

Nob Hill Pedestrian Study

Issues, opportunities, and draft recommendations

Presented in-person
at the Historic Lobo Theater
3013 Central Ave NE, Albuquerque

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Part C: Study Team Recommendations

(for further consideration by members of the Nob Hill community)



Some useful nomenclature

- **Near Term:** Less than 2 years from today
- **Medium Term:** From 2 to 6 years from today
- **Long Term:** More than 6 years from today

- **Eyes on the street:** A concept that originated with Jane Jacobs, who wrote that, in order for a street to be a safe place, “there must be eyes upon the street, eyes belonging to those we might call the natural proprietors of the street.”
- **Streetscape:** A term used to describe the natural and built fabric of a street. “The concept recognizes that a street is a public place where people are able to engage in various activities.” (University of Delaware, Complete Communities Toolbox)

The residential neighborhoods of Nob Hill have names, but the different (and distinct) parts of its “Main Street” area do not



Recommendation #1: Assign distinct names to the four distinct sub-areas of the Nob Hill commercial corridor

These are the ones we used for our study, but you could come up with others that are more to your liking



Recommendations for “Nob Hill Morningside”

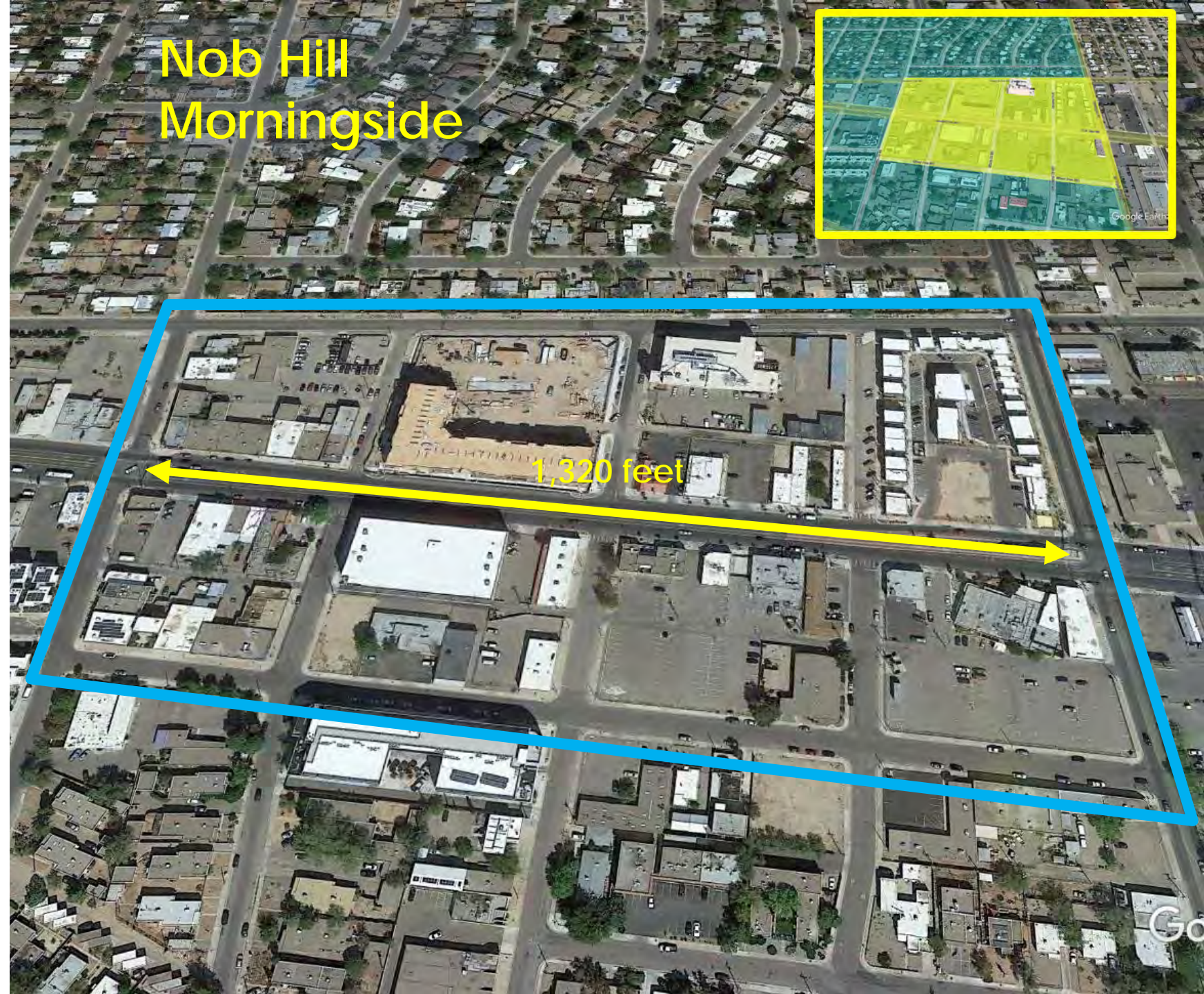


ISSUES: Nob Hill Morningside

- ❑ No safe crossing of Central over a very long distance (1,320 feet)
- ❑ Relatively coarse mix of land uses
- ❑ No direct access to Broadmoor neighborhood
- ❑ Access to south limited by Lead/Coal
- ❑ Surface parking dominates along three of the four blocks of Silver Avenue
- ❑ Multiple curb cuts and lack of street wall continuity on both sides of Central Avenue
- ❑ Poor pedestrian design at Central & Washington
- ❑ Pedestrians are hard to see from cars at Highland ART station
- ❑ ART station is not well maintained
- ❑ Hard to circle-back to on-street parking spaces along Central between Graceland to Sierra
- ❑ Crosswalks at Central & Morningside are difficult to see from approaching vehicles
- ❑ 4000 block of Central NE has a hot and sterile feeling due to lack of buffer, trees, etc.
- ❑ Copper Avenue is lifeless and unattractive.

OPPORTUNITIES: Nob Hill Morningside

- ❑ Pedestrian/transit supportive zoning
- ❑ Infill can create street block continuity
- ❑ Interior of "U" on De Anza block has potential
- ❑ Century Link site
- ❑ Broadacre apartment complex and other nearby residential development projects bring needed vitality, "eyes on the street," and consumer purchasing power



Intersection of Central & Washington



Recommendation: Reconstruct intersection corners to address poor pedestrian design and remediate ADA deficiencies. Clean and re-mark crosswalks.

Timeframe: Near term for crosswalks and long term for other work (when significant redevelopment takes place)

Highland ART station

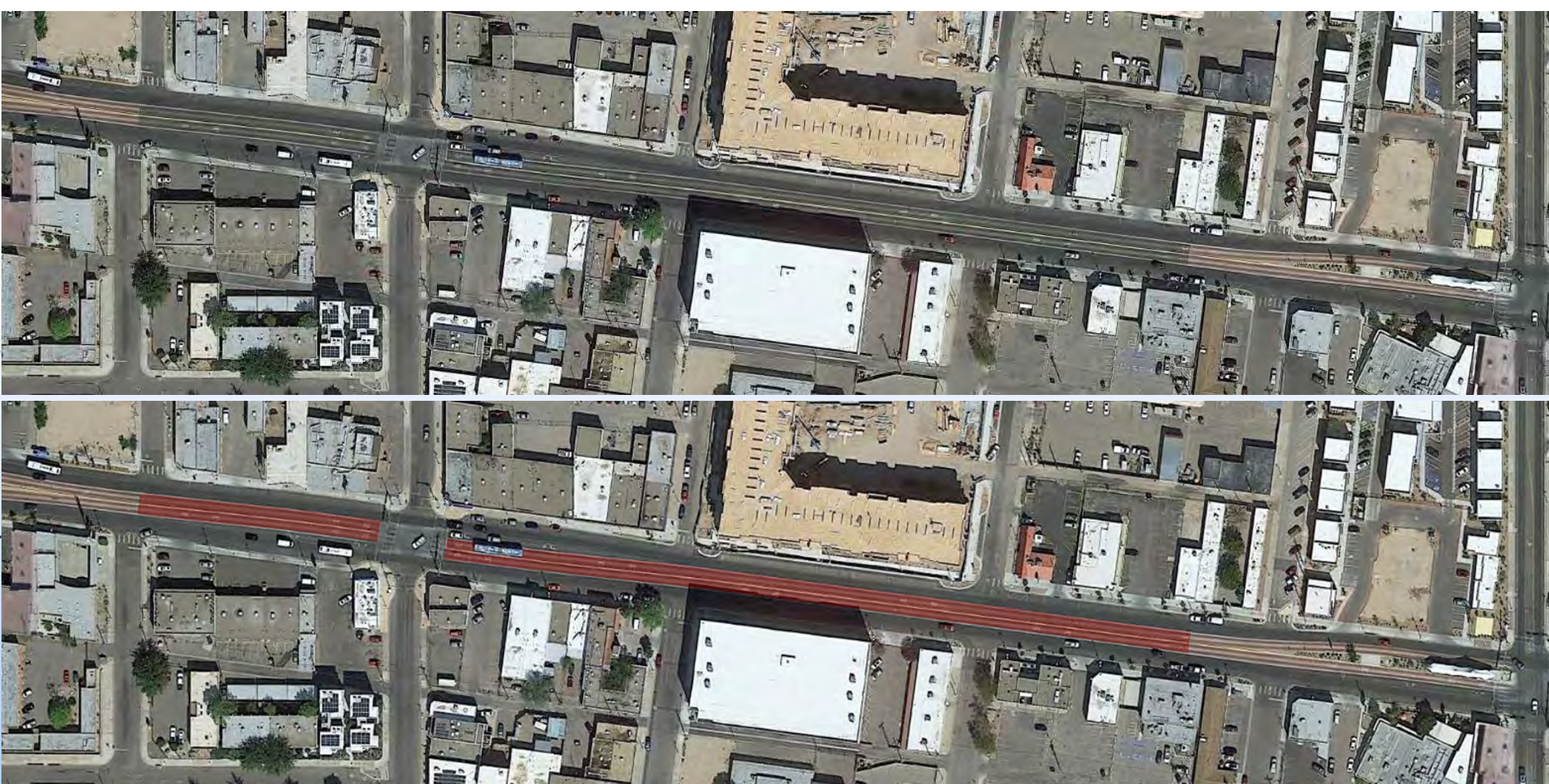


Recommendations:

- (1) Repair bent and broken bollards
- (2) Remove trapezoidal signs because they are not being properly maintained and are attractive surfaces for graffiti
- (3) Add regular cleaning and trash removal at ART stations to duties of Nob Hill cleaning crews.

Timeframe: Near term

ART Lanes



Recommendation: For durability and safety, and to enhance the identify of Nob Hill as a unified “Main Street” corridor, replace the existing asphalt with red concrete pavement in the ART lanes between Nob Hill East station and Highland station (and over all other segments of the Main Street corridor between Girard and Washington Street that are missing red concrete pavement)

Timeframe: Medium term

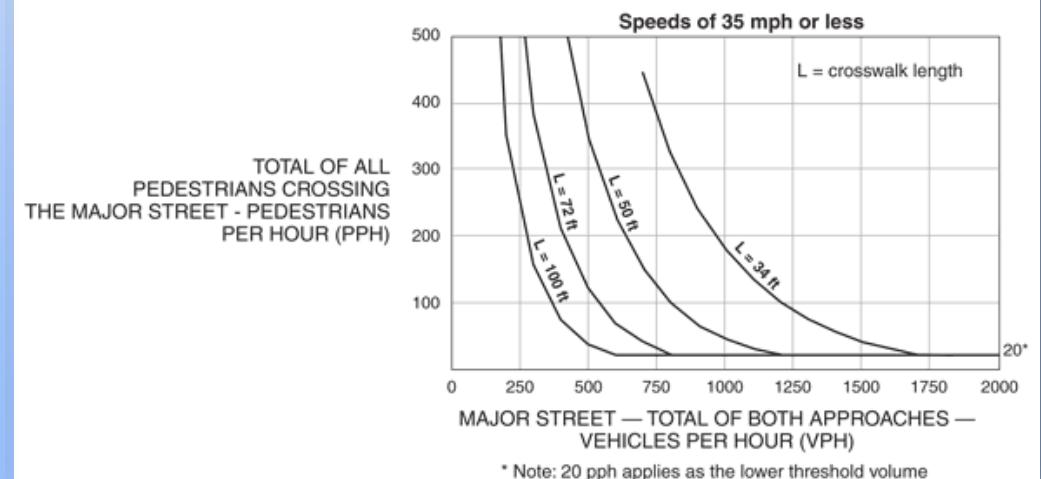
At least one additional pedestrian crossing between Washington & Morningside would be helpful



This area probably has the highest potential for near-term improvement



Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways



Corner of Central & Montclair

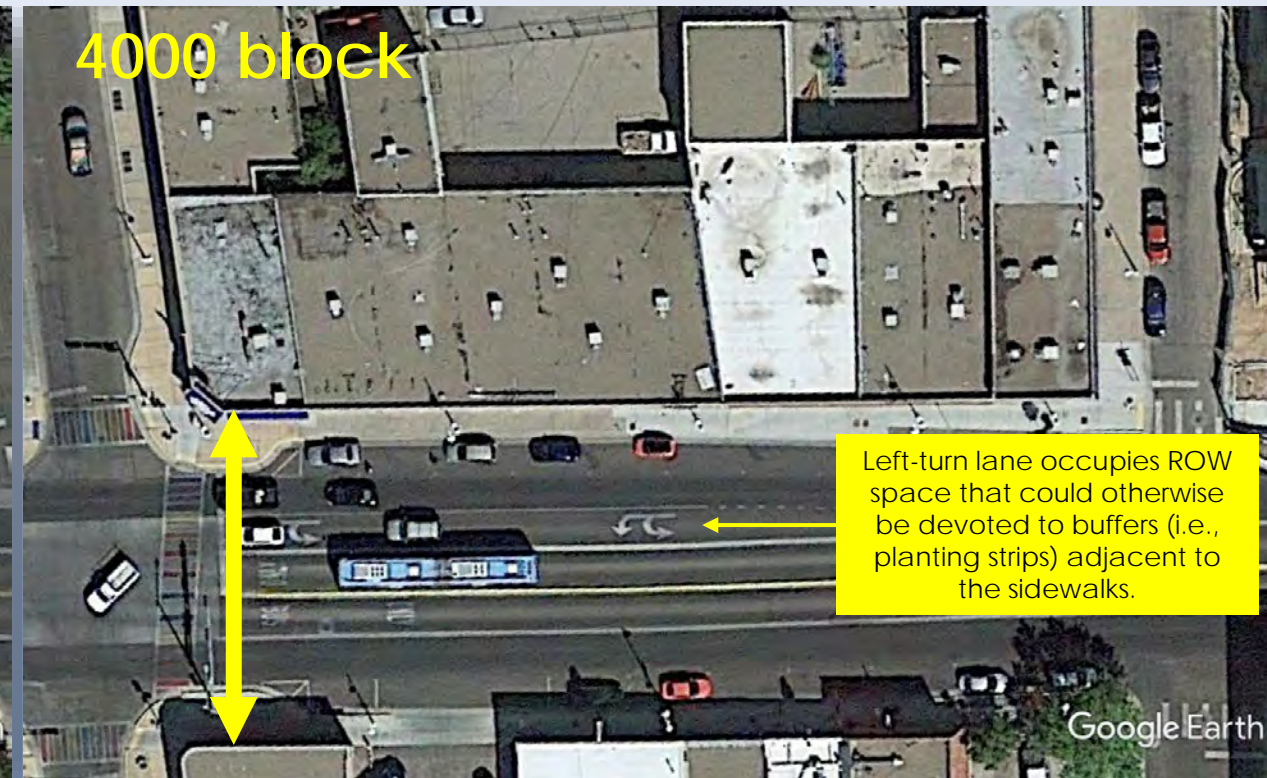


This is a reasonable location for a new crossing if the commercial space on the 4000 block of Central Avenue becomes more active (especially with an added café or restaurants) and if additional residential development takes place south of this corner.

What the 4000 block of Central might
“want” to be more like...

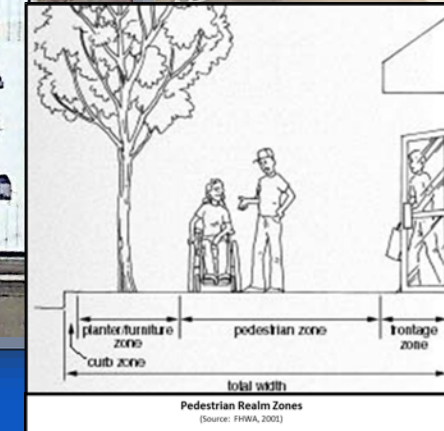
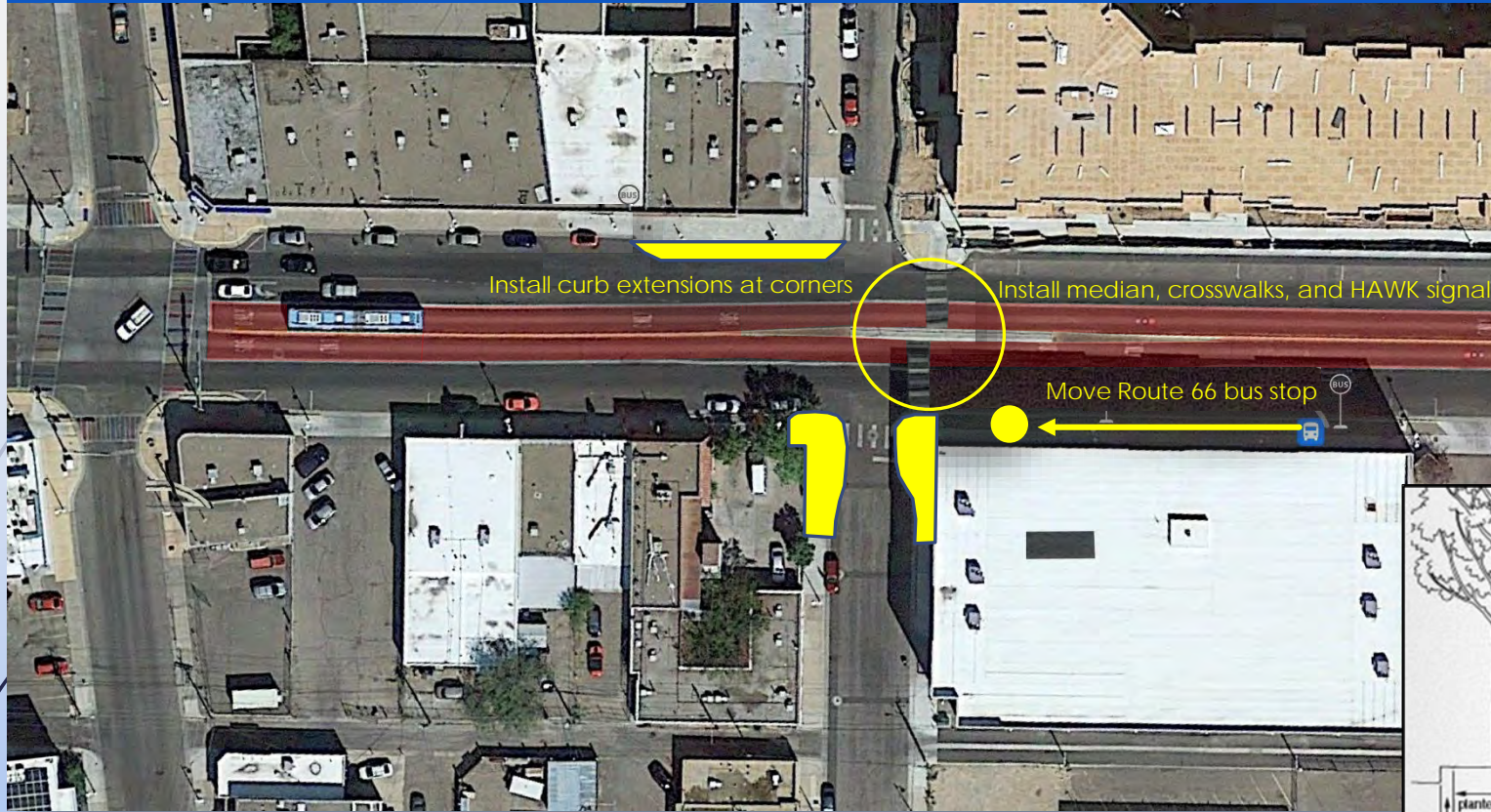


Comparison of two similar blocks along Central Avenue in Nob Hill



In both cases, the edge-to-edge distance of the right-of-way is the same. What's significantly different is the presence of the left-turn lane at Morningside.

4000 & 4100 blocks of Central Avenue

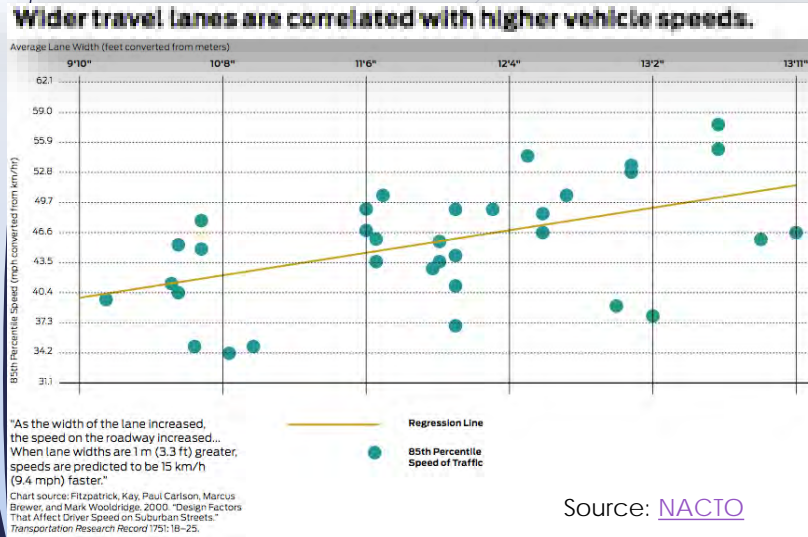


Recommendations:

- (1) Connect NE and SE corners of Central & Montclair with crosswalk and pedestrian hybrid beacons (HAWKs)
- (2) Design the new crossing to be similar to 3400 block of Central, with median refuge between the two ART lanes
- (3) Bulb out SE corner of Central & Montclair (into Montclair)
- (4) Bulb out SW corner of Central & Montclair (into both Montclair and Central)
- (5) Relocate eastbound Route 66 bus stop from middle of 4100 block to a point approximately 45 feet east of the new crosswalk
- (6) Shorten left turn lane on westbound Central at Morningside to gain space for trees and "bus stop" bulb out on north side of 4000 block
- (7) Add trees or other deciduous greenery to soften the north side of 4000 block and provide shade (e.g., using parklets)
- (8) Add cantilever-type canopy structure to buildings on north side of 4000 block (or some other kind of shade structure)

Timeframe: Medium term (with new infill development)

Copper Avenue from Washington to Morningside



Recommendations:

- (1) Plan, design, and reconstruct the street to incorporate traffic calming elements, wide sidewalks on both sides, wide landscape buffers with healthy deciduous street trees on both sides, bicycle lanes, on-street parking (south side only), narrower travel lanes, and positive, uplifting wall art (north side).
- (2) Revise the IDO to prohibit the use of spikey plants for streetscapes and to require an active streetscape (i.e., building windows and entrances) along Copper to help ensure safety through the "eyes on the street" mechanism.

Timeframe: Short term (for IDO changes) and medium term for street changes (with design reflecting input from stakeholders during a substantive planning process)



One last idea...

(for discussion, not a recommendation)

Establish (or is it, re-establish?)
a direct pedestrian
connection into the
Broadmoor Addition



Summary of Recommendations for Nob Hill Morningside

DISTRICT	CATEGORY	LOCATION	RECOMMENDATION	TIMEFRAME
NOB HILL MORNINGSIDE	Signalized Street Intersection	Central & Washington	Clean and re-mark crosswalks.	Near Term
	Signalized Street Intersection	Central & Washington	Reconstruct intersection corners to address poor pedestrian design and remediate ADA deficiencies.	Long Term
	ART Station	Central & Washington	Repair bent and broken bollards; remove trapezoidal signs because they are not being properly maintained and are attractive surfaces for graffiti; and add regular cleaning and trash removal at ART stations to duties of Nob Hill cleaning crews.	Near Term
	ART Lanes	3900 to 4300 block of Central Avenue	Replace existing asphalt with red concrete pavement in ART lanes between Nob Hill East station and Highland station.	Medium Term
	Pedestrian Crossing	Central Avenue at Montclair	Connect NE and SE corners of Central & Montclair with a crosswalk protected by pedestrian hybrid beacons (HAWKs). Design the new crossing to be similar to the one on the 3400 block of Central, with a median refuge between the two ART lanes.	Medium Term
	Streetscape	4100 block of Central Avenue SE	Install a curb extension at southeast corner of Central and Montclair (with extension into Montclair only). Relocate the Route 66 bus stop from its current mid-block location to a point just east of the new HAWK-protected crosswalk. Relocate all light poles along this block to the existing buffer strip.	Medium Term
	Streetscape	4000 block of Central Avenue SE	Shorten the left turn lane on westbound Central at Morningside to gain space for additional buffer area on north side of the 4000 block.	Medium Term
	Streetscape	4000 block of Central Avenue NE	Install A narrow curb extension at northwest corner of Central and Montclair TO provide more room for the existing Route 66 bus stop, vegetation, and street furnishings. Add trees or other deciduous greenery for shade and color. Relocate light poles to the buffer strip. Add a cantilever-type canopy structure to the existing buildings for shade and rain protection.	Medium Term
	Streetscape	4000 block of Central Avenue SE	Install a curb extension at southwest corner of Central and Montclair (extending into both streets) and relocate all existing light poles along Central to the buffer strip.	Medium Term
	Streetscape	Copper Avenue from Washington to Morningside	Plan, design, and reconstruct the street to incorporate wide sidewalks on both sides, wide landscape buffers with healthy deciduous street trees on both sides, buffered bicycle lanes, on-street parking (south side only), narrower travel lanes, and wall art (north side). Revise the IDO to prohibit the use of spikey plants for streetscapes and to require an active streetscape (i.e., building windows and entrances) along Copper to help ensure safety through the "eyes on the street" mechanism.	Medium Term
	Pedestrian Connectivity	Copper Avenue near Sierra	Discuss the establishment (re-establishment?) of a Copper/Ridgeley pedestrian connection with a lockable gate.	Long Term (discussion Item)

Nob Hill Morningside



Recommendations for “Nob Hill East”



ISSUES: Nob Hill East

- ❑ The intersection of Central/Carlisle acts as a major barrier for west-east pedestrian movement.
- ❑ The new veterinary clinic has cleaned up the 3000 block of Central NE, though is a car-oriented business, not a pedestrian one.
- ❑ The new housing on the 3000 block of Central SE supports walkability, but the parking at ground floor is most unfortunate. The garage entrance creates a conflict with pedestrians and the lack of ground floor activity kills street life at a critical location.
- ❑ Multiple land uses elsewhere in this district are still heavily car-oriented, with surface parking in front of strip commercial buildings, a billboard, gas pumps, etc.
- ❑ There are several gaps in the street-facing building fabric, with pedestrian-hostile surface parking filling the gaps.
- ❑ There are multiple driveway access points along Central, some very wide and all posing risks for pedestrians.
- ❑ Many buildings are in poor condition and/or vacant.
- ❑ Liquor sales and gas pumps at the 7-Eleven are not pedestrian-supportive.
- ❑ Trash is ubiquitous throughout the area.
- ❑ The ART station crosswalks do not line up with each other and require "up/down" passage through the station just to cross the street.
- ❑ Copper Avenue is lifeless and unattractive.

OPPORTUNITIES: Nob Hill East

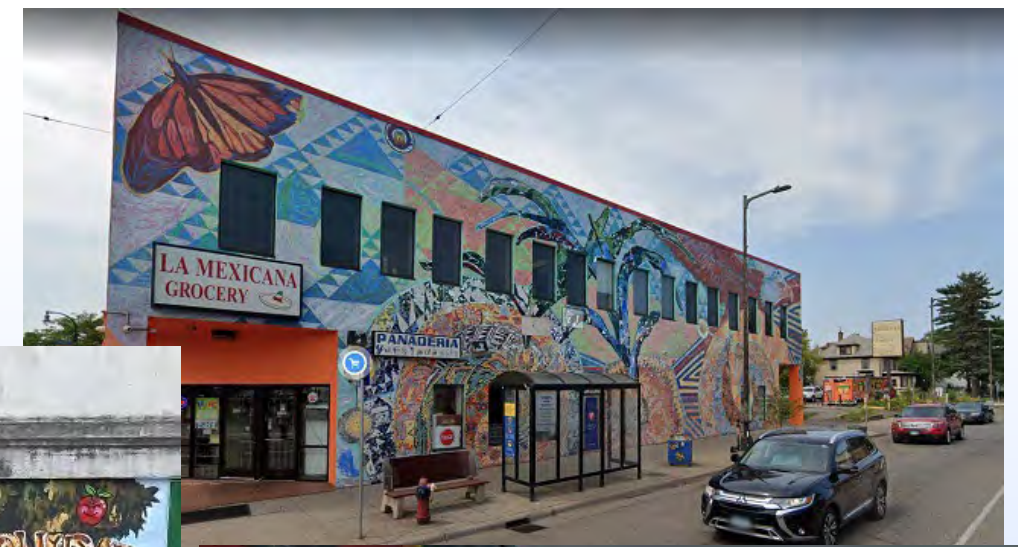
- ❑ Two or three thriving restaurants in the area
- ❑ Remodeling of University Lodge into "Hotel Zazz"
- ❑ Multiple sites for potential redevelopment



Would you recommend that your out-of-town guests visit this part of Central Avenue?



Wall Murals



Recommendation:

Think carefully about what wall murals and other forms of art on display in Nob Hill say about your neighborhood. Does the art make you feel safe, calm, and happy? Or, something else? Work with artists and property owners to address these questions.

Timeframe: Near term

3800 Block of Central Avenue NE



Recommendation:

- (1) Remove existing bus shelter from the middle of the sidewalk. Either eliminate the shelter entirely and replace it with leaning bars, or install a smaller single-seat shelter located entirely within the buffer zone.
- (2) Relocate light poles to buffer zone

Timeframe: Near term

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Google Earth

Nob Hill East ART station



Recommendations:

- (1) To make legal street crossings more convenient and to reduce conflicts between transit users and non-transit users, relocate the crosswalk and pedestrian hybrid beacon on the south side of the Nob Hill East ART station to line up with the crosswalk on the north side of the station.
- (2) Add regular cleaning and trash removal at ART stations to duties of Nob Hill cleaning crews.

Timeframe: Near term

Copper Avenue from Morningside to Carlisle



Recommendations:

- (1) Plan, design, and reconstruct the street to incorporate wide sidewalks on both sides, wide landscape buffers with healthy deciduous street trees on both sides, buffered bicycle lanes, on-street parking, and narrower travel lanes.
- (2) Revise the IDO to prohibit the use of spikey plants for streetscapes and to require an active streetscape (i.e., building windows and entrances) along Copper to help ensure safety through the "eyes on the street" mechanism.

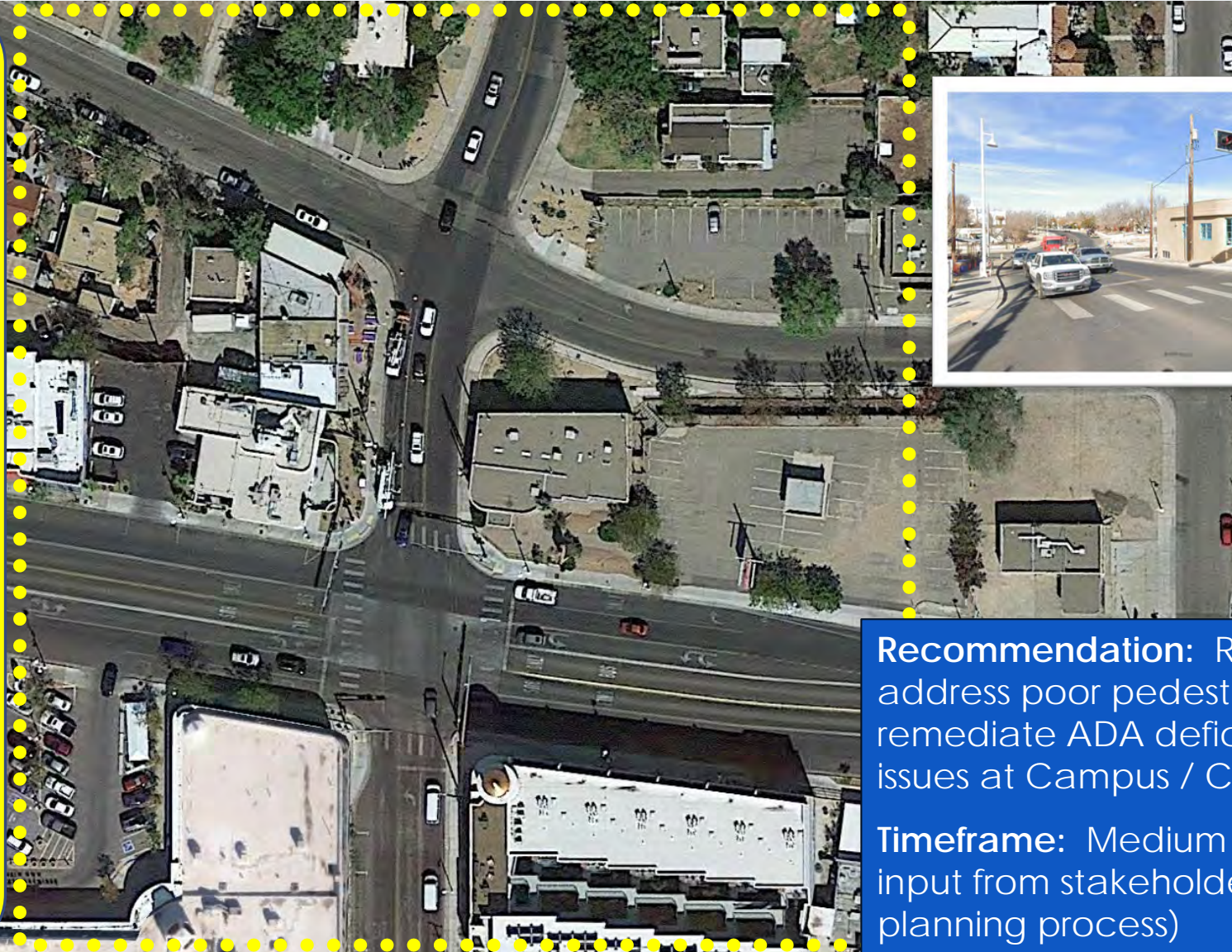
Timeframe:

Short term (for IDO changes) and medium term for street changes (with design reflecting input from stakeholders during a substantive planning process)

The “4C” Intersection: Central/Carlisle/Campus/Copper

The traffic signals and crosswalks at Central & Carlisle are helpful for through movement, but this intersection is also the major barrier between Nob Hill Central and Nob Hill East for pedestrians and bicyclists.

Topographic constraints on both sides of Central compound this problem: Carlisle rises steeply up Nob Hill to the south and dips down into the old Campus Arroyo to the north. A major redesign of this intersection is the only way to solve all of the problems here and address the east-west connectivity issue in a meaningful way.



Recommendation: Reconstruct intersection to address poor pedestrian and bicycle design, remediate ADA deficiencies, and address safety issues at Campus / Copper

Timeframe: Medium term (with design reflecting input from stakeholders during a substantive planning process)

Summary of Recommendations for Nob Hill East

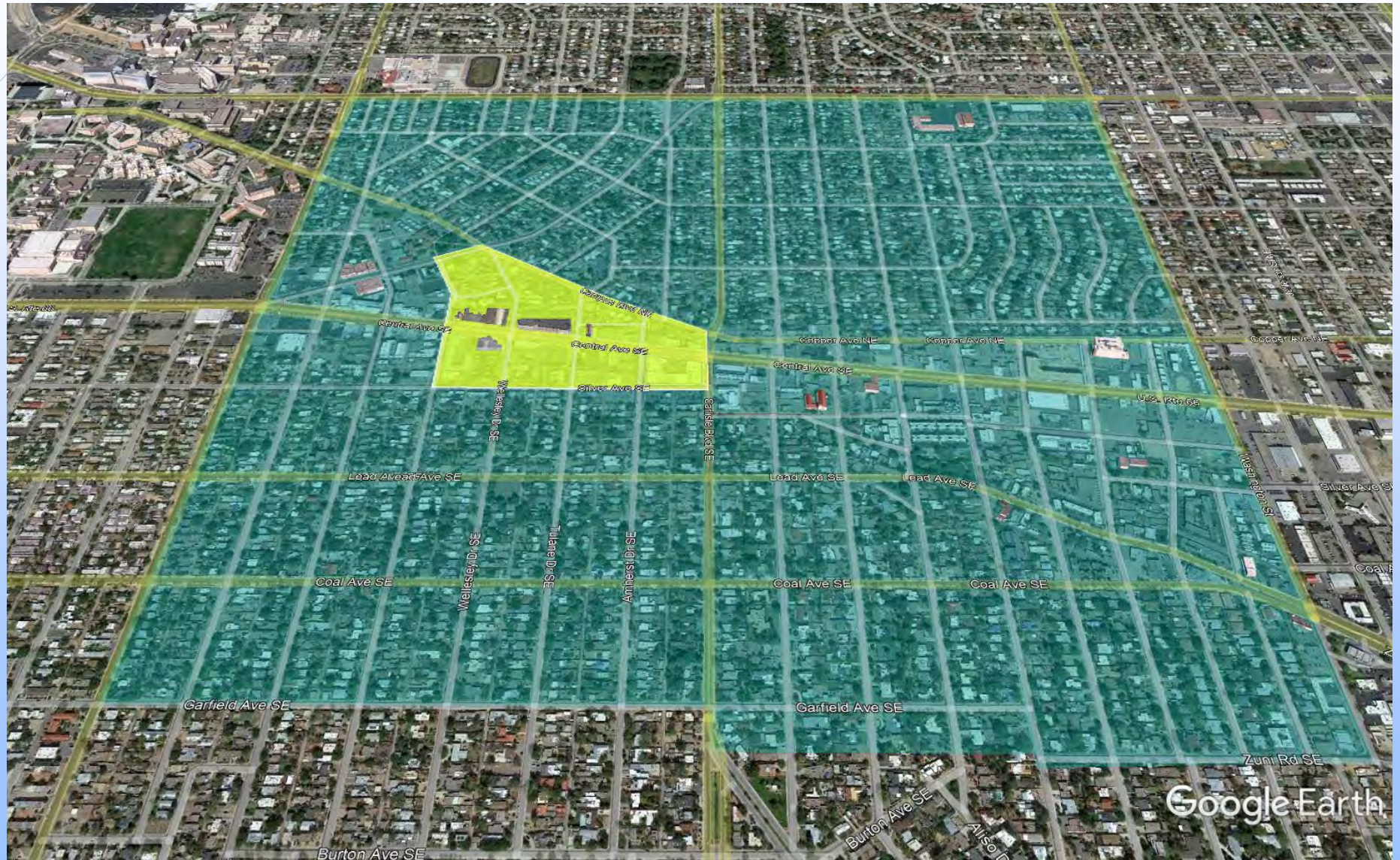


DISTRICT	CATEGORY	LOCATION	RECOMMENDATION	TIMEFRAME
NOB HILL EAST	Wall Mural	100 block of Aliso Drive NE and elsewhere	Think carefully about what wall murals and other forms of art on display in Nob Hill say about your neighborhood. Does the art make you feel safe, calm, and happy? Or, something else? Work with artists and property owners to address these questions.	Near Term
	Local Bus Stop	3800 block of Central Avenue NE	Remove existing bus shelter from the middle of the sidewalk. Either eliminate the shelter entirely and replace it with leaning bars, or install a smaller single-seat shelter located entirely within the buffer zone.	Near Term
	Streetscape	3800 block of Central Avenue NE	Relocate all light poles on this block to the buffer zone.	Medium Term
	Pedestrian Crossing	East Nob Hill ART Station	To make legal street crossings more convenient and to reduce conflicts between transit users and non-transit users, relocate the crosswalk and pedestrian hybrid beacon on the south side of the Nob Hill East ART station to line up with the crosswalk on the north side of the station.	Near Term
	Streetscape	Copper Avenue from Morningside to Carlisle	Plan, design, and reconstruct the street to incorporate wide sidewalks on both sides, wide landscape buffers with healthy deciduous street trees on both sides, buffered bicycle lanes, on-street parking, and narrower travel lanes. Revise the IDO to prohibit the use of spikey plants for streetscapes and to require an active streetscape (i.e., building windows and entrances) along Copper to help ensure safety through the "eyes on the street" mechanism.	Medium Term
	Signalized Street Intersection	Central & Carlisle	Reconstruct intersection to address poor pedestrian and bicycle design, remediate ADA deficiencies, and address safety issues at Campus / Copper	Medium Term

Nob Hill East



Recommendations for “Nob Hill Central”

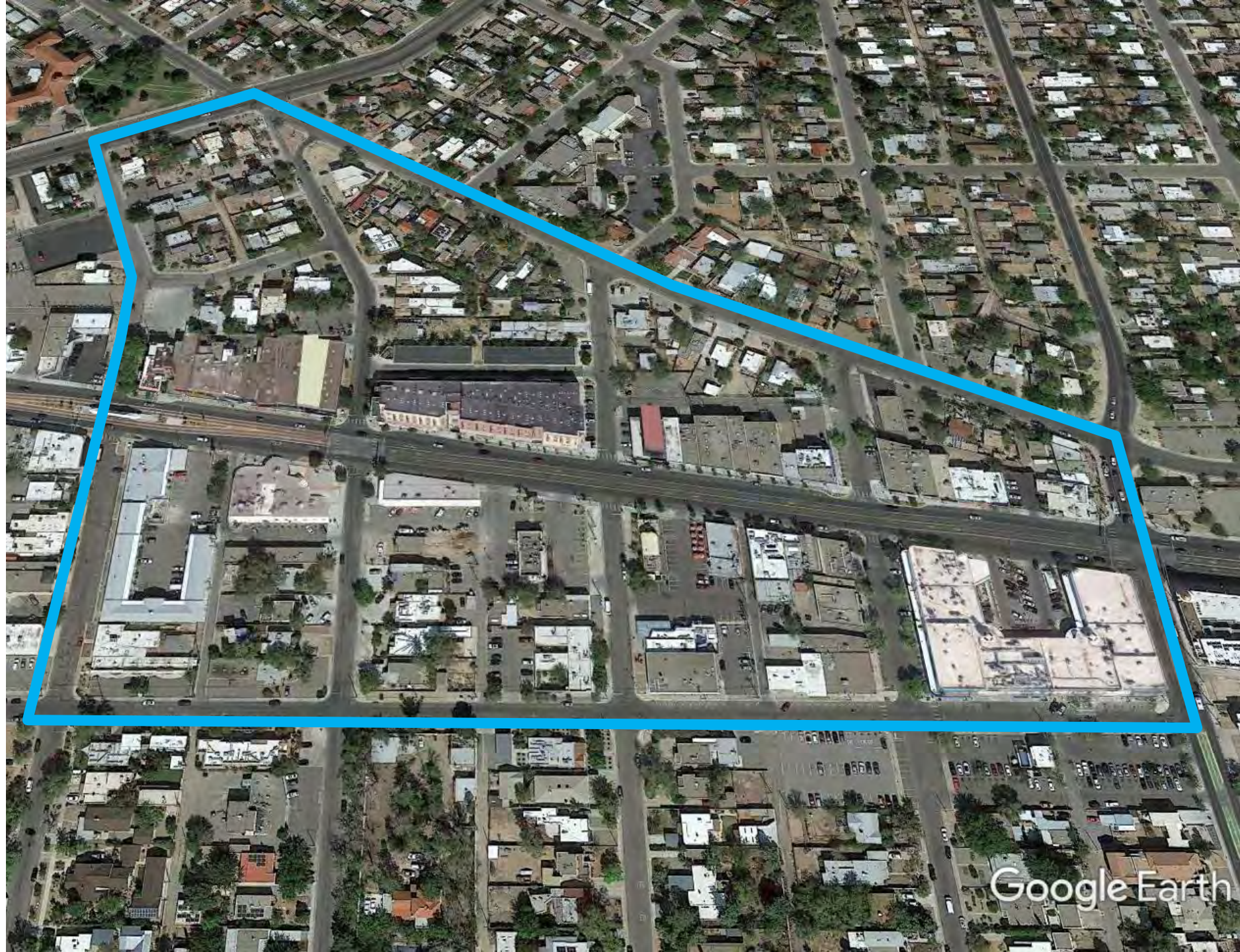


ISSUES: Nob Hill Central

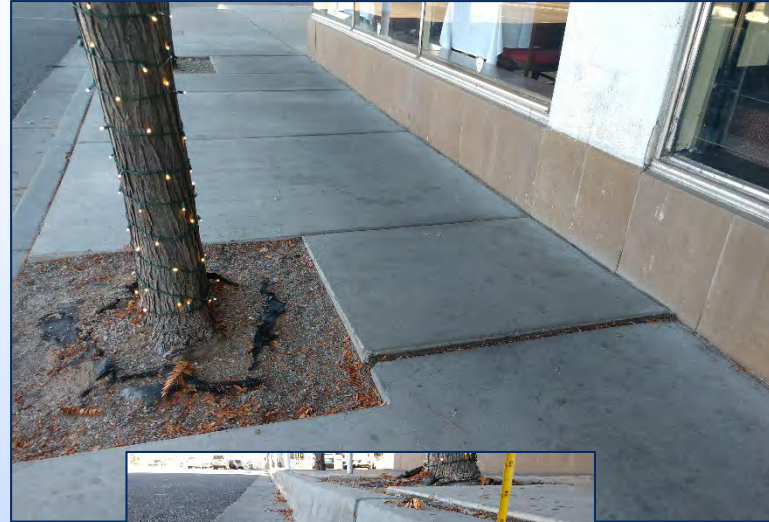
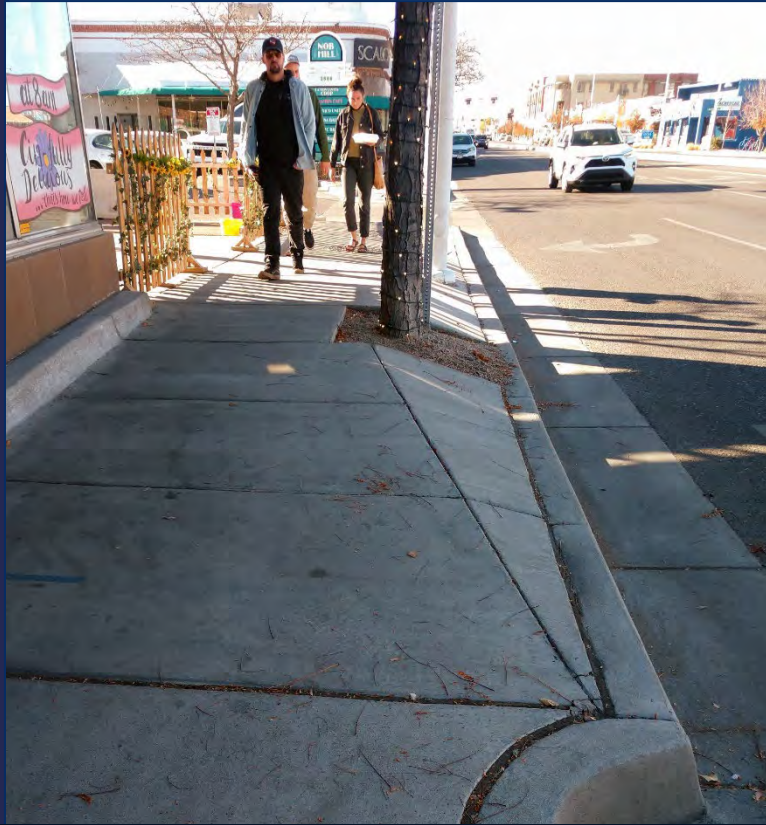
- ❑ There are tight sidewalk conditions at the east end of the 3500 block of Central Avenue NE.
- ❑ Excessive curb heights and multiple sidewalk irregularities exist along and within the 3500 block of Central Avenue SE.
- ❑ Pedestrian/vehicle conflicts exist where driveways cross the sidewalk at several locations on the south side of Central Avenue.
- ❑ The Route 66 bus stop shelter at Tulane is located in the middle of the sidewalk.
- ❑ The crosswalks at the Nob Hill ART station do not line up with each other and require “up and down” passage through the station just to cross the street.
- ❑ People regularly continue to cross Central Avenue between Carlisle and Amherst despite the existence of the new HAWK signal between Amherst and Tulane.
- ❑ Silver Avenue has multiple ADA-related and other walkability issues and lacks shade over much of its length.

OPPORTUNITIES: Nob Hill Central

- ❑ There are multiple historic buildings in this area that support its character, including the Nob Hill Business Center and others
- ❑ There are existing strong and established businesses in this area
- ❑ There are one or two sites with significant redevelopment potential
- ❑ Silver Avenue provides a convenient “back entrance” to this area for multiple travel modes and provides much additional parking capacity.



3500 block of Central Avenue SE



Recommendations:

- (1) Reconstruct the entire face of this block to address tripping, slipping and falling hazards and widen the buffer zone.
- (2) Convert parking meters nos. 7015 and 7016 to a loading zone for trucks and passenger drop-off/pick up.
- (3) Work with the owner of the Nob Hill Business Center to keep street-side entrances to buildings open and to address ADA-related issues along the west edge of the main parking lot (inside the "U").

Timeframe: Medium term (coordinate with reconstruction of "4C" intersection)

3500 block of Central Avenue NE



Recommendations:

- (1) To gain room for the sidewalk and landscaping, extend (bulb out) the curb along Central just east of the first on-street parking space.
- (2) Relocate the bicycle rack near the Fan Tang entrance to keep bicycles from blocking the sidewalk.
- (3) Replace parking meters nos. 7058, 7059, and 7060 (near Fan Tang) with a pay-and-display meter to address sidewalk space limitations.
- (4) Work with owner of Fan Tang property to modify landscaping and parking lot entrance to gain additional sidewalk space.

Timeframe: Medium term (coordinate with reconstruction of "4C" intersection)

3300 Block of Central Avenue SE

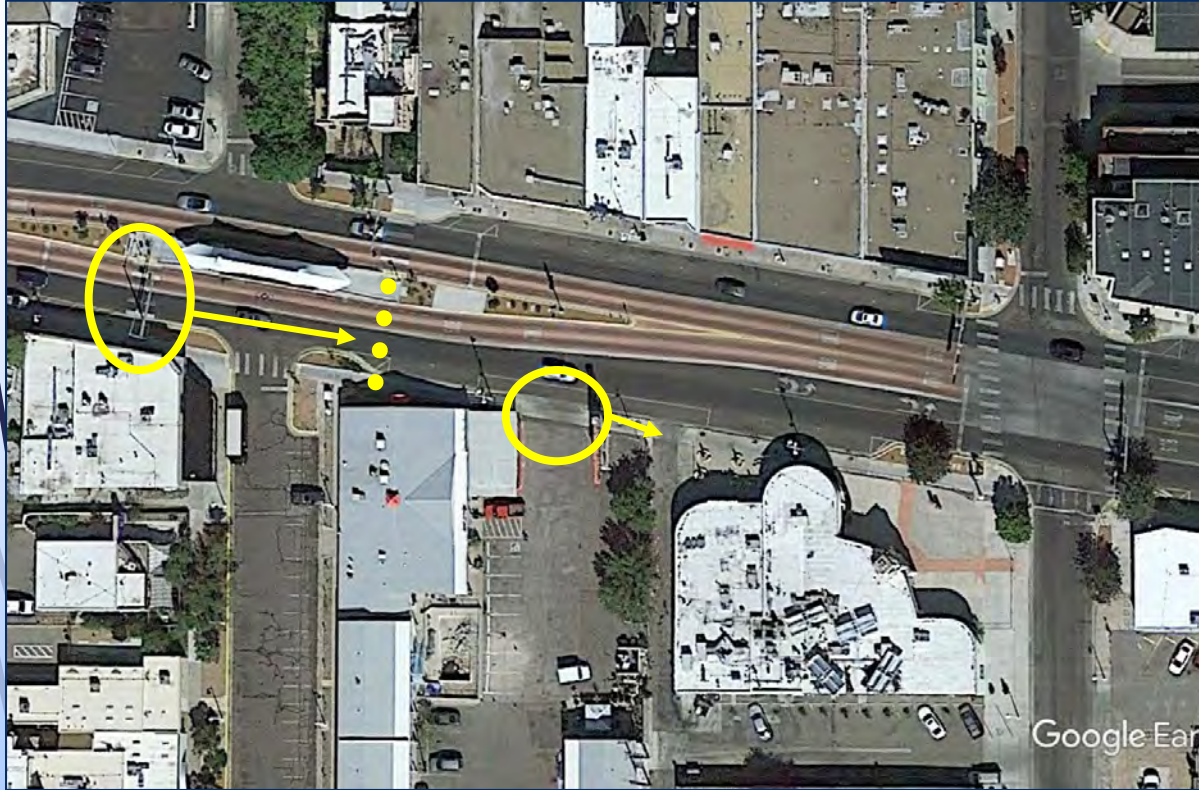
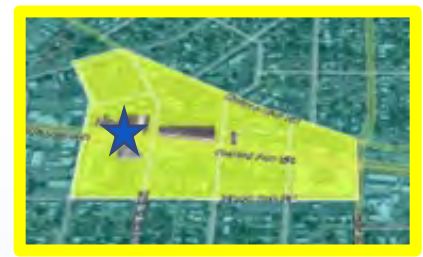


Recommendation:

- (1) Remove existing bus shelter from the middle of the sidewalk. Either eliminate the shelter entirely and replace it with leaning bars, or install a smaller single-seat shelter located entirely within the buffer zone.
- (2) Work with owner of adjacent property to close driveway closest to Tulane. (This will not only reduce pedestrian/vehicle conflicts, but also enable the bus stop to be moved slightly to the east.)

Timeframe: Near term

3200 block of Central Avenue SE



Recommendation:

- (1) Work with the owner of the Hiway House to consolidate the motel's parking lot entrance with the entrance to the adjacent alley to: (a) reduce conflicts between pedestrians and motor vehicles, (b) widen the sidewalk at the existing Hiway House entrance, and (c) add several additional parking and/or loading spaces along Central Avenue.
- (2) Relocate the south crosswalk and HAWK signal from the west side of the Nob Hill ART station to the east side of the station.

Timeframe: Near term

Silver Avenue from Carlisle to Bryn Mawr



Recommendations:

- (1) Plan, design, and reconstruct the street to incorporate wide sidewalks on both sides, wide landscape buffers with healthy deciduous street trees on both sides, on-street parking, and narrower travel lanes.
- (2) Revise the IDO to prohibit the use of spikey plants for streetscapes and to require an active streetscape (i.e., building windows and entrances) along Copper to help ensure safety through the "eyes on the street" mechanism.

Timeframe:

Short term (for IDO changes) and medium term for street changes (with design reflecting input from stakeholders during a substantive planning process)

Summary of Recommendations for Nob Hill Central



DISTRICT	CATEGORY	LOCATION	RECOMMENDATION	TIMEFRAME
NOB HILL CENTRAL	Streetscape	3500 block of Central Avenue SE	Reconstruct the entire face of this block to address tripping, slipping and falling hazards and widen the buffer zone. (Note that this may require adjusting the height of the street surface, which should be coordinated with the reconstruction of the "4C" intersection. See recommendations for Nob Hill East.) Convert parking meters nos. 7015 and 7016 to a loading zone for trucks and passenger drop-off/pick up.	Medium Term
	ADA Compliance	3500 block of Central Avenue SE	Work with the owner of the Nob Hill Business Center to keep street-side entrances to buildings open and to address ADA-related issues along the west edge of the main parking lot (inside the "U").	Near Term
	Streetscape	3500 block of Central Avenue NE	To gain room for the sidewalk and landscaping, extend (bulb out) the curb along Central just east of the first on-street parking space. Relocate the bicycle rack near the Fan Tang entrance to keep bicycles from blocking the sidewalk. Replace parking meters nos. 7058, 7059, and 7060 (near Fan Tang) with a pay-and-display meter to address sidewalk space limitations. Work with owner of Fan Tang property to modify landscaping and parking lot entrance to gain additional sidewalk space. (Note that all of this work should be coordinated with the reconstruction of the "4C" intersection. See recommendations for Nob Hill East.)	Medium Term
	Local Bus Stop	3300 block of Central Avenue SE	Remove the existing bus shelter from the middle of the sidewalk. Either eliminate the shelter entirely and replace it with leaning bars, or install a smaller single-seat shelter located entirely within the buffer zone.	Near Term
	Access Management	3300 block of Central Avenue SE	Work with owner of "Dominos Pizza" property to close driveway closest to Tulane	Near Term
	Streetscape	3200 block of Central Avenue SE	Work with the owner of the Hiway House to consolidate the motel's parking lot entrance with the entrance to the adjacent alley to: (a) reduce conflicts between pedestrians and motor vehicles, (b) widen the sidewalk at the existing Hiway House entrance, and (c) add several additional parking and/or loading spaces along Central Avenue.	Near Term
	Pedestrian Crossing	Nob Hill Art Station	Relocate the south crosswalk and HAWK signal from the west side of the Nob Hill ART station to the east side of the station.	Near Term
	Streetscape	Silver Avenue from Carlisle to Bryn Mawr	Plan, design, and reconstruct the street to incorporate wide sidewalks on both sides, wide landscape buffers with healthy deciduous street trees on both sides, on-street parking, and narrower travel lanes. Revise the IDO to prohibit the use of spikey plants for streetscapes and to require an active streetscape (i.e., building windows and entrances) along Copper to help ensure safety through "eyes on the street".	Medium Term

Nob Hill Central



Recommendations for “Nob Hill West”



ISSUES: Nob Hill West

- ❑ The character of the pedestrian experience along the south side of Central Avenue tends to decay as people walk west from Bryn Mawr to Girard.
- ❑ Land uses around the Central/Girard/Monte Vista (CGMV) intersection are heavily car-oriented, with surface parking lots and driveways dominating the area.
- ❑ The design of the CGMV intersection is hostile for all users, but especially for pedestrians and bicyclists.
- ❑ Evidence of “hard” drug and alcohol use is ubiquitous near the Walgreens.
- ❑ There are many vacant buildings.
- ❑ There are multiple tripping, slipping, and falling hazards on the north side of Central Avenue between Bryn Mawr and Dartmouth.
- ❑ The “triangle” parcel is forlorn, un-used, and wasted space.
- ❑ There is no easy or pleasant way to travel by foot or bicycle from the UNM campus to Nob Hill, even along Campus Boulevard let alone along Central Avenue.

OPPORTUNITIES: Nob Hill West

- ❑ The Lobo Theater revival.
- ❑ The Wells Fargo and other properties on the south side of Central.



3000 & 3100 blocks of Central Avenue NE



Recommendation: Make spot repairs to sidewalks and curb ramps to address ADA non-conformities and tripping hazards.

Timeframe: Near term

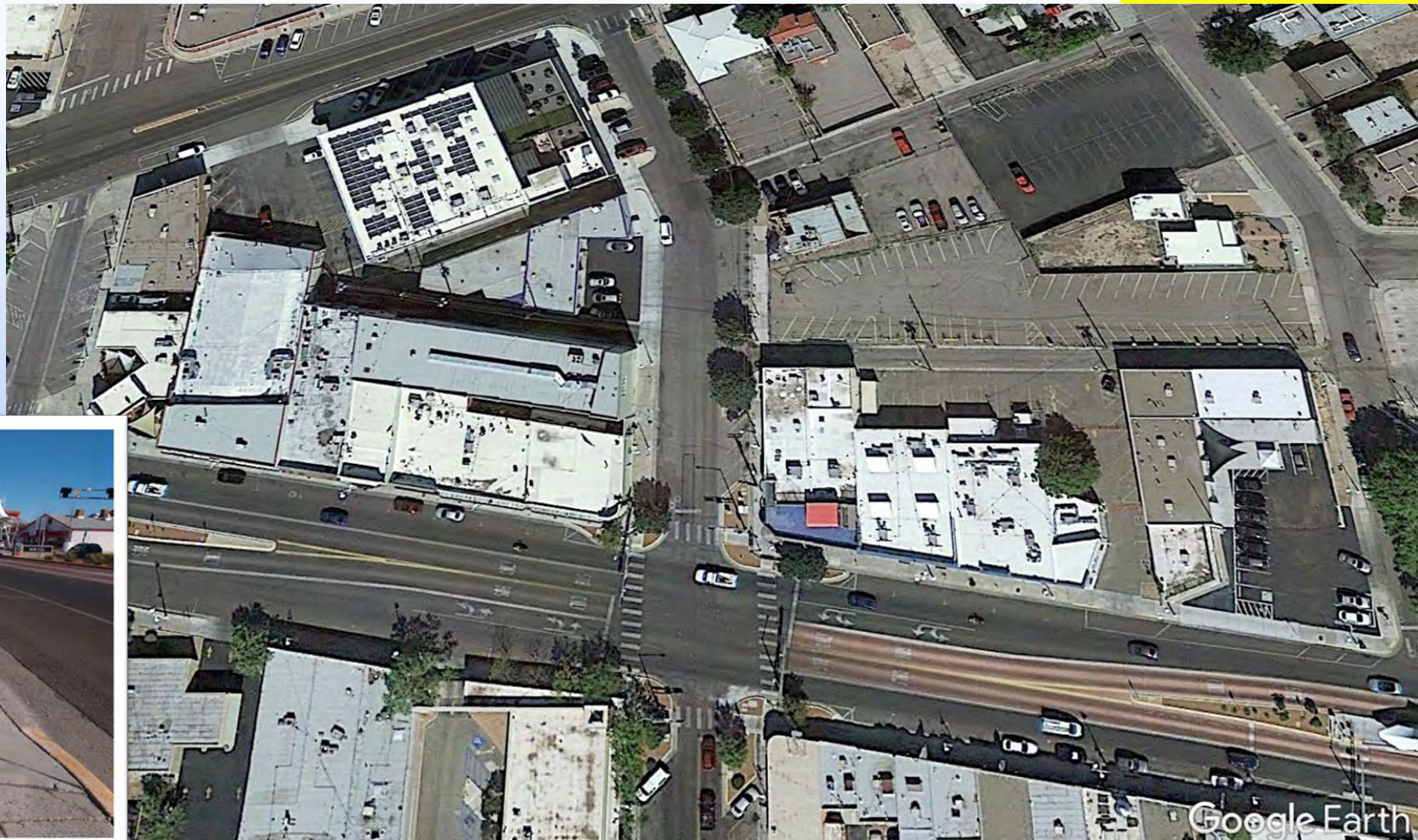
3000 & 3100 blocks of Central Avenue NE



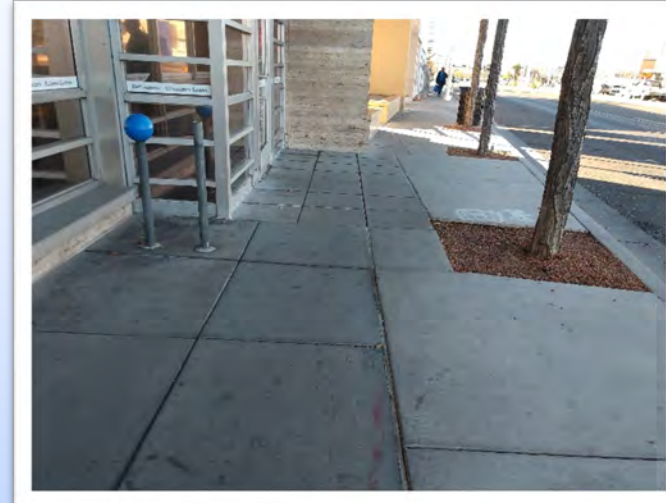
Recommendation:

Initiate a planning process to develop an improved design concept for these blockfaces. Pursue improvements if the concept is acceptable to stakeholders.

Timeframe: Medium term



3000 block of Central Avenue SE



Recommendation:

Eliminate the rarely used automobile driveway west of the Wells Fargo Bank to reduce conflicts between pedestrians and motor vehicles, widen the sidewalk, and add several additional on-street parking spaces. Reconstruct the sidewalk along the entire block to address tripping, slipping and falling hazards.

Timeframe: Medium term

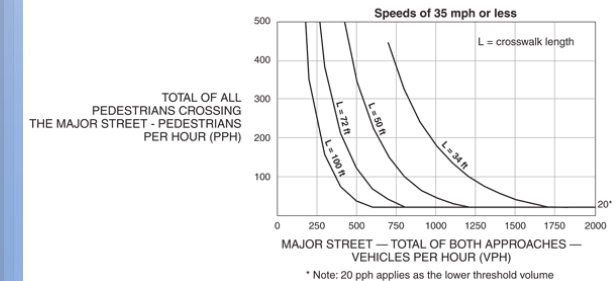
Central Avenue at Dartmouth



Recommendation: Install pedestrian hybrid beacons (HAWK signals), crosswalk, and median cut-through. Reconstruct northeast and northwest corners of the intersection to address serious tripping, slipping and falling hazards.

Timeframe: Medium term

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways



Silver Avenue from Bryn Mawr to Girard



Recommendations:

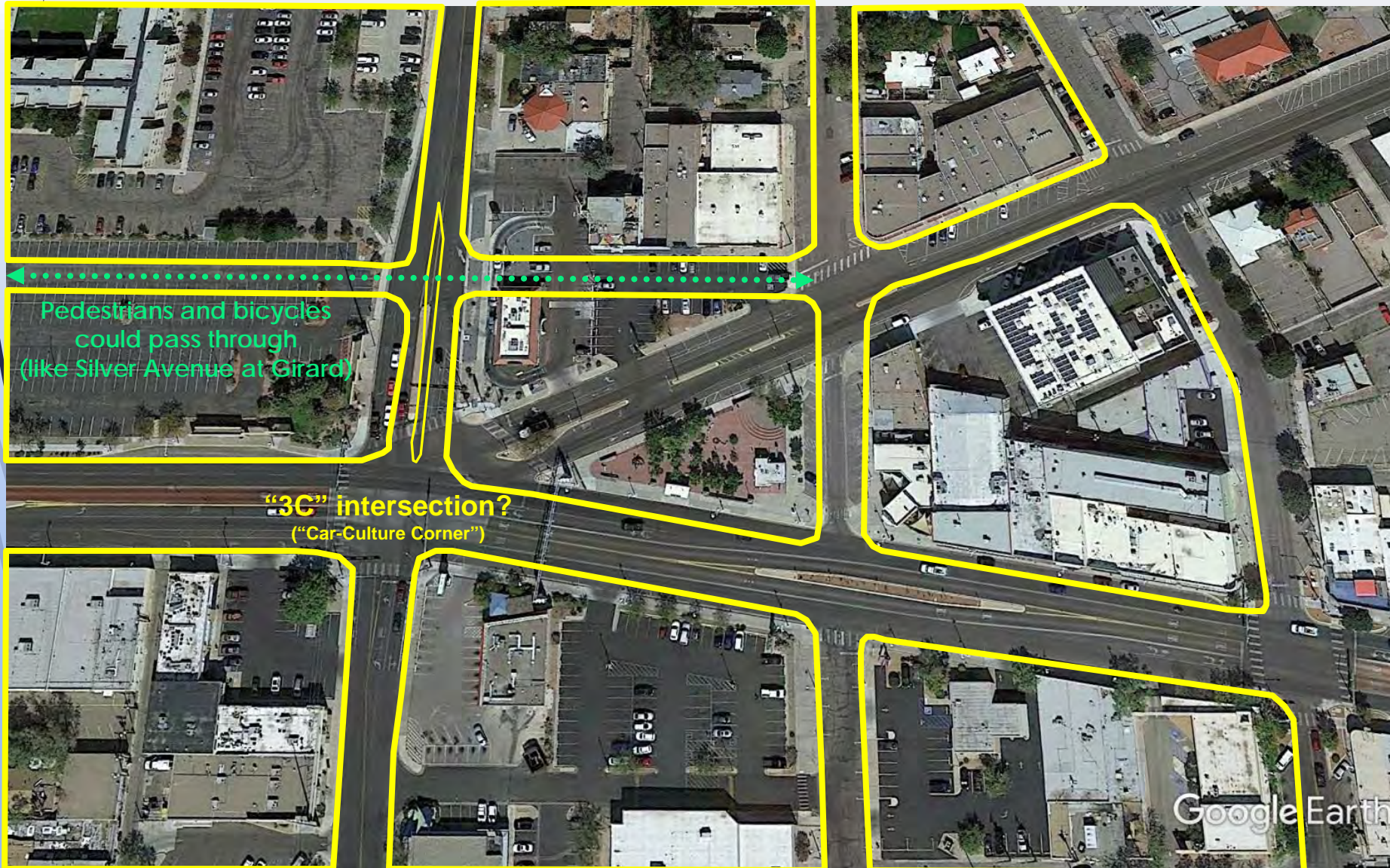
- (1) Plan, design, and reconstruct the street to incorporate wide sidewalks on both sides, wide landscape buffers with healthy deciduous street trees on both sides, on-street parking, and narrower travel lanes.
- (2) Revise the IDO to prohibit the use of spikey plants for streetscapes and to require an active streetscape (i.e., building windows and entrances) along Copper to help ensure safety through the "eyes on the street" mechanism.

Timeframe:

Short term (for IDO changes) and medium term for street changes (with design reflecting input from stakeholders during a substantive planning process)

One last idea...

(for discussion, not a recommendation)



IDEA: Working cooperatively with local property owners and UNM, relocate the western terminus of Monte Vista toward the north. Reconstruct the intersection to eliminate direct access from Central to Monte Vista. Improve safety and traffic operations by reducing the intersection footprint and complexity. Add value by increasing the developable area. And, greatly enhance pedestrian and bicycle connectivity between the UNM campus and Nob Hill.

2019 traffic crashes



Google Earth

Summary of Recommendations for Nob Hill West



Nob Hill Pedestrian Study: Proposed Pedestrian Safety and Circulation Improvements (DRAFT)

DISTRICT	CATEGORY	LOCATION	RECOMMENDATION	TIMEFRAME
NOB HILL WEST	ADA Compliance	3000 and 3100 blocks of Central Avenue NE	Make spot repairs to sidewalks and curb ramps to address ADA non-conformities and tripping hazards.	Near Term
	Streetscape	3000 and 3100 blocks of Central Avenue NE	Initiate a planning process to develop an improved design concept for these blockfaces. Pursue improvements if the concept is acceptable to stakeholders.	Medium Term
	Streetscape	3000 block of Central Avenue SE	Eliminate the rarely used automobile driveway west of the Wells Fargo Bank to reduce conflicts between pedestrians and motor vehicles, widen the sidewalk, and add several additional on-street parking spaces. Reconstruct the sidewalk along the entire block to address tripping, slipping and falling hazards.	Medium Term
	Pedestrian Crossing	Central Avenue at Dartmouth	Install HAWK signal, crosswalk, and median enhancements. Reconstruct northeast and northwest corners of the intersection to address serious tripping, slipping and falling hazards.	Medium Term
	Streetscape	Silver Avenue from Bryn Mawr to Girard	Plan, design, and reconstruct the street to incorporate wide sidewalks on both sides, wide landscape buffers with healthy deciduous street trees on both sides, on-street parking, and narrower travel lanes. Revise the IDO to prohibit the use of spikey plants for streetscapes and to require an active streetscape (i.e., building windows and entrances) along Copper to help ensure safety through "eyes on the street".	Medium Term
	Signalized Street Intersection	Central Avenue at Girard/Monte Vista	Working cooperatively with local property owners and UNM, relocate the western terminus of Monte Vista toward the north. Reconstruct the intersection to eliminate direct access from Central to Monte Vista. Improve safety and traffic operations by reducing the intersection footprint and complexity. Add value by increasing the developable area. And, greatly enhance pedestrian and bicycle connectivity between the UNM campus and Nob Hill.	Long Term (discussion Item)



Other Recommendations and Ideas

Urban Trails, Wayfinding, and Bikeways

- **Urban Trails:** Designated routes that lead to and through the neighborhood, with a design strategy for each (and funding)
- **Wayfinding:** Use murals, sidewalk imprints, sidewalk medallions (e.g., embedded in concrete), presence of the ART lanes, and signs (sparingly)
- **Bikeways / bicycle culture:** Go beyond the arterial-street and regional-focused, hard-core bicyclist mindset to address the needs and desires of ordinary people needing to travel locally. If you want Nob Hill to be the kind of place where many people ride bicycles, you need to go all-out to achieve the desired result.



Opportunity Urban street "trails"

(focused on pedestrians and bicycles)*

Campus Arroyo Trail

Marquette Trail

Redondo Trail

Silver Trail

Nob Hill Main Street Trail

Campus Arroyo Trail

Richmond Trail

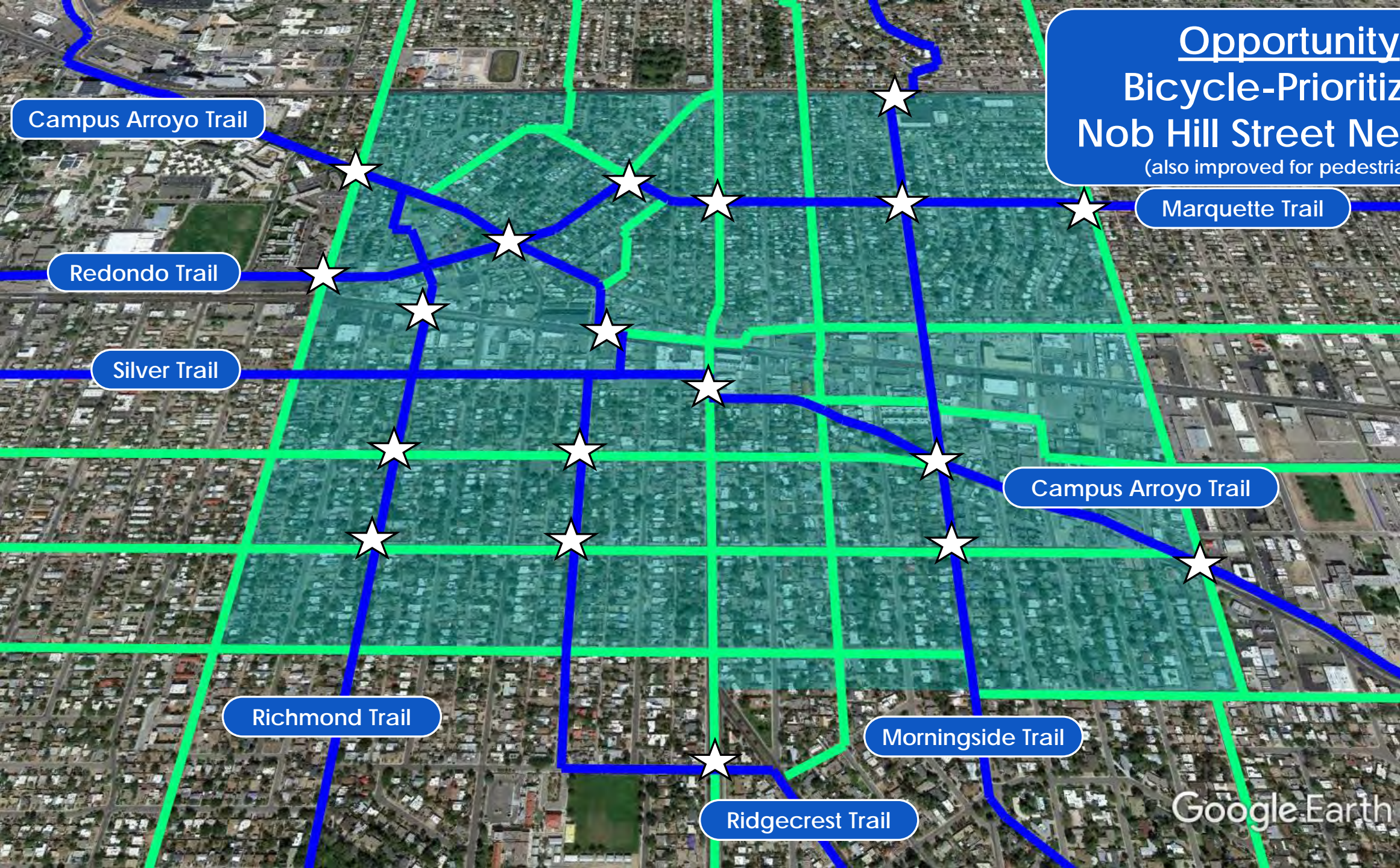
Morningside Trail

Ridgecrest Trail

Google Earth

*Except for the Nob Hill Main Street Trail, which would focus mainly on pedestrians

Opportunity
**Bicycle-Prioritized
Nob Hill Street Network**
(also improved for pedestrians)



Residential Streets: Ideas for Discussion

Type-A Streets:

- University Heights
- College View
- Some streets in Monte Vista

Type-B Streets:

- Granada Heights
- Mesa Grande
- Broadmoor
- Some streets in Monte Vista



Residential Streets: Type-A



This photo is of highly pedestrian-friendly Roma Avenue west of downtown Albuquerque. Curbs here are six inches high. The width of the right-of-way is 60 feet. The sidewalks are 6 feet wide and each of the landscape buffers is 9.2 feet wide. The width of the street from curb to curb is 26 feet. The remaining width is occupied by the curbs themselves (6 inches each) and space at the edges of the sidewalks. ADA-compliant curb ramps easily fit on a street of this kind and driveway aprons rarely impact the continuity of the sidewalks, which can easily handle two people walking side-by-side.



This is a photo of almost-pedestrian-friendly Richmond Drive between Silver and Lead in Nob Hill. The right-of-way width is about 72 feet. The sidewalks are around 6 feet wide and each of the landscape buffers is about 12 feet wide. The width of the street from curb to curb is around 36 feet. While the pavement and sidewalks are not in very good condition here and there could be a lot more large, healthy trees in the buffers, this street has excellent "bones". With a little work, it could be as nice as Roma Avenue. It was hard for the study team to understand why all of the streets in University Heights and College View and at least some streets in Monte Vista should not be at least as good as this street because all of them were originally envisioned to look like this.

Residential Streets: Type-B



This is a photo of Longfellow Street in Santa Monica, California. The width of the right-of-way here is about 40 feet. There are no sidewalks or bicycle lanes, so pedestrians and bicyclists share the road space with automobiles. The narrow width of the asphalt surface helps to slow and calm traffic, making the street much safer than if the asphalt covered the entire width from curb to curb. Pavers are used for the parking lanes and a unified landscaping design helps to soften the edges and give life to what might otherwise be a very sterile linear space. The windows of the adjacent houses look out onto the street, helping to keep it secure. And, there is solar-powered, night-sky-friendly, and pedestrian-scale lighting to illuminate the street at night.



This is Montclair Drive between Zuni and Coal in Nob Hill. The width of the right-of-way here is about 40 feet, with the automobile travelway occupying around three-quarters of that distance. The sidewalks are each 4 feet wide and there are no landscape buffers between them and the street. Bushes and other vegetation often grow over sidewalks like these and driveway intersections are frequent. It is hard to imagine how someone in a wheelchair or someone with a walker could use these sidewalks. In fact, people don't use them – even people who are able-bodied. Instead, almost everyone simply walks in the street in a neighborhood like this. How might some of the design concepts of a street like Santa Monica's Longfellow be applied to a street like Montclair?



Part D: Discussion



Thank you!

For more information, please contact:

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