Boulevard is a relatively modest two lane road, with basic four foot sidewalks and residential lots fronting onto the street. The volume of traffic varies in the corridor, with Mid-Region Council of Governments (MRCOG) estimates ranging from fewer than 4,000 cars per day near Gibson Boulevard to 10,000 north of Central Avenue, between Lomas Boulevard and Central Avenue. Yet navigating Girard Boulevard on foot or by bicycle is precarious for children, the disabled, and seniors. This is especially true where Girard Boulevard intersects with major streets like Lomas Boulevard and Central Avenue. At certain times of the day, peak traffic conditions overwhelm the capacity of the street, particularly at drop off and pick-up times at Jefferson Middle School and popular class times at UNM. The volume of traffic on Girard Boulevard is still less than half the volume on parallel sections of Carlisle Boulevard. According to MRCOG's traffic count program, the number of vehicles using Girard Boulevard between Constitution and Central dropped after the reconfiguration of exits along Interstates 40 and 25. However, as more drivers seek to avoid congestion on Carlisle Boulevard and University Avenue, Girard Boulevard has become an attractive alternative, increasing pressure to accommodate more vehicles by creating more dedicated turn lanes and through lanes at intersections.

Context: Prior Studies and Regulating Plans

There is a good base of studies and policies related to Girard Boulevard. These include the 2009 *North Campus and Summit Park Neighborhood Transportation Management Plan*, which recommended

a number of changes to Girard Boulevard including improved pedestrian crossings and better traffic management around Jefferson Middle School; the 2007 *Nob Hill-Highland Sector Development Plan*, which establishes the zoning at the main commercial node on the Girard Corridor and the 2009 UNM Master Plan Update, which sets the course for student housing development and prioritizes pedestrian and bicycle routes. Detailed analysis of plans and policies affecting the corridor follows.

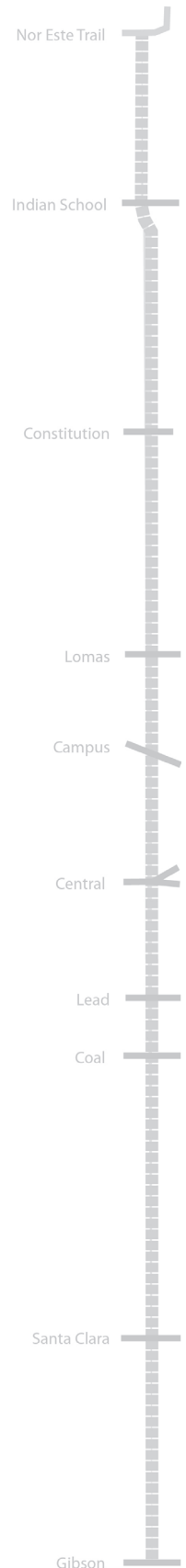
Studies and policies related to Girard Boulevard:

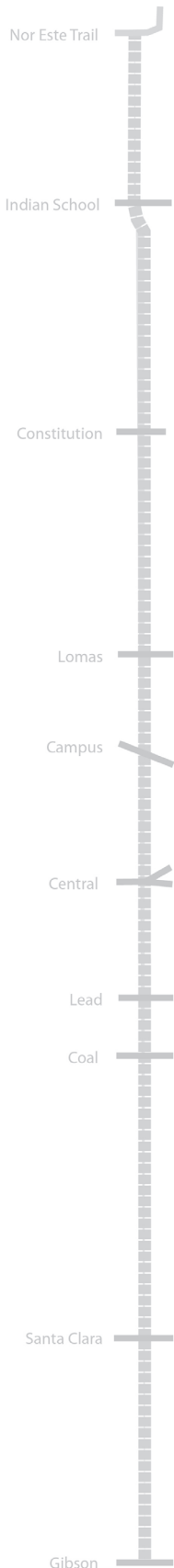
- *North Campus and Summit Park Neighborhood Transportation Management Plan* (2009)
- *University of New Mexico Master Plan Update* (2009)
- *Nob Hill-Highland Sector Development Plan* (2007)
- *Girard Bike Lanes, Indian School to Gibson: A White Paper*. City of Albuquerque Department of Municipal Development, (2007)
- *Great Streets Facility Plan* (2008)

These plans were analyzed to understand previously developed policies and recommendations related to the Girard Boulevard corridor.

The City of Albuquerque funded the ***North Campus & Summit Park Neighborhood Transportation Management Plan*** to address neighborhood concerns about traffic and parking in the North Campus and Summit Park neighborhoods, both located north of Lomas Boulevard and south of Indian School Road. Girard Boulevard is the border between the two neighborhoods. The study identified the following areas of concern and options for improvements:

- Chronic speeding - install speed limit and radar speed signs.
- Congestion and neighborhood traffic associated with drop-off and pick-up times at Jefferson Middle School. Coordinate with Albuquerque Public Schools on alternative drop-off/pick-up locations. Extend residential parking permit to entire neighborhood. Stripe Girard Boulevard to delineate a northbound queuing lane.
- Unsafe pedestrian crossings at Hannett Avenue, Marble Avenue, and Lomas Boulevard. Install basic crosswalk striping. Widen sidewalks along the corridor to enhance pedestrian environment.





- The study considered the potential for designating bike lanes on Girard Boulevard but did not recommend them due to concerns about removing on-street parking. Our analysis of the utilization of on-street parking and further consultations with neighbors led us to conclude that accommodation of cyclists was a good trade-off for reducing on-street parking.

The ***Nob Hill Sector Development Plan***, a Rank III Plan adopted by the City in 2007, covers the area adjacent to Girard Boulevard, from Lomas Boulevard to Garfield Avenue along the east side. The goals of the Plan include protecting the established character and businesses of the neighborhood, as well as making the Central Avenue corridor both more urban and pedestrian-friendly. Guiding principles for the plan include:

- Calm traffic and enhance public safety
- Improve the pedestrian environment
- Encourage a mixture of compatible uses and stimulate commercial revitalization
- Preserve and enhance streetscapes

The ***UNM Master Plan Update***, completed in 2009, covers the entire campus, from Indian School Road to Gibson Boulevard. This Plan Update and more specific planning for new housing on the Central Campus will impact the University's interaction with Girard Boulevard especially pedestrian and cyclist accessibility. New housing built along the Girard Boulevard edge of the campus will also have a direct impact on how Girard Boulevard functions and its relationship to adjacent commercial development in Nob Hill. Key recommendations include:

- Increase the number of students living on campus. The primary on-campus residential area is adjacent to Girard Boulevard, near Campus Boulevard.
- Improve pedestrian and bicycle connections to the University.
- Strengthen the gateway to the University at Girard Boulevard and Central Avenue.
- Make Redondo Road primarily for transit and bikes; limit access for other vehicles.

Since adoption of the *UNM Master Plan Update*, the University has constructed approximately 900 new student housing units on Campus Boulevard, one block from Girard Boulevard.

The University has plans for subsequent phases of new dormitories adjacent to Girard Boulevard. New housing built along the University's Girard Boulevard will also have a direct impact on how the street functions and its relationship to adjacent commercial development in Nob Hill. The University supports enhancing the pedestrian/bike environment along Girard Boulevard and making the corridor into more of a gateway to UNM.

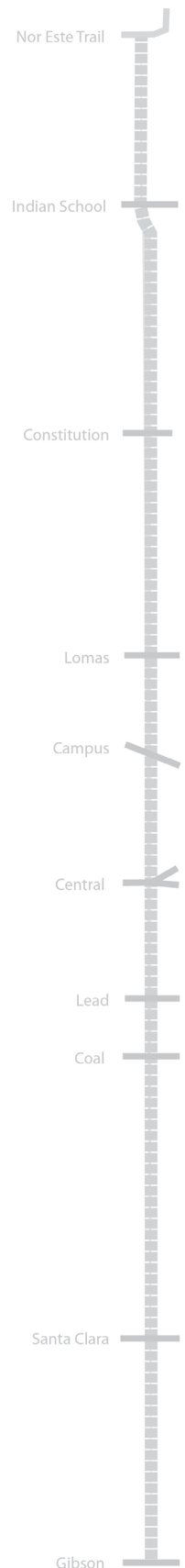
The white paper generated by the City, ***Girard Bike Lanes, Indian School to Gibson***, assesses the potential for creating bike lanes along the length of the corridor. The study quantifies the challenges with creating typical six foot bike lanes on the different segments of the corridor. While the study provides good, specific information on the challenges given the current configurations of the roadway, it does not make overall recommendations about whether a bike lane is feasible or not. There is no final conclusion or recommendations about how to proceed: it just implies that designating bike lanes is not feasible without modifying existing roadway widths.

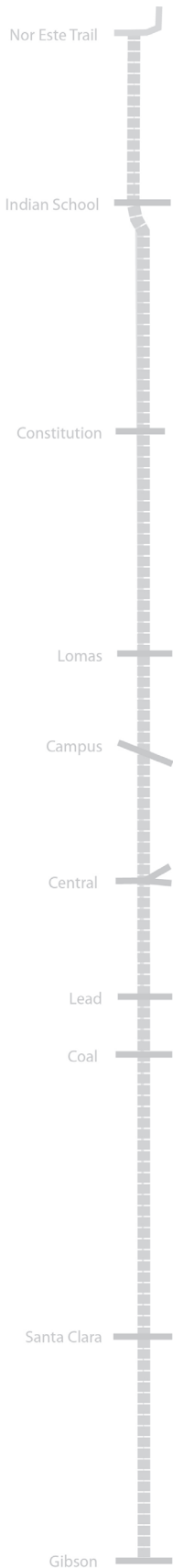
The ***Great Streets Facility Plan***, while not official city policy, was created to "establish standards, guidelines and procedures for constructing Great Street segments in order to implement the goals and policies of the Comprehensive Plan pertaining to Transportation Corridors and Activity Centers." The guiding principles and some of the prototypes in the Great Streets Facility Plan offer useful precedents for reconfiguring streets like Girard Boulevard. Guiding principles for Great Streets in Albuquerque include:

- Social interaction
- Visual attractiveness
- Sense of safety
- Responsive to climate
- Balanced transportation modes

Land Use Conditions

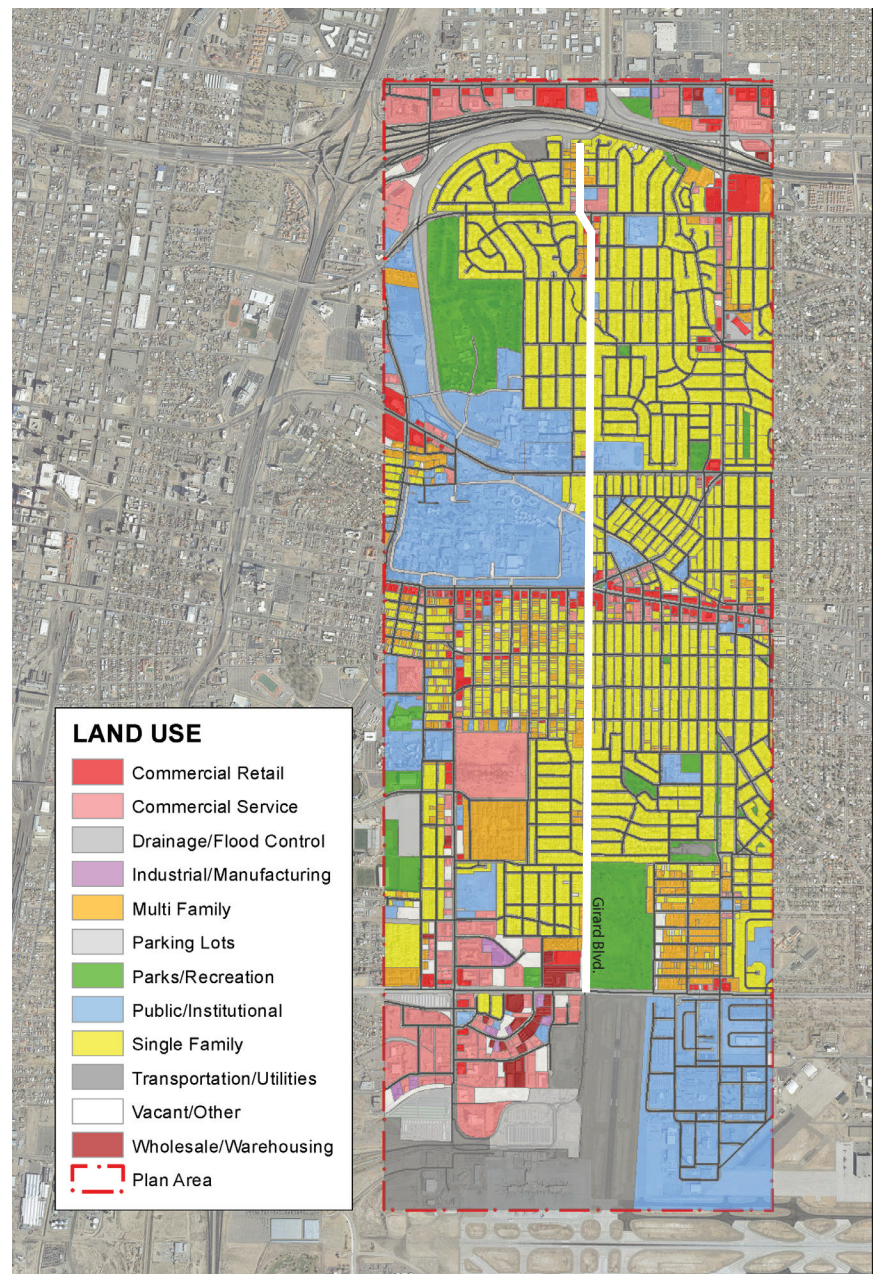
The primary character of Girard Boulevard is residential, punctuated by small nodes of commercial and a few large institutional uses (see image on the following page). Development is predominantly auto-oriented, with parking lots that front along Girard Boulevard, and buildings set back from the street. A majority of the corridor contains single-story structures, with the exception being the commercial node near Indian School Road. Most multi-family structures in this area are two stories in height, though a few are three and four stories.





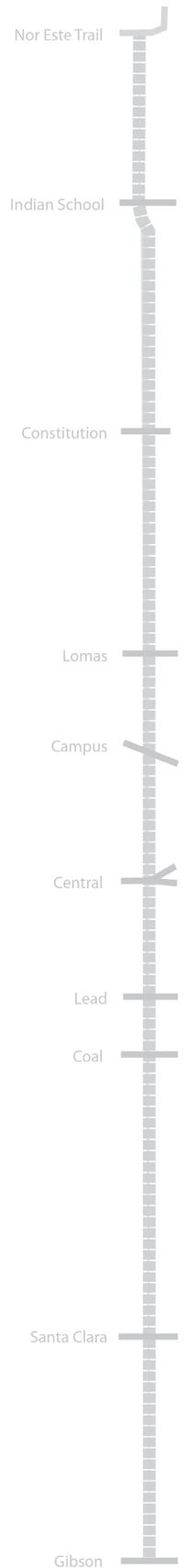
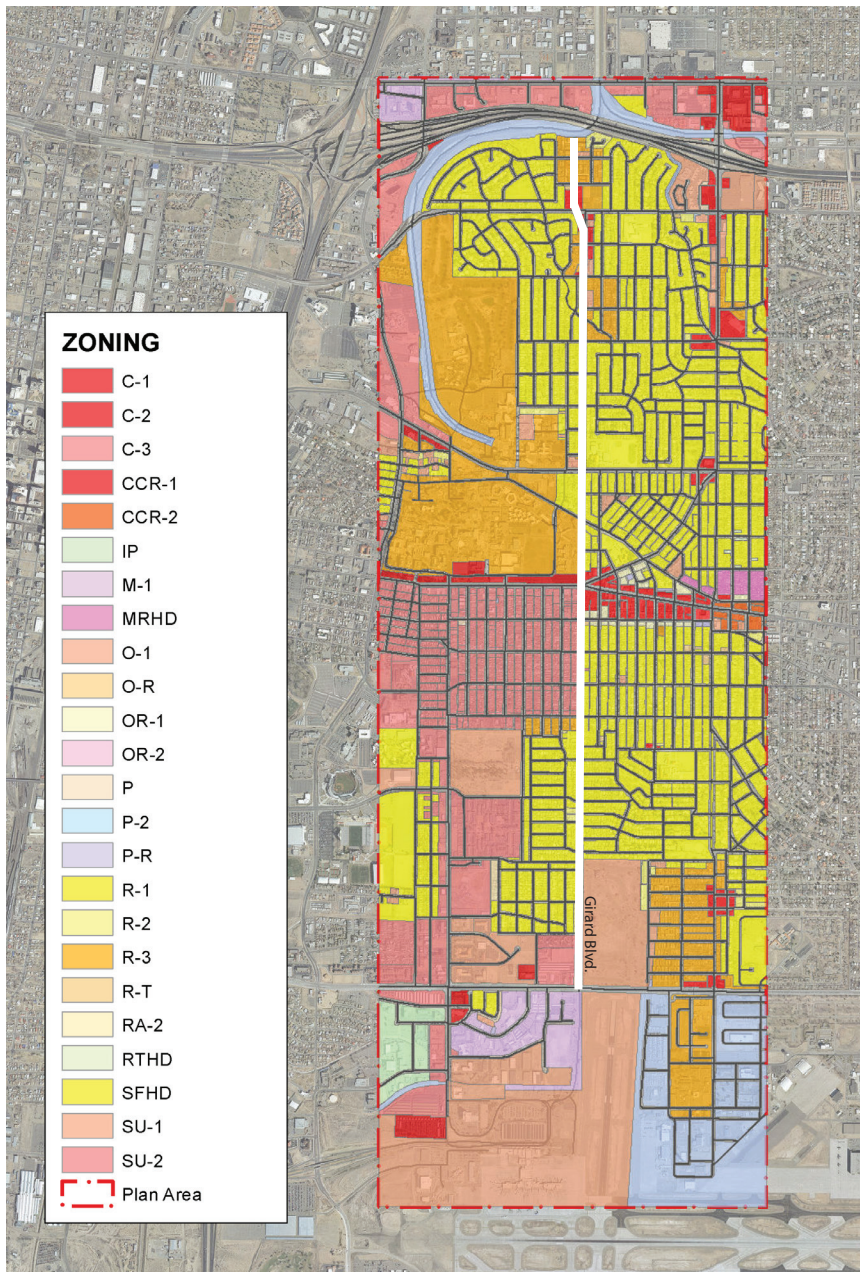
On the north end, near Indian School Road, there is a concentration of neighborhood businesses, including restaurants, medical offices, and small-scale retail. One neighborhood institution, the Blue Dragon Café closed several years ago and has been vacant since. The area also contains a significant amount of multi-family housing, largely serving university students and young professionals. Further south at Hannett Avenue, the former Grocery Emporium, a small neighborhood grocery store, closed several years ago and remains vacant.

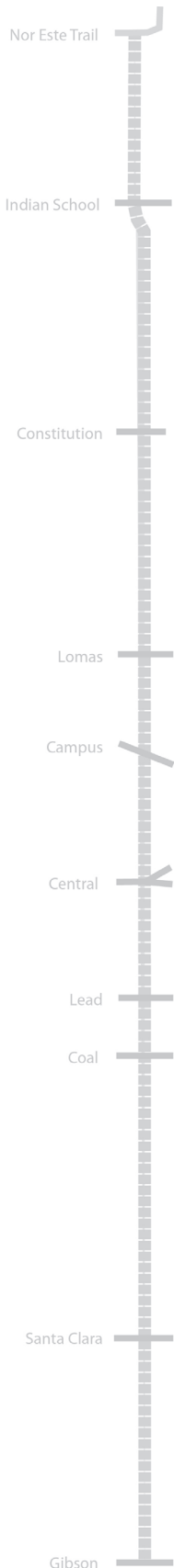
Restaurants and shopping centers comprise the corridor's most intensive commercial area at Girard Boulevard's intersection with Central Avenue and Monte Vista Boulevard.



Two large video rental stores have stood vacant near this intersection for several years. Further south, Girard Boulevard largely consists of single family residential, dotted with a few multi-family parcels.

Single family land uses make up approximately 45% of the corridor, followed by Parks/Recreation, Public/Institutional, and Multi-family uses (28%, 15%, and 6%, respectively). The large percentage of Parks and Recreation land is due to the presence of Puerto del Sol golf course at the south end of the corridor. Various other land uses comprise less than 5% of the total along the corridor.





Zoning

Zoning along the corridor generally matches the land use (see image on previous page). Multi-family and low-intensity commercial zoning is predominant at the north end. Moving south, residential zoning is predominant until approximately Central Avenue, where properties are zoned either with conventional C-2 or tailored commercial and residential zones from the Nob Hill-Highland and University Neighborhoods Sector Development Plans. Residential zoning is predominant along the rest of the corridor.

Low-density residential zoning, such as R-1, comprises approximately 44% of the zoning found in the study area.

Transit

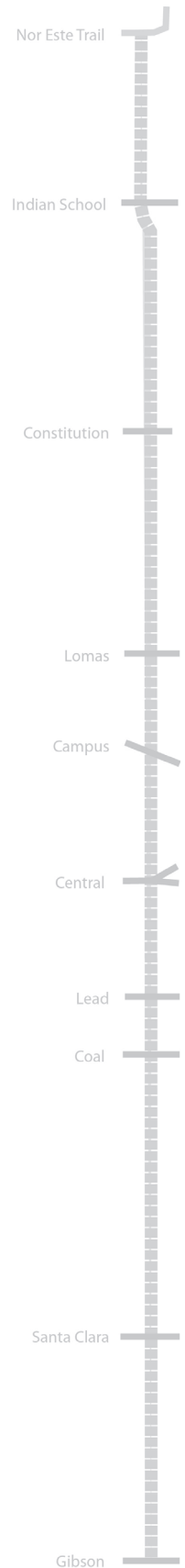
Bus routes that run along and cross Girard Boulevard were documented to determine the baseline transit service for the street (see list below). The primary bus route along Girard Boulevard is the 790 Blue Line which runs between Lomas Boulevard and Central Avenue at approximately 20 minute weekday frequencies. However, this route does not make any stops along Girard Boulevard. Several routes cross Girard Boulevard, including high frequency (every 15 minutes) stops at Central Avenue and Lomas Boulevard. During the field observations, it was noted that most bus stops along Girard Boulevard include a sign designation. Several stops along the corridor have benches but very few have any bus shelters to provide shade for riders waiting for the bus.

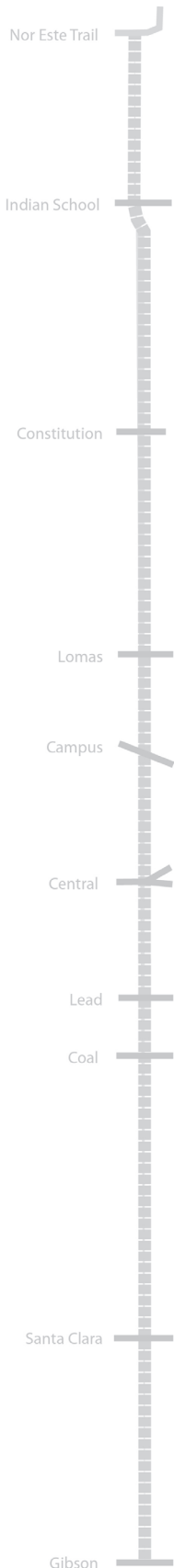
Bus Routes Along Girard Boulevard:

- Route 790 Blue Line runs along Girard Boulevard from Lomas Boulevard to Central Avenue, providing access to UNM, Downtown, and the Northwest Transit Center. It runs roughly every 20 minutes on weekdays, and 45 minutes on Saturday.
- Route 16/18 runs along Girard Boulevard from Central Avenue to Kathryn Avenue, providing access to the VA Hospital, UNM, and downtown. It runs 45-50 minutes on weekdays, and 45-65 minutes on weekends.
- Route 12 runs along Girard Boulevard from Constitution Avenue to Lomas Boulevard, providing access to the Uptown Transit Center, UNM, and Downtown. It is a peak commuter route, running twice westbound in morning and twice eastbound in evening.

Bus Routes Crossing Girard Boulevard:

- Route 66 travels along Central Avenue, providing access to UNM, Downtown, and the Central Avenue & Unser Boulevard Transit Center. It is a high-frequency route, with 15 minute headways all day.
- Routes 766 & 777 travel along Central Avenue, providing access to the Uptown Transit Center, UNM, Downtown, and the Central Avenue & Unser Boulevard Transit Center. They are high frequency routes with 15 minute headways on week days, 20 minutes on Saturday, and 30 minutes on Sunday. They are scheduled at equal intervals so that one will be stopping at Girard Boulevard every 7-8, 10 or 15 minutes.
- Route 11 travels along Lomas Boulevard, providing access to the Lomas-Tramway Public Library, UNM, and Downtown. It is a high-frequency route, running every 15-20 minutes on weekdays and 30-35 minutes on weekends.
- Route 5 travels along Lomas Boulevard, providing access to the Montgomery/Tramway Park & Ride, UNM, and Downtown. It runs every 20-30 minutes on weekdays and 40 minutes on weekends.
- Route 97 travels along Lead and Coal Avenues, providing access to Downtown. It runs hourly on weekdays, with no weekend service.
- Route 217 travels along Gibson Boulevard, providing access to Kirtland Air Force Base and Downtown. It is a weekday peak commuter bus running east twice in morning and once in late afternoon and west once in morning and twice in late afternoon.
- Route 96 travels along Gibson Boulevard, providing access to Kirtland Air Force Base and the Northwest Transit Center. It is a weekday peak commuter bus, running south/east 5 times between 6-7:45am and north/west 5 times between 4:15pm and 5:45pm.
- Route 222 travels along Gibson Boulevard, providing access to Kirtland Air Force Base, the Albuquerque International Sunport, and Coors Boulevard. It is a weekday peak commuter bus, running twice each direction in the morning and afternoon.





Bicycle Conditions

To understand the existing bicycle conditions along Girard Boulevard, bicycle facilities on and crossing Girard, Boulevard along with relevant plans were documented.

Currently, the City of Albuquerque has designated Girard Boulevard between Santa Clara Avenue and Gibson Boulevard as an unmarked bike route. The MRCOG 2035 Master Transportation Plan (MTP) map of existing bike facilities does not show a bike route along Girard Boulevard. However, the 2035 MTP calls for a Girard Boulevard Bike Lane Study from Indian School Road to Santa Clara Avenue. The 2035 MTP also proposes a bike lane on Girard Boulevard from Indian School Road south to Santa Clara Avenue, and a bike route designation north of Indian School Road. However, the City of Albuquerque Bikeways & Trails Master Plan (update underway) does not propose any new bicycle facilities for Girard Boulevard. Instead, they propose a Bicycle Boulevard on Dartmouth Drive, which is one block east of Girard Boulevard, between Campus Boulevard and Silver Avenue. A Bicycle Boulevard is designed to optimize and prioritize bicyclist comfort and safety through the reduction of automobile traffic and speed.

Existing bicycle facilities that connect with Girard Boulevard include bike lanes along Indian School Road, Constitution Avenue, Campus Boulevard, Lead Avenue, Coal Avenue, and Gibson Boulevard. Additionally, there is a Bicycle Boulevard along Silver Avenue and a designated bike route along Santa Clara Avenue. See the Girard Boulevard Corridor Map to view the locations of these facilities.

The UNM Campus Bicycle Master Plan was also reviewed as Girard Boulevard provides a connection to the University. The Plan was created to develop a framework for establishing a bicycle friendly campus environment that encourages greater bicycle use.

One of the Plan's priorities is to better connect bike facilities between its campuses and all areas of Albuquerque. In this vein, UNM's Proposed Bike Plan designates Girard Boulevard as a bike route that will help connect the University and City.

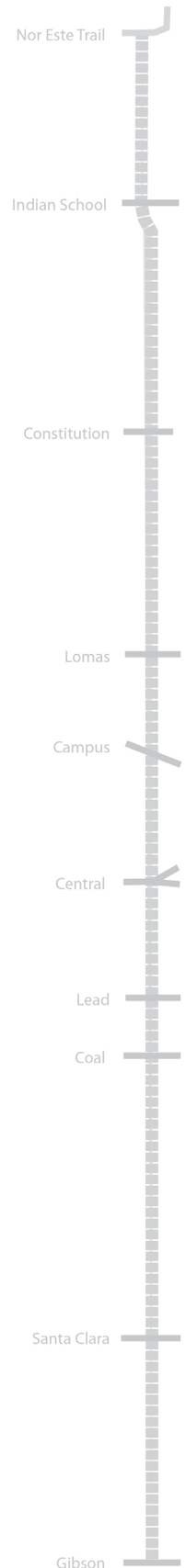
Pedestrian Conditions

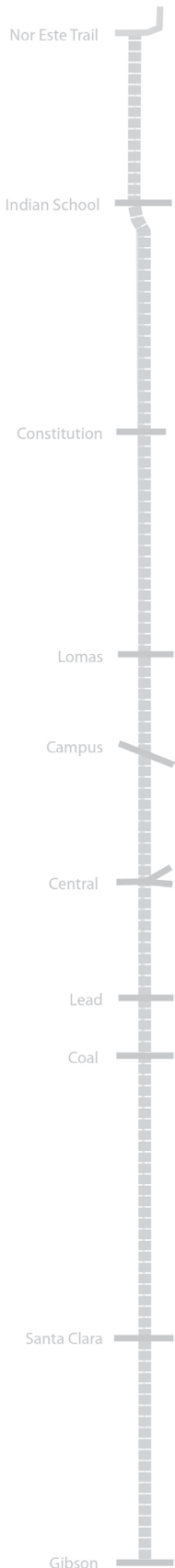
Baseline pedestrian conditions were evaluated using Walk Score heat maps and field observations. WalkScore is a tool used to evaluate a house or neighborhood's walkability given its location near places where people can access goods and services. The Walk Score heat maps (source: www.walkscore.com) show green, or "Very Walkable," conditions along Girard Boulevard between Lomas Boulevard and Lead Avenue, primarily focusing around Central Avenue and Campus Boulevard. Much of the rest of Girard Boulevard is shown as yellow or orange, classifying it as "Somewhat Walkable" or "Car-Dependent." It is important to note that Walk Score only measures the distance to various amenities such as grocery stores, parks, and schools, but does not measure the quality of the pedestrian environment.

Several conditions regarding the pedestrian environment were noted during the walking tour and field observations. Pedestrian crossing signals were present at all major intersections, though Campus Boulevard only had them on the east side of the intersection. This is due to drainage requirements that create a 115 foot crossing on the west side of Girard Boulevard. There is also a missing sidewalk on the northwest corner of this intersection. A similar crossing can be found at Wilson Place on the west side of Girard Boulevard, with a large right of way on Wilson Place that includes an 18-foot median with no curb ramp.

Most of the sidewalks along Girard Boulevard are attached with widths of 3.5 to 4-feet wide. However, in the vicinity where Girard Boulevard intersects with Indian School Road, Haines Avenue, Lomas Boulevard, Central Avenue, Silver Avenue, and Lead Avenue, several segments of sidewalk are 6-feet wide. There are also occasional sections of sidewalk separated from the street by planting strips between Central and Coal Avenues, providing a more comfortable buffer between traveling vehicles and pedestrians. The lack of street trees/shade in the corridor also detracts from the pedestrian experience.

There are curb cuts for nearly all driveways along Girard Boulevard, which can make it difficult to navigate the sidewalks in a wheelchair or pushing a stroller due to the sidewalk cross slope in these locations. Several locations also had utility or light poles in the middle of the sidewalk, presenting a potential obstacle for pedestrians and making the sidewalk inaccessible based on federal Americans With Disabilities Acts Standards. Crosswalk markings vary throughout the corridor.





Lower visibility markings are often used such as the standard markings (sometimes referred to as transverse) rather than more visible ones such as the continental markings. The intersections at Coal and Lead Avenues have recently been upgraded with improved curb ramps, high quality paving materials, painted crosswalks, and pedestrian signals, giving the intersection a much more pedestrian-friendly feel.

MRCOG Pedestrian Rating

As a part of this study of the Girard Boulevard corridor, the Mid-Region Council of Governments, a multi-county regional planning agency, generated a Pedestrian Composite Index (PCI), which quantitatively analyzes the quality of the pedestrian environment. More specifically, the PCI examines pedestrian generators and deterrents for a roadway and compares this data with other roadways located in the metropolitan area.

Generators include proximity to institutions along with data from the American Community Survey (ACS), such as the percentage of walkers and transit riders in an area. Deterrents include traffic volume data, posted speed limits, and crash rates involving pedestrians. Composite scores are generated by multiplying the deterrent score by the generator score. Higher scores suggest higher priority areas for pedestrian improvements. It is important to note that the data does not take into account the physical condition of pedestrian sidewalks in an area. Thus, narrow sidewalks, lack of a landscape buffer, and other factors that contribute to pedestrian comfort are not included in the analysis.

The Lomas Boulevard to Lead Avenue area has a very high generator score. This is likely due to the large student populations who have high rates of transit usage and lower automobile ownership rates. According to the generated maps, the areas between Marble and Silver Avenues along Girard Boulevard is a high priority zone. Medium priority areas exist near Constitution Avenue and Indian School Road, as well as the zone between Silver and Monterey Avenues.

Motor Vehicle Conditions

To assess baseline traffic conditions along the Girard Boulevard corridor, the team looked at traffic counts, number and location of crashes, existing traffic calming, and issues surrounding Jefferson Middle School. Traffic counts were provided by MRCOG for several locations along the Girard Boulevard corridor. Traffic counts, primarily from 2011, range from a low of 2,464 total vehicles north of Thaxton Avenue to a high of 10,412 vehicles south of Lomas Boulevard.

Traffic volumes are higher on the northern end of the corridor and lower south of Central Avenue.

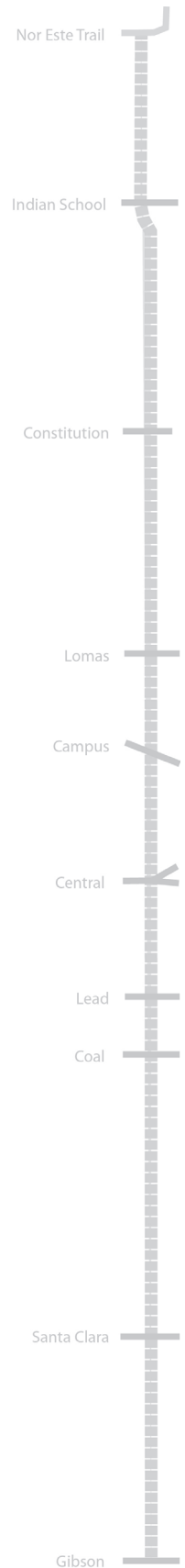
Traffic counts are shown below in Table 1 and on Figures 1-4 near the end of the document.

Table 1: Traffic Counts – Girard Boulevard Corridor

Location	Date	ADT	North-bound ADT	South-bound ADT
N. of Constitution	May '11	7,817	4,099	3,718
S. of Constitution	Dec. '11	3,942	3,942	4,477
S. of Lomas	May '11	5,604	5,604	4,808
S. of Campus	May '11	4,099	4,099	5,546
S. of Central	Jan. '08	4,249	4,249	4,298
S. of Lead	Mar. '11	5,069	5,069	4,738
N. of Garfield	April '04	3,013	3,013	3,008
N. of Santa Clara	Sept. '11	2,554	2,554	3,509
N. of Thaxton	Nov. '11	1,124	1,124	1,340
N. of Gibson	April '11	2,324	2,324	2,558
ADT = Average Daily Traffic				

There appears to be some disconnect between the traffic volumes and the roadway configuration. The only stretch of Girard Boulevard to contain four traffic lanes not at an intersection was between Gibson Boulevard and Thaxton Avenue. This segment is one of the widest, with a curb-to-curb width of 48-feet, yet it has some of the lowest traffic counts of the corridor with fewer than 5,000 vehicles per day. These conditions could contribute to vehicles traveling faster than the posted speed limit of 30 mph, as identified in the North Campus & Summit Park Neighborhood Transportation Management Plan.

To gain an understanding of safety in the corridor, 2009 MRCOG crash data was reviewed and mapped. There were 109 crashes with 39 injuries along Girard Boulevard. Of these, one involved a pedestrian and three involved cyclists. The intersection of Girard Boulevard and Central Avenue experienced the most crashes in 2009 (32), though many crashes have occurred where Girard Boulevard intersects with Gibson (15) and Lomas (10) Boulevards. The high pedestrian and transit activity at Lomas Boulevard and Central Avenue coupled with high crash rates highlight these locations for further study.



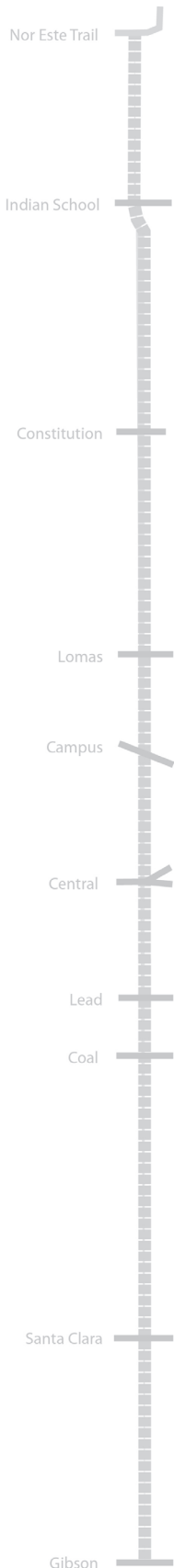


Table 2: 2009 Intersection data for Girard Boulevard (does not account for mid-block accidents)

Location	Total Accidents	Injuries	Property Damage	Involved Pedestrians	Involved Cyclists
Indian School	2	1	1	0	0
Constitution	4	1	3	0	0
Lomas	10	3	7	0	0
Central	32	12	20	0	1
Lead	6	3	5	0	0
Coal	8	3	5	0	0
Garfield	3	2	1	0	0
Santa Clara	1	0	1	0	0
Gibson	15	7	8	0	0

Traffic calming devices have been installed on Girard Boulevard at Silver Avenue, where a Bicycle Boulevard crosses the street. Curbs have been placed approximately 4-feet into the roadway at the intersection to narrow the roadway and help slow traffic as it approaches the Bicycle Boulevard.

Street parking is allowed on most two lane segments of Girard Boulevard. The exceptions are daytime parking prohibitions between Mountain Road and Central Avenue. Parking is also prohibited on segments with more than two lanes. Where parking is allowed it is not striped, though it takes up about 7 to 8-feet of roadway. During the daytime observations, the street parking did not appear to be extensively used .



At Girard Boulevard and Silver Avenue, a Bicycle Boulevard, the intersection is difficult for cyclists and pedestrians to cross.

Points of Conflict

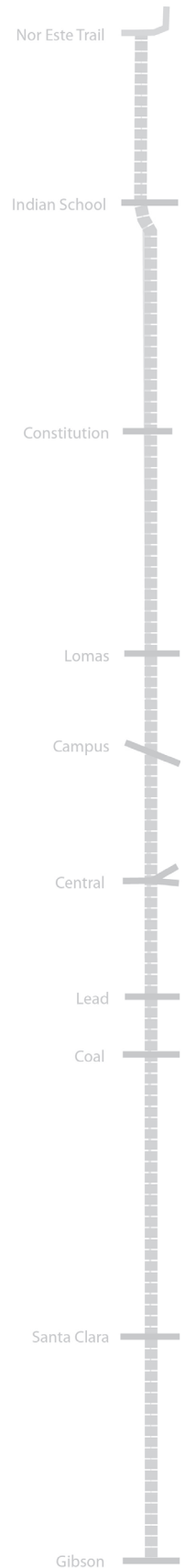
Jefferson Middle School

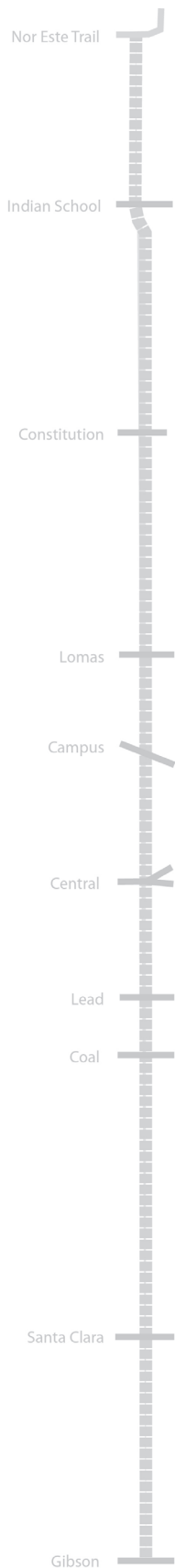
A particular concern to be addressed in this study is the traffic operations during Jefferson Middle School's student dismissal. To gain a better understanding of the situation, the afternoon school dismissal and associated interaction between pedestrians and drivers were observed on May 16, 2012. Additional input was sought from Pamela Meyer, Principal of Jefferson Middle School.

During afternoon school dismissal, some northbound parents were observed pulling over on Girard Boulevard where the two lanes transition to one lane to pick up students, forcing other cars to squeeze around them or back up traffic. Some back-ups were also observed at the entrance to the school parking lot on Girard Boulevard as drivers from both the north and south tried to turn into the same entrance, though it was not more than five to seven vehicles attempting to access the parking lot.

Principal Meyer said traffic problems are dramatically worse the first two to three weeks of the school year as new parents adjust to the situation. During this time, traffic will back up around the corner onto Lomas Boulevard. However, with increased enforcement and experience, the traffic operations improve. The school enforces the prohibition on stopping curb-side and some parents learn to arrive ten to fifteen minutes prior to school dismissal, which relieves some of the congestion. She said there are no clear curb markings or signs on Girard Boulevard that show that stopping is prohibited. This is enforced in person for the first few weeks of the school year and the problem then seems to improve significantly. Similarly, the entrance and exit driveways for the parking lot on Girard Boulevard are also not clearly marked. This too improves as the school year progresses and parents become more accustomed to how pick-up and drop-off works. She thought new, more visible markings could help with these issues.

Principal Meyer also commented that the median fence (installed in the median on Girard Boulevard immediately north of Lomas Boulevard to direct students to the crosswalks) has reduced the jaywalking of students, but many still go around the north end of the fence as she feels it does not extend far enough north. The main path leading from the school doors to Girard Boulevard ends just north of the fence, providing a natural attractor for crossing students. Some parents also use the church lot across Girard Boulevard to pick up their children and avoid the traffic on Girard Boulevard and in the school lot, which contributes to students crossing Girard Boulevard.





Albuquerque Public Schools (APS) has developed plans for the reconfiguration of traffic circulation around Jefferson Middle School, which Principal Meyer stated she is looking forward to as a means to better manage the traffic. Further information regarding these plans was provided by Albuquerque Public Schools' architect, Myron Johnson. There is approximately \$572,000 budgeted for a project to build a loop road starting from the north end of the parking lot abutting Girard on the west side of the school, traveling along the north property line and then south along the east property line to Lomas Boulevard. The project will also include rebuilding the athletic field and track slightly to the west to accommodate this road, as well as drainage and irrigation improvements. It was approved by public vote in a 2010 bond election, but has since been put off until 2015. No designer or engineer has been hired yet, nor have any related studies been started. It will be paved, and will most likely be one-way, but they are not sure which way that will be (Lomas to Girard Boulevards, or Girard to Lomas Boulevards). They are committed to completing it in 2015.



Median in front of Jefferson Middle School

Bicycle Boulevard

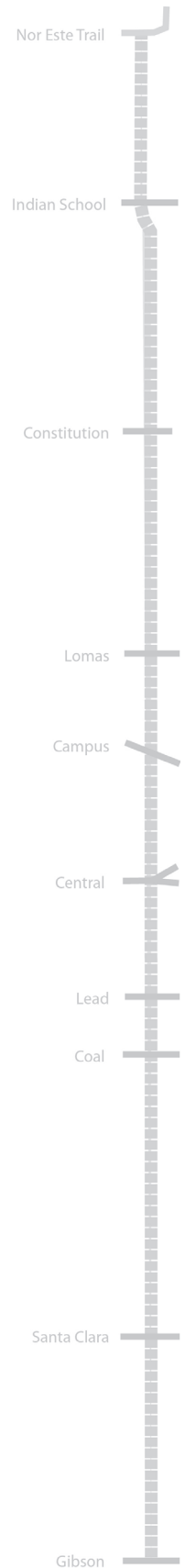
The Silver Avenue Bicycle Boulevard intersects Girard Boulevard one block south of Central Avenue. Typically, bicycle boulevards are designed to give cyclists priority right-of-way, however, the City's Department of Municipal Development has said that there is not enough distance between the busy intersection with Central Avenue and the next intersection with Silver Avenue to add stop signs or signals at this location. Small chicanes were installed on Girard Boulevard to slow traffic at this intersection, but it remains a difficult intersection for cyclists and pedestrians to cross.

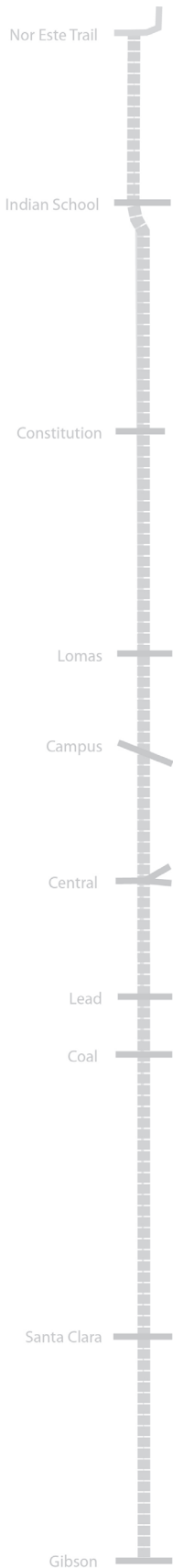
Five-Way Intersection

Girard Boulevard passes through a unique five-way intersection at Central Avenue and Monte Vista Boulevard. The layout of the intersection significantly limits pedestrian access through the intersection to the adjacent University of New Mexico campus. In addition, left turns from Central Avenue eastbound to Girard Boulevard northbound are prohibited in order to allow traffic to proceed from Monte Vista Boulevard to westbound Central Avenue during the same green light interval. This causes confusion for drivers, occasional accidents and, according to nearby residents, cut-through traffic as drivers try to navigate through the adjacent neighborhood back to northbound Girard Boulevard.



A pedestrian median intervention at Girard Boulevard and Haines Avenue





PROCESS / GOALS + OBJECTIVES

Public Input

Within the study area there are seven officially City-recognized neighborhood associations. At the outset of the project, the team met individually with the neighborhood associations at their regularly scheduled meetings to outline the project process and goals as well as gather concerns about the corridor. The project team also met individually with other stakeholders such as representatives from UNM, Nob Hill MainStreet, and Jefferson Middle School. Given the limited funding for the project, the project team decided to focus conventional public meetings into one forum that was both an open house and a formal presentation of concepts. Held in August of 2012, the meeting was attended by approximately 70 people. (See Appendices for more details on agenda and comments). The participants were asked to vote on their preferred option for the corridor. Of the three options for short term reconfiguration of the roadway, people voted most for the “buffered bike lanes” option. (see accompanying exhibit on page 25). In addition to meetings, information and draft reports were posted on the City’s website, with periodic updates via e-mail to the stakeholders. The project team also worked with the City’s Department of Municipal Development from the outset to ensure that they were informed of concepts and understood the issues that the study was addressing.



ROADWAY TREATMENT DESIGN CONCEPTS

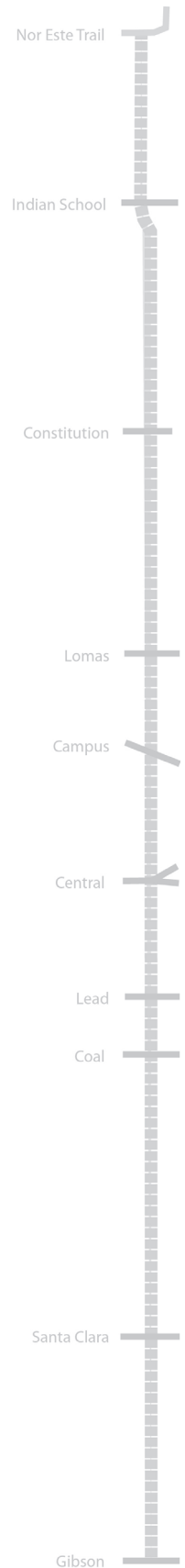
An overarching goal of this project is to analyze methods to make Girard Boulevard safer for all users, including motorists, pedestrians and cyclists. Much of the public outreach involved asking residents and users along the corridor for their ideas on increasing safety, and for their feedback on some potential methods.

Many community members expressed concern about the travel speeds in the Girard Boulevard corridor. This section provides several recommendations to evaluate additional stop controls and traffic calming devices. Application of these recommendations is responsive to community request and concerns. However, it should be noted that using excessive traffic calming in the corridor could lead to traffic choosing alternative routes through adjacent neighborhoods.

Stop Signs

Stop signs have been proposed by the community as a potential solution for both reducing speeds and enhancing pedestrian crossing safety for the south end of the corridor. San Joaquin and San Diego Avenues were brought up by the community as locations where stop signs are desired. Stop signs serve a good purpose when they are used according to the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. However, research has shown that four-way stop signs are not typically effective speed control devices and that installing unwarranted traffic control devices can cause a variety of problems. These can include liability issues, traffic noise, automobile pollution caused by idling vehicles, increased traffic enforcement costs and traffic diversion. All-way stop warrant studies are recommended for both the San Joaquin and San Diego Avenues intersections to determine if all-way stop signs are appropriate.

It was also brought to the attention of the project team that speed limit signs are not present in the southern portion of the corridor, where wide traffic lanes and low traffic counts encourage excessive vehicle speed. Speed limit signs should be installed at appropriate locations in the southern portions of the Girard Boulevard corridor. After installation, if community members feel that speed is still an issue, speed feedback signs should be placed near the speed limit signs to alert drivers of their speed.

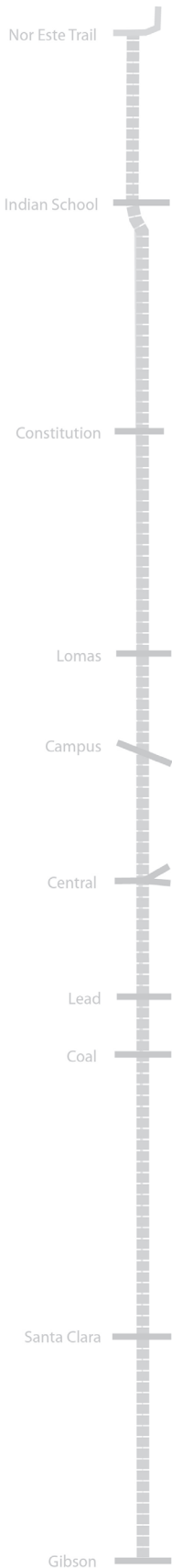


Curb Extensions

Curb extensions, or “bulbouts,” are a traffic-calming measure meant to slow traffic and enhance pedestrian safety. They consist of extending the curb and sidewalk into the street, making the pedestrian space (sidewalk) wider. They narrow the distance that a pedestrian has to cross from one side of the street to the other, decrease pedestrian exposure time, and improve pedestrian visibility. Curb extensions also lower vehicle turning speeds. They are suitable along most roadways and intersections so long as a parking lane shadows the curb extension. When installing curb extensions, it is important to consider impacts to transit and larger vehicle turning paths. Curb extensions can be either attached or detached from the existing sidewalk. The attached curb extension is typically more costly based on the associated drainage impacts to the street flowlines. Detached curb extensions, such as the one shown below, can be less costly since they maintain the existing flow lines. However they can pose maintenance challenges due to the need to manually clear debris that builds up in the gutter, which cannot be done using a street sweeper. Intersection narrowing has been shown to reduce 85th percentile travel speeds an average of 4% (from an average of 34.9 to 32.3 miles per hour) based on samples from seven sites.



Example of a detached curb extension



Colored Pavement

Colored pavement can be used to enhance crosswalks at high activity locations. Colored pavements consist of differently colored road paving materials, such as colored asphalt or concrete, or paint or other marking materials applied to the surface of a road or island to simulate a colored pavement. Changes in the color of pavement at crosswalks can enhance the aesthetics of an intersection and draw attention to pedestrian crossing locations.

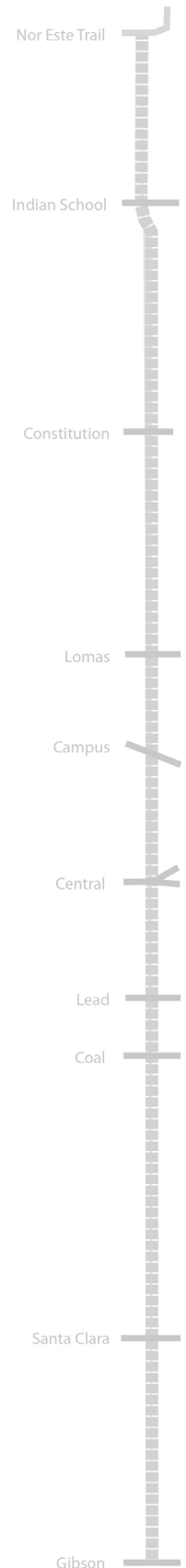
Bicycle Accommodation Concepts

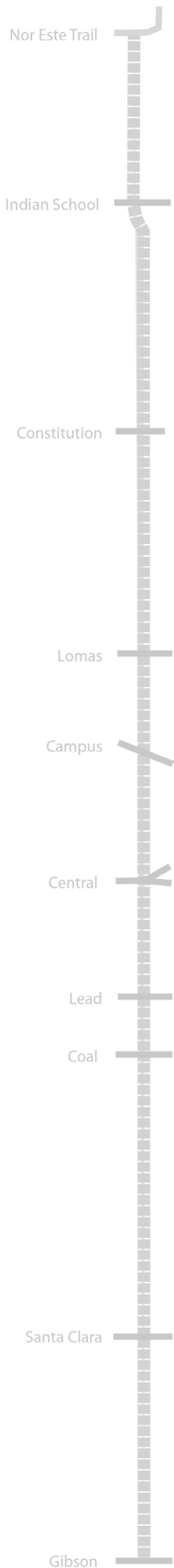
Another key goal of this project is to explore the feasibility of bicycle facilities on Girard Boulevard. Girard Boulevard is currently designated as an unmarked bicycle route between Santa Clara Avenue and Gibson Boulevard. The 2035 Metropolitan Transportation Plan, produced by the Mid-Region Council of Governments, calls for a Girard Boulevard Bicycle Lane Study from Indian School Road to Santa Clara Avenue. It proposes a bicycle lane on Girard Boulevard from Indian School Road south to Santa Clara Avenue, and a bicycle route designation north of Indian School Road. However, the draft City of Albuquerque Bikeways & Trails Master Plan does not propose any new bicycle facilities for Girard, instead proposing a bicycle boulevard on Dartmouth Drive.

Because the right-of-way varies significantly along Girard Boulevard, accommodating bicycles will likely require a combination of treatments, ranging from dedicated facilities to methods for indicating shared facilities to various users. The following section explores four potential options for bicycle accommodations within the existing roadway cross-section:

- Party Parking
- Sharrows
- Bicycle Lanes
- Buffered Bicycle Lanes

These concepts were presented for public comment at the August 2012 meeting. Though existing pavement widths, on-street parking and other factors preclude the use of some of these treatments in certain segments of Girard Boulevard, they were presented to generate discussion and to get a feel for the desires of road users, residents and other stakeholders.

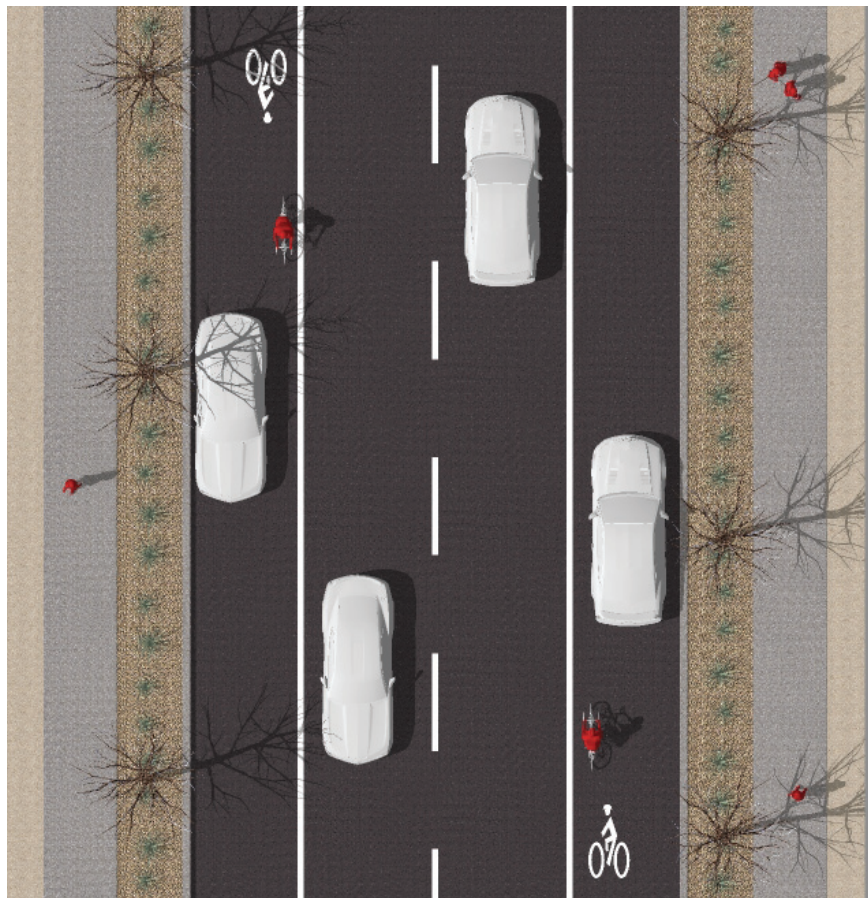




Party Parking

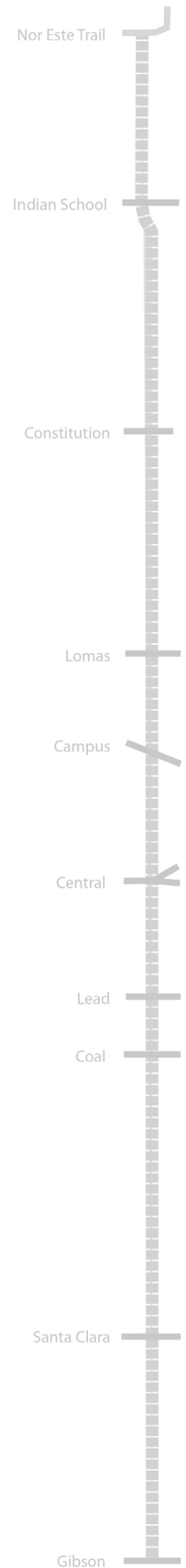
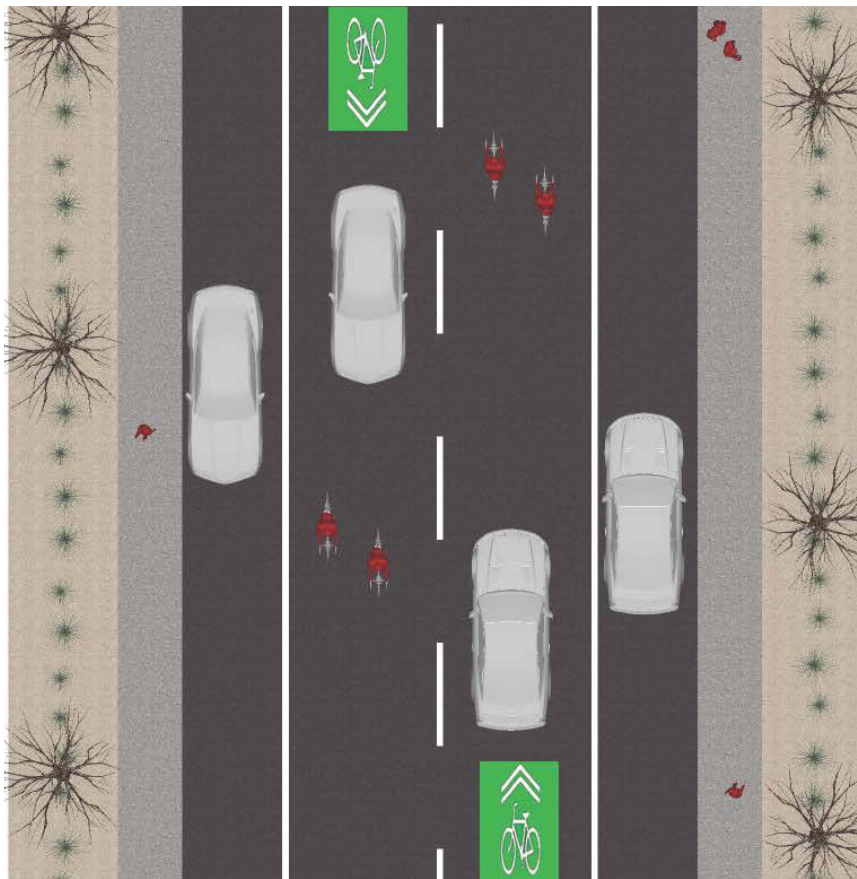
Party parking lanes are marked parking lanes, which have a very low weekday utilization rates and/or few street facing residences. The parking lanes provide overflow parking for adjacent perpendicular residential streets or adjacent land uses such as churches, schools, or recreation facilities, which have limited but intense on-street parking needs. During periods of low parking use or restricted parking use the parking lane can operate as a de-facto bicycle lane or shoulder for bicycle use.

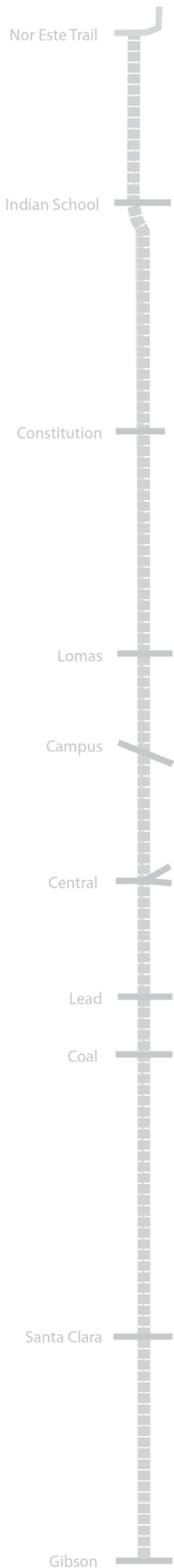
Party parking lanes increase the riding comfort for bicyclists as they increase separation from vehicular traffic and reduce stress caused by acceleration and operating speed differentials between bicyclists and motorists. The comfort level and safety will be diminished at locations where parking exceeds 5-10% of the block at any given time as the cyclists will be required to weave in and out of traffic, or stop for gaps in traffic to pass parked cars. Bicycle symbols and supplemental signing should be used to reinforce the shared nature of the parking and bike lane and discourage drivers from using it as a travel lane. Specifying specific times when parking is allowed should be considered to improve cyclists and driver expectations.



Sharrows

Bicycles may operate on all roadways except where prohibited by statute or regulation. Shared Lane Markings, or “sharrows”, are road marking used to indicate a shared lane for bicycles and automobiles. Sharrows reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. Frequent, visible placement of markings is essential. The frequency of markings along a street should correspond to the difficulty bicyclists experience taking the proper travel path or position. Sharrows used along busier streets should be placed more frequently (50 to 100-feet) than along low traffic bicycle routes (up to 250-feet). On streets with posted speeds 35 mph or greater and motor vehicle volumes higher than 3,000 vehicles per day, shared lane markings are not a preferred treatment. On these streets other bikeway types are preferred. Sharrow lateral placement is critical to encourage riders to avoid the “door zone.” On streets where no parking is present on street, sharrows should be placed a minimum of 4-feet from the curb face. When on-street parking is present, sharrows should be placed a minimum of 11-feet from the curb face. Color may be used to enhance the visibility of the shared lane marking and to further encourage desired lane positioning. When using sharrows on a hill, if possible, pair downhill sharrow markings with a dedicated uphill bike lane.

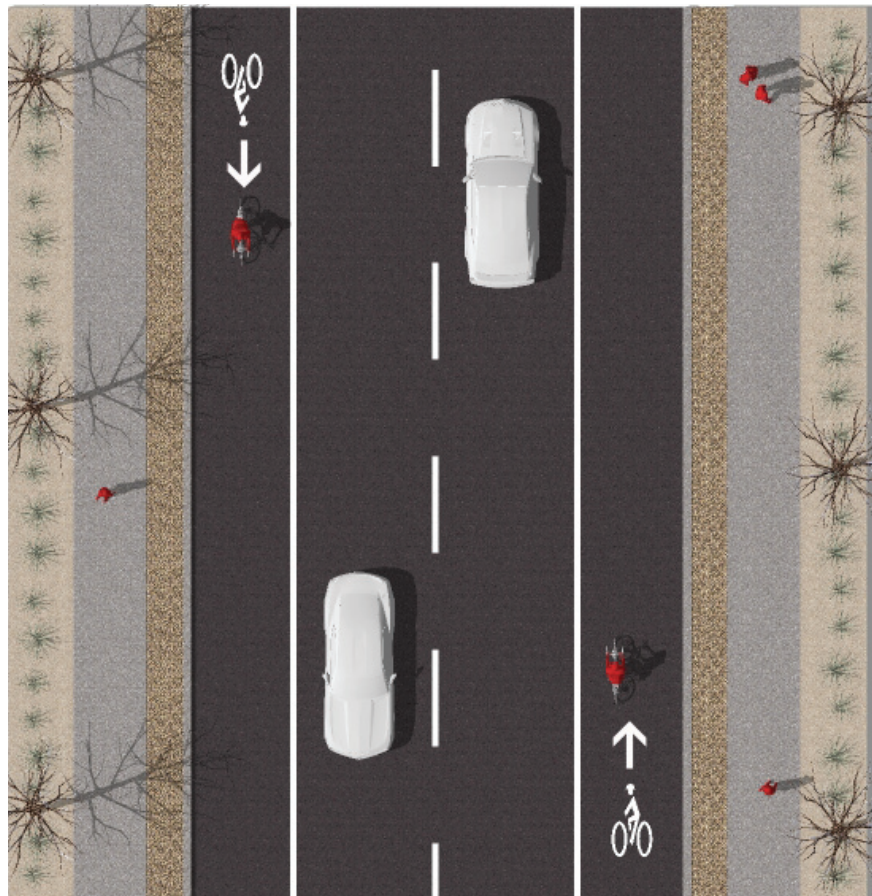




Bicycle Lanes

Bicycle lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flow in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane. Bicycle lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Bike lanes also facilitate predictable behavior and movements between bicyclists and motorists. Bicyclists may leave the bike lane to pass other bicyclists, make left turns, avoid obstacles or debris, and avoid other conflicts with other users of the street.

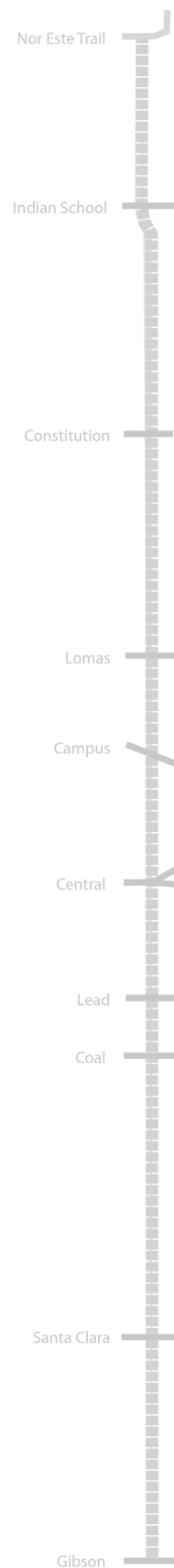
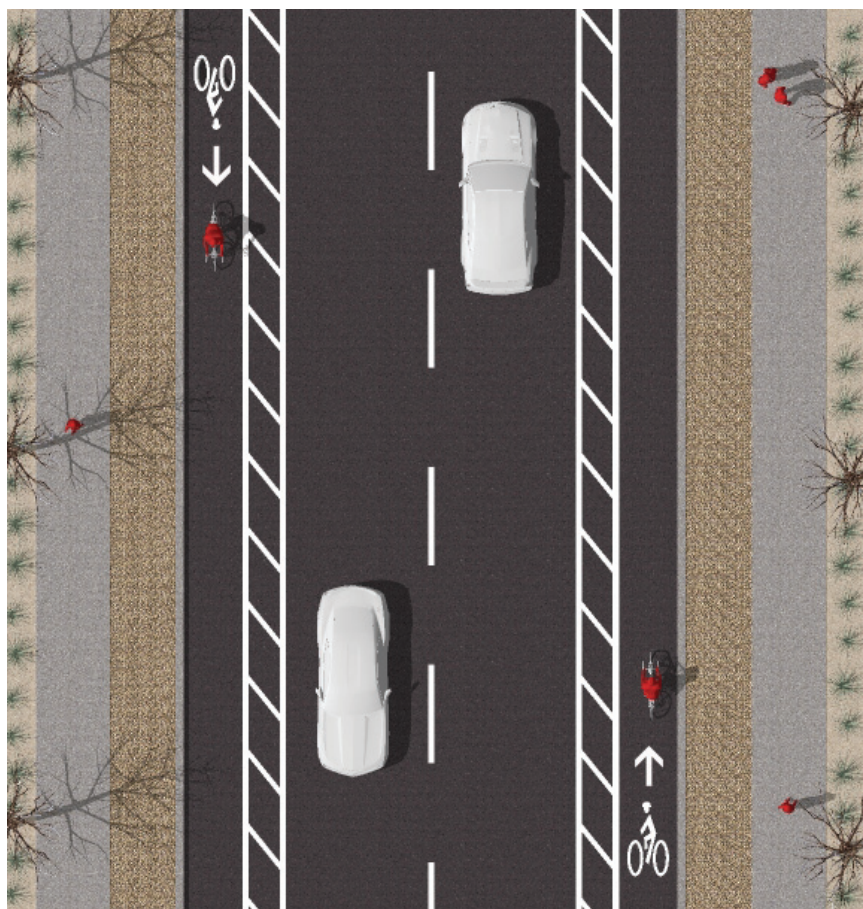
The desirable bike lane width adjacent to a curb is 6-feet, with 5-feet independent of the curb as the minimum standard.



Buffered Bicycle Lanes

Enhanced accommodation provides recommendations for creating a continuous buffered bike lane throughout the corridor. Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. A buffered bike lane is allowed as per MUTCD guidelines for buffered preferential lanes (section 3D-01).

This concept had strong support at the public meeting that presented options for reconfiguring Girard Boulevard.

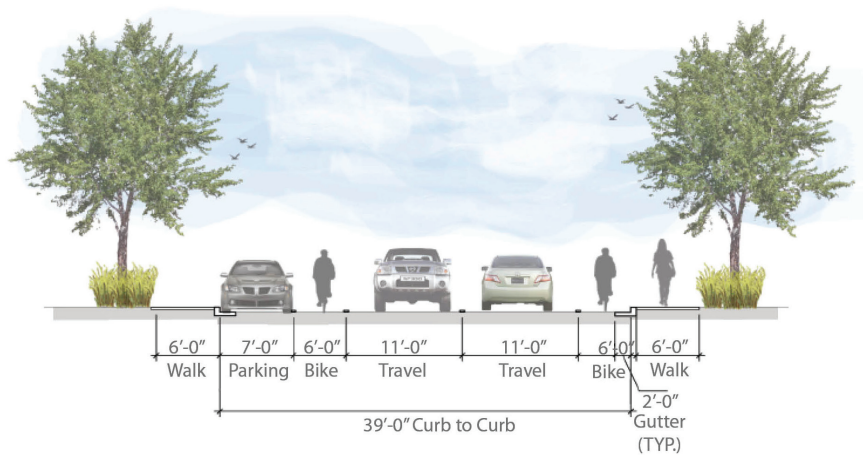


PREFERRED SHORT TERM OPTION

Based on feedback received and limitations posed by existing curb-to-curb widths, the planning team proposes the following treatments for segments of Girard Boulevard in the short-term.

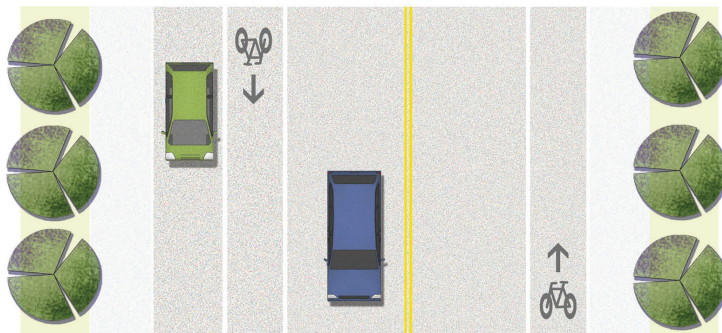
Indian School Road to Lomas Boulevard + Thaxton Avenue to Gibson Boulevard

This option is feasible on the northern and southern segments of the corridor (see side map), where the existing curb to curb width can accommodate bike lanes and parking. Parking is designated on the west side of the street; this side is preferable due the fact that the western side provides more shade for parked cars in the afternoon – a measurable difference in the summer months.

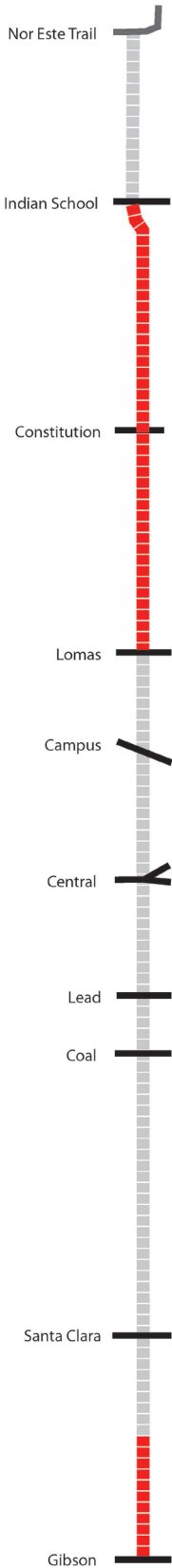


GIRARD BOULEVARD: NORTH OF LOMAS TO INDIAN SCHOOL AND SOUTH FROM THAXTON TO GIBSON

- Stripe for two 11' lanes of vehicle traffic
- Stripe one 7' parking lane on West side
- Stripe for two 6' bike lanes

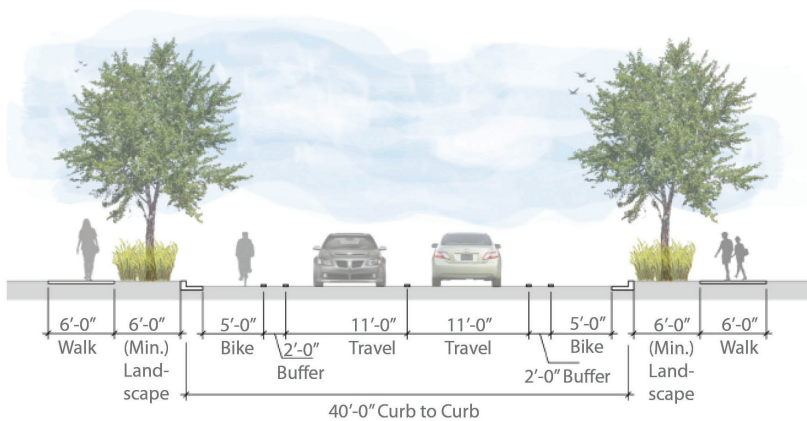


GIRARD BOULEVARD: NORTH OF LOMAS TO INDIAN SCHOOL AND SOUTH FROM THAXTON TO GIBSON



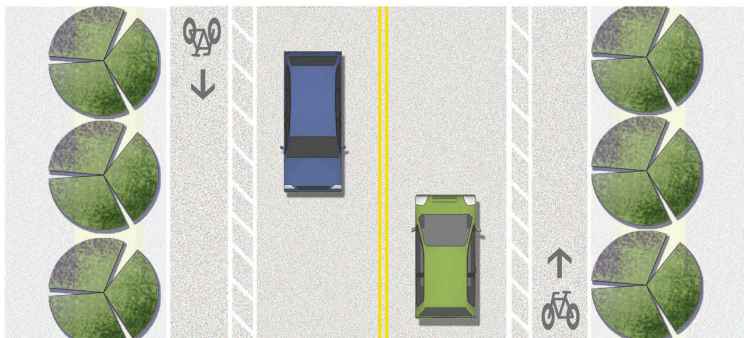
Lomas Boulevard to Central Avenue

This critical segment of the corridor serves the University and connects to Nob Hill. This segment currently contains four lanes of traffic. Speeding and high traffic volumes exist through this segment of Girard Boulevard. The preferred short-term option restripes the roadway to create buffered bike lanes and eliminates the small vestige of existing on-street parking, while taking advantage of existing planting strips on the east side of the corridor to provide pedestrian buffers. With the University controlling most of the western side of the corridor in this area, this segment also has good potential for early implementation of more permanent improvements.

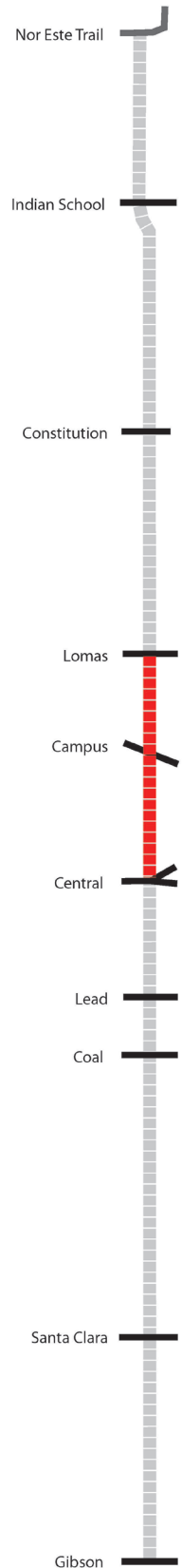


GIRARD BOULEVARD: CENTRAL TO LOMAS

- Restripe roadway for two 11'-0" travel lanes
- Add two 5'-0" bike lanes with 2'-0" buffer
- Sidewalks offset at curb line 6'-0" for landscape buffer wherever possible

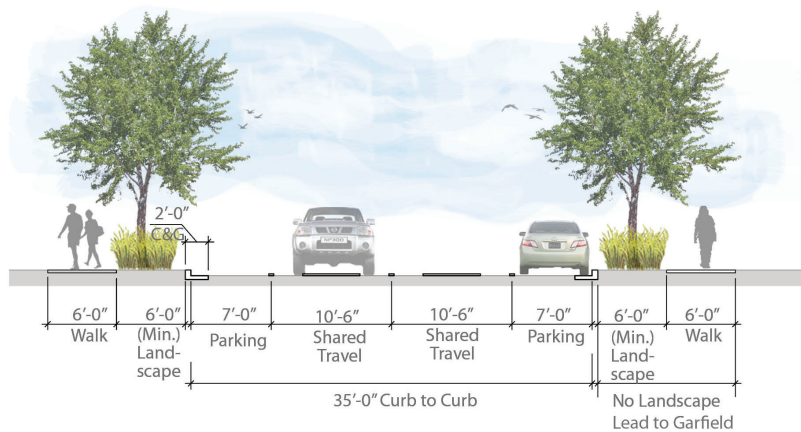


GIRARD BOULEVARD: CENTRAL TO LOMAS



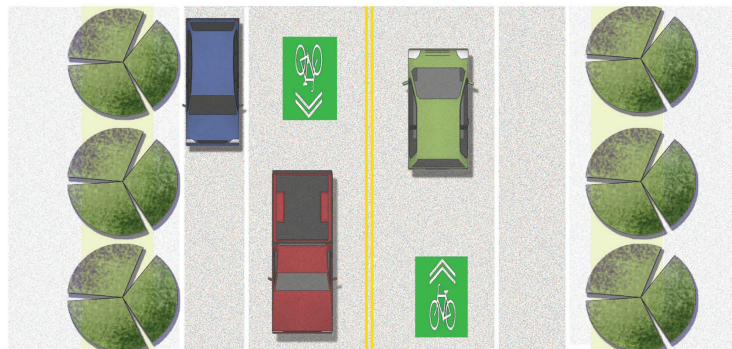
Central Avenue to Thaxton Avenue

This segment of the corridor has some of the narrowest cross sections and high parking demand, limiting the ability to create bicycle lanes while accommodating on-street parking. The preferred option retains on-street parking and creates a shared travel lane for cyclists and motor vehicles. Striping of parallel parking lanes will create the perception of a narrower travel lane, with the intent of slowing average travel speeds for cars. This segment also has some of the widest existing landscape strips and sidewalks. These landscaped areas are recommended for early implementation of longer term improvements to the landscaping and sidewalks.

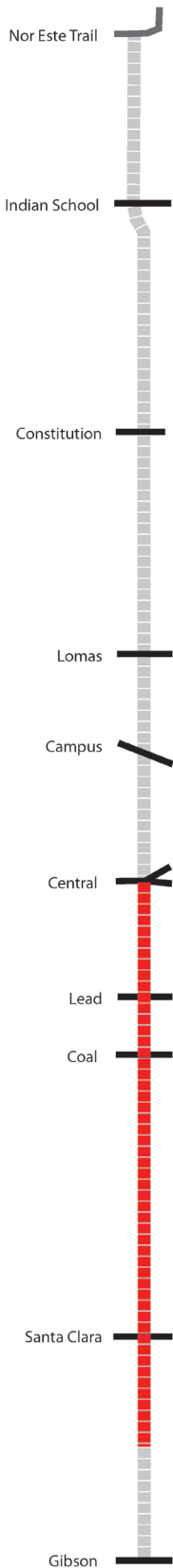


GIRARD BOULEVARD: SOUTH OF CENTRAL TO THAXTON

- Restripe for two 10'-6" shared lanes
- Add two 7'-0" parking lanes
- Sidewalks detached at curb line 6'-0" for landscape buffer where possible



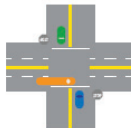





GIRARD BOULEVARD: SOUTH OF CENTRAL TO THAXTON

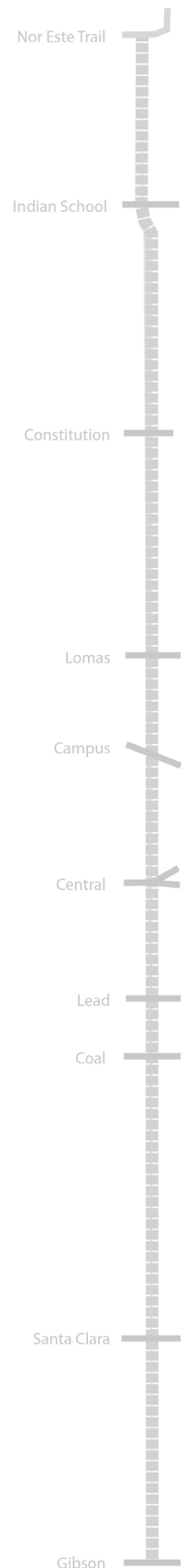


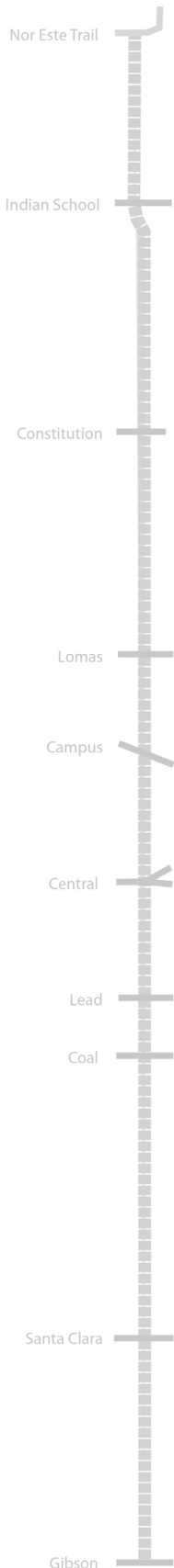
Intersection Treatments

Several intersections in the corridor were considered to determine if the four roadway treatment options described above are feasible. Central Avenue, Campus Boulevard, and Lomas Boulevard, were each evaluated to determine the highest level of bicycle accommodation that could be brought through the intersection. Additionally, the intersection diagrams show high visibility crosswalk markings and include areas where medians and curb extensions can be used to enhance the pedestrian environment at these larger intersections.

Turning movement counts were collected by City of Albuquerque staff at Lomas Boulevard, Central Avenue, and Campus Boulevard. These counts were used to evaluate the feasibility of reconfiguring the intersections to allow for enhanced bicycle accommodation on the Girard Boulevard approaches. The results of the Synchro analysis showed that the recommended short-term restriping would have limited impact on the level of service at the intersections. Level of service describes the amount of delay that a driver will experience at an intersection. Level of service is a measure used by transportation engineers to determine the efficiency of transportation infrastructure. Level of service is designated as A through F based on the delay experience while traveling through an intersection.

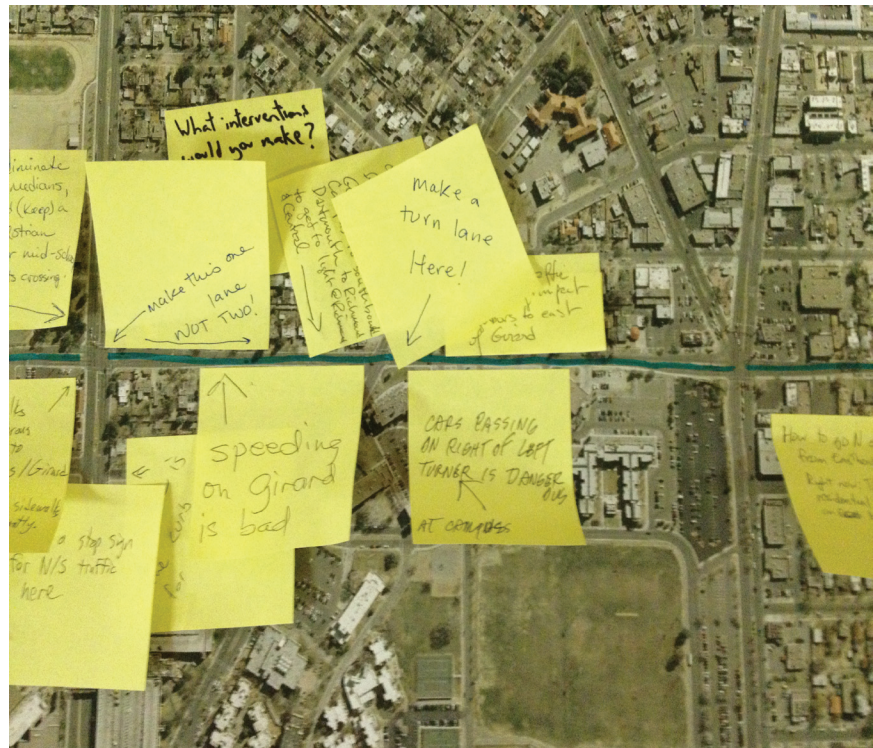
Delay per Vehicle (seconds) Signalized Intersections	LOS	Flow Conditions	Delay per Vehicle (seconds) Unsignalized Intersections	Technical Descriptions
<10	A		<10	Free traffic flow No delay
11-20	B		10-15	Stable traffic flow Very short delay
21-35	C		15-25	Stable traffic flow Minimal delay
36-55	D		25-35	Traffic flow becoming unstable Minimal delay
56-80	E		35-50	Unstable traffic flow Significant Delays
>80	F		>50	Heavily congested traffic flow Considerable delays





The intersection of Girard Boulevard and Central Avenue is currently operating at a level of service C in both the AM and PM peak hours. The recommended reconfiguration would add 0.5 seconds of delay in the AM peak and three seconds of delay in the PM peak. This intersection will continue to operate at level of service C for both AM and PM peak hours. The intersection Girard and Lomas Boulevards is also currently operating at a level of service C during both the AM and PM peak hours. The recommended changes would add less than one second of delay in the AM peak and two seconds of delay during the PM peak while maintaining the level of service C operation. The intersection of Girard and Campus Boulevards is currently operating at a level of service A during the AM peak and level of service B during the PM peak. The recommended changes would add 0.5 seconds of delay in the AM peak and one second of delay during the PM peak. The intersection would continue to operate at a level of service A during the AM peak hour and level of service B during the PM peak hour.

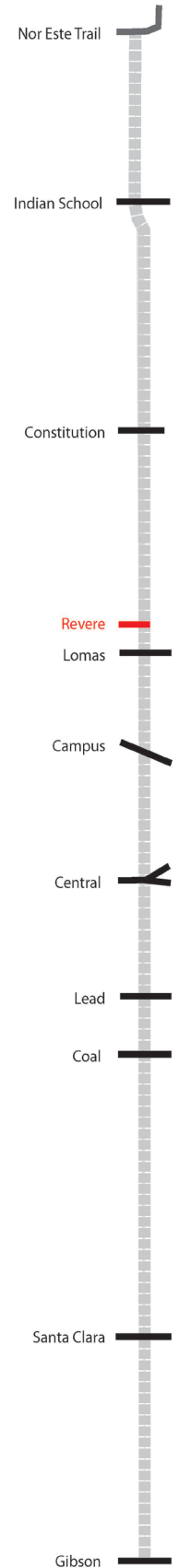
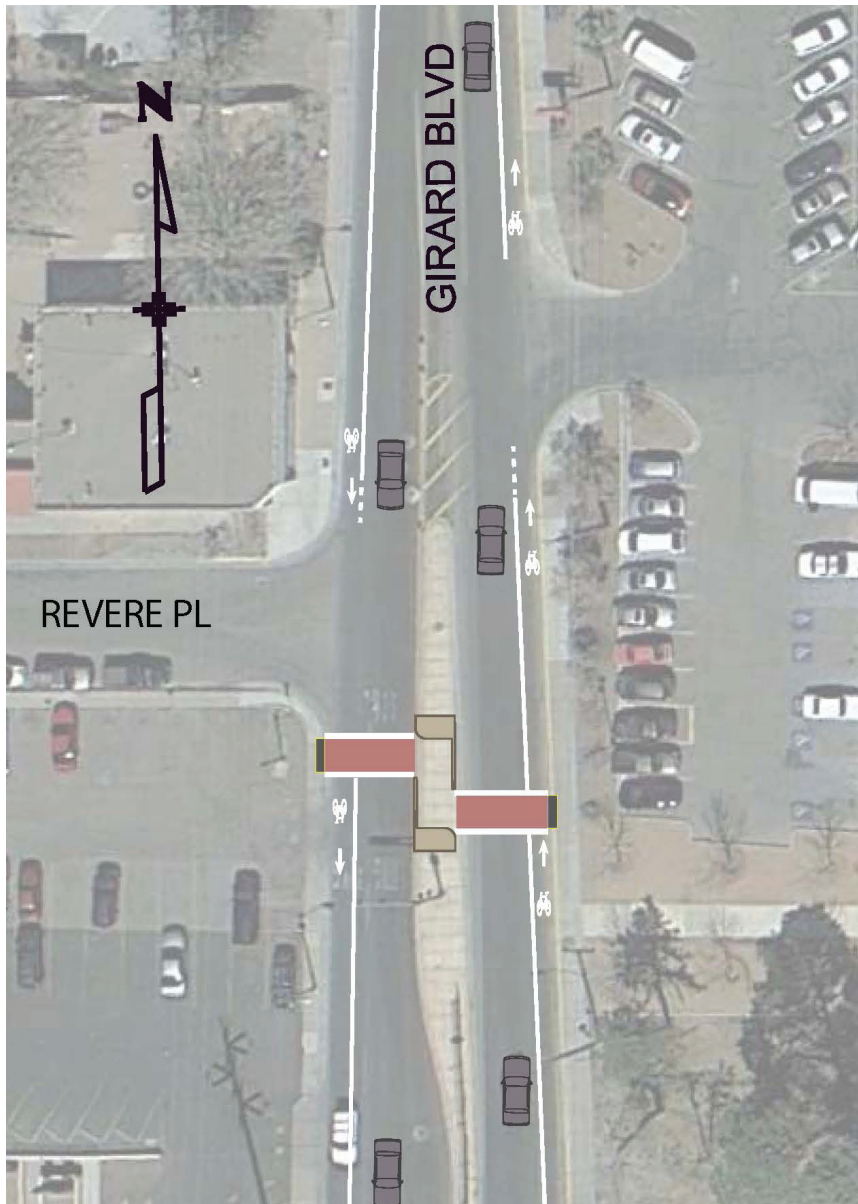
The following pages contain the preferred designs for the Lomas Boulevard, Campus Boulevard, Central Avenue, and Silver Avenue intersections.

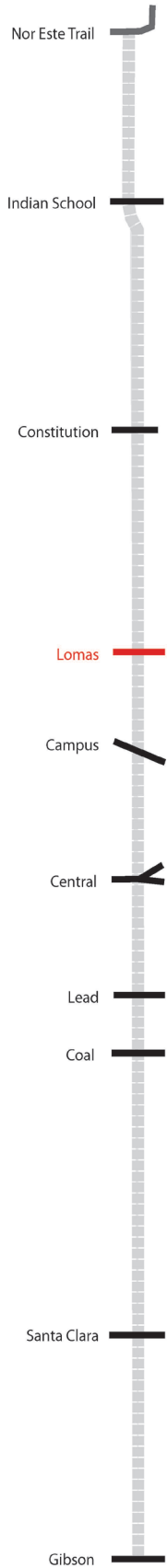


At the August 2012 community meeting, community members were invited to provide their feedback to the project team.

Revere Place

- Provide a staggered pedestrian crossing on the south leg of Girard Boulevard at Revere Place
- Extend the existing chain link fence north at crossing location
- Remove portions of the existing median to provide a pedestrian refuge
- Install high-visibility crosswalk markings
- Install rectangular rapid flash beacon in conjunction with pedestrian crossing treatments
- Add pedestrian ramps to complement proposed crosswalk locations
- Move the school crossing sign from Lomas Boulevard to the new crossing location





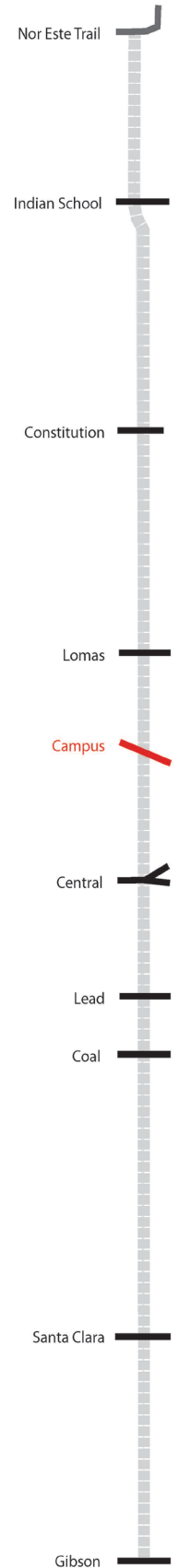
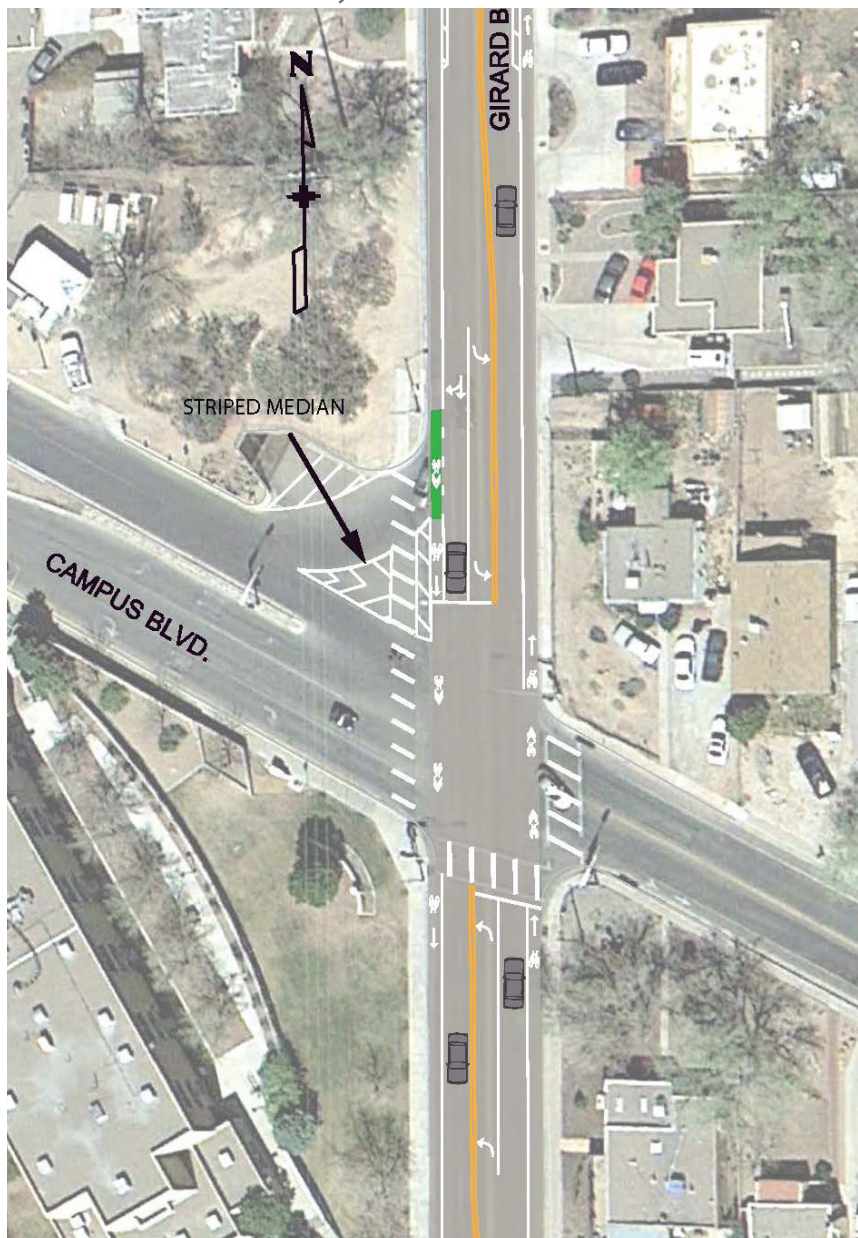
Lomas Boulevard

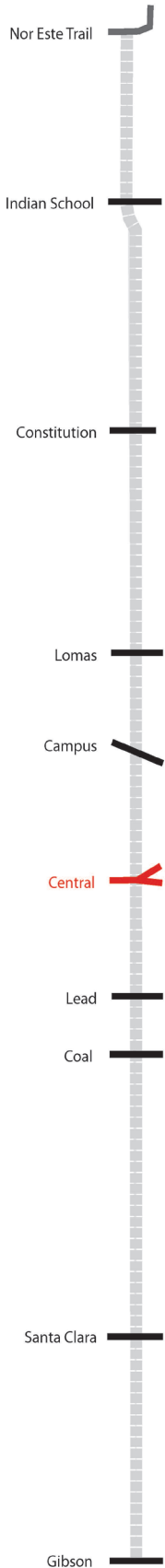
- Provides enhanced bike markings through intersection
- Eliminates one northbound and one southbound lane
- Provides enhanced pedestrian crosswalk markings
- Adds pedestrian crossing for Jefferson Middle School



Campus Boulevard

- Provides enhanced bicycle markings through the intersection
- Maintains left-turn lanes
- Creates defined channelized right-turn lane from southbound Girard Boulevard to west-bound Campus Boulevard
- Eliminates one southbound travel lane
- Creates opportunity to provide curb extension on northwest corner for traffic calming and reduced pedestrian crossing distance
- Provides enhanced pedestrian crosswalk markings
- Green paint can be used to highlight the conflict zone where vehicles turning right from Girard Boulevard onto Campus Boulevard cross the bicycle lane.





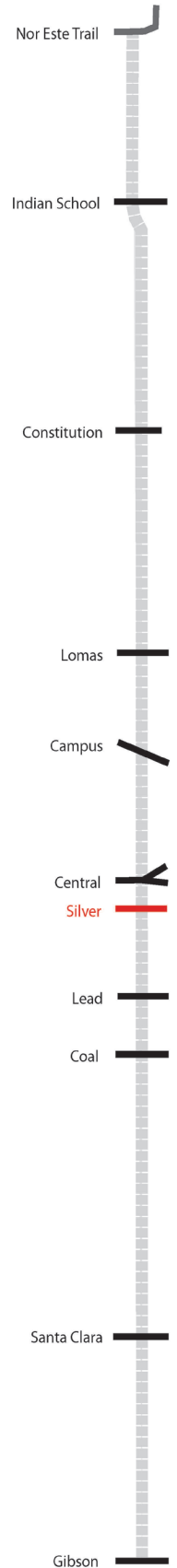
Central Avenue

- Provides enhanced bicycle markings through the intersection
- Maintains left-turn lanes
- Combines the thru lanes with the right-turn lanes
- Creates opportunity to provide curb extension on northeast corner for traffic calming and reduced pedestrian crossing distance
- Provides enhanced pedestrian crosswalk markings
- Converts street right-of-way near Taco Bell to pedestrian space
- Suggests examining the reconfiguration of signal to allow west-to-northbound Girard Boulevard turn as part of a strategy to reduce cut-thru traffic on Dartmouth Drive.



Silver Avenue

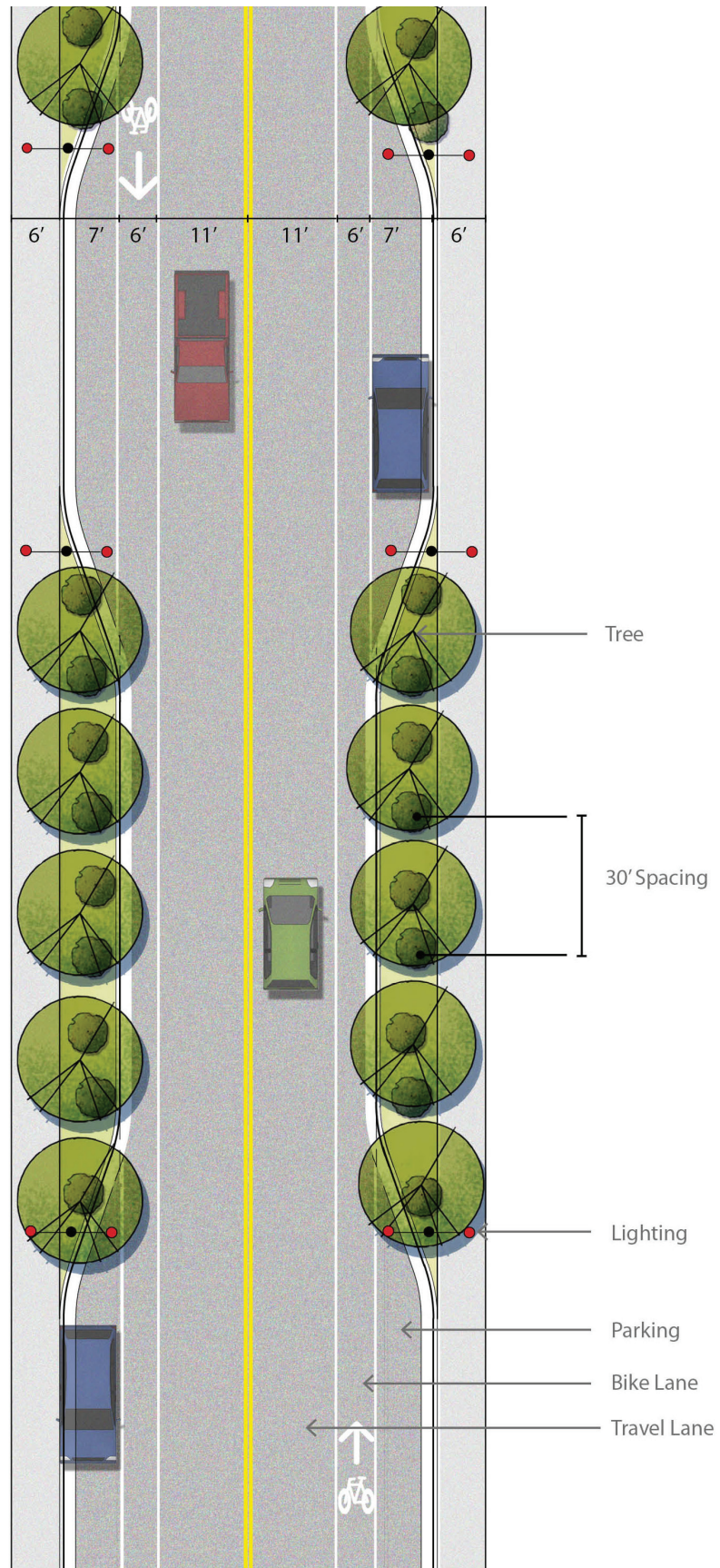
The intersection drawing for Girard Boulevard and Silver Avenue shows the potential for detached curb extensions on all four corners of the intersection. Both Girard Boulevard and Silver Avenue have on-street parking. Adding curb extensions at the intersections will narrow the intersection, likely decreasing vehicle speeds and decreasing crossing distances for pedestrians. These efforts aim to enforce Silver Avenue's designation as a Bicycle Boulevard by further enhancing conditions for cyclists, while simultaneously providing traffic calming measures along Girard Boulevard. Consideration was given to switching the stop sign from Silver Avenue to Girard Boulevard to give bicyclists on Silver Avenue priority and to reduce the number of stops they are required to make. However, this raises several concerns, including higher traffic volumes along Girard Boulevard and Silver Avenue's proximity to Central Avenue. If determined necessary, additional safety enhancements could be provided such as a bike accessible push-button assembly on both approaches of Silver Avenue that would allow cyclists to activate a rectangular rapid flash beacon to facilitate a creation of gaps in traffic along Girard Boulevard and minimize their delay.



Long Term Streetscape Improvements

The following includes a variety of design-related interventions that should be implemented along Girard Boulevard. These concepts are meant to enhance the safety and comfort of the connector street, as well as provide some aesthetic value as a means of visually unifying the corridor. The concepts include:

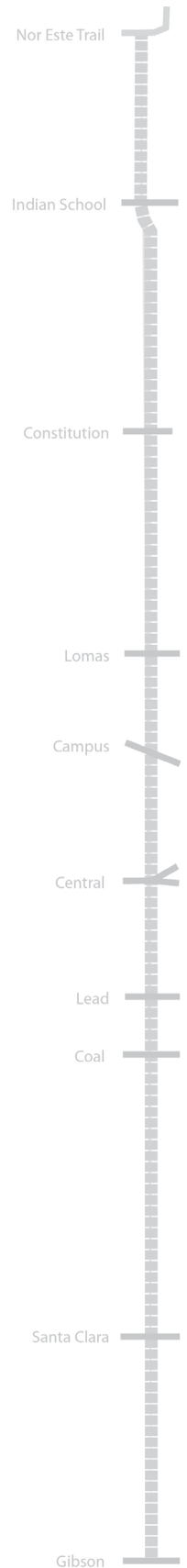
- Pedestrian Lighting
- Public Art
- Neighborhood Markers
- Streetscape Paving
- Driveway and Sidewalk Design
- ADA-Compliant Design
- Plant Palette

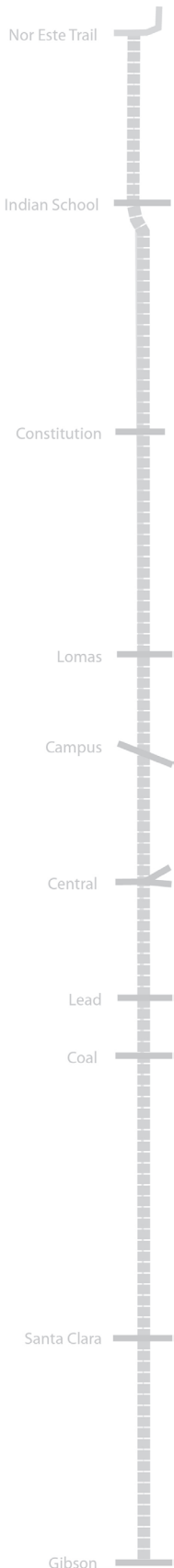


Pedestrian Lighting

The alignment of street lighting shall provide vehicles and pedestrians a consistent pattern of light and homogenous lighting levels for safe circulation. Lighting fixtures should be consistent with recent lighting techniques on Lead and Coal Avenues to minimize operation and maintenance costs for the City. Poles should include two fixtures to enhance safety for all users - one for lighting the street and another for pedestrian space. Street tree planting shall be coordinated with lighting placement on roadways and sidewalks.

Coloration of poles and fixtures shall coordinate with specific influences along the length of Girard Boulevard. Such roadway influences include Route 66 and the existing poles along Central Avenue and on the UNM campus.





Public Art

Public art can highlight specific sections of the corridor or create a cohesive vision along its length. Funding mechanisms could include the City of Albuquerque's 1% for the Arts Program. The 1% for the Arts Program is funded from "1% of City construction funds derived from the general obligation bond program and certain revenue bonds for the purchase or commission of works of art." This program is administered through the Office of the Mayor with the goal of increasing public art throughout the City of Albuquerque.

Suggested public art themes include:

1. The celebration of water at the intersection of Girard Boulevard and Wilson Place and at the intersection of Girard and Campus Boulevards, where large drop inlets collect stormwater.
2. The east-west streets that cross Girard Boulevard are often named after stones or minerals. Monuments may be created using stone that the street is named after. (see Neighborhood markers)
3. Local artist theme. There are numerous artists that have work along the corridor-most notably at the southwest corner of Girard and Campus Boulevards. With the artist's permission, artwork can be sited at particular locations to bind the corridor into a cohesive whole.

Neighborhood Markers

Girard Boulevard crosses multiple neighborhoods, each with their own sense of place. Each of these neighborhoods has an opportunity to express their uniqueness along the corridor with a neighborhood marker similar to the Lead/Coal north and south neighborhood markers - but perhaps in a more unique fashion. At the crossing of Marble Avenue and Girard Boulevard a marble column can be carved with the neighborhoods name and a small map of the neighborhood boundary. Lead and Coal can be treated in a similar way.

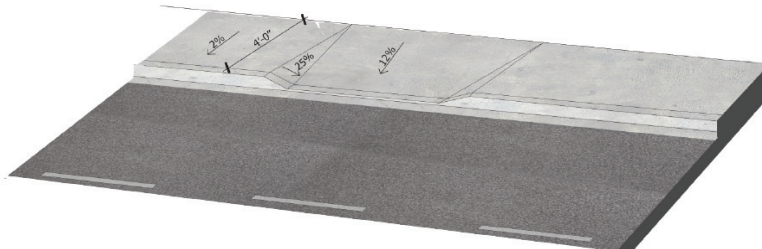
Streetscape Paving

Paving materials and patterns, in coordination with landscape elements, are the design elements that will help create a recognizable identity for the Girard Boulevard corridor. Simple measures such as consistent pedestrian crossing treatments, bulb-outs, and sidewalk finishes can make a dramatic difference in the overall aesthetic of the corridor. Proposed standards include:

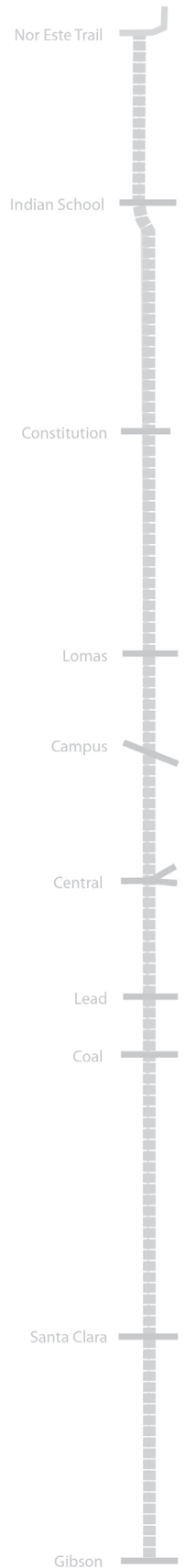
- Concrete sidewalks shall be finished with a medium broom finish perpendicular to the direction of travel and have a 6" width trowelled edge.
- Clay brick, laid in a herringbone pattern, or a reasonable facsimile achieved through thermoplastic materials) shall be used for crosswalks and accessible ramps.
- Concrete edging and header curbs shall contain the clay brick from movement.

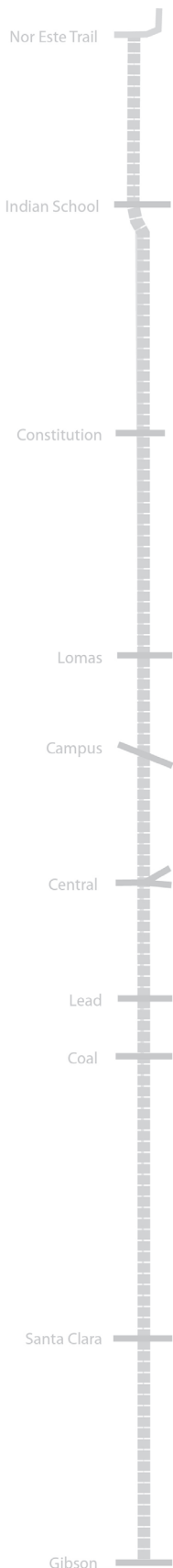


Drive sidewalk 6'-0" from back of curb



Drive sidewalk at back of curb





Driveway and Sidewalk Design

A common feature of Girard sidewalks is a conflict between the residential driveway and the sidewalk in which the 6-inch difference in elevation between sidewalk and gutter is accommodated with a flare. The grades of a flared concrete sidewalk varies from 2% to 8% in a 6-foot sidewalk width, or in the case of Girard from 2% to 12% for a 4-foot sidewalk width. (See illustration below) Such extreme changes in grade are hazardous for persons in wheelchairs, dangerous for baby strollers and cause pedestrians to walk in the gutter to avoid the uncomfortable nature of walking on these sloped surfaces.

To the greatest extent possible sidewalks shall be offset a minimum of 6-feet from the back of curb accommodate the 6-inch vertical change in grade between the gutter and sidewalk. In cases where this offset dimension is not possible, the sidewalk shall be designed to avoid the flared sidewalk condition. Design recommendations include, but are not limited to, sidewalk ramps down to a vehicle/pedestrian landing and adjacent driveways steepened to accommodate the vertical distance. (see illustration on preceding page)

ADA-Compliant Design

Improved sidewalks should, in all cases, comply with ADA guidelines and address the significant obstacles that hamper pedestrian movement along the length of the corridor. Existing obstacles include utilities poles and boxes, fire hydrants, guy wires, signage, encroaching landscape, and light poles. This plan prefers that the obstacles be moved to another location. However, there will be instances in which relocating the obstruction may be cost prohibitive or not feasible and sidewalks will have to accommodate the object.

Plant Palette

Tree choices are made for Girard Boulevard with the intention of creating an allée, or overarching shaded tree canopy, reaching over the street. Several factors allow this planting concept to be a reality:

1. The narrowing of the street section, and;
2. The provision of parkway planting strips

Plant lists are not meant to limit designer's choices, but be a starting point for design ideas. Planting design must concur with the City of Albuquerque's street tree and water conservation ordinances.

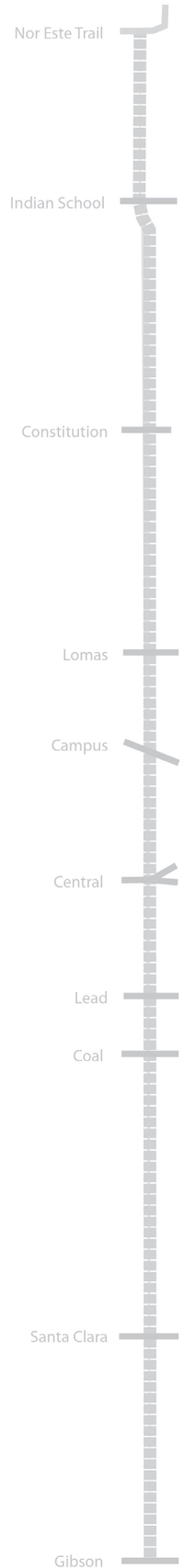
Trees

- Hybrid American elms- *Ulmus* x. 'Frontier', 'Accolade', 'Liberty'
- Chinese Elm- *Ulmus parvifolia*
- Oaks- *Quercus buckleyi*, *Quercus fusiformis*
- Chinese Pistache- *Pistache chinensis*
- Golden Rain Tree- *Koelrueteria paniculata*

Shrubs + Grasses + Succulents

Shrubs, grasses and succulents must be selected to facilitate clear sight triangles drivers exiting drives and roadways. Ideal plant characteristics should be low growing, transparent/ light foliage and xeric.

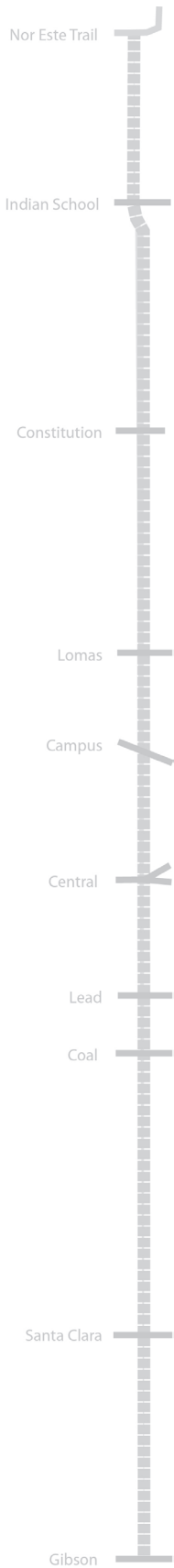
- Sand Cherry- *Prunus cistena*
- Muhly grass- *Muhlenberia* spp.
- Red Yucca- *Hesperaloe*
- Sumac- *Rhus aromatica* 'Gro-Lo'
- *Zauscheneria* spp..
- *Juniperus* spp.
- Perennials
- Sand Verbena- *Verbena* spp.
- *Teucrium* spp.
- Spurge- *Euphorbia myrsinites*
- Desert Marigold- *Baileya multiradiata*



APPENDICES

Presentation Boards

The following pages include images of the presentation boards displayed at the August 2012 public meeting.





Girard north of Indian School

- 49' curb to curb roadway width
- Ends in cul-de-sac
- Potential connection to Nor Est trail



Median @ Girard & Haines

- Center median creates pedestrian refuge island
- Minimal aesthetic value
- Enhanced pedestrian safety
- Largely ineffective at calming traffic



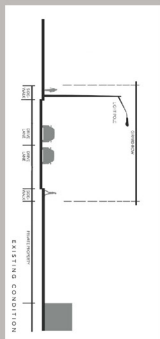
Right-of-Way (ROW)

- 39' curb to curb width with limited parking use creates 19.5 effective lane width
- 4' attached sidewalk



Girard @ Wilson

- Skewed intersection and drainage structure create long crossing distance
- Median lacks ADA accommodation

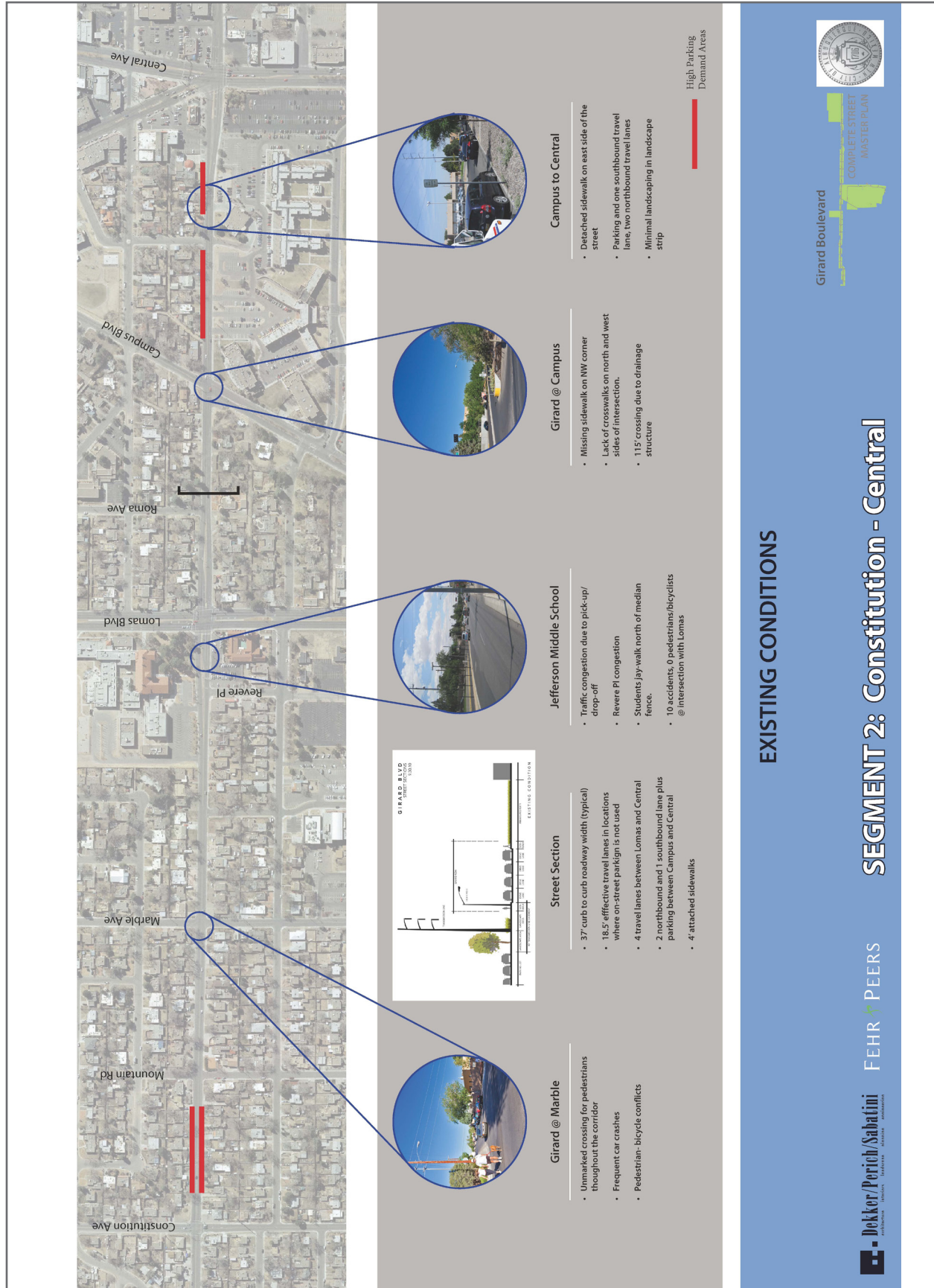


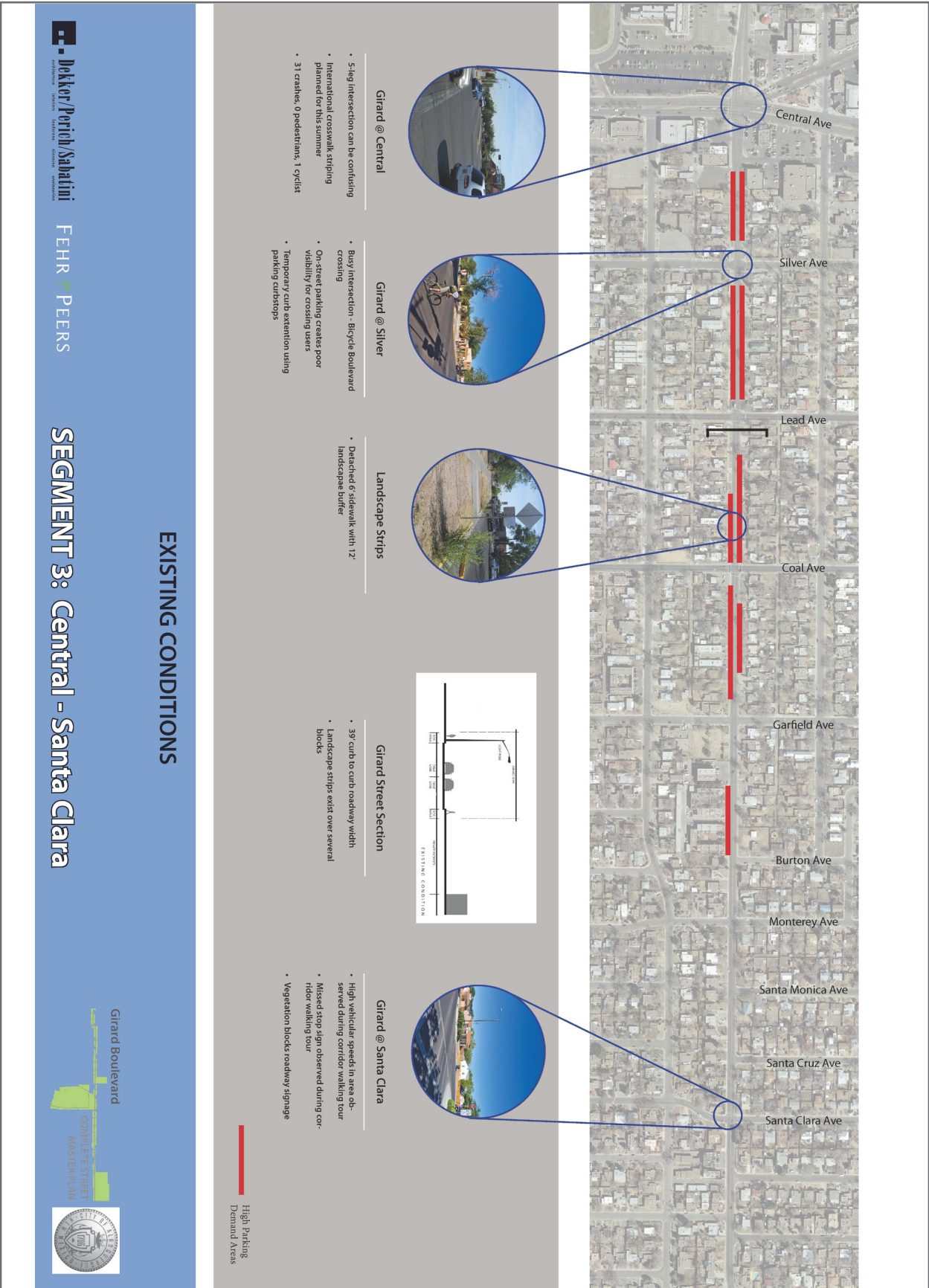
Section

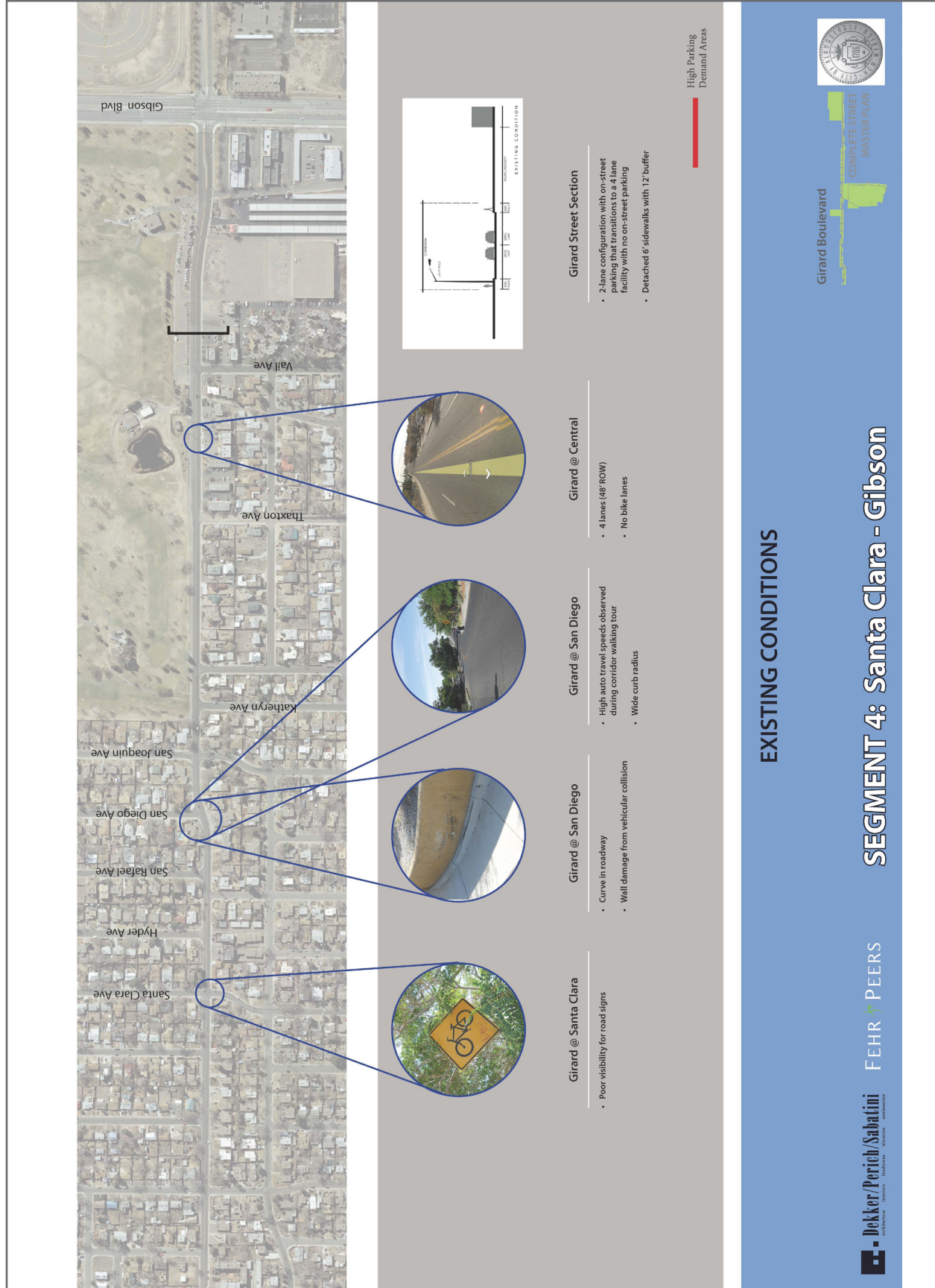
- 39' curb to curb roadway width (typical)
- On-street parking
- 4' attached sidewalk (typical)

High parking demand areas

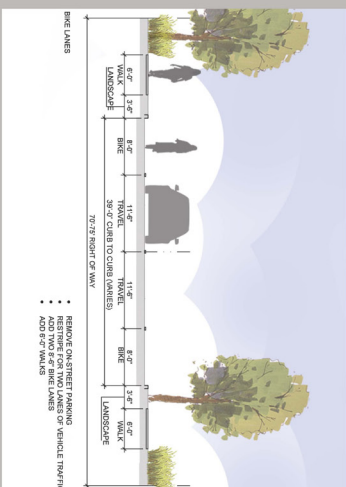
EXISTING CONDITIONS

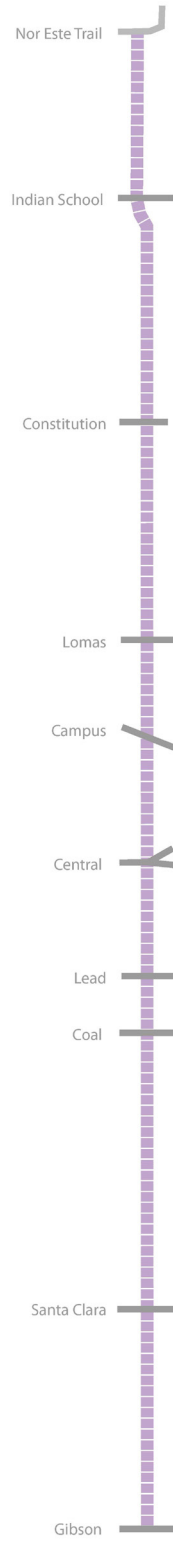






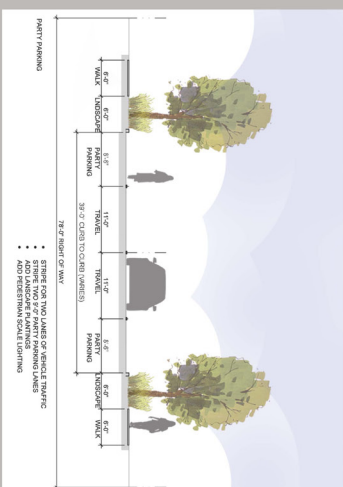
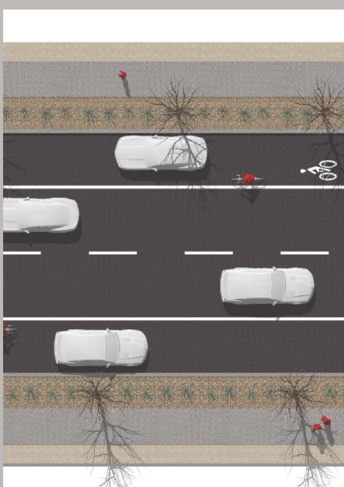
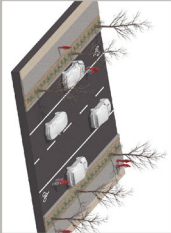
EXISTING CONDITIONS





ATTRIBUTES OF PARTY PARKING

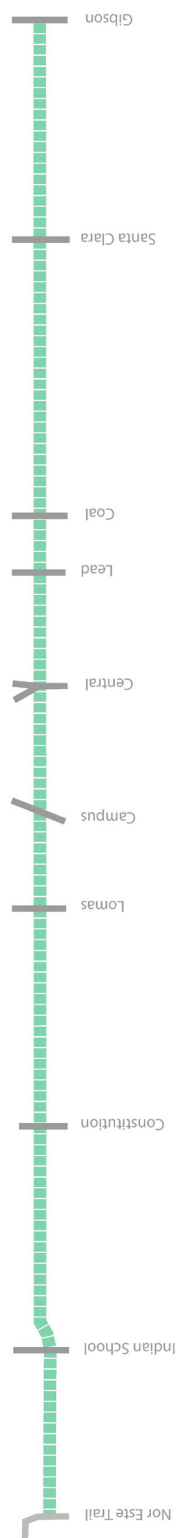
- Provides overflow parking for adjacent properties
- Wide de-facto bicycle lane
- Can increase separation between cyclists and autos
- May cause cyclists to pass vehicles in door zone
- Auto parking causes cyclists to weave into traffic lane to avoid auto
- 10'-12' width typical
- Inappropriate for streets with high on-street parking demand



FEHR PEERS

Option 3: Party Parking

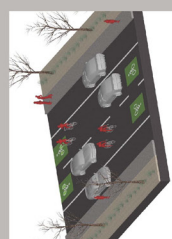
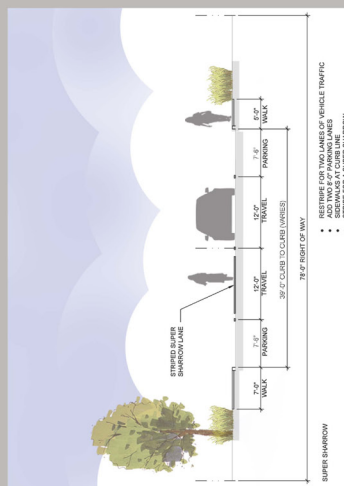
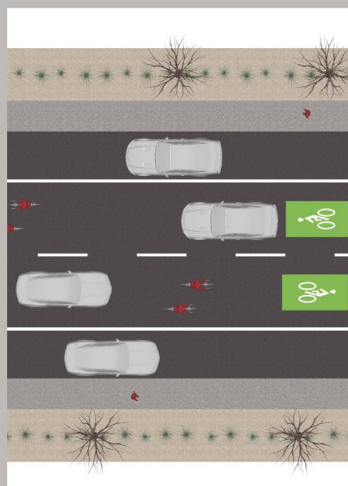




ATTRIBUTES OF SUPER SHARROWS

Shared-lane arrows = "Sharrows"

- Designate traffic lanes as shared lane between motorists and cyclists
- Painted stencil markings delineate where cyclists should ride within the travel lane
- Minimize parking impacts
- Visually reminds drivers of bicyclist right to be in street



Option 4: Super Sharrows



Girard Boulevard



COMPLETE STREET
MASTER PLAN

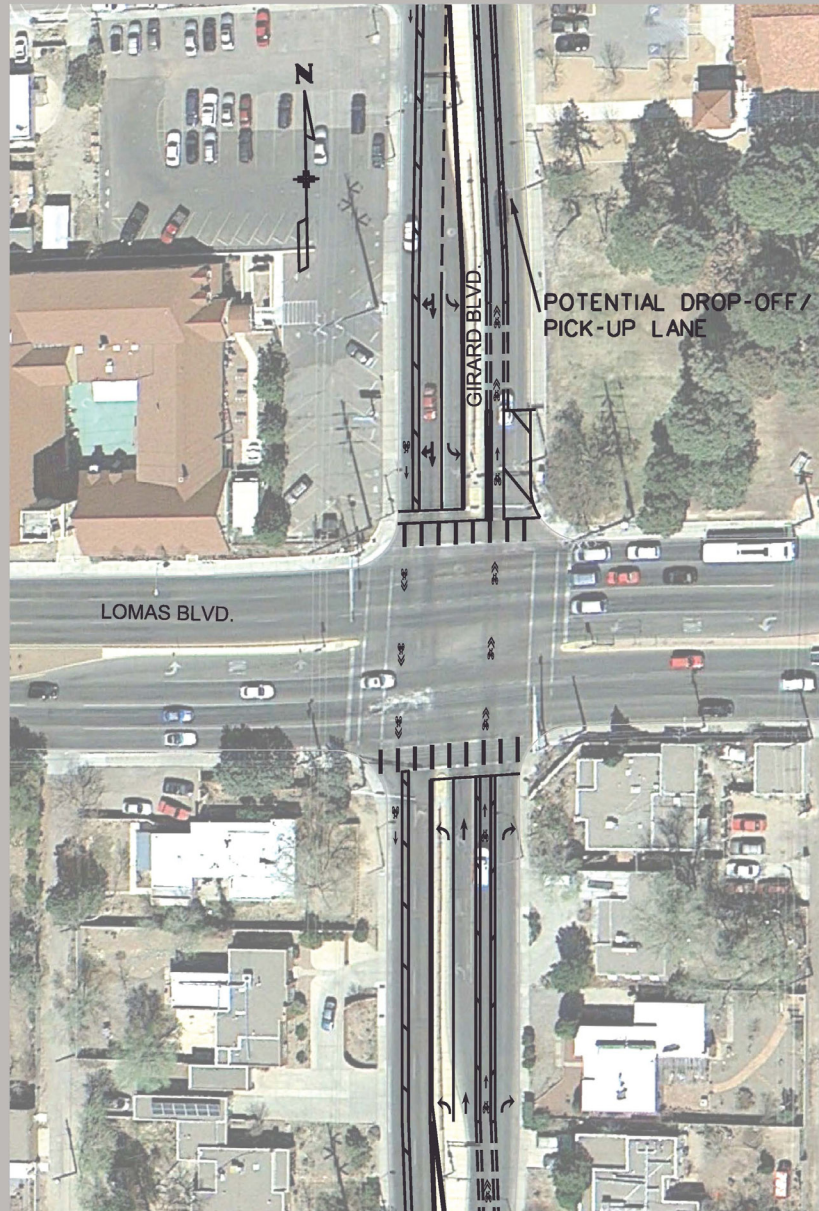
FEHR & PEERS



Intersection: Girard & Lomas

KEY FEATURES

- Provides enhanced bike markings through intersection and high conflict areas
- Eliminates 1 northbound and 1 southbound lane
- Eliminates pedestrian median to discourage jay-walking
- Creates potential pick up/ drop off lane for Jefferson Middle School
- Creates opportunity to provide attached curb extension on northeast corner to slow traffic and reduce the pedestrian crossing distance across Girard
- Provides increased separation between vehicles and cyclists upstream and downstream of intersection
- Provides enhanced pedestrian crosswalk markings



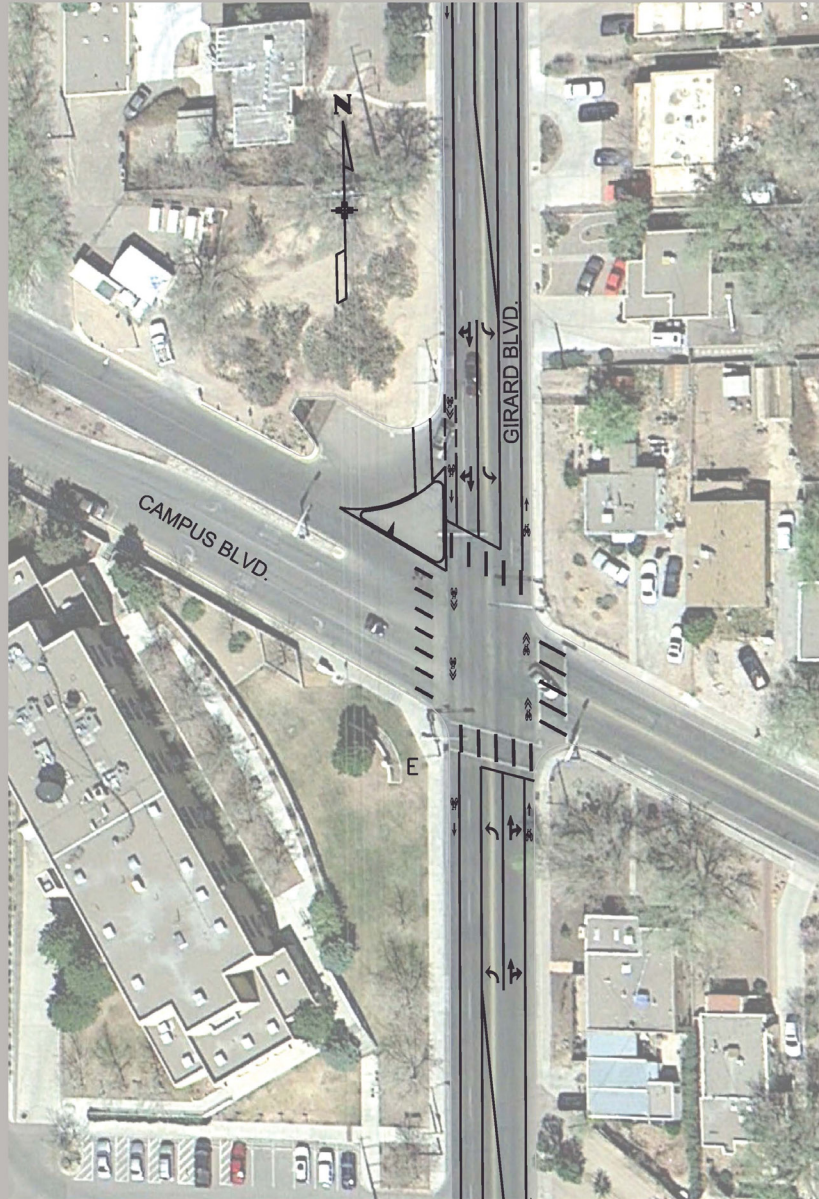
Girard Boulevard



Intersection: Girard & Campus

KEY FEATURES

- Provides enhanced bike markings through intersection and high conflict areas
- Maintains left-turn lanes
- Provides enhanced crosswalk markings
- Creates defined channelized right-turn lane from southbound Girard to west-bound Campus
- Eliminates southbound travel lane
- Creates opportunity to provide curb extension on northeast corner to slow traffic and provide pedestrian refuge area



Girard Boulevard

COMPLETE STREET
MASTER PLAN

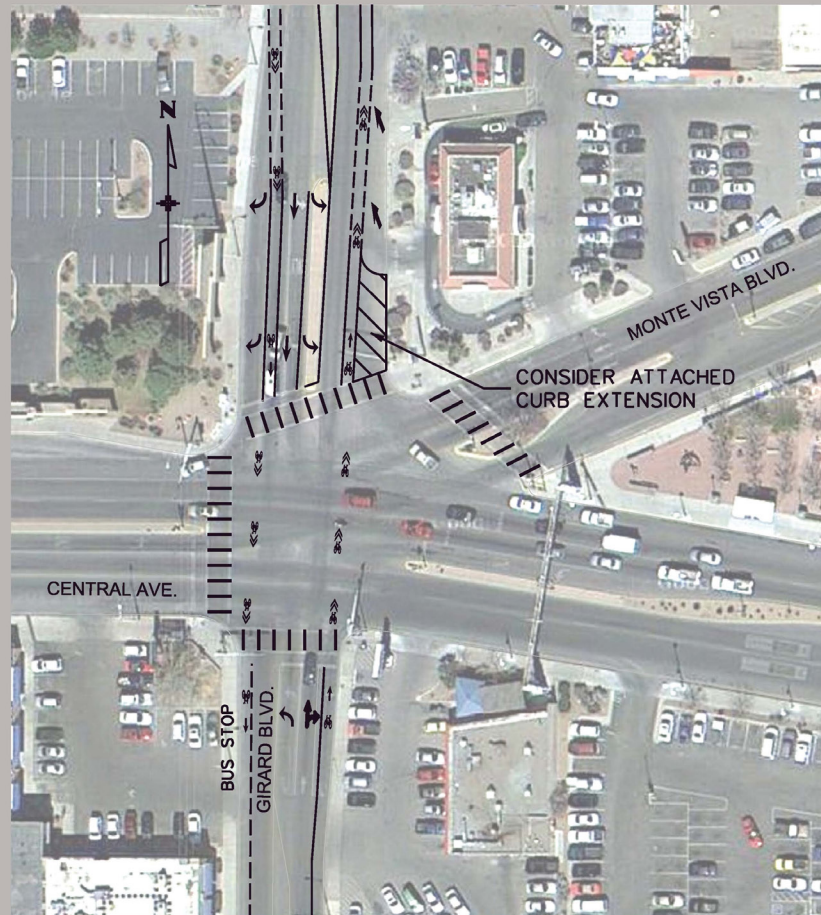


Intersection: Girard & Central

KEY FEATURES

Concept A

- Provides enhanced bike markings through intersection and high conflict areas
- Creates opportunity to provide attached curb extension on northeast corner to slow traffic, reduce pedestrian crossing distance, and reinforce right turn restriction out of Taco Bell drive-thru
- Combines the thru lanes with the right-turn lanes
- Removes center median on north leg of Girard
- Maintains left-turn lanes
- Converts street ROW near Taco Bell to pedestrian space
- Provides enhanced crosswalk markings



Concept A

Intersection: Girard & Central

KEY FEATURES

Concept B

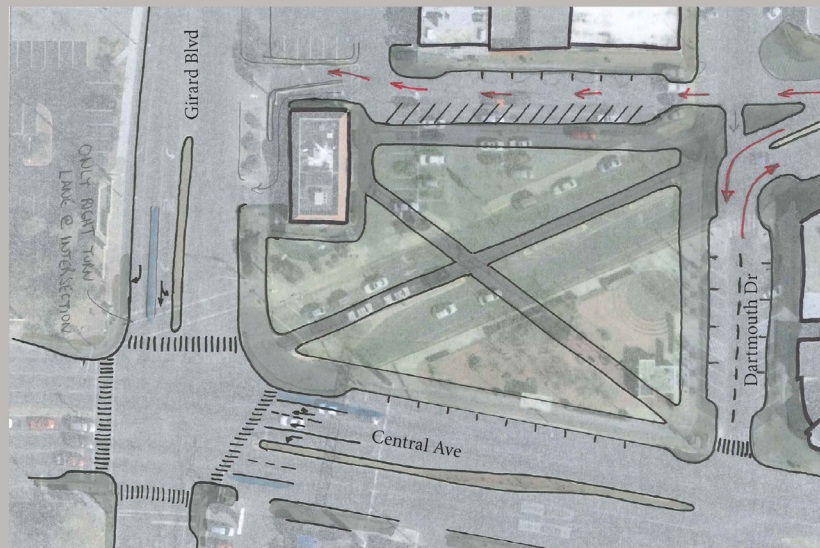
- Similar to Concept A in lane treatments, but extends efforts along Central to create new pedestrian connection along the eastside of the intersection.
- Dartmouth is closed off to eliminate cut-through traffic. Park gets connected to adjacent retail uses to help activate the open space.
- Parking spaces are replaced with on-street spaces.
- Triangle Park is extended toward Girard to allow for a pedestrian connection along east side of intersection.



Concept B

Concept C

- Converts street right-of-way and combines it with Triangle Park, in addition to the adjacent parking lot to create an urban plaza.
- Eliminates Monte Vista connection with Girard/Central and diverts traffic onto Dartmouth.
- Creates new access to Girard within existing private property along retail frontages



Concept C