



EAST DOWNTOWN

Board of Directors

President
Doug Majewski
Design Group Architects

Vice President
Marc Bertram
Hotel Parq Central

Secretary
John Chavez
New Mexico Angels

Treasurer
Michael Armijo
Southwest Securities

Lisa Adkins
Fat Pipe ABQ

Bill Bice
ABQid, Verge Fund

Vince DiGregory
Standard Diner

Moises Gonzalez
MarAbi Productions, Inc.

Lauren Greene
The Grove Café & Market

Terry Keene
Artichoke Café

Jim Maddox
Maddox Properties

David Mahlman
Mahlman Studio
Architects

Randi McGinn
McGinn, Carpenter,
Montoya and Love, P.A.

Bevin Owens
Compass Companies

Executive Directors

Rob Dickson
Paradigm & Company

To: ABQ Ride, September 29, 2015

We have reviewed Jeff Speck's letter of July 20, 2015, concerning the proposed Albuquerque Rapid Transit ("ART") design for EDo and Huning Highlands, from the railroad overpass Downtown east to Interstate 25, 8 city blocks of approximately 1/2 mile.

We are very pleased that our concerns with the ART design, enumerated through a number of meetings with you over the past 2 years, led to this consultation with Mr. Speck. These recommendations will vastly improve the design. We write to offer a series of comments that we believe will make it even better. We thank you for considering these details.

1. We believe the travel lanes should be 10 feet, not 10.5 feet as recommended. Mr. Speck is perhaps the country's leading proponent of 10 foot travel lanes; please don't compromise his wise and highly supportable advocacy of 10 feet!

2. We believe the parking lanes should be 8 feet. The two photos below will show why 7 foot (or 7.5 foot as recommended) parking lanes will not work. All current parking spaces throughout EDo and Huning Highlands are 8 feet wide, most of them on 32 foot streets curb-to-curb with no center stripe. They have been working quite well for many years. Doing both #1 and #2 does not take additional roadway.

3. Eliminating left turns at Elm, Walter, Arno, and John/Union Square closes the street network to the detriment of businesses and residents, and of future development potential. Mr. Speck's advocacy of a vital network of smaller streets to successful walkable urbanism is well-known. We ask you to advocate for it here.

4. The ART stop blocks the intersection at Walter. We would request it be moved out of but close to the intersection, and shortened. We would ask of you "why does the stop need to be almost 300 feet long?" What are the green pieces on the design (see attached

section)? Can they be eliminated? It appears to us that this is a high speed approach and departure design, for a roadway with a design (and economic success) speed of 20 mph. We would ask you study this with Mr. Speck, and perhaps make changes that shorten the stop, moving both on-street parking and dedicated bicycles lanes closer to the ART stop, in both directions. Where there is a choice between continuous on-street parking or continuous bicycle lanes, we would prefer the former for their many advantages, using sharrows on a now much calmer Central Avenue.

5. We see a serious weakness in the sections showing “x” for sidewalk width. We think a range of widths for the full length of the plan needs to be specified. One of the goals of the EDo Master Plan is “*al fresco* dining capital of Albuquerque.” Slower traffic, parked cars, and wide sidewalks are required to meet this goal. We would also mention they are required for higher ridership of the ART. At the ART stop, the parking, travel, and ART lanes, plus the stop itself, take 70 feet out of a right-of-way of likely 80 feet. That leaves 10 feet for 2 sidewalks, for almost a full city block under current design.

6. We highly support Mr. Speck’s recommending the elimination of the right turn lane eastbound at Edith in favor of a left turn there.

7. We have serious concerns about the 2 dedicated ART lanes shown west of Broadway into Downtown. These two blocks are spiritually a part of EDo, not Downtown. In Downtown there are no dedicated ART lanes planned, we understand. From Broadway to Interstate 25, there is 1 dedicated lane. Given no dedicated lanes Downtown, we believe Broadway should be the transition point to no dedicated lanes. On-street parking and bike lanes on this 600 foot section are vital to the success of development at Innovate ABQ on the north side of Central here, and to the success of the development of the properties on the south side of Central, as well as to pedestrian and bicycle comfort at this intersection.

8. Please do not modify any existing wide sidewalks, curb, and gutter that were built at great expense, some of it private.

Again, thank you for considering our views. We believe they all come directly out of the letter and the spirit of Mr. Speck’s book “Walkable City.” We have a shared interest in making EDo the most walkable and successful true and complete neighborhood in Albuquerque.

Sincerely,



Doug Majewski
President, for the Board

cc: Mayor Richard Berry, Councilor Isaac Benton



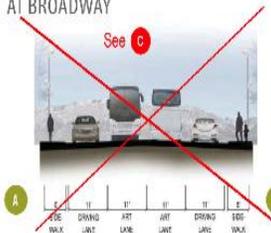


ART
A RAIL TRANSIT
SYSTEM

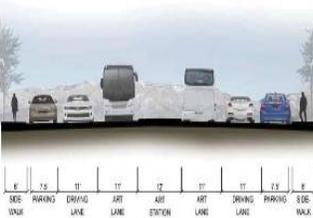
PROPOSED ALIGNMENT AND CROSS SECTIONS: 1ST ST - OAK ST



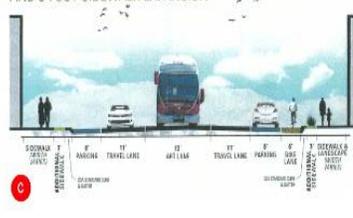
STATION CROSS SECTION AT BROADWAY



CROSS SECTION



EAST-BOUND PROTECTED BIKE LANE AND 3-FOOT SIDEWALK EXPANSION



LEGEND

- ART LANE
- MIXED FLOW LANE
- STATION PLATFORM
- LANDSCAPE
- SIDEWALK AND RAMP IMPROVEMENTS
- CROSS SECTION

SEGMENT 3B

