

Contents

Introduction 2

Design Guidelines Purpose and Background 2

Purpose 2

The Pedestrian and Bicycle Plan and Wayfinding Program 2

Background 3

The Planning Process 4

Stakeholder Involvement/Collaboration 4

Physical Parameters of Uptown 5

Analysis 8

Parking 9

The Pedestrian and Bicycle Framework Plan 10

Civic Amenities 11

Enhanced Urban Trail 11

Uptown Green 12

Uptown Promenade 12

Uptown Commons 13

Transit and Parking 14

Parking Structures 16

Streets and Internal Circulation 17

The Louisiana Mark 17

The Rim Roads 19

Indian School and Uptown Boulevard Passage 20

The Ramblers 21

Internal Circulation 22

Wayfinding 23

Wayfinding Goals 23

Wayfinding Character 23

Community Branding 24

Wayfinding Elements 24

Pedestrians/Transit Elements 24

Bicycle/Motorist Elements 26

Appendix A 27

Existing Transit Network 30

Existing Conditions 30

Appendix B 31

Transit Analysis 31

Introduction

The City of Albuquerque is in the process of updating the Uptown Sector Plan to guide the evolution of this key Major Activity Center into a unique 24/7 mixed-use urban environment. The City has partnered with Uptown business owners, stakeholders, and other interested parties to develop a plan that will promote a one-of-a-kind cosmopolitan district where people live, work, and play; a place that is a destination not only for the people of Albuquerque, but also the entire state of New Mexico as well as the Southwestern United States.

The City is working to establish development standards designed to create a lively and energetic, pedestrian-friendly Uptown area over the next decade. Emphasis is placed on developing a compact, mixed-



use, urban center with a focus on alternative modes of transportation, such as bicycling, walking, and shuttle service that interconnects all properties within Uptown.

The policies and guidelines set forth in the Uptown Sector Plan will provide the framework to guide Uptown's evolution into an urban center and special place in compliance with the Albuquerque/Bernalillo County Comprehensive Plan.

Instrumental to the success of the updated Uptown Sector Plan will be the incorporation of the Pedestrian and Bicycle Circulation Plan that promotes the live, work, and play environment through improved pedestrian and bicycle facilities and the location of parking structures that encourage a park once and walk environment. Additionally, a wayfinding program will be incorporated which helps guide pedestrians, bicyclists, and motorists throughout the district and helps create a memorable and easily recognizable image that promotes Uptown as "the" place to be.

Design Guidelines Purpose and Background

Purpose

The purpose of the Pedestrian and Bicycle Circulation Plan is to set a framework for establishing a pedestrian friendly system that moves people around the district; linking offices, businesses, restaurants, entertainment



venues, and retail together. Additionally, through the wayfinding program, it will also establish a strong identity and distinctive visual character for Uptown as the

signature mixed-use development and urban center within Albuquerque. A main focus of the Pedestrian and Bicycle Plan and Wayfinding Program is to create a sense of place for Uptown that recognizes its unique features and strengthens its existing assets.

The Pedestrian and Bicycle Plan and Wayfinding Program will supplement the Uptown Sector Plan update. The design guidelines outlined herein should not supersede or replace design requirements and guidance found in existing adopted codes, ordinance, standards or other regulations of the City of Albuquerque. The Pedestrian and Bicycle Plan should function as a supplemental resource and guide to designers and City staff. Conformance with these guidelines should not be construed as automatic approval of a development project by the City of Albuquerque. All design projects within the Uptown Sector area must proceed through the City's development review process. If there is a conflict between these guidelines and any regulation or provision enforced by the City, the adopted City codes, ordinances, standards, and regulations will apply, unless otherwise approved or authorized administratively by City staff.

The Pedestrian and Bicycle Plan and Wayfinding Program will

- enhance the aesthetic conditions of the Uptown area;
- respect the businesses and neighborhoods;
- provide opportunities for public gathering and celebration;
- improve mobility for pedestrians, bicycles, and transit travel;
- encourage a park once-walk community;
- strengthen the walkability and bikeability;
- create urban design and streetscape treatments throughout the Uptown area;
- assist visitors, employees, and residents to navigate throughout the Uptown area.

Together, the Pedestrian and Bicycle Plan and Wayfinding Program, will promote a live-work-play atmosphere which will allow visitors, employees, and residents to fully enjoy and participate in the unique experience of Uptown.

Background

Uptown is located in the Mid-Heights area of Albuquerque, approximately six and one-half (6.5) miles from Downtown, and approximately 460 acres in size. It is defined by its primary uses, which include three regional malls (Winrock, ABQ Uptown, and Coronado Mall) one of the highest concentrations of offices outside of Downtown Albuquerque, and a wide variety of restaurants and entertainment venues. It is a major source of employment within the City with over 11,000 jobs throughout the Uptown area. Additionally, there are several apartment complexes within the Uptown area and, immediately adjacent to the area, there are several established residential neighborhoods.

The area is surrounded by arterial and collector roads, Menaul Blvd. on the north, San Pedro Dr. on the west, and Pennsylvania St. on the east. The south side of the area is bounded by I-40 which is the major east-west highway linking Albuquerque with the rest of New Mexico and the southern United States. Two streets bisect the district, Louisiana Blvd., which is a major north-south arterial linking the area to I-40

and Indian School Road, which is an arterial/collector road linking the neighborhood east and west of the Uptown area. These two streets effectively divide the Uptown area into four quadrants. Louisiana Blvd. is a moderately traveled 8-11 lane major arterial street which bisects the area, serving as a pedestrian barrier which promotes more vehicular traffic. Integral to the vehicular circulation within the district is the loop road system, which consists of Americas Parkway and Uptown Loop Road. These roads link the four (4) quadrants together and link offices and business.



The existing pedestrian facilities within the Uptown area are minimal with limited connectivity, consisting mainly of sidewalks with a few plaza spaces related to building entrances or interior spaces between buildings. There is a lack of uniformity between the existing sidewalk configuration, both in width and design throughout the area. Bicycle facilities consist of bicycle lanes and routes along Uptown Blvd., Uptown Loop Road, and Indian School Road; however, as with the pedestrian facilities, they are not well connected, limiting their effectiveness as alternative transportation. In addition to the pedestrian and bicycle facilities, there are several bus routes which circulate through the district. There is also an existing transit center at Americas Parkway and Uptown Blvd., linking Uptown with the rest of the City.

In 2007, the City of Albuquerque, in partnership with the Uptown Progress Team, undertook the task of updating the Uptown Sector Plan. The purpose of this Plan is to encourage and facilitate the development and redevelopment of Uptown as a sustainable, business and pedestrian-friendly area where people can live, work, and play. The Plan will protect the lifestyle of the surrounding neighborhoods and create a framework plan that staves off the blight often found in older parts of all cities.



The Planning Process

The process for developing the Pedestrian and Bicycle Plan and Wayfinding Program began in February, 2008. The process was a collaborative effort between the design team and the City of Albuquerque, the Uptown Progress Team, and Councilor Mayer. The design team consists of planners, urban designers, landscape architects, and graphic designers from Otak, Inc, a Portland-based Planning/Architecture/Engineering firm, who specializes in pedestrian and urban planning/design projects. Additionally, the City retained Mark Childs, Associate Professor/Director for Town Design Certificate Program at the University of New Mexico to work with Otak on the development of approaches to parking structures and urban plazas. Together, the design team studied ways to improve the pedestrian environment and develop a park once and walk environment. This process was preceded by the City's effort to develop the updated Uptown Sector Plan. The two studies incorporate an extensive planning effort related to urban design approaches to make Uptown a live, work, and play district. The design team worked closely with City staff members and representatives from the Uptown Progress Team and Councilor Mayer throughout the duration of the project. Together, the project team gathered information, collected data, analyzed the project area, and developed approaches to the Pedestrian and Bicycle Plan and Wayfinding Program.

Additionally, other studies from the past several years, which have been developed by both the private sector stakeholders and the City, were referenced throughout the planning process. These studies included the redevelopment plan for Winrock Mall, ABQ Uptown planning and design, Menaul Blvd. Visual Analysis, and numerous traffic studies related to interchange improvements and development approval. The project team drew upon these studies to help develop the Pedestrian and Bicycle Plan. However, it should be noted that many of these studies, particularly the traffic studies, concentrated on a specific issue such as the traffic generated by a development or the need for signalization and/or additional travel lanes. The studies were not developed within the context of how Uptown

functions as a whole, or on how the traffic impacts pedestrian movement through the area. As such, several additional studies may be needed to address how development and traffic impact the pedestrian and bicycle circulation throughout the district. Traffic is of a particular concern as it impacts how pedestrians cross the major-minor arterial streets which divide the district. It is strongly recommended that an in-depth traffic study be conducted; one that takes a more holistic approach to traffic circulation. It should address the standard traffic issues of capacity, number of vehicles, levels of service, traffic and trip generators, access, signalization, and other pertinent issues related to traffic. Additionally, it should review alternative vehicular/delivery routes, pedestrian circulation, transit circulation, and access management. Gaining a full understanding of the traffic needs will better address how to move pedestrians, bicyclists, and motorists throughout the district safely and with minimal conflict.

The overall planning process began with data collection and analysis, followed by the development of the Pedestrian and Bicycle Plan and the development of the Wayfinding Program. The process included two stakeholder workshops and a public presentation. This report is a culmination of the planning effort and documents the overall process of the project team and the final recommendations of the Pedestrian and Bicycle Plan and Wayfinding Program. It is meant to be a guideline showing how to incorporate pedestrian and bicycle circulation as the Uptown area evolves into a work, play, and live, 24/7 community.

Stakeholder Involvement/Collaboration

The design team worked closely with the City of Albuquerque, the Uptown Progress Team and Councilor Mayer's office in the development of the plan. Additionally, stakeholders, both public and private, and the community at large also participated in the overall development of the Pedestrian and Bicycle Plan and Wayfinding Program. Stakeholder involvement has been essential to the development of the framework plan. As a first step in the planning process, Otak conducted a three-day workshop, from February 25th through February 28th, 2008, meeting



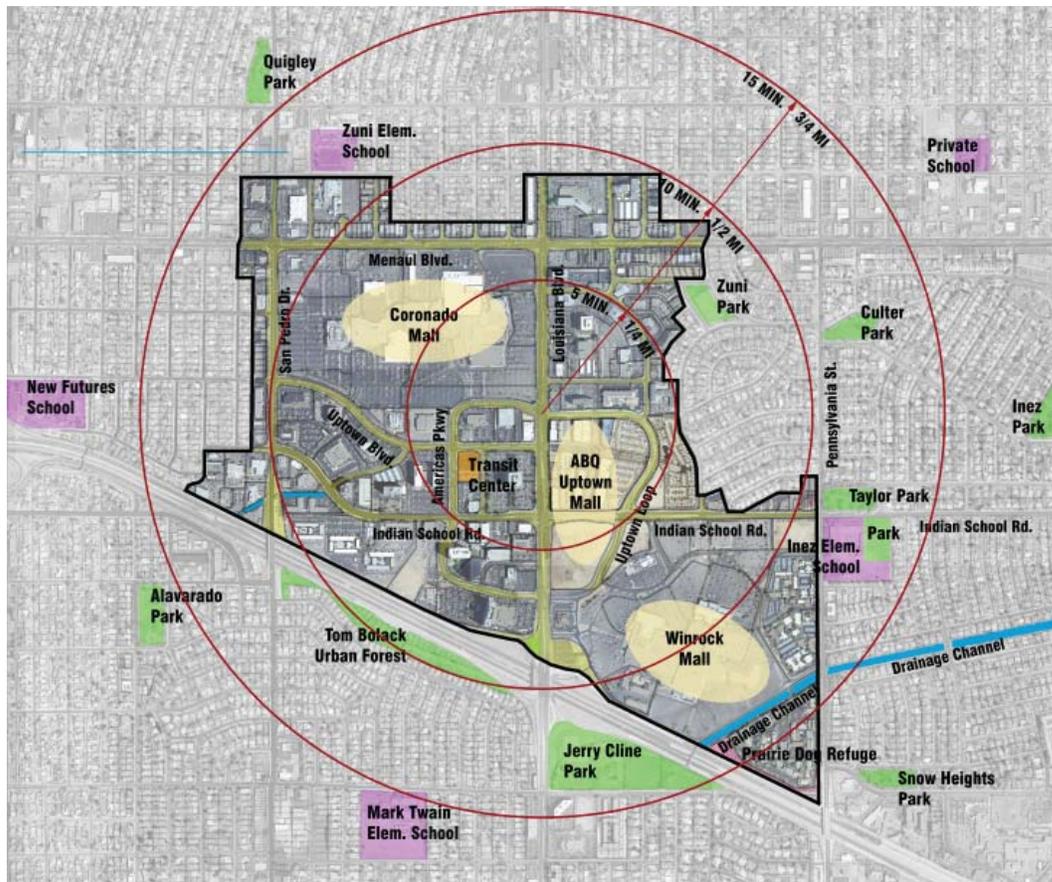
with various public and private stakeholders over the three days (see Appendix A for boards presented to stakeholders). These workshops focused on obtaining input on the overall goals for the project and broad vision for the district. One question that generated a fairly uniform response that supported the project goal of developing a pedestrian-friendly, work, live, and play district was: “If you were to leave Uptown Sector and Albuquerque and return ten years later, what would be the most significant change?”

During the five weeks following the first workshop, the design team met weekly with representatives from the City, City Councilor Mayer and the Uptown Progress Team to discuss project issues, analyses, approaches to pedestrian and bicycle circulation, the development of an overall Pedestrian and Bicycle Plan, and the development of the wayfinding program. The intent of these meetings was to keep the project team up-to-date on the process and progress and to provide feedback from the major stakeholders. This allowed the project to maintain an aggressive schedule with completion of the framework plan by the end of April, 2008.

Following the development of the Draft Pedestrian and Bicycle Plan and the Wayfinding Program, the design team held the second workshop series over a two-day period from March 31st through April 1st, 2008 (see Appendix B for boards presented to stakeholders). During this workshop, Otak continued to collaborate with the City, the Uptown Progress Team, and Councilor Mayer’s office to refine the overall Pedestrian and Bicycle Plan and Wayfinding Program. Several additional stakeholder meetings were conducted for further input and direction. This process culminated in a public open house held on the night of April 1st where the project team presented the Draft Pedestrian and Bicycle Plan and Wayfinding Program to the Uptown Area stakeholders and the general public.

Physical Parameters of Uptown

The Uptown Sector Development Plan Area is currently a mixed-use, major activity center within the City of Albuquerque. As one of the five urban centers identified by the Albuquerque/Bernalillo County Comprehensive Plan, it is meant to contain a mixture of uses with high density, be convenient for mass transit, and have pedestrian and other amenities that help provide a unique sense of place. Located in the Mid-Heights area, it essentially functions as a downtown for this area. In its current configuration though, it could be characterized as more of a suburban office/retail complex rather than a downtown. It is defined by its three (3) primary developments, Coronado Mall, ABQ Uptown, and Winrock



Mall. These three large land holders dominate the general land use patterns and heavily influence the street configuration and pedestrian circulation. There are several strip malls Along Menaul Blvd. and San Pedro Dr., around the perimeter of the sector area. In addition to these retail uses, the sector area also consists of office complexes, with a heavy concentration along Prospect Place, Indian School Road, Uptown Blvd. and Americas Parkway; hotels, mainly along I-40, and several locations of residential scattered throughout the sector area. The sector area is surrounded by well-established residential neighborhoods. A positive aspect of the area is its relatively compact size. From the heart of the district, which is located at the intersection of Louisiana Blvd. and Uptown Blvd., all major uses are less than a half mile away. This distance strongly supports a walking environment as most trips less than one mile are easily accomplished on foot. A pedestrian can walk, at a comfortable pace, to all the major uses and the surrounding neighborhoods within a ten minute walk.

Despite its compact, pedestrian friendly size, the existing pedestrian environment is fairly limited, not well-connected, and is primarily limited to the sidewalks along the streets. In some locations, the sidewalks are sufficient in width to provide safety and comfort, but in other locations they are too narrow and dominated by fast moving vehicles. The major streets are very large, making crossing difficult. This is most apparent along Louisiana Blvd., which is an eight (8) lane road with multiple left turn lanes at each intersection. In some locations, a pedestrian must cross up to 11 lanes of traffic in approximately 45 seconds when crossing Louisiana Blvd.. While most fit, young adults can make this crossing, the elderly, disabled, and young have difficulty crossing in one light cycle, raising safety concerns.

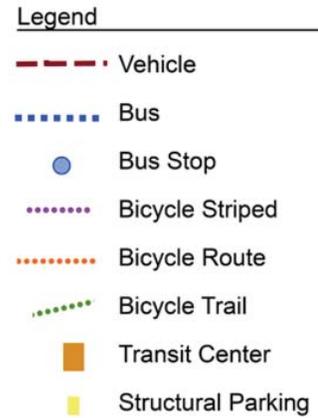
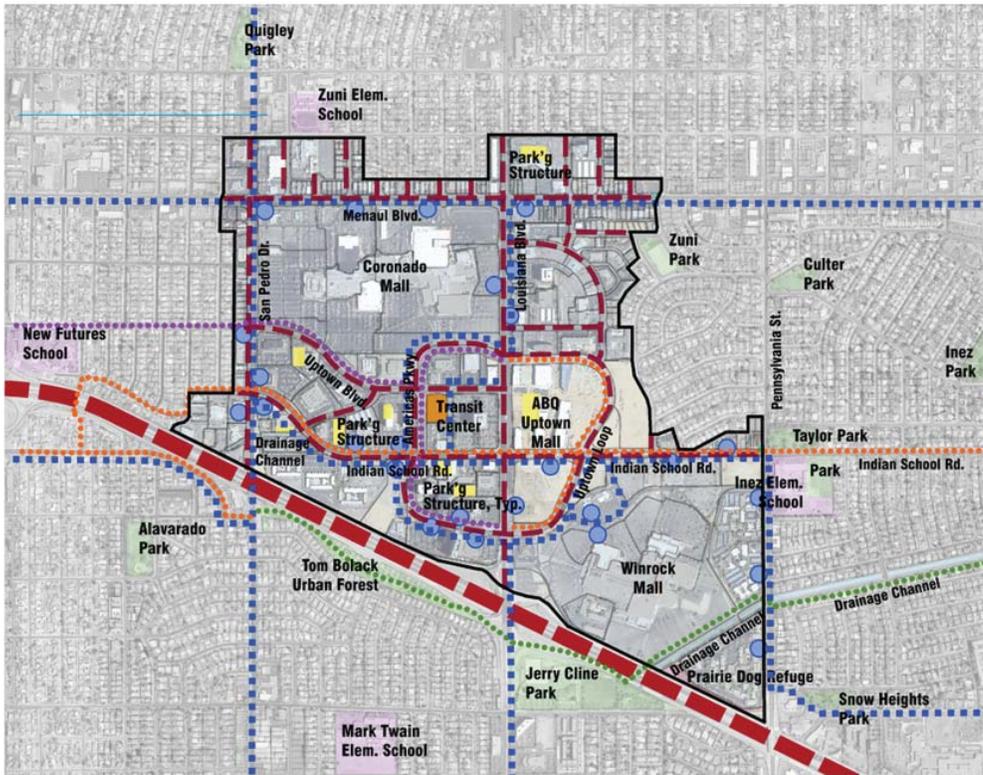
Other major streets within the sector area are not as wide as Louisiana Blvd.; however they remain dominated by vehicles. Menaul Blvd., San Pedro Dr., and Indian School Road are minor arterials, and with a primary function of moving vehicles through the area. Sidewalks along Indian School Road are relatively wide and tree lined creating a pleasant walking environment, but on Menaul Blvd. and San

Pedro Dr., the sidewalks are of minimal width and sidewalks are generally located along the back edge of the curb, next to moving traffic. While Uptown Blvd. and Americas Parkway are not classified as arterials, they essentially function as major routes of vehicular circulation within the district. Both streets have wide sidewalks with trees, allowing for a pleasant walking experience. Crossing facilities on all of these major streets is still difficult due to the additions of right and left turn lanes which widen the road and short traffic light cycle times.

Several other minor streets exist or are being developed throughout the sector area. These streets have much less vehicular traffic, but are still relatively wide. Their sidewalks are much narrower, or non-existent, and located along the back edge of the curb. In addition to the existing vehicular street network, there are several plazas and open spaces throughout the area, but again these are not well connected, and generally located on private property with very little connection to the public sidewalk network.

The existing bicycle circulation network within the Uptown Sector area consists of bicycle routes, bicycle lanes, and bicycle trails. Routes are defined as designated roads where bicycles share a lane with vehicles.





Their sidewalks are much narrower, or non-existent, and located along the back edge of the curb. In addition to the existing vehicular street network, there are several plazas and open spaces throughout the area, but again these are not well connected, and generally located on private property with very little connection to the public sidewalk network.

The existing bicycle circulation network within the Uptown Sector area consists of bicycle routes, bicycle lanes, and bicycle trails. Routes are defined as designated roads where bicycles share a lane with vehicles.

Within the Uptown Sector area, these are located on Indian School Road and Uptown Loop Road. Bicycle lanes are designated travel lanes separated by vehicular travel lanes by a solid line strip. In the Uptown Sector area these are located on Uptown Blvd. and Americas Parkway. Trails are bicycle networks fully separated from the existing vehicular street network. An existing bicycle trail travels through the Uptown Sector area in the south east quadrant along the existing drainage channel and across I-40 via a pedestrian/bicycle only bridge. This trail links the Uptown Sector area with other parts of Albuquerque. The existing bicycle network functions well, connecting the Uptown sector area with the surrounding neighborhoods,

but much like the pedestrian system, it has limited connectivity.

In addition to the pedestrian and bicycle facilities described above, there is also a well-established transit network which supports the pedestrian environment. This consists of several local and express bus routes that circulate through the Uptown Sector area, a transit center, and a park-and-ride facility. It should be noted that the park-and-ride facility's use is limited to event parking only, and as such, does not serve as a facility that supports the pedestrian and bicycle environment within the sector area.

The existing wayfinding system, within the Uptown Sector area, is for the most part non-existent. ABQ Uptown has developed its own wayfinding and branding identity, which is internally focused, and there are some vehicular directional signs to help navigate to and through some of the major areas within the district. Menaul Blvd. has a fairly strong eclectic assemblage of signs from the late fifties and early sixties. This signage is primarily for business entities, not for distinguishing a district or providing direction. However, most of the signage that does exist is focused on the vehicles, not the pedestrian and bicyclist.



Analysis

The project team built upon our understanding of the physical parameters of the site and analyzed how these elements affected the pedestrian and bicycle environment of the area. A series of relationship diagrams were developed to illustrate some of the pedestrian and bicycle challenges and opportunities of the area. These are described below:

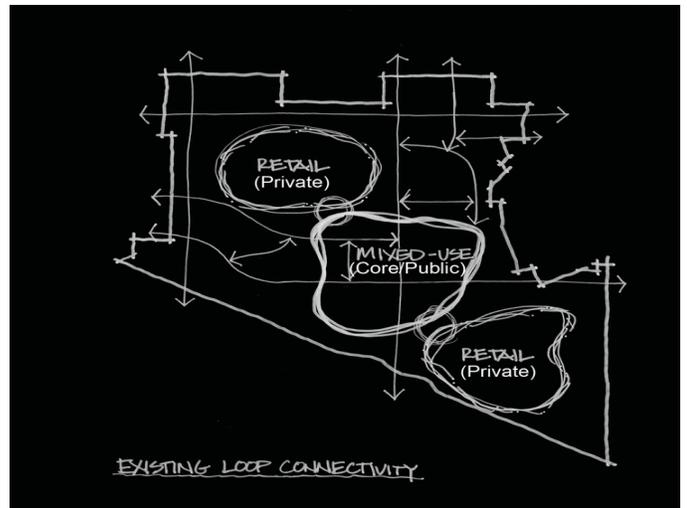
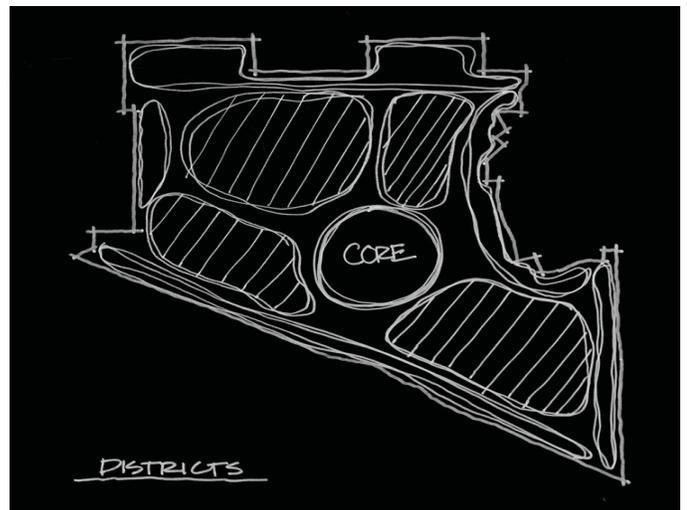
Uptown was designed with a value system that ranks vehicles and was designed to provide ease and safety for vehicles and vehicular circulation. The white areas in the diagram to the right illustrate areas within Uptown that are not used by vehicles and represent the existing pedestrian realm.

Five spatial districts define the Uptown Sector area. The “core” is surrounded by the other four areas and is loosely defined by Uptown Loop and Americas Parkway. Uptown’s edge zones provide a transition between the more urban core and the residential neighborhoods surrounding the area.

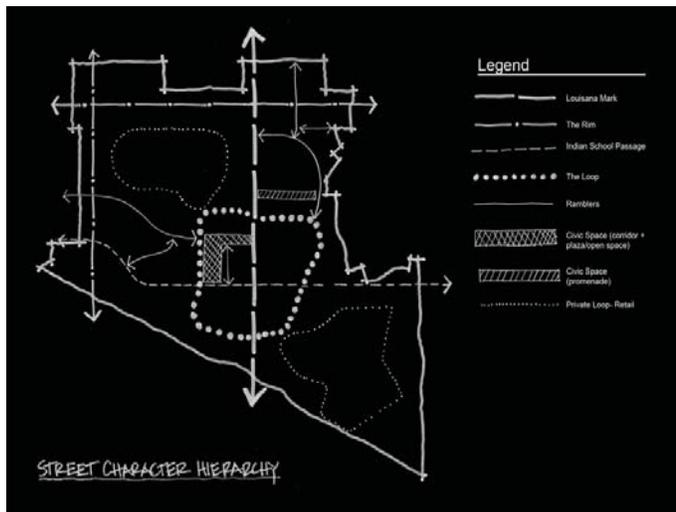
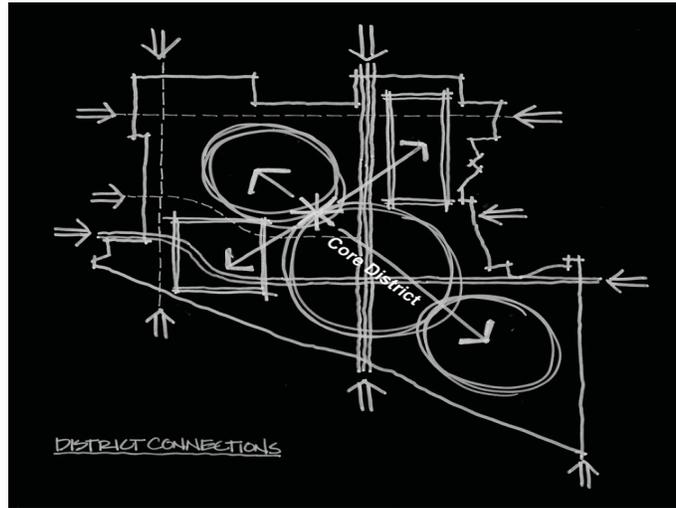
Currently a notable diagonal relationship exists between the three (3) major land uses in Uptown. There is potential to make this connection much stronger. The core area contains various uses including ABQ Uptown and office buildings, while Coronado Mall, in the north, and Winrock Mall, in the south, are primarily retail.

Currently there are land use and character similarities between the northeast and southwest spatial districts. Combined with the retail spine that links Coronado, ABQ, and Winrock, and the major north-south and east-west vehicular circulation, an important point of intersection or hub becomes apparent.

An analysis of the existing public and private pedestrian and bicycle routes identifies the opportunities for the creation of a network with greater connectivity. It also identifies an opportunity to create an east-west corridor through the area that exists entirely within the right-of-way on public land.



The pedestrian and bicycle circulation is heavily dependent on the existing street network. The existing street network within Uptown can be organized into five (5) different characters, creating a hierarchical arrangement for pedestrians. Additionally, within this system, two areas within the public realm have been identified as opportunities to provide linkage through the development of public civic space.



Parking

Parking is an important element within a car dominated society such as Albuquerque. The location and development of a parking structure system will greatly enhance the pedestrian system by allowing people to park and walk to their destinations. The project

team identified several opportunities for potential parking structure locations and prioritized them as they related to supporting the park once and walk philosophy.

Parking Structure Development															
Weight	Item	Site #	Rating												
			1	2	3	4	5	6	7	8	9	10	11	12	13
5	Accessibility from and to Major Streets or Transportation Network	25 (5)	15 (3)	25 (5)	25 (5)	5 (1)	15 (5)	25 (5)	25 (5)	15 (3)	5 (1)	25 (5)	15 (3)	5 (1)	15 (5)
3	Proximity to Transit Facility	3 (1)	9 (3)	15 (5)	15 (5)	3 (1)	15 (5)	3 (1)	3 (1)						
1	Visibility of the Parking Structure	5 (5)	5 (5)	5 (5)	5 (5)	1 (1)	5 (5)	5 (5)	3 (3)	3 (3)	1 (1)	5 (5)	5 (5)	3 (3)	5 (5)
5	Directly Activates Major Pedestrian Street	5 (1)	15 (3)	25 (5)	25 (5)	5 (1)	5 (1)	25 (5)	25 (5)	25 (5)	5 (1)	25 (5)	25 (5)	5 (1)	15 (3)
5	Proximity to Proposed and Existing Development/Business	5 (1)	25 (5)	25 (5)	25 (5)	25 (5)	25 (5)	25 (5)	15 (3)	15 (3)	15 (3)	25 (5)	25 (5)	15 (3)	25 (5)
5	Supports Pedestrian Connectivity (Park Once and Walk)	15 (3)	25 (5)	25 (5)	25 (3)	15 (3)	15 (3)	25 (5)	25 (3)	25 (3)	25 (5)	25 (5)	25 (5)	15 (5)	15 (5)
1	Proximity to Existing Parking Structure	3 (3)	3 (1)	3 (1)	5 (3)	5 (3)	5 (5)	0 (3)	0 (0)	1 (1)	0 (1)	1 (3)	3 (5)	3 (1)	5 (5)
TOTAL		66	91	111	113	59	78	108	96	104	66	109	113	49	83
PRIORITY RANKING		11	8	3	2	13	10	5	7	6	12	4	1	14	9

Evaluation Scale

Rating Scale points

- High.....5
- Medium3
- Low1
- Adverse Effect0

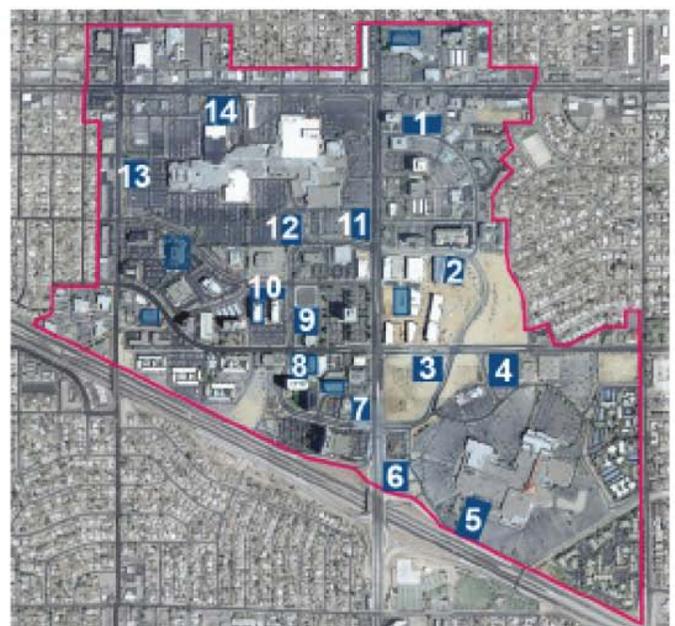
Weight Scale

Rating Scale points

- High.....5
- Medium3
- Low1

Note:

Each site is rated based on the evaluation scale which is then multiplied by the weight scale to achieve the rating for each site. The numbers show for site represent the weighted rating, numbers in parenthesis are the evaluation rating.

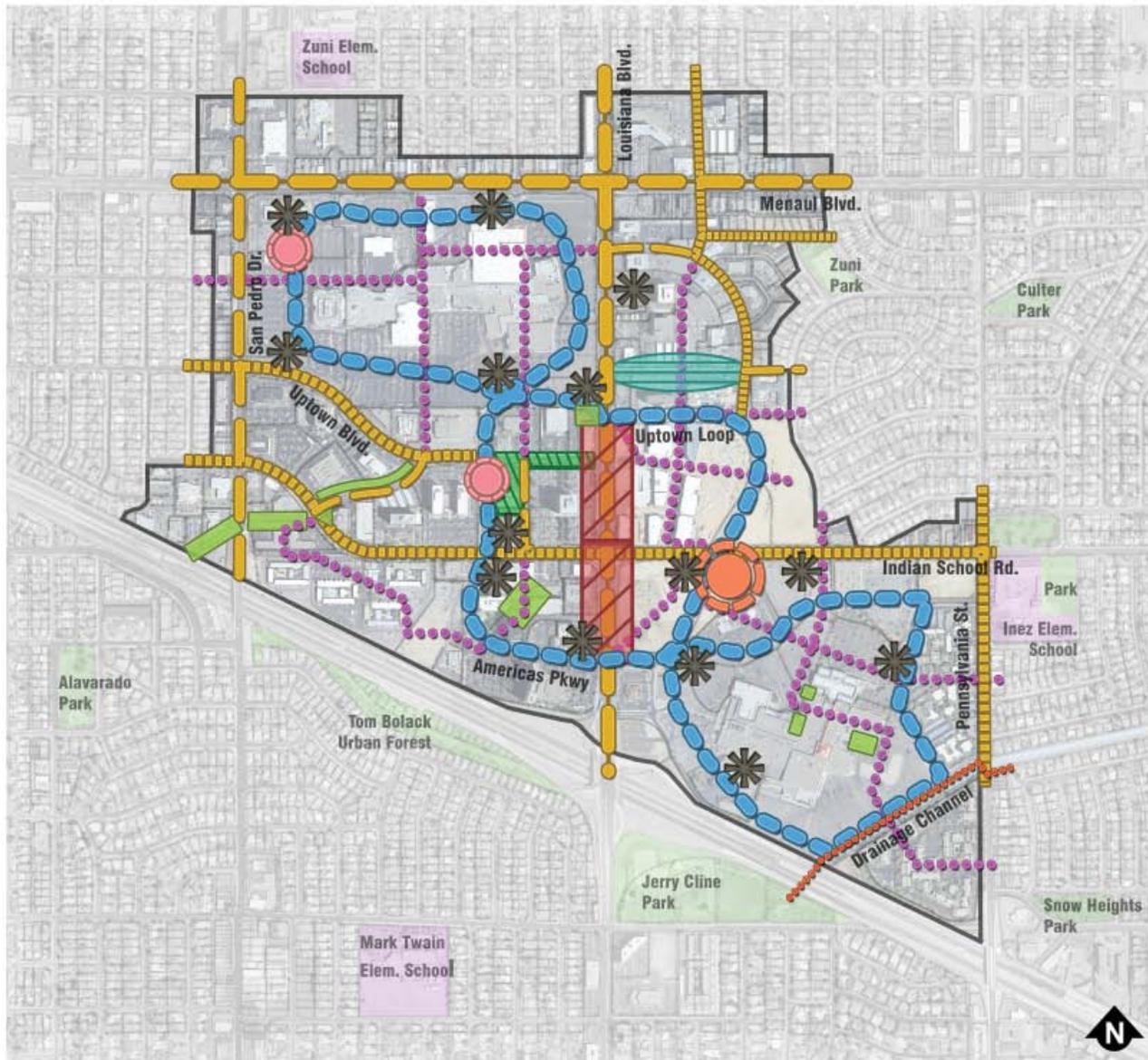


The Pedestrian and Bicycle Plan

The Pedestrian and Bicycle Plan for the Uptown area will help support turning this critical major activity center into a unique cosmopolitan district that supports a work, live, and play environment.

This framework plan relies on three approaches to pedestrian and bicycle circulation: the development of civic amenities, creation of a multi-modal transportation network, and the development of street hierarchy and character.

Uptown Pedestrian and Bicycle Master Plan- Draft



-  Regional Transit Center Area Option (Uptown Depot)
-  Local Transit Center/Shuttle Hub Area Options
-  Parking Structure Possibilities Along Pedestrian Paths
-  Great Street- Louisiana between the Loop



- Street Circulation: Pedestrian, Bicycle Route, and Vehicle
- Street Circulation: Pedestrian, Striped Bicycle Lane, and Vehicle
- Street Circulation: Pedestrian, Striped Bicycle Lane, Shuttle, Vehicle (The Loops)

-  Pedestrian Circulation (Private Property)
-  Regional Trail (Public Property)
-  Public Civic Space (Uptown Promenade)
-  Public Civic Space (Uptown Commons)
-  Open Space/ Public Native Corridor



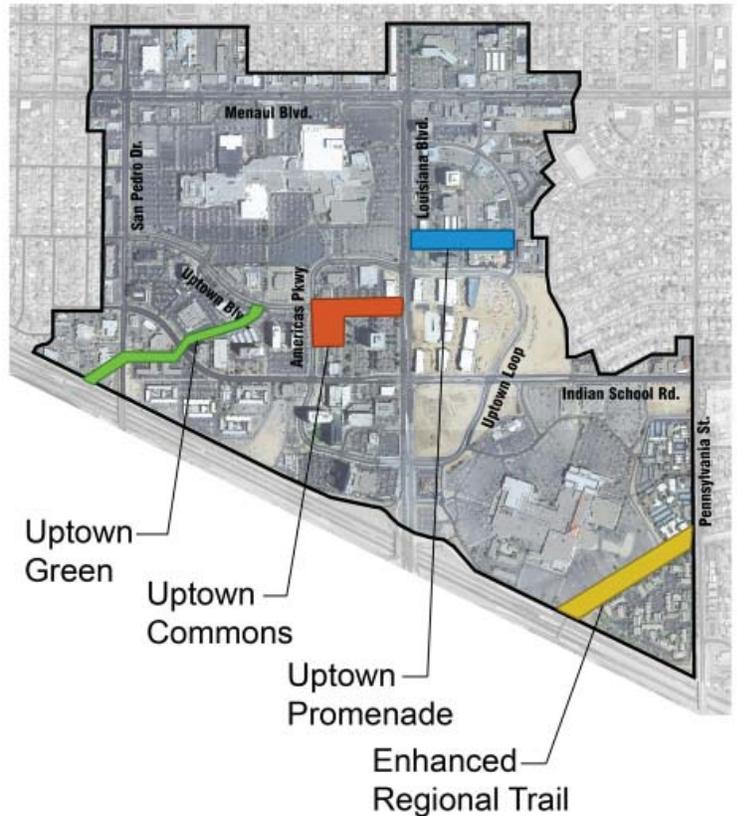
Civic Amenities

Integral to creating a sense of place, is the development of civic amenities that allow for celebrations, festivals, and assembly. The Framework Plan identifies four types of civic amenities throughout the Uptown Sector area: Enhanced Urban Trail, the Uptown Green, the Uptown Commons, and the Uptown Promenade.

Enhanced Urban Trail

The existing bicycle trail, along the drainage channel in the southeast corner of the district, offers a great opportunity to provide connectivity to greater Albuquerque. By enhancing this trail, a stronger connection between the surrounding neighborhoods can be developed. The enhanced trail will play an important role in the redevelopment of Winrock Mall, providing crucial connections with the neighborhoods south of I-40. Additionally, this can be developed to incorporate sustainability principles and passive sitting areas for pedestrians and bicyclists as they circulate throughout the district. Key principles of the areas are:

- Development of a multi-use trail along the drainage channel. Trail shall be developed in accordance with City of Albuquerque design standards.
- Incorporation of public art;
- Creation of a prairie dog preserve on the vacant parcel of land between the channel and I-40;
- Connections to the apartment complex south of the drainage channel;
- Mid-block crossing with signalization at Pennsylvania Street;
- Strong connections with Winrock Mall redevelopment;
- Mid-block crossing at the Winrock Mall Loop Road;
- Bus stop located on the Winrock Mall Loop Road, next to the trail;
- Tree planting along the trail;
- Benches and other seating opportunities.



Uptown Green

The Uptown Green is a combination street buffer and existing drainage channel easement that has been “reclaimed” by nature to create a native corridor and serve as the premier green space within the Sector area. It will allow alternative stormwater management, enhanced shade, heat island mitigation, water harvesting, and habitat for urban wildlife and vegetation. It will become a desirable and marketing amenity to the adjacent offices and residential areas and could become a catalyst for the continued development and redevelopment of the southwest quadrant of the Uptown Sector area.

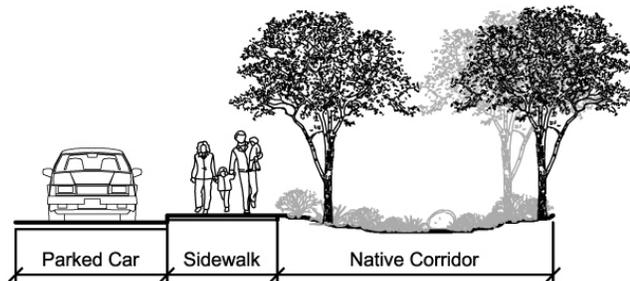
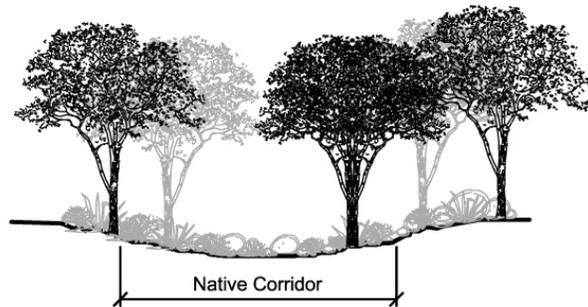
- Sustainability principles;
- Incorporation of public art;
- Creation of a prairie dog preserve on the vacant parcel of land between the channel and I-40;
- Tree planting along the trail.



Uptown Promenade

The Uptown Promenade is an important east-west pedestrian link through the district. It links the neighborhood immediately adjacent to east of Uptown with the heart of the district, Louisiana Blvd., and the Loop Road Transit System. It is a street that prioritizes the pedestrian and could often be closed for festivals and street fairs. Located on Cutler Avenue between Uptown Loop and Louisiana Blvd., the street should be modified to provide pedestrian level improvements, including enhanced paving, improved pedestrian scale lighting, wayfinding graphics, trees, and possibly an elevated street bed so there is no grade separation between the sidewalks and roadway. Since safety will be of concern if the street and sidewalks are at the same grade, bollards and street furnishings should be located in the edge zone to separate pedestrians and vehicles. Improvements can be phased in over time as the Sector area evolves and businesses adapt to the improved pedestrian improvements.

- Reduce street width to two (2) travel lanes, one in each direction, or two (2) one way lanes;
- Allow on-street parking;



- No left turns onto Louisiana Blvd., right in, right out only;
- Six (6) foot wide edge zone for benches, bollards, bike racks, trash receptacles, lights and other street furniture;
- Minimum 12 foot wide sidewalk, or up to right-of-way line;
- Encourage future development to build up to right-of-way with no set back, except if plazas are included in the design;



- Enhanced pavement on sidewalks and road bed. Encourage the use of unit pavers to provide a more pedestrian scale paving;
- Enhanced pedestrian lighting, including pedestrian poles, wall-mounted lights, in-ground lights, and possibly canterly (sp) lights.
- Limited or no business access from this street at full build-out scenario.

Uptown Commons

The Uptown Commons is the premier pedestrian space within the Uptown Sector Area. Coupled with the Uptown Promenade, it forms the major east-west pedestrian link through the district. Located on Uptown Blvd. between Americas Parkway and Louisiana Blvd., and along the existing transit center it is meant to be a full pedestrian street with no vehicles. In addition to this linear corridor, all or a portion of the transit center parking should be developed as an open plaza. However, it is acknowledged that this ultimate build-out will need to transition from the existing four lane road to a pedestrian street. As such, it is recommended that at first the street be reduced to two travel lanes with parallel parking on both sides of the street. This could then transition into a street that is closed during non-peak traffic time, between the hours of 10 am and 2 pm. Following this stage, the street would be converted to a full pedestrian street with no vehicular traffic.

Pedestrian improvements should include enhanced paving, improved pedestrian scale lighting, wayfinding graphics, trees, and an elevated street bed so there is no grade separation between the sidewalks and roadway. The street and eventual plaza should have enhanced paving, improved pedestrian scale lighting, wayfinding graphics, trees, and other street furnishings. Surrounding businesses and restaurants should be encouraged to provide seating throughout this space. Together with the transit center open space, this area will be used for festivals, farmers markets, and other civic events.

- Reduce street width to two (2) travel lanes, one in each direction, or two (2) one way lanes during initial phasing;
- Allow on-street parking until street is converted

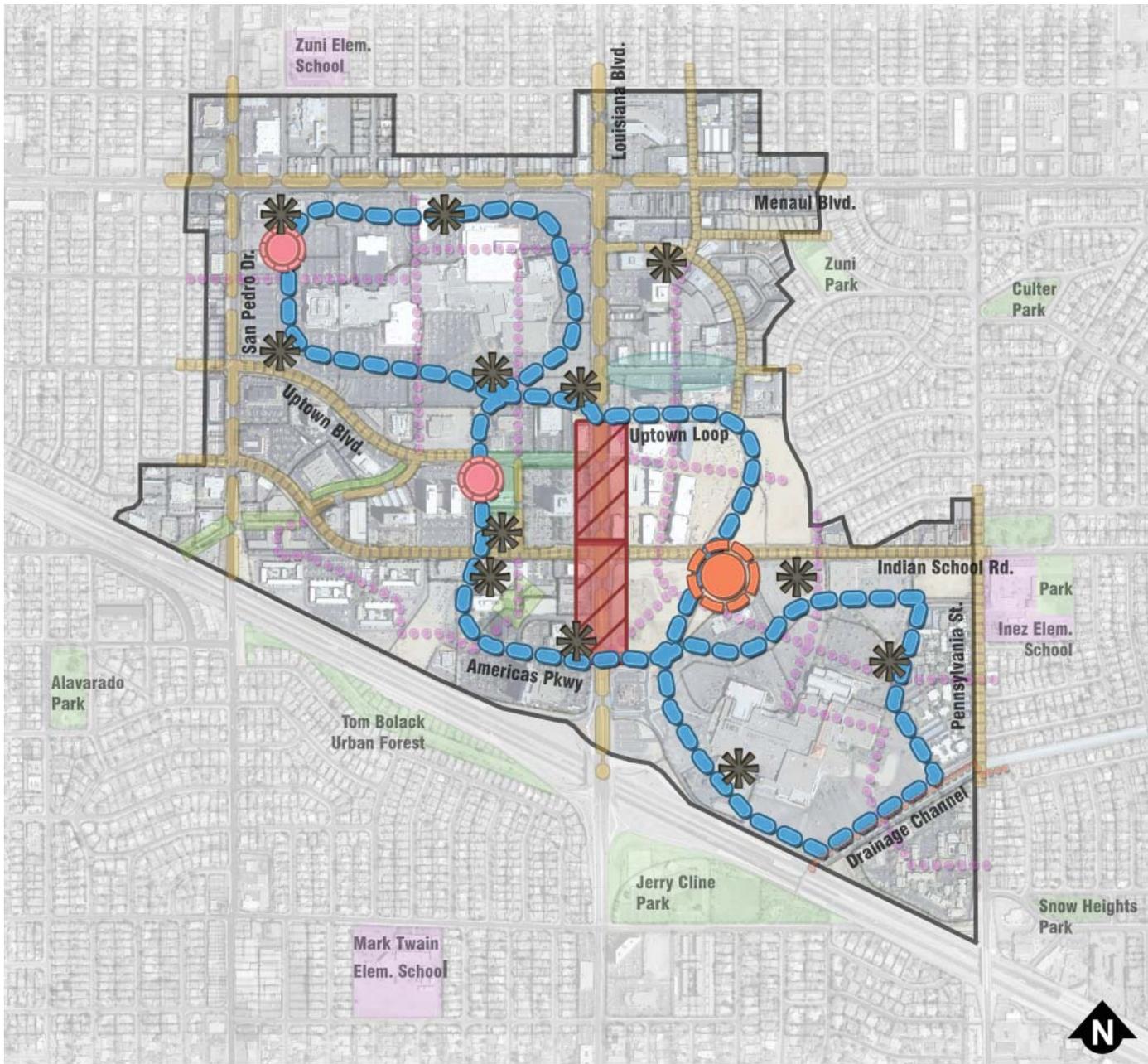
- to a pedestrian street during initial phasing;
- No left turns onto Louisiana Blvd., right in, right out only during interim phasing;
- Provide for benches, bollards, bike racks, trash receptacles, lights and other street furniture;
- Minimum 12 foot wide sidewalk, or up to right-of-way line;
- Encourage future development to build up to right-of-way with no set back, except if plazas are included in the design;
- Enhanced pavement on sidewalks and road bed. Encourage the use of unit pavers to provide a more pedestrian scale paving;
- Raise street bed to be level with sidewalks at final phase;
- Enhanced pedestrian lighting, including pedestrian poles, wall-mounted lights, in-ground lights, and possibly canterly (sp) lights;
- No business access from this street at full build-out.



Transit and Parking

A key component to the success of making this Sector area a unique pedestrian environment that supports a work, live, and play environment is to develop an internal transit system which links the major land uses and parking structures. This is accomplished through the development of a Loop shuttle system which will circulate on ten (10) minute intervals along

the existing loop road and the loop roads around each mall. Supporting this internal transit system, is the location and design guidelines for of parking structures. Together, these two systems will make Uptown a unique area that promotes a park once and walk philosophy.



Regional Transit Center Area Option (Uptown Depot)



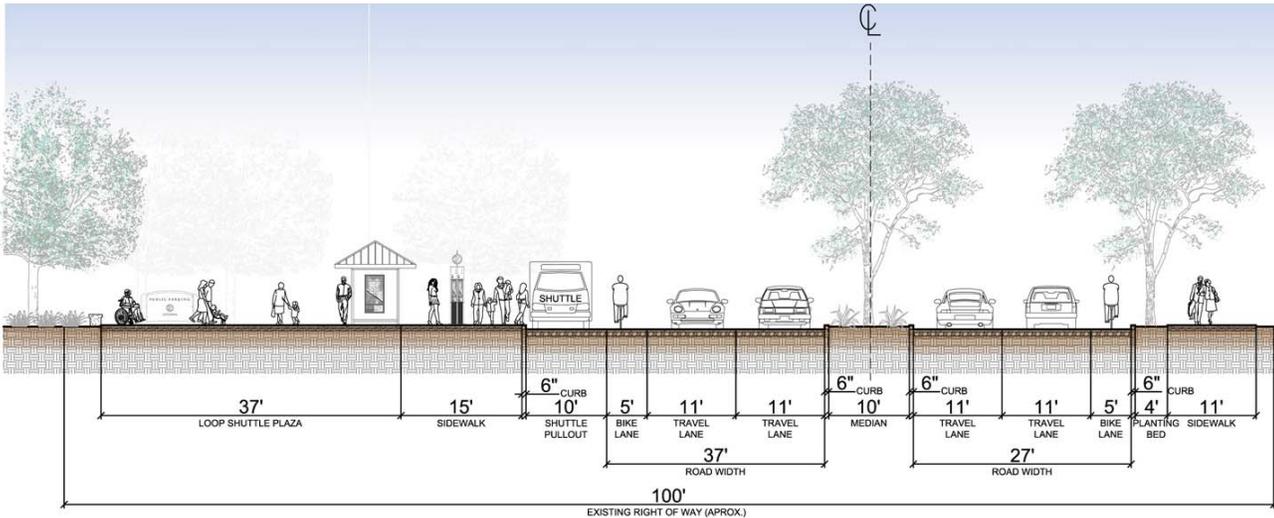
Local Transit Center/Shuttle Hub Area Options



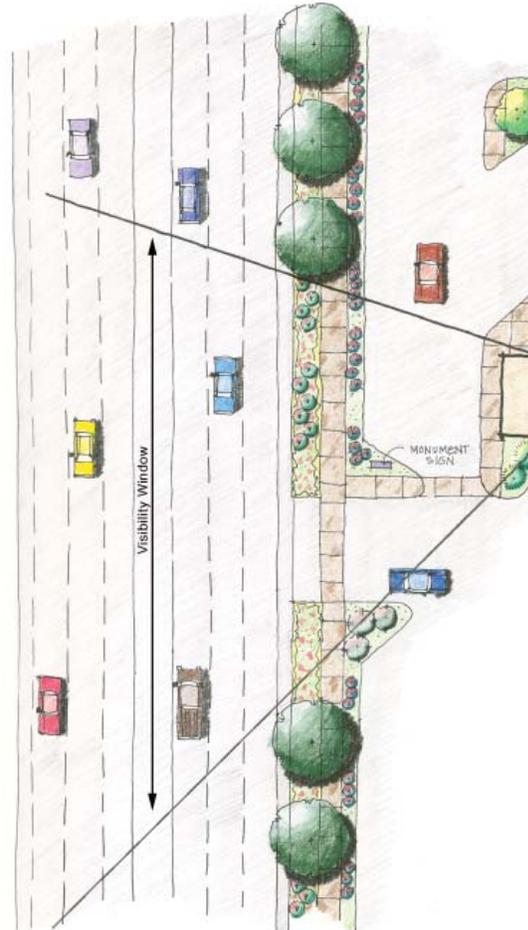
Parking Structure Possibilities Along Pedestrian Paths



Shuttle Circulation



- Four (4) travel lanes, two (2) in each directions;
- Ten (10) foot wide median;
- Six (6) foot wide striped bicycle lane;
- Four (4) foot wide planting bed;
- 10-15 foot wide sidewalks;
- Bus pull outs;
- Minimum 20 foot wide plazas at bus stops, located in conjunction with parking structures;
- At grade crossings at controlled intersections and mid-block crossings which are selectively located near parking structures;
- Pedestrian refuges in medians at mid-block;
- Sustainability principles;
- Incorporation of public art at parking structures and related plazas;
- Minimum ten (10) foot setback for buildings located along the loop roads;
- Planting and/or plazas located within the set back connecting building entrances with the pedestrian system and other plazas while maintaining view corridors to business.



Another important component to the development of Uptown as a major destination point is the development of a regional transit center. This would be in addition to the existing local transit center, and would serve the purpose of providing a park-and-ride facility that connects Uptown to downtown, the rest of greater Albuquerque, and the State of New Mexico. Over time, the two transit centers may be combined into one location, depending on the extent of development. It is anticipated that, at such a time, the existing transit center would be phased out, and developed as a civic open space which supports the Uptown Commons.

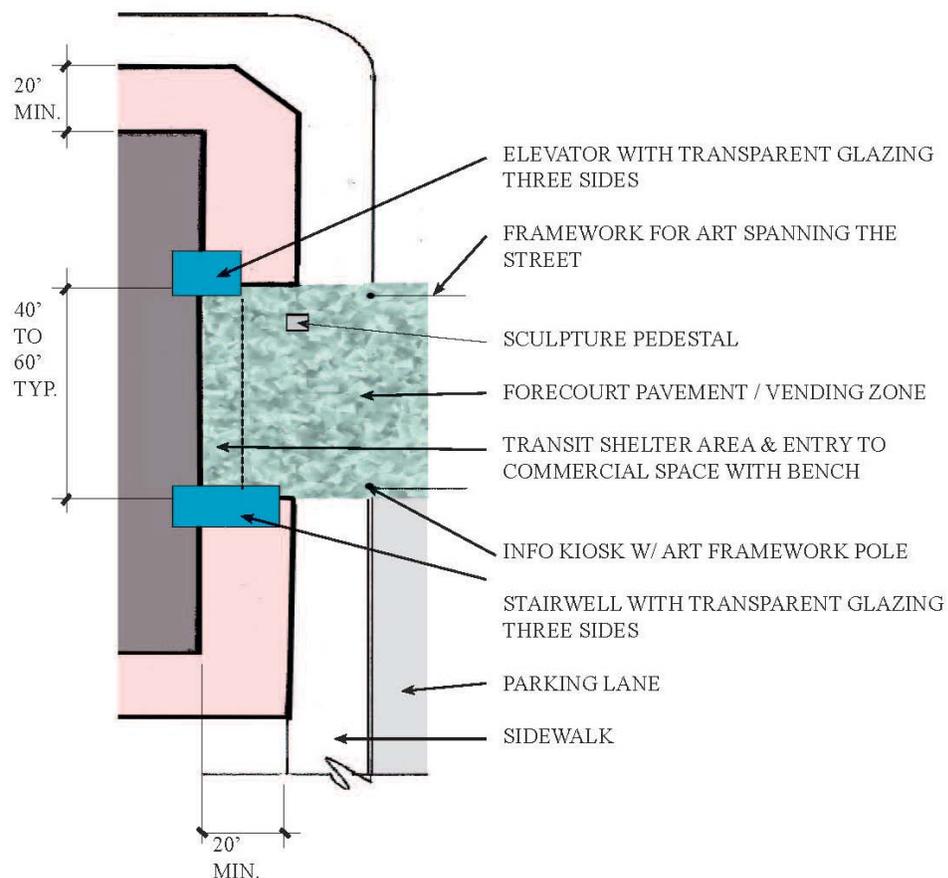


Parking Structures

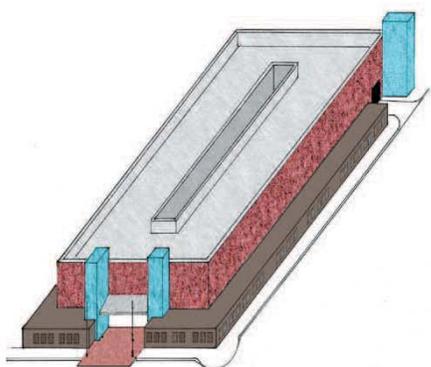
Parking structures will play a pivotal role in realizing the development of Uptown Sector as a premier destination in Albuquerque and New Mexico. These structures shall primarily be located along the Loops, the multi-modal transit street discussed above, to encourage a park once and walk environment and enhance and activate major streets. The locations of the initial parking structure shown on the map were selected based on a priority system that ranked each based on how best they support the pedestrian and bicycle circulation, as discussed in the analysis section. These locations are meant to illustrate how parking structures could support the overall pedestrian and bicycle system within the district. The principles outlined below are meant to illustrate how parking structures support this system, and provide a design guideline as developers begin to locate and develop these important buildings.

- Pedestrian entrances into the parking structures should be located on the Loop Roads.
- Vehicular entrances should be located off the loop roads.
- Parking structures should be located after (downstream) intersections.
- A balanced approach to the location of structures should be developed so that at least one structure is located in each quadrant of the Sector with an additional
- Should act as landmarks, assisting in the wayfinding system and helping vehicles and help vehicles, pedestrians, and bicyclists navigate through the Sector area.

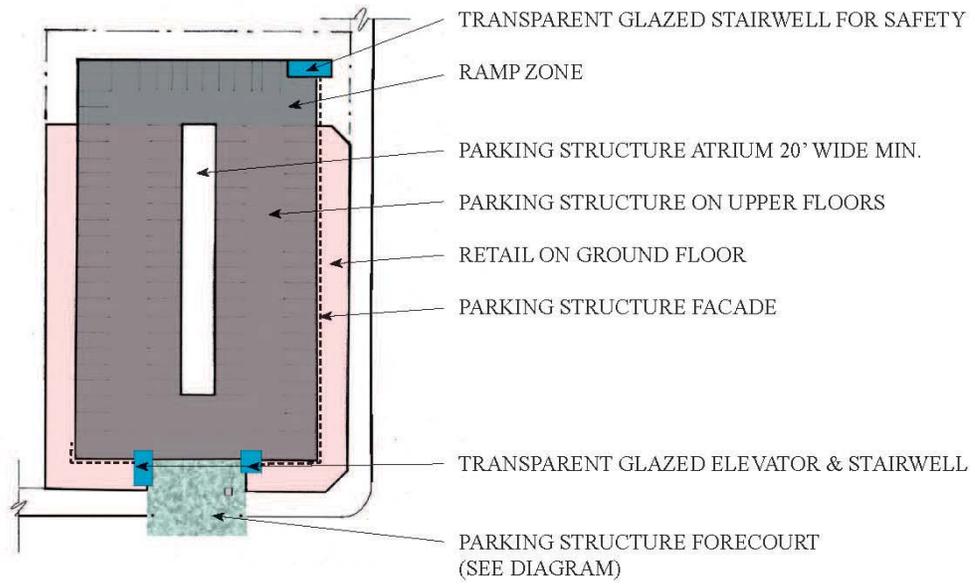
DIAGRAM OF
PARKING STRUCTURE FORECOURT



- The design of the building and surrounding site should consist of the following:
 - Interior ramp system;
 - Atrium for ventilation;
 - Retail on the ground level;
 - Enhanced façade treatment on all exposed building façades;
 - Stairs and elevators located on the front of the structure, facing the loop road;
 - Development of a forecourt in conjunction with stairs and elevators which connects the structure with the sidewalks;
- Enhanced, pedestrian scale pavement in forecourt;
- Locate Uptown Loop Shuttle stops at parking structure forecourts;
- Provide transit and wayfinding kiosk in forecourt;
- Include opportunities for public art, including public art pedestals, in the forecourt;
- Establish banner and art framework spanning the street to create gateway and wayfinding elements.



DIAGRAMS OF PARKING STRUCTURE COMPONENTS



Streets and Internal Circulation

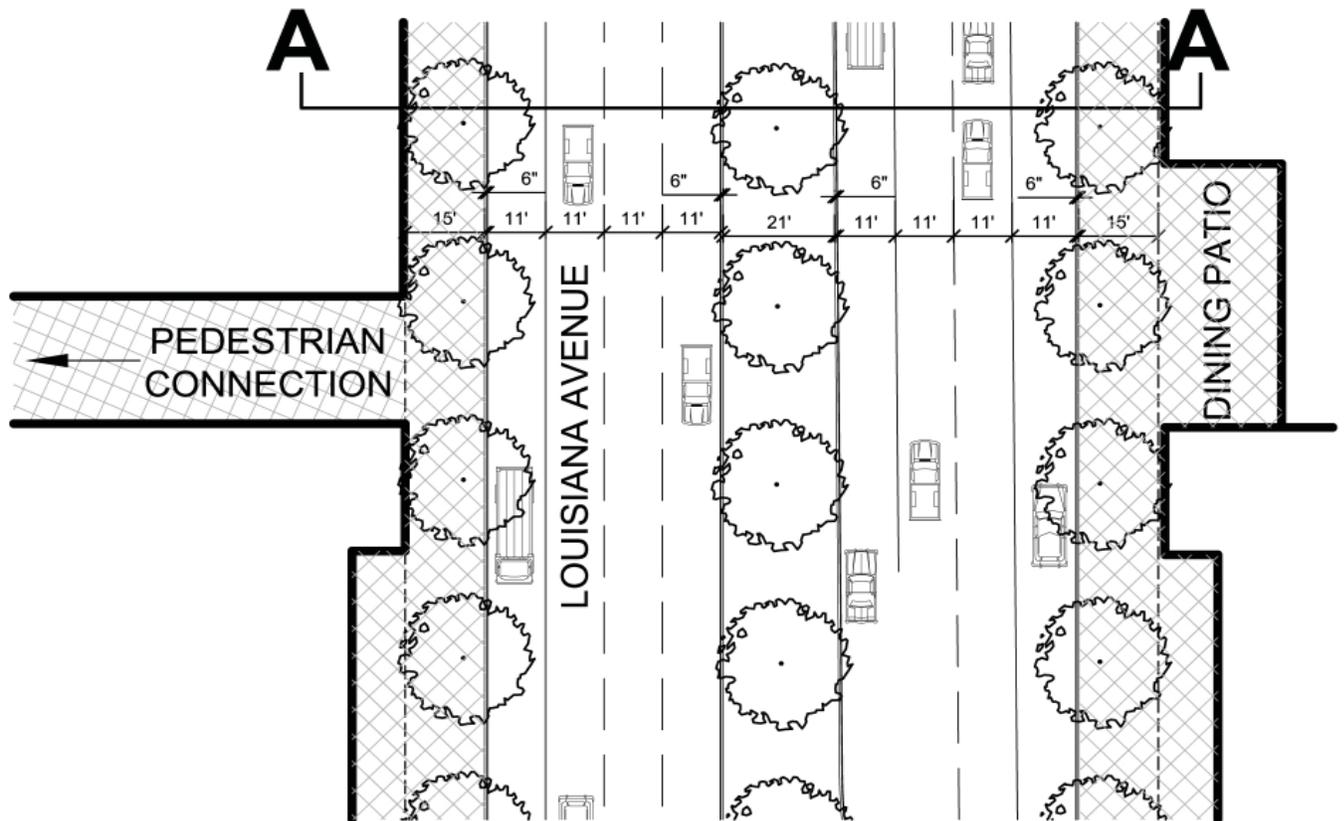
The existing street pattern plays an important role in how pedestrians and bicyclists circulate throughout the Uptown Sector area. These streets contain the most significant public pedestrian and bicycle infrastructure in the form of existing sidewalks, plazas, street planting, bicycle lanes and routes. The Pedestrian and Bicycle Plan utilizes this existing system but organizes its hierarchy based on a pedestrian and bicycle vocabulary that describes each street. Rather than using the terminology of Major Arterial, Arterial, Collector and Local Street, the Framework

Plan organizes them with a pedestrian vocabulary, the Mark (or Great Street), the Rim Roads, The Passage, and the Ramblers. Attention has been paid to associate the pedestrian vocabulary with the existing accepted vehicular vocabulary. The design guidelines outlined here are meant to be supplemental with the existing design guidelines based on the vehicular vocabulary. If a discrepancy exists, resolution will be at the discretion of the City of Albuquerque.

The Louisiana Mark

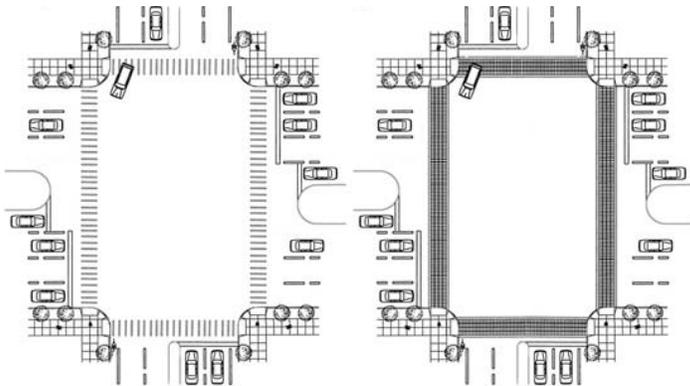
Great districts around the world have Great Streets. Each street is unique to its district, but they generally have similar principles. They are great pedestrian places with lots of activity and function as the heart and soul of the district. Sometimes they are tree-lined

boulevards such as Champs Elysees in Paris, France. Sometimes they are major urban thoroughfares such as Times Square/Broadway, the heart of New York City. Both have one thing in common, they attract people and move vehicles.

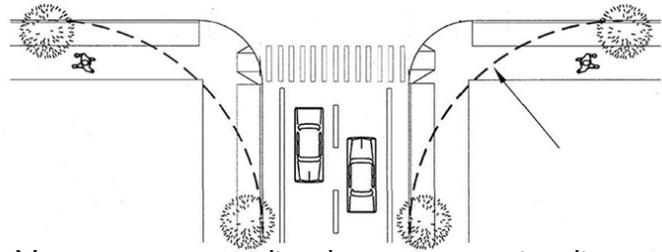


This is the vision for Louisiana Blvd. between the Loops; a Great Street in the Heart of the Uptown Sector Area, called the Louisiana Mark. It is the “Main Street” that bisects Uptown and is characterized by high traffic, high profile, and crowded activity. It is the place where people would gather to see and be seen, where people notice your car, your clothes, and who you are with. Buildings should orient toward the street, open up with cafes, restaurants, bars, and store fronts that exude energy and power. While the existing road cross-section is imposing with its expanded sidewalks and plazas along the street, street trees, street furniture, proper crossing facilities, and lighting, the street can evolve from the current car dominated thoroughfare into an active hub in the center of Uptown.

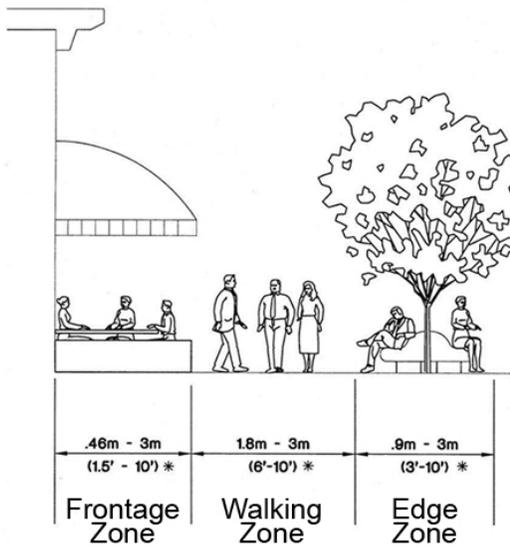
- Minimum right-of-way of 125 feet (existing right-of-way varies from 120 to 144 feet);



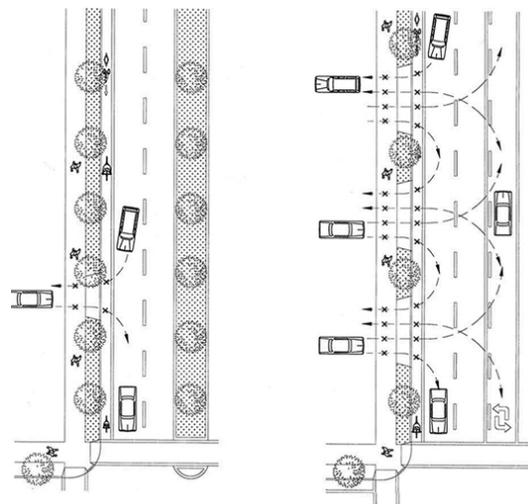
Clear crosswalk patterns aid in pedestrian safety



Narrower curve radius decreases crossing distance



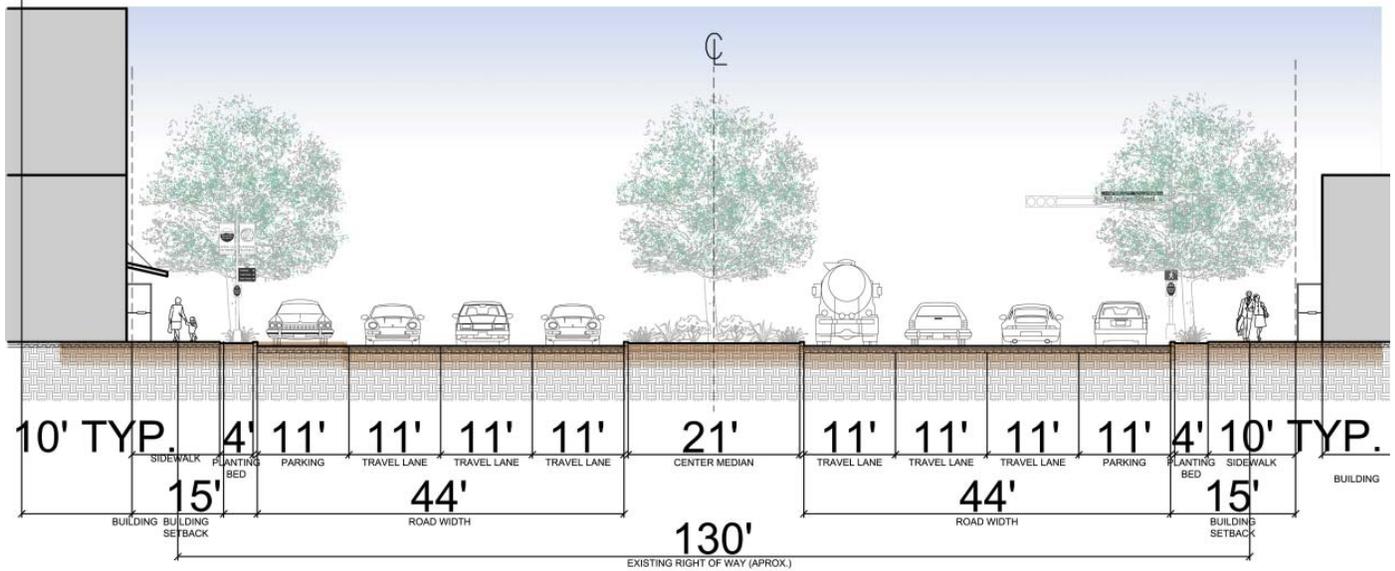
*(Typical Approximate Widths)



Create safe pedestrian realm by reducing number of vehicle access points

- Maintain existing cross-section but encourage further traffic studies to determine if a reduction in through lanes or turn lanes can be justified;
- Reduce left turn lanes and dedicated right turn lanes so they only occur at the Loop Road and Indian School Road;
- Set lane widths to the minimal allowable dimension, 11 feet for travel lanes and 11 feet for left turn lanes;
- Maximize center median and provide single row of trees with understory planting per City of Albuquerque Prototype Median Landscapes;
- All roadway improvements shall be implemented within the existing curb geometry;
- Limit business access points;
- Provide expanded sidewalk space and plazas at major corner intersections such as Indian School Road, to allow for people to gather and wait to cross the street;

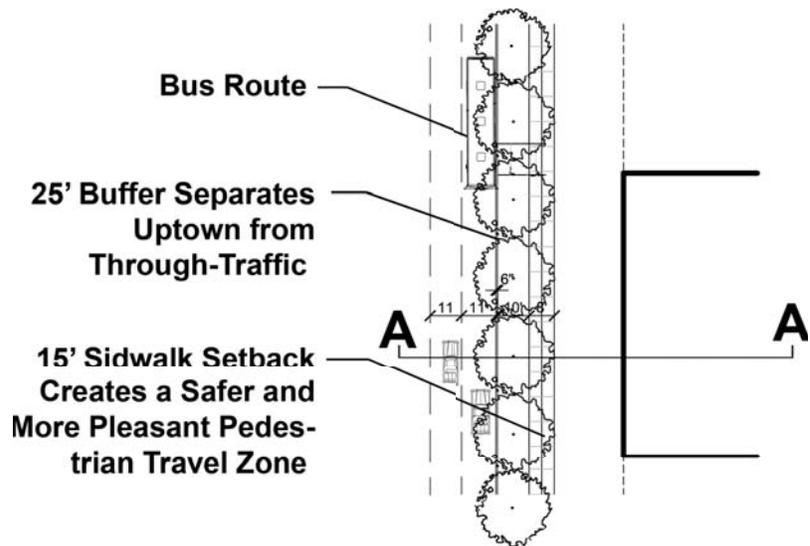




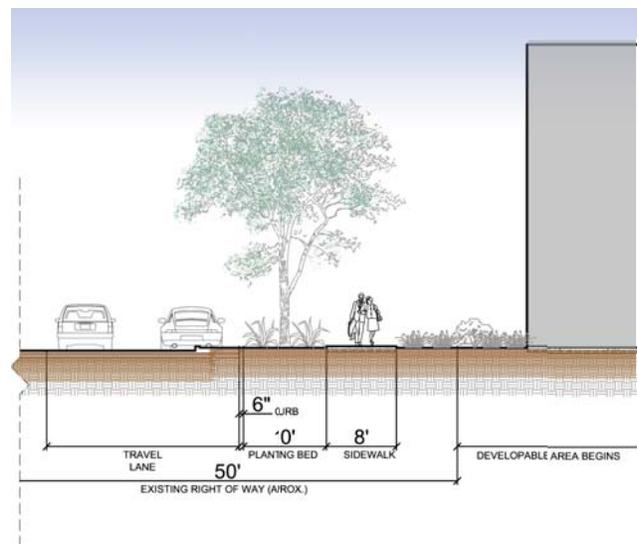
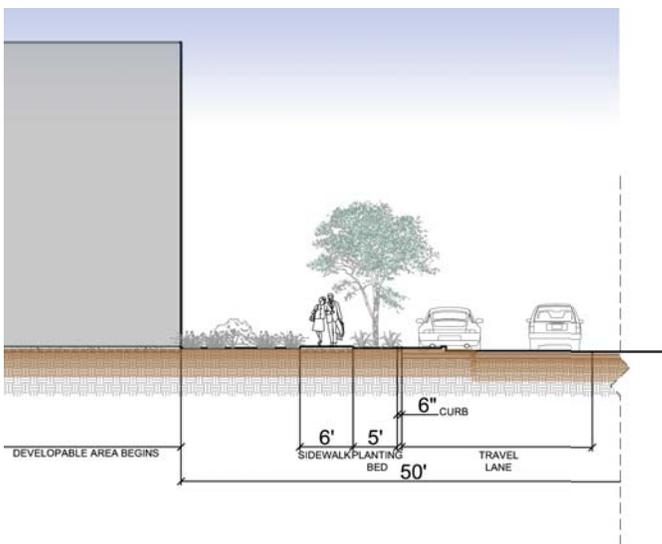
- Texturized (stamped asphalt) and colored crosswalks with a minimal 15' dimension;
- In-ground lights to illuminate crosswalk locations at night;
- Directional ramps at all corners, except where there is no crossing;
- Provide full-width sidewalk, minimum 15 foot wide, from building façade/right-of-way to;
- Sidewalk to consist of a six (6) foot wide edge zone and minimum ten (10) foot wide walking zone. The remaining width in the right-of-way should be dedicated to a frontage zone where tables, chairs and other business-related activities can be located;
- At locations where existing right-of-way is narrower than the proposed 125, feet the City may purchase additional right-of-way or obtain easements to fit proposed pedestrian improvements;
- Encourage future development to build up to right-of-way with no set back, except if plazas are included in the design;
- Encourage developers to create uses that activate the street, such as cafes, ice cream stores, bars, seating areas, building entrances, and others;
- Encourage developers to create strong connections between buildings into the interior portions of the site;
- Parking lots should not front on Louisiana Blvd.;
- Increase lighting;
- Enhanced pavement on sidewalks with the use of unit pavers to provide a more pedestrian scale paving;
- Wayfinding signage, benches, bollards, bicycle racks, trash receptacles, and other street furnishings in the edge zone;
- Explore opportunities to create above-grade crossings with pedestrian bridges that link parking structures and businesses.

The Rim Roads

These streets are the arterial roads which surround the Sector area, Menaul Blvd. and San Pedro Dr. They function as through streets, moving vehicles through and to the Uptown Sector area. The Rim is the area of street right-of-way dedicated to pedestrians and is generally on the south and east side of each street respectively. Pedestrians can find refuge in the landscape buffers that protect and shade them from the busy traffic. Larger landscaped setbacks should be encouraged along these streets to enhance these buffers.

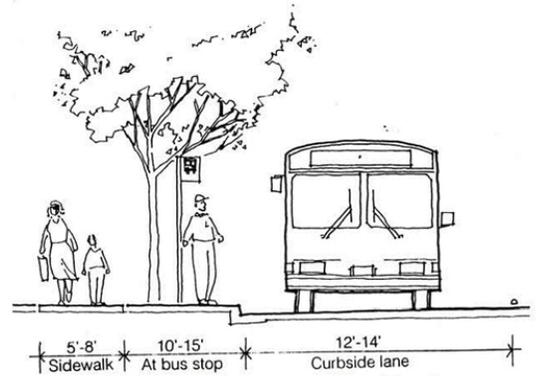


- Minimum right-of-way of 110 feet on both Menaul Blvd. and San Pedro Dr. (existing right-of-way varies from 104 to 132 feet on Menaul Blvd. and 105 to 115 on San Pedro Dr.);
- Maintain existing street cross-section;
- Provide plaza areas at transit stops;
- 15 foot planting strip between curb and sidewalk on south side of Menaul Blvd. and east side of San Pedro Dr.;
- Maximum five (5) foot wide planting strip between curb and sidewalk on north side of Menaul Blvd. and west side of San Pedro Dr.. All median planting shall be per City of Albuquerque Prototype Median Landscapes;
- Locate street furnishings, business signs, wayfinding, lighting, bus shelters, and other pedestrian amenities in the planting strip;
- Ten (10) foot wide sidewalk on south side of Menaul Blvd. and east side of San Pedro Dr.;
- Minimum six (6) foot wide sidewalk on north side of Menaul Blvd. and west side of San Pedro Dr.;
- Minimum ten (10) foot wide landscaped set back between sidewalk and parking slots or buildings;
- Limit business access points;
- Provide expanded sidewalk space at intersections to allow for people to gather and wait to cross the street;
- Directional ramps at all corners, except where there is no crossing;
- Explore opportunities to create above-grade crossings with pedestrian bridges that link parking structures and businesses.

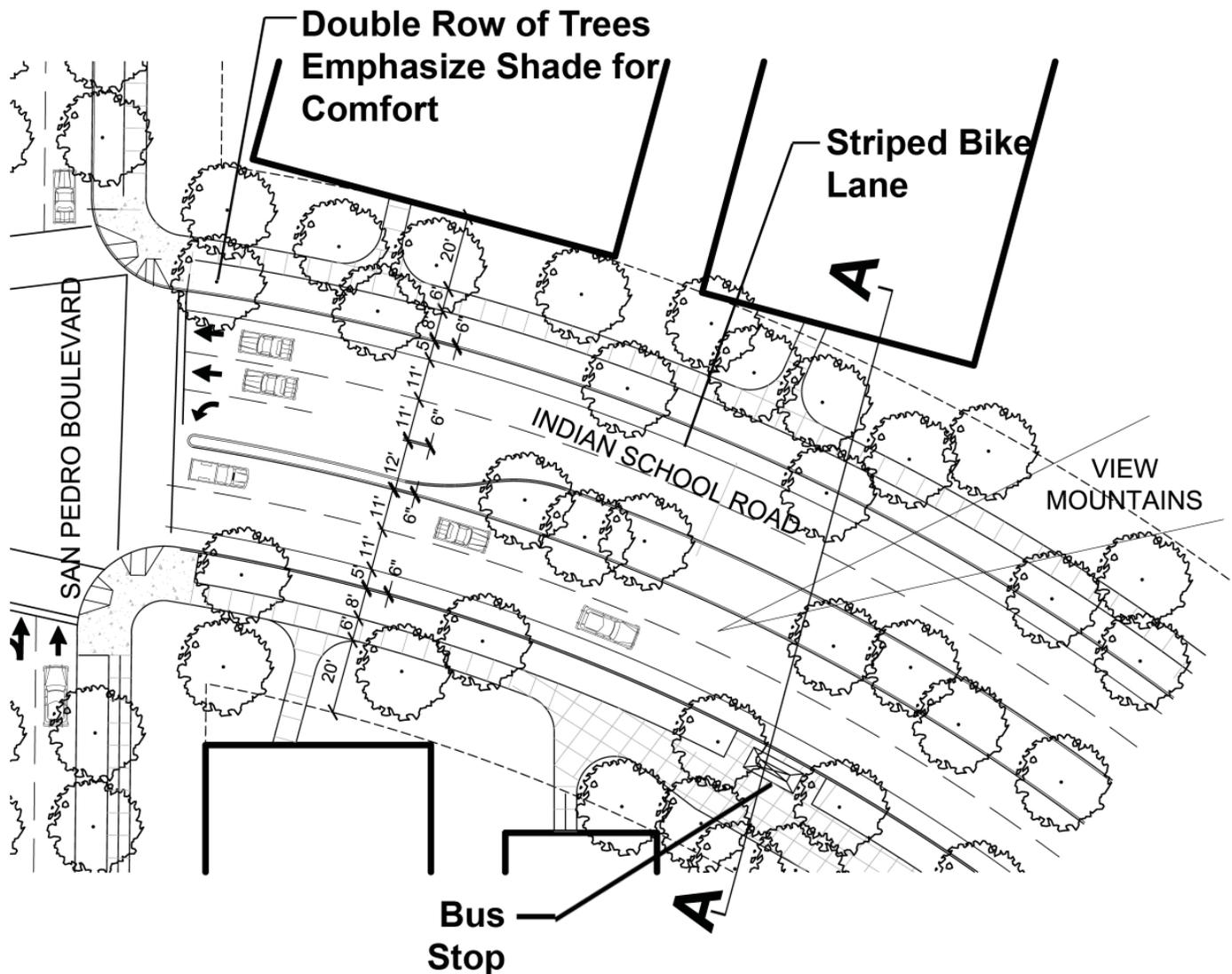


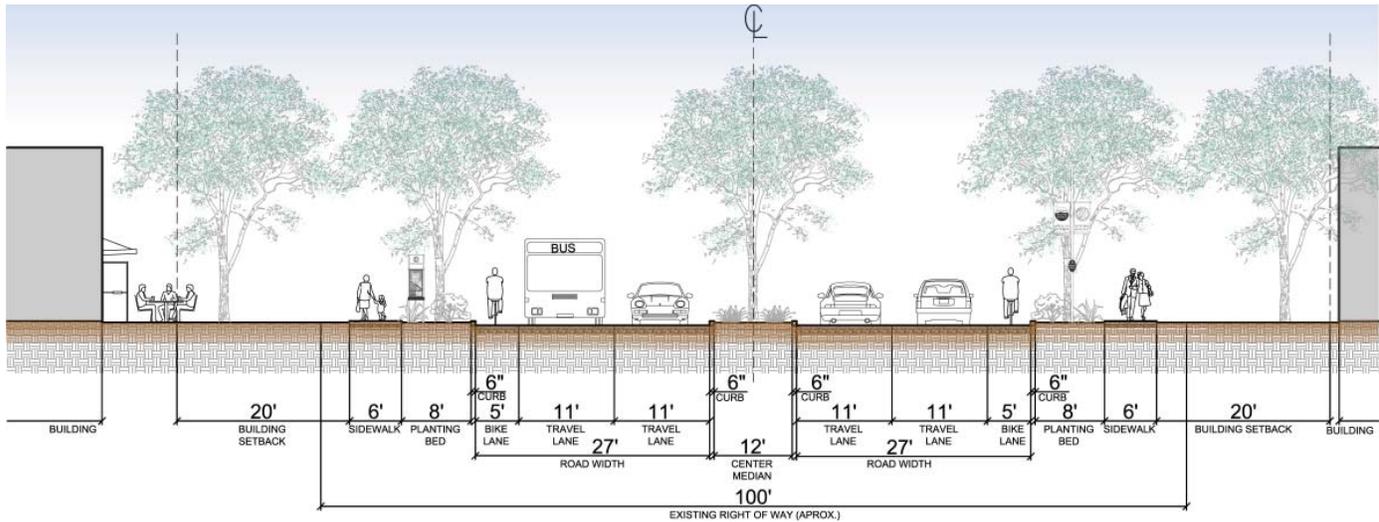
Indian School Road and Uptown Boulevard Passage

Indian School Road and Uptown Blvd. serve as the major east-west into and through the Sector area, linking the surrounding neighborhoods and the heart of Uptown. The vision for this street is a green-leafy boulevard with setback requirements that suggest a “front yard,” creating a park-like street setting. The streetscape character emphasizes shade, bus stops, bike lanes, and a separated sidewalk for pedestrian comfort. It remains an excellent way to travel and enter the heart of Uptown from the surrounding neighborhoods.

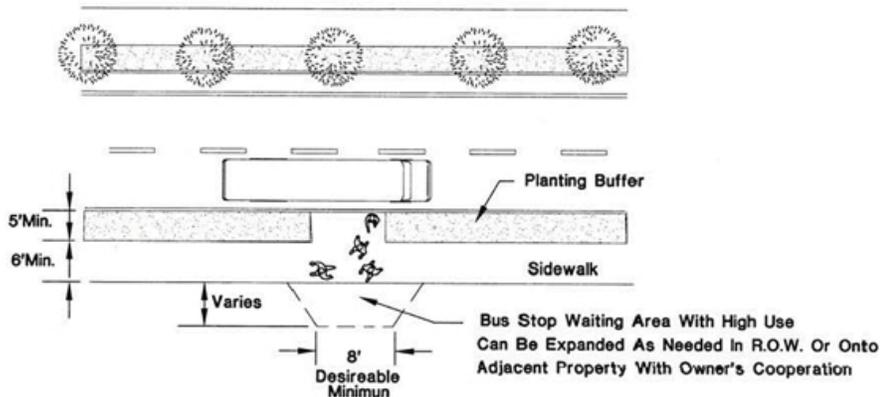


Bus stop waiting areas with high use can be expanded as needed in R.O.W. or onto adjacent property with owner's cooperation





- A 100 foot right-of-way with 20 foot wide easement and building set back on Indian School Road (existing right-of-way varies from 75 feet to 120 feet);
- An 86 foot right-of-way on Uptown Blvd. (existing right-of-way is 86 feet)
- Two (2) 11 foot travel lanes in each direction;
- Five (5) foot striped bicycle lane;
- Eight to ten (8-10) foot planted median on Indian School Road, no median on Uptown Blvd.;
- Eight (8) foot planting strip between curb and sidewalk on Indian School Road, Four (4) foot planting strip on Uptown Blvd.;
- Six to eight (6-8) foot sidewalk;
- Informal planting within easement and building setbacks;
- Tree planting in median, planting strip, and set back should be informal to capture views of the mountains, maintain business view corridors, and create a more park-like environment. All median planting shall be per City of Albuquerque Prototype Median Landscapes;
- Incorporate sustainability principles;
- Mid-block crossings at select and controlled locations;
- Provide expanded sidewalk space at intersections to allow for people to gather and wait to cross the street, follow Louisiana Mark principles at the Louisiana Blvd. and Indian School Road intersection;
- Directional ramps at all corners, except where there is no crossing;
- At locations where existing right-of-way is narrower, such as between Indiana Street and 500 feet east of Jeandale, the City shall purchase additional right-of-way or obtain easements to fit proposed pedestrian improvements;
- At locations where existing right-of-way is narrower, such as east of Espanola Street, the design shall be modified to eliminate planted median and set back requirements.

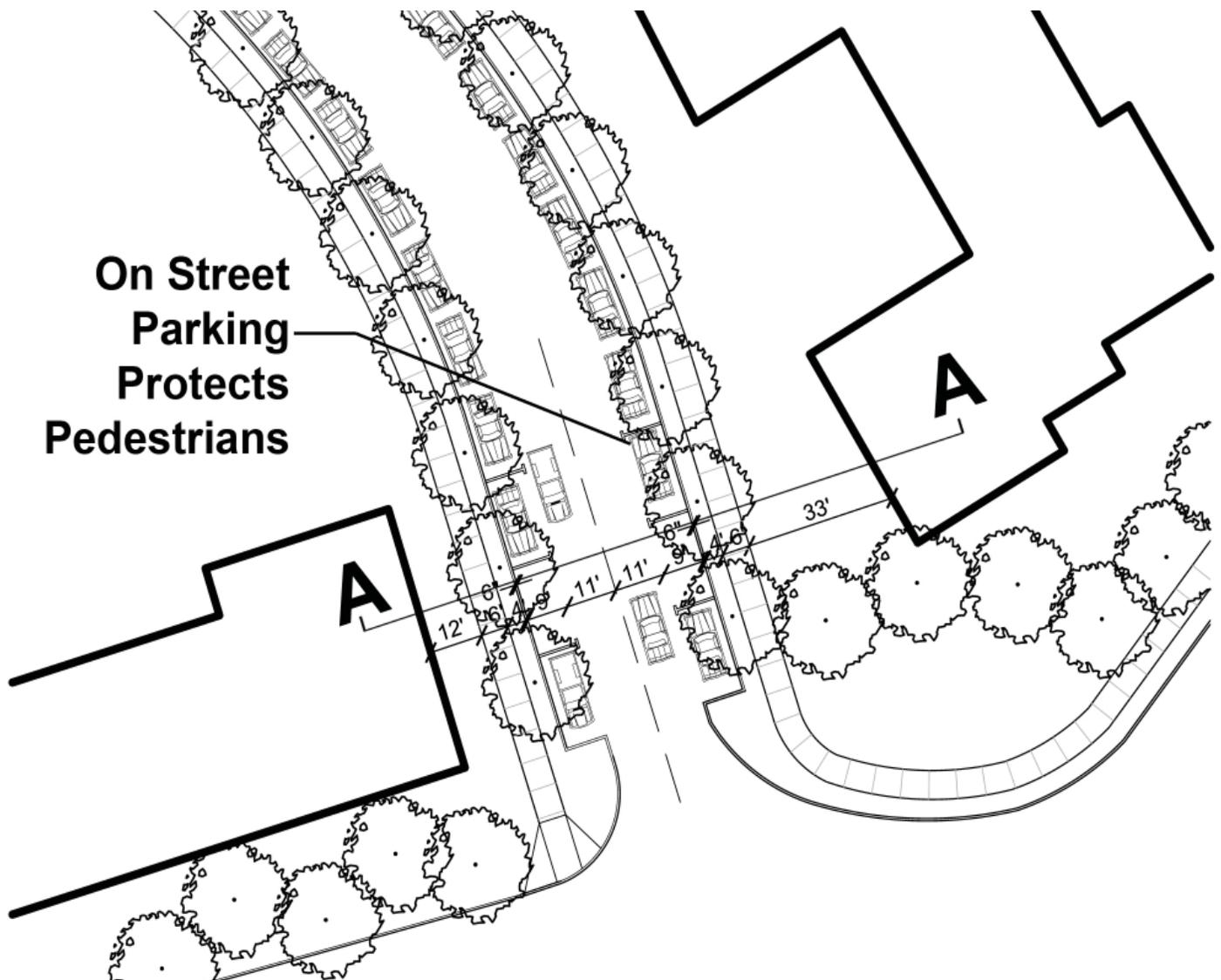


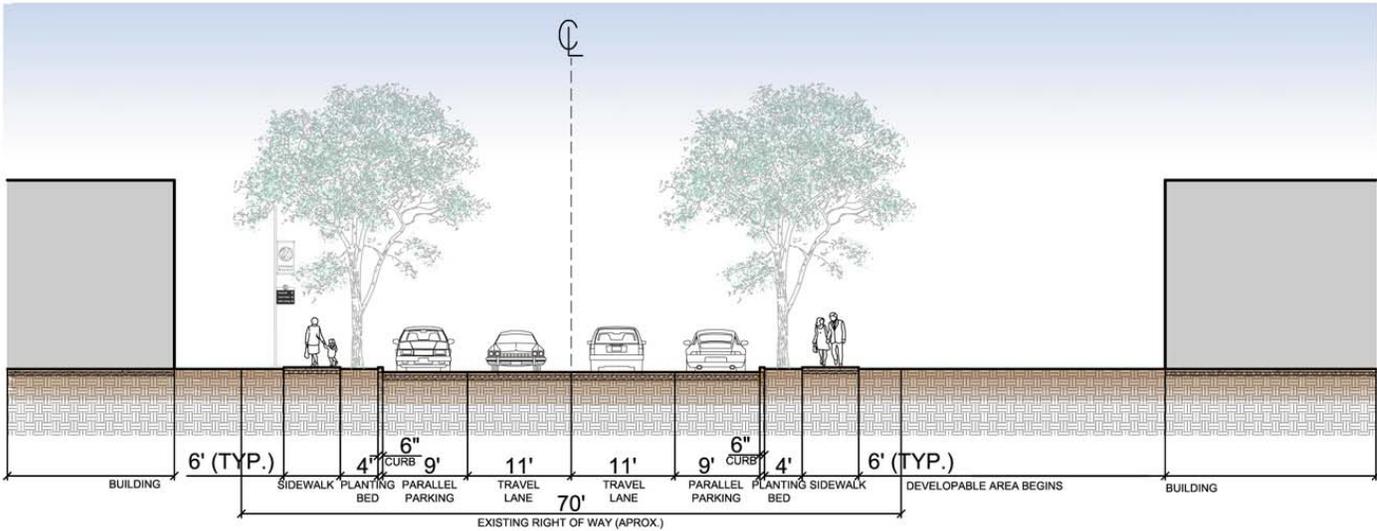
All trips begin and end with pedestrian trips - including transit stops



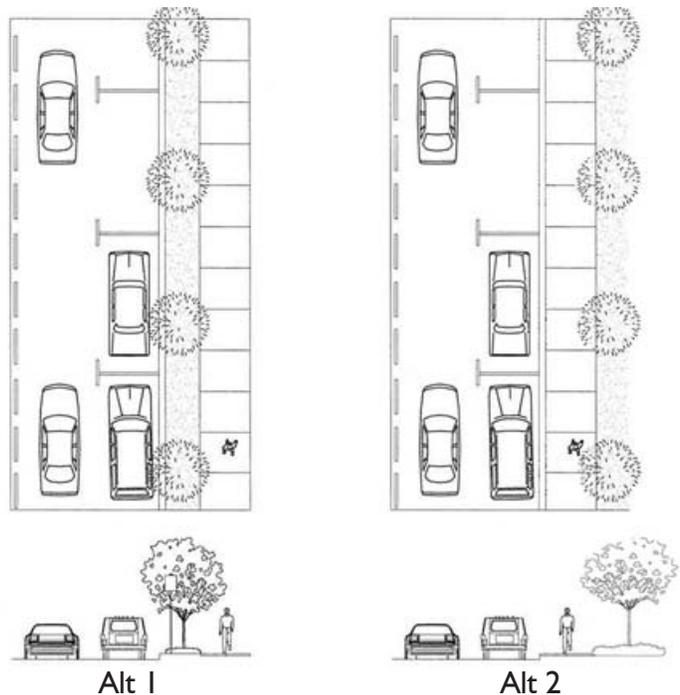
The Ramblers

The remaining streets within the Sector area, Jeandale Drive, Indiana Street, Prospect Place, Prospect Avenue, and Chama Street, are important pedestrian streets which link the major streets, described above, with the businesses, restaurants, and surrounding communities. These streets emphasize pedestrian comfort and safety. They have lower traffic speeds, on-street parking, and are tree-lined. The Ramblers are the streets where people stroll, walk the dog, hold hands, and talk with their neighbor.





- Two (2) 11 foot travel lanes, one in each direction;
- Nine (9) foot on-street parking each side of the street;
- Four (4) foot planting strip with street trees, maintain business visibility windows;
- Minimum five (5) foot sidewalk;
- Incorporate sustainability principles into the streetscape design;
- Mid-block crossings as select locations related internal pedestrian circulation created by redevelopment;
- Provided bump-outs at corners to define on-street parking areas and pedestrian crossings;
- Directional ramps at all corners, except where there is no crossing;
- At locations where existing right-of-way is narrower, portions of Jeandale Drive, all of Indiana Street, and portions of Prospect Place, the City shall either purchase additional right-of-way, obtain easements, or the on-street parking should be limited to one side of the street or planting strip eliminated to fit proposed pedestrian improvements.



Alt 1 Alt 2
Planting strips are not always achievable

Internal Circulation

In addition to the street network, the pedestrian circulation framework plan identifies opportunities to link plaza, open space, and internal circulation routes on private property with the street network. Developers should be encouraged to incorporate plazas at building entrances, clearly defined pedestrian routes through parking lots, and internal path systems that link with the street network. These systems can help provide more direct pedestrian connections between major destination points and enhance the overall pedestrian experience.

- A minimum six (6) foot wide walk/path for all internal circulations systems;
- Plazas should be of significant size to allow for multiple pedestrians entering and exiting buildings, seating, pedestrian and bicycle amenities, and tree planting;
- Plazas should connect with sidewalks along streets;
- Internal circulation systems should be continuous and provide for connection to destinations or passage through the site;
- Provide informal tree planting along walks;
- Provide trees, seating, drinking fountains, trash receptacles, lighting, bicycle racks, and other pedestrian, bicycle, and wayfinding amenities in plazas;
- At a minimum, plazas and internal circulation systems should be open to public during business hours, with full 24 hours, 7 a week (24/7) access encouraged;

Wayfinding

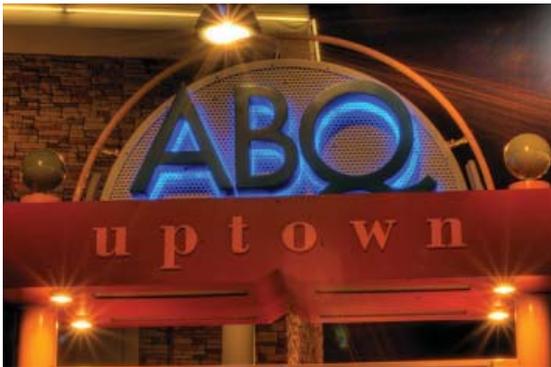
The wayfinding program for the Uptown Sector Area has been developed to be an integral part of the vehicular, pedestrian, bicyclist, and transit circulation system. It will guide people into and through the area, helping them get from place to place. The development of the wayfinding program included setting the goals, identifying the character; create

urban branding, and the development of wayfinding elements for pedestrians, transit, bicyclists, and motorists. This wayfinding program will set the framework for creating an enhanced identity for the Uptown Area and develop a sense of place.

Wayfinding Goals

During the analysis part of the project, several principles and goals were identified as being the basis for the development of the wayfinding program. These include:

- Communicate clear and concise functional wayfinding information;
- Provide signage regarding access to and location of transit, bicycle, and pedestrian facilities, and direct visitors and residents to Uptown destinations;
- Develop an overall signage package that provides directional signage to parking areas, restaurants, retail shops, etc;
- Enhance pedestrian safety and circulation;
- Increase comfort of visitors and residents unfamiliar with Uptown Albuquerque;
- Prolong visitor and resident stays;
- Strengthen Uptown destination retail;
- Orient visitors to locations in the Core and adjacent Loops;
- Sense of place, enhance the identity of Uptown.



Wayfinding Character

Inspiration for wayfinding and signage was drawn from the inherent character found throughout the Uptown district and the surrounding region. This includes commercial influences, southwestern traditions, and the natural environment. These influences were

weaved together to create an identity that is easily recognizable so that when visitors, residents, and workers enter the area, they immediately know they are in Uptown.



Community Branding

Establishing a consistent image that residents and visitors identify with Uptown Albuquerque will enhance the sense of Uptown being a special place with special amenities for pedestrians and bicyclists. It will also enhance the district's positioning for both economic development and tourism. Development of the community branding began with the creation of an Uptown logomark. This logomark will guide the appearance of the district's wayfinding signage. The logomark shape, style, color, and materials will echo the district's inherent character (metropolitan, pattern, geometric, bold).

The letter form "U" is this logomark. It draws upon the "U" in Uptown and its positive multipurpose meanings: the first letter of "Uptown" is a commonly used abbreviation for the word you: the pronoun that refers to "the one or ones being addressed."

Not only is the logomark "U" for Uptown, but also its "U" for you the visitor, resident, business owner, and employees; this is a place for you "U".

The development of the logomark could take on many forms to further enhance the community branding and create a unique sense of place. The City could commission a local artist to create a series of Uptown logomarks that would be unique for each of the different quadrants, or each of the major land uses, of the Sector area. All would be based on the "U", providing uniformity to the district, but uniqueness to a particular area. Additionally, related destination marketing activities could include the development of a tagline specific to the Sector area that makes playful use of the word "you" and the letter form "U", further strengthening the community branding, enhancing Uptown character, and a sense of place.



Wayfinding Elements

A series of wayfinding elements were created for pedestrians, transit, bicyclist, and motorist. Graphically these elements are similar and incorporated the letterform "U" to provide uniformity in the wayfinding and regulatory signage throughout the Sector area and help to create the branding, character, and identity of Uptown.

Pedestrians/Transit Elements:

- 1 Site identification banner (mounts on traffic signal poles, streetlight poles, etc.)
- 2 Blade directional sign (mounts on traffic signal poles, streetlight poles, etc.)
- 3 Seasonal/special events banner;
- 4 Pedestrian or pedestrian/bicycle route marker;
- 5 3-sided informational/orientation kiosk near primary pedestrian crossings;
- 6 2-sided informational/orientation kiosk near secondary pedestrian crossings pedestrian crossings. This kiosk would also be used at transit stops, providing information on bus routes and the Uptown Loop Shuttle destinations



Bicycle/Motorist Elements

- 1 Monument sign at parking structure entry;
- 2 Street identification sign;
- 3 Bicycle or bicycle/pedestrian route marker;
- 4 Blade directional sign (mounts on traffic signal poles, streetlight poles, etc.);
- 5 In addition, bicycle lanes would be marked on pavement.



In addition to wayfinding, informational kiosks may feature educational content (transit schedules, pedestrian safety campaign posters) or promote Uptown public events.

The map included on the kiosks would identify businesses and destination points within the Sector area, label the street network, identify pedestrian and bicycle routes, locate parking structures, locate decision points, and identify how to get around.



Wayfinding Orientation Map