



Appendix F

Streetscape Guidelines

Introduction

The Central Avenue Streetscape Guidelines are intended to direct improvements to Central Avenue to better accommodate a variety of users. They stress the integration of shade, street furniture, ADA accommodations, transit shelter locations, on-street parking, intersection design and vehicle lane widths and travel speeds to create an environment that is safe and attractive for multiple modes of travel.

Proposed streetscape improvements capitalize on each neighborhood and district's best assets — such as historic buildings and pedestrian-oriented streets to build upon existing community efforts and to maximize public resources. The development of a vibrant pedestrian scale streetscape, with traffic calming, attractive window displays, parking areas, building improvements, street furniture, signs, sidewalks, street lights, and landscaping, creates an attractive and inviting environment throughout the Route 66 corridor and furthers the objectives of the Route 66 Action Plan.

There is no single entity assigned to developing and maintaining the streetscape. It requires a community effort in coordination with City departments, such as Planning, Municipal Development, Parks and Recreation, Transit and Solid Waste, as well as utility providers, private developers, businesses and property owners. One of the objectives of the Route 66 Action is to provide a framework for project coordination and best utilization of resources.

A dependable, multi-modal transportation network on Central Avenue that is safe and accessible for all users is key to the success of the Route 66 Action Plan. The Central Avenue of today is the result of decades of differing development patterns, physical constraints and auto-oriented policy. Typically, Central Avenue is designed to accommodate the car, focusing on flow of traffic and movement of vehicles. As a result, the street is often challenging environment for other modes of travel, such as walking, biking, and accessing transit. In order to create a more attractive and usable environment on Central Avenue for all modes of travel, these streetscape guidelines provide recommendations within the public right-of-way to foster a safe, pleasant and consistent experience for all.



Central Avenue should be safe and comfortable for all users.



Vehicular and pedestrian conflict. Free right turn lane encourages turns against the light, threatening pedestrians in crosswalk.



Pedestrian "jaywalking" through traffic from transit stop.

The reconfiguration of the existing cross-section of Central Avenue presents many challenges. Existing street sections range from two travel lanes in the downtown core to six lanes divided by a turning lane in outer areas. The public right-of-way width ranges from 60 feet downtown to 200 feet at the outer city limits. Portions of Central Avenue currently accommodate bicycle lanes and on-street parking, while other portions do not. Current posted speed limits range from 30 to 55 mph and traffic speeds tend to range even higher. As a result, segments of Central Avenue need to be assessed on a case-by-case basis in order to determine how best to work within existing conditions and constraints to achieve the best possible outcome.

Central Avenue is mapped in the Comprehensive Plan as a Major Transit Corridor and is a designated Principal Arterial. It serves as a major transit route for Albuquerque with both local and limited stop transit services. The Central Avenue Corridor has three routes - the Route 66, and two Rapid Ride routes, the 766 and 777 - that carry a combined total of 17,000 passengers a day, 42% of the daily system ridership.

Applicability

This section includes streetscape goals and guidelines for improvements to the Central Avenue public right-of-way (ROW) and should be considered by any party, public or private, making changes within the right-of-way of Central Avenue. This section is not regulatory, but advisory in nature.



Central Avenue Streetscape Guideline Goals

1. Make Central Avenue a safe, pleasant, attractive and comfortable environment for all users.
2. Create a consistent and harmonious streetscape environment with elements that reinforce the Route 66 brand and reduce visual clutter along Central Avenue.

Central Avenue Streetscape Policies

1. The City should update the Development Process Manual (DPM) roadway standards to reflect current pedestrian safety guidelines for safety and comfort.
2. Other City documents, policies and plans should attempt to implement the guidelines herein.

Existing City Policies

The Albuquerque/Bernalillo County Comprehensive Plan was adopted by the City Council and the County Commission in 1988 and has been amended through 2013. The document provides goals and policies which guide the pace, intensity and direction of the metropolitan area's growth.

Streetscape guidelines herein are intended to implement these Comprehensive Plan policies:

DEVELOPING AND ESTABLISHED URBAN AREAS POLICY K. 2. Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protect in transportation planning and operation. Employ street planting, barriers, buffering and other landscaping methods to minimize effects of traffic on adjacent uses.

DEVELOPING AND ESTABLISHED URBAN AREAS POLICY J. Quality and innovation in design shall be encouraged in all new development; design shall be encouraged that is appropriate to the Plan area.



Transit shelter, light poles and other infrastructure outside of clear sidewalk area.



Transit stops should provide adequate waiting area for riders.



Recent sidewalk improvements on Lead Avenue.



Bulbout improvement on Lead Avenue.

DEVELOPING AND ESTABLISHED URBAN AREAS POLICY M. Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.

DEVELOPING AND ESTABLISHED URBAN AREAS POLICY O. Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

DEVELOPING AND ESTABLISHED URBAN AREAS POLICY P. Cost-effective redevelopment techniques shall be developed and utilized.

CENTRAL URBAN AREA POLICY A. New public, cultural, arts facilities should be located in the Central Urban area and existing facilities preserved.

CENTRAL URBAN AREA POLICY B. Upgrading efforts in neighborhoods within the Central Urban Area should be continued and expanded and linkages created between residential areas and cultural/arts/recreation facilities.

HISTORIC RESOURCES POLICY B. Research, evaluation, and protection of historical and cultural properties in the City and County shall be continued.

HISTORIC RESOURCES POLICY C. Increase public and inter-agency awareness of historic resources and preservation concerns.

CULTURAL TRADITIONS AND THE ARTS POLICY A. Programs which contribute to the area's understanding of area history and ethnic traditions shall be encouraged.

CULTURAL TRADITIONS AND THE ARTS POLICY C. Coordination and promotion of the arts in the metropolitan area shall be supported.

DEVELOPED LANDSCAPE POLICY B. Public facilities (including buildings, parks, plazas, utilities, bridges, streets, stadiums and airports) shall be designed to realize opportunities for City/County beautification.



DEVELOPED LANDSCAPE POLICY C. Incidental structures such as signs, guywires, poles, fire-plugs, street furniture and overhead utility wires shall be designed for minimum visual intrusion and mobility impediment to pedestrians.

DEVELOPED LANDSCAPE POLICY D. Landscaping shall be encouraged within public and private rights-of-way to control water erosion, dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

COMMUNITY IDENTITY AND URBAN DESIGN POLICY D. 4. Landscaping, street furniture, public art, colored and textured paving and other improvements to the public realm that reinforce the cultural, social and design traditions of the community served by the Activity Center.

COMMUNITY IDENTITY AND URBAN DESIGN POLICY E. Roadway corridors (collectors, arterials, Enhanced Transit and Major Transit) within each community and that connect the community's Activity Centers shall be designed and developed to reinforce the community's unique identity.

TRANSPORTATION AND TRANSIT POLICY G. Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

TRANSPORTATION AND TRANSIT POLICY I. Street and highway projects shall include parallel-ing paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate.

TRANSPORTATION AND TRANSIT POLICY J. For each mode, potential transportation/emergency response hazards such as grade crossings, obsolete street geometry, and inadequate street lighting shall be minimized.

TRANSPORTATION AND TRANSIT POLICY P. Efficient, safe access and transfer capability shall be provided between all modes of transportation.

TRANSPORTATION AND TRANSIT POLICY Q. Transportation investments should emphasize overall mobility needs and choices among modes in the regional and intra-city movement of people and goals.

ECONOMIC DEVELOPMENT POLICY D. Tourism shall be promoted.



Rapid Ride stop, Central and San Mateo.



Street vendors along Central Avenue.



Walking Zone

Amenity Zone

Pedestrian realm diagram.*Pedestrian realm with Amenity zone and Walking zone.*

Related City Guidelines, Standards and Codes

- Comprehensive Plan, including Centers and Corridors Design Standards
- Design Process Manual
- Sector Development Plans and Metropolitan Redevelopment Plans
- Street Tree Ordinance
- Central Avenue Neon Design Overlay Zone (CAN DOZ)
- Bikeways and Trails Facility Plan

Public Right-of-Way Standards

The Central Avenue public right-of-way is generally comprised of two areas, the Pedestrian Realm and the Vehicular Realm.

Pedestrian Realm. The Pedestrian Realm is the area within the public right-of-way, measured from the back-of-curb to the property line, that is dedicated to pedestrian use. In general, the Pedestrian Realm contains the Walking Zone (sidewalk), the zone dedicated to pedestrian circulation, and the Amenity Zone. The latter is typically located between the walking zone and the back-of-curb and is dedicated to landscaping, street furnishings, bike racks, information kiosks, lighting, roadway signage and transit facilities.

Vehicular Realm. The Vehicular Realm is located curb-to-curb and contains designated travel and turning lanes for vehicles, buses and bicycles. Curb and gutter, medians, bus pull-outs, transit platform stations and stops, as well as on-street parking are also located in the Vehicular Realm.

The following guidelines are recommended for pedestrian realm on Central Avenue. While these are not achievable in all cases, they should guide projects within the public right-of-way including street repaving and curb and gutter repair. Where the ROW, measured from the back-of-curb, exceeds 6 feet in width, the excess ROW outside of the required sidewalk area should be considered as part of the pedestrian realm and either be used to widen the sidewalk or to create a landscape buffer between the sidewalk and the street. Please refer to the Trails and Bikeways Facility Plan for comprehensive guidance on the City's policies on bicycle and pedestrian facilities.



Utilities such as electric, gas and communications often are located in this zone within a public utility easement (PUE). PUEs may include overhead or underground installations and are approximately 10 feet in width for electric distribution lines. The City should coordinate with all utilities to ensure adequate space for utilities and safe access for maintenance and repair.

The Walking Zone

The intent is to create an aligned sidewalk condition a minimum width of 6'-0" that extends for at least the length of the block. The following graphics-illustrate pedestrian realm solutions for where right-of-way is in excess of the required 6'-0" clear sidewalk area (excess right-of-way) and for where right-of-way is limited to the minimum clear sidewalk area or less (limited).

Sidewalk width. Where possible, a clear pedestrian path of six feet should be maintained at all times. Sidewalks shall be a hard surface that may include concrete, brick, or pavers. Pervious pavement is also considered appropriate, but shall meet ADA requirements. Sidewalk material shall be slip resistant and of a permanent nature.

Sidewalk alignment. The sidewalk should be contiguous where possible within the block and should be straight in orientation except where necessary to avoid obstacles or meet up with pre-existing paved areas.

Amenity Zone

Streetscape amenities improve comfort and safety of roadway users and include landscaping, street furnishings, pedestrian scale lighting, wayfinding signage, gateway features and public art. These elements, if consistent in type, color and branding, help to create a consistent visual theme, bringing harmony and identity to the streetscape. A Streetscape Amenity Kit-illustrates essential components for pedestrian nodes in high density areas. See the Route 66 Action Plan for specific details.



Sidewalk curves to accommodate infrastructure.



Newspaper stands, parking meters and street trees located at back of curb, providing a clear pedestrian path.



Street trees with fall color.

Guidelines

Landscaping Recommendations:

This document recommends using an individualized plant pallet for each district and a continuous plant pallet for the remaining corridor. Placement of street trees should not compete with historic, pole-mounted signs.

Street Trees and vegetation for Districts: Flower trees and trees with attractive fall color are recommended for the Districts. Trees should be spaced 25 feet on center and provide shade for pedestrians, but should be evaluated on a case-by-case basis. Tree spacing may be adjusted to accommodate street furniture, pedestrian lighting and existing infrastructure. Where possible, street trees should be located between the sidewalk and the roadway. Where on-street parking exists and there is limited space in the pedestrian realm, street trees should be considered within on-street parking areas. Tree grates are encouraged where sidewalks cannot meet the minimum 6 feet width in order to accommodate street trees.

Street trees and vegetation for corridors: Street trees for the non-district segments of the corridor should be spaced approximately 30 feet on center with a larger spread and height in built up areas in order to help designate the street edge. However, in addition to guidelines mentioned above, view sheds should be carefully considered for portions of the West Central Corridor, where lower landscape elements and larger spacing between street trees may help to preserve views.

Guidelines for Tree Planting and Care: For the viability of trees planted in the amenity zone, consider the long-term needs of the trees. The following practices would extend the likely lifespan of trees planted in the streetscapes:

- Plant fewer, larger, healthier trees that provide shade systems that provide room to grow.
- Develop soil vaults under sidewalk surfaces.
- Provide more extensive irrigation designed/intended to grow with expanding root systems.
- Allow greater spacing between trees.



Street Furnishing Recommendations:

Benches, wayfinding signage, trash receptacles, shade elements and information kiosks are recommended pedestrian amenities for district portions of the Central Corridor. Street furnishings should be developed and selected as a package for the Central Corridor, with consistent color, theme and Route 66 branding.

Bicycle racks are recommended as part of the pedestrian amenities provided near transit stops and in pedestrian-oriented districts within the Corridor. A standard bicycle rack should be selected for the corridor that is consistent in color and Route 66 branding with other street furnishings. Individual property owners and business groups may also commission custom bike racks that relate to the specific theme of their district/neighborhood. Route 66 branding is encouraged to be incorporated in custom designs.

Individual districts may consider custom street furnishings; however, consistency should be maintained throughout the district and Route 66 branding should be included where appropriate.

Transit Stop Recommendations:

Where adequate ROW exists, transit stops should include ample benches or other seating to accommodate ridership and provide adequate waiting area outside of the clear sidewalk area. Transit stop locations should be well lit with pedestrian amenities to include trash receptacles, bicycle parking, wayfinding signage and shade. On Route 66, transit shelters and other furnishings should be consistent in theme and color and may take design cues from adjacent neighborhoods and districts. All benches, trash receptacles, shelters and other related furnishings should carry the Route 66 brand. Where possible, neon lighting should be incorporated into transit shelter or other appropriate furnishings.



Street Furnishings.



Theme enhanced Transit Shelter.



Wayfinding and Public Art.



Transit Bulbouts. Transit Bulbouts are curb extensions that allow the bus to stop next to the curb for passenger boarding and take up less space than curbside bus zones which require a bus to pull out of traffic. Where possible, for buses that serve curbside, transit curb extensions should be utilized to minimize stop time by allowing passengers to board the bus in a travel lane and to provide additional space for passengers.

Pedestrian scale lighting recommendations:

Pedestrian scale lighting is recommended for all districts/nodes along the Central Corridor for pedestrian safety and visual identity. Several districts along Central Avenue have pedestrian lighting that relates to the character of the district. Other districts do not currently have pedestrian scale lighting. New pedestrian scale lighting for districts is recommended to be similar to selections in existing districts for ease of maintenance and visual consistency along the corridor. Pedestrian lighting should be spaced approximately 60 feet on center and be able to accept appropriate fixtures for banners.

Where possible, transit stop and wayfinding signage should be attached to light poles in order to reduce visual clutter and minimize physical obstacles in the walk zone. Additional signage and banners to a light pole will need to be approved by the City and/or PNM to ensure that a pole can accommodate any additional weight and/or wind load.

Wayfinding, Signage and Gateway Recommendations:

A wayfinding and identity package should be developed to provide a collection of complementary pedestrian, bicycle and auto-oriented signage that create a sense of place and identity. Signage shall be of durable materials, resistant to intense southwest sun and winds. Typography selections shall be legible and consistent in font and color. Vinyl letters should not be permitted.

The Plan identifies several key areas for gateways to mark significant points along Route 66. In addition, entry points to neighborhoods and districts along Route 66 offer additional opportunities for identity features. Possible forms for these features include gateways that span the roadway, vertical elements on either side of the roadway or elements located in the median. Where possible, Route 66 branding and neon should be incorporated into gateway and identity features.



Public Art Recommendations:

Public Art is recommended throughout the Central Corridor. Art may be incorporated into streetscape elements, such as benches, shelters, and other pedestrian amenities or may be a separate installation. In addition to Route 66, neighborhood history and New Mexico culture are possible themes for public art.

Neon Signage Recommendations:

The City has adopted the Central Avenue Neon Design Overlay Zone (CAN DOZ) is to encourage the use of neon signs along Central Avenue. The CAN DOZ provides incentives and flexibility with current sign regulations for new and refurbished signs that contain a minimum of 50% neon illumination. The intent is to increase the vibrancy of Central Avenue by developing an existing neon theme along the corridor. The DOZ also aims to attract locals back to Central and develop destination tourism related to Route 66. The City Planning Department can provide more information on the CAN DOZ.



Orphan signs as public art.



Utility poles and wires impede walking zone.



Utility infrastructure located outside of walking zone.

Service and Utilities Recommendations:

Streetscape improvements should be coordinated with utility companies in order to minimize efforts within the public ROW. Where feasible, utilities should be placed underground in order to reduce visual clutter and to reduce obstacles, such as utility poles, transformer boxes, traffic light control boxes and fire hydrants in the Walking Zone. Utility upgrades may require additional funds for relocation. Public utilities, street lights, traffic signals and other utility equipment should not encroach on the clear pedestrian path.

Electric overhead transmission lines are located perpendicular and parallel to Central Avenue. Electric overhead distribution lines are frequently located in the public right-of-way, overhanging or within public road right-of-way, generally crossing or paralleling Central Avenue. The City should coordinate with PNM through the City of Albuquerque sign permitting process to ensure vertical and horizontal safety clearances. Refer to the *PNM Electric Service Guide* for additional information.

Streetscape Amenity Kit

The Streetscape Amenity Kit provides the essential and auxiliary components for the development of an interactive public space node. These nodes are envisioned for areas with higher density and clusters of historical elements. The locations are generally located in the Route 66 Action Plan; however, it is key that pedestrian nodes be located near transit and proximate to historical and cultural assets.

Essential Elements (All elements should be present at each node, capacity of elements should serve location demand)

1. Benches
2. Trash receptacles
3. Shade element (trees, shelters, canopies)
4. Landscaping
5. Hardscaped area (minimum 8 feet x 8 feet)
6. Wayfinding
7. Signage
8. Bike racks
9. Pedestrian lighting
10. Neon component
11. Route 66 branding
12. Wifi Hot spot

Auxiliary Elements (A minimum of one element should be present)

1. Kiosks/maps
2. App technology
3. Public Art (with lighting)
4. Interpretive features
5. Food vending
6. Cafe seating
7. Movable seating





Proposed Branding for Amenity Kit

Street Furnishings and Route 66 Branding Opportunities



Bench



Transit Shelter



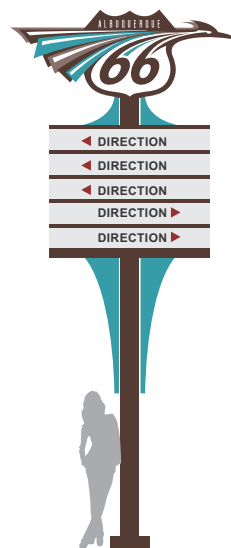
Neon



Light Pole



Trash Receptacle



Wayfinding/Gateway



Route 66 branding element



Historic highway sign



Historic Route 66 shield



Proposed Pedestrian Realm Design Options - Adequate ROW



Adequate Public ROW.

Portions of Central Avenue have enough public ROW outside of the Vehicular Realm to create a comfortable pedestrian environment. At a minimum, adequate ROW within the pedestrian realm should be able to accommodate a 6 foot clear pedestrian path (sidewalk) as well as a minimum of a 4 foot landscape area for trees and landscaping, benches and other pedestrian amenities. Street lighting, roadway signage, such as speed limit signs and, where possible, and bus stop signs should be located as close to the curb and not encroach on the clear sidewalk area. Utility infrastructure should be located behind the sidewalk area or in the landscape area.

- A. 6 foot minimum sidewalk width
- B. 4 foot minimum landscape width
- C. Landscaped seating area with trash receptacle
- D. Pedestrian and vehicular lighting

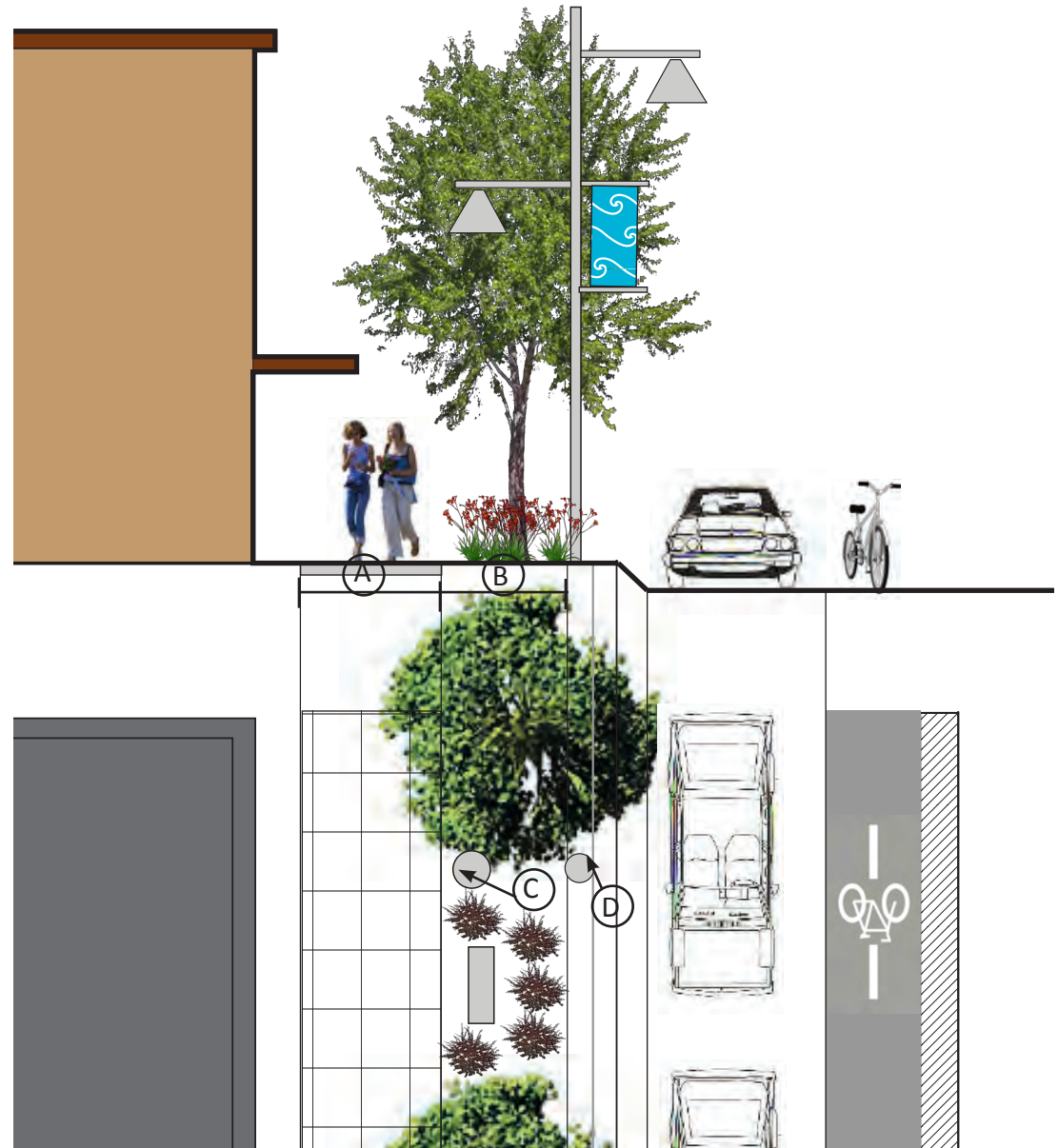


Figure 4 - Adequate ROW



Proposed Pedestrian Realm Design Options - Excess ROW



Excessive Public ROW.

Portions of Central Avenue, typically in undeveloped portions of the city, have more than enough public ROW outside of the Vehicular Realm to create a comfortable pedestrian environment. In these areas, the pedestrian path should be increased to a minimum of 8 feet, if remaining area is large enough to accommodate a 5 foot landscape area. Additional area, if available, should be devoted to landscaping with seating areas of ideally 200 to 300 square feet, located on each block in areas with high pedestrian traffic or near transit locations.

- A. 8 foot minimum sidewalk width
- B. Remaining ROW for planting area
- C. Pedestrian and Vehicular lighting
- D. Landscaping and seating areas

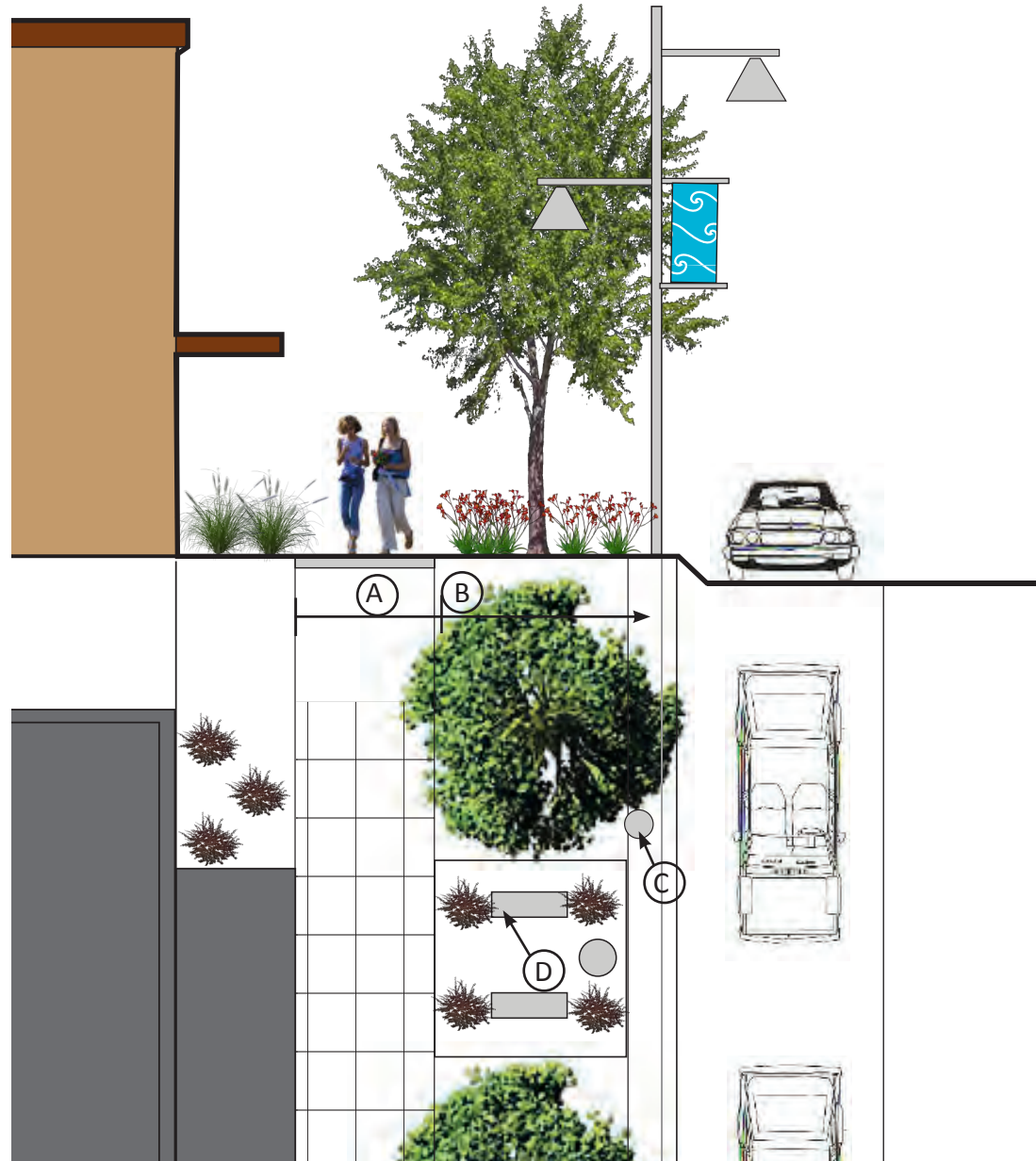


Figure 5- Additional ROW



Proposed Pedestrian Realm Design Options - Parking Lots

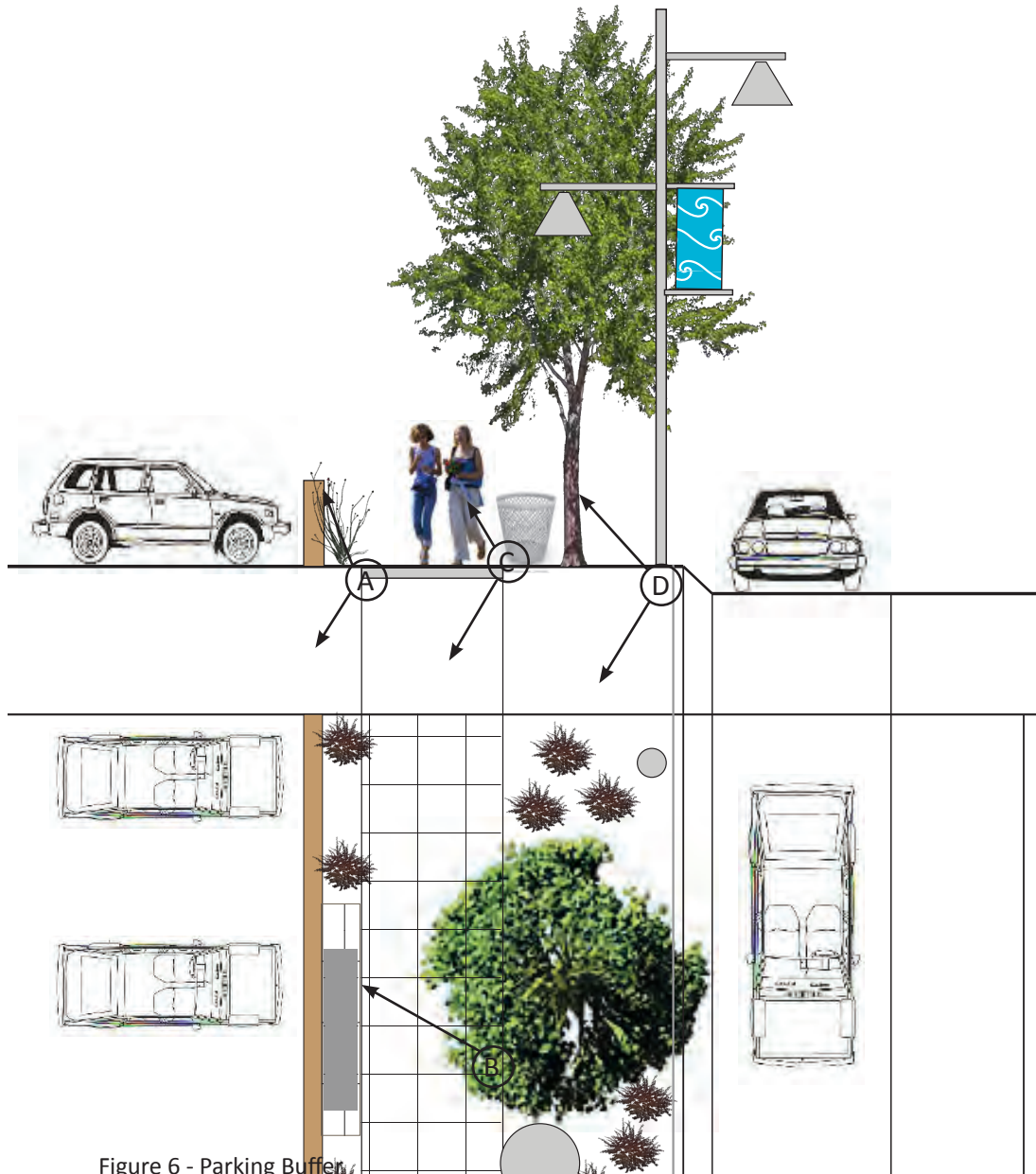


Figure 6 - Parking Buffer



Low wall buffering parking.

Many properties along Central Avenue have surface parking within the front setback. In areas where buildings are typically close to the street, low walls or landscaping should be considered along parking lot frontages as a buffer and to maintain the street wall. Low walls need not be continuous or in the same plane. Seating and landscaping may be included where appropriate. Shrubs and landscaping may also be considered an acceptable alternative. Parking lots adjacent to high intensity transit areas should also be considered for landscape buffering in order to create a more pedestrian environment.

- A. Landscape and low wall buffer
- B. Seating area
- C. Pedestrian walk zone
- D. Landscaping area



Proposed Pedestrian Realm Design Options - Bus Bulbouts



Bus Bulbout.

In order to facilitate bus services and to minimize pedestrian crossing distances at intersections, Bus Bulbouts should be considered in areas with on-street parking. Bus Bulbout areas can be utilized to increase transit seating and waiting area as well as provide other pedestrian amenities such as wayfinding, bike racks and public art. Shade for bus riders may be provided by bus shelters and/or trees. Trees should be planted far enough back to allow for bus access.

- A. 6 foot minimum sidewalk width
- B. Bus bulbout with seating and landscaping to accommodate riders

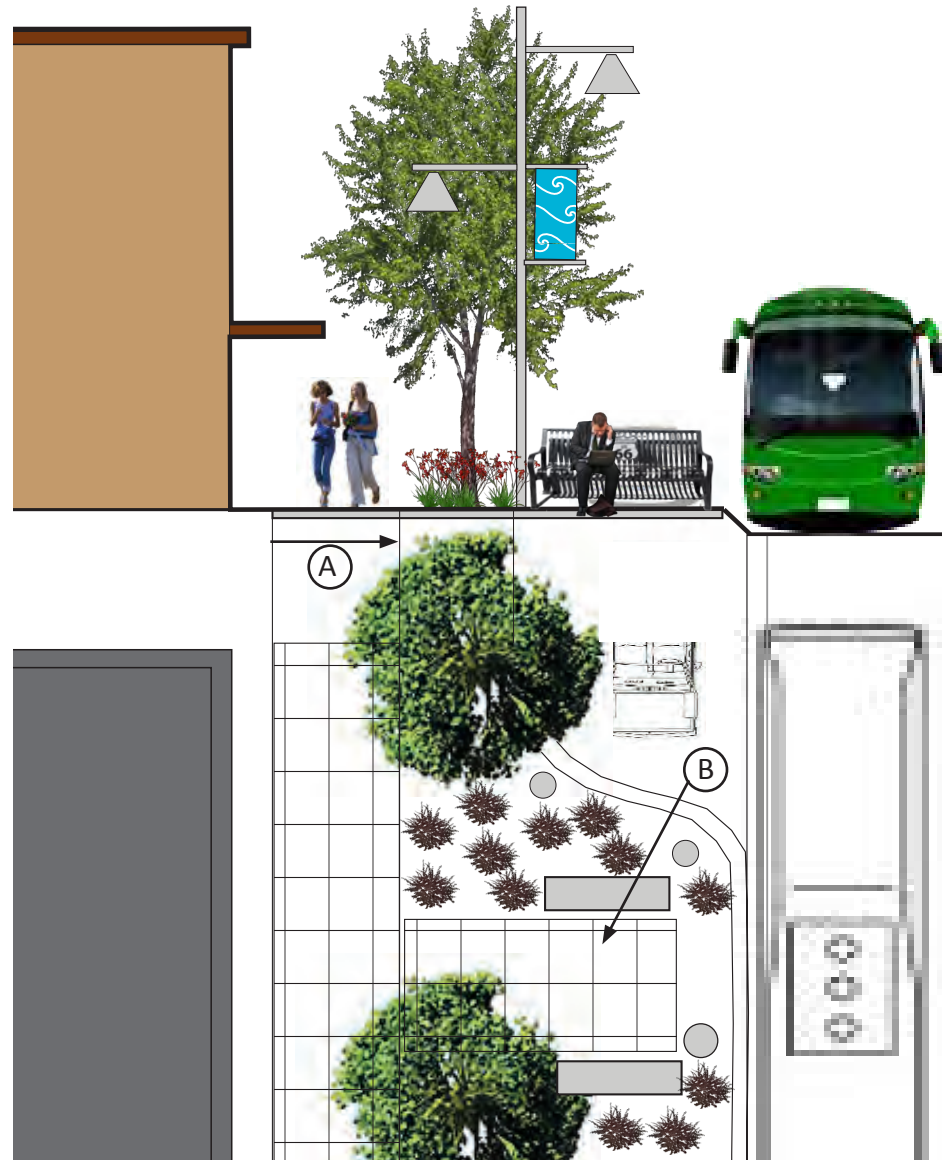


Figure 7 - Bus Bulbout

Proposed Pedestrian Realm Design Options - Parklettes



Parklette.

In areas along Central Avenue where public ROW is limited, additional public space for seating may be created within on-street parking areas through the use of parklettes, where a small “park” is created by re-purposing one or more parking spaces. Parklettes may be temporary or permanent in nature. Additional public areas may be developed by creating larger bulbout areas at the ends of blocks to accommodate seating areas. Parklettes should have landscaping along street edges to provide buffering against the roadway and consider buried utilities and potential root conflicts.

- A. 6 foot minimum sidewalk width
- B. Parklette offset from curb and gutter to accommodate existing drainage
- C. Pedestrian lighting at parklette
- D. Parklette with landscape buffering and seating areas

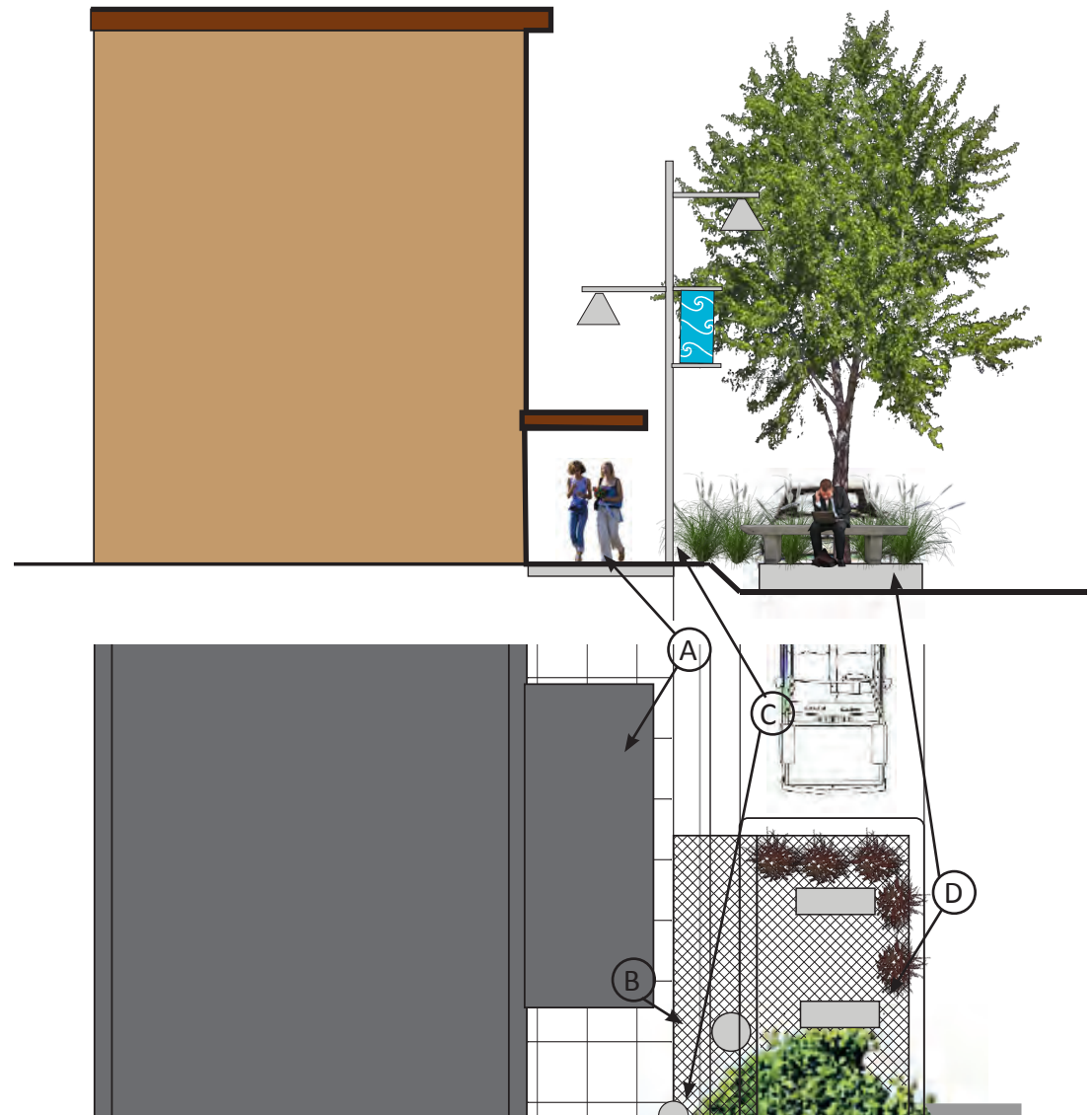


Figure 8 - Limited ROW with Parklette



Appendix F

Streetscape Guidelines

Proposed Pedestrian Realm Design Options - Limited ROW

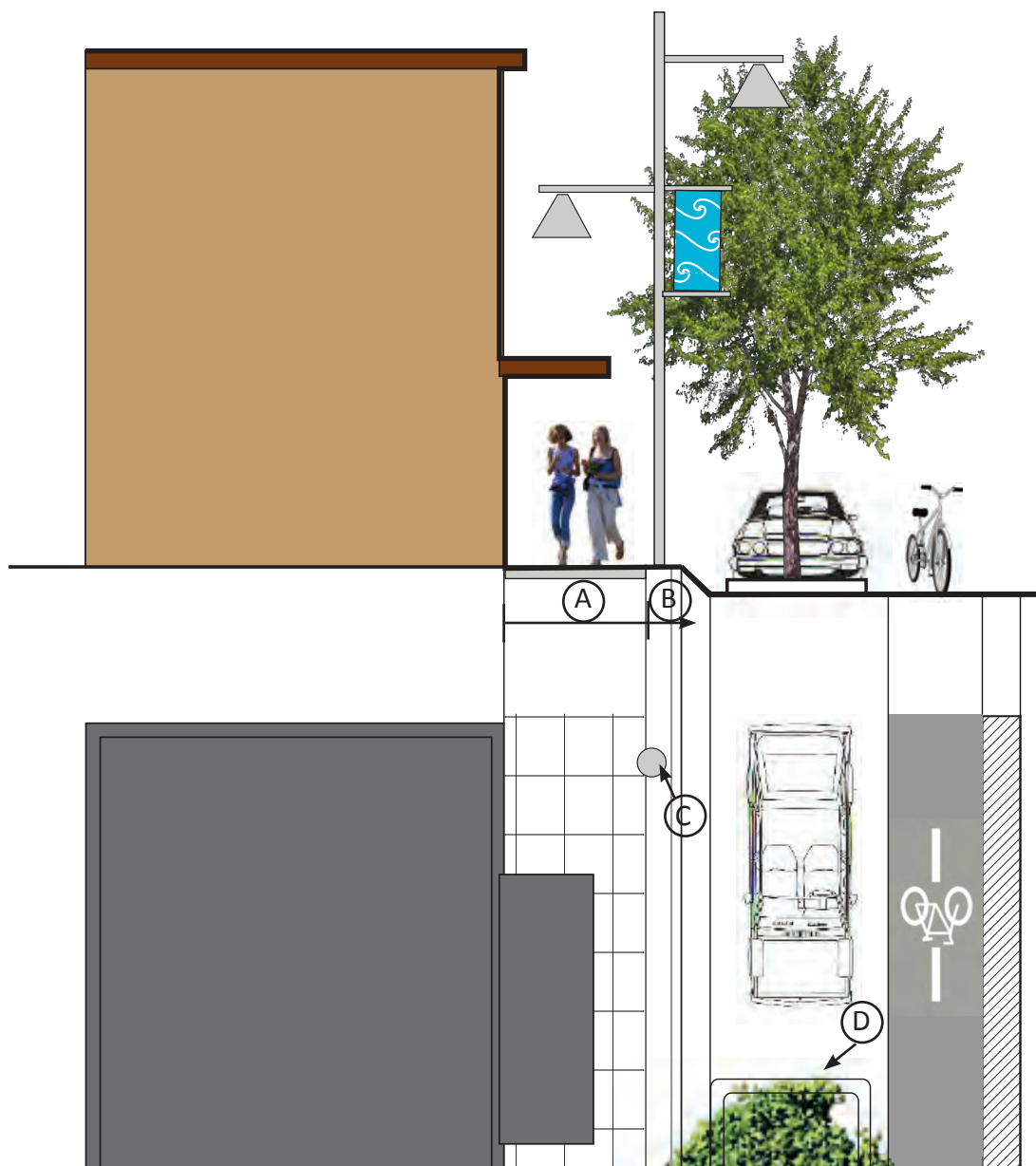


Figure 9 - Limited ROW



Limited Public ROW.

Portions of Central Avenue, typically in older portions of the city, do not have enough public ROW outside of the Vehicular Realm to create a comfortable pedestrian environment. The priority in these segments is to create a minimum 6 foot clear pedestrian path. If this is not possible, acquiring additional ROW should be considered. Any additional ROW beyond the 6 feet can be allocated to landscaping. Street lighting, roadway signage, such as speed limit signs and bus stop signs and utility boxes should be located as close to the curb where possible and not encroach on the clear sidewalk area. Where on-street parking exists, street trees can be placed in planters within the parking lane. Tree growth capacity and utilities should also be considered.

- A. 6 foot minimum sidewalk width
- B. Remaining ROW for planting area
- C. Pedestrian and Vehicular lighting
- D. Landscape planters in parking lane



Vehicular Realm Guidelines

Central Avenue is currently designated as an existing Major Transit Corridor by the Comprehensive Plan (Figure 16). Recommended travel speed for a Major Transit Corridor is 30 - 35 mph according to Policy 4.a of the Comprehensive Plan. Table 1, Central Avenue Current Speed Limits, indicates that currently speed limits on Central Avenue range between 30 and 55 mph. The Comprehensive Plan recommends 12 foot sidewalks with 6 foot minimum for where there are unalterable constraints and on-street parking is permitted on a case-by-case basis.

The Current Roadway Classification System used by MRCOG designates Central Avenue as an Existing Urban Principal Arterial. The Congestion Management Process (2012) ranks Central Ave. 12th out of 30 corridors in the metropolitan planning area, as shown in Figure 16, with 30th being the most congested. The greatest congestion on Central is from west of Unser to Rio Grande Blvd. and crash rates at major intersections in this same stretch are a concern. Downtown also experiences some congestion, but peak-period volumes are generally under capacity along most of Central.

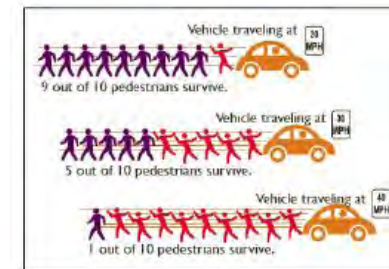
Recommendations:

Reduce Posted Speed Limits. In order to facilitate the comfort of multi-modal transportation users, speed limits on Central Avenue in developed areas should be within 30-35 mph. In denser pedestrian areas, speed limits should be a maximum of 30 mph. The intent is to encourage a safer and more consistent travel speed.

Lane Width Reductions. In many areas along Central Avenue, lane widths are excessive and encourage higher than posted travel speeds and create wider distances at pedestrian crossing points. Where possible, consider reducing travel lane widths to 12' or less, unless roadway is designated as a Bike Route in which case lane width should be 13-14' in width. Work with ABQ Ride and the Department of Municipal Development to determine appropriate widths to accommodate transit vehicles.

Central Avenue Current Speed Limits	
106th Street to Unser Boulevard	55 mph
Unser Boulevard to Coors Boulevard	45 mph
Coors Boulevard to approximately Old Coors	40 mph
Old Coors to Rio Grande Boulevard	35 mph
Rio Grande Boulevard to Girard Boulevard	30 mph
Girard Boulevard to San Mateo Boulevard	35 mph
San Mateo Boulevard to Waterfall (east of Tramway Boulevard)	40 mph
Waterfall to city limits	45 mph

Table 1: Speed limits by segments on Central Avenue.

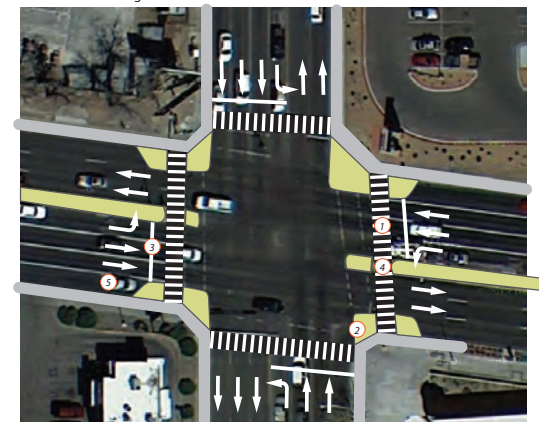


Source: City of Seattle, WA

Pedestrian fatality occurrence at various vehicular speeds.

Major Intersection without Bikes

- 1 Enhanced Pedestrian Crossing
- 2 Tightened Corners Bulbouts with Landscaping/Paving
- 3 10' Stop Bar for Cars
- 4 pedestrian Refuge
- 5 On-street Parking





Parking lane with solid stripe edge.



Parking lane with incomplete bulbout and no solid stripe edge.

Remove excessive lanes. In some areas, on Central Avenue, it may be possible to remove travel lanes. Recent traffic counts show that although portions of Central Avenue are currently failing in level of service, there are portions of the corridor that over serve traffic demands. A reduction in the number of travel lanes would reduce pedestrian crossing distance, minimize opportunities for speeding and excessive lane changing and overall improve the physical character of the streetscape. Consideration of lane reductions should first be studied to determine anticipated impact on the local street network. Coordinate with the MRCOG and other local agencies is required if land reductions are to be considered and recommended.

Create more on-street parking. Where appropriate, on-street parking combined with curb extensions (bulbouts) should be retained and encouraged on Central Avenue. Provide solid striping between parking and travel lanes to clearly designate parking area. On-street parking provides visible parking for retail and other businesses that front on the street and provides a buffer between vehicular and pedestrian areas.

Utilize Curb Extensions (bulbouts) where appropriate. Curb extensions extend the sidewalk area at intersection corners to reduce pedestrian crossing distances and improve the visibility of and for pedestrians at corners. Curb extensions also define on-street parking areas, improve the sight-triangle at corners for vehicles and provide wider access areas for transit and pedestrian amenities. Bulbouts should be incorporated in all areas with on-street parking and should be present at both ends of block.

Introduce Mid-block Crossings in pedestrian areas. Mid-block crossings create crossing points for pedestrians in between intersections. These crossing points are useful in areas where blocks exceed 300 feet or in areas with high pedestrian traffic to prevent jaywalking and increase pedestrian safety.

Utilize Median Refuge Islands. Median refuge islands are located in the middle of the street and provide a protected area that allows cyclists and pedestrians to cross one direction of traffic at a time.



Increased pedestrian crossing points. In high pedestrian areas it is necessary to have marked or signalized pedestrian crossing points at each intersection in order to improve pedestrian safety and to reduce “jaywalking.” In some areas, mid-block crossing points should be considered as well. Additional signalized intersections, marked pedestrian crossing points and marked intersections should be implemented in areas with high transit ridership, higher density and strong pedestrian activity.

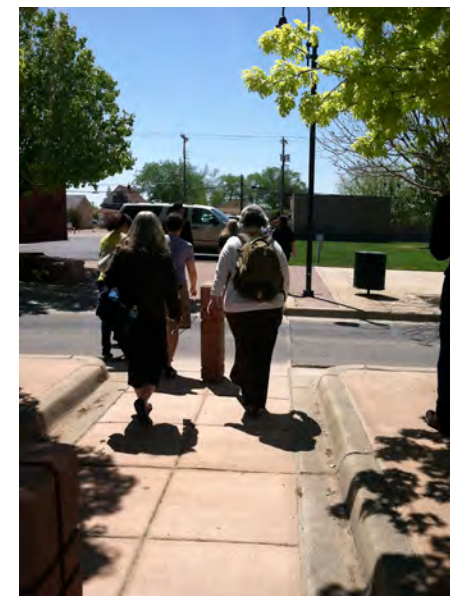
Modify Intersection Design for safety. Many intersections on Central can be improved for the safety of pedestrians and vehicles. Angled and off-set streets intersecting Central Avenue produce awkward crossing points and unclear vehicular travel lanes. Where possible, these intersections should be modified in order to minimize conflicts between vehicles and pedestrians.

The following techniques are encouraged in the redesign of intersections to minimize conflicts between user groups:

- **Provide Highly Visible Crossing Points at all signalized and high pedestrian-use intersections.** Marked crossings indicate pedestrian crossing areas at roadway intersections. Highly visible crossings define where pedestrians should cross streets and are visual cues to drivers to watch for pedestrians. Crosswalks should be striped in a ladder pattern to indicate crosswalk in accordance with MUTCD (Manual for Uniform Traffic Control Devices) policy for crosswalk striping.
- **Increased signal timing.** Signal timing affects the crossing time for pedestrians at intersections. At minimum, signal timing should meet ADA standards to assure adequate pedestrian timing for various levels of mobility. At intersections with high levels of pedestrian traffic, signal timing should allow adequate time for pedestrian volumes to encourage pedestrians to cross at protected crossing points and reduce jaywalking.
- **Tightened corners (reduced curb radii) with and without bulbouts.** These include reductions in curb radii, where appropriate, to slow speed of turning traffic and to provide more visibility of and for pedestrians at crossing points.



Curb Extension (bulbout)



Mid-Block Crossings



Example of curbside bike button.

- **10' Stop Bar for cars.** The Stop Bar indicates to the motorist where to stop the vehicle at an intersection. Placing the stop bar as appropriate for intersections allows for space between the vehicle and the crosswalk.
- **Limit "Free Right" Turns.** In high pedestrian areas, "Free Rights" encourage vehicular movement through intersections against pedestrian traffic and create longer pedestrian crossing distances. "Free Rights" should be avoided except in areas of extreme traffic congestion.

Consider if bike lanes are appropriate. Due to the various conditions along Central Avenue, portions of Central Avenue are less comfortable for designated bicycle lanes and alternative route should be designated. Where bicycle travel is being considered, bicycle lanes should be a minimum of 8 feet in width and separated by a white solid striped line from traffic. If more width is available, bicycle lanes should be separated from moving traffic or on street parking by additional area indicated by diagonal striping. Where designated bikeways cross Central Avenue at signalized intersections, various methods of signal activation should be considered to facilitate access by cyclists.

Incorporate Green Infrastructure and Low Impact Development. Drainage issues vary throughout the Central Corridor. In some segments along Central Avenue, drainage conditions are seen as barriers to redevelopment. Where right-of-way permits, Green Infrastructure and Low Impact Development (LID) techniques should be applied to medians and landscape areas to capture first flush runoff reducing stormwater volumes in built-up areas, except where electrical utilities are located.

(LID) and Green Infrastructure utilizes landscape techniques, such as vegetation and soil grading to reduce the volume of stormwater entering the stormwater system. In addition, Green Infrastructure recharges the ground water, improves ground water quality and provides water for vegetation in a desert climate. Green infrastructure elements that should be considered include porous pavements, sidewalks and gutters, bio-retention systems and rain gardens. Local conditions along Central Avenue will determine which techniques and systems are appropriate.



The following is a general list of drainage techniques for Central Avenue. Each area will need to be specifically studied in order to determine the most appropriate solution.

- Ponding in medians. As new medians are installed, they should be depressed from the roadway in order to help capture and treat stormwater run-off.
- Ponding in bulbouts. Bulbouts offer opportunities to capture and treat stormwater. In addition, water is provided for landscaping.
- Ponding areas along frontage road. Stormwater capture and treatment opportunities exist through the utilization of landscaping and swales to the frontage road north of west Central Avenue.
- Pervious pavement. Where possible, pervious pavement should be considered to allow stormwater to directly recharge.

In addition, the following LID techniques have been recommended by the 2012 Mid-Valley Drainage Study and are appropriate for the public right-of-way where conditions permit:

- Tree wells
- Pocket parks
- Parkway between curb and sidewalk
- Area behind sidewalk where there is excess right-of-way



Stormwater detention.



Vegetated swale.



Art piece by Friends of the Orphan Signs.

Pedestrian Realm Design Options and Opportunities

The following pages illustrate five potential project examples for using either existing public ROW or existing Route 66 signs adjacent to the public ROW to create pedestrian environments which not only provide opportunities for additional public space on Central Avenue, but also develop Route 66 experiences using existing icons and elements from the Mother Road. These examples illustrate potential possibilities but can be adapted for other areas along the Route 66 corridor with similar conditions or opportunities. The conditions illustrated here were selected due to their ability to maximize existing City resources such as available public ROW, their proximity to existing Route 66 features and their ability to enhance the pedestrian environment. The five conditions include:

- Iconic Route 66 signs as transit stops
- Iconic signs as outdoor linear sign museum
- Excess sidewalk areas as Route 66 interpretive sites
- Central Frontage Road as multi-use trail/public art walk
- Multi-use trail as interpretive site



Proposed Pedestrian Node Design Options-Iconic signs as linear outdoor museum/ park



Figure 10 - Orphan Signs as Linear Park



*Orphan signs near
Central Avenue and
San Mateo Avenue.*

In some areas along Central Avenue, iconic signs appear in clusters. These areas are opportunities to create linear outdoor museums featuring neon signs. Existing signs can be restored and when available, other signs can be added. In order to showcase signs, a landscaped setback area of a minimum of ten feet should be incorporated where possible. This area should include seating, walking areas, public information, Route 66 features and an extended virtual experience.

Outdoor linear museums should feature a minimum of three signs and may be developed along multiple stretches of Central Avenue. The development of the linear museum/park should take into consideration not only the experience of pedestrian on the ground, but also the experience of people traveling in vehicles.

Proposed Pedestrian Node Design Options - Excess sidewalk as interpretive sites

Although many areas along Central Avenue have narrow sidewalks, some abutting side streets have under-utilized areas that present unique opportunities for additional public space. Street trees, seating, public art and Route 66 interpretive features can be introduced to create vibrant public spaces which showcase the history of the area and provide much needed shade and seating.



Existing area with excess sidewalk condition.



Figure 11 - Excess sidewalk as interpretive sites.



Proposed Pedestrian Node Design Options-Multi-use trail as an interpretive site



Existing Multi-use trail along Central Avenue near Tramway.

Multi-use trails can be found along various portions of Central Avenue. Portions of these trails, such as the stretch east of Tramway Boulevard include enough ROW to accommodate interpretive features visible by the trail user and the motorist. In addition, shade elements, trees and landscaping, seating areas and public art will enhance and increase user opportunities.



Figure 12 - Multi-use Trails as Interpretive Sites.

Proposed Pedestrian Node Design Options - Iconic signs as transit stops

Iconic signs are prevalent along Central Avenue. Once bright neon banners for motels, restaurants and other businesses, these colorful signs remain, many just as frames. Opportunities exist for these signs, to be adapted into colorful transit stops with shelters, seating and landscaping. Neon signs should be restored where possible, or new neon signs may be developed based on original sign frame. New neon or neon-like lighting and other Route 66 branding elements should be incorporated into shelter, seating and other infrastructure.

A simple transit stop could highlight history of Route 66 structure and provide links to virtual information via apps or other technology.



Aztec Motel Sign



Figure 13 - Orphan Sign as Transit Shelter



Proposed Pedestrian Node Design Options - Frontage road as multi-use trail/public art walk

West of Unser Boulevard, a frontage road runs along the north side of Central Avenue. Portions of this frontage road could be developed into a multi-use trail/public art walk which also accommodates area drainage. Using low impact development techniques, landscaping and swales can create a pleasant and unique trail experience while capturing and utilizing existing run-off. Route 66 interpretive features, neon elements and public art can be incorporated along the trail for enhanced pedestrian and motorist experiences.



Figure 14 - Frontage road as Multiuse Trail and Interpretive Sites.

Proposed Pedestrian Node Design Options - Frontage road as multi-use trail/public art walk

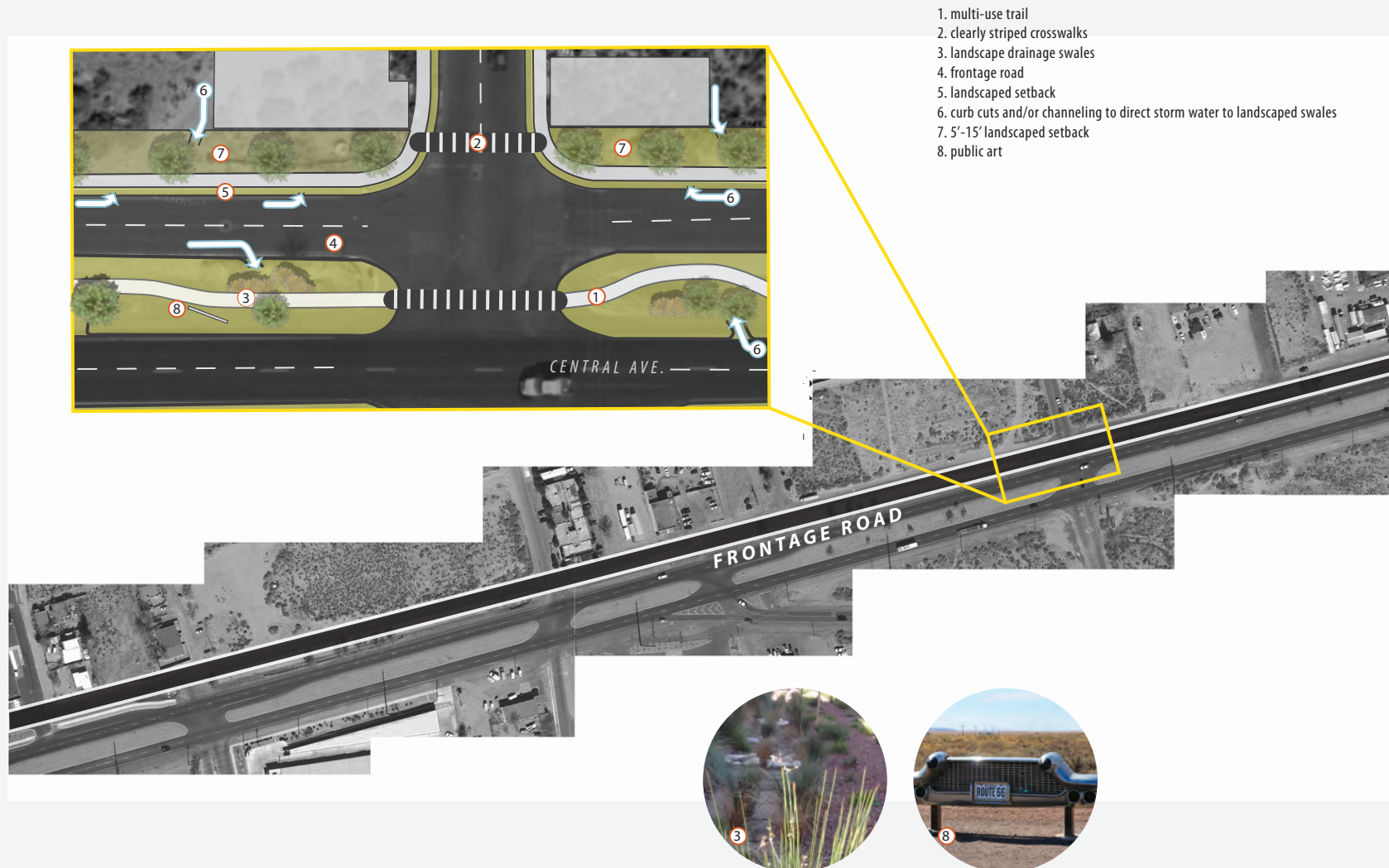


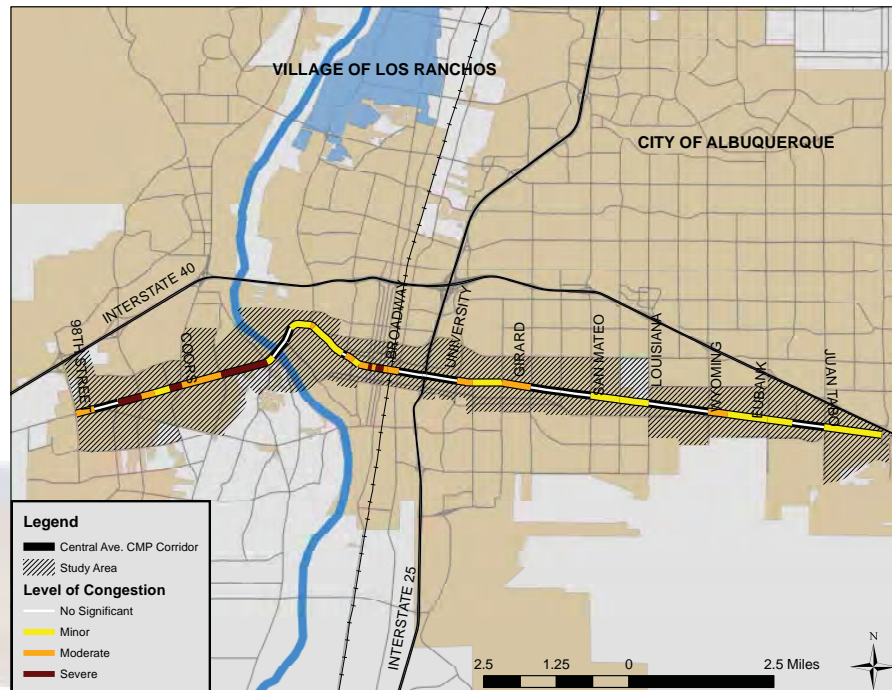
Figure 15 - Keyed diagram of Frontage Road as multi-use trail and interpretive sites.



Central Ave

2012

#12



Corridor Notes

- Central Ave is one of nine river crossings in the AMPA.
- The CMP corridor stretches from east-to-west across the entire City of Albuquerque and passes through major commercial and activity centers, including Old Town, Downtown, UNM, and Nob Hill.
- The greatest **congestion** is from west of Unser to Rio Grande. Congestion is also significant through Downtown, although volumes are low in the heart of the district.
- Congestion along Central is generally due to slow speeds. Slow speeds may be related to the level of activity along the corridor and the high number of intersections and access points.
- The highest **volumes** are between San Mateo and Eubank. Peak-period volumes along Central are generally under capacity, with the exception of the segments from Coors to Rio Grande Blvd.
- Overall **crash rates** are well-above regional average. A number of intersections feature particularly high rates, including Tramway, Rio Grande Blvd, Coors, and Unser.
- A considerable amount of **growth** and infill development is projected along corridor with more than 7,000 new residents and 8,000 new jobs anticipated by 2035.

Profile & Statistics

Corridor Profile*			
Study Area	19.2 Sq. Miles		
Length & No. of Segments	17.3 Miles - 44 segments		
Functional Class	Principal Arterial: Paseo del Volcan to 8th and 1st to Tramway Urban Collector: 1st to 8th		
Access Control	None		
Speed Limit	25 - 55 mph		
Lanes	Majority of corridor is 4 - 6 lanes 2 lanes in Downtown Albuquerque		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - CCTV, Transit		
Transit	ABQ Ride : 766 & 777 (Rapid Ride), 66 (Local) Facilities: Central & Unser Transit Center, Alvarado Transp. Center/Rail Runner Station		
Bicycle Facilities	Lanes: 8th to Lomas; Unser to Atrisco Route: Paseo del Volcan to Unser		
Summary Data^			
Highest Volume Segment	33,000		
Average Speeds (PM East)	13 - 46 mph		
Average Speeds (PM West)	14 - 50 mph		
Total Delay (PM East)	595 seconds (41 sec./mile)		
Total Delay (PM West)	597 seconds (41 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	72,860	82,105	89,183
Employment	60,096	67,492	75,619
Corridor Ranks			
Volume/Capacity Ratio	17 / 30		
Speed Differential	8 / 30		
Crash Rates	5 / 30		
Overall Rank	12 / 30		

* See the introduction section for further explanation.

^ For more detailed information and segment level data consult the CMP Atlas on the MRCOG website.

Transit Characteristics

- Central Ave is the most successful and highest ridership transit corridor in the metropolitan area. ABQ Ride operates three principal routes along Central, including two Rapid Ride services (766 Red Line and 777 Green Line) and local service (Route 66) along nearly the entire corridor. The Rapid Ride routes overlap to cover Central Avenue from Unser to Tramway.
- All Central Ave services, and many other ABQ Ride routes, convene at the Alvarado Transportation Center in Downtown Albuquerque, which is also the highest ridership Rail Runner Station.
- Between the three principal routes, more than 18,000 riders used transit along Central each weekday in April 2012. The highest ridership service is Route 66.

Figure 16 - Congestion Management Process (2012) Ranking