Meeting Agenda

• Where we’ve been
• Recommended Street Design
• Case Studies
• Implementation Strategies
• Next Steps
Where we’ve been

Update on the planning process
Community Engagement: February Workshop

Central Avenue 1st to IH-25

1 inch = 100 feet

How important are Wide Sidewalks for the success of Central Ave. as a "Complete Street"?

A. Very important
B. Somewhat important
C. Neutral
D. Not really important
E. I don't want that

78%  17%
5%  0%  0%
Previous and Existing Studies
## Aligning Goals: Existing Plans

### Table 2: Complete Streets Goals Compared to previous studies

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### Aligning Goals: Existing Plans

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<tr>
<th>Complete Streets Goals</th>
<th>University Heights Sector Plan</th>
<th>University of New Mexico Master Plan</th>
<th>Presbyterian Hospital Master Plan</th>
<th>Central Avenue Corridor BRT Feasibility Assessment</th>
<th>Albuquerque Comprehensive On-street Bicycle Plan (2000)</th>
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## Aligning Goals: Current Plans

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<th>Complete Streets Goals</th>
<th>I-25 Access Study</th>
<th>MRCOG North/South BRT Study</th>
<th>ABQ Ride Central Avenue BRT Study</th>
<th>ABQ The Plan/Route 66 Plan</th>
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*Note: A black dot indicates that the goal is included in the respective study.*
Existing Conditions

Summary of policy context and current streetscape
Neighborhood Associations
Central Avenue Existing Conditions
Central Ave Average Weekday Vehicle Traffic Volume & Posted Speed
Corridor Travel Time by Mode (in minutes)

Legend

- Pedestrian
- Bicyclist
- Bus
- Car
- Rapid Ride stop
Hospital District (Mid-Central)
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.”
Corridors with Service Every 15 Minutes or Less

- Coors: 12 mins
- San Mateo: 15 mins
- Lomas: 10 mins
- Louisiana: 9-10 mins
- Central (east): 7-8 mins
- Central (west): 7-8 mins
- Central (central): 5-6 mins

Legend:
- Rapid Ride Routes: Fast, Frequent Service
- Regular Routes: Local All Day Service
- Commuter Routes: Peak Hours Only
- Service Variation: See Schedule
- ABQ Ride Transfer Center
- Park & Ride
- Rail Runner Stations
Average Weekday Transit Demand (2012)
All segments rank high, but University to Girard ranks extremely high on the regional scale for pedestrian improvements.
CRASHES INVOLVING BICYCLISTS
CENTRAL AVENUE BICYCLISTS
Recommended Street Designs
Comparison of existing and proposed
Recommended Street Designs: EDo

Diagram showing a recommended street design layout with dimensions: 10' SW, 8' P, 6' BIKE, 11' TL, 10' TURN, 60' Paving, 8' BIKE, 8' P, 10' SW. The average ROW is 80'.
Recommended Street Designs: EDo

10' SW  7' P  13' Shared  10' TL  10' TL  13' Shared  7' P  10' SW

60' Paving
80' Average ROW

GATEWAY PLANNING
A VIA LT A GROUP PARTNER
Recommended Street Designs: EDo
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Recommended Street Designs: Hospital
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Recommended Street Designs: Hospital
Recommended Street Designs: University
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Case Studies
Case Study: Oak Street (Roanoke TX)

Before
Case Study: Oak Street (Roanoke TX)

After
Case Study: Lancaster Ave. (Fort Worth, TX)
Before
Case Study: Lancaster Ave. (Fort Worth, TX)

After
Implementation Strategies
6 Steps for Implementation Success

1. City adoption of a Complete Streets and Context Sensitive Solutions (CSS) Program

2. Collaborate on BRT integration using CSS

3. Work with neighborhoods and commercial owners to update policies per neighborhood plans and subdivision ordinance

4. Identify and implement an improvement funding source that is most acceptable to the context and area

5. Set vision and design for improvements for Central Ave. in each subarea that will promote CSS and allow for multi-modal operations aligning with the goals and recommendations of this plan

6. Engage neighborhoods and landowners to begin the process of aligning Central Ave. plan with appropriate catalytic redevelopment
Catalyst Area: EDo

EDo Catalytic Area of Focus
Catalyst Area: Hospital

Hospital Catalytic Area of Focus
Catalyst Area: University

University Catalytic Areas of Focus
Next Steps for this Initiative
Next Steps

• Receive feedback over next 2 weeks
• Produce further analysis and correct major problems
• Provide additional options if necessary
• Produce final document
Questions and Discussion