Complete Streets Legislation

City Councilor Isaac Benton introduced a Complete Streets Ordinance (O-14-27) at the Council meeting on Monday, October 6. The Ordinance is open to comments and modifications prior to adoption. The first formal hearing on the bill will be at the Wednesday, November 12 Land Use Planning & Zoning Committee (LUPZ) at 5:00 pm in the City Council Committee Room on the 9th Floor of the City/County Government Building. Prior to that, Councilor Benton will hold a public information meeting to discuss and answer questions about the proposed Complete Streets Ordinance on Wednesday, November 5 at 6:00 pm in the Council Committee Room, 9th floor of the City/County Building at 1 Civic Plaza.

What are Complete Streets?

Complete Streets are created to efficiently serve all users, including pedestrians, cyclists, transit riders and motorists. They utilize best practice standards that have been successfully employed in other cities around the country.

Where feasible, Complete Streets incorporate features such as:

- wider sidewalks
- street trees
- on-street parking
- bicycle lanes
- protected mid-block crossings
- traffic calming techniques

Complete Streets techniques help high traffic areas be more inclusive of all forms of urban transportation, reducing congestion while making streets safer.

How Will the Ordinance Work?

The Complete Streets ordinance establishes a new city-wide goal to expand safe use of our streets by requiring equal consideration of the efficiency and safety of all types of travel. The ordinance will also adopt nationally-recognized standards for streets to serve existing and future development with appropriate infrastructure that encourages walkability and inviting public spaces.

Simple Cost-Effective Solutions

The Complete Streets approach will provide some simple solutions for two typical situations:

- Major Reconstruction or Construction of New Streets The City will consider all users when designing new roads or major rehabilitation projects, and will design infrastructure appropriate to those users and the surrounding development.
- Minor Maintenance, Resurfacing, or Rehabilitation Projects The City will identify how Complete Streets approaches can be incorporated into more modest existing projects. Sometimes this may be as simple as changing the way a road is striped. It would also include closing unused curb cuts and narrowing overly-wide traffic lanes to provide right-of-way for sidewalks, bicycle lanes, on-street parking, or pedestrian buffers.

What Will This Do for Albuquerque?

- Increase options for safe, comfortable travel to your favorite neighborhood destinations.
- Increased focus on serving both our residents and those who use our streets while still providing for safe and efficient travel.
- Improve **community health** by reducing risk of injuries and encouraging walking and bicycling to help combat obesity and heart disease.
- Increase **livability** by creating more attractive public areas. This will create public spaces that **promote health, happiness, and well-being**. It will also foster private investment.
- Create inviting streets that **encourage alternative modes of travel**. This will help ease congestion and air pollution.
- Contribute to economic development, growth and stability by **encouraging private investment and redevelopment** in the areas where the Complete Streets approach is being used.

Next Steps:

- November 12, 2014: Land Use Planning & Zoning Committee (LUPZ) hearing at 5:00 pm in the Council Committee Room, 9th floor of the City/County Building at 1 Civic Plaza
- Additional LUPZ hearings
- Discussion at City Council Meeting

What You Can Do:

- Provide input emails, letters and/or speak at hearings.
- Spread the word tell family, friends, neighbors, and business associates about the Complete Streets Ordinance.
- Support O-14-27.

CITY of ALBUQUERQUE TWENTY-FIRST COUNCIL

COUNCIL BILL NO. <u>C/S O-14-27</u> ENACTMENT NO.

SPONSORED BY: Isaac Benton

1 ORDINANCE 2 ADOPTING A NEW SECTION IN ARTICLE 5 ROA 1994, STREETS AND 3 SIDEWALKS, TO BE KNOWN AS THE "COMPLETE STREETS ORDINANCE," 4 AMENDING §2-12 ROA 1994, CAPITAL IMPROVEMENTS PROGRAM, TO 5 SPECIFY COMPLIANCE WITH THE COMPLETE STREETS ORDINANCE, AND 6 AMENDING §4-3-7-5 ROA 1994, TRANSPORTATION INFRASTRUCTURE TAX, 7 TO UPDATE DEFINITIONS. Section 1. Findings and Intent. The City Council hereby finds: 8 9 (A) That much of Albuquerque's existing roadway system was built to 10 facilitate access to destinations by personal automobile, resulting in streets 11 that are uninviting and impractical for other users; and 12 (B) There is a growing acceptance nationwide of the need for multimodal roadways that serve motor vehicles, bicyclists, pedestrians; and transit patrons of all ages and abilities; and (C) That the Complete Streets approach is a nationally recognized framework for designing context-sensitive street facilities that enable safe travel by all users, including the estimated one third of Americans who do not drive.

(D) That hundreds of municipalities and more than half of U.S. states have adopted ordinances and policies incorporating Complete Streets Concepts; and

(E) That the Mid Region Council of Governments has passed a
resolution requiring that Complete Streets Principles are to be incorporated
into the Council of Governments Planning Documents.

(F) That Complete Streets have been shown to encourage private
investments and redevelopment of properties they serve and foster new land

1 use patterns that bolster economic growth and stability, help generate jobs,

2 attract private investment and tourism, create place-making in areas of high

3 activity and can increase retail sales and land values; and

4 (G)That Complete Streets integrate general purpose roadways,
5 sidewalks, bike lanes, transit amenities, traffic calming and safe crossings, to
6 create a balanced transportation system that meets the needs of motorized
7 and non-motorized travelers and persons with disabilities; and

8 (H)That Complete Streets improve community health by reducing the
9 risk of injuries and encouraging walking and bicycling to help combat obesity
10 and heart disease.

(I) That Complete Streets promote alternative transportation modes,
 helping to reduce street network congestion and vehicle emissions and
 increase the capacity of the transportation network.

(J) That the City of Albuquerque is pursuing the development of a
Unified Development Ordinance that will establish updated regulations for
development in the public right-of-way and encourage new land-use patterns
that are best served by balanced transportation systems that facilitate travel
by all users; and the Complete Streets Ordinance establishes key City policies
for roadway design to be incorporated into that effort; and

(K) That Section 2.D.4 of the Albuquerque Bernalillo County
Comprehensive Plan establishes as a goal the development of corridors,
streets and complementary adjacent land uses that provide a balanced
circulation system through efficient placement of employment and services,
encouraging bicycling, walking and use of transit as alternatives to
automobile travel while providing sufficient roadway capacity to meet mobility
and access needs.

(L) That Section 2.D.4.a.2 identifies a means of balancing of the street
system by encouraging bicycling, walking and use of mass transit between
designated neigborhood, community and regional centers as an
implementation technique to achieve a balanced transportation system.

31 (M)That Section 2.B.5 of the Albuquerque Bernalillo County
32 Comprehensive Plan states that the established urban areas of the City shall

1 offer a variety and a maximum of choices in the housing, transportation, work 2 areas and life styles, while creating a visually pleasing built environment.

3 (N) That various adopted local area plans, including Sector Development 4 and Corridor Plans, establish policies calling for the development of streets 5 that serve all users.

6 (O)That multiple street projects aimed at improving accessibility for all 7 users have been successfully completed around the City in recent years, 8 including the Lead and Coal Corridors, Martin Luther King Jr. Boulevard and 9 8th Street. These projects have demonstrated the viability of providing for 10 pedestrians, cyclists, transit users and other while minimizing impacts to 11 vehicle travel.

12 (P) That many opportunities remain, especially in established areas of 13 the City, to improve street rights-of-way for all users, especially where pre-14 scheduled projects, such as resurfacing, provide opportunities to consider

15 new striping configurations.

16 (Q)That public interest in multi-modal street infrastructure is increasing 17 across a mutigenerational spectrum of people, especially millennials and baby 18 boomers.

BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF 19 ALBUQUERQUE:

SECTION 2. A new §6-6-5 of ROA 1994 is hereby adopted to read as follows: "[+§6-5-6-1 SHORT TITLE.

SECTION §6-5-6 ROA 1994 shall be known and cited as the "Complete Streets Ordinance".

§ 6-5-6-2 INTENT AND PURPOSES.

(A) The intent of Article §6-5-6 et seq. is as follows:

(1) To implement and be so interpreted to comply with the New Mexico Municipal Code (§§ 3-60A-10 et seq. NMSA 1978) and the Constitution of the State of New Mexico (Article 10, Section 6).

30 (2) To express the City's commitment to creating and maintaining

31 Complete Streets within the Central and Established Urban Areas specified by

32 the Albuguerque/Bernalillo County Comprehensive Plan.

Deletion

	1	(3) For residents and visitors, regardless of their age, ability, or
	2	financial resources, to safely and efficiently use the public right-of-way within
	3	these corridors and meet their transportation needs regardless of their
	4	preferred mode of travel.
	5	(4) To establish the image and identity of street corridors and
	6	improve economic activity on those corridors by providing a framework for
	7	current and future development that integrates sidewalks, bike facilities,
	8	transit amenities, and safe crossings, into their design.
	9	(5) To accommodate and complement improved streetscapes and
	10	pedestrian facilities installed according to the provisions of the City Sidewalk,
	11	Drive Pad, Curb and Gutter Ordinance (§ 6-5-5-1 ROA 1994), the Street Tree
	12	Ordinance (§ 6-6-2-1 ROA 1994) and the Americans with Disabilities Act (ADA).
	13	This Article is adopted pursuant to the authority set forth in Article 1 of the
	14	Charter of the City of Albuquerque, which was adopted at a special election on
	15	June 29, 1971, pursuant to Article 10, Section 6 of the Constitution of the State
	16	of New Mexico and pursuant to the authority set forth in Sections 3-19-12 and
	17	Sections 3-20-1 to 3-20-16 NMSA 1978.
د ion	18	<u>§6-5-6-4 APPLICABILITY</u>
- New Deletion	19	This Article shall apply to all roadways and or segments of a roadway on
[Bracketed/Underscored Material] - [Bracketed/Strikethrough Material] - D	20	City right-of-way which meet the following criteria:
teria Frial	21	(A) Are located within the Central and Established Urban Areas specified
Mate	22	by the Albuquerque/Bernalillo Comprehensive Plan and are listed on the Mid
ored gh A	23	Region Council of Governments Current Roadway Functional Classification
rsco	24	<u>Map; or</u>
nde tet	25	(B) Designated a Complete Street by Resolution of the City Council or
	26	action of the Mayor.
kete ted/	27	§ 6-5-6-5 DEFINITIONS.
<u>Srac</u>	28	COMPLETE STREETS: A roadway with Cross-Sections (including public
E E	29	right of way and public or private easements abutting a public right of way that
	30	are designated for a roadway) built at a human scale, designed and operated
	31	for safe access for all users, including pedestrians, bicyclists, motorists and
	32	transit riders of all ages and abilities, to allow safe and convenient street
	33	crossings, and pedestrian access to adjacent land uses. Complete Streets

1 components include, but are not limited to, sidewalks, bike lanes, dedicated 2 bus lanes, comfortable, safe and accessible public transportation stops, 3 frequent and safe pedestrian crossing opportunities, median pedestrian 4 islands, accessible pedestrian signals, curb extensions and pedestrian bulb-5 outs, reduced travel lane widths determined by the design speed of the 6 roadway, context-appropriate curb return radii, roundabouts, or other features 7 that accommodate safe and efficient multimodal travel. 8 CONNECTIVITY: Frequency by which streets or roadways intersect, or 9 how closely intersections are spaced. 10 CONTEXT SENSITIVE DESIGN: Design that seeks to balance the need to 11 move vehicles efficiently with other outcomes specific to communities and 12 neighboring properties through which a street passes, such as placemaking, 13 pedestrian-friendliness, historic preservation and economic development. 14 MULTIMODAL LEVEL OF SERVICE: A set of indicators published by the 15 National Academy of Sciences, National Highway Cooperative Research Board 16 through "Report 616 and any successor document" used to evaluate the 17 convenience and comfort of facilities for transit users, pedestrians, bicyclists Deletion 18 and other non-motorized users of the public right of way. These may include, 19 but are not limited to: the connectivity of sidewalks and paths throughout an Bracketed/Strikethrough Material] -20 area, the availability and safety of road crossings for pedestrians, the 21 separation of non-motorized traffic from motorized traffic, (e.g. sidewalk 22 widths and distance from traffic lanes, presences of separators like bollards or 23 trees), motorized traffic speed control (e.g. traffic calming features), way 24 finding, sense of security (e.g. visibility and lighting of sidewalks), transit 25 stations, and weather protection. 26 §6-5-6-6 GENERAL POLICY 27 The following complete streets principles shall apply to all projects (A) 28 on streets that are within the jurisdiction of this ordinance: 29 The overarching goal of any project that affects street (1) 30 configurations, signalizations, and all other design features shall be based on 31 improving Multimodal Level of Service (MLOS) as described in the National 32 Cooperative Highway Research Program's Report 616, Multimodal Level of 33 Service Analysis for Urban Streets and generally defined as safe and efficient

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1 accommodations for all users, including pedestrians, bicyclists the disabled, 2 motorists and transit vehicles; 3 On-street bicycle facilities shall be designed and implemented (2) 4 as identified by the Mid-Region Council of Government's Long Range Bikeway 5 System Map, the Albuquergue Bikeways and Trails Facility Plan, and the 6 Albuquerque Area Comprehensive On-Street Bicycle Plan. All projects on any 7 roadway shall include appropriate safety measures to facilitate the crossing of 8 bicycle traffic wherever a designated bicycle facility crossed the street. 9 (3) On roadways that serve industrial and/or freight uses, 10 complete streets improvements that are consistent with freight mobility and 11 support other modes of travel shall be considered; 12 (4) Vehicle lane widths are governed by the tables for General 13 Parameters for Arterial Thoroughfares and Collector Thoroughfares as 14 established in the Manual for Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities published by the Institute of 15 16 Transportation Engineers (ITE) and or any successor documents or standards 17 that may result from amendments or replacements. Deletion 18 (5) Mid-block Pedestrian Crossings are encouraged and may be 19 installed as necessary for a project to meet the intent of this ordinance under 20 the criteria established in the Manual on Traffic Control Devices (MUTCD) Bracketed/Strikethrough Material] -21 Chapter 3B-18, the Urban Street Design Guide of the National Association of 22 City Traffic Officials Traffic Officials, (NACTO), and the Guide for the Planning 23 Design and Operation of Pedestrian Facilities by the American Association of 24 State Highway and Transportation Officials (AASHTO). Unsignalized mid-block 25 crossings are permitted where warranted and should be clearly marked by 26 signs and other high-visibility features. Where necessary, mid-block 27 pedestrian crossings shall be controlled by pedestrian-activated conventional 28 traffic signals or pedestrian hybrid beacons (PHB). 29 Curb cuts serving access points blocked by permanent walls, (6) 30 fences or other structures that prohibit entry to a lot shall be replaced with 31 curb, gutter and sidewalk as part of any roadway project.

32 (B) <u>All major projects involving streets under the authority of this</u>
 33 <u>ordinance, including road construction, resurfacing, reconstruction of</u>

6

[Bracketed/Underscored Material] - New

	1	sidewalks or restriping, shall be considered an opportunity to either retrofit
	2	existing streets or construct new streets consistent with the principles of this
	3	ordinance.
	4	(C) The Department of Municipal Development shall annually submit a
	5	memorandum to the City Council listing upcoming projects, to include
	6	scheduled Street Maintenance Program projects such as resurfacing and
	7	other projects including reconstruction, curb, gutter and sidewalk repair or
	8	capital improvement projects. This memorandum shall detail how those
	9	projects will be consistent with the principals of this ordinance and shall
	10	indicate:
	11	(1) The location, scope and estimated cost of the project;
	12	(2) Whether the project is to be implemented under the Street
	13	Maintenance program or by the Engineeing Division.
	14	(3) How the project incorporates any existing existing policies for
	15	street improvements established by corridor, neighborhood, area, or sector
	16	plans, or the reasons for which implementing such recommendations is not
	17	reasonable.
د tion	18	(4) Any Complete Streets improvements recommended by the
] - New - Deletion	19	Department of Municipal Development for inclusion as part of the project;
	20	(5) The estimated cost of those Complete Streets improvements
<u>Material]</u> aterial] -	21	(e.g. added engineering costs for new striping diagrams);
		(6) Whether and when the improvements can be implemented
[Bracketed/Underscored Bracketed/Strikethrough N	23	through the existing revenues available for maintenance projects or Capital
rsco	24	Improvment Program;
ket	25	(7) Other potential funding sources that may be required.
od/U Stri	26	(D) <u>Projects may be exempted in part from the requirements of this</u>
ted/	27	ordinance upon review by the Director of Municipal Development or his/her
<u>Brac</u>	28	designee, provided they meet one or more of the following criteria;
E E	29	(1) Existing adopted ordinances and policies affecting the street
	30	preclude a certain use (e.g. non-motorized vehicles);
	31	(2) The project is a maintenance activity that does not involve
	32	resurfacing, restriping or reconfiguring the street. Examples of exempt
	33	projects include patching, sidewalk repair or cleaning

	(3) The project is limited by available publicly owned right-of-way
	(4) The project is located on state or federal right-of-way, the City
;	has made an effort to obtain permission for certain features compliant with th
•	provisions of §6-5-6, and the agency with control of the right of way has
:	indicated they will not permit requested features.
	(E) Design and engineering of streets, sidewalks, bikeways and other
	facilities shall follow the relevant standards set forth in the following
;	documents or any successor documents or standards that may result from
!	their amendment or replacement:
1	(1) Urban Street Design Guide of the National Association of City
1	Traffic Officials Traffic Officials, (NACTO);
1:	(2) Urban Bikeway Design Guide of the National Association of
1:	City Traffic Officials Traffic Officials, (NACTO);
1	(3) Guide for the Planning Design and Operation of Pedestrian
1	Facilities by the American Association of State Highway and Transportation
1	Officials (AASHTO);
1	(4) Guide for the Development of Bicycle Facilities by the
	American Association of State Highway and Transportation Officials
I - New Deletion	(AASHTO);
	(5) Manual for Context Sensitive Solutions in Designing Major
<u>Materia</u> aterial]	Urban Thoroughfares for Walkable Communities published by the Institute of
	Transportation Engineers (ITE);
Bh h	(6) <u>Report 616, Multi-Modal Level of Service Analysis for Urban</u>
	Streets, National Cooperative Highway Research Program, (NCHRP);
2 teth	(7) Proposed Rights-of-Way Guidelines (PROWAG) United States
[Bracketed/Underscored] Bracketed/Strikethrough M 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Access Board.
	(F) Engineering Criteria. Deviations or alternatives from the
	Development Process Manual for intersection spacing, geometry, alignment
	and other characteristics shall be considered on a case-by-case basis, and as
3	approved may be implemented provided they meet the standards set forth in
3	the documents specified in §6-5-6-6 (F) or any successor documents or
3	standards that may result from their amendment or replacement.+]"

1	SECTION 3. A new Section (N) of §2-12-1 of the Capital Improvement
2	Ordinance is adopted as follows:
3	"[+ (N) Applications for funding for street projects proposed on those
4	streets to which §6-5-6 ROA 1994 applies shall comply with §6-5-6 ROA 1994.
5	Additional costs incurred due to required compliance with §6-5-6 ROA 1994
6	shall be detailed. +]"
7	SECTION 4. A new Item 19 is added to paragraph §2-12-8 (E) of the Capital
8	Improvement Ordinance:
9	"[+(19) All capacity and rehabilitation project located within the Central and
10	Established Urban Areas as designated by Albuquerque Bernalillo County
11	Comprehensive Plan (excluding those located on the Interstate system) shall
12	<u>comply with §6-5-6 ROA 1994.</u> +]"
13	SECTION 5. §4-3-7-5, (B) is amended as follows:
14	(B) For purposes of this dedication the following definitions shall apply:
15	DEFICIENCY. Deficiency projects are those required to correct inadequate
16	service and bring system capacity to adopted levels of service
17	standards. Deficiency expenditures shall enhance the capacity, safety and
5 18	efficiency of all modes of travel within the roadway network. New roads and
	improvements to existing roadway facilities shall include improvements for all
20	transportation and mobility modes, including motor vehicles, transit
21 22	operations, pedestrians and bicyclists. Deficiency projects shall improve
22	connections between the various transportation and mobility modes and
23 24	complete missing links within the arterial roadway network. [+Deficiency
24	projects shall follow complete streets principles as prescribed in §6-5-6.+]
25	Deficiency projects shall also include the continued development of Intelligent
26	Transportation System (ITS) management tools, managed lanes (using
27	existing lanes for different travel directions depending on demand and time of
28	day), queue jump lanes (providing transit priority) and other traffic
29	management strategies that increase the efficiency of existing and newly-
30	constructed roadways for all transportation and mobility modes. No funds
31	shall be expended to enhance aesthetics on interstate highways.
32	REHABILITATION. Rehabilitation projects are those required to extend the
33	service life of an existing facility, improve its operation, improve safety, or

1 restore original performance or capacity. [+ Rehabilitation projects shall follow 2 complete streets principles as prescribed in §6-5-6.+] Rehabilitation projects 3 shall examine the entire right-of-way to enhance usefulness for all 4 transportation and mobility modes, including improvements for automobiles as well as for transit, pedestrians, and bicyclists. Rehabilitation projects shall 5 6 prioritize the improvement of connections between the various transportation and mobility modes and shall improve conditions for pedestrians. No funds 7 8 shall be expended to enhance aesthetics on interstate highways.

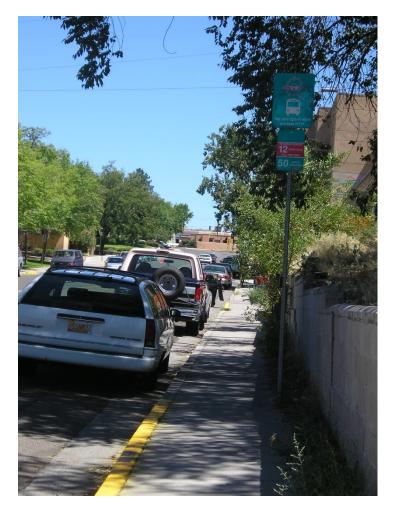
9 TRAILS AND BIKEWAYS. Trails and Bikeways projects shall prioritize the
 10 construction of trails and bikeways that are currently [-key-] [+identified as
 11 <u>critical+</u>] [-<u>missing</u>-] links [-<u>in the network and that improve access to transit</u>
 12 <u>routes and major destinations-</u>] [+<u>in the Bikeways and Trails Facility Plan and</u>
 13 <u>that improve access to transit routes and major destinations</u>+]"

SECTION 6. SEVERABILITY CLAUSE. If any section, paragraph, sentence, clause, word, or phrase of this Ordinance is for any reason held to be invalid or unenforceable by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Ordinance. The Council hereby declares that it would have passed this Ordinance and each section, paragraph, sentence, clause, word, or phrase thereof irrespective of any provision being declared unconstitutional or otherwise invalid.

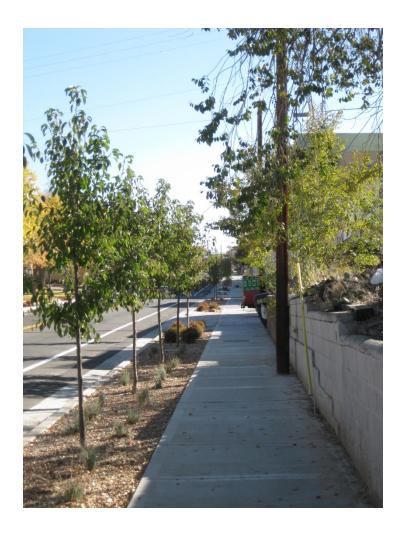
SECTION 7. COMPILATION. Sections 2 through 6 of this Ordinance shall be incorporated in and made part of the Revised Ordinances of Albuquerque, New Mexico, 1994.

SECTION 8. EFFECTIVE DATE. This Ordinance shall take effect five (5) days after publication by title and general summary.

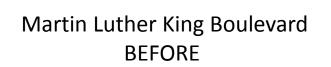
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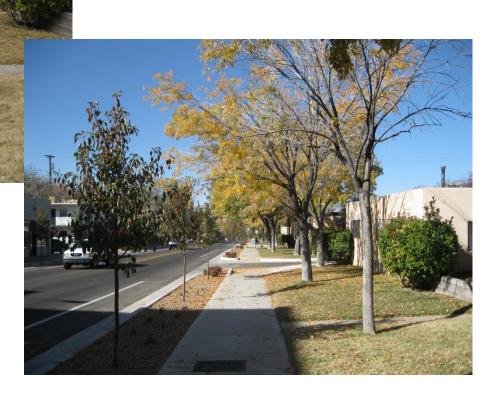






Martin Luther King Boulevard AFTER





Martin Luther King Boulevard AFTER



Coal Avenue SE





8th Street SW





Central Avenue Complete Street Pilot Project (8th to San Pasquale)



Central Avenue Complete Street Pilot Project (8th to San Pasquale)



New development on Central Avenue in West Downtown AFTER pilot project



New development on Central Avenue in West Downtown AFTER pilot project