

City of Albuquerque Metropolitan Redevelopment Agency



Housing Conversion RFP #01-2024 Formal Inquiry #6 Posted March 17, 2024

Question Received (*Exhibit E - Community Benefits Matrix, line 48*)

This question is related to the Enhanced Streetscape "Include two of the following enhanced streetscape improvements". Can you please clarify the following:

- 1 - Where can we determine which streets are considered Arterial?
- 2 - Please clarify what would be considered "urban furniture components" and where they would need to be situated.
- 3 - Can you please clarify pedestrian-scale lighting along arterial sidewalk?
 - a - Are there guidelines for light levels or frequency of placement?
 - b - Who is responsible for maintaining these fixtures (assuming they are placed on city property)?
 - c - Are they connected to city power or does the building owner bring power to city property?

Agency Response:

Through responding to this question, MRA amends the Community Benefits Matrix to allow the following road classifications be eligible for widened sidewalks and pedestrian scale lighting: principal arterial, minor arterial, major collector, and minor collector.

Specific answers to the questions asked above are as follows:

- 1) Regional road classifications can be found at this Mid Region Council of Governments map: <https://www.mrcog-nm.gov/DocumentCenter/View/3368/Roadway-Functional-Classification-Systems-and-NHS-Map-PDF?bidId=>
- 2) Urban furniture components should be anything a person can sit on (such as movable or fixed patio furniture) but may be creatively proposed (such as hardscaping that can be used for seating).

Urban furniture or public seating areas should be directly adjacent to public right-of-way/sidewalks, and must be accessible by the general public.

- 3) In response to the pedestrian scale lighting questions:
- a. The height of pedestrian scale lighting should be no more than 14 feet above the sidewalk. Light should be directed towards the sidewalk (rather than outwards toward the roadway). Spacing is flexible, but is suggested to be at least every 60 feet (space permitting).
 - b. The Developer will be the owner and maintainer of the fixtures. It is not assumed pedestrian lighting would be placed in public right of way; placement on private property is also acceptable. As a reminder, Property Owners are responsible for the maintenance of all sidewalks and median landscaping abutting their properties. (See §6-5-5 of the City Code of Ordinances).
 - c. Developer is responsible for working with licensed electricians, the City, and PNM to complete all electrical work and connections.

Additional guidance on pedestrian scale lighting can be found here:
https://safety.fhwa.dot.gov/roadway_dept/night_visib/docs/Pedestrian_Lighting_Primer_Final.pdf

Also attached is a useful brochure by the New Jersey Bicycle & Pedestrian Resource Center.

The material provided in the FHWA link above and the attached brochure is intended **for informational and planning purposes only**; they are **not** prescriptive for the purposes of this RFP and are **not guaranteed** to meet City codes or lighting standards.

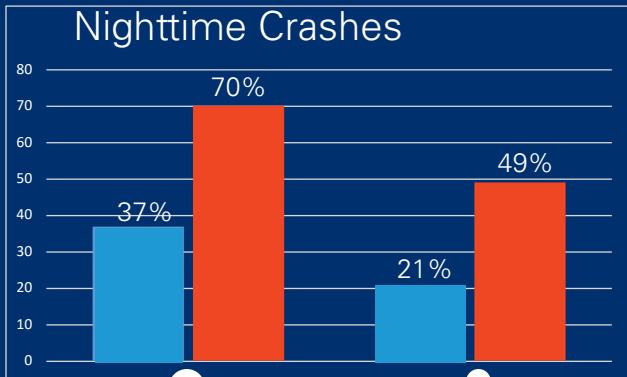
Importance

Pedestrian-scale lighting does more than make a neighborhood look good. Most street lighting in New Jersey was designed with motorists' in mind; assuring there was proper lighting to navigate roads at high speeds. This lighting does not take into account pedestrians. Pedestrian-scale lighting is first and foremost a safety concern, helping to improve pedestrian safety, security and comfort.

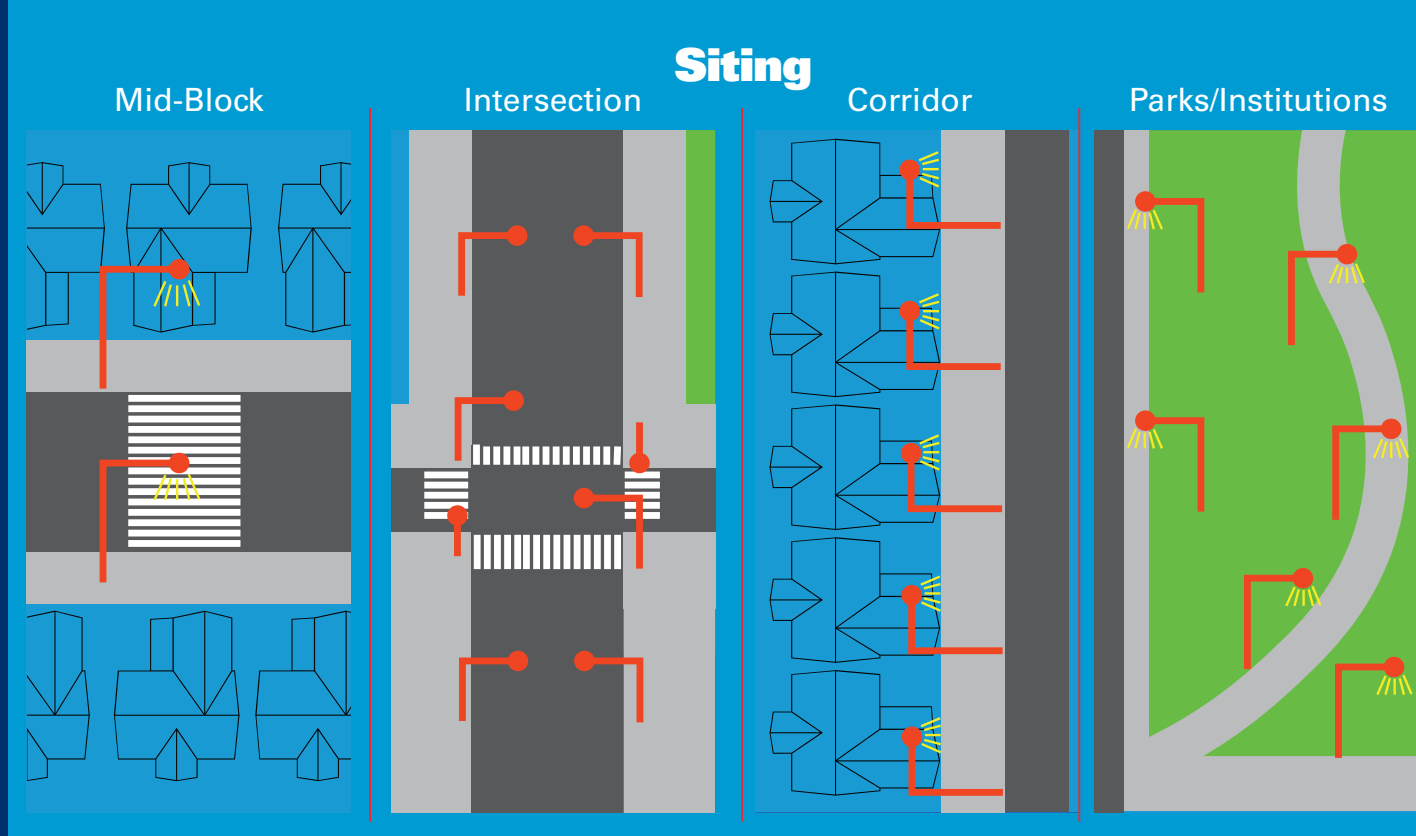
i The presence of adequate pedestrian lighting helps promote visibility between motorists and pedestrians, reducing the frequency of crashes

Crashes

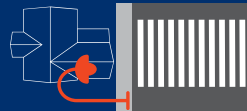
- bike/ped fatalities in New Jersey disproportionately occur at night



i Pedestrian-scale lighting helps illuminate sidewalks and improve pedestrian safety, security and comfort. Properly designed and installed pedestrian-scale lighting can both help define a streetscape and create a sense of place in a community.



Factors to Consider



Proximity

should light sidewalks and crosswalks without blocking them



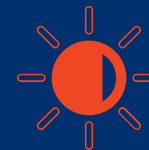
Height

Poles should be shorter than street lights; 12-16 feet



Spacing

evenly distributed approximately 60 feet apart



Glare

brighter is not always better; glare factors include fixture and background luminance, and size and angle of the fixture



Brightness

20 lux measured at a height of five feet from the road surface



Energy Efficiency

due to light depreciation, initial light levels should be above what is required; adaptive technology can allow to operate at maintained level for longer times



Direction

fixtures faced downward to direct light onto pedestrians and avoid causing nuisance