

## Exhibit 2 to R-18-40

### 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 Exhibit 1. Modifications have been made to some proposals based upon changed conditions, completed work, further analysis, and input by the Departments of Municipal Development and Transit. 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.*

#### 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. **1<sup>st</sup> and 3<sup>rd</sup> Street:** Add 2' buffers to existing parallel parking to narrow travel lanes to maximum of 11'. (*modified proposal*, Pg. 38).
3. **4<sup>th</sup> and 5<sup>th</sup> Street:** On 4<sup>th</sup> Street remove existing bike lanes and restore parallel parking. On 5<sup>th</sup> Street remove all existing bike lane markings, bike lane buffering, bike symbols, and "no parking in bike lanes" signs. Reestablish curb-side metered parking on both sides of street wherever space allows and install sharrows in both northbound and southbound driving lanes. New driving lanes to be no wider than 11'. Remove left turn lanes where 4-way stops replaced signals and add on-street parking (*modified proposal*, Pg. 41). *Note that bike lanes may be installed on 5<sup>th</sup> Street in the future through implementation of the long-range bike plan.*
4. **7<sup>th</sup> Street:** South of Copper, add parallel parking where there is none and add 2' buffers to parallel parking to narrow travel lanes (*modified proposal*, Pg. 44).
5. **8<sup>th</sup> Street:** Restripe to narrow driving lanes to 10'. Add at least one flank of parking between Lead and Coal. (Pg. 44).
6. **Fruit and Roma:** Add parallel parking and reduce lane widths as necessary to calm traffic, remove center striping between 5<sup>th</sup> and 6<sup>th</sup> Streets. Remove left turn lanes where 4-way stops replace signals (*modified proposal*, Pg. 47).
7. **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).

8. **Signalization:** Replace signals with 4-way stops in various locations Downtown, esp. along Silver, Tijeras, Marquette, Roma per map on page 71, a. *Note: excludes Copper and Gold recommendations. See #11 below.*
9. **Central Avenue Railroad Bridge:** Elevate walkways to allow pedestrians to cross tracks at-grade or above grade rather than through bridge tunnel (Pg. 88). *Note: state and federal railroad jurisdictions will have to approve the grade crossing. If an at-grade crossing is not possible at this location, improve the tunnel and consider other locations in the area for an at-grade crossing.*
10. **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. On Copper, add 2' buffers along existing parallel parking to narrow driving lanes (Pg. 78).
11. **Marquette and Tijeras One-Ways:** Convert Marquette and Tijeras between 2<sup>nd</sup> Street and 6<sup>th</sup> Street from current one-way configurations to two-way. *Note: Signalization should be reconsidered along Tijeras and Marquette, including Speck's recommendation for a 3-way stop at 4<sup>th</sup> and Tijeras and 4<sup>th</sup> and Marquette. Considerations east of 2<sup>nd</sup> Street will include railroad overpass, convention center entrance and parking garage entrance/exit along Civic Plaza. Further study is required (Pg. 48).*
12. **Gold Ave:** Add outside lane stripe next to existing parking spaces to reduce driving lane width (*modified proposal*, Pg. 64)
13. **Lead/Coal east of 2<sup>nd</sup> Street:** Study for reversion to two-way traffic (Pg. 69).
14. **Street Trees:** repair irrigation and replace ill or dead street trees throughout Downtown (Pg. 97).
15. **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).
16. **6<sup>th</sup> Street:** Restripe from 4-lane to 2-lane with center turn, parking, and buffered cycletrack or bicycle lane(s), 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 is required.*