

Great Streets Facilities Plan

Comment sheets from Open House April 26 and 27, 2007 at Winrock; May 22 at Taylor Ranch Community Center, NAIOP Presentation May 23 at NAIOP

Do you support the idea of creating Great Streets in Albuquerque? Why or why not?

Most definitely! It will help make Albuquerque special, give Albuquerque more character, raise property values, be enjoyable for my family, maybe help lower crime, help people take pride in Albuquerque

Yes

Definitely! Improve pedestrian safety

Yes, the city needs more noteworthy streets to bring back tourists if for no other reason.

Yes, in general, but the streets selected are major traffic routes and a conflict exists there. The Great Streets idea should be applied to connecting and side streets with less vehicular traffic. The "Outdoor Room" will smell like auto exhaust and have a high vehicle noise level.

You bet. I appreciate the distinction between all streets, which should be walkable and functional, and Great Streets that offer more opportunity and deserve more attention/ investment to realize that potential.

Absolutely. Wish it could be done in our area.

Yes.

Yes!! For beauty, for shade, for friendship.

Yes. We need to beautify our communities and make them walkable.

Yes.

Not Montgomery. Too essential for ready access to West Side.

Yes, great for city's wellbeing and creates great tourist involvement. Encourages more outdoor lifestyles.

Yes – strongly! Enhance Albuquerque's sense of place, community pride and overall support for planning.

Support: Great idea! Good luck with your project.

Yes! This could encourage non personal vehicle use such as walking, biking and transit.

Yes, but don't build park-like walkways where no one is going to stroll so that piles of leaves, un-swept gutters, and lurking bandits are attracted.

Yes! This is what makes a city memorable and enjoyable, livable.

Yes.

Absolutely – if the selected streets focus on the real and potential multi-modal traffic. Areas with commercial and residential mix could be much more successful with these improvements. Be sure transit and walking are very well integrated; add bike racks.

Yes.

Yes, please for longer stretches! I prefer pedestrian access and pedestrian and bicycle transportation.

Yes. Get people outside and away from so much driving.

Yes. Population density is important in a large city. Making social areas will encourage it.

While nice sounding, NOT ONE PENNY should be spent on this program as long as there remains a backlog of streets and sidewalks that need to be built or maintained throughout the city.

Yes. Because it creates neighborhoods out of general streets.

Generally yes. Why: worthy goal contributes to improving the built environment which is good for economic development, tourism, and aesthetically for citizens.

Why not: I am concerned about any proposal that decreases carrying capacity and materially slows traffic.

Yes. All great cities have excellent means for moving people, goods, and services around. This is done within the public R.O.W. which are streets for the most part. Since they are for everyone's benefit, they should all be as nice as possible.

Yes. I support the great streets idea. For too long the city streets have been drab and uninviting. At least now the city has started to landscape the medians.

Yes. They would make Albuquerque more attractive and more pedestrian friendly.

I absolutely support this idea – 100%. 1) creates a sense of place so Albuquerque doesn't become "anywhere, USA; 2) this design will help sustain locally owned businesses, which in turn re-circulate more \$ in the economy (generating larger tax base for Albuquerque)

Yes. RANA (Raynolds Neighborhood Association) Great streets will promote community (relationships between people) and increase property value in those places.

Yes. For Albuquerque to become walkable, livable, attractive city.

Yes. Hopefully this concept will support making our communities more living places rather than passing spaces.

Yes!! Just spent the weekend in San Francisco – need I say more?

Yes. As long as funding doesn't take funds away from more important things, such as police protection, and patrols. Also, parks are more user-friendly.

Yes. The time is now.

It is important for Albuquerque to become a place of neighborhoods that offer shopping, living, working. This is the time to start to implement programs to get people out of cars!

Yes. I can't walk safely from my house to any of the parks in my neighborhood or to any grocery store. And all the streets are so ugly and depressing. (LOCAL STREET DESIGN SHOULD ACCOMMODATE THIS

Yes. The streets on the Westside really need a make over. There are too many walls, too much concrete, fast cars, ugly and unpleasant to walk.

Yes. This is the only way to make things better. The current direction of development adopted by the rest of the country is destructive to the environment and people.

Yes.

Yes. Quality of life.

Yes. Is it really understood by the public? Are people working too much? No time for fun or venturing out after work.

It would seem that several of the concepts would trade off traffic lanes (currently full at times) for pedestrian utilization – this would create increased traffic density resulting in pollution, more accidents, road rage, etc.

Yes I do. However, until you can work out the traffic operation, capacities, long range mass transit, the ideas you have will not work. I suggest more involvement with traffic.

Yes.

Yes, very much so.

Are there any other design features you think should be added? Please describe.

Add bridge for pedestrian overwalk that is pedestrian friendly.

Include adjoining Open Space areas in the Atrisco plan

Cold Haroy Cactus (?), Mexican Bird of Paradise, Chaste Tree, Red Yucca, etc. are beautiful plants that require little water. They would be nice planted in medians, better than grass, more attractive than dirt. Also they go with the character of New Mexico.

I think there should be no design features aimed at traffic constraints. By careful selection of the streets, we can have both Great Streets and unconstrained traffic corridors.

How to increase sidewalk width where it doesn't exist?

Add good ideas from Arizona, also from Denver.

Unused parking areas in lots – turn into social center/ park.

Transit lanes – How about transit on streets parallel to main corridors, OR add dedicated lanes and use the same also for bikes.

Bike-friendly streets. Availability for bike riders to ride safely in or along streets

Is there an option to provide trails on the Great Streets? Should it be a designated trail alignment; trail uses are usually through traffic! So a different alignment would need to be sought. Should this happen? Developers would need to build the trail and sidewalk.

I'd really like to ensure that all modes are included such as transit and bikes in the Great Streets planning. Some of the plans did not include bike lanes.

Landscaping medians with xeriscape plants would probably do more than thinking you're going to increase pedestrian traffic.

A prototype light rail system scenario for one of the boards.

Streetscape on Central to River.

Enhanced Transit Corridor: Major intersection needs refuges at mid-crossings; crosswalk is too long without a refuge, and may need to prevent right turn on red light.

Bicycle lanes are an essential part of the picture. (ALONG ENHANCED CORRIDOR AND ARTERIAL Street (suburban)

Pedestrian access to shopping (versus parking lot access) is safer and more fun. (BUILDINGS CLOSER TO STREET)

Enhance public transportation in these areas for people from outside to easily access these areas.

Bringing existing streets and sidewalks up to city standards throughout the city should come first before improving "selected small sections."

Open sidewalks that allow for café tables, benches and more pedestrian traffic.

1. Always provide left hand turn bays. Allows traffic continuity and reduces frustration.
2. Include pedestrian safe medians & separated opposing traffic lanes. Ped's should only have to cross against one direction of traffic, be able to regroup and then cross the next.
3. Add right hand turn bays at every lighted intersection possible. Extend the bays.

Public amenities should be placed within the public R.O.W. not forced into private property. Anything on private property should be elective and at the private property owner's discretion.

Possible "roundabouts" at left turn locations or left hand turn lane

Please stay away from the "pots" and the cactus. Would like to see low lighting on walkways.

I'm against "big box" stores but, since we have some, please also design how their parking lots and access can become less of an eyesore.

Be sure to calculate "terrace space" for cafes and restaurants.

Colored concrete – "pathways" that are curved/carve outs in sidewalks. Features that support carpools – HOV lanes

Leave streets w/same number of lanes for traffic flow. Include additional parking.

Generally in love of project but have concerns. Concern is that this program does not severely impact existing infrastructure; street lights, electrical facilities, streets designed to relieve increase traffic flow.

Yes. This is a wonderful plan, however, I believe it can benefit in many additional corridors. I don't necessarily agree with selections.

Not just trees-but other landscaping and means of pedestrian friendliness.

I think the idea of separating curb from sidewalks is beneficial. Green space of about 2'-3' should be used as a buffer in all sidewalk building and re-constructing existing ones.

There should be lots of side street parking. All bus stops should be covered (shade from the sun).

We need more variety along the streets, need more buffer on the sides of the roads to make an attractive boulevard, (need more landscape) let us consider using our native wildflowers.

The design palette is good – more street sections should be developed. The speeds shown are too fast – recommend some 25 mph. or less.

Family friendly and safe are major concerns. Parking or walking, bicycles friendly social fabric, Safe for seniors.

As you point out – new designed areas can be designed with minimal economic impact while redesign of existing streets would be extremely expensive.

It would be a great project and incorporates the principles of new urbanism.

I really ...

Are there any other streets in your neighborhood you think should become Great Streets?

Montgomery and Juan Tabo

San Pedro, San Mateo, Louisiana... I hope eventually more streets are elevated, if not to "great streets", at least to "good".

Wyoming – Lomas to Montgomery; Lomas – Wyoming to San Mateo; San Mateo – Central to Menaul; San Pedro – Lomas to Montgomery.

Lomas – between Broadway and Old Town; 12th Street between Mountain and Menaul

Tramway, Montgomery

Fourth Street between Montano and Village of Los Ranchos

Coors and Quail (joke), Ladera/ Atrisco/ Coors/ Sequoia

No.

My neighborhood currently is fairly walker/biker friendly with parks, schools, and not much traffic.

My street is a Great Street (candidate on the list)

Louisiana between Menaul and I-40 and Menaul from San Mateo to Louisiana.

Now that Atrisco NW from Central to Iliff has a gorgeous xeriscaped median, Little Park Circle on the east atop the mesa is a barren eyesore!

12th Street between Menaul and Griegos.

Atrisco south two blocks to Little League Park.

Juan Tabo where lots of multi-family residences are close by; also Eubank NE.

The concept should be extended further on the streets named.

We should have North/ South Great Streets and East/West Great Streets.

NO-not only because our limited tax dollars can be better spent bringing our District 8 streets and sidewalks and other areas of the city up to standards.

Louisiana south of Central should be a "Chinatown" area, a couple of locations along Route 66 in addition to Nob Hill.

Ventura

Central, Gold between 1st and 8th

Menaul – 2nd - 12th st.

Menaul from RR tracks to 6th NW

La Orilla NW between Coors & Taylor Ranch Road, Golf Course Rd. between Taylor Ranch Rd and Paseo del Norte.

In some instance it would make more sense to set up shopping/walking areas with adjacent or public transportation to get people to the area.

Menaul, Louisiana, San Pedro, Indian School.

4th St between Iron and Bridge. Also Downtown should be included since residential buildings are increasing. It should be part of the flagship program.

Menaul from 4th to 12th or more; Rio Grande from Indian School to the Freeway; Indian School from 12th to Rio Grande Blvd.; 12th Street from Lomas to Griegos, in sections

Montaño (between Coors and Unser) – too many walls, cars too fast; not enough buffer; unpleasant and noisy to walk, unsafe for our kids. It needs a makeover.

Candelaria between big I and 4th St.

No.

Jefferson

Winter haven NW could be a possibility; LA Orilla most definitely NW

Lomas from San Pedro to University – maybe I-25; Central from University to Carlisle

It would be nice to see some older communities like Martineztown or Duranes have great street.

Other comments:

At Montgomery and Juan Tabo, there is so much traffic; however, a pedestrian friendly atmosphere could be accomplished by building (pedestrian walkway) above the streets.

The City needs to have more bike paths! Do not leave those out!

I think it is a mistake to try to adapt an existing high volume traffic route to a “Great Street.” A Great Street ought to develop along a nearby but lesser used route.

Great, that you are taking this out to the community.

I would have liked slides of streets listed on the spreadsheet.

The birds-eye view on the charts is not the way we see the world of our streets; therefore, results are hard to visualize. Pictures of other cities should be replaced with horizontal drawings of what can be done here.

I like the idea of identifying which streets in Albuquerque you drafted these designs for. It makes it easier to visualize.

Thank you for letting the public have a good deal of input into “Great Streets”.

Very public and inclusive process. Good work by consultants and city staff.

There is a danger that altruistic designers may over-beautify places where pedestrians and bicyclists will never go regardless. Far more xeriscaped medians would go a long way toward toning down Albuquerque’s boring, ugly stretches of boulevards. At present we have a number of beautified public places severely under-maintained and no baby carriages or children or streets ever are seen.

The project was well conceived and thorough in coordinating with overlapping intercity agencies and policies. The presentation was well organized in introducing the Great Street concept although the detailed oral explanation of the boards was longer than necessary.

The overhanging lighting shown zig-zag from tree to tree is OK as a conceptual idea but should be shown as an engineered reality on poles. It would be a liability to attach these wires to trees over a street.

More transit money. Transit and bicycle traffic should have a bigger slice of the financial pie. We heavily subsidize car travel by the money we spend to maintain and enlarge roadways. We should transfer some of the subsidy to bike, transit and pedestrian travel.

Your presentation would have been more effective if it included before and after pictures of the streets in question.

We also need a better mass transportation system. I just vacationed in Chicago and loved being able to walk to shopping, art, museums, plays from my hotel. I didn’t need or utilize a car.

Thanks for the comprehensive presentation.

Do not remove traffic lanes. Slow traffic down by other means: 1) speed alert texture in roadways; 2) speed display signs that tell drivers how fast they are going; 3) coordinated traffic signals if possible that allow drivers to maintain a set speed and avoid stopping at lights.

The city should take complete ownership of the entire R.O.W., private property line to property line. This includes design, construction, maintenance and legal/liability costs.

With the Great Streets implementation will come a corresponding need to increase maintenance and to coordinate with traffic engineering.

1. Making the streets and sidewalks more user- friendly is a fabulous idea – making them easy for not only cars, but also for those who roll, walk, push strollers, etc.
2. With gasoline becoming more costly, we really do need to be able to get safely around our neighborhoods so we can shop/dine and do commerce close to home.
3. The designs will make the city more aesthetically pleasing and will not only make citizens happier, but will attract tourists and those business executives who come here to consider starting or moving a business here. It’s good for our economy!
4. These designs will support locally owned businesses – which is a good thing!
5. Please fund these changes and the maintenance funding (for landscaping seating, etc.)

Thanks for your frankness.

Excellent presentation. Hope design concepts encourage sticking to Great Master Plan.

I live in Taylor Ranch. I hope the Taylor Ranch Road segments won't be stereotyped into a certain design. I would like to see this area transformed, with more appropriate businesses added – maybe not even need 4 lanes here.

Cutting down the number of lanes will only add to commuter traffic problems, making people even angrier!

Don't believe they will ever be used as envisioned. People are working too many hours and just want to get home. Money would be better spent on more parks.

When will a document be available for review. You need to consider plantings that are compatible with overhead utilities.

Winter haven: (parallels Coors – behind Raley's shopping center, riverside Plaza and Defined Fitness – north of Montaño), too much concrete, trash dumpsters ugly. Looking at backs of retail buildings. Could be more attractive with landscaping etc.

La Orilla: Country road between Coors and Golf Course in Taylor Ranch. The County is planning to do a Wal-Mart at SW corner of Coors and La Orilla. Along La Orilla (the county) they are planning to put up a huge retaining wall on the north side of the roadway with a trail next to it. Could the city work with the county to come up with a better design along the La Orilla roadway without such a huge retaining wall.

You are doing a great job. Keep it up and don't get discouraged by the Nay Sayers.

"Opening hours"?? Beware of too many small shops – especially on the Westside: It is foolish to even think they can survive in today's market where especially Walmart's greed (24/7) and Chinese imports are unfair competition for foodstuffs in a neighborhood. Developers have already got away with too much on the Westside.) NO SOUL, but it is a little too late. Shame on the County owned land especially! GREED.

I don't understand the methodology used to develop the "top ranked" streets. Needs to be explained better especially for West Side.

Great Designs. I wonder if you are involved with new development in Albuquerque to determine Great Streets before they are built and may be done with public/private partnership. It would be great to discuss the possibility.

Other:

This is not related, but what can be done about this huge empty mall (Winrock?) It is sad. May be retirement housing? (UNM golf course was trying to build here.) It is so wasteful!

Comments from Wilfred Gallegos

Major Arterial/ Transit Corridor

Where are bike lanes?

What is the Plaza paving? Maintenance?

Suburban Arterial/ Collector

(Left) turn lanes need to be evaluated and provided at certain locations.

Local Urban

This streets is 26 ft. wide and doesn't allow parking

Other comments on cards:

Streets should have been identified by name so people could relate better to the proposed improvements

Photos are all from other places – use more local examples (We will provide)

No right turn on red (for automobiles in heavy pedestrian areas)

Longer pedestrian light time as per MUTCD (Manual for Uniform Traffic Control Devices)

ADA ramps should be in line with crosswalks instead of one 45 degree facing the intersection

Protected right turn green arrow right

Crossing at intersections too dangerous with right turn on Red – so plan for mid-block crossing OR eliminate Right turn on Red!

Make it happen!

Follow-up contacts:

Would you like to give a presentation to GARTC (Greater Albuquerque Recreational Trails Committee)? Let me know: Theresa 768-3649

PNM wants to continue working with the City on this facility plan. Please contact Laurie Moye 241-2792 for input. Thank you.

Additional Comments 06.22.07

As we discussed you are going to keep the drawings as they are until we have received comments from TAC Team and internal review. I will provide with marked drawings for changes.

- Both in text and on drawings use the titles for the five streets as we use them is the City documents as follows:
 - Major Transit Corridor – Arterial Street
 - Enhanced Transit Corridor – Arterial Street
 - Arterial Street (currently called Suburban Arterial/ Collector Street)

- Collector Street
- Local Street

- Add transit lane and bike lane on Arterial Street and Enhanced Transit Corridor. Also add left hand turn lane at intersection. (Depending on the road, sometimes I go further to suggest a 2' striped buffer in between the vehicle travel way and bicycle lane.)

- Make outer lane of the Enhanced Transit Corridor, a dedicated transit lanes on both on drawings and in the text.

- When determining your space allocations for bicycle lanes and vehicle travel lanes, be sure to place the bicycle lane outside of curb and gutter. 5' should be the minimum lane width.
- I did not see a cross section of these streets, so perhaps you have accounted for the following. There should be a 5' minimum buffer between a trail and a vehicle travelway or steep embankment (or other hazardous trailside condition).