

Roadway cross sections to be considered as the basis for roadway design options within this planning or study area

South Yale Sector Development Plan



Repealed - R-17-213. For the full Sector Development Plan, see:
<http://www.cabq.gov/planning/plans-publications/area-sector-development-plans>

Adopted February 2009





Figure1: South Yale Sector Development Plan Area

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CHAPTER FOUR

P l a n I m p l e m e n t a t i o n : T r a n s p o r t a t i o n

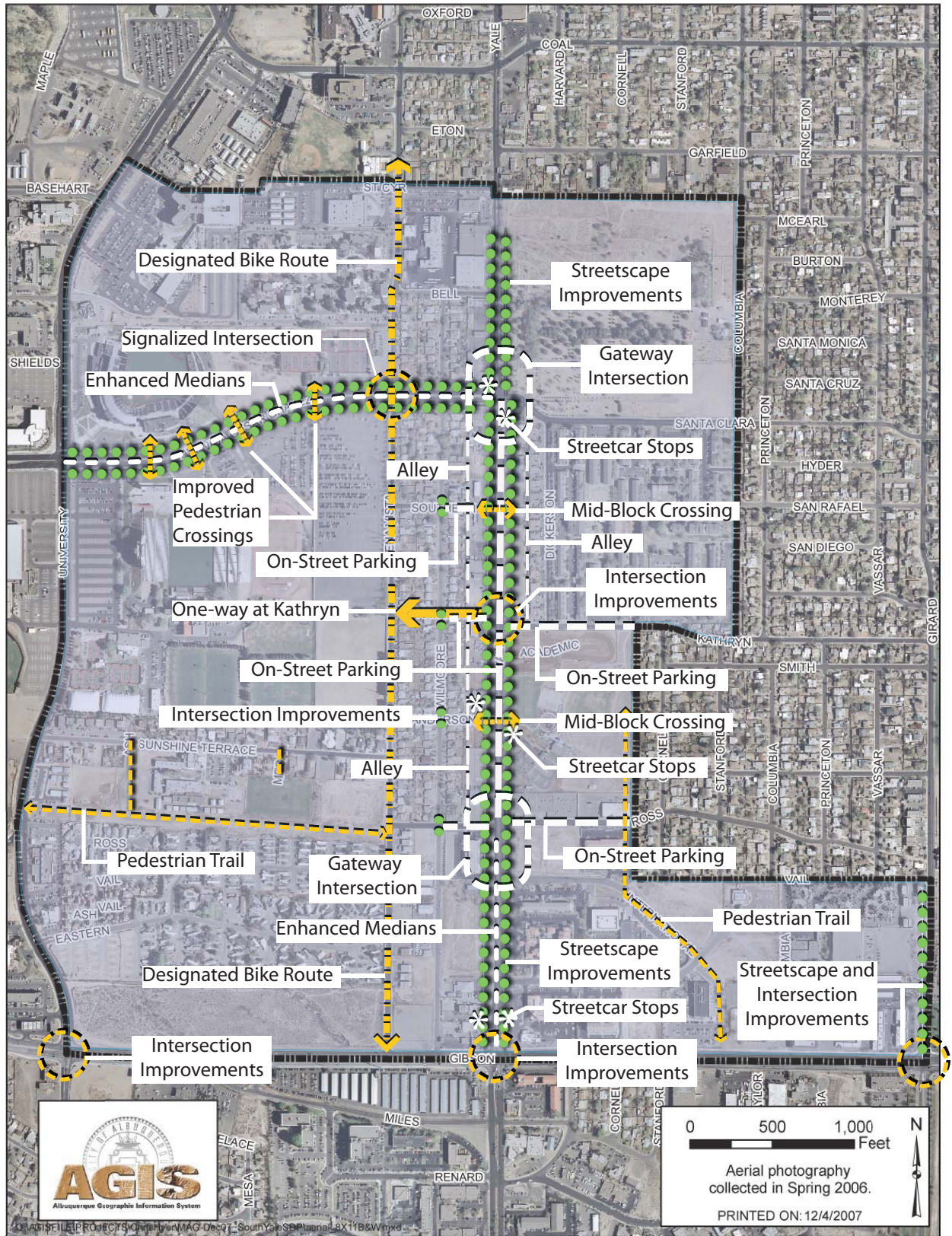


Figure 32: *Plan of Overall Transportation Improvements*

1.0 INTRODUCTION

This chapter adopts changes to the South Yale Sector Plan area transportation system in order to address the needs of the changing community, including new commercial/mixed-use development along Yale Boulevard and the growing traffic and pedestrian conflicts along Cesar Chavez and Gibson, and within the residential neighborhoods.



Figure 33: Yale Boulevard Streetscape Improvements

1.1 Great Streets

While many factors contribute to the success of urban areas, great streets are often the primary building block for that success. Creating a great street requires integrating many elements, including:

Enhanced Streetscape

A well designed streetscape unifies an area by using urban and landscape elements such as street furniture and lighting, street trees and landscaping to create a street environment that provides pedestrian comfort and supports a thriving urban neighborhood.

Public Amenities

Public amenities provide opportunities for public art, shade and pedestrian oriented furnishings while wide sidewalks allow for ease of pedestrian movement and suggest the importance of the pedestrian experience.

On-street Parking

On-street parking supports sidewalk activity and buffers pedestrians from vehicular traffic.

Transit

Street design concepts anticipate the modern street car route along Yale and provides for future park and ride facilities. Existing transit stops are enhanced so that they are more noticeable, comfortable and integrated into the area's overall community identity and wayfinding system.

Wayfinding/Signage

The distinct destinations both within and nearby the South Yale Area require a comprehensive wayfinding program to convey directional and informational assistance to area visitors, workers, residents and thru-travelers. Wayfinding elements provide for clear and easy area orientation and support a cohesive and unified South Yale identity.

2.0 STREET DESIGN: PUBLIC REALM

The transformation into a Great Street occurs through improvements to the two zones which form the public realm of the street: The Pedestrian Realm and the Roadway Realm.

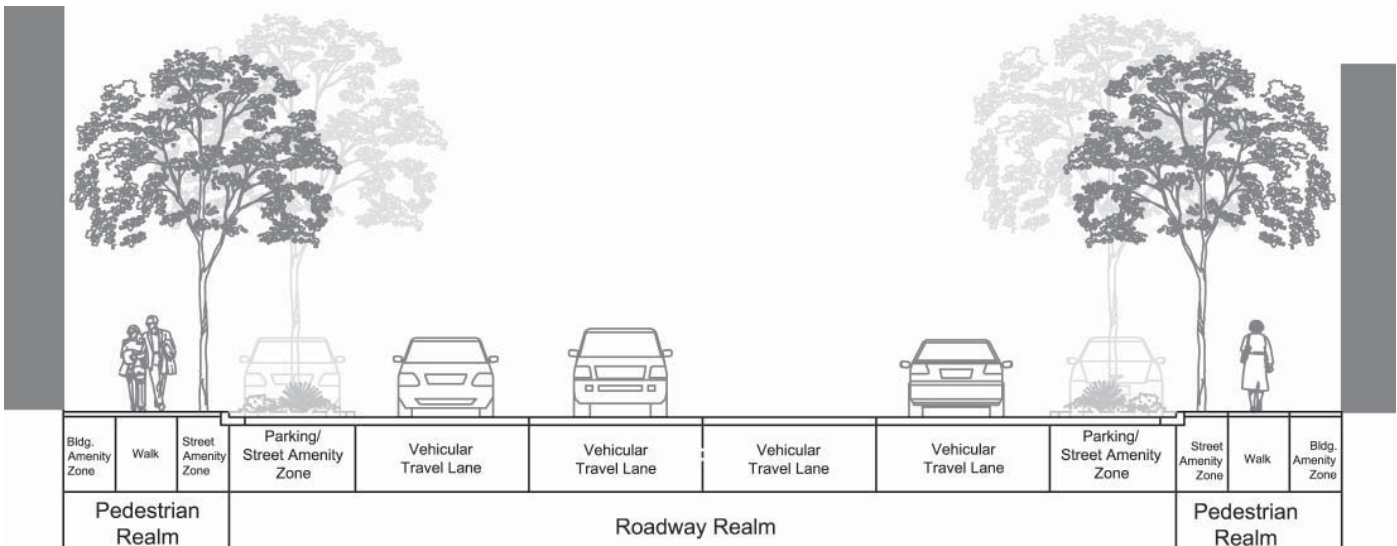


Figure 34: Yale Boulevard as a Great Street



Sidewalk with seating in Building Amenity Zone



Sidewalk with trees and meters in Street Amenity Zone



Widened sidewalk at Bulbout

2.1 The Pedestrian Realm

The area of the street dedicated to pedestrian use which may contain the following areas:

1. Building Amenity Zone

This is the area adjacent to the Build-to-Line that may be used to provide pedestrian amenities that stimulate street activity such as restaurant service, retail, seating, fountains and art.

2. Pedestrian Walk

This zone describes the area dedicated to pedestrian circulation that must remain clear at all times.

3. Street Amenity Zone

This zone is the area adjacent to the back of curb dedicated to street furnishings, bike racks, landscaping, telephones, information centers, lighting, signage and transit facilities.

2.2 The Roadway Realm

The area of the street dedicated to vehicular use which may contain the following areas:

1. On-Street Parking

This area allows for parallel parking along the street frontage to provide convenience parking to serve retail, office and residential uses and buffer pedestrians from traffic. This area also provides locations for bulbouts for future Modern Street Car transit stops, and landscape to enhance the Pedestrian Zone and calm traffic by reducing overall street width and pedestrian crossing distances at intersections.

2. Travel Lanes

This zone describes the design and function of the vehicular travel lanes. This Plan establishes narrower street widths on some streets to reduce speeds and to allow space within the ROW for on-street parking. Corner curb radii may be reduced in bulbouts in order to assure safe pedestrian crossings and reduce pedestrian crossing distances. Bicycle lanes may not be permitted in travel lanes on some streets.

3.0 STREET DESIGN: YALE BOULEVARD

The following standards for Yale Boulevard are organized into two categories: 1) general standards for the length of Yale Boulevard from St. Cyr to Gibson Boulevard, and 2) specific standards for the three distinct sections that characterize south Yale Boulevard between St. Cyr and Gibson. The standards guide and modify the design of Yale Boulevard in order to support abutting pedestrian-friendly commercial redevelopment while continuing to accommodate area transportation needs, including the introduction of the modern streetcar. All proposed improvements preserve existing curb locations and existing right of way dimensions.

3.1 General Street Design Standards for Yale Boulevard (St. Cyr to Gibson)

The following standards apply to the length of Yale Boulevard within the Sector Plan area.

3.1.1 General Yale Pedestrian Realm Standards (St. Cyr to Gibson)

The intent of the Pedestrian Realm guidelines is to create an attractive neighborhood retail setting which provides shade and comfort, buffers the pedestrian zone from the roadway realm and supports a unique South Yale identity through landscape, wayfinding and public art.

A. Sidewalk Widths

Intent: To ensure a safe, comfortable and attractive pedestrian walk.

Standards

Sidewalk width shall be dictated by street section. A clear pedestrian path of 6 feet shall be maintained at all times. Sidewalks shall be a hard surface which may include concrete, brick, or pavers. Sidewalk material shall be slip resistant and of a permanent nature. Sidewalks are required to maintain ADA standards and have a 2% cross slope for drainage.

B. Streetscape Landscaping

Intent: To create an attractive streetscape which provides shade and comfort, and supports a unique South Yale identity through plant selection.

Standards

Location: Street trees shall be located 25'-30' on center on Yale Boulevard and side streets. Street trees shall be located in tree wells of a minimum 32 sf. Tree grates shall be required along Yale Boulevard due to limited sidewalk widths.

Species variation: A single or alternating species of tree shall be provided along Yale Boulevard within the pedestrian zone. Along side streets, alternating species distinct from those selected for Yale Boulevard shall be provided. All street trees shall be of a non-coniferous species. See Appendix for plant list.

Plant palette: A high desert plant palette that is water conservative, provides for shade and year-round visual interest shall be installed. See Appendix for plant list.

Plant size:

Trees

Single trunk trees shall have a minimum caliper of 2"

Multi-trunk trees shall have a minimum container size of 24" box

Shrubs and Accents

Native shrubs shall have a minimum container size of 1 gallon

Non-native shrubs shall have a minimum container size of 2 gallons

Perennials/Grasses

All grasses shall have a minimum container size of 1 gallon.



Cafe space spilling onto sidewalk



Cafe space spilling onto sidewalk with trees and on-street parking



Wide sidewalk with trees



Trees in elongated tree grates



Streetlights with banners

C. Lighting

Intent: To provide streetscape lighting that provides for a safe, comfortable and attractive environment that encourages nighttime use.

Standards

Location: Pedestrian street lights shall be located in the street amenity zone.

Height: Street lights shall be 13-16 feet in height.

Spacing: Streetlights shall be located every 50-60 feet.

Dark Skies: Light fixtures will be selected for conformity with the State's Dark Skies ordinance.

D. Street Furniture

Intent: Street furniture consists of seating, bus shelters, trash receptacles, kiosks, and other pedestrian amenities which are located within the pedestrian zone. They provide comfort for the pedestrian and through the repetition of similar elements, an order to the street.

Standards

Street furniture shall be located at landscape bulbouts or within the street amenity zone, and include benches, waste receptacles, transit shelters and bike racks.

Street furniture should have a simple, contemporary design.

Street furniture shall be consistent in design and material.



Street Furniture

3.1.2 General Yale Roadway Realm Standards (St. Cyr to Gibson)

The intent of the Yale Boulevard vehicular zone standards is to allow travel similar to conventional street design and maintain existing capacity, while placing an emphasis on pedestrian safety and comfort. Drivers will be expected to proceed carefully with an occasional stop to allow for pedestrian crossings at designated crosswalks, or to allow another car to park or a bus to stop. The character of the street should make drivers uncomfortable exceeding design speeds due to the presence of parked cars, transit stops, tighter turning radii, and other design elements. These standards supersede any conflicting standards in the DPM or other land development or engineering regulations of CABQ or Bernalillo County.

A. Articulated Crosswalks

Intent: To provide safe crossings for pedestrians at intersections and at mid-block crossings.

Standards

Crosswalks shall be clearly delineated and legible to pedestrians and motorists. Use of alternative paving or imprinting material is recommended.



Articulated pedestrian crossing

B. Posted Travel Speed

Intent: To slow traffic and consolidate varying posted speeds.

Standards

Posted speed shall be reduced to 25 mph between Cesar Chavez and Ross.

Posted speed shall be reduced to 30 mph between Ross and Gibson.

3.2 Section Specific Standards for Yale Street Design

The following standards address the three distinct sections which make up the length of Yale Boulevard within the Plan area: St. Cyr to Cesar Chavez, Cesar Chavez to Ross, and Ross to Gibson. These sections are characterized by their distinct development patterns and varying rights of way, from 60' at St. Cyr to over 100' at Gibson.

3.2.1 Yale Street Design: St. Cyr to Cesar Chavez

This length of Yale Boulevard represents the transition area from the mixed-use residential neighborhoods to the north to the proposed neighborhood retail redevelopment of South Yale. The right of way varies in this length of Yale, from 60' at St. Cyr with a 40' curb to curb width, to 81' with a 60' curb to curb width at Cesar Chavez. No changes to the street section are proposed between Bell and St. Cyr due to the long term plans of the Transit Center and its need for safe and efficient bus movements on and off the street. From north of Cesar Chavez to Bell Street the Plan proposes introducing on-street parking and landscape improvements in order to enhance pedestrian connectivity and to unify the length of the Yale Boulevard streetscape.

A. Street Section

Intent: To enhance connectivity from the mixed-use residential and University areas to the north to the neighborhood commercial area beginning at Cesar Chavez, to unify the length of the commercial corridor and provide additional on-street parking.

Standards

The following street section shall be adopted between Bell and Cesar Chavez:

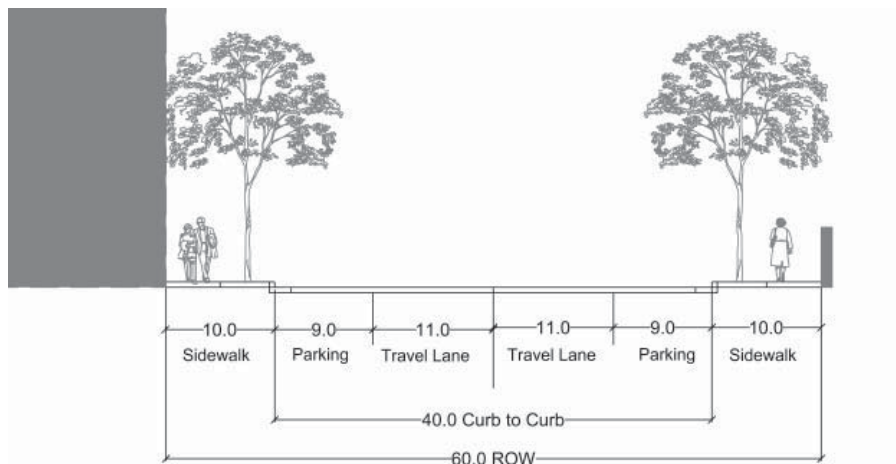
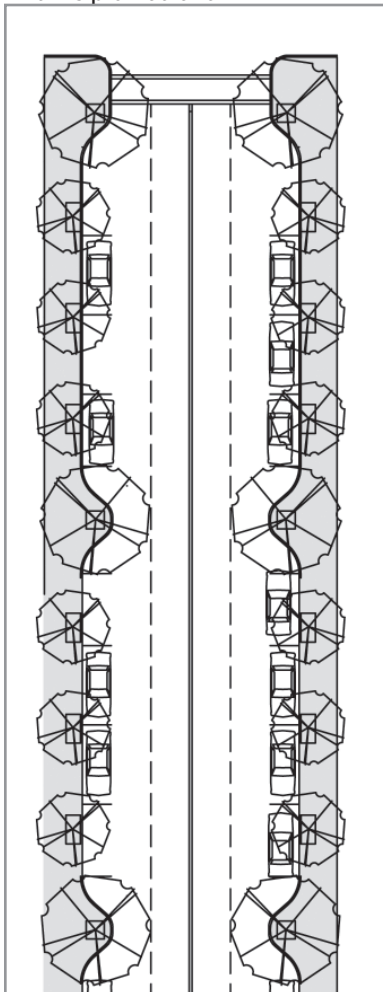


Figure 35: South Yale Section





Plan view showing on-street parking and parking lane bulbouts



Parking lane bulbouts



Curb extension at intersection

3.2.2 Yale Street Design: Avenida Cesar Chavez to Ross

This length of Yale Boulevard is located in the center of South Yale's neighborhood commercial node. The right of way varies in this section between 81 and 83 feet. The curb to curb width throughout this section is 60'. It is the purpose of the following street design modifications, including curb extensions, landscaped parking lane bulbouts, reduced vehicular travel lane widths and transit bulbouts to establish the building blocks for a pedestrian friendly neighborhood retail environment.

A. Street Section

Intent: To provide street design that buffers pedestrians from traffic and allows for increased landscaping and streetscape improvements commensurate with a thriving pedestrian environment.

Standards

Adopt the following street section between Cesar Chavez and Ross:

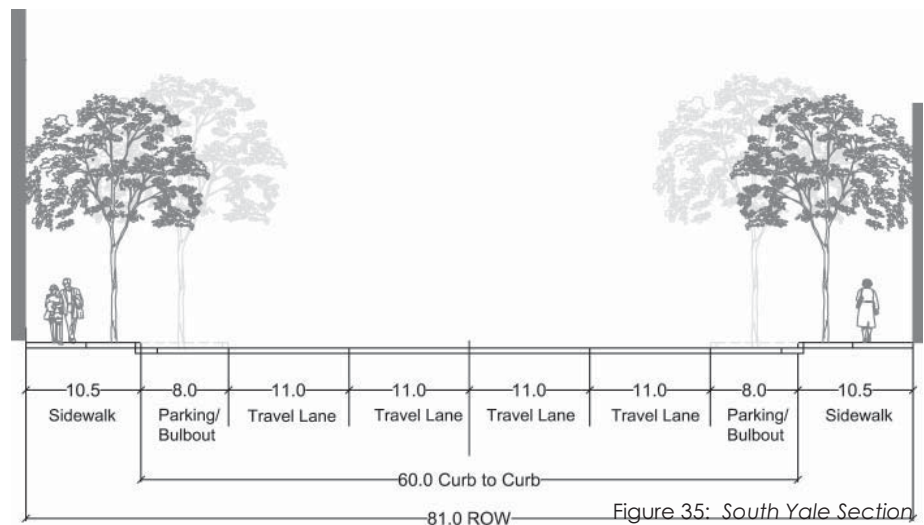


Figure 35: South Yale Section

B. Parking Lane Bulbouts

Intent: To narrow the sense of street width, increase pedestrian realm, calm traffic and create additional opportunities for landscape improvements.

Standards

An 8 foot wide by 18-20' long bulbout shall be provided every four or five parking spaces in the parking lane. These bulbouts shall be landscaped and may contain street furniture.

Parking lane bulbouts and bulbouts at intersections shall be modified to accommodate transit stops where necessary.

Bus and future modern street car stops should be consolidated into the same stop location so as not to lose precious on-street parking.

C. Curb extensions at all intersections

Intent: To reduce pedestrian crossing distances at intersections, calm traffic at intersections and create outdoor plaza space.

Standards

An 8' wide by a minimum 20' long curb extension with landscape area shall be provided at all intersections along Yale Blvd.

Corner radii of curb extensions shall be set to 15'-20'.

D. Lot Access Restrictions

Intent: To provide a safe, comfortable walking experience and to limit pedestrian and vehicular conflicts.

Standards

Lot access shall be regulated as follows:

1. Existing curb cuts may remain until a continuous rear access easement (alley) is available. No more than one curb cut per parcel is permitted.
2. New curb cuts along Yale Boulevard shall be regulated as follows:
 - Upon redevelopment of a property, if a rear access easement (alley) is not available and new drive access from Yale is required to access the property, an 18' wide access lane may be provided at the side property line. One access drive to Yale is permitted per parcel. The side drive location will allow for shared side drive opportunities.
 - For corner parcels, no new curb cuts are permitted from Yale Boulevard. Drive access shall be limited to the side street location where curb cuts shall be sited within 20' of the rear property line at the future rear drive aisle location.
3. All new and existing drive pads along Yale Boulevard shall be modified to ensure a 6' wide area that is level with the connecting sidewalk along Yale.
4. All parcels shall preserve an area 20' deep, measured from the rear property line, for a future rear access drive easement (see YCC Zone, Lot Access).



Front access drive



Mid-block access drive converted to pedestrian space

E. Mid-block Access Drive

Intent: Due to the long length of blocks along Yale (600') a mid-block access drive is encouraged to access the rear alley or rear of lots.

Guideline

Timing of Construction: A mid-block access drive should be provided 250-300 feet from either end of the block. If there are potentially multiple parcels affected by this requirement, developers of affected parcels may elect or refuse to build access aisle on a first-come basis. However, the last parcel affected by this requirement should be required to build the aisle if it has not been constructed previously.

The mid-block access drive shall be 18' wide. A 5' sidewalk shall be provided on either side of the drive aisle.



Front or Mid-block access drive

F. Intersection Design: Yale at Kathryn

Intent: To improve pedestrian and vehicular safety by clarifying vehicular stops, and reduce neighborhood impact of UNM Shuttle and event traffic,

Standards

Relocate southbound signal and crosswalk location to the north side of Kathryn.

G. Yale side street on-street parking

Intent: To provide additional parking and activate side streets up to alley.

Standards

On-street parking shall be provided with the following improvements:

1. On-street parking on Kathryn, Ross, Anderson and Southern.
2. Street trees shall be provided every 25'.

3.2.3 Yale Street Design: Ross to Gibson

This section of Yale Boulevard represents a transition area from the urban neighborhood between Cesar Chavez and Ross to the more vehicular oriented environment at Gibson. The intent of the following standards is to provide a pleasant pedestrian experience and orient visitors in a hotel/office park environment.

A. Street Section: Ross to International

Intent: To provide street design that supports a visual transition from the vehicular oriented boulevard to a pedestrian oriented boulevard north of Ross.

Standards

Adopt the following street section between Ross and International.

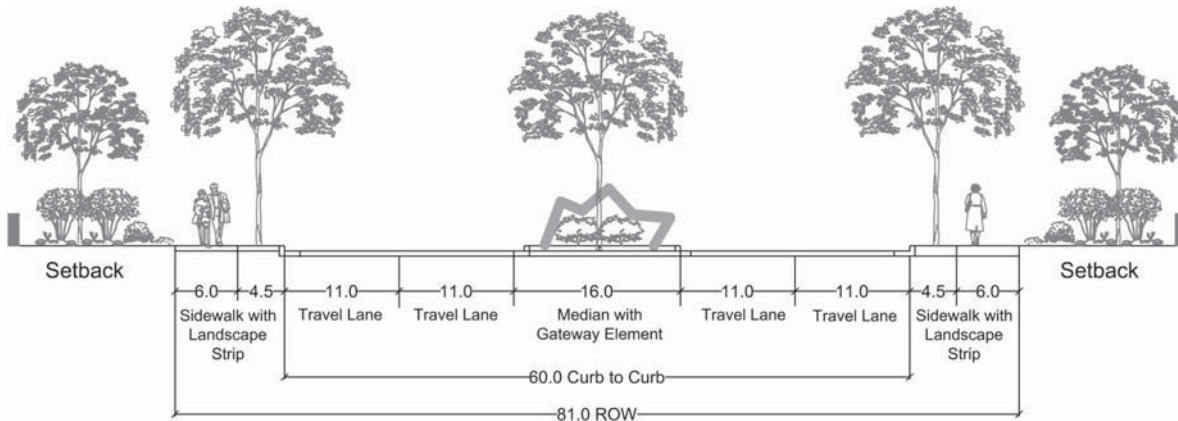


Figure 36: South Yale Section

B. Gateway at Ross and Yale

Intent: To mitigate off-set intersection, facilitate pedestrian and vehicular crossing and provide a gateway opportunity/identity piece/visual node while slowing northbound traffic.

Standards

Create gateway experience through the introduction of a gateway element in the median south of Ross and at the curb bulb-outs at the intersection.

C. Street Section: International to Gibson

Intent: To provide a transition from the vehicular oriented Gibson intersection to the pedestrian oriented south Yale, provide aesthetic improvements which tie the Yale corridor together, create a visually pleasant driving and walking environment and reduce traffic speeds through narrow lane widths.

Standards

Adopt the following street section between International and Gibson:

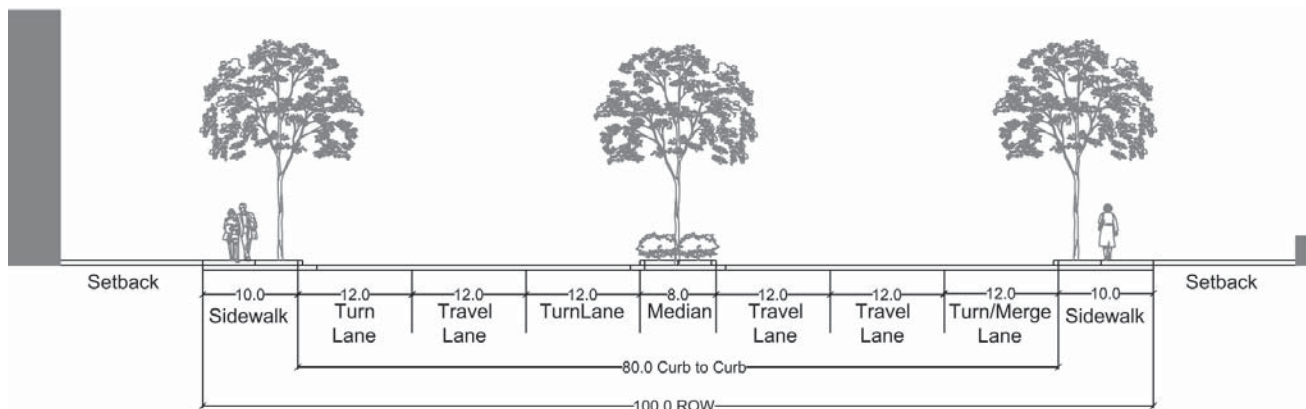


Figure 37: South Yale Section

4.0 OTHER PLAN AREA STREET IMPROVEMENTS

In addition to streetscape improvements prescribed for the south Yale Boulevard, the following improvements are also identified to enhance pedestrian connectivity and overall streetscape aesthetics in the area.

4.1 Avenida Cesar Chavez Improvements

Avenida Cesar Chavez between University and Yale Boulevard is the primary street connecting the City's and UNM's sports and entertainment venues to the South Yale Corridor. Despite the street's status as a gateway to these venues and its popular use as a pedestrian corridor during game day events, Cesar Chavez is lacking in the basic streetscape improvements that create not only a visually pleasing, comfortable and safe walking and driving environment, but an overall sense of the significance of the area's destinations.

A. Streetscape Landscape

Intent: To introduce landscape improvements which unify the area, create a sense of place and foster a more pleasant walking experience, with shade and buffering from vehicular traffic.

Standards

Introduce street trees and understory plantings in landscape strips along curb side of sidewalk along the length of both sides of Cesar Chavez.

Adopt the median landscape design utilized on University at Cesar Chavez in the medians on Cesar Chavez.

B. Pedestrian Safety

Intent: To reduce the vehicular/pedestrian conflicts by providing clear and safe pedestrian circulation routes by further controlling vehicular traffic and consolidating pedestrian movement.

Standards

Incorporate barriers in medians to control pedestrian crossings by limiting them to designated points. Barrier design shall enhance the streetscape, contribute to area identity and provide opportunities for public art.

Create four distinct pedestrian crossing areas to serve venues. (See plan below.) Widths and paving materials of crosswalks shall suggest the importance of pedestrian over vehicular movement.

Provide pedestrian refuges at medians to enhance pedestrian safety and slow turning traffic.

Provide a signalized intersection at Buena Vista and Cesar Chavez to slow traffic and improve north-south pedestrian connectivity and vehicular crossing.

Provide pedestrian scale lighting along Cesar Chavez.

Complete the sidewalk and landscaping along the north side of Cesar Chavez.



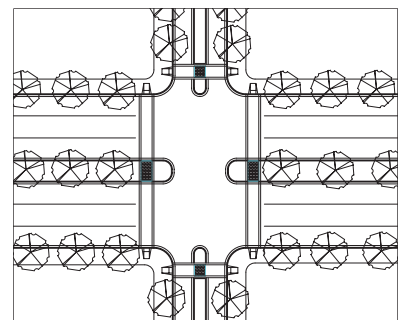
*Median landscape design
on University Blvd.*



*Art in median,
Cesar Chavez at Yale*



*Alternative crosswalk
paving material*



Pedestrian refuges at medians

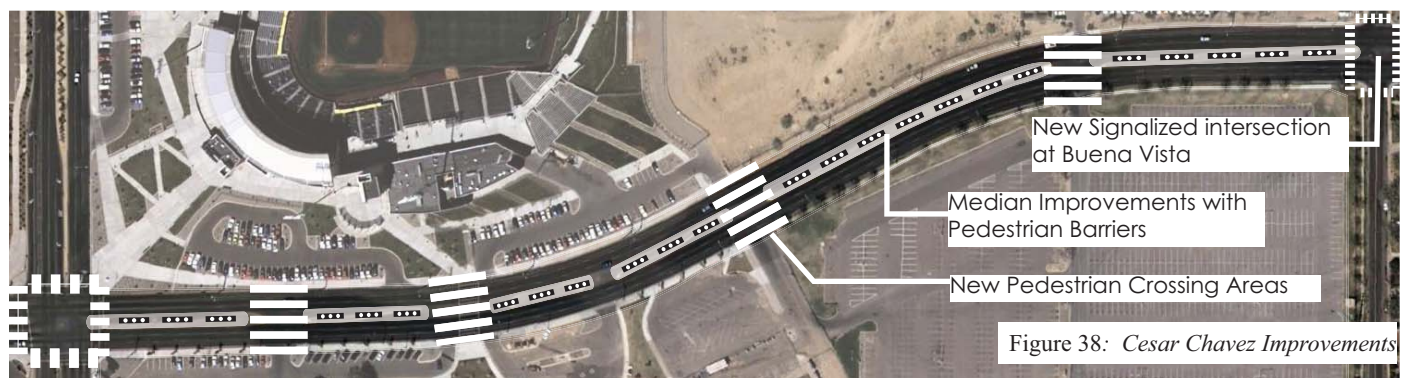


Figure 38: Cesar Chavez Improvements

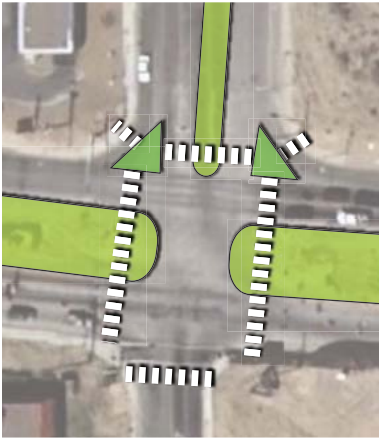


Figure 39: Gibson and University Intersection with Pedestrian Refuges

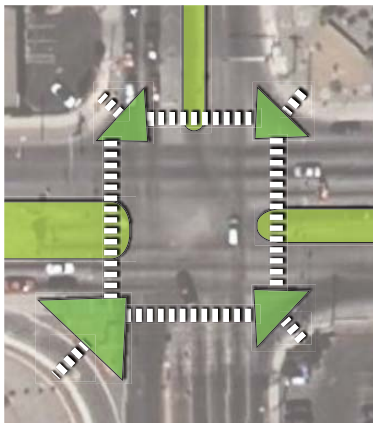


Figure 40: Gibson and Yale Intersection with Pedestrian Refuges

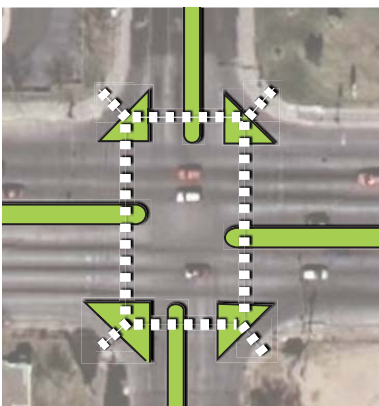


Figure 41: Gibson and Girard Intersection with Pedestrian Refuges

4.2 Gibson Boulevard Improvements

Gibson Boulevard is a six to eight lane limited access principal arterial. While it may move vehicles efficiently, the width of its right-of-way and the excessive speeds of vehicular traffic, make for extremely difficult and uncomfortable pedestrian crossings. Aesthetically and physically connecting the Yale corridor across Gibson is an important component of the area's redevelopment. To encourage pedestrian crossings and to develop a more pedestrian accessible and visually pleasing environment, this Plan recommends streetscape and pedestrian safety improvements at the Gibson intersections to reduce the massive scale of the roadway and enhance pedestrian connectivity.

A. Pedestrian Refuges at University, Yale and Girard

Intent: To improve pedestrian connectivity and pedestrian safety across Gibson Boulevard and reduce pedestrian/vehicular conflicts. Refuges enable pedestrians to focus on crossing each direction of traffic separately and provide a safe place in the middle of the street to wait. Refuges provide for a better view of oncoming traffic and allow motorists to clearly see pedestrians.

Standards

Where possible, triangular refuge islands shall be placed adjacent to free-right turn lanes to separate right-turning vehicles from through lanes and to provide a refuge for pedestrians to cross the free-right lane before crossing the through lanes.

Median refuges shall be provided to lessen the crossing distance and provide islands to physically separate the pedestrian from traffic.

B. Median Improvements

Intent: To create an intersection environment that is visually pleasing and inviting to the crossing pedestrian and motorists, and which provides sense of place.

Standards

Provide landscape improvements in unimproved Gibson medians.

4.3 Girard Avenue Improvements

Girard Boulevard is a designated collector street whose primary function is to serve the residential neighborhoods which border it. It is a two lane street which widens to accommodate four lanes between Thaxton and Gibson.

A. Streetscape Improvements

Intent: To enhance commercial node at Gibson and provide for an attractive gateway into the residential neighborhoods.

Standards

Widen and landscape existing median.
Provide street trees along Girard, from Gibson to Vail.

B. Posted Speed

Intent: To reduce vehicular speed into residential neighborhood.

Standards

Reduce posted travel speeds along Girard to 30 mph.

C. Reduced Travel Lane Width

Intent: To reduce vehicular speed into residential neighborhood.

Standards

Reduce travel lane width to 10 feet wide.

Where a lane incorporates a bike lane, stripe bike lane.

4.4 Wilmoore and Buena Vista Improvements

Wilmoore and Buena Vista are residential streets which extend from Gibson to Cesar Chavez. Due to their location in close proximity to UNM and City's venues, these streets are frequently used by significant numbers of thru-travelers. Through improvements which tighten vehicular lane widths at intersections, much of this thru-traffic, as well as future traffic generated by the Yale corridor redevelopment, will be deterred from using these residential streets.

A. Intersections along Wilmoore and Buena Vista

Intent: To reduce speed and discourage through traffic in residential areas and facilitate pedestrian access to Yale.

Standards

Enhance four-way stops with landscaped curb extensions at all intersections (between Cesar Chavez and Gibson)

Introduce four-way stops at all intersections along Wilmore and Buena Vista.

Align striping on Wilmoore and provide curb and gutter on entire length of Wilmoore.

4.5 Area Street Signage/Wayfinding

The South Yale area's unique location -- along a major transportation corridor, between the airport, UNM, Nob Hill and Downtown -- warrants a comprehensive wayfinding program which will clearly and easily guide visitors, residents, pass-through travelers and airport hotel guest to significant area destinations.

A. Wayfinding Program

A wayfinding program should be developed for the area as part of the area's overall redevelopment strategy. Wayfinding signage should present information in a logical sequence, and should have an appropriate level of detail at appropriate locations. It should be distinct, uniform in graphic design and materials and in scale to a pedestrian friendly environment. Signage should enhance the local community identity without adding unnecessary visual clutter.

The Wayfinding program should incorporate the following signage for the area:

Directional signage

Directional signage shall be used to identify connections to important destinations and to signify arrival and include:

- Smaller, more frequent signs to provide directions to facilities, schools, parking, UNM, Parks, CNM Library, etc.
- Larger and more prominent signs to signify arrival/proximity to a place (UNM, Velopark, South Yale Corridor).

Regulatory Signs

Street signs that regulate traffic and parking, including parking hours and transit locations.

Informational Signs

Pedestrian oriented signs that include interpretive signs and location directories. Content can include, images, maps and text.

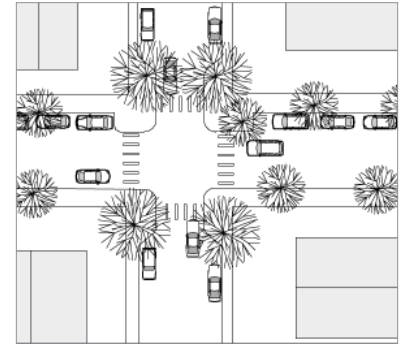


Figure 42: Typical Intersection Improvements



Wayfinding signage



Wayfinding signage

5.0 TRANSIT

Transit plays a vital role in the South Yale area. Yale, Gibson, University, Cesar Chavez and Kathryn are currently designated transit routes. In addition, the UNM Shuttle services the area sports facilities, housing and south campus parking. Improving transit service to the area and providing services and housing with easy access to transit is vital to the redevelopment of the area.

5.1 Transit Network

The following recommendations have been made to enhance the existing transit network:

1. Increase bus frequency along Yale to 15 minute intervals.
2. Increase length of bus service during the day.
3. Increase bus service on Sunday.
4. Increase evening and early morning service to the Sunport.

5.2 Transit Stops

Transit stops should be designed to provide comfort and safety to riders and contribute aesthetically to the streetscape. The following recommendations have been made to improve the existing transit stops:

1. Lighted shelters with seating should be provided at all stops.
2. Transit stops shall be ADA accessible.
3. Transit stops should incorporate area wayfinding signage where possible.
4. The design of transit shelters should contribute to the area's local identity.

5.3 Long Range Transit Plan: The Modern Streetcar

The City's Modern Streetcar project has been in planning since 1999, when it was initially envisioned as a light rail system. Unlike light rail, streetcar systems cost substantially less and are designed for local, shorter trips with slower speeds and more frequent stations. Streetcars are able to share a lane with automobiles, allowing them to fit into a lane of traffic without altering traffic flow. Because the streetcar flows with the traffic, like a bus, and is subject to the same traffic signals as other vehicles, it operates safely in high-pedestrian areas.



Albuquerque Modern Streetcar



Streetcar in a lane of traffic

University Boulevard, Cesar Chavez Boulevard, and Yale Boulevard have been designated as part of the future modern streetcar routing. The routing was selected because of its proximity to multiple sports related venues, the availability of underutilized land along Yale Boulevard with significant redevelopment potential, and for the nearby park and ride facilities including the UNM student parking lots and the Loma Linda Community Center.

Within the Plan area, proposed stops identified in a 2006 Stop Study Report, are located approximately ¼ mile apart and occur along Cesar Chavez at University, at the UNM Football stadium and at the Veloport. Along Yale Boulevard, stops are located at Cesar Chavez, Kathryn and north of Gibson. A potential stop was also identified at Ross. Street car stops will occur at bulbouts equal in length to about 2-3 parking spaces. Stops are programmed to include: benches, shelter/canopy, platforms, bike racks, trash cans, landscaping, and public art.

The Yale Boulevard design improvements proposed by the Plan take into consideration the improvements required to support the Modern Street Car including maintaining usable lane widths, turning radii and designated loading platforms at bulbouts.

After further study of streetscape and proposed development patterns, as well as the proximity to the potential shared parking facilities at Loma Linda Com-

munity Center, the following modifications to the Stop Study Report are proposed:

1. Consolidate proposed Ross and Kathryn northbound stops at Loma Linda Community Center.
2. Consolidate proposed Ross and Kathryn southbound stops at Anderson.

5.4 Shared Parking Opportunities/Park and Ride

The City-owned Loma Linda Community Center and the BMX/Veloport facility provide opportunities for shared parking. They can absorb overflow parking in the area as it redevelops, providing relief to area residents and ease of parking access for area visitors. Future parking structures can also provide joint-parking opportunities for area events and daily commuter parking needs as well as provide parking for local area businesses.

6.0 BICYCLE AND PEDESTRIAN TRAIL NETWORK

Intent: To increase connectivity in the South Yale area through the development of a comprehensive bicycle and pedestrian trail network.

The Bicycle and Pedestrian Trail Network Plan (see Page 76 for map) depicts a network of on-street bicycle lanes and routes combined with an off-street walking/bicycle trail system which utilizes existing area alleys, arroyos, pedestrian paths and access easements. Trail Network recommendations include:

1. Preserve existing area Bike Routes on Buena Vista, Columbia and Stanford and a Bike Lane along Gibson.
2. Development of existing access easements to Sunport Pool.
3. Development of pedestrian and bicycle connections for Ash and Mesa.
4. Development of pedestrian and bicycle connections along Geneva's Arroyo.
5. Development of East-West pedestrian connections through UNM South Campus.