

CITY of ALBUQUERQUE SEVENTEENTH COUNCIL

COUNCIL BILL NO. FSR-07-268 ENACTMENT NO. _____

SPONSORED BY: Michael Cadigan

RESOLUTION

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ESTABLISHING THE CONVERSION OF LOCAL STREETS TO CREATE BIKE BOULEVARDS, PROVIDING AN APPROPRIATION TO THE DEPARTMENT OF MUNICIPAL DEVELOPMENT IN FY/08 TO PAY FOR THE DESIGN, ENGINEERING AND INITIAL IMPLEMENTATION, REQUIRING AN AMENDMENT TO THE CITY OF ALBUQUERQUE’S COMPREHENSIVE BIKE FACILITIES PLAN TO INCLUDE BIKE BOULEVARDS, REQUESTING CONSULTATION WITH BIKE ADVOCACY ORGANIZATIONS.

WHEREAS, experienced cyclists seek fast direct routes, casual cyclists favor quieter streets and recreational cyclists prefer bike trails. For public agencies, trying to provide routes, attractive to all three groups, can be challenging; and

WHEREAS, Bike boulevards are a package of traffic tools that transform a residential street into a “bike expressway” that also accommodates local motor traffic.; and

WHEREAS, a bike boulevard’s low vehicle volumes and infrequent stops attract all categories of cyclists. The low vehicle volumes enable cars to pass safely using the full street width, with no need for the separation provided by a bike lane stripe. Bike boulevards, being ordinary streets with sidewalks, do not have dangerous path/street intersections or conflicts with pedestrians; and

WHEREAS, converting a local street to a bike boulevard includes, but is not limited to, removing barriers and detours to through cycling, removing stop signs from the boulevard, stopping traffic approaching from intersecting streets, installing where necessary bike permeable street closures and

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mandatory turns that admit bicycles through the closure, installing bike actuated signals or mid block crossings at intersections with major streets, appropriately signing the route and when necessary constructing grade separated crossings over major barriers including freeways and railroad tracks; and

WHEREAS, developing bike boulevards is less expensive than acquiring right-of-way for a side path or bike lane freeing funds for construction of necessary amenities such as signage, mid-block crossings and traffic calming; and

WHEREAS, a bike boulevard on Mountain Road from Gabaldon Road to 14th Street would link the Bosque Trail to the 14th Street Bike Boulevard and provide access to Downtown, the Silver Avenue Bike Boulevard and the Albuquerque Bio Park; and

WHEREAS, a bike boulevard on Silver Avenue from San Mateo Bouelvard to 14th Street would parallel Central Avenue, connect with the 14th Street Bike Boulevard and carry traffic to the Highland District, Nob Hill, the University of New Mexico, Central New Mexico Community College, the hospital district, the Alvarado Transportation Center, downtown, the Bio Park, Old Town and the Bosque Trail; and

WHEREAS, The New Mexico Department of Transportation is conducting a study for the demolition and reconstruction of Interstate 25 from Central Avenue to New Mexico 47, the study could include an analysis of a bike boulevard crossing at Silver Avenue.

WHEREAS, a bike boulevard on 14th Street from Silver Avenue to Mountain Road would connect the Silver Avenue and Mountain Road Bike Boulevards to form a bike boulevard system that runs to the City's major activity centers.

WHEREAS, the conversion of 14th Street, Mountain Road and Silver Avenue, to bike boulevards will require minimal expense and effort. These roadways already include a number of the features that form bike boulevards and are used by a large number of cyclists as de-facto bike boulevards. The streets are major locals, they provide connections to activity centers, and at all but a few intersections with other local streets traffic is stopped on the

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intersecting street and in a number of locations, traffic calming devices are in place that redirect vehicles but allow cyclists to pass through.

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

SECTION 1. The following routes are hereby designated bike boulevards. 1) Mountain Road from Gabaldon Road east to 14th Street, 2) Silver Avenue from San Mateo Boulevard west to 14th Street, and 3) 14th Street from Mountain Road south to Silver Avenue.

SECTION 2. The Silver Avenue Bike Boulevard shall be constructed in phases. Phase 1 shall be from San Mateo to Cedar Street, phase 2 from 14th Street to Second Street and phase 3 from Cedar Street to Second Street.

SECTION 3. The Administration by June 1, 2008 shall present to the City Council for approval, the design and engineering plans for converting the aforementioned sections of 14th Street and Mountain Road and phases one and two of the Silver Avenue Route, to bike boulevards.

SECTION 4. That the project scope for the Trails/Bikeways project activity number 7100300, within the Transportation Infrastructure Tax Fund (Fund 340) is hereby refined to provide that up to \$400,000 shall be used to engage a consultant to design, engineer and begin implementation of a bike boulevard as described in this resolution. The design and engineering shall include but not be limited to removing barriers and detours to through cycling, removing stop signs from the boulevard and stopping traffic approaching from intersecting streets, installing, where necessary, bike permeable street closures and mandatory turns that redirect vehicles but allow bicycles to pass through, installing bike actuated signals or mid block crossings at intersections with major streets and appropriately signing the routes.

SECTION 5. It shall be City Policy to reserve a portion of the 2009 Capital Implementation Decade Plan for construction of the bike boulevards, especially phase 3 of the Silver Avenue Bike Boulevard.

SECTION 6. It shall be a City of Albuquerque legislative priority to obtain funding for design and construction of Phase 3 of the Silver Avenue Bike Boulevard from the 2008, 2009 and 2010 legislatures.

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SECTION 7. It shall be a City of Albuquerque priority to secure funding in the 2009 Transportation Improvement Program to include a bike boulevard crossing of Interstate 25 at Silver Avenue.

SECTION 8. The Administration is instructed to work with the developer of the redevelopment project on the site of the former Greyhound Bus Terminal to incorporate the extension of the Silver Avenue Bike Boulevard through or around the site.

SECTION 9. The Administration is instructed to work with the New Mexico Department of Transportation to develop a grade separated crossing, between 1st Street and Broadway Boulevard which will include going, through, over or around the Alvarado Transportation Center.

SECTION 10. The Administration shall amend the Albuquerque Comprehensive Bikeway Facilities Plan to include a section that establishes design and route criteria for bike boulevards and includes the bike boulevards set-forth in this resolution in the inventory of bikeway facilities.

SECTION 11. The Administration, shall during the design, engineering, the implementation and plan amendment phases of this project consult with the Greater Albuquerque Bike Advisory Committee and Bike ABQ.