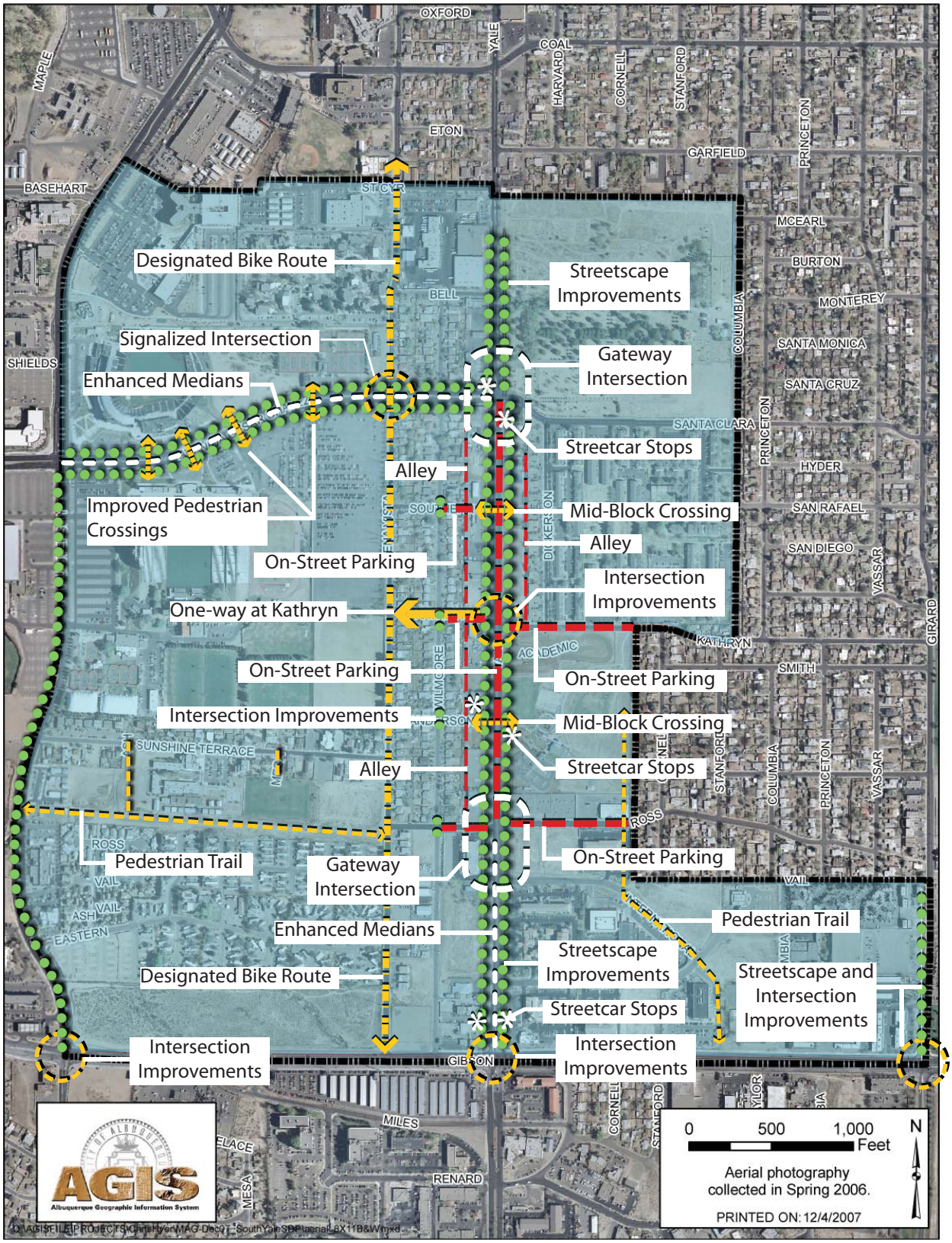
CHAPTER FOUR

Plan Implementation: Transportation



Plan of Overall Transportation Improvements

1.0 INTRODUCTION

This chapter adopts changes to the Plan area transportation system in order to address the needs of the changing community, including new commercial/ mixed-use development along Yale Boulevard and the growing traffic and pedestrian conflicts along Cesar Chavez and Gibson, and within the residential neighborhoods.

1.1 Great Streets

Many elements contribute to the success of urban areas. Great streets however, are the primary building block for that success. Creating a great street requires integrating many design elements, including:

Enhanced Streetscape

A well designed streetscape provides continuity of design to unify the area by utilizing common urban and landscape design elements. The consistent use of high quality materials, street furniture and lighting, street trees and supporting landscaping reinforces the sense of a unified pedestrian friendly urban neighborhood. Continuity of design also provides a counterpoint to the architectural variety of the building designs while fostering familiarity and comfort.

Public Amenities

The Plan creates dynamic places at key points along the street, including courtyards and plazas; provides spatial variety, visual relief and opportunities for public art, shade and pedestrian oriented furnishings and provides wide sidewalks to allow for ease of pedestrian movement and to suggest the importance of the pedestrian experience.

Parking

On-street parking promotes sidewalk activity, buffers pedestrians from the traffic and creates an instant pedestrian population.

Transit

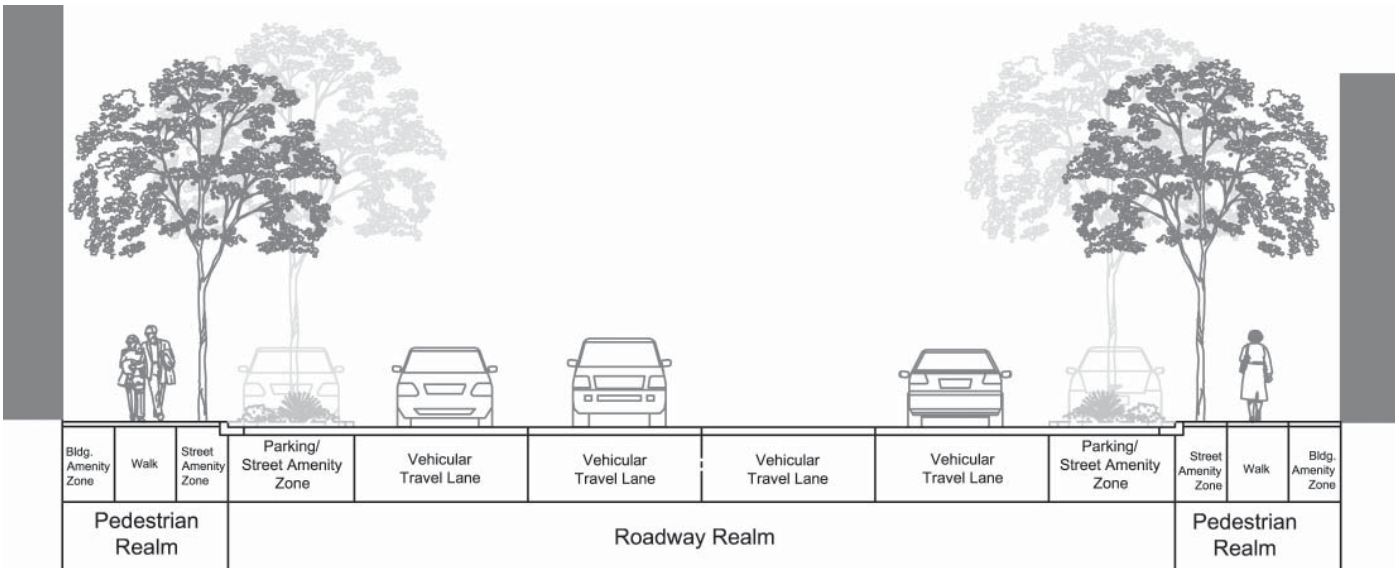
Street design anticipates the modern street car route along Yale and provides for future park and ride facilities. Existing transit stops are enhanced so that they are more noticeable, comfortable and integrated into the area's overall community identity and wayfinding system.

Wayfinding/Unified Signage

The distinct destinations both within and nearby the South Yale Area require a comprehensive wayfinding program to convey directional and informational assistance to area visitors, workers, residents and thru-travelers. Wayfinding elements provide for clear and easy area orientation and support a cohesive and unified South Yale identity.

2.0 STREET DESIGN: PUBLIC REALM

The transformation into a Great Street occurs through improvements to the two zones which form the public realm of the street: The pedestrian realm and the roadway realm.



Sidewalk with seating in Building Amenity Zone

Sidewalk with trees and meters in Street Amenity Zone

Widened sidewalk at Bulbout

2.1 The Pedestrian Realm

The area of the street dedicated to pedestrian use which may contain the following areas:

1. Building Amenity Zone
This is the area adjacent to the Build-to-Line that may be utilized by private entities to provide pedestrian amenities that stimulate street activity. Appropriate uses include food service, retail, temporary event activities, seating, kiosks, fountains and art.

2. Pedestrian Walk
This zone describes the area dedicated to pedestrian circulation that must remain clear at all times.

3. Street Amenity Zone
This zone is the area adjacent to the back of curb dedicated to street furnishings, bike racks, landscaping, telephones, information centers, lighting, signage and transit facilities.

2.2 The Roadway Realm

The area of the street dedicated to vehicular use which may contain the following areas:

1. On-Street Parking
This area allows for parallel parking along the street frontage to provide convenience parking to serve retail, office and residential uses and buffer pedestrians from traffic. This area also provides locations for bulbouts for future Modern Street Car transit stops, and landscape to enhance the Pedestrian Zone and calm traffic by reducing overall street width and pedestrian crossing distances at intersections.

2. Travel Lanes
This zone describes the design and function of the vehicular travel lanes. This Plan establishes narrower street widths on some streets to reduce speeds and to allow space within the ROW for on-street parking. Corner curb radii may be reduced in bulbouts in order to assure safe pedestrian crossings and reduce pedestrian crossing distances. Bicycle lanes may not be permitted in travel lanes on some streets.

3.0 STREET DESIGN: YALE BOULEVARD

The following standards for Yale Boulevard are organized into two categories: 1) general standards for the length of Yale Boulevard from St. Cyr to Gibson Boulevard, and 2) specific standards for the three distinct sections that characterize south Yale Boulevard between St. Cyr and Gibson. The standards guide and modify the design of Yale Boulevard in order to support abutting pedestrian-friendly commercial redevelopment while continuing to accommodate area transportation needs, including the introduction of the modern streetcar. All proposed improvements preserve existing curb locations and existing right of way dimensions.

Cafe space spilling onto sidewalk

3.1 General Street Design Standards (St. Cyr to Gibson)

The following standards apply to the length of Yale Boulevard within the Sector Plan area.

3.1.1 General Yale Pedestrian Realm Standards

The intent of the Pedestrian Realm guidelines is to create an attractive neighborhood retail setting which provides shade and comfort, buffers the pedestrian zone from the roadway realm and supports a unique South Yale identity through landscape, wayfinding and public art.


Cafe space spilling onto sidewalk with trees and on-street parking

Sidewalk Widths

Intent: To ensure a safe, comfortable and attractive pedestrian walk.

Standards

Sidewalk width shall be dictated by street section. A clear pedestrian path of 6 feet shall be maintained at all times. Sidewalks shall be a hard surface which may include concrete, brick, or pavers. Sidewalk material shall be slip resistant and of a permanent nature. Sidewalks are required to maintain ADA standards and have a 2% cross slope for drainage.

Wide sidewalk with trees

Streetscape Landscaping

Intent: To create an attractive streetscape which provides shade and comfort, and supports a unique South Yale identity through plant selection.

Standards

Location: Street trees shall be located 25' on center on Yale Boulevard and side streets. Street trees shall be located in 4' by 8' tree wells. Tree grates shall be required along Yale Boulevard due to limited sidewalk areas.

Species variation: A single or alternating species of tree shall be provided along Yale Boulevard within the pedestrian zone. Along side streets, alternating species distinct from those selected for Yale Boulevard shall be provided. All street trees shall be of a non-coniferous species. See Appendix for plant list.

Plant palette: A high desert plant palette that is water conservative, provides for shade and year-round visual interest shall be installed. See Appendix for plant list.

Plant size:

Trees

- Single trunk trees shall have a minimum caliper of 2˝
- Multi-trunk trees shall have a minimum container size of 24˝ box

Shrubs and Accents

- Native shrubs shall have a minimum container size of 1 gallon
- Non-native shrubs shall have a minimum container size of 2 gallons

Perennials/Grasses

- All grasses shall have a minimum container size of 1 gallon.


Trees in elongated tree grates

Streetlights with banners

Lighting

Intent: To provide streetscape lighting that provides for a safe, comfortable and attractive environment that encourages nighttime use.

Standards

Location: Pedestrian street lights shall be located in the street amenity zone.

Height: Street lights shall be 13-16 feet in height.

Spacing: Streetlights shall be located every 50-60 feet.

Dark Skies: Light fixtures will be selected for conformity with the State's Dark Skies ordinance.

Street Furniture

Street Furniture

Intent: Street furniture consists of seating, bus shelters, trash receptacles, kiosks, and other pedestrian amenities which are located within the pedestrian zone. They provide comfort for the pedestrian and through the repetition of similar elements, an order to the street.

Standards

Street furniture shall be located at landscape bulbouts or within the street amenity zone, and include benches, waste receptacles, transit shelters and bike racks.

Street furniture should have a simple, contemporary design.

Street furniture shall be consistent in design and material.

3.1.2 General Yale Roadway Realm Standards

The intent of the Yale Boulevard vehicular zone standards is to allow travel similar to conventional street design and maintain existing capacity, while placing an emphasis on pedestrian safety and comfort. Drivers will be expected to proceed carefully with an occasional stop to allow for pedestrian crossings at designated crosswalks, or to allow another car to park or a bus to stop. The character of the street should make drivers uncomfortable exceeding design speeds due to the presence of parked cars, transit stops, tighter turning radii, and other design elements. These standards supersede any conflicting standards in the DPM or other land development or engineering regulations of CABQ or Bernalillo County.

Articulated pedestrian crossing

Articulated Crosswalks

Intent: To provide safe crossings for pedestrians at intersections and at mid-block crossings.

Standards

Crosswalks shall be clearly delineated and legible to pedestrians and motorists. Use of alternative paving or imprinting material is recommended.

Posted Travel Speed

Intent: To slow traffic and consolidate varying posted speeds.

Standards

Posted speed shall be reduced to 25 mph between Cesar Chavez and Ross.

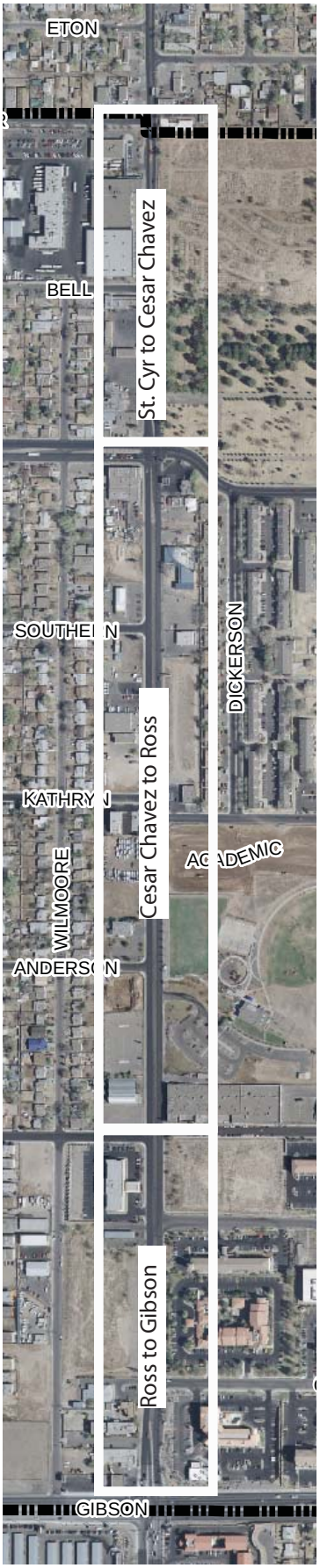
Posted speed shall be reduced to 30 mph between Ross and Gibson.

Bicycle Routes

Intent: To ensure that limited roadway is not dedicated to designated bike lanes, potentially reducing the pedestrian zone.

Standards

No Bicycle lanes shall be provided along Yale. Per the City's Bicycle Facility Plan, bike routes shall remain located along Buena Vista and Stanford/Columbia.



3.2 Section Specific Standards for Yale Street Design

The following standards address the three distinct sections which make up the length of Yale Boulevard within the Plan area: St. Cyr to Cesar Chavez, Cesar Chavez to Ross, and Ross to Gibson. These sections are characterized by their distinct development patterns and varying rights of way, from 60' at St. Cyr to over 100' at Gibson.

3.2.1 Yale Street Design: St. Cyr to Cesar Chavez

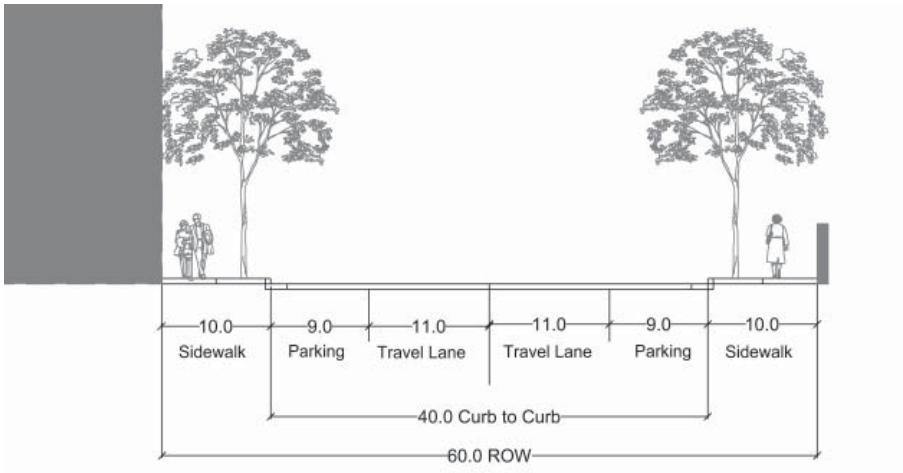
This length of Yale Boulevard represents the transition area from the mixed-use residential neighborhoods to the north to the proposed neighborhood retail redevelopment of South Yale. The right of way varies in this length of Yale, from 60' at St. Cyr with a 40'curb to curb width, to 81' with a 60' curb to curb width at Cesar Chavez. No changes to the street section are proposed between Bell and St. Cyr due to the long term plans of the Transit Center and its need for safe and efficient movements on and off the street. From north of Cesar Chavez to Bell Street the Plan proposes introducing on-street parking and landscape improvements in order to enhance pedestrian connectivity and to unify the length of the Yale Boulevard streetscape.

Street Section

Intent: To enhance connectivity from the mixed-use residential and University areas to the north to the neighborhood commercial area beginning at Cesar Chavez, to unify the length of the commercial corridor and provide additional on-street parking.

Standards

The following street section shall be adopted between Bell and Cesar Chavez:



Curb Cut Restrictions

Intent: To provide a safe, comfortable pedestrian experience and to limit pedestrian and vehicular conflicts.

Standards

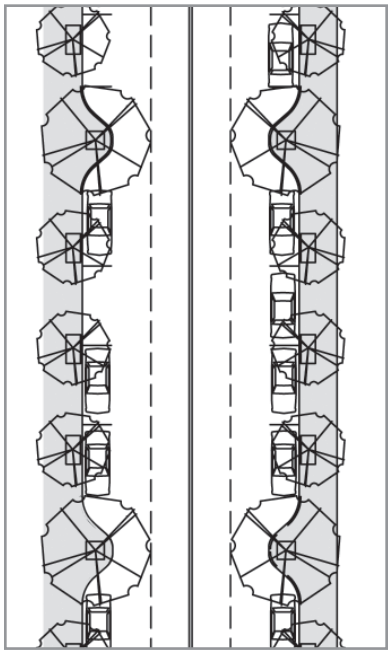
No new curbs are permitted.

Existing curb cuts may remain until a continuous rear access drive aisle is available. No more than one existing curb cut per parcel is permitted.

Existing drive pads shall be modified to ensure a level 6' wide clear area where the curb cut crosses the sidewalk.

3.2.2 Yale Street Design: Avenida Cesar Chavez to Ross

This length of Yale Boulevard is located in the center of South Yale's neighborhood commercial node. The right of way varies in this section between 81 and 83 feet. The curb to curb width throughout this section is 60'. It is the purpose of the following street design modifications, including curb extensions, landscaped parking lane bulbouts, reduced vehicular travel lane widths and transit bulbouts to establish the building blocks for a pedestrian friendly neighborhood retail environment.



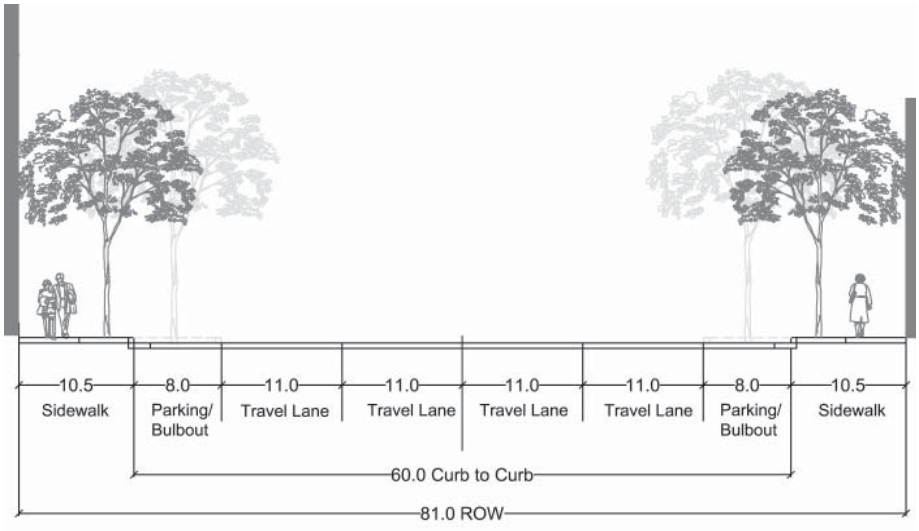
Plan view showing on-street parking and parking lane bulbouts

Street Section

Intent: To provide street design that buffers pedestrians from traffic and allows for increased landscaping and streetscape improvements commensurate with a thriving pedestrian environment.

Standards

The following street section shall be adopted between Cesar Chavez and Ross:



Parking Lane Bulbouts

Intent: To narrow the sense of street width, increase pedestrian realm, calm traffic and create additional opportunities for landscape improvements.

Standards

An 8 foot wide by 18-20' long bulbout shall be provided every four or five parking spaces in the parking lane. These bulbouts shall be landscaped and may contain street furniture.

Parking lane bulbouts and bulbouts at intersections shall be modified to accommodate transit stops where necessary.

Bus and future modern street car stops should be consolidated into the same stop location so as not to lose precious on-street parking.

Parking lane bulbouts

Curb extensions at all intersections

Intent: To reduce pedestrian crossing distances at intersections, calm traffic at intersections and create outdoor plaza space.

Standards

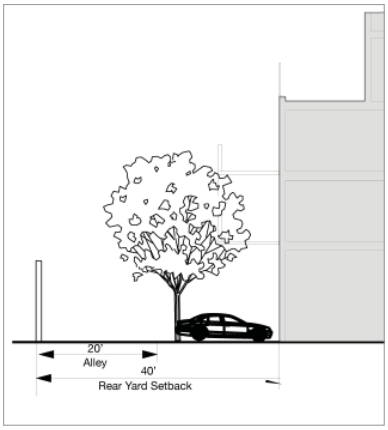
An 8' wide by a minimum 20' long curb extension with landscape area shall be provided at all intersections along Yale Blvd.

Corner radii of curb extensions shall be set to 15'-20'.

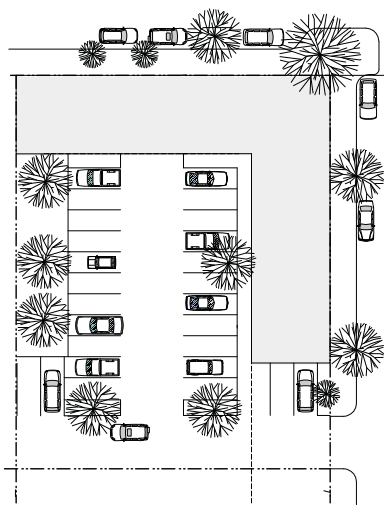
Curb extension at intersection

Front Access drive

Mid-block access drive converted to pedestrian space



Alley design



Side street acesss location

Curb Cut and Drive Aisle Access Restrictions

Intent: To provide a safe, comfortable walking experience and to limit pedestrian and vehicular conflicts.

Standards

New curb cuts shall be limited by the following standards:

For corner parcels, no new curb cuts are permitted off Yale. Drive access is limited to the side street location where curb cuts shall be sited within 40' of the rear property line.

For parcels interior to the block, existing curb cuts may remain until continuous rear drive aisle access is available at rear of property (see Alley language below). Upon redevelopment of a property, if a rear drive aisle access is not available and drive access from Yale is required to access the property, an 18' wide access lane may be provided at the side property line, allowing a future shared drive aisle access with adjacent lots. One shared access drive to Yale is permitted per parcel.

All drive access pads shall maintain a 6' wide area that is level with the connecting sidewalk along Yale.

If a continuous rear access drive is completed, the City reserves the right to restrict vehicular use of the front access drive. At that time, the drive may be converted to outdoor open space, patio space, or a pocket park, providing pedestrian connections to the rear area of the lot.

Design of Rear Access Drive Aisle (Alleys)

Intent: To allow rear lot access so buildings may sit closer to the Yale right-of-way and to mitigate drainage issues for properties located on the west side of Yale.

An essential component to the corridor's redevelopment is to locate parking and other utilities at the rear of lots. South Yale is fortunately situated with its underutilized and vacant properties to embrace a new alley network so that true pedestrian oriented redevelopment may occur. For lots located on the west side of Yale, the City is recommending that the alley double as a drainage easement to mitigate the current issues of surface drainage flowing onto residential lots.

Standards

If the City determines that a rear access drive with drainage improvement is required for a lots redevelopment, then the following standards shall apply.

A continuous network of rear access drive aisles shall serve as the primary means of vehicular ingress to individual lots along the Yale corridor. Rear drive aisles shall be engineered, fully paved, incorporate storm drainage and be landscaped with a continuous allee of trees, spaced between 25-35 feet apart along the parking side of the alley. Tree wells are encouraged to harvest surface water.

Due to their primary function as drainage facilities, all rear drive aisles shall be publicly dedicated.

Rear drive aisle dimensions: The alley shall have a width of 20'. Alley entrances should generally align so as to provide ease of ingress for service vehicles.

Timing of construction: Every parcel which redevelops will be required to dedicate an area 20' from the rear property line for a rear access drive aisle. If no rear access drive connection is available, one shared access drive to Yale is permitted per parcel. (See Curb Cut Restrictions

for details)

For corner parcels, no new drive access is allowed from Yale. Drive access is limited to the 20' from the rear property line, at the future rear drive aisle location.

Front or Mid-block access drive

Mid-block Access Drive

Intent: Due to the long length of blocks along Yale (600') a mid-block access drive shall be provided to access the rear alley or rear of lots.

Standards

Timing of Construction: A mid-block access drive shall be provided 250-300 feet from either end of the block. If there are potentially multiple parcels affected by this requirement, developers of affected parcels may elect or refuse to build access aisle on a first-come basis. However, the last parcel affected by this requirement shall be required to build the aisle if it has not been constructed previously.

The mid-block access drive shall be 18' wide. A 5' sidewalk shall be provided on either side of the drive aisle.

Mid-block crossing

Mid-block Pedestrian Crosswalks

Intent: To facilitate a more pedestrian friendly environment by reducing pedestrian travel distance to designated crosswalks.

Standards

Mid-block crossings shall be provided at the location of the mid-block rear access drive location.

Curb extensions shall be provided at mid-block crosswalks to ensure adequate site distance for pedestrians and motorists.

Intersection Design: Yale at Kathryn

Intent: To improve pedestrian and vehicular safety by clarifying vehicular stops, reduce neighborhood impact of UNM Shuttle and event traffic, and increase side street parking opportunities.

Standards

Relocate southbound signal stop location to the north side of Kathryn.

Introduce a diagonal crosswalk.

Yale side street on-street parking

Intent: To provide additional parking and activate side streets up to alley.

Standards

On-street parking shall be provided with the following improvements:

1. Mid-block crossing with curb extensions at sidewalk grade at alley access drive location
2. On-street parking on Kathryn, Ross and .
3. Street trees shall be provided every 25'.

3.2.3 Yale Street Design: Ross to Gibson

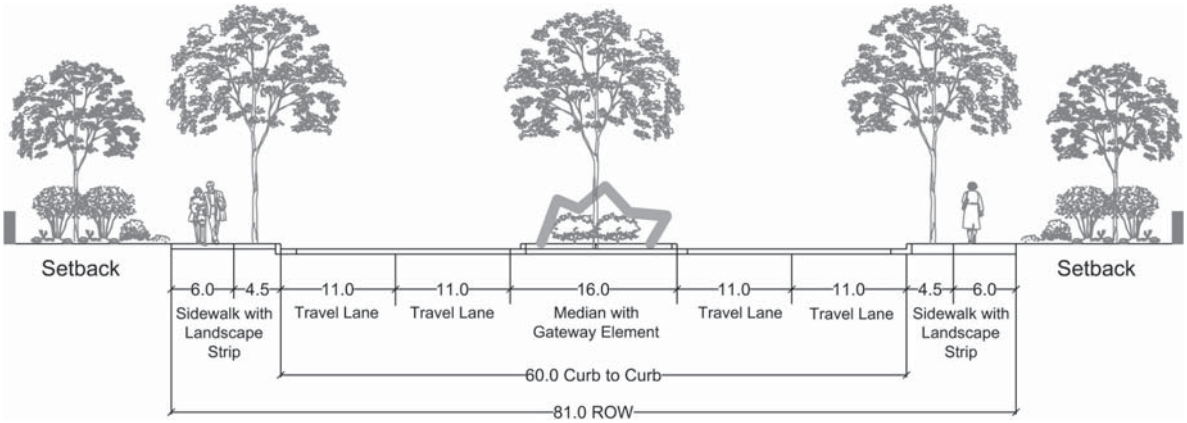
This section of Yale Boulevard represents a transition area from the urban neighborhood between Cesar Chavez and Ross to the more vehicular oriented environment at Gibson. The intent of the following standards is to provide a pleasant pedestrian experience and orient visitors in a hotel/office park environment.

Street Section: Ross to International

Intent: To provide street design that supports a visual transition from the vehicular oriented boulevard to a pedestrian oriented boulevard north of Ross.

Standards

The following street section shall be adopted between Ross and International.



Gateway at Ross and Yale

Intent: To mitigate off-set intersection, facilitate pedestrian and vehicular crossing and provide a gateway opportunity/identity piece/visual node while slowing northbound traffic.

Standards

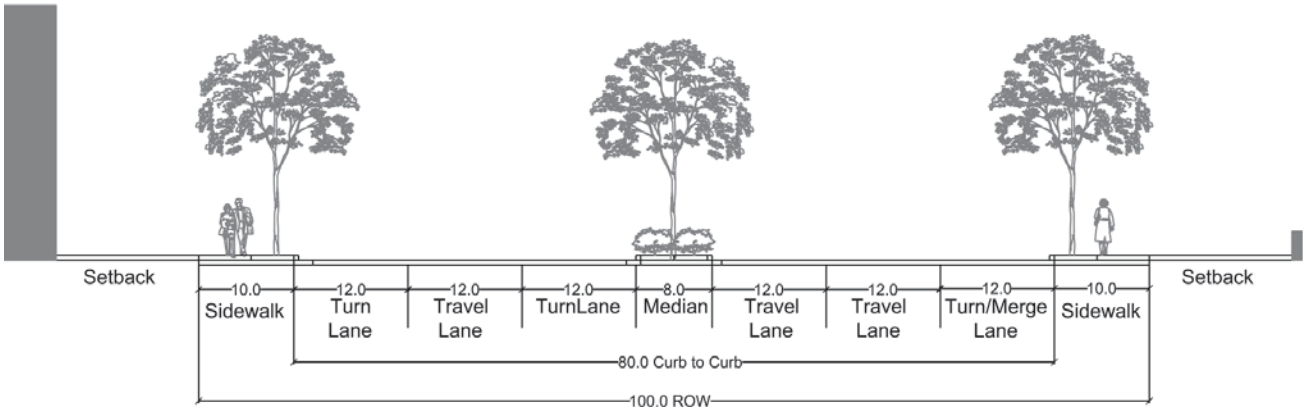
Create gateway experience through the introduction of a gateway element in the median south of Ross and at the curb bulb-outs at the intersection.

Street Section: International to Gibson

Intent: To provide a transition from the vehicular oriented Gibson intersection to the pedestrian oriented south Yale, provide aesthetic improvements which tie the Yale corridor together, create a visually pleasant driving and walking environment and reduce traffic speeds through narrow lane widths.

Standards

The following street section shall be adopted between International and Gibson:



4.0 OTHER PLAN AREA STREET IMPROVEMENTS

In addition to streetscape improvements prescribed for the south Yale Boulevard, the following improvements are also identified to enhance pedestrian connectivity and overall streetscape aesthetics in the area.

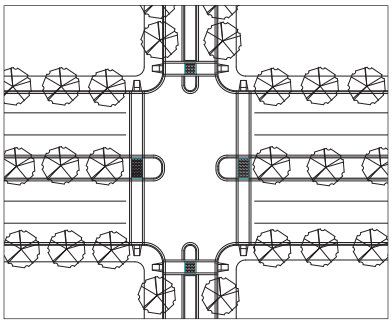
4.1 Avenida Cesar Chavez Improvements

Avenida Cesar Chavez between University and Yale Boulevard is the primary street connecting the City's and UNM's sports and entertainment venues to the South Yale Corridor. Despite the street's status as a gateway to the these venues and its popular use as a pedestrian corridor during game day events, Cesar Chavez is lacking in the basic streetscape improvements that create not only a visually pleasing, comfortable and safe walking and driving environment but an overall sense of the significance of the area's destinations.

Median landscape design on University Blvd.

Art in median, Cesar Chavez at Yale

Alternative crosswalk paving material



Pedestrian refuges at medians

Streetscape Landscape

Intent: To introduce landscape improvements which unify the area, create a sense of place and foster a more pleasant walking experience, with shade and buffering from vehicular traffic.

Standards

Introduce street trees and understory plantings in landscape strips along curb side of sidewalk along the length of both sides of Cesar Chavez.

Adapt the median landscape design utilized on University between Coal and Cesar Chavez in the medians on Cesar Chavez.

Pedestrian Safety

Intent: To reduce the vehicular/pedestrian conflicts by providing clear and safe pedestrian circulation routes by further controlling vehicular traffic and consolidating pedestrian movement.

Standards

Incorporate barriers in medians to control pedestrian crossings by limiting them to designated points. Barrier design shall enhance the streetscape, contribute to area identity and provide opportunities for public art.

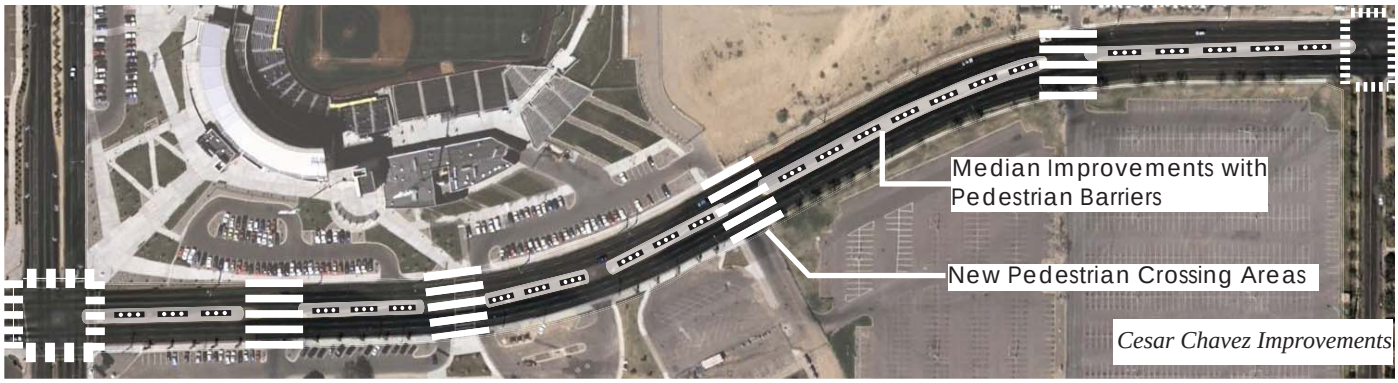
Create four distinct pedestrian crossing areas to serve venues. (See plan below.) Widths and paving materials of crosswalks shall suggest the importance of pedestrian over vehicular movement.

Provide pedestrian refuges at medians to enhance pedestrian safety and slow turning traffic.

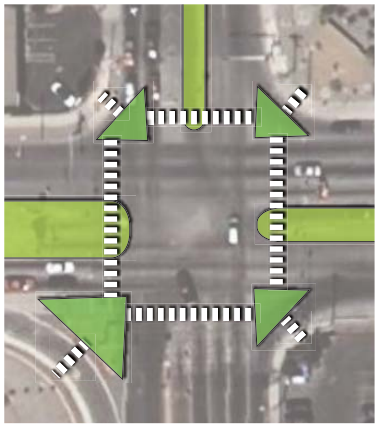
Provide a signalized intersection at Buena Vista and Cesar Chavez to slow traffic and improve north-south pedestrian connectivity and vehicular crossing.

Provide pedestrian scale lighting along Cesar Chavez.

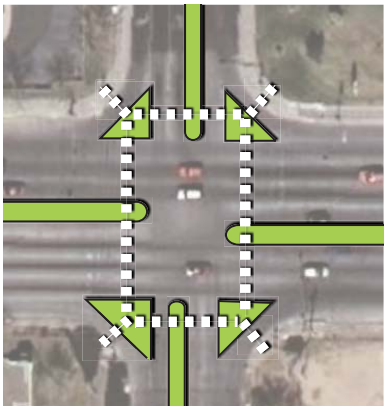
Complete the sidewalk and landscaping along the north side of Cesar Chavez.



Cesar Chavez Improvements



Gibson and Yale Intersection with Pedestrian Refuges



Gibson and Girard Intersection with Pedestrian Refuges

4.2 Gibson Boulevard Improvements

Gibson Boulevard is a six to eight lane limited access principal arterial. While it may move vehicles efficiently, the width of its right-of-way and the excessive speeds of vehicular traffic, make for extremely difficult and uncomfortable pedestrian crossings. Aesthetically and physically connecting the Yale corridor across Gibson is an important component of the area's redevelopment. To encourage pedestrian crossings and to develop a more pedestrian accessible and visually pleasing environment, this Plan recommends streetscape and pedestrian safety improvements at the Gibson intersections to reduce the massive scale of the roadway and enhance pedestrian connectivity.

Due to its status as a Federally funded roadway, the proposed structural and streetscape improvements are careful not to effect capacity or current vehicular movements.

Pedestrian Refuges at University, Yale and Girard

Intent: To improve pedestrian connectivity and pedestrian safety across Gibson Boulevard and reduce pedestrian/vehicular conflicts. Refuges enable pedestrians to focus on crossing each direction of traffic separately and provide a safe place in the middle of the street to wait. Refuges provide for a better view of oncoming traffic and allow motorists to clearly see pedestrians.

Standards

Triangular refuge islands shall be placed adjacent to free-right turn lanes to separate right-turning vehicles from through lanes and to provide a refuge for pedestrians to cross the free-right lane before crossing the through lanes.

Median refuges shall be provided to lessen the crossing distance and provide islands to physically separate the pedestrian from traffic.

Median Improvements

Intent: To create an intersection environment that is visually pleasing and inviting to the crossing pedestrian and motorists, and which provides sense of place.

Standards

Provide landscape improvements in unimproved Gibson medians.

4.3 Girard Avenue Improvements

Girard Boulevard is a designated collector street whose primary function is to serve the residential neighborhoods which border it. It is a two lane street which widens to accommodate four lanes between Thaxton and Gibson.

Streetscape Improvements

Intent: To enhance commercial node at Gibson and provide for an attractive gateway into the residential neighborhoods.

Standards

Widen and landscape existing median.
Provide street trees along Girard, from Gibson to Vail.

Posted Speed

Intent: To reduce vehicular speed into residential neighborhood.

Standards

Reduce posted travel speeds along Girard to 30 mph.

Reduced Travel Lane Width

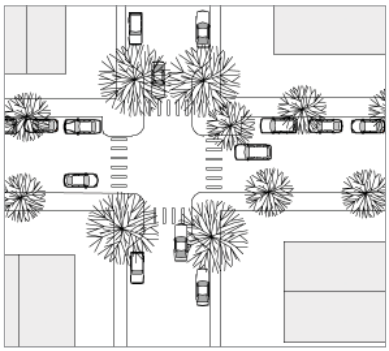
Intent: To reduce vehicular speed into residential neighborhood.

Standards

Reduce travel lane width to 10 feet wide.

4.4 Wilmoore and Buena Vista Improvements

Wilmoore and Buena Vista are residential streets which extend from Gibson to Cesar Chavez. Due to their location in close proximity to UNM and City's venues, these streets are frequently used by significant numbers of thru-travelers. Through improvements which tighten vehicular lane widths at intersections, much of this thru-traffic, as well as future traffic generated by the Yale corridor redevelopment, will be deterred from using these residential streets.



Typical intersection improvements

Intersections along Wilmoore and Buena Vista

Intent: To reduce speed and discourage through traffic in residential areas and facilitate pedestrian access to Yale.

Standards

Enhance four-way stops with landscaped curb extensions at all intersections (between Cesar Chavez and Gibson)

Introduce four way stops at all intersections along Wilmore and Buena Vista.

Align striping on Wilmoore and provide curb and gutter on entire length of Wilmoore.

4.5 Area Street Signage/Wayfinding

The South Yale area's unique location -- along a major transportation corridor, between the airport, UNM, Nob Hill and Downtown -- warrants a comprehensive wayfinding program which will clearly and easily guide visitors, residents, pass-through travelers and airport hotel guest to significant area destinations.

Wayfinding signage

A wayfinding program should be developed for the area as part of the area's overall redevelopment strategy. Wayfinding signage should present information in a logical sequence, and should have an appropriate level of detail at appropriate locations. It should be distinct, uniform in graphic design and materials and in scale to a pedestrian friendly environment. Signage should enhance the local community identity without adding unnecessary visual clutter.

The Wayfinding program should incorporate the following signage for the area:

Directional signage

Directional signage shall be used to identify connections to important destinations and to signify arrival.

Smaller, more frequent signs to provide directions to facilities, schools, parking, UNM, Parks, CNM Library, etc.

Larger and more prominent signs to signify arrival/proximity to a place (UNM, Veloport, South Yale Corridor).

Wayfinding signage

Regulatory Signs

Street signs that regulate traffic and parking, including parking hours and transit locations.

Informational Signs

Pedestrian oriented signs that include interpretive signs and location directories. Content can include, images, maps and text.

5.0 TRANSIT

Transit plays a vital role in the South Yale area. Yale, Gibson, University, Cesar Chavez and Kathryn are currently designated transit routes. In addition, the UNM Shuttle services the area sports facilities, housing and south campus parking. Improving transit service to the area and providing services and housing with easy access to transit is vital to the redevelopment of the area.

5.1 Transit Network

The following recommendations have been made to enhance the existing transit network:

1. Increase bus frequency along Yale to 15 minute intervals.
2. Increase length of bus service during the day.
3. Increase bus service on Sunday.
4. Increase evening and early morning service to the Sunport.

5.2 Transit Stops

Transit stops should be designed to provide comfort and safety to riders and contribute aesthetically to the streetscape. The following recommendations have been made to improve the existing transit stops:

1. Lighted shelters with seating should be provided at all stops.
2. Transit stops shall be ADA accessible.
3. Transit stops should incorporate area wayfinding signage where possible.
4. The design of transit shelters should contribute to the area's local identity.

5.3 Long Range Transit Plan: The Modern Streetcar

The City's Modern Streetcar project has been in planning since 1999, when it was initially envisioned as a light rail system. Unlike light rail, streetcar systems cost substantially less and are designed for local, shorter trips with slower speeds and more frequent stations. Streetcars are able to share a lane with automobiles, allowing them to fit into a lane of traffic without altering traffic flow. Because the streetcar flows with the traffic, like a bus, and is subject to the same traffic signals as other vehicles, it operates safely in high-pedestrian areas.

Albuquerque Modern Streetcar

University Boulevard, Cesar Chavez Boulevard, and Yale Boulevard have been designated as part of the future modern streetcar routing. The routing was selected because of its proximity to multiple sports related venues, the availability of underutilized land along Yale Boulevard with significant redevelopment potential, and for the nearby park and ride facilities including the UNM student parking lots and the Loma Linda Community Center.

Within the Plan area, proposed stops identified in a 2006 Stop Study Report, are located approximately ¼ mile apart and occur along Cesar Chavez at University, at the UNM Football stadium and at the Veloport. Along Yale Boulevard, stops are located at Cesar Chavez, Kathryn and north of Gibson. A potential stop was also identified at Ross. Street car stops will occur at bulbouts equal in length to about 2-3 parking spaces. Stops are programmed to include: benches, shelter/canopy, platforms, bike racks, trash cans, landscaping, and public art.

Streetcar in a lane of traffic

The Yale Boulevard design improvements proposed by the Plan take into consideration the improvements required to support the Modern Street Car including maintaining usable lane widths, turning radii and designated loading platforms at bulbouts.

After further study of streetscape and proposed development patterns, as well as the proximity to the potential shared parking facilities at Loma Linda Community Center, the following modifications to the Stop Study Report are proposed:

1. Consolidate proposed Ross and Kathryn northbound stops at Loma Linda Community Center.
2. Consolidate proposed Ross and Kathryn southbound stops at Anderson.

5.4 Shared Parking Opportunities

The City-owned Loma Linda Community Center and the BMX/Veloport facility provide opportunities for shared parking. They can absorb overflow parking in the area as it redevelops, providing relief to area residents and ease of parking access for area visitors. Future parking structures can also provide joint-parking opportunities for area events and daily commuter parking needs as well as provide parking for local area businesses.

6.0 BICYCLE AND PEDESTRIAN TRAIL NETWORK

Intent: To increase connectivity in the South Yale area through the development of a comprehensive bicycle and pedestrian trail network.

The Bicycle and Pedestrian Trail Network Plan depicts a network of on-street bicycle lanes and routes combined with an off-street walking/bicycle trail system which utilizes existing area alleys, arroyos, pedestrian paths and access easements. Trail Network recommendations include:

1. The existing Bike Route on Buena Vista, Columbia and Stanford and Bike Lane along Gibson.
2. Development of existing access easements to Sunport Pool.
3. Pedestrian and bicycle connections for Ash and Mesa.
4. Pedestrian and bicycle connections along Geneva's Arroyo.
5. East-West pedestrian connections through UNM South Campus.

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