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)

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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 (2\textsuperscript{nd} St, 5\textsuperscript{th} St, 8\textsuperscript{th} 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 2\textsuperscript{nd} 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
I-25 CROSSING: OPTION 3

- 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

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<tr>
<th>Criteria</th>
<th>Option 1</th>
<th>Option 2</th>
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**Legend:**
- 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
SUITYABILITY 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
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**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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