

CITY of ALBUQUERQUE

TWENTY THIRD COUNCIL

COUNCIL BILL NO. R-19-122 ENACTMENT NO. _____

SPONSORED BY: Isaac Benton

1 RESOLUTION

2 ESTABLISHING A DOWNTOWN SAFE ZONE BOUNDARY AS DESCRIBED
3 HEREIN, BOUNDED TO THE NORTH UP TO LOMAS BOULEVARD BUT NOT
4 INCLUDING LOMAS BOULEVARD, THE BNSF RAILROAD TRACKS TO THE
5 EAST, COAL AVENUE TO THE SOUTH, AND 8TH STREET TO THE WEST; AND
6 IDENTIFYING TRANSPORTATION IMPROVEMENTS WITHIN THIS BOUNDED
7 AREA FOR THE PURPOSES OF MULTI-MODAL SAFETY.

8 WHEREAS, the 2017 Albuquerque/Bernalillo County Comprehensive Plan
9 (“The Plan”) identifies the downtown area as, “its own Center type with the
10 most intense, walkable, mixed-use environment in the Albuquerque area”; and

11 WHEREAS, Policy 6.2.4 of The Plan says that the City should “prioritize
12 pedestrian travel, safety, and amenities above all other modes on Main Street
13 Corridors and streets within Downtown, Urban Centers, and Activity Centers”;
14 and

15 WHEREAS, Table 7-3 in The Plan outlines development forms for the
16 various Centers within The Plan, prioritizing multi-modal incentives,
17 connectivity and access for cyclists and pedestrians, and pedestrian
18 circulation within the Downtown area; and

19 WHEREAS, Goal 6.4 in The Plan makes a connection between multi-modal
20 transportation options and public health, stating that the City should, “Reduce
21 the adverse effects of automobile travel on air quality through coordinated
22 land use and transportation that promotes the efficient placement of housing,
23 and services and improve the viability of multi-modal transportation options”;
24 and

25 WHEREAS, other policy efforts to increase walkability and multi-modal
26 safety in the downtown area have occurred, including the adopted 2014

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1 Downtown Walkability Analysis (R-15-152 and R-18-40) and a 2015 study on
2 downtown stop signs; and

3 WHEREAS, through the adoption of the 2015 Complete Streets Ordinance
4 (O-14-27) the City committed to create and maintain streets that are
5 comfortable and efficient for all users, regardless of their preferred mode of
6 travel; and

7 WHEREAS, the current speed limit in the downtown area varies between 15
8 miles per hour and 30 miles per hour; and

9 WHEREAS, reducing the speed limit in the boundary as depicted in Exhibit
10 A to this resolution to a maximum of 20 miles per hour will implement the
11 goals in The Plan and promote multi-modal options in the area; and

12 WHEREAS, Exhibit A outlines other transportation improvements to further
13 facilitate multi-modal options in the area, including additional stop signs,
14 enhanced pedestrian crossings, enhanced pedestrian railroad crossings, and
15 conversion of one-way streets to two-way streets; and

16 WHEREAS, enhanced pedestrian crossings can include the use of design
17 features such as speed tables, street and pavement markings and paint,
18 HAWK lights, and traffic signals and timing; and

19 WHEREAS, the downtown street grid pattern provides multi-modal
20 connections that will benefit from the Safe Zone designation; and

21 WHEREAS, the downtown street grid provides efficiency and redundancy
22 of routes for all modes of travel and traffic; and

23 WHEREAS, the original grid was interrupted with the development of Civic
24 Plaza and the conversion of several downtown streets to one-way
25 configurations, it is therefore desirable to maximize and restore the
26 functionality of the grid; and

27 WHEREAS, Vision Zero is a national movement that is a commitment to
28 achieve zero traffic fatalities and severe injuries among all road users
29 (including people walking, bicycling, using transit, and driving) within a set
30 timeframe; and

31 WHEREAS; reducing speeds is a key component of a Vision Zero
32 approach; and

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1 WHEREAS, studies show that at 20 miles per hour a pedestrian has a 90%
2 chance of surviving being hit by a vehicle; and

3 WHEREAS, that statistic drops to 50% at 30 miles per hour and 10% at 40
4 miles per hour; and

5 WHEREAS, enforcement of a 20 miles per hour or lower speed limit in the
6 area as described in Exhibit A will benefit the health, safety, and welfare of
7 downtown residents and visitors alike.

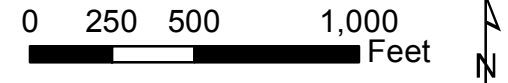
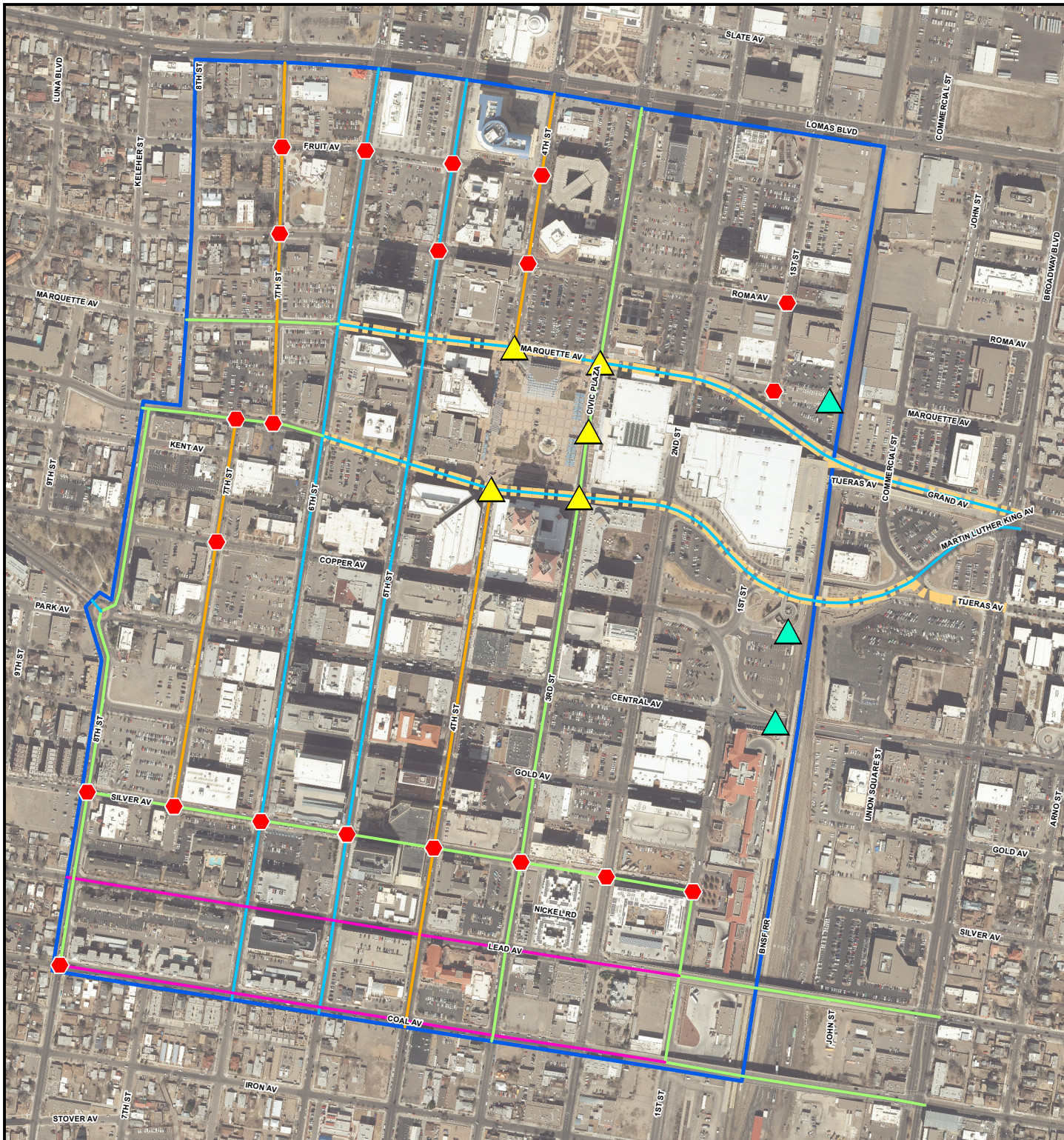
8 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
9 ALBUQUERQUE

10 SECTION 1. A 20 miles per hour speed limit Safe Zone is hereby adopted
11 for the boundary as outlined in Exhibit A to this resolution. Posted speeds
12 within the Safe Zone shall be 20 miles per hour or lower. Adoption of the 20
13 miles per hour speed limit Safe Zone shall include replacement of existing
14 speed limit signs, installation of new speed limit signs, and adjustment of
15 traffic signal timing.

16 SECTION 2. The additional transportation improvements outlined in
17 Exhibit A to this resolution shall be priorities for the area in the future.

18 SECTION 3. Infrastructure improvements or other alterations to the
19 streetscape within the area depicted in Exhibit A shall be designed to provide
20 a streetscape that is appropriate for a roadway with a 20 mile per hour or lower
21 speed limit.

22 SECTION 4. EFFECTIVE DATE. This resolution shall take effect thirty (30)
23 days after publication by title and general summary.
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Existing and Planned Transportation Features Within a 20 MPH Safe Zone

Exhibit A