Central Avenue
Complete Street Plan

- Plan describes Activity Centers, like UNM, as vibrant, transit-oriented urban places that encourage walking to destinations throughout each center.

- Major Transit Corridors, like Central Ave will serve multiple travel modes including mass transit, walking as well as vehicles.
Neighborhood Associations
EDo Regulating Plan (2005)

• Plan calls for a pedestrian first environment with wide sidewalks, street trees and appropriate street furniture

• Maintain pedestrian scale buildings and frontages along Central Ave.
University Neighborhoods Sector Development Plan (1986)

- Plan calls for Design Enhancement on facades along Central Ave and

- Pedestrian Improvements to sidewalks and streetscape on Central Ave.
BRT Guideway Concepts: EDo District & Hospital District

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**Diagram Details:**
- Parking/Sidewalk: 9’
- Travel Lane: 11’
- BRT Guideway: 26’
- Travel Lane: 11’
- Parking/Sidewalk: 9’

**Measurement:**
- 66’ Curb to Curb
BRT Guideway Concepts: UNM District

Travel Lane 12’  Travel Lane 11’  BRT Guideway 26’  Travel Lane 11’  Travel Lane 12’  Parking 10’

82’ Curb to Curb
Central Avenue Existing Conditions
Central Ave Average Weekday Vehicle Traffic Volume & Posted Speed
Crash Classification, 2000-2011

- Other Vehicle: 3134, 85%
- Parked Vehicle: 135, 4%
- Fixed Object: 234, 7%
- Pedestrian: 86, 2%
- Pedalcyclist: 11, 0%
- Overturn: 74, 2%
Hospital District (Mid-Central)
UNM District (East Central)
HOSPITAL DISTRICT PARKING

LEGEND
- On-street Parking
- Off-street Parking
UNIVERSITY DISTRICT PARKING
TRANSIT BOARDINGS & ALIGHTINGS

• See what MRCOG delivers, per e-mail from Andrew on 1/28:
  "I checked with Transit, and they don’t currently have an up-to-date set of data for boardings/alightings. However, they have been working with the Mid-Region Council of Govts. here to collect that data over summer/fall of 2012 and expect to receive the final counts from MRCOG soon. They are going to check on the availability of that data and get back to me."

CENTRAL AVENUE TRANSIT
Right-of-Way Allocation

- Space for Bikes
- Space for Pedestrians
- Space for Transit
- Space for Cars

- Red: Previously Proposed BRT ROW Allocation
- Blue: Existing ROW Allocation

0% 20% 40% 60% 80% 100%
All segments rank high, but University to Girard ranks extremely high on the regional scale for pedestrian improvements.
CRASHES INVOLVING BICYCLISTS

CENTRAL AVENUE BICYCLISTS
Adjacent Bike Facilities