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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THE UNIVERSITY OF NEW MEXICO

Part C: Study Team Recommendations

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

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”

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 Montclaire	Connect NE and SE corners of Central & Montclaire 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 Montclaire (with extension into Montclaire 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 additonal 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 Montclaire 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 Montclaire (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)

Recommendations for “Nob Hill East”

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

Recommendations for “Nob Hill Central”

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

Recommendations for “Nob Hill West”

Summary of Recommendations for Nob Hill West

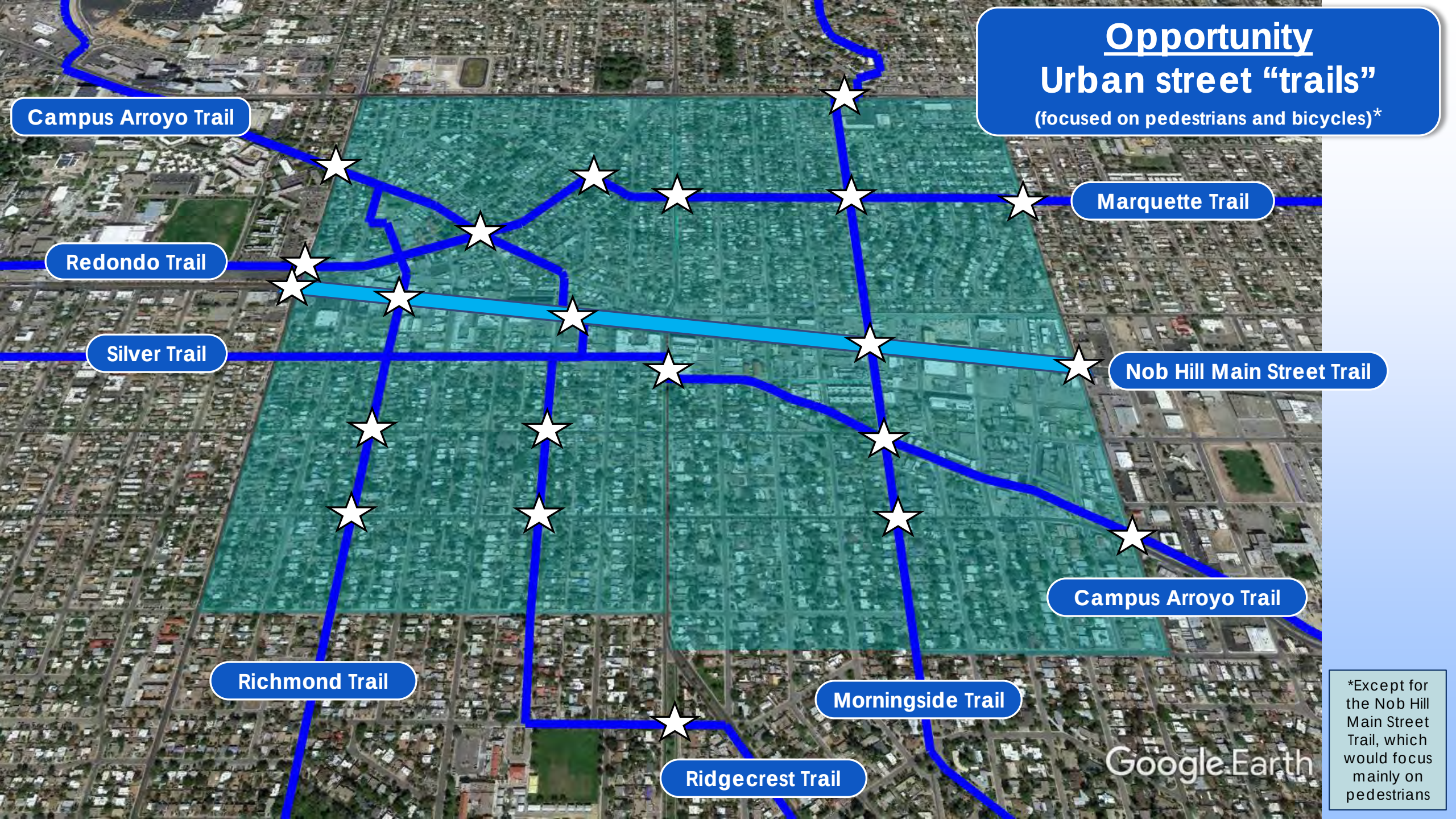
Nob Hill Pedestrian Study: Proposed Pedestrian Safety and Circulation Improvements (DRAFT)

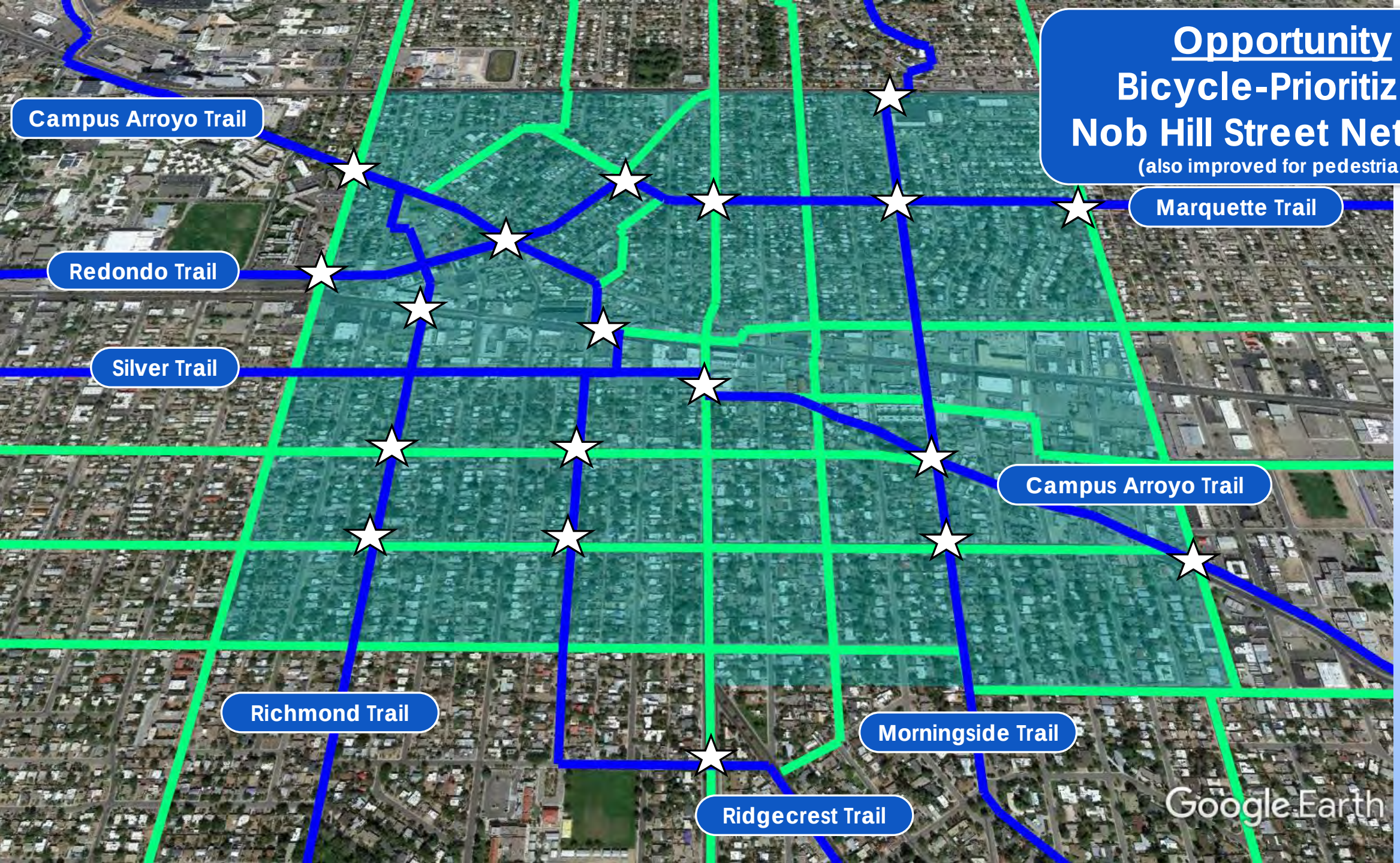
DISTRICT	CATEGORY	LOCATION	RECOMMENDATION	TIMEFRAME
NOB HILL WEST	ADA Compliance	3000 and 3100 blocks of Central Avenue NE	Make spot repairs to sidewalks and curb ramps to address ADA non-conformities and tripping hazards.	Near Term
	Streetscape	3000 and 3100 blocks of Central Avenue NE	Initiate a planning 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:

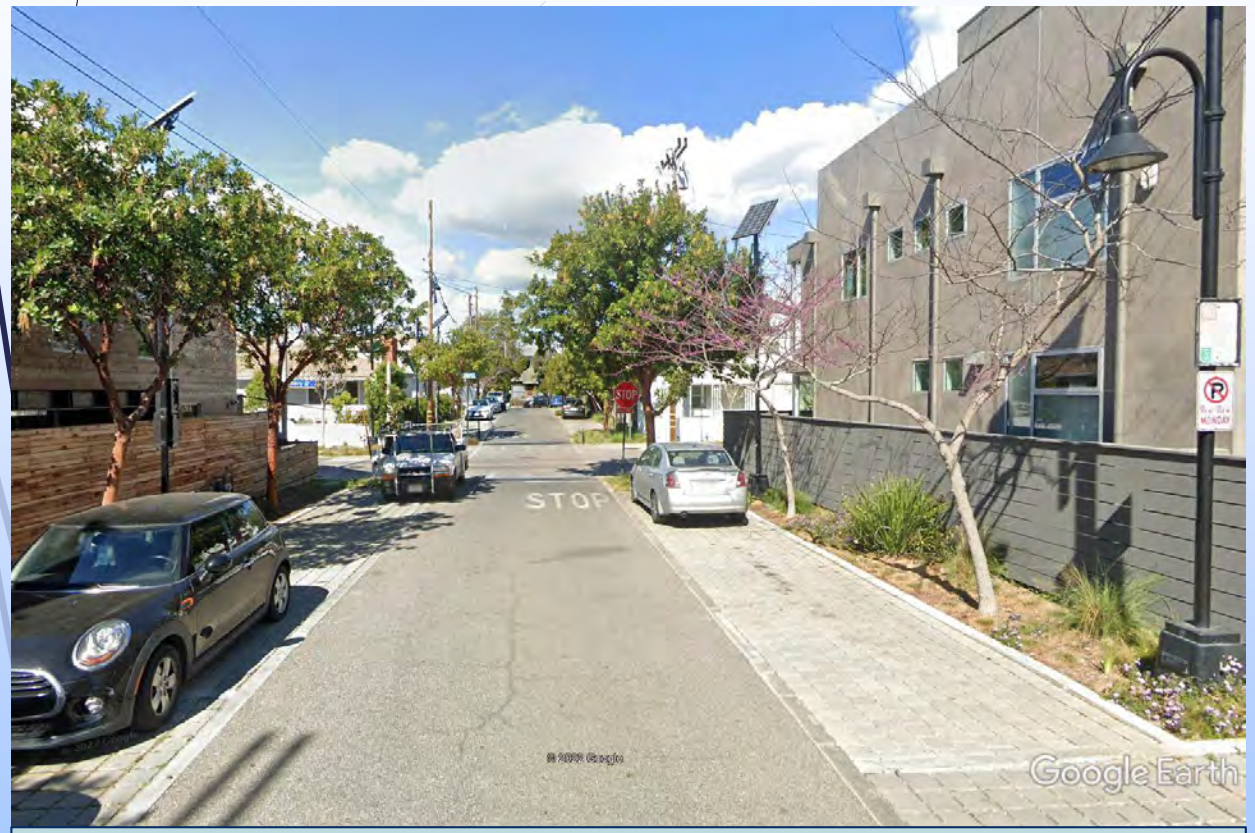
- Granada Heights
- Mesa Grande
- Broadmoor
- Some streets in Monte Vista

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 Montclaire 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 Montclaire?