PROJECT CONTEXT

▪ Bike Blvd network identified and designated in 2009
  ▪ Silver Ave
  ▪ 14th St
  ▪ Mountain Rd

▪ Study provides opportunity to create additional low-stress facilities and connect Old Town, Downtown, EDo, Presbyterian Hospital, and UNM
RECENT IMPROVEMENTS

- City of Albuquerque projects on existing Bike Blvds:
  - Silver Ave through UNM and Nob Hill
  - Fair Heights neighborhood
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
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
  - Proposed on Long Range Bicycle System as a Bike Blvd but not currently developed
  - Limited access due to Railroad and I-25 crossings
GENERAL APPROACH & DESIGN CONSIDERATIONS

- Apply Bike Blvd design techniques (“Branding”)
  - Traffic calming
  - Pavement markings
  - Signing
  - Wayfinding/Connectivity
  - Delineated on-street parking

- Review stop sign alignment

- Consider 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

- Address access to Silver Ave to the west of I-25

- 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

- Railroad Crossing from 2nd St to Broadway Blvd
- Question: How do we access the Bike Blvd?
  - Option: Utilize existing street network to access Lead Ave and Coal Ave
  - Other ideas?
MAJOR DESIGN CHALLENGES – I-25 UNDERPASS

- **Option 1**: No improvements – rely on Lead Ave and Coal Ave
- **Option 2**: Utilize existing street network (e.g. Locust St and Cedar St)
- **Option 3**: Off-street cycle track along Lead Ave
MAJOR DESIGN CHALLENGES — I-25 UNDERPASS SAFETY CONCERNS

- High numbers of vehicle-related crashes at I-25 intersections
- 4 bicycle-related crashes from 2012-2016 at Lead/I-25
- Additional safety measures would be beneficial
MAJOR DESIGN CHALLENGES – I-25 UNDERPASS

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

Oak St Sidewalk
INITIAL IDEAS AND RECOMMENDATIONS

▪ Application of Bike Blvd techniques
▪ Connection to Bosque Trail from 14th St & Silver Ave
▪ Develop Silver Ave as a 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 numerous destinations
  ▪ Historic neighborhoods
  ▪ Distance to destinations
NEXT STEPS

- Information gathering
  - Traffic counts and bike counts
  - Review of plans and studies
  - Locations for design improvements

- Preliminary conceptual design
  - Public meeting in January
  - Full design at a later stage

- Integrate Silver Ave Bike Blvd with ongoing studies and improvements
  - South Broadway Study
  - Lead/Coal Ave improvements through Downtown
  - Downtown Safe Zone
Questions?

Petra Morris, AICP
City of Albuquerque Council Services
pmorris@cabq.gov

Aaron Sussman, AICP
Bohannan Huston
asussman@bhinc.com