



Legislation Text

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CITY of ALBUQUERQUE
TWENTY-FIRST COUNCIL

COUNCIL BILL NO. F/S R-14-146 ENACTMENT NO. _____

SPONSORED BY: Diane G. Gibson

RESOLUTION

F/S Establishing The Mile-Hi District And Creating A Mile-Hi/San Pedro Improvement Project
To Improve Traffic Operations And Provide Bicycle And Pedestrian Facilities For The Purpose Of
Making Neighborhood Improvements (Gibson)

ESTABLISHING THE MILE-HI DISTRICT AND CREATING A MILE-HI/SAN PEDRO
IMPROVEMENT PROJECT TO IMPROVE TRAFFIC OPERATIONS AND PROVIDE BICYCLE
AND PEDESTRIAN FACILITIES FOR THE PURPOSE OF MAKING NEIGHBORHOOD
IMPROVEMENTS.

WHEREAS, the Alvarado Park, Fair Heights, and Mark Twain neighborhoods are long-established communities with a mosaic of mid-century homes nestled in varied landscapes, and low slung post war bungalows cloistered within the heart of the northeast heights. Commercial properties that align the roadway were part of the original Mile-Hi and Mile-Hi Court additions from the 1940's, and 50's that are now tenanted by iconic and newly established businesses; and

WHEREAS, the segment of San Pedro Drive that crosses the heart of these neighborhoods is the one mile high elevation mark within Albuquerque. From its development in the 1950's, this length of road has been a quintessential island of "Main Street USA" within a suburban sea of housing subdivisions marching east to the Sandia Mountains and presents an opportunity to become a more walkable, unique street and district in recognition of the City's interest in urban revitalization and complete streets; and

WHEREAS, the San Pedro Corridor is now facing a number of challenges to its continued

vitality as a main street. Daily traffic counts for this segment of San Pedro have steadily declined. The intersection of San Pedro and Constitution Avenue used by students and teachers walking and bicycling to Temple Baptist and Mark Twain Elementary schools is offset on the north and south approaches, creating a hazard when pedestrians are crossing the right turn lane. The number of crashes for San Pedro between Lomas Boulevard and Indian School Road exceeds the Bernalillo County average by over two times and that over half of the crashes are due to rear-end collisions. Store and office vacancies are increasing on San Pedro due to an aging stock of buildings and business changes occurring in the retail industry; and

WHEREAS, the Indicator Progress Commission Goals based on policies of the City of Albuquerque-Bernalillo County Comprehensive Plan, state: #3 “existing communities are adequately and efficiently served with well-planned, coordinated, and maintained infrastructure;” and #6 “achieve a vital, diverse, and sustainable economy in which businesses and residents have opportunities for success”; and

WHEREAS, the improvement project will reconfigure San Pedro Drive between Haines Avenue and Marble Avenue as a multi-modal transportation facility that serves motor vehicles, bicyclists and pedestrians, will improve the intersection of Constitution and San Pedro and provide a left turn lane for motorists accessing establishments along San Pedro; and

WHEREAS, to enhance retail and provide better bicycle access, these neighborhoods will become the City’s first bike-in hub as the junction of the bike lanes on Constitution and San Pedro, the “Albuquerque the Plan” 50 Mile Activity Loop and the Bicycle Boulevard system that connects the City’s major activity centers; and

WHEREAS, projects to improve the public right of way will occur in phases, depending on the success of each phase, and the available funding from a combination of City, County, State and Federal Funds. The projected cost for the first phase is \$146,500.

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

SECTION 1. The Mile-Hi District is hereby created encompassing the Alvarado Park, Fair Heights, and Mark Twain neighborhoods.

SECTION 2. A City Council Mile-Hi/San Pedro Improvement Project is established for the segment of San Pedro between Haines Avenue and Lomas Boulevard to address impacts on commercial and residential areas created by inadequate roadway design and or operations. The project will make improvements through improving pedestrian, bicycle, and motor vehicle

operations, improving intersection operations and calming traffic speeds.

SECTION 3. Funding for these projects shall be through Council Set a Side Funds, the CIP Program, future Albuquerque Metropolitan Planning Area Transportation Improvement Programs, Complete Streets Projects and City requests for State Capital Outlay.

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