

## Girard Public Meeting Notes – 23 Aug 2012 – 6PM

Summary of comments heard during open house and presentation discussion. The City and its consultants on the project will consider these comments and suggestions in developing an Action Plan for Girard.

- Good bike examples to refer to include:
  - Indian School
  - Pennsylvania
  - San Pedro
  - Morris
- IF a bike lane travels through the intersection it should be to the left of the right turn lane. If this is not possible, use a shared condition.
- No party parking lane. Better to have nothing at all.
- Create a consistent corridor to meet driver and cyclist expectations.
- Bike lane on Girard helps cyclists avoid Vassar and Lomas – dangerous crossing.
- Any solution will require enforcement at Jefferson to prevent pick-up and drop-off traffic from using the bike lane. Need a pick-up/drop-off solution here.
- What ever happened to the proposal for a partial closure at Lomas and Vassar?
- With the parking structure proposed on the northeast side of the hospital make sure that traffic uses Lomas for access, not Vassar.
- Concern about reducing travel lanes near the campus.
- Need more speed limit signs on the south end of the corridor.
- Make sure that everything will fit south of Central with one travel lane in each direction – curb extensions may get in the way.
- Girard should remain a two-lane street between Lomas and Central.
- Be sure to accommodate buses.
- Why are we putting a bike lane on Girard rather than some other street with less traffic such as Girard?
- Can't change Girard because it will push traffic into the neighborhoods. 2009 Neighborhood Traffic Management report produced by Kimley Horn for North Campus and Summit Park neighborhoods (affects Girard from Lomas to Indian School) cited as source.
- Need pedestrian improvements. Only 10% of students are riding bikes or walking to school. People are driving their children less than one mile because they are not comfortable with their kids traveling along and crossing these busy streets with substandard sidewalks. Need to get away from the car centric perspective.
- Parent agreed that he won't let his children walk or bike to school even though he is an avid cyclist himself. Need to make this corridor safer.
- Need better pedestrian accommodation – wider sidewalks. Nicer like Lead and Coal.
- Urban forestry – this corridor presents an opportunity to introduce green treatment.
- The sidewalks in the corridor are too narrow and attached to the street. Wider walks with separation from the street would be safer and more comfortable for everyone.

- Only 70% of people have a driver's license (I think that percent might actually be higher when you factor in the full population of a City – I'll look it up). Need to improve the corridor for all modes. It's really a social justice and moral issue.
- East-west bicycle connectivity is good in this area – Indian School, Constitution, Silver, Lead/Coal but north-south connectivity stinks. Girard is the right corridor for this connection. It travels a long distance, connects destinations, and crosses large east west streets at signals.
- Bike lanes will narrow travel lanes – traffic calming.
- UNM development of dorms will increase traffic.
- The walking environment on Girard is unsafe.
- Need to slow people down in this corridor – enforcement!
- Occupy the public realm to slow people down.
- Bike connections have to be part of a system to be successful.
- Need a high quality pedestrian environment.
- Can't reduce travel lanes near the campus because traffic will back up during cultural events.
- Walking is difficult because of all of the curb cuts in the sidewalks.
- We need wider sidewalk for people and kids on the block.
- Striping is low cost – do this first and see what happens.
- Slow it down – speed bumps and traffic circles on side streets help to minimize cut through traffic.
- What's happening with UNM and Redondo?
  - UNM response – this has been studied but no decision has been made yet with regard to closing access from Redondo to Campus Blvd to the west of Girard. UNM encourages alternatives to driving alone and 45% of students and staff use those alternatives to get to campus.
- Closing Redondo pushes traffic to Central and Lomas (the appropriate high volume streets) and keeps traffic off Girard.
- Girard is a more efficient way to travel on either 2 or 4 wheels. It is not direct enough to use side streets.
- Traffic still reduced on Lead/Coal but it will come back.
- Girard is an emergency vehicle route, Dartmouth may be better for bikes.
- Signalization concerns – need to think about signal timing.
- Without parking in the corridor, cars may not slow down. Striping may not be enough.
- Speed feedback signs showed high speeds on the corridor. Can we get one of those all the time?
- Pedestrian safety for folks crossing the street is important. Can we get more stop signs or more striped crosswalks?
- San Joaquin would be a good location for an additional crossing.
- Girard and Monterey should have a ped crossing, 4-way stop or some other treatment as it is the route taken by students to Bandelier Elementary School.
- People drive too fast on the south end (especially between Thaxton and Gibson) with two lanes – speeding!
- Maybe use the alleys for bikeways or walkways.

- Santa Clara barricades look terrible.
- Girard signals – stripe turn lanes and use turn arrows, since temporary left turn queuing lanes were removed, one car waiting to turn left can back up traffic for a block or more.
- Consider a rotary or traffic circle at Garfield – high speeds and accidents there existed before and continued after Lead/Coal project redirected traffic to Garfield.
- What will the volume of traffic on Girard be according to the MRCOG 2035 Metropolitan Transportation Plan?