

# CITY of ALBUQUERQUE

## TWENTY THIRD COUNCIL

COUNCIL BILL NO. R-19-122 ENACTMENT NO. R-2019-018

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 8<sup>TH</sup> 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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[Bracketed/Strikethrough Material] - Deletion

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

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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1 PASSED AND ADOPTED THIS 4th DAY OF March, 2019  
2 BY A VOTE OF: 7 FOR 1 AGAINST.

3  
4 Against: Harris

5 Excused: Winter

6  
7  
8   
9 Klarissa J. Peña, President  
10 City Council

11  
12  
13  
14 APPROVED THIS 13 DAY OF March, 2019

15  
16  
17 Bill No. R-19-122

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20   
21 Timothy M. Keller, Mayor  
22 City of Albuquerque

23  
24  
25 ATTEST:

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27  
28 Katy Duhigg, City Clerk