

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

4 (F) That Complete Streets have been shown to encourage private
5 investments and redevelopment of properties they serve and foster new land
6 use patterns that bolster economic growth and stability, help generate jobs,
7 attract private investment and tourism, create place-making in areas of high
8 activity and can increase retail sales and land values; and

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

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

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

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

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

32 (L) That Section 2.D.4.a.2 identifies a means of balancing of the street
33 system by encouraging bicycling, walking and use of mass transit between

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1 designated neighborhood, community and regional centers as an
2 implementation techniques to achieve a balanced transportation system.

3 (M)That Section 2.B.5 of the Albuquerque Bernalillo County
4 Comprehensive Plan states that the established urban areas of the City shall
5 offer a variety and a maximum of choices in the housing, transportation , work
6 areas and life styles, while creating a visually pleasing built environment.

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

10 (O)That multiple street projects aimed at improving accessibility for all
11 users have been successfully completed around the City in recent years,
12 including the Lead and Coal Corridors, Martin Luther King Jr. Boulevard and
13 8th Street. These projects have demonstrated the viability of providing for
14 pedestrians, cyclists, transit users and other while minimizing impacts to
15 vehicle travel.

16 (P)That many opportunities remain, especially in established areas of
17 the City, to improve street rights-of-way for all users, especially where pre-
18 scheduled reconstruction projects such as resurfacing, provides the
19 opportunity to consider new striping configurations.

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

23 SECTION 2. A new §6-6-5 of ROA 1994 is hereby adopted to read as follows:

24 “[+§6-5-6-1 SHORT TITLE.

25 SECTION §6-5-6 ROA 1994 shall be known and cited as the “Complete
26 Streets Ordinance”.

27 § 6-5-6-2 INTENT AND PURPOSES.

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

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

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1 (2) To express the City’s commitment to creating and maintaining
2 Complete Streets within the Central and Established Urban Areas specified by
3 the Albuquerque/Bernalillo County Comprehensive Plan.

4 (3) For residents and visitors, regardless of their age, ability, or
5 financial resources, to safely and efficiently use the public right-of-way within
6 these corridors and meet their transportation needs regardless of their
7 preferred mode of travel.

8 (4) To establish the image and identity of street corridors and
9 improve economic activity on those corridors by providing a framework for
10 current and future development that integrates sidewalks, bike facilities,
11 transit amenities, and safe crossings, into their design.

12 (5) To accommodate and complement improved streetscapes and
13 pedestrian facilities installed according to the provisions of the City Sidewalk,
14 Drive Pad, Curb and Gutter Ordinance (§ 6-5-5-1 ROA 1994), the Street Tree
15 Ordinance (§ 6-6-2-1 ROA 1994) and the Americans with Disabilities Act (ADA).

16 This Article is adopted pursuant to the authority set forth in Article 1 of the
17 Charter of the City of Albuquerque, which was adopted at a special election on
18 June 29, 1971, pursuant to Article 10, Section 6 of the Constitution of the State
19 of New Mexico and pursuant to the authority set forth in Sections 3-19-12 and
20 Sections 3-20-1 to 3-20-16 NMSA 1978.

21 §6-5-6-4 APPLICABILITY

22 This Article shall apply to all roadways and or segments of a roadway on
23 City right-of-way which meet the following criteria:

24 (A) Are located within the Central and Established Urban Areas specified
25 by the Albuquerque/Bernalillo Comprehensive Plan and are listed on the Mid
26 Region Council of Governments Current Roadway Functional Classification
27 Map; or

28 (B) Designated a Complete Street by Resolution of the City Council or
29 action of the Mayor.

30 § 6-5-6-5 DEFINITIONS.

31 COMPLETE STREETS: A roadway with Cross-Sections (including public
32 right of way and public or private easements abutting a public right of way that
33 are designated for a roadway) built at a human scale, designed and operated

1 for safe access for all users, including pedestrians, bicyclists, motorists and
2 transit riders of all ages and abilities, to allow safe and convenient street
3 crossings, and pedestrian access to adjacent land uses. Complete Streets
4 components include, but are not limited to, sidewalks, bike lanes, dedicated
5 bus lanes, comfortable, safe and accessible public transportation stops,
6 frequent and safe pedestrian crossing opportunities, median pedestrian
7 islands, accessible pedestrian signals, curb extensions and pedestrian bulb-
8 outs, reduced travel lane widths determined by the design speed of the
9 roadway, context-appropriate curb return radii, roundabouts, or other features
10 that accommodate safe and efficient multimodal travel.

11 CONNECTIVITY: Frequency by which streets or roadways intersect, or
12 how closely intersections are spaced.

13 CONTEXT SENSITIVE DESIGN: Design that meets the needs of
14 neighboring properties and the regular users of a facility in a given location,
15 and which helps contribute to an area's sense of place without sacrificing
16 traditional objectives of safety, efficiency, capacity, and maintenance.

17 MULTIMODAL LEVEL OF SERVICE: A set of indicators published by the
18 National Academy of Sciences, National Highway Cooperative Research Board
19 through "Report 616 and any successor document" used to evaluate the
20 convenience and comfort of facilities for transit users, pedestrians, bicyclists
21 and other non-motorized users of the public right of way. These may include,
22 but are not limited to: the connectivity of sidewalks and paths throughout an
23 area, the availability and safety of road crossings for pedestrians, the
24 separation of non-motorized traffic from motorized traffic, (e.g. sidewalk
25 widths and distance from traffic lanes, presences of separators like bollards or
26 trees), motorized traffic speed control (e.g. traffic calming features), way
27 finding, sense of security (e.g. visibility and lighting of sidewalks), transit
28 stations, and weather protection.

29 §6-5-6-6 GENERAL POLICY

30 (A) The following complete streets principles shall apply to all projects
31 on streets that are within the jurisdiction of this ordinance:

32 (1) The overarching goal of any project that includes
33 configurations, signalizations, and all other design features shall be based on

1 improving Multimodal Level of Service (MLOS) safe and efficient travel that
2 accommodates all users, including pedestrians, bicyclists the disabled,
3 motorists and transit vehicles;

4 (2) On-street bicycle facilities shall be designed and implemented
5 as identified by the Mid-Region Council of Government’s Long Range Bikeway
6 System Map, the Albuquerque Bikeways and Trails Facility Plan, and the
7 Albuquerque Area Comprehensive On-Street Bicycle Plan. All projects on any
8 roadway shall include appropriate safety measures to facilitate the crossing of
9 bicycle traffic wherever a designated bicycle facility crossed the street.

10 (3) On roadways that serve industrial and/or freight uses,
11 complete streets improvements that are consistent with freight mobility and
12 support other modes of travel shall be considered;

13 (4) Vehicle lane widths are governed by the tables for General
14 Parameters for Arterial Thoroughfares and Collector Thoroughfares as
15 established in the Manual for Context Sensitive Solutions in Designing Major
16 Urban Thoroughfares for Walkable Communities published by the Institute of
17 Transportation Engineers (ITE) and or any successor documents or standards
18 that may result from amendments or replacements.

19 (5) Mid-block Pedestrian Crossings are allowed and shall be
20 installed as necessary for a project to meet the intent of this ordinance under
21 the criteria established in the Manual on Traffic Control Devices (MUTCD)
22 Chapter 3B-18, the Urban Street Design Guide of the National Association of
23 City Traffic Officials Traffic Officials, (NACTO), and the Guide for the Planning
24 Design and Operation of Pedestrian Facilities by the American Association of
25 State Highway and Transportation Officials (AASHTO).

26 (6) Pedestrian Hybrid Beacons are allowed and shall be installed
27 as necessary for a project to meet the intent of this ordinance under the
28 criteria established in the MUTCD Chapter 4,

29 (7) Curb cuts not presently providing an active use to a developed
30 lot or lot under development shall be replaced with curb, gutter and sidewalk
31 as part of a roadway project subject to notification per §6-5-4-5 (A).

32 (B) All projects including roadway reconstruction and repaving,
33 reconstruction of sidewalks or restriping involving streets under the authority

1 of this ordinance shall be utilized to either retrofit existing streets or construct
2 new streets consistent with the principles of this ordinance.

3 (C) By February 28th of each Calendar year the administration shall
4 submit an Executive Communication to the Council as to compliance with §6-
5 5-6 ROA 1994 for roadways within the Central and Established Urban Areas of
6 the Albuquerque Bernalillo County Comprehensive Plan that are scheduled for
7 reconstruction, mill and inlay, curb, gutter and sidewalk repair. If it is not
8 feasible to include complete streets features to a roadway segment the
9 Administration shall provide in writing a reason for excluding the project as
10 authorized by §6-5-6-6 (E) ROA 1994.

11 (D) For roadways scheduled for regular resurfacing the City shall assess
12 whether any corridor, neighborhood, area, or sector plans have established
13 policies or recommendations for street improvements, and shall incorporate
14 any such policies or recommendations or state the reasons for which
15 implementing such recommendations is not reasonable.

16 (E) Projects may be exempted in part from the requirements of this
17 ordinance upon review by the Director of the Department of Municipal
18 Development or his/her designee, provided they meet one or more of the
19 following criteria:

20 (1) Existing adopted ordinances and policies affecting the street
21 preclude a certain use (e.g. non-motorized vehicles);

22 (2) The project is a maintenance activity that does not involve
23 resurfacing, restriping or reconfiguring the street. Examples of exempt
24 projects include patching, sidewalk repair or cleaning;

25 (3) The project is limited by available publicly owned right-of-way.

26 (4) The project is located on state or federal right-of-way and the
27 agency with control of the right of way has issued a letter to the City stating
28 any part of the provisions of §6-5-6 are not permitted within the right-of-way.

29 (F) Design and engineering of streets, sidewalks, bikeways and other
30 facilities shall follow the relevant standards set forth in the following
31 documents or any successor documents or standards that may result from
32 their amendment or replacement:

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1 (1) Urban Street Design Guide of the National Association of City
2 Traffic Officials Traffic Officials, (NACTO);

3 (2) Guide for the Planning Design and Operation of Pedestrian
4 Facilities by the American Association of State Highway and Transportation
5 Officials (AASHTO);

6 (3) Manual for Context Sensitive Solutions in Designing Major
7 Urban Thoroughfares for Walkable Communities published by the Institute of
8 Transportation Engineers (ITE); or

9 (4) Report 616, Multi-Modal Level of Service Analysis for Urban
10 Streets, National Cooperative Highway Research Program, (NCHRP).

11 (5) Proposes Rights-of-Way Guidelines (PROWAG) United States
12 Access Board.

13 (G) Engineering Criteria. Deviations or alternatives from the
14 Development Process Manual for intersection spacing, geometry, alignment
15 and other characteristics shall be considered on a case-by-case basis, and as
16 approved may be implemented provided they meet the standards set forth in
17 the documents specified in §6-5-6-6 (F) or any successor documents or
18 standards that may result from their amendment or replacement.+]”

19 SECTION 3. Adding a new paragraph (B) to §14-14-5-1 ROA 1994 and
20 renumbering all subsequent paragraphs.

21 “[+(B) Roadway improvements that will be constructed within the Central and
22 Established Urban Areas and are listed on the Mid-Region Council of
23 Governments Current Roadway Functional Classification Map or are
24 designated Complete Streets by Resolution of the City Council or action of the
25 Mayor shall be subject to the provisions set forth in §6-5-6 or any successor
26 documents or standards that may result from their amendment or
27 replacement.]”

28 SECTION 4. Division (A) of §6-5-4-5 is amended as follows:

29 (A) After the adoption of §§ 6-5-4-1 et seq., if any vehicular or other
30 sidewalk crossing is clearly abandoned as a crossing or no longer used for its
31 intended purpose, any permit heretofore or hereafter granted for the use of
32 said crossing as such shall be subject to revocation by the City Traffic
33 Engineer only after 30-days written notice of such proposed revocation has

1 been given to the owner of the property to which the crossing is appurtenant,
2 if his name and address can be reasonably ascertained from the Tax Rolls of
3 Bernalillo County, and also by the giving of a copy of the written notice to the
4 occupant of the premises, if any, and if such occupant is other than the
5 owner. It shall be sufficient notice under the provisions of this section and §
6 6-5-4-6 to make delivery of the notices by registered mail. In the event the
7 name and address of the owner cannot be reasonably ascertained from the
8 current Bernalillo County Tax Rolls and the premises are unoccupied, it shall
9 be sufficient notice under this section and § 6-5-4-6 [+to post written notice of
10 removal of the curb cut on the affected property facing the street on which the
11 property is addressed 30 days prior to removal of the curb cut.+] ~~[-publish the~~
12 ~~notice in English in a newspaper of general circulation in the city once a week~~
13 ~~for four consecutive weeks.-]~~

14 SECTION 5 A new section (C) is added to §14-14-5-2 ROA 1994:

15 “ [+ (C) For streets subject to §6-5-6, ROA 1994, alternative intersection
16 spacing, geometry, alignment and other characteristics shall be considered
17 for approval on a case-by-case basis, provided they meet the criteria
18 established in §6-5-6-6 (F) or any successor documents or standards that may
19 result from their amendment or replacement.+]”

20 SECTION 5. A new Paragraph (N) of §2-12-1 of the Capital Improvement
21 Ordinance is created:

22 “[+ (N) Applications for funding for street projects on those streets to
23 which §6-5-6 ROA 1994 applies shall include a letter or equivalent
24 communication verifying the project’s compliance with §6-5-6 ROA 1994.+]”

25 Section 6. A new item 19 is added to paragraph §2-12-8 (E) of the Capital
26 Improvement Ordinance

27 “[+(19) Provide a description, for each capacity and rehabilitation project
28 located within the Central and Established Urban Areas as designated by
29 Albuquerque Bernalillo County Comprehensive Plan (excluding those located
30 on the Interstate system), as to how the project complies with §6-5-6 ROA
31 1994.+]”

32 Section 7. §4-3-7-5, (B) is amended as follows:

33 “§4-3-7-5 DEDICATION

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1 (B) For purposes of this dedication the following definitions shall apply:
2 **DEFICIENCY.** Deficiency projects are those required to correct inadequate
3 service and bring system capacity to adopted levels of service
4 standards. Deficiency expenditures shall enhance the capacity, safety and
5 efficiency of all modes of travel within the roadway network. New roads and
6 improvements to existing roadway facilities shall include improvements for all
7 transportation and mobility modes, including motor vehicles, transit
8 operations, pedestrians and bicyclists. Deficiency projects shall improve
9 connections between the various transportation and mobility modes and
10 complete missing links within the arterial roadway network. [+Deficiency
11 projects shall follow complete streets principles as prescribed in §6-5-6.+]
12 Deficiency projects shall also include the continued development of Intelligent
13 Transportation System (ITS) management tools, managed lanes (using
14 existing lanes for different travel directions depending on demand and time of
15 day), queue jump lanes (providing transit priority) and other traffic
16 management strategies that increase the efficiency of existing and newly-
17 constructed roadways for all transportation and mobility modes. No funds
18 shall be expended to enhance aesthetics on interstate highways.
19 **REHABILITATION.** Rehabilitation projects are those required to extend the
20 service life of an existing facility, improve its operation, improve safety, or
21 restore original performance or capacity. [+ Rehabilitation projects shall follow
22 complete streets principles as prescribed
23 in §6-5-6.+] Rehabilitation projects shall examine the entire right-of-way to
24 enhance usefulness for all transportation and mobility modes, including
25 improvements for automobiles as well as for transit, pedestrians, and
26 bicyclists. Rehabilitation projects shall prioritize the improvement of
27 connections between the various transportation and mobility modes and shall
28 improve conditions for pedestrians. No funds shall be expended to enhance
29 aesthetics on interstate highways.
30 **TRAILS AND BIKEWAYS.** Trails and Bikeways projects shall prioritize the
31 construction of trails and bikeways that are currently [~~-key-~~] [+identified as
32 critical+] [~~-missing-~~] [-in the network and that improve access to transit

1 ~~routes and major destinations-~~ [in the Bikeways and Trails Facility Plan and
2 that improve access to transit routes and major destinations+]"

3 SECTION 8. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
4 clause, word, or phrase of this Ordinance is for any reason held to be invalid
5 or unenforceable by any court of competent jurisdiction, such decision shall
6 not affect the validity of the remaining provisions of this Ordinance. The
7 Council hereby declares that it would have passed this Ordinance and each
8 section, paragraph, sentence, clause, word, or phrase thereof irrespective of
9 any provision being declared unconstitutional or otherwise invalid.

10 SECTION 9. COMPILATION. Sections 2 and 3 of this Ordinance shall be
11 incorporated in and made part of the Revised Ordinances of Albuquerque,
12 New Mexico, 1994.

13 SECTION 10. EFFECTIVE DATE. This Ordinance shall take effect five (5)
14 days after publication by title and general summary.

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