Great Streets Facility Plan

Mayor Martin J. Chávez

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City of Albuquerque

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Our Gratitude to:

Many participants who attended public meetings, provided input, comments and support. Names are listed in Appendix A.

Over 100 people filled in the survey.
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CHAPTER I: INTRODUCTION

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A. Plan Purpose

The Great Streets Facility Plan is a Rank 2 Plan. ***The purpose of this Facility Plan is to establish standards, guidelines and procedures for constructing Great Street segments in order to implement goals and policies of the Comprehensive Plan pertaining to Transportation Corridors and Activity Centers.*** It ***includes*** principles, ***policies,*** standards, guidelines ***and prototypical designs,*** to overcome current barriers to building segments ***of streets*** that are multi-modal, safe, visually attractive and socially and economically vibrant – great streets that are great places. The Plan also provides criteria for selecting street segments for Great Street implementation.

1. A Great Street has a sense of place, balanced modes of transportation and public places.

The Facility Plan ***further*** refines the Albuquerque/Bernalillo County Comprehensive Plan's Centers and Corridor Policies and Street Design Objectives, in Table 11, Policy a. Albuquerque's streets and surrounding developments have been built primarily to accommodate vehicular movement and storage. The resulting built environment discourages walking, bicycling, and taking transit. ***The Great Streets Facility Plan proposes a new design approach to build multi-modal streets.***

B. Plan *Applicability and* Contents

The Great Streets Facility Plan primarily focuses on street right-of-way. It also addresses those elements of building and site design that directly contribute to the quality of the streetscape and place making. The Facility Plan is applicable to the following segments of streets:

1. ***Segments of existing streets that are selected, ranked, and designated Great Streets;***

2. ***New street segments that are within or abutting Activity Centers and where the street is planned as a transit corridor; and***

3. ***Segments of streets that are within or abutting Activity Centers and that have already been approved and set aside for construction or reconstruction.***

The Facility Plan has ***seven*** chapters:

Chapter I: Introduction includes the plan purpose, a synopsis of plan contents, a brief history of Albuquerque street design, existing barriers to great street design, facility plan approach and benefits of Great Streets.

Chapter II: Analysis of Existing Plans and Policies identifies plans and policies that support Great Streets development and others that may need to be amended in order to support the Facility Plan implementation.

Chapter III: Great Streets Principles and ***Policies*** describes the basic principles of Great Streets: Social Interaction, Visual Attractiveness, Sense of Safety, Sense of Place, Responsiveness to Climate, Balanced Transportation Modes, and Maintenance. ***It also includes policies that relate to these principles.***

Chapter IV: Physical Realms and Types of Great Streets describes the important organizational structure of a Great Street - which includes - the Roadway Realm, the Pedestrian Realm and the Private Realm. It also identifies the four types of Great Streets; 1) Major Transit Corridor; 2) Enhanced Transit Corridor; 3) Other Arterial Streets that are not Transit Corridors; and 4) Collector Streets. A typical cross section for a local residential street is also included.

Chapter V: Design Standards and Guidelines ***are for three physical realms and apply to segments of four types of the Great Streets described in Chapter IV. The design standards are for the Roadway and Pedestrian Realms and the guidelines are for the Private Realm. Both standards and guidelines are advisory.***

This Chapter includes general design standards pertaining to right-of-way configuration, landscaping, street/pedestrian lighting, ***on-street parking,*** and utility coordination. It also includes additional specific design standards for the Roadway and Pedestrian Realms of each street type. The guidelines for the Private Realm apply to all four street types.

Chapter VI: Prototypical Design Options applies design standards and guidelines to various right-of-way widths of the four Great Street types. Some illustrations may reflect adjustment to design standards due to right-of-way constraints or location of existing buildings. It also includes a typical illustration of a local street.

Chapter VII: Facility Plan Implementation ***describes*** a process and criteria for selecting Great Street segments, an implementation process for constructing Great Street segments, and funding sources. It stresses the need for one or two pilot projects and emphasizes the need for coordination among various stakeholders including public and private utility companies.

C. Albuquerque Street Design History

The relationship between streets and adjacent land uses significantly influences city form. Walking, ***horseback riding,***

2. Central Avenue looking east from fourth Street, Albuquerque, New Mexico

bicycling and taking public transit were the main urban transportation options until the advent of widespread car ownership. Cities were built compactly. Streets with sidewalks in close proximity to a vertical mixture of land uses contributed to street vitality and a sense of place. Wide sidewalks, on-street parking and attractive buildings lining the street were standard city elements. ***Central Avenue, Roma Avenue and Gold Street in downtown and streets in Old Town were "great streets" that buzzed with people and economic vitality.***

Most of Albuquerque has been built since World War II, coinciding with the widespread use of cars, government guaranteed mortgage lending for houses outside the City core, and the construction of I-40 and I-25. Until the 21st century, Albuquerque's street design standards concentrated primarily on moving vehicular traffic and zoning regulations segregated different land uses from each other. These factors all influenced Albuquerque's urban form and the character of our major streets.

As Albuquerque expanded to the East and West Mesa, single-family subdivisions, shopping malls and strip commercial developments sprung up along arterial streets. The travel distances increased, encouraging people to drive more, and walk and bicycle less. The streets became wider to accommodate faster and a greater volume of vehicular traffic which tended to separate neighborhoods. The pedestrian, bicycle and transit amenities were given less and less attention. Safety in numbers disappeared. Instead of streets being social gathering and thriving public places, they became unsafe and impersonal. Increased vehicular traffic and absence of people resulted in lack of personal safety and comfort.

City sprawl with segregated land uses, excessive use of automobiles and lack of walkable streets has generated traffic congestion and concerns about air quality, health and the overall quality of life of our citizens. Recently, health issues have been brought to the local and national attention by many public health organizations. According to the New Mexico Department of Health, "Physical inactivity and poor nutrition are related to overweight and obesity." Adults and children with weight problems are at increased risk of diabetes, heart disease, stroke, certain cancers and arthritis. To address the above concerns, bring back vitality to our city streets, neighborhoods and activity centers, and improve the overall quality of our city's built environment, we must have a new approach to street design and city planning.

D. Existing Barriers to Great Street Development

The past street design approach has resulted in barriers that must be addressed in order to develop Great Street segments that provide multi-modal access, pedestrian friendly streets and social places. Some of these barriers are:

Automobile Oriented Streets – For several decades Albuquerque streets have been built and rebuilt to accommodate ever increasing vehicular traffic with little consideration of other modes. The number of automobiles on our city streets has increased. Street designs are intended to move more vehicles quickly and are not focused on moving people by all travel modes. This has resulted in wider streets designed with little consideration for pedestrians and bicyclists.

3. Utility poles obstructing the narrow, uneven sidewalk

Lack of Pedestrian and Bicycle Facilities – In addition to auto-movement orientation, streets lack basic features to support pedestrian and bicycle movement such as wide level sidewalks, shade trees, well designed wheelchair ramps, seating, pedestrian lighting, bicycle racks and shaded transit stops. To better balance the modes of travel, these features are necessary.

Existing City Ordinances and Regulations – The existing Subdivision Ordinance, Comprehensive Zoning Code, Development Process Manual and City of Albuquerque Street Standards and Specifications do not contain policies and regulations to build streets that serve pedestrians, bicycles, transit riders and allow mixed-use developments. There is a lack of connection and consistency among policies and regulations in these documents.

Lack of Coordination Among Planning Agencies – Planning for driving, walking, bicycling and public transit facilities is separated and lacks coordination, resulting in street design that does not serve multiple travel choices. Utility poles, fire hydrants, sign poles and trees are often seen obstructing sidewalk use. The Facility Plan recommends a greater coordination during design and construction of Great Streets among the City Departments as well as between the public and private sectors, including the utility companies.

The Great Streets Facility Plan recommendations address the barriers and propose a new street design approach to develop street segments that feel comfortable, are safe to walk, bicycle, take transit, or drive.

E. Current Trends

Climate change, health and safety issues, traffic congestion and limited financial resources have caused public officials, professional planners, business leaders and the general public to rethink how we design our streets and neighborhoods. In the last decade, many cities have adopted Smart Growth principles such as multi-modal streets, mixed-use and transit-oriented development, walkable streets and neighborhoods, public transit and higher densities in selected areas. The cities are bringing back street vitality by redesigning streets to better serve adjacent properties, pedestrians, bicyclists, transit riders and motorists.

In order to bring back vitality to our city streets, the City of Albuquerque Planning Department and Consultants HDR, Inc. have developed the Great Streets Facility Plan to construct segments of streets in mixed use, high intensity pedestrian

activity centers and along transit corridors. In addition, the City has been planting trees in parks, medians and along selected streets.

From 2003 –2008 the Alliance for Active Living, an Albuquerque partnership of public, non-profit and private organizations, worked on various projects to encourage and support walking in Albuquerque. A Robert Wood Johnson Foundation grant was used to improve community health by amending public policies, changing public attitudes and behavior, and supporting projects to make walking, bicycling and taking transit safe and pleasant.

With the higher gas prices, more people are choosing alternative modes of travel. This requires a need to provide safe and convenient multi-modal streets for those who wish to get out of their cars to walk, bicycle and take transit. ***The Great Streets Facility Plan provides standards, guidelines and procedures to develop such streets. This Facility Plan also recommends coordination among various stakeholders during the selection, design and construction of Great Street segments.***

F. Benefits of Great Streets

Redesigning segments of our streets to become Great Streets will have many benefits. Among them are an enhanced sense of place, a better balance among transportation modes, and safe, visually attractive and economically vibrant streets and neighborhoods.

Multi-modal Streets - The Great Streets segments will provide safe, comfortable, and visually attractive streets and neighborhoods for walking, bicycling, using transit or driving.

4. Mixed Land Use and Transportation Connection

Land Use/Transportation Connection - Mixed-use development along a Great Street Segment provides better access to transportation choices and contributes toward reducing traffic congestion.

Economic Vitality – Businesses prosper when they can be accessed by various transportation modes. They also benefit from locations where there is an enhanced sense of place, beautiful streets, and a wide shaded place to walk. A recent study[1] confirms that consumers respond positively to shopping environments with a healthy urban forest. Healthy and well-maintained trees send positive messages about the appeal of a district, the quality of products and what consumer services a shopper can expect. Attention to trees is a necessary part of any improvement program.

Health & Welfare - According to the Guide to Community Preventive Services by the New Mexico Department of Health, "Regular physical activity is associated with a healthier, longer life." The interventions recommended in the Guide include "street-scale urban design and land use policies that support physical activity in small geographic areas, generally limited to a few blocks." Every transportation mode begins and ends with walking. The Great Streets concept supports all transportation modes when it supports the pedestrian environment.

Quality of Life - Great Streets help people travel safely and comfortably from their homes to shopping, work, and play. Small shops, interesting activities, well-designed buildings, multi-modal transportation access, on-street parking and shaded sidewalks all contribute to an environment that nurtures people. Great Street segments will borrow and build on surrounding neighborhood character or introduce newly created themes.

G. Facility Plan Approach

1. Design Approach *(formerly F.1)*

The Facility Plan proposes an approach that is significantly different from the current City practice of constructing a streetscape as a beautification project separate from its context. The current practice rarely considers how streets serve adjacent land uses and buildings, or how to ***also*** create safe and attractive streets for pedestrians, bicyclists and transit riders. The new approach responds to the needs of people using various travel modes. It better relates street design to adjacent buildings and land uses by organizing a Great Street into three physical realms. The design approach and the three

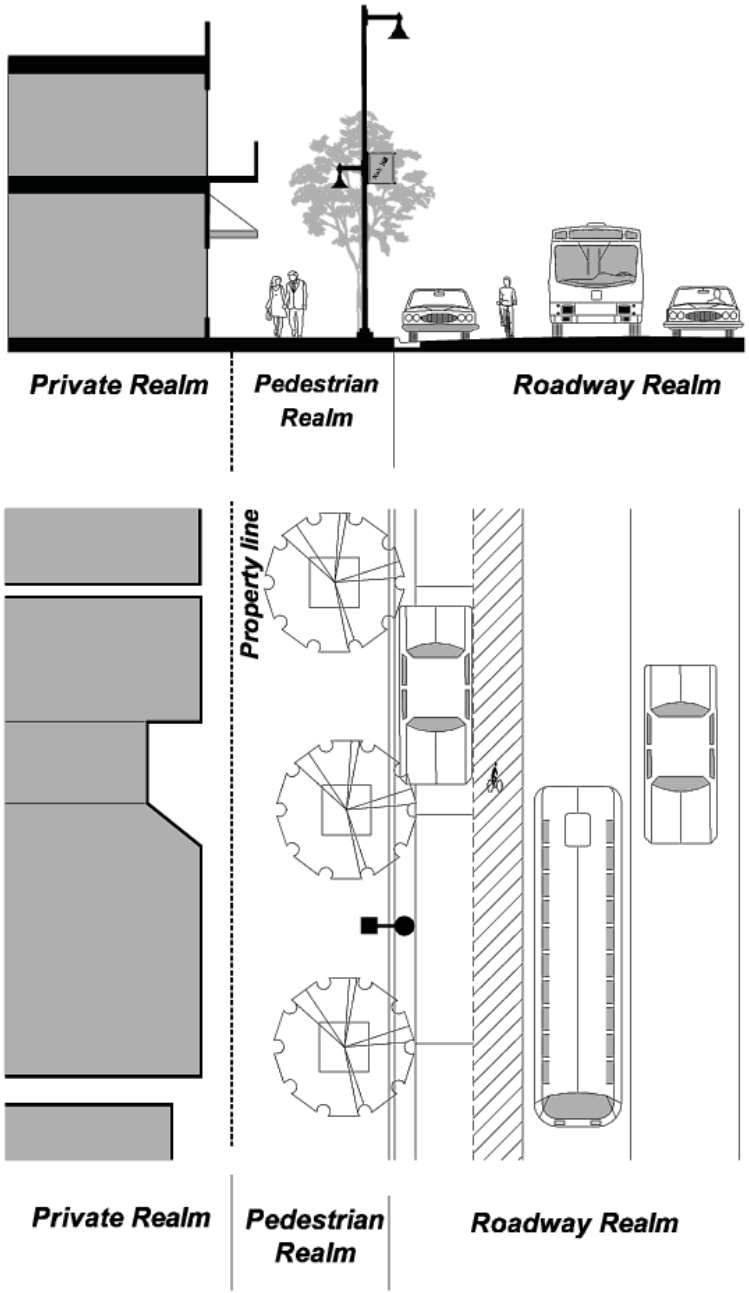

Figure 1. Physical Realms of a Street

realms are applied to four types of Albuquerque streets: Major Transit Corridors, Enhanced Transit Corridors, other Arterial Streets, and Collector Streets. ***The three physical realms of a Great Street are:***

Roadway Realm (space between curbs) - ***includes*** traffic lanes, ***bike lanes,*** on-street parking, transit, medians.

Pedestrian Realm (between curb and property line) - ***includes wayfinding and regulatory signs, landscaping, street furniture and a walking zone.***

Private Realm (***abutting*** the public right-of-way) - ***includes*** land use, space between building façade and ***property line***, building site location, ***off-street*** parking location, and façade articulation.

Pedestrian Realm functions are further organized into three zones***; Edge Zone, Landscaping Zone and Walking Zone. These are described in greater detail in Chapter IV of this Facility Plan.***

The Facility Plan emphasizes a more coordinated approach for planning, designing and constructing street improvements. This approach will require consultation with and coordination among City Departments and various stakeholders such as public agencies, property owners, neighborhood associations and public and private utility companies. This coordination should take place during the selection of Great Street segments and their planning, design and construction phases.

2. Plan Process and *Public* Participation (formerly F.2)

The Great Streets Facility Plan will guide Great Street development in both established and developing areas of the City. Because of its citywide scope, various techniques were used to obtain public input into the process, as follows:

Public Meetings & Survey – A total of ten citywide public meetings were held during the development of the Facility Plan from September 2006 to December 2007. The meeting locations were chosen in various parts of the City to allow broad citywide participation. The public, neighborhood and business associations and public agencies were notified by e-mail, U.S. Postal Service, City Neighborhood Newsletter and local newspaper articles and advertising.

5. Public Open House at Winrock Mall

The Great Streets concept, characteristics and factors important for designating future Great Street segments were presented at public meetings. Geographical Information System (GIS) maps were used to illustrate proximity to Centers and Corridors, shopping, educational, recreational and medical facilities, transit service, and bicycle/multi-purpose trails.

The staff of various public agencies and the Technical Advisory Committee reviewed the design concepts before they were presented to the general public in two citywide

open house sessions. The comments received were incorporated into a Draft Facility Plan, which was presented to the public in December 2007. The draft received very favorable comments, which are included in the Appendix. The Facility Plan draft was also presented to the National Association of Office and Industrial Properties Government Relations Committee and to the Walk & Bicycle Advisory Committee.

Technical Advisory Committee – A Technical Advisory Committee of representatives from city, county and regional public agencies, business, civic and advocacy groups helped guide the Plan. The individual organizations are listed under acknowledgements. Meetings with the Technical Advisory Committee were held at key milestones and before presenting the Great Streets Concepts and recommendations to the public.

Project Update on Web – Throughout the public process Facility Plan updates were posted on the Planning Department web site.

Consultation and review meetings were held with staff from the City Transit, Municipal Development, Parks and Recreation Departments and the Mid-Region Council of Governments throughout the planning process.

CHAPTER II: ANALYSIS OF EXISTING PLANS, POLICIES, AND REGULATIONS

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This Great Streets Facility Plan presents a comprehensive and systematic way to improve Albuquerque streets. This chapter describes ***the ranking of City Plans and*** the relationship of Albuquerque's ranked plans ***as described below***. It also compares Facility Plan concepts with other City plans, ordinances and design standards in City manuals and specifications.

A. City Plan Ranking

City Ordinance §14-13-2-2 describes the rank importance of adopted City Plans for urban development and conservation. There are three types of ranked plans as described below:

<u>Rank One Plan</u>
The Comprehensive Plan is the long range city policy for the development and conservation of the entire metropolitan area.

<u>Rank Two Plans</u>
Facility Plans are specialized in subject matter; they normally cover only one type of natural resource or public facility. Such plans cover the entire metropolitan area or city, or at least a major part thereof. These plans specify important development standards, general site locations, and multi-year programs of facility capital improvements.

<u>Rank Three Plans</u>
(1) Sector Development Plans cover an area with common characteristics, typically one square mile or more but occasionally considerably smaller. These plans create special zoning regulations for the area covered and may also specify other fairly detailed development parameters.
(2) Neighborhood Development Plans are similar in scope to sector development plans except these plans do not set special zoning regulations. They may, however, propose rezoning.

<u>Great Streets Facility Plan</u>
Consistent with the above Rank Two Plan definition, the Great Streets Facility Plan proposes standards and guidelines to guide development of segments of streets in order to become "Great Streets". This Facility Plan incorporates its implementation into the City Decade Plan for Capital Improvements and applies to segments of streets Citywide.

B. Relationship Among Ranked Plans

By ordinance, lower ranking City adopted plans should be consistent with higher-ranking plans. ***They should identify how they relate to relevant higher ranking plans. The Great Street Facility Plan establishes a relationship among the three ranked plans as follows:***

1. ***The Rank Two Great Streets Facility Plan supports and implements Rank One Comprehensive Plan goals and policies, particularly those that are related to Activity Centers and Corridors.***

2. ***The Great Streets Facility Plan provides guidance for Rank Three plans.***

3. ***If the Great Streets Facility Plan advisory standards conflict with the mandatory/regulatory provisions of an existing Rank Three Plan, then the Rank Three Plan***

regulatory provisions shall prevail. However, if the advisory standards of the Great Streets Facility Plan conflict with the advisory standards of a Rank Three Plan, then the advisory standards of the Great Streets Facility Plan shall prevail.

C. City Plans, Policies and Regulations

The design standards and guidelines in the Great Streets Facility Plan are supported by several adopted plans including the Rank I Comprehensive Plan, the Planned Growth Strategy and the 2030 Metropolitan Transportation Plan. This section describes various Plans and Ordinances and their relationship to this Facility Plan and proposes amendments to these Plans and Ordinances in order that they be consistent with the Great Streets Facility Plan.

Albuquerque/Bernalillo County Comprehensive Plan
The Comprehensive Plan contains several goals and policies supporting a better balance among travel modes, mixed-use development and enhanced community identity. These goals and policies are found in Comprehensive Plan sections concerning Activity Centers, Transportation Corridors, Developed Landscape, Economic Development and Community Identity. The following goals are two of several Comprehensive Plan goals that support the Great Streets Facility Plan:

> Transportation Corridor Goal: "To develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access."
>
> Activity Centers Goal: "To expand and strengthen concentration of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities."

Comprehensive Plan Section II.D.4, Policy a, Table 11 provides corridor policies and their objectives for Express, Major Transit, Enhanced Transit, and other Arterial Streets.***(See Appendix) This Facility Plan proposes design standards for Great Street segments based on the Comprehensive Plan policy objectives for Major Transit, Enhanced Transit and Arterial Streets. Express Corridors are not pertinent to this plan.*** It also proposes a new design approach that better integrates street design to adjacent buildings and land uses by introducing three physical realms of a Great Street.

The new street design approach including the three physical realms and refinement of street design policy objectives ***should be incorporated into*** the Comprehensive Plan.

Planned Growth Strategy
The Planned Growth Strategy (PGS) adopted by the City in 2003 further supports the Comprehensive Plan's Centers and Corridors policies by linking transportation to land uses as a sound growth management policy. The Planned Growth Strategy's 7.2.4 Suggested Approaches recommend revisions to the Development Process Manual that include 2-4 lanes travel lanes for local, collector and minor streets, wider sidewalks, smaller radii, on-street parking and buildings orienting to streets to assure pedestrian safety. ***The Great Streets Facility Plan proposes design standards consistent with the***

recommendations in the PGS to assure pedestrian safety.

2030 Metropolitan Transportation Plan

The region's 2030 Metropolitan Transportation Plan gives a greater emphasis on alternative modes of travel, particularly on walking. It devotes separate chapters on pedestrian and bicycle system. The Plan's goals and objectives include "provision of safe travel choices for all modes of travel for the mobility of people and goods." ***The Great Streets Facility Plan supports 2030 MTP goals of giving "priority to transportation investments that provide attractive alternatives to single occupant vehicle travel" and developing multi-modal streets that address the needs and concerns of pedestrians, bicyclists and public transit users, as well as automobiles and trucks.***

Corridor Plans

The City's Corridor Plans and studies contain recommendations for pedestrian, bicycle and transit improvements. ***They*** primarily ***address*** street beautification ***and include*** some pedestrian or bicycle amenities. The relationship between streets, land uses and adjacent buildings are rarely considered. As a result, streets in these plan areas continue to be conduits for moving vehicular traffic and rarely become public gathering places. The Great Streets Facility Plan advances a more comprehensive approach to design and construction of streets that create places for people to socialize, work, shop, live or play.

Some City plans and studies for street corridors are the Lomas Boulevard Transit and Pedestrian Way Study (1977), San Mateo Boulevard Conceptual Design (1981), Coors Corridor Plan (1984), Rio Grande Boulevard Corridor Plan (1989), Central Avenue Streetscape Plan (2001), and Los Candelarias Streetscape Improvement Plan (2005).

Sector Development Plans *(Rewritten)*

Since 1976, the City has adopted approximately 52 Rank Three Plans, many of which are sector development plans. The remaining plans are historic overlay zones, design overlay zones and corridor plans. None of the plans contain design standards for the public right-of-way. Only five (5) plans include design standards for sidewalks, bicycle lane width, and/or landscaping adjacent to the public right-of-way. These are Coors Corridor Plan, La Cueva Sector Development Plan, Los Candelarias SDP, Sawmill/Wells Park Sector Development Plan and Rio Grande Boulevard Corridor Plan. The sidewalk standards in these plans vary from 4' to 8'.

The Great Streets Facility Plan is unique in its establishment of a standardized organization of the public right-of-way; the Roadway, Pedestrian and Private Realms. It provides a framework to design segments of Great Streets that serve the needs of pedestrians, bicyclists, transit riders and motorists, provide safety and create social and economic vitality. The Facility Plan standards and guidelines for the three realms will provide guidance to other Rank Three plans and avoid inconsistencies in the future between various plans.

City of Albuquerque Comprehensive City Zoning Code

The intent of the Albuquerque Comprehensive Zoning Code is "…to help control congestion in the street and public ways; to control and abate unsightly use of building or land; to encourage the most appropriate use of land; and to enhance the appearance of the landscape." The City Zoning Code applies to real property and not the street right-of-way. The Zoning Code does not regulate the relationship between buildings and streets. The Great Streets Facility Plan primarily applies to the street right-of-way but recognizes the

contribution buildings make in creating 'Great Streets'. It ***supports the intent of the Comprehensive Zoning Code and*** proposes design guidelines ***for*** the Private Realm to enhance the relationship between buildings and streets.

Subdivision Ordinance
The Subdivision Ordinance does not include many regulations that require efficient pedestrian circulation. One of the Great Street prototypical designs ***illustrates*** improved pedestrian access between residential subdivisions and nearby destinations. The Subdivision Ordinance needs to be amended to provide better pedestrian, bicycle and transit access to destinations and to support the implementation of ***the Great Streets Facility Plan***.

Tree, Vegetation and Landscaping Ordinance
The Facility Plan supports and helps implement City Ordinance 6-6-2-2 Trees, Vegetation and Landscaping.

Sidewalk Ordinance, Development Process Manual and City Specifications
The Sidewalk Ordinance regulates sidewalk location and design. Most Development Process Manual (DPM) street design standards, the City Specifications, ***and the Sidewalk Standards*** are not consistent with the Comprehensive Plan policies regarding balanced transportation and place-making through pedestrian and transit-friendly street environments. The Sidewalk Ordinance, DPM and City Specifications need to be amended to implement Comprehensive Plan policies and to ensure implementation of this Facility Plan.

Proposed Form Based Zones
The City Council is currently proposing a set of proposed Form Based Zones to address private property, site and building design and land use. The Great Streets concept, standards and guidelines relate to and support Form Based Zones.

D. Synopsis of Recommended Amendments

The following City Plans, Ordinances and Standards should be amended to be consistent with each other and with the Great Streets Facility Plan.

The Comprehensive Plan – I***ncorporate the*** Great Streets concept, the principles and the new street design approach including three physical realms ***into the Comprehensive Plan***.

Subdivision Ordinance – Add Facility Plan design concepts, standards and guidelines where applicable.

Sidewalk Ordinance – Amend regulations to be consistent with Facility Plan standards.

Development Process Manual – Add Facility Plan standards where applicable to support construction of Great Street segments.

City of Albuquerque Standards and Specifications for Public Works Construction Design – Change street design specifications to support and implement construction of Great Street segments.

CHAPTER III: PRINCIPLES AND POLICIES OF GREAT STREETS

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The principles of Great Streets described in this chapter are based on generally accepted city planning and urban design practices. They promote the essential qualities that make streets more user friendly. These principles, when applied to an ordinary street, create Great Streets that are visually attractive, socially vibrant and economically vital. People will more likely frequent Great Streets to shop, eat or just enjoy the atmosphere. There are several fundamental principles related to Great Streets.

A Great Street often differs from other streets in the community because of its design elements, activities, length, shape and width. Great Streets are constantly evolving and will take time to develop to their fullest potential. In the best case, all three realms of a Great Street could be developed at the same time. However, it is more likely that only two realms, the Roadway Realm and the Pedestrian Realm will develop simultaneously and the Private Realm will be built over time or the Private and Pedestrian Realms will develop at the same time.

A. Great Street Character

In his book, Great Streets, Alan Jacobs, the former San Francisco City Planning Department Director, describes a Great Street as one that is "markedly superior in character or quality"[(2)] and recognized by people of a city as having symbolic, social, ceremonial and political significance.[(3)] A Great Street is typically one quarter to one half-mile in length. However, the length of a Great Street is not as important as the entry and exit points that emphasize the special character of the Great Street segment. Jacobs lists the defining qualities of Great Streets as:

A street that contributes to community;

A street that is physically comfortable and safe;

A place that encourages participation;

A place that can be remembered; and

A place that is representative of a community

A street segment with these dominant characters is a Great Street - vibrant, safe and attractive.

A Great Street may have one or more of the following characteristics: 1) ceremonial/symbolic, 2) social, 3) commercial, or 4) like an outdoor room.

6. A Great Street fosters social interaction.

Some Great Streets are memorable as symbolic or ceremonial venues for parades, fairs, and other civic events. Central Avenue from Albuquerque's Old Town to the State Fair Grounds is an example of this type of street. Great Streets that are social spaces have plazas, parks, trees, benches and public art. They are places where people can gather, watch other people, or meet friends. A commercial Great Street supports economic development because it is where people go to shop, dine, or conduct business. A Great Street that is also an outdoor room - has buildings and vegetation that define the limits of the public realm. Central Avenue in Nob Hill and Downtown and streets in Old Town are examples of street segments that have Great Street qualities.

B. Principles, Attributes *and Policies*

The following principles, attributes and related policies provide direction to develop Great Street segments:

Social Interaction
Great Streets support social interaction among people by providing spaces for walking, sitting, eating, street performances and other activities. The street must have places for people to walk and socialize in an environment that is safe, comfortable and attractive. Wide shaded sidewalks, plazas, parks, transit stops/shelters and pedestrian lighting are some of the physical attributes that support social interaction along a Great Street.

Policies:
SI.1 In order to facilitate public and social activities along Great Street segments, wider sidewalks, transit shelters/stops, street furniture such as street lighting, pedestrian lighting, benches, bicycle racks, public art and shaded walkways should be provided in the Pedestrian Realm.

SI.2 Property owners along Great Street segments should be encouraged to provide plazas, outdoor dining areas, shade structures and benches for social interaction.

Visual Attractiveness
Great Streets must be visually interesting, engaging the eye through design elements of the Pedestrian and Private Realms of a street. Pedestrian Realm elements include shaded walkways, plazas, water fountains, lighting, landscaping, paving materials, street furniture ***such as bicycle racks,*** benches, trees, trash receptacles and wayfinding signs. Private Realm elements such as building placement, façade articulation, projections, recesses and transparency of windows, diversity of indoor and outdoor land use activities and products on display provide interest, vibrancy and a visual attractiveness to the street.

Policies:
VA.1 The design of the Pedestrian Realm and the Private Realm elements of a Great Street segment should mutually support each other to provide visual interest and attractiveness.

VA.2 Street trees should be planted in the Pedestrian Realm and in medians to create a rhythm, provide shade and enhance the visual attractiveness of a Great Street.

VA.3 The Pedestrian Realm elements such as transit shelter, newspaper racks, trash receptacles, benches, bicycle racks, water fountains should be grouped together to prevent clutter and add to visual attractiveness.

VA.4 The articulation, transparency and display window lighting of building facades along a Great Street segment should contribute to visual interest and enhance the quality of the street environment.

VA. 5 Large expanses of parking, oversized and intrusive signage and long blank walls should be avoided along Great Street segments.

Sense of Safety
Visual interest, public places, ***wider sidewalks*** and ***land use*** activities along a Great Street attract people ***and*** provide ***personal*** safety for ***the public***. The design of Pedestrian Realm elements such as trees and/or curbside parking between walkways and moving traffic provide safety from vehicles.

Policies:
SS.1 Streets adjacent to or within Activity Centers and Transit Corridors with mixed-use development should be designed to provide safety for pedestrians, bicyclists, transit riders and motorists.

SS. 2 Provide public plazas and street furniture to attract people and thereby increase personal safety in the Pedestrian and Private Realms.

Responsive to Climate
Great Streets are designed to respond to local climate by providing protection from natural elements - sun, wind, rain and snow. Awnings, arcades and trees are elements that provide physical comfort and protection. Trees also improve air quality and minimize heat islands.

Careful consideration should be given to the species, height, size (at maturity) and placement of street trees - they should provide shade while preserving views of natural, special and built features. Trees for East-West and North-South streets are listed in the Facility Plan appendix titled "List of Trees".

Policies:
RC.1 The design of Great Street segments, particularly the selection, location and height of street trees, should respond to climate and consider view corridors.

RC.2 Private and public properties adjacent to a Great Street segment should provide awnings, arcades, and/or trees to shade the Pedestrian Realm, Plazas and other public places.

Balanced Transportation Modes
Great Streets balance the needs of pedestrians, bicyclists, transit users and drivers. A Great Street creates a sustainable

7. Great Streets balance the needs of pedestrians, bicyclists, transit users and motorists.

and healthy city rather than just moving vehicular traffic efficiently. In some cases, a Great Street may place a greater emphasis on the needs of pedestrians, bicycles and transit rather than vehicles.

Policies:
BTM.1 The design of a Great Street segment should include multi-modal access to adjacent land uses in Activity Centers and Transit Corridors.

BTM.2 Higher priority should be given to pedestrians, bicyclists and transit riders within a Great Streets segment while maintaining a minimum vehicular traffic Level of Service no less than E.

Sense of Place
Great Streets have character and vitality that invoke civic pride. They are focal points, destinations and visitor attractions.

Policies:
SP. 1 The building architecture, land uses along a street, street layout and character of the surrounding neighborhoods should be taken into consideration to create a sense of place while designing the three realms of a Great Street segment.

Maintenance
Maintenance is critical to a Great Street. This includes maintaining landscapes, trees, paving materials, lighting and signage as well as keeping trash picked up and sidewalks and streets cleaned. Building façades need to remain in excellent condition to add to the quality of the street.

M.1 Great Street segments must be maintained by the public and/or private sector, as appropriate, to preserve the quality of the street and the pedestrian environment.

CHAPTER IV: PHYSICAL REALMS AND TYPES OF GREAT STREETS

CHAPTER IV: PHYSICAL REALMS AND TYPES OF GREAT STREETS (NEW CHAPTER TITLE)

This chapter describes the three physical realms and four types of Great Streets for which the standards and guidelines have been developed to implement the Comprehensive Plan's Centers and Corridors policies.

A. *Physical Realms of a Great Street*

A Great Street is comprised of three interconnected ***physical*** realms ***of a street right-of-way***. ***This concept of three physical realms is central to creating Great Street segments. These realms establish a common framework and vocabulary for the street right-of-way (Figure 2) and they are: 1) Roadway Realm, 2) Pedestrian Realm and 3) Private Realm.*** Interconnectedness and interrelationship among the three realms creates a Great Street. ***The standards are developed for the street right-of-way, which include both the Roadway and the Pedestrian Realms. The guidelines are developed for private property in the Private Realm.***

1. **The Roadway Realm** is located between street curbs and primarily serves vehicular traffic, but affects pedestrian safety through its design. It includes traffic lanes, turn lanes, transit lanes, ***bike lanes, on-street*** parking, turning radii, medians, median trees and landscaping, crosswalks, traffic calming devices, traffic signals, pavement materials and storm water drainage.

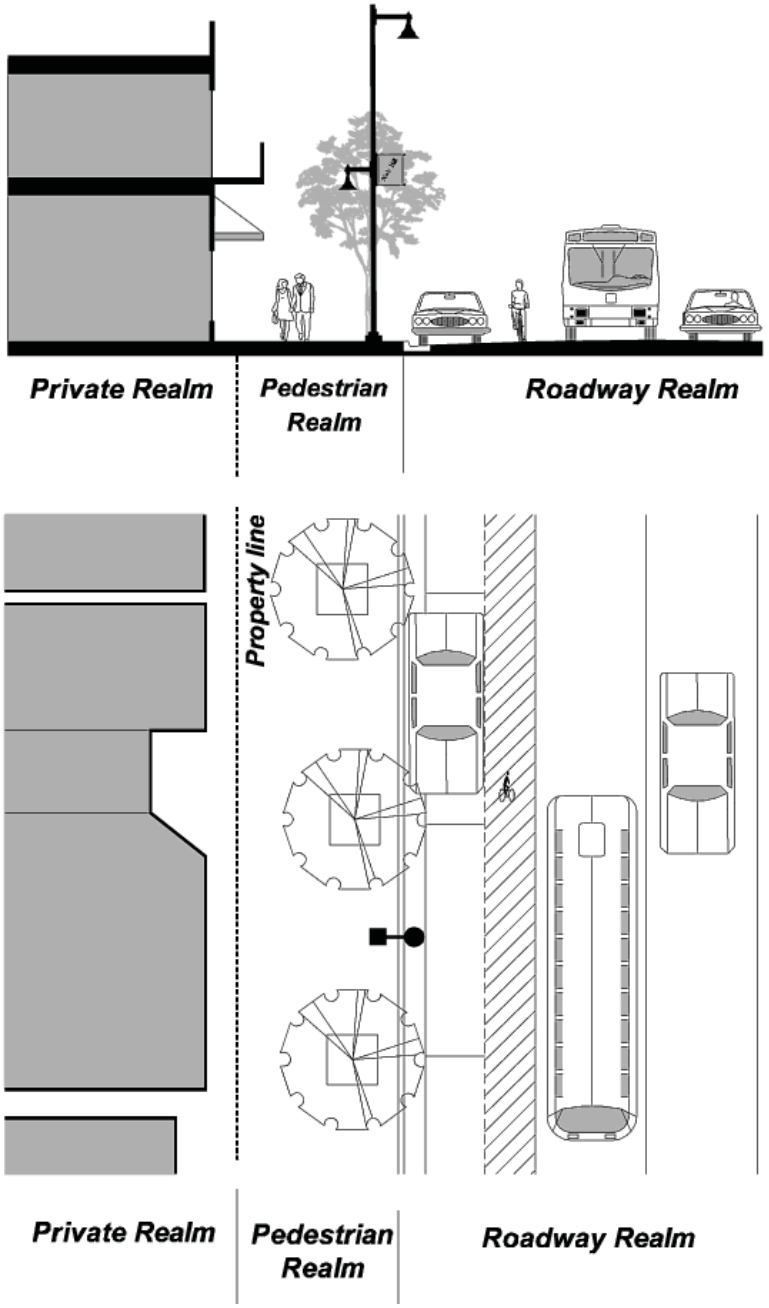


Figure 2. Three Realms of a Great Street

2. **The Pedestrian Realm** is the area between the curb and property line. ***The pedestrian realm is the place for people to walk leisurely, board a bus, socialize, sit, eat or watch street life. The design character of the Pedestrian Realm of a street may vary depending upon its function and the land use activities along the street.*** It includes parking meters***, wayfinding and street regulatory signs,*** trees, bicycle racks, transit stops/shelters, ***public art,*** street furniture; and a walkway for pedestrians on foot or using wheelchairs and baby strollers.

The Pedestrian Realm consists of three spatial zones - Edge Zone, Landscape Zone and Walking Zone as illustrated in Figures 3 to 6:

a. The Edge Zone is the area immediately adjacent to the curb that is used for parking meters, wayfinding and street regulatory signs.

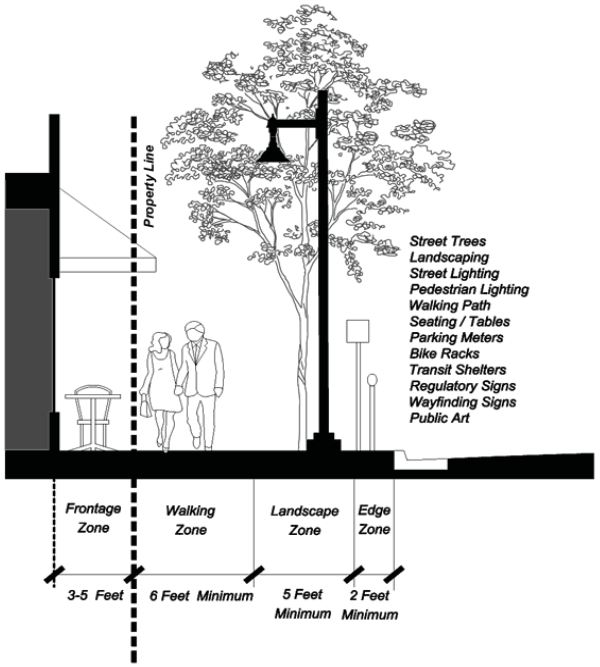


Figure 3. Pedestrian Realm

8 Pedestrian Realm

9 Activities in the Roadway Realm

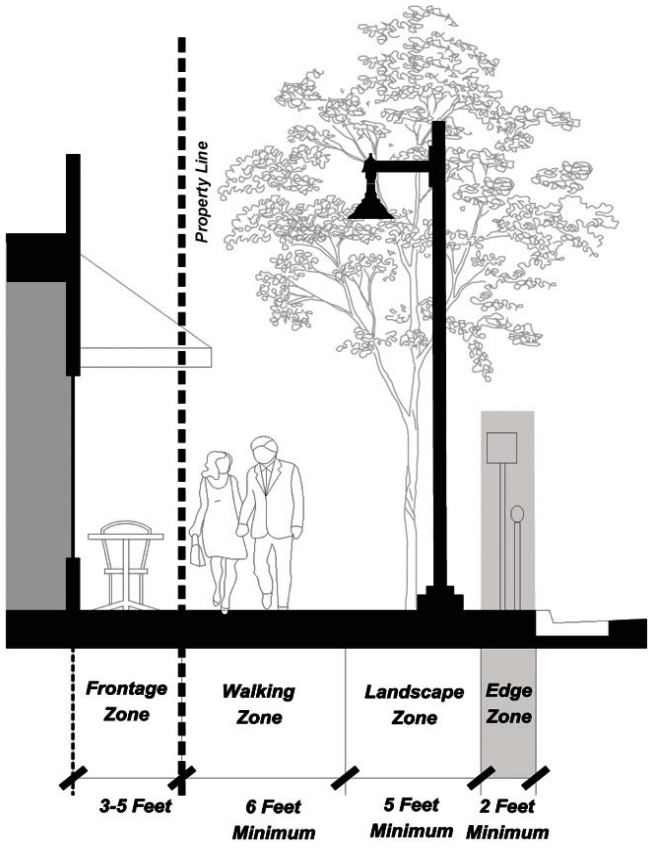


Figure 4. Edge Zone

10. Parking meters, street signs in Edge Zone

b. The Landscaping Zone is the area between the Edge Zone and the Walking Zone. It includes trees, landscaping, street furniture such as bicycle racks, benches, transit shelters/stops, pedestrian lighting, street lighting and public art.

11. Trees, street furniture, street lighting and pedestrian lighting in landscape zone.

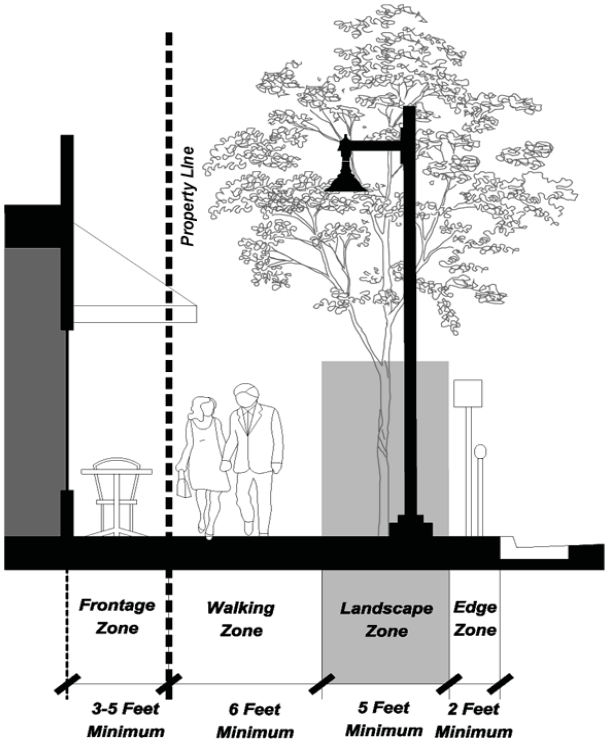
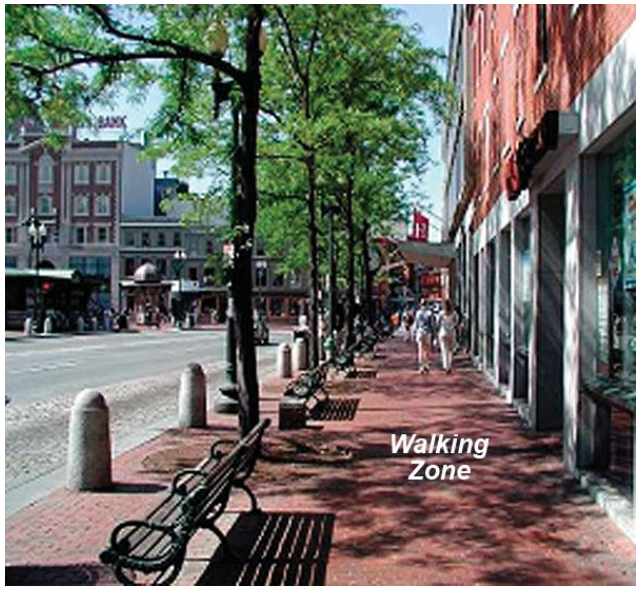


Figure 5. Landscaping Zone

The Edge and Landscaping Zones may be combined to allow a minimum six-foot wide clear walking zone if the right-of-way is constrained. The transit shelters should be placed in the space created by combining the two zones.



12. Wide unobstructed walking zone.

c. The Walking Zone is between the Landscape Zone and the property line. This portion of the public right-of-way is primarily devoted to pedestrian use. It should be level and unobstructed and should be wide enough to accommodate persons in wheelchairs. Ideally it should be constructed of materials such as patterned concrete or pavers.

3. The Private Realm is private property ***abutting*** the public right-of-way. Guidelines for this realm along a Great Street segment are developed for elements that contribute to creating a Great Street. These elements are the Frontage Zone, on-site parking location, building location in relationship to the street (Build-to-Line), building facade transparency and articulation, and awning, arcade and business sign projection into the Pedestrian Realm.

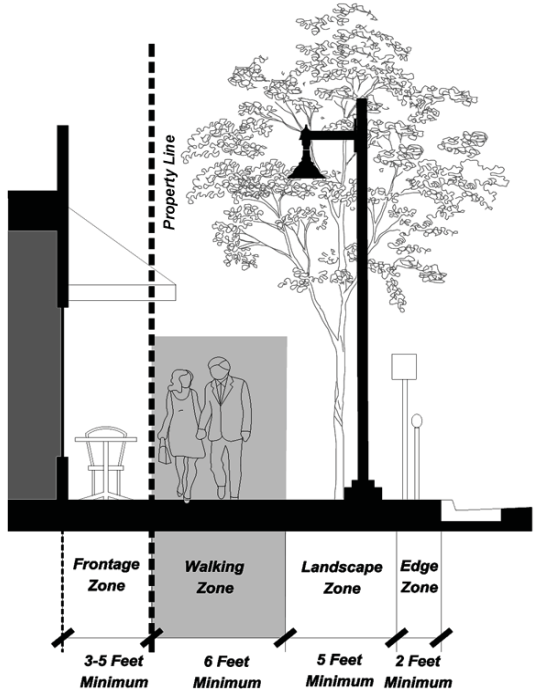


Figure 6. Walking Zone

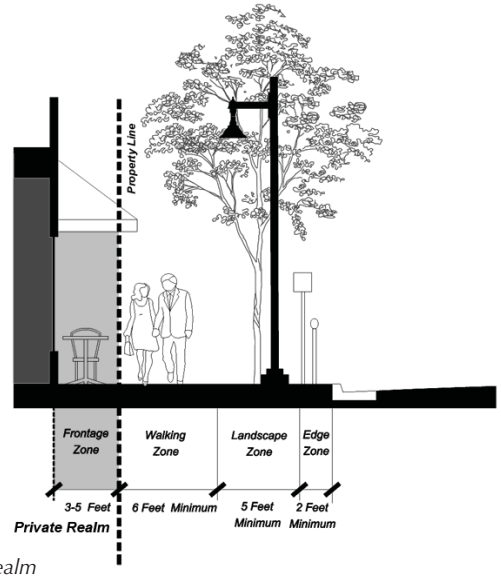


Figure 7. Private Realm

B. Albuquerque Great Street Types

The standards and guidelines developed in this Facility Plan apply to segments of four street types; 1) Major Transit Corridors, 2) Enhanced Transit Corridors and 3) Arterial Streets not designated as Major or Enhanced Transit Corridors and 4) Collector Streets. A basic cross section has been included for the local streets for comparison and pedestrian friendly streets connections within the neighborhood and neighborhood to Activity Centers. The Great Street standards and guidelines do not apply to local streets since most local streets are not designated transit corridors. They primarily serve residences.

The ***Major Transit Corridors and Enhanced Transit Corridors are listed*** in the Albuquerque/Bernalillo County Comprehensive Plan. ***The Arterial Streets and Collector Streets are classified in*** the Mid-Region Council of Governments Long Range Roadway Systems Map***. Local streets are defined in the Development Process Manual.***

1. **Major Transit Corridors** are Arterial Streets designed to optimize public transit and move large numbers of people efficiently by providing high high capacity transit service. These streets can have dedicated transit lanes, wide sidewalks, bike lanes, and the longer-term possibility of light rail service. These corridors focus on the movement of many people in a pedestrian-friendly environment, and emphasize short trips and convenience. They are primary candidates for significant mixed-use infill and redevelopment.

2. **Enhanced Transit Corridors** are Arterial Streets designed or redesigned to improve transit and pedestrian opportunities for residents, businesses and other users. These streets can have features similar to a major transit corridor. Their goal is to provide transit service competitive with the car and to develop adjacent land uses and intensities to promote transit use.

3. **Other Arterial Streets** carry vehicular through-traffic and provide access to adjacent land use activities. Arterial Streets are four to eight lanes, have single or dual left-turn lanes and sometimes right-turn lanes

4. **Collector Streets** feed traffic to arterial streets from local streets. They are two, three or four lanes and sometimes have a left-turn or center-turn lane.

5. **Local Streets** do not have the requisite characteristics of Great Streets. They connect individual properties to collector and arterial streets.

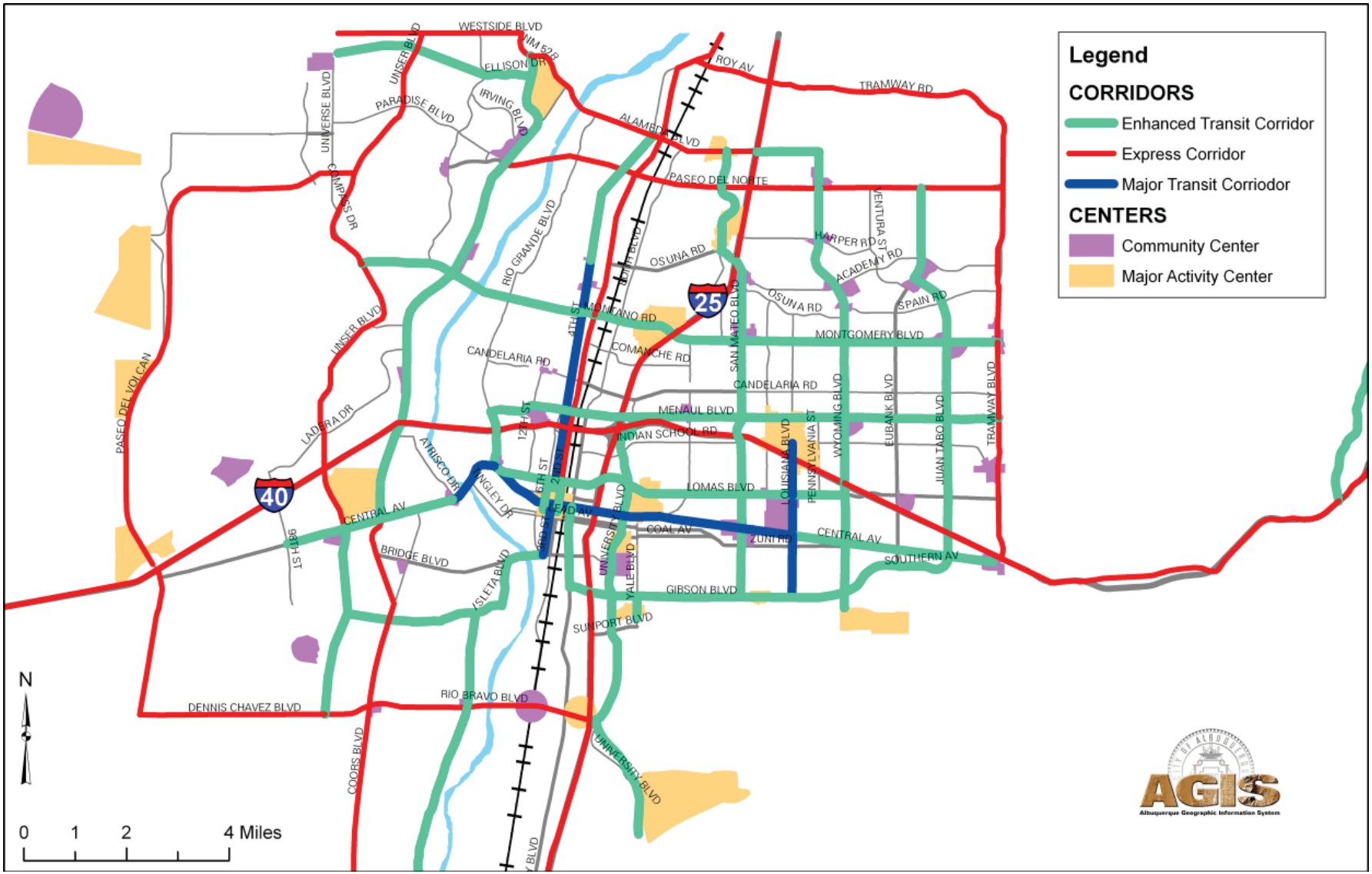


Figure 8. Comprehensive Plan Centers and Corridors Map

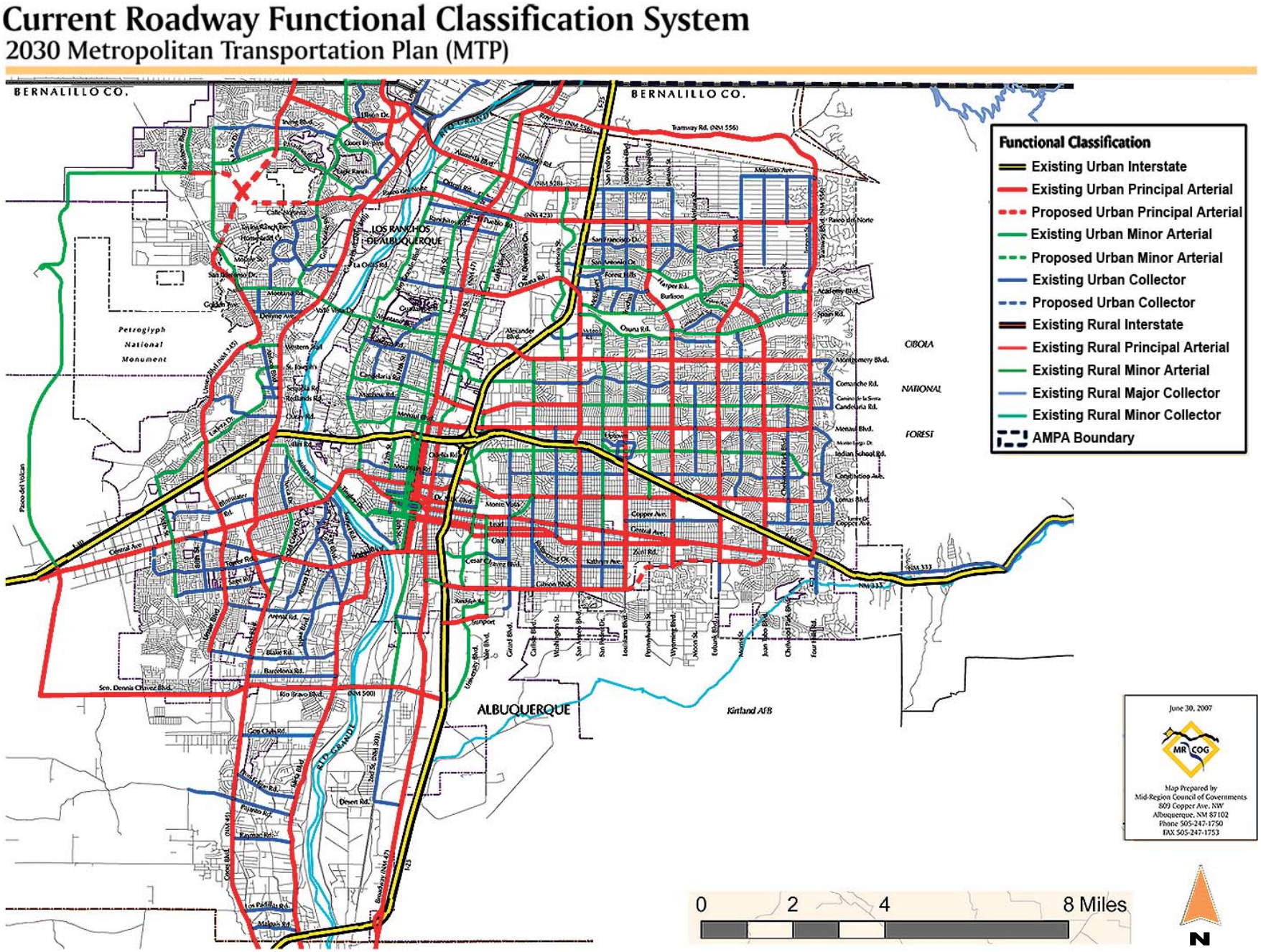


Figure 9. Current Roadway Functional Classification System Map

CHAPTER V: STANDARDS AND GUIDELINES

CHAPTER V: STANDARDS AND GUIDELINES FOR GREAT STREET SEGMENTS (Heading Added/Text moved from Chapter IV with new title)

This chapter includes Standards for the Roadway Realm and the Pedestrian Realm (street right-of-way) as well as guidelines for elements of the Private Realm that contribute to the character of a Great Street segment. More specifically, the chapter includes the following:

(Were 4, 5, and 6 from previous chapter page IV-1)

A. General Standards for Roadway and Pedestrian Realms that apply to all four types of Great Street segments; Major Transit Corridors, Enhanced Transit Corridors, Other Arterial Streets, and Collector Streets;

B. Specific Standards that ***address the unique function and characteristics of*** each street type.

C. Planting Specifications and Utility coordination; and

D. Guidelines for the Private Realm that apply to properties along all street types.

The standards apply to existing and new streets as follows:

1. ***Segments of streets in Developed Urban Areas of the city that are selected, ranked and designated Great Streets per the selection process as outlined in Chapter VII of the Great Streets Facility Plan;***

2. ***In Developing Urban Areas of the city where new segments of streets are being constructed within or abutting designated Activity Centers per the Comprehensive Plan and where the street is planned as a transit corridor; and***

3. ***Major street construction and/or street widening projects along designated Activity Centers that are funded through the Decade Plan for Capital Improvements.***

Standards for the Roadway and Pedestrian Realms and guidelines for the Private Realm are both advisory. However, there is a distinction between the two. A standard is a criterion that defines the meaning of a policy by providing a way to measure its attainment, (Smart Growth Legislative Book) and uses the words "should" and "may". Guidelines are policies or procedures that are encouraged to be followed and use the words "should" and "may".

A. General Design Standards for Roadway and Pedestrian Realms (NOTE: CHANGE)

The standards in this section are based on the Policy Objectives for Transit Corridors (Comprehensive Plan, Table 11, Policy a) and represent a refinement of the Policy Objectives to support a high level of multi-modal and pedestrian activity. These standards apply to the Roadway and Pedestrian Realms of Great Street segments.

The minimum standards for Roadway and Pedestrian Realms are included in two separate tables, Tables 2 and 3 respectively. Both tables include general standards that apply to several street types and specific standards that are applicable to segments of a specific Great Street type.

Table 1: ROADWAY REALM - *General and Specific* Design Standards *for Great Street Segments*

Elements	Major Transit Corridor	Enhanced Transit Corridor	Arterial Street	Collector Street	
Preferred # Through Lanes	4	6, may be 4 lanes	4+2 parallel access lanes	4	2
Traffic Lane Width 1					
- Curb/Median Lane	10′	10′	10′	10′	11′
- Center Lane	None	11′	11′	None	None
- Local Access Street Lane	None	None	17′, if provided	None	None
- Left Turn Lane(s))	1 lane alt. blk, 10′	1 lane, 10′	1 lane, 10′	1 lane, 10′	1 lane, 10′
- Right Turn (only) Lane	Not allowed	Not allowed	Not allowed	Not allowed	10′, if provided
- Center Turn Lane	None	14′, if provided	14′, if provided	None	14′, if provided
Median Transit Lane Width	11′	None	None	None	None
Transit/Auto Lane Width	10′	11′	11′	10′	11′
Curb/Gutter in Median and Pedestrian Real	Standard				
Pedestrian Realm	30 mph	35 mph	35 mph	30 mph	25 mph
Cubside Bike Lane Width (min.) 1	4′, (3′) if ROW constrained	4′, (3′) if ROW constrained	4′, (3′) if ROW constrained	4′, (3′) if ROW constrained	4′, (3′) if ROW constrained
Turning Radii (Intersections) 2	8′-25′	10′-25′	8′-25′	8′-15′	8′-15′
Driveways (maximum)	1-2/300′ no>3/600′	1-2/300′ no>3/600′	1-2/300′ no>3/600′	1/150′, no>3/300′	1/100′
On-Street Parking Lane					
-Parallel Parking Width	6′	7′	6′	6′	7′
-Diagonal Parking/going-in	None	None	None	None	Suitable for 2 lane streets only
-Diagonal Parking/back-in	None	None	None	None	
-Storm Drain Gutter/ Swale	For Swale size and design coordinate with City Hydrology Department				
Public Utilities	All Public Utility Faciliies Easements and Right-of-Ways must be coordinated with all appropriate public and private agencies				
Medians					
-Median Width (min.) **3**	6′-18′, 14′ next to transit	8′-18′	6′-18′, 2-8.5′ w/paralell access lanes	6′-18′	4′-14′
-Landscaping/Trees/Shrubs	trees S-M E/W, M-L, N/SO	trees S-M E/W M-L, N/SO	trees S-M E/W M-L, N/SO	If provided, trees S-M E/W, M-L, N/SO	
-Intersection Pedestrian Refuge	6′-10′	6′-8′	6′-8′	6′-8′	6′-8′
-Mid-block Pedestrian Refuge	8′ -18′	8′, 45 degree stagger crosswalk distance (Photo)		8′-10′ only if raised median	
Crosswalks Width at					
-Intersection	10′-12′ marked/textured	10′-12′ marked/textured	10′-12′ marked/textured	8′-10′ marked/textured	
-Mid-block (non-signalized)	signs only	signs only	signs only	signs only	
Great Street Termini	Provide textured - material or pavers where Great Streets segments begin and end.				

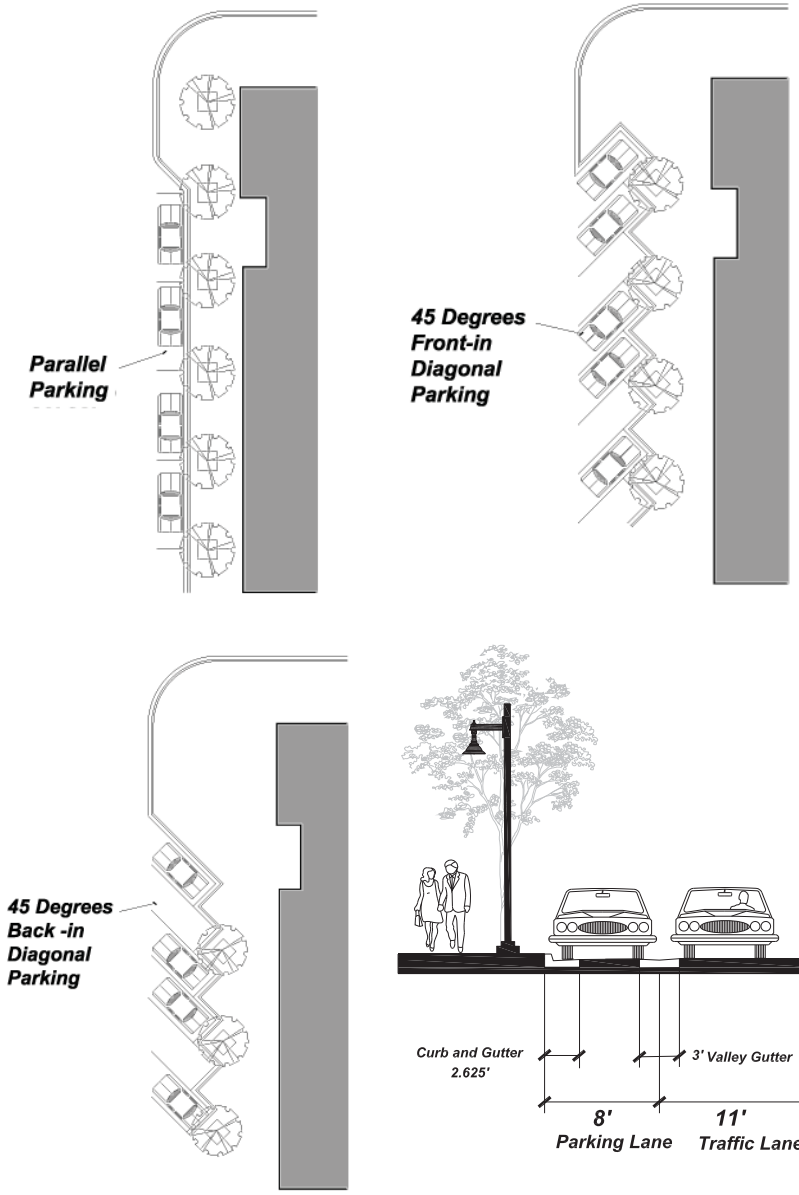


Figure 10. Parallel & Angle On-Street Parking

Figure 11. Valley gutter along on-street parking lane

Roadway Realm Standards (D.1 removed)

1. Number of Traffic Lanes

   The preferred number of traffic lanes on a Great Street segment depends on the street type. The standards for number of traffic lanes for each street type can be found in ***Table 2 and in Section B*** of this chapter.

   Note: A street with traffic lanes greater than six through lanes should not be considered for designation as a Great Street segment.

2. Traffic Lane Width

   a. Left and right-turn lanes and lanes adjacent to the curb or median should be 10 feet wide. This does not include the additional width of a gutter pan.

   b. Center lanes, ***shared traffic/transit lanes*** and lanes adjacent to on-street parking or to a bike lane should be 11 feet wide.

   c. Additional lane width standards for each street type can be found in Section ***B*** of this chapter.

3. Left Turn Lane

   Great Street segments should have a single left turn lane.

4. Right Turn Only Lane

   *Right-turn only lanes should be prohibited along **Major Transit Corridors, Enhanced Transit Corridors and other Arterial** streets within Great Street segments.*

5. On-street Parking Lane

   a. On-street parking lane should be six feet wide plus the

gutter pan unless specified otherwise for a street type. Bulb-outs should be provided to protect on-street parking.

b. On-street parking can be parallel or at an angle, however angle parking is recommended only for two lane streets. (Figure 10)

6. ***Roundabouts***

Roundabouts are gaining popularity in the United States due to lower crash frequency; increased traffic capacity at lower speeds and community enhancement. The initial construction cost of a roundabout is comparable to a signalized intersection. In addition, the maintenance cost for a roundabout is significantly lower as compared to a signalized intersection due to the absence of traffic signals and associated equipment repair/replacement and electricity costs[4]. A signalized intersection typically requires additional right-of-way area for the approaches to intersections resulting in additional cost.

The Insurance Institute of Highway Safety (www.iihs.org) conducted a study "Comparison of Traffic Signals (at intersections) vs. Roundabout" at locations where roundabouts have replaced with stop signs and/or traffic signals. The results are as follows:

a. Crashes @ 23 locations resulted in:

- ***a savings of 325,000 hours of motorists time annually.***
- ***a reduction of 235,000 gallons annually in fuel consumption.***
- ***an environmental benefit of reduction in vehicle emissions.***

b. Vehicle delay studied at 10 locations was reduced by 62–74% and resulted in a:

- ***39% decrease in crashes.***
- ***76% decrease involving injuries.***
- ***90% decrease in fatality and/or incapacitating injuries.***

c. Saved $5,000 per year per intersection in electricity and maintenance costs

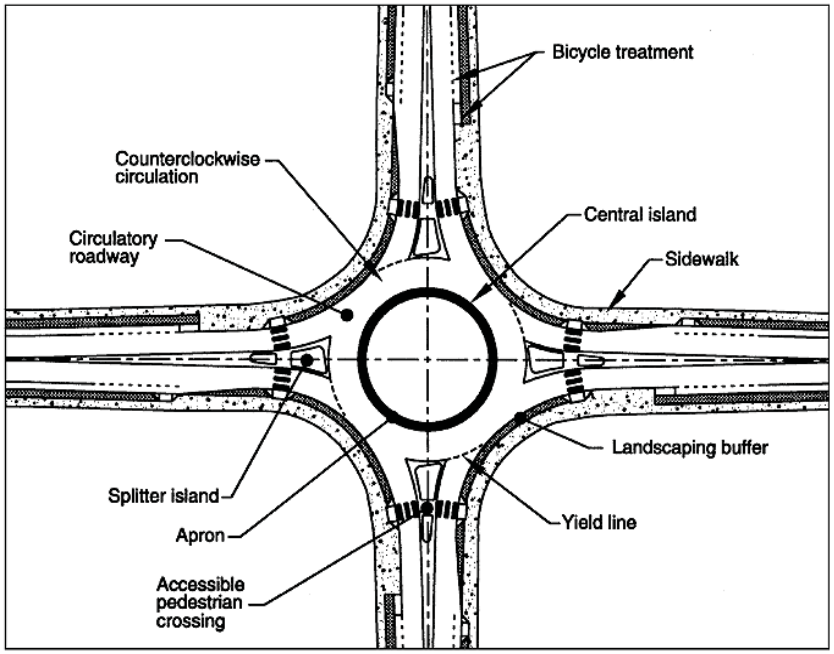


Figure 12. A typical roundabout with key features.[5]

The Great Street Facility Plan Recommends:

a. Use of roundabouts within or at either end of a Great Street segment is strongly encouraged.

b. Roundabouts should be provided when a one-way parallel access lane is provided on either side of an arterial street, to allow vehicles to turn around and access the opposite parallel lane. Figure 12

7. Drainage

a. A valley gutter should be constructed on the street side of on-street parking lanes to channel storm water. (Figure 11) The photo shows another drainage management option if it is acceptable to the City Hydrologist.

13. Storm drain

b. Water harvesting of rainwater in the Pedestrian Realm and Frontage Zone of the Private Realm is strongly encouraged.

8. Transit Service

a. Bus lanes or shared traffic and transit lanes should be provided consistent with the City's adopted Transit System map.

b. If high capacity transit ***shares the traffic*** lane next to the median, a transit stops or stations should ***include seating and should*** be ***located*** in the median midway between two intersections.

c. When both high occupancy transit ***along*** median and additional curbside transit service are provided, transit stops should be located within 200 linear feet of each other for transfer convenience.

d. When both Rapid Ride and local transit routes are provided adjacent to the Pedestrian Realm, transit stops should be ***located*** next to each other.

e. All transit stops should be ADA accessible.

f. Concrete Bus Pads are recommended at transit stops/ shelters where transit service frequency is every 10 minutes or less.

9. Bicycle Lanes

a. Bicycle lanes should be provided and be consistent with the Long Range Bikeway System Map. However, if the right-of-way width is not sufficient to provide the bicycle lane and the Pedestrian Realm standards, the bicycle lane should be relocated within 1/4 mile

of the Great Street segment or provide a 12 foot wide (without gutter pan) shared bicycle and traffic lane to meet the Pedestrian Realm standards.

b. Bicycle lanes should be a minimum of ***4 feet without gutter pan***. If right-of-way is constrained in established parts of the city, the width should be a minimum of ***3 feet without gutter pan***.

14. Marked Bike Lane.

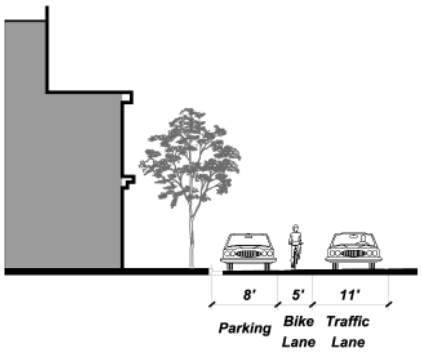


Figure 13. Bike lane next to on-street parking

c. When a bicycle lane is next to an on-street parking lane, the width should be a minimum of 5 feet.

10. Turning Radii

a. Street corner turning radii including bulb-outs along Great Streets segments should be in the range of eight feet to twenty-five feet. The application of radius standards for each street intersection will depend on the type of street intersecting a Great street segment and the size of delivery vehicles. Individual segments should be evaluated to determine turning radii, but they should not exceed 25 feet.

b. Smaller radius should apply to local and collector streets with two lanes. The radii may increase for arterial streets and streets that are four or more lanes.

11. Driveways

Driveways should be consolidated using the standards listed in ***Table 1*** or relocated to side streets, unless these two options prohibit access to a business. Individual cases should be reviewed to ensure fair treatment for small properties.

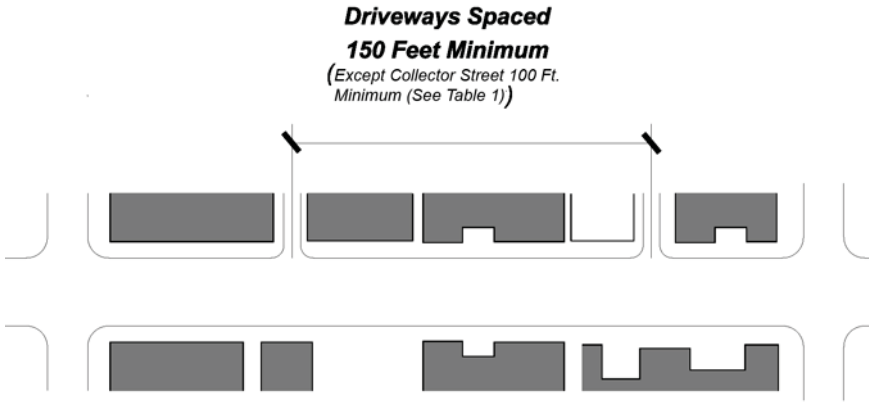


Figure 14. Consolidated Driveways

12. Medians

There are two types of Medians, one with and one without a raised concrete ***curb***.

a. Medians should be required for all Great Streets with four or more lanes.

b. A ***pedestrian*** refuge should be provided for four lane or wider streets at intersections and at mid-block crossings.

15. *Median refuge for safe pedestrain crossing*

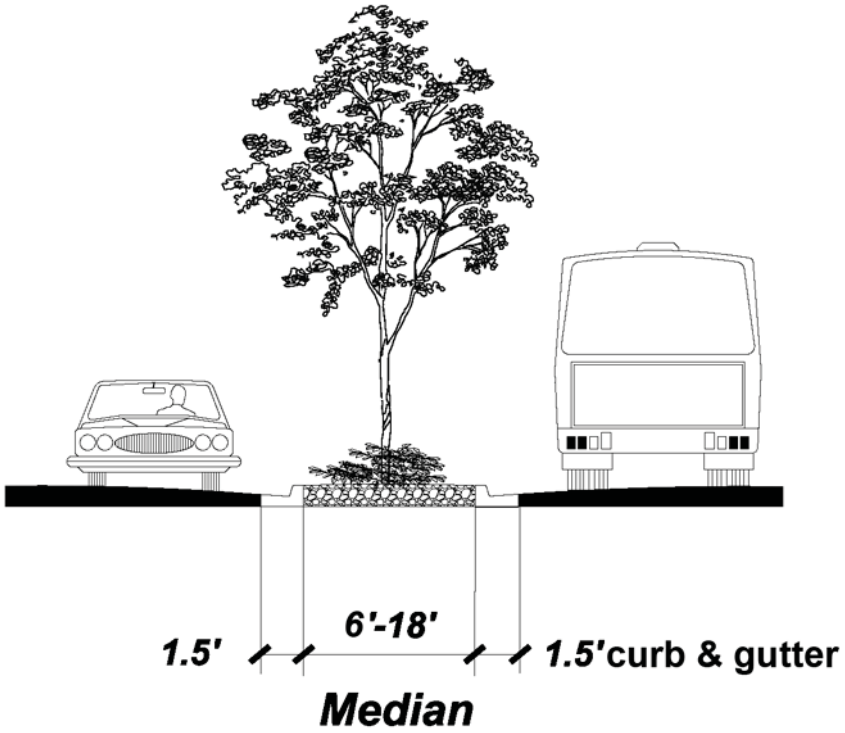


Figure 15. Minimum median width range

c. Pedestrian refuge ***in the median*** should be a minimum of six feet deep and the width of the median. Figure 15 shows a range of median widths at the intersection and mid-block. Specific standards for median widths for each street type can be found in Section B of this chapter.

d. Median width should accommodate transit stops/ shelters, landscaping, and public art ***as appropriate***. Landscaping and trees provided in the median should be consistent with landscaping specifications provided in this chapter.

e. For medians with transit stops /shelters, twenty five percent of the remaining median should be landscaped. Landscaping should include combination of some or all of the following: trees, shrubs, groundcover, flowers, above ground planters and pervious hardscape surface such as pavers or pervious concrete.

16. *Neighborhood marker and landscaped median*

f. Banners, historic markers, landscaping/trees and public art may be located in the medians.

g. Vertical elements in the medians should be placed a minimum of 18 inches from the face of the median curb.

Landscaping/Trees in East-West Street Medians

h. Small ***to medium*** ornamental trees, shrubs and flowers should be planted to maintain vistas and view corridors. The slope of the street and view corridors of mountains and volcano/mesa should be considered when choosing trees and plant species.

i. Low, narrow trees and shrubs should be provided in 8-foot wide medians and medium size trees should be provided in medians 12 feet or wider.

j. The placement of trees/landscaping should maintain clear-sight triangle.

k. Shrubs should not extend beyond the curb at full growth.

Landscaping/Trees in North-South Street Median

l. Medium to large trees, shrubs, flowers, ground covers or a combination should be planted. The height of the trees may vary based on the location of the median in relation to existing and potential building locations.

m. Low, narrow trees should be provided in an 8-foot wide median and medium to large size trees should be provided in medians 12 feet or wider.

n. The placement of trees/landscaping should maintain clear-sight triangle.

o. Shrubs should not extend beyond the curb at full growth.

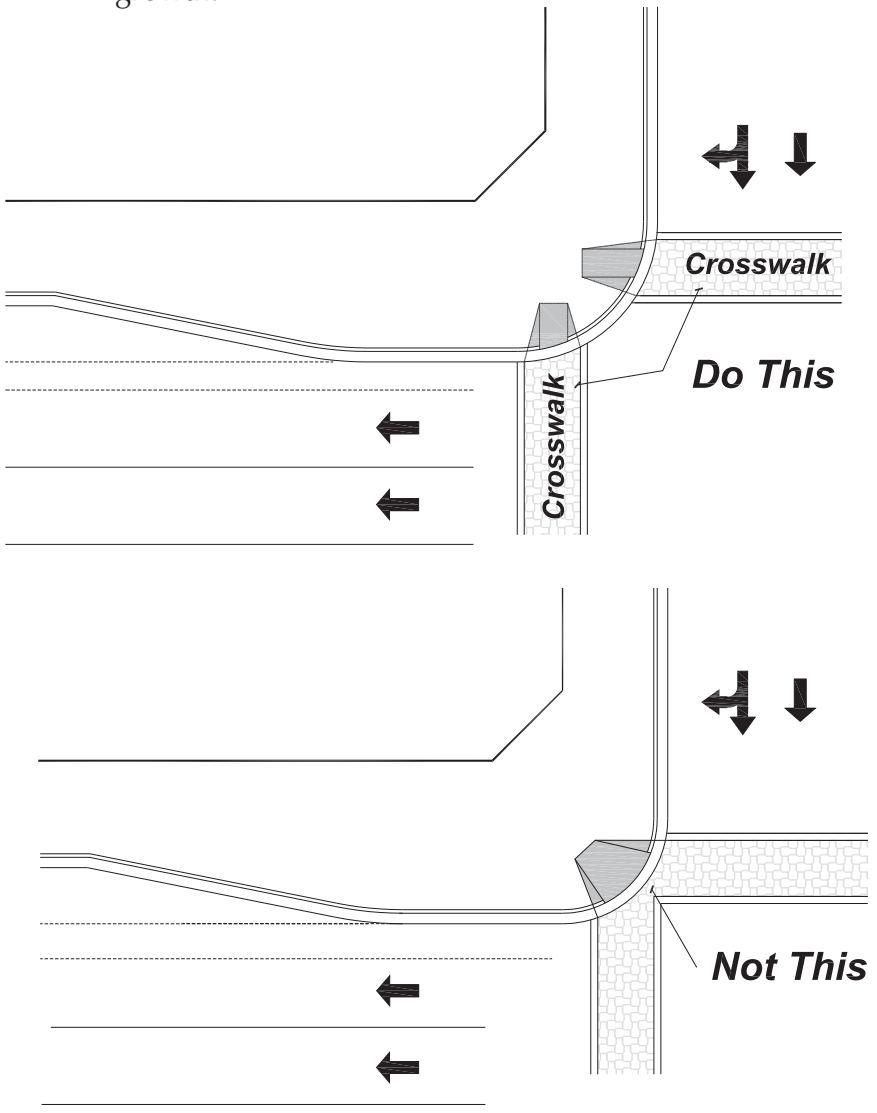


Figure 16. Directional and diagonal ADA ramps

13. Crosswalks

a. Marked signalized crosswalks should be provided at the intersections of Great Streets segment of Major Transit Corridor, Enhanced Transit Corridor, Other Arterial Street or Collector Street.

b. A minimum 10-foot wide crosswalk should be provided ***in*** the Roadway Realm at the intersection and mid block.

17. Enhanced Transit Corridor - Crosswalk Urban Advantage

c. Where streets contain four traffic lanes or less, the posted speed is 35 miles per hour or less and the signalized intersections are ¼ mile or more apart, non-signalized mid-block pedestrian crossings should be provided ***at a maximum of 1/8 mile intervals***.

d. The location of controlled or uncontrolled mid-block crossings should ensure that adequate sight distance is available for both pedestrians and motorists for traffic and pedestrian safety.

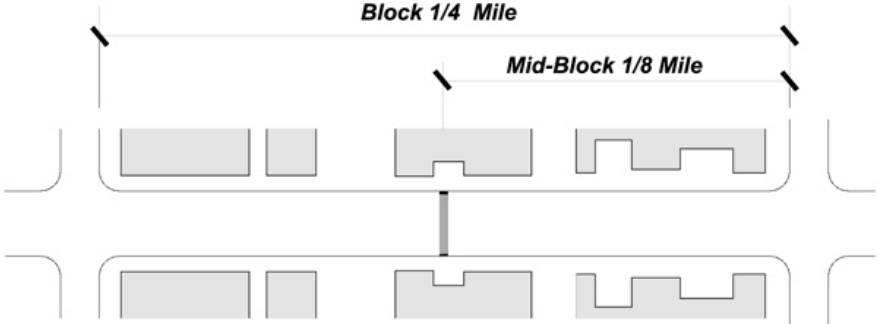


Figure 17. Mid-block crossing

e. Crosswalks should be clearly demarcated through the use of non-skid textured, colored or patterned surface.

f. Raised crosswalks to the level of the sidewalk or speed tables at the intersection should be considered.

g. Crosswalk and wheelchair ramps should be directional as shown in Figure 16, unless it is physically infeasible.

14. Traffic Signal Timing

The Traffic signal timing should be in compliance with ADA ***standards*** and the Manual of Uniform Traffic Control Devices.

15. Pavement Materials and Color

a. Textured and/or colored street pavers should be provided to mark the beginning and ending of a Great Street segment to alert the motorists to be cautious, and to add visual interest.

b. Wheelchair ramps should include detectable warning surfaces such as tactile dome surfaces using brick or concrete paver "domes". (Figure 28 on page 19)

c. Transit lane and on-street parking lane surfaces may be textured for interest ***and to visually reduce the width of the street***.

16. Street Name Signs

a. Street name signs, appropriate to the design and character of the street and neighborhood, should be provided at all Great Street intersections.

b. Street name signs may vary in size and/or color to emphasize a Great Street segment for each street type.

c. Street name signs that reflect the historic district should be provided in a historic district.

17. Public Art

a. The termini of Great Street segments should be highlighted with arches, vertical art features and/or street paving patterns.

b. Public art may be placed in the median.

18. Traffic Calming Devices

a. For Great Street segments where the posted speed is 35 miles per hour or less, flashing lights should be installed at uncontrolled bicycle and pedestrian mid-block crossings.

b. Reduced lane widths, planted rows of street trees, tighter turning radii, and street neck downs, bulb outs, speed tables, and Chicane should be introduced to calm vehicular traffic speed (Figures 18 and 19).

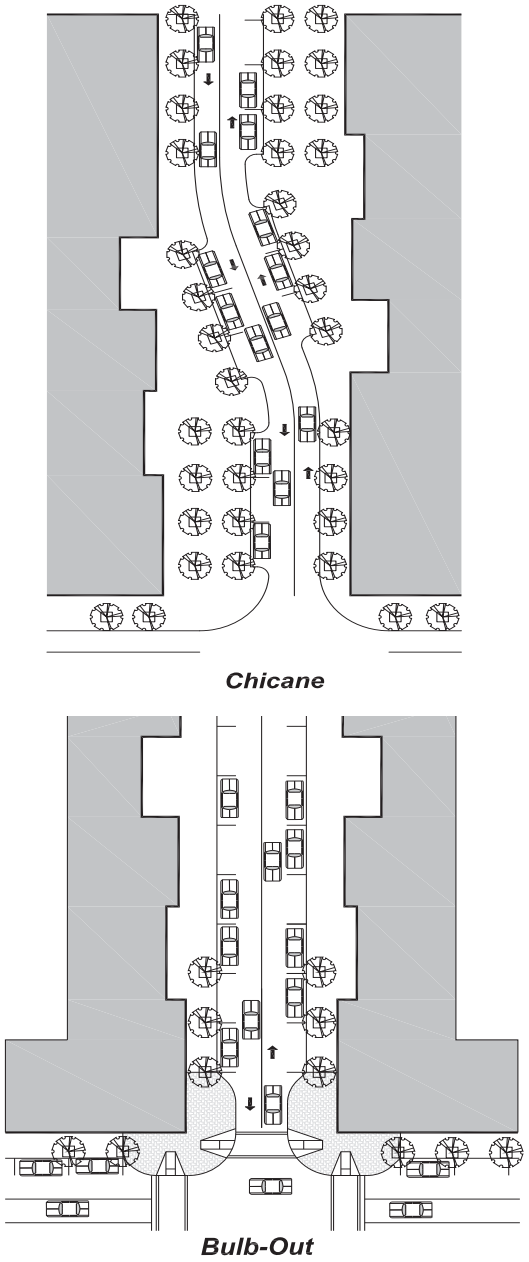


Figure 18. Chicane and Bulb-Outs calm vehicular traffic

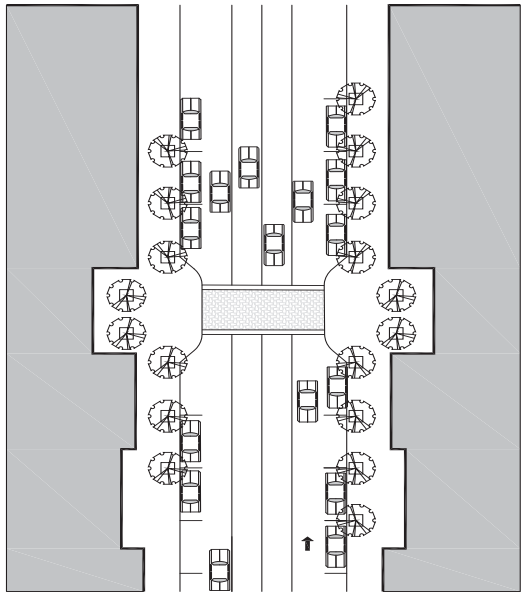


Figure 19. Speed Table-calm vehicular traffic

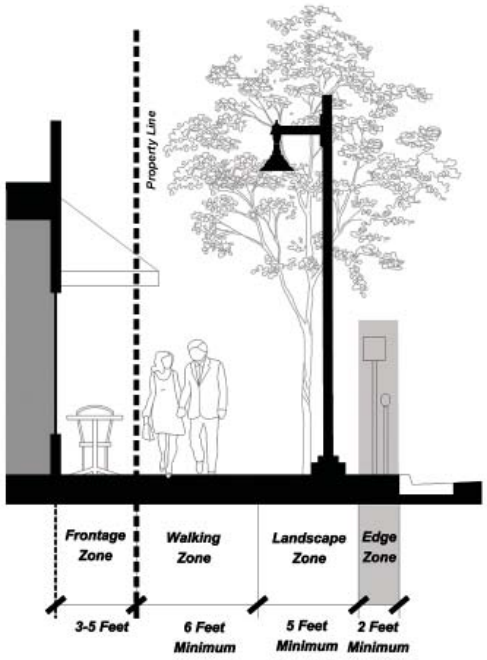


Figure 20. Edge Zone

Pedestrian Realm Standards *(D.2. REMOVED formerly on page IV-39)*

The following standards are for the three zones in the Pedestrian Realm***: Edge Zone, Landscaping Zone and Walking Zone.***

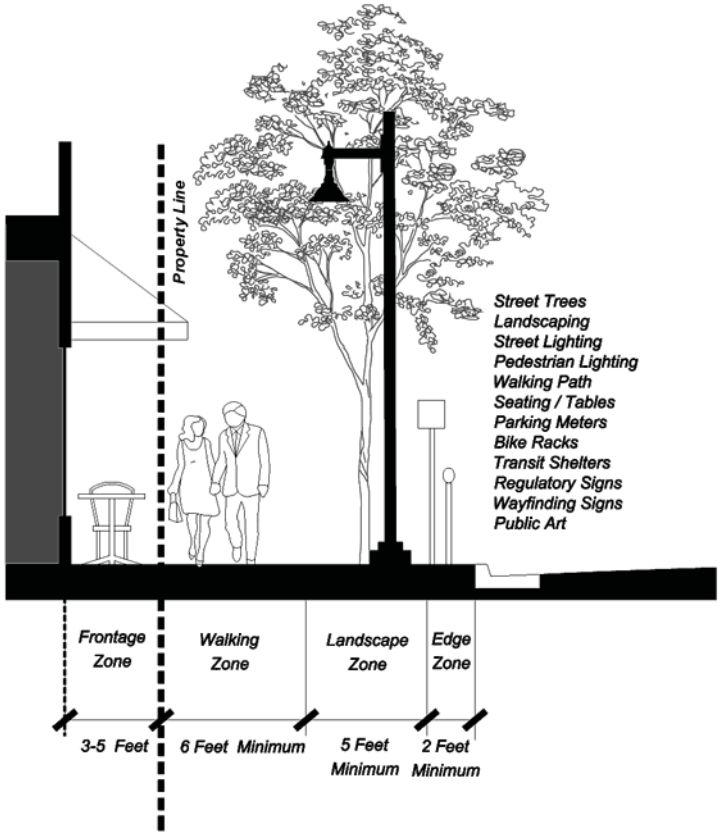


Figure 21. Pedestrian Realm includes Edge Zone, LandscapeZone and Walking Zone

EDGE ZONE

The Edge Zone and Landscaping Zone separate pedestrians from traffic and ***stormwater*** drainage in the street. Parking meters, traffic regulatory signs and ***wayfinding*** signs that help people find their way are located in the Edge Zone.

Wayfinding is a word that has gained popularity with the adoption of the Americans with Disabilities Act (ADA)[6]. In its most literal sense, it gives a person the ability to find his or her way to a given destination. Wayfinding elements are not limited to signs. Unique pavings, monuments, special signs and public art features can be used to celebrate destinations, historic, cultural sites and gateways.

1. Width
   - ***a.*** The Edge Zone should be a minimum of 2-feet ***in width*** starting at the back of the curb.
   - ***b.*** When right-of-way is constrained, particularly in Established Urban Areas of the city, ***the Edge Zone*** may be merged with the landscape zone to allow a minimum six foot wide unobstructed walking zone.

2. Surface Materials/ Drainage
   The surface should be pervious to both protect pedestrians from storm water splashes and to contribute water to the adjacent Landscape Zone. Pervious hardscape surfaces could include permeable paving such as brick, stone or pavers ***but not loose gravel***.

3. Regulatory Signs
   The center of regulatory signs ***such as*** speed limit, no parking, parking limit, and loading zones should be ***a minimum of*** 18 inches from the face of the curb.

4. Wayfinding (Directions)
   - ***a.*** To help travelers find their way, ***special signs,*** decorative pavers and***/or*** historic markers should be used to highlight transit shelters, plazas and important historic and cultural landmarks.
   - ***b.*** Monument signs, art features and/or art themes should be used to announce the entrance to a Great Street segment. ***The face of these features should be a minimum of 18 inches from the face of the curb.***

LANDSCAPE ZONE

Trees and plant materials such as shrubs, flowers, and ground covers add character and visual quality to streets, reduce heat from paving, provide clean air, and add visual interest when they are planted in street medians and the Landscape Zone. Trees placed in the ***Landscape Zone*** also provide shade and shield pedestrians from vehicular traffic.

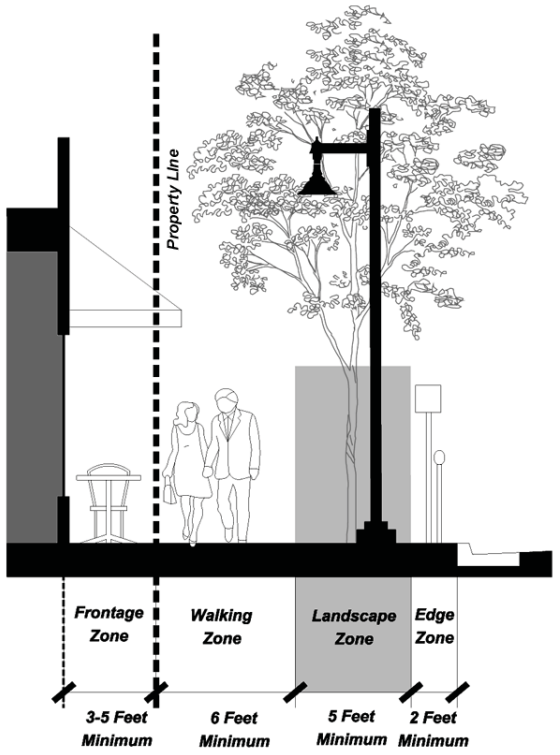


Figure 22. Landscape Zone

Table 2: PEDESTRIAN REALM - General and Specific Design Standards *for Great Street Segments*

Elements	Major Transit Corridor	Enhanced Transit Corridor	Arterial Street	Collector Street 4-lane	Collector Street 2-lane
Pedestrian Realm Width (Minimum) 1	13′-17′	13′-17′	13′-17′	11′-17′	8′-13′ **2**
Public Utility Easement (PNM/others)	10′	10′	10′	10′	10′
Edge Zone Width	2′	2′	2′	2′	0-2′
- Parking Meters	Yes	May be	May be	May be	None
- Regulatory Signs	Yes	Yes	Yes	Yes	Yes
- Wayfinding	Yes	Yes	Yes	Yes	Yes
Landscaping Zone Width (Minimum)	5′, (6′ new areas)	5′, (6′ new areas)	5′, (6′ new areas	5′, (6′ new areas)	0-5′
- Parking Meters (in constrained right-of-way)	Yes	May be	Yes	Yes	None
- Wayfinding	Yes	Yes	Yes	Yes	May be
Street Trees Height & Caliper Size					
- North & South sides of East-West Street tree height at maturity **3**	Large >45′ Medium 25-45′	Large >45′h Medium 25-45′	Large >45′ Medium 25-45′	Medium 25′-45′	Medium 25′-45′
- East & West sides of North-South Street tree height at maturity **3**	Large >45′	Large >45′	Large >45′	Medium 25′-45′	Medium 25′-45′
Tree Caliper Size in Diameter (minimum)	3″ but not <2″	3″ but not <2″	3″ but not <2″	3″ but not <2″	3″ but not <2″
Transit Stops length at intersections	90′	90′	90′	90′	50′
Transit Stops length at mid-block	50′	50′	50′	50′	50′
Street & Pedestrian Lighting (height)	30′-street/pedestrian 12-15′-pedestrain only	30′-street, 12-15′-pedestrain only	30′-street, 12-15′-pedestrian only	30′-street, 12-15′-pedestrian only	20′ street
Street Furniture	kiosk, transit shelters, bike racks, trash receptacle, newspaper rack, benches, bollards, water fountains, etc.				
Walking Zone Clear Width (Minimum)	6′ (10′ Activity Center)	6′ (10′ Activity Center)	6′ (10′ Activity Center)	6′ (8′ Activity Center)	6′ (8′ Activity Center)
-Cross Slope	1% but not >2%	1% but not >2%	1% but not >2%	1% but not >2%	1% but not >2%
-Running Slope (Maximum)	5%	5%	5%	5%	5%
-ADA Ramp Location & Surface	Directional	Directional	Directional	Directional	Directional

Note: 1. First Number in the Pedestrian Realm width is in the Established Urban Areas of city and second number is for newly Developing Urban Areas and Activity Centers. **2.** Where the right-of-way is constrained, the Edge, Landscape and Walking Zones may be combined in order to provide the 6- 8′ wide Walking Zone. **3.** Maximum Tree height is 25′ at maturity if placed below overhead utilities.

The following is rewritten language.

The Great Street landscaping standards support the following principles of Great Streets:

Visual Attractiveness

a. Tree-lined streets (Allees) will form canopies that provide enclosure and rhythm.

b. Landscaping will provide screening and visual relief.

Social Interaction and Sense of Place

Trees will provide shade in the Pedestrian and Private Realms which will help cool the environment thus encouraging social interaction.

Sense of Safety

Pedestrians will benefit from the planting of street trees because trees provide a shield from vehicular traffic and also calm traffic.

Responsive to Climate

Tree-lined streets will provide a cooler environment to reduce energy load of buildings.

Maintenance

a. Shaded asphalt roadways and parking surfaces will reduce the maintenance of the asphalt.(7)

b. Pervious surfaces within the Landscape and Edge Zones will reduce storm water runoff and will assist the City in meeting EPA mandated storm water quality requirements.(8)

18. Allee - Street with tree canopy

In support of these principles, Mayor Chavez stated that the City ***is*** "ready to design trees into the future of Albuquerque." As part of the City's goal to become carbon neutral by 2030 and upon recommendation of the U.S. Forest Service, the City has been planting 2000 trees every year in City parks and medians. The City is also encouraging citizens to plant trees and since March 2007 has distributed 20,000 free trees.

5. Surface Materials
   The surface should be pervious hardscape surface like pavers or pervious concrete to supplement tree and landscaping irrigation.

6. Landscaping /Trees
   a. A minimum of 25% of the Pedestrian Realm should be landscaped. Landscaping should include trees, shrubs, ground cover or above ground planters. The

surface area covered by a tree grate or pervious surface approved by the City should count towards the required landscape area. The top surface of the planter should be considered a landscaped area.

b. The planting width should be ***a minimum of 5 feet*** (Figure 23)***. For tree planting area details, refer to Section C. Roadway and Pedestrian Realms Planting Specifications in this Chapter.***

c. Increasing the pervious area or creating a swale for rainwater harvesting is desired.

Landscaping for East/West Streets

d. Where there is ***off-street*** parking between ***two*** buildings, shrubs should be provided for screening the parking and trees for shading the sidewalk.

e. Where there is a gap greater than 20 feet between two buildings, trees should be provided.

f. Where buildings located within the build-to-line are two or more stories, trees should be provided to establish a visual rhythm and protection from the afternoon summer sun.

g. Where the constraints of the existing right-of-way and underground utilities interfere, other shade devices, such as awnings, canopies, or arcades may be provided.

h. Trees located under overhead utilities should be ***a maximum of*** 25 feet high at maturity.

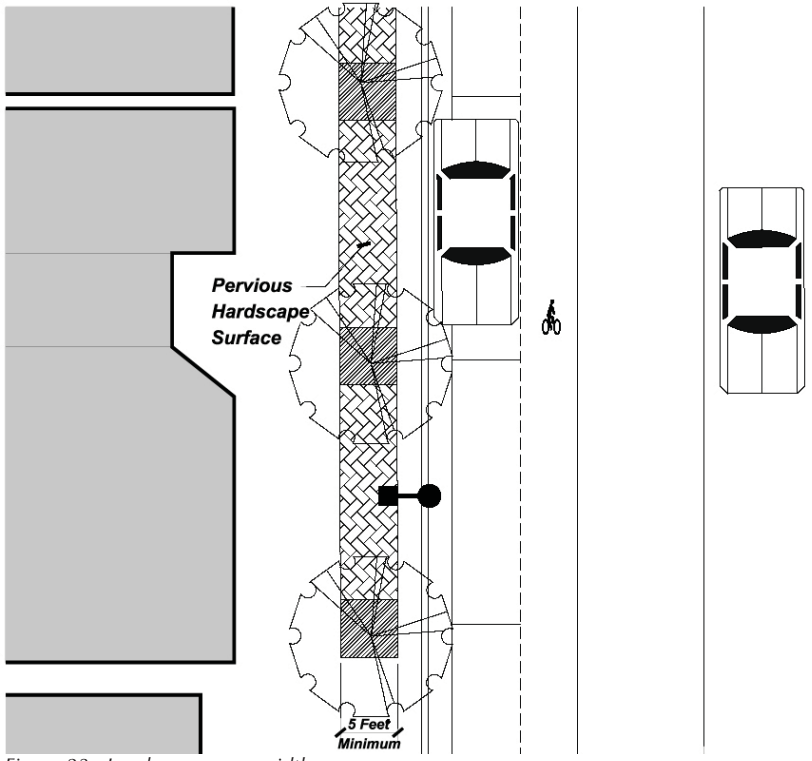


Figure 23. Landscape zone width

i. The selection of tree species, height and location should maintain views and vistas along corridors that have been identified by the City for view protection.

Landscaping for North/South Streets

j. Medium to large shade trees should be located on both sides of the street even where right-of-way is limited.

k. Where the constraints of the existing right-of-way and underground utilities interfere, other shade devices, such as awnings, canopies, or arcades may be provided.

l. Trees located under overhead utilities should be ***a maximum of*** 25 feet high at maturity.

m. The selection of tree species, height and location should maintain views and vistas from sites identified for view protection.

7. Street/Pedestrian Lighting

a. Street/Pedestrian light pole height should be consistent with Table 2. Street light and pedestrian light fixtures may be placed on the same pole.

b. When street light fixture poles are located in the median, 12-15 foot high pedestrian light fixtures should be located in the Pedestrian Realm.

c. Street lighting and pedestrian lighting location and spacing should be coordinated with tree locations and tree height ***at maturity*** to ensure adequate Walking Zone lighting.

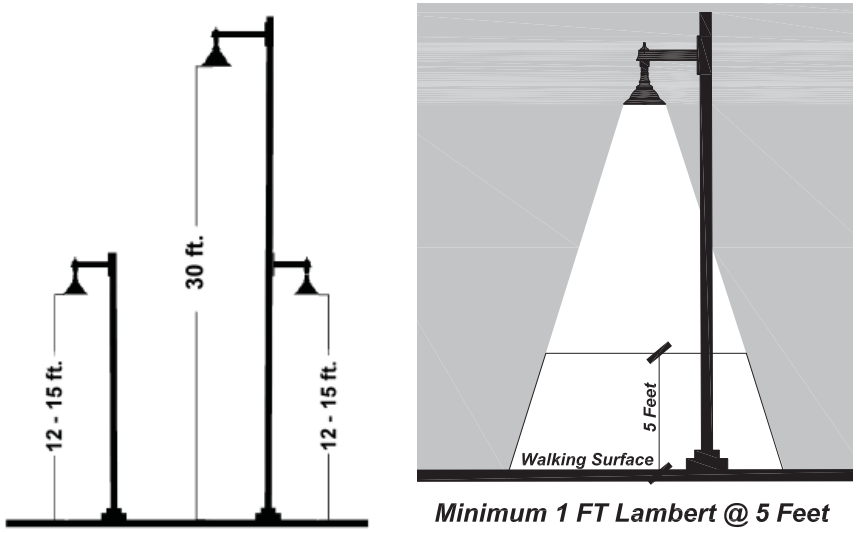


Figure 24. Street/pedestrian lightpole height and Light Standard

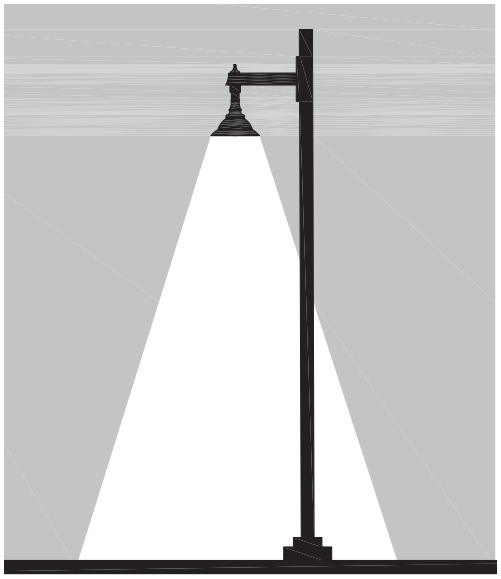


Figure 25. Cut-off light fixture

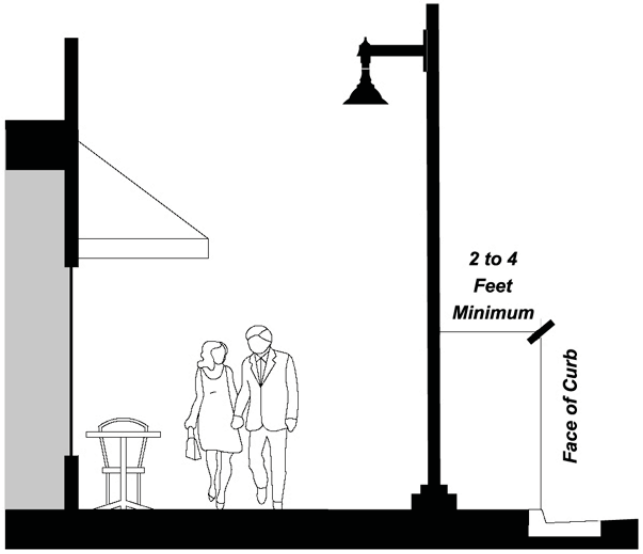


Figure 26. Lightpole and other vertical element location from face of the curb

d. Street banners may be hung from either street or pedestrian light poles.

e. A minimum of 1 foot Lambert of light from walking surface to 5 feet above should be provided at intersections, changes in grade, crosswalks, curb cuts, and transit stops between sunset and sunrise. (Figure ***24***)

f. A minimum of 95% of the Pedestrian Realm should have a lighting level of 0.5 foot-candles.

g. Bollard lights may be used for pedestrian lighting.

h. Lights fixtures should be cut-off fixtures that direct lighting downward to prevent lighting neighboring residential properties and in accordance with the State of New Mexico Dark Sky Act. (Figure ***25***)

i. Based on available right-of-way, a horizontal separation of at least 2 to 4 feet from the back of the curb to the center of streetlight poles (Figure 26) should be provided.

8. Transit Stops/Shelters

a. Transit stops/shelters in the Pedestrian Realm should be located in the combined area of the Landscape and Edge Zones.

b. Transit stops/shelters in the Pedestrian Realm should be placed ***at the far side of and*** after crossing the intersection.

c. Where the right-of-way is constrained, transit stops/ shelters may be incorporated into a building or a plaza.

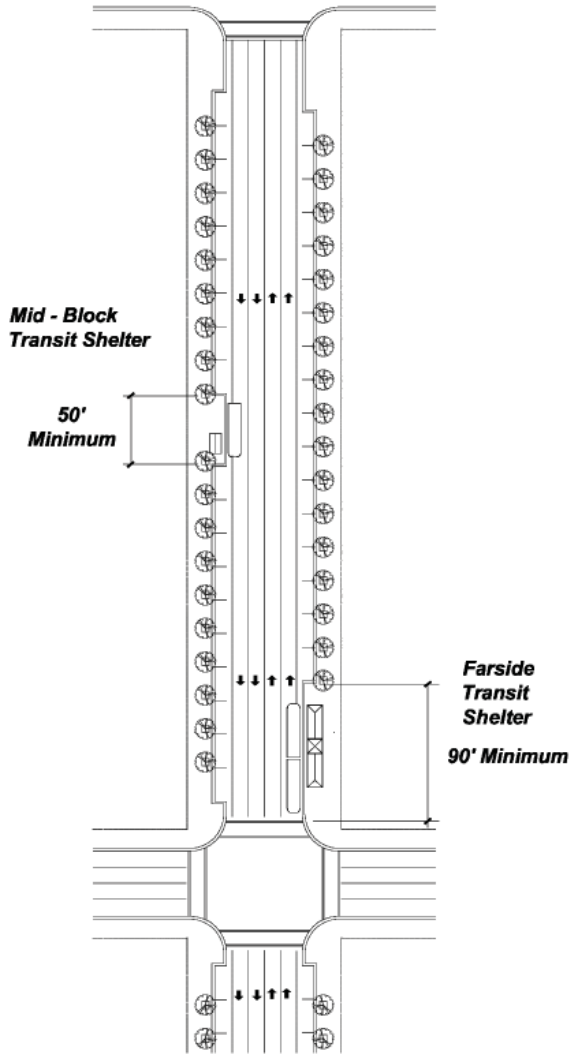


Figure 27. Transit shelter length and location

9. Street Furniture

a. The placement of street furniture and the location of trees and landscaping should be coordinated with the City Forester. (Rewritten)

b. A minimum of 8 seats should be provided along each ***side of street***. Seating may be placed in the Landscaping Zone or the Frontage Zone.

c. Newspaper racks should be combined with an information kiosk or placed near transit stops/shelters and plazas. ***These elements should not obstruct the Walking Zone.***

d. A minimum of one trash receptacle should be located ***at intersections*** of each block or every 300 feet, whichever is more, ***and*** at ***all*** transit stops.

e. Markers should be provided to celebrate historic, cultural and other destinations.

f. In Activity Centers or mixed use corridors, a minimum of one bicycle rack for four bicycles ***on each side of the street*** should be provided, in each block or every 300 feet, which ever is more. The rack ***may*** be located in the Landscaping Zone or in the Private Realm.

g. Bicycle racks and bicycle lockers with physical enclosures consistent with the Comprehensive Zoning Code should be provided at all major transit transfer centers, multi-modal centers (streetcar, Rapid-Ride, buses) and park-and-ride facilities.

WALKING ZONE

The walking zone ***must*** be clear of any obstructions or intrusions ***to provide a safe and convenient pedestrian path.*** On-street parking, the Edge Zone and the Landscape Zone separate the Walking Zone from on-street traffic to provide pedestrian safety.

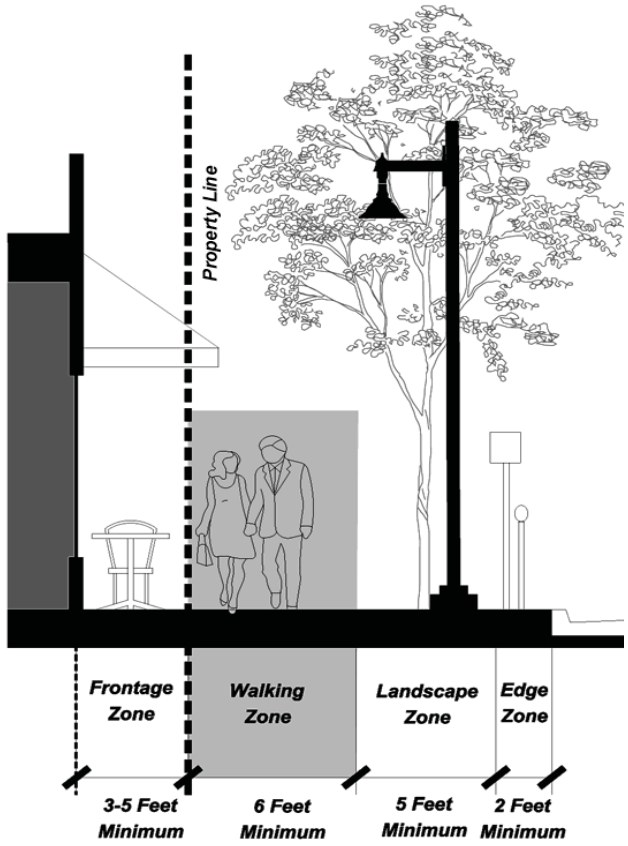


Figure 28. Walking Zone

10. <u>Walking Zone surface and Paving Materials</u>

a. The Walking Zone surface should have a cross slope of 1% and no more than 2% where right-of-way is constrained and its running slope should not exceed 5% to meet ADA standards.

b. Walking Zone material may be concrete, brick or concrete pavers, or other decorative paving materials in combination. Perious pavement may be used.

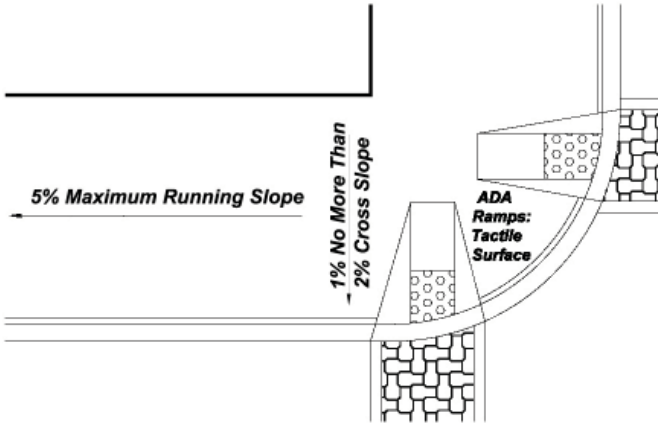


Figure 29. Cross slope and running slope of the Walking Zone

c. ADA ramps may use brick or concrete pavers that have truncated raised domes, ***and*** they should be a contrasting color from the surrounding Sidewalk Zone material.

d. Special paving that physically and visually connects the Pedestrian Realm to the Private Realm elements such as outdoor cafes, pocket parks, gathering places and seating may be provided.

11. Width

a. The Walking Zone width should be a minimum of six feet and clear of any obstructions.

b. At high pedestrian activity areas such as Major and Community Activity Centers, the Walking Zone should be ***a minimum of*** 10 feet wide ***and a minimum of 6 feet wide in Neighborhood Activity Centers. The Walking Zone should be clear of any obstructions.***

c. Where right-of-way is constrained, a maximum 2-foot wide tree grate surface approved by the City Forester may be used to increase the Walking Zone width.

d. Additional right-of-way may be provided through easement or dedication by the property owner, or ***may be*** acquired by a public agency to meet the standards.

e. When right-of-way is constrained, part of the 3-5 foot wide Build-to-Line (Frontage Zone) of the private property should be combined to expand the Walking Zone. When building entrance doors open, they should not ***intrude*** into the Walking Zone.

12. Driveways

a. Driveways should be consolidated or located on side streets, provided access to ***businesses along*** the street is maintained. ***Shared driveways are strongly encouraged.***

b. Driveway slope should be accommodated in the Landscaping and Edge Zones to allow a level Walking Zone surface.

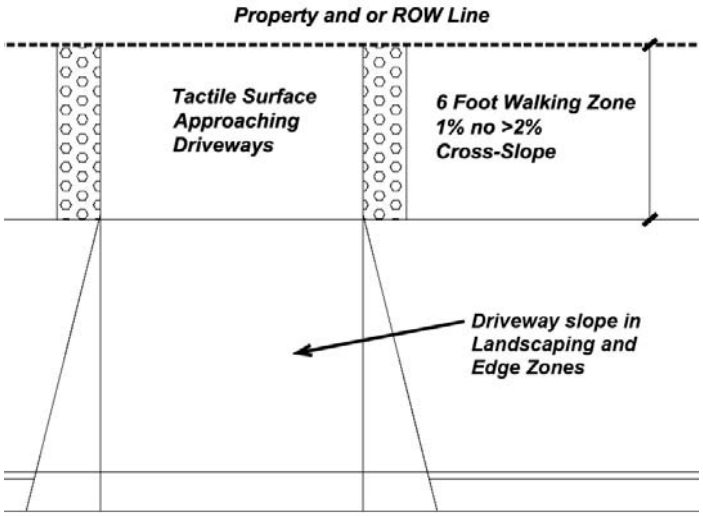


Figure 30. Driveways Slope and Tactile Approaches on the Walking Zone

c. Tactile approaches on the Walking Zone should be provided on either side of the driveway entrance as shown ***in Figure 30***.

13. Public Art

a. Public art should be used as a gateway feature to mark the entry to and exit from a Great Street segment.

b. An art theme should be chosen for a Great Street segment to further enhance its identity.

14. Public Utilities

a. The placement of underground utilities and access boxes should not interfere with the intended use of the Pedestrian Realm that includes Walking Zone, trees, landscaping and street furniture.

b. The ***location*** of ***existing and future*** overhead and underground utilities ***including water, sewer*** and storm water drainage facilities should be coordinated with the public and private utility agencies.

c. Public Utility easements may be located in the on-street parking lane.

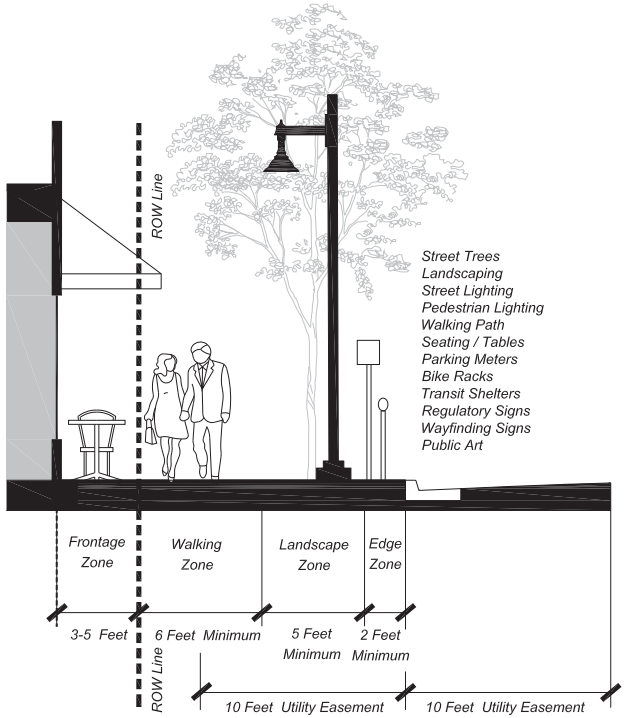


Figure 31. Public Utility Easement

B. Specific Standards by Street Types

Specific standards for each street type are proposed in addition to the preceding general standards ***for Great Street segments***. When a Great Street segment is within or ***abuts*** an Activity Center, the minimum street standards ***particularly for the Pedestrian Realm*** should be increased to support pedestrian activity in or near Activity Centers.

Major Transit Corridors

The following Roadway and Pedestrian Realm Standards are specific to Major Transit Corridor Great Street segments. They are in addition to the General Standards ***in Section A of this Chapter***.

Roadway Realm

1. Number of Traffic Lanes
   - ***a. The number of traffic lanes should be four lanes. A six-lane street segment may be considered if one lane in each direction is shared with a high occupancy transit service.***

2. Shared Traffic Lane

   A traffic lane that is shared by vehicular traffic and transit should be 11 feet wide.

3. Left Turn Lane

Major Transit Corridor Great Street segments should have ***no more than one*** left turn lane. If the number of lanes are reduced, the left turn lane should be at every other street intersection.

4. Right Turn at Red Light

Right-turns at red lights should be prohibited along Great Street Segments.

5. Medians

- ***a.*** Where right-of-way is constrained, medians should be a minimum of 4 feet wide at street intersections to allow a 10-foot wide left turn lane. A minimum six-foot median width at street intersections is recommended for existing streets and an 8-foot minimum width at street intersections is recommended for new street segments.

- ***b.*** Medians between the street intersections should be a minimum of 14 feet in width ***to accommodate a transit station.***

- ***c.*** When high occupancy transit service is provided in the lane adjacent to the median, transit shelters should be located in the median.

6. Crosswalks

A minimum 10-foot wide crosswalk ***in the Roadway Realm*** should be striped to allow safe pedestrian access to transit stations located in the median.

7. On-street Parking

On-street parking should be provided within Activity Centers, unless it interferes with transit service.

Pedestrian Realm

LANDSCAPE ZONE

1. Trees

Trees planted in the landscape zone should form an "Allee" (Tree lined canopy).

2. Street Furniture
   - ***a.*** Two trash receptacles should be located per block or every 300 feet, ***on each side of the street,*** one of them at a transit stop, ***and the other*** near an intersection.

   - ***b.*** Two bicycle racks for four bicycles each should be provided on each block ***and on each side of the street*** within Activity Centers and along mixed-use corridors.

Enhanced Transit Corridors

The following Roadway and Pedestrian Realm Standards are specific to Enhanced Transit Corridor Great Street segments. They are in addition to the General Standards in Section ***A*** of this chapter.

Roadway Realm

1. Number of Traffic Lanes

   Enhanced Transit Corridor Great Street segments should ***include no more than*** six through lanes and one left turn lane.

   Note: Enhanced Transit Corridors that have more than six through lanes should ***not*** be ***considered*** for a Great Street designation.

2. Traffic Lane Width

   The curbside Transit/Auto lane should be 11 feet wide. This does not include the additional width of a gutter pan. Where the right-of-way is constrained a 10-foot wide lane may be provided in consultation with the City Traffic Engineer.

3. Right Turn at Red Light

   Right-turns at red lights should be prohibited along Great Street Segments.

4. On-street Parking
   - ***a.*** On-street parking should be provided along Enhanced Transit Corridor segments within or adjacent to Activity Centers and where right-of-way is available.

   - ***b.*** If provided, on-street parallel parking lane width should be 7-feet wide plus the gutter pan.

5. Medians
   - ***a.*** A minimum 8-foot wide median with pedestrian refuge and a median nose should be provided at street intersections.

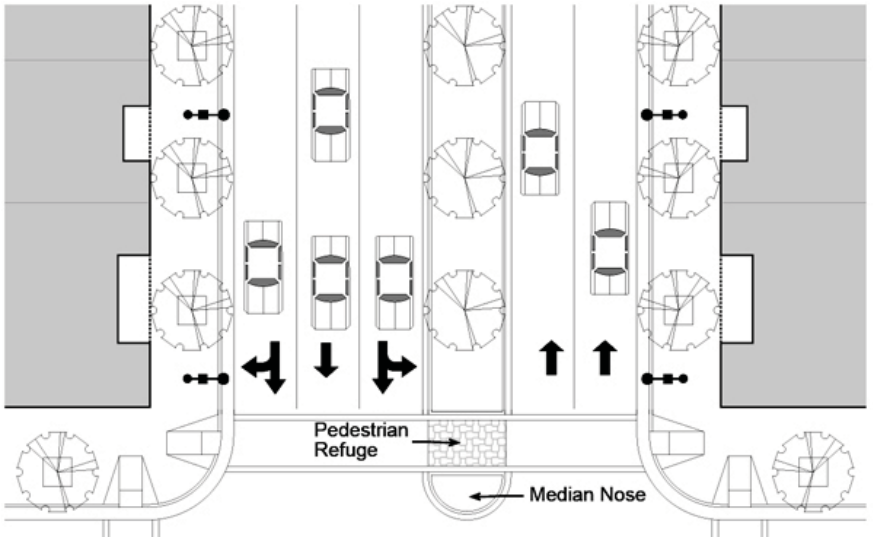


Figure 32. Pedestrian refuge and median nose for pedestrian safety

   - ***b.*** A minimum 8-foot wide median with pedestrian refuge in the median should be provided at mid-block crossings.

   - ***c.*** **Median refuge may be provided at an angle for pedestrian safety.**

19. Median refuge at 45 degree angle for pedestrian safety

Pedestrian Realm

EDGE AND LANDSCAPE ZONES

1. Width
   Where right-of-way is constrained and moving vehicular traffic is an important function of an Enhanced Transit Corridor, the Edge and Landscape zones ***may*** be merged together ***in order*** to provide a minimum of 6 foot wide Walking Zone.

2. Regulatory and Wayfinding Signs
   Regulatory and ***wayfinding*** signs and street trees should be placed in the ***combined Edge and Landscape Zone*** area.

WALKING ZONE

3. Width
   a. In Established Urban Areas of Albuquerque where right-of-way is constrained, the Private Realm's build-to-line area ***may*** be used to create a six-foot clear Walking Zone.
   b. Building entrance doors should not intrude into the Walking Zone when opened.

Other Arterial Streets ***(formerly e.3)***

The following Roadway Realm and Pedestrian Realm Standards are specific to Arterial Great Street***s that are not designated Transit Corridors***. They are in addition to the General Standards in Section ***A*** of this chapter.

Roadway Realm

1. Number of Traffic Lanes
   a. The preferred number of traffic lanes should be four lanes. Six through lane segments may be considered provided there is only one left-turn lane.
   b. One additional parallel local access lane may be provided on either side of the four through lanes to access adjacent residential subdivisions or mixed use activity centers.

2. Traffic Lane Width
   a. Through traffic lanes should be no greater than 11 feet wide without gutter pan.
   b. Parallel access ***lanes*** with on-street parking should be a minimum of 20-feet wide including gutter pans.

3. Bicycle Lane Width
   The bicycle lane should be a minimum of ***four feet wide, without gutter pan.***

4. Right Turn at Red Light
   Right-turns at red lights should be prohibited along Great Street Segments.

5. Roundabout
   - ***a. Where the Arterial Great Street design includes four through lanes and two parallel access lanes, a roundabout should be provided for traffic to turn around and access local lanes on the opposite side.***
   - ***b.*** A roundabout may be a single or a double lane based on the traffic volumes and available right-of-way.
   - ***c.*** Marked crosswalks should be provided on each street near the roundabout and at signalized intersections.

6. Medians
   - ***a.*** Two medians separating through lanes from two parallel local access ***lanes*** should be provided. Their minimum width should be 7.***5*** feet.

20. Median between arterial street and parallel access lane

   - ***b.*** When wider right-of-way is available, the tree-lined median width and walking zone width should be increased.

7. Transit Stop/Shelter
   When transit service is provided, transit stops/***shelters*** should be provided ***in the median between the arterial street and the parallel access lane***.

8. On-Street Parking
   On-Street parking should be provided along the ***parallel*** access lane ***or along the regular four lane street***.

Pedestrian Realm

EDGE AND LANDSCAPE ZONES

1. Width
   - ***a. Where the street is designed with four through lanes and two parallel access lanes,*** the Edge and Landscape Zones may be merged into a minimum of ***8***.5 feet wide tree-lined (Figure 55, Ch. VI. Pg. 15)***.***
   - ***b. When a wider right-of-way is available, the Walking Zone and the Landscape Zone should be increased.***
   - ***c. Where the right-of-way is constrained, the Edge Zone and Landscape Zones may be merged for a regular 4-6 lane street design.***

WALKING ZONE

2. Width
   - ***a.*** A ***minimum*** of six-foot wide Walking Zone, clear of any obstructions, should be provided adjacent to the Private Realm on the ***parallel*** local access ***lanes***.
   - ***b.*** When wider right-of-way is available, the tree-lined median width and the Walking Zone width should be increased ***in this order***.

Residential Collector Street *(formerly E.4 a. Chapter IV)*

The following Roadway and Pedestrian Realm Standards are specific to Residential Collector Great Street segments. They are in addition to the General Standards in Section ***A*** of this chapter.

Roadway Realm

1. Median Refuge and Crosswalks
   a. ***Where signalized crossings are 1/4 mile or more apart, a minimum of a 6 foot wide pedestrian refuge in the median should be provided*** every ***1/8*** mile on blocks longer than 600 ***with a pedestrian crossing sign.***

   b. Crosswalks should be provided ***on each street when a*** roundabout ***is included in the street design***.

   c. Ground mounted neighborhood markers may be provided in the median.

Pedestrian Realm

a. The Pedestrian Realm ***should include a minimum of*** 6-foot wide Walking Zone and a 7.***5*** foot tree-lined Landscape Zone between the Walking ***Zone*** and ***the*** Roadway Realm. Trees provide shade for the Walking Zone and Roadway Realm.

b. When a wider right-of-way is available, the Landscape Zone width should be increased.

EDGE AND LANDSCAPE ZONES

1. Width
   Where the right-of-way is constrained, the Edge and Landscape Zones ***may*** be merged into a minimum 7.***5*** feet wide tree-lined ***parkway***.

WALKING ZONE

2. ADA accessible surfaces such as compacted and stabilized crusher fine or colored asphalt may be substituted for concrete in the Walking Zone.

Mixed-Use Urban Collector Street *(formerly E.4.b. Chapter IV)*

The following Roadway and Pedestrian Realm Standards are specific to ***Mixed-use*** Urban Collector Great Street segments. They are in addition to the General Standards in Section ***A*** of this chapter.

Roadway Realm

1. Speed Tables
   Speed tables should be provided at the intersection of urban collector streets with mixed-use development.

2. Roadway Surface
   a. Speed limits may be painted onto the street pavement.

   b. Decorative paving patterns or markings should be provided to celebrate historic districts.

Pedestrian Realm

The Pedestrian Realm width in new Developing Urban Area should be a minimum of 13 feet. However, in older Established Urban Areas the Pedestrian Realm may be a minimum of 8 feet wide where the right-of-way is constrained.

WALKING ZONE

1. Width
   a. Where the Pedestrian Zone is 8 feet in width because of constrained right-of-way, bollards ***may*** be provided to separate the Walking Zone from the Roadway Realm.

b. Bollard lighting may be used for lighting the sidewalk and protecting pedestrians from vehicular traffic.

c. When the Pedestrian Realm width is less than ***thirteen*** feet wide, ***and tree planting is not feasible,*** awnings ***may*** be ***used for shade***.

2. Pavement Surface

a. Decorative pavers or markers should be used to identify community destinations and the Walking Zone.

b. Historic markers may be embedded into the Walking Zone surface.

21. Markers to guide pedestrians to destinations

Local Streets *(formerly E.5 Chapter IV)*

Local streets do not ***qualify*** as Great Streets ***because they primarily serve residential uses and have no transit service along them***. ***The primary purpose of the Great Streets Facility Plan is to facilitate safe, attractive multi-modal transportation along Transit Corridors and within Activity Centers.*** However, standards for local streets are provided to improve walking in neighborhoods and from neighborhoods to Great Street segments. ***These standards may be applied to new street construction, street reconstruction, street widening and redevelopment project that affect the Pedestrian Realm.***

Roadway Realm

The Roadway ***Realm*** width should be a ***maximum*** of 28 feet without on-street parking or bicycle route designation and ***37***-feet with on-street parking or bicycle route designation.

Pedestrian Realm

The ***Pedestrian Realm should be*** a minimum of 11-feet wide. This includes a minimum 5-foot wide Walking Zone and 6-foot wide Landscaping Zone. The Landscape Zone should accommodate driveway slopes and street light poles, allowing a level Walking Zone. An Edge Zone is not necessary since speed limit signs occur infrequently.

C. *Planting Specifications and Utility Coordination*

This section includes planting specifications, coordination between the placement of underground and overhead utilities, and planting of trees and shrubs.

1. Roadway and Pedestrian Realms Planting Specifications (formerly D.3 Chapter IV)

The selection of tree species, shrubs, ground covers ***and*** location ***as well as*** planting and pruning specifications should be ***developed*** in consultation with the City Forester according to nationally accepted arboricultural standards, City standards and recommendations.

a. Above ground planters should include a watering system necessary to the establishment and ongoing health of the vegetation.

b. Minimum tree caliper for new trees should be 3″ unless the size is not available or it is not feasible due to constrained right-of-way or soil conditions, then the size of the tree should not be less than 2″ caliper.

c. Clear sight triangles at intersections should be maintained using appropriate tree species and nursery selection and by properly pruning the trees.

d. All trees should be a single straight trunk, and have no permanent branches lower than ***8*** feet from the ground encroaching into the Walking Zone.

e. Where overhead utilities are present, mature tree heights should be ***a maximum of*** 25 feet.

f. A minimum 5′ x 5′ pervious surface opening should be provided for small trees.

g. A 5′ x 10′ or 50 square foot minimum pervious surface area should be provided for trees that will be medium size at maturity. The area may include a portion of the Walking and/or Edge Zones provided the surface is acceptable for walking and pervious.

h. A 5′ x 20′ or 100 square foot minimum pervious area should be provided for large trees. The area may include a portion of the Walking and/or Edge Zone provided the surface is acceptable for walking and pervious.

i. Increasing the pervious area or creating a swale for rainwater harvesting is encouraged.

22. Water harvesting from Pedestrian Zone

j. Sufficient rooting volume should be provided consistent with the nationally accepted arboricultural standards in consultation with the City Forester. The rooting medium should be a minimum of three feet deep and should consist of non-compacted topsoil with no more than 20% organic matter stirred into the entire exposed soil area. Subsoil and construction debris are prohibited.

k. The recommended rooting volume can be improved through engineered soil, suspended sidewalk, rooting trenches connecting tree roots to nearby landscaped areas, bridging and grates and appropriate use of root barriers.

l. High efficiency irrigation systems should be used in Great Streets segments.

m. Directing rainwater through an underground pipe, drain or other system to the planting site is highly desired.

n. Based on available right-of-way, a horizontal separation of at least 2 to 4 feet from the back of the curb to the tree center and to other vertical elements should be provided.

2. Planting Coordination with Utility Companies (formerly D.4 Chapter IV)

Coordination with the utility companies should take place during the selection, design and construction of individual Great Street segments.

a. Items placed underground or on the surface in the Landscape Zone should not restrict or reduce plant-rooting capability for existing and new trees. The City Forester should be consulted during the design phase.

b. The space required for tree rooting volume and canopy should be well coordinated with the placement, size, and height of utilities including cables, conduits, boxes, and light poles.

c. A 3-foot minimum separation should be provided between the root zone of trees and all utilities or root barriers consistent with nationally accepted arboricultural standards and in coordination with City Forester.

d. Mature trees within ten feet of or under overhead utilities should be a maximum of 25 feet in height to avoid interference with the conductors.

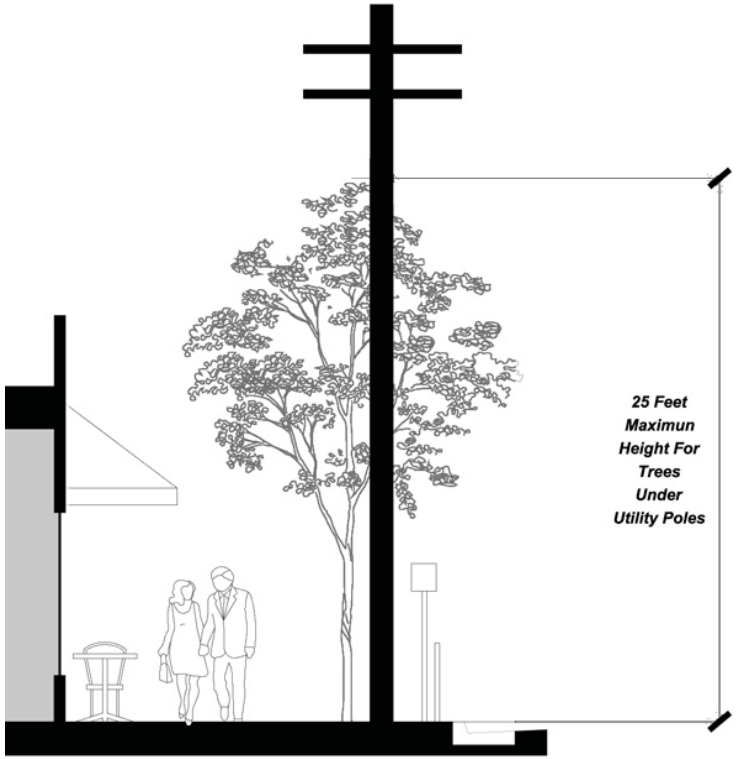


Figure 33. 25 Foot Maximum height at maturity for trees under the overhead utility lines

e. When overhead or underground utilities conflict with the planting of trees and no other option is available, other shade devices, such as awnings, canopies, or arcades should be provided.

D. Guidelines for Private Realm (formerly F. Chapter IV)

The Private Realm is adjacent to the Pedestrian Realm and begins at the property line. It contributes greatly to the character and success of each Great Street segment. Design guidelines are provided in this section to guide development or redevelopment of a site in the Private Realm. ***These*** design guidelines are ***advisory and*** intended to contribute to the vitality of the street and address important elements such as land uses, building orientation, design and scale, parking, and outdoor spaces. The arrangement and design of these elements contributes to the success of a Great Street and influences how an individual perceives the street.

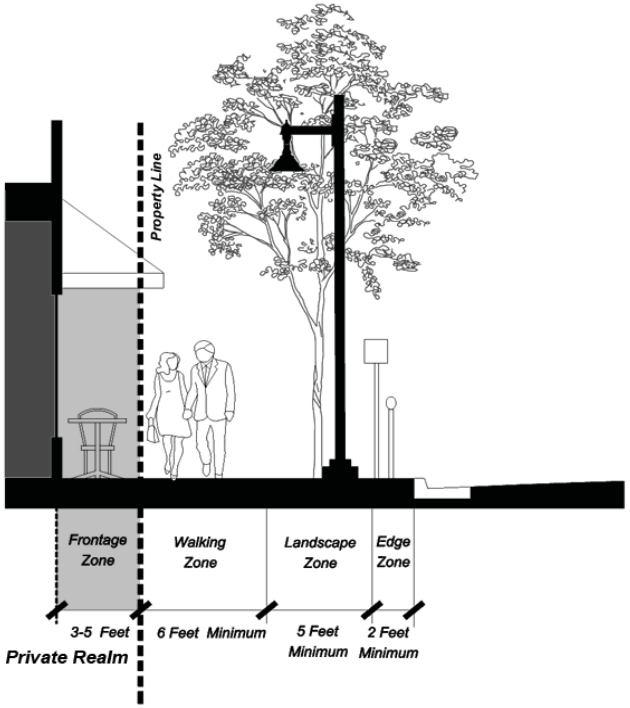


Figure 34. Private Realm includes the Frontage Zone

The following guidelines apply to the Private Realm:

1. Compatible Land Uses (formerly F.1 Chapter IV)

The types of uses along a Great Street segment should be compatible with the pedestrian environment and should support social interaction. Some examples are commercial services, retail, restaurants, theaters, and other forms of entertainment, residential, and usable open space. The following guidelines help create a compatible land use pattern:

a. Provide a mix of uses such as office, retail, and residential.

b. Discourage land-intensive and auto-oriented uses such as gas stations, fast food establishments with car service, car washes, drive-up banks unless the buildings and building entrances are oriented toward the street and drive-through lanes and food pick up is located behind the buildings.

c. Discourage office/industrial parks and large retail discount stores that propose buildings set back from the street. Buildings entrances should be adjacent to the Pedestrian Realm and spaced approximately 75 feet apart.

d. Convert vacant gas stations into cafes with outdoor seating.

e. Convert vacant properties into community gardens and pocket parks with benches as appropriate to the street type character.

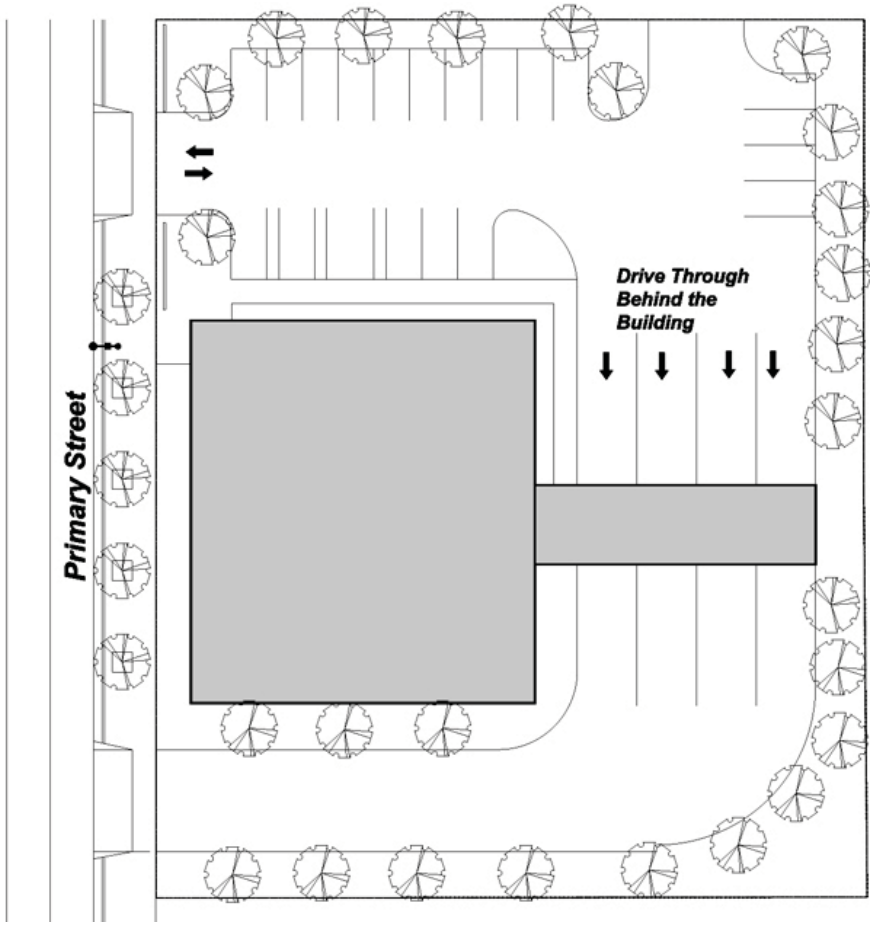


Figure 35. Drive-thru facility buildings adjacent to Pedestrian Realm

2. Vertical Mixed Use (formerly F.2 Chapter IV)

The City's Comprehensive Plan encourages mixed-use development along Major Transit Corridors. The Great Street Facility Plan recommends a vertical mixture of land uses to encourage street life along Great Street segments.
In Activity Centers encourage a vertical mix of commercial businesses, housing and offices along Great Street segments. Residential uses will support commercial and office uses and will provide street surveillance for safety and security.

3. Off-Street Parking and Driveways (formerly F.3 Chapter IV)

Parking lots located between the Walking Zone and buildings in the Private Realm disrupt the pedestrian environment, creating dead spaces along the street. Parking should be located behind or to the sides of buildings to allow a continuous façade of buildings that add interest to the Great Street segment.

a. Locate off-street parking behind buildings that front a Great Street segment.

b. Provide shared parking (Moved from IV-55).

c. One bay of off-street parking with a maximum width of 75 feet may be allowed on the side of a building facing a Great Street segment but it will require a "streetwall". A streetwall may include a screen wall or evergreen landscaping that is a maximum of 36 inches in height or a false façade that is architecturally complementary with the materials and colors of the buildings (Figure 37).

d. Consolidate driveways to private businesses or relocate them to side streets.

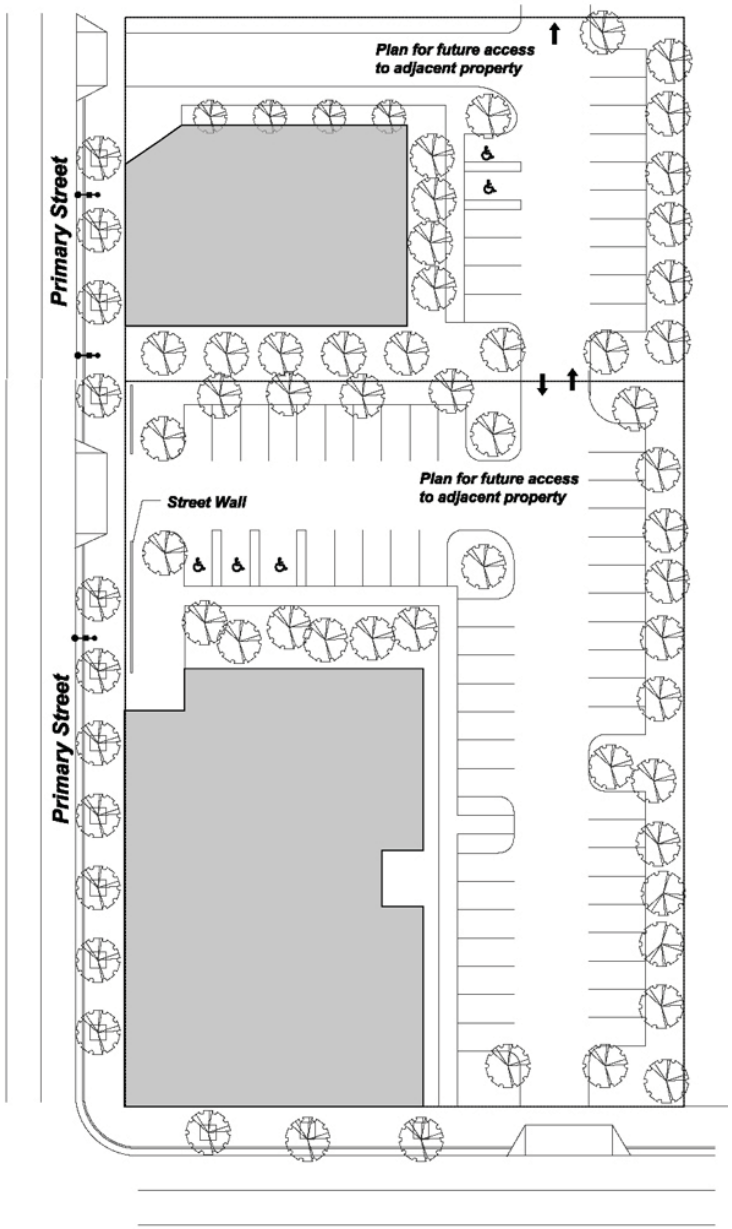


Figure 36. Off-street parking behind or on the side of building

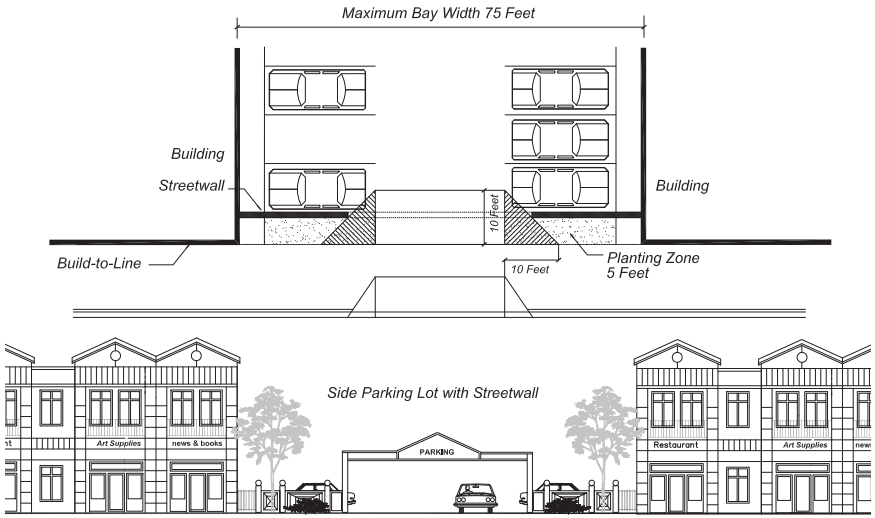


Figure 37. Street wall along building facade to screen parking

23. Open architectural facade screens parking

4. Plazas (formerly F.4 Chapter IV)

Pocket parks, seating areas, and plazas support social interaction and contribute to the vitality of a community. They should include trees, benches, tables, public art, and drinking fountains for comfort and to encourage interaction. Private or public outdoor plazas are an extension of the Public Realm. Their provision is highly encouraged. Plazas and pocket parks ***should*** be accessible from both the Pedestrian and Private Realms. A public plaza in front of a civic building can have outdoor seating for cafes, art fairs, outdoor sales, seating shaded by trees and stationary game tables or paving for checker and chess games.

a. Provide pocket parks, plazas, and other places for people to gather.

b. Provide shaded seating and trash receptacles in plazas.

c. Incorporate games such as checkerboard, chessboard and hopscotch into the plaza pavement or on table surfaces.

d. Provide spaces for appropriate outdoor retail activities such as outdoor retail sales, food vending, etc.

e. Decorative paving, banners and/or landscaping are encouraged to identify historic events, sites and buildings.

f. Restrooms accessible to the public should be provided in Activity Centers.

g. Water fountains should be provided in public gathering areas, plazas and pocket parks.

24. Checkers, Chessboard and seating in a plaza create a social place

h. Seating and tables should be provided in public and private plazas. Table surface may incorporate a checkerboard pattern or other patterns for games.

5. Lighting (formerly F.5. Chapter IV)

Provide lighting on buildings and trees that is consistent with the State of New Mexico Dark Sky Ordinance.

6. Shade (formerly F.6. Chapter IV)

Between June and September, Albuquerque temperatures range from 80 degrees Fahrenheit to the high 90s and occasionally exceed 100 degrees. Albuquerque and other high elevation places are exposed to dangerous ultraviolet rays. These conditions support the need for providing shade for health as well as comfort.

A minimum of 50% of the Frontage and Walking Zones should be shaded between noon and sunset from May to September with trees, and/or any combination of building

awnings, arcades, and galleries. Shading techniques should be indicated on both the building and landscape submittal drawings.

7. Buildings (formerly F.7. Chapter IV)
The height, massing, and location of a building on a site provide the street with a sense of enclosure and create an "outdoor room." The proximity of buildings to the street provides better accessibility to people traveling by all modes, especially pedestrians. Buildings surrounded by expansive parking lots and minimal landscaping do not create an inviting pedestrian environment and discourages connectivity to the building and its activities from the street.

Most Albuquerque buildings are one or two stories. The exceptions occur in Downtown, Uptown and other Major and Community Activity Centers. Taller buildings may emerge in a number of areas as Albuquerque continues to redevelop. Three and four story buildings are being built along parts of Central Avenue. The Nob Hill/Highland Sector Plan supports their construction. There will be opportunities to ***locate buildings*** closer to the street, consolidate driveways, and ***provide*** off-street parking behind or next to buildings to create vibrant, multi-modal streets. The plan view in Figure 48, Ch. VI, shows buildings closer to the street, awnings, and transit stops/shelter integrated into plazas.

Frontage Zone/Build-to-Line
The Frontage Zone is located on private property behind the property line, but is visually part of the Pedestrian Realm. It provides clearance for building entrance doors opening onto the Walking zone. Building projections, such as awnings, arcades, and business signs may partially fall into this zone and partially into the Pedestrian Realm. ***Any facade elements projecting into the public right-of-way require a Revocable Permit or an Air Rights Agreement from the City of Albuquerque.***

The Frontage Zone is often used for café outdoor seating, occasional outdoor sales activity, or flower planters. Outdoor cafés and street venders add surveillance to a street, increasing safety. These activities contribute to the social, outdoor room and commercial characteristics of a Great Street.

25. Outdoor cafe in the Frontage Zone

The Build-to-Line is the building setback location. It is located behind the ***property line***. The following guidelines pertain to the Frontage Zone and the Build-to-Line:

a. Provide a 3-5 foot deep Frontage Zone between the property line and Build-to-Line.

b. Allow outdoor cafés and appropriate outdoor retail activities in accordance with City Ordinances. Maintain a minimum 6-foot wide Walking Zone when outdoor cafe seating and other outdoor retail sales activities are allowed.

c. The ***3-5 feet deep*** Frontage Zone area for outdoor seating for cafés and compatible outdoor retail activities ***can be 100%*** of the building facade.

d. A maximum 10-foot deep frontage zone is allowed to accommodate the outdoor dining areas as follows:

- For ***facades that front a street and*** are 60 feet long or less, no more than 50% of the building façade length may be used for outdoor dining.

- For facades that ***front a street and*** are greater than 60 feet long, no more than 30% of the building façade length may be used for outdoor dining.

e. Allow the Frontage Zone to contribute to a 6-foot wide Walking Zone where street right-of-way is constrained.

f. If sufficient right-of-way is not available, an easement should be provided to accommodate a six-foot wide Walking Zone or to plant street trees.

Building Orientation

a. Buildings should be oriented to the street with main public entrances to the street.

b. The sides or rear of a building may front a street provided the facade has entrances approximately every 75 feet and has an "active" face such as display windows.

Accessibility

a. Provide direct ground level access to all buildings from the Walking Zone and from adjoining plazas.

b. Provide building entrances every 75 feet or less.

c. Provide ***an*** unobstructed, clearly identified, shaded and well-lit walkway to buildings from off-street parking areas ***consistent with the Albuquerque Comprehensive Zoning Code***.

d. Provide interior courtyards with access to shops, restaurants, entertainment and residential uses. A minimum of two passageways should be provided to access interior courtyards (See Figure 38).

e. Locate loading zones behind buildings. Provide access to loading zones from an alley or a side street.

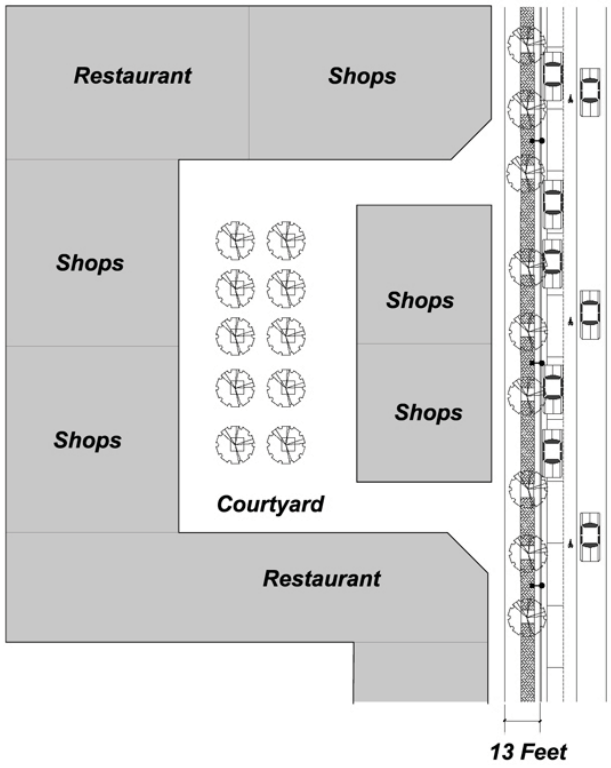


Figure 38. Shops around interior courtyard

Building Height to Street Width Ratio

Great Street segment emphasis is primarily at ground level, but the relationship between street width and building height also defines the Great Street space and character. Figure illustrates street width to building height ratios of 3:1,2:1 and 1:1 respectively. A 1:1 ratio similar to Central Avenue in Downtown Albuquerque creates a sense of enclosure. Street trees can also be used to create a sense of enclosure.

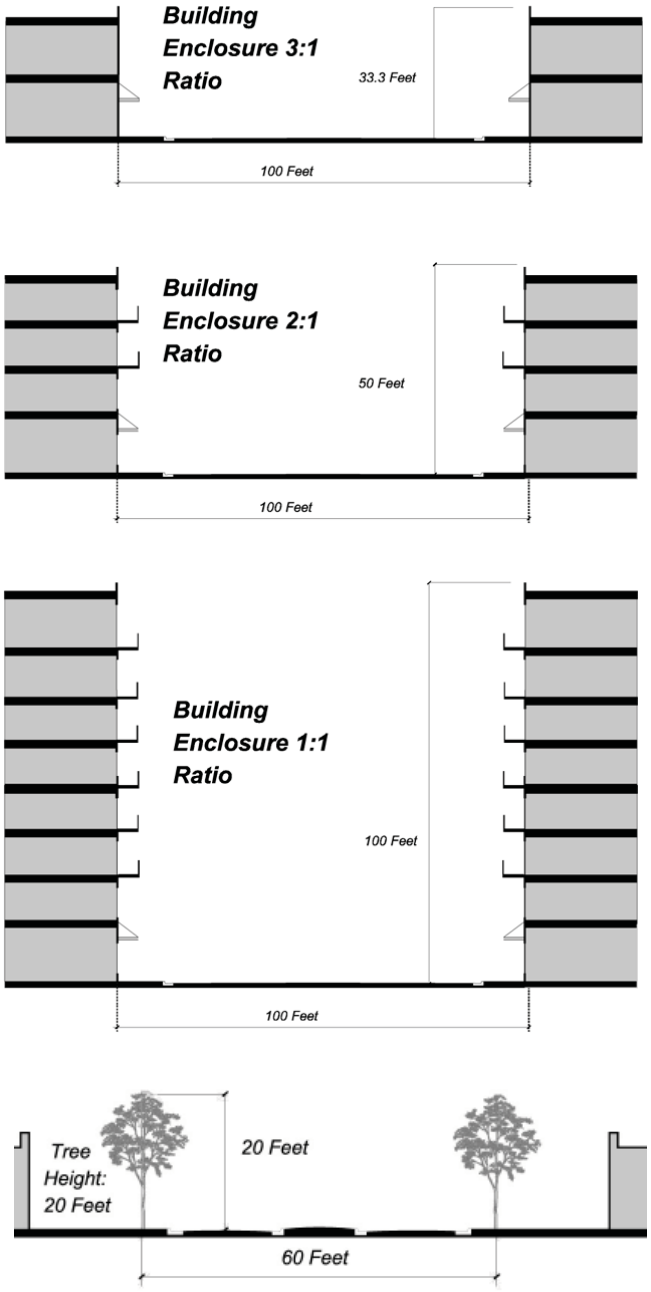


Figure 39. Street width to building ratio create a sense of enclosure

Provide building heights that create a street width to building height ratio appropriate to the character of the surrounding area. In Downtown, Uptown and major employment and activity centers, the sense of enclosure should be greatest with at least a ratio of 1:1 or 2:1.

Facades

Building façade length, articulation and transparency can contribute to the vitality of a street. The following guidelines apply to building facades that front the street or that contain a primary public entrance.

a. Length: To create an active space and sense of enclosure approximately 70 to 80% of a block face length should contain building facades.

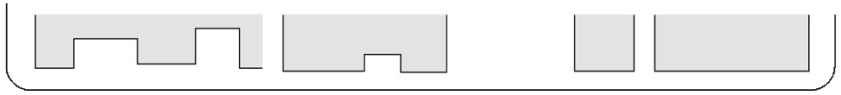


Figure 40. Building facade length

Figure 41. Building facade transparency

b. Transparency: The ***ground floor*** of building facades facing the street should be ***in the range of 50% to 75***% transparent. The upper stories of building facades facing the street should be ***in the range of*** 40% to 50% transparent.

c. Articulation: ***A building*** façade ***fronting on a Great Street that is 50 feet or greater in length should have a minimum of 50%*** articulation. Articulation ***may*** be a recess or projection ***in the range of 12 to 36 inches, and may include windows and entry doors***.

8. Projections into Right-of-Way (formerly F.8. Chapter IV)
Building façade elements such as awnings, marquees, balconies, and arcades may project into the Frontage Zone and the public right-of-way. Any building facade elements projecting into the public right-of-way require a Revocable Permit or an Air Rights agreement with the City. Utility company coordination is required to avoid conflicts with overhead utilities. All projections should meet or exceed requirements of the National Electric Safety Code. (See Coordination with Utilities)

The guidelines for all projections are as follows.

Awnings/Canopies

a. Use awnings, canopies and arcades to provide shade and protection from rain and other inclement weather.

b. Use awnings, canopies and arcades where Pedestrian Realm trees are not feasible in a mixed-use or commercially zoned area.

c. Facade projections may protrude into the Frontage Zone and right-of-way. They may extend a maximum of 6 feet from the building facade, but must be a minimum of 8 feet above ground level.

Balconies

Balconies may protrude into the Frontage Zone and right-of-way. They may extend a maximum of 6 feet from the building façade, but must be a minimum of 10 feet above ground level.

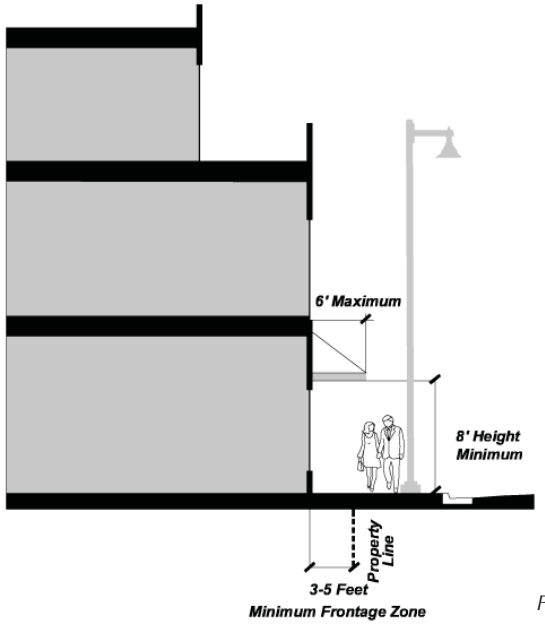


Figure 42. Awnings, and canopies

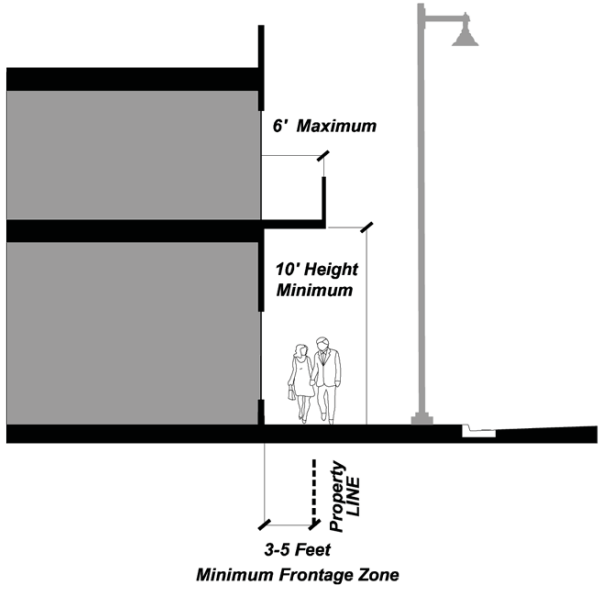


Figure 43. Balconies

Marquees

Marquees allowed for theaters and movie houses may protrude into the Frontage Zone and right-of-way. They may extend a maximum of 10 feet from the building façade, but ***a minimum of 2 feet back from the face of the curb. They should*** be a minimum of ***12*** feet above ground level.

Arcades and Galleries

Arcades and galleries may protrude into the Frontage Zone and right-of-way. They may extend a maximum of ***10*** feet from the building façade. Their depth and height ***should*** be a minimum of 10 feet. Column spacing should be ***approximately*** 10 feet on-center.

Projecting Signs

Signs for businesses are allowed to protrude into the right-of-way. They may extend a maximum of 5 feet from the building façade, but must be a minimum of 8 feet above ground level.

Land Dedication/Easements/***Acquisition***

Where right-of-way is constrained and in order ***to meet the Facility Plan standards, one or more of the following actions may be used to acquire additional right-of-way:***

a. Dedication of land by abutting property owners.

b. Easement for the use of land voluntarily provided by the abutting property owners.

c. Acquisition by purchase of land by a public agency from the abutting property owner.

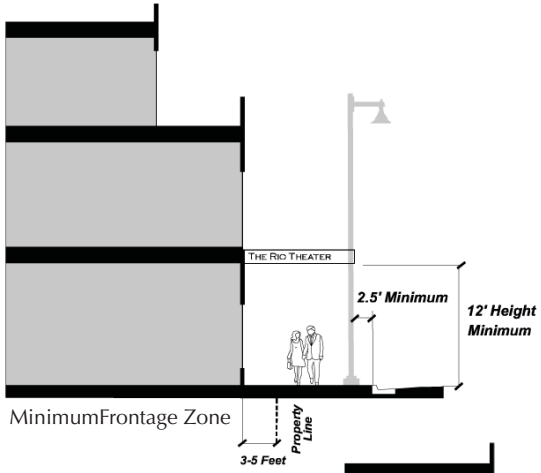


Figure 44. Marquees

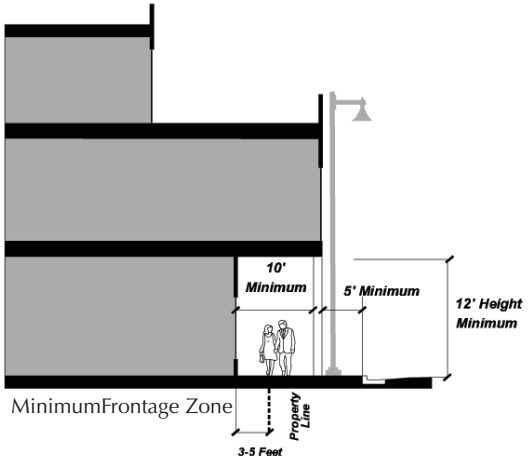


Figure 45. Arcade projection

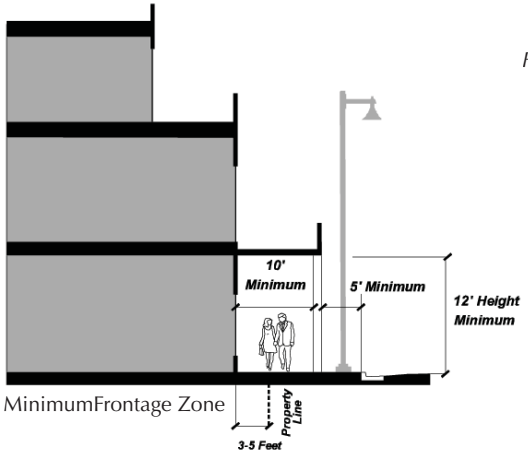


Figure 46. Gallery projection

CHAPTER VI: PROTOTYPICAL DESIGN OPTIONS

CHAPTER VI: PROTOTYPICAL DESIGN OPTIONS

This chapter includes prototypical design ***options that apply Great Street principles and policies described in Chapter III of this Plan. The design options are for four Great Street types: 1) Major Transit Corridors, 2) Enhanced Transit Corridors, 3) Other Arterial Streets that are not designated as Transit Corridors and 4) Collector Streets. The prototypical design for each street type has more than one design option. The design options vary illustrating different right-of-way widths, number of traffic lanes, street function and the character of adjacent land uses. The design options apply the design standards for Roadway and Pedestrian Realms and guidelines for the Private Realm included in Chapter V of this plan.***

The prototypical design options are for segments of streets within or abutting designated Activity Centers in old Established Urban Areas and in new developing areas of the city. Existing conditions, travel mode balance and other public policies must be considered when prototypical designs are applied to a particular Albuquerque street. ***Although a typical Great Street segment length is ¼ to ½ mile long, a Great Street segment may also coincide with the boundaries of an Activity Center.***

The Prototypical designs of each street type support one or more Great Street characters: Ceremonial/symbolic, social, outdoor room and commercial. They are illustrated with a plan view and a cross section view, and apply to both new and reconstructed streets. Additional cross sections illustrate a variety of right-of-way widths, number of lanes and types of travel modes and their location, but they do not represent every possible street configuration. Elements of one street prototype may be incorporated into the design of another street type as appropriate.

All of the three physical realms create a Great Street***, but it is*** the Pedestrian Realm ***and its relationship with the Private Realm that*** transforms a street into a place. This realm physically, functionally and spatially connects the Roadway Realm to the Private Realm. It connects and sometimes extends into the private realms.

The pedestrian realm is the place for people to walk leisurely, board a bus, socialize, sit, eat or watch street life. It consists of three spatial zones: Edge Zone, Landscape Zone and Walking Zone. ***All three Zones are significant in creating a safe and comfortable environment for pedestrians and transit users. The Edge and Landscape Zones buffer the Walking Zone from fast moving vehicular traffic.***

Landscape Zones and medians provide spaces for trees/ landscaping, street furniture and transit shelters. Studies have shown that these elements, particularly trees and landscaping, contribute to the economic well being of businesses along a street.[1]

Pedestrian refuges are necessary ***in the medians*** for pedestrian safety, particularly on streets that are four or more lanes and have popular destinations along them. A study conducted by the United States Department of Transportation found that the presence of a pedestrian refuge in a median or marked crossing was associated with a significantly lower pedestrian crash rate at multi-lane streets with both marked and unmarked crosswalks.[9]

The following prototypical design options for each type of Great Street segment respond to the function, context and characteristics of each street type. The prototypical designs are intended to achieve:

- A sense of place that is appropriate to the street type, to the ***architecture of*** adjacent buildings and the character of the surrounding neighborhoods;
- A comfortable safe environment for pedestrians, bicyclists and transit riders while maintaining vehicle Level of Service (LOS) E or better;
- Visually attractive, socially vibrant and economically vital public places, plazas and streets; and
- The ***preservation*** of views to Albuquerque's defining natural landforms – the Sandia and Manzano Mountains on the east, the Volcanic Escarpment on the west and glimpses of the Rio Grande Bosque.

A. Major Transit Corridors (formerly IV-C.1)

The Comprehensive Plan designates three principal arterial streets as Major Transit Corridors. ***They are:***

Central Avenue: Atrisco Road to Louisiana Blvd.
Louisiana Boulevard: Gibson Blvd. to Menaul Blvd.
4th Street: Bridge Blvd. to Osuna Road

These ***Major Transit Corridors*** connect activity centers such as Atrisco Plaza, Old Town/Museums Complex, Downtown, the University of New Mexico campus, Nob Hill, State Fairgrounds, Uptown and the Hispanic Cultural Center to surrounding neighborhoods. ***This Facility Plan proposes designation of Great Street segments within or abutting Activity Centers.***

Existing Character

Corridors differ from each other. Even parts of the same corridor differ from each other. Major Transit Corridors are generally 4-6 lanes wide, but Central Avenue is 2 lanes in Downtown and 4 lanes in Old Town. Louisiana Boulevard is 8-10 lanes in Uptown and 6 lanes south of I-40; Fourth Street is two-lanes north and south of downtown and four-five lanes north to the city limit. Building setback and parking area locations also vary. Existing sidewalks are generally next to the curb and approximately four to six feet wide. Louisiana Boulevard just north and south of Interstate I-40 is the sole location where the sidewalk is separated from 8-10 traffic lanes by a landscaped strip.

26. Central Avenue in Nob Hill

Central Avenue in the Nob Hill/Highland area has interesting buildings close to the sidewalk, a variety of land use activities, and ready access to public transit. On-street parking, bulb-outs, trees and landscaped medians contribute to the area's walking environment and sense of place. The area is surrounded by residential neighborhoods and attracts both nearby residents, other city residents, and tourists.

A few miles east, Central Avenue is a six-lane street with a center turn lane, multiple curb cuts, no on-street parking, no median landscaping and large lot, auto-oriented businesses setback from sidewalks behind parking areas.

27. East Central Avenue

According to the 2030 Metropolitan Transportation Plan (MTP), four of the five intersections with the most pedestrian crashes in the Albuquerque Metropolitan Planning Area are along Central Avenue between San Mateo Boulevard and Wyoming Boulevard.

Prototypical Design

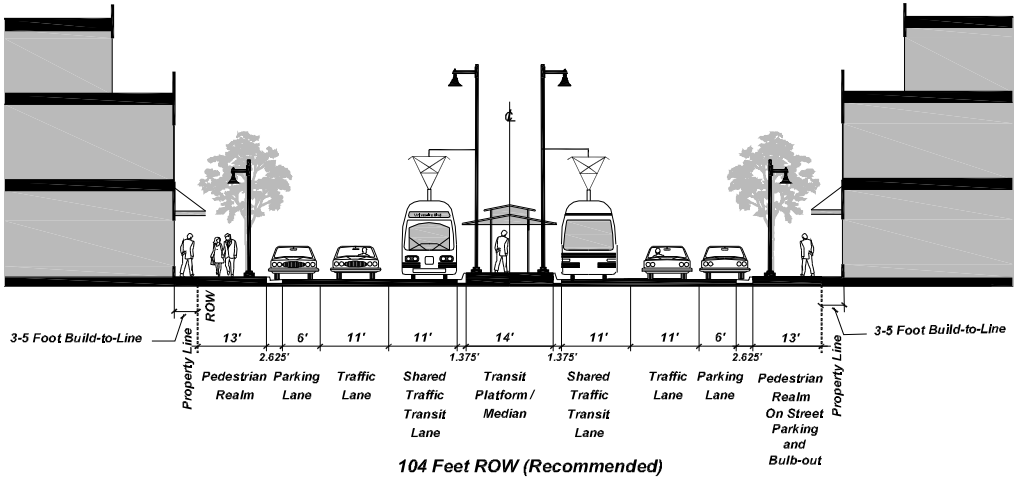
Major Transit Corridors are intended to serve several transportation modes including high occupancy transit service. Major Transit Corridor prototypical designs support one or more Great Street characters. Central Avenue (Old Town to Fair Grounds) is the Ceremonial/Symbolic Street where people line up to watch many parades and enjoy events at the Fair Grounds. In the downtown and in the Nob Hill area the character changes to a social space and an outdoor room. Louisiana Boulevard in the Uptown area is a center of commerce and has the potential of becoming a Great Street social place with many out-door rooms. North Fourth Street has the potential of becoming a mixed use, transit oriented social space.

Four design options are presented for Major Transit Corridors. They vary from each other by number of lanes, travel modes and their location.

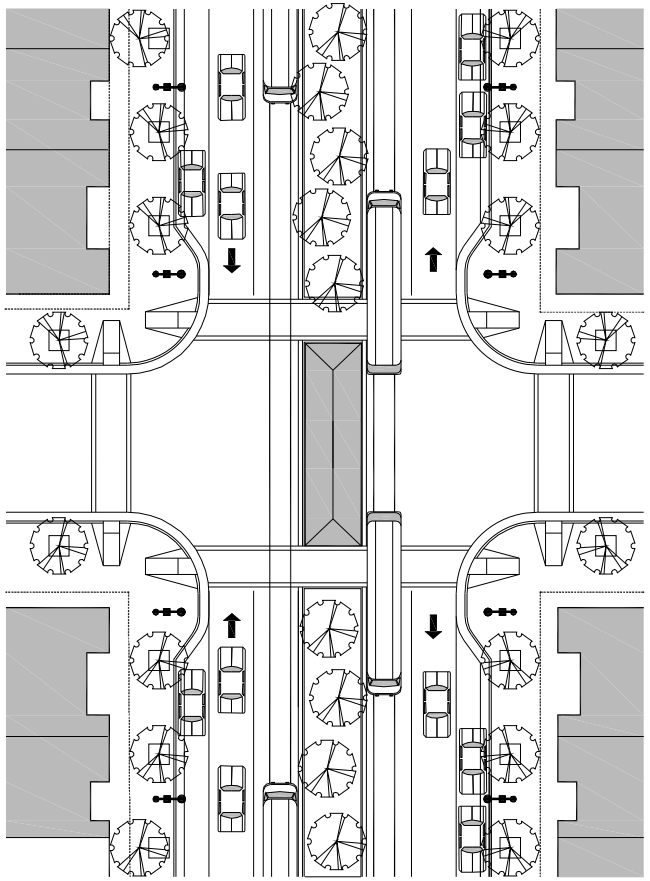
Option A *reflects a* prototypical design for Major Transit Corridors adjacent to Activity Centers (Figures and). The plan and cross section views are for a 104-feet wide right-of-way. High occupancy transit service is along the median and bus service along the Pedestrian Realm. Buildings are closer to the Walking Zone and ***on-site*** parking is behind buildings. Pedestrian Realm contains transit shelters, wide shaded walkways, textured pavement and artwork. The transit stations, trees, landscaping, public art, and refuge for pedestrians crossing the street are located in the median. An on-street parking lane ***with bulbouts*** is located along the Pedestrian Realm. Striped on-street bicycle lanes are not essential to a Great Street; however, they are included in Option C (Figure 11) to increase bicycle access for these potential social and economic centers.

MAJOR TRANSIT CORRIDOR - PROTOTYPE DESIGN, OPTION A

Figure 47 : 104 Foot Right-Of-Way



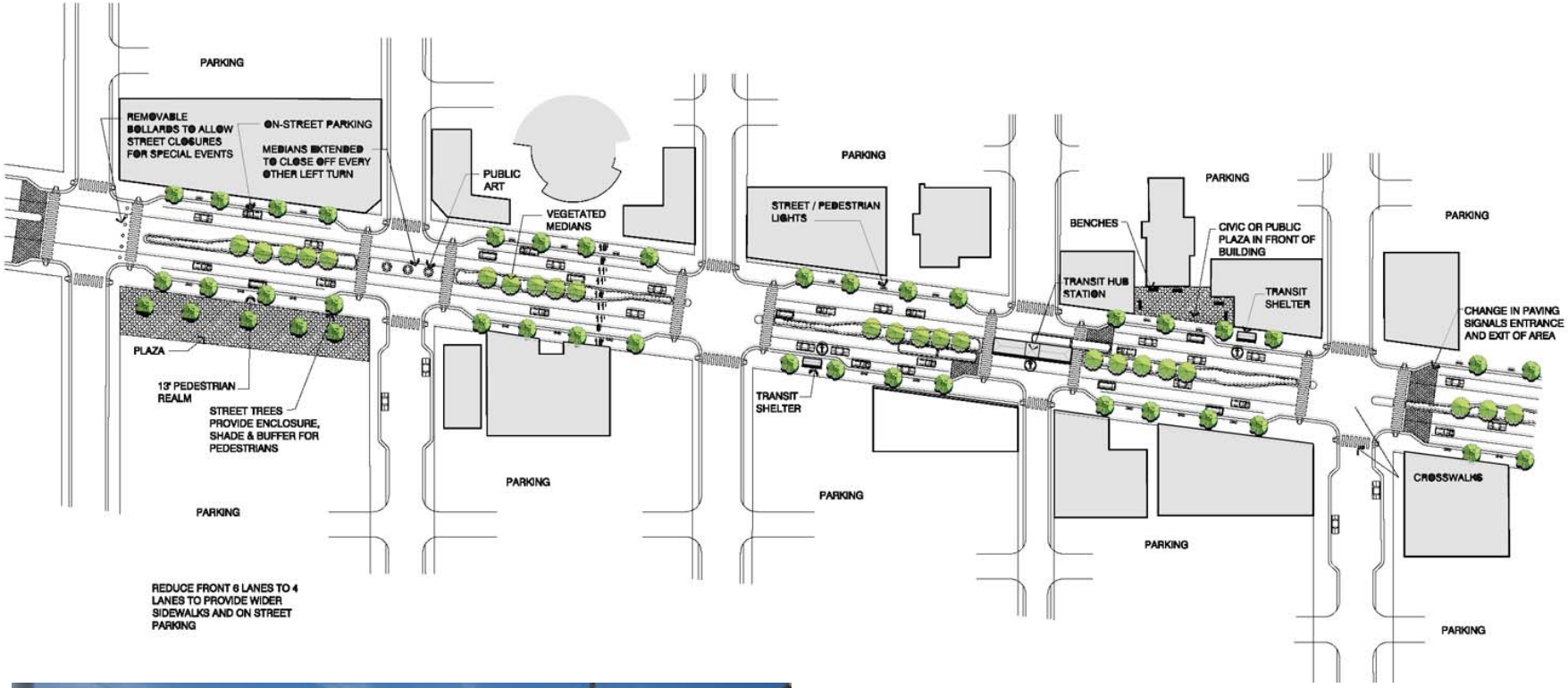
Note: Curbside traffic lane dimensions do not include the gutter pan width. This note applies to all Figures in this Plan.



This prototypical design reduces travel lanes from six to four to gain right-of-way width for on-street parking and a wider pedestrian realm. A single left turn lane is proposed at every other block ***instead of every block*** to ensure traffic operational efficiency. The median continues for two blocks and accommodates a transit shelter or pedestrian refuge in the middle. On-street parking and Pedestrian Realm bulb-outs calm vehicular traffic and shield pedestrians from it. Bulb-outs shorten the street crossing distance for pedestrians at street intersections. Pedestrian and bicyclist safety is further increased with marked crosswalks and median refuges. A traffic analysis must be done before lane reduction is considered. A traffic analysis should take into consideration the Mid-Region Council of Government 20-year traffic projections, efficiency for all travel modes, ***enhanced transit service*** and ***other*** steps needed to maintain a vehicle level of service E or better.

MAJOR TRANSIT CORRIDOR - PROTOTYPE DESIGN, OPTION A

Figure 48: 104 Foot Right-Of-Way, Plan View

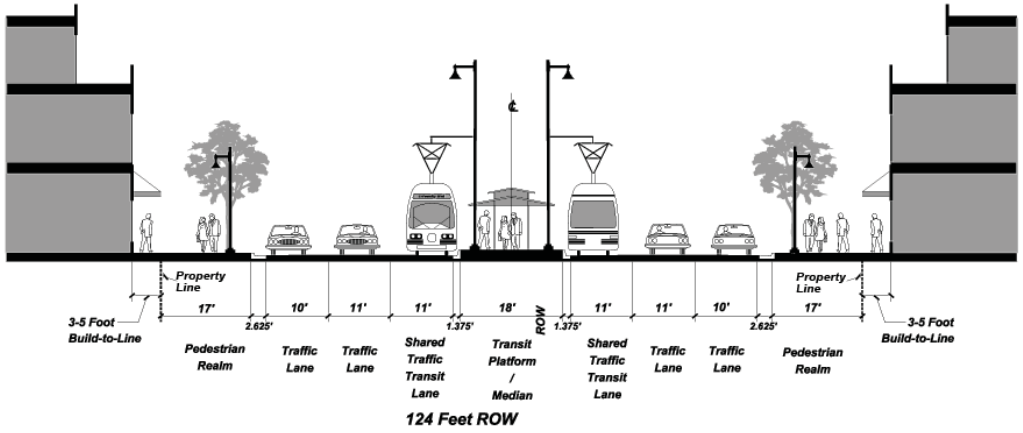


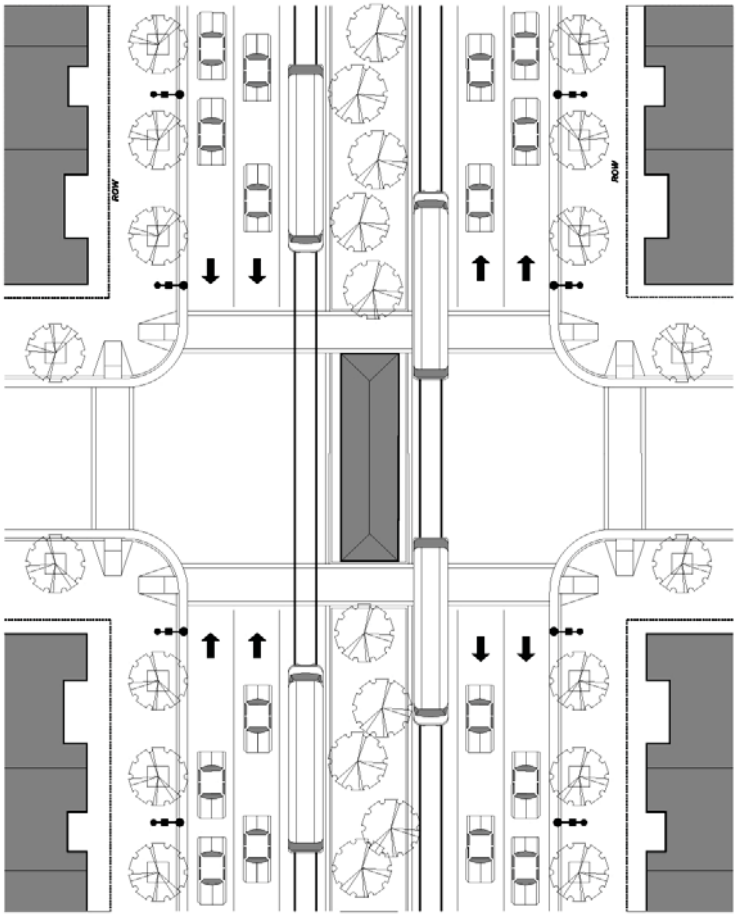
28. Rapid Ride along Central Avenue Major Transit Corridor

The Pedestrian Realm within a Major Transit Corridor serves pedestrians and transit riders. It has a minimum width of 13 feet. The Walking Zone ***6 feet*** minimum standards should be increased at intersections and when Great Street segments are ***within or abut*** a Major Activity Center.

MAJOR TRANSIT CORRIDOR - PROTOTYPE DESIGN, OPTION B

Figure 49: 124 Foot Right-Of-Way (Section and Plan View)



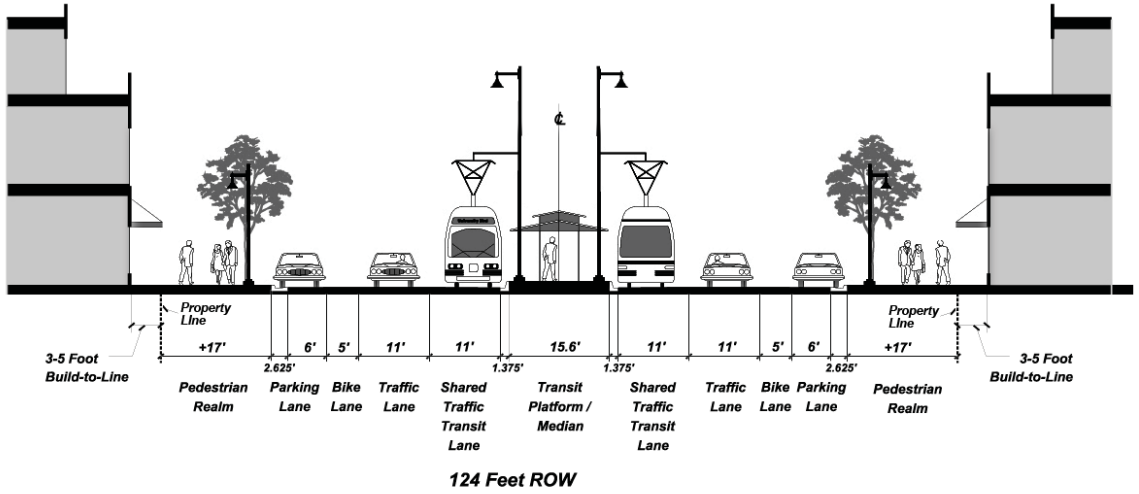


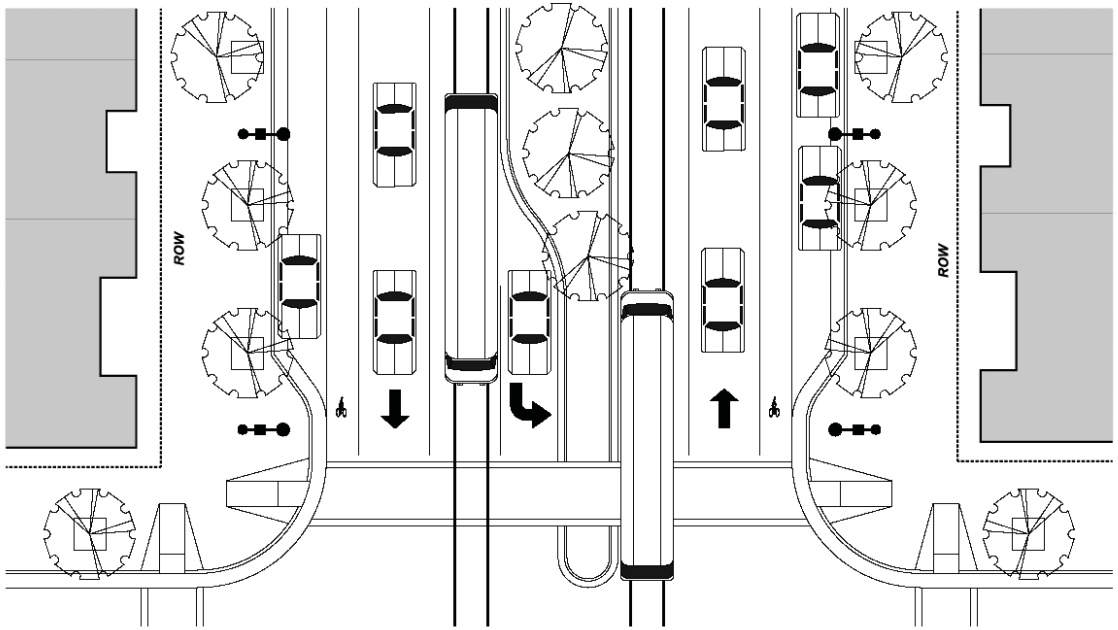
Options B, C and D are illustrated to reflect various right-of-way widths and street configurations. **Option B** (Figure) has a 124-feet wide right-of-way and six traffic lanes. It has two vehicle traffic lanes and one shared vehicle/transit lane in each direction.

Option C (Figure) right-of-way is also 124 feet wide. It is similar to **Option A** except that the Pedestrian Realm is 17 feet wide, the median is wider and it has a bicycle lane. **Option D** (Figure) has a 104-feet wide right-of-way. It has six lanes and has high occupancy transit service located adjacent to the Pedestrian Realm. Pedestrian elements are adjusted based on available right-of-way widths.

MAJOR TRANSIT CORRIDOR - PROTOTYPE DESIGN, OPTION C

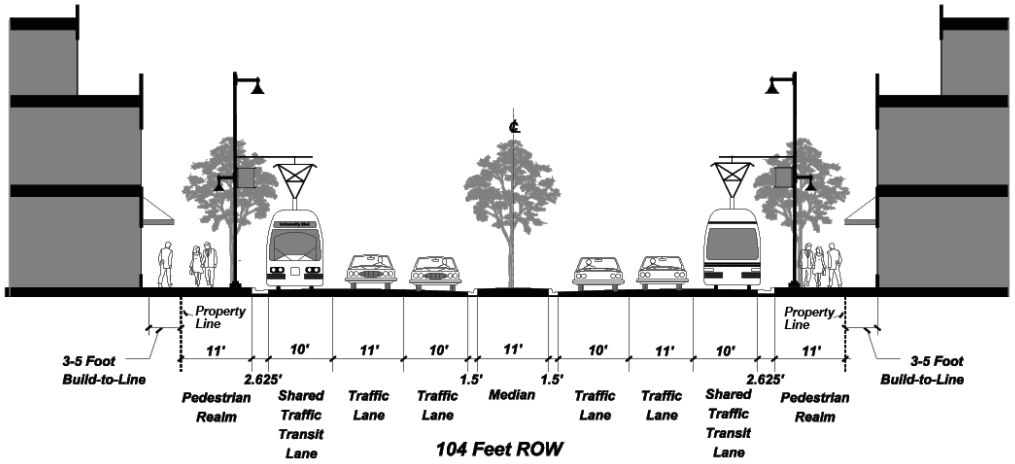
Figure 50: 124 Foot Right-Of-Way

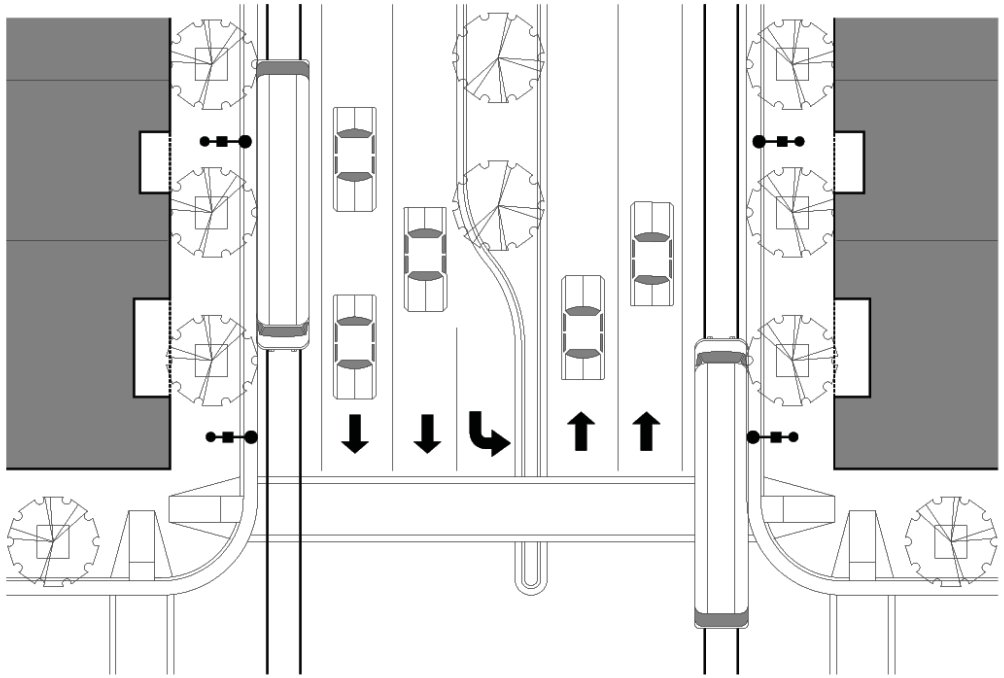




MAJOR TRANSIT CORRIDOR - PROTOTYPE DESIGN, OPTION D

Figure 51: 104 Foot Right-Of-Way





B. Enhanced Transit Corridor 100 -130 Feet ROW (formerly IV-C.2)

The Comprehensive Plan designates eleven arterial streets as Enhanced Transit Corridors, five north/south and six east/west. Most ***of these Enhanced Transit Corridors*** have some transit service, from commuter-only service to more frequent all-day service. The goal of these corridors in the Comprehensive Plan is to "provide transit service competitive with the car, and to develop land use intensities that promote the use of transit".

These are:

Central Avenue: Louisiana Blvd. -Tramway Blvd.
Gibson Boulevard: Broadway - Louisiana Blvd.
San Mateo Boulevard: Gibson Blvd. – Academy Blvd.
Wyoming Boulevard: Gibson Blvd. - Alameda Blvd.
Juan Tabo Boulevard: Central Ave. - Paseo Del Norte
Montgomery Boulevard: Unser Blvd. - Tramway Blvd.
Menaul Boulevard: Rio Grande - Tramway Blvd.
Alameda Boulevard: I-125 - Wyoming Blvd.
Rio Grande Boulevard: Central Avenue - Menaul Blvd.
Lomas Boulevard: Central Avenue - Wyoming Blvd.
Isleta Boulevard: Rio Bravo Blvd. - Bridge Blvd.

Existing Character

In 2006, Enhanced Transit Corridors ***carried*** volumes of vehicular traffic, from 9,500 to 52,900 average weekday vehicular trips per day.[10] The right-of-way width of these corridors varies from 100 - 156 feet and ***so does the number of traffic lanes and the speed limits.*** Most of the corridors are lined with strip commercial, large retail facilities, institutional uses, multi-family housing, one to two story and occasionally four to five story buildings ***with extensive*** off-street parking. ***On-street parking is rare along these corridors. Activity Centers with a variety of land uses, housing types, and densities along several of these corridors provides a high potential for pedestrian activity.***

Most of these corridors have 4-6 feet wide sidewalks next to the curb and high-speed vehicular traffic resulting in a walking environment that is not safe or friendly for pedestrians and transit users. These auto-oriented corridors lack memorable character and visual interest.

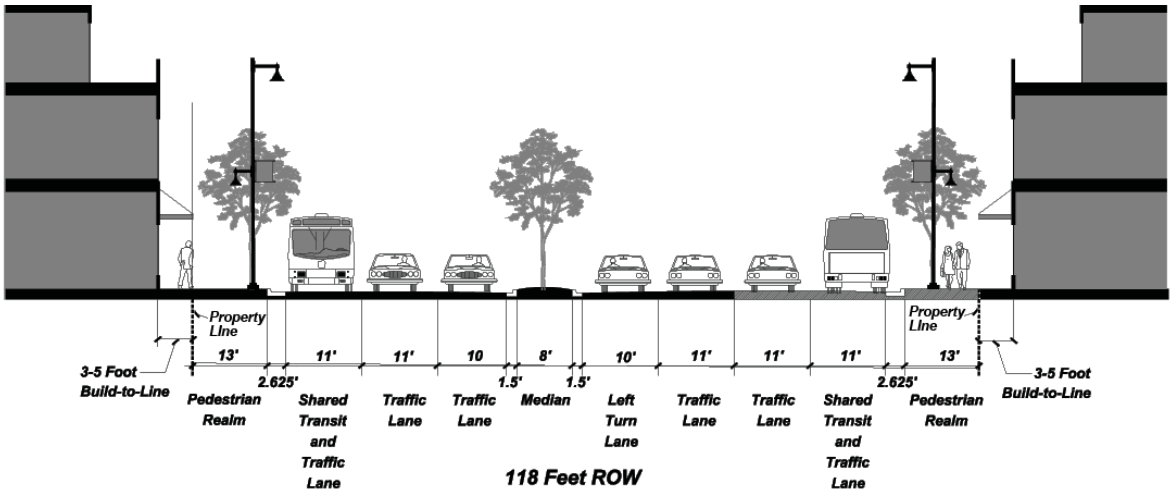
Prototypical Design

Enhanced Transit Corridors with high-intensity mixed-use development are designed to maximize pedestrian access to transit stops and other destinations. Two options are presented for Enhanced Transit Corridors. They vary from each other by right-of-way width, number of lanes, type of travel modes and volume of traffic. The prototypical design options for the Enhanced Transit Corridors have 118 - 130 foot rights-of-way.

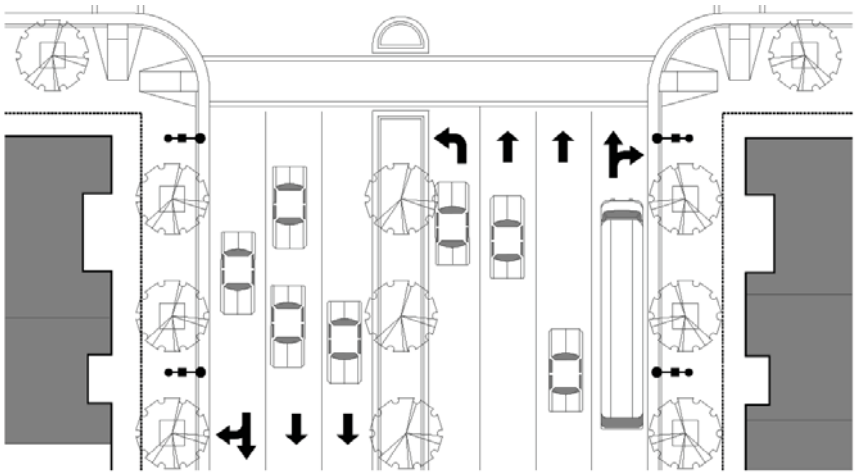
Option A (Figures # and #) has six through-lanes and a single left turn lane in a 118-foot wide right-of-way. An 8-foot wide median has a pedestrian refuge for safe ***pedestrian*** crossing. Buses and automobiles share the Pedestrian Realm curbside traffic lane. Either the lane adjacent to the Pedestrian Realm curb or the median may become a dedicated transit lane or a high occupancy vehicle (HOV) lane that includes transit buses. No 'free right-turn lane' should be allowed within Great Street segments. A bicycle lane is not recommended but can be accommodated if shown on the Albuquerque Bicycle Map or Long Range Bikeway System Map.

ENHANCED TRANSIT CORRIDOR - PROTOTYPE DESIGN, OPTION A

Figure 52: 118 Foot Right-Of-Way (Section and Plan View)



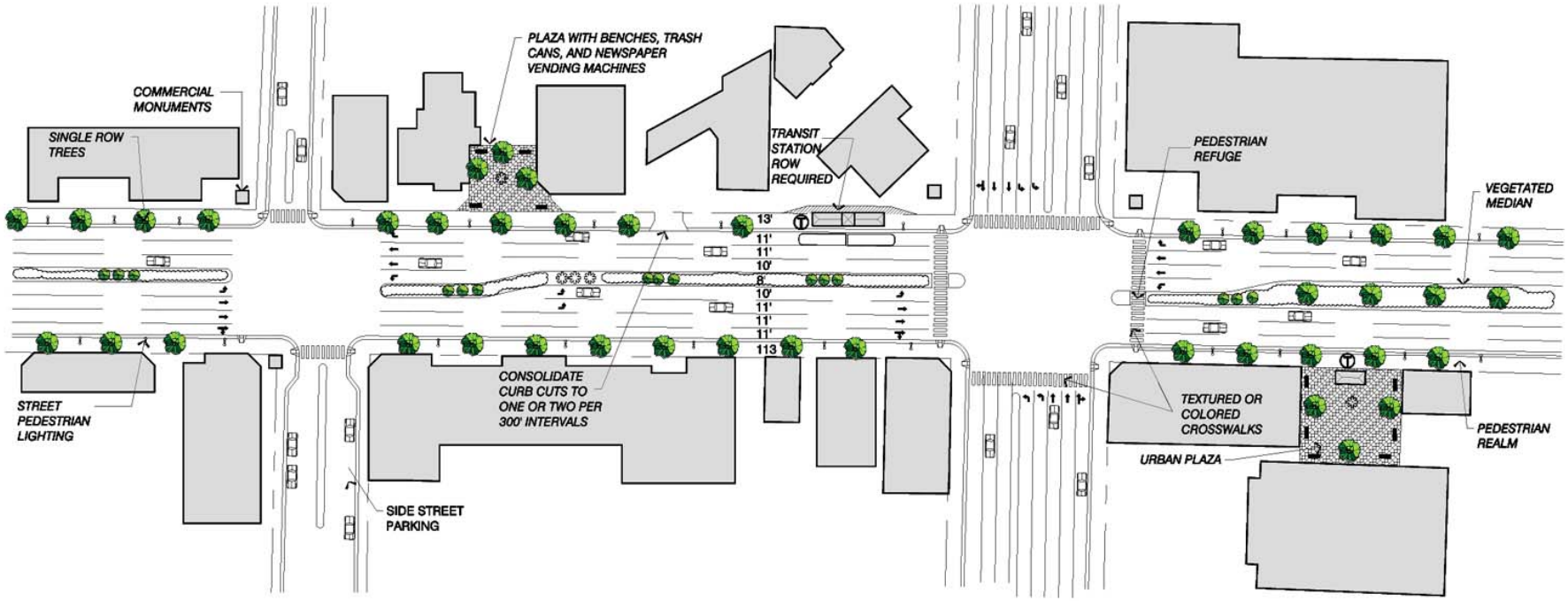
The design ***of Option A*** is based on a street segment that includes the intersection of two streets passing through an existing Activity Center. Both intersecting streets are Principal Arterial Streets with ***second and third highest*** transit service. The Activity Center includes retail shopping, restaurants, residences, medical service, and educational facilities that generate considerable auto, pedestrian, bicycle and transit activity. Trees are recommended on both sides of the street to provide shade, protect pedestrians from fast moving traffic, and create an "Allee".



To support the Comprehensive Plan goal for enhanced transit service, the prototypical design ***proposes*** a wider Walking Zone, increased signal time for pedestrian crossings, medians with pedestrian refuges and marked crosswalks at intersections. It also includes transit shelters, seating, trees, and wayfinding signs in the Pedestrian Realm. Trees shade the Pedestrian Realm, calm traffic, and create a visual rhythm.

ENHANCED TRANSIT CORRIDOR- PROTOTYPE DESIGN, PLAN VIEW, OPTION A

Figure 53: 118 Foot Right-Of-Way



Currently on-street parking is not generally provided in an Enhanced Transit Corridor within established parts of the City. However, ***on-street parking (Options B)*** is recommended along Great Street segments within Major Activity Centers, if right-of-way is available and vehicular level of service E can be maintained. ***Where right-of-way is not available within a Great Street segment, parking on side streets is proposed.***

Figures and illustrates Option B ***which*** is similar to Option A except that it has on-street parking and is adjacent to an Activity Center.

The prototypical design ***options*** create a safe, comfortable and attractive environment to live, work and play. This Great Street segment design supports a combination of commercial, institutional and residential uses and social activities. It has the characteristics of an outdoor room.

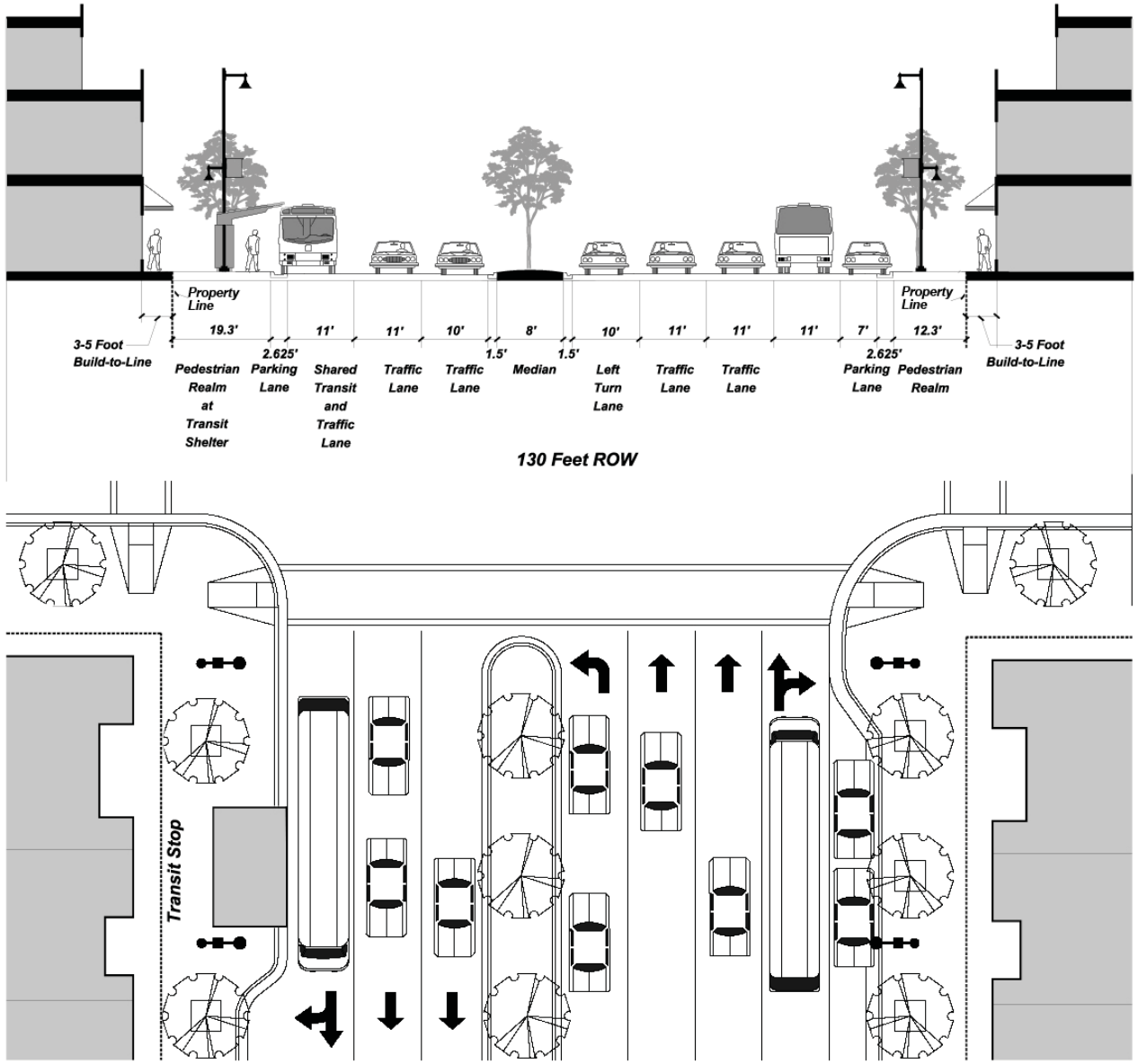
An Enhanced Transit Corridor that has more than six lanes and 35,000 average weekday vehicular trips may be carefully evaluated before recommending that it be designated a Great Street segment. A traffic analysis should be conducted before designation. The traffic analysis must take into consideration the MRCOG twenty-year traffic projections and level of service for all transportation modes. The new design's peak hour level of service for vehicular traffic must be 'E' or better.

29. Before - A typical enhanced transit corridor

30. After - Mixed use, commercial structures line the pedestrian realm. Flowers and low height landscaping allows views of the escarpment.

ENHANCED TRANSIT CORRIDOR - PROTOTYPE DESIGN, OPTION B

Figure 54: 130 Foot Right-Of-Way



C. Other Arterial Street (formerly IV-C.3)

Prototype designs are provided for arterial streets that abut Activity Centers, but are not actually designated "Transit Corridors" per the Comprehensive Plan. The Comprehensive Plan establishes policies for Arterial Streets. The arterial street network carries the major portion of vehicular trips entering, leaving and crossing Albuquerque. They are identified in the Mid-Region Council of Governments ***Current Roadway Functional Classification*** Systems Map. There are two types of arterial streets: Principal Arterial and Minor Arterial.

Existing Character

Arterial streets that are not designated as Major or Enhanced Transit Corridors usually have residential, commercial or industrial development along them. Arterial street right-of-way widths range from 58 to 156 feet and the number of lanes ranges from two to eight. ***Some examples of two lane Minor Arterials are 12th Street NW and San Pedro Drive.***

Golf Course Road, Coors Boulevard and Unser Boulevard SW ***which are principle arterials,*** are lined with walled subdivisions. The long expanses of walls prevent pedestrian/bicycle connections from residential subdivisions to nearby commercial centers, forcing people to drive or walk long distances. Walled streets encourage speeding traffic and prevent street surveillance from adjacent properties. They are unsafe for pedestrians and bicyclists. The sidewalks are often unshaded with no trees as required by the current Trees, Vegetation and Landscaping Ordinance 6-6-2-2.

Prototypical Design

Three options are presented for Arterial Streets. They vary from each other by right-of-way width, number of lanes, character of street and land uses it serves.

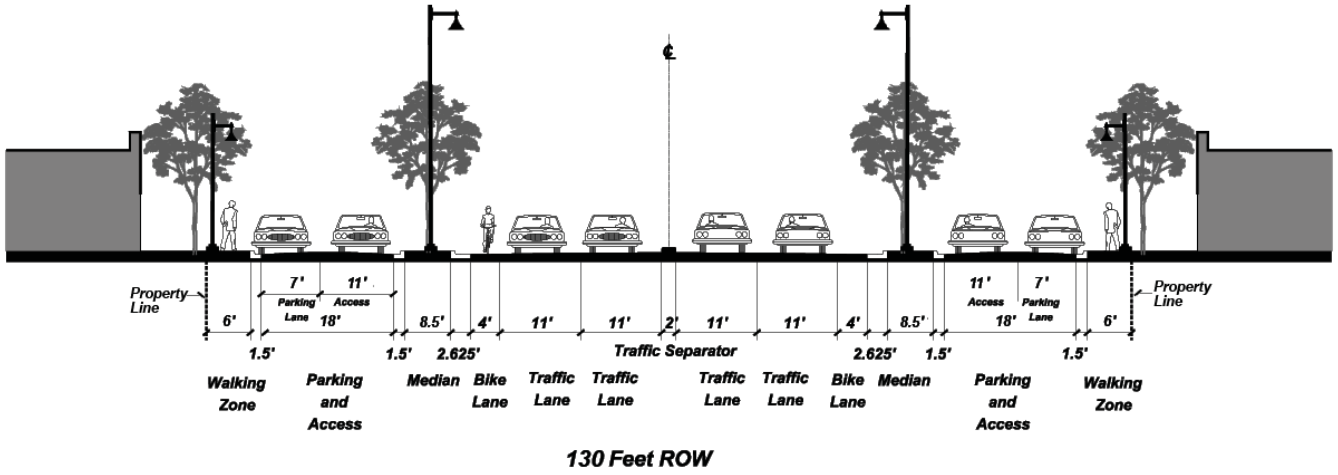
Option A (Figure 55 & 56) illustrates an Arterial Great Street segment near a commercial center that intersects with an Enhanced Transit Corridor. The design of this segment is based on a 130-foot wide right-of-way street that carries approximately 20,000 vehicles per day. The existing street is lined with walls. This option shows how it could be designed without walls. The right-of-way width increases at the intersection and at a roundabout. This segment has nearby community services.

31. Subdivision perimeter walls along Golf Course Road

This prototypical design option separates thru-traffic from local traffic by providing a local street on either side of a four-lane street. Tree-lined medians separate the local streets from the four-lane street. Banners and light fixture poles are also located in the medians. Single-family homes, town homes, apartment buildings and community services can front the

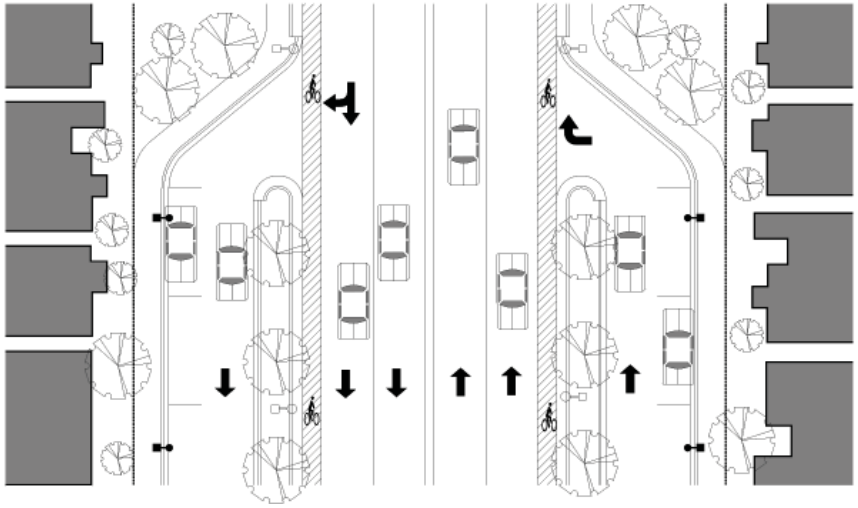
OTHER ARTERIAL STREET - PROTOTYPE DESIGN, Option A

Figure 55: 130 Foot Right-Of-Way (Section and Plan View)



parallel access lane, eliminating the need for perimeter walls. The ***access lanes*** allow pedestrian, bicycle and vehicular access to shopping and other community services.

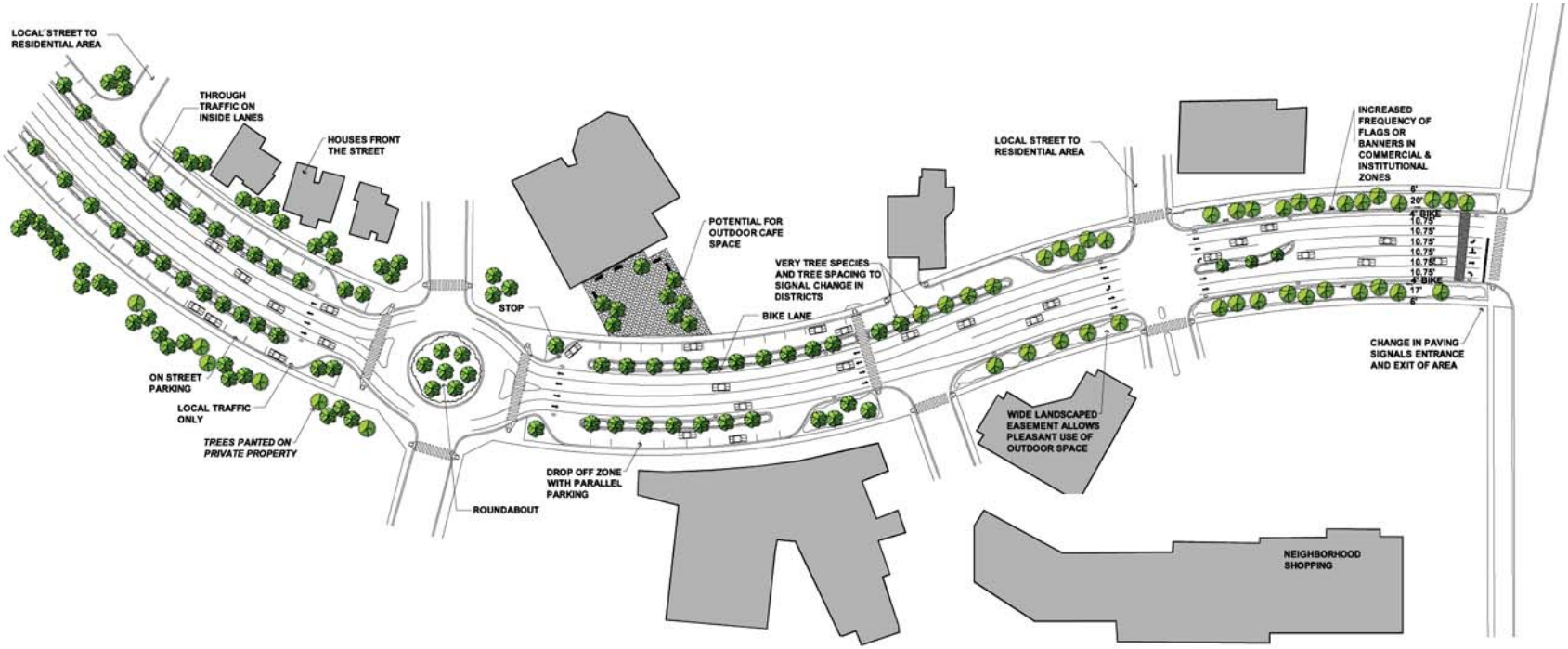
A ***jersey barrier or a*** 2-foot wide raised curb ***is provided in the median to*** prevent U-turns to ***enter into the parallel access lanes*** on the opposite side. A roundabout is provided to improve traffic flow as well as to allow traffic to turn around and ***enter into*** the ***parallel access lanes***. At intersecting streets, a left-turn lane is provided from the arterial street to side streets.



Consistent with the Long Range Bikeway System Map designation, a 4-foot bike lane, ***plus two foot*** gutter pan is shown in the thru-street and next to the medians separating the four-lane street from the adjacent ***parallel access lane***. Bus stop/shelters can be accommodated ***in the landscaped median***.

OTHER ARTERIAL STREET - PROTOTYPE DESIGN, OPTION A

Figure 56: 130 Foot Right-Of-Way Plan View



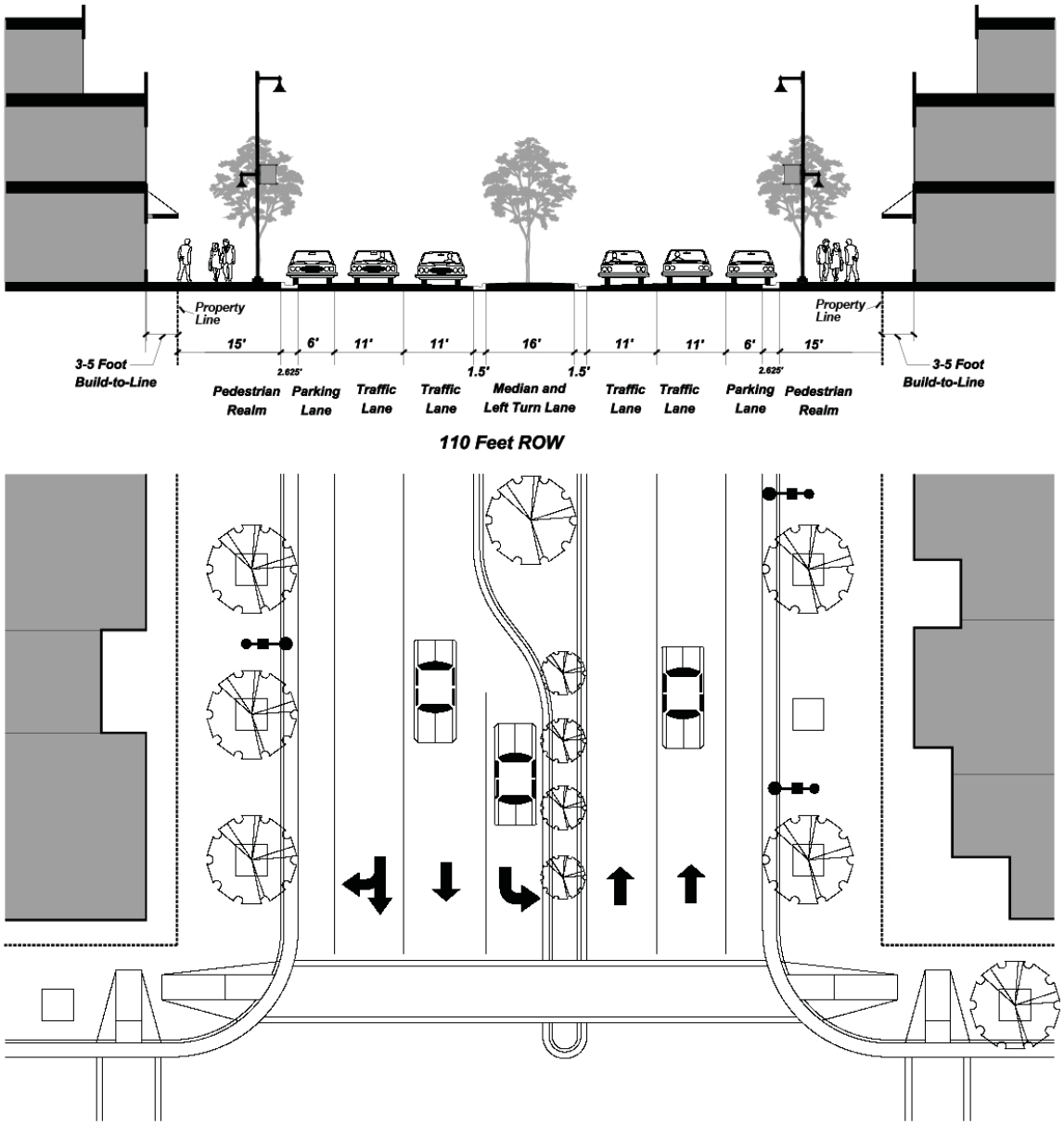
32. Example of arterial street with local access street

The Pedestrian Realm in this prototypical design is different from the pedestrian realm of other street designs. The Edge and Landscape Zones are merged into a tree-lined side median between the through traffic lanes and local street lane. The Walking Zone is separated from the other zones and is provided along the ***parallel access lane*** to ***serve*** the Private Realm (Figure 55).

Options B and C for Arterial Streets illustrate urban arterial streets adjacent to commercial and mixed-use developments. **Option B** ***(Figure 57)*** with 110 feet ROW has four traffic lanes, left turn lane, a landscape median in the middle and no on-street parking. **Option C** (Figure 58) has 86 feet ROW, four lanes, no median and on-street parking.

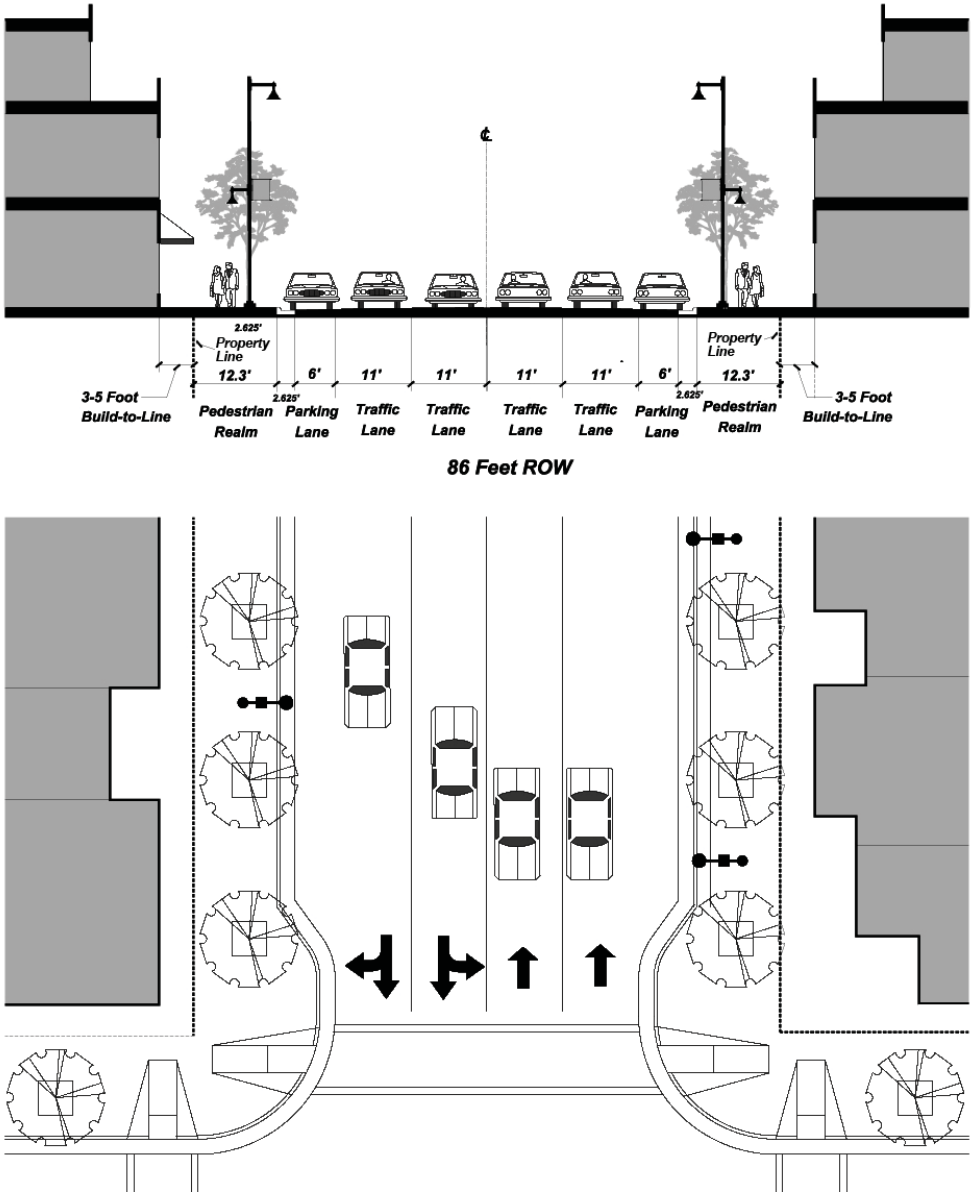
OTHER ARTERIAL STREET - PROTOTYPE DESIGN, Option B

Figure 57: 110 Foot Right -Of-Way



OTHER ARTERIAL STREET - PROTOTYPE DESIGN, Option C

Figure 58: 86 Foot Right -Of-Way



D. Collector Streets (formerly C.4)

Collector Streets are identified on the ***Current Functional Classification*** Systems Map ***in the MTP2030***.

Existing Character
Collector Streets in Albuquerque are two, three or four lanes. Mountain Road in Downtown/Old Town is two-lanes, San Pedro Drive is two-lanes ***with center turn lane***, and Atrisco Drive is four lanes. The character of collector streets varies from residential to commercial. Atrisco Road is lined with single-family homes and is suburban in character. Mountain Road between I-25 and Rio Grande Boulevard is more urban with its small residential and commercial lots close to the street. Collector streets east of the river are generally narrower and are part of the street grid pattern, while collector streets west of the river are usually wider and winding streets. Right-of-way widths vary from 58 to 80 feet.

This Facility Plan has developed two prototypical designs for collector streets. A Residential Collector Street primarily serves single-family residential lots. It has 2-lanes and a center turn lane. An Urban Collector Street serves commercial, institutional and residential lots. It is a 2-lane street in Central Urban areas of Albuquerque.

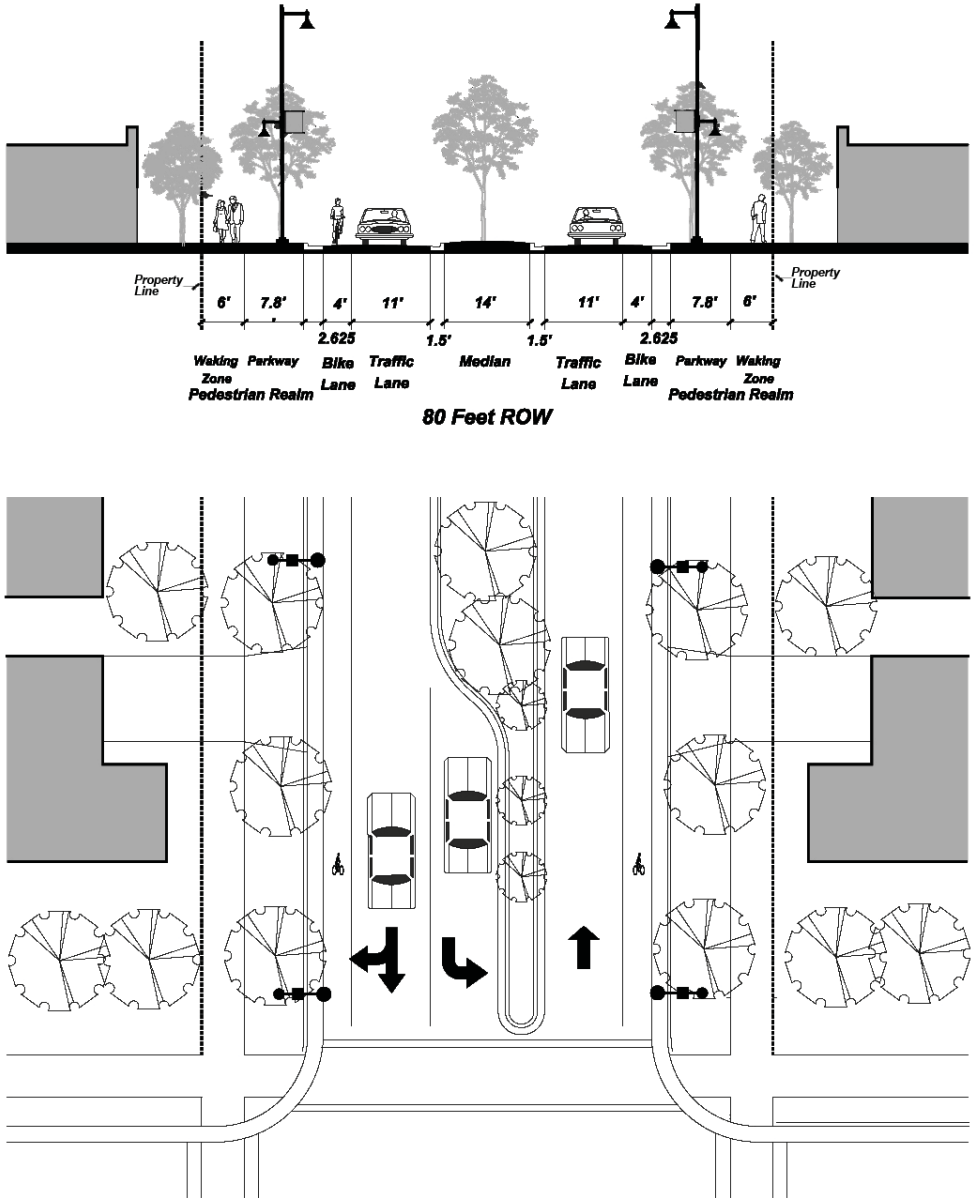
1. RESIDENTIAL COLLECTOR STREETS

Prototypical Design
Option A (Figure 59 & 60) is based on an existing 80-foot wide right-of-way. This street example is winding and is lined with single-family homes. Ingress and egress for single-family lots is constrained by the volume of traffic and the continuous median.

Two alternative street configurations illustrated in **Option A** transform this street type into a Great Street. In Alternative 1, the existing four-lane street is redesigned as two 11-foot wide traffic lanes with a center turn lane. Alternative 2 has one lane in each direction separated by a wide landscaped median.

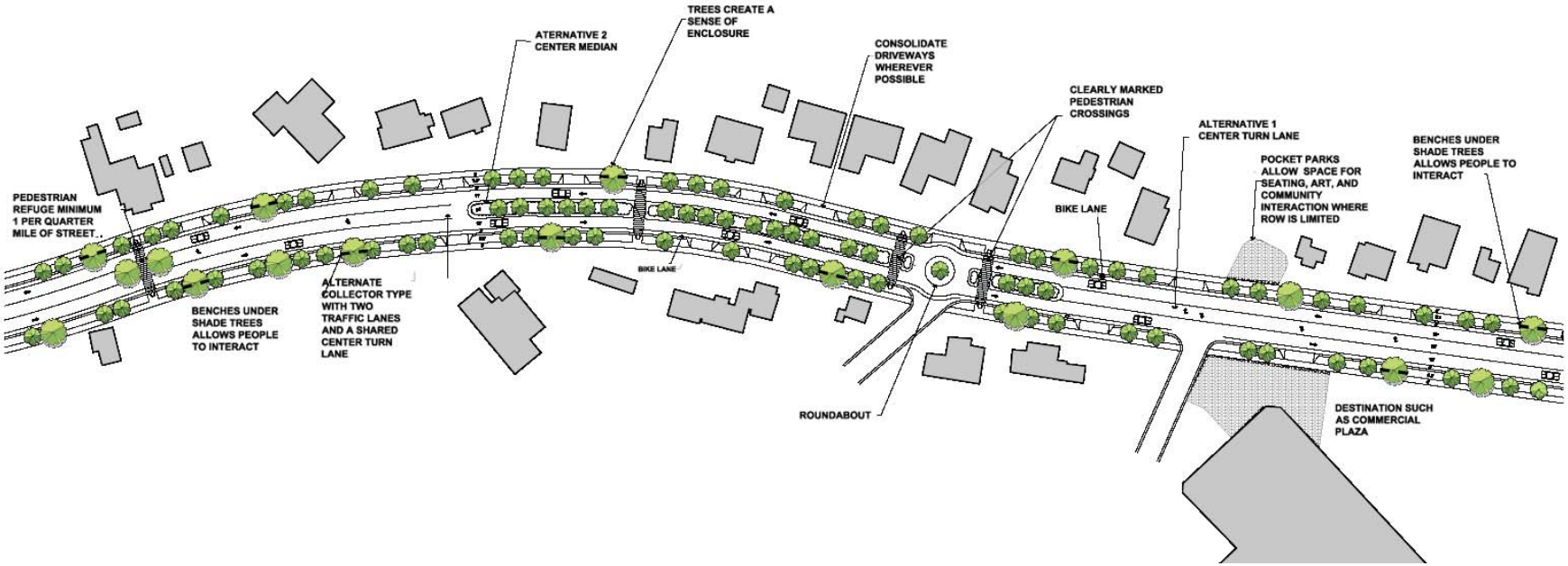
RESIDENTIAL COLLECTOR STREET - PROTOTYPE DESIGN, OPTION A

Figure 59: 80 Foot Right-Of-Way)



RESIDENTIAL COLLECTOR STREET - PROTOTYPE DESIGN OPTION A

Figure 60: 80 Foot Right-Of-Way, Plan View

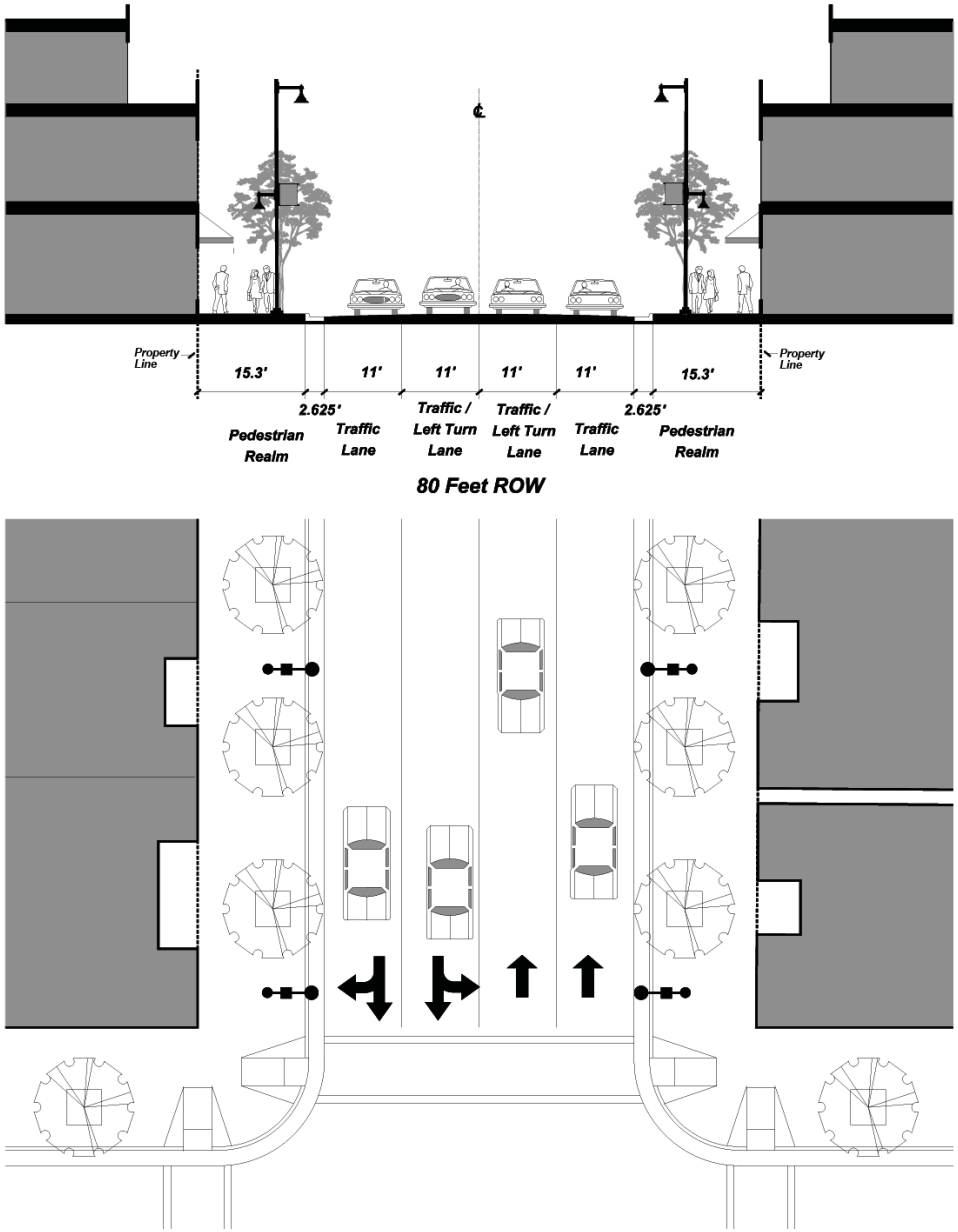


A roundabout allows vehicles to turn around to access homes on both sides of the street. Both alternatives are illustrated above. Either alternative or a combination of the two may be used, based on the land use and driveway pattern along a street. Removed traffic lanes allow bicycle lanes and wider Pedestrian Zones. No on-street parking is proposed. A 4-foot, plus a 2-foot gutter pan (6 feet wide) bicycle lane is proposed in each direction. The lane is marked with the symbol for official Albuquerque bicycle lanes.

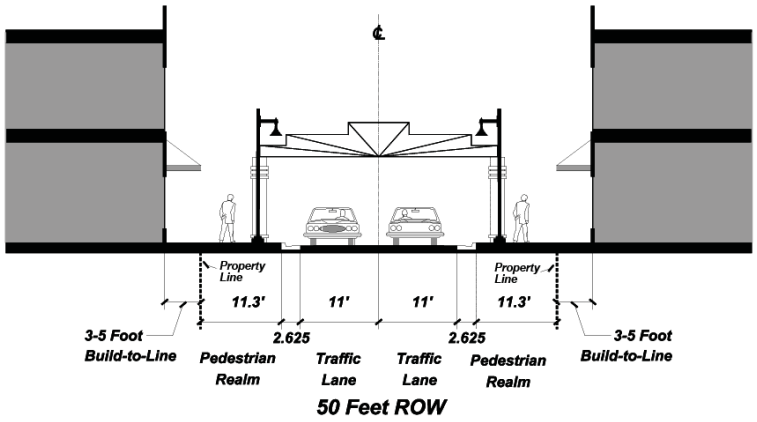
Option B ***has an 80 foot right-of-way and*** is based on a four-lane road. ***It abuts*** mixed-use and commercial developments. ***See Figure 61.***

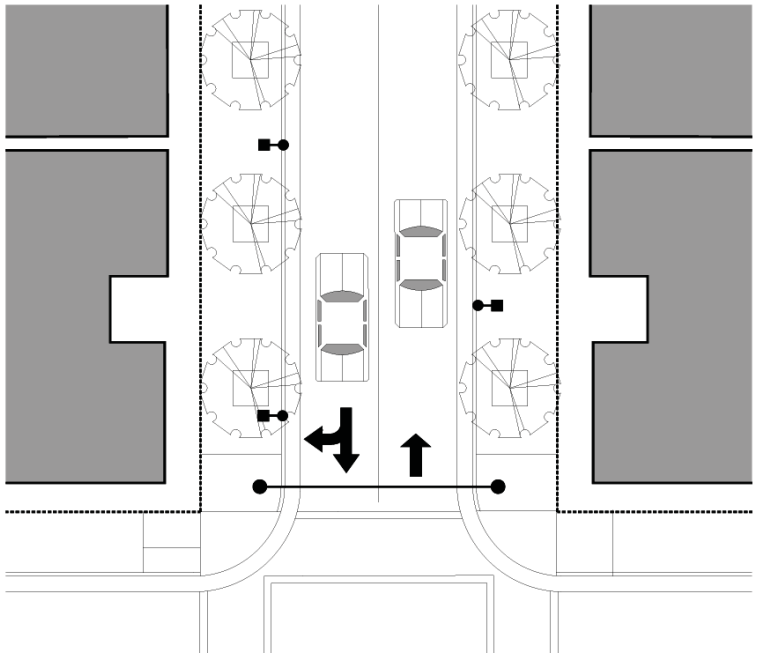
MIXED-USE COLLECTOR STREET - PROTOTYPE DESIGN, OPTION B

Figure 61: 80 Foot Right-Of-Way



MIXED-USE URBAN COLLECTOR STREET - PROTOTYPE DESIGN, OPTION C, Figure 62: 50 Foot Right-Of-Way





2. URBAN COLLECTOR STREETS

Prototype Design

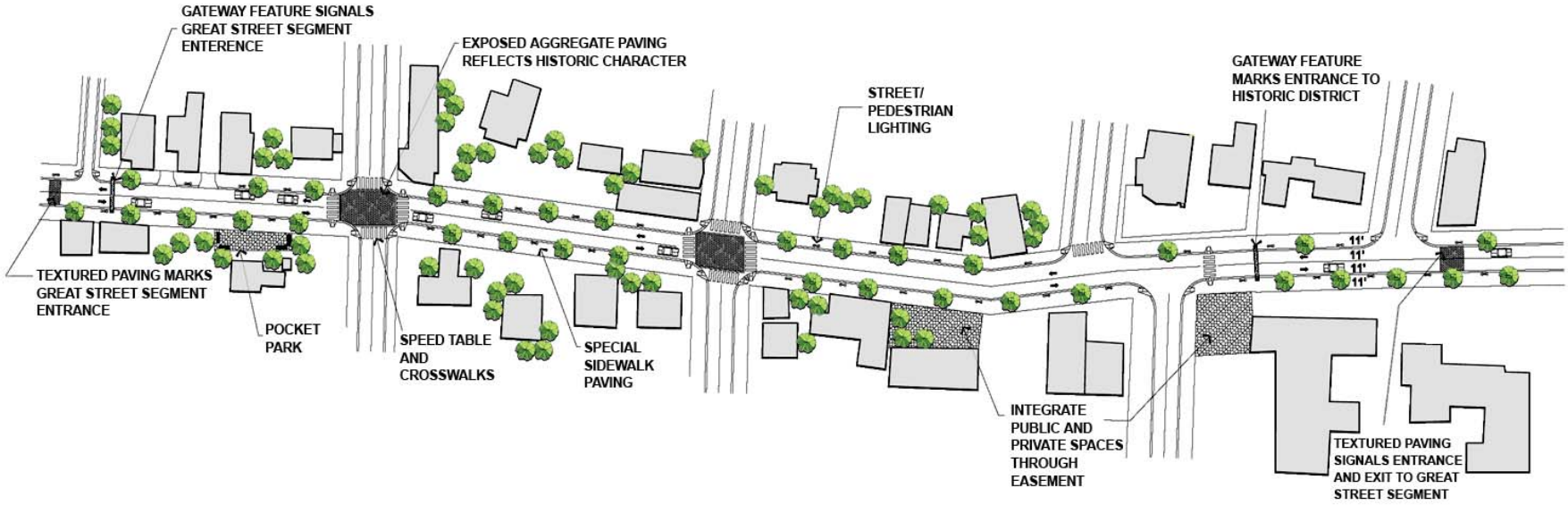
Prototypical design **Option C** (Figure 62 & 63) is based on a narrow two-lane urban street located in a historic district. It has a low traffic volume. Buildings are located at or very close to the front lot line, creating a sense of enclosure. The street has residences, cafés, art galleries, and other commercial establishments. The character of the street segment is a combination of an outdoor room and a social space.

Option C has two 11-foot wide traffic lanes (excluding the gutter plan). The right-of-way width doesn't allow bicycle lanes or on-street parking. Speed tables are proposed at intersections along streets that have 25 mph speed or less and an average weekday traffic volume of 7,500 vehicles or less. The speed tables slow vehicular traffic and enhance pedestrian safety. ***Due to constrained right-of-way*** the Pedestrian Zone is approximately 11 feet wide. The Edge and Landscape Zones are combined to allow a 6-foot wide Walking Zone. Historic pedestrian lighting fixtures are proposed for Great Street segments in historic districts. Other City-approved pedestrian/ street lighting fixtures may be used to reflect the character of a particular area.

Option D ***(Figure 64)*** is for a Mixed-Use Urban Collector Street with an 80 feet right-of-way. It has one lane in each direction. On-street parking with landscaped bulb-outs is provided adjacent to areas with mixed-use development.

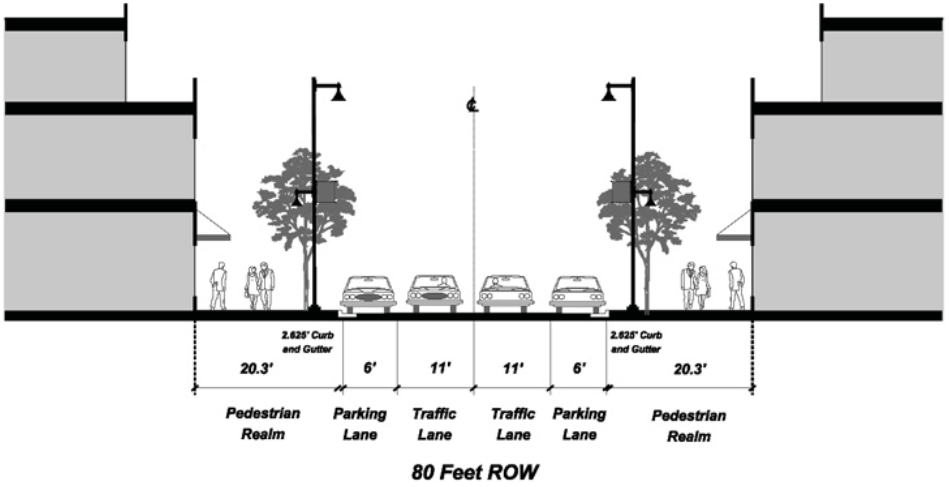
MIXED-USE URBAN COLLECTOR STREET - PROTOTYPE DESIGN, OPTION C

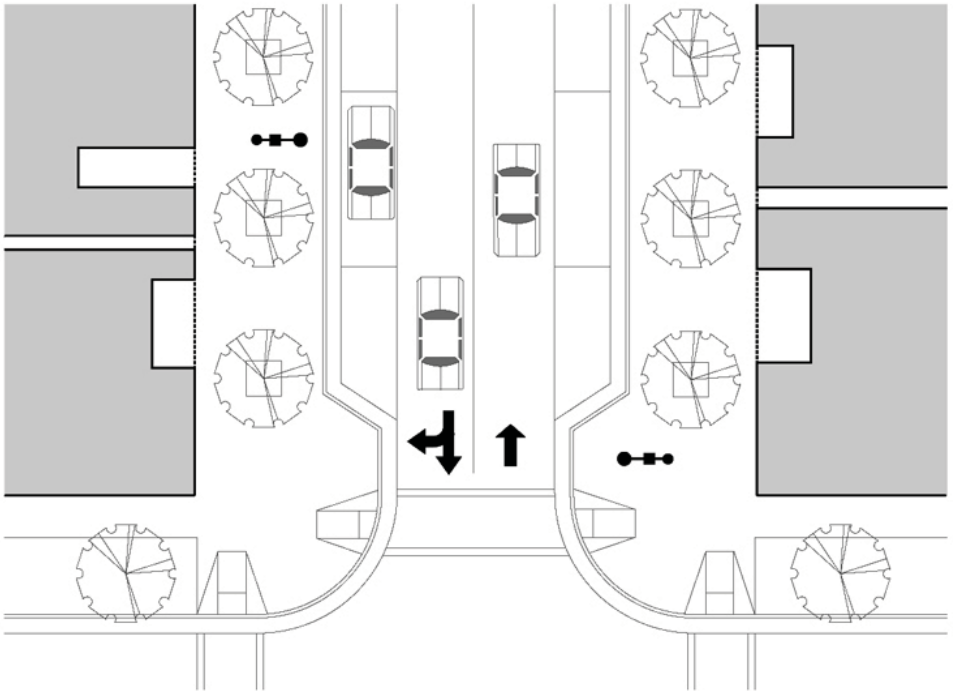
Figure 63: 50 Foot Right-Of-Way Plan View



MIXED-USE URBAN COLLECTOR STREET - PROTOTYPE DESIGN, OPTION D

Figure 64: 80 Foot Right-Of-Way





E. Local Streets (formerly C.5)

Local Streets are not designated in the Comprehensive Plan, but are an important part of Albuquerque's pedestrian network. ***Generally, they do not provide transit service and do not abut Activity Centers, therefore they do not qualify as a Great Street. However, because they connect neighborhoods to segments of Great Streets,*** their design can either support or inhibit walking. This Facility Plan presents a basic prototypical design that serves pedestrians.

Existing Character

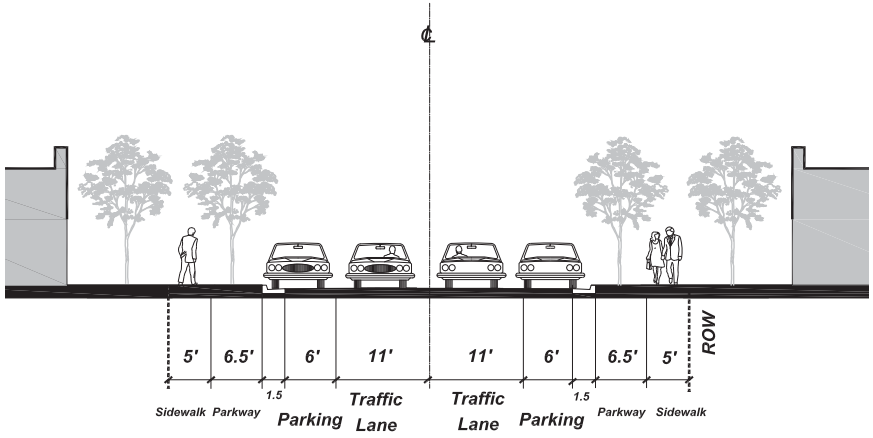
Most local streets are residential streets. Many existing local street sidewalks are located next to the curb. In this location driveway slopes interrupt the necessary flat surface for walking and wheelchair use. In most locations, sidewalks are four feet wide or less. They are often obstructed by ***utility*** poles, fire hydrants and other objects, are missing, or in poor condition. Local streets serve small and large single-family homes, townhouses and apartments.

Prototype Design

The Facility Plan proposes a prototypical Local Street cross section. Total right-of-way width is 54-60 feet. This prototypical design proposes a minimum 5-foot wide sidewalk separated from the Roadway Realm by a Landscaping Zone. Five feet will allow two people to walk abreast.

LOCAL STREET - PROTOTYPE DESIGN

Figure 65: 60 Foot Right-Of-Way



33. Landscape Zone protects pedestrians on a Local Street

CHAPTER VII: FACILITY PLAN IMPLEMENTATION

CHAPTER VII: FACILITY PLAN IMPLEMENTATION

This chapter explains the Great Street Facility Plan implementation process including ***applicability of the Facility Plan***, the Great Street segment selection process, the selection criteria, the potential funding sources and the project ***design and construction*** process. Great Street segments are typically ½ mile or less.

This Facility Plan recommends that implementation of Great Street segments be incorporated into the City's Decade Plan for Capital Improvements by specifically designating funds for this purpose. In addition, the Great Streets Facility Plan should be included in the Region's 2035 Metropolitan Transportation Plan.

A. Facility Plan Applicability

This section describes the applicability of Great Streets Facility Plan standards and guidelines. The standards and guidelines apply to three physical realms and to segments of four street types described in greater detail in Chapter IV.

Standards apply to the public right-of-way, which includes the Roadway and Pedestrian Realms. Guidelines apply to private property in the Private Realm along a Great Street segment.

Standards and guidelines apply to street segments within or abutting designated Activity Centers, or along Transit Corridors in the following settings:

1. ***Street segments in Established Urban Areas of the city that are selected, ranked, and designated Great Streets;***

2. ***Street segments that are being constructed in Developing Urban Areas of the city; and***

3. ***Segments of major street reconstruction and/or street widening projects that are funded by the Decade Plan for Capital Improvements.***

<u>Conflicts between Ranked Plans</u>

By ordinance, lower ranking City adopted plans should be consistent with higher-ranking plans. ***They should identify how they relate to relevant higher ranking plans. The Great Street Facility Plan establishes a relationship among the three ranked plans. It supports and implements Rank One Comprehensive Plan goals and policies, particularly those that are related to Activity Centers and Corridors. The Great Streets Facility Plan also provides guidance for Rank Three plans. However, if the Great Streets Facility Plan advisory standards conflict with the mandatory/regulatory provisions of an existing Rank Three Plan, then the Rank Three Plan regulatory provisions shall prevail. If the advisory standards of the Great Streets Facility Plan conflict with the advisory standards of a Rank Three Plan, then the advisory standards of the Great Streets Facility Plan shall prevail.***

B. Amendments to Applicable Plans, Ordinances and Regulations

This section includes plans, ordinances and the scope of amendments to each document to bring consistency among ranked plans as required by the City Ordinance 14-13-2-2.

In order to bring consistency between ranked plans and the Great Streets Facility Plan, some modifications ***will be required*** to the Albuquerque/Bernalillo County Comprehensive Plan and other applicable plans, ordinances and regulations. The Facility Plan recommends that higher priority be given to amending the Comprehensive Plan, the Subdivision Ordinance and the Development Process Manual. Amendments will be made through established City processes for each of these documents.

1. Comprehensive Plan
The concept of Great Streets and its three physical realms should be incorporated into the Comprehensive Plan. In addition, definitions of each of the four Great Street types should be included in the Comprehensive Plan. Specific sections that should be amended are as follows:

Section I. B. Activity Centers – Incorporate the Great Streets and the three realms concept in this section.

Section I. D. 4 Transportation and Transit – Incorporate the Concept of Great Streets including the three physical realms of a street and definitions of four street types (Major Transit Corridors, Enhanced Transit Corridors, Other Arterial Streets and Collector Streets).

Section II. D. 4 Transportation and Transit – Incorporate applicable policies related to the implementation of Great Street segments and refine Table 11 Policy a. Corridor Policies.

2. Subdivision Ordinance
Add the Great Streets Facility Plan concepts, standards and guidelines where applicable through amendments to Article 14: Subdivision Regulations. The amendments procedure will follow Section 14-14-1-10 Rulemaking.

Section 14-14-4-2. Street Location and Arrangement: Incorporate pedestrian, bicycle, transit and vehicular accessibility requirements to and from neighborhoods or residential subdivisions to and from adjacent Activity Centers, mixed-uses developments and public facilities.

Section 14-14-4-5. Public right-of-way standards and street character: Incorporate appropriate Great Street Facility Plan street standards in this section.

3. Development Process Manual
Chapter 23 – Incorporate the three Physical Realms of a Great Street and related design standards and guidelines for the four street types where appropriate including in Table 23.2.1A.

4. City Street Standards and Specifications
The City Street Standards and Specifications have not been updated for many years and need to be updated. Once the City has adopted the GSFP, the Street Standards and Specifications should be updated to facilitate construction of Great Street segments.

5. Rank Three Plans
Sector Development Plans, Corridor Plans, Plans with Design Overlay Zones, Redevelopment Plans or Historic Overlay Zone Plans should be amended to bring consistency with the GSFP. The amendments will be made according to Section 14-16-4-1, Amendment Procedure in the Comprehensive Zoning Code.

C. Great Street Segment Designation Process

This section describes the process of designating a Great Street segment including who can apply for Great Street segment designation, selection committee membership, the selection criteria, the selection process and funding.

Who Can Apply
A public agency, a business association or a neighborhood association may initiate a "Request for Designation". In addition, a single property owner or a group of owners of parcels along a potential Great Street may initiate a Request for Designation provided that the total acreage of ***a single parcel*** or parcels is 2 acres or larger. An application for a "Request for Designation" is made to the Planning Department Director. ***Although the Planning Department administers the selection process the final designation is made by the City Council and the Mayor.***

Great Street Selection Committee
The Planning Department Director will form a Great Street Segment Selection Committee. The committee will consist of representatives from the Planning, Municipal Development, and ABQRide (Transit) departments, Capital Implementation Program (CIP), Council Services, the City Forester and other agencies as deemed necessary. Other agencies may include Albuquerque Metropolitan Arroyo Flood Control Authority and Albuquerque Public Schools. ***In addition, one at-large representative from neighborhood associations, business associations and property owner's association will be included in the Selection Committee.***

Affected neighborhoods, businesses and property owners may attend the Selection Committee meetings, but they will not be voting members.

In addition to the above, at least one representative the private utility companies will be advisory to the Selection Committee.

Great Street Segment Selection Criteria
The Great Streets Facility Plan is an important tool to implement the Comprehensive Plan's Centers and Corridors goals and policies. Therefore, in order to qualify for a Great Street designation, a street segment must be within or abutting a designated Activity Center or be a Transit Corridor. Table 3 lists two sets of criteria; one set qualifies the Great Street segment requests and the other helps to rank them. The ranking criteria include balanced travel modes, proximity to medium and high-density housing, mixed-use development, educational and other high intensity public use facilities.

A street segment should not be designated as a Great Street if it has one or more of the following factors, however, if the following factors can be addressed to the satisfaction of the City's Department of Municipal Development, then a street segment could be considered as a Great Street.

1. Implementation of Great Street design will reduce the vehicular Level of Service below 'E';

Table 3: Great Streets Segment Selection Criteria

Qualifying Criteria

One of the following criteria must be met in order for a street segment to qualify for the Great Street designation. In addition, the criteria that will be used to rank the segments that qualify for Great Street designation are described below.

a. The street segment is within or abuts one of the designated Activity Centers – Neighborhood Activity Center, Community Activity, Major Activity Center, Specialty Activity Center or Rural Village Activity Center.

b. The street segment is along a Major Transit Corridor or an Enhanced Transit Corridor.

	Ranking Criteria	Total Points
1.	PROXIMITY TO INTENSITY OF LAND USES & POPULATION	30
	Mixed-Use development (existing & potential) within 500 feet of the street centerline	
	A minimum of 30 persons/acre residential density or a minimum of 120 employees/arce retail/office density within 500 feet of the street center line.	
	Educational facilities (university, community college, high school & middle school) within 1/4 mile of the street centerline	
	Public, religious, community facilities and commercial establishments within 1/4 mile of the street centerline	
2.	PROXIMITY TO CULTURAL FACILITIES, SPORTS, AND ENTERTAINMENT	30
	Number of Museums and cultural facilities within 1/4 mile of the street centerline	
	Number of Entertainment (music, movies, theater) venues with 1/4 mile of the street centerline	
	Number and types of Sports Venues within 1/4 mile of the street center line	
3.	BALANCED TRAVEL MODES	25
	Availability of right-of-way for Pedestrian Realm Standards, all Day Transit Service and bike lane/routes	
	Availability of bike lane/route on or within 500 feet of the street.	
4.	COMMUNITY SUPPORT INCLUDING ABUTTING NEIGHBORHOOD ASSOCIATIONS, BUSINESSES AND PROPERTY OWNERS.	15

Note: A designated reat Street Segment shall not reduce Level of Service for vehicular traffic below “E”.

2. ***The number of through traffic lanes is greater than six (6); or***

3. ***Vehicular traffic speed limit is greater than 35 miles per hour.***

The Facility Plan recommends that the City review all major street reconstruction, street widening and new street construction projects in the Decade Plan to identify street segments that meet the Great Street selection criteria. If a segment meets the criteria for Great Street designation, the construction project should include necessary funding for construction of a Great Street Segment. All major street projects constructed with public or private funds should be consistent with the Great Streets Facility Plan standards and guidelines.

Selection Process

Upon receiving the requests for the Great Street segments designation, the Planning Department Director or designee will compile the information for public notification and for the Selection Committee. The Planning Department will notify the property owners within 100 feet of the right-of-way boundary as well as the neighborhood associations, district coalitions and business associations abutting the requested Great Street segment boundary. The notice, mailed two weeks prior to the Selection Committee meeting, will include the name of the requesting party, boundary of the requested Great Street segments and the date of the Selection Committee meeting.

The Selection Committee will meet to review all the requests to determine if the segments meet the qualifying Criteria in Table 3. The Committee may request additional information such as available right-of-way widths, traffic analysis including level of service for vehicular, pedestrian and bicycle from the City staff. Using the ranking criteria, the Committee will rank the segments that qualify for the Great Street segment designation and forward the list to the Environmental Planning Commission (EPC). The EPC will hold a public hearing and forward recommendations of three top ranked segments to the City Council for action within 90 days of the submission of the application.

After the City Council and the Mayor's approve the list, the segments get the Great Streets designation. The list is then forwarded to the CIP Coordinator to be included in the City's Decade Plan and G.O. Bond program. In order for the Great Street Program to be successful, specific Capital Improvement funds must be dedicated for its implementation, similar to the 1% for the Arts and the Median Landscaping Programs.

Until the three designated Great Street segments are completed, the City will entertain no new Great Street segment designation request. However, this does not apply to new streets which are in Developing Urban Areas and major street reconstruction and street widening projects in Developed Urban Areas.

D. Project Coordination

The Facility Plan recommends coordination among various stakeholders ***during design and construction of*** Great Street ***Segments***. Stakeholders include but are not limited to ***abutting*** property owners, neighborhood associations, public agencies and utility companies. Coordination with underground/ overhead utilities and infrastructure is particularly important.

E. Public and Private Sector Roles and Responsibilities

The City and adjacent property owners' roles and responsibilities vary when a Great Streets segment is constructed in old Established Urban Areas and when it is built in new developing areas of the city. Normally the City will construct a Great Street segment in an Established Urban Area and the private developer/property owner will be responsible for providing the right-of-way and constructing street in new or developing areas of the city.

<u>Established Urban Area</u>
When a Great Street segment is designated and funded in an Established Urban Area of the city, the public sector will be responsible for its construction. The City will acquire additional right-of-way if and where necessary and compensate the property owner. However, if a private property is being developed while the City is constructing a Great Street segment, the developer will be financially responsible for those improvements in the public right-of-way that were negotiated with the City as part of the approval process. The design will comply with the Facility Plan. The City and the private owner will coordinate both the street and private development project during design and construction phases.

As is the current practice, development on property adjacent to a Great Street segment that requires EPC site plan approval or re-platting, will require the adjacent property owner to provide additional right-of-way as needed.

Where development does not require EPC site plan review or re-platting and additional right-of-way is necessary, a portion of the 3-5 feet 'Build-to-Line required by the Great Streets Facility Plan may contribute to the Pedestrian Realm. Any area dedicated by the adjacent property owners towards the Pedestrian Realm of a Great Street may be counted towards required landscaping provided a minimum of 75% of the façade length is shaded with trees, canopies, awnings, portals or overhangs. On-street parking counts towards the required parking.

<u>Developing Urban Area</u>
The private property owner/developer will be responsible for constructing a Great Street segment consistent with the Facility Plan in a new or developing area. The developer will coordinate with the City and the private utility companies for the placement of underground and overhead public and private utilities and equipment.

In an activity center of a new developing area, the property owner/ developer shall build a minimum of one city block length of street consistent with the Great Street Facility Plan standards and guidelines.

This will save money in the long run because the street will be built correctly the first time and the City will not have to go back and retrofit the Great Street standards. In addition, application of the Great Street standards adjacent to Activity Centers will enhance all three realms of a street which in turn assists shop owners in enhancing the shopping experience.

F. Funding Sources

The Great Streets concept supports the City's commitment to make Albuquerque more sustainable. ***The implementation of these concepts will result in socially and economically vibrant Activity Centers and safe, comfortable and visually attractive multi-modal streets.*** The following Local, State, Federal and Private funding sources can be used to implement the Great Streets Facility Plan ***for street right-of-way construction***. It may be necessary to combine these funding sources. The Great Street projects funded with public funds shall comply with the Facility Plan.

Public

- ***City G. O. Bonds for Capital Improvement including designated funding for Great Streets***
- ***City Council Set Aside***
- ***Special ¼ Cent Transportation and/or Quality of Life Tax***
- ***Metropolitan Redevelopment Funds***
- ***New Mexico Department of Transportation***
- ***State Grants Authorized by the New Mexico Legislature***
- ***Federal Highway Trust Fund***

Private

- ***Private Development in Developing Urban Areas***
- ***Impact Fees where there is new growth***
- ***Public Improvement District***
- ***Others***

Public/Private

- ***Tax Increment Financing (TIF)***
- ***Tax increment Development Districts (TIDDS)***

<u>Recommendations</u>

The City G.O. Bond for Capital Improvement, Federal Highway Trust Fund and state grants by the New Mexico State legislature are the three most significant funding sources when the City constructs Great Street segments. The Great Streets Facility Plan proposes the following recommendations that are related to funding and are important to constructing Great Street in our community. The City should:

- ***Incorporate Great Street Facility Plan implementation into the City's Decade Plan.***
- ***Designate by ordinance a minimum of $2 million every G.O. Bond cycle to implement the Great Streets Facility Plan.***
- ***Included the Great Streets Facility Plan in the 2035 Metropolitan Transportation Plan.***

G. Great Street Project Construction

Once a Great Street segment is ***designated*** and funds secured, ***the design and*** the construction process begins by establishing a Project Implementation Team (PIT). The Department of Municipal Development, Engineering Division staff will manage project implementation throughout the process from environmental/pre-engineering phase, ***construction*** to ***project*** acceptance. ***The project manager will consult with the Planning Department's representative appointed to the Project Implementation Team for compliance with this Plan.***

1. Project Implementation Team
Representatives of the following groups constitute the Project Implementation Team:

City Staff	- Department of Municipal Development ***(Project Manager)***, Planning Department, DRC Chairman, ABQ Ride, City Forester, Council Services and Mid-Region Councils of Governments
Utilities	- Public Service Company of New Mexico, Telephone, Cable and Communication companies
Private Sector	- Property Owners, Businesses along the street segment
Civic Groups	- American Association of Retired People, Albuquerque Public School, Walk and Bike Advisory Committee
Public	- ***Abutting*** Neighborhood Associations, ***Business Associations***

Consistent with the Facility Plan, the project manager and the team will guide Great Street project implementation including project design, construction and acceptance. The Department of Municipal Development and the Planning Department team members will include disciplines such as transportation planning, traffic management, solid waste, long-range planning, flood control***, and others as necessary***.

2. Project Construction Process
The project construction process involves several phases. The phases include consultant selection to develop a preliminary concept to determine the scope of Great Street segment design, preparing construction documents to project construction and acceptance, as follows:

Phase 1. Consultant Selection (4-6 months)
This phase involves the selection of a consultant team that ***may also*** be responsible for preparing design and construction documents. In addition to a civil engineer, the consultant team should include ***a design professional with*** urban design ***experience***, a landscape architect and an artist for all Great Street projects. The City's Selection Advisory Committee (SAC) process will be used to select the consultant team. The Facility Plan recommends that a representative of the Project Implementation Team be on the SAC.

Phase 2. Environmental and Preliminary Engineering (6-9 months)
This phase includes evaluation of existing right-of-way width, number of lanes, lane width, peak period traffic volumes, Pedestrian Realm width and configuration, availability and frequency of transit service, building and parking area location in relation to property line, and applicable City policies and regulations. This evaluation will help determine the extent that a prototypical design can be applied to the selected Great Street segment. The implementation team will also hold a public meeting to seek input at the start of this phase.

A 30% preliminary design will be developed and reviewed with the public including the surrounding neighborhoods ***and homeowner*** associations, business groups ***and property owners*** before proceeding to the next phase. It is an important milestone to determine the scope and termini of a Great Street segment. This phase ends with the 60% completion of design.

Roadway lane reduction that affects vehicular carrying capacity may only be considered if a Level of Service E or better can be maintained throughout the Great Street segment. If changes are proposed that affect the capacity of the roadway, a traffic analysis will be conducted using the following data:

- 20-year traffic projections from the Mid-Region Council of Governments (MRCOG) travel demand model
- Passenger miles traveled by all transportation modes
- Proposed "transit service" improvements
- Assumptions and methodology that meet the latest industry standards agreed to by the Municipal Development, Transit and the Planning Departments, and is consistent with the current MTP

Phase 3. Construction Documents (3-6 months)
Design is further developed and construction drawings consistent with the Facility Plan standards and guidelines are prepared. The Project Implementation Team oversees the completion of construction documents to assure quality and consistency with the Facility Plan. It will review the design at 60% and 90% before a technical review by the DRC. The DRC signs off ***will be according to*** the construction documents at 100 % completion.

Phase 4. Project Bid and Contract Award (3 months)
Project bidding ***will be as specified in the City of Albuquerque Project Bid Procedures***.

Phase 5. Construction and Acceptance (4 to 6 months)
Project construction completion takes approximately four to six months depending upon the length of the street segment and scope of the project. The project manager will bring to the Project Implementation Team any conflicts resulting from unforeseen circumstances that may require exceptions to adopted standards. The intent of the Facility Plan must be maintained if any standards cannot be met.

Phase 6. Project Acceptance
The City accepts the project from the contractor upon completion. A community celebration completes this phase.

Phase 7. Project Evaluation
The Facility Plan recommends project evaluation one year after project completion to determine how well the Great Street segment is meeting the needs of various users.

H. Cost Estimates

A very rough cost estimate for the construction of Great Street segments is included in the Appendix. These costs are based on 2007 bid unit prices for a project in Albuquerque. Cost estimates are for a ½ mile street segment and only include those elements that make a Great Street. These items include, landscaping, medians, roadway and pedestrian lighting, special paving materials, and other street furniture elements.

I. Street Maintenance

Street maintenance is very important during the design and upon completion of a Great Street segment. A balance must be achieved between function, aesthetics and funding availability. Design and choice of materials affects maintenance. Some elements such as street trees require maintenance, but their benefits outweigh costs. They provide pedestrian comfort by shading walking zone and energy savings by providing shade to buildings. The trees shade roadway and parking lot surfaces and extend their life.[7]

J. Pilot Projects

The Facility Plan recommends that the City select one or two street segments as pilot projects. Pilot projects will test coordination among the stakeholders, particularly utility and communication companies. They will also help refine construction cost estimates. ***A segment along Central Avenue, North 4th Street, or a street segment within an Activity Center in Developing Urban Areas are some possibilities for pilot projects.***

APPENDICES

List of Participants

We appreciate participation of the following citizens in the planning process as well as of over 100 who filled in survey forms at the Zoning and Development Services Counters.

Tony Abbo
Bill Allen
Lynn Anderson
Pat Baca Jr.
Joanne Barnett
Ron Bohannon
Grant Brodehl
David Cambell
Mark Childs
Darlene Couchman
Rebecca Jo Dakota
Frank Demolli
Eileen DeVereux
Scott Eddings
Jeanette C. Finegold
Cristopher Frechett
Richard Garcia
Linda F. Gordon
Vern Harshberger
John Hill
Ann Jarrell
Steve Kells
Judy Kowalski
Jack LeRoy
Steve Logan
D & E Lujan
Frank H. Martinez
Jennifer McCormick
Richard Meadows
Sharon Miles
Mayone Morelli
Gabriel Nims
Betty Ann Overnier
Arlean Phillips
Richard Precek
Cliff Richardson
Gabriel Rivera
Riti Sachdera
Peter Schillke
Mary Lou Spells
Jim Strozier
Lois Thompson
Nancy Traylor
Ed VanHolem
Robert Westfall
Steve Williams

Vanessa Alarid
Becky Alter
Jim Arrosmith
Theresa M. Baca
Javier Benavidez
Stephen Bohannon
Tim Brown
John Campbell
Steve Cogan
Don Couchman
Dale Danielson
Joan Demolli
Richard Dineen
Erica Enyart
Jackie Fishman
Herman Gabaldon
Jennie Garcia
Jake Grandy
Jay Hart
Donna Hill
Lloyd Jojola
Doug Kerr
Nick Kuhn
Bing LeRoy
Lucy M. Lopez
Julie Luna
Silda Mason
Janice McCrary
Keith Meyer
Ralph Mims
Joe Mudd
Jon Niski
David Pennella
Rae Phillips
Bob Prewitt
Patsy Rippo
Tony Romero
Nasser Safaei
Lisa Seepaul
Mark Sprick
Judy Suiter
Karla Thornton
Tim Trujillo
Larry Velasquez
Steve Wheeler
Eric Wrage

Michael Albers
Fred Ambrogi
Richard Asenap
J Bailey
Charles Bennett
John Boynton
Kurt Browning
Enrique Cardiel
Marcy Cook
Vinnie Criddle
Betty Danielson
Silvio Dell'Angela
Terry Doyle
Jay Lee Evans
Julia Fitzsimmons
Benjamin Garcia
Dan Gear
Corina Gutierrez
David Hassard
Rene Horvath
Julie Jones
Joanne G. Kimmey
Anne LaLopa
Claude L. Lewis
Rob Loughridge
Robert MacLaice
Bazz McClain
Jim McCullough
Kim Mickelson
Alice Monnin
Norma Murchison
DuWayne Ordonez
Roland Penttila
Wanda Pitts
Mikaela Renz
Linda Ristvet
Sue Rosenberg
Ralph Salas
Kei Seidler
Ed Stang
Randy Trask
James Topmiller
Marit Tully
John Weber
Alice Whitsom
Paul Wymer

Mimi Aledo
Bonnie Anderson
Anne Assink
Laurie Baker
Laura Bernd
Hart Briggs
Isabel F. Cabrera
Natasha Carty
Roger Cox
Aonma Crocker
Chris Davis
Anni deSteiguer
Brian Eagan
Wanda Faulkner
Greg Foltz
D Garcia
Will Gleason
Besim Hakim
David Heuston
Vikki Hughes
Bo K
Winifred Kimbrough
Jim Leija
Damian Libutti
Celeste Loughridge
C Malagodi
Kathleen McCorkell
Joanne McEntire
Roger Mickelson
Jean Montano
Yasmeen Najmi
Jack Overnier
James Phillips
Michael Polikoff
Sandra Richardson
Richard Rivas
Richard Runyon
Kelly Sanchez-Pare
Kara Shair-Rosenfield
Debbie Stover
Albert Thomas
Bob Tilley
Marge Valliant
Hursa Webster
Steve Whitman
Daniel Ziegler

Public Comments

Open House April 26 and 27, 2007 at Winrock; May 22 at Taylor Ranch Community Center, NAIOP Presentations to NAIOP on May 24 and to Walk Bike Advisory Committee on June 21, December 12, 2007 public meeting

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

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

Yes

Definitely! Improve pedestrian safety

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

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

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

Absolutely. Wish it could be done in our area.

Yes.

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

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

Yes.

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

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

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

Support: Great idea! Good luck with your project.

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

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

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

Yes.

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

Yes.

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

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

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

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

Yes. Because it creates neighborhoods out of general streets.

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

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

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

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

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

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

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

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

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

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

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

Yes. The time is now.

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

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

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

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

Yes.

Yes. Quality of life.

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

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

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

Yes.

Yes, very much so.

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

Add bridge for pedestrian overwalk that is pedestrian friendly.

Include adjoining Open Space areas in the Atrisco plan

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

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

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

Add good ideas from Arizona, also from Denver.

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

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

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

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

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

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

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

Streetscape on Central to River.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I really …

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

Montgomery and Juan Tabo

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

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

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

Tramway, Montgomery

Fourth Street between Montano and Village of Los Ranchos

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

No.

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

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

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

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

12th Street between Menaul and Griegos.

Atrisco south two blocks to Little League Park.

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

The concept should be extended further on the streets named.

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

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

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

Ventura

Central, Gold between 1st and 8th

Menaul – 2nd - 12th st.

Menaul from RR tracks to 6th NW

Table 11 Policy a. CORRIDOR POLICIES FROM Comp Plan

STREET DESIGN				
Policy Objective	**Express**	**Major Transit**	**Enhanced Transit**	**Arterial**
Access Control	limited access	full access	some access control	some access control
Peak Hours/ LOS/Auto	LOS D or better	LOS D or better. The City may permit a lower LOS at an intersection by substituting transit improvements for auto improvements. A developer may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use developments which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better. The City may permit a lower LOS at an intersection by substituting transit improvements which facilitate transit vehicles bypassing congestion at the intersection for auto improvements. A developer may be allowed to substitute transit improvements, employee travel demand strategies, and mixed use development which lower overall trip generation, in place of auto based improvements in order to mitigate traffic impacts of a development.	LOS D or better
Travel Speed	45-55 mph	30-35 mph	35-45 mph	35-45 mph
Signalized	decel lanes; right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit; selected right turn lanes	transit/emergency vehicle signal preemption; selected lanes for transit' some right turn lanes	some decel lanes; some right turn lanes
Transit in Outside Lane	shared with auto	dedication of lane concurrent with transit level of service requirement	generally shared with auto, but with exceptions to facilitate transit movement through intersections	shared with auto
On-Street Parking	no	Permissible on case-by-case basis.	Permissible on case-by-case basis	Permissible on case-by-case basis
Pedestrian Circulation	pedestrian connections required from development to transit stops and between adjacent developments	maximum pedestrian connections to transit stops, between adjacent developments, and across the street.	maximize pedestrian connections to transit stops, and between adjacent developments	Pedestrian connections required from development to transit stop and between adjacent developments
Sidewalk	trailor sidewalk, minimum 6 feet wide	12 foot wide sidewalk; as little as 6 feet where there are unalterable constraints	6-8 foot wide sidewalk	6 foot side sidewalk
Sidewalk Setback	8 feet minimum unless right-of-way constrained	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way	4 feet minimum, should be increased with sufficient right-of-way
Bicycle Circulation	trail preferred; bike lanes possible	alternate routing for bicycles, if possible	based on bike plan	based on bike plan

LIST OF RECOMMENDED STREET TREES:

The following list of recommended trees is for trees in the medians as well as in the Pedestrian Realm:

EAST - WEST STREETS - This is not a required list but recommended and should be adjusted to provide shade as space and view allow.

Carpinus betulus - European Hornbeam
Cercis occidentalis - Western Redbud
Lagerstromia spp - Crape Myrtle
Malus spp – Ornamental Crabapple with 2″ inch fruit or less
Quercus gravseii - Chisos Red Oak
Syringa reticulata - Tree Lilac
Vitex agnes - Chaste Tree
Gleditsia tricanthos - Honey Locust - larger tree but open canopy

NORTH - SOUTH STREETS - This is not a required list but recommended and should be adjusted to site and space as allowed

Fraxinnus oxycarpa - Raywood Ash
Fraxinus velutina - Modesto Ash
Gleditsia tricanthos - Honey Locust
Koluteria paniculata - Goldenrain Tree
Quesrcus shumardii - Shumard Oak
Ulmus parvifolia - Lacebark Elm
Zelkova serrata - Zelkova
Tilia cordata - Littleleaf Linden
Pistachia chinensis - Chinese Pistache

Preliminary Unit Cost Estimate

A very rough cost estimate for the construction of great streets segments is for one-half mile segments of a Great Street. It includes only those elements that make a Great Street. Theses items include, landscaping, medians, roadway and pedestrian lighting, special paving materials, and other street furniture elements.

The costs in the Table were prepared based on actual 2007 bid unit prices in Albuquerque. The price for a 12-foot wide sidewalk including all the streetscape elements is about $600.00 per liner foot. The cost of landscaped medians is approximately $153.00 per linear foot. These costs do not include the rebuilding of the road base or other road surface elements. No utility or right-of-way costs are included since each condition changes drastically depending where it is located and what utilities are present. These cost estimates also don't include design, survey, testing, construction management and gross receipts taxes. They will add another 25%-30% to the cost.

MEDIANS: 440 Feet Length 10 Feet Wide	Units	Cost Per Unit	Quanities	Total
SAWCUT & REMOVE ASPHALT & BASE	SY	$ 5.00	602	$ 4,816.00
CURB & GUTTER - SD 2408	LF	$ 15.00	969	$ 14,535.00
TRAFFIC SEPARATOR (2 FT.)	LF	$ 15.00	260	$ 3,900.00
FILL	CY	$ 10.00	173	$ 1,730.00
TOP SOIL	SY	$ 2.65	346	$ 916.90
LARGE TREE	EA	$ 800.00	6	$ 4,800.00
SMALL TREE	EA	$ 600.00	6	$ 3,600.00
SHRUBS	EA	$ 30.00	108	$ 3,240.00
GROUNDCOVER	EA	$ 6.00	445	$ 2,670.00
IRRIGATION	LF	$ 16.00	390	$ 6,240.00
REFLECTORIZED PAVEMENT STRIPE - 6" SOLID (yellow)	LF	$ 3.00	1,425	$ 4,275.00
REFLECTORIZED PAVEMENT STRIPE - 6" SOLID (white)	LF	$ 3.00	200	$ 600.00
REFLECTORIZED PLASTIC ARROW - LEFT OR RIGHT	EA	$ 120.00	4	$ 480.00
REFLECTORIZED PLASTIC WORD "ONLY"	EA	$ 200.00	1	$ 200.00
SUBTOTAL				**$ 52,002.90**
			30 % Contingency	$ 67,603.77
			Cost Per Foot	**$ 153.64**

SIDEWALK: 300 feet Lentgh 12 Feet Wide	Units	Cost Per Unit	Quanities	Total
Demolistion of Existing Sidewalk	SY	$ 6.00	400	$ 2,400.00
Removal of Existing Curb and Gutter	LF	$ 5.00	600	$ 3,000.00
Concrete Sidewalk 4" - SD 2430	SY	$ 40.00	800	$ 32,000.00
Concrete Pavers	SF	$ 12.00	1344	$ 16,128.00
Curb and Gutter - SD 2415	LF	$ 15.00	600	$ 9,000.00
Historic Street Lights (inlcuding foundation, pole, luminaire & wir	Each	$ 12,000.00	5	$ 60,000.00
Landscaping	Each	$ 700.00	20	$ 14,000.00
Irrigation	LF	$ 10.00	600	$ 6,000.00
SUBTOTAL				**$ 142,528.00**
			30 % Contingency	$ 185,286.40
			Cost Per Foot	**$ 617.62**

Note: Tree & Landscaping Costs Include 3-year Maintenance Warranty

Glossary of Terms

Arterial	The arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intra-area travel, such as between central business districts and outlying residential areas between major inner city communities, or between major suburban centers should be served by this system.
Block Face	The face of a Block side facing a Great Street from one intersecting street to another intersecting street.
Build-to-Line	Location on which the building footprint must be located.
Bus Pads	A concrete pad usually 12 feet (including gutter pan) wide and 50 - 90 feet long at a bus stop.
Collector	The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.
Developing Urban Area	The area designated by the Comprehensive Plan as part of the continuous Albuquerque urban area, but was found not to be generally divided into urban lots or have an adopted detailed master plan as of January, 1975.
Established Urban Area (Developed Urban Area)	The area designated by the Comprehensive Plan as part of the continuous Albuquerque urban area and also found to be generally divided into urban lots or have an adopted detailed master plan as of January 1975.
Facade	Exterior face of a building (elevation).

Goal	An ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and its implementation measures are directed. It is a general expression of our values. It is abstract, therefore not quantifiable, time-dependent, or suggestive of specific actions or achievement.
Guideline	They are specifications that define the abstractions of goals, objectives, and policy statements. They are established by custom or experience as measures of the quality or adequacy of the City's various physical components. Guidelines are advisory and use 'should' or 'may'.
Implementation	An action, procedure, program, or technique that carried out Comprehensive Plan Policy. Each policy must have at least one corresponding implementation measure.
Objective	A specific end, condition, or state that is an intermediate step toward attaining a general goal. It may pertain to one particular aspect of a goal, or it may be one of several successive steps toward goal achievement. There may be more than one objective for a goal. It is a general expression of our preferences as to the character and location of the City's physical elements. It is achievable, measurable, and time-specific.
Implementation	An action, procedure, program, or technique that carried out Comprehensive Plan Policy. Each policy must have at least one corresponding implementation measure.
Landscaping	Landscaping includes trees, shrubs, groundcover, flower, pervious hardscape surface like pavers and pervious concrete and above ground planters.
Level of Service (LOS)	This is a measure of roadway congestion ranging from LOS A--least congested--to LOS F--most congested. LOS is one of the most common terms used to describe how "good" or how "bad" traffic is projected to be. LOS serves as a benchmark to determine whether new development will comply with an existing LOS or if it will exceed the preferred or adopted LOS. As part of planning for new projects or developments, transportation professionals conduct a Traffic Impact Study (TIS). The TIS determines how specific streets and intersections will function with increased traffic volumes either with or without improvements. It should be noted that LOS is a measure of a roadway segment's (zone's) efficiency at moving automobiles through the zone. By definition, it places a high emphasis on the free-flowing speeds

	of autos and does not give consideration to the comfort or safety other roadway users such bicyclists or pedestrians.
Level of Service A	Level of Service A describes a condition of free flow, with low volumes and high speeds.
Level of Service B	Level of Service B is the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation.
Level of Service C	Level of Service C is the zone of mostly stable flow, but speeds and maneuverability are more closely constricted by the higher volumes.
Level of Service D	Level of Service D is a zone that approaches unstable flow, with tolerable operating speeds, however driving speed is considerably affected by changes in operating conditions.
Level of Service E	Level of Service E is a zone that cannot be described by speed alone. Operating speeds are lower than in Level D, with volume at or near the capacity of the highway.
Level of Service F	Level of Service F is a zone in which the operating speeds are controlled by stop-and-go mechanisms, such as traffic lights. This is called forced flow operation. The stoppages disrupt the traffic flow so that the volume carried by the roadway falls below its capacity; without the stoppages, the volume of traffic on the roadway would be higher, or in other words, it would reach capacity.
Median	A raised barrier used to separate opposite traffic flow and control access and turning movements. A median can also provide a pedestrian crossing refuge and pace for landscaping and public art for streetscape enhancement. It also physically and perceptually reduces the width and large expanse of a multi-lane street.
Median Nose	It is a half circle raised devise at the intersection side of the pedestrian refuge area. It protects pedestrians while waiting in pedestrian refuge area for traffic gap to cross the street.
Pedestrian Crossing Intervals	The phase of traffic light signal cycle provided for a pedestrian to cross a roadway in a crosswalk, including the “walk” and “clearance” (blinking hand) intervals.

Pedestrian Realm	The Pedestrian Realm is the public area between the back of curb and the right-of-way.
Pedestrian Refuge	A protected area (sometimes in a median) between traffic lanes providing pedestrians with a safe place to wait for gaps in traffic.
Pervious Hardscape Surface	Pervious hardscape surface includes brick or concrete pavers that allow water to permeate into the ground. It does not include lose gravel or only dirt surface.
Plan Proposal	A description of how development policies affect an area or facility.
Policy	A specific statement that guides decision making, and commitment of government to policy. A settled course or position on a matter adopted and followed by government.
Principle	A fundamental rule or doctrine that guides the Comprehensive Plan policies, proposals, standards and implementation measures. Principles are based on generally accepted City planning knowledge and community values, current technology, and the General Plan's goals and objectives. It is a rule for action, usually based on experience as a consistent guide to meet objectives.
Private Realm	The private or public property which abuts the right-of-way of a street.
Right-of-Way	The area owned by public for traffic lanes, curb and gutter, and sidewalks.
Roadway Realm	The area between the back of curb to the back of curb across the roadway travel lanes.
Roundabout	Roundabouts are circular intersections in which vehicles follow a circular path around a central island. They have specific design and traffic control features such as yield control of all entering traffic, channelized approaches and appropriate geometric curvatures to ensure travel speeds on circular roadway are less than 30 miles per hour. There are wide ranges of circular intersection forms from a large rotary, basic roundabout to maintain flow of traffic and a neighborhood traffic circle for traffic calming.
Standard	A criterion that defines the meaning of a policy by providing a way to measure its attainment (Growing Smart Legislative Book). It is a rule or measure establishing a level of quality or quantity that should be complied with or satisfied. Example of standard might include the number of park

	land/1000 population that the community will attempt to acquire and improve or the intersection Level of Service that the plan hopes to attain.
Streetwall	A semi-opaque freestanding wall aligned with the front façade of an adjacent building for the purpose of masking parking from the street.
Major Transit Corridor	Roadways designed to optimize public transit and move large numbers of people in a very timely and efficient manner. These roadways could have dedicated bus lanes, wide sidewalks, bike lanes, and longer-term possibility of light rail service. These corridors would focus on the movement of many people in a pedestrian friendly environment, would emphasize short trips and convenience and would be prime candidates for significant mixed-use infill and redevelopment.
Enhanced Transit Corridor	Roadways designed or redesigned to improve transit and pedestrian opportunities for residents, businesses and other users nearby. These roadways could have similar features to the major transit corridor. Their goal is to provide transit service competitive with the car, and develop adjacent land uses and intensities that promote the use of transit.
TIP	Transportation Improvement Program – A short term, one and three year generally federally funded program of transportation projects. These projects are a compilation of projects from local jurisdictions and are consistent with the long-range transportation plan. A Regional Planning Organization usually manages the TIP program.
Trees Large	Taller than 45 feet at maturity
Trees Medium	25-45 feet high at maturity
Tree Small	25 feet or lower in height at maturity
Wayfinding	Wayfinding is a word that has gained popularity with the adoption of the Americans with Disabilities Act (ADA)[6] . In its most literal sense, it gives a person the ability to find his or her way to a given destination. Wayfinding is not limited to signs. Unique paving, monuments, special signs, public art, or landscaping can be used to celebrate destinations, historic, cultural sites and gateways.

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(3) Ibid. Pg. III-1

(4) Comparison Traffic Signals vs Roundabouts" - is based on General Information in "Roundabouts: An Information Guide" published by the US Department of Transportation, Federal Highway Administration (FHWA Publication No. FHWA-RD-00-067., Pg. V-4

(5) Illustration from: Roundabouts: An Information Guide, U.S. Dept. of Transportation Federal Highway Administration Publication No.: FHWA-RD-00-067). Pg. V-4

(6) 1991 Americans with Disabilities Act (ADA). Pg. V-12

(7) Effects of Street Tree Shade on Asphalt Concrete Pavement Performance by E. Gregory and Jules Muchnick. Pg. V-14

(8) TREES: The oldest New Thing in Stormwater Treatment? By Janis Keating. Pg. V-14

(9) Turner - Fairbanks Highway Research Center U.S. Department of Transportation. Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations Final Report and Recommended Guidelines Research and Development. August 2005. FHWA-RD-04-100. Pg. VI-1

(10) 2006 Traffic Volume Map for the Greater Albuquerque Area prepared by MRCOG. Pg. VI-9

APPENDIX

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