

DOWNTOWN ALBUQUERQUE WALKABILITY ANALYSIS AND RECOMMENDATIONS

JULY 31, 2014

JEFF SPECK AICP CNU-A LEED-ND Hon. ASLA

MAKING ALBUQUERQUE WALKABLE

JULY 31, 2014

JEFF SPECK AICP CNU-A LEED-ND Hon. ASLA



QUICK

REVIEW

IF
A VITAL PLACE
IS FULL OF
PEDESTRIANS. . .

HOW DO YOU GET
PEOPLE TO WALK?

THE GENERAL THEORY OF WALKABILITY

An aerial photograph of a city street featuring a prominent white-striped crosswalk. Several pedestrians are captured in motion across the crosswalk, including a person with a blue umbrella, a person on a bicycle, and others walking. Long shadows are cast across the pavement, indicating a low sun position. The text of the book title is overlaid in white, bold, sans-serif font on the central part of the image.

WALKABLE CITY

HOW DOWNTOWN
CAN SAVE AMERICA,
ONE STEP AT A TIME

JEFF SPECK

COAUTHOR OF *SUBURBAN NATION*

HOW DO YOU GET PEOPLE TO WALK?

- A SAFE WALK
- A COMFORTABLE /
INTERESTING WALK
- A USEFUL WALK

A SAFE WALK

- SAFETY FACTORS
- THE INFAMOUS DPM
- SUPPLY AND DEMAND
- CYCLING NETWORK
- ONE WAYS
- OTHER INDIVIDUAL STREETS
- SIGNALIZATION

SAFETY FACTORS

- DESIGN SPEED
- NUMBER OF LANES
- LANE WIDTH
- TURN LANE PRESENCE & LENGTH
- CURB PROTECTION
- BIKE LANES
- 1-WAY vs. 2-WAY STREETS
- CURB RADII
- SIGNAL PROVISION

SPEED

**50 INFERRED
45 DESIGN
40 OPERATING
35 LIMIT**

SPEED LIMIT 25 - RADAR ENFORCED



Vehicle Speed	Percentage of Pedestrian Fatalities in accidents
15 Mph	3.5%
31 Mph	37.0%
44 mph	83.0%

Source: *National Highway Traffic Safety Administration
Federal Highway Administration*

SAFETY FACTORS

- DESIGN SPEED
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- 1-WAY vs. 2-WAY STREETS
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- SIGNAL PROVISION





BEST WALKING CITIES FINDER

OKLAHOMA

sparse on parks, and it has the lowest number of schools per square mile in the state.

No. 9: Enid

Enid is the 2nd-smallest city in Oklahoma on our list, and it's tied with Lawton for the fewest parks in the state. Enid also has a low percentage of people who ride mass transit and a high crime rating--which is particularly surprising for one of the state's smaller cities (fewer people often means fewer crimes).

No. 10: Oklahoma City

The least pedestrian-friendly city in Oklahoma is its capital--in fact, Oklahoma City is the worst city for pedestrians in the entire country. The state's biggest city has its highest crime rate and one of its lowest percentages of people who walk to work. Located smack-dab in the center of the state, Oklahoma City also has one of the lowest Walk Scores, meaning it's just too car-centric for walking in the downtown area to be enjoyable. The city is also on the low end of the state for school and park density. Overall, this town needs more work than any other on our list to become a city for walkers.

[SELECT A STATE](#)[NEXT](#)

The least pedestrian-friendly city in Oklahoma is its capital--in fact, Oklahoma City is the worst city for pedestrians in the entire country.





SAFETY FACTORS

- DESIGN SPEED
- NUMBER OF LANES
- LANE WIDTH







Width of streets is narrowed by popular demand

BY HELEN NIEMIEC
STAFF WRITER

Complaints from residents about mandated street widths has resulted in an emerging street-width policy for improved roads in Birmingham.

The City Commission has narrowed the standard width for non-fire route streets and is expected to set a width for fire routes within a month.

"We need information and then we need to officially designate fire routes," said city commissioner Archie Damman III.

The city's engineering and public services department will present a report on street widths concerning fire routes at today's city commission meeting.

The new policy is that non-fire route streets can be 20-foot wide with parking on one side of the street or 26-foot wide with parking on both sides of the street.

Nine residents attended the Jan. 18 long-range planning session where the street width policy changed. Susan Gienapp, who has endorsed narrower streets, had given the commission a report from Portland, Oregon that showed how it had narrowed streets.

The idea of "traffic calming" and residential streets that had more of a small town flavor came up a number of times during the Downtown Master Plan study.

The policy affects the approximately half of Birmingham's roadways that still don't have curbs, gutters and storm sewers and currently are classified as unimproved roads. The city has 45 miles of improved streets; 25 miles of unimproved streets without curbs or gutters; and 20 miles of unimproved streets with curbs.

The petition of three streets in

BIRMINGHAM

the neighborhood immediately south of the downtown prompted the commission to rethink its policy which was reaffirmed last year as 29-foot wide. On citizen petitions to pave and improve the streets, the city engineering department had specified that improved streets would be done at 29-foot widths.

"I support this concept," said city commissioner Eleanor Siewert of the new widths. "We could handle something with options. I was very influenced by reading the Portland report. After the master plan, I've become more aware of what our streets look like."

City Manager Thomas Markus still has reservations about narrower streets. Portland, he noted, has a public transit system where Birmingham residents are reliant upon their cars and need more parking space.


Additionally, Markus expects that the narrower streets will become less used for cut-through traffic.

"When we downsize one neighborhood street, that will force traffic on the wider streets," Markus said.

Birmingham went with a 29-foot street width to allow safety vehicles, such as fire trucks and ambulances, to pass if cars are parked on both sides of a street. The large fire trucks are 9-foot, 10-inches wide. The street width policy last year was reaffirmed by a 4-3 city commission vote, though the topic of street width surfaced at every commission meeting where road improvements were discussed.

“Increased lane widths are responsible for approximately 900 additional traffic fatalities per year.”

-- Robert Noland, “Traffic Fatalities and Injuries: The Effect of Changing Infrastructure and Other trends,” *Center for Transport Studies*, 2002.



An ITE Recommended Practice

URBAN TRAVEL LANES: 10' – 11'

Designing Walkable Urban Thoroughfares:
A Context Sensitive Approach



Institute of Transportation Engineers

Commitment
to the
New
Economy

10'

VS.

12'

EVIDENCE

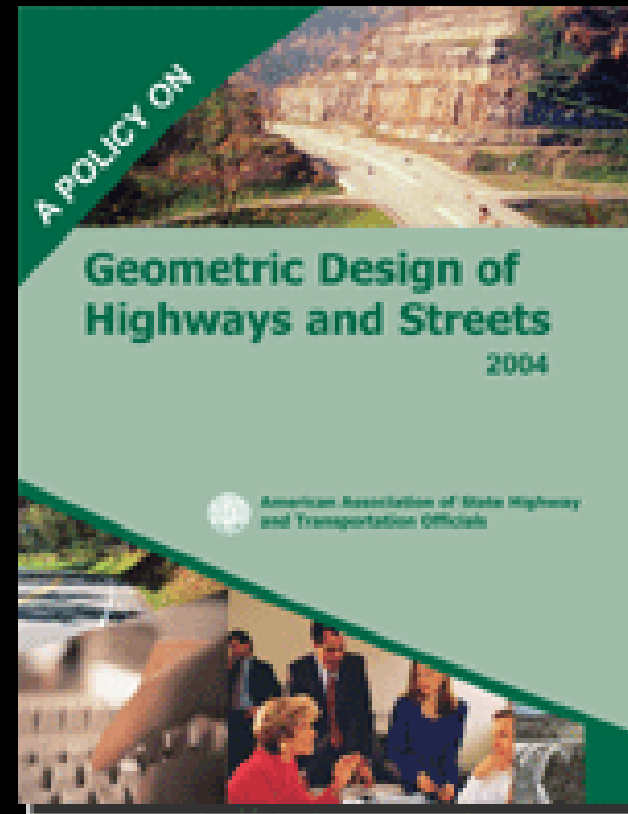
- CRASH RATES
- CRASH SEVERITY
- TRAFFIC IMPACTS

“Increased lane widths are responsible for approximately 900 additional traffic fatalities per year.”

-- Robert Noland, “Traffic Fatalities and Injuries: The Effect of Changing Infrastructure and Other trends,” *Center for Transport Studies*, 2002.

WHAT DOES AASHTO SAY?

POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS



AASHTO

*For rural and urban arterials,
lane widths may vary from 10
to 12 feet.*

AASHTO

*12-foot lanes should be used
where practical on higher
speed, free flowing, principal
arterials*

AASHTO

However, under interrupted-flow [signalized] conditions operating at low speeds [45 MPH or less] narrower lane widths are normally quite adequate and have some advantages.

MIDWEST RESEARCH INSTITUTE

*NCHRB PROJECT 3-72:
RELATIONSHIP OF LANE
WIDTH TO SAFETY FOR
URBAN AND SUBURBAN
ARTERIALS*

MIDWEST RESEARCH INSTITUTE

" A safety evaluation of lane widths for arterial roadway segments found no indication, except in limited cases, that the use of narrower lanes increases crash frequencies."

MIDWEST RESEARCH INSTITUTE

“ The lane width effects in the analyses conducted were generally either not statistically significant or indicated that narrower lanes were associated with lower rather than higher crash frequencies.”

NCHRP 330

*EFFECTIVE UTILIZATION OF
STREET WIDTH ON URBAN
ARTERIALS*

NCHRP 330

“all projects evaluated during the study that consisted of lane widths exclusively of 10 feet or more [vs. 12 feet] resulted in accident rates that were either reduced or unchanged.”

EVIDENCE

- CRASH RATES
- CRASH SEVERITY

Vehicle Speed	Percentage of Pedestrian Fatalities in accidents
15 Mph	3.5%
31 Mph	37.0%
44 mph	83.0%

Source: *National Highway Traffic Safety Administration
Federal Highway Administration*

TEXAS TRANSPORTATION INSTITUTE

*PROJECT SUMMARY REPORT
1969-S, 2000:*

*DESIGN FACTORS THAT
AFFECT SPEED ON
SUBURBAN ARTERIALS*

TEXAS TRANSPORTATION INSTITUTE

"On suburban arterial straight sections away from a traffic signal, higher speeds should be expected with greater lane widths."

EVIDENCE

- CRASH RATES
- CRASH SEVERITY
- TRAFFIC IMPACTS

FLORIDA DEPARTMENT OF TRANSPORTATION

CONSERVE BY BIKE

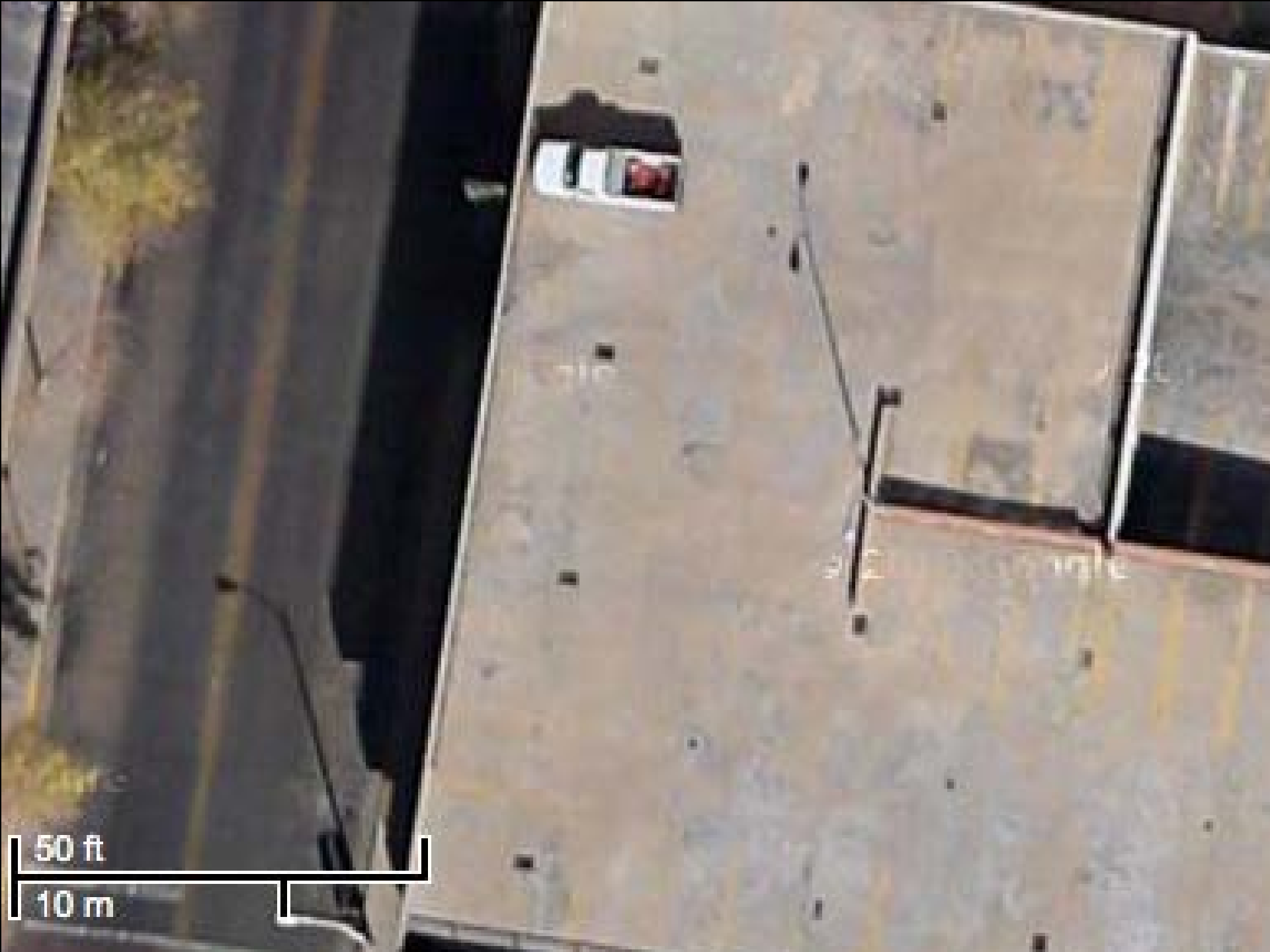
PROGRAM STUDY, 2007

FLORIDA DEPARTMENT OF TRANSPORTATION

"so long as all other geometrical and signalization conditions remain constant, there is no measurable decrease in urban street capacity when through-lane widths are narrowed from 12 feet to 10 feet."

IN SUMMARY:

- 10-FOOT LANES HAVE NO MORE COLLISIONS THAN 12-FOOT LANES, AND MAY HAVE FEWER.
- 10-FOOT LANES ENCOURAGE SLOWER SPEEDS, SO COLLISIONS ARE LESS LIKELY TO BE INJURIOUS OR DEADLY.
- THEREFORE, 10-FOOT LANES ARE SAFER THAN 12-FOOT LANES.
- IF YOU USE A 12-FOOT LANE INSTEAD OF A 10-FOOT LANE, YOU ARE *KILLING BABIES.*



50 ft

10 m



SAFETY FACTORS

- DESIGN SPEED
- NUMBER OF LANES
- LANE WIDTH
- TURN LANE PRESENCE & LENGTH







SAFETY FACTORS

- DESIGN SPEED
- NUMBER OF LANES
- LANE WIDTH
- TURN LANE PRESENCE & LENGTH
- CURB PROTECTION









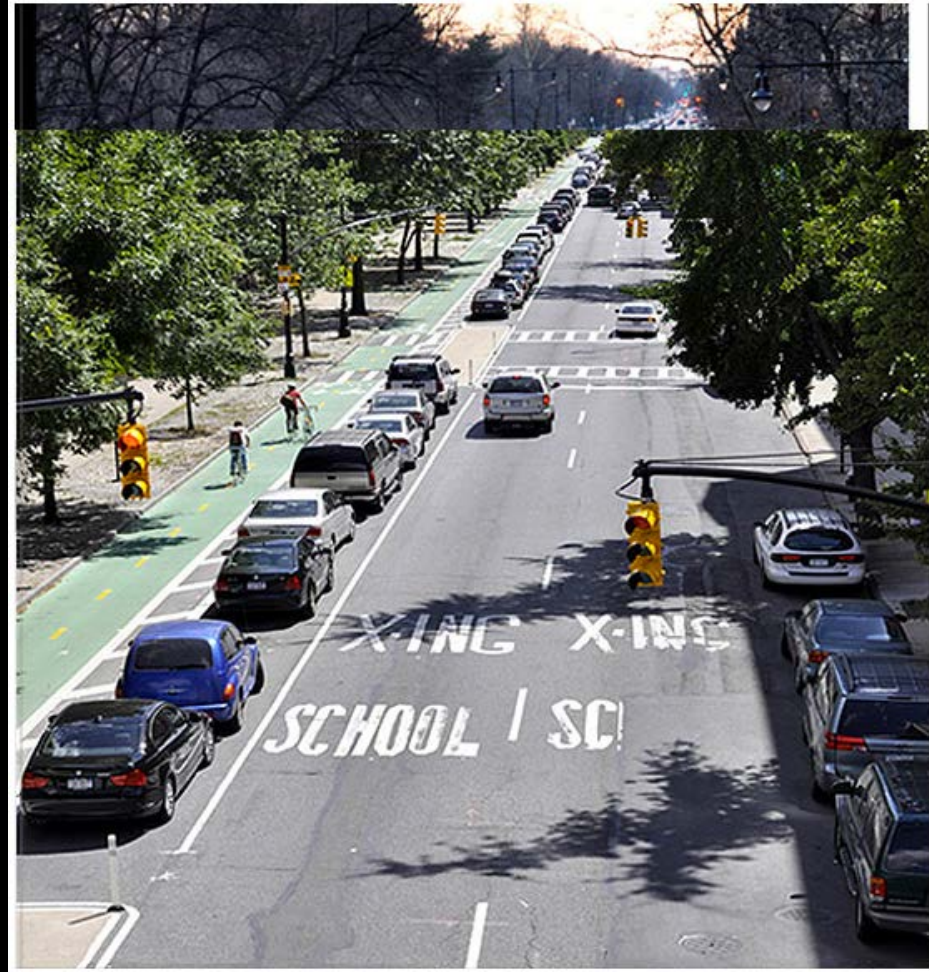


INVENTORY

SAFETY FACTORS

- DESIGN SPEED
- NUMBER OF LANES
- LANE WIDTH
- TURN LANE PRESENCE & LENGTH
- CURB PROTECTION
- BIKE LANES





- NUMBER OF CYCLISTS TRIPLED
- SPEEDING DROPPED FROM 75% TO 17%
- INJURY CRASHES DROPPED 63%
- AUTOMOBILE VOLUME UNCHANGED.

OUR SPONSORS:

[Read more »](#)

TRENDING STORIES

Inside Mars Hill's massive meltdown

Facelift for 2nd Avenue's bike death trap

Dazed and confused in Seattle's medical marijuana business

Remembering Paul Schell

Parks and Proposition 1: Oh, how to vote?

What have Amazon's drones done for you lately?

Control of Olympia: It's a primary free-for-all

Are the feds simply shielding Columbia River dams from wrecking balls?

Coal exports from Bellingham could ramp up rapidly

What the Carlton Complex wildfire left behind

OUR MEMBERS

Many thanks to RANDAL HASSLER and TOM GIBBS some of our many supporters.
[ALL MEMBERS »](#)

MOST COMMENTED

TRANSPORTATION

JULY 23, 2014

Facelift for 2nd Avenue's bike death trap

The city is planning a new separated cycle track to replace Seattle's most dangerous bike lane.

By Josh Cohen

If all goes according to plan, Seattle's worst bike lane will be one of its best by the end of the summer. The Seattle Department of Transportation released their proposed redesign for 2nd Avenue; a demonstration project that will transform the bike lane from a dangerous one-way bike lane sandwiched between parked cars and traffic to a two-way "cycle track" with a barrier separating it from traffic and no parking lane to deal with.

Mayor Ed Murray announced plans for the protected bike lane at a Pronto! bike share press conference in May, promising the lane would be done in time for the bike share's launch in September.

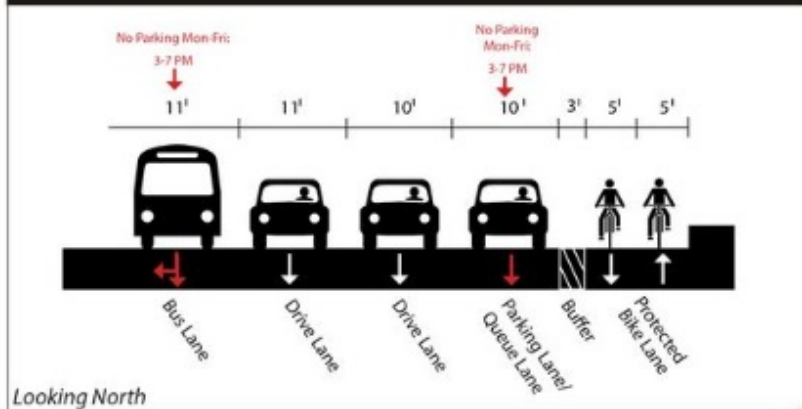
The current 2nd Ave bike lane is widely considered one of the city's most dangerous.


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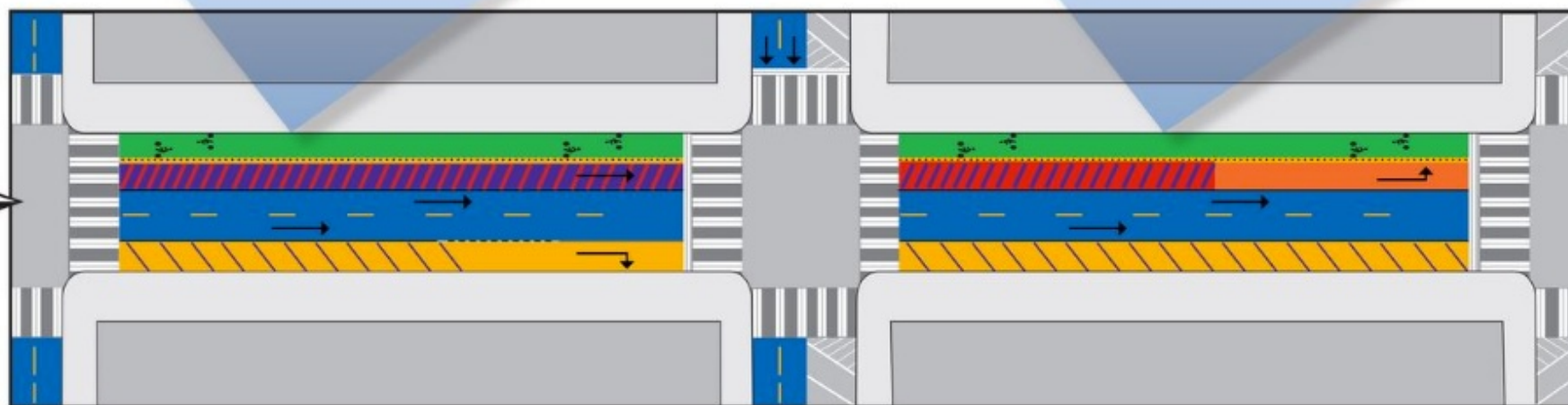
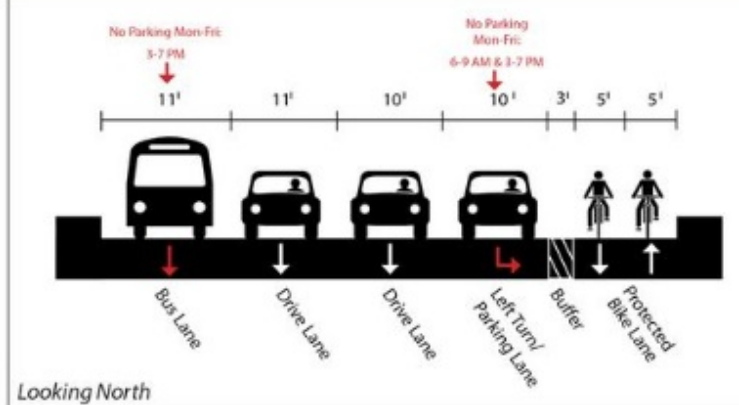
SUNSET SUPPER
at PIKE PLACE MARKET
FRIDAY, AUGUST 15TH 7:30 - 11:00 PM
Your ticket to summer's best party at
www.pikeplacemarketfoundation.org

KIDS@RISK
THE HOMELESS
LISTEN UP.
GET INVOLVED. →

SECOND AVENUE BLOCKS WITHOUT LEFT TURNS



SECOND AVENUE BLOCKS WITH LEFT TURNS



Protected Bike Lane

Buffer

Through Lane

Parking permitted at all times except weekdays, 3 - 7 PM

Bus Lane Only Monday - Friday 3 - 7 PM
Parking permitted all other times

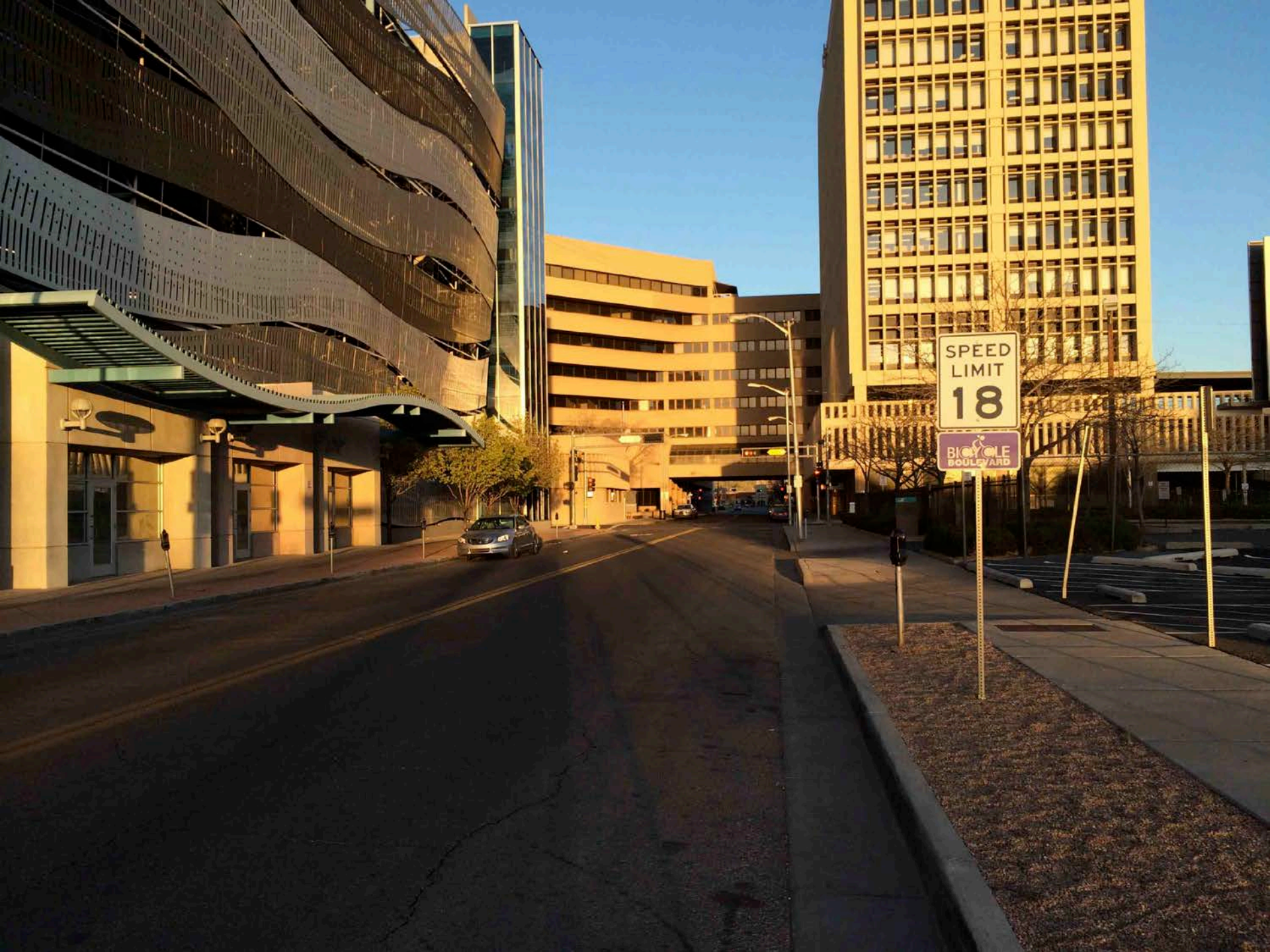
Left Turn Lane

Parking permitted at all times except weekdays, 6 - 9 AM and 3 - 7 PM

BICYCLE BOULEVARD SILVER AVE SW

7TH ST SW





SPEED
LIMIT
18

BICYCLE
BOULEVARD

SAFETY FACTORS

- DESIGN SPEED
- NUMBER OF LANES
- LANE WIDTH
- TURN LANE PRESENCE & LENGTH
- CURB PROTECTION
- BIKE LANES
- 1-WAY vs. 2-WAY STREETS





Vancouver, WA

Assessments



The Return of the Two-Way Street

Why the double-yellow stripe is making a comeback in downtowns.

By [Alan Ehrenhalt](#) | December 2009



Alan Ehrenhalt

is *Governing's* former editor. E-mail him at ehrenhalt@yahoo.com.

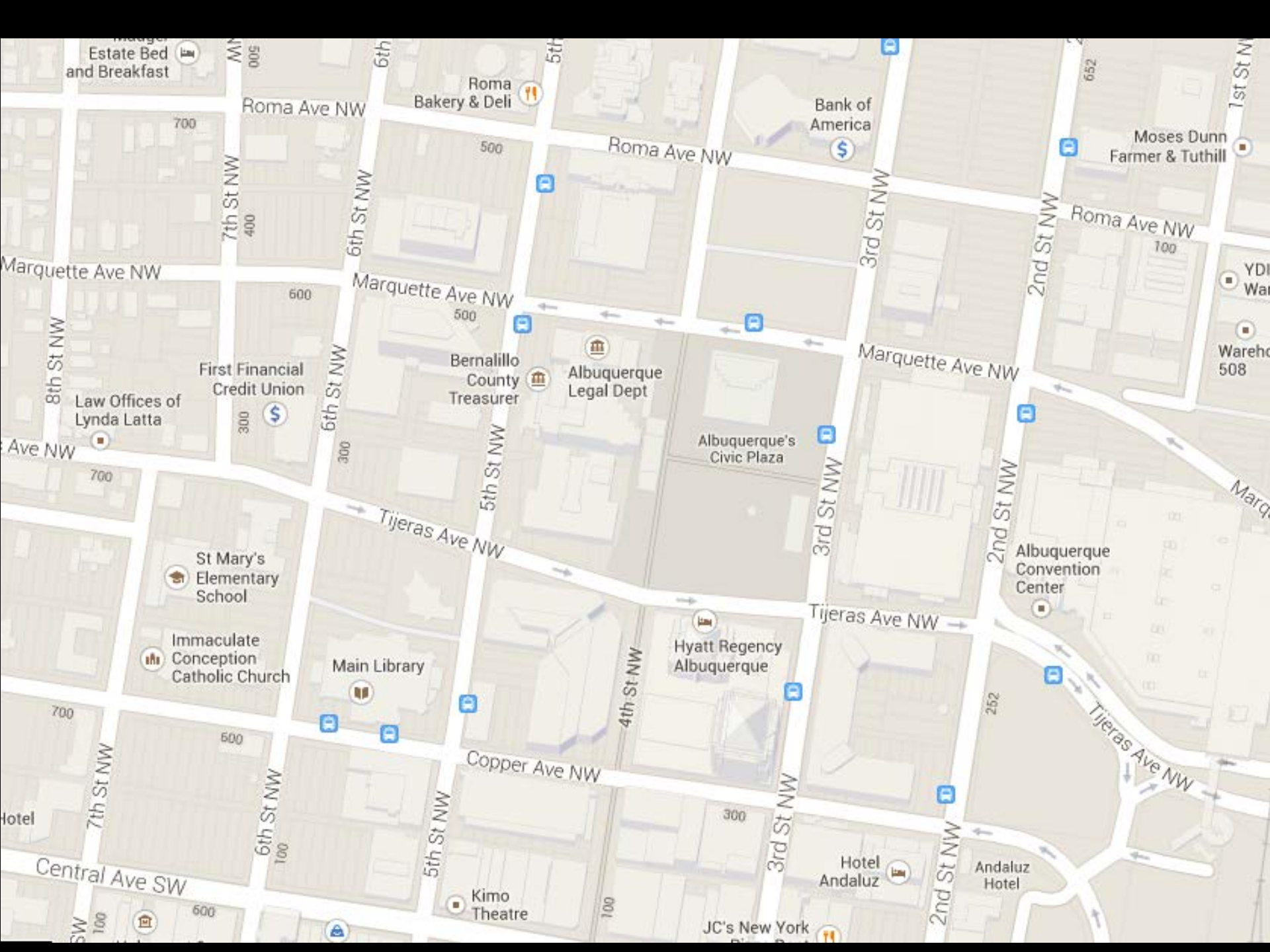
Over the past couple of decades, Vancouver, Washington, has spent millions of dollars trying to revitalize its downtown, and especially the area around Main Street that used to be the primary commercial center. Just how much the city has spent isn't easy to determine. But it's been an ambitious program. Vancouver has totally refurbished a downtown park, subsidized condos and apartment buildings overlooking it and built a new downtown Hilton hotel.

Some of these investments have been successful, but they did next to nothing for Main Street itself. Through most of this decade, the street remained about as dreary as ever. Then, a year ago, the city council tried a new strategy. Rather than wait for the \$14 million more in state and federal money it was

EAST BROAD ST., SAVANNAH

CONVERTED 1-WAY, 1969:
64% LOSS OF BUSINESSES
ADDRESSES.

REVERTED 2-WAY, 1990:
50% GAIN IN BUSINESS
ADDRESSES.







SAFETY FACTORS

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- CURB RADII





Walters

Walter St NE

Walter St NE

St NE

Dr Martin Luther King Jr Ave NE

VistaCare
Hospice - A
Gentiva company



Design challenges leave passers-by passing CityCenter by



STEVE MARCUS

Some say the entrance to CityCenter is not inviting to pedestrians.









SAFETY FACTORS

- DESIGN SPEED
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- SIGNAL PROVISION

PERSAUD ET. AL.

*CRASH REDUCTIONS RELATED
TO TRAFFIC SIGNAL
REMOVAL IN PHILADELPHIA,
1997*

PERSAUD ET. AL.

1972

472 SIGNALS REMOVED

DATA COLLECTED ON 199

CRASHES REDUCED 24%

SEVERE INJURY CRASHES

REDUCED 63 %

SEVERE PED INJURY CRASHES

REDUCED 68%

PERSAUD ET. AL.

“Traffic engineers in Philadelphia believe that the safety benefit stems from elimination of the local habit of speeding up to beat the red.”



ARE WE OVER-SIGNALLED?

SAFETY FACTORS

- DESIGN SPEED
- LANE WIDTH
- TURN LANE PRESENCE & LENGTH
- CURB PROTECTION
- CYCLE FACILITIES
- 1-WAY vs. 2-WAY STREETS
- CURB RADII
- SIGNAL PROVISION

A SAFE WALK

- SAFETY FACTORS
- THE INFAMOUS DPM

Albuquerque, New Mexico Development Process Manual

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al Street Cross Section with Rear Residential Yards Fa Street and Front Yard on the Other

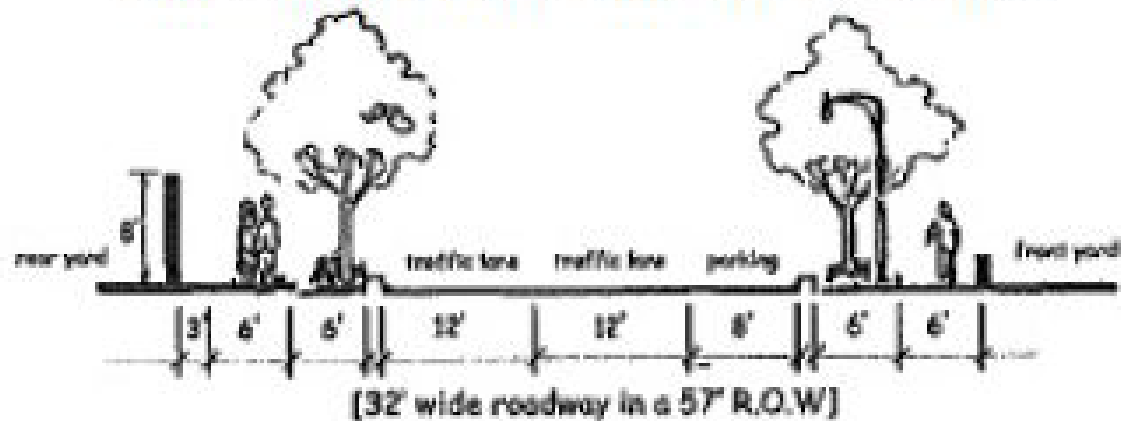


Figure 23-1B

1 Street Cross Section with Rear Residential Yards Fa Street

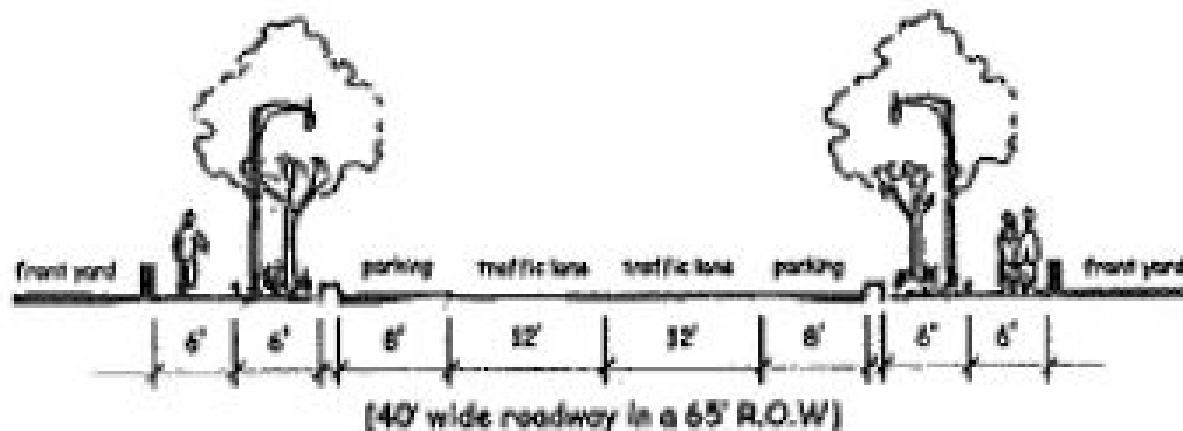


Table 23.3.3

**STANDARD CURB RETURN RADII (AT FLOWLINE)
AND RIGHT-OF-WAY AT INTERSECTIONS**

INTERSECTING STREETS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	LOCAL LOCAL	LOCAL-INDUSTRIAL RESIDENTIAL	COMMERCIAL
PRINCIPAL						
ARTERIAL	(3) MIN.*	35'*	35'*	30'	30'	30'*
MINOR						
ARTERIAL	35'*	35'*	30'*	30'	30'	30'*
COLLECTOR	35'*	30'*	25'	25'	25'	30'*
MAJOR LOCAL	30'	30'	25'	20'	20'	30'*
LOCAL						
RESIDENTIAL	30'	30'	25'	20'	20'	N/A
LOCAL						
INDUSTRIAL						
COMMERCIAL	30'*	30'*	30'	30'	N/A	30'*
ALLEY	Shall match the radii requirements for design vehicles expected - 25' minimum					
RETURNS						

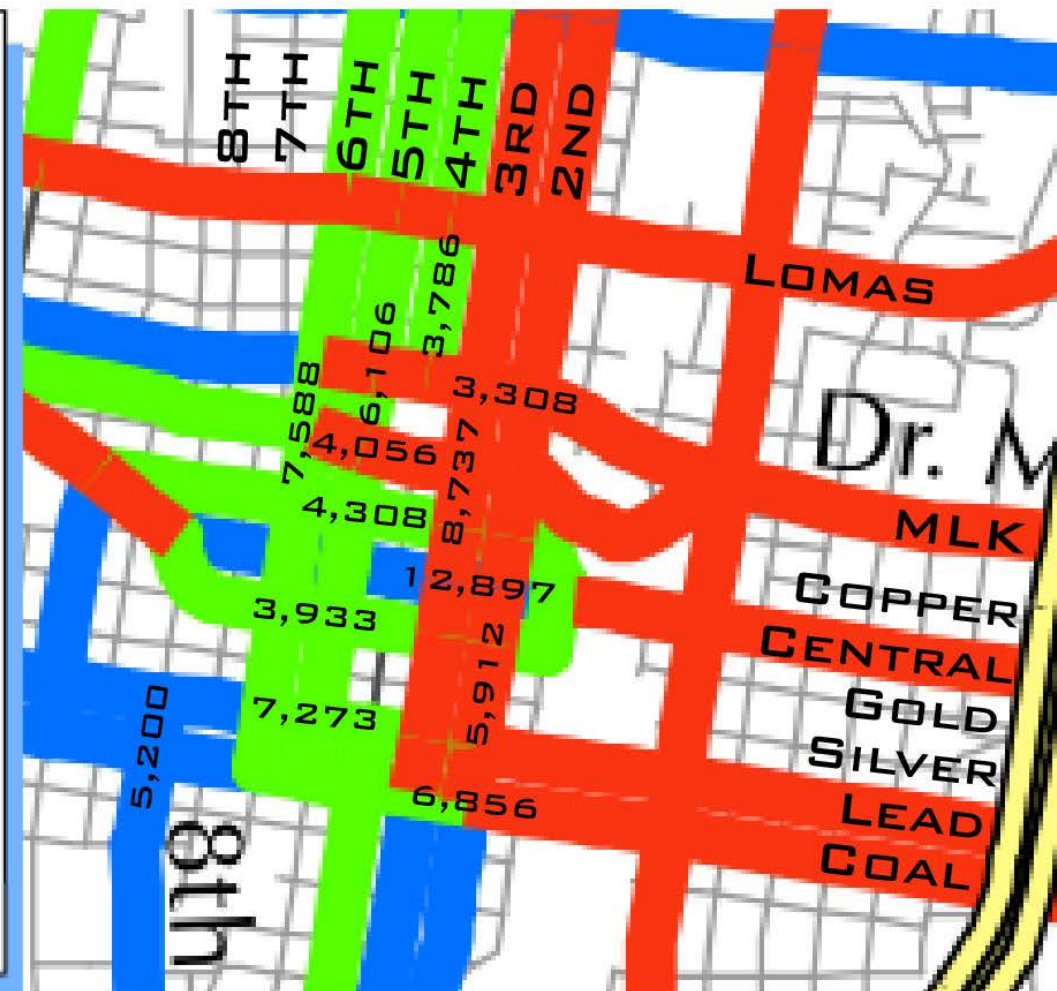
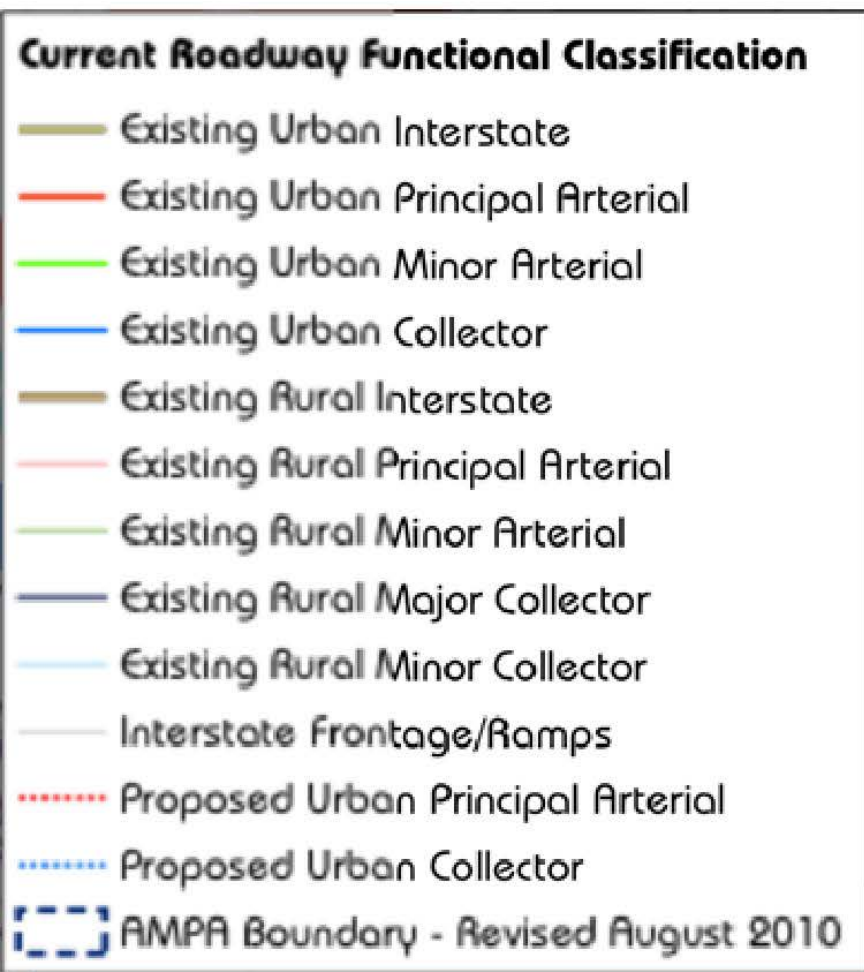


Table 23.3.1 GENERAL DESIGN CRITERIA FOR STREETS**(Numbers in parentheses apply to footnotes below)****VERTICAL CURVE REQUIREMENTS(4)**

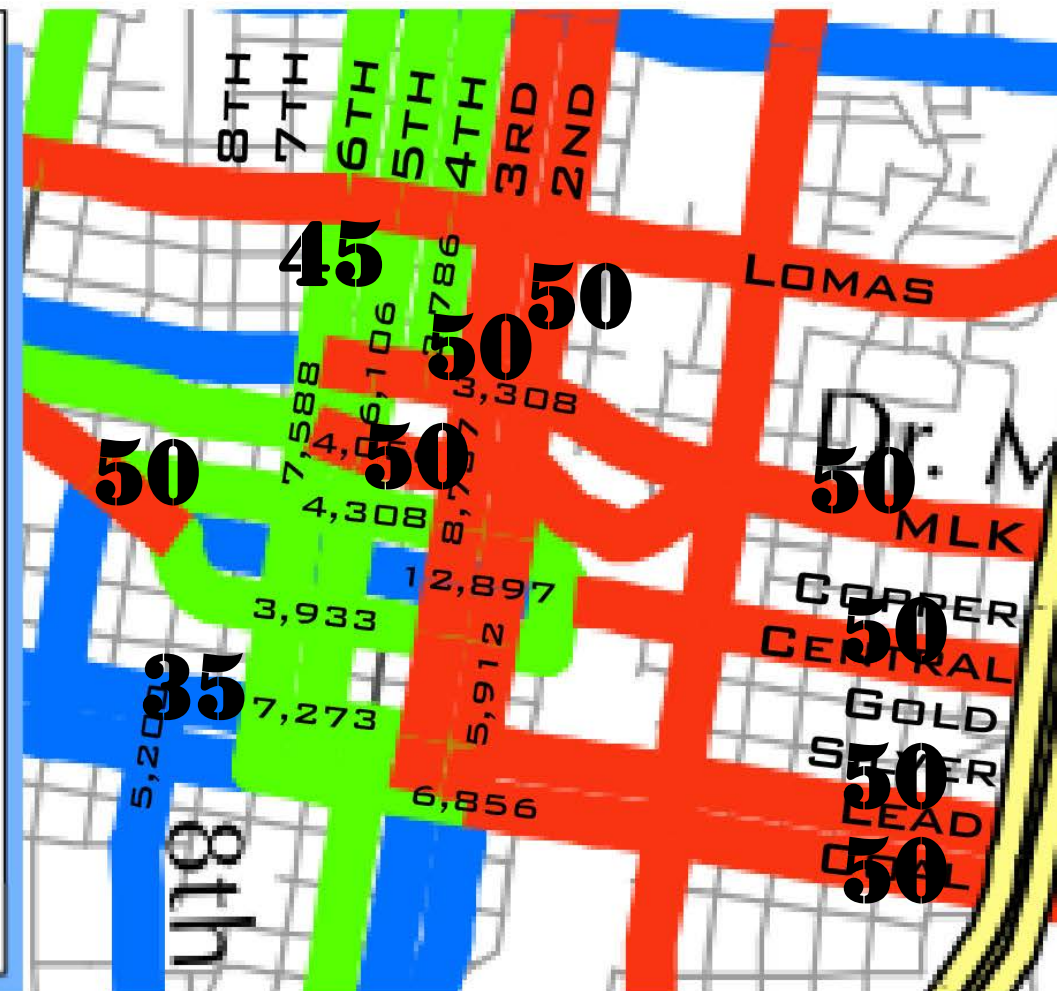
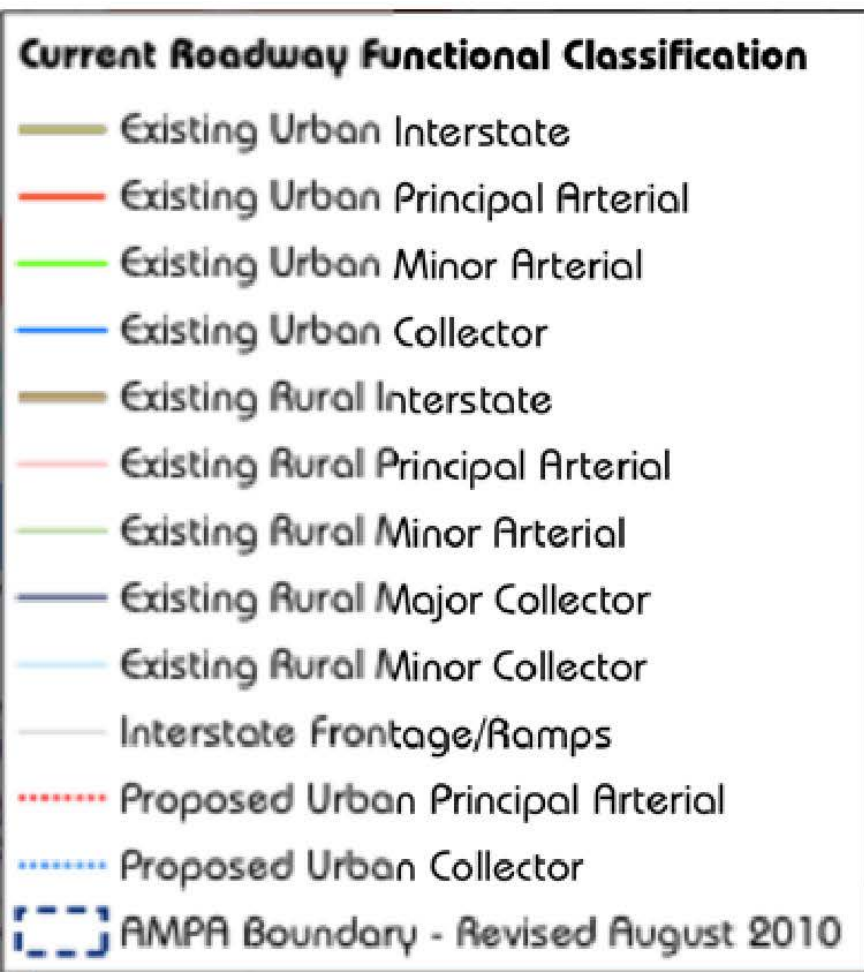
MINIMUM CENTERLINE VERTICAL CURVATURE DESIGN

RADIUS - FEET⁽⁵⁾ VALUE K⁽²⁾

STREET CLASSIFICATION	DESIGN SPEED M.P.H	WITH 0.02 FT./FT/ SUPER-ELEVATION	WITH NORMAL CROWN ⁽⁷⁾	MINIMUM LENGTH VERTICAL CURVE (FEET) ⁽¹⁾	FOR CREST STOPPING SIGHT DISTANCE ⁽⁶⁾	FOR SAG STOPPING SIGHT DISTANCE
PRINCIPAL ARTERIAL	50 ⁽¹¹⁾	⁽¹⁰⁾	⁽¹⁰⁾	150	160	110
MINOR ARTERIAL	45 ⁽¹¹⁾	800	1,100	135	120	90
COLLECTOR	35 ⁽¹¹⁾	450	650	100	50	50
MAJOR LOCAL	30	--	300	100	30	40
LOCAL RESIDENTIAL	25	--	180 ⁽⁹⁾	75	20	30
LOCAL RESIDENTIAL: ACCESS STREETS ⁽¹²⁾ CUL-DE-SACS & ALLEYS	20	--	120 ⁽⁹⁾	60	10	20
LOCAL INDUSTRIAL/ COMMERCIAL	30	--	380	90	30	40
LOCAL LEG OF "T" INTERSECTION	15	N/A	N/A	45	5	9



ARBITRARY



DANGEROUS

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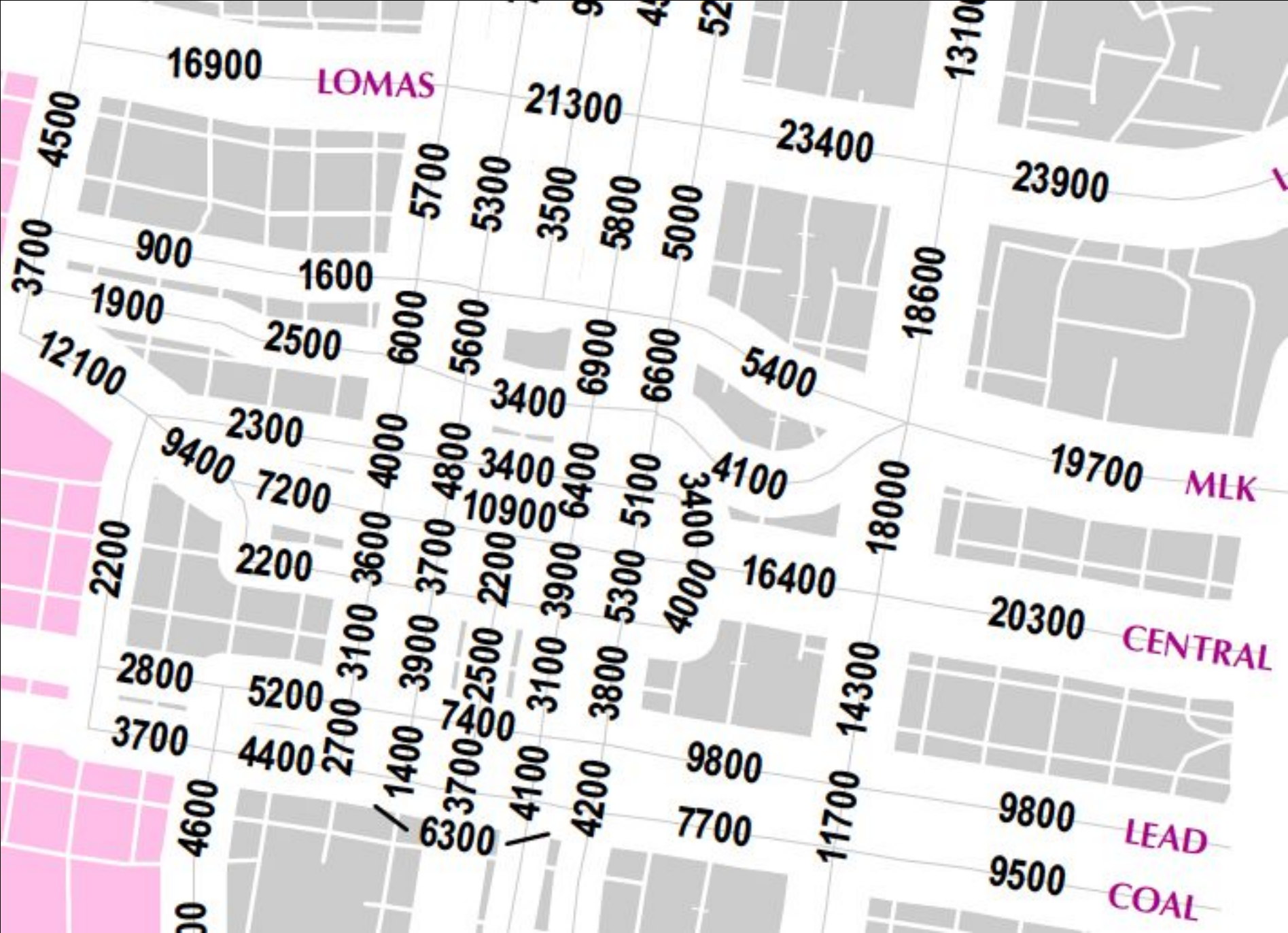
DPM

UDO

UNIFIED DEVELOPMENT
ORDINANCE

A SAFE WALK

- SAFETY FACTORS
- THE INFAMOUS DPM
- SUPPLY AND DEMAND



Downtown Raw and AM/PM Peak Data																		
co_cogi	RTE		LOCAT		DTE	RWCN	AMPK	AMDS		DA	AMHR	PMPK	PMDS	DP		PMHR		
	250972	10TH STREET	SOUTH OF LEAD		1207	1629	161	0.86	S		900	127	0.81	S		1500		
	250961	10TH STREET	NORTH OF LEAD		1304	1832	168	0.55	N		800	160	0.59	S		1530		
	241921	12TH STREET	NORTH OF MARQUETTE		1104	4973	493	0.6	S		745	530	0.64	N		1630		
	240961	12TH STREET	NORTH OF LOMAS		1104	8831	860	0.6	S		745	899	0.63	N		1630		
	244601	12TH STREET	NORTH OF TIJERAS		1104	4056	352	0.6	S		800	418	0.56	N		1630		
	243801	12TH STREET	NORTH OF CENTRAL		1105	3819	276	0.7	S		815	397	0.62	S		1630		
	236402	12TH STREET	S. OF I-40 S. FRONTAGE RD.		1106	12226	946	0.67	S		745	1168	0.65	N		1630		
	241922	12TH STREET	SOUTH OF LOMAS		1109	5103	470	0.64	S		745	572	0.64	N		1630		
	237961	12TH STREET	NORTH OF MOUNTAIN		1304	9193	742	0.68	S		730	927	0.69	N		1630		
	242242	2ND STREET	SOUTH OF MOUNTAIN		1108	5718	340	1	N		715	740	1	N		1630		
	249802	2ND STREET	SOUTH OF CENTRAL		1108	5912	521	0.7	N		715	565	0.59	N		1645		
	246202	2ND STREET	SOUTH OF MARQUETTE		1109	7217	609	0.67	N		730	740	0.68	N		1630		
	247802	2ND STREET	SOUTH OF COPPER		1207	5078	329	0.65	N		715	476	0.57	N		1630		
	248602	2ND STREET	SOUTH OF TIJERAS		1208	5871	424	0.73	S		730	529	0.76	S		1630		
	253281	2ND STREET	NORTH OF COAL		1302	6162	595	0.64	S		715	768	0.59	N		1630		
	238762	2ND STREET	S. OF I-40 S. FRONTAGE RD.		1302	6261	374	1	N		900	913	1	N		1630		
	252041	2ND STREET	NORTH OF LEAD		1303	4631	444	0.85	N		730	374	0.74	N		1515		
	244482	2ND STREET	SOUTH OF LOMAS		1307	8317	612	0.57	N		745	856	0.7	N		1630		
	242242	2ND STREET	SOUTH OF MOUNTAIN		1310	6417	439	1	N		730	819	1	N		1630		
	249802	2ND STREET	SOUTH OF CENTRAL		1310	5749	446	0.79	N		715	500	0.64	N		1615		
	248522	3RD STREET	SOUTH OF TIJERAS		1104	8737	706	0.73	S		745	902	0.65	S		1615		
	238562	3RD STREET	S. OF I-40 S. FRONTAGE RD.		1105	5121	716	1	S		745	354	1	S		1600		
	242042	3RD STREET	SOUTH OF MOUNTAIN		1106	4996	681	1	S		730	451	1	S		1645		
	247682	3RD STREET	SOUTH OF COPPER		1111	5273	455	0.69	S		745	484	0.76	S		1645		
	246042	3RD STREET	SOUTH OF MARQUETTE		1207	7256	594	0.66	S		745	660	0.63	S		1615		
	244322	3RD STREET	SOUTH OF LOMAS		1207	6144	541	0.75	S		745	549	0.66	S		1615		
	249721	3RD STREET	NORTH OF GOLD		1210	4110	294	0.69	W		745	419	0.75	W		1630		
	251961	3RD STREET	NORTH OF LEAD		1306	3336	227	0.64	S		815	398	0.72	S		1630		
		Page 1 of 5																
co_cogi	RTE		LOCAT		DTE	RWCN	AMPK	AMDS		DA	AMHR	PMPK	PMDS	DP		PMHR		
	253161	3RD STREET	NORTH OF COAL		1306	3651	274	0.78	S		745	515	0.86	S		1630		
	241841	4TH STREET	NORTH OF LOMAS		1104	10181	886	0.55	S		900	826	0.62	N		1630		
	238442	4TH STREET	S. OF I-40 S. FRONTAGE RD.		1204	11046	846	0.67	S		745	1037	0.62	N		1630		
	249522	4TH STREET	SOUTH OF CENTRAL		1205	2330	213	0.58	S		800	228	0.64	S		1530		
	244122	4TH STREET	SOUTH OF LOMAS		1205	3786	336	0.78	S		745	345	0.59	N		1630		
	251761	4TH STREET	NORTH OF LEAD		1208	2619	289	0.78	N		745	240	0.61	N		1545		
	253001	4TH STREET	NORTH OF COAL		1307	3264	240	0.65	N		715	345	0.77	S		1645		
	241682	5TH STREET	SOUTH OF MOUNTAIN		1102	7788	497	1	N		815	1328	1	N		1630		
	248362	5TH STREET	SOUTH OF TIJERAS		1104	6466	506	0.62	N		745	550	1	S		1515		
	249281	5TH STREET	NORTH OF GOLD		1104	4180	386	0.66	N		745	455	0.71	N		1615		
	243842	5TH STREET	SOUTH OF LOMAS		1107	5795	426	0.61	N		800	753	0.87	N		1630		
	238322	5TH STREET	S.E. OF 6TH ST.		1201	6190	332	1	N		815	1029	1	N		1630		
	245762	5TH STREET	SOUTH OF MARQUETTE		1204	6106	522	0.58	N		745	704	0.68	N		1615		
	247362	5TH STREET	SOUTH OF COPPER		1204	4235	350	0.78	N		730	443	0.74	N		1600		
	252761	5TH STREET	NORTH OF COAL		1302	2136	252	0.54	S		800	214	0.69	S		1615		
	251561	5TH STREET	NORTH OF LEAD		1306	2395	256	0.82	N		730	232	0.53	N		1600		

TABLE 23.4.6 GROWTH FACTOR*

Design Period, Years (n)		Annual Growth Rate, Percent (r)						
	No Growth	2	4	5	6	7	8	10
1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
2	2.0	2.02	2.04	2.05	2.06	2.07	2.08	2.10
3	3.0	3.06	3.12	3.15	3.18	3.21	3.25	3.31
4	4.0	4.12	4.25	4.31	4.37	4.44	4.51	4.64
5	5.0	5.20	5.42	5.53	5.64	5.75	5.87	6.11
6	6.0	6.31	6.63	6.80	6.98	7.15	7.34	7.72
7	7.0	7.43	7.90	8.14	8.39	8.65	8.92	9.49
8	8.0	8.58	9.21	9.55	9.90	10.26	10.64	11.44
9	9.0	9.75	10.58	11.03	11.49	11.98	12.49	13.58
10	10.0	10.95	12.01	12.58	13.18	13.82	14.49	16.94
11	11.0	12.17	13.45	14.21	14.97	15.78	16.65	19.53
12	12.0	13.41	15.03	15.92	16.87	17.89	18.98	21.38
13	13.0	14.68	16.63	17.71	18.88	20.14	21.50	24.52
14	14.0	15.97	18.29	19.16	21.01	22.55	24.21	27.97
15	15.0	17.29	20.02	21.58	23.28	25.13	27.15	31.77
16	16.0	18.64	21.82	23.66	25.67	27.89	30.32	35.95
17	17.0	20.01	23.70	25.84	28.21	30.84	33.75	40.55
18	18.0	21.41	25.65	28.13	30.91	34.00	37.45	45.60
19	19.0	22.84	27.67	30.54	33.76	37.38	41.45	51.16
20	20.0	24.30	29.78	33.06	36.79	41.00	45.76	57.28
25	25.0	32.03	41.65	47.73	54.86	63.25	73.11	98.35
30	30.0	40.57	56.08	66.44	79.06	94.46	113.28	164.49
35	35.0	49.99	73.65	90.32	111.43	138.24	172.32	271.02

ONE WELL-
NETWORKED LANE
ON A TWO-WAY
STREET HANDLES
APPROX. 650 CARS
PER PEAK HOUR.

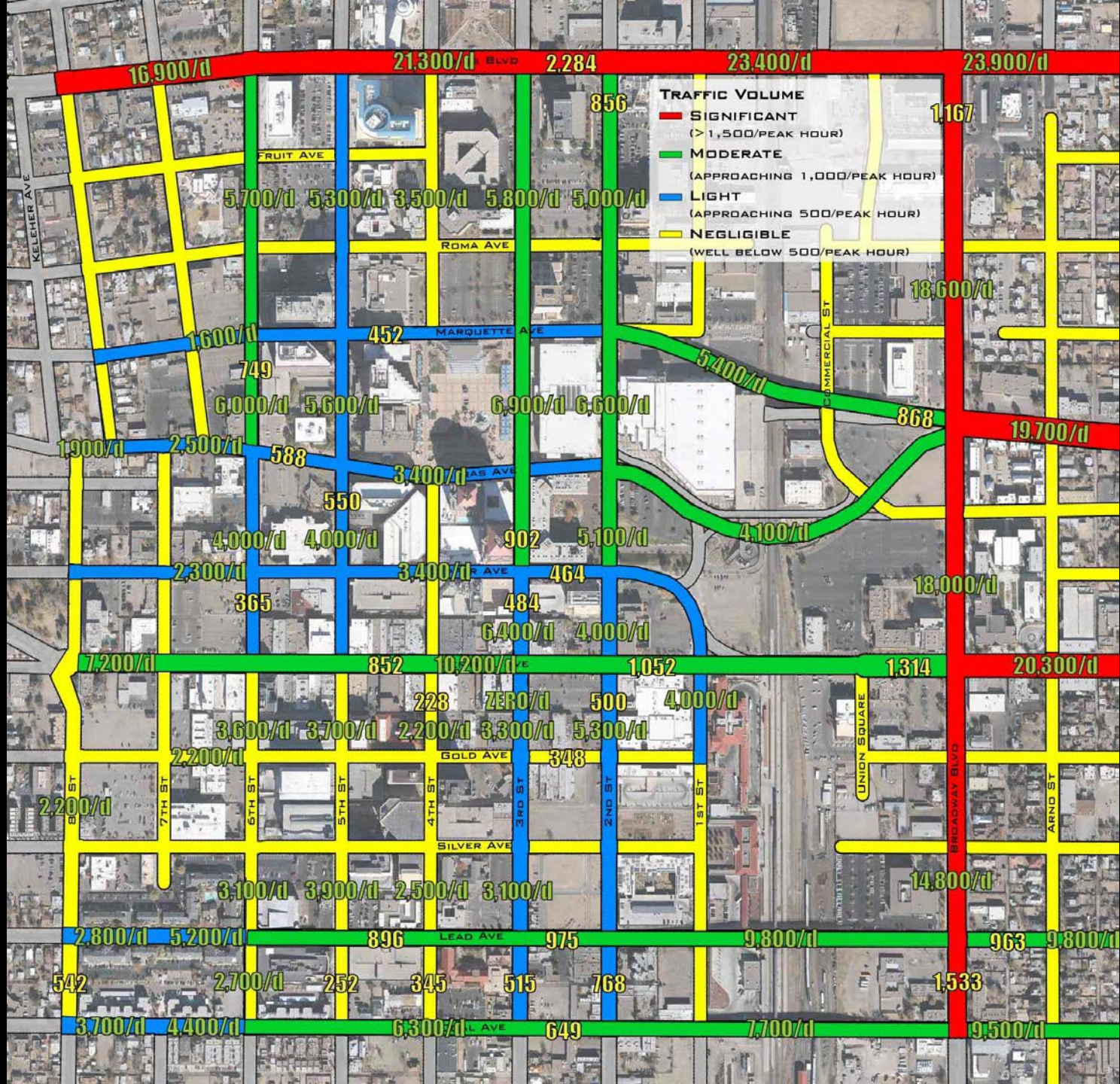
ONE WELL-
NETWORKED LANE
ON A ONE-WAY
STREET HANDLES
APPROX. 800 CARS
PER PEAK HOUR.

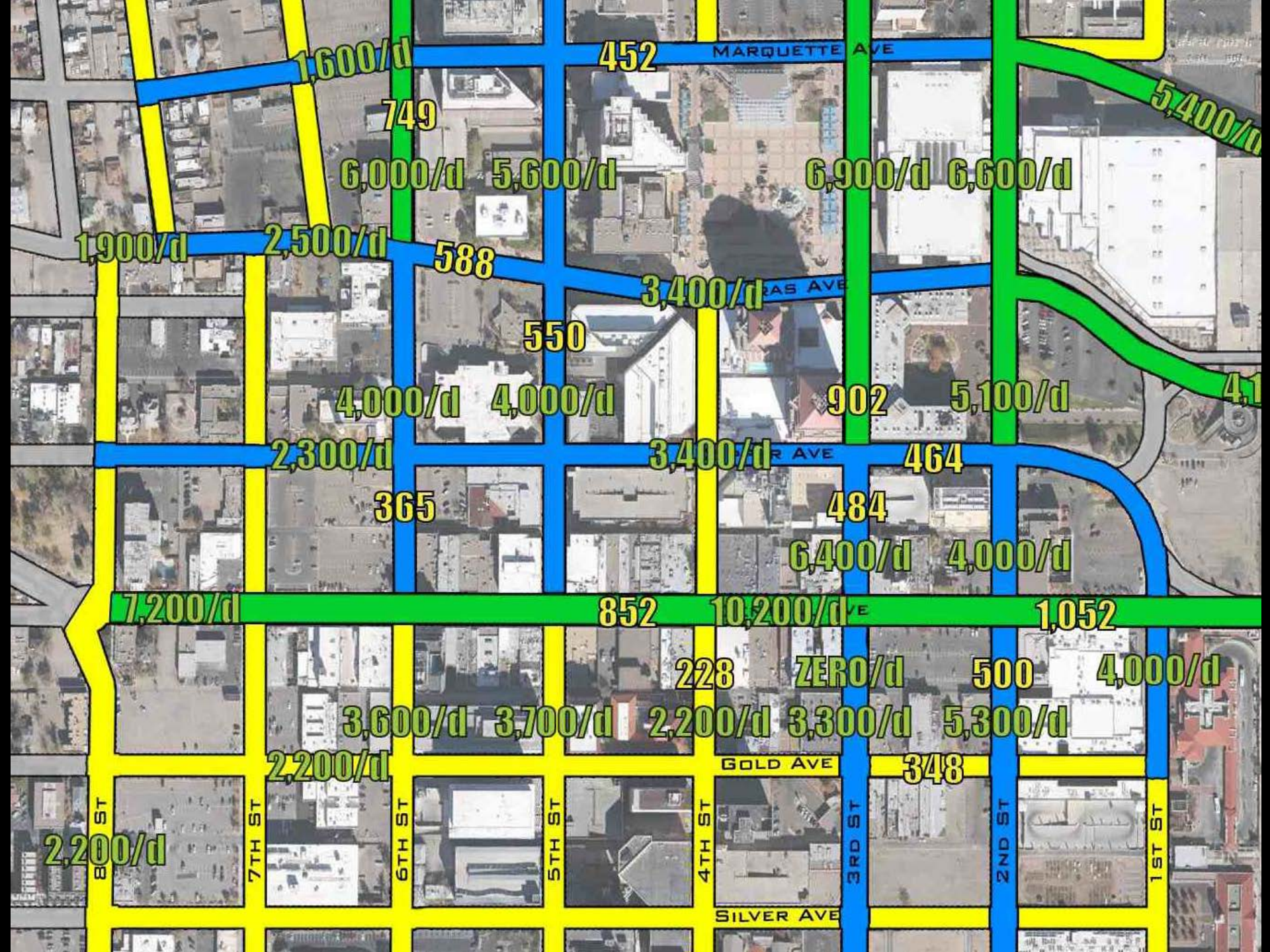
2-LANE STREETS
EASILY HANDLE
APPROX. 10,000
CARS PER DAY.

3-LANE STREETS
CAN HANDLE
APPROX. 20,000
CARS PER DAY.

Successful Road Diets

Location	Street	ADT Before	ADT After
San Leandro, CA	East 14th Street	17,700	16,700
Duluth, MN	21st. Avenue East	17,000	17,000
Ramsey County, MN	Rice Street	18,700	16,400
Toronto, ON	St. George Street	15,000	15,000
Kirkland, WA	Lake Washington Boulevard	23,000	25,900
Seattle, WA	North 45th Street	19,400	20,300
Covington, WA	State Road 516	29,900	32,800
Bellvue, WA	Montana Street	18,500	18,500
East Lansing, MI	Grand River Boulevard	23,000	23,000
Santa Monica, CA	Main Street	20,000	18,000
Helena, MT	U.S. 12	18,000	18,000
San Francisco, CA	Valencia Street	22,200	20,000
Oakland, CA	High Street	22,000	24,000
Orlando, FL	Edgewater Drive	20,500	21,000
Seattle, WA	Madison Street	17,000	18,000
Reno, NV	South Wells Avenue	18,000	17,500
University Place, WA	67th Avenue	17,000	15,000
University Place, WA	Cirque Avenue	16,900	14,400
East Lansing, MI	West Grand River Avenue	18,000	18,000
East Lansing, MI	Abbott Road	15,000	21,000
Charlotte, NC	East Boulevard	21,400	18,400





Contech
Engineered
Solutions

Tijeras Ave NW

Tijeras Ave NW

6th St NW

Tijeras Ave NW

6th St NW

6th St NW

Contech
Engineered
Solutions

749 =
2 LANES

Tijeras Ave NW

Tijeras Ave NW

6th St NW

6th St NW

Tijeras Ave NW

588 =
1 LANE



THE TASTE OF JAMAICA

IMPORTED



Re-Stripe

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LAGER

DRINK RESPONSIBLY
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11.2 FL. OZ.

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Six 11.2 fl. oz. Bottles

OF JAMAICA

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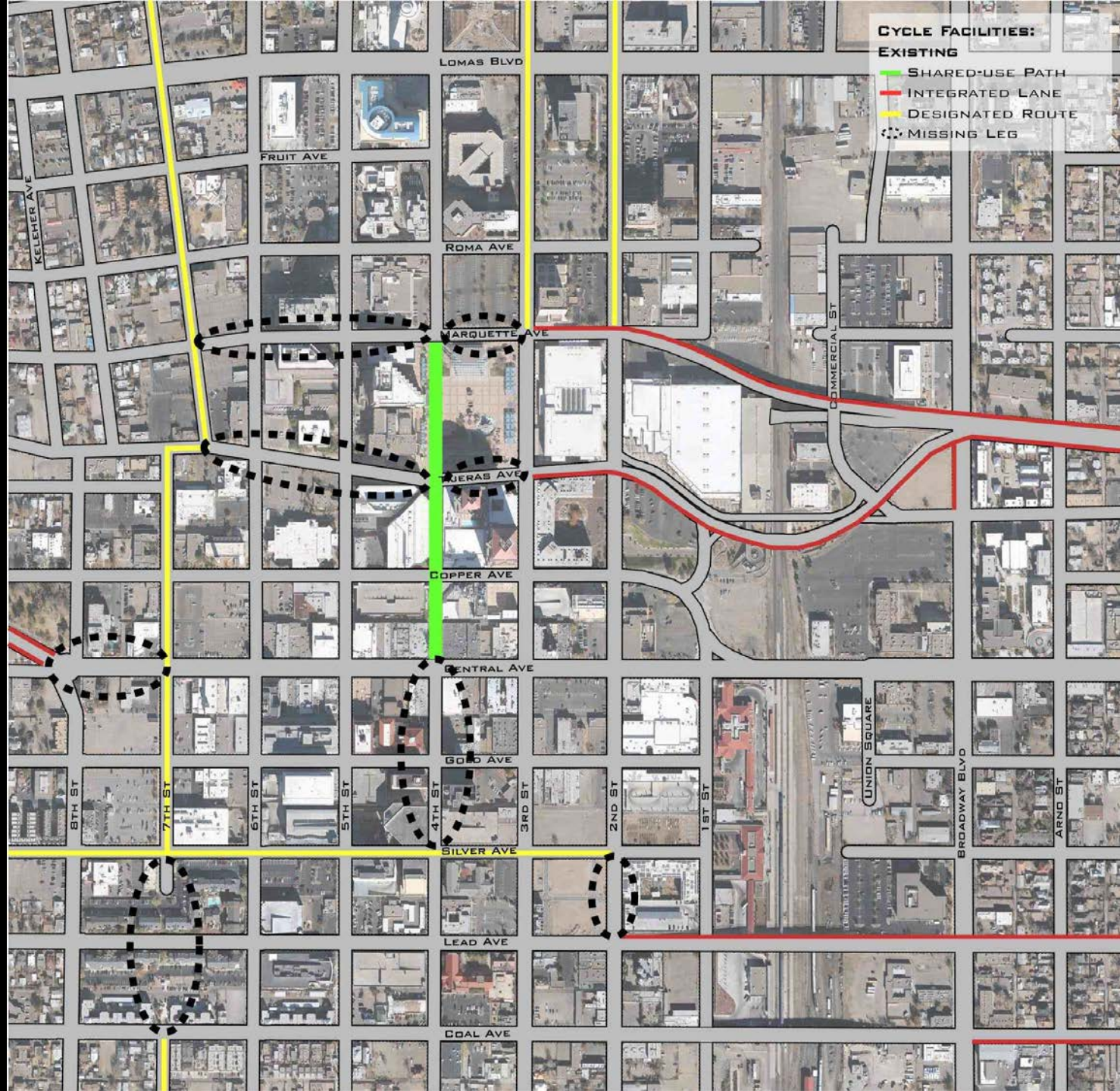
JAMAICAN
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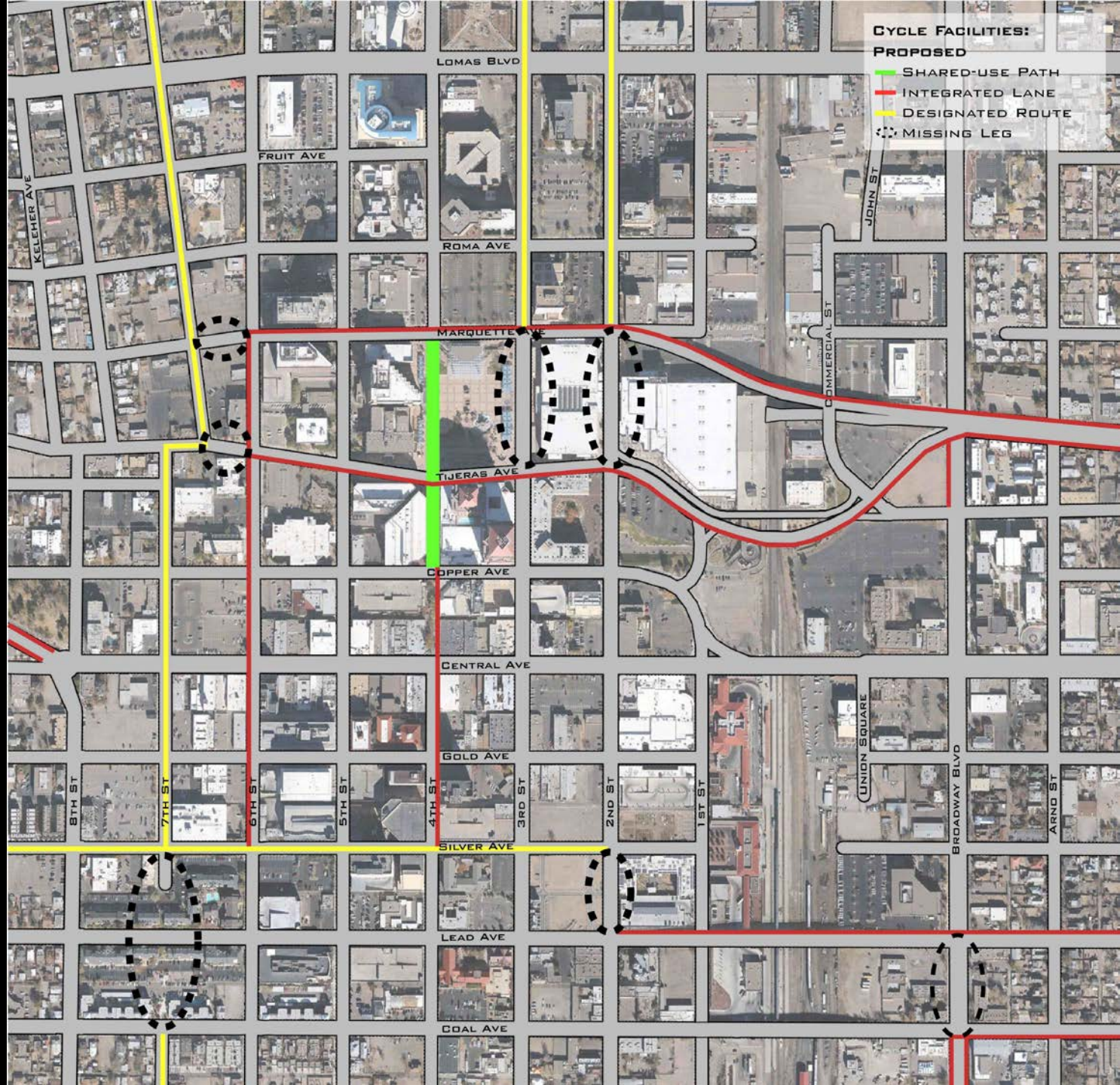
www.redstripebeer.com

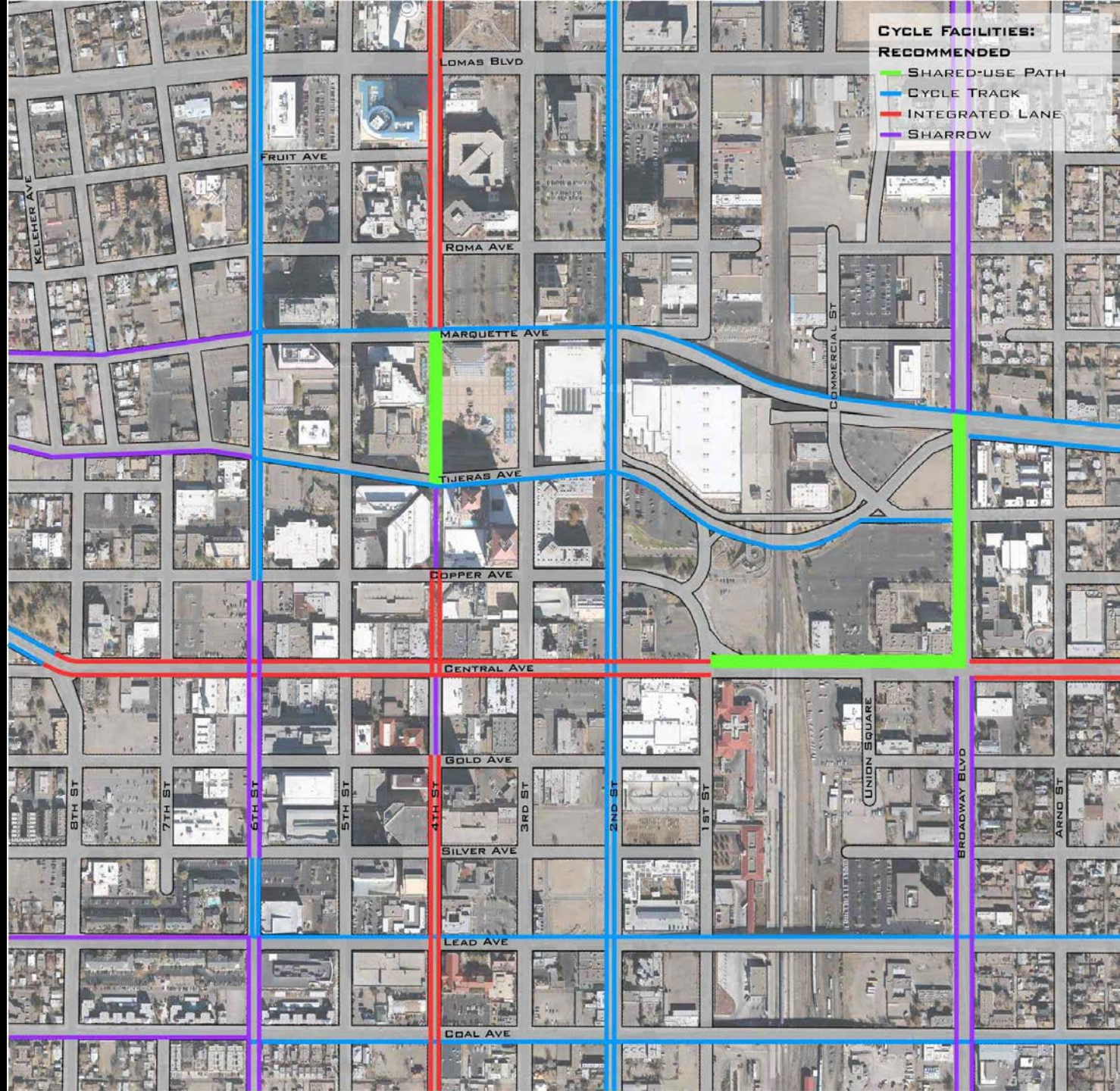
IMPORTED BY
GUINNESS
JAMAICA
LIMITED

A SAFE WALK

- SAFETY FACTORS
- THE INFAMOUS DPM
- SUPPLY AND DEMAND
- CYCLING NETWORK

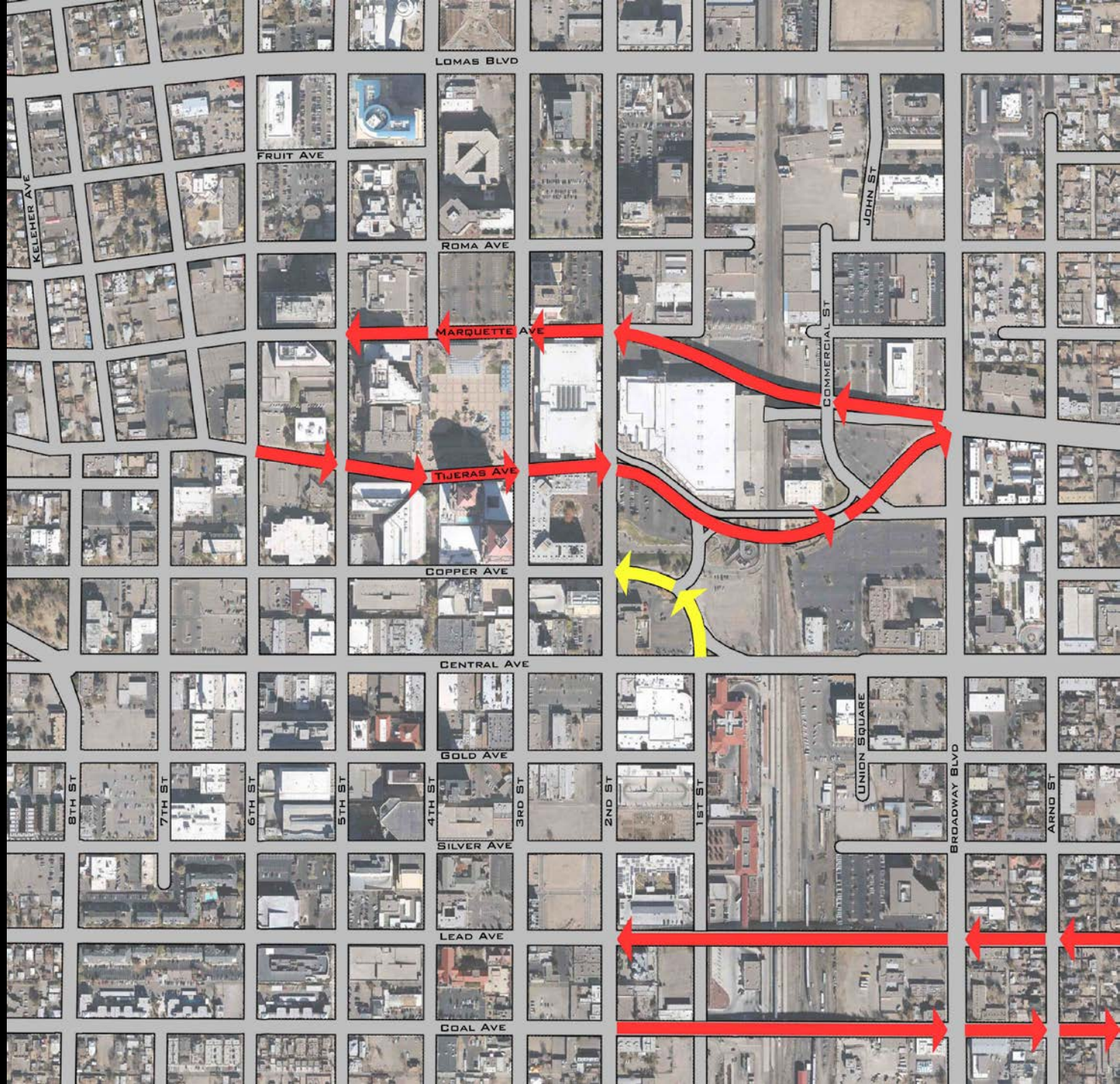




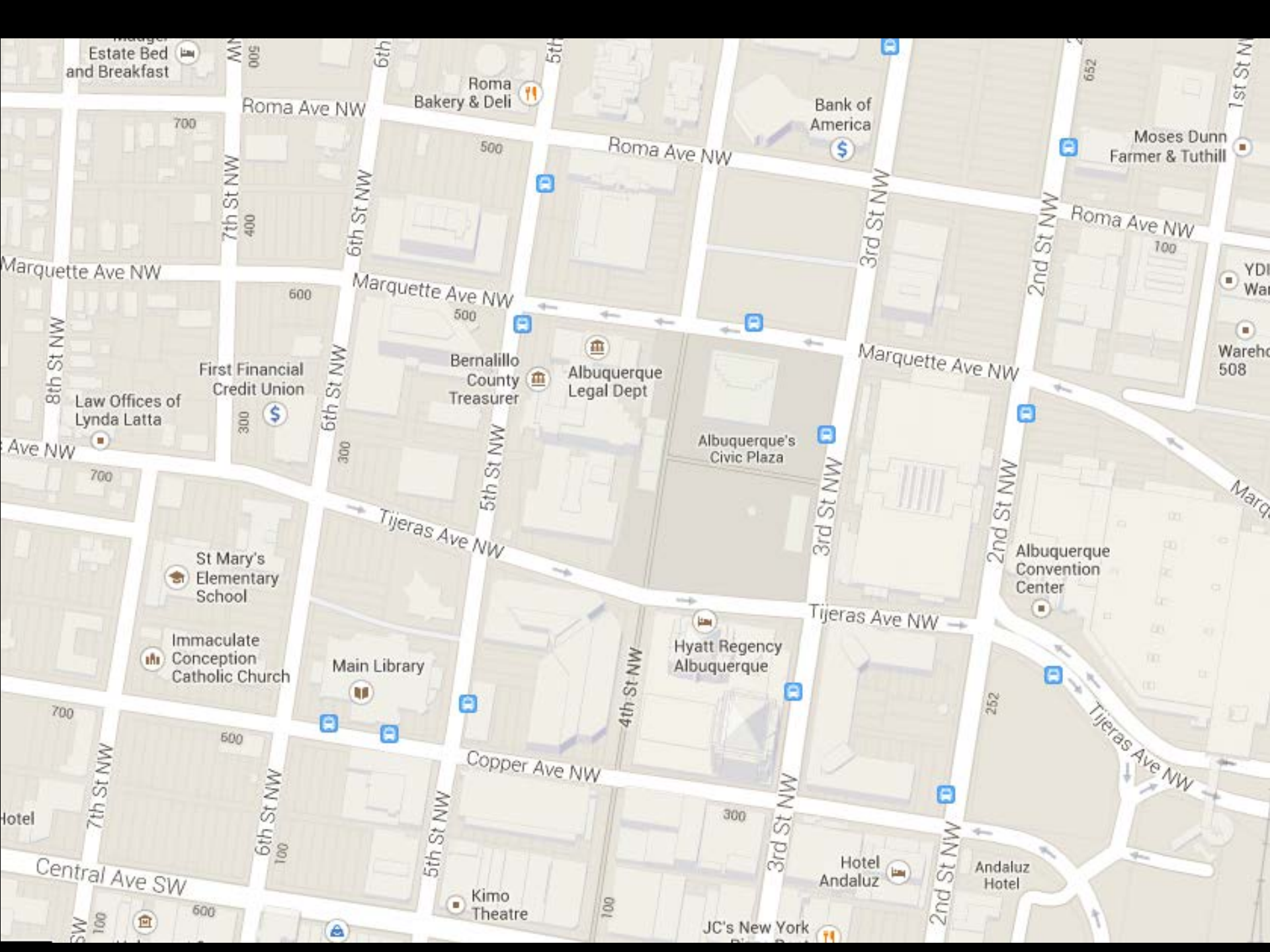


A SAFE WALK

- SAFETY FACTORS
- THE INFAMOUS DPM
- SUPPLY AND DEMAND
- CYCLING NETWORK
- ONE WAYS



MARQUETTE
& TIJERAS





parking



OPEN

RESERVED
PARKING

VISITOR
PARKING

LOT FULL
NO ENTRY
ONLY

NO HIGH VEHICLES

LOW CLEARANCE 6'-6"

PARK
CLOSED
TO
COOPERS

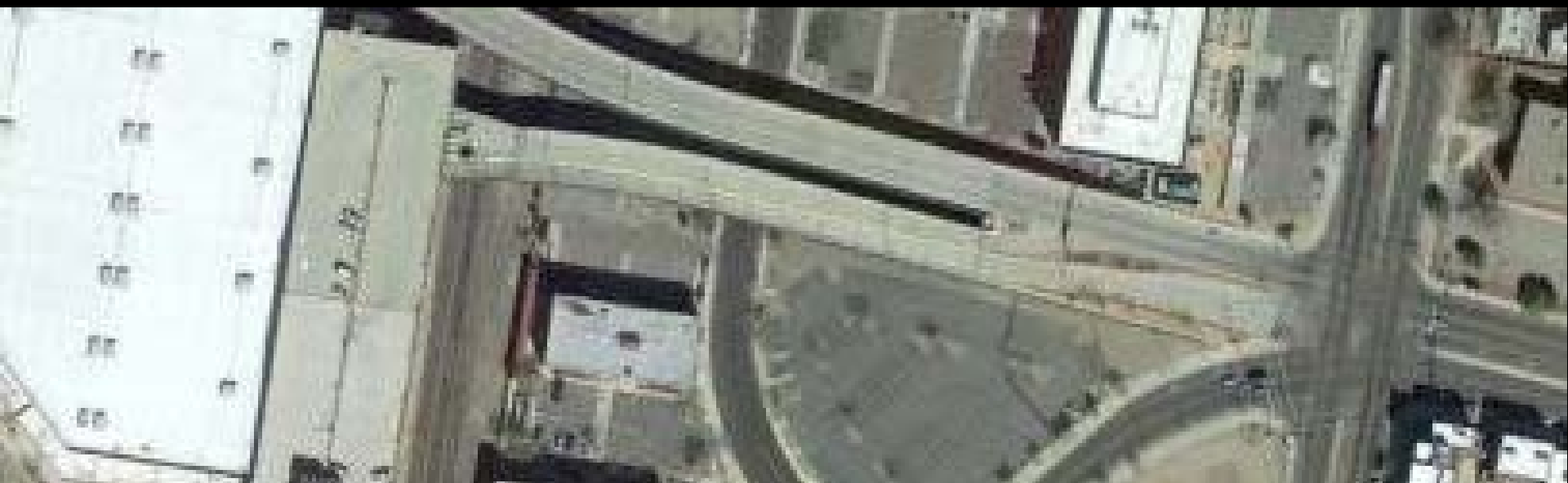
LIFE LINE
PUBLIC WORK
NO ENTRY

RESERVED
PARKING
UPPER
LEVEL

NO HIGH
VEHICLES
CLEARANCE 6'-6"







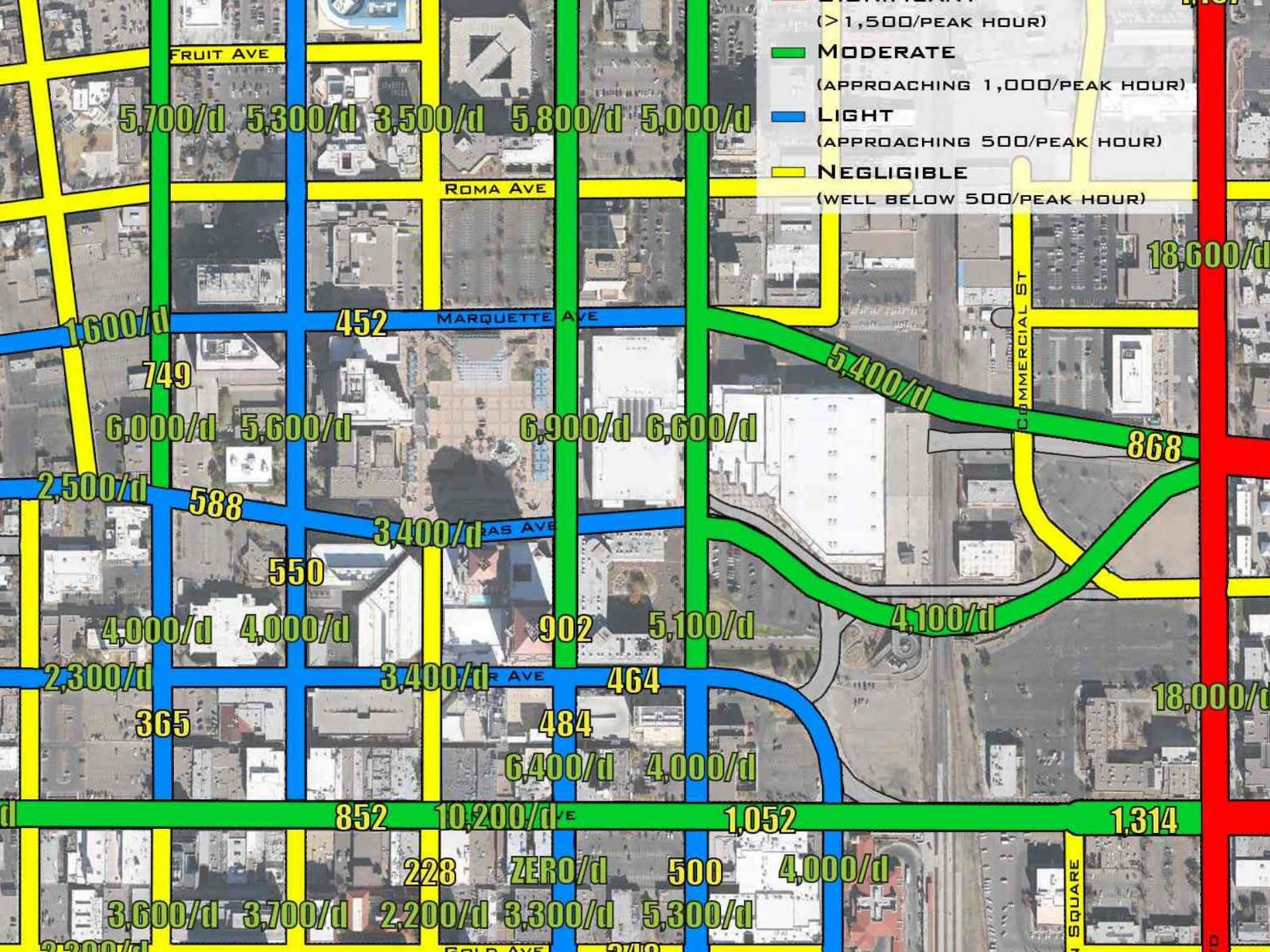


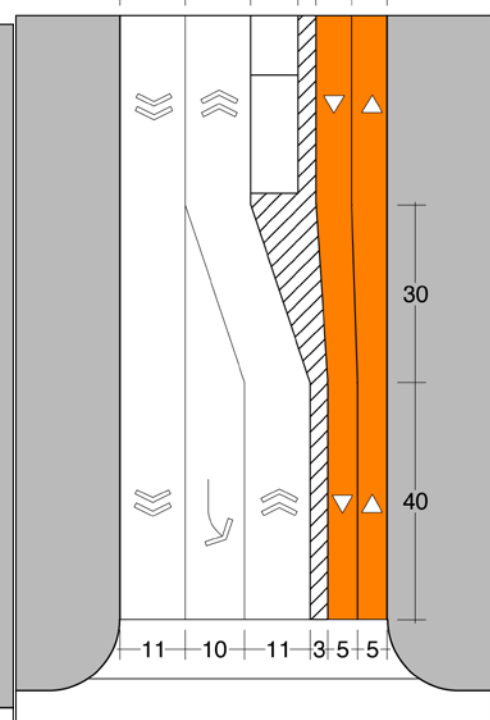
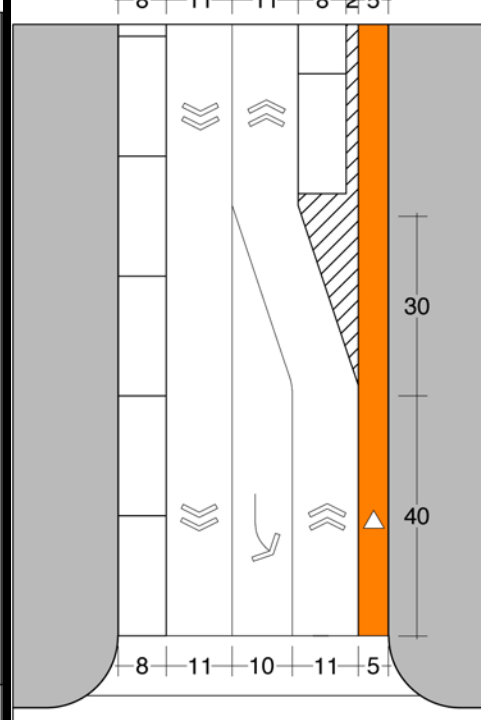
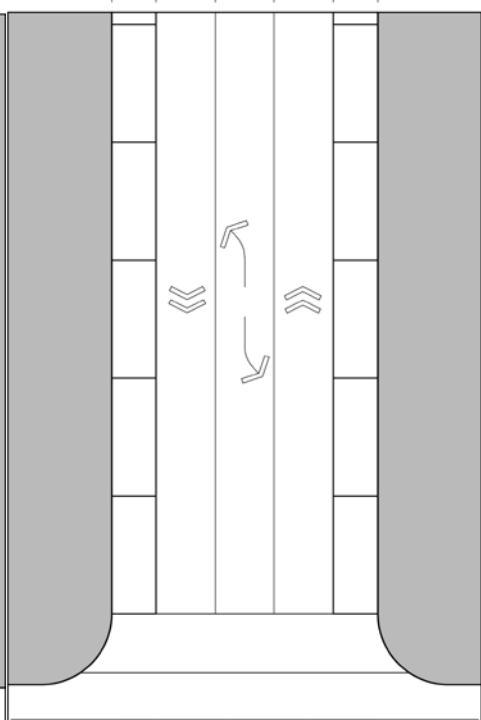
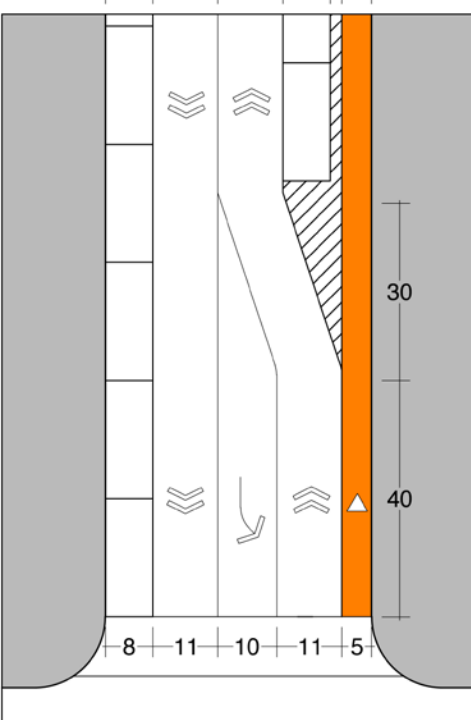
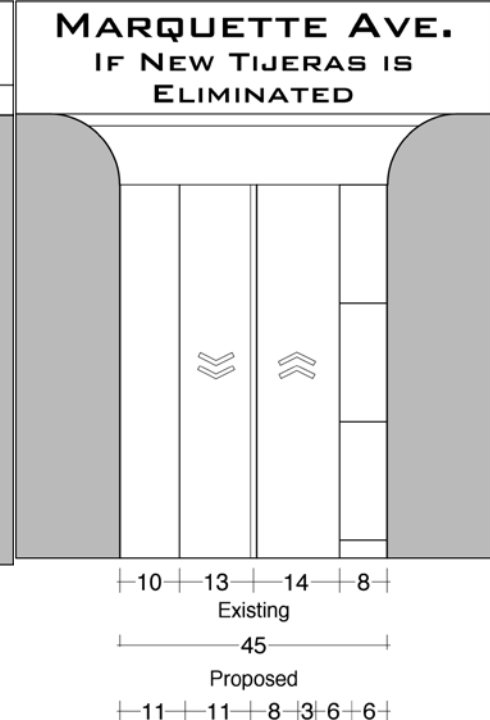
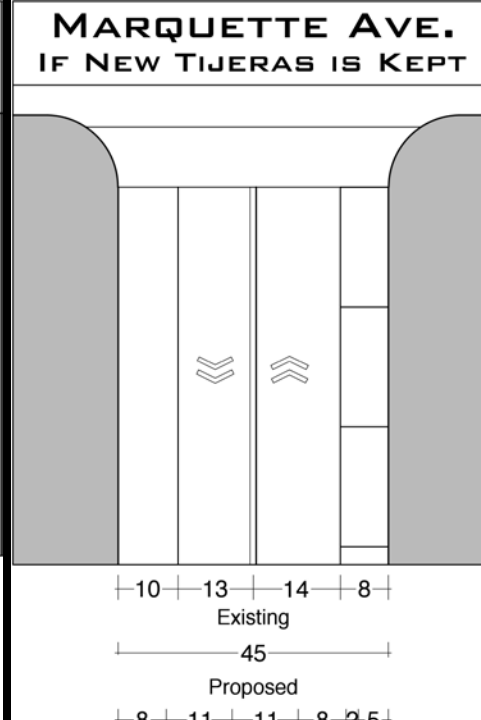
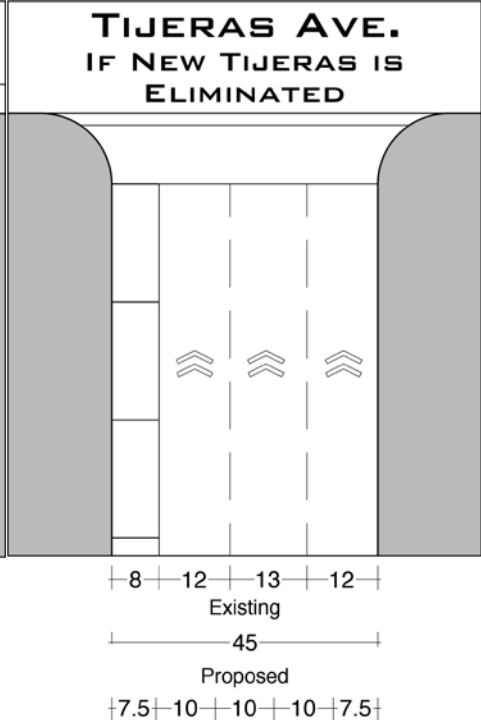
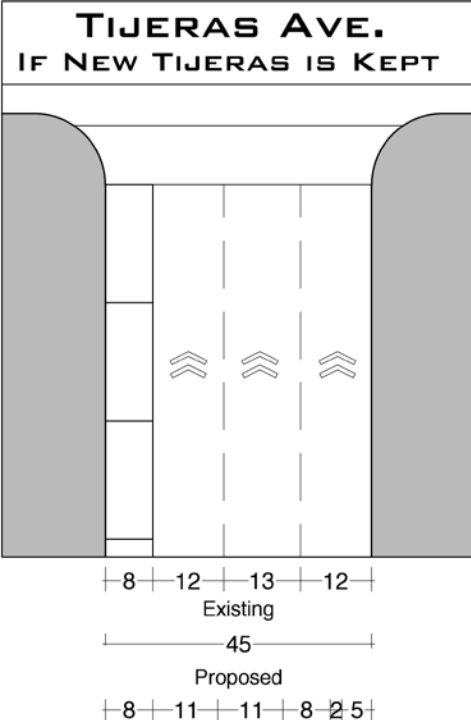


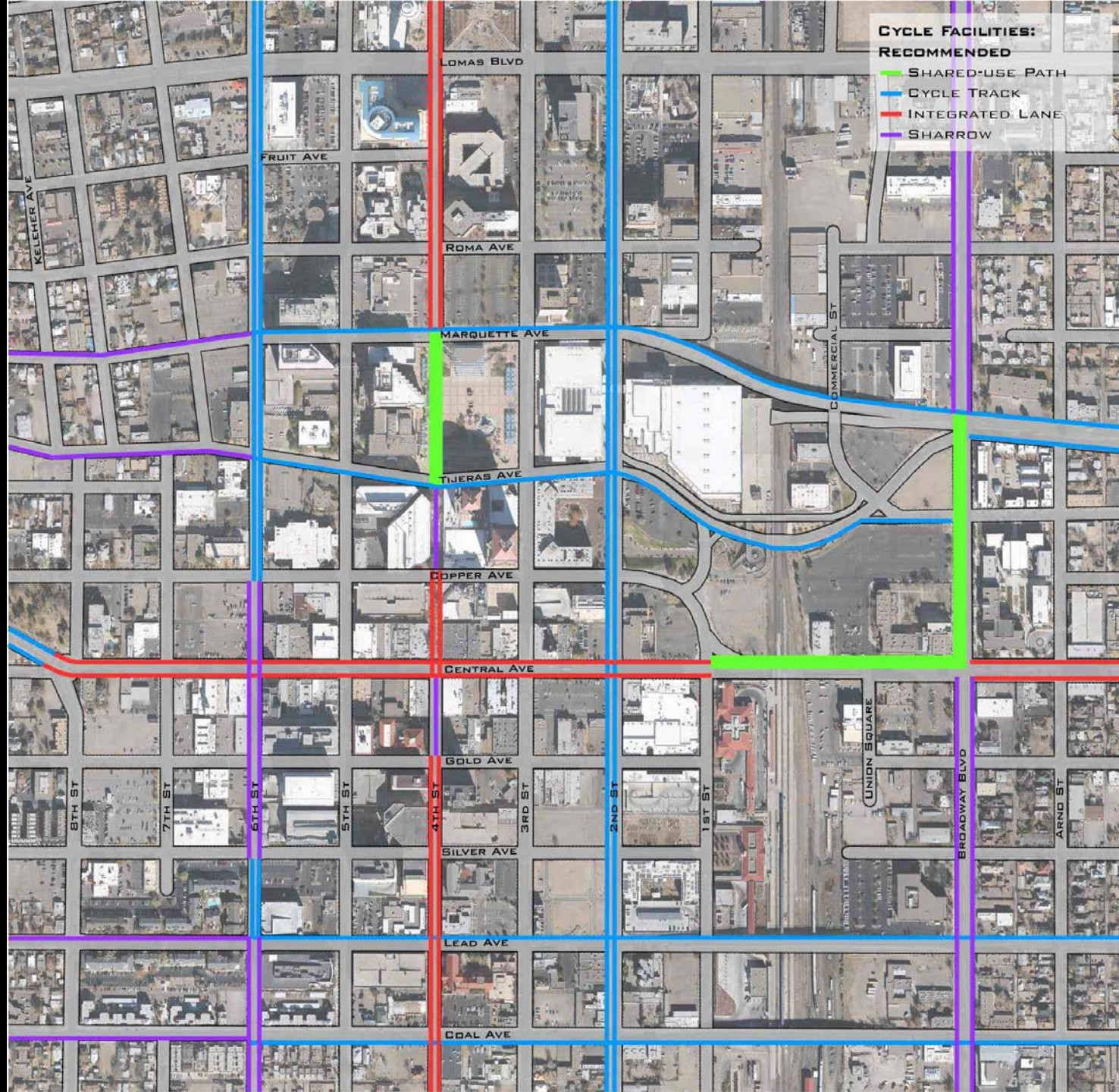


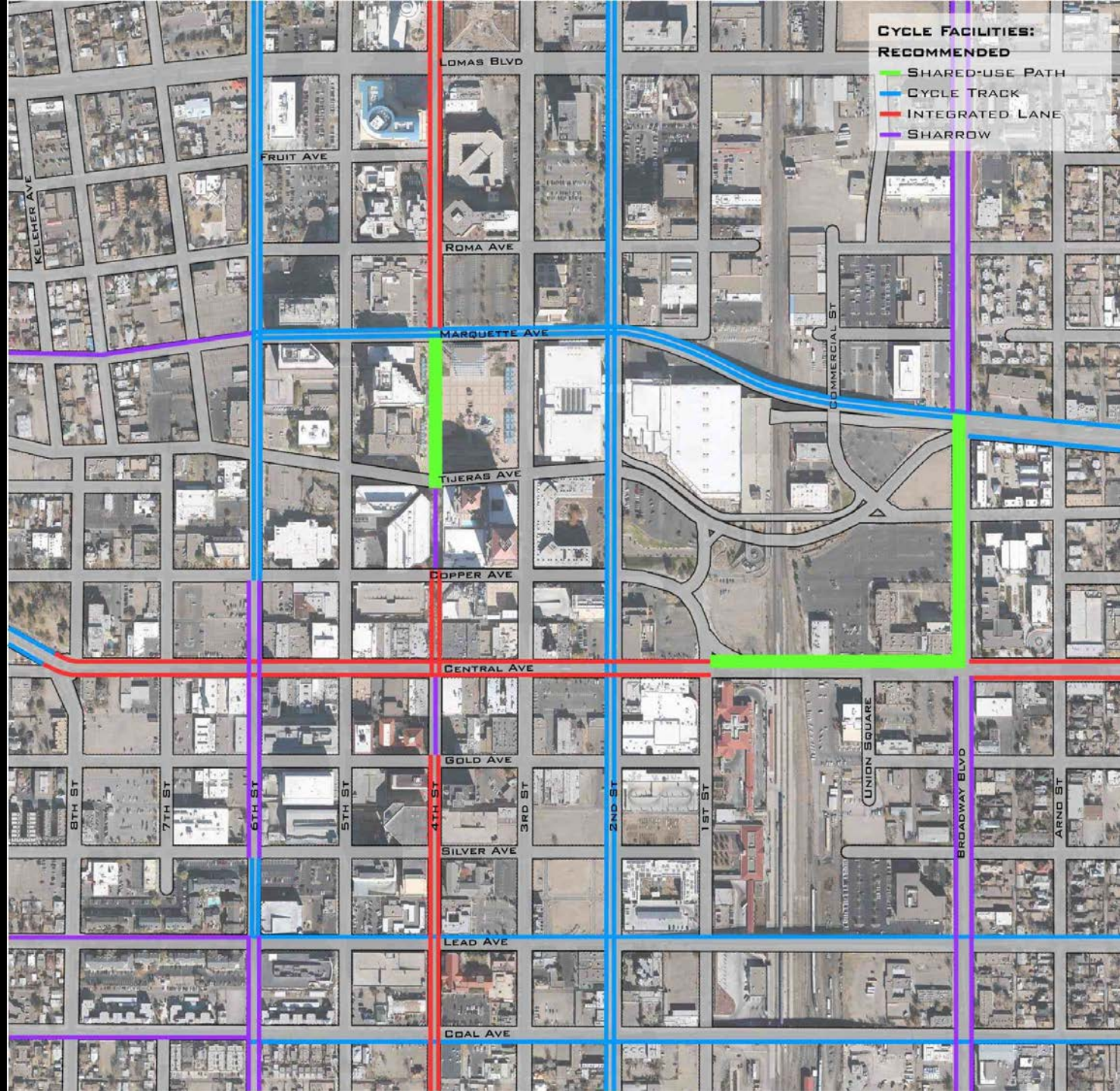
RADICAL











A SAFE WALK

- SAFETY FACTORS
- THE INFAMOUS DPM
- SUPPLY AND DEMAND
- CYCLING NETWORK
- ONE WAYS
- OTHER INDIVIDUAL STREETS

* 1/2 hr plug
all over city
in places where
we want no
drugs

I think the plan for
Core's AB section is PDDDBP
and a short BDDDB
at corners.

Don't be
prepared to
stop
to be prepared
to die

should be
70 77

Meter &
Sign policy
has to
be more
occupancy!

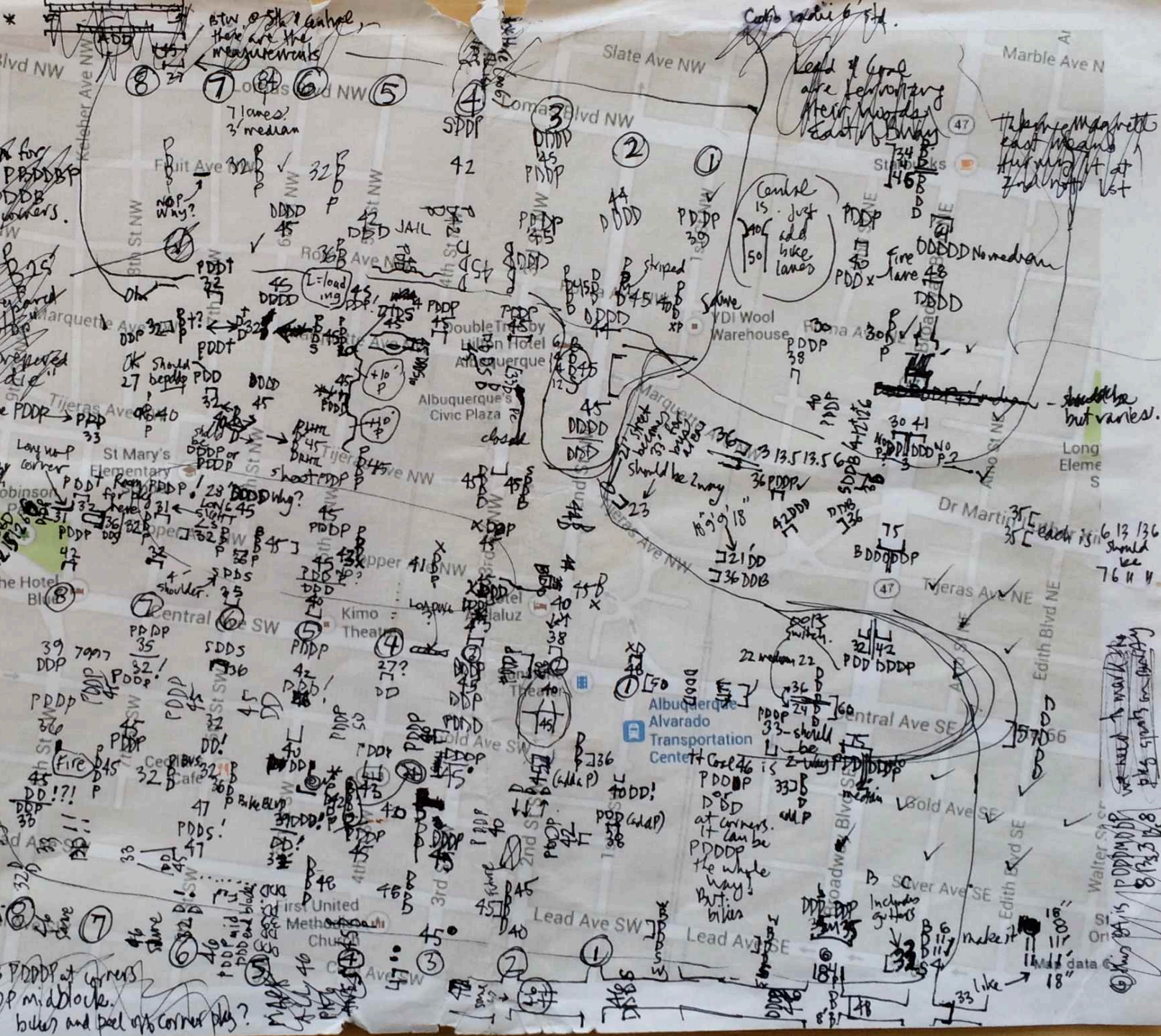
off road here is 47
PDDP at corners
PDDP midblock
Right 5/3 + bikes

think that
here a RTH
removes 3
play spaces.

think BDDDB
on silver
at 4
is a bus
drive
drive
RTH

Part of the
plan is to
add a
drill
drill

45 on 3rd is PDDDBP at corners
but PDDP midblock.
could add bushes and peel off corner play?



need to mark 3/4
plug south on 4th

think that
here a RTH
removes 3
play spaces.

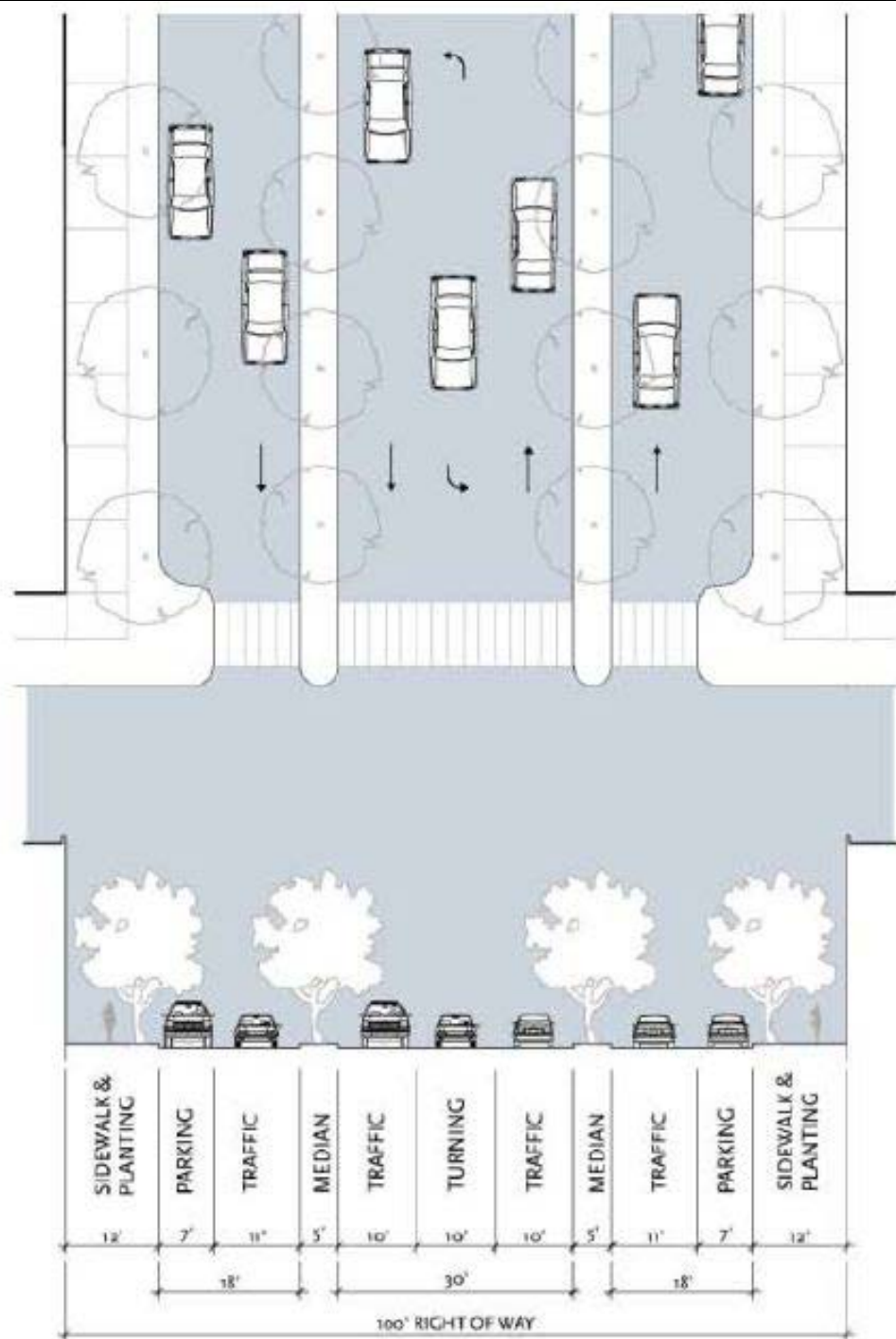
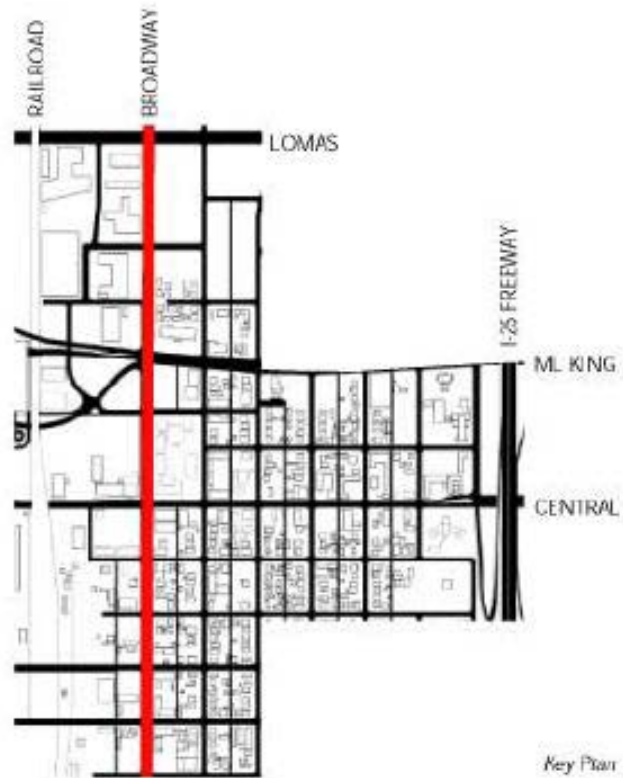
think BDDDB
on silver
at 4
is a bus
drive
drive
RTH

Part of the
plan is to
add a
drill
drill



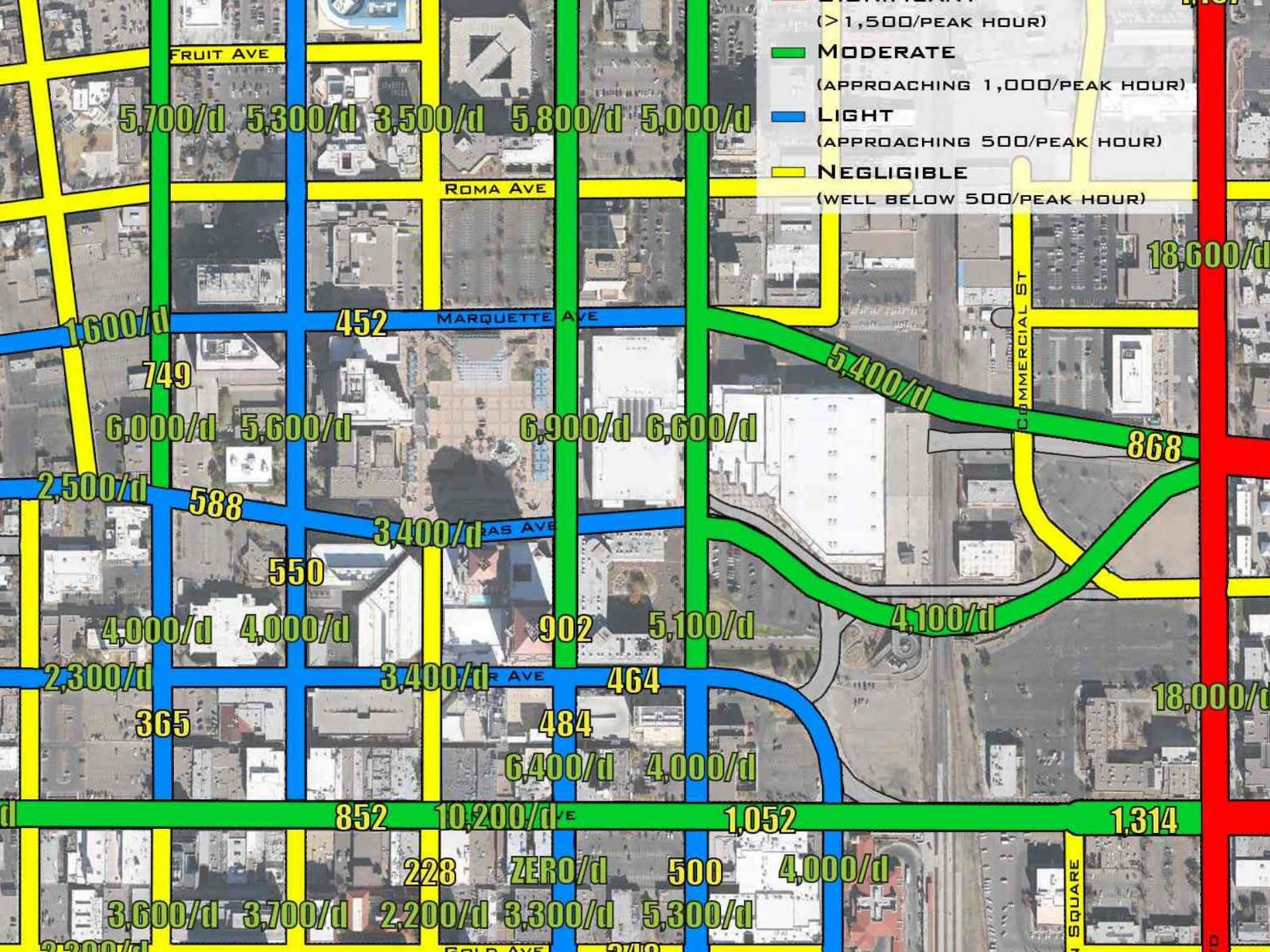
BROADWAY

PLAN COMPONENTS | GREAT STREETS BROADWAY BOULEVARD





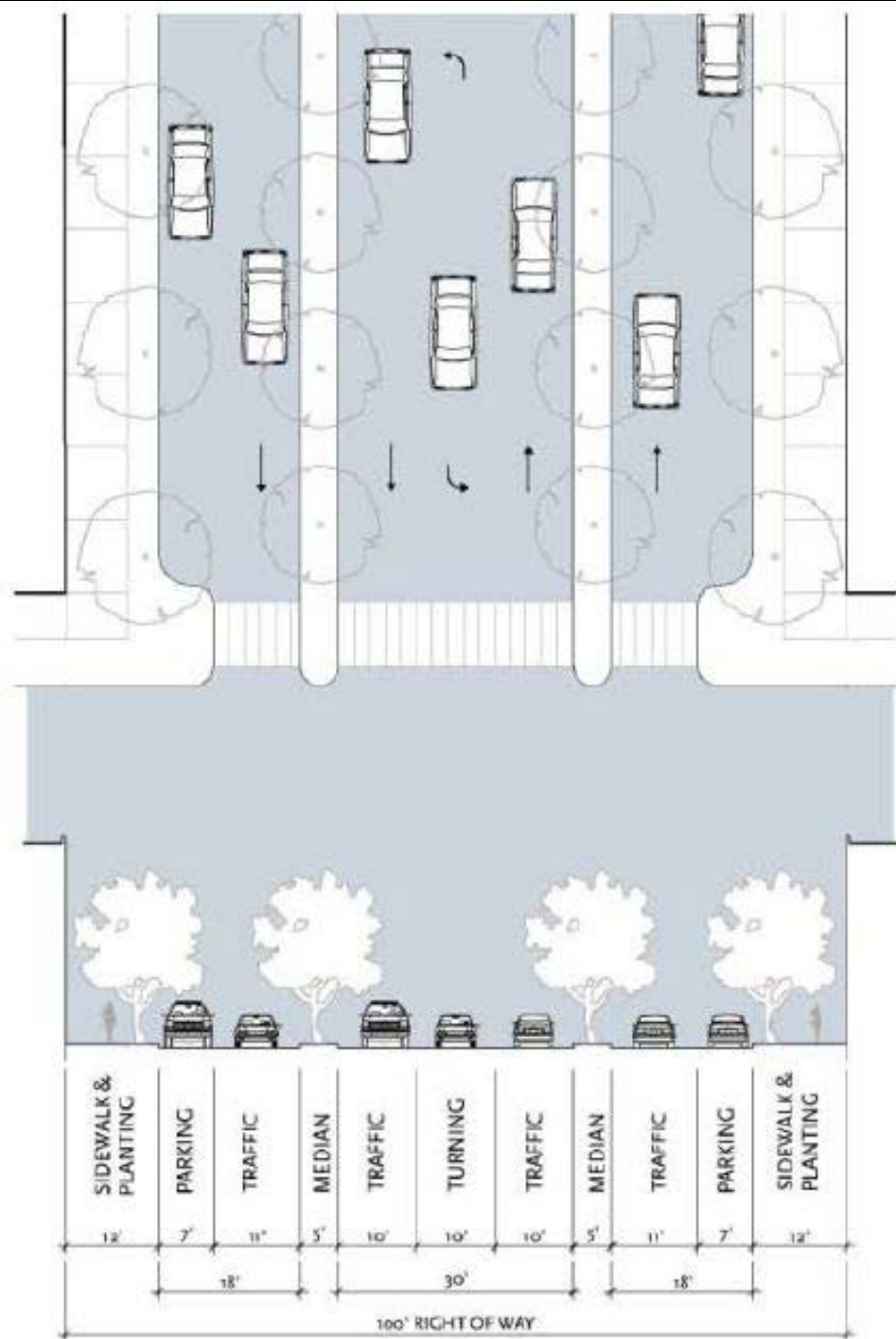
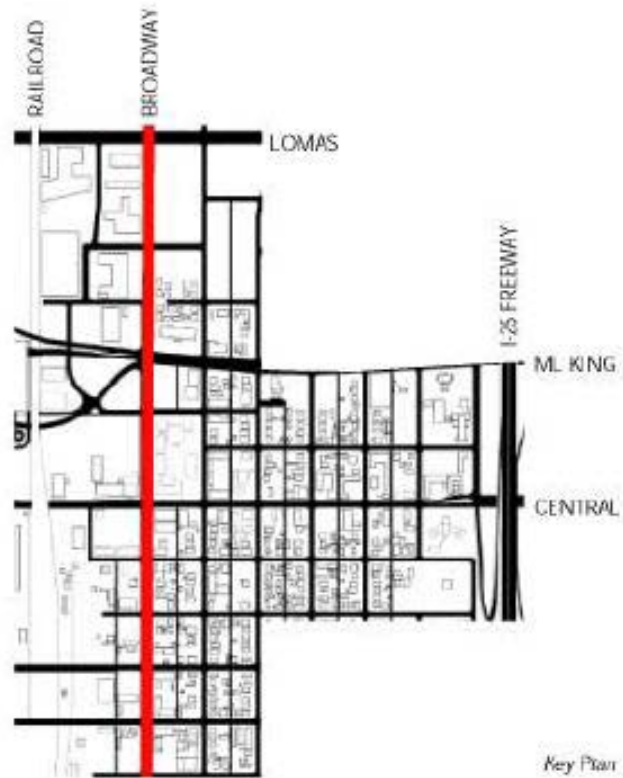
Report a concern



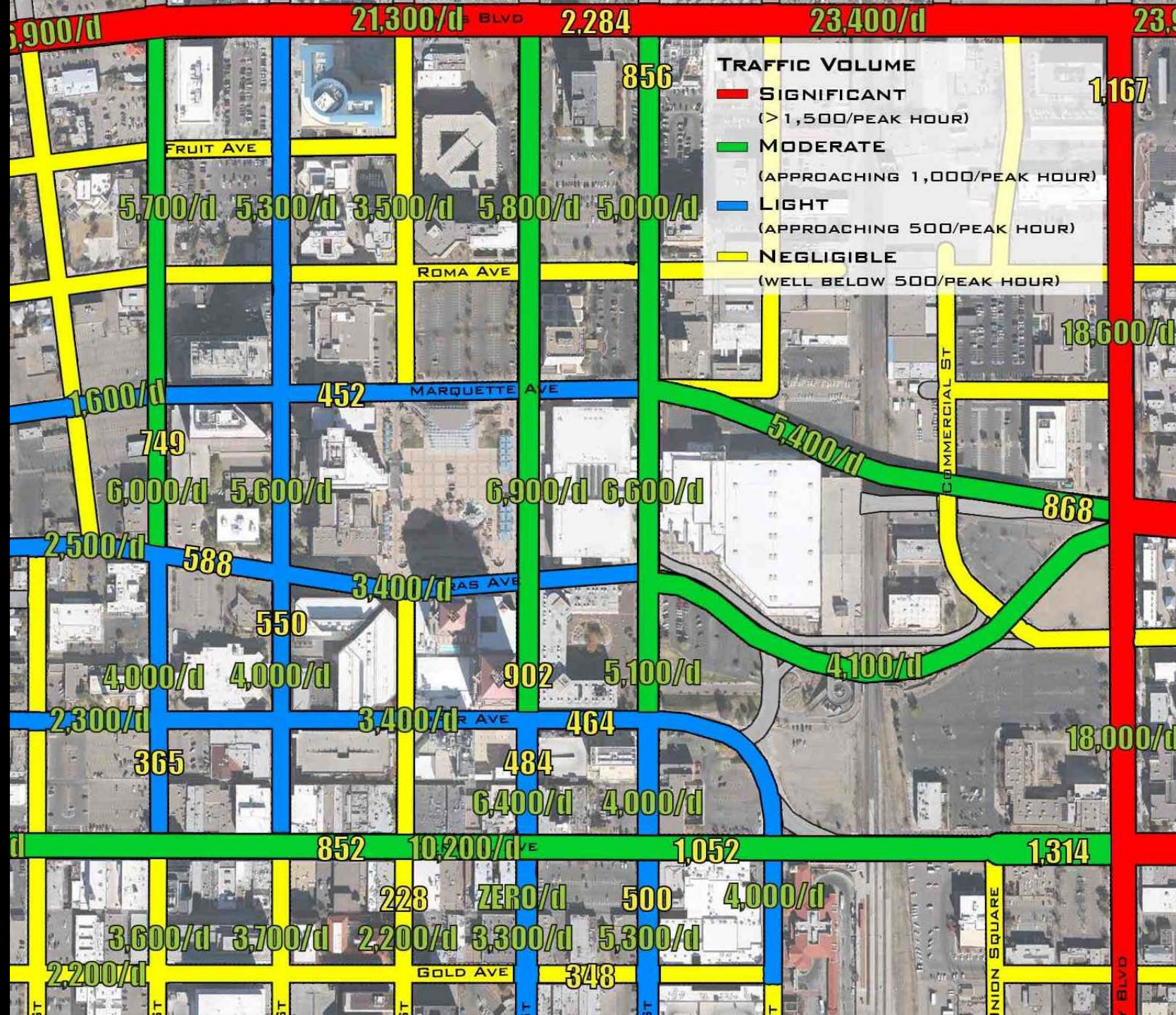
Successful Road Diets

Location	Street	ADT Before	ADT After
San Leandro, CA	East 14th Street	17,700	16,700
Duluth, MN	21st. Avenue East	17,000	17,000
Ramsey County, MN	Rice Street	18,700	16,400
Toronto, ON	St. George Street	15,000	15,000
Kirkland, WA	Lake Washington Boulevard	23,000	25,900
Seattle, WA	North 45th Street	19,400	20,300
Covington, WA	State Road 516	29,900	32,800
Bellvue, WA	Montana Street	18,500	18,500
East Lansing, MI	Grand River Boulevard	23,000	23,000
Santa Monica, CA	Main Street	20,000	18,000
Helena, MT	U.S. 12	18,000	18,000
San Francisco, CA	Valencia Street	22,200	20,000
Oakland, CA	High Street	22,000	24,000
Orlando, FL	Edgewater Drive	20,500	21,000
Seattle, WA	Madison Street	17,000	18,000
Reno, NV	South Wells Avenue	18,000	17,500
University Place, WA	67th Avenue	17,000	15,000
University Place, WA	Cirque Avenue	16,900	14,400
East Lansing, MI	West Grand River Avenue	18,000	18,000
East Lansing, MI	Abbott Road	15,000	21,000
Charlotte, NC	East Boulevard	21,400	18,400

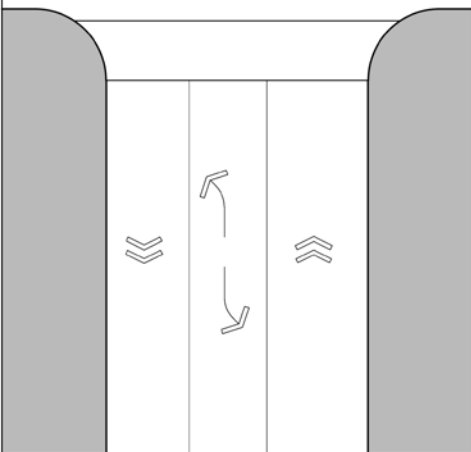
PLAN COMPONENTS | GREAT STREETS BROADWAY BOULEVARD



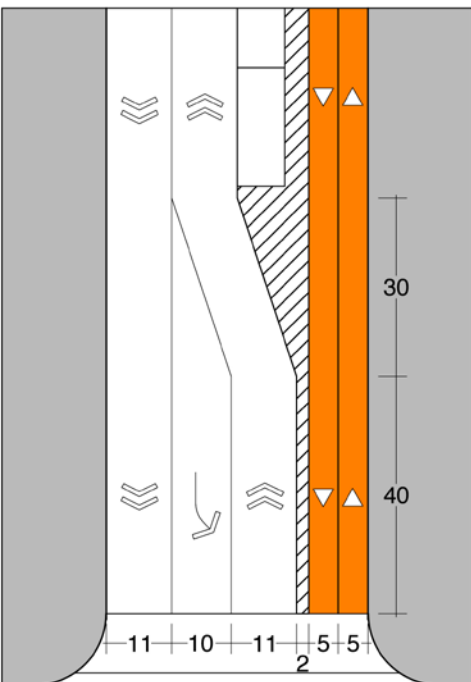
2nd STREET



2ND STREET 44-FOOT SECTIONS

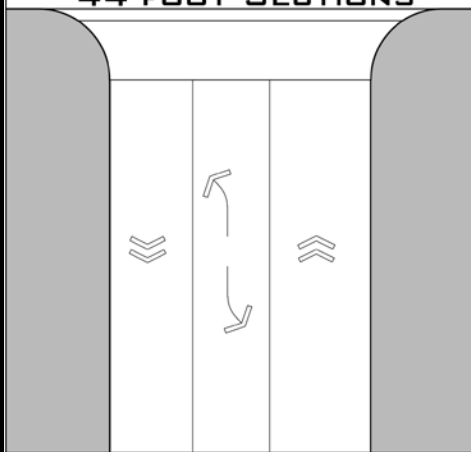


Existing
14 | 13 | 17
44
Proposed
11 | 11 | 8 | 4 | 5 | 5

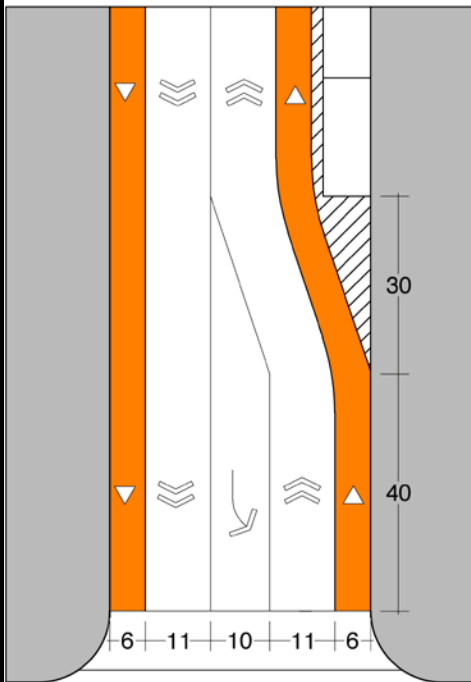


11 | 10 | 11 | 5 | 5 | 2

2ND STREET - TIMID ALTERNATIVE 44-FOOT SECTIONS

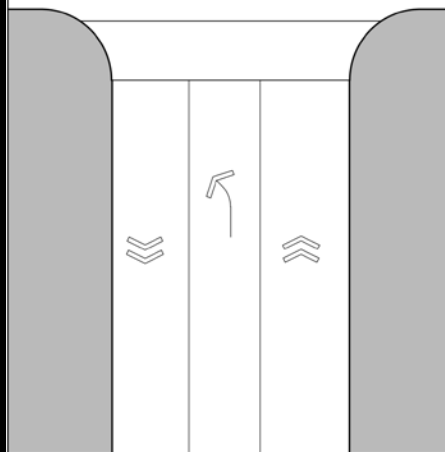


Existing
14 | 13 | 17
44
Proposed
6 | 11 | 11 | 6 | 2 | 8

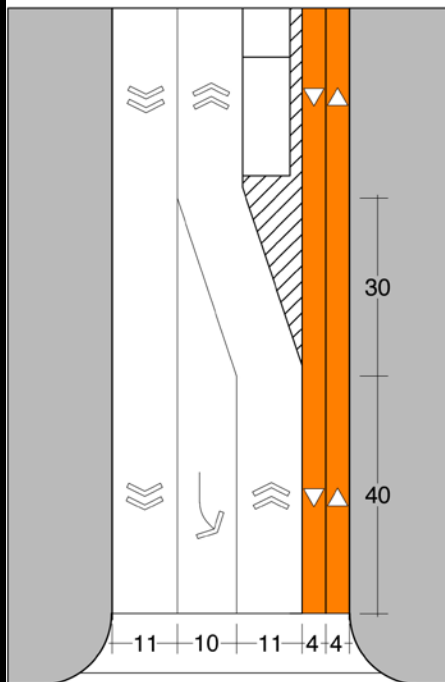


6 | 11 | 10 | 11 | 6

2ND STREET 40-FOOT SECTIONS

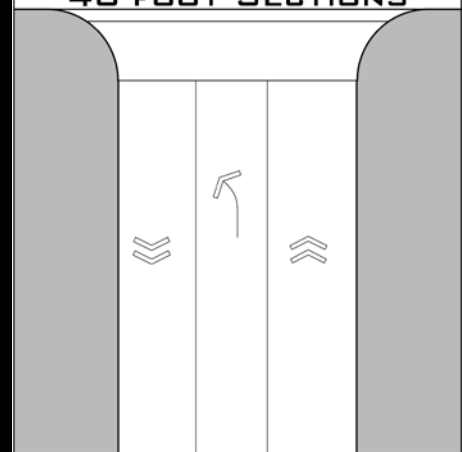


Existing
13 | 12 | 15
40
Proposed
11 | 11 | 8 | 2 | 4 | 4

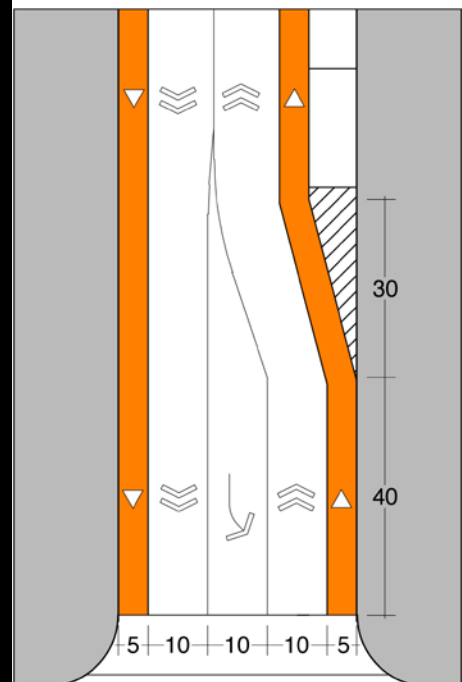


11 | 10 | 11 | 4 | 4

2ND STREET - TIMID ALTERNATIVE 40-FOOT SECTIONS

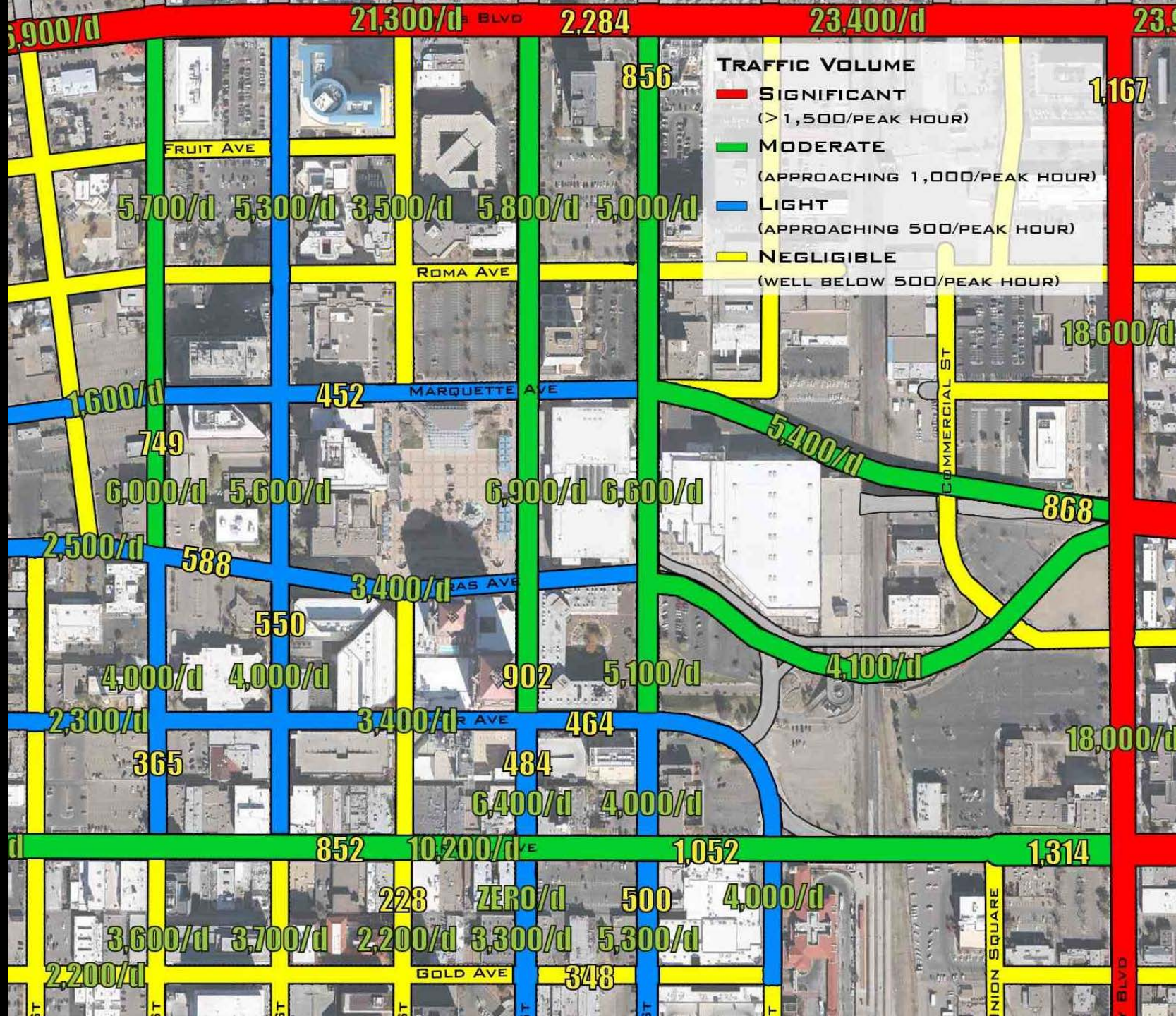


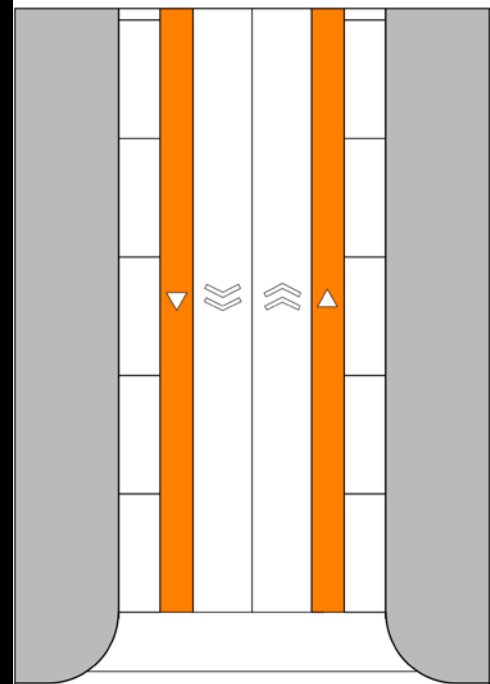
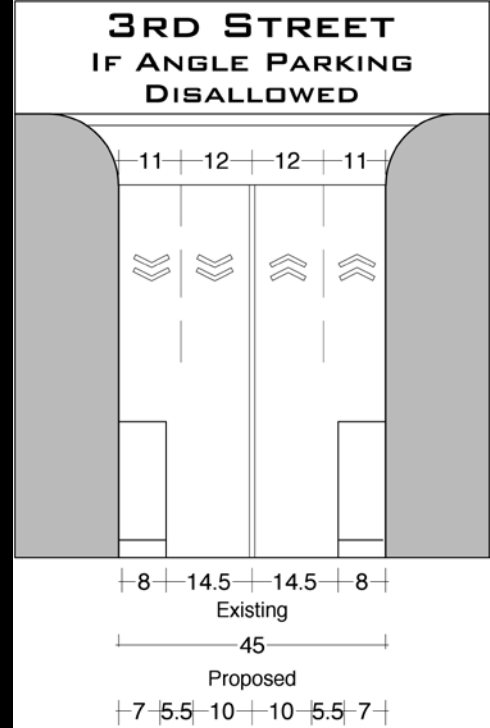
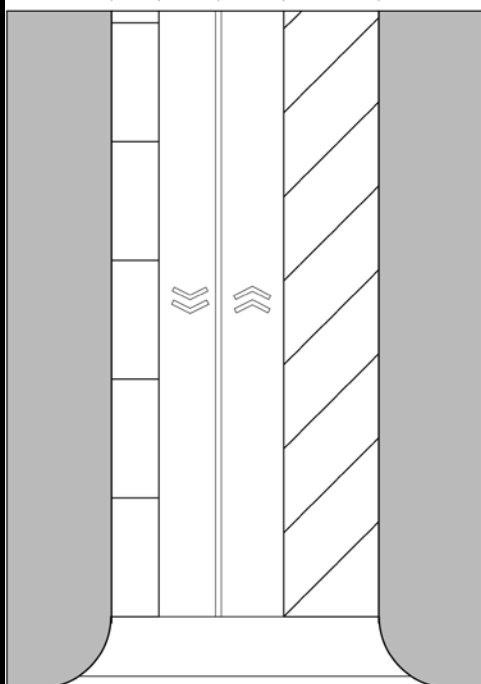
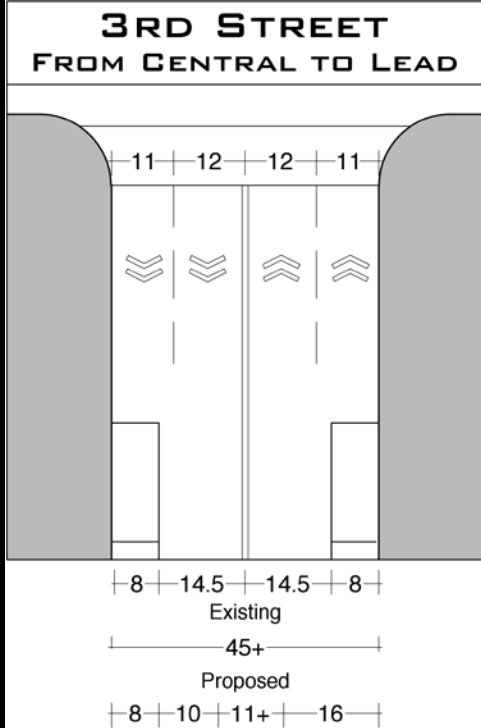
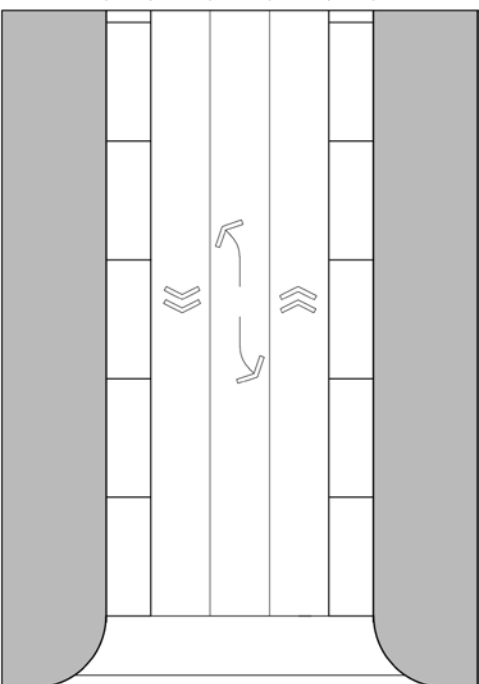
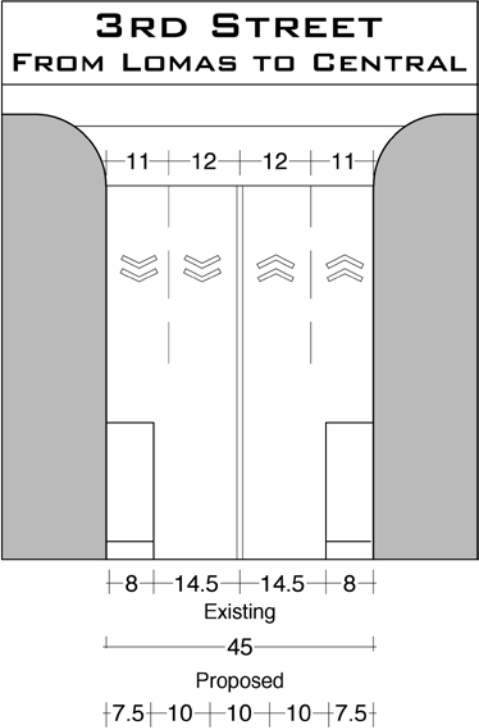
Existing
13 | 12 | 15
40
Proposed
5 | 11 | 11 | 5 | 8



5 | 10 | 10 | 10 | 5

3rd STREET

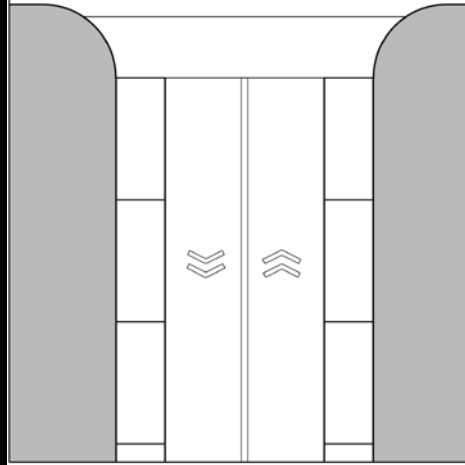




4TH STREET



4TH STREET



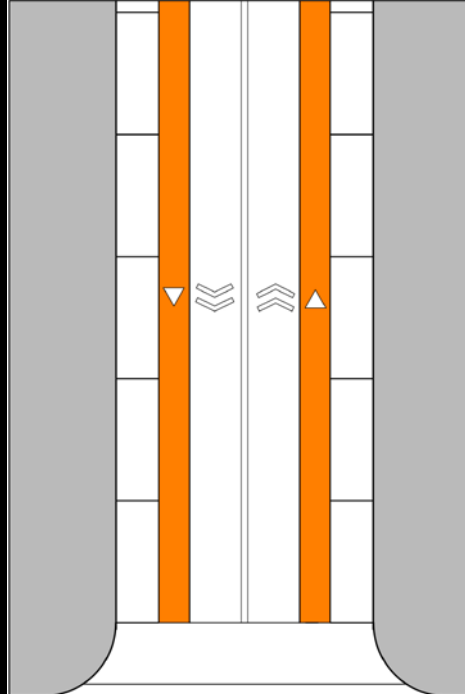
| 8 | 13+ | 13+ | 8 |

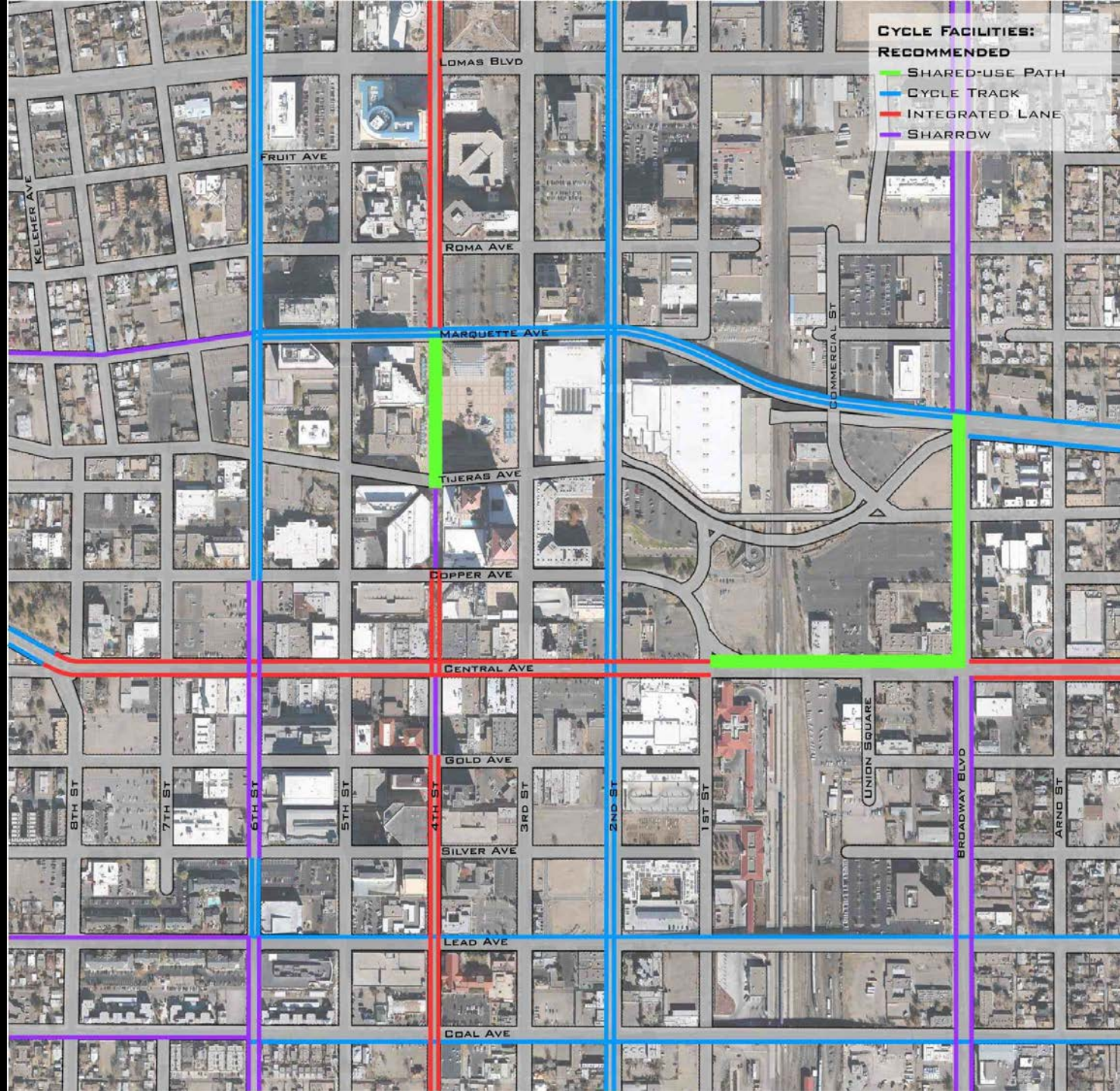
Existing

|-----|
42+

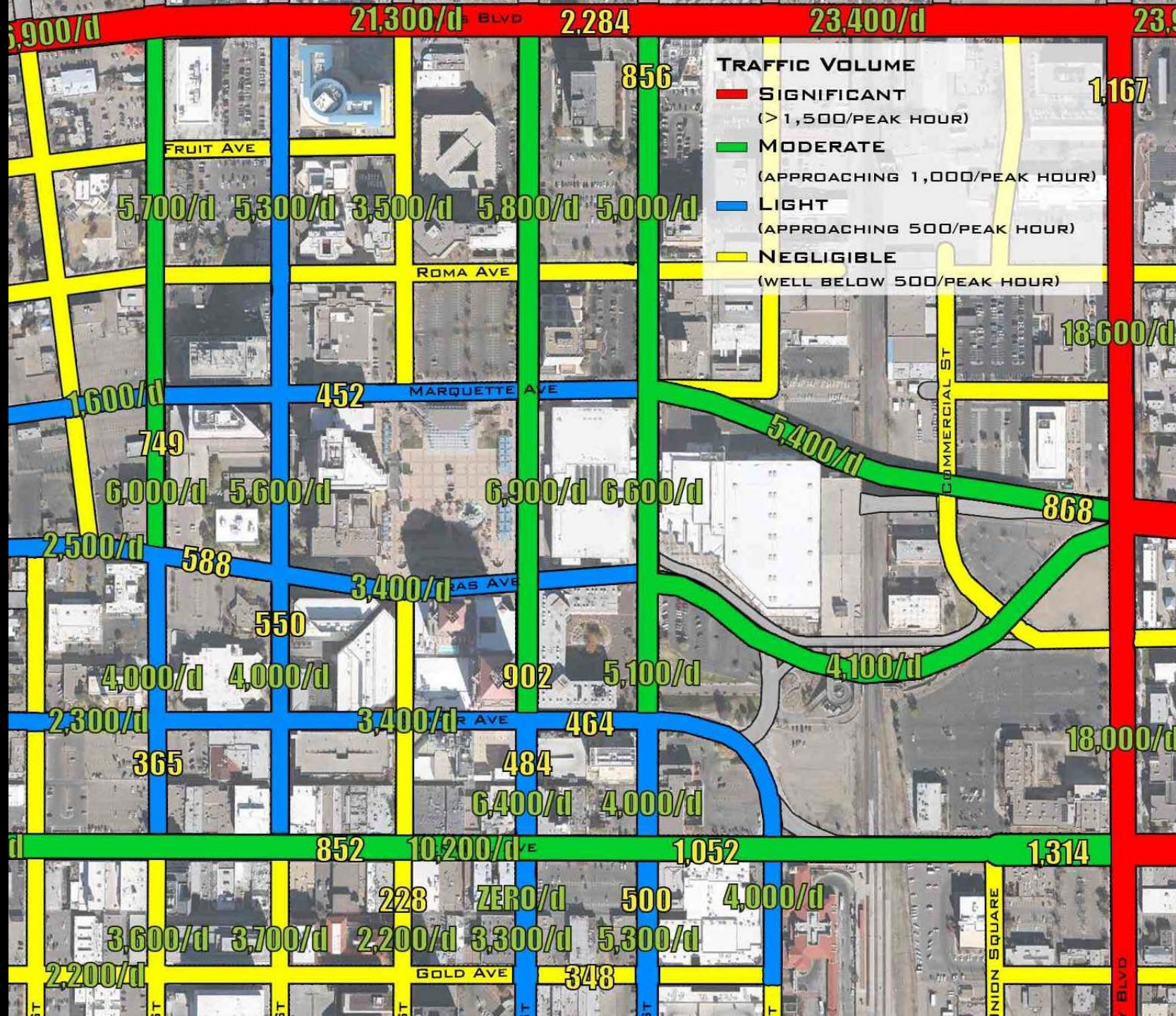
Proposed

| 7 | 5+ | 9+ | 9+ | 5+ | 7 |

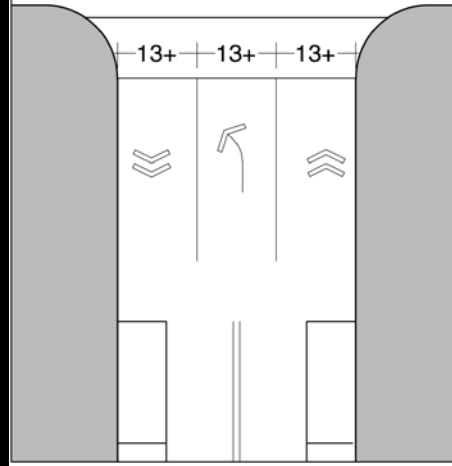




5th STREET



5TH STREET



13+ 13+ 13+



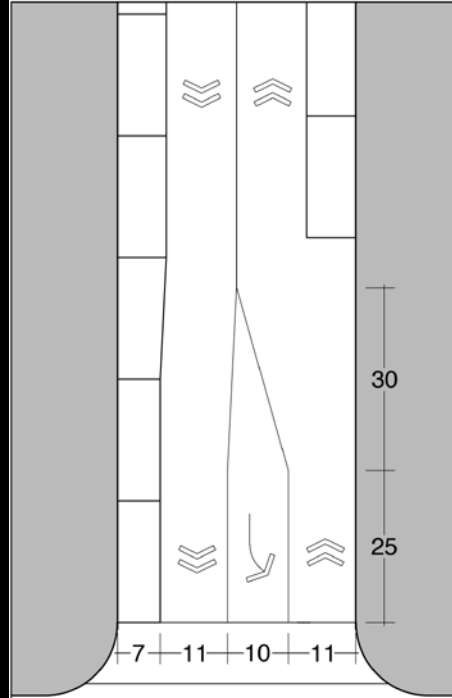
8+ 11+ 11+ 8+

Existing

39+

Proposed

8+ 11+ 11+ 8+



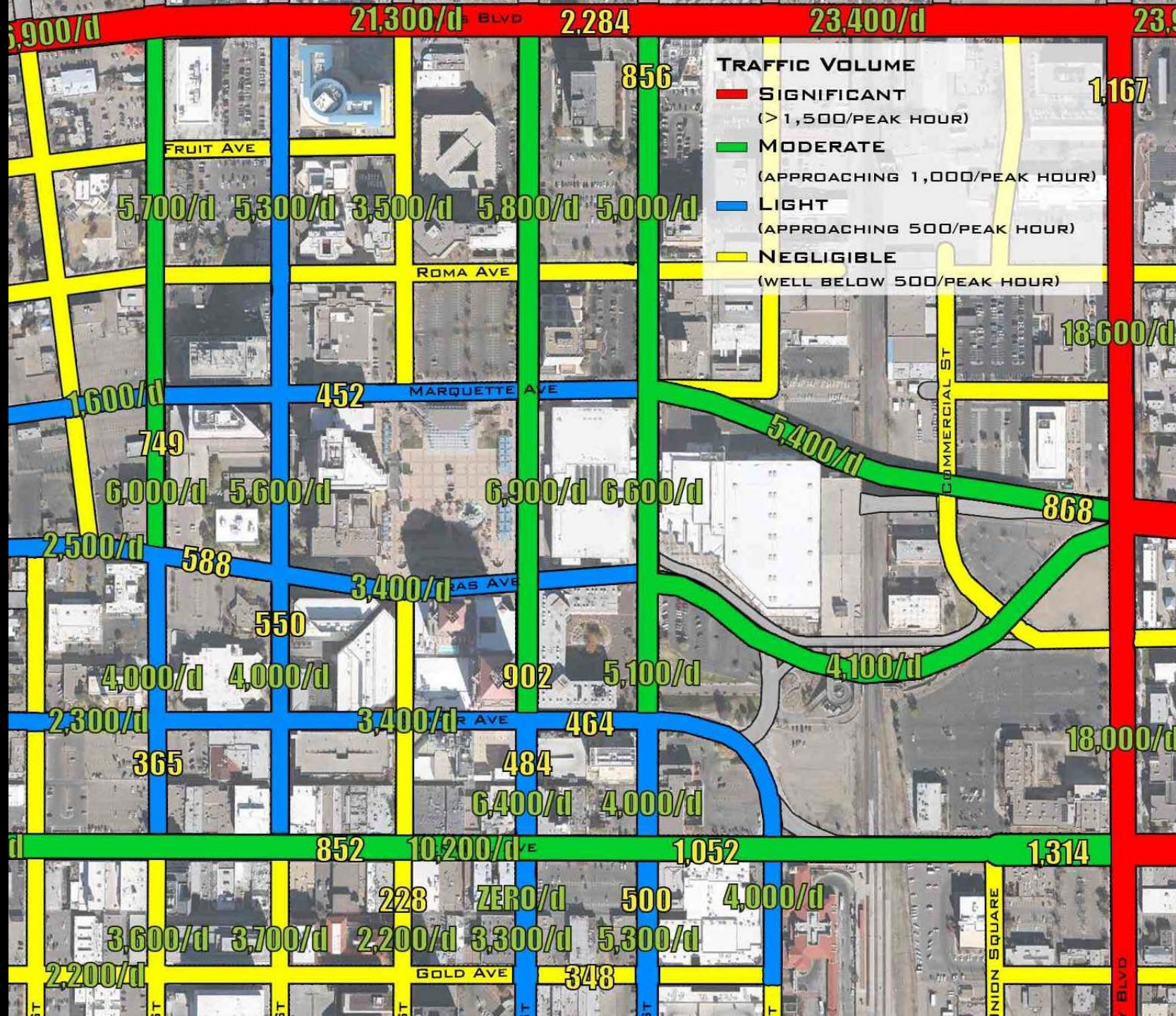
7+ 11+ 10+ 11+



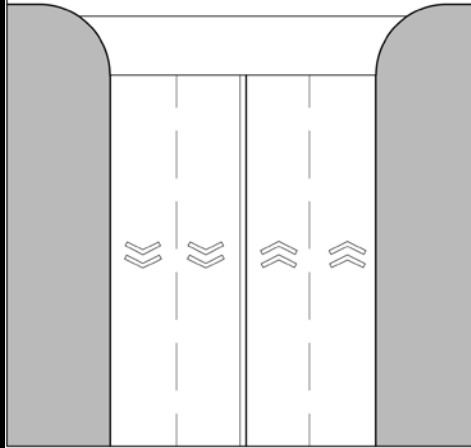
30

25

6th STREET



6TH STREET 45-FOOT SECTIONS



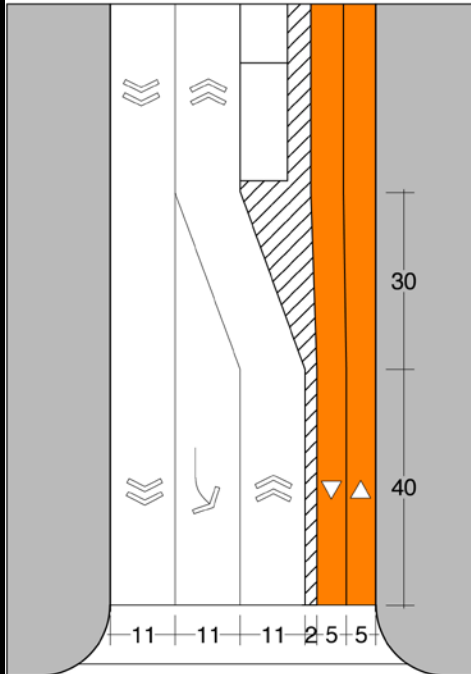
11+ 11+ 11+ 11+

Existing

45+

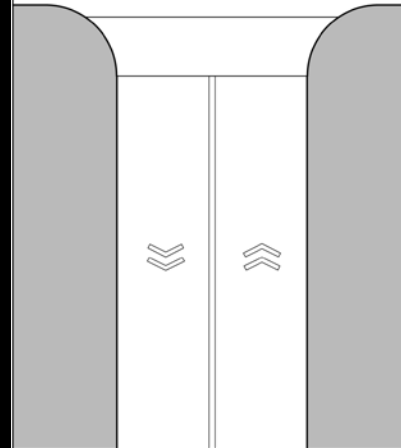
Proposed

11+ 11+ 8+ 4+ 5+ 5+



11+ 11+ 11+ 2+ 5+ 5+

6TH STREET 32+-FOOT SECTIONS



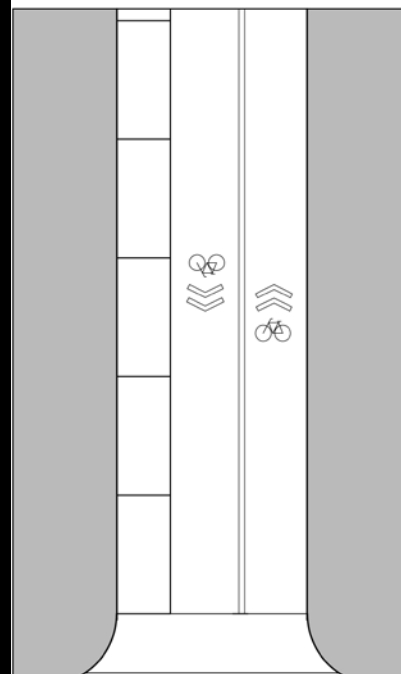
16+ 16+

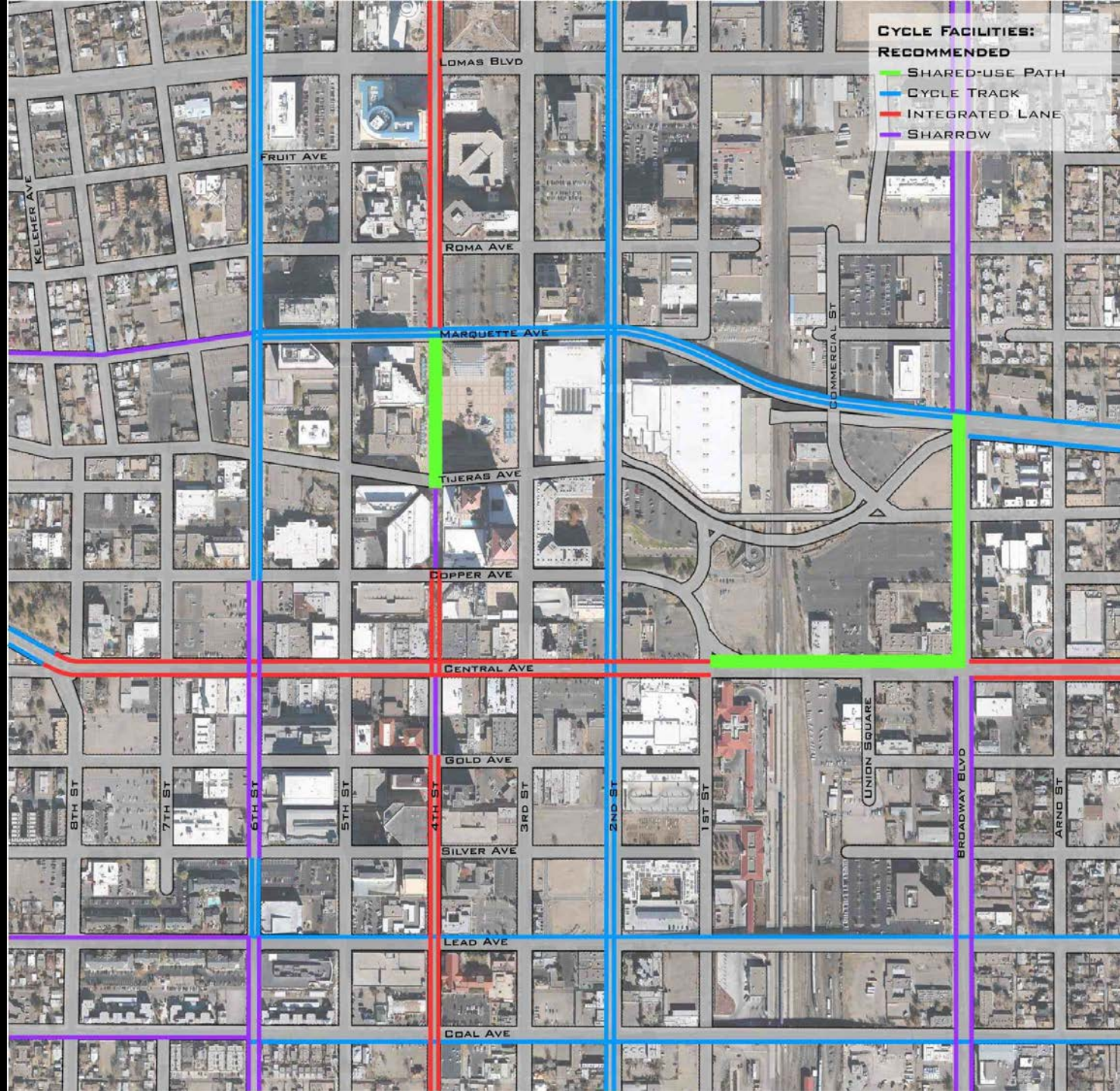
Existing

32+

Proposed

9+ 12+ 11+



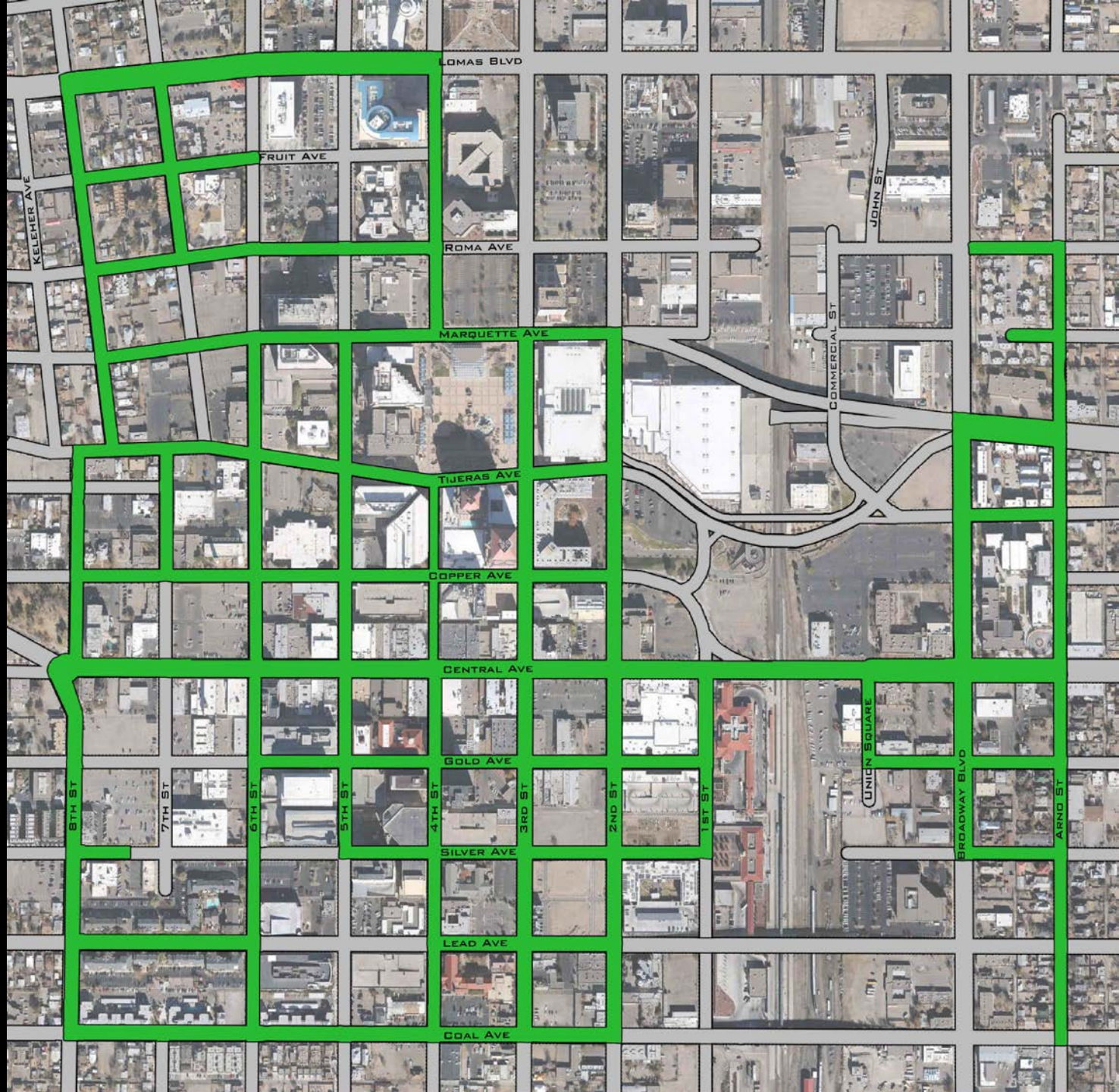


LOMAS

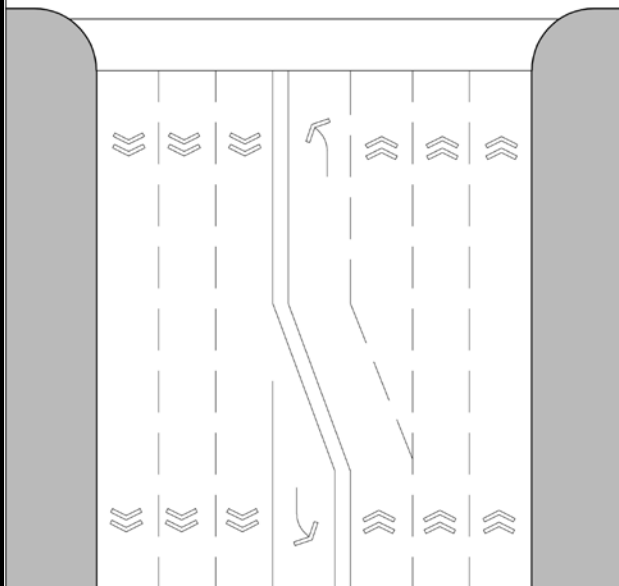


Successful Road Diets

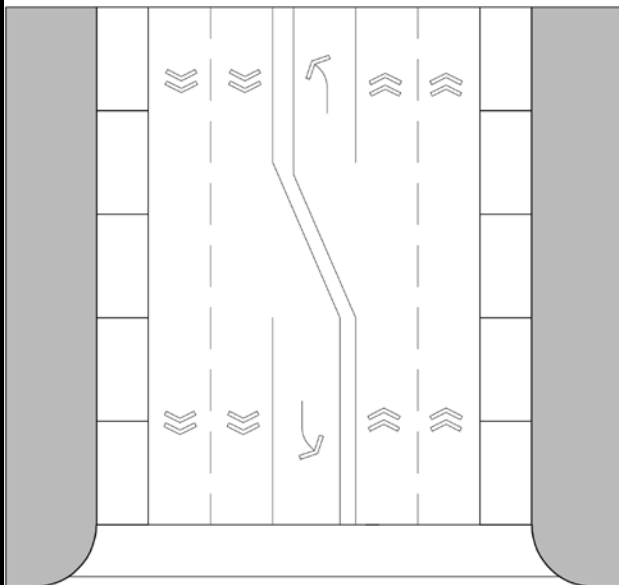
Location	Street	ADT Before	ADT After
San Leandro, CA	East 14th Street	17,700	16,700
Duluth, MN	21st. Avenue East	17,000	17,000
Ramsey County, MN	Rice Street	18,700	16,400
Toronto, ON	St. George Street	15,000	15,000
Kirkland, WA	Lake Washington Boulevard	23,000	25,900
Seattle, WA	North 45th Street	19,400	20,300
Covington, WA	State Road 516	29,900	32,800
Bellvue, WA	Montana Street	18,500	18,500
East Lansing, MI	Grand River Boulevard	23,000	23,000
Santa Monica, CA	Main Street	20,000	18,000
Helena, MT	U.S. 12	18,000	18,000
San Francisco, CA	Valencia Street	22,200	20,000
Oakland, CA	High Street	22,000	24,000
Orlando, FL	Edgewater Drive	20,500	21,000
Seattle, WA	Madison Street	17,000	18,000
Reno, NV	South Wells Avenue	18,000	17,500
University Place, WA	67th Avenue	17,000	15,000
University Place, WA	Cirque Avenue	16,900	14,400
East Lansing, MI	West Grand River Avenue	18,000	18,000
East Lansing, MI	Abbott Road	15,000	21,000
Charlotte, NC	East Boulevard	21,400	18,400



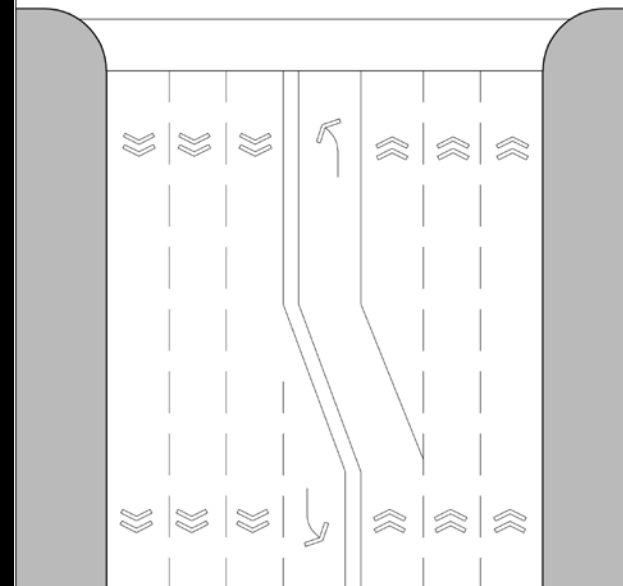
LOMAS BLDV. FROM 3RD TO 8TH



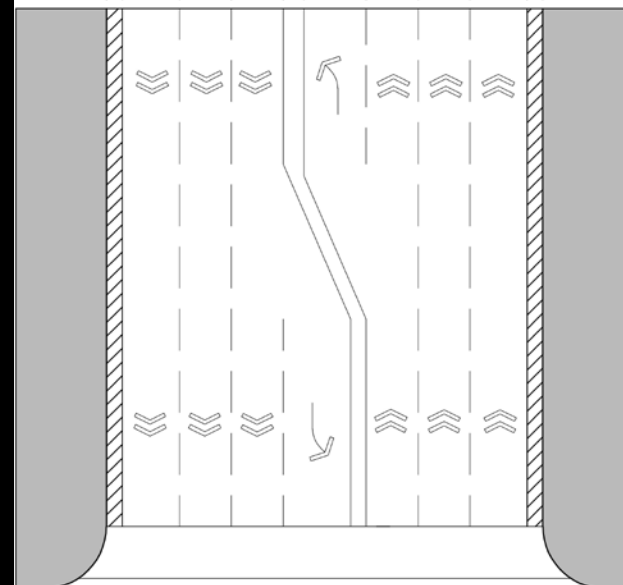
12 | 11 | 11 | 12 | 3 | 12 | 11 | 12 |
Existing
84
Proposed
10 | 12 | 12 | 4 | 12 | 12 | 12 | 10 |



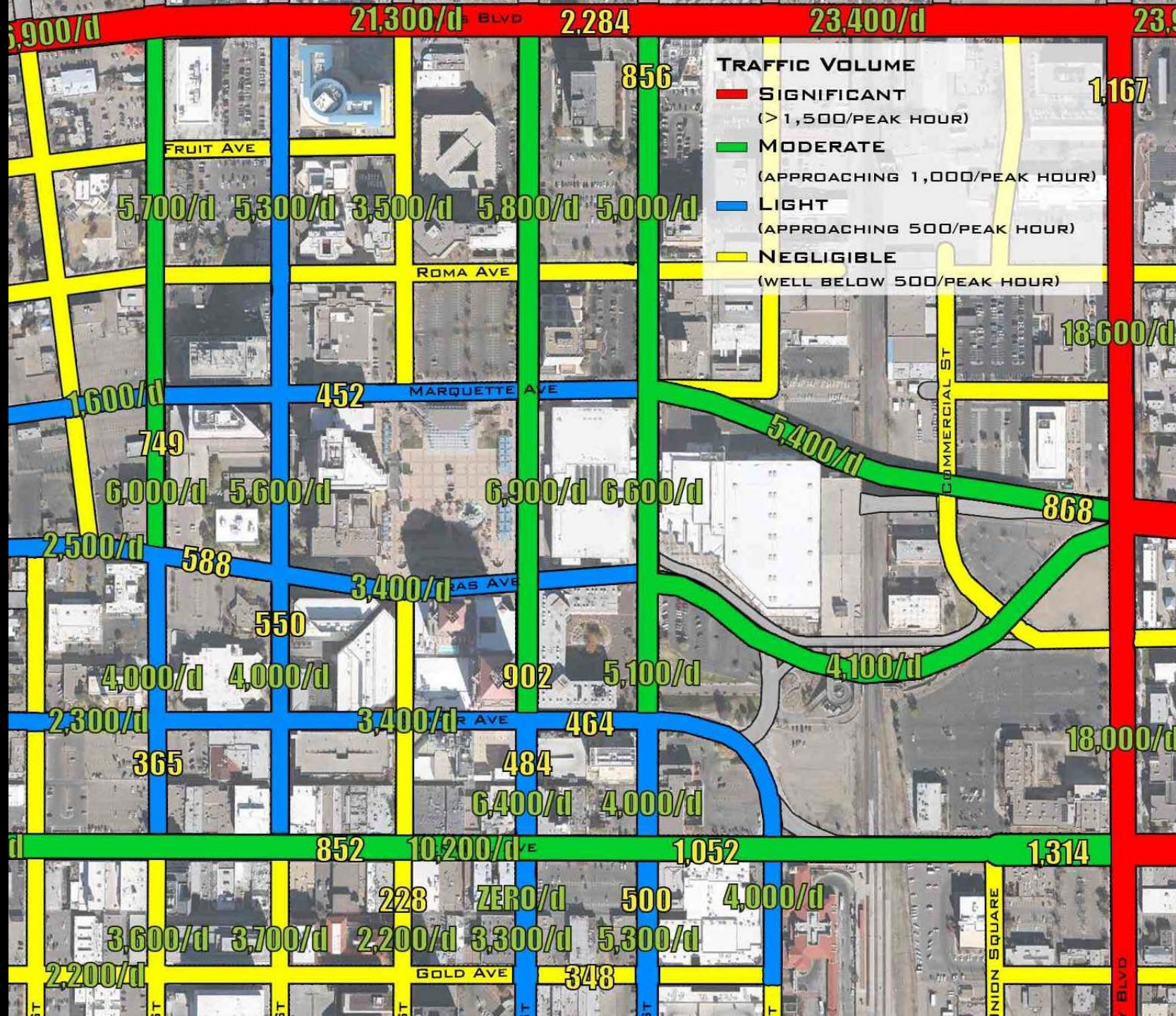
LOMAS BLDV. CONTINUOUS SOLUTION



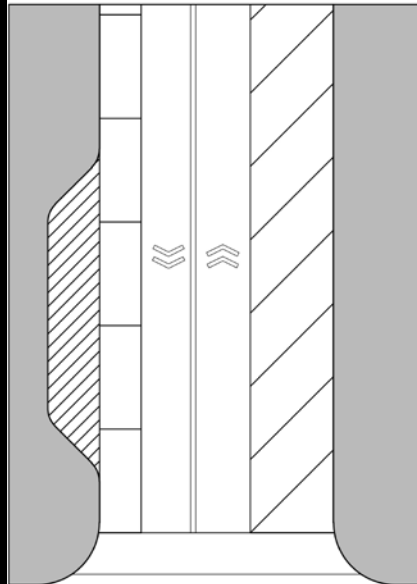
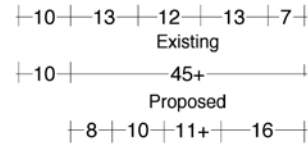
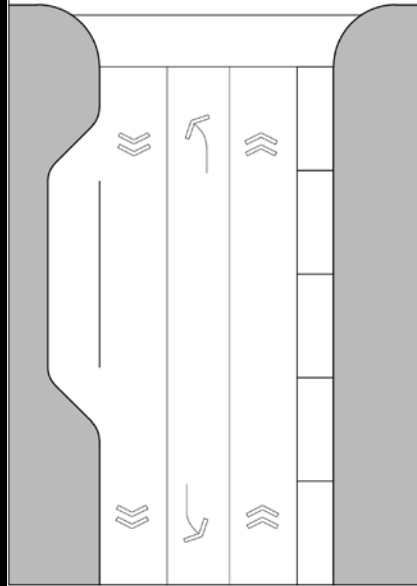
12 | 11 | 11 | 12 | 3 | 12 | 11 | 12 |
Existing
84
Proposed
3 | 11 | 10 | 10 | 4 | 12 | 10 | 10 | 11 | 3 |



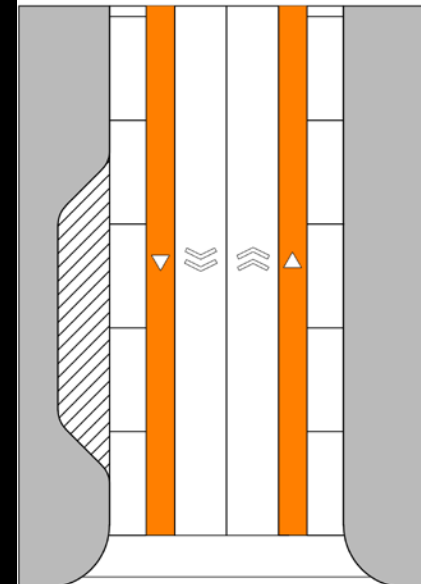
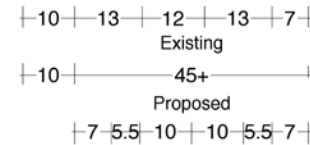
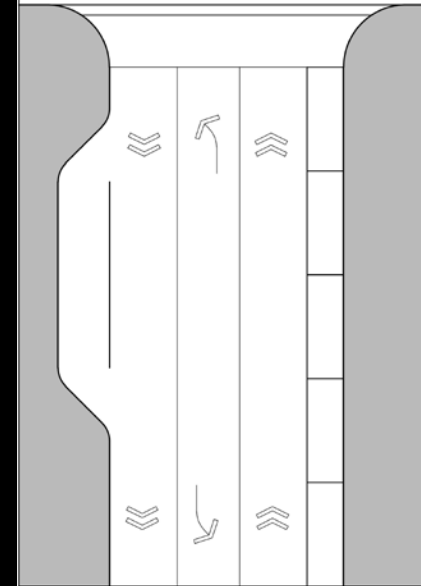
ROMA



ROMA AVE. FROM 2ND TO 5TH



ROMA AVE. IF ANGLE PARKING DISALLOWED



MLK

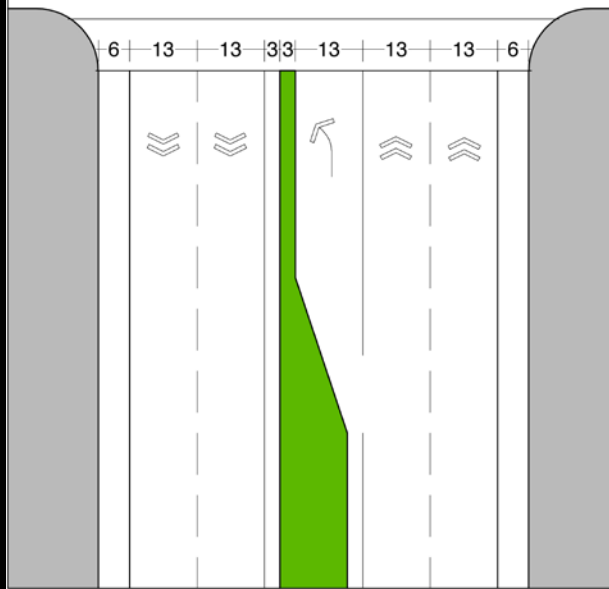
(APPROACHING 500/PEAK HOUR)

— NEGLIGIBLE

(WELL BELOW 500/PEAK HOUR)

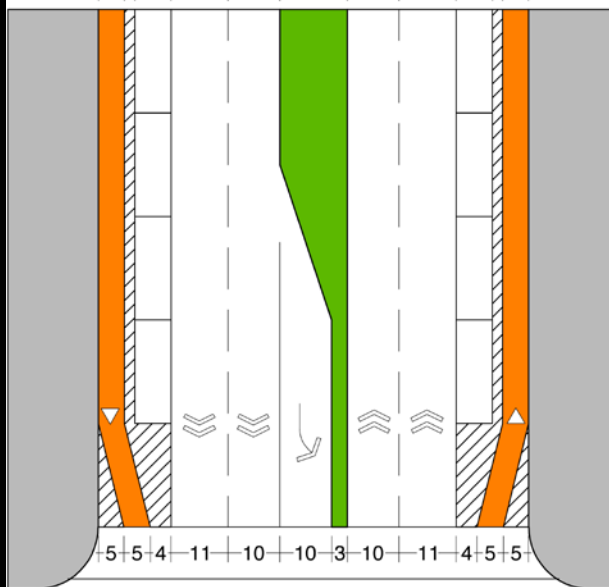


MLK DRIVE



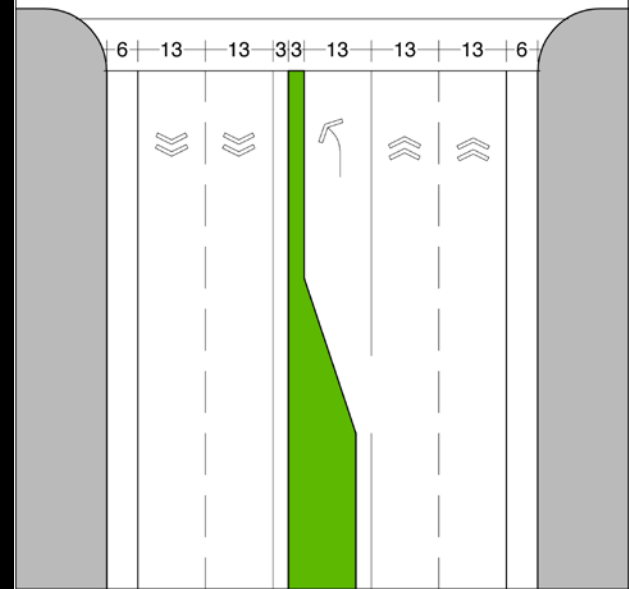
6 13 13 3 13 3 13 13 6
Existing
83
Proposed

5 2 7 11 10 13 10 11 7 2 5



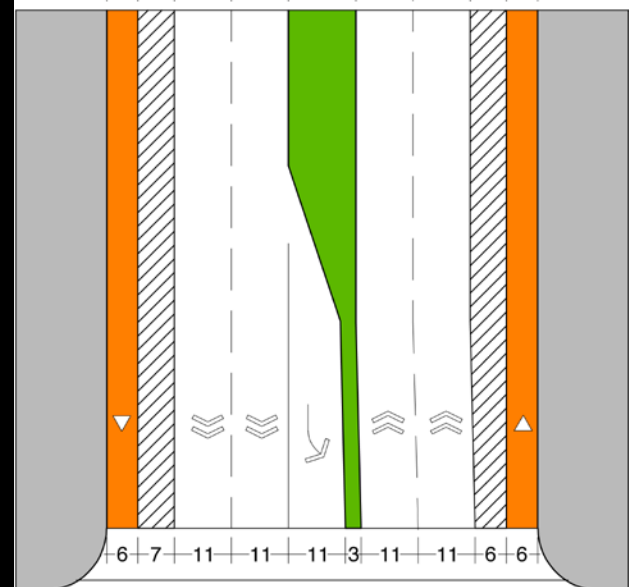
5 5 4 11 10 10 3 10 11 4 5 5

MLK DRIVE TIMID ALTERNATIVE



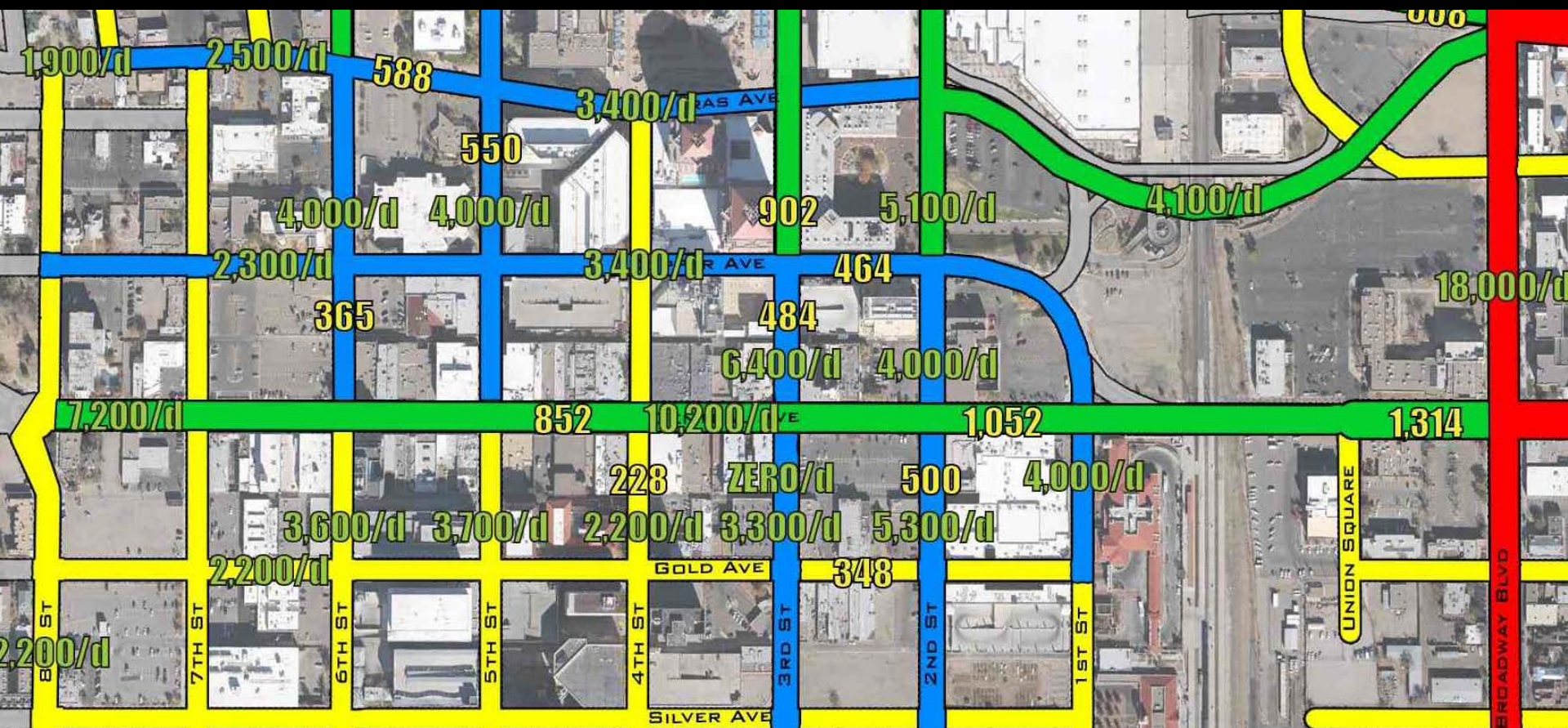
6 13 13 3 13 3 13 13 6
Existing
83
Proposed

6 7 11 11 13 11 11 7 6

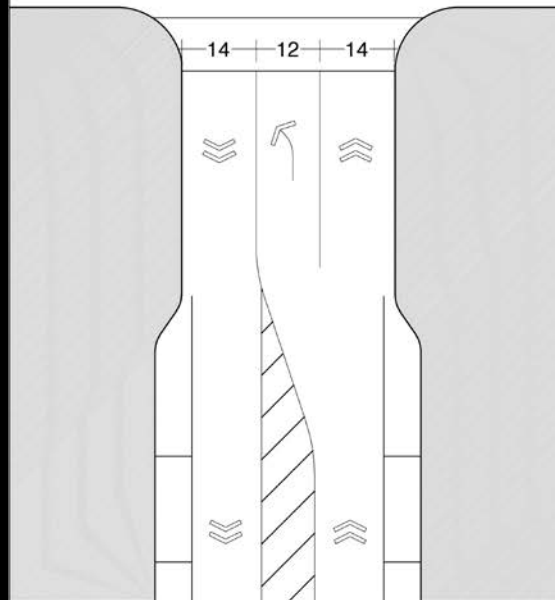


6 7 11 11 11 3 11 11 6 6

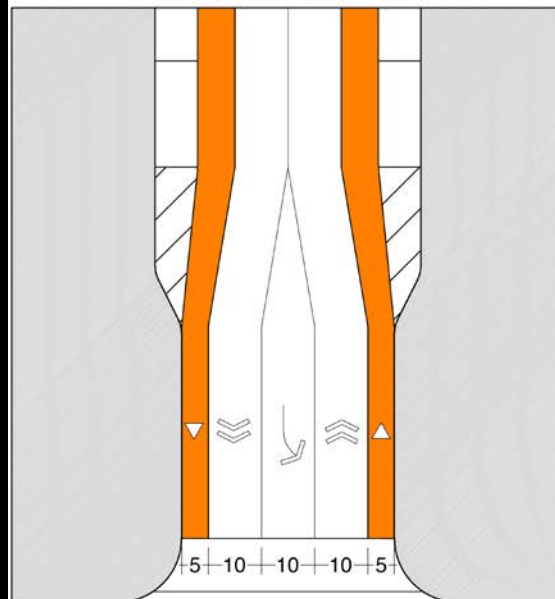
CENTRAL



CENTRAL AVE.



7 | 13 | 10 | 13 | 7 |
Existing
50
Proposed
8 | 7 | 10 | 10 | 7 | 8 |



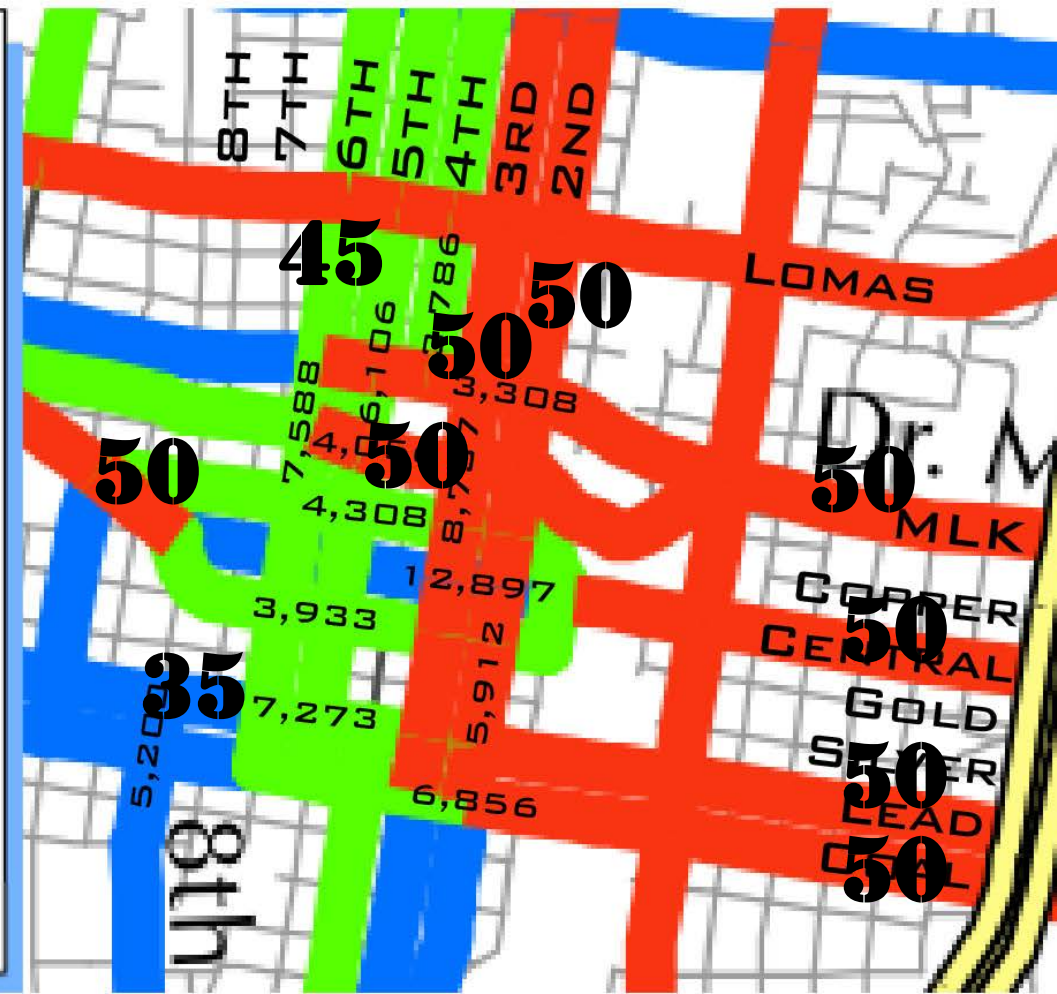
CENTRAL
WEST OF 8TH



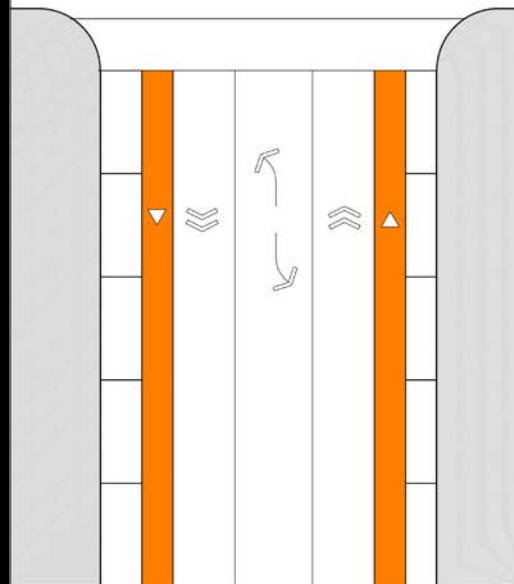


Current Roadway Functional Classification

- Existing Urban Interstate
- Existing Urban Principal Arterial
- Existing Urban Minor Arterial
- Existing Urban Collector
- Existing Rural Interstate
- Existing Rural Principal Arterial
- Existing Rural Minor Arterial
- Existing Rural Major Collector
- Existing Rural Minor Collector
- Interstate Frontage/Ramps
- Proposed Urban Principal Arterial
- Proposed Urban Collector
- AMPA Boundary - Revised August 2010



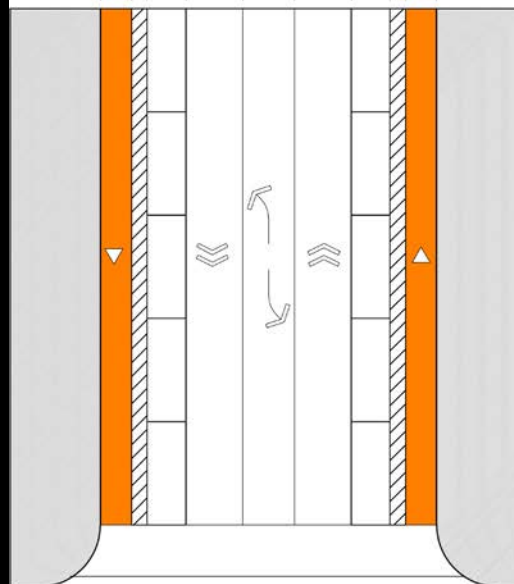
CENTRAL AVE.
WEST OF 8TH ST.



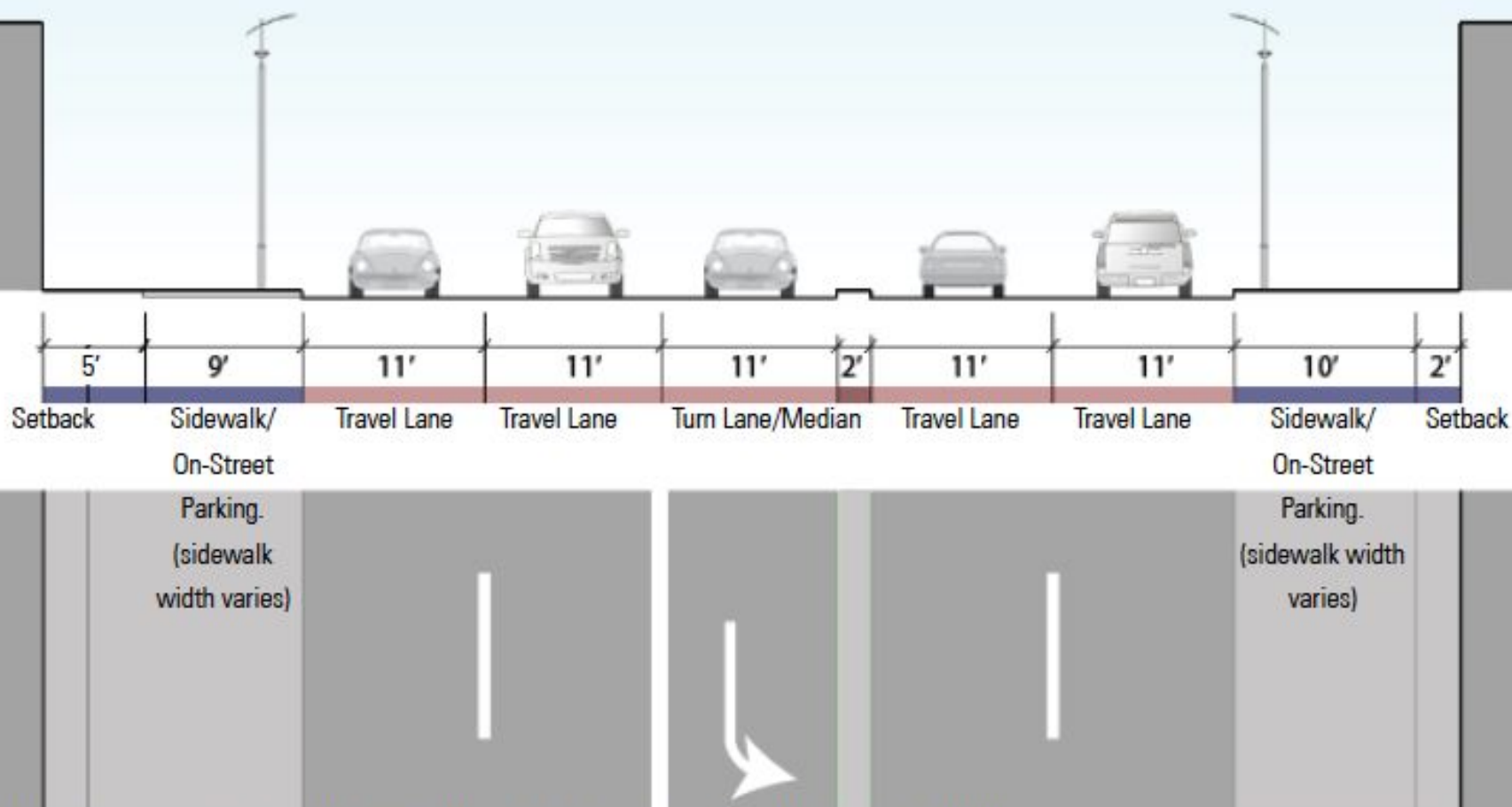
8 6 12 15 12 6 6

65

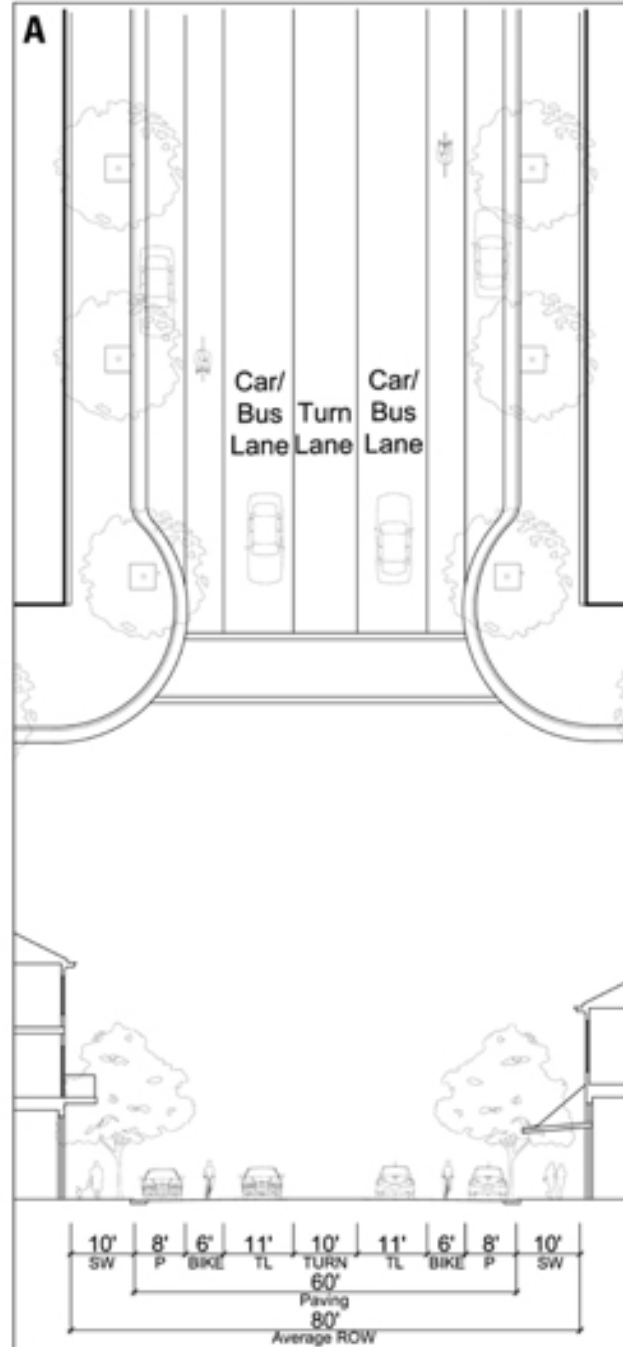
6 3 7.5 11 10 11 7.5 3 6



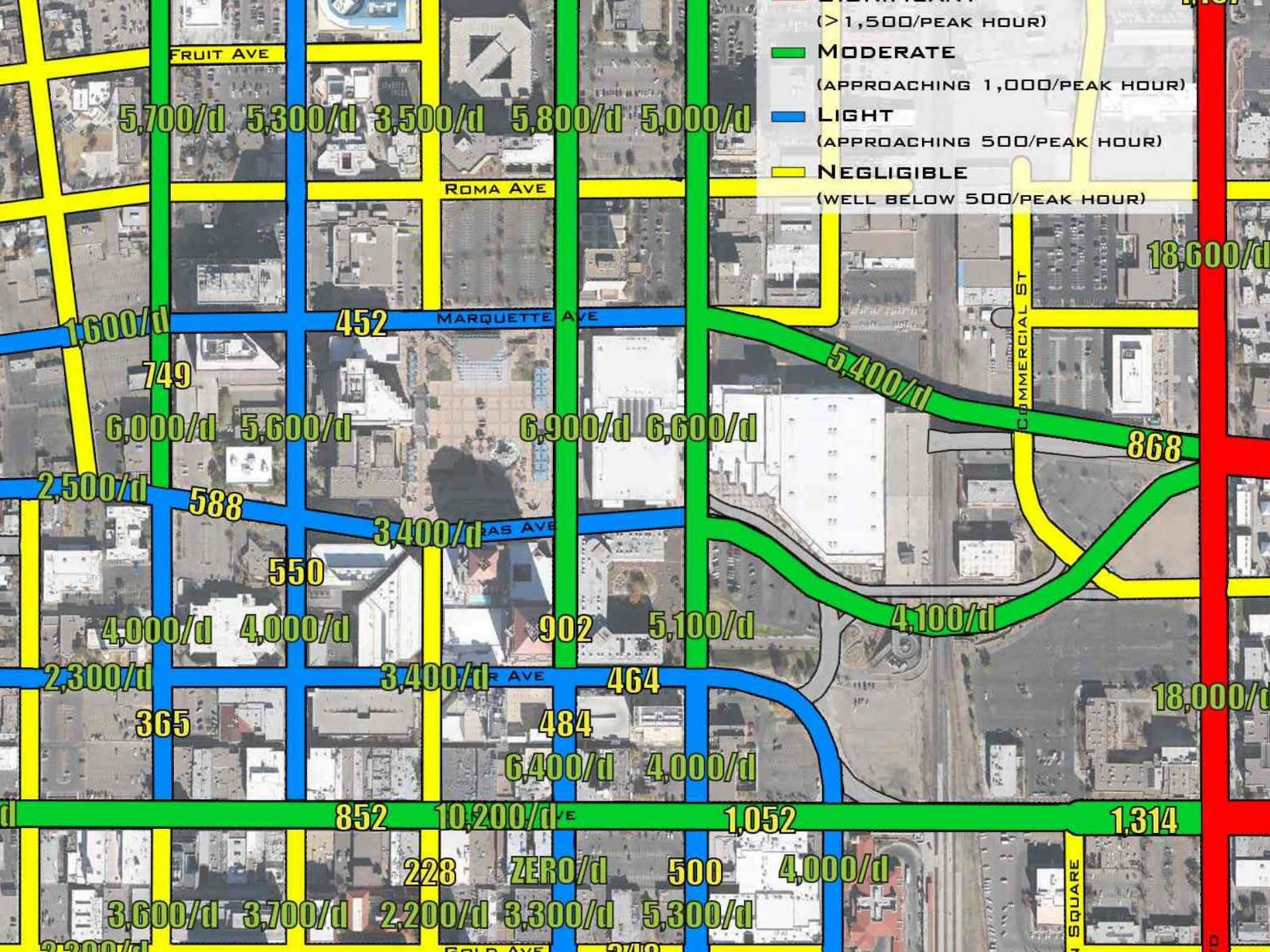
CENTRAL
IN EDO



EDo Sub Area representative cross section of Central Avenue showing typical conditions (looking West)



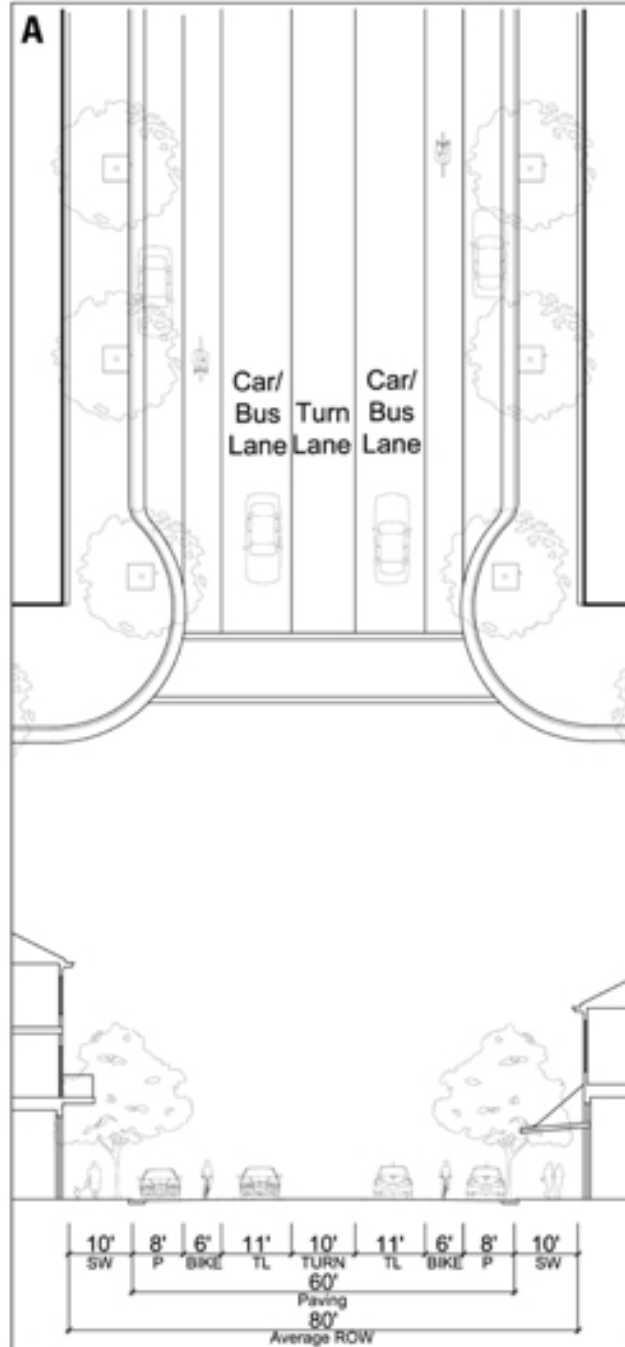
EDo Sub Area Proposed 3-Lane Section with one (1) auto/transit through lane and bike lanes in each direction, with center turn lane



Successful Road Diets

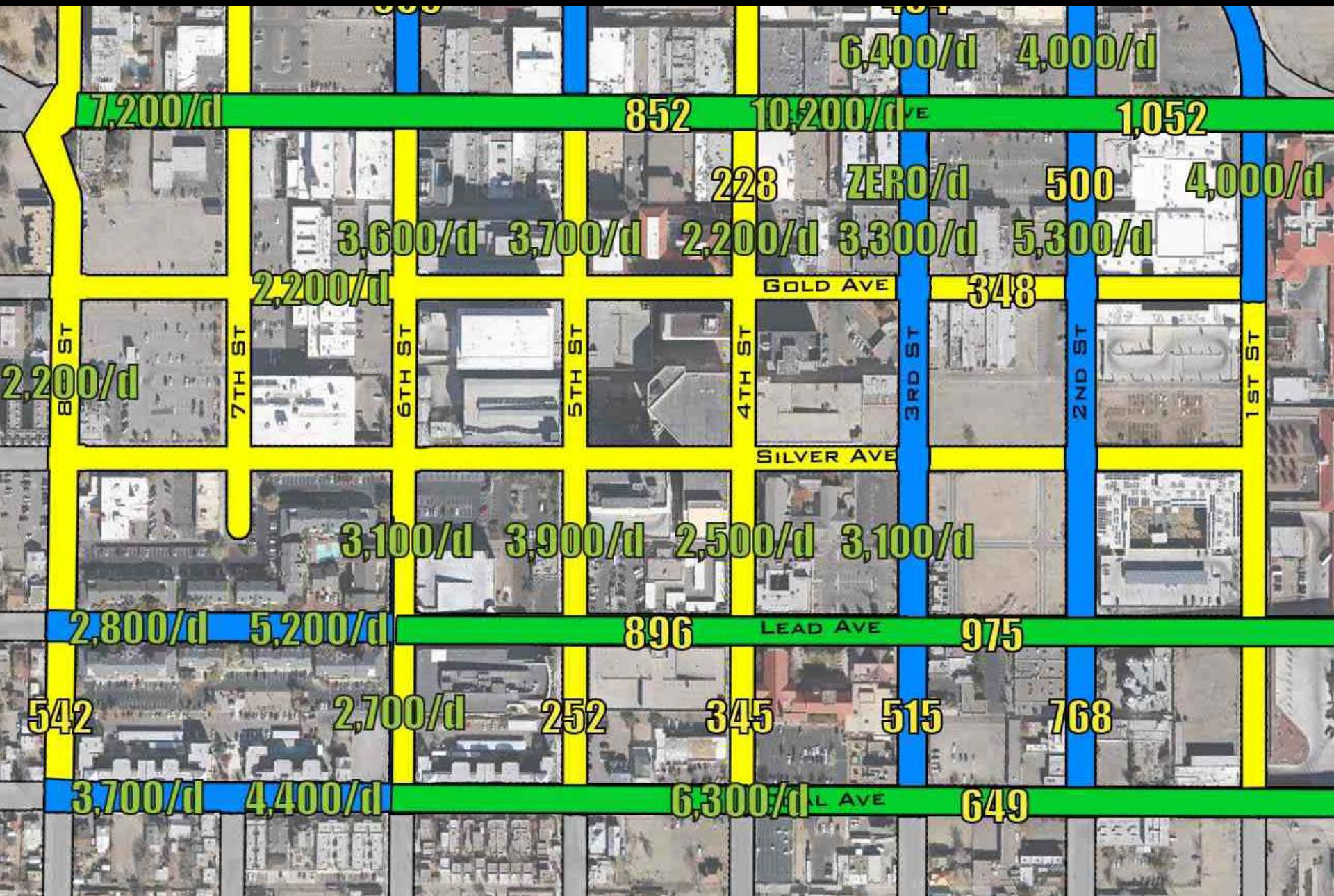
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Kirkland, WA	Lake Washington Boulevard	23,000	25,900
Seattle, WA	North 45th Street	19,400	20,300
Covington, WA	State Road 516	29,900	32,800
Bellvue, WA	Montana Street	18,500	18,500
East Lansing, MI	Grand River Boulevard	23,000	23,000
Santa Monica, CA	Main Street	20,000	18,000
Helena, MT	U.S. 12	18,000	18,000
San Francisco, CA	Valencia Street	22,200	20,000
Oakland, CA	High Street	22,000	24,000
Orlando, FL	Edgewater Drive	20,500	21,000
Seattle, WA	Madison Street	17,000	18,000
Reno, NV	South Wells Avenue	18,000	17,500
University Place, WA	67th Avenue	17,000	15,000
University Place, WA	Cirque Avenue	16,900	14,400
East Lansing, MI	West Grand River Avenue	18,000	18,000
East Lansing, MI	Abbott Road	15,000	21,000
Charlotte, NC	East Boulevard	21,400	18,400



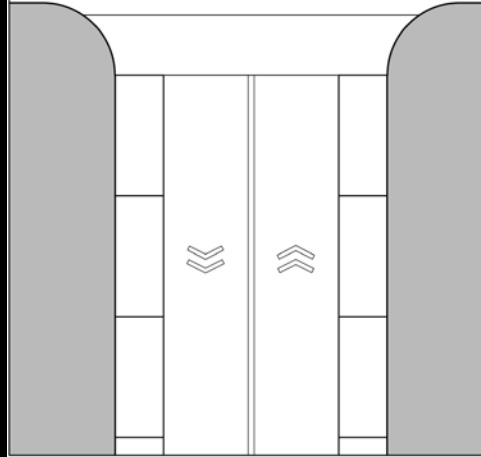


EDo Sub Area Proposed 3-Lane Section with one (1) auto/transit through lane and bike lanes in each direction, with center turn lane

GOLD



GOLD AVE.



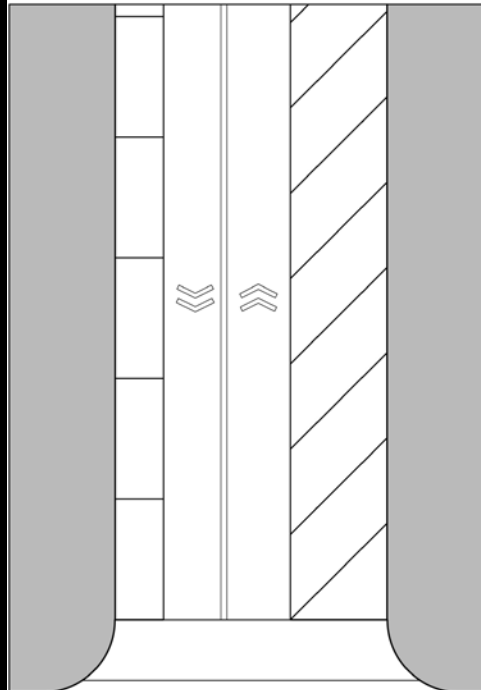
8 14+ 14+ 8

Existing

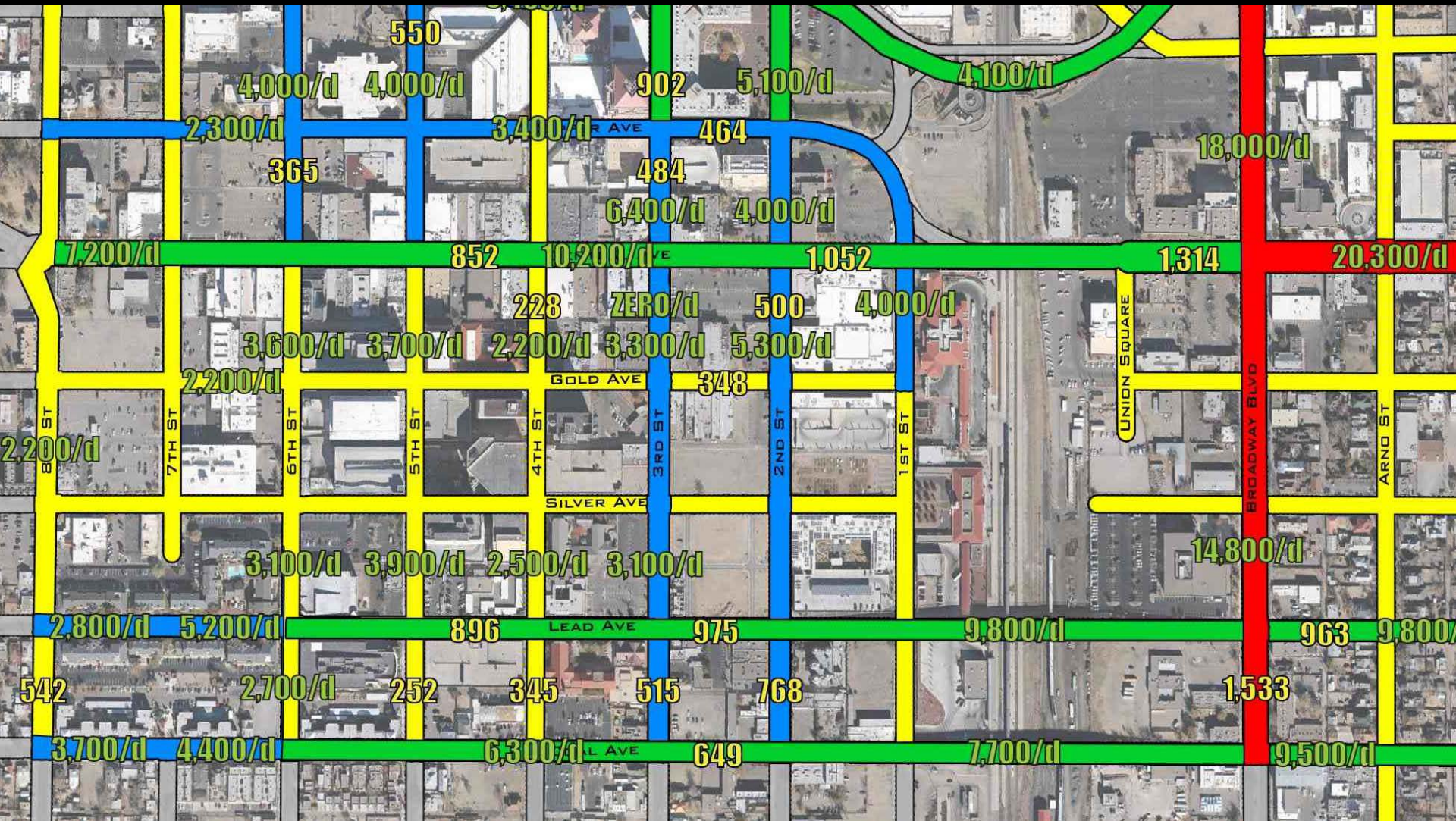
45+

Proposed

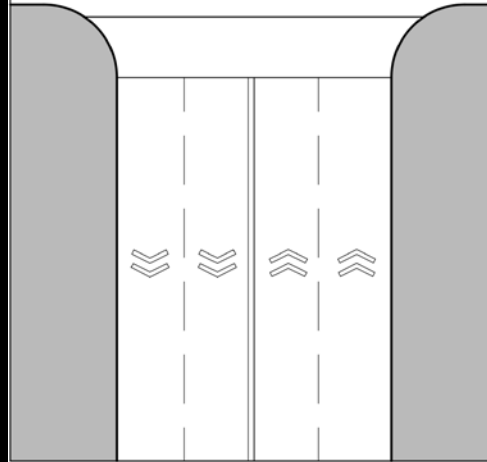
8 10 11+ 16



LEAD



LEAD AVE.



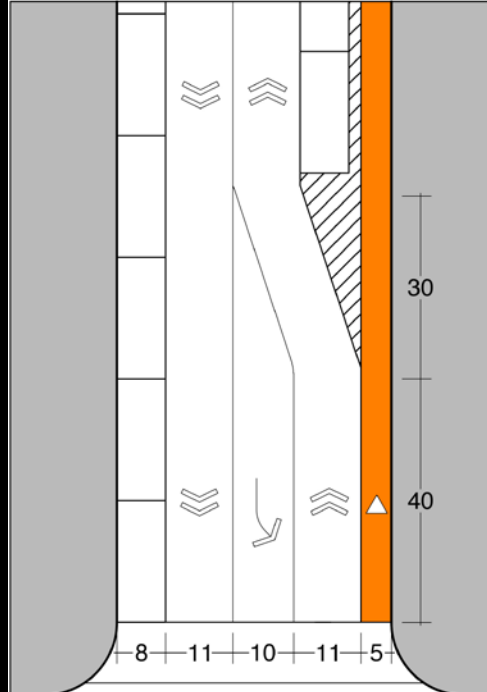
11 11 11 12

Existing

45+

Proposed

8 11 11 8 25+

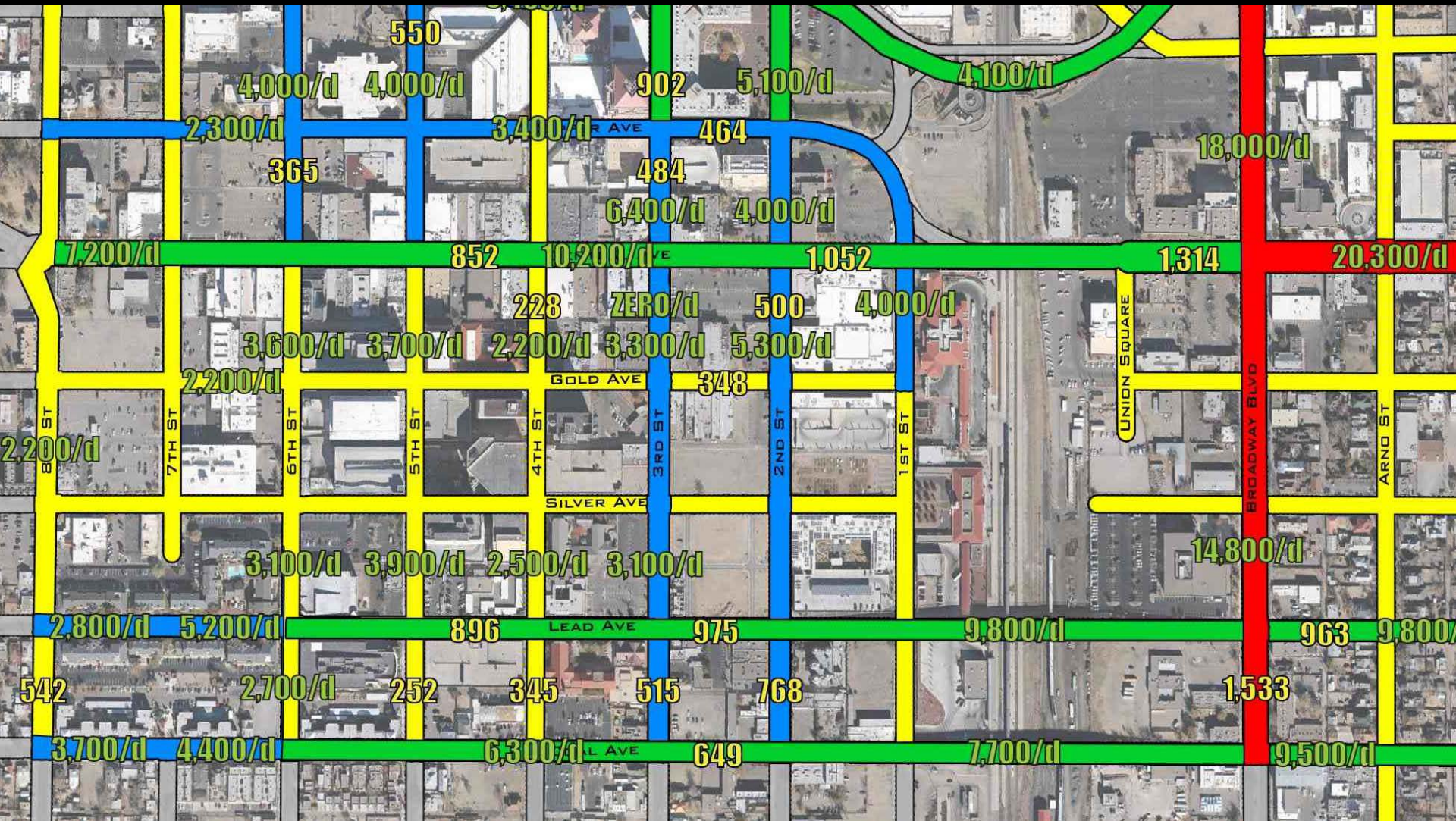


30

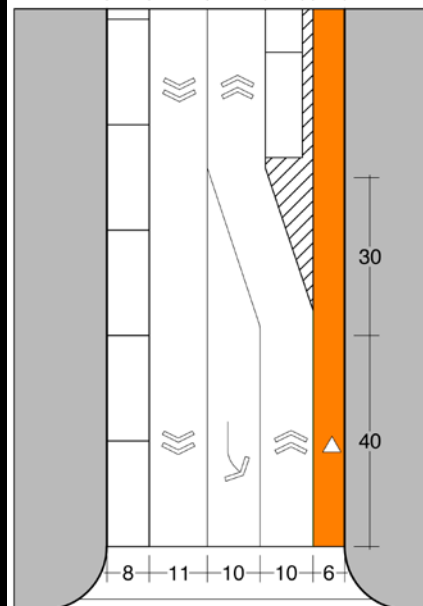
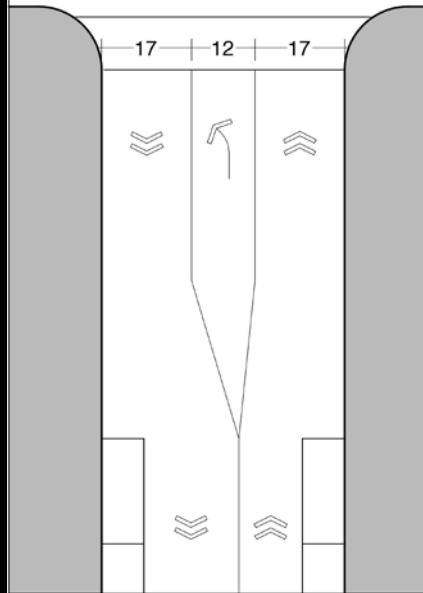
40

8 11 10 11 5

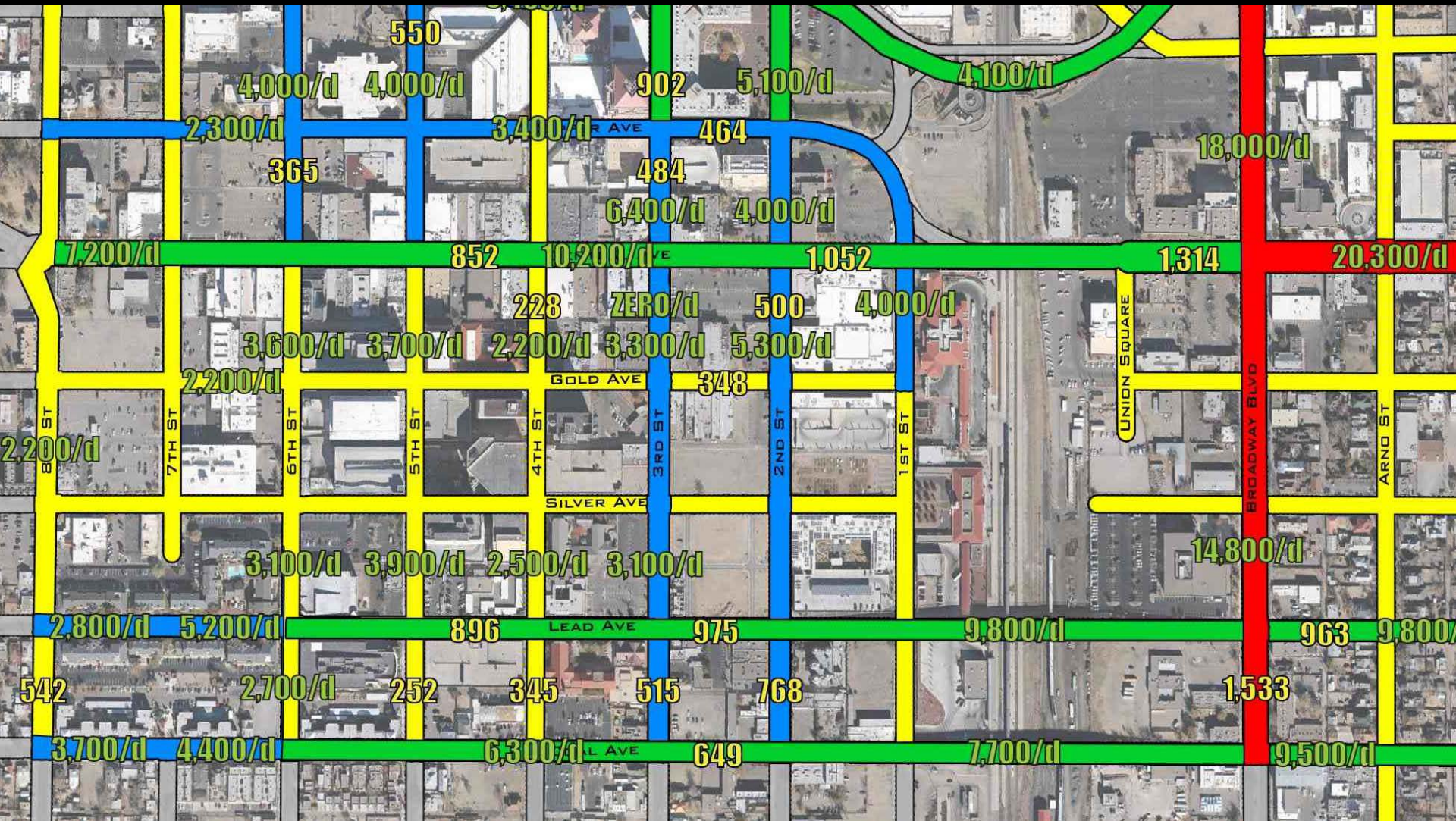
COAL



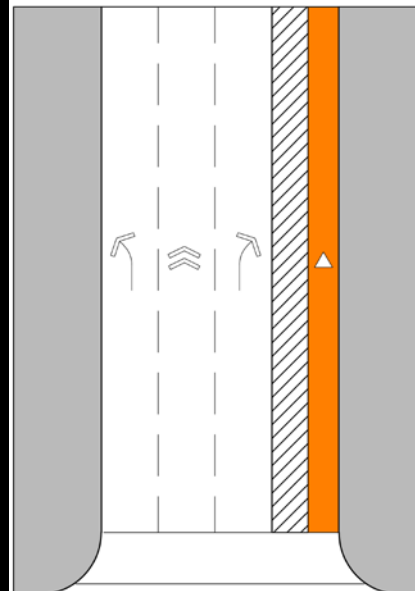
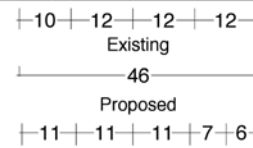
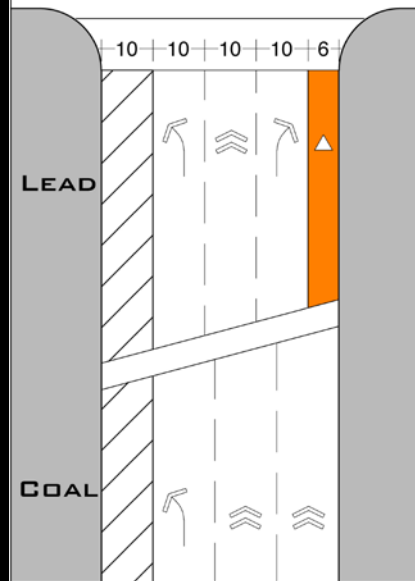
COAL AVE.



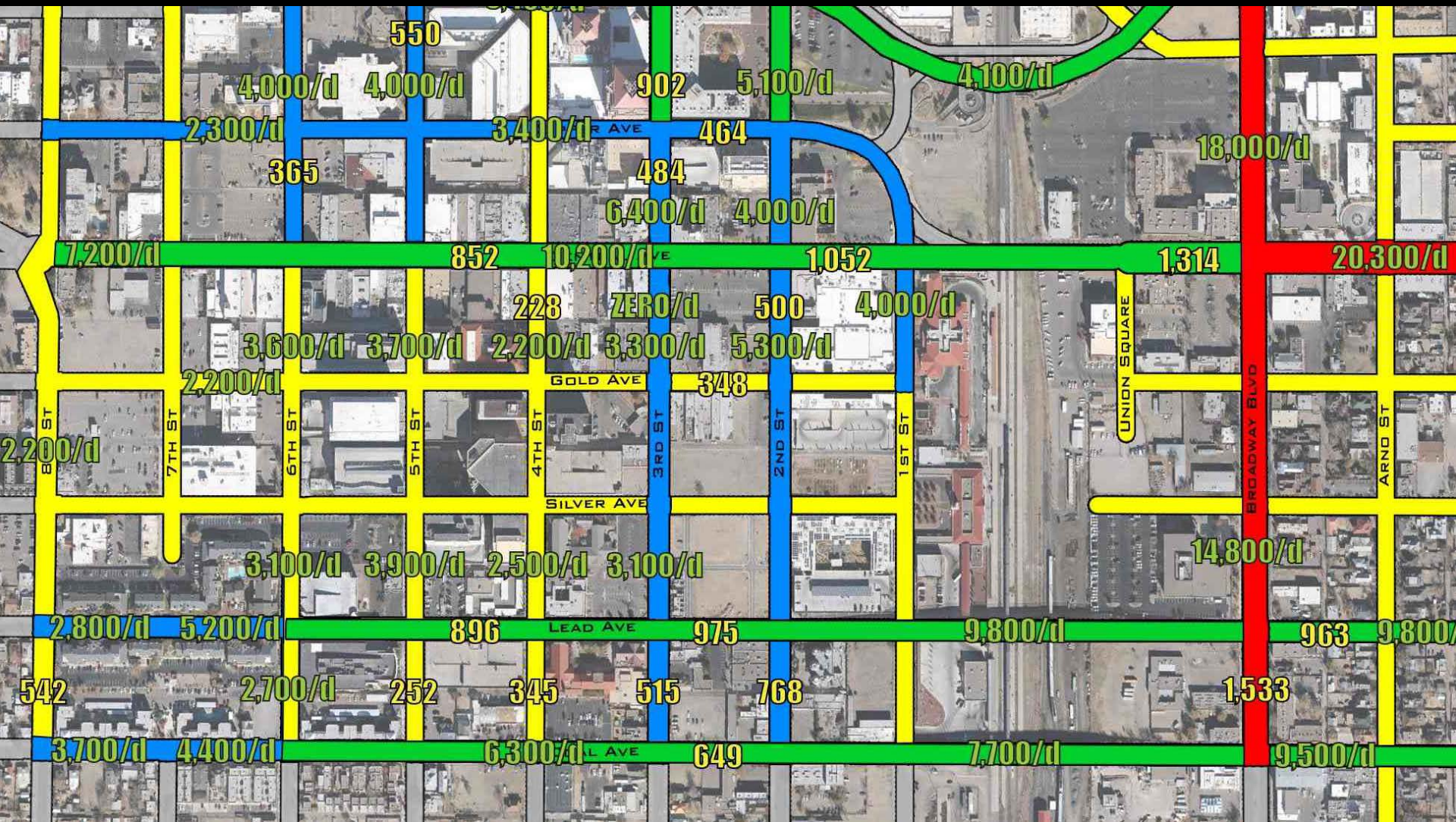
LEAD AND COAL BRIDGES

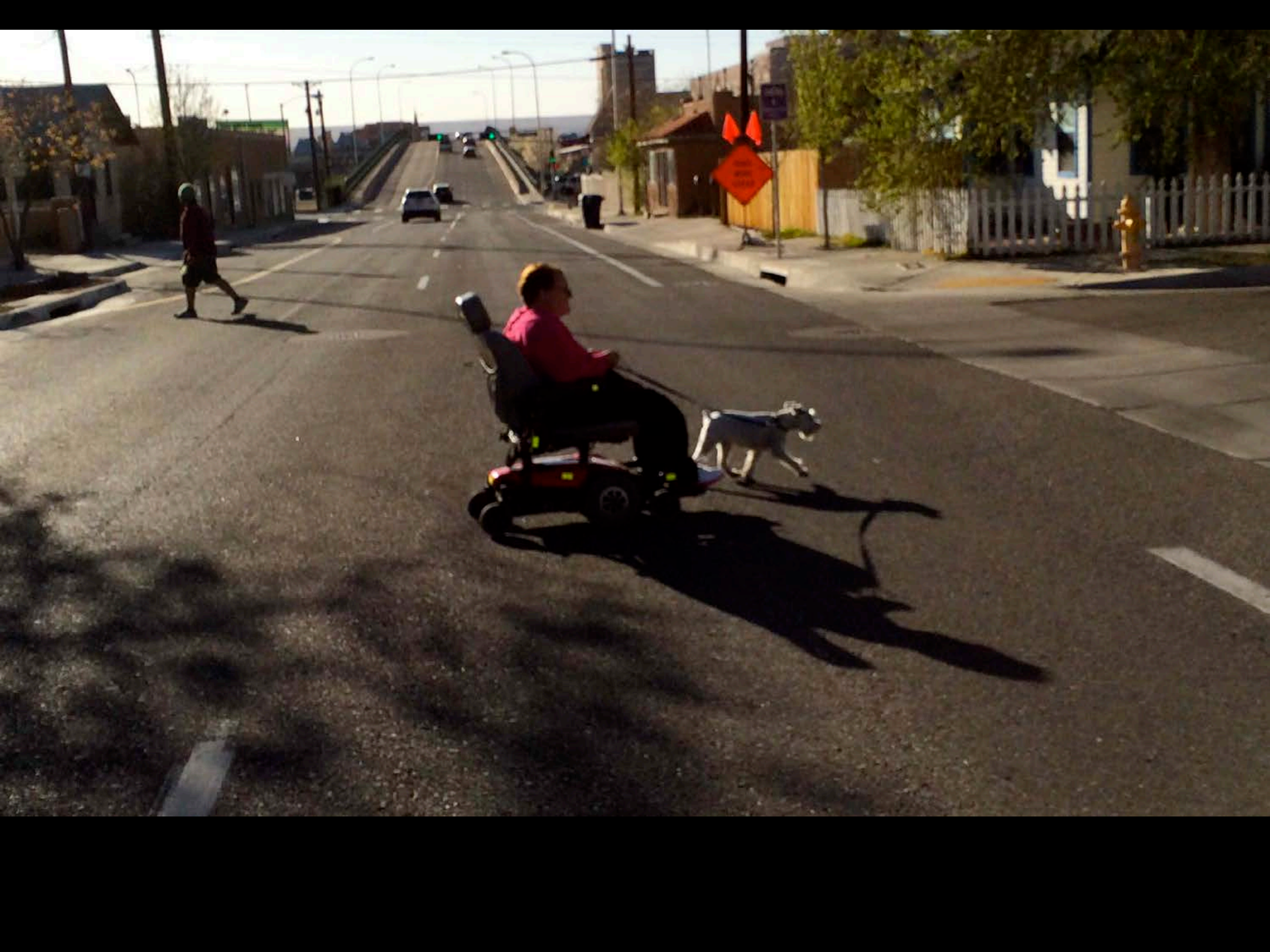


LEAD & COAL BRIDGES

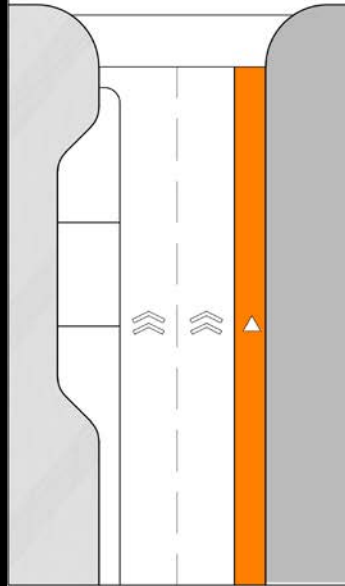


LEAD AND
COAL EAST





LEAD & COAL
EAST OF BROADWAY

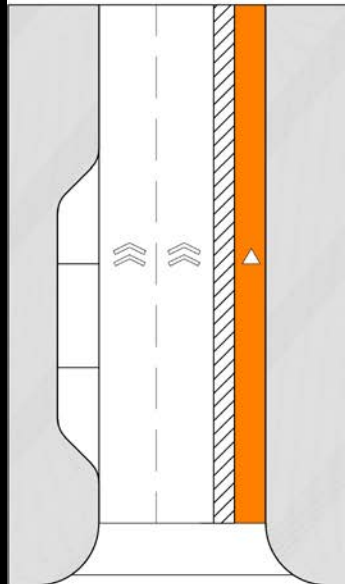


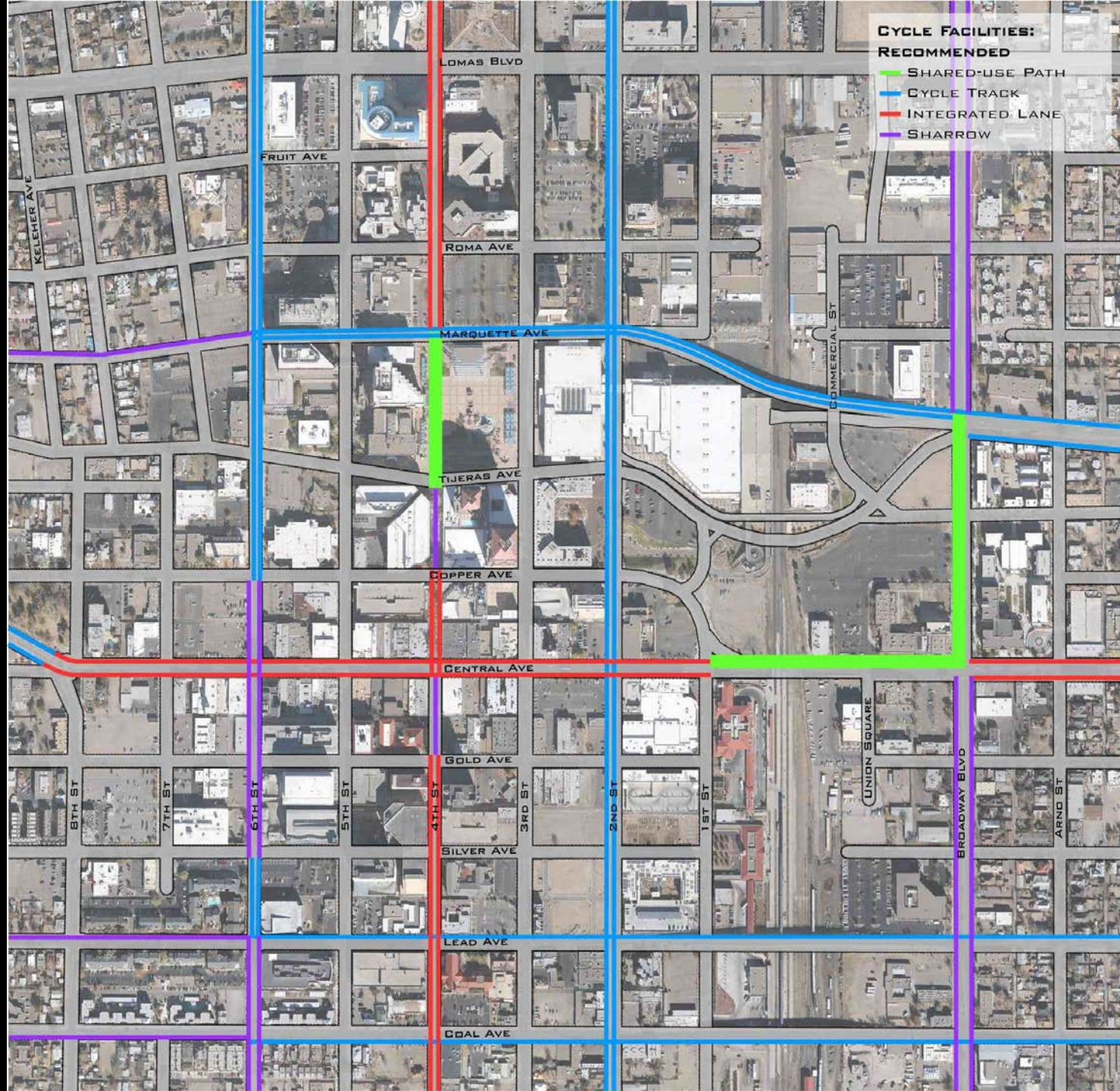
| 8 | 4 | 11 | 11 | 6 |
Existing

32

Proposed

| 8 | 11 | 11 | 4 | 6 |





A SAFE WALK

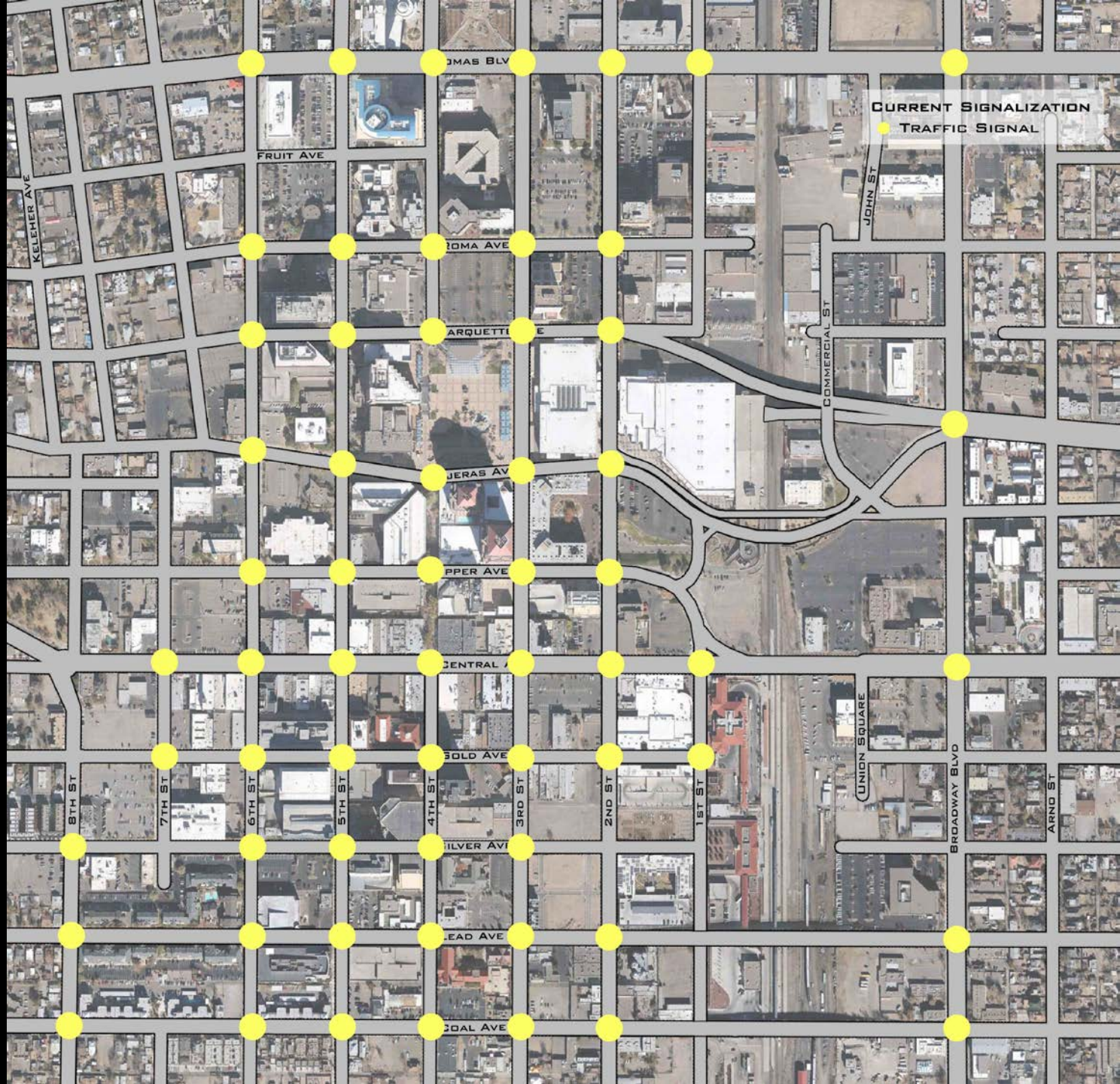
- SAFETY FACTORS
- THE INFAMOUS DPM
- SUPPLY AND DEMAND
- CYCLING NETWORK
- ONE WAYS
- OTHER INDIVIDUAL STREETS
- SIGNALIZATION



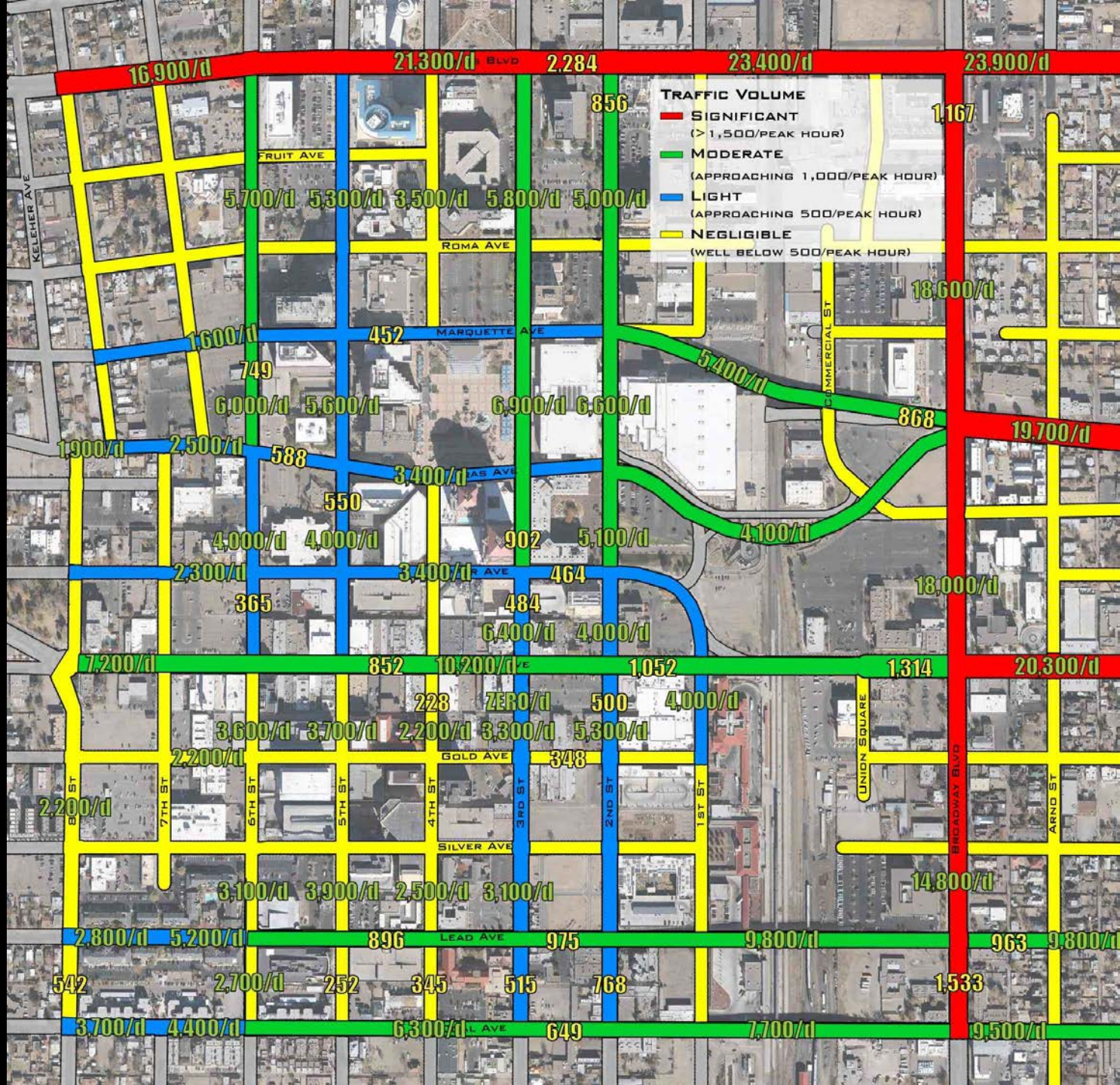
ARE WE OVER-WARRANTED?

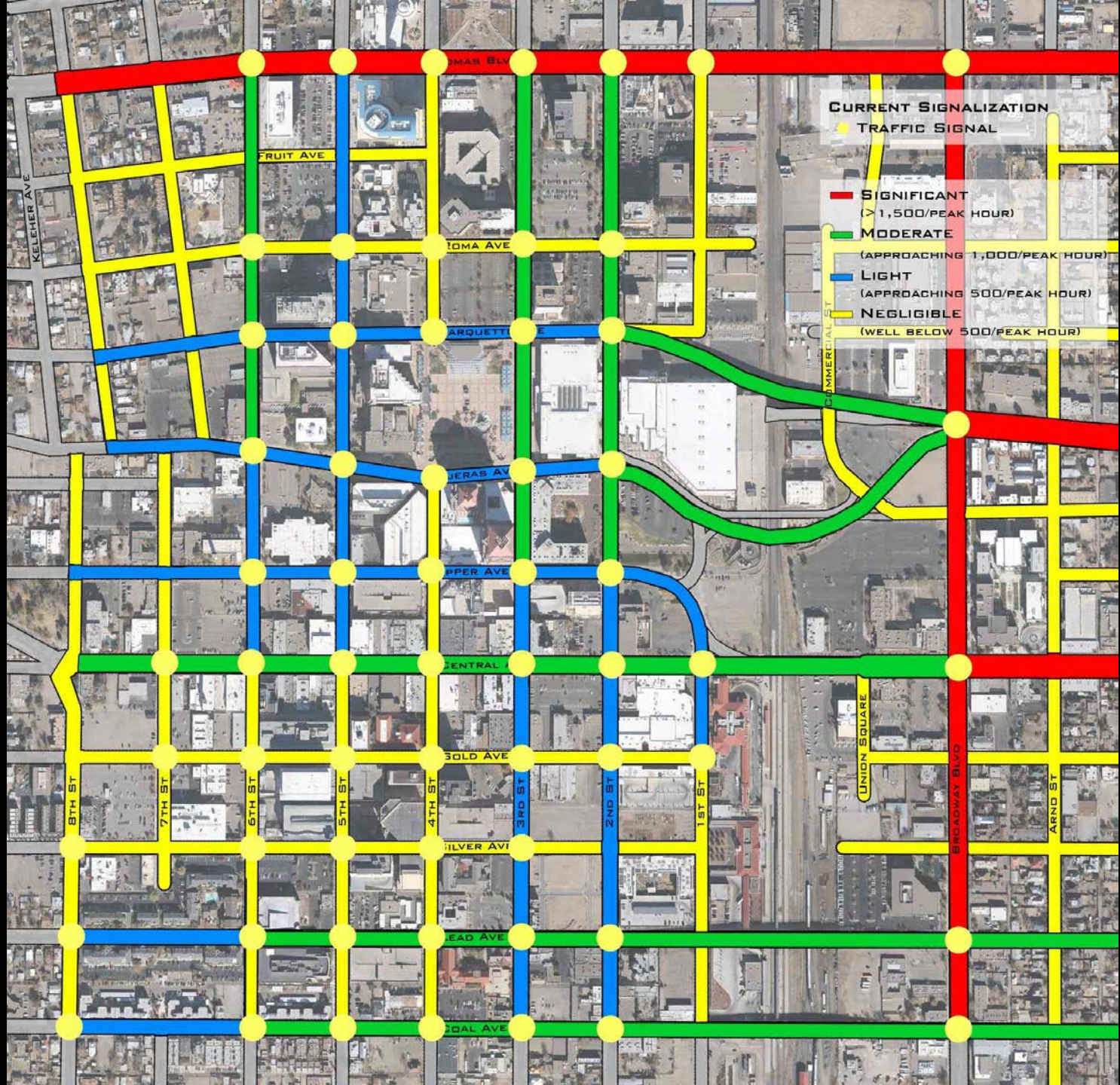
HOW TO EARN A WARRANT

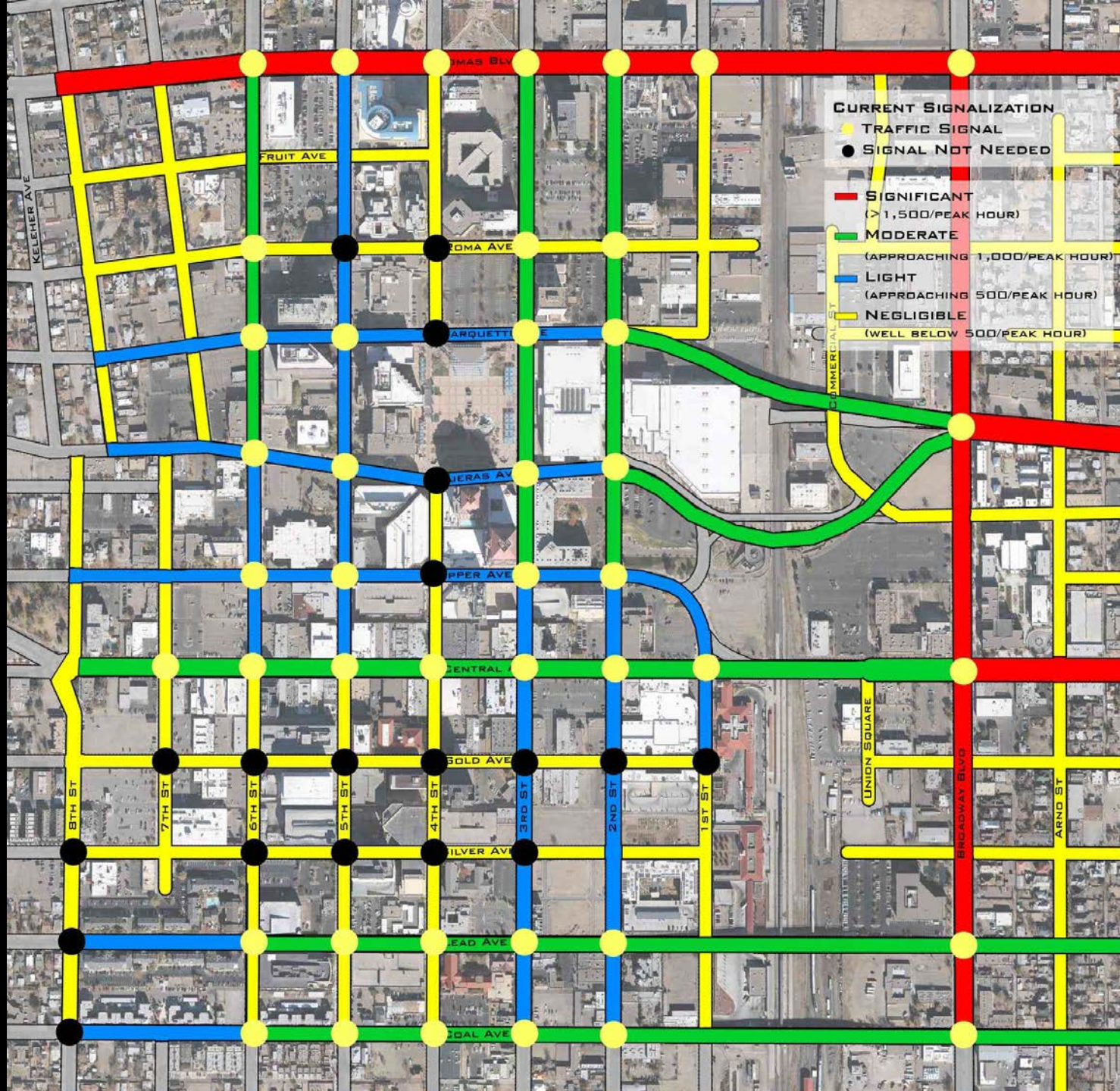
- 800 PEAK-HOUR TRIPS
THROUGH INTERSECTION
- AT LEAST 150 OF THOSE FROM
THE SIDE STREET



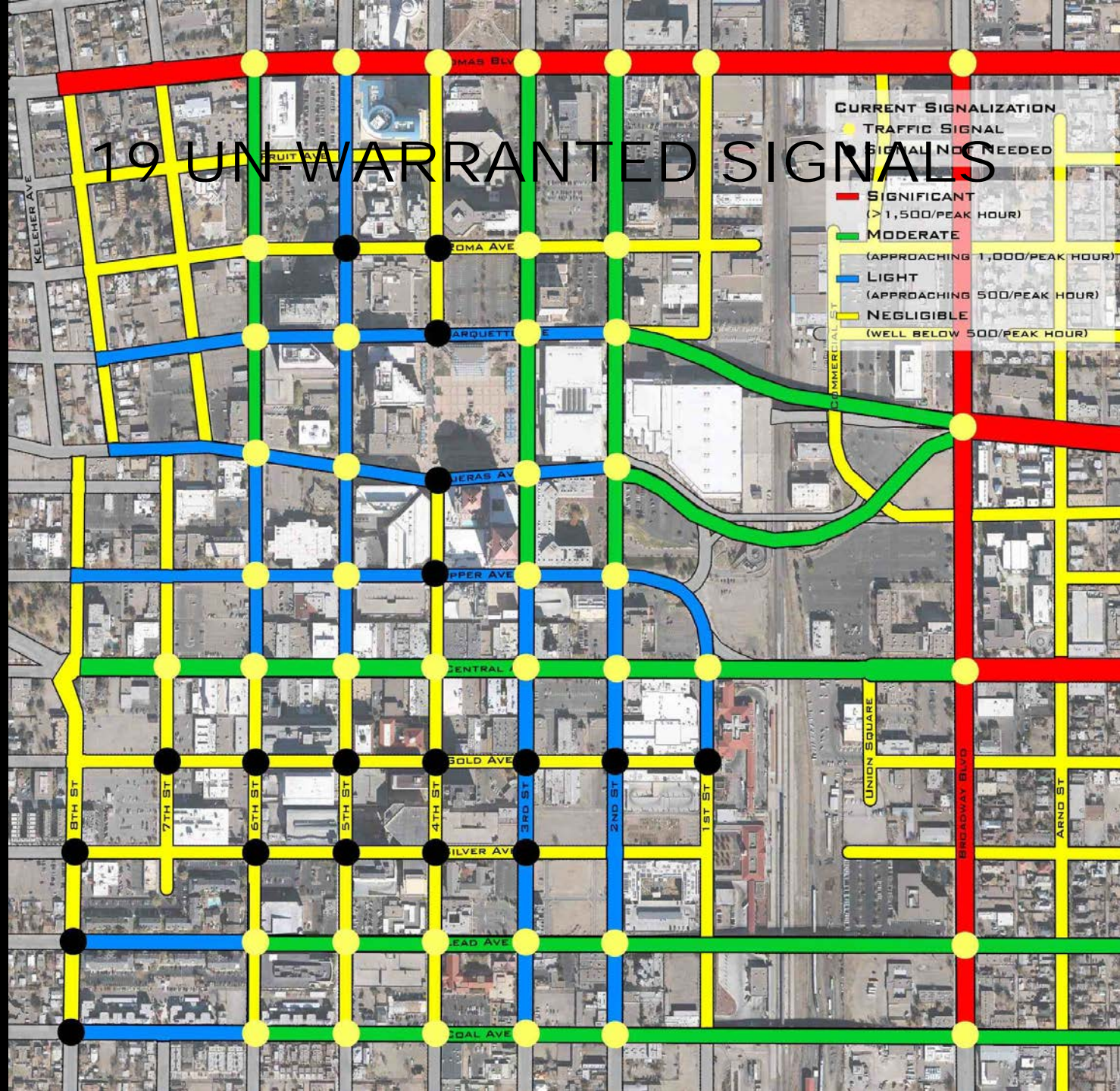








19 UN-WARRANTED SIGNALS



PERSAUD ET. AL.

1972

472 SIGNALS REMOVED

DATA COLLECTED ON 199

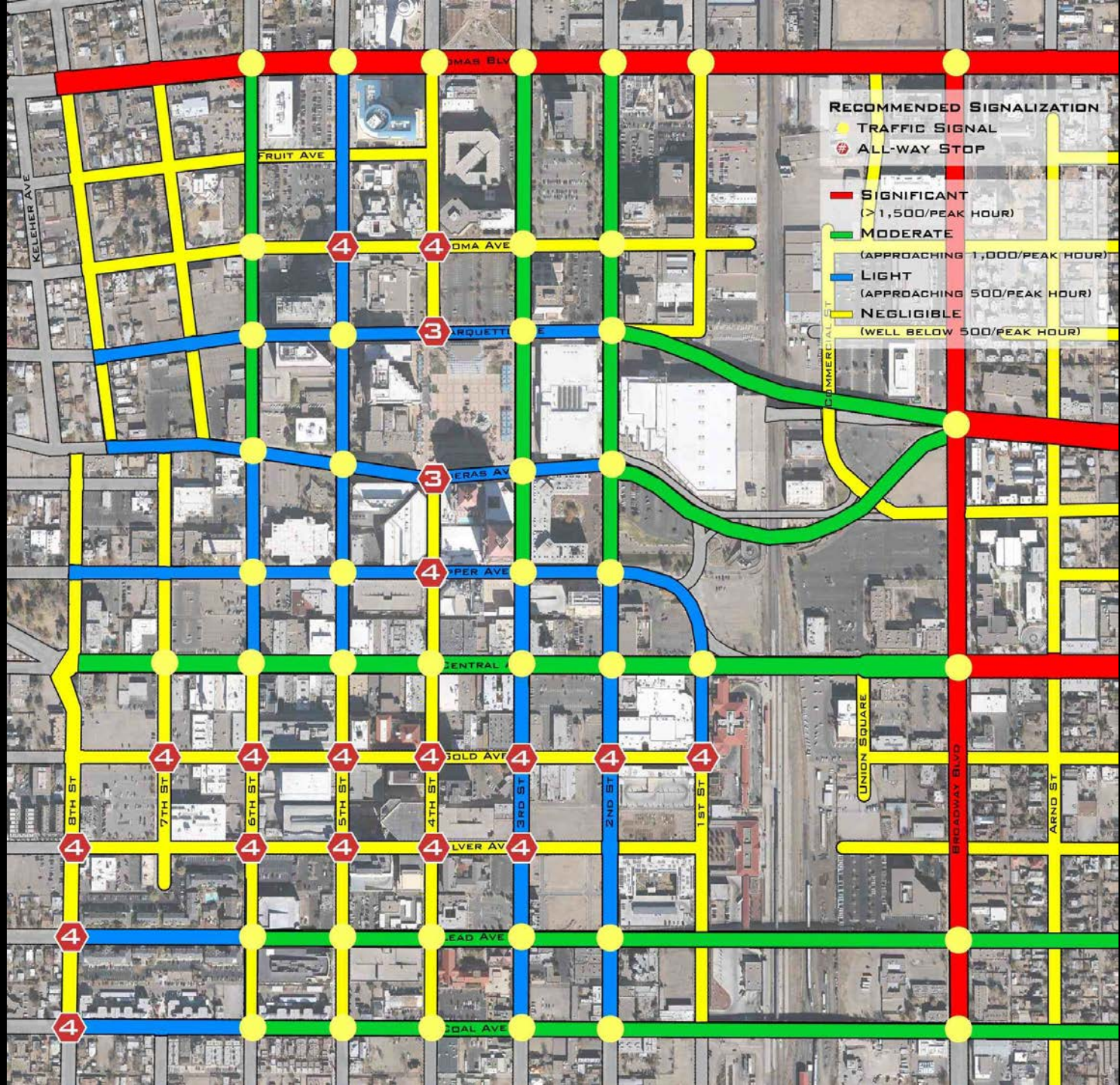
CRASHES REDUCED 24%

SEVERE INJURY CRASHES

REDUCED 63 %

SEVERE PED INJURY CRASHES

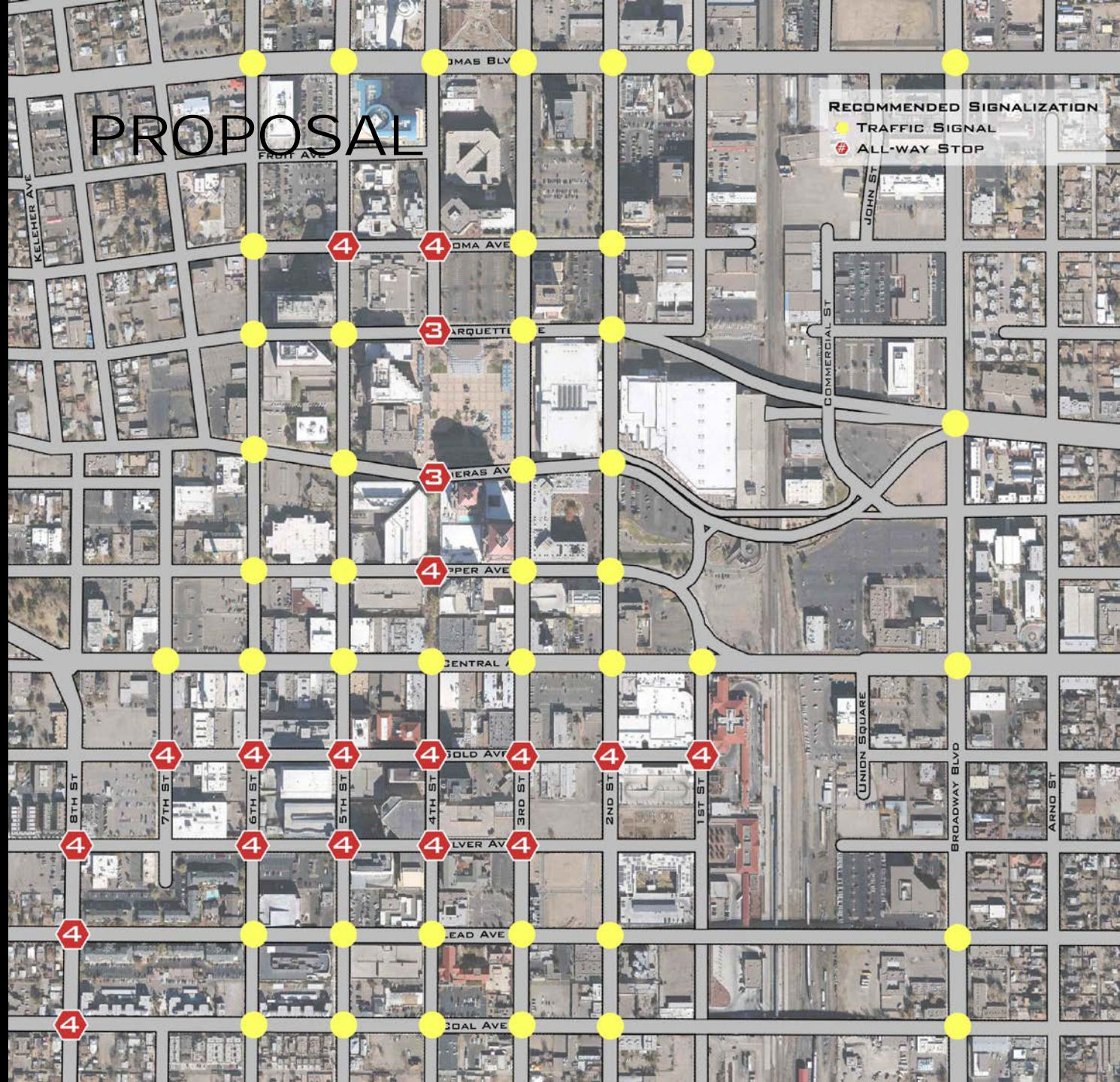
REDUCED 68%



PROPOSAL

RECOMMENDED SIGNALIZATION

- TRAFFIC SIGNAL
- ⬡ ALL-WAY STOP

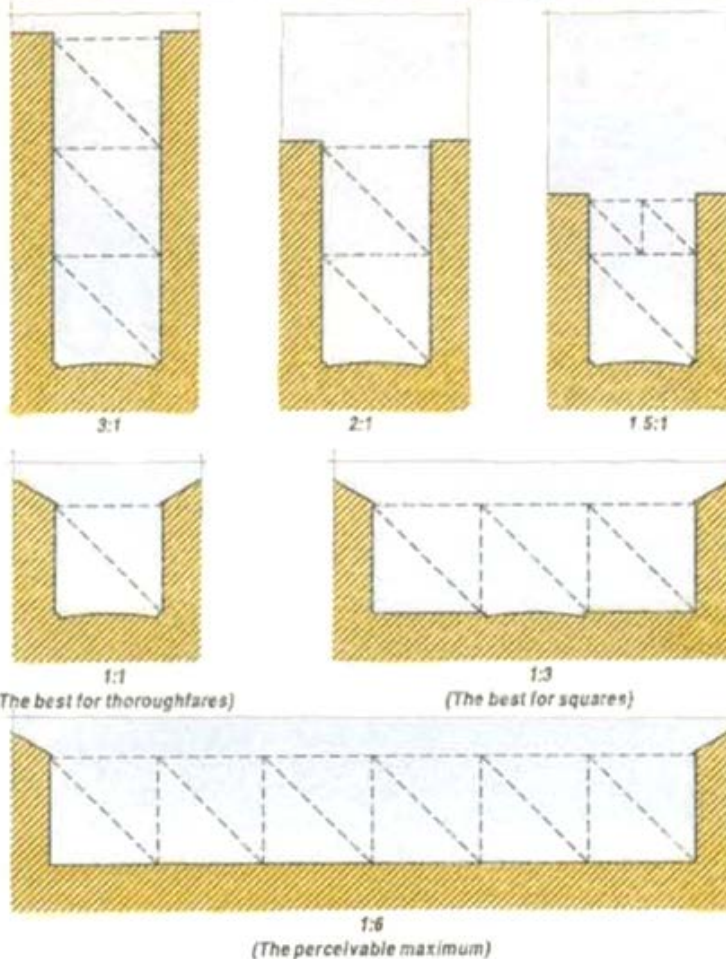


A COMFORTABLE AND INTERESTING WALK

- COMFORT AND INTEREST FACTORS
- TIGER GRANT PROPOSAL
- URBAN TRIAGE EXERCISE
- CIVIC PLAZA

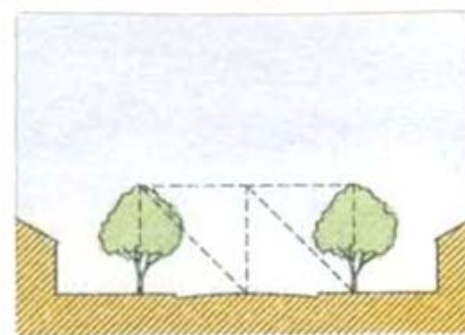


SPATIAL DEFINITION BY HEIGHT-TO-WIDTH RATIO

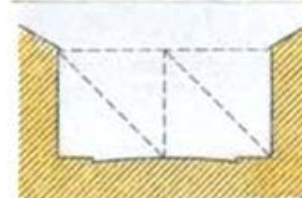


- **Spatial Definition:** the fabric achieved when enfronting facades are aligned in a coherent manner, and the defined space does not exceed a certain height-to-width ratio.
- **Height-to-Width Ratio:** the proportion of spatial enclosure related to the physiology of the human eye. If the width of space is such that the cone of vision encompasses less street wall than open sky, the degree of spatial enclosure is slight. As a general rule, the tighter the ratio, the stronger the sense of place and, often, the higher the real estate value. See: **Sense of Place**

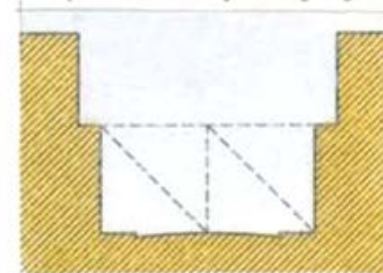
SPATIAL DEFINITION IN SECTION



Spatial enclosure by tree canopy



Spatial enclosure by building height

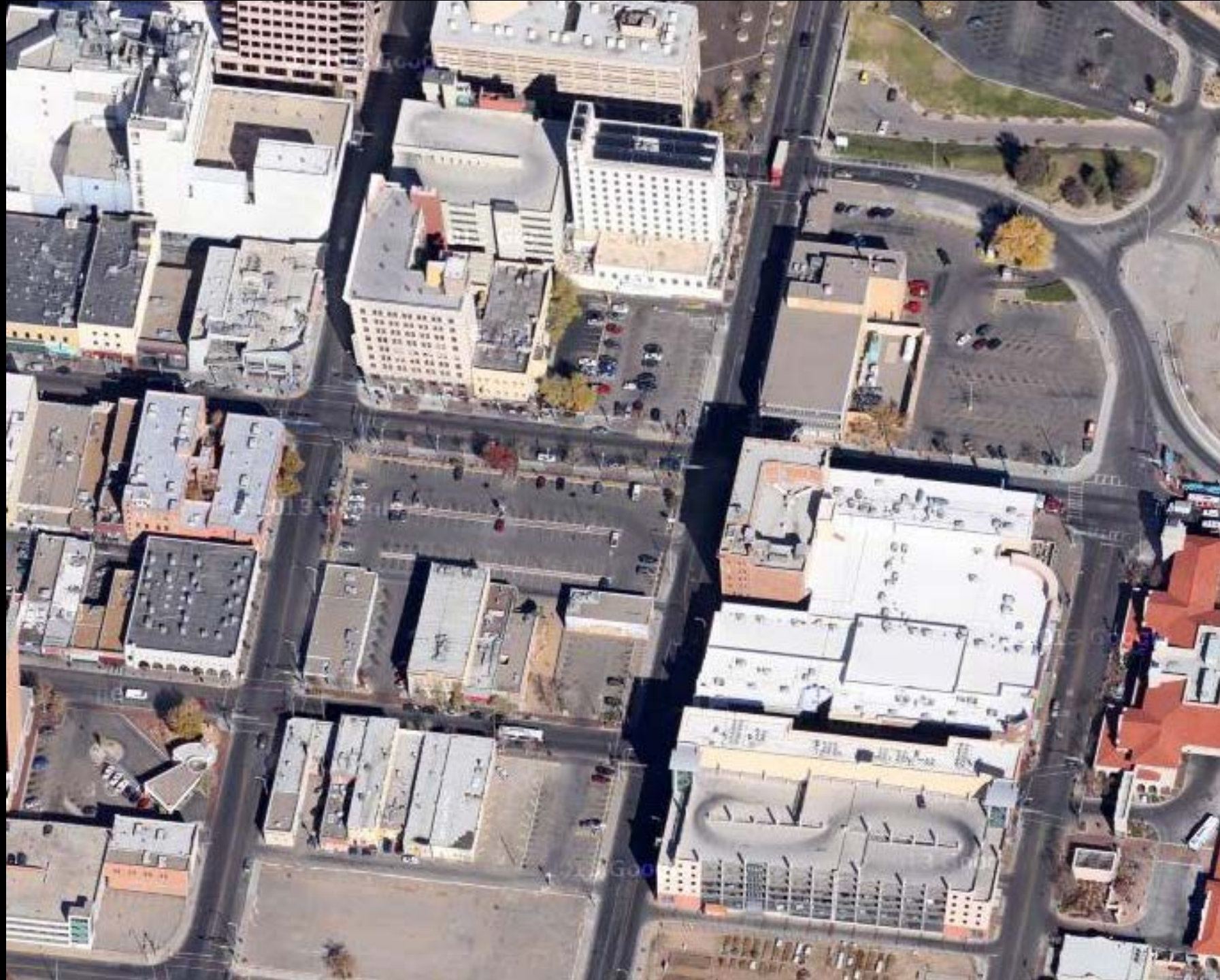


Spatial enclosure by recess line

- **Spatial Enclosure:** the defining elements of a public space provided by facades with disciplined tree planting as an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that exceed the maximum height-to-width ratios.
- **Enclosure:** a physical attribute of thoroughfares and open spaces, contributing to a sense of place. Enclosure of the public realm involves the definition of the public space by frontages as a room is defined by its walls. Controlling the degree of enclosure is one of the principal variables in the creation of an urban-to-rural transect. Enclosure is adjusted through the selection of frontage types or by a build-to line specifying the minimum building frontage and the minimum building height.







A COMFORTABLE AND INTERESTING WALK

- COMFORT AND INTEREST FACTORS
- TIGER GRANT PROPOSAL









PRECEDENT?



A COMFORTABLE AND INTERESTING WALK

- COMFORT AND INTEREST FACTORS
- TIGER GRANT PROPOSAL
- URBAN TRIAGE EXERCISE

HOW DO YOU GET PEOPLE TO WALK?

- A REASON TO WALK
(BALANCE OF USES)
- A SAFE WALK
(REALITY AND PERCEPTION)
- A COMFORTABLE WALK
(SPACE AND ORIENTATION)
- AN INTERESTING WALK
(SIGNS OF HUMANITY)

HOW DO WE
DO ALL
THOSE
THINGS???

URBAN TRIAGE

HOW DO YOU GET PEOPLE TO WALK?

- A USEFUL WALK
- A SAFE WALK
- A COMFORTABLE WALK
- AN INTERESTING WALK

ROTATE TO NOT HAVE TILT.

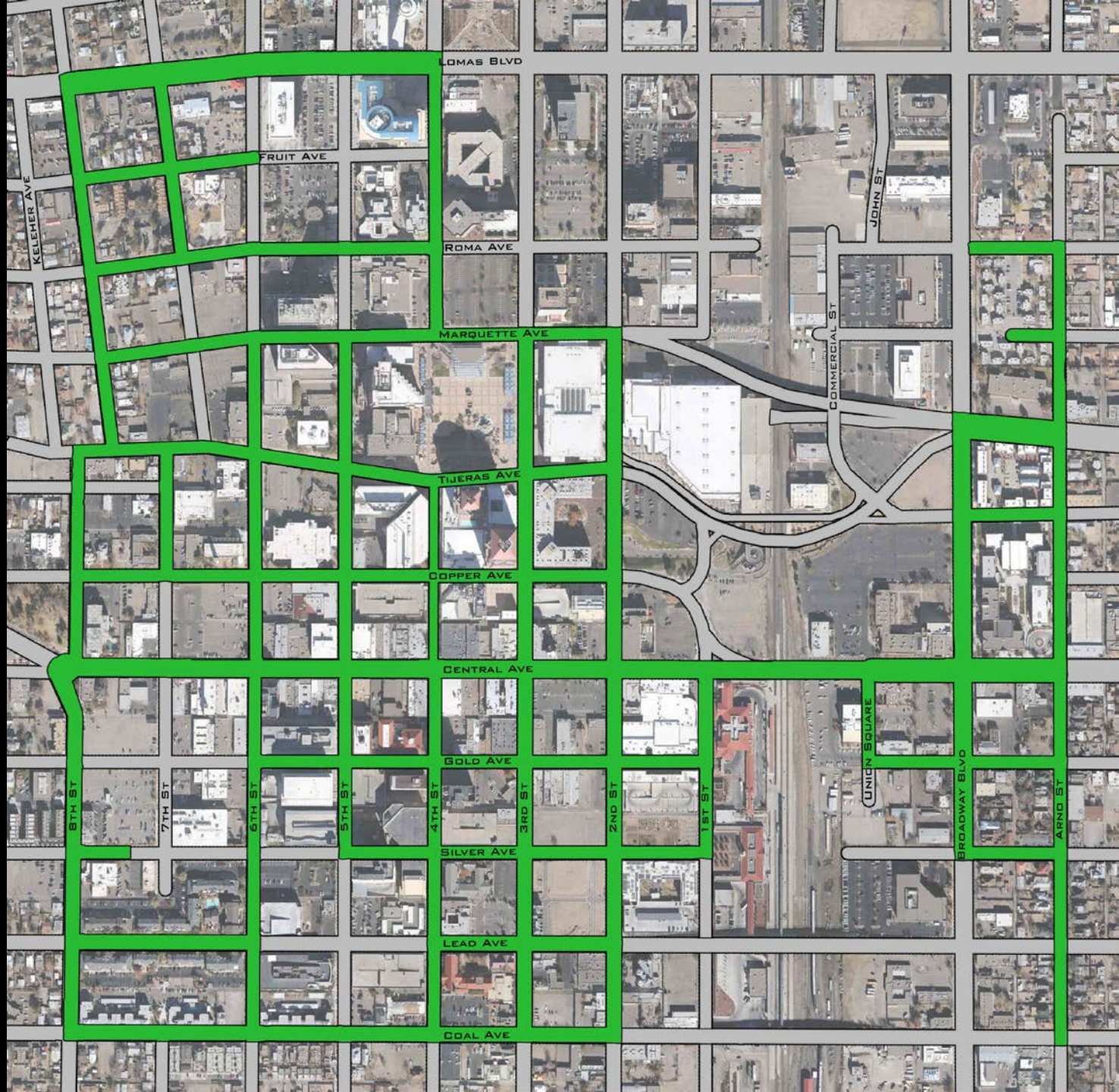
ALBUQUERQUE

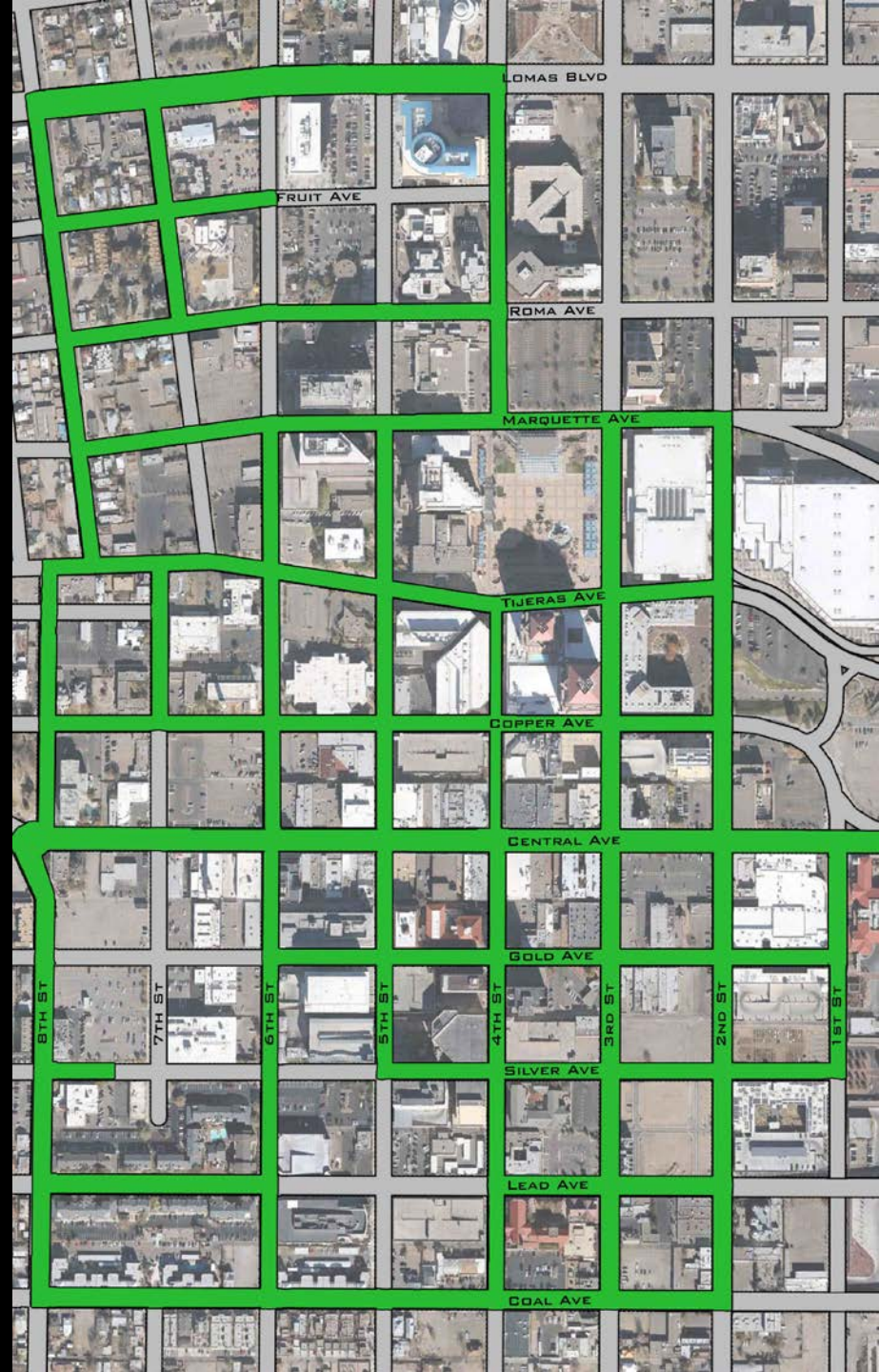
URBAN FRONTAGE ASSIGNMENT

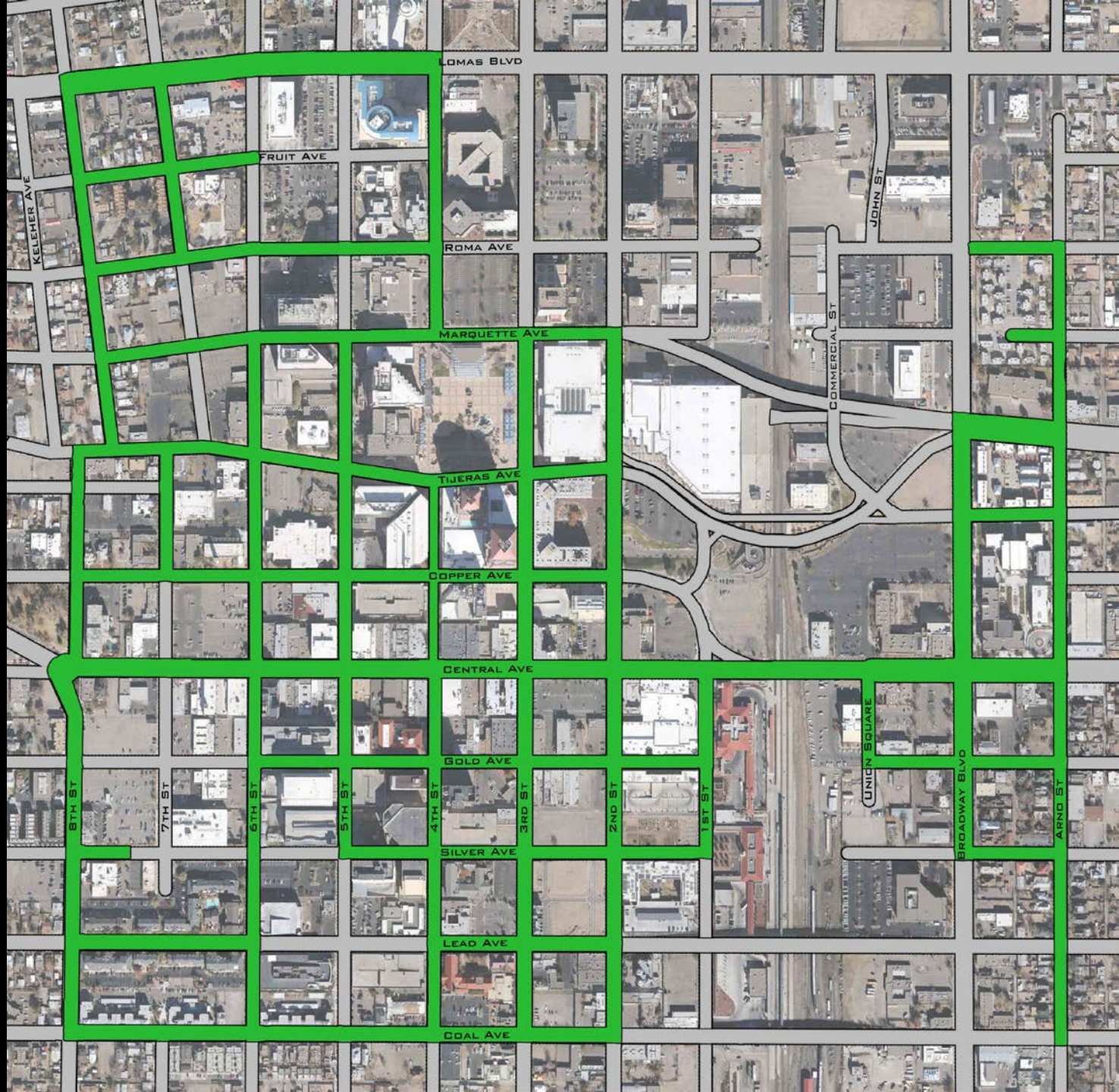


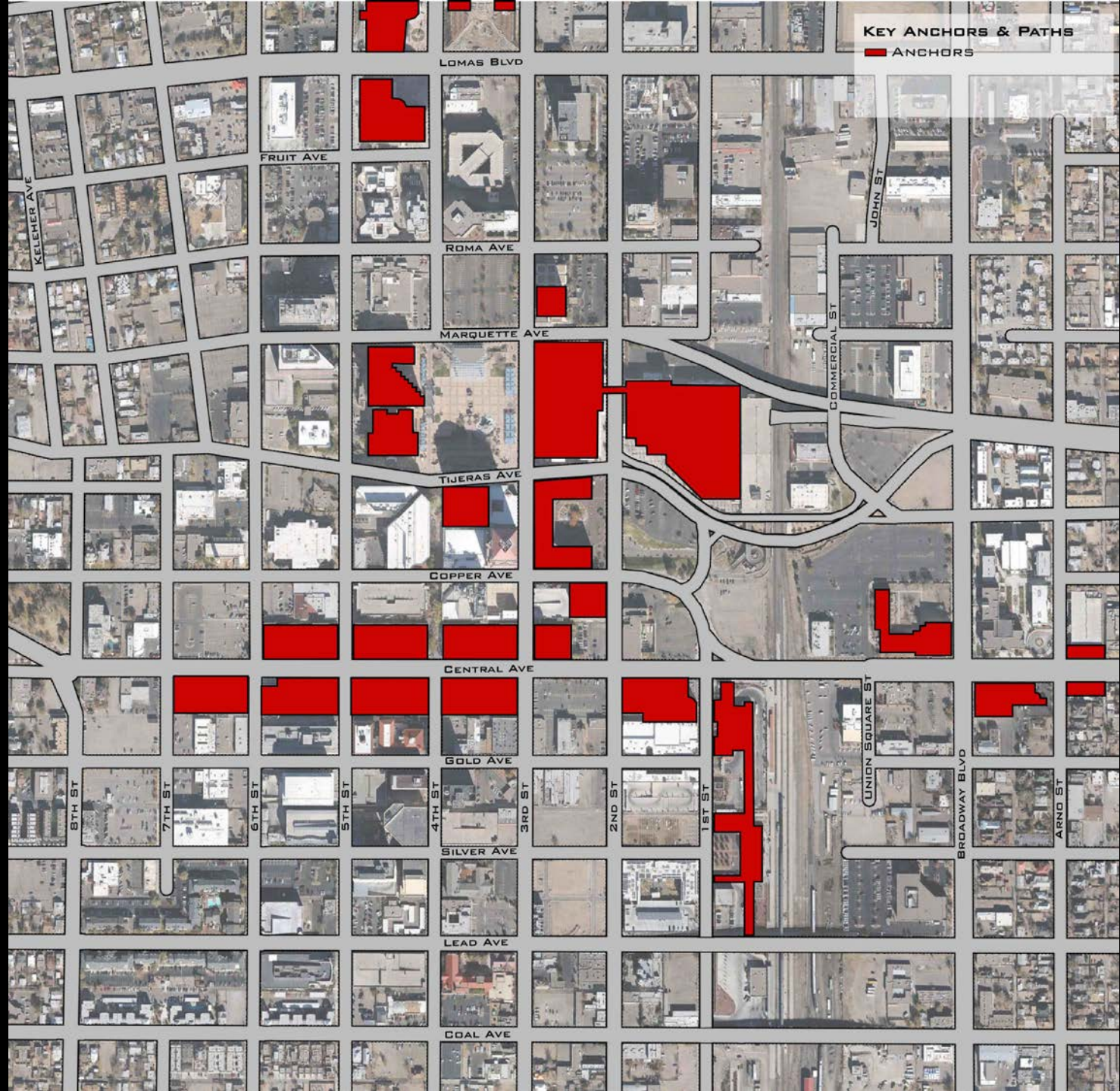
2. A BIT
FURTHER
SOUTH TO
INCLUDE
ALL OF
DUAL

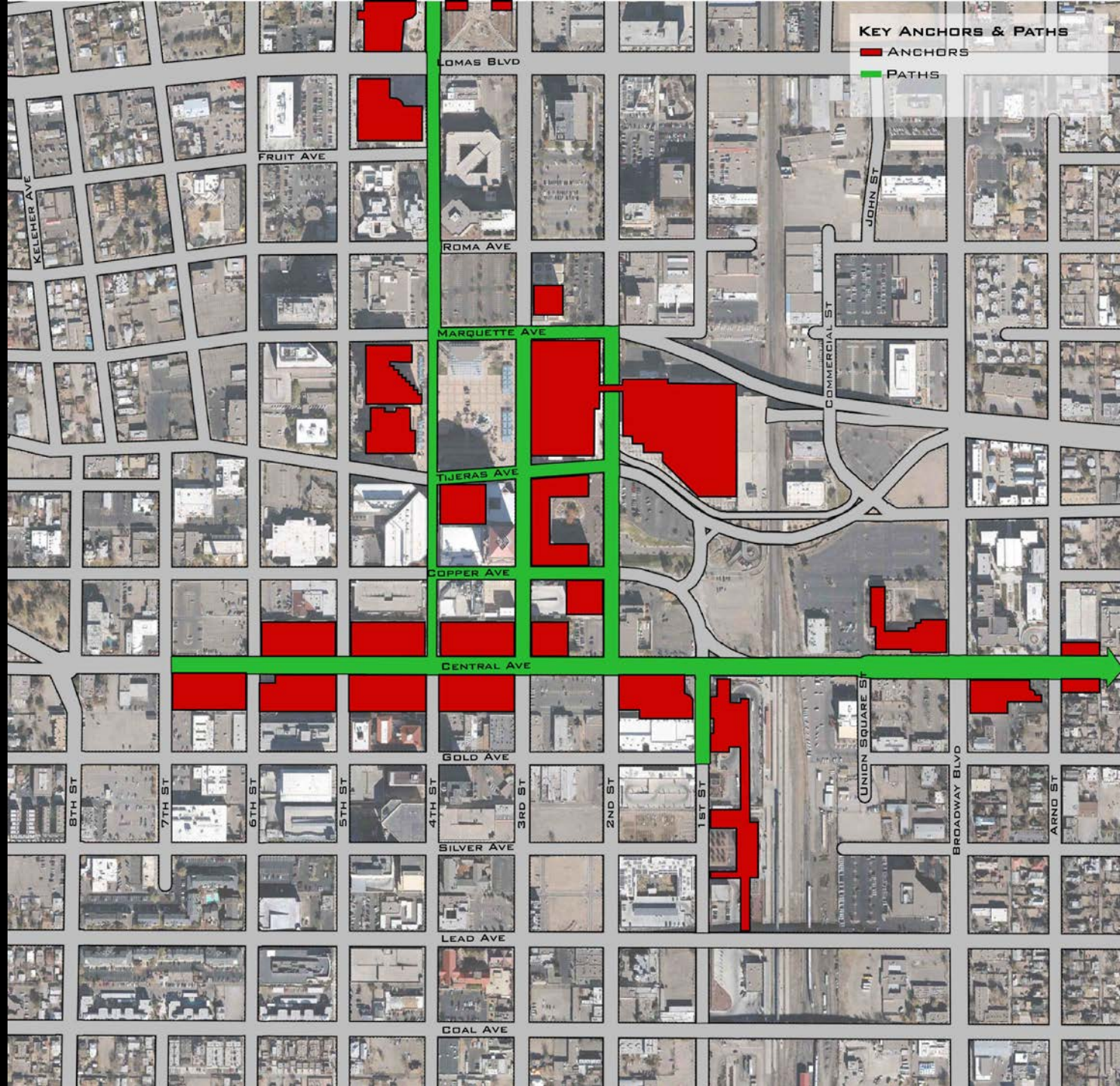


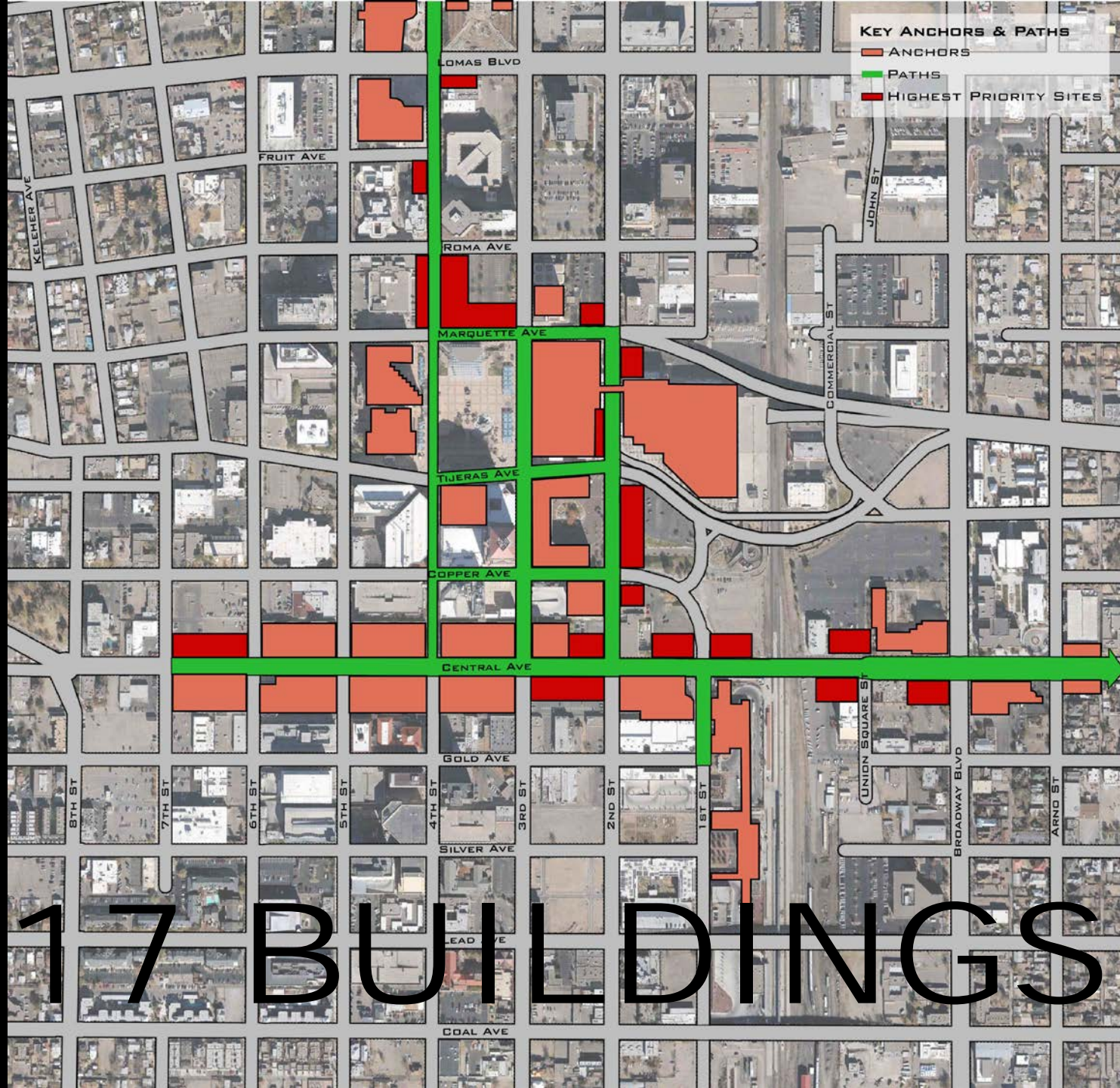


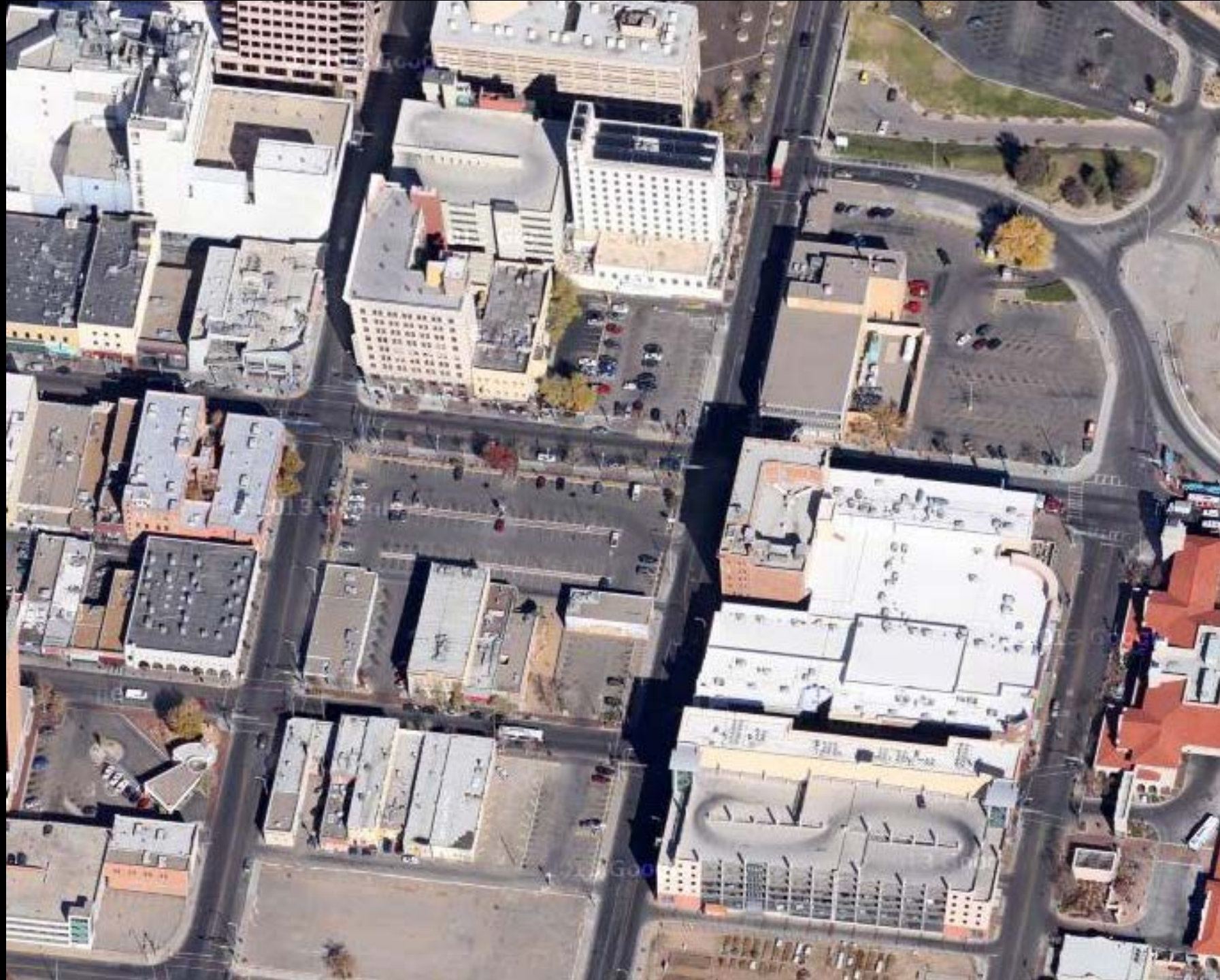


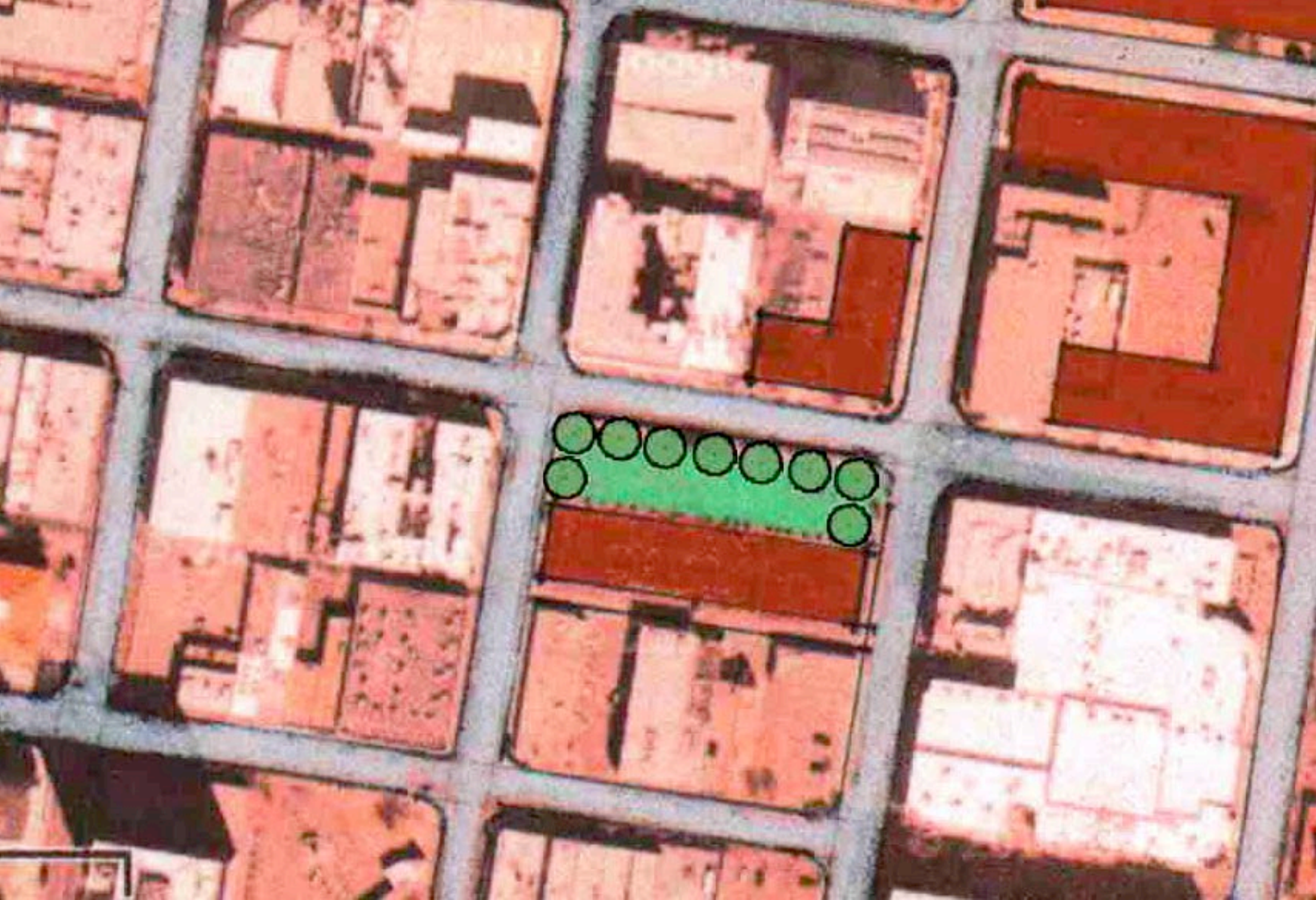














AND 16 OTHERS

A COMFORTABLE AND INTERESTING WALK

- COMFORT AND INTEREST FACTORS
- TIGER GRANT PROPOSAL
- URBAN TRIAGE EXERCISE
- CIVIC PLAZA









CIVIC PLAZA FLAWS

- TOO BIG





200 ft

50 m



CIVIC PLAZA FLAWS

- TOO BIG

- MOAT EDGES





parking



OPEN

RESERVED PARKING

VISITOR PARKING

LOT FULL
NO HIGH VEHICLES
NO TRUCKS

NO HIGH VEHICLES

LOW CLEARANCE 6'-6"

PARK CLOSED
TO NO CORPS

LIFE LINE
PUBLIC WORK

RESERVED PARKING
UPPER LEVEL

NO HIGH VEHICLES
CLEARANCE 6'-6"



CIVIC PLAZA FLAWS

- TOO BIG
- MOAT EDGES
- MISSING STREET



CIVIC PLAZA FLAWS

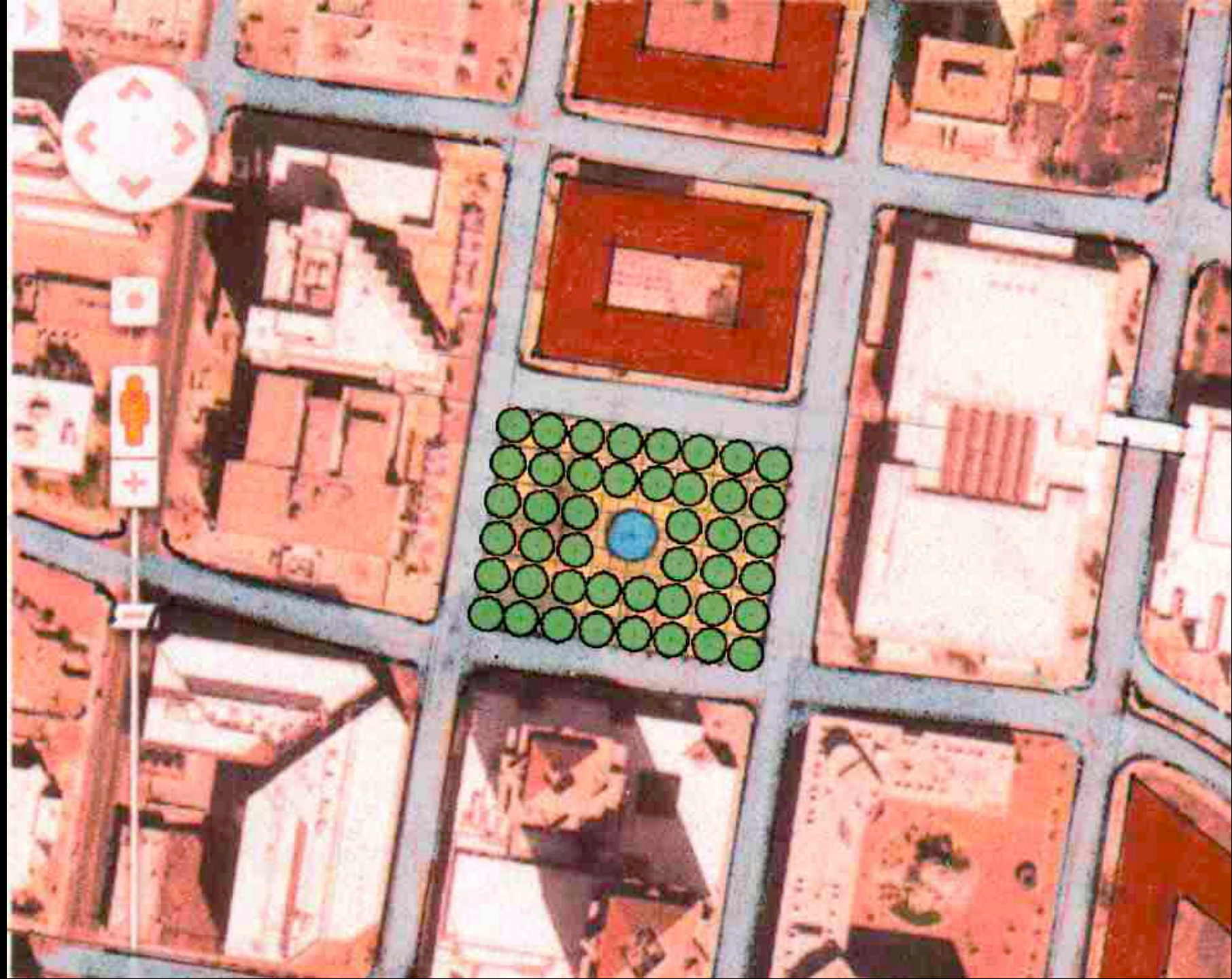
- TOO BIG
- MOAT EDGES
- MISSING STREET
- BAD VISIBILITY

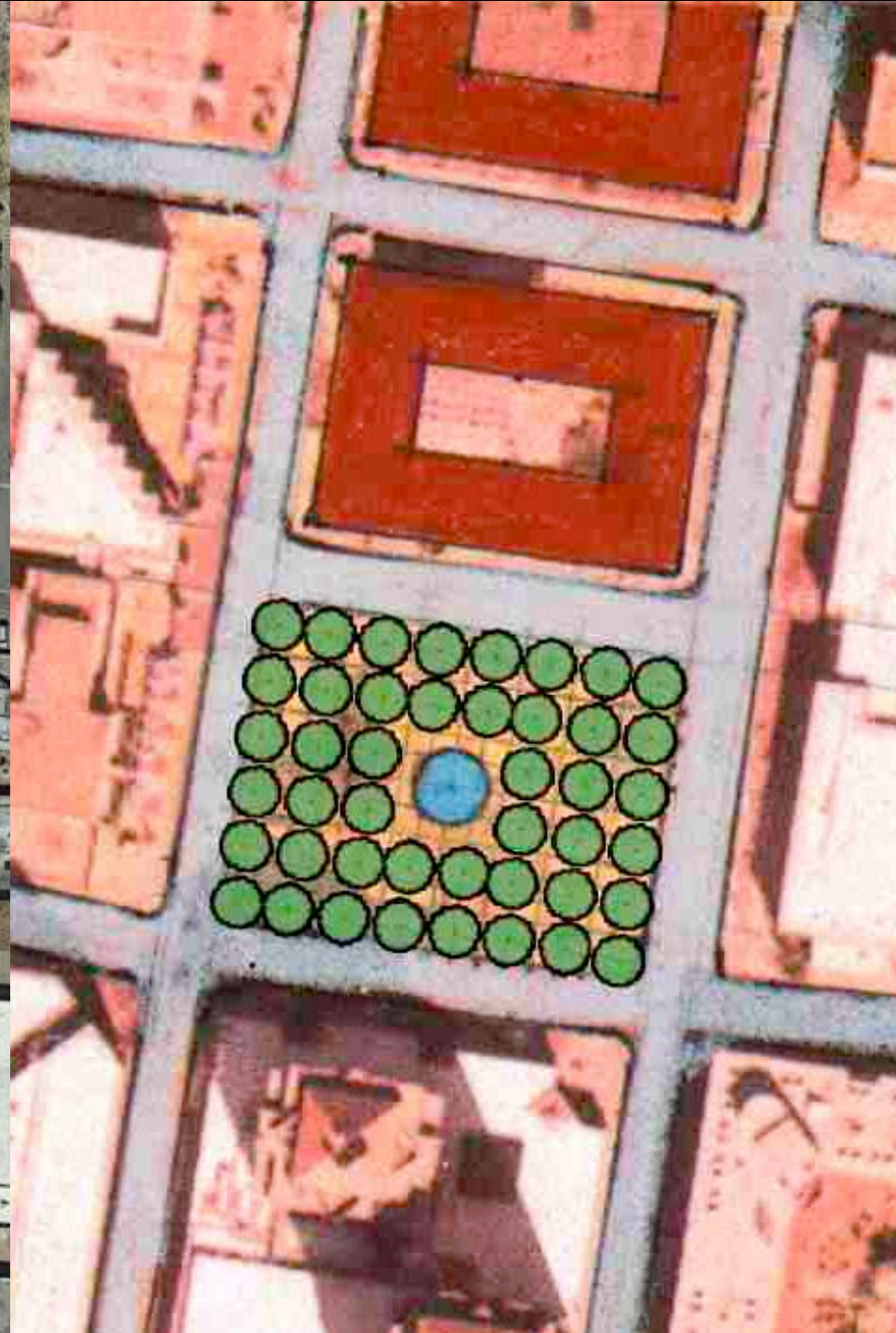


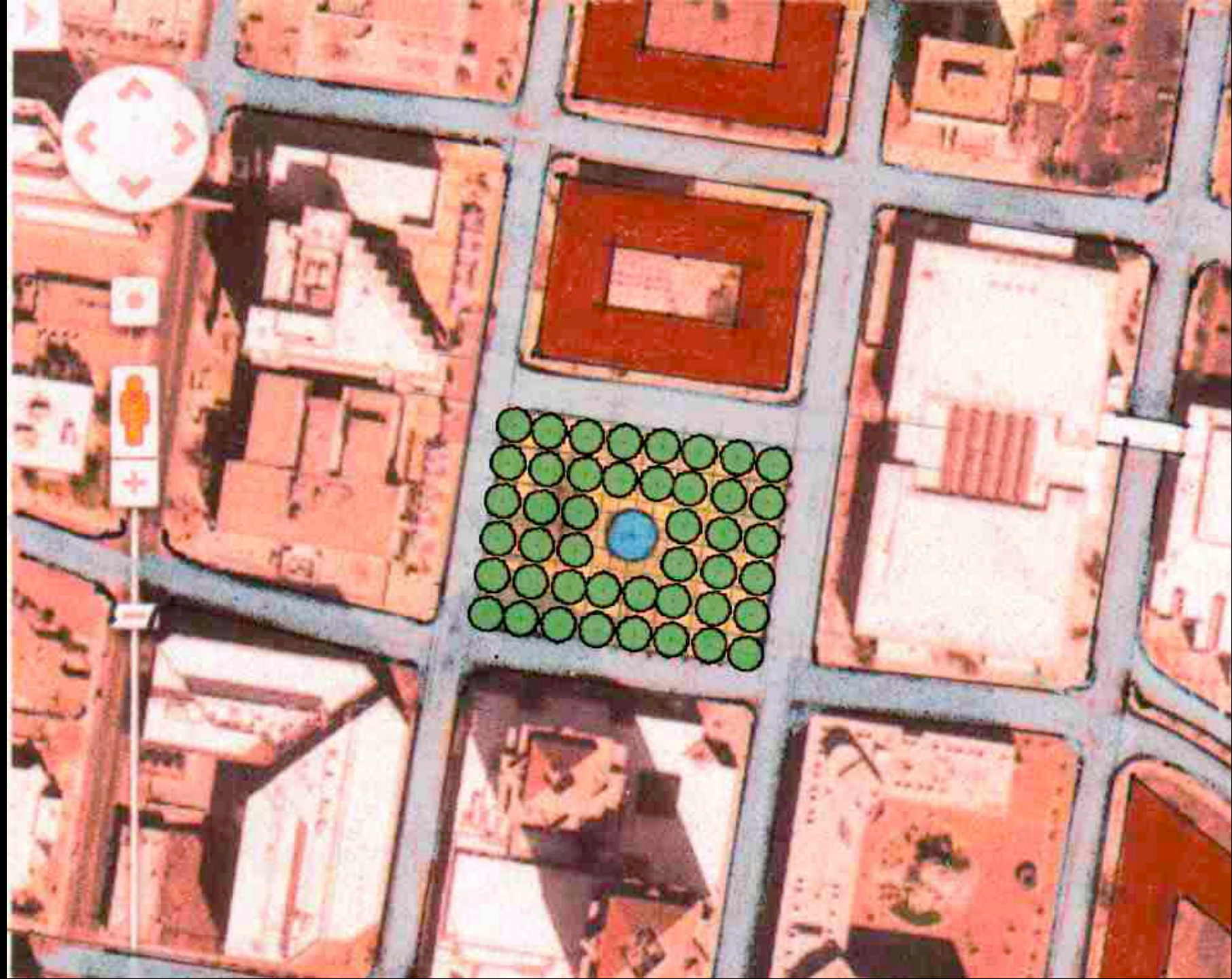
CIVIC PLAZA FLAWS

- TOO BIG
- MOAT EDGES
- MISSING STREET
- BAD VISIBILITY
- UNFIXABLE









HOW DO YOU GET PEOPLE TO WALK?

- A SAFE WALK
- A COMFORTABLE /
INTERESTING WALK
- A USEFUL WALK

A USEFUL WALK

- USEFULNESS FACTORS
- LEVERAGING GARAGES
- INNOVATE ABQ

LEGEND

- One & Two Family Buildings
- MultiFamily Walkup Buildings
- MultiFamily Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data



WHAT IS MISSING OR UNDER-REPRESENTED?

- Office
- Retail
- Dining
- Entertainment
- Housing
- Schools
- Recreation
- Worship
- Parking

Census Tract 002100 in Bernalillo County, New Mexico

Basic Information

Population and Races

Income and Careers

Housing

Census Tract 002100 map, details, and nearby locations

Census Block Groups Map View. Full data. Click icon to show name.



Show More Locations on the Map

[Census Blocks*](#)

[Census Block Groups*](#)

[Census Tracts*](#)

[Zip Codes](#)

[School Districts](#)

[Cities](#)

[Counties](#)

[Metro Areas](#)

[States](#)

* Census Blocks, Census Block Groups, and Census Tracts are geo areas that are normally smaller than the size of a city. Census Blocks provide block and community level information. They are great for understanding areas within a city.

CENSUS TRACT 002100

- 645 HOUSING UNITS IN 313 ACRES
- PERHAPS 75% SUBSIDIZED
- RESIDENTIAL DENSITY: 2.06/ACRE



CENSUS TRACT 002100

- 645 HOUSING UNITS IN 313 ACRES
- PERHAPS 75% SUBSIDIZED
- RESIDENTIAL DENSITY: 2.06/ACRE
- 2.3M SF OFFICE
- JOBS/HOUSING BALANCE > 5:1
- BUT APPROX 30% OFFICE VACANCY
- & 1/3 OF OFFICE IS CLASS C

SO:

- CONVERT STRUGGLING OFFICE TO HOUSING
- USE EVERY INCENTIVE AVAILABLE
- FOCUS ON UNDERUTILIZED GARAGES

A USEFUL WALK

- USEFULNESS FACTORS
- LEVERAGING GARAGES

GARAGES

LEVERAGE

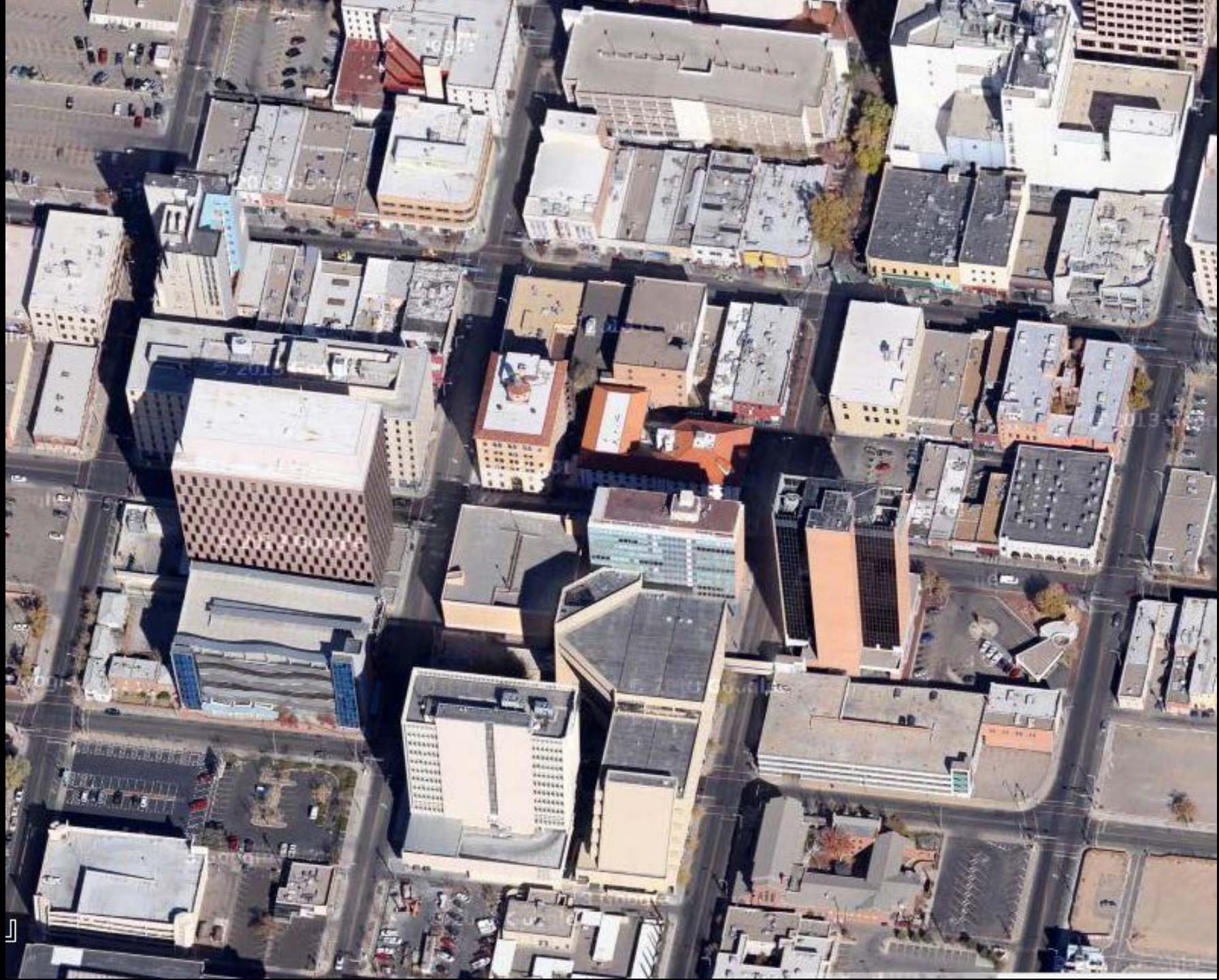
HOUSING

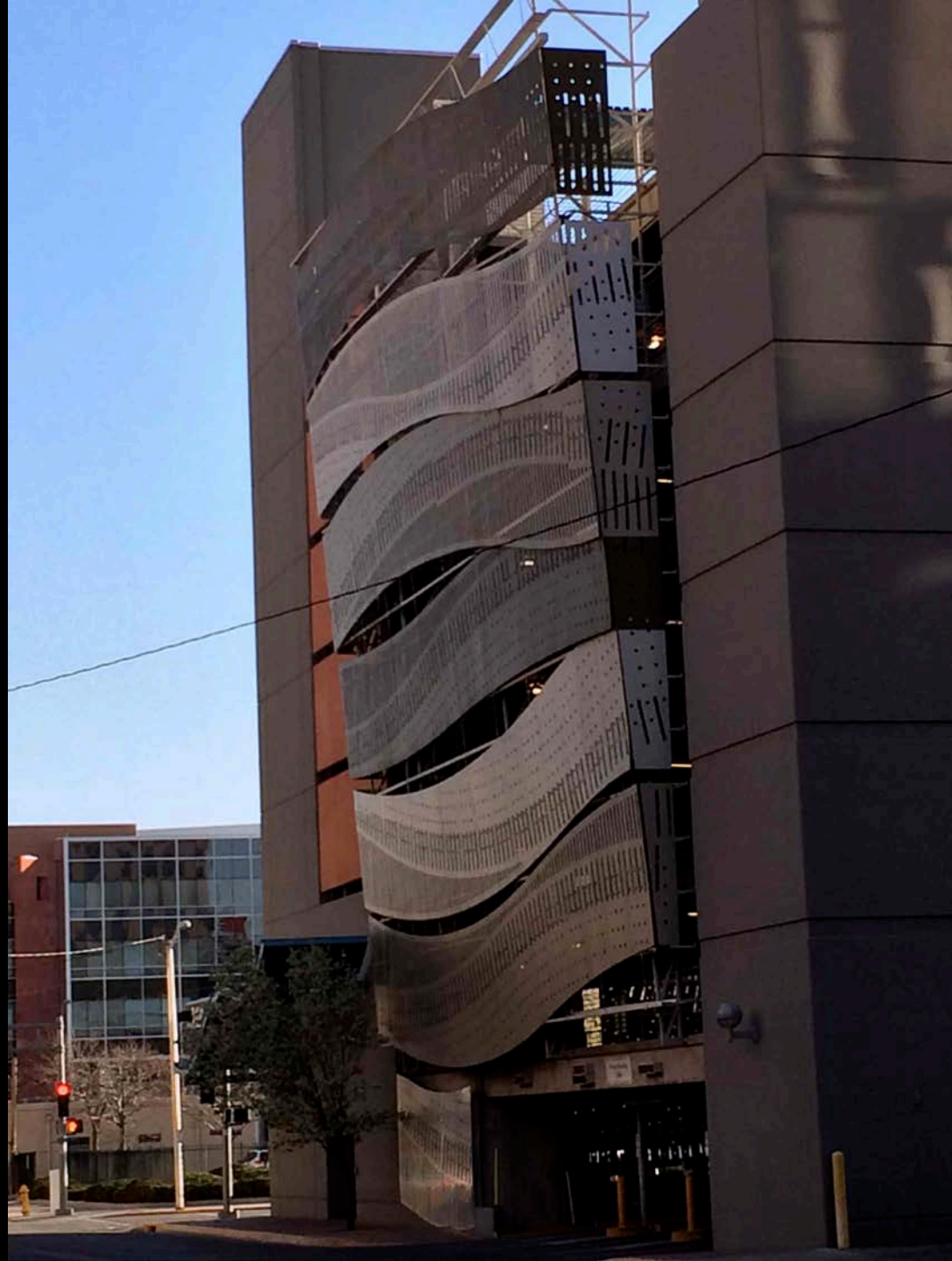




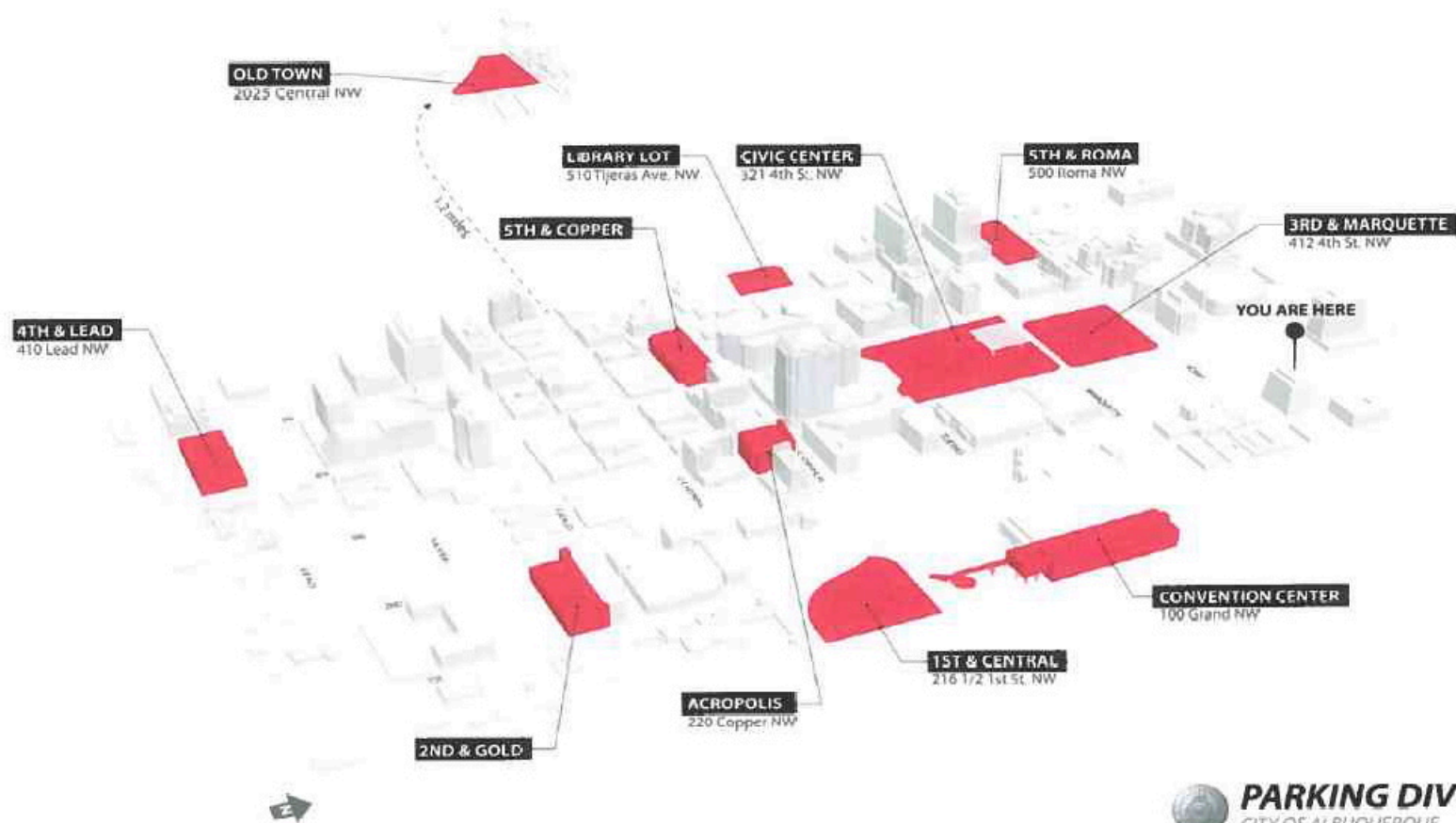
JOSEPH M. DOWNES, SR. PARKING FACILITY







	ACROPOLIS	CIVIC CENTER	CONVENTION	LIBRARY LOT	OLD TOWN	1ST & CENTRAL	2ND & GOLD	3RD & MARQ	4TH & LEAD	5TH & COPPER	5TH & ROMA
	220 Copper NW	321 4th St. NW	100 Grand NW	510 Tijeras Ave NW	2025 Central Ave.	216 1/2 1st St. NW	2nd & Gold	412 4th St. NW	410 Lead NW	5th & Copper	500 Roma NW
TOTAL SPACES	364	903	693	47	140	130	635	212	545	560	68-25 IN/37 OUT
SPACES LEASED	280	632	396	46	17	43	304	223	511	574	62
SPACES AVAILABLE	84	-13	297	1	123	87	331	-11	34	-14	0IN/6 OUT



PARKING DIVISION
CITY OF ALBUQUERQUE



COPPER AVE

CENTRAL AVE

GOLD AVE

SILVER AVE

LEAD AVE

COAL AVE

8TH ST

7TH ST

6TH ST

5TH ST

4TH ST

3RD ST

2ND ST

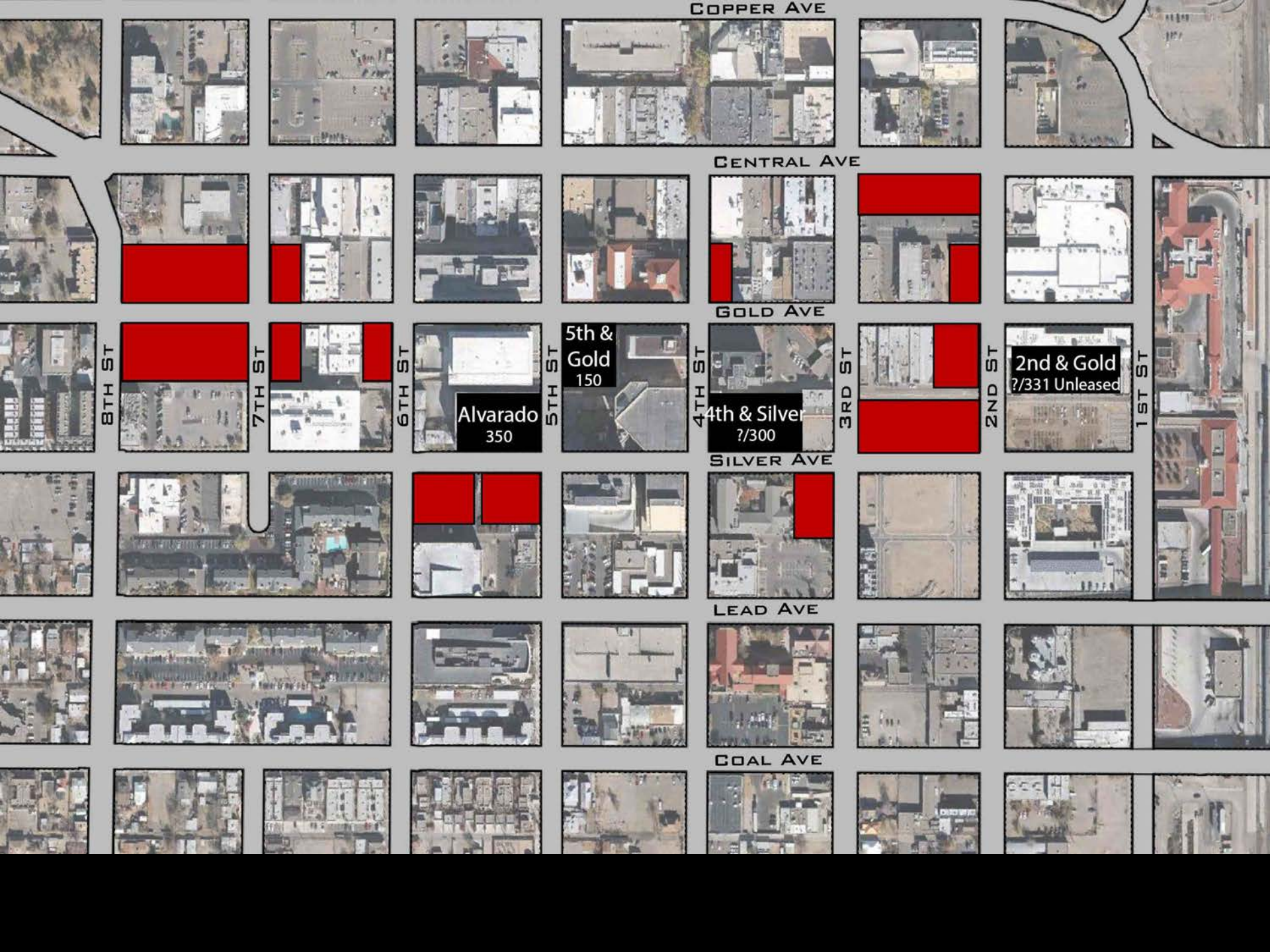
1ST ST

Alvarado

5th & Gold

4th & Silver

2nd & Gold



COPPER AVE

CENTRAL AVE

GOLD AVE

SILVER AVE

LEAD AVE

COAL AVE

8TH ST

7TH ST

6TH ST

5TH ST

4TH ST

3RD ST

2ND ST

1ST ST

Alvarado
350

5th &
Gold
150

4th & Silver
?/300

2nd & Gold
?/331 Unleased

A USEFUL WALK

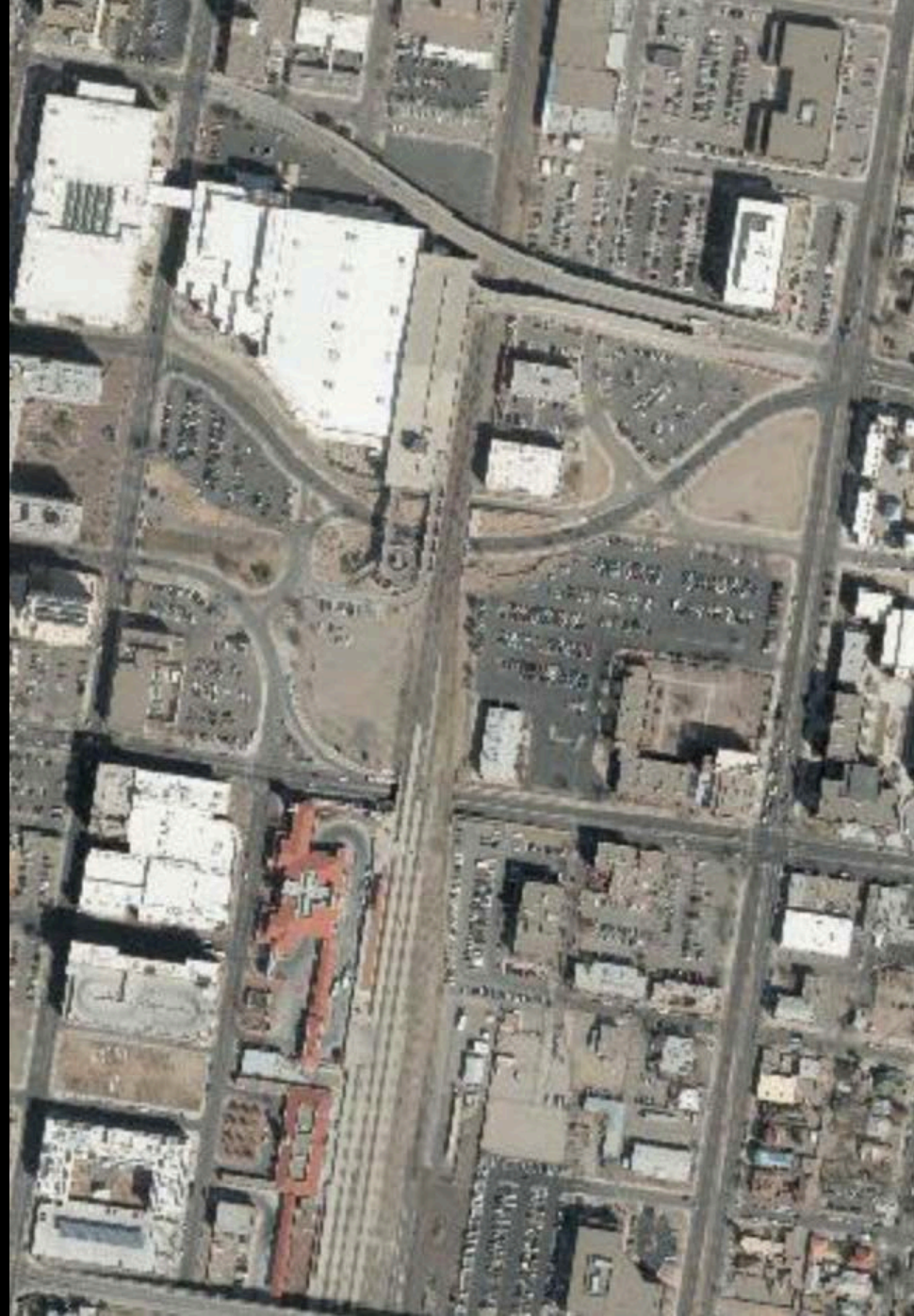
- USEFULNESS FACTORS
- LEVERAGING GARAGES
- INNOVATE ABQ

A USEFUL WALK

- USEFULNESS FACTORS
- LEVERAGING GARAGES
- REKNIT THE CITY





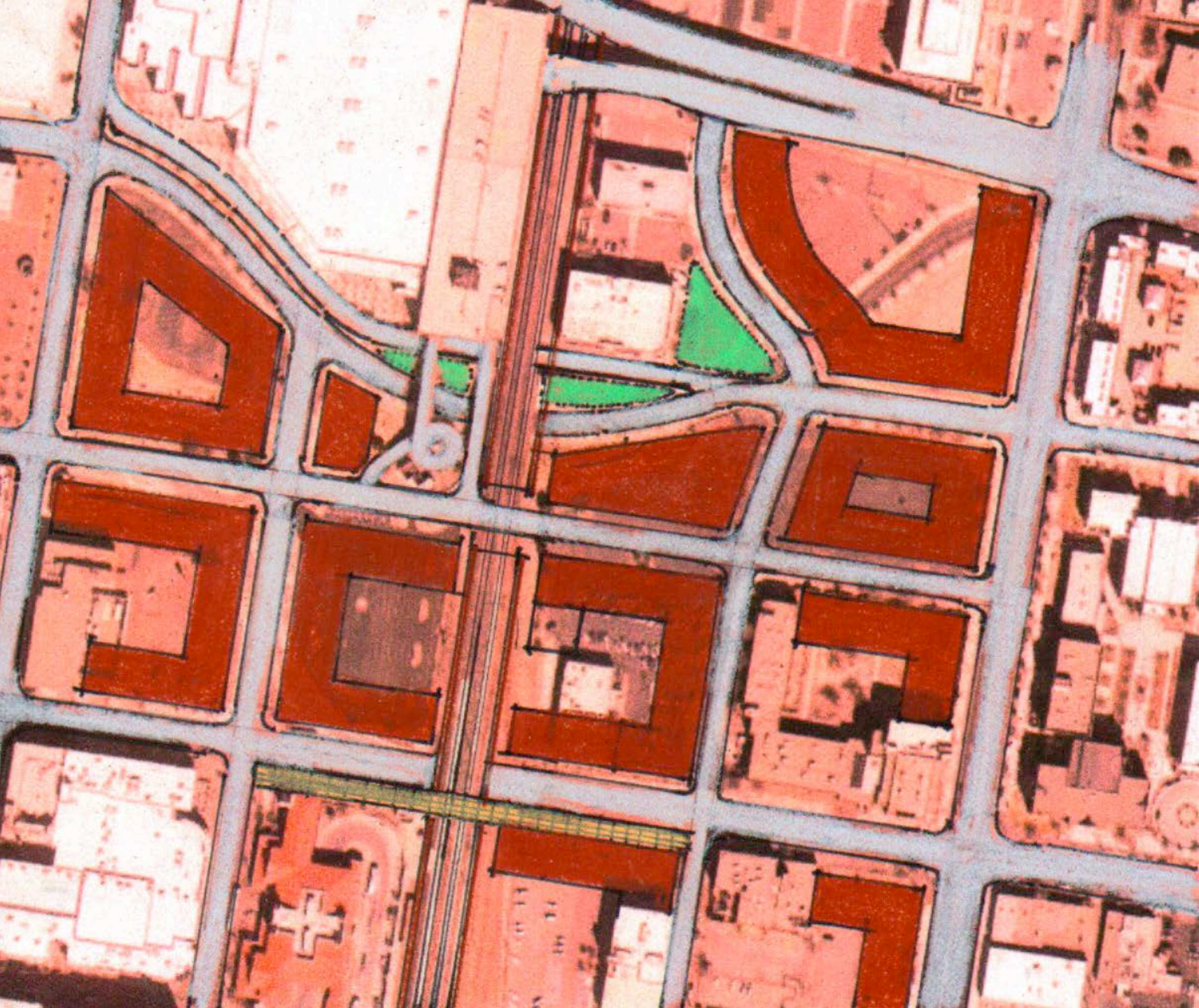


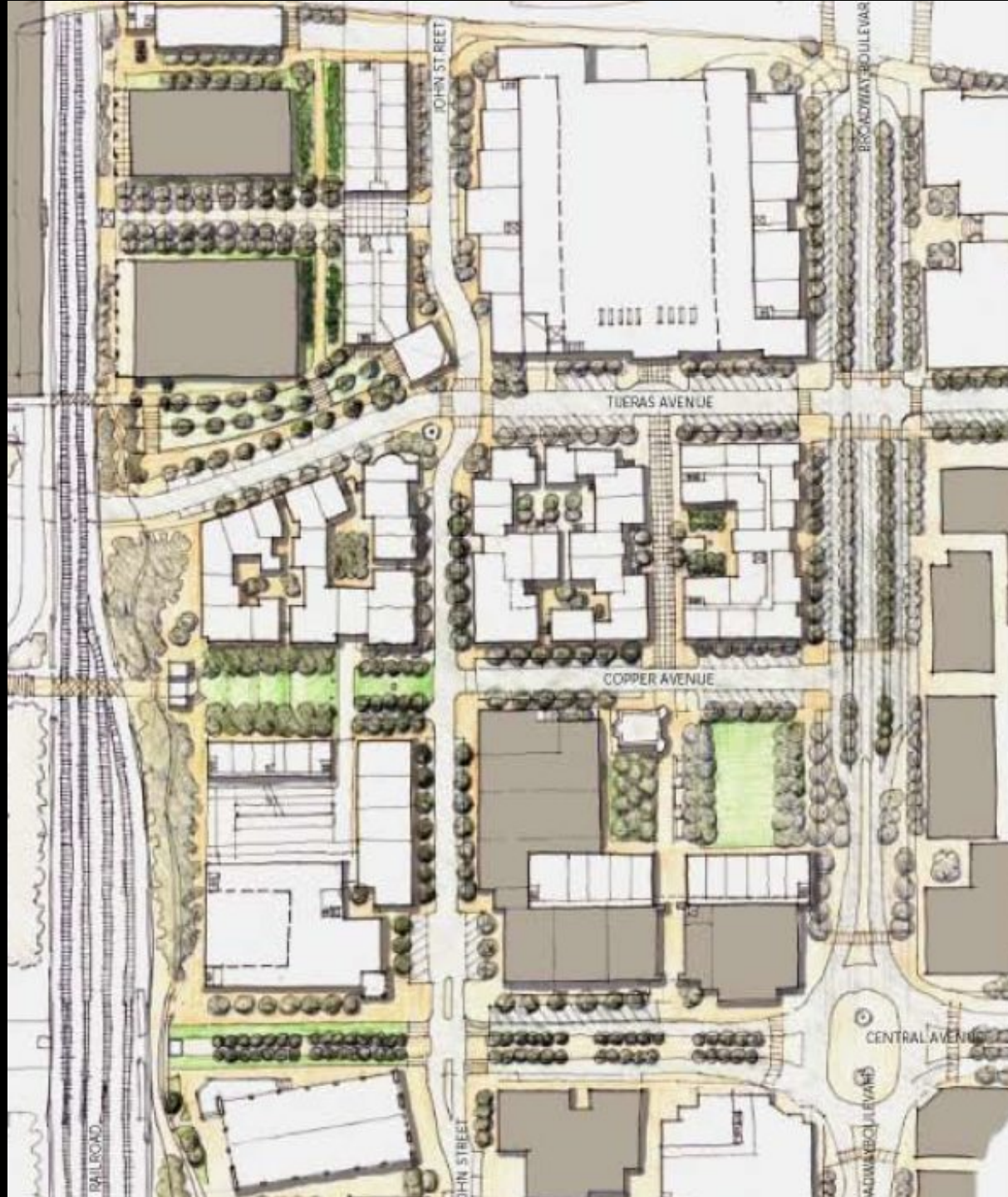


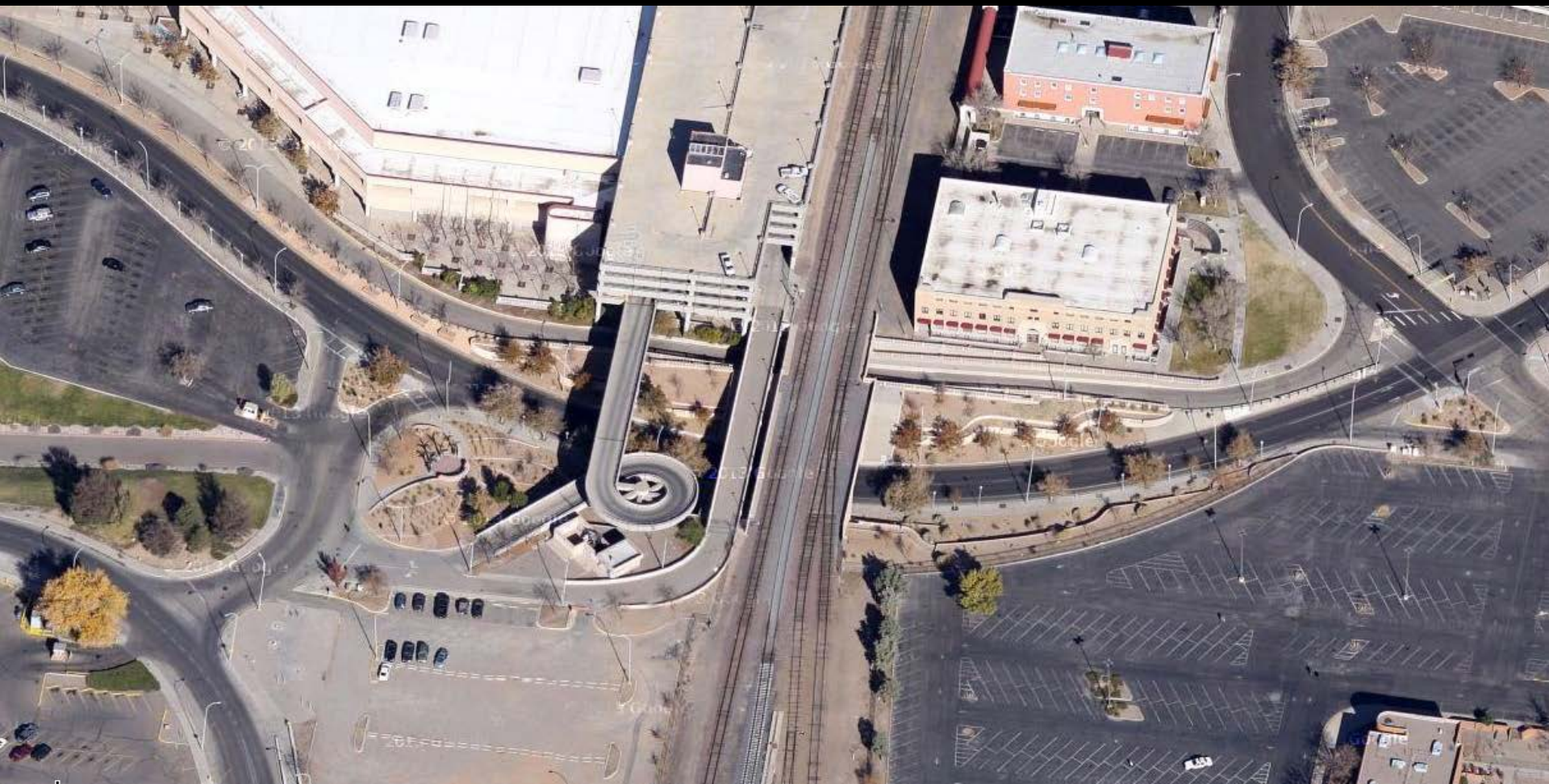
SITE 5. CENTRAL-BROADWAY

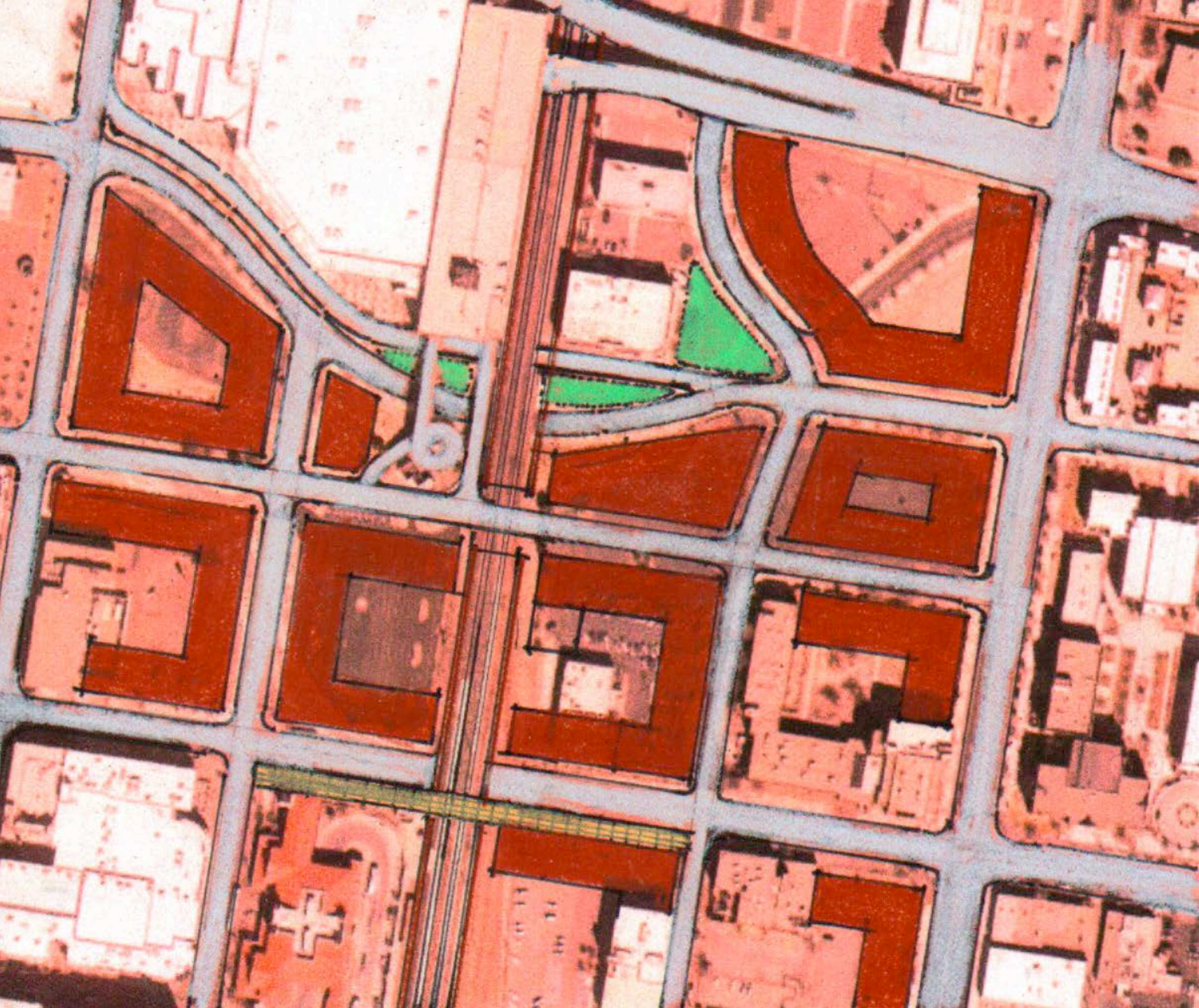
Smaller than the other sites but well-positioned, this +/- 7-acre site is the former home of Central Baptist Church at the corner of Central and Broadway. Removed somewhat from UNM but still connected by Albuquerque's signature street and high-frequency transit, the Central-Broadway site sits immediately across the railroad from downtown Albuquerque and its train station with service to Santa Fe. Surrounded by the emerging energy of the EDO district's handful of stores and restaurants, along with abundant sites for related redevelopment, the Central-Broadway site creates a landmark gateway to the City along the world-famous Route 66.









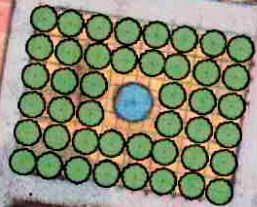
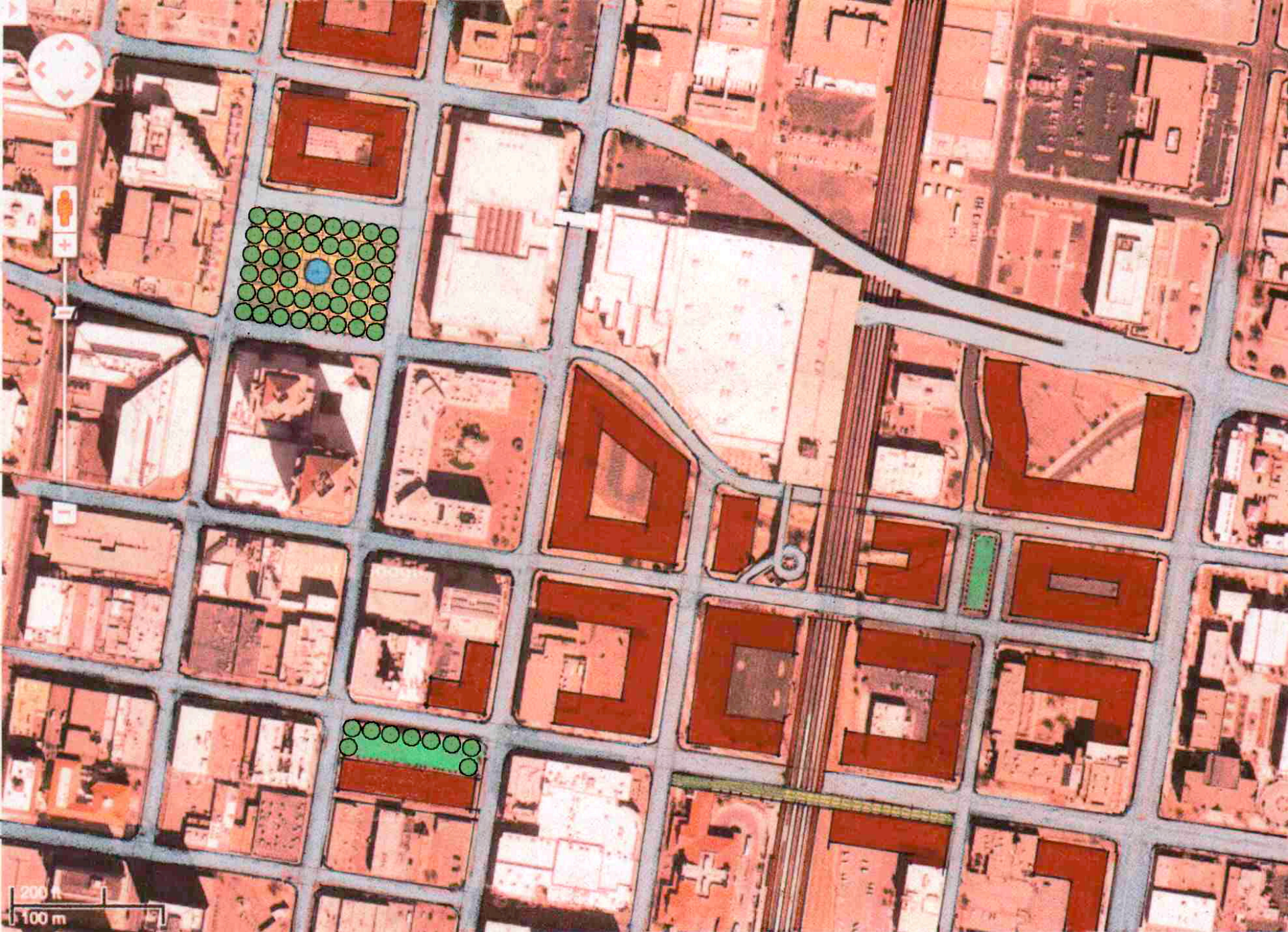






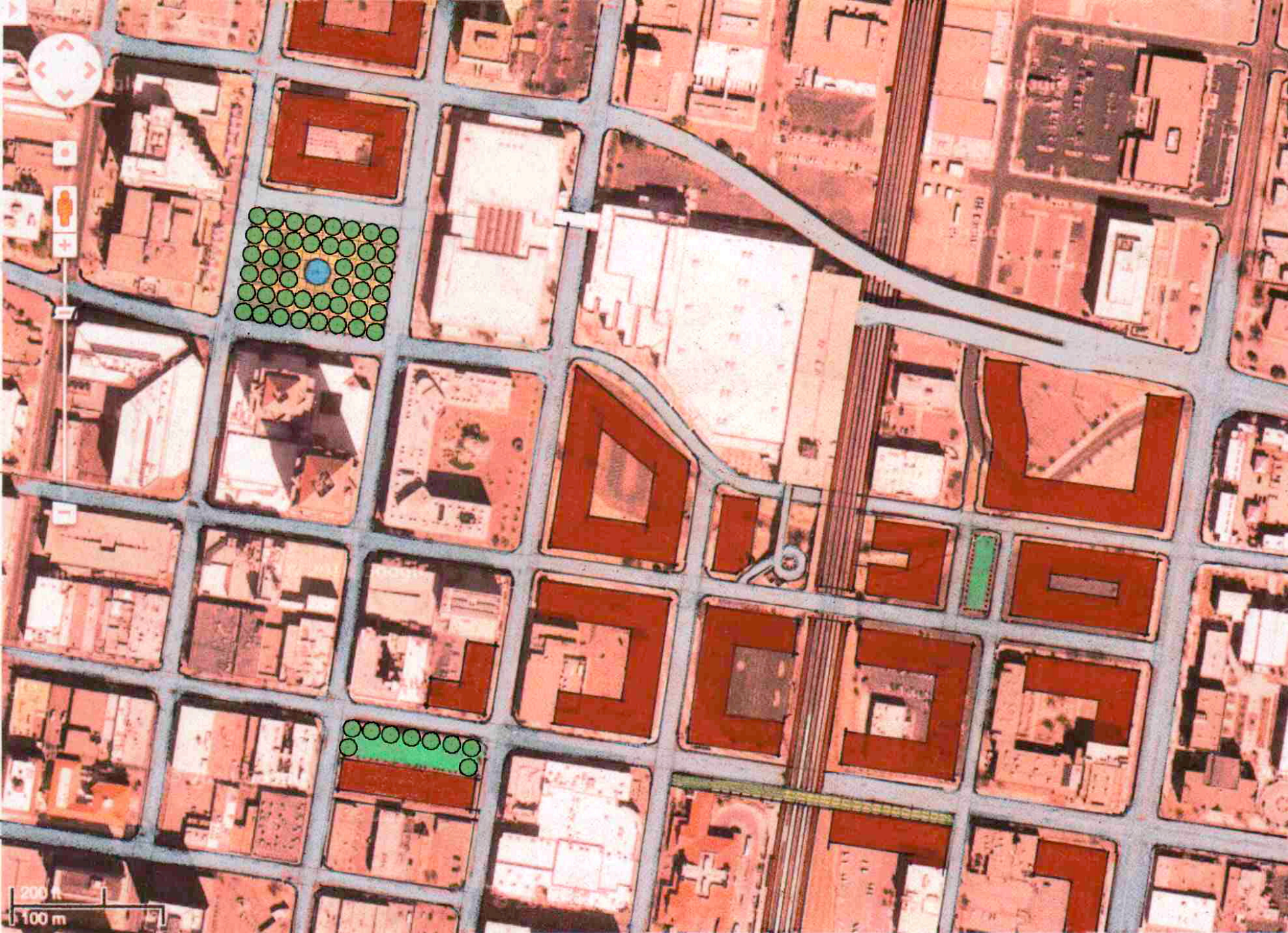
HOW DO YOU GET PEOPLE TO WALK?

- A SAFE WALK
- A COMFORTABLE /
INTERESTING WALK
- A USEFUL WALK



200 ft
100 m





THANK

YOU

AND ESPECIALLY:

ISAAC BENTON

DIANE DOLAN

ANDREW WEBB

DAVID DAY

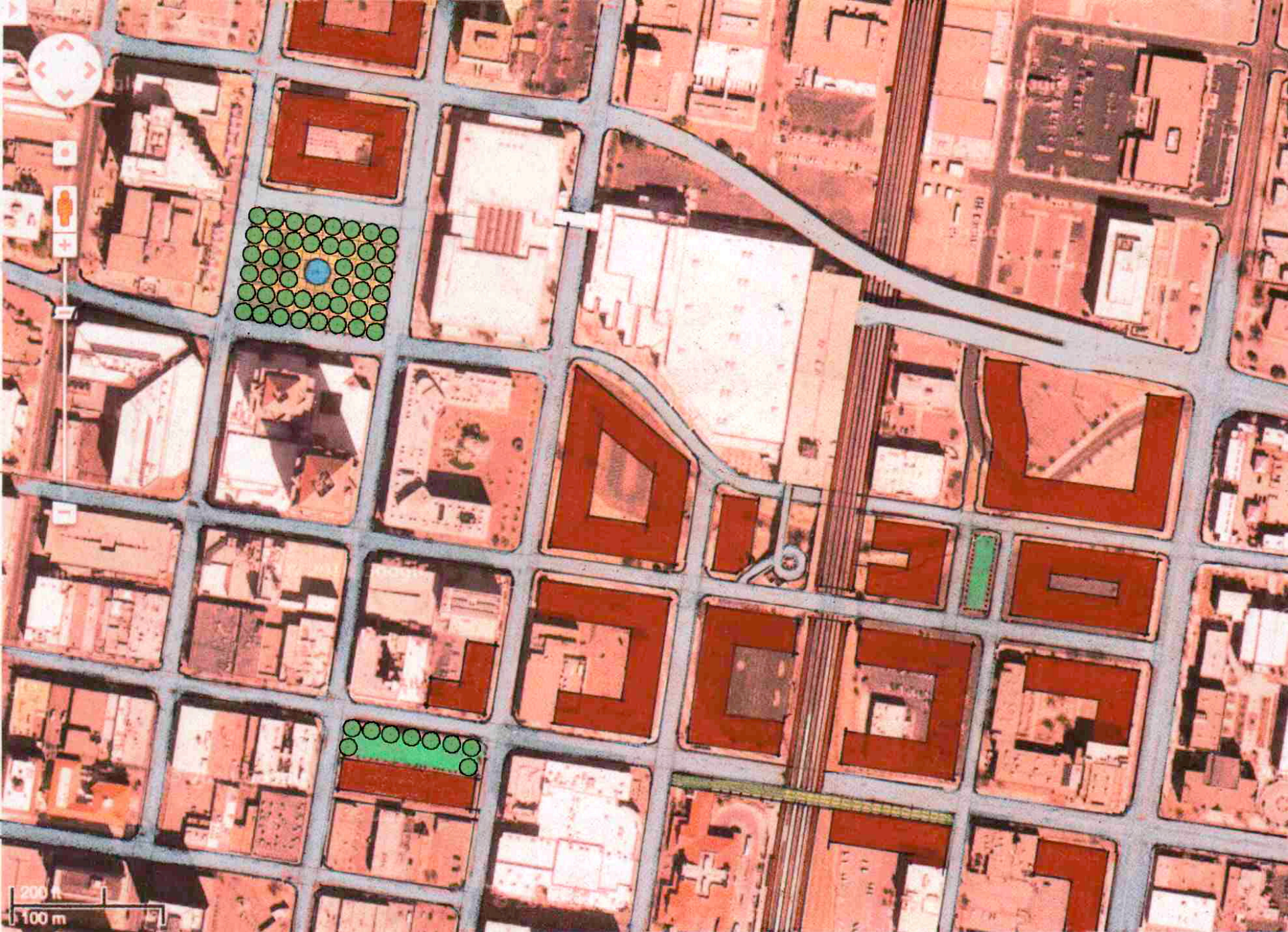
ROB DICKSON

ROXANNE QUALLS

SUSAN DEISCHEL

HOTEL ANDALUZ

HOTEL PARO CENTRAL



200 ft
100 m