

REVIEW OF THE SILVER AVE BIKE BLVD

Public Meeting

February 5, 2019

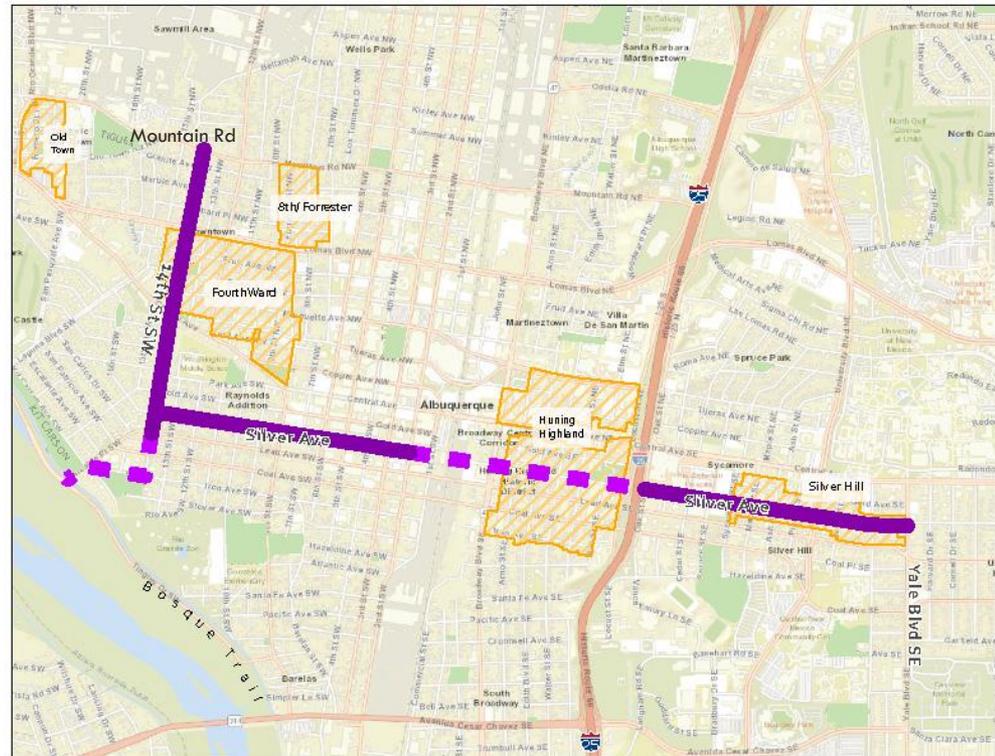


PURPOSE AND NEED

- 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
- Provide a low-stress bicycling alternative to Lead Ave and Coal Ave
- Appeal to “interested but concerned” bicyclists
- Improve connections and address gaps in the bikeway network
- Address major design challenges: I-25 and railroad crossing
- Qualitative evaluation of Mountain Rd as a Bike Blvd
- Design concepts and recommendations – Final design will occur at a later stage

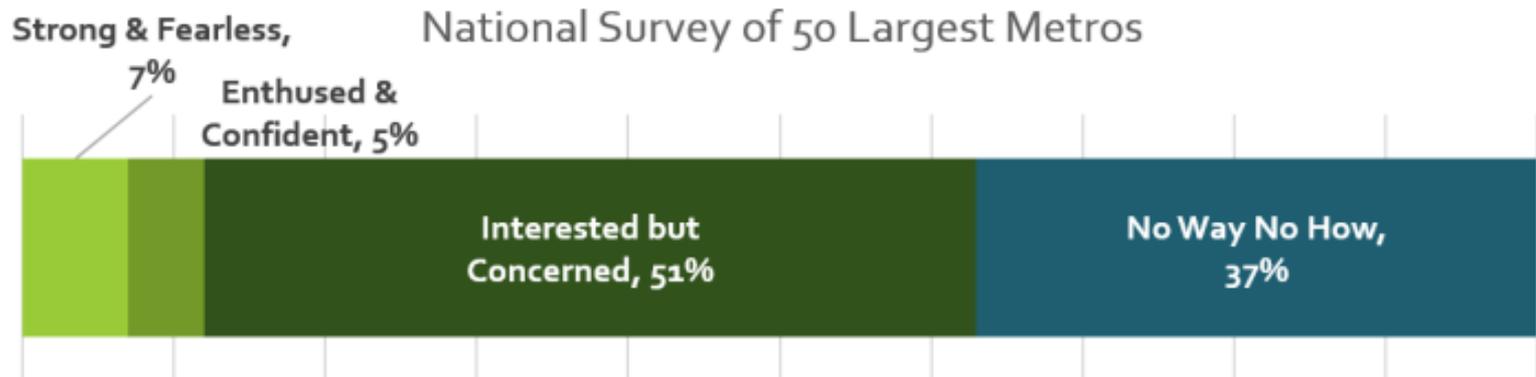
SCOPE & STUDY AREA CHARACTERISTICS

- Existing bicycle boulevards on Silver Ave and 14th St
- Historic neighborhoods
- Residential areas
- Downtown
- Broadway to I-25
 - Not currently designated, but identified on LRBS as a Bike Blvd
 - Limited access due to RR and I-25 crossings



GENERAL APPROACH & DESIGN CONSIDERATIONS

- Apply Bike Blvd design techniques (apply “branding”)
- Provide as much connectivity as possible and allow cyclists to stay on Silver Ave
- Consider traffic calming and stop sign alignment to prioritize bicycle travel
- Major design interventions (where necessary)



APPEALING TO A WIDER SET OF BICYCLISTS



<https://sacramentokids.net/2012/05/08/biking-with-kids-in-sacramento/>
<http://santafecentury.com/>
<https://www.newmexico.org/things-to-do/sports/mountain-road-biking/>

ALTERNATIVE TO LEAD AVE AND COAL AVE

- 5-foot bike lanes (buffers between Downtown and I-25)
- Quality bikeways for “strong and fearless” and “enthused and confident” bicyclists
- Relatively high speed and high volume → appeal to a different set of users than bicycle boulevards



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
- Traffic calming and deterrents to vehicle travel



STUDY AREA 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 warrants review
- Opportunities for traffic calming along 14th St
- Challenges crossing major streets (Lead Ave/Coal Ave) and obstacles (RR and I-25)

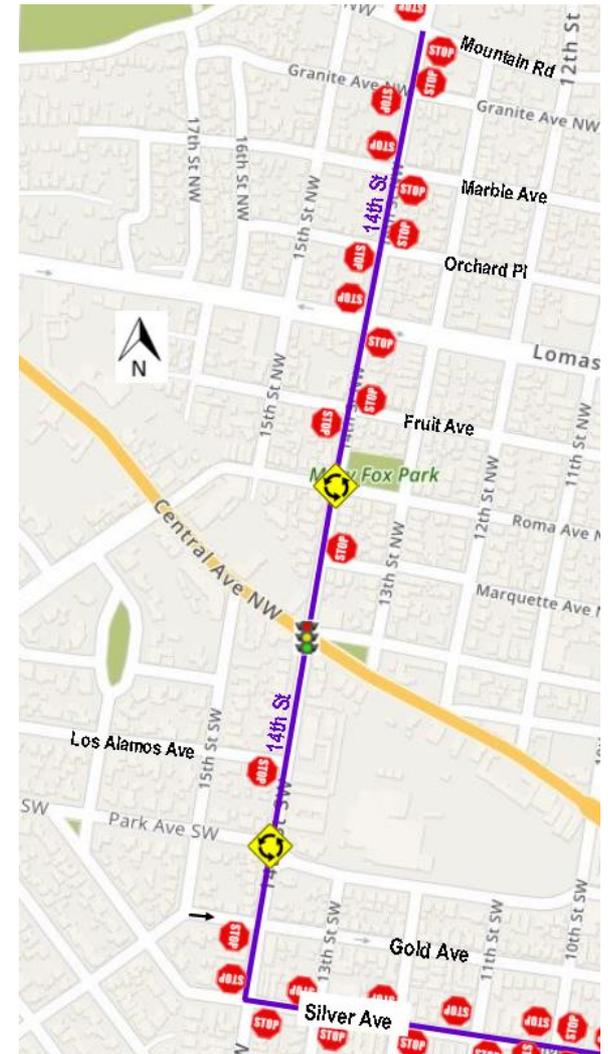
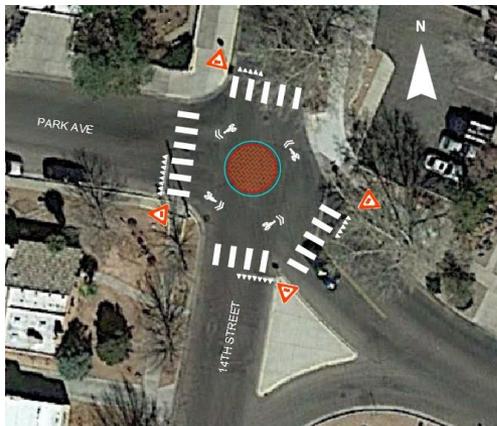


MAJOR DESIGN CHALLENGES AND ISSUE AREAS

- 14th St: Traffic calming and stop sign alignment
- Downtown-to-Bosque Trail connection
- Silver Ave through Downtown
- Railroad Crossing from 2nd St to Broadway Blvd
- Silver Ave: Broadway to I-25
- I-25 Crossing
- Buena Vista Dr Intersection
- Mountain Rd Bicycle Boulevard

14TH ST: TRAFFIC CALMING

- Generally apply some form of traffic control every 2-3 blocks
- Mini-roundabouts at Park Ave and Roma Ave



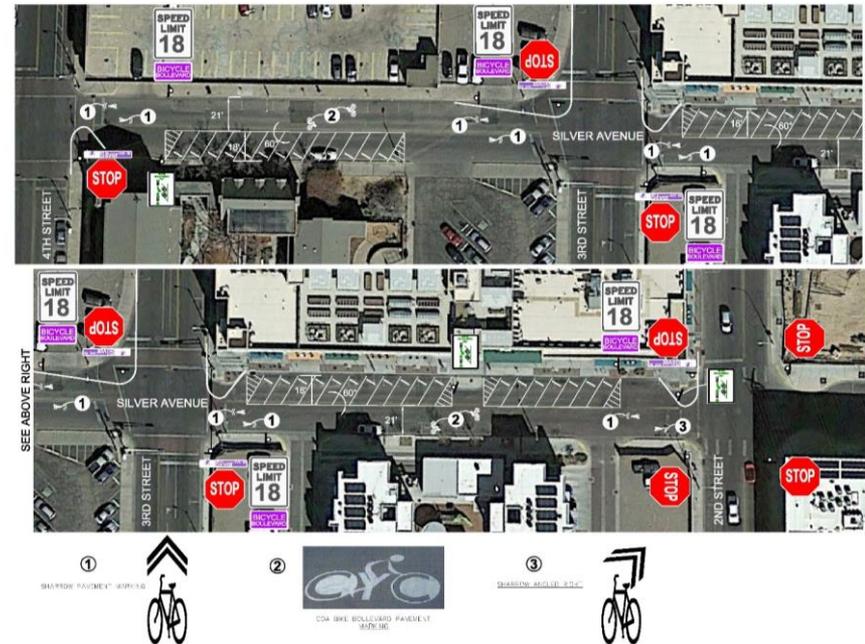
BOSQUE TRAIL CONNECTION

- **Proposal:** Connection to Bosque Trail from 14th St & Silver Ave
- Utilize 14th St and Iron Ave – neighborhood roads that match general conditions for Bike Blvds
- Improve access to Bosque Trail at Alcalde Pl (Kit Carson Park)



DOWNTOWN SILVER AVE

- Maintain and enhance the bicycle boulevard
- Relatively high number of crashes → traffic calming
- Benefit in retaining Silver Ave as Bike Blvd through Downtown
 - Network connectivity
 - Additional route options through Downtown
- Stop sign alignment (2nd St, 5th St, 8th St)
- Back-in angle parking



SILVER AVE: BROADWAY BLVD TO I-25

- Apply bicycle boulevard treatments
- Close gap in the bicycle boulevard network
- No additional traffic calming is needed
- Locust St connection



RAILROAD CROSSING

Option 1:

- Utilize Lead Ave and Coal Ave with improved connections along 2nd St and Broadway Blvd to Silver Ave

Option 2:

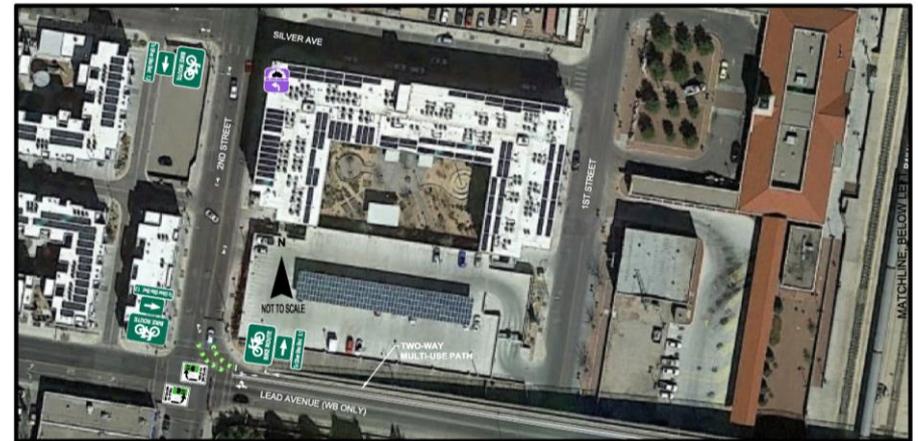
- Barrier separated two-way cycle-track along Lead Ave
- Connection to Silver Ave along Broadway Blvd or Arno St
- Eliminates need for crossing Lead Ave and Coal Ave
- Improves access to Silver Ave

Option 3:

- Bicycle-pedestrian bridge over Downtown railroad tracks

RAILROAD CROSSING OPTION: TWO-WAY CYCLE TRACK

- 2nd St Broadway Blvd
- Options for accessing Silver Ave from Broadway Blvd / Lead Ave



I-25 CROSSING: OPTIONS 1 & 2

Option 1:

- Utilize existing bike lanes on Lead Ave and Coal Ave to cross I-25
- Signing to indicate access to Silver Ave
- No new infrastructure
- Requires several crossings of Lead Ave and Coal Ave

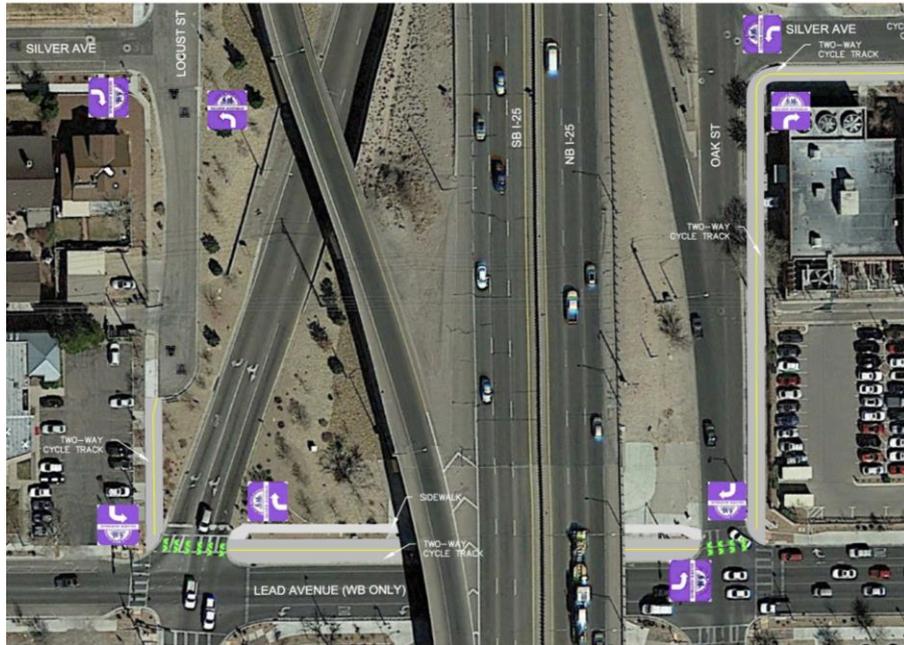
Option 2:

- Utilize existing bike lanes on Lead Ave and Coal Ave to cross I-25
- Raised multi-use path at sidewalk level along Oak St
- Requires several crossings of Lead Ave and Coal Ave

Option 2: Oak St Shared Use Path



I-25 CROSSING: OPTION 3



Oak St Sidewalk

- Raised multi-use paths:
 - Lead Ave underpass
 - North-south on Oak St
 - East-west on Silver Ave
- Convert sidewalks to 10' paths with 4' buffers



I-25 CROSSING: OPTION 4

- Bicycle-pedestrian bridge over I-25
- Extremely long ramp required due to elevation changes
- Right-of-way needed



I-25 CROSSING EVALUATION

Criteria	Option 1	Option 2	Option 3	Option 4
1. User Comfort Level	Red	Yellow	Light Green	Light Green
2. Connectivity to Silver Ave	Red	Yellow	Green	Green
3. Safety (based on conflict points)	Red	Orange	Yellow	Green
4. Cost	Green	Green	Light Green	Red
5. Feasibility	Green	Green	Green	Red

Favorable / High Benefit 
 Neutral / Moderate Benefit 
 Unfavorable / Negative Impact 

BUENA VISTA DR & SILVER AVE

- Highly utilized by bicyclists in both directions
- Access to UNM and CNM
- Proposed bicycle boulevard along Buena Vista Dr
- Mini-roundabout would manage traffic but allow continuous four-way travel
- Improve visibility of intersection



OTHER RECOMMENDATIONS

- Application of Bike Blvd techniques throughout corridor
- Continue “branding”
- Wayfinding along Silver Ave Bike Blvd
 - Access to many destinations
 - Historic neighborhoods
 - Distance to destinations

SUITABILITY OF MOUNTAIN RD AS A BICYCLE BOULEVARD

■ West of Rio Grande Blvd:

- Low volume neighborhood street
- Traffic calming techniques
- Access to Bosque Trail

■ East of Rio Grande Blvd:

- 7000-8000 vehicles per day, including heavy trucks
- Wide travel lanes encourage higher speeds than posted limit (18 MPH)
- Conditions exceed thresholds for Bike Blvds



SUITABILITY OF MOUNTAIN RD AS A BICYCLE BOULEVARD

■ **West of Rio Grande Blvd:**

- Low volume neighborhood street
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■ **East of Rio Grande Blvd:**

- 7000-8000 vehicles per day, including heavy trucks
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- Conditions exceed thresholds for Bike Blvds

■ **Recommendations:**

- Maintain Bike Blvd to the west of Rio Grande Blvd
- Bike Blvd to the east of Rio Grande Blvd should be decommissioned or subject to major design changes
- Alternative east-west route: Marble Ave from 14th St to 19th St
- Rio Grande Blvd crossing requires further study

NEXT STEPS

- Final review by City departments and NMDOT
- Incorporate comments from public and stakeholders
- Refine design concepts and recommendations
- Finalize report

Questions?

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