

ATTACHMENT A
FA-R-16-24

Reconfiguration of ART Design

**Segment 2, from the Rio Grande Bridge to 10th Street and
Segment 3, from 10th to 8th and from 1st Street to Locust Street**

A. Vehicle Speed Limits in west end of Segment 2. Reduce the speed limit from the present 35 mph to 30 mph from the Rio Grande bridge (STA 236.00) to Rio Grande Blvd. (where the existing 30 mph continues into Downtown), and adjust lane designs accordingly in order to provide improved pedestrian conditions and street trees as outlined in Priority 1 below. Reduce BRT and driving lane widths as required in consideration of lower speeds.

B. Vehicle Lane Widths in Segments 2 and 3. Reduce lane widths, including BRT lanes, in order to provide improved pedestrian or bicycle conditions as outlined in the two Priorities below.

Note: If the following parameters cannot be met, Segment 2 of the project shall be changed in design from Central/Lomas/San Pasquale to 8th Street to a mixed-traffic BRT design with no dedicated BRT lanes and stations on the side of the street.

- 10' inside driving lanes and turn lanes from the Rio Grande Bridge to 8th Street (approx. STA 236.00 to 250.0), and from 1st Street to Locust Street, per NACTO recommendations (and as currently designed at west end of Segment 2 between Atrisco Dr. and Sunset Drive).
- 11' outside driving lanes or single driving lanes where only one driving lane occurs in each direction (similar to current design for EDo in Segment 3).
- 10' outside lanes or single driving lanes where only one driving lane occurs in each direction, in the condition where lane adjoins and excludes a gutter pan or a bike lane buffer (which provide buffers for right side mirrors).
- 10.5' BRT lane at Stations (10.1' minimum BRT lanes are currently designed under the railroad in Segment 3).
- Reduce to 12' or 10' wide BRT station width where necessary to gain the required sidewalk width (after first narrowing of driving and parking lanes).
- 11'- 12' dedicated BRT lanes (11' in EDo are currently designed of Segment 3) when necessary to gain the sidewalk width after first narrowing the driving, turning and parking lanes.
- Bike lanes: 5' minimum width (excluding gutter pan). Preferred: 6' or 5' with minimum 1.5' buffer to driving lanes. Preferred condition is a secondary priority to sidewalks.
- Parking lanes: 8' **maximum**, including gutter pan (to face of curb)

Priorities for Reallocation of Lane Widths

Priority 1: Widen pedestrian realm (sidewalks/planting strips) on at least one side, but where possible both sides of street, to 9' (minimum) – 10' (preferred) excluding the top of curb, with approved street trees at 25-30' on center, as consistent with what would be required of a private developer under the City's Street Tree Ordinance. Where a 9' - 10' pedestrian realm width cannot be achieved on both sides, the other side shall at minimum be 6' wide as measured from back of curb. In sidewalks adjoining on-street parking lane, trees shall be in planting wells of the minimum recommended area by the City Arborist, with the remaining area designed as a walking surface of

modular pavers, stabilized crusher fines, or other pervious walking surface a minimum of 3' wide (as measured from back of curb). In all other areas, a continuous planting strip with street trees at 25'-30' on-center and ground cover in a minimum 3' wide planting bed may be used. Prioritize the side of street at BioPark (Aquarium), Old Town, and as indicated in the West Central Avenue Corridor Complete Street Concept Plan, 2010.

Priority 2: Provide 1.5' buffers to bike lanes (if possible after sidewalks are achieved in accordance with Priority 1).

C. Leading Pedestrian Indicators: Provide leading pedestrian indicators at Central and Rio Grande Boulevard on the north and east sides of the intersection, at 12th Street, 10th Street, 1st Street, Broadway Blvd., Edith Blvd. and at Locust Street. These leading indicators may be disabled during the peak hours on non-holiday weekdays only.

D. Bulbouts: Provide bulbouts at all ends of parking lanes and school crosswalk, with at least one irrigated street tree with ground cover per bulbout. This is particularly important where sidewalk/planter width cannot be added to both sides of street, on the side with the narrower sidewalk.

E. Tree Wells: Excavate all tree planting zones and replace compacted soils with a planting medium per recommendations of city arborist. Provide landscape irrigation connections to the BRT irrigation systems, other City-owned systems, or where approved by adjacent property owner connected to an adjoining private existing system per City regulations.

F. Driveway Widths: Reduce all private driveway widths to 14' for one-way, 24' for two-way per ITE standards.

G. Unused Curb Cuts: Delete and/or consolidate all redundant and unused curb cuts. To be considered unused, it is not necessary that a wall or fence exist behind the curb cut, only that it clearly is unused at the present time, as determined by field observation.

H. Curb-return Radii: Minimize curb radii at street intersections pedestrian crossings, so as to slow turning traffic and/or reduce crossing distance.

I. Street Tree Locations: All new trees shall be placed between sidewalk walkway and the curb, not behind the sidewalk. (including, but not limited to, proposed new trees between Rio Grande Blvd. and Romero Street).

J. Location-specific requirements:

- As an alternative to narrower BRT lanes and a narrower station width at the New York station, in the segment between the Rio Grande bridge and New York Avenue, on the north/west side of the street, move the fence of Bio Park Aquarium to provide for sidewalks in accordance with B. above, plus bike lane buffers of 1.5 feet against the driving lanes.
- At existing Old Town Police Substation, fill existing one empty tree well with new tree.
- At 15th Street Station, change station design to 10' or 12' width. Add width to sidewalk on north side and to presently-substandard bike lanes. Bike lanes shall at this location

and east to 14th street shall not be less than 5.5' as measured from face of curb where a gutter exists.

- At 12th Street reduce BRT and driving lanes to 11', bike lane to 5'. Add 1.5' bike buffer. Increase parking lane to 8' from curb face.
- 13th Street At 13th Street median/diverter, lessen length of diverter to the minimum required to control left turns, and put excess into sidewalk on south side.
- Address sub-standard sidewalk on south side of Central Avenue to support El Vado redevelopment and pedestrian traffic from The Beach Apartments and other uses.
- At 11th Street termination of parking lane on south side of street, change to bulbout in lieu of painted taper, with street trees.
- At the Old Town, 15th Street, and Walter Street stations, produce a design alternative shelter design or designs that are acceptable to the SHPO.
- Between 10th Street and 8th Street, investigate a design alternative to provide angled parking on the north side of the street. This will better serve the apartments in the area. If not feasible, add all excess width from center lane to sidewalk and landscape on the south side and center median.