

Girard Complete Streets Master Plan

Community Meeting

23 August 2012

Fellowship Hall of the First Congregational Church

6-8PM



WELCOME!

Please feel free to stroll the room and see some of the ideas we have been working on.

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We welcome your comments!

Agenda

- Open House (6:00-7:00)
- Presentation (7:00-7:30)
 - Introduction
 - Existing conditions
 - Corridor concepts
 - What we need from you tonight
- Concept Prioritization (7:30-8:00)



Introduction

- Project Purpose & Goals
 - Increase safety for all users in the corridor
 - Create a livable street



Introduction

- Previous Planning Efforts
 - Nob Hill/Highland Sector Development Plan
 - MR-COG initiative
 - 2007 White Paper (Dept. Mun. Dev.)
 - UNM Master Plan
 - North Campus Summit Park NMTP
 - Lead/Coal/MLK improvements

Existing Conditions

- Traffic
- Crashes
- Varied Curb to Curb width



Albuquerque: It's Not All Breaking Bad

Lead/Coal Transformations



Albuquerque: It's Not All Breaking Bad

- MLK Reconfiguration



EXISTING CONDITIONS



Girard north of Indian School

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



Median @ Girard & Haines

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



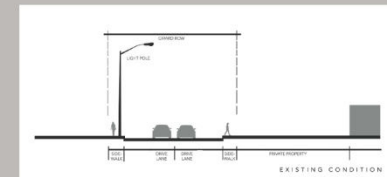
Right-of-Way (ROW)

- 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



Girard @ Marble

- Unmarked crossing for pedestrians throughout the corridor
- Frequent car crashes
- Pedestrian-bicycle conflicts



Street Section

- 37' curb to curb roadway width (typical)
- 18.5' effective travel lanes in locations where on-street parking is not used
- 4 travel lanes between Lomas and Central
- 2 northbound and 1 southbound lane plus parking between Campus and Central
- 4' attached sidewalks



Jefferson Middle School

- Traffic congestion due to pick-up/drop-off
- Revere Pl congestion
- Students jay-walk north of median fence.
- 10 accidents, 0 pedestrians/bicyclists @ intersection with Lomas



Girard @ Campus

- Missing sidewalk on NW corner
- Lack of crosswalks on north and west sides of intersection.
- 115' crossing due to drainage structure



Campus to Central

- Detached sidewalk on east side of the street
- Parking and one southbound travel lane, two northbound travel lanes
- Minimal landscaping in landscape strip

High Parking Demand Areas

EXISTING CONDITIONS

EXISTING CONDITIONS



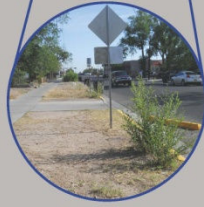
Girard @ Central

- 5-leg intersection can be confusing
- International crosswalk striping planned for this summer
- 31 crashes, 0 pedestrians, 1 cyclist



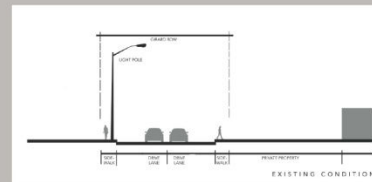
Girard @ Silver

- Busy intersection - Bicycle Boulevard crossing
- On-street parking creates poor visibility for crossing users
- Temporary curb extension using parking curbstops



Landscape Strips

- Detached 6' sidewalk with 12' landscape buffer



Girard Street Section

- 39' curb to curb roadway width
- Landscape strips exist over several blocks



Girard @ Santa Clara

- High vehicular speeds in area observed during corridor walking tour
- Missed stop sign observed during corridor walking tour
- Vegetation blocks roadway signage

High Parking Demand Areas

EXISTING CONDITIONS

EXISTING CONDITIONS



Girard @ Santa Clara

- Poor visibility for road signs



Girard @ San Diego

- Curve in roadway
- Wall damage from vehicular collision



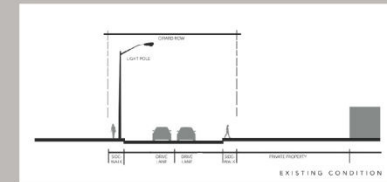
Girard @ San Diego

- High auto travel speeds observed during corridor walking tour
- Wide curb radius



Girard @ Central

- 4 lanes (48' ROW)
- No bike lanes

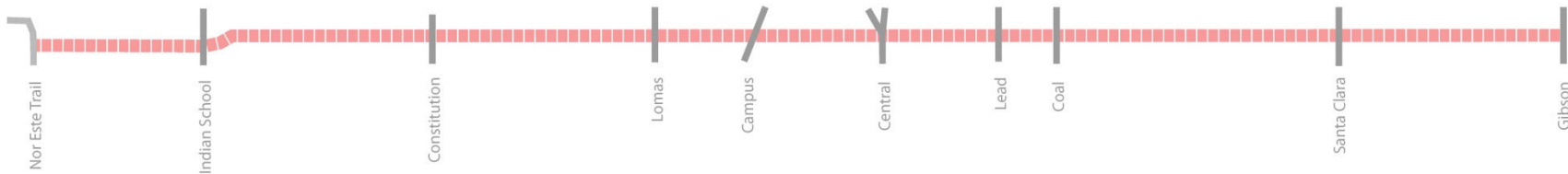


Girard Street Section

- 2-lane configuration with on-street parking that transitions to a 4 lane facility with no on-street parking
- Detached 6' sidewalks with 12' buffer

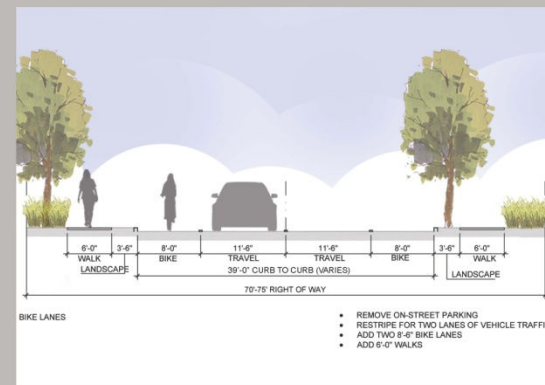
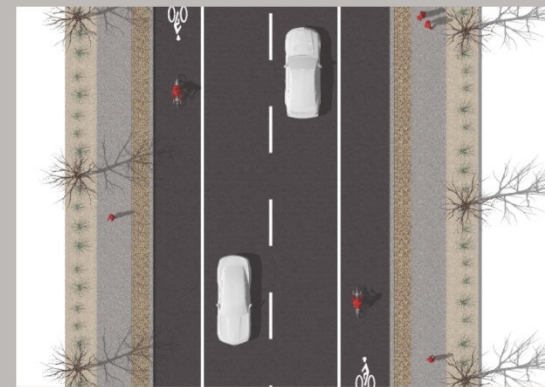
High Parking Demand Areas

EXISTING CONDITIONS

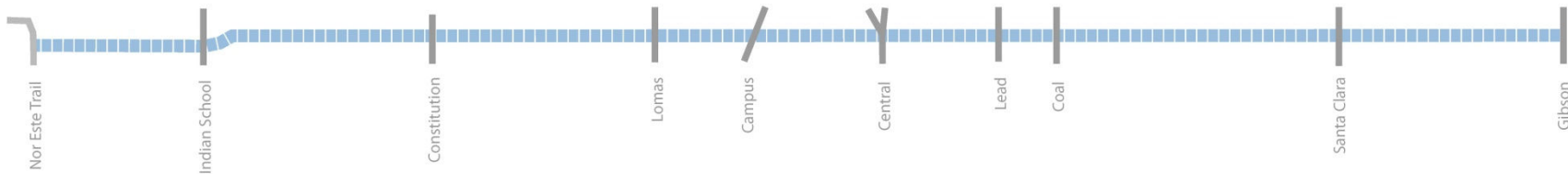


ATTRIBUTES OF BIKE LANES

- Delineates space for bicyclists
- Reduces cyclists interferences from motorists
- Allow for predictable behavior for cyclists
- 5' - 6' lane width typical
- Narrows travel lanes to calm traffic
- Visually reminds drivers of cyclists' right to be in the street

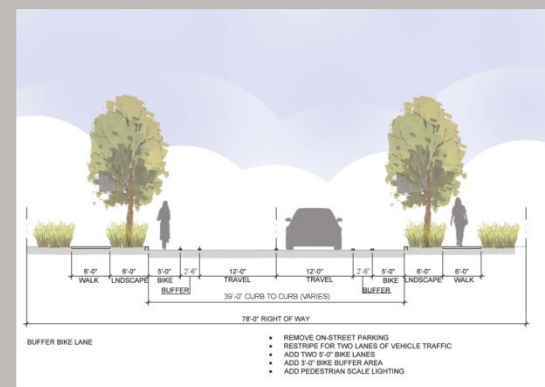


Option 1: Bike Lanes

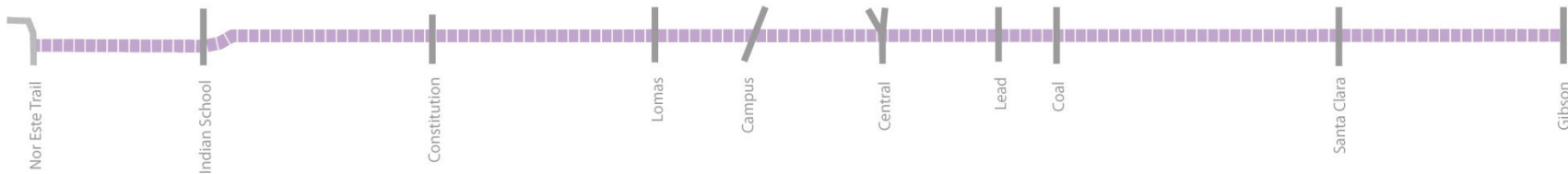


ATTRIBUTES OF BUFFERED BIKE LANES

- Conventional bicycle lane with a designated buffer space
- Increase physical separation between vehicles and cyclists
- Clear demarcation of bicycle lanes
- 2' - 3' buffer width typical
- May necessitate elimination of on-street parking in some locations
- Narrows travel lanes to calm traffic
- Can reduce risk of doorway crashes if buffer is adjacent to parked car lane
- Increase cyclist comfort level
- Allows for cyclists to pass each other without encroaching on vehicular traffic lanes

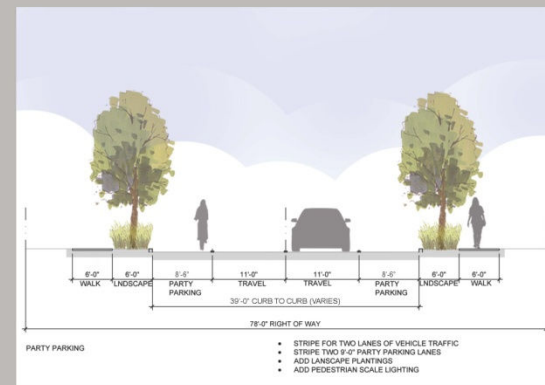
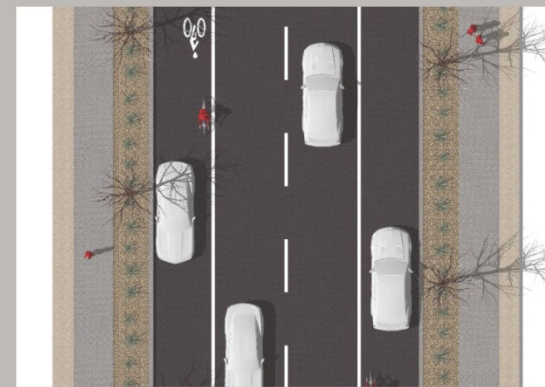


Option 2: Buffered Bike Lanes

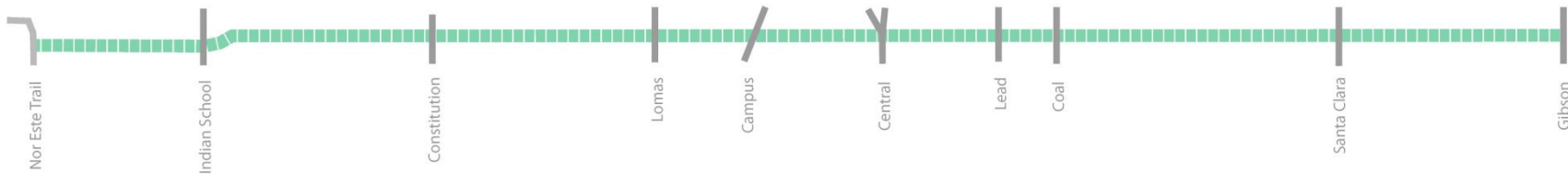


ATTRIBUTES OF PARTY PARKING

- 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



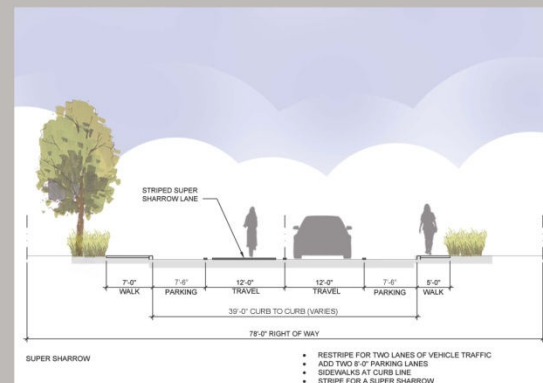
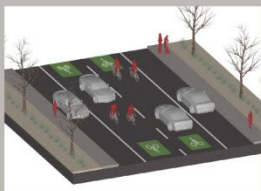
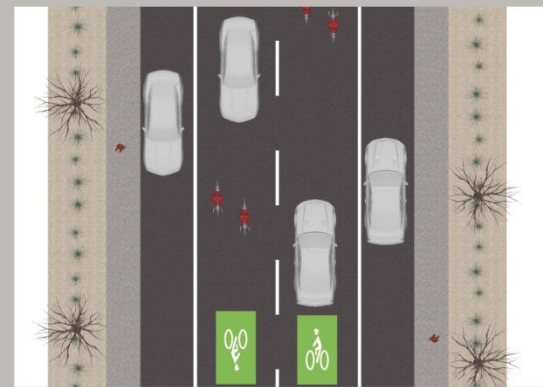
Option 3: Party Parking



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

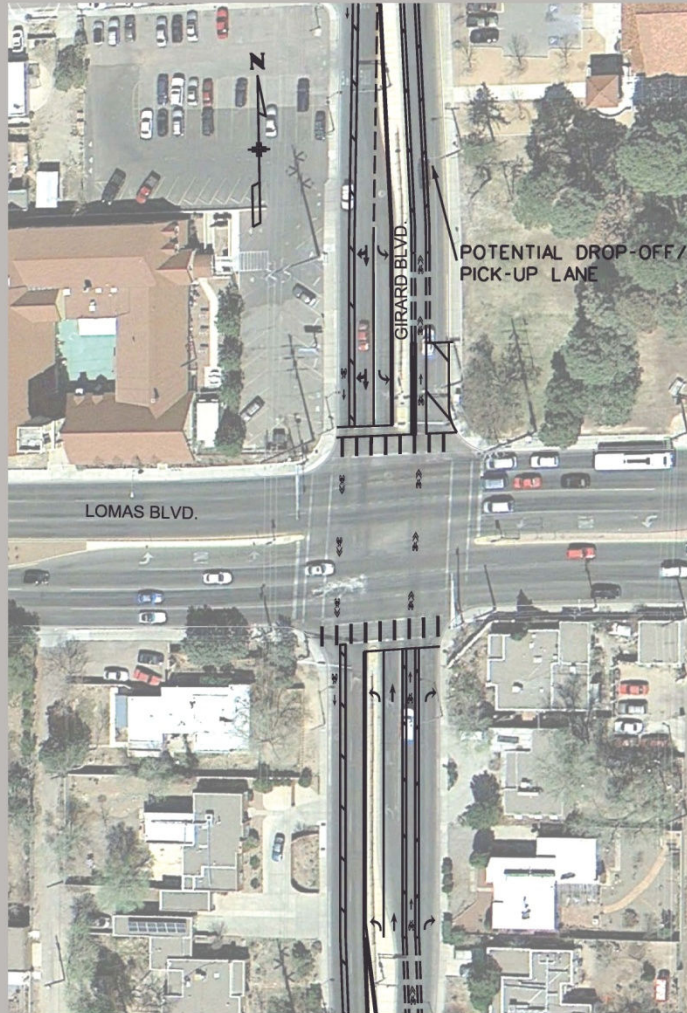


Option 4: Super Sharrows

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

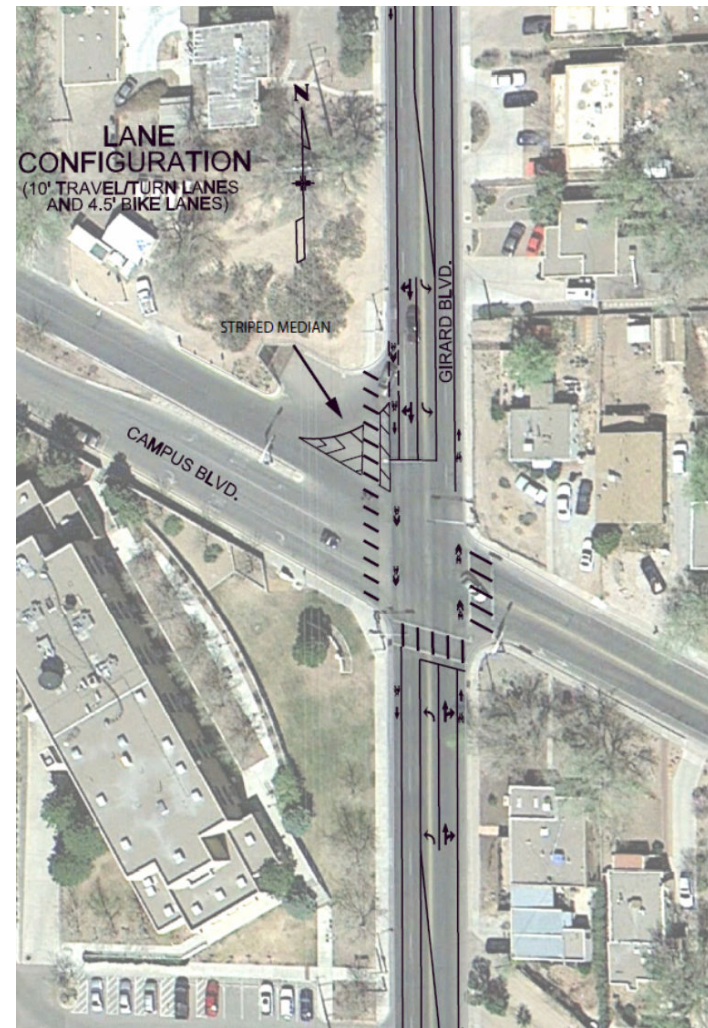
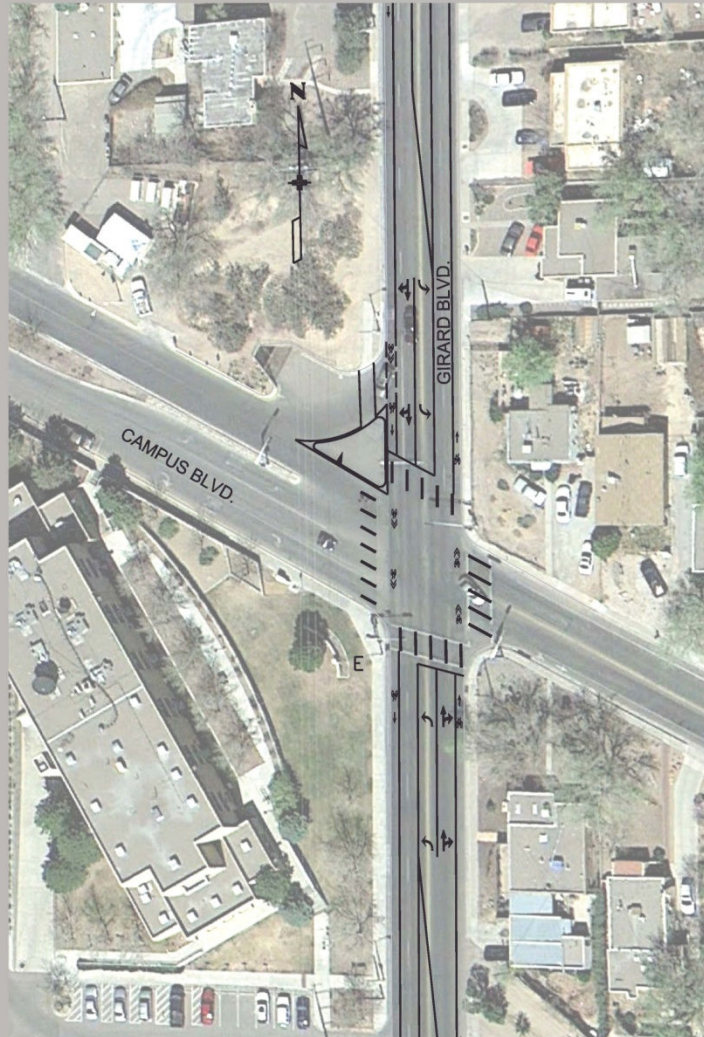


Striping Only

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



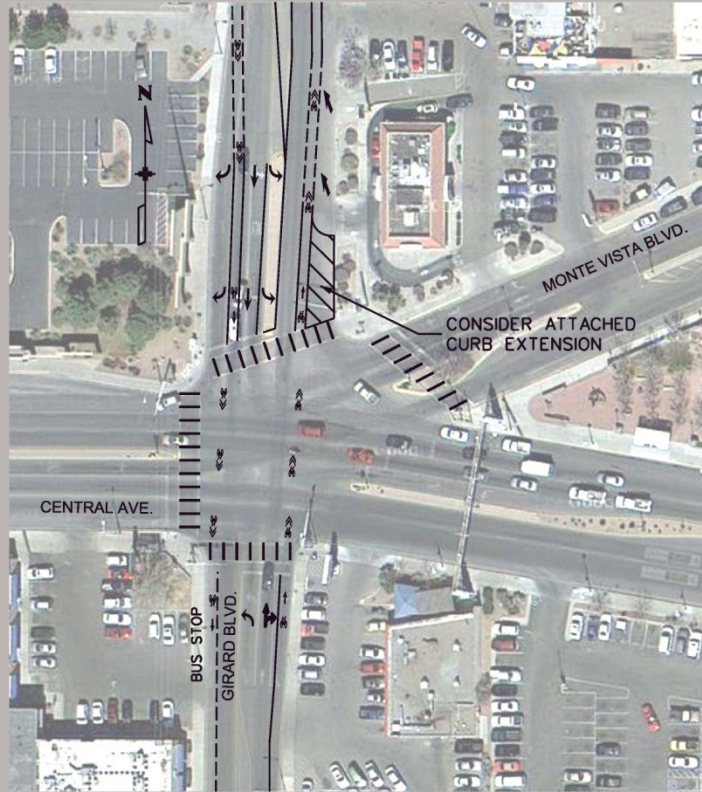
Striping Only

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



Striping Only

Intersection: Girard & Central

KEY FEATURES

Concept B

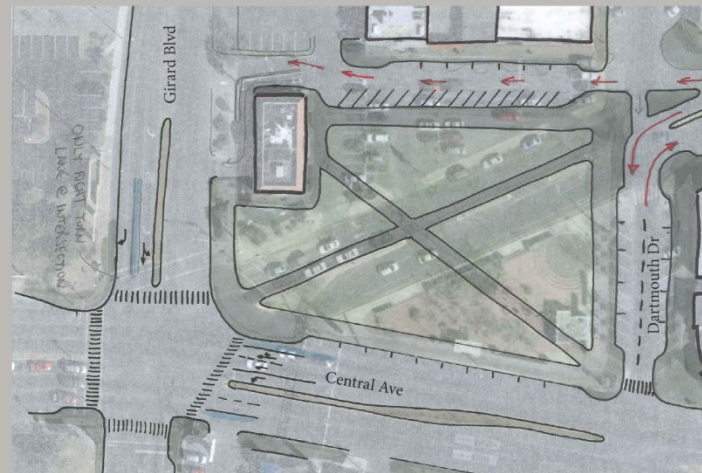
- Similar to Concept A in lane treatments, but extends efforts along Central to create new pedestrian connection along the eastside of the intersection.
- Dartmouth is closed off to eliminate cut-through traffic. Park gets connected to adjacent retail uses to help activate the open space.
- Parking spaces 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

Next Steps

- Incorporate comments from this evening
- Phased implementation recommendations
 - Short term striping and evaluation
 - Long term more significant reconfiguration



What We Need From You Tonight

- What do you think?
 - Post-it notes
 - Comments
- Prioritize concepts
 - Dot exercise

