



GIRARD STREETSCAPE IMPROVEMENTS

Schematic Design | Summer 2022

**ONE
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PROJECT BACKGROUND

- Albuquerque recently ranked second on the National Complete Street Coalition's list of the most dangerous metropolitan areas in the United States for pedestrians. The state of New Mexico ranked first in overall pedestrian fatality rates from 2016-2020.
- The Girard Streetscape Improvements project was initiated by the North Campus, Netherwood Park, and Summit Park Neighborhood Associations and City Councilor Isaac Benton. The project would be constructed through the City of Albuquerque's Department of Municipal Development (DMD).
- This small mixed-use corridor between Indian School Rd and Hannett Ave is a point of convergence for three different neighborhoods. The main goals of the project are to improve pedestrian and bicyclist safety and increase tree canopy coverage in order to improve connectivity and revitalize the commercial aspect of the area.
- The design team analyzed the project area to determine the most effective locations and strategies for pedestrian improvements, minor roadway improvements, and tree planting.
- Using this analysis, along with input from the three neighborhood associations, the design team developed the following schematic design and cost estimate.



EXISTING CONDITIONS

SIDEWALKS



- Existing sidewalks are lifted and cracked in certain areas.
- Several stretches of Girard Blvd have sidewalks that are only 3'-6" wide, which is narrower than the 4' minimum (5' recommended) required by law.

DRIVEWAYS



- The parking lots of vacant commercial properties and larger residential properties on the west side of Girard Blvd have an excessive number of driveways.
- The numerous driveways on both sides of Girard Blvd have cross slopes that are not ADA-compliant and are disruptive to the pedestrian experience.

EXISTING CONDITIONS

INTERSECTIONS



- Car accidents occur frequently at the intersection of Girard Blvd and Indian School Rd. The crosswalk across Girard is exposed and difficult to cross because of the steady stream of vehicles turning left onto and off of Indian School.



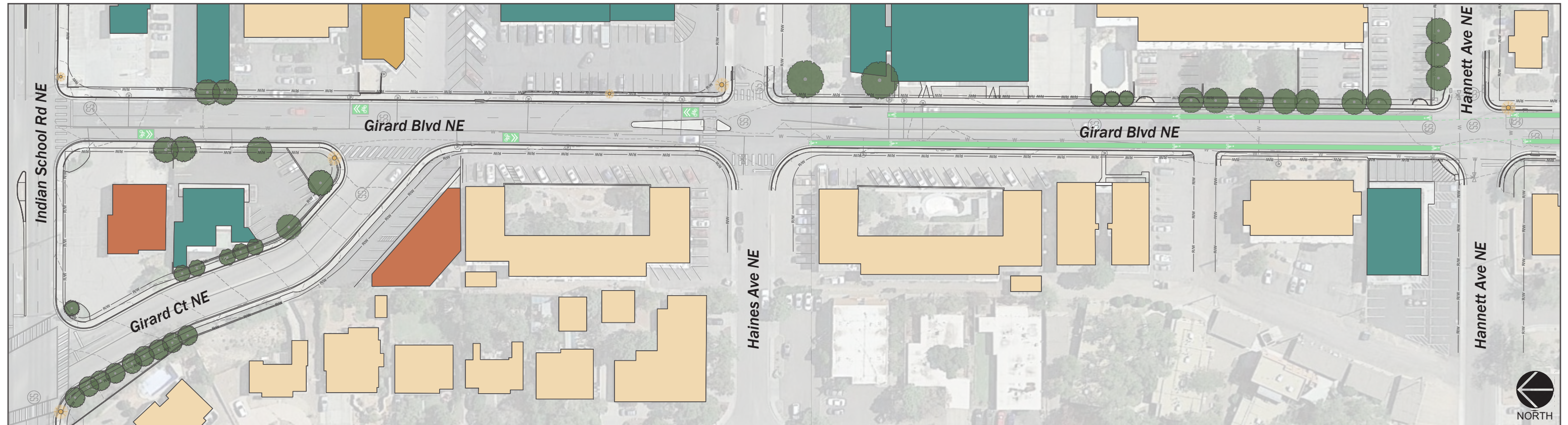
- Many pedestrians cross Girard Blvd at Hannett Ave to reach the UNM North Golf Course, particularly in the mornings and evenings. Currently there is not a crosswalk or adequate pedestrian lighting at this intersection.

LIGHTING



- The majority of lighting on Girard Blvd comes from fixtures on the apartment buildings that line the street.
- Some street lighting is provided at intersections, but little to no lighting is provided in between and no pedestrian level lighting is found within the corridor.

EXISTING CONDITIONS



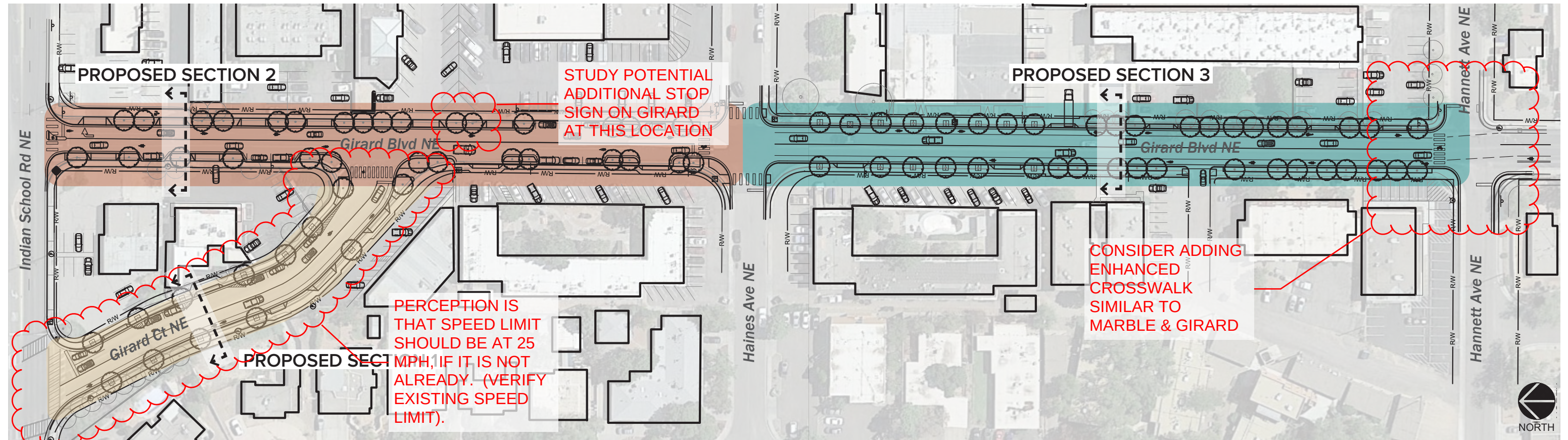
KEY OBSERVATIONS

- The project's priorities are to enhance pedestrian safety and comfort and create a consistent tree canopy within the right-of-way.
- There are opportunities to adjust the turning radii at intersections to slow traffic and decrease the lengths of crosswalks.
- There is space in existing on-street parking lanes to build bump-outs, which slow traffic and create space for planting trees.
- There are opportunities to increase light coverage in the public right-of-way.

LEGEND

	Residential Property		Existing Street Tree
	Community Center		Dedicated Bike Lane
	Commercial / Office Space		Shared Travel Lane
	Vacant Commercial Property		Existing Streetlight
	Public R.O.W.		

PROPOSED SCHEMATIC DESIGN



SUMMARY OF IMPROVEMENTS

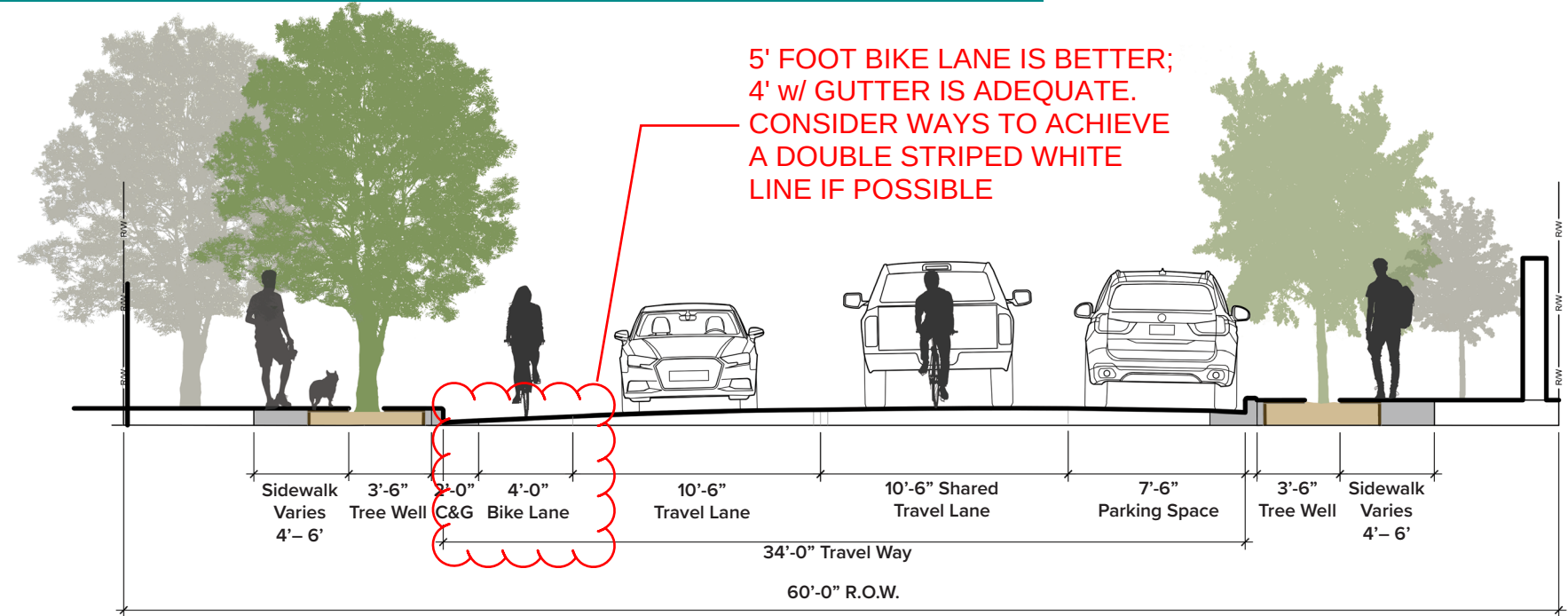
- 82 street trees planted.
- 16 on-street parking spaces added between Indian School Rd and Haines Ave.
- On-street parking eliminated on Girard Blvd between Haines Ave and Hannett Ave in order to provide 5' bike lanes and trees on both sides of the street.
- Accessible ramps added to 14 corners. 21 driveways made accessible, 5 removed.
- Crosswalk added at Hannett Ave.
- Dedicated bike lane added to east-bound side of Girard Ct.

SCHEMATIC DESIGN AREAS

-  Girard Court
-  Girard Blvd North
-  Girard Blvd South

GIRARD COURT

PROPOSED SECTION 1: PARKING ON EAST SIDE OF STREET



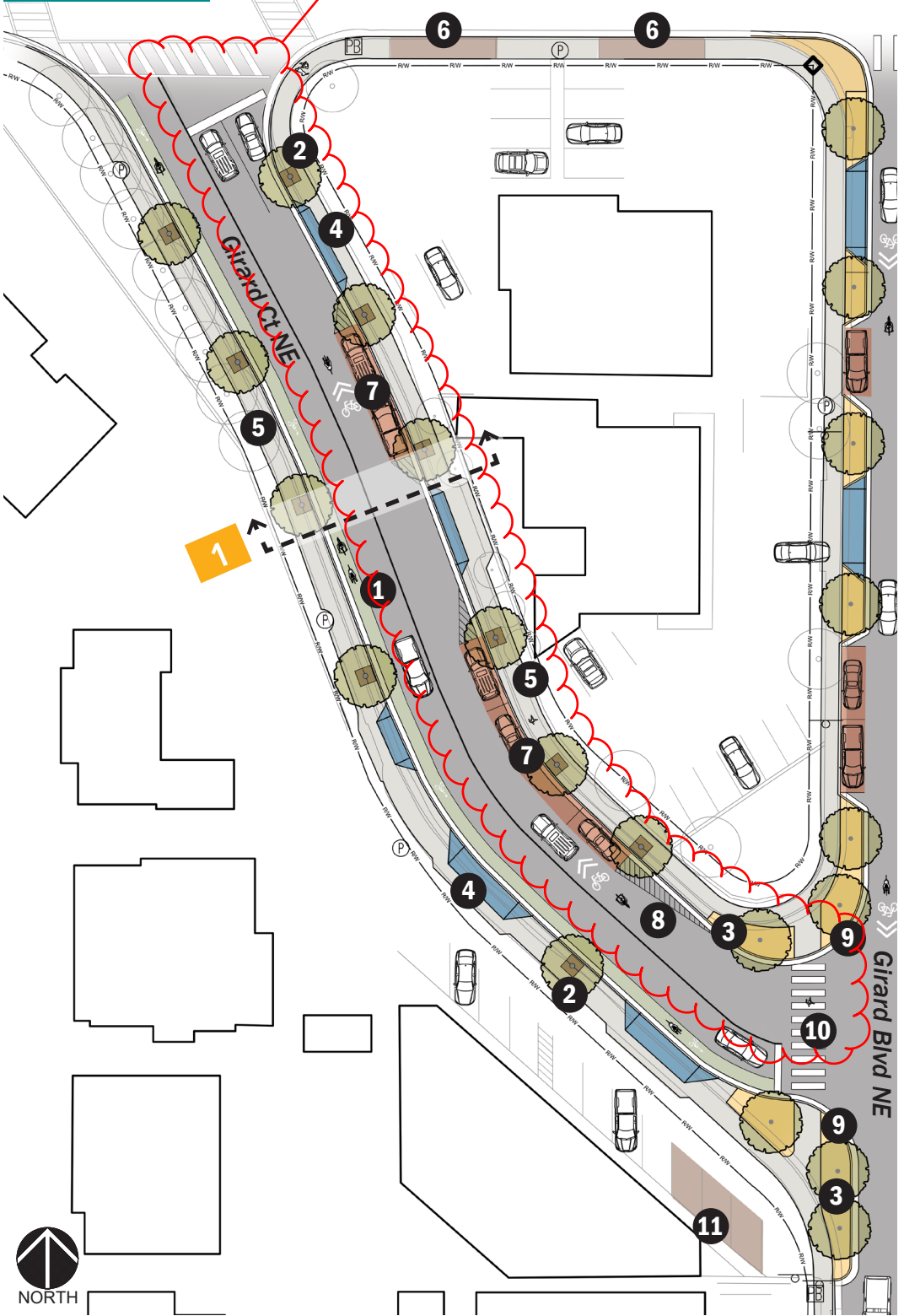
SUMMARY OF IMPROVEMENTS

- Curb lines rebuilt to narrow travel way and increase pedestrian/parkway space.
- Dedicated bike lane added to eastbound lane. Westbound lane designated as shared use.
- Reconfigured intersection at Girard Ct and Girard Blvd. with a shorter crosswalk and ADA-compliant ramps.
- 14 new street trees.
- 6 designated on-street parking spaces.
- Sidewalk expanded to at least 4' in all areas, and to 6' where possible.
- 5 drive pads rebuilt to create flat, accessible sidewalks.

STREETSCAPE FEATURES

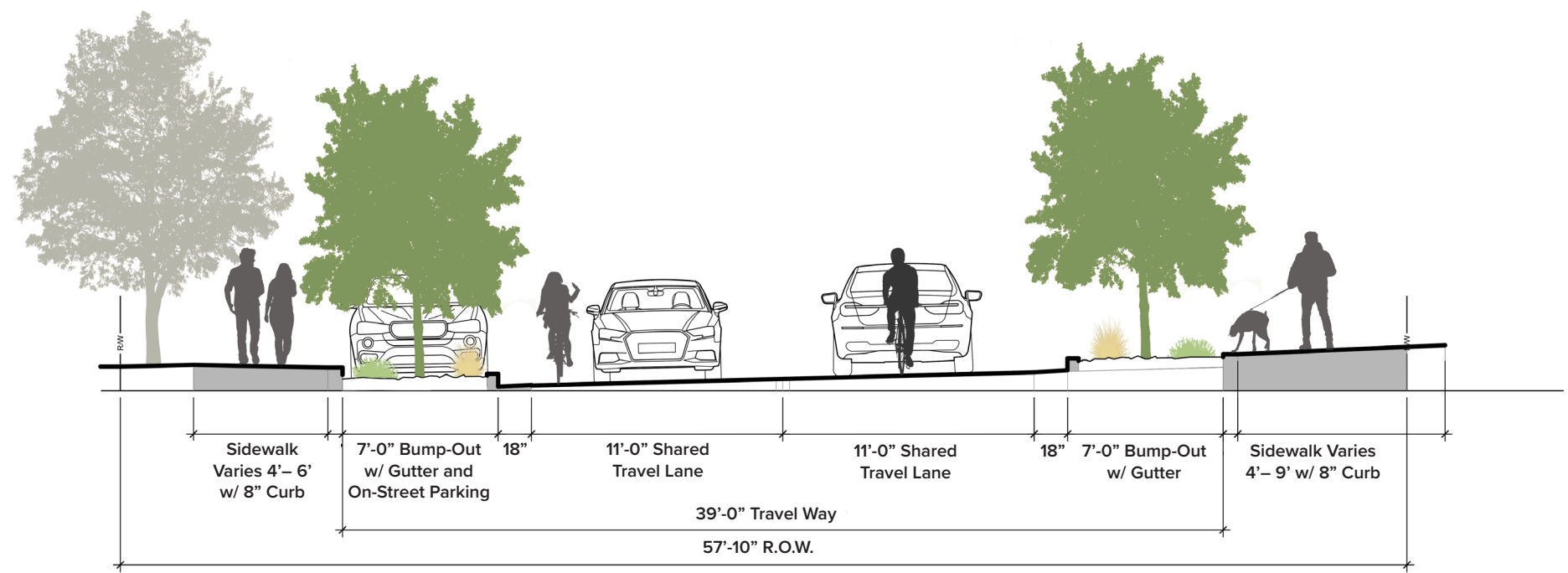
- 1 Dedicated Bike Lane
- 2 Tree Well
- 3 Planter with Trees
- 4 Rebuilt Drive Pad
- 5 Rebuilt Sidewalk
- 6 Eliminated Drive Pads
- 7 On-Street Parking
- 8 Shared Travel Lane
- 9 Curb Extension with Adjusted Radius
- 10 Shorter Crosswalk
- 11 Eliminated Parking Spaces

PROPOSED



GIRARD BLVD NORTH

PROPOSED SECTION 2: BUMP-OUTS ON BOTH SIDES OF STREET



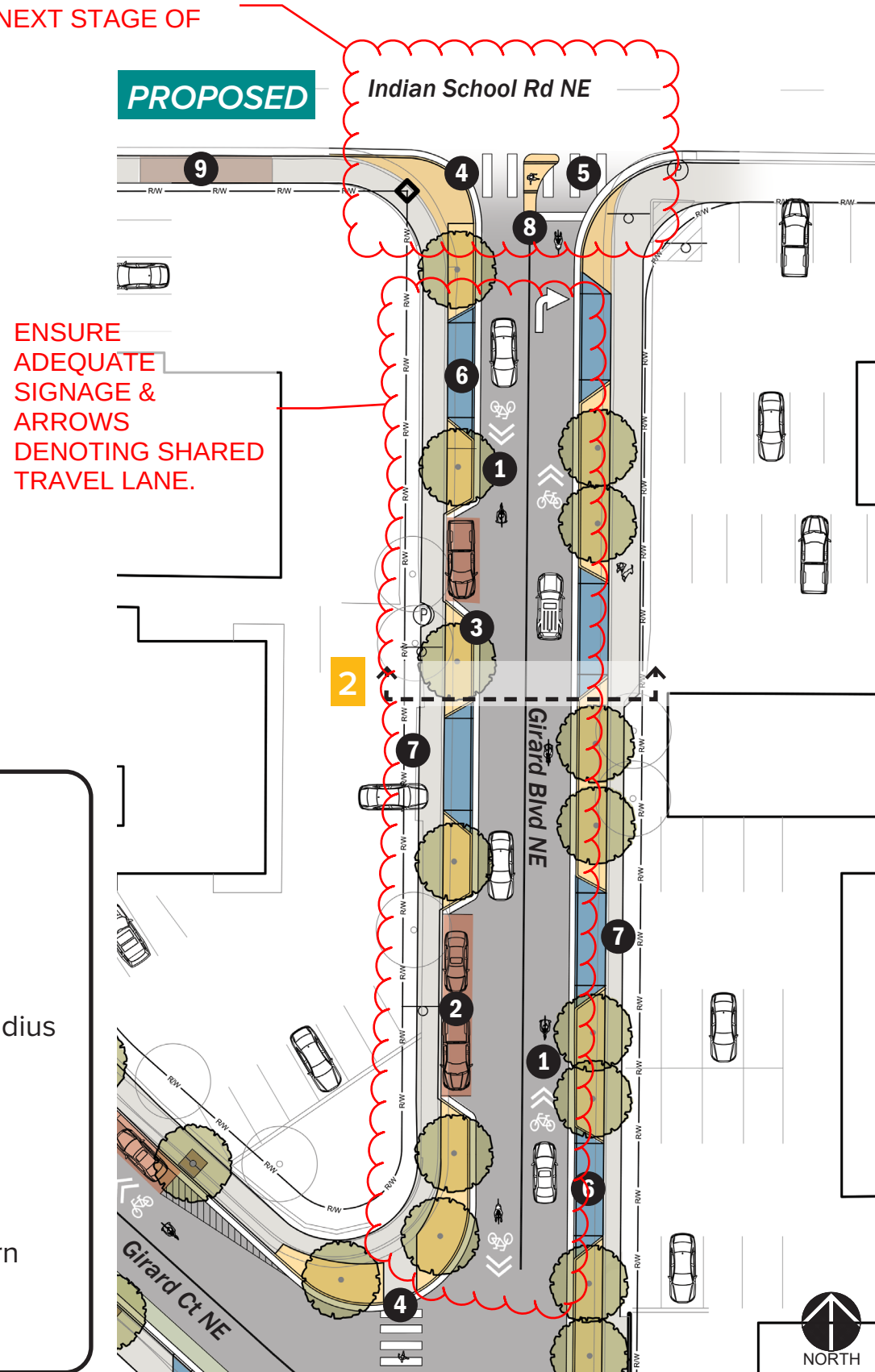
SUMMARY OF IMPROVEMENTS

- Curb lines rebuilt to narrow travel way and increase pedestrian/parkway space.
- Reconfigured intersection at Girard Blvd and Indian School with a shorter crosswalk, ADA-compliant ramps, and a curbed island to prohibit left turns onto Indian School.
- 10 new planters with 15 new street trees.
- 3 new on-street parking spaces.
- 6 drive pads rebuilt to create flat, accessible sidewalks.

STREETSCAPE FEATURES

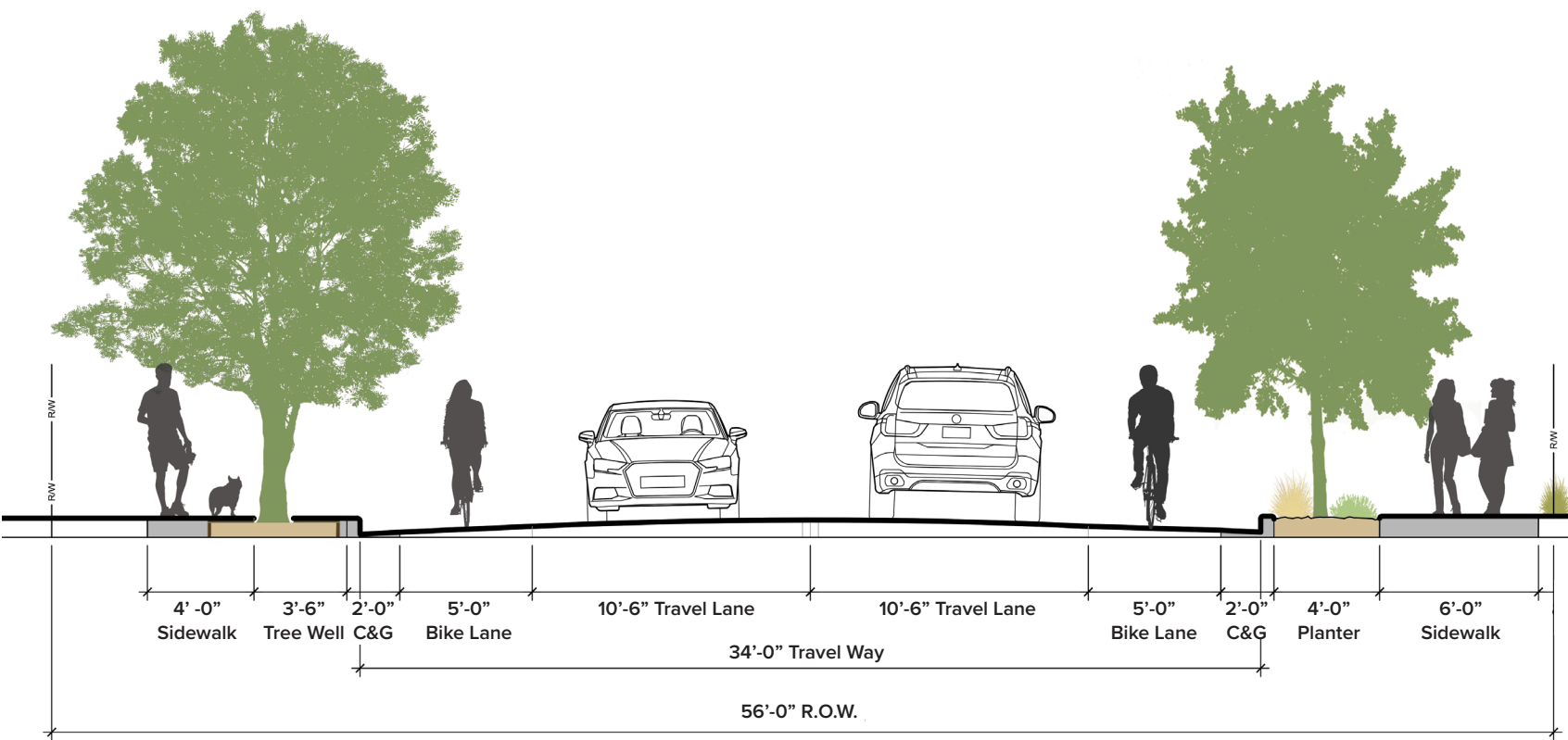
- 1 Shared Travel Lane
- 2 On-Street Parking
- 3 Bump-Out
- 4 Curb Extension with Adjusted Radius
- 5 Shorter Crosswalk
- 6 Rebuilt Drive Pad
- 7 Rebuilt Sidewalk
- 8 Curbed Island to Prohibit Left Turn onto Indian School Rd
- 9 Eliminated Drive Pad

FURTHER INVESTIGATION OF RESTRICTING TURNING MOVEMENTS AND HOW THEY RELATE TO SIGNAGE AND CONFIGURATION OF PORK CHOP ISLAND IS NEEDED AT NEXT STAGE OF DESIGN.



GIRARD BLVD SOUTH

PROPOSED SECTION 3: PARKWAY PLANTING & BIKE LANES

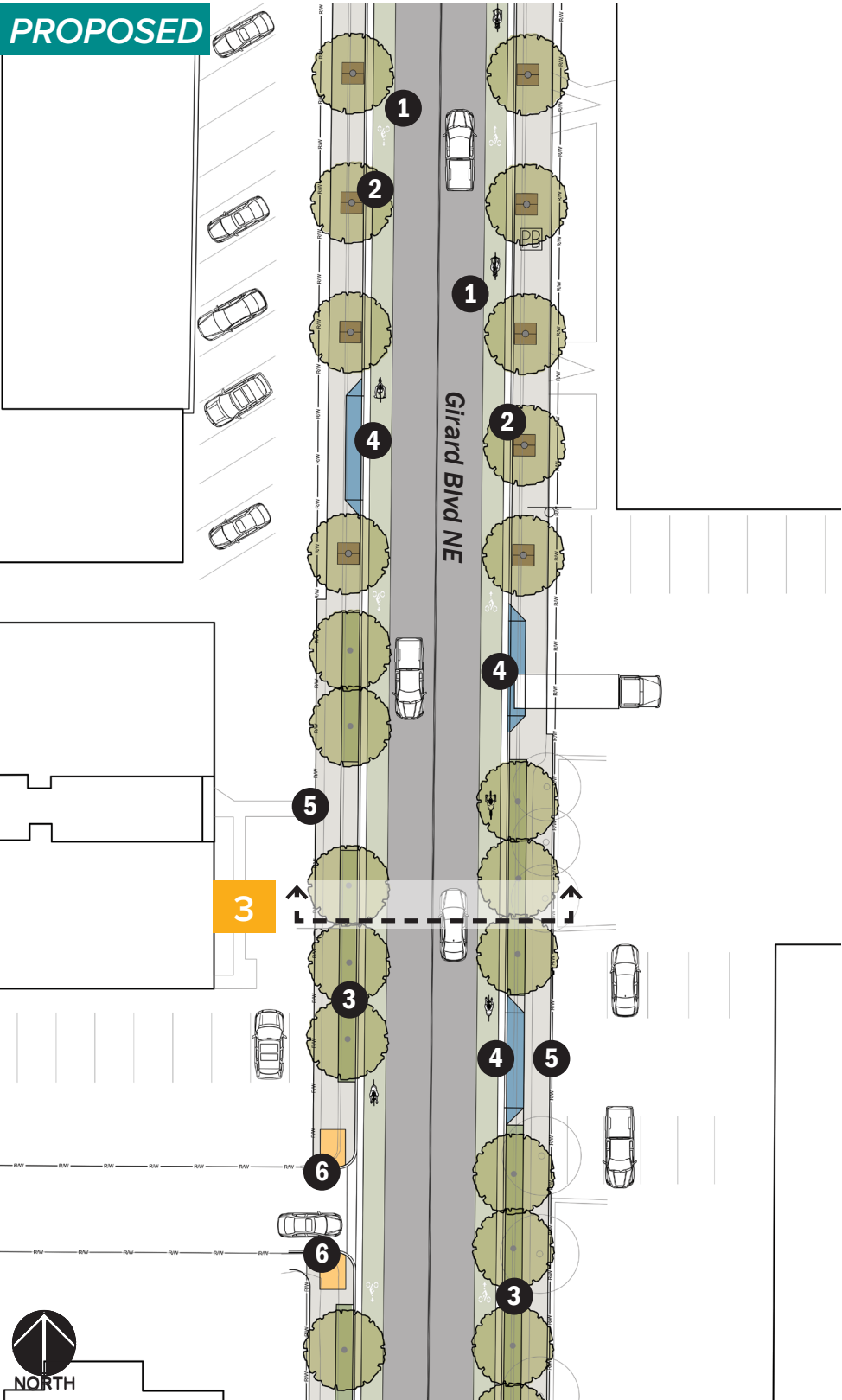


SUMMARY OF IMPROVEMENTS

- Curb lines rebuilt to narrow travel way and increase pedestrian/ parkway space.
- Sidewalk width increased to a minimum of 4' on both sides of the street.
- Bike lane width increased to 5' on both sides of the street.
- Trees added to both sides of the street, with additional planting areas in some sections.
- Drive pads on both sides of the street rebuilt where possible to create flat, accessible sidewalks with ADA-compliant ramps.

STREETSCAPE FEATURES

- 1 Dedicated Bike Lane
- 2 Tree Well
- 3 Planter with Trees
- 4 Rebuilt Drive Pad
- 5 Rebuilt Sidewalk
- 6 ADA-Compliant Ramp



OVERALL PLAN & COST ESTIMATE



BASE COST: Approximately \$3 million

INCLUDES:

- New sidewalks, curbs, and ramps throughout
- New curb lines, drive pads, and asphalt paving throughout
- Street trees throughout and some parkway landscape areas
- Re-striped roadway and bike lanes
- Removal of redundant drive pads
- Basic level of roadway lighting

COST INCREASED FROM \$2.8M AS EXTRA MEASURE OF CONTINGENCY DUE TO INFLATION/MARKET VOLATILITY

IN CASE OF FUNDING LIMITATIONS, CONDUIT & PULL BOXES COULD BE PLACED FOR LATER IMPROVEMENTS

POTENTIAL ADDITIONAL ENHANCEMENTS:

- Decorative pedestrian lighting: \$300,000
- Decorative vehicular pavement at intersections: \$250,000
- Decorative signage/neighborhood identity elements: \$150,000 – \$300,000

IN CASE OF FUNDING LIMITATIONS, CONDUIT & PULL BOXES COULD BE PLACED FOR LATER IMPROVEMENTS