

Attachment 2 to R-15-152

Projects Proposed in the Sept. 2014 Downtown Walkability Analysis by Jeff Speck

Notes:

- *This list consolidates and provides brief descriptions of proposals contained in the Downtown Walkability Analysis, which is also provided as Attachment 2. Please refer to Downtown Walkability Analysis document for details of each proposal:*
<http://www.cabq.gov/council/documents/councilor-district-2-documents/ABQReport.pdf>
- *Projects are listed generally in order of appearance in the study, numbering does not indicate priority. Prioritization will depend on funding availability, development and redevelopment projects on adjacent properties, regularly-scheduled roadway maintenance and other factors.*
- *Proposals that may be impacted by plans for a Bus Rapid Transit system on Central Ave. are noted. Please refer to the bus rapid transit preliminary plans dated October 2014:*
<http://www.brtabq.com/Plans>

Section 1: Projects for prioritization in the next CIP, with other available funds, or as maintenance provides opportunity:

1. **Commercial Street:** Add parking in short-term to slow traffic, reconfigure as part of Innovate ABQ project (Pg. 34).
2. **Union Square:** Convert from 33-foot-wide one-way street to two-way with parking on both sides (7' parking lanes, 9' driving lanes). Coordinate with Innovate ABQ project. (Pg. 34).
3. **1st Street:** narrow lanes south of Lead by adding parallel parking (Pg. 34).
4. **2nd Street:** bike lanes from Lomas to Lead, existing 13-15' vehicle lanes reduced to 10', remove left turn lanes where signals are replaced with 4-way stops (Pg. 35). *Note: The study recommends a cycle track facility as the preferred configuration and bicycle lanes as an interim or "timid" configuration. Implementation of cycle tracks, something with which CABQ is not yet well acquainted, will need additional study to determine intersection treatments, etc.*
5. **3rd Street:** restripe to parallel parking on one side and angle-parking on the other, existing 14' vehicle lanes reduced to 10' (Pg. 38).
6. **4th Street:** restripe north of Marquette and south of Gold to two 9' driving lanes (reduced from 13') and bike lanes or cycletrack (*see note*) against one curb. Between Central and Gold, use sharrows in vehicle lanes (ROW precludes dedicated cycle facilities) (Pg. 40). *Note: The study recommends cycletracks. Implementation of cycle tracks, something with which CABQ is not yet well acquainted, will need additional study to determine intersection treatments, etc.*

7. **5th Street:** restripe to narrow lanes from 13' to 11', remove left turn lanes where signals replaced by 4-way stops (Pg. 41).
8. **7th Street:** restripe segments with existing parallel parking with angle parking on one side to reduce 15' driving lanes to closer to 11', add parallel parking where there is none (Pg. 44).
9. **8th Street:** add second row of parallel parking from Tijeras to Central (there is currently parking on only one flank), replace parallel parking near roundabout to calm traffic, add at least one flank of parking between Lead and Coal. (Pg. 44).
10. **Lomas Blvd:** narrow lanes from 11-12' to 10', add 3' striped buffer along sidewalk to create more comfortable pedestrian experience. Alternative: consider parallel reducing lanes from 6 to 4 (with turn) and adding parallel parking (Pg. 46).
11. **Fruit and Roma:** add parallel parking and reduce lane widths as necessary to calm traffic (Pg. 47).
12. **Martin Luther King (east of Downtown):** Remove painted buffer flanking median, reduce lane widths from 13' to 10-11', add parallel parking between existing bike lanes and vehicle lanes. "Timid" approach also suggested: replace proposed parallel parking with wider buffers between vehicle lanes and bike lane (Pg. 57). *Note: improvements to MLK are already underway, with a focus on cycle connectivity to Innovate ABQ site from the University of New Mexico.*
13. **Silver Ave:** remove unnecessary turn lanes and add parallel parking in several locations, consider angle-parking between 2nd and 3rd to serve future grocery (Pg. 65).
14. **Lead/Coal:** add parking in 2-way stretches Downtown to take up ROW currently providing for up to 17' vehicle lanes. Use parking to buffer bicycle lanes. Use extra ROW on both bridges to provide for buffered bicycle lanes in both directions (Pg. 68).
15. **Signalization:** replace signals with 4-way stops in various locations Downtown, esp. along Silver, Tijeras, Roma per map on page 71. Run as test with four-way flash. *Note: excludes Copper and Gold recommendations, see below.*
16. **Central Avenue Railroad Bridge:** elevate walkways to allow pedestrians to cross tracks at-grade rather than through bridge tunnel (Pg. 88). *Note: state and federal railroad jurisdictions will have to approve the grade crossing. Also see Copper Avenue under Section 2 below.*
17. **Street People:** explore methods for reducing presence of street people downtown such as dropping off released prisoners at the transit center with a bus pass, rather than simply dropping them off near Civic Plaza without services, develop waiting room at Union Square probation facility, provide homes and social services to homeless people (Pg. 96). *Note: Joint*

BernCo/Albuquerque Behavioral Health Task Force is already working on some of these issues and recommendations. Union Square is a County facility.

18. **Parking:** Coordinate with Albuquerque Fire Department, ABQ Ride and other agencies to analyze where red and/or yellow curbs prohibiting parking (e.g. along federal buildings) could be removed and parking allowed. Examples abound, many on Copper Ave., Gold Ave. (Pg. 58). Consider ways to employ parking pricing strategies to improve availability of parking Downtown, consider Parking Benefits District to route some parking revenues to public realm improvements (Pg. 78). *Note: Both should be included as part of Dept. of Municipal Development parking study, in progress.*

Section 2: Projects that are supported in concept, but that require further design, interjurisdictional coordination, and/or funding

19. **Broadway Blvd:** redesign and reconstruction as a multilane boulevard with medians separating “slower service lanes” serving local traffic and bikes, per EDO Master Plan. *Notes: jurisdictional issues exist, as Broadway is technically a state highway. Coordinate with Innovate ABQ, which is considering the street frontage north of Central.*
20. **Marquette and Tijeras One-Ways:** Convert Marquette and Tijeras from current one-way configurations to two-way. Considerations will include railroad overpass, convention center entrance and parking garage entrance/exit along Civic Plaza, include bike lanes or cycletracks as ROW permits (Pg. 48).
21. **Tijeras:** Fill Tijeras railroad underpass south of Convention Center, rebuild Tijeras at-grade and along its original grid line to reconnect to existing streets and future Innovate ABQ grid at Central/Broadway site (Pg. 53).
22. **Copper:** As Central/1st Lot is replatted to fix “swoop” at 1st/Central intersection, explore having Copper pass over railroad tracks at-grade to Innovate ABQ site at Central/Broadway. *Note: state and federal railroad jurisdictions will have to approve the grade crossing.*
23. **Central Avenue Downtown:** Work with merchants to explore removal of central turn/delivery parking lane to provide ROW for bike lanes, relocating truck delivery to alleys and side-streets (Pg. 60).
24. **Central Avenue west of Downtown:** switch parking and bike lane locations in road diet area to have parallel parking provide a buffer from the through lanes to the bike lanes (Pg. 61). *Note: implications for Bus Rapid Transit*
25. **Central Avenue east of Downtown (EDo):** reduce through lanes from 2 in each direction to 1 each direction, add bike lanes (Pg. 63) *Note: implications for Bus Rapid Transit. As of Jan. 2015,*

ABQ Ride's proposed alignment for this segment of Central Ave. includes a single, bi-directional Bus Rapid Transit lane in the median and one traffic lane in each direction, without bicycle lanes. Bicycle lanes on Central Ave. in this area are not recommended by the draft Albuquerque Bikeways and Trails Facility Plan.

26. **Gold Ave:** Consider angle-parking on one side to reduce lane widths (Pg. 64) *Note: implications for Bus Rapid Transit*
27. **Signalization:** Replace signals on Copper/Gold with four-way stops per map on Page 71. Run as test with four-way flash. *Note: implications for existing transit and proposed BRT, will need study.*
28. **Civic Plaza:** explore dividing Civic Plaza into north and south halves, redevelop north half as office structure, etc., create greener, smaller-scale plaza on south half (Pg. 95).
29. **6th Street:** restripe from 4-lane to 2-lane with center turn, parking and buffered cycletrack, from Lomas to Copper and Silver to Lead. From Copper to Silver, where ROW precludes cycletracks, reduce from two 16' lanes to 12' lanes with parking and sharrows (Pg. 42). *Note: additional study required to consider intersection configurations where proposed cycletracks drop off between Copper and Silver; parking for St. Mary's school dropoff/pickup.*
30. **Street Trees:** repair irrigation and replace ill or dead street trees throughout Downtown (Pg. 97). *Note: will need study to determine scope of problem (irrigation at source, or underground piping, etc.*