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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 generates 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 projects integrate sidewalks, bike lanes,  
10 transit amenities, traffic calming and safe crossings, to create a balanced  
11 transportation system that meets the needs of motorized and non-motorized  
12 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 can promote alternative transportation  
17 modes, helping to reduce street network congestion and vehicle emissions  
18 and 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 and 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 balancing of the street system by  
33 encouraging bicycling, walking and use of mass transit in and between transit

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1 centers as an implementation techniques to achieve a balanced transportation  
2 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 8<sup>th</sup> 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 from millennials, and  
22 baby boomers.

23 SECTION 2. A new §6-5-6 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 corridor and meet their transportation needs regardless of their  
7 preferred mode of travel.

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

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) and the Street Tree  
15 Ordinance (§ 6-6-2-1 ROA 1994).

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

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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. A complete street  
4 includes but is not limited to sidewalks, bike lanes, dedicated bus lanes,  
5 comfortable, safe and accessible public transportation stops, frequent and  
6 safe pedestrian crossing opportunities, median pedestrian islands, accessible  
7 pedestrian signals, curb extensions and pedestrian bulb-outs, narrow travel  
8 lanes, context-appropriate curb return radii, roundabouts, or other features  
9 that accommodate safe and efficient multimodal travel.

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

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

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

28 §6-5-6-6 GENERAL POLICY

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

31 (1) The overarching goal of any project that includes  
32 configurations, signalizations, and all other design features shall be based on  
33 improving Multimodal Level of Service (MLOS) safe and efficient travel that

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1 accommodates all users, including pedestrians, bicyclists the disabled,  
2 motorists and transit vehicles;

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

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

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

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

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

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

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

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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 28<sup>th</sup> 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 where reasonable.

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

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

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

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

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

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

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

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

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

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

9                   (5) Proposes Rights-of-Way Guidelines (PROWAG) United States  
10 Access Board.

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

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

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

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

27           (A) After the adoption of §§ 6-5-4-1 et seq., if any vehicular or other  
28 sidewalk crossing is clearly abandoned as a crossing or no longer used for its  
29 intended purpose, any permit heretofore or hereafter granted for the use of said  
30 crossing as such shall be subject to revocation by the City Traffic Engineer only  
31 after 30-days written notice of such proposed revocation has been given to the  
32 owner of the property to which the crossing is appurtenant, if his name and  
33 address can be reasonably ascertained from the Tax Rolls of Bernalillo County,



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

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

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

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

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

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

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

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

31 “§4-3-7-5 DEDICATION

32 (B) For purposes of this dedication the following definitions shall apply:

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1           **DEFICIENCY.** Deficiency projects are those required to correct inadequate  
2 service and bring system capacity to adopted levels of service  
3 standards. Deficiency expenditures shall enhance the capacity, safety and  
4 efficiency of all modes of travel within the roadway network. New roads and  
5 improvements to existing roadway facilities shall include improvements for all  
6 transportation and mobility modes, including motor vehicles, transit  
7 operations, pedestrians and bicyclists. Deficiency projects shall improve  
8 connections between the various transportation and mobility modes and  
9 complete missing links within the arterial roadway network. [+Deficiency  
10 projects shall follow complete streets principles as prescribed in §6-5-6.+]  
11 Deficiency projects shall also include the continued development of Intelligent  
12 Transportation System (ITS) management tools, managed lanes (using  
13 existing lanes for different travel directions depending on demand and time of  
14 day), queue jump lanes (providing transit priority) and other traffic  
15 management strategies that increase the efficiency of existing and newly-  
16 constructed roadways for all transportation and mobility modes. No funds  
17 shall be expended to enhance aesthetics on interstate highways.

18           **REHABILITATION.** Rehabilitation projects are those required to extend the  
19 service life of an existing facility, improve its operation, improve safety, or  
20 restore original performance or capacity. [+ Rehabilitation projects shall follow  
21 complete streets principles as prescribed  
22 in §6-5-6.+] Rehabilitation projects shall examine the entire right-of-way to  
23 enhance usefulness for all transportation and mobility modes, including  
24 improvements for automobiles as well as for transit, pedestrians, and  
25 bicyclists. Rehabilitation projects shall prioritize the improvement of  
26 connections between the various transportation and mobility modes and shall  
27 improve conditions for pedestrians. No funds shall be expended to enhance  
28 aesthetics on interstate highways.

29           **TRAILS AND BIKEWAYS.** Trails and Bikeways projects shall prioritize the  
30 construction of trails and bikeways that are currently [~~-key-~~] [+identified as  
31 critical+] [~~-missing-~~] links [~~-in the network and that improve access to transit~~  
32 ~~routes and major destinations-~~] [+in the Bikeways and Trails Facility Plan and  
33 that improve access to transit routes and major destinations+]"

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

8 SECTION 9. COMPILATION. Sections 2 through 7 of this Ordinance shall  
9 be incorporated in and made part of the Revised Ordinances of Albuquerque,  
10 New Mexico, 1994.

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

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