

REVIEW OF THE SILVER AVE BIKE BLVD

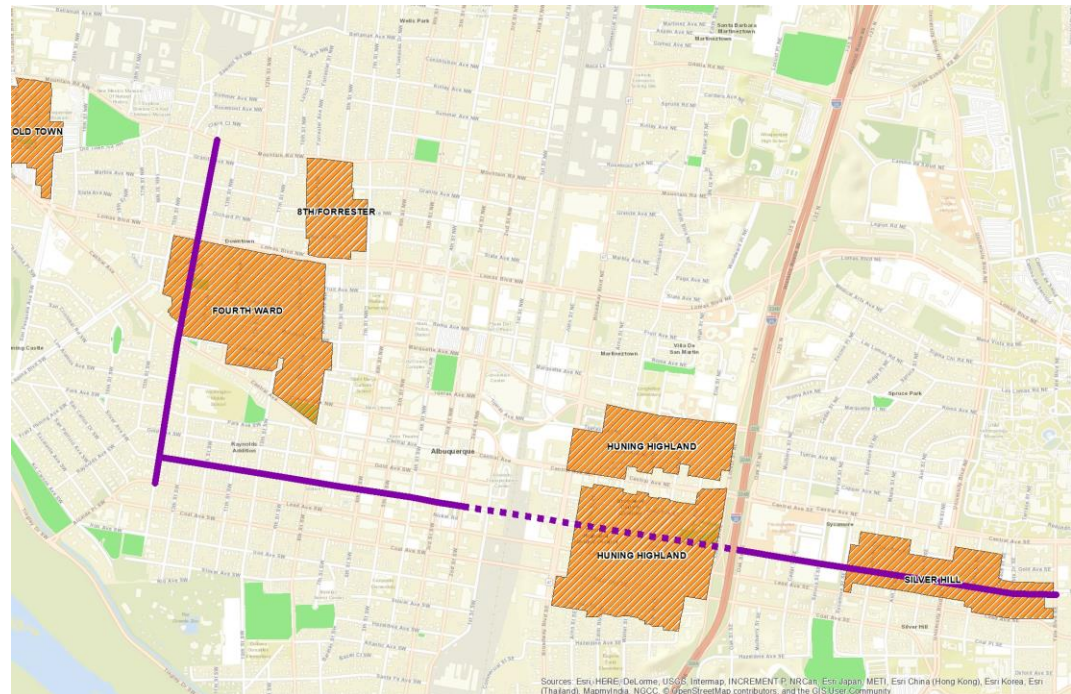
Greater Albuquerque
Bicycling Advisory
Committee

August 13, 2018



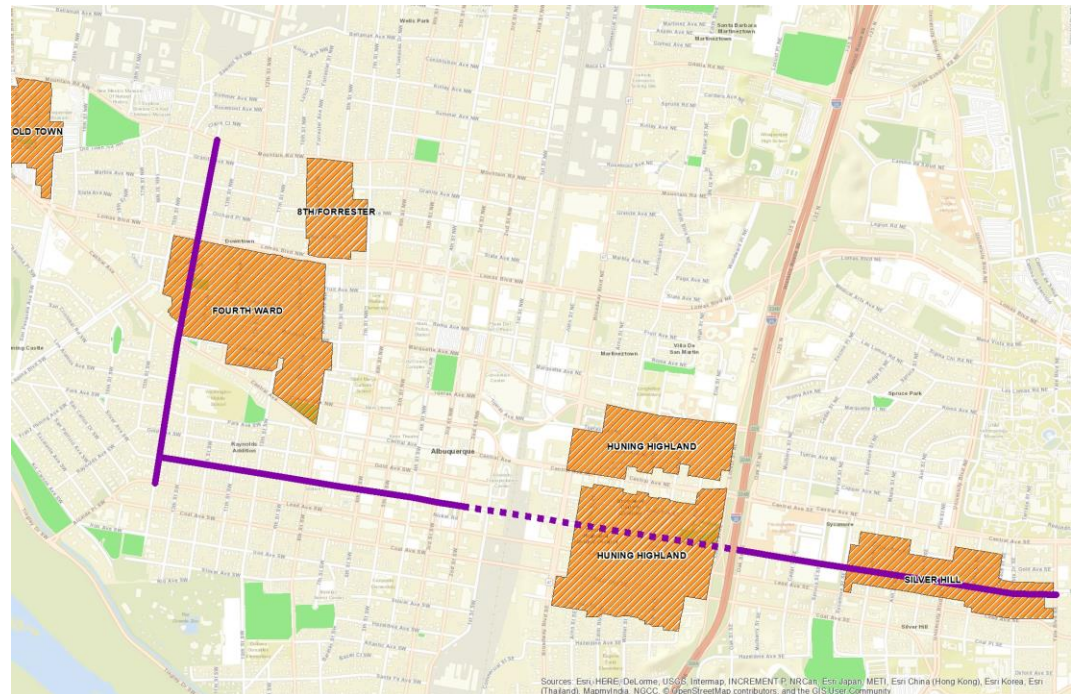
SCOPE & STUDY AREA CHARACTERISTICS

- Review and consider portions of the **Silver Ave Bike Blvd** from Yale Blvd to 14th St and the **14th St Bike Blvd** from Silver Ave to Mountain Rd for improvements
- Apply techniques that have been developed along other Bike Blvd segments
- Qualitative evaluation of Mountain Rd as a Bike Blvd



SCOPE & STUDY AREA CHARACTERISTICS

- Historic neighborhoods
- Residential areas
- Downtown
- Create bicycling alternative to Lead Ave and Coal Ave
- Broadway to I-25
 - Not currently designated, but identified on LRBS as a Bike Blvd
 - Limited access due to RR and I-25 crossings



BIKE BLVD CHARACTERISTICS

- Infrastructure that appeals to “Interested but Concerned” bicyclists
- Shared-use facility
- Neighborhood streets (designated as Local)
- Low speed (posted and observed)
- Low traffic volumes
- Signing and pavement markings
- Wayfinding



GENERAL APPROACH & DESIGN CONSIDERATIONS

- Apply Bike Blvd design techniques (“Branding”)
 - Traffic calming
 - Pavement markings
 - Signing
 - Wayfinding/Connectivity
 - Delineated on-street parking
- Stop sign alignment
- Major design interventions (where necessary)

SITE VISIT OBSERVATIONS

- Signing/wayfinding is inconsistent
- Pavement markings are infrequent compared to other Bike Blvd segments
- On-street parking is not delineated along most of the corridor
- Stop sign orientation should be reviewed
- Opportunities for traffic calming
- Challenges crossing major streets (Lead Ave/Coal Ave) and obstacles (RR and I-25)

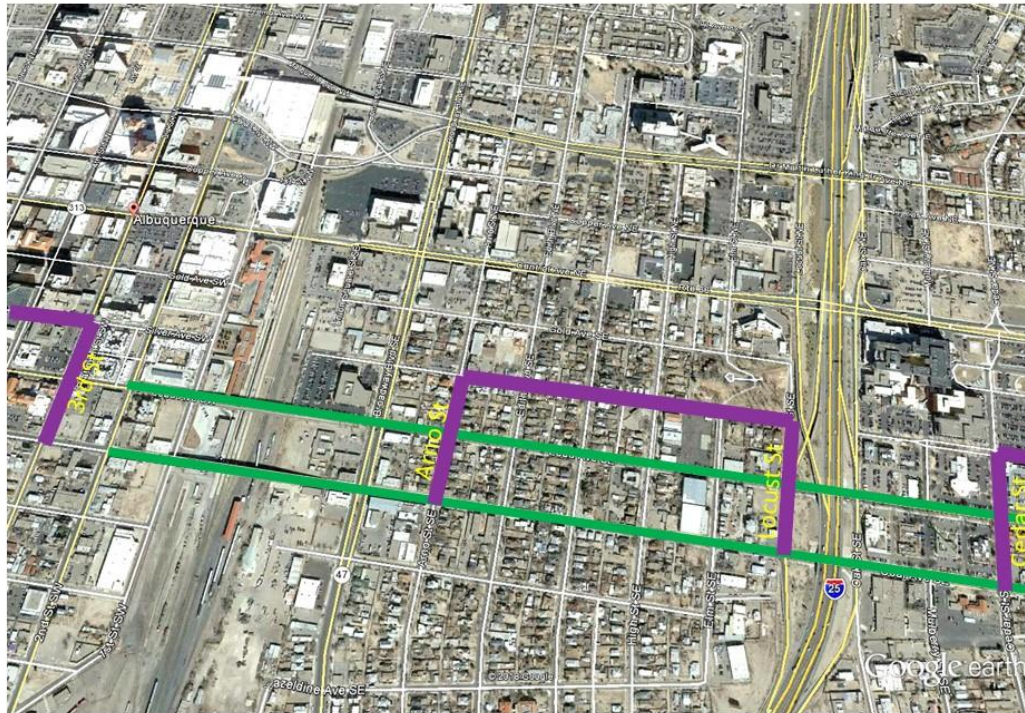


SITE VISIT OBSERVATIONS — LOCUST ST

- Logical connection between Silver Ave and Lead Ave/Coal Ave (utilize existing signalized intersections)
- Street currently dead-ends — improved connection needed

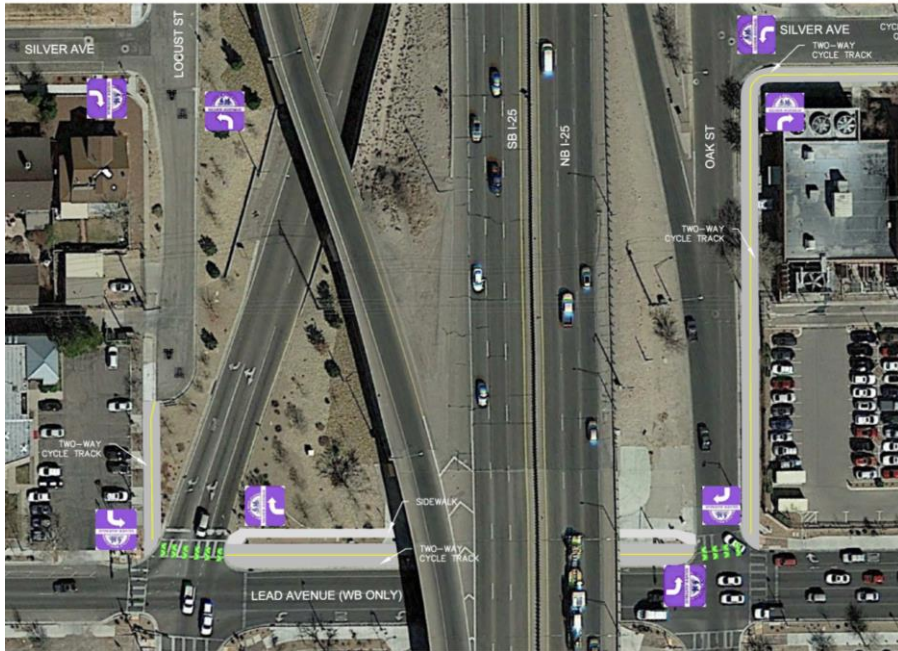


MAJOR DESIGN CHALLENGES



- Railroad Crossing from 2nd St to Broadway Blvd
 - Option: Utilize existing street network to access Lead Ave and Coal Ave via 3rd St
- I-25 Crossing
 - Option 1: Utilize existing street network (Locust St and Cedar St)
 - Option 2: Off-street cycle track along Lead Ave

I-25 CROSSING DESIGN OPTIONS



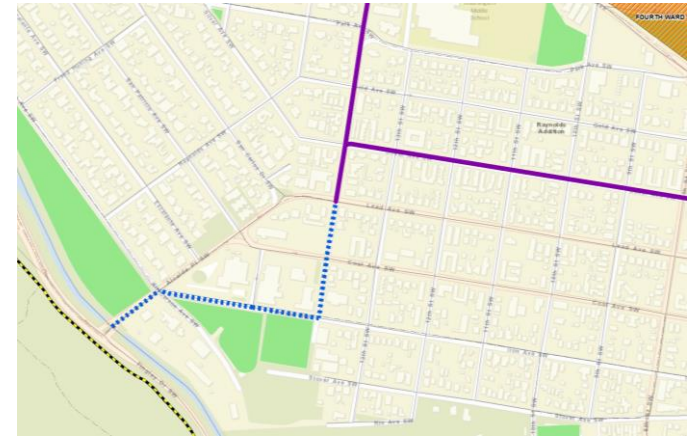
Oak St Sidewalk

- Cycle track along Lead Ave
- North-south on Oak St
- East-west on Silver Ave



INITIAL IDEAS AND RECOMMENDATIONS

- Application of Bike Blvd techniques
- Connection to Bosque Trail from 14th St & Silver Ave
- Designate Silver Ave as Bike Blvd from Arno St to Locust St
- Benefit in retaining Silver Ave as Bike Blvd through Downtown
- Wayfinding is critical along Silver Ave Bike Blvd
 - Access to many destinations
 - Historic neighborhoods
 - Distance to destinations



NEXT STEPS

- Information gathering
 - Traffic counts and bike counts
 - Public meeting on August 30
 - Review of plans and studies
 - Locations for design improvements
- Preliminary conceptual design
 - To be presented to GABAC in December
 - Full design at a later stage

Questions?

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