

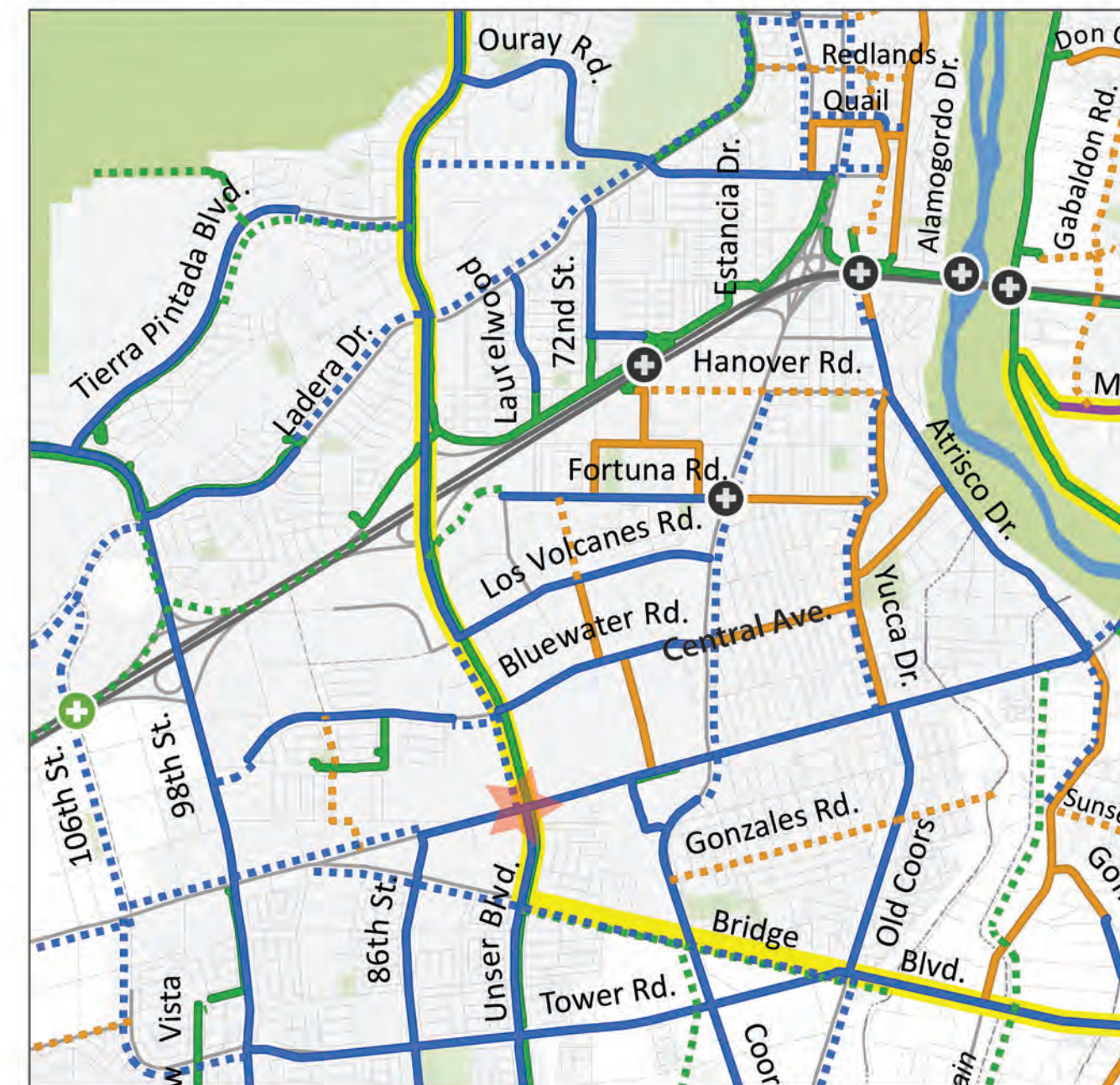
CENTRAL AVENUE & UNSER BOULEVARD IMPROVEMENTS PROJECT - INTERSTATE 40 TO CENTRAL AVENUE

OPEN HOUSE Bikeway Systems

PROJECT #438391 CONTROL #A300302

2040 Long Range Bikeway System in Project Area

- Proposed Overpass/Underpass
- Existing Overpass/Underpass
- Existing, Bicycle Boulevard
- Existing, Bicycle Lane
- Existing, Bicycle Route
- Existing, Paved Trail; Existing
- Proposed, Bicycle Boulevard
- Proposed, Bicycle Lane
- Proposed, Bicycle Route
- Proposed, Paved Trail
- 50 Mile Loop



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LONG DISTANCE ROUTES

SANDOVAL COUNTY

BERNALILLO COUNTY

VALENCIA COUNTY

DOWNTOWN ALBUQUERQUE

SANTO DOMINGO

EAST MOUNTAINS

VALENCIA COUNTY

LOS LUNAS

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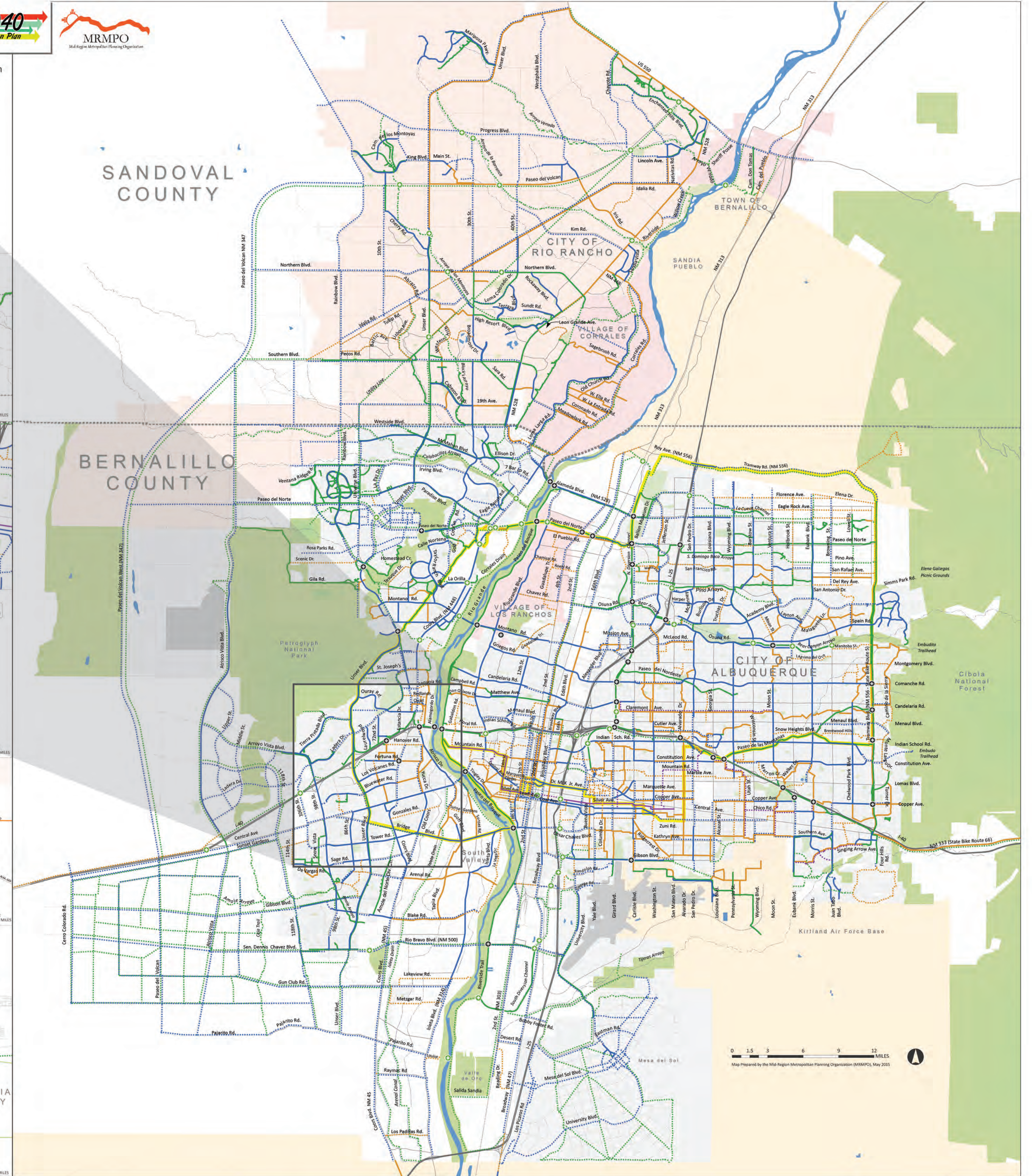
LOS LUNAS

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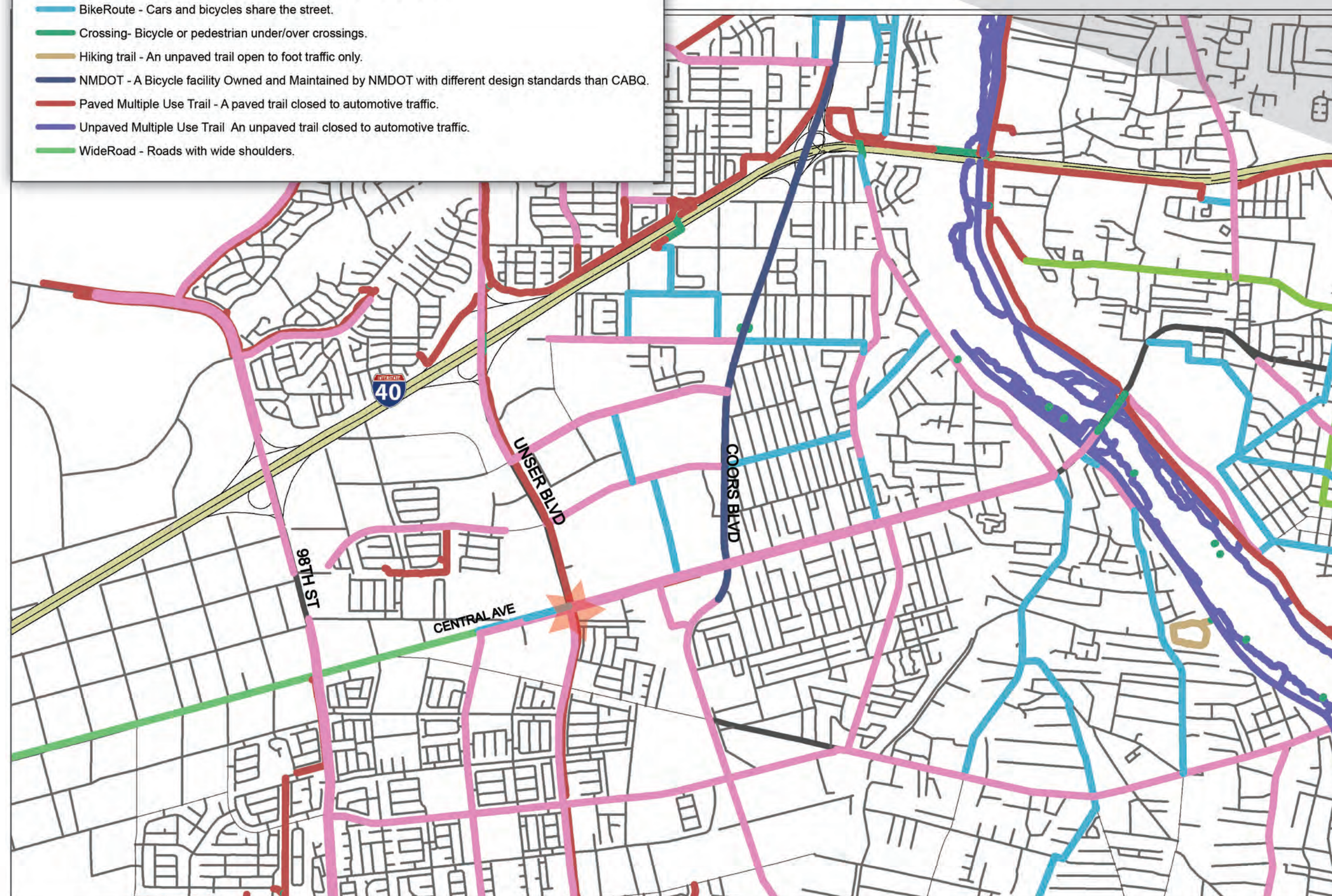
LOS LUNAS



Existing Biketrails

Biketrails (City of Albuquerque's Most Updated Data)

- BikeBvd - A shared roadway optimized by bicycle traffic.
- BikeLane - A portion of the street with a designated lane for bicycles.
- BikeRoute - Cars and bicycles share the street.
- Crossing - Bicycle or pedestrian under/over crossings.
- Hiking trail - An unpaved trail open to foot traffic only.
- NMDOT - A Bicycle facility Owned and Maintained by NMDOT with different design standards than CABO.
- Paved Multiple Use Trail - A paved trail closed to automotive traffic.
- Unpaved Multiple Use Trail - An unpaved trail closed to automotive traffic.
- WideRoad - Roads with wide shoulders.



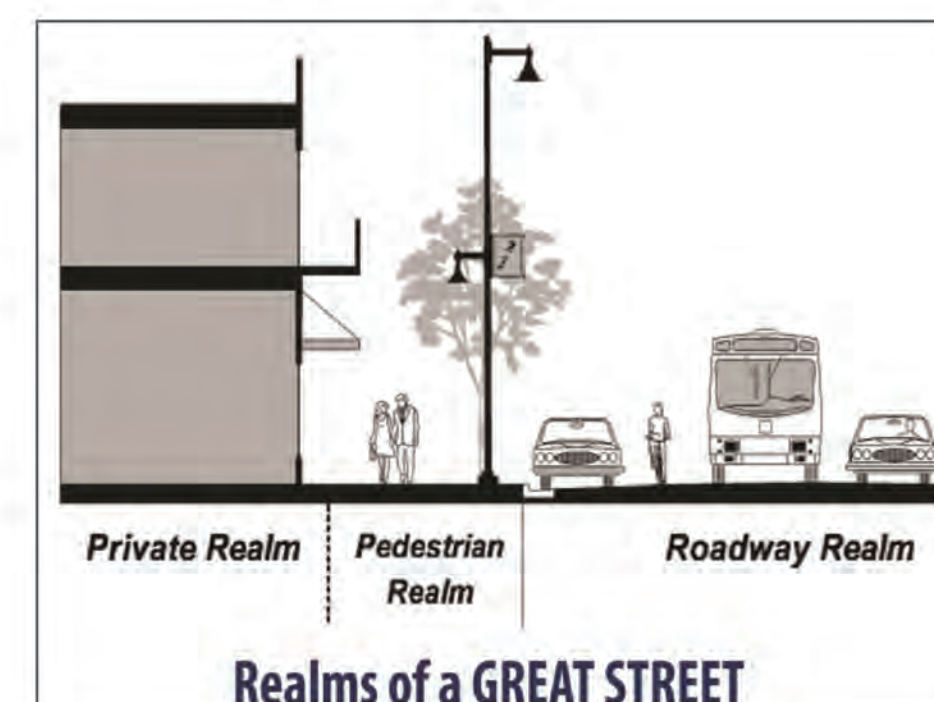
Potential Bicycle and Pedestrian Elements

Complete Street Design Elements

Complete Streets are created to efficiently serve all users, including pedestrians, cyclists, transit riders and motorists. They utilize best practice standards that have been successfully employed in other cities around the country.

Where feasible, Complete Streets incorporate features such as:

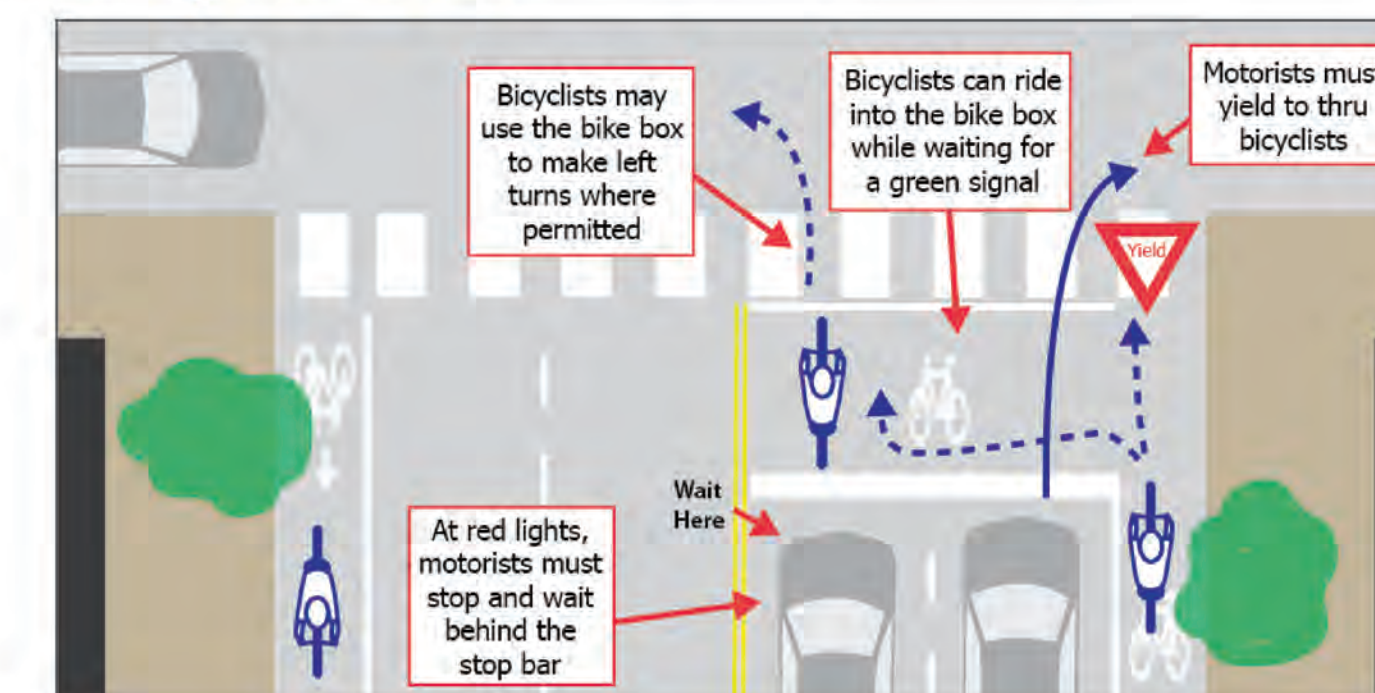
- wider sidewalks
- street trees
- on-street parking
- bicycle lanes
- protected mid-block crossings
- traffic calming techniques



Complete Streets techniques help high traffic areas be more inclusive of all forms of urban transportation, reducing congestion while making streets safer.

Bicycle Friendly Design Elements

Bicycle Box



A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

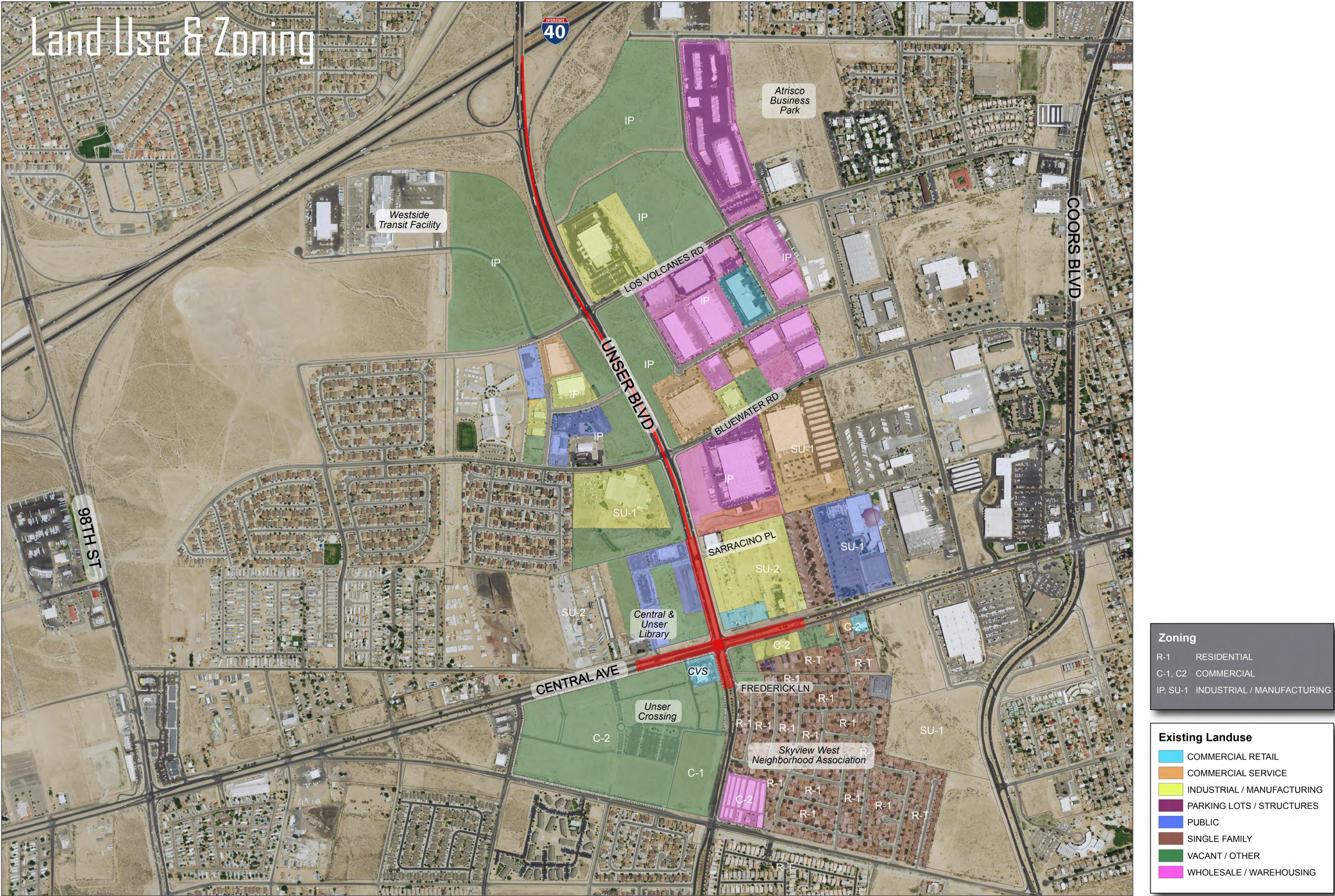
Bike Box Benefits:

- Increases visibility of bicyclists.
- Reduces signal delay for bicyclists.
- Especially useful where a left turn is required to follow a designated bike route, access a shared-use path, or when the bicycle lane moves to the left side of the street.
- Helps prevent 'right-hook' conflicts with turning vehicles at the start of the green indication.
- Provides priority for bicyclists at signalized bicycle boulevard crossings of major streets.
- Groups bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic. Pedestrians benefit from reduced vehicle encroachment into the crosswalk.
- Facilitates bicyclist left turn positioning at intersections during red signal indication (only for bike boxes that extend across the entire intersection).
- Facilitates the transition from a right-side bike lane to a left-side bike lane during red signal indication (only for bike boxes that extend across the entire intersection).

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Traffic Data

2014 Traffic Counts



2035 Traffic Counts



2014 Existing Level Of Service

Major Street/Minor Street Intersection	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		ENTIRE INTERSECTION	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Max V/C
Unser Blvd/Los Volcanes Rd										
AM Peak	148.5	F	148.3	F	137.5	F	60.6	E	137.8	F 1.49
PM Peak	18.1	B	24.3	C	44.9	D	58.8	E	30.4	C 1.08
Unser Blvd/Bluewater Rd										
AM Peak	83.6	F	22.4	C	39.9	D	116.6	F	66.8	E 1.13
PM Peak	27.4	C	83.6	F	40.2	D	91.6	F	62.5	E 1.13
Unser Blvd/Central Ave										
AM Peak	81.3	F	45.7	D	77.2	E	60.4	E	70.3	E 1.04
PM Peak	56.6	E	132.5	F	98.2	F	114.6	F	109.3	F 1.24

2035 Level Of Service: No Build Alternative

Major Street/Minor Street Intersection	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		ENTIRE INTERSECTION	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Max V/C
Unser Blvd/Los Volcanes Rd										
AM Peak	148.5	F	148.3	F	137.5	F	60.6	E	137.8	F 1.49
PM Peak	18.1	B	24.3	C	44.9	D	58.8	E	30.4	C 1.08
Unser Blvd/Bluewater Rd										
AM Peak	83.6	F	22.4	C	39.9	D	116.6	F	66.8	E 1.13
PM Peak	27.4	C	83.6	F	40.2	D	91.6	F	62.5	E 1.13
Unser Blvd/Central Ave										
AM Peak	81.3	F	45.7	D	77.2	E	60.4	E	70.3	E 1.04
PM Peak	56.6	E	132.5	F	98.2	F	114.6	F	109.3	F 1.24

2035 Level Of Service: Build Alternative

Major Street/Minor Street Intersection	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		ENTIRE INTERSECTION	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	Max V/C
Unser Blvd/Los Volcanes Rd										
*AM Peak	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PM Peak	24.8	C	33.4	C	28.6	C	23.6	F	29.0	C 0.88
Unser Blvd/Bluewater Rd										
AM Peak	17.9	B	14.4	B	28.2	C	74.5	E	21.4	C 0.96
PM Peak	14.7	B	21.2	C	25.3	C	44.5	D	21.4	C 0.83
Unser Blvd/Central Ave										
AM Peak	32.5	C	24.2	C	34.1	C	23.0	C	30.6	C 0.96
PM Peak	33.6	C	35.2	D	41.0	D	50.8	D	40.1	D 1.00

*AM peak model results for Unser/Los Volcanes are still in development

Crash Data 2010-2012

Locations	No. of Crash Reports	Predominant Crash Types												Crash Rate (per MEV)	Severity*		
		REAR END		ANGLE		LEFT TURN		FIXED OBJECT		SIDESWIPE		OTHER			PDO	INJ	
		#	%	#	%	#	%	#	%	#	%	#	%				
<u>Signalized Intersections</u>																	
UNSER BLVD/LOS VOLCANES	45	22	49%	6	13%	3	7%	5	11%	1	2%	8	18%	0.95	60%	40%	
UNSER BLVD/BLUEWATER RD	46	15	33%	12	26%	5	11%	5	11%	3	7%	6	13%	1.14	67%	33%	
UNSER BLVD/CENTRAL AVE	114	67	59%	13	11%	7	6%	1	1%	5	4%	21	18%	2.18	68%	32%	
<u>Unsignalized Intersections</u>																	
UNSER BLVD/SAUL BELL RD	2	0	0%	2	100%	0	0%	0	0%	0	0%	0	0%		100%	0%	
UNSER BLVD/SARRACINO PL	3	1	33%	1	33%	0	0%	1	33%	0	0%	0	0%		67%	33%	

*PDO-Property Damage Only; INJ-Injury or Fatality Involved