

6 The Plan – Transportation

6.1 Introduction

The following recommendations are intended to improve walking, cycling, transit use and driving conditions in East Gateway. Implementing these recommendations and regulations contained in Chapter 5 should enable more East Gateway residents, employees and visitors to be out and about using East Gateway stores, services, and recreation.

This chapter recommends 1) Projects to improve the East Gateway portion of the City bicycle network, 2) Park and Ride/Transit Transfer Center site selection and development, and 3) Street project proposals to improve traffic movement during peak traffic periods, control driver behavior, beautify the area, and enable safe and efficient pedestrian and cyclist travel.

Design regulations for Central Avenue between the curb and building frontages (Pedestrian Realm) will be implemented with development projects abutting Central Avenue right-of-way. Design regulations are found in Chapter 5 of this Plan.

Plan Appendix C includes Central Avenue design proposals that the community may wish to discuss in the future. Due to a lack of consensus concerning the effect of the proposals on vehicular traffic, this Sector Development Plan does not propose major street redesign for Central Avenue.

6.2 Plan Goals Addressed by Recommendations

Goal 3 - Design and build a network of streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit.

Goal 4 - Transform Central Avenue into a vibrant place that functions as a community destination — a seam rather than a barrier.

6.3 Bicycle Network Recommendations

This Plan recommends 1) Bicycle Boulevard development for several streets; 2) Bicycle safety improvements at key bicycle street crossings; 3) A new bicycle lane segment to fill a bicycle network gap; 4) Trail entrance improvements at the Sandia Vista Park entrance to the I-40 Trail, the eastern entrance to Singing Arrow Park, and the Gallant Fox Road/Raton Avenue bicycle entrance; and 5) Consistent I-40 trail maintenance. Although adding bicycle lanes on Central Avenue was discussed, the community did not wholly support them during Sector Plan development. The community may wish to discuss bicycle lanes and Central Avenue design in the future. (See Appendix C.)

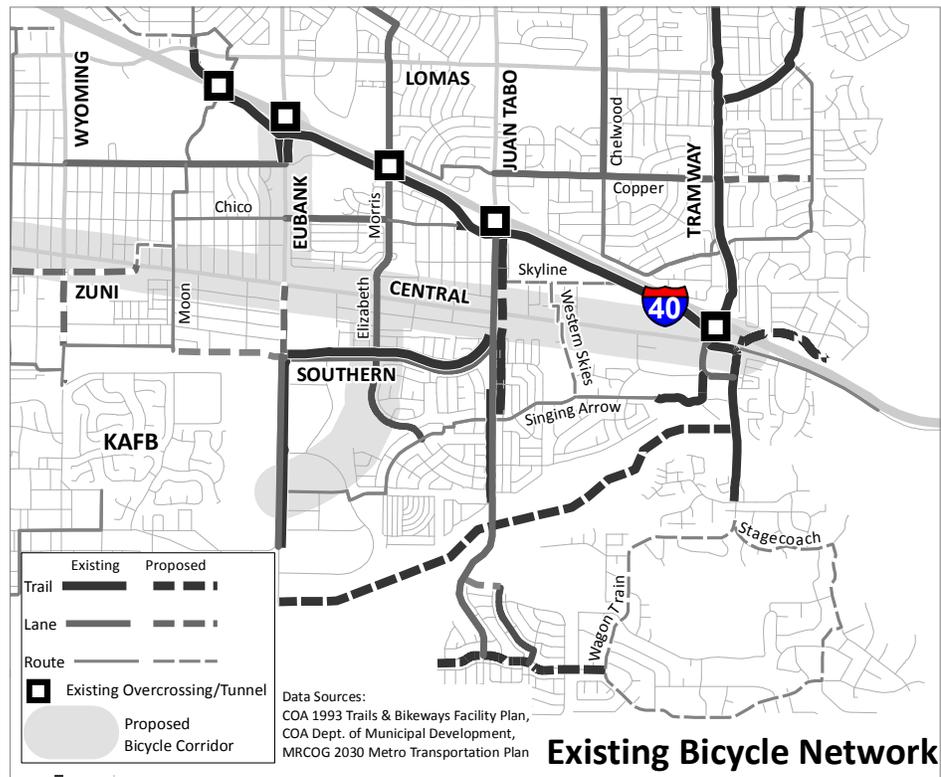


Figure 6.a-1: 2009 Existing Bicycle Network

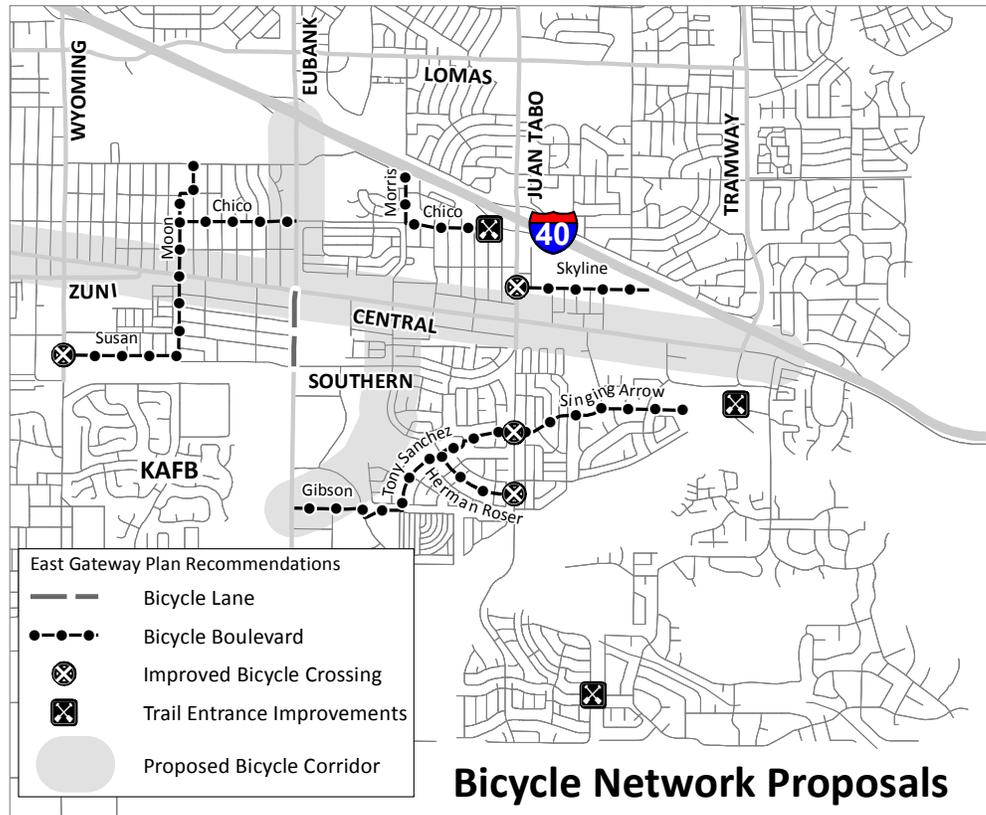


Figure 6.a-2: Bicycle Network Proposals

6.3.1 Bicycle Boulevards

This Plan recommends Bicycle Boulevard designation and design to improve and complete portions of the bicycle network on Chico and Skyline Roads, Moon Street, Susan Street, Morris Street, Singing Arrow Avenue, Herman Roser Street, Tony Sanchez Street and Gibson Boulevard. Some of these streets are planned or existing bicycle routes. The Bicycle Boulevard designation and design will make them more usable by calming traffic. (See the map above.)

A Bicycle Boulevard is a shared roadway optimized for bicycle traffic. Bicycle Boulevards discourage cut-through motor vehicle traffic, but allow local traffic. They are designed to give priority to cyclists as through traffic. Experienced cyclists enjoy lower traffic volumes without significant increases in trip time and less experienced cyclists use them to gain some experience sharing the roadway with motorized vehicles. Chico and Skyline Roads are wide enough to accommodate striped bicycle lanes.



Bicycle Boulevard traffic-calming elements help achieve a safe environment:

- Low traffic volumes
- Only local vehicular traffic
- Free-flow travel for bicycles
- Safe arterial street crossings
- A distinctive look to encourage cyclist use and alert motorists that the street is a priority route for cyclists

(See Section 6.5.7 of this chapter for information on traffic-calming techniques.)

Bicycle Boulevards have the potential to disrupt local traffic circulation and divert vehicles to alternative routes. When the City considers implementing the Plan's recommendations, there should be a focused effort to reach out to affected property owners through a public participation process. Bicycle Boulevard implementation should be thoroughly studied to achieve optimum performance and minimal disruption.

6.3.2 Arterial Street Crossing Safety Improvements

This Plan recommends traffic signal installation at the Central Avenue intersection with the Elizabeth Street Bicycle Lane. (See figure 6.g.) The traffic signal would serve vehicular traffic, pedestrian traffic and a bicycle lane and route that connect neighborhoods south of Southern Avenue, the Manzano Mesa Multi-Generational Center at Southern Avenue, bus service on Central Avenue, neighborhoods north of Central Avenue, the I-40 Bicycle Trail, an I-40 Bicycle overpass, and Tomasita Elementary School and Kennedy Middle School just north of I-40.

The Plan also recommends that the City evaluate arterial street crossings for each bicycle route, boulevard, lane, and trail within the Plan area — both existing and proposed (see Figures 6.a-1 and 6.a-2) — to determine the appropriate type of safe crossing features needed; then program, fund and install them.

Some safe crossing features to consider are as follows: median refuges, traffic

control devices including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, pedestrian-activated signal upgrades, and sight distance improvements.

6.3.3 Other Bicycle Network Links

This Plan recommends completing the bicycle lane on Eubank Boulevard from Central Avenue to Southern Avenue.

6.3.4 Trail Entrances

To increase personal safety, the Plan proposes that the City evaluate all East Gateway trail entrances (at the Sandia Vista Park entrance to the I-40 Trail, the eastern entrance to Singing Arrow Park, and the Gallant Fox Road / Raton Avenue bicycle entrance) for cyclist safety and then plan and implement improvements to make entrances highly visible from adjoining properties or public rights-of-way. This Plan recommends that the City negotiate with the New Mexico Department of Transportation to acquire land between Sandia Vista Park and the I-40 trail to develop as part of the park with better access to the I-40 Bicycle Trail.

6.3.5 Trail Maintenance

The City Parks and Recreation Department has many miles of bicycle trails to maintain. Gravel, broken glass and other dangerous impediments to riding need to be regularly swept. Invasive tree removal should also be part of bicycle trail maintenance. Perhaps volunteers and the City Parks and Recreation Department can work jointly to accomplish regularly scheduled maintenance.

6.4 Transit Recommendations

Albuquerque's new Rapid Ride transit service to East Gateway service began August 2009. It provides 15-minute service at stops located at major Central Avenue intersections (Wyoming, Eubank, Juan Tabo and Tramway Boulevards).

Rapid Ride and Local Bus Shelters

Bus shelters are an important amenity that serve and contribute to the comfort of transit riders. This Sector Plan recommends that bus shelters and associated amenities be installed at all Rapid Ride stops and, where possible, local service stops within the East Gateway area.

Park and Ride /Transit Transfer Center

The City uses a shopping center overflow parking area located at Wenonah Avenue and Tramway Boulevard just south of Central Avenue as an interim park and ride lot. The City began renting the space during Sector Plan development. Waiting buses use a former turning lane on Tramway Boulevard and a westbound lane on Wenonah Avenue across the street from a residential apartment complex. A bicycle trail entrance to Singing Arrow Park is located at the southern end of the park and ride lot.

This Sector Plan recommends that the City select, acquire and develop a site for an integrated park and ride lot and bus transfer station. The site needs to be visible from the street, safe, and highly accessible for pedestrians and cyclists. Idling buses should be located away from residential buildings. The site needs good vehicular access from Central Avenue and pedestrian proximity and access to East Gateway services and shopping. The City Transit Department indicates that locations as far west as Western Skies Drive would work for transit operations. The Rapid Ride bus route would still terminate at Tramway Boulevard or Four Hills Road.

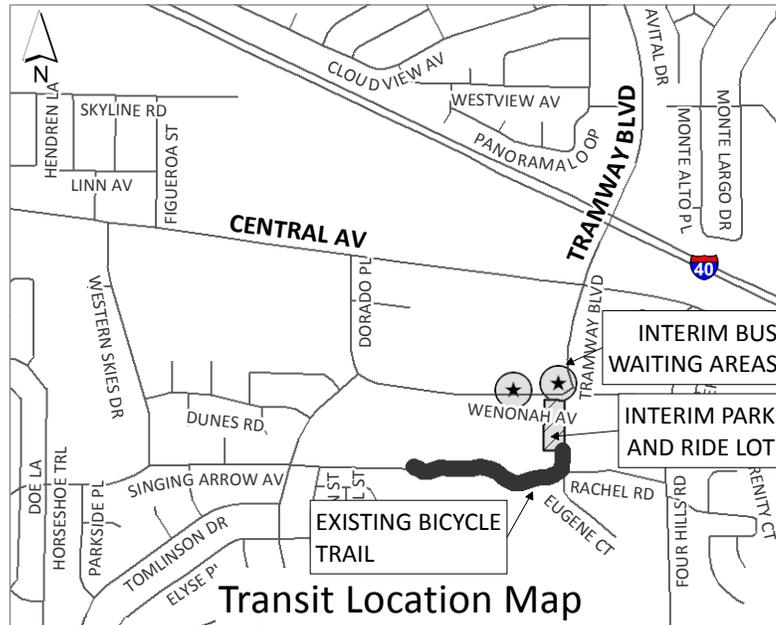


Figure 6.b: Transit Location Map

6.5 Street Project Recommendations

This plan recommends street projects to 1) Improve vehicular traffic movement at key street intersections, 2) Extend a Central Avenue spot median project, 3) Landscape Wyoming Boulevard medians to calm traffic and improve area aesthetics, 4) Redesign Southern Avenue to improve traffic flow and finish the street, 5) Improve traffic movement at the Southern Avenue/Juan Tabo Boulevard intersection, 6) Create safe pedestrian crossings at all signalized street intersections and bicycle street crossings, 7) Use traffic-calming techniques on proposed Bicycle Boulevards, and 8) Create and maintain adequate facilities for transit services.

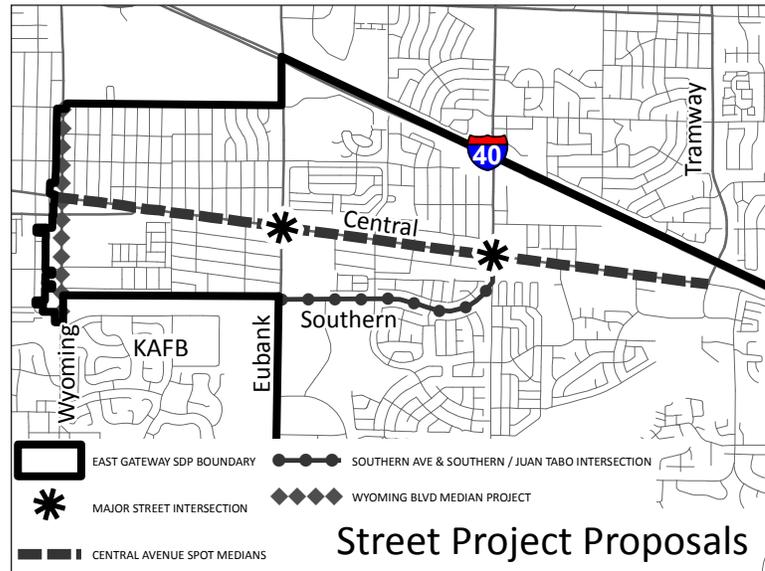


Figure 6.c: Street Project Proposals

6.5.1 Central Avenue Major Street Intersections

This Plan recommends evaluating turning movements and constructing street projects to add turning lanes to alleviate rush hour vehicular congestion and delay at Central Avenue/Eubank Boulevard and Central Avenue/Juan Tabo Boulevard intersections.

- **Central Avenue/Eubank Boulevard Intersection**
The project is in the design phase with construction scheduled for 2012.
- **Central Avenue/Juan Tabo Boulevard Intersection**
This Sector Plan recommends funding and programming a project to study, design and build improvements at this intersection in conjunction with design for Southern Avenue and the Juan Tabo Boulevard/Southern Avenue intersection.
- **Central Avenue/Tramway Boulevard Intersection**
This Sector Plan recommends funding and programming a project to study, design and build improvements at this intersection to improve safety and efficiency for motorists, cyclists and pedestrians.

6.5.2 Central Avenue Spot Medians

During the Sector Plan process, a City project was initiated to design, build and landscape spot medians at key locations on Central Avenue. The medians were positioned to create the least disruption to turning movements from Central Avenue to streets and driveways between Elizabeth Street and Tramway Boulevard.

This Sector Plan recommends initiating a second phase of this project on Central Avenue between Eubank and Wyoming Boulevards. This Plan also recommends

that the turning lane between medians be colored to differentiate it from through-traffic lanes. These two changes will improve driver behavior and vehicle flow. The medians may also create some pedestrian and bicycle refuges.

If future land development creates a regular pattern of cross streets and blocks, this too will influence driving behavior on Central Avenue. Then the community may determine that further public right-of-way investment would help to add vitality to the street and the community.

6.5.3 Wyoming Median Project

This Plan recommends landscaping the existing Wyoming Boulevard medians between I-40 and Central Avenue to enhance corridor aesthetics and calm traffic speeds. The Plan also recommends that median noses be extended where possible to create pedestrian refuges at intersections with cross streets.

The Plan recommends replacing the continuous left turn lane south of Central Avenue with spot medians and a textured and colored left turn lane. Very few southbound left turns are needed south of Zuni Road.

6.5.4 Southern Avenue Project

The Plan recommends providing four continuous travel lanes on Southern Avenue — two in each direction between Eubank and Juan Tabo Boulevards. Travel demand forecasts for the next twenty years indicate that Southern Avenue will not carry traffic volumes to justify more than four lanes.

The recommendation for Southern Avenue between Elizabeth Street and Juan Tabo Boulevard is to leave the wide median and design the street as a parkway. Between Eubank Boulevard and Elizabeth Street, the recommendation is to narrow the median to capture land for development on the south side of Southern Avenue. Redesign should include median openings at Stephen Moody Boulevard to allow left turns and better neighborhood access to and from shopping at Eubank.

In 2009, the District 9 City Councilor requested that City Council support a request to the Metropolitan Transportation Board to reclassify Southern Avenue as an urban collector street and remove its proposed limited access status. This would improve access to existing and proposed businesses and neighborhoods near the Eubank Boulevard/Southern Avenue intersection. Collector streets are usually narrow. When reclassification is executed, it should include a special exception to accommodate Southern Avenue's existing right-of-way. The Metropolitan Transportation Plan no longer includes Southern Avenue as part of a loop road system requiring limited access.

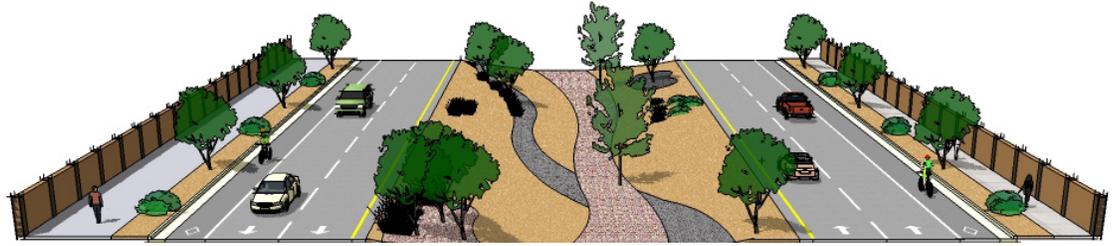


Figure 6.d: Southern Avenue Proposal (Elizabeth Street to Juan Tabo Boulevard)

6.5.5 Southern Avenue/ Juan Tabo Boulevard Intersection

This Plan proposes that a roundabout be evaluated as one possible option to improve traffic operations at the Southern Avenue/Juan Tabo Boulevard intersection. A roundabout would allow room for a landscaped entrance to Juan Tabo Boulevard or a park for the surrounding neighborhoods. The large, triangular right-of-way existing at this intersection in 2009 was intended to accommodate free-flowing vehicular movement from southbound Juan Tabo Boulevard to westbound Southern Avenue. A roundabout would allow greater traffic flow from both streets without the delays that currently occur at the intersection.

If a roundabout design is selected, it should be located as far south as possible to maximize the storage length for queuing northbound traffic at the Juan Tabo Boulevard/Central Avenue intersection so that the queue does not extend into the roundabout's circulating roadway. Due to projected traffic volumes, a two-lane circulating roadway with two-lane approaches would be necessary.



A potential roundabout design for the intersection of Southern Avenue and Juan Tabo Boulevard.

Figure 6.e: Roundabout Option

6.5.6 Morris Avenue Bridge Study

This Plan recommends that the Department of Municipal Development study the feasibility of constructing a bridge over Interstate 40 connecting the segments of Morris Street north of I-40 to the segments within the East Gateway Plan area. The success of a commercial district, such as the kind proposed for Central Avenue in the East Gateway Plan, is related to the size of the trade area within a 5-minute walk, bike ride or drive and the level of household income within that area. Connecting the north and south segments of Morris Street expands the trade area for Central Avenue between Eubank and Juan Tabo Boulevards from I-40 to as far north as Montgomery Boulevard. North of Lomas Boulevard, household income levels increase substantially.

6.5.7 Pedestrian Street Crossing Improvements

This Plan recommends the following pedestrian street-crossing improvements:

- Traffic signal installation at the Central Avenue/Elizabeth Street intersection (see 6.3.2)
- Street crossing redesign at all signalized intersections using for guidance the Institute of Transportation Engineers manual, *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, and the United States Department of Transportation / National Highway Safety Transportation Administration's manual, *Designing Sidewalks and Trails for Access*.
- Street crossing redesign at arterial street intersections with bicycle trails, lanes, routes, and boulevards

Some arterial street crossing elements to consider are as follows:

Median refuges, raised intersections, traffic control devices (including new or upgraded traffic signals, directional handicap accessible curb ramps, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, pedestrian activated signal upgrades), and sight distance improvements



This mid-block example contains elements that can be modified for a street intersection.

Figure 6.f: Median Refuge and Striped Pedestrian Crossing

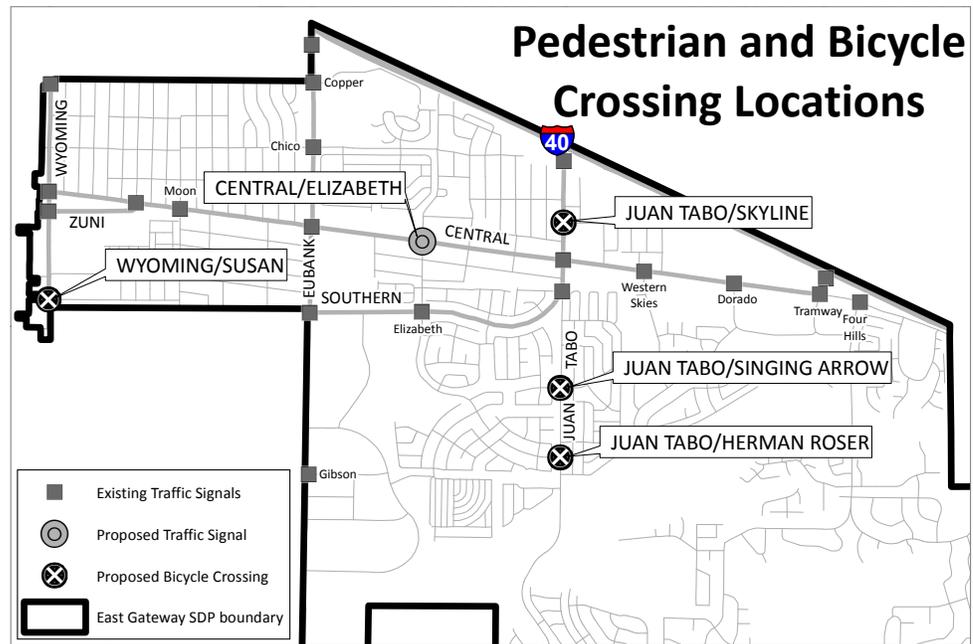


Figure 6.g: Pedestrian and Bicycle Crossing Locations

6.5.8 Traffic Calming

This Plan recommends street design modifications to control vehicle speeds and support bicycling and walking from neighborhood to arterial streets, and along arterial streets, as well.

Traffic-calming measures either trick the eye or physically alter street width or alignment. The intent is to encourage drivers to slow down, focus their vision field, and become more aware of pedestrians, bicyclists, and other vehicles. Techniques generally fall into three categories: 1) physically narrowing the street or introducing visual elements to create a sense of enclosure or to break up views, 2) deflecting the vehicle path vertically, and 3) deflecting the vehicle path horizontally. Common techniques for arterial streets include narrowing the total roadway width, narrowing the travel lane width, and creating a sense of visual enclosure with medians and landscaped strips behind the curb.

Traffic-calming plans should always address emergency vehicle response time and safety for cyclists. In areas where traffic-calming devices currently exist and are having a negative impact on emergency times or cyclist safety, those devices should be removed and alternative traffic-calming methods should be studied and implemented if it is determined that a need for them exists. Traffic-calming plans have the greatest benefit when used throughout a district rather than in isolated locations. In fact, installation of a single device may divert traffic to neighboring streets, shifting the problem rather than resolving it.

Visual and Physical Techniques to Narrow a Street

Surface Striping, Change in Pavement Color, Landscaping, and Placing Buildings close to the Street

are techniques to visually narrow the roadway. These techniques can make drivers more aware of surroundings and cause them to drive more slowly. Visual tools, particularly striping and landscaping, are often combined with physical changes to the roadway to maximize traffic calming.

Streets can be physically narrowed at intersections (curb extensions) and mid-block (chokers). Intersection narrowing helps to reduce pedestrian crossing times and distances and to meet Americans with Disabilities Act (ADA) requirements. Street medians can also be used to narrow street crossings by providing a refuge for cyclists and pedestrians as they negotiate one-way traffic on each 1/2 of the street width. These techniques are particularly useful near school zones, in areas with high elderly and disabled populations, at bicycle crossings, bus stops or other areas with pedestrian movement. Mid-block narrowing is used primarily to slow down traffic. Many narrowing techniques require landscaping to give motorists advance warning and to enhance the calming effect.

Medians or Center Islands slow traffic in three ways: visually tightening the road, slowing turn speeds, and creating narrow channels. When combined with crosswalks and divided to provide a crossing entirely at street level they are called Refuge Islands for pedestrians. The minimum preferred width for medians with a refuge is 8 feet. Medians represent one of the most affordable and least intrusive tools.

Curb Extensions (Bulb-outs) slow speeds at intersections and mid-block locations. They can be used mid-block to create chokers or chicanes and to provide discrete on-street parking areas that do not disrupt emergency vehicle access to critical streets. On streets with high vehicular traffic volume and a bicycle route, boulevard or lane, they must include a channel between the curb and extension.

Chokers (Neckdowns) reduce traffic speeds by narrowing passageways to a one-way entry or exit point, and can be very attractive when properly landscaped.

Vertical Deflection

In the East Gateway area, vertical deflection devices shall not be used on primary emergency response routes, as determined by the Albuquerque Fire Department.

Speed Humps are both inexpensive and effective (a 14' parabolic hump can slow traffic to about 22 mph), but can be noisy, devalue a neighborhood, and affect emergency response times.

Speed Tables are a special form of speed hump that feature flat tops. They are the best tool for pedestrian and bicyclist crossings, and are typically used on local streets. They are more suitable for collector streets than traditional speed humps, but should not be used where volumes exceed 10,000 vehicles per day, on bus routes, or on prime emergency response routes. Speed tables can be placed mid-block (used as raised cross-walks) or at intersections.

Raised Intersections are flat, raised areas covering an entire intersection, with ramps on all approaches and often with brick or other textured materials on the flat section. They slow traffic in three ways: creating a distinct shape that draws a motorist's attention, creating a vertical deflection that forces a low-speed approach, and highlighting the area as a pedestrian space. Raised intersections can be used with narrow intersections in commercial areas, but are relatively costly.

Horizontal Deflection

Chicanes are used mid-block by incorporating curb extensions, striping, islands, or even on-street parking to divert traffic from a straight course. Also called "slow points," chicanes hold speeds to 15 to 20 miles per hour and may result in a volume reduction. On low volume streets, no treatments are needed for bicycles, but on higher volume avenues and bicycle boulevards, channels should be made for bicycles between the curb and the chicane.

Mini-roundabouts act as both traffic-calming devices and intersection control devices in place of four-way stops or traffic signals. They can be designed for arterial and collector streets or for local streets, particularly bicycle boulevards.

Project Recommendations

Planning participants indicated that Chico Road, Skyline Road, and Singing Arrow Avenue need techniques to control the high-speed traffic they convey through residential neighborhoods. These three streets and others noted in section 6.3.1 of this chapter need traffic-calming techniques. Each street will require study to determine appropriate methods. The following are suggestions.

Chico Road and Skyline Road are both wide enough to accommodate on-street bicycle lanes. If bicycle lanes are added, speed tables can be fit between the bicycle lanes. If traffic calming is implemented before bicycle lanes, care should be taken to continue bicycle lane striping over the speed table surface to separate vehicle lane space from bicycle lane space. Wide bicycle lanes are used so that cyclists can avoid the slopes at the curbside ends of the speed table that are often used to allow curb-and-gutter drainage to function properly.

Singing Arrow Avenue is a residential street used as a cut-through street for drivers avoiding Central and Southern Avenues. It is an existing bicycle route, but this Plan recommends that it be designated and designed as a bicycle boulevard. Speed tables are a balanced approach for calming traffic while continuing to let bicycles move. Chicanes may also slow moving traffic to speeds that allow cyclists to comfortably share the lane with other vehicles.

Chico Road, Skyline Road and Singing Arrow Avenue: The Plan recommends that all three streets be evaluated during a public hearing process for designation and design as Bicycle Boulevards.

Figure 6.h: Examples of Traffic Calming

Narrowing the Street



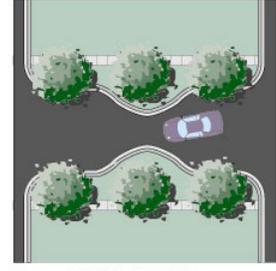
Striped Lanes

Deflecting the Vehicle Path



Chicane

Sharing the Pavement



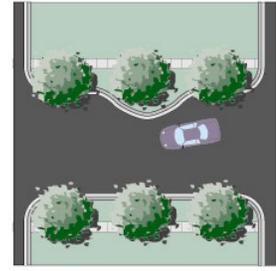
Centered Midblock Yield Point



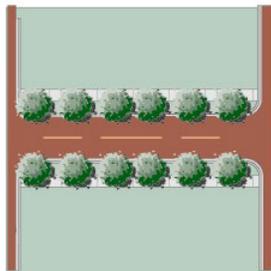
Parking



Modified Intersection



Offers Yield Point



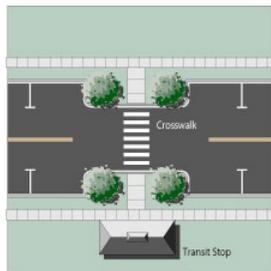
Paving Texture



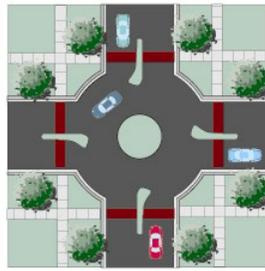
Neckdown



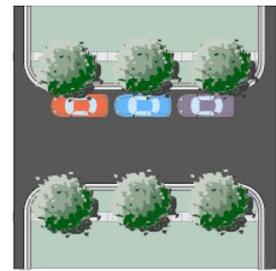
Intersection Yield Point



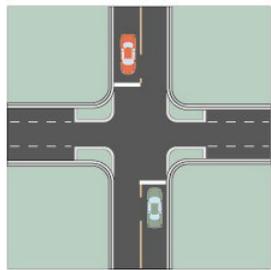
Bulb-Out Midblock



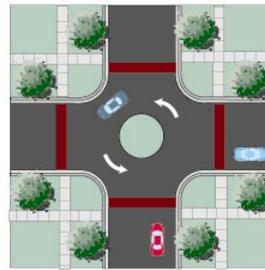
Roundabout



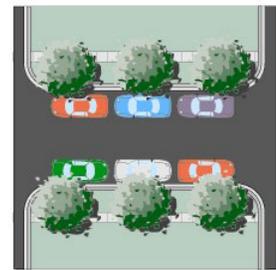
On-Street Parking: One Side



Bulb-Out Intersection



Traffic Circle



On-Street Parking: Both Sides

7 The Plan – Parks and Major Public Open Space

7.1 Introduction

East Gateway's Public Parks and Major Public Open Space open space are essential to community health and well-being, providing spaces for exercise, recreation and visual relief within the urban fabric.

7.2 Plan Goal Addressed by Recommendations

Goal 5 – Provide Accessible Parks, Major Public Open Space and Community Programs that serve the entire East Gateway community.

This Plan recommends expansions and further development of existing parks to improve outdoor recreation opportunities for East Gateway residents.

This Plan recommends the City consider development of additional neighborhood parks for East Gateway neighborhoods that are not served by easily accessible parks.

This Plan recommends continued acquisition of Major Public Open Space to create a continuous Major Public Open Space corridor in the Tijeras Arroyo and access points and trails that lead to the arroyo and to Major Public Open Space in the Sandia and Manzano Mountains foothills.

This plan recommends habitat enhancement, restoration, protection, partnerships and legislative agreements to improve habitat in the Tijeras Arroyo as indicated in the *Resource Management Plan for Tijeras Arroyo Biological Zone*, City of Albuquerque, Parks and Recreation Department Open Space Division, September 2008. (See Appendix D.)

7.3 Recommendations

Parks

This Sector Development Plan recommends the following projects to provide a broader range of parks and recreational amenities in East Gateway:

- **Expand Sandia Vista Park:** The New Mexico Department of Transportation owns land just south of the I-40 Bicycle Trail adjacent to Sandia Vista Park. This parcel is appropriate for park expansion, including playfields and a better entrance to the I-40 Bicycle Trail to the north. The City should explore the feasibility of a land trade or purchase. Additional funding will be required for site improvements.
- **Expand Park Uses at Singing Arrow Park:** Protect, but develop the archeological site with natural vegetation, carefully placed trails, interpretive signage, and outdoor furnishings.

- **Continue to Develop Manzano Mesa Park:** Continue ongoing development of playfields and recreational amenities at the park.
- **Construct a Four Hills Subdivision Park:** Acquire an approximately 2-acre site that includes a well from Four Hills Country Club. Develop the site as a neighborhood park.
- **Develop an additional park adjacent to or near Central Avenue east of Eubank Boulevard:** Determine the feasibility of acquiring state-owned land near the Central Avenue/Eubank Boulevard intersection. The State owns parcels north and south of Central Avenue. Both sites were leased to mobile home park owners. Area residents have suggested that one of the sites with many mature trees could be appropriate for a park. If these sites are not appropriate, consider other sites to provide recreation and visual relief for local residents, employees, and shoppers. Funding will be required for acquisition and development. No funding sources were available at the time of Plan adoption.

Major Public Open Space

This plan recommends the following projects to improve the East Gateway Major Public Open Space experience for Albuquerque residents:

- **Tijeras Arroyo Biological Zone (TABZ) Major Public Open Space (MPOS):** Continue to acquire private land parcels within the arroyo to create a Major Public Open Space corridor that conserves natural resources, wildlife, environmental features and cultural resources; provides opportunities for education and low-impact recreation; and enhances vegetative biodiversity habitat.
- **La Cañada Park:** Develop La Cañada Park as Major Public Open Space, using a portion of the land to accommodate a small number of parking spaces, as well as a formal trailhead/access point to the Tijeras Arroyo. Acquire additional land if necessary. Minimize negative impacts on surrounding private property.
- **Ravine Park:** Transfer Ravine Park from the Public Parks inventory to the Major Public Open Space inventory. Develop Ravine Park as Major Public Open Space.
- **Major Public Open Space property to the east of the East Gateway plan area:** Continue City collaboration with the Trust for Public Lands and Bernalillo County to acquire lands to create access between the Manzano and Sandia Mountain Major Public Open Space lands.
- **Access Points to Tijeras Arroyo:** Formalize public access to the Tijeras Arroyo at Four Hills Road and Juan Tabo Boulevard after a continuous Major Public Open Space corridor is established. Evaluate the costs and safety issues of formalizing the steep, unmaintained trail from the top of the bluff at Singing Arrow Park.

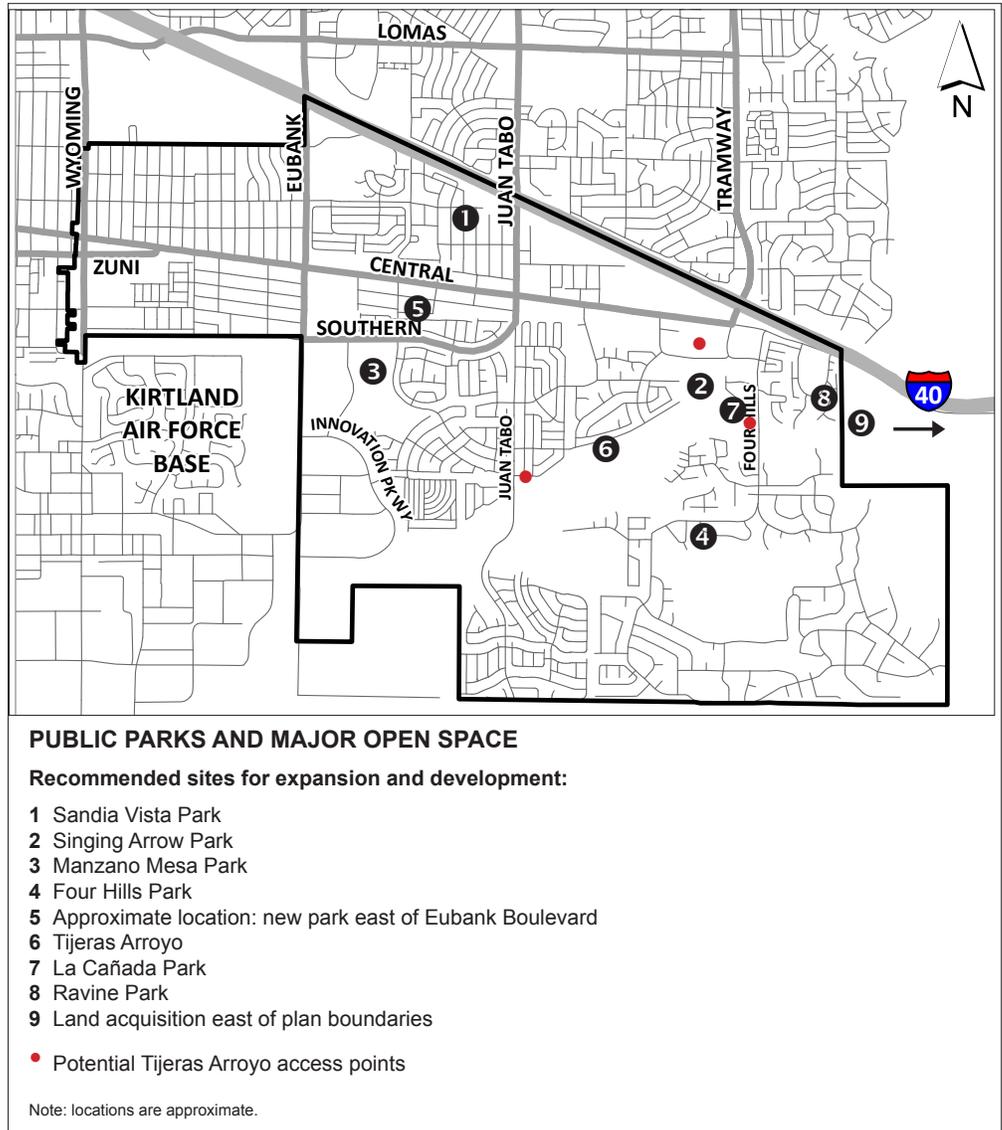


Figure 7.a: Map of Public Parks and Major Open Space

8 The Plan – Public Buildings, Street Lights and Alternative Energy Demonstration Projects

8.1 Introduction

The following recommendations are intended to improve the existing community center, provide local library services, ensure good emergency services response time, provide a safe level of street lighting, and explore the feasibility of alternative energy demonstration projects.

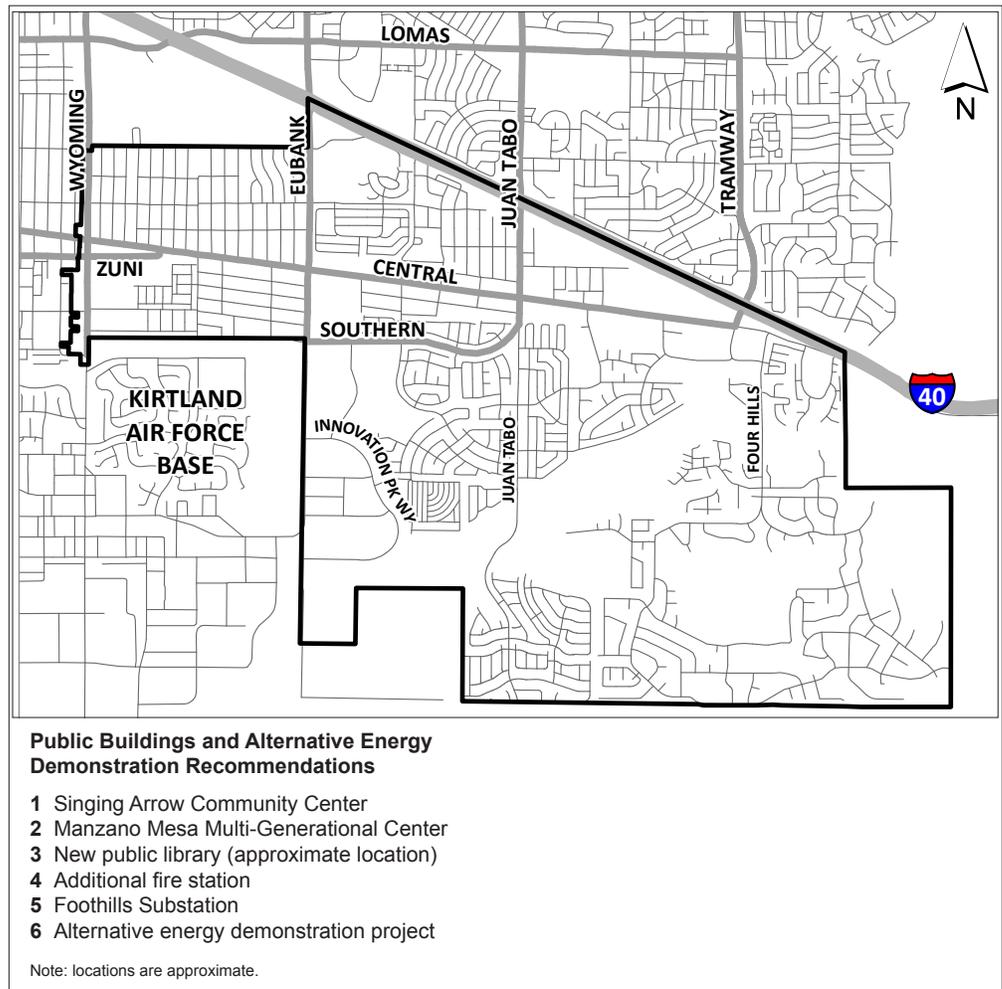


Figure 8.a: Map of Facility Recommendations

8.2 Plan Goals Addressed by Recommendations

Goal 2 – Create a safe, well-maintained, attractive community.

Goal 6 – Support existing stable thriving residential neighborhoods and transform others.

This Plan recommends expansion and/or possible long-term replacement of Singing Arrow Community Center to better serve neighborhood needs.

This Plan recommends construction of a full-service library to meet East Gateway needs, to be located at a high-traffic, visible location that is accessible by public transit.

This Plan recommends future construction of an additional fire station.

This Plan recommends a feasibility study to identify a visible location for an alternative energy demonstration project, such as small vertical axis wind turbines or a solar energy project.

This Plan recommends additional street lighting in key areas to improve neighborhood safety.

8.3 Recommendations

This Sector Development Plan recommends the following projects to address East Gateway needs.

Community Centers

- ***Singing Arrow Community Center***: To function as a vibrant community hub, Singing Arrow Community Center must be enlarged. The Plan recommends a study of community needs to determine how they might be addressed at an expanded Singing Arrow facility. The study should consider: classes and programs for local children and adults, indoor and outdoor recreation, a commodities distribution program, and transportation services for children. The needs assessment should consider building expansion, modular building retention and long-term replacement of the existing structures.
- ***Manzano Mesa Multi-Generational Center***: The Department of Senior Affairs does not anticipate any major changes to the facility, nor does it anticipate construction of any other senior-serving facilities in East Gateway. Expansion of the adjacent playing fields will continue, however, as part of the Parks and Recreation program.

Libraries

New Library: In its 2007 facilities master plan, the Library System identifies a new full-sized library for the East Central area as its second priority, after the

construction of a West Central library. This new library should be located at a visible location on a busy street with good public transit.

Fire

Additional Fire Station: As part of the development agreement for the Juan Tabo Hills subdivision, 1.25 acres were donated to provide a site for a new fire station. No capital funding was available or programmed in 2009. An additional East Gateway station could provide more emergency medical services and fire protection coverage in the future. The Albuquerque Fire Department determines where fire stations will be located using Fire Department criteria. The Juan Tabo Hills site will be studied by the Albuquerque Fire Department to determine if it meets community needs.

Police

Substation Renovation: The Foothills Substation on Lomas Boulevard NE requires some renovations but the Albuquerque Police Department deems it otherwise adequate to serve the needs of the area. Renovations should be programmed through funded and scheduled facility maintenance cycles.

Utilities

Alternative Energy Demonstration Project: East Gateway is uniquely positioned to take advantage of the wind that channels through Tijeras Canyon. Some community residents have suggested that the New Mexico Department of Transportation land between La Luz de Amistad Park and I-40 be used for a wind or solar energy demonstration project. Other prominent locations should also be considered as part of a feasibility study for a project of this type.

New turbines are beautifully designed, quiet and designed to fit in an urban environment. This type of installation could enhance the East Gateway to Albuquerque, a demonstration of the City's commitment to innovation in green energy production.



Figure 8.b: Conceptual Design for Dongtan Eco-city, Shanghai, Arup, Showing Small-Scale Wind Turbines

Streetlights

Additional Streetlights: Areas identified for attention in the near term are:

- ***Singing Arrow Neighborhood:*** Bond funding was available in 2009 and should be expended to ensure lighting improvements.
- ***Cochiti/Acoma area:*** A project was underway in 2009 to install four new streetlights.
- ***Skyline Road/Figueroa NE:*** Funding should be secured no later than FY 2010 to install streetlights needed for safety and security.

In addition, funding should be secured over two to three years after Plan adoption to improve street lighting in other locations. See maps on the following pages. Mid-block street lighting may require additional easements to connect with existing electric distribution lines located along rear lot lines.

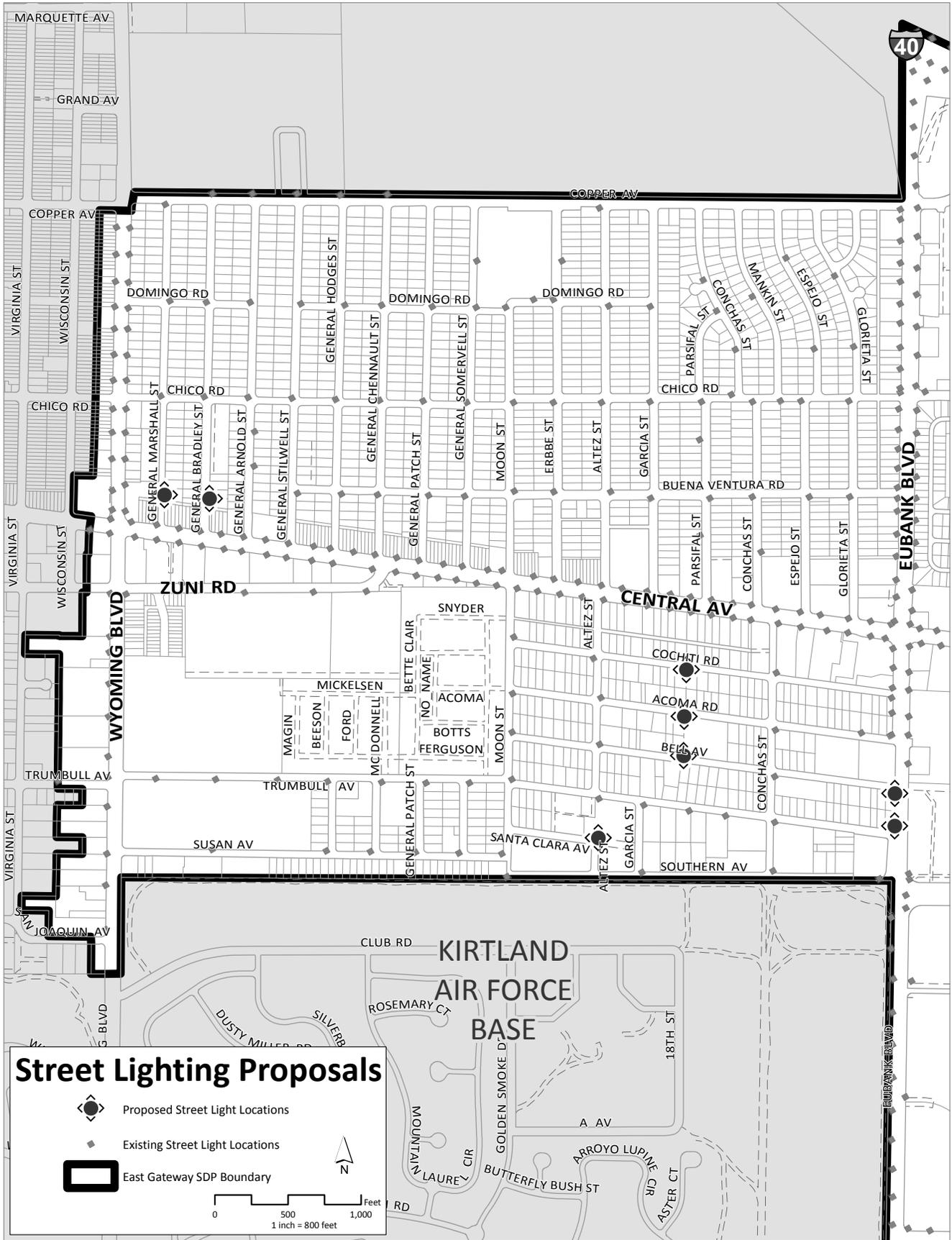
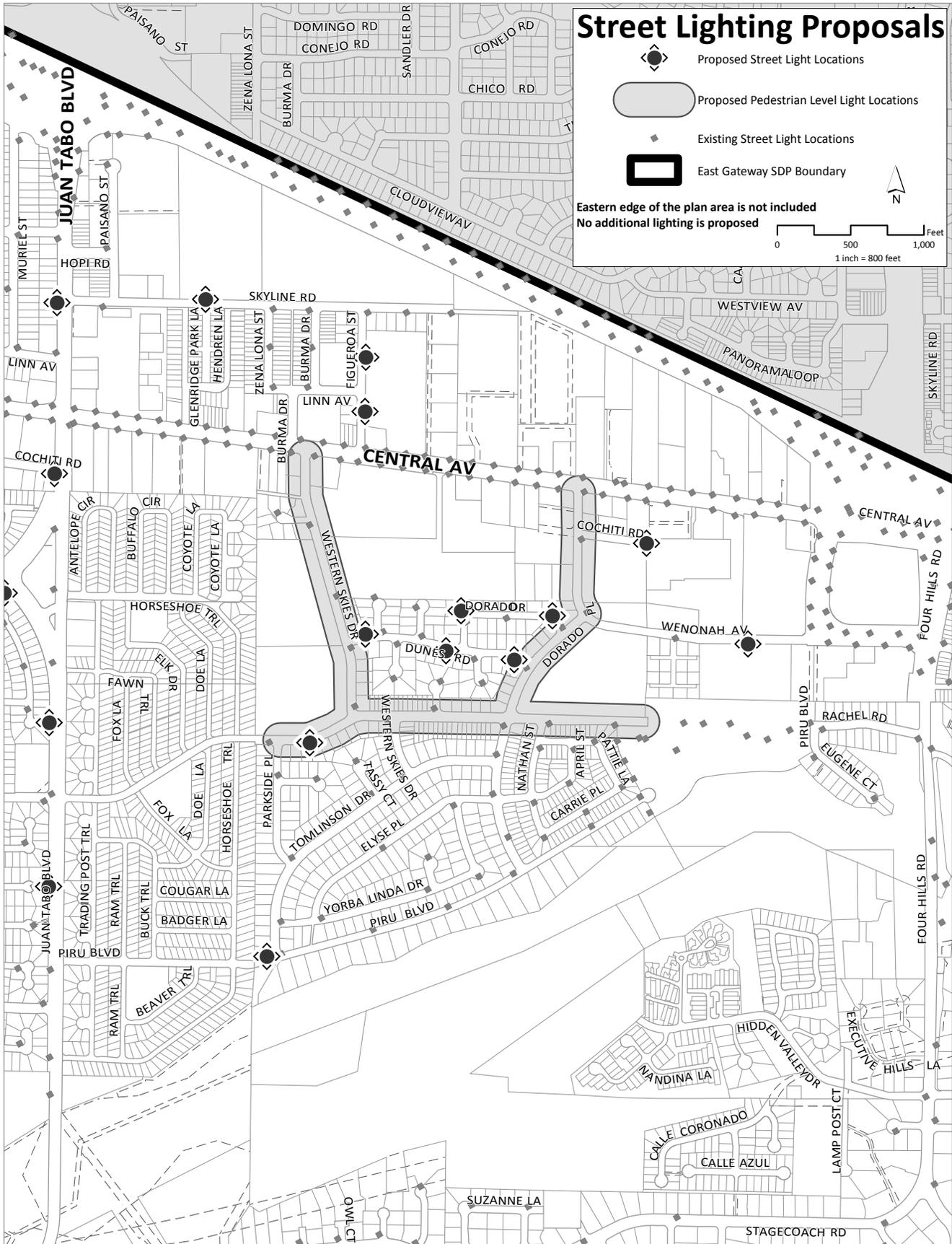


Figure 8.c: Maps of Street Lighting Proposals



9 Recommended City Actions

9.1 Introduction

This chapter recommends actions that will help fulfill East Gateway Sector Development Plan goals: 1) To create a safe, well-maintained and attractive community; 2) To enable the continued existence and development of thriving businesses to provide jobs and local services; 3) To design and build streets and trails that offer multiple efficient, safe transportation choices; 6) To support existing stable, thriving residential neighborhoods and transform others, and 7) To ensure well-maintained, safe housing for low-income households.

Included are recommendations to initiate proactive crime prevention programs and code enforcement in East Gateway, to reclassify Central Avenue as a major transit corridor, to continue actions to reclassify Southern Avenue as a collector street, and to limit additional vehicular access to Four Hills Road.

9.2 Recommendations



Safe, Attractive Residential Neighborhoods and Rental Housing

- **Crime Prevention:** This Plan recommends targeting East Gateway areas the Police Department has identified as high crime areas with substandard housing. The Plan recommends a combination of City police initiatives and non-profit agency programs that include the Crime-Free Multi-Housing Program, the Safe City Strike Force, Neighborhood Watch programs, Crime Prevention through Environmental Design (CPTED), and Albuquerque Family Advocacy Center programs.
- **Housing, Zoning and Building Code Enforcement:** This Plan recommends proactive investigation and enforcement of housing, zoning and building codes at least every two years to ensure safe rental housing. Include all East Gateway area public housing and all privately owned East Gateway rental housing.

The Plan also recommends that Albuquerque Housing Services assess and improve the landscaping and physical condition at the three East Gateway public housing projects.

Attractive Businesses

- **Zoning and Building Code Enforcement:** This Plan recommends proactive enforcement of zoning and building codes for all non-residential property to occur at least every two years.

Street Improvement

- **Corridor Reclassification:** This Plan recommends that the City of Albuquerque/Bernalillo County Comprehensive Plan's Figure 30 (a map of Development Areas with Activity Centers and Transportation Corridors) be amended to reclassify Central Avenue from Louisiana Boulevard to

Tramway Boulevard from an Enhanced Transit Corridor to a Major Transit Corridor. This action will be initiated by the City to acknowledge Rapid Ride service on this stretch of Central Avenue.

- **Street Reclassification:** This Plan recommends that the City Council resolution to reclassify Southern Avenue to a collector street without access control be taken to the Metropolitan Transportation Board for action.

This action will be initiated by the City and be done in cooperation with the Mid-Region Council of Governments. It acknowledges the changed conditions that eliminate the future development of Southern Avenue as a connecting segment of a loop road extending through Kirtland Air Force Base. With reclassification, Southern Avenue can be redesigned as an urban collector street to serve local needs.

Four Hills Village Road

- **Vehicular Access Control Policy:** This Plan recommends that the City Council introduce a resolution that prohibits roadways that expand the area currently served by Four Hills Road. This prohibition should not limit emergency access to the Four Hills area or bicycle and pedestrian trail, lane or route access.

10 Plan Implementation

The following charts summarize the Plan’s project, program and policy recommendations. Where possible, they include project descriptions and locations, lead agency, estimated cost, possible funding, and implementation phasing. Policy proposals include a policy description and lead agency.

Note: Feasibility and/or design studies will be required before cost estimates are developed.
All Land Use Regulation changes are contained in Chapter 5.
 General Obligation Bonds = G.O. Bonds

| Location in Plan | Project Name and Location | Agency(ies) | Cost (if known) | Funding Source(s) | Project Elements Underway | Timing (estimated) | | |
|------------------|--|-------------------------------------|-----------------|---|---------------------------|--------------------|----------|-----------|
| | | | | | | Near-Term | Mid-Term | Long-Term |
| | Transportation | | | | | | | |
| 6.3.1 | Designate and design bicycle boulevards to improve and complete portions of the bicycle network, to include Chico Road, Skyline Road, Moon Street, Morris Street, Herman Roser Avenue, Tony Sanchez Drive, Singing Arrow Avenue, and Gibson Boulevard. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | |
| 6.3.2 | Install traffic signal on Central Avenue at intersection with Elizabeth Street Bicycle Lane. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | | |
| 6.3.2 | Evaluate arterial street crossings for each bicycle route, boulevard, lane, and trail within the plan area, both existing and proposed, to determine the appropriate safe crossing features needed. Fund and install. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | |
| 6.3.3 | Complete the bicycle lane on Eubank Boulevard from the I-40 overcrossing to Southern Avenue. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | | x | |
| 6.3.4 | To increase personal safety, evaluate all East Gateway trail entrances for cyclist safety. Plan and implement improved entrance visibility. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | | |

| Location in Plan | Project Name and Location | Agency(ies) | Cost (if known) | Funding Source(s) | Project Elements Underway | Timing (estimated) | | |
|------------------|--|--|-----------------|---|---|--------------------|----------|-----------|
| | | | | | | Near-Term | Mid-Term | Long-Term |
| 6.3.4 | Negotiate with the NMDOT to acquire land between Sandia Vista Park and the I-40 trail for park development, and to ensure better access to the I-40 Bicycle Trail. | Department of Municipal Development, NMDOT | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | |
| 6.3.5 | Improve bicycle trail maintenance, working with volunteers and City Parks and Recreation to accomplish regularly scheduled maintenance. | Department of Municipal Development | See Note. | City operational budget, grants | | x | x | x |
| 6.4 | Identify, acquire and develop a visible and accessible site for a park and ride lot and Rapid Ride transfer center on or near east Central Avenue between Western Skies Drive and Tramway Boulevard. | ABQ Ride | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | | |
| 6.4 | Install bus shelters and associated amenities at all Rapid Ride, and where possible, local service stops. | ABQ Ride | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | | |
| 6.5 | Create safe pedestrian crossings at all signalized street intersections and bicycle street crossings. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | | |
| 6.5 | Use traffic calming techniques on proposed Bicycle Boulevards. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | | |
| 6.5 | Create and maintain adequate facilities for transit services. | ABQ Ride | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | | |
| 6.5.1 | Redesign Central Avenue/ Eubank Boulevard intersection to minimize intersection delay. | Department of Municipal Development | Funded | G.O. bonds, State Legislature, Council appropriations | Construction scheduled to begin late 2010 | x | | |
| 6.5.1 | Study, design and build improvements at the Central Avenue/Juan Tabo Boulevard Intersection in conjunction with design for Southern Avenue and Juan Tabo intersection. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | Planned for next several years | x | x | |

| Location in Plan | Project Name and Location | Agency(ies) | Cost (if known) | Funding Source(s) | Project Elements Underway | Timing (estimated) | | |
|------------------|--|-------------------------------------|-----------------|---|---------------------------|--------------------|----------|-----------|
| | | | | | | Near-Term | Mid-Term | Long-Term |
| 6.5.1 | Study, design and build improvements to the Central Avenue/Tramway Boulevard intersection to improve safety and efficiency for motorists, cyclists and pedestrians. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | |
| 6.5.2 | Initiate a spot median project on Central Avenue between Eubank and Wyoming Boulevards. Ensure that the appearance of the turning lane between medians is designed to differentiate it from through-traffic lanes, using a different-colored finishing material. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | |
| 6.5.3 | Redesign and landscape Wyoming Boulevard medians to improve safety and aesthetics. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | |
| 6.5.4 | Redesign and reconstruct Southern Avenue between Eubank and Juan Tabo Boulevards to reflect changes resulting from reclassification as an urban collector street and removal of limited access status. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | |
| 6.5.5 | Study the feasibility of a roundabout or alternative intersection design at the junction of Southern Avenue and Juan Tabo Boulevard to assist traffic flow and decrease delays. | Department of Municipal Development | See Note. | Council appropriations | | x | | |
| 6.5.6 | Improve safety of pedestrian street-crossings through the following measures: traffic signal installation at Central Avenue and Elizabeth Street intersection (see also 6.3.2), crossing redesign at all signalized intersections and crossing redesign at arterial street intersections with bicycle trails, lanes, routes, and boulevards. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | x |

| Location in Plan | Project Name and Location | Agency(ies) | Cost (if known) | Funding Source(s) | Project Elements Underway | Timing (estimated) | | |
|------------------|--|---|-----------------|--|---------------------------|--------------------|----------|-----------|
| | | | | | | Near-Term | Mid-Term | Long-Term |
| 6.5.6 | Study the feasibility of constructing a bridge over I-40 connecting the segments of Morris Avenue north and south of I-40 to improve access to the East Gateway trade area. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | |
| 6.5.7 | Design and construct street modifications to control vehicle speeds and support bicycling and walking from neighborhood to arterial streets. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | x |
| 6.5.7 | Assess areas with existing traffic-calming devices for negative impacts, replacing them with alternative methods if needed and considering district-wide approaches if appropriate. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | |
| 6.5.7 | Evaluate Chico Road, Skyline Road and Singing Arrow Avenue for designation and design as Bicycle Boulevards. Ensure a public hearing process. | Department of Municipal Development | See Note. | G.O. bonds, State Legislature, Council appropriations | | | | |
| Parks | | | | | | | | |
| 7.2 | Consider development of additional neighborhood parks for neighborhoods not easily accessible parks. | Parks and Recreation | See Note. | G.O. bonds, State Legislature, Council appropriations | | x | x | |
| 7.3 | Work with NMDOT to acquire property adjacent to Sandia Vista Park for park playfields and other park amenities. (See also 6.3.4.) | Parks and Recreation, NMDOT | See Note. | Trade, G.O. bonds, State Legislature, Council appropriations | | | | |
| 7.3 | Expand park uses at Singing Arrow Park. Protect, but develop the archeological site with natural vegetation, carefully placed trails, interpretive signage, and outdoor furnishings. | Parks and Recreation | See Note. | G.O. bonds, Council appropriation | | x | x | |
| 7.3 | Continue development of Manzano Mesa Park to meet community needs for recreation facilities. | Parks and Recreation, Department of Municipal Development | See Note. | G.O. bonds | | x | x | |

| Location in Plan | Project Name and Location | Agency(ies) | Cost (if known) | Funding Source(s) | Project Elements Underway | Timing (estimated) | | |
|------------------|---|---|-----------------------|---|---------------------------|--------------------|----------|-----------|
| | | | | | | Near-Term | Mid-Term | Long-Term |
| 7.3 | Acquire two-acre parcel of land from Four Hills Country Club for use as a neighborhood park and well site. | Parks and Recreation, Department of Municipal Development | See Note. | G.O. bonds, Council appropriation | | x | x | |
| 7.3 | Develop an additional park adjacent to or near Central Avenue. Explore potential sites that may include State-owned land parcels near Central Avenue and Eubank Boulevard. | Parks and Recreation, Department of Municipal Development | See Note. | Trade, G.O. bonds, Council appropriation | | x | x | |
| | Major Public Open Space | | | | | | | |
| 7.3 | Continue to acquire private lands within Tijeras Arroyo to consolidate public ownership, provide opportunities for education and low-impact recreation, and improve and enhance habitat. | Open Space Division | See Note. | G.O. bond, Council appropriation | | x | x | x |
| 7.3 | Develop La Cañada Park as Major Public Open Space. Develop a small parking lot and a trailhead/access point. | Open Space Division | See Note. | G.O. bond, Council appropriation | | | x | |
| 7.3 | Transfer Ravine Park from the Parks inventory to the Major Public Open Space inventory for appropriate development as open space. | Open Space Division | Administrative action | None | | x | | |
| 7.3 | Enable pedestrian connections between the Sandia and Manzano Mountains and complete public ownership of Tijeras Arroyo through Tijeras Canyon. | Open Space Division | See Note. | G.O. bond, Council appropriation, legislative appropriation | | x | x | |
| 7.3 | Formalize access to Tijeras Arroyo at Juan Tabo Boulevard and Four Hills Road. Evaluate costs and safety issues of formalizing the steep, unmaintained trail from the top of the bluff at Signing Arrow Park. | Open Space Division | See Note. | G.O. bond, Council appropriation, legislative appropriation | | x | x | |

| Location in Plan | Project Name and Location | Agency(ies) | Cost (if known) | Funding Source(s) | Project Elements Underway | Timing (estimated) | | |
|------------------|---|---|---|---|---------------------------|--------------------|----------|-----------|
| | | | | | | Near-Term | Mid-Term | Long-Term |
| | Community Centers | | | | | | | |
| 8.3 | Prepare a feasibility study to expand or replace Singing Arrow Community Center to address unmet needs for programs, indoor recreation, medical services, and other programs. | Family and Community Services | See Note. | G.O. bond, Council appropriation, legislative appropriation | | x | | |
| | Library | | | | | | | |
| 8.3 | Acquire land, plan and construct a full service library in a visible and accessible location within East Gateway to address a library service gap. | Albuquerque/Bernalillo County Library System | Approximately \$9 million plus land acquisition and materials purchases | G.O. bond, Council appropriation, legislative appropriation | | x | x | |
| | Fire and Emergency Services | | | | | | | |
| 8.3 | Consider construction of an additional fire station to improve East Gateway service coverage. | Albuquerque Fire Department | See Note. | G.O. bond, Council appropriation, legislative appropriation | | | x | |
| | Police | | | | | | | |
| 8.3 | Schedule needed refurbishment to the Foothills Substation as part of ongoing facility maintenance. | Albuquerque Police Department | See Note. | Maintenance funding | | x | x | x |
| 8.3 | Use the existing multi-agency process to coordinate "strike force" approaches to address crime, housing conditions and other community safety and appearance issues. | Albuquerque Police Department, other agencies | Operational funding | Operational funding | | x | x | x |

| Location in Plan | Project Name and Location | Agency(ies) | Cost (if known) | Funding Source(s) | Project Elements Underway | Timing (estimated) | | |
|------------------|---|---|-----------------|--|--|--------------------|----------|-----------|
| | | | | | | Near-Term | Mid-Term | Long-Term |
| | Street Lighting | | | | | | | |
| 8.3 | Install additional street lights in the Singing Arrow neighborhood to improve safety and visibility. | Department of Municipal Development | \$87,500 | Funding secured | Installation anticipated for late 2009 | x | | |
| 8.3 | Install additional streetlights in the Cochiti/Acoma SE area to improve safety. | Department of Municipal Development | See Note. | Funding secured | 2010 | x | | |
| 8.3 | Install streetlights for safety and crime prevention in the area near Figueroa and Skyline NE. | Department of Municipal Development | See Note. | G.O. bonds, Council appropriations | | x | | |
| | Alternative Energy | | | | | | | |
| 8.3 | Examine the feasibility of an alternative energy demonstration project for East Gateway that focuses on either wind or solar energy for electric generation, and also provides a unique gateway project to showcase Albuquerque's commitment to green energy. | Department of Municipal Development | See Note. | G.O. bonds, grants | | x | x | |
| | Program and Policy Changes | | | | | | | |
| 9.2 | Target high crime areas that have substandard housing for initiatives that could include the following programs and others: Crime-free Multi-housing Program, Crime Prevention through Environmental Design and Albuquerque Family Advocacy Center programs. | Albuquerque Police Department, other agencies | | Administrative, programmatic funding, grants | | x | x | x |
| 9.2 | Ensure safe rental housing through consistent proactive investigation and enforcement of housing, zoning and building codes. | Albuquerque Police Department, other agencies | | Administrative, programmatic funding | | x | x | x |

| Location in Plan | Project Name and Location | Agency(ies) | Cost (if known) | Funding Source(s) | Project Elements Underway | Timing (estimated) | | |
|------------------|--|--|-----------------|--------------------------------------|---------------------------|--------------------|----------|-----------|
| | | | | | | Near-Term | Mid-Term | Long-Term |
| 9.2 | Assess, improve and consistently maintain the landscaping and physical conditions at three East Gateway public housing projects. | Albuquerque Housing Services | | Maintenance and operations funding | | x | x | x |
| 9.2 | Enforce zoning and building codes for all non-residential property, to occur at least every two years. | Planning Department, Albuquerque Police Department | | Administrative, programmatic funding | | x | x | x |
| 9.2 | Amend the Comprehensive Plan to reclassify Central Avenue between Louisiana and Tramway Boulevards as a Major Transportation Corridor. | Planning Department, Council approval | | Administrative | | x | | |
| 9.2 | Take the City Council resolution to reclassify Southern Avenue as a collector street to the Metropolitan Transportation Board for action. | City Council action / DMD | | Administrative | | x | | |
| 9.2 | Rescind Singing Arrow Neighborhood Plan upon adoption of East Gateway Sector Development Plan. | Planning Department, Council approval | | Administrative | | x | | |
| 9.2 | Prohibit roadways that would expand the area currently served by Four Hills Road, while ensuring emergency access to the area or any bicycle and pedestrian trail, lane or route access. | Planning Department | | Administrative | | x | x | x |