

# Complete Streets Ordinance



# What are Complete Streets?

- Complete Streets are designed to improve Multi-modal Levels of Service (MLOS) – that is, they aim to 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.
- Complete Streets techniques help high traffic areas be more inclusive of all forms of urban transportation, reducing congestion while making streets safer.

# How is MLOS Measured?

Most streets in Albuquerque were designed to maximize Vehicle Level of Service (LOS), such as average speeds, throughput at intersections, etc.

In addition to Vehicle LOS, **MLOS** considers factors like:

- Wait times for pedestrians and cyclists at signals
- “On-time” performance of transit services
- Separation of cyclists and pedestrians from motor vehicles
- Potential conflicts (e.g. bike/ped) on a facility



Central Avenue Complete Street Pilot Project  
(8<sup>th</sup> to San Pasquale)

# What are Complete Streets?

Where feasible, Complete Streets incorporate features such as:

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



Martin Luther King Boulevard  
BEFORE



Martin Luther King Boulevard  
AFTER



Martin Luther King Boulevard  
BEFORE



Martin Luther King Boulevard  
AFTER

Coal Avenue SE





8<sup>th</sup> Street SW





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# How Will the Ordinance Work?

- 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.
- Adopt nationally-recognized standards for streets to serve existing and future development.

# Simple Cost-Effective Solutions

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

- Major Reconstruction or Construction of New Streets

City will consider all users and will design infrastructure appropriate to those users and the surrounding development.

- Minor Maintenance, Resurfacing, or Rehabilitation Projects

City will identify how Complete Streets approaches can be incorporated into more modest existing projects.

Examples: Changing striping, closing unused curb cuts, and narrowing overly-wide traffic lanes to provide 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.



New development on Central Avenue in West Downtown AFTER pilot project



New development on Central Avenue in West Downtown AFTER pilot project

# Next Steps

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

# 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.