

2024 CITY OF ALBUQUERQUE BIKEWAY AND TRAIL FACILITIES PLAN

APPENDIX G: PROJECT PROFILES





Academy Road from Wyoming Blvd. to Tramway Blvd.

Project Characteristics

Existing Conditions

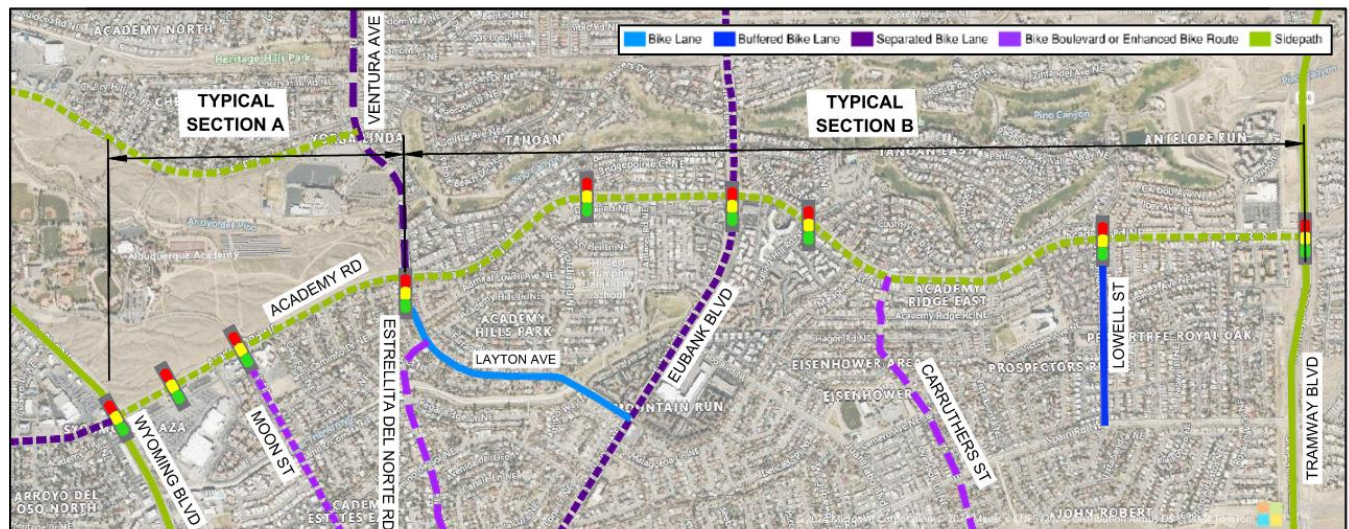
Typical Section	Section A	Section B
Termini / Length (miles)	0.9	3.5
Existing Facility	Bike lane	None
Speed Limit (mph)	40	40
Traffic Volumes (AWDT)	22,000	11,000 - 19,000
LTS (Level of Traffic Stress)	4	4

Proposed Facility

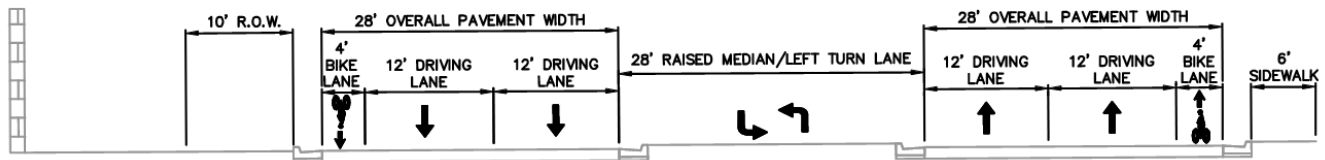
Facility Type	Side Path
Timeframe	Long Term
Cost Estimate	\$36.9M+
Strategies	Improve Available Back-of-Curb, Median and Curb Line Modifications
Priority Level	Very High

Notes and Considerations:

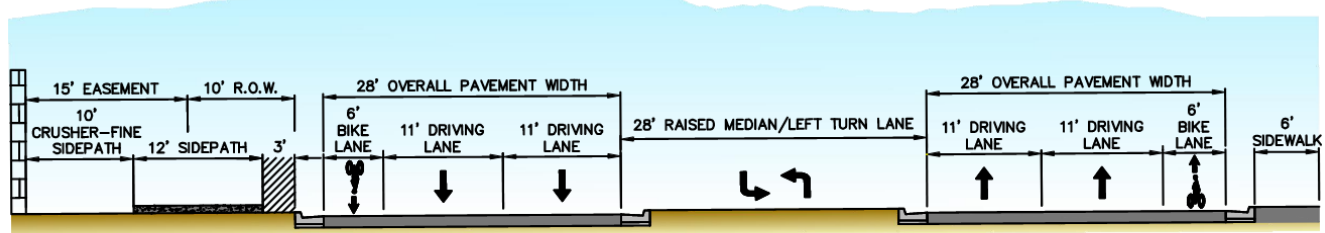
- **Functional Classification:** Minor arterial
- **Project Benefits:** High trip potential; high crash rates, significant improvement bicyclist user comfort
- **Vulnerability Index Score:** Medium
- **Destinations:** Passes along Mountain Run Activity Center
- **Council Districts:** 4 and 8
- **Other:** Road Diet Candidate



Section A



ACADEMY ROAD - WYOMING BLVD. TO VENTURA AVE.
EXISTING TYPICAL SECTION A

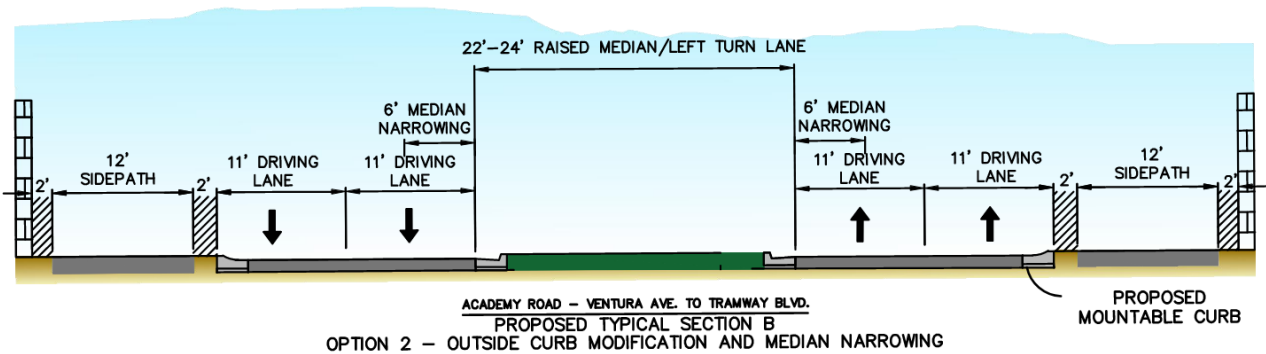
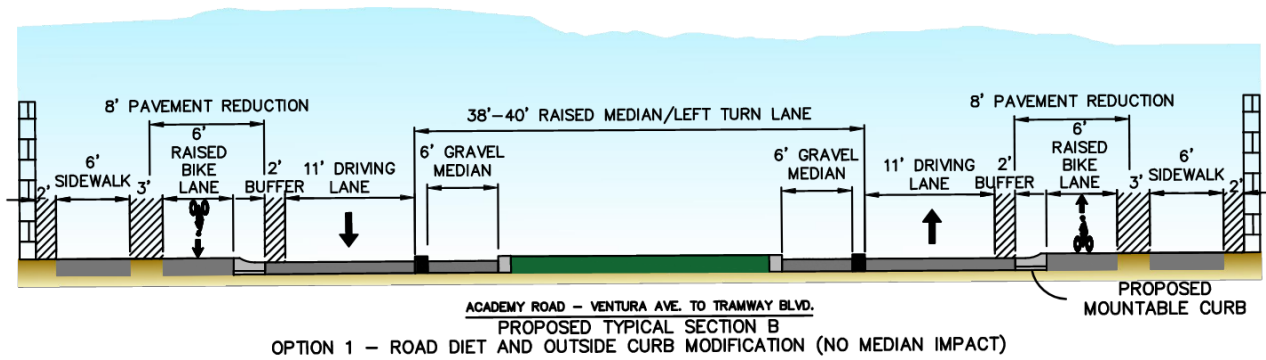
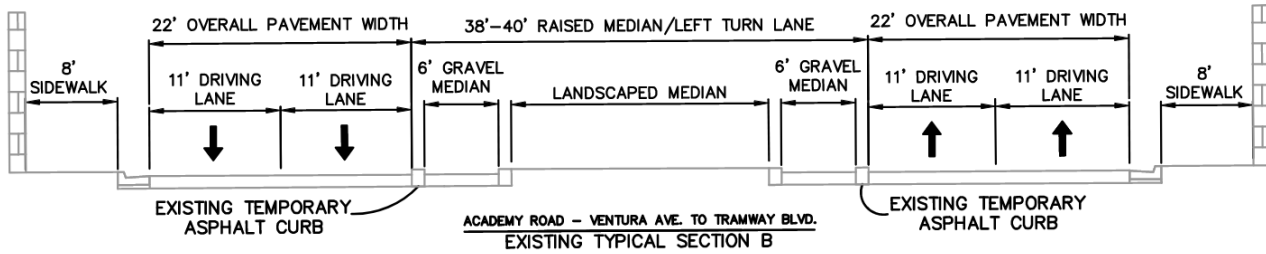


ACADEMY ROAD - WYOMING BLVD. TO VENTURA AVE.
PROPOSED TYPICAL SECTION A



Academy Road from Wyoming Blvd. to Tramway Blvd.

Section B



Alvarado Drive from Summer Ave. to Maderia Dr.

Project Characteristics

Existing Conditions

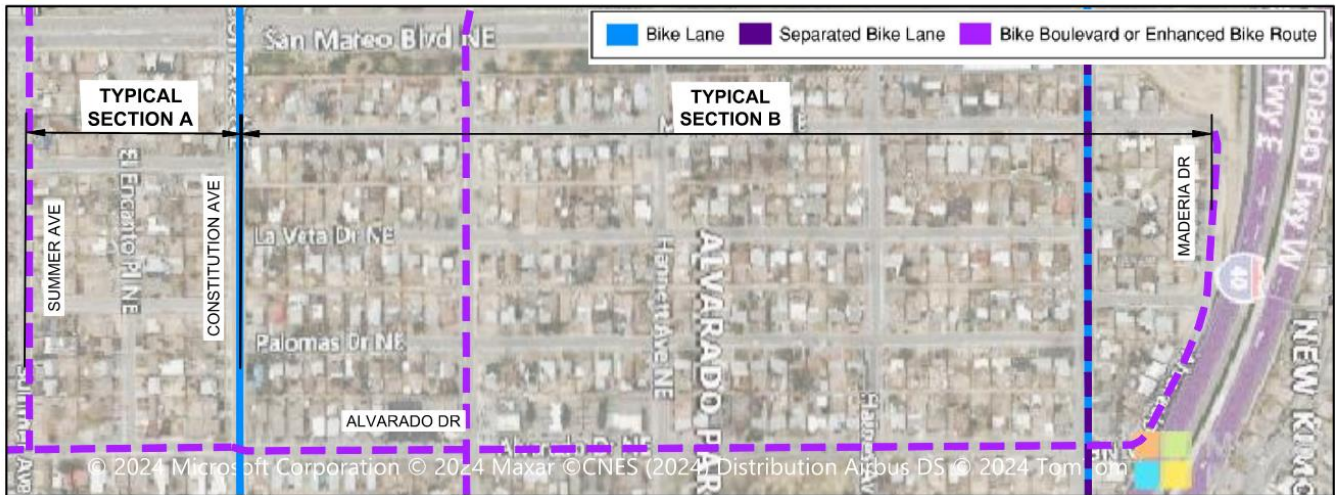
Typical Section	Section A	Section B
Termini / Length (miles)	0.1	0.7
Existing Facility	None	None
Speed Limit (mph)	25	25
Traffic Volumes (AWDT)	Unavailable	Unavailable
LTS (Level of Traffic Stress)	1	1

Proposed Facility

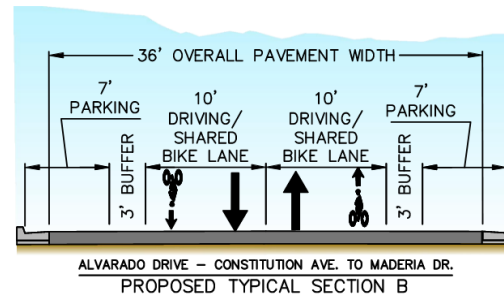
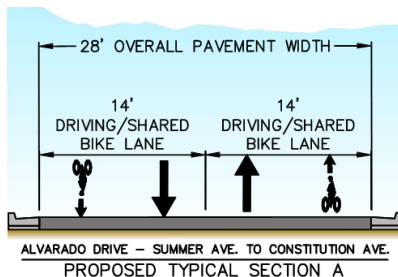
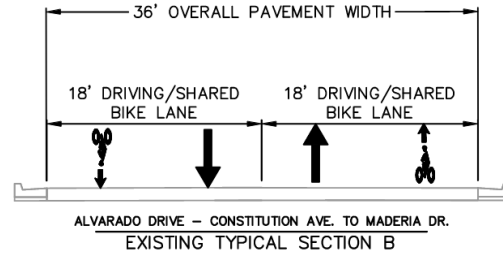
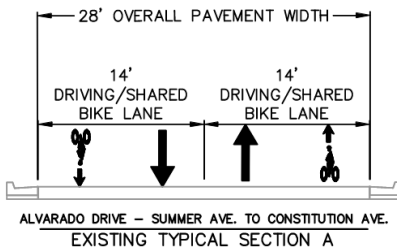
Facility Type	Bike Boulevard
Timeframe	Long Term
Cost Estimate	\$1.2M - \$2.0M
Strategies	Bike Boulevard
Priority Level	Very High

Notes and Considerations:

- **Functional Classification:** Major local
- **Project Benefits:** Proposed network spine, high trip potential; high rates of crashes on parallel corridors
- **Vulnerability Index Score:** High
- **Destinations:** Passes along Hiland Center Activity Center
- **Council Districts:** 7
- **Other:** Extension of existing bike boulevard



Sections A & B





Alvarado Drive from Eastern Ave. to Copper Ave.

Project Characteristics

Existing Conditions

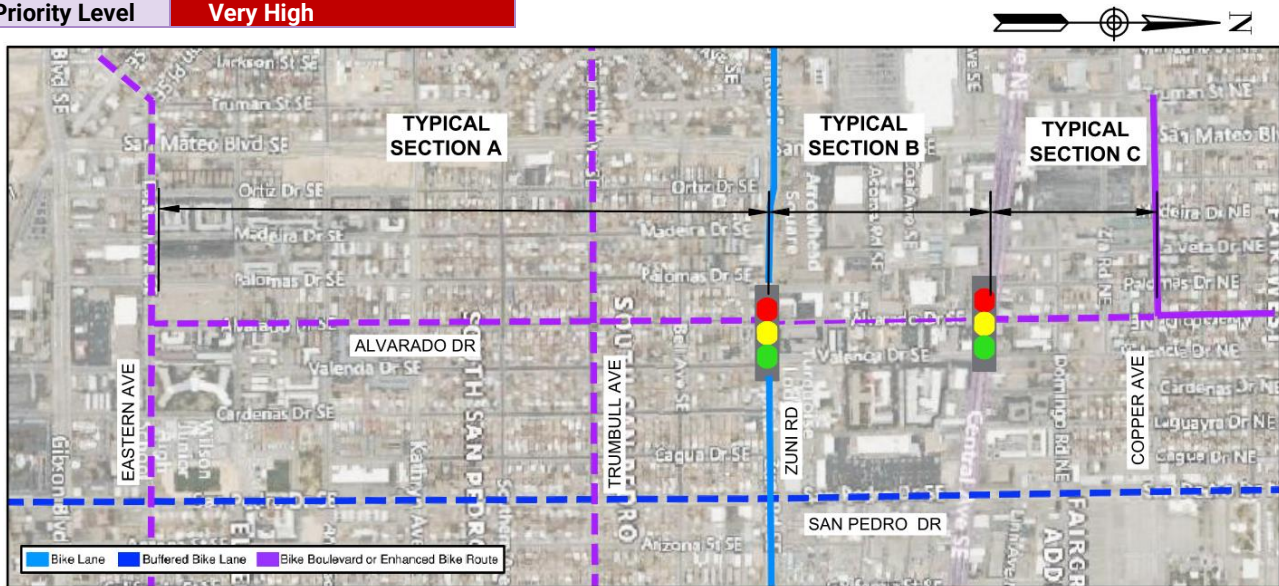
Typical Section	Section A	Section B	Section C
Termini / Length (miles)	0.2	0.3	0.9
Existing Facility	None	None	None
Speed Limit (mph)	25	25	25
Traffic Volumes (AWDT)	Unavailable	Unavailable	Unavailable
LTS (Level of Traffic Stress)	1	1	1

Proposed Facility

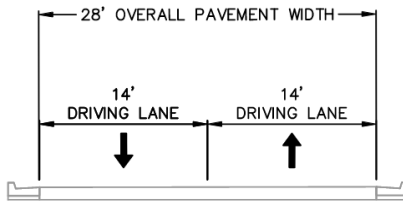
Facility Type	Bike Boulevard
Timeframe	Long Term
Cost Estimate	\$2.0M - \$3.5M
Strategies	Bike Boulevard
Priority Level	Very High

Notes and Considerations:

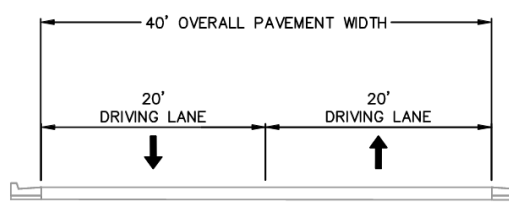
- **Functional Classification:** Major local
- **Project Benefits:** Proposed network spine, high trip potential; high rates of crashes on parallel corridors
- **Vulnerability Index Score:** Medium-High
- **Destinations:** Hiland Center, Central Ave. Corridor
- **Council Districts:** 6 and 7
- **Other:** Extension of existing bike boulevard



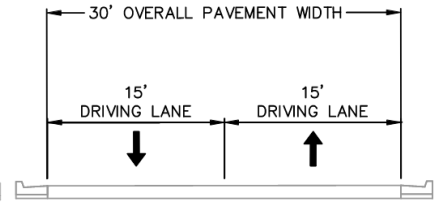
Sections A, B, & C



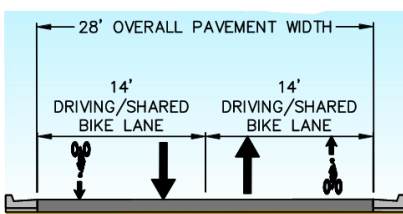
ALVARADO DRIVE – EASTERN AVE. TO ZUNI RD.
EXISTING TYPICAL SECTION A



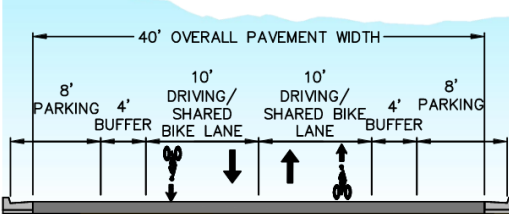
ALVARADO DRIVE – ZUNI RD. TO CENTRAL AVE.
EXISTING TYPICAL SECTION B



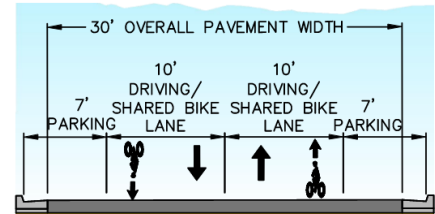
ALVARADO DRIVE – CENTRAL AVE. TO COPPER AVE.
EXISTING TYPICAL SECTION C



ALVARADO DRIVE – EASTERN AVE. TO ZUNI RD.
PROPOSED TYPICAL SECTION A



ALVARADO DRIVE – ZUNI RD. TO CENTRAL AVE.
PROPOSED TYPICAL SECTION B



ALVARADO DRIVE – CENTRAL AVE. TO COPPER AVE.
PROPOSED TYPICAL SECTION C



Bluewater Road from 98th St. to Coors Blvd.

Project Characteristics

Existing Conditions

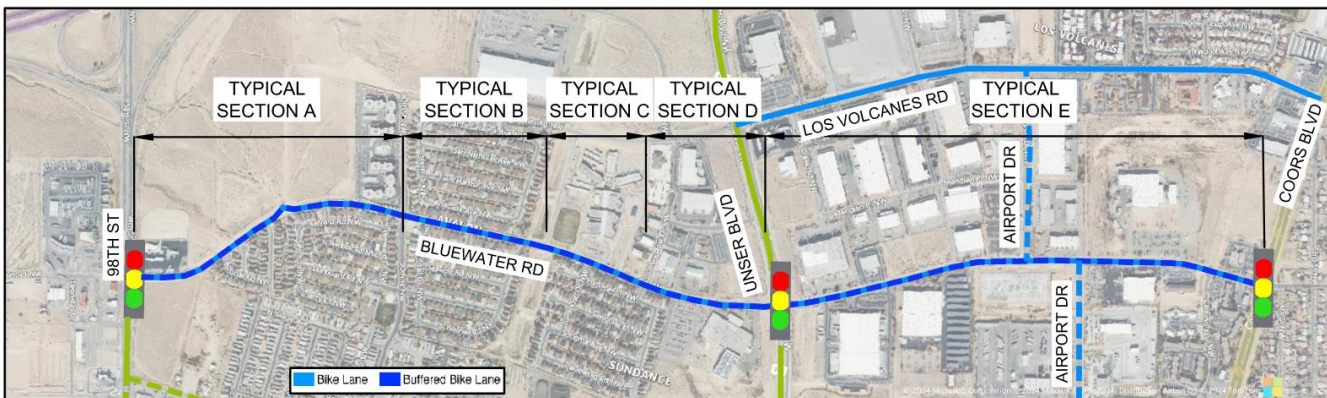
Typical Section	Section A	Section B	Section C	Section D	Section E
Termini / Length (miles)	0.5	0.2	0.2	0.2	0.9
Existing Facility	Bike Lane	Bike Lane	Bike Lane	None	Bike Lane
Speed Limit (mph)	35	35	35	40	40
Traffic Volumes (AWDT)	Unavail.	7,000	7,000	7,000	10,000
LTS (Level of Traffic Stress)	3	3	3	4	3

Proposed Facility

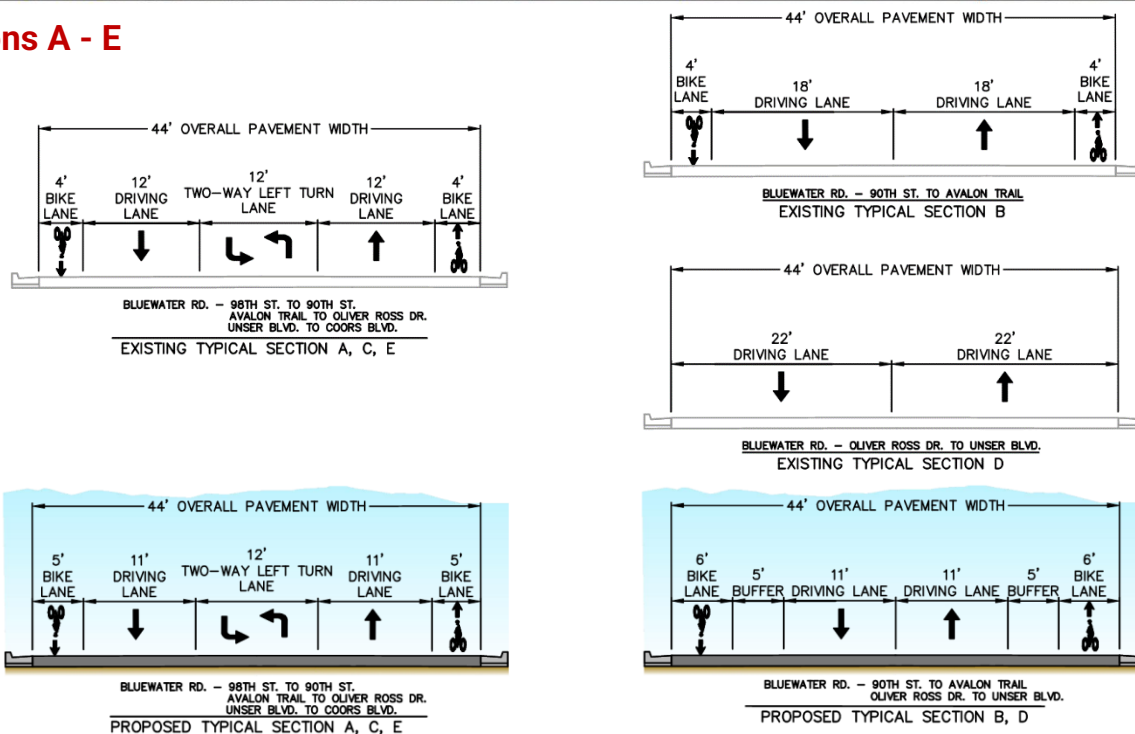
Facility Type	Bike Lanes, Buffered Bike Lanes
Timeframe	Plausible Near-Term
Cost Estimate	\$1.3M - \$5.1M
Strategies	Bike Lane Restriping, Speed Reduction
Priority Level	High

Notes and Considerations:

- **Functional Classification:** Major Collector
- **Project Benefits:** High trip potential; proposed network spine
- **Vulnerability Index Score:** High
- **Destinations:** Near Route 66 Activity Center, multiple schools
- **Council Districts:** 1



Sections A - E





Candelaria Road from Rio Grande Blvd. to I-25

Project Characteristics

Existing Conditions

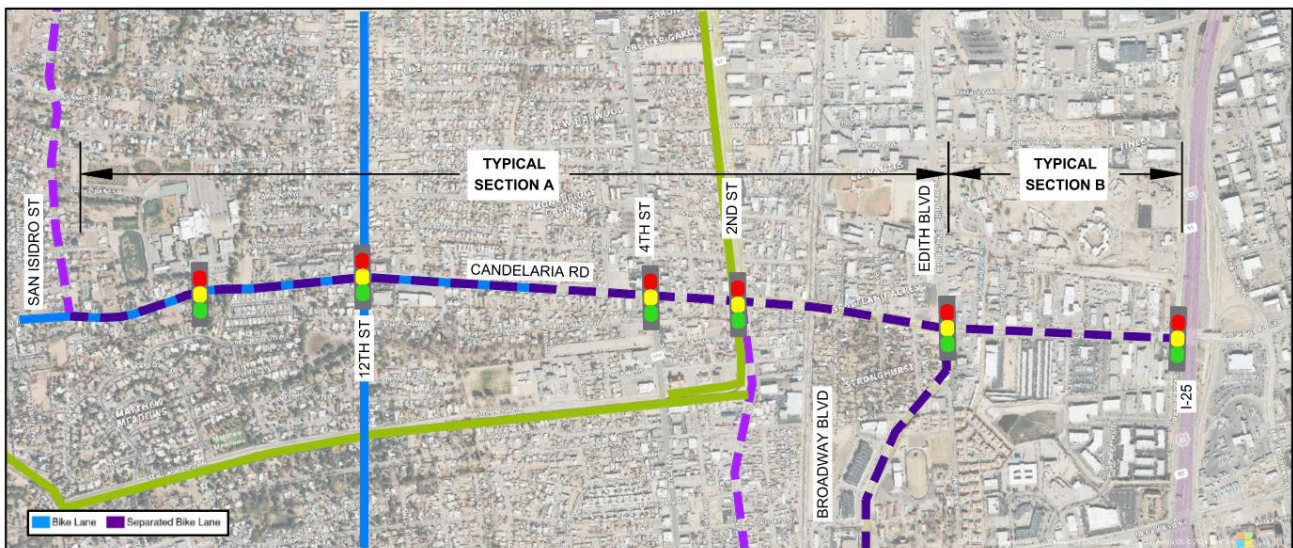
Typical Section	Section A	Section B
Termini / Length (miles)	1.9	0.5
Existing Facility	Bike Lane	None
Speed Limit (mph)	35	35
Traffic Volumes (AWDT)	11,000	16,000
LTS (Level of Traffic Stress)	3	4

Proposed Facility

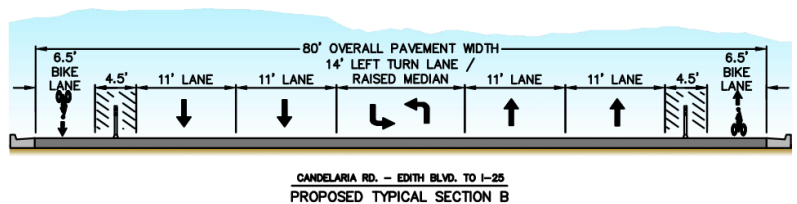
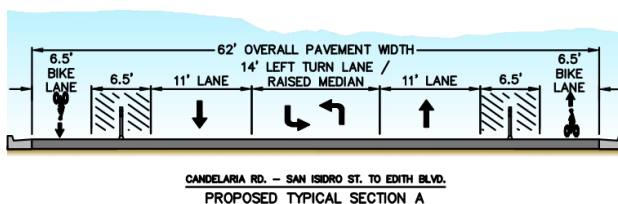
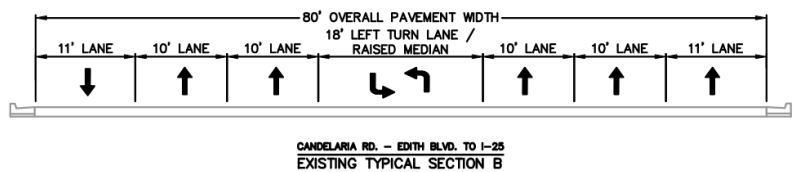
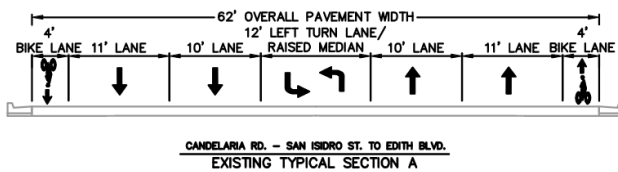
Facility Type	Separated Bike Lanes
Timeframe	Plausible Near-Term
Cost Estimate	\$3.3M - \$9.3M
Strategies	Restriping – Road Diet
Priority Level	Medium

Notes and Considerations:

- **Functional Classification:** Principal Arterial
- **Project Benefits:** Network spine, major improvement to bicycle level of comfort, high level of public support
- **Vulnerability Index Score:** High
- **Destinations:** Rio Grande Nature Center, 12th/Candelaria Activity Center
- **Council Districts:** 2
- **Other:** Road Diet Candidate



Sections A & B





Comanche Road from Montgomery Park to Tramway Blvd.

Project Characteristics

Existing Conditions

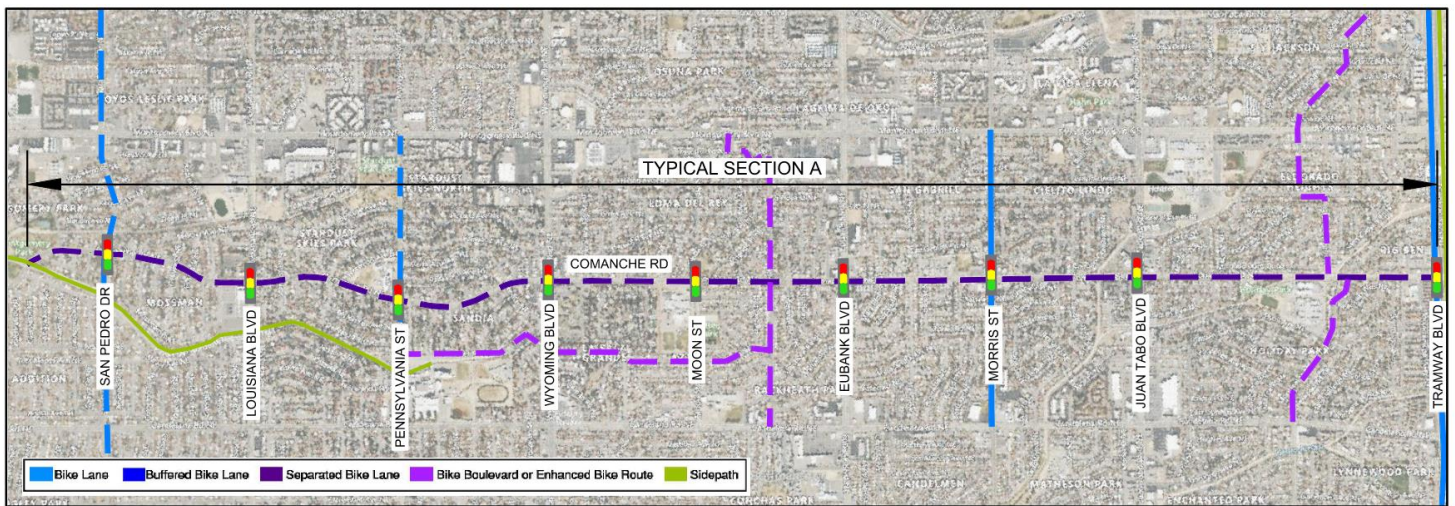
Typical Section	Section A
Termini / Length (miles)	5
Existing Facility	Bike Lane
Speed Limit (mph)	35
Traffic Volumes (AWDT)	12,000
LTS (Level of Traffic Stress)	3

Proposed Facility

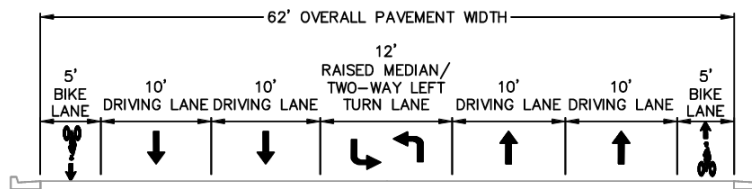
Facility Type	Separated Bike Lanes
Timeframe	Plausible Near-Term
Cost Estimate	\$6.9M - \$20.2M
Strategies	Restriping – Road Diet
Priority Level	Very High

Notes and Considerations:

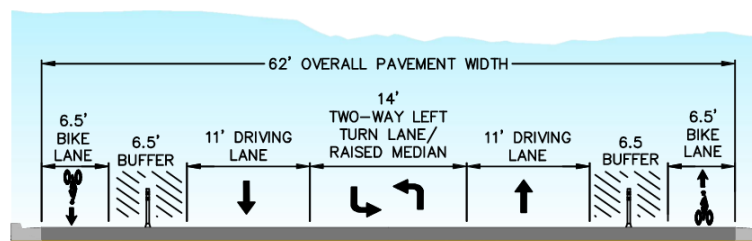
- **Functional Classification:** Major Collector
- **Project Benefits:** Network spine, major improvement to bicycle level of comfort, high level of public support
- **Vulnerability Index Score:** High
- **Destinations:** Multiple schools
- **Council Districts:** 7 and 8
- **Other:** Road Diet Candidate



Section A



COMANCHE RD. – MONTGOMERY PARK TO TRAMWAY BLVD.
EXISTING TYPICAL SECTION



COMANCHE RD. – MONTGOMERY PARK TO TRAMWAY BLVD.
PROPOSED TYPICAL SECTION



Irving Boulevard from Golf Course Rd. to Coors Blvd.

Project Characteristics

Existing Conditions

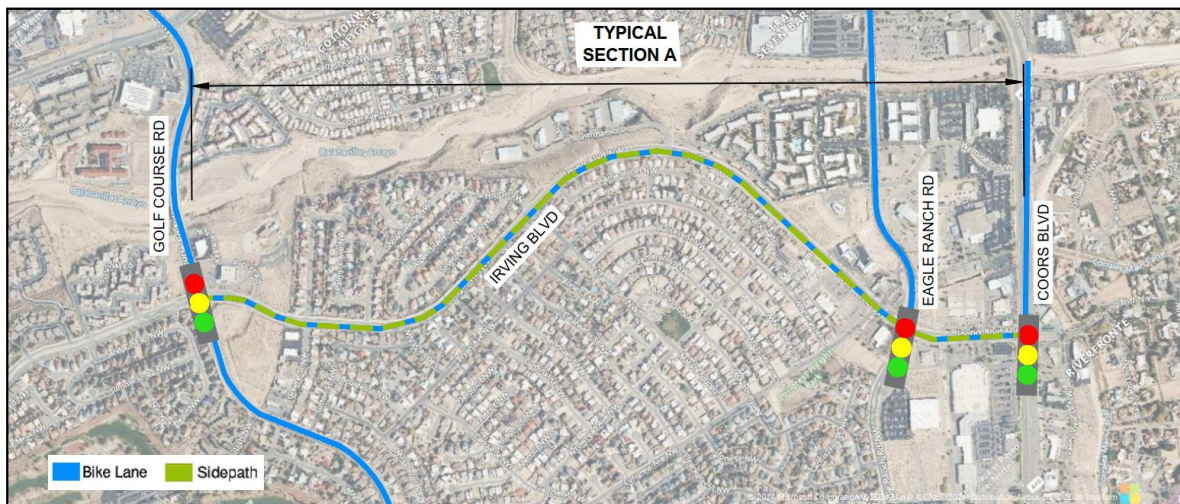
Typical Section	Section A
Termini / Length (miles)	1.6
Existing Facility	Bike Lanes
Speed Limit (mph)	40
Traffic Volumes (AWDT)	20,000
LTS (Level of Traffic Stress)	4

Proposed Facility

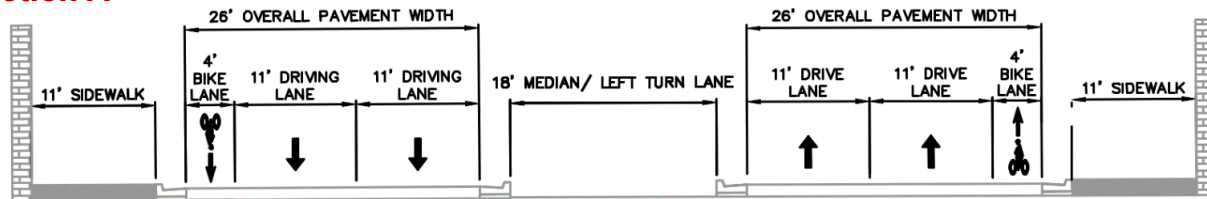
Facility Type	Side Path
Timeframe	Long Term
Cost Estimate	\$7.6M+
Strategies	Improve Available Back- of-Curb, Curb Line and Median Modifications
Priority Level	High

Notes and Considerations:

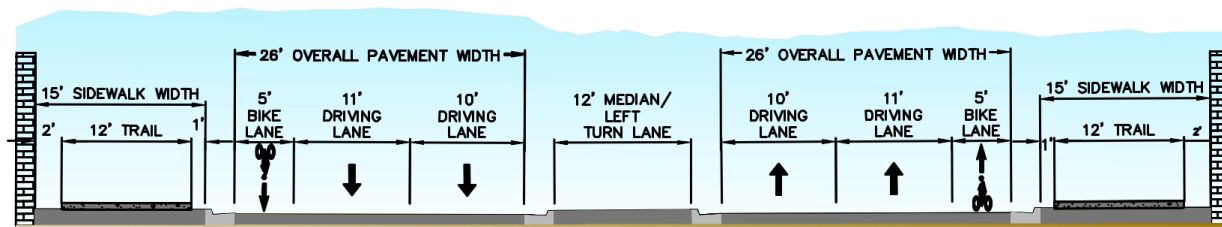
- **Functional Classification:** Principal Arterial
- **Project Benefits:** High trip potential; Major improvement to bicyclist level of comfort
- **Vulnerability Index Score:** Medium
- **Destinations:** Coors/Paseo Activity Center
- **Council Districts:** 5
- **Other:** Road Diet Candidate



Section A



IRVING BLVD. - GOLF COURSE RD. TO COORS BLVD.
EXISTING TYPICAL SECTION



IRVING BLVD. - GOLF COURSE RD. TO COORS BLVD.
PROPOSED TYPICAL SECTION



Irving Boulevard from Unser Blvd. to Rio De Los Pinos Dr.

Project Characteristics

Existing Conditions

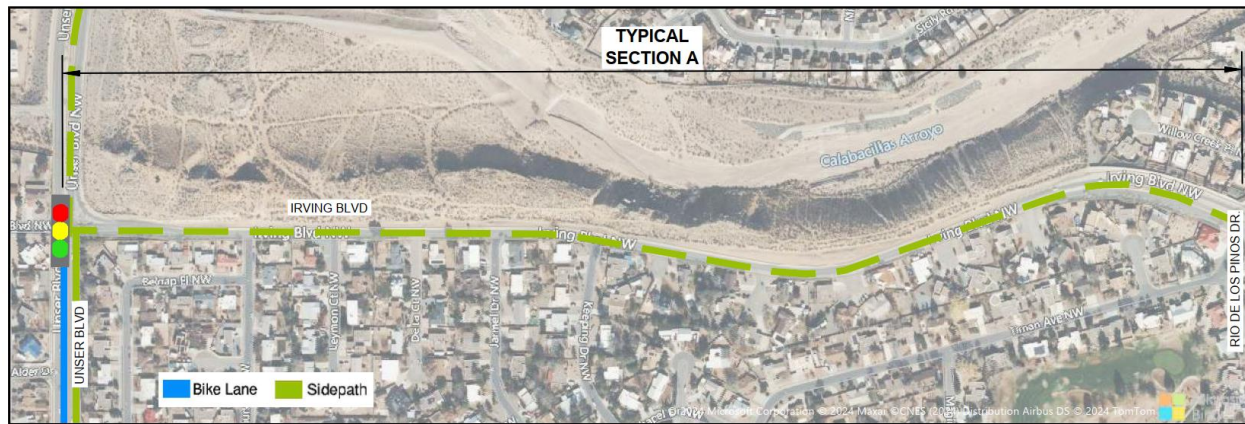
Typical Section	Section A
Termini / Length (miles)	0.8
Existing Facility	None
Speed Limit (mph)	30
Traffic Volumes (AWDT)	10,000
LTS (Level of Traffic Stress)	4

Proposed Facility

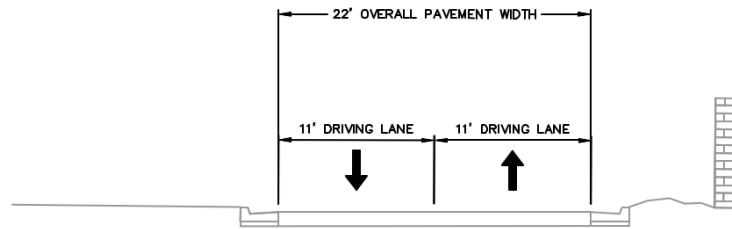
Facility Type	Side Path
Timeframe	Long Term
Cost Estimate	\$1.2M+
Strategies	Improve Available Back-of-Curb
Priority Level	Medium

Notes and Considerations:

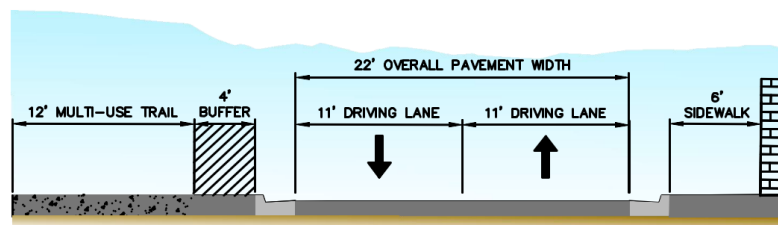
- **Functional Classification:** Principal Arterial
- **Project Benefits:** High trip potential; Major improvement to bicyclist level of comfort
- **Vulnerability Index Score:** Medium
- **Destinations:** N/A
- **Council Districts:** 5



Section A



IRVING BLVD. – UNSER TO RIO DE LOS PINOS DR.
EXISTING TYPICAL SECTION A



IRVING BLVD. – UNSER TO RIO DE LOS PINOS DR.
PROPOSED TYPICAL SECTION A



Ladera Drive from Ouray Rd. to Arroyo Vista Blvd.

Project Characteristics

Existing Conditions

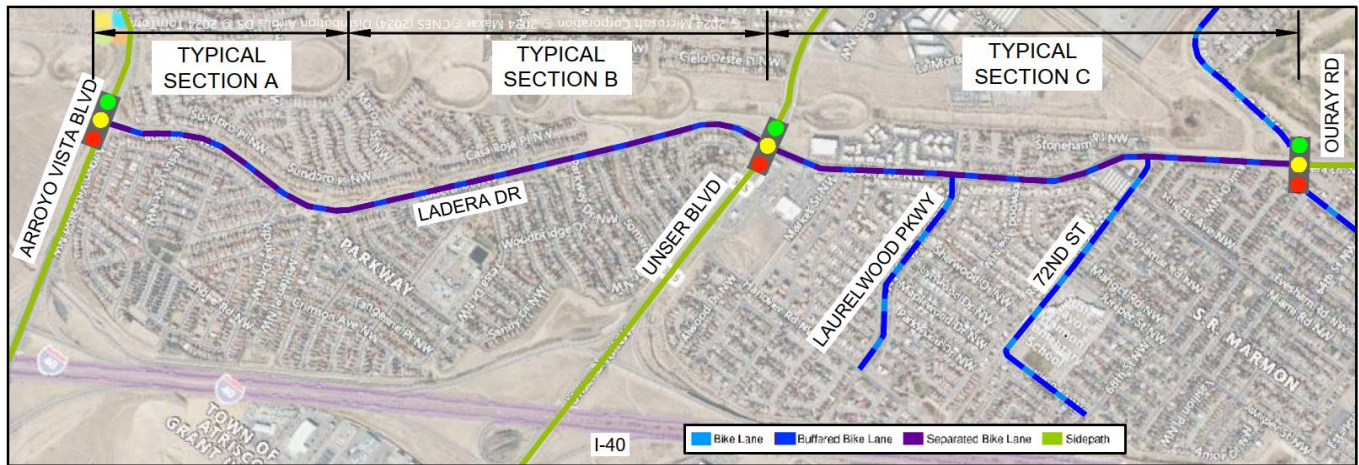
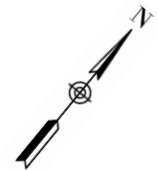
Typical Section	Section A	Section B	Section C
Termini / Length (miles)	1.1	0.9	0.5
Existing Facility	Buffered Bike Lane	Buffered Bike Lane	Bike Lane
Speed Limit (mph)	40	35	35
Traffic Volumes (AWDT)	17,000	16,000	7,000
LTS (Level of Traffic Stress)	4	3	2

Proposed Facility

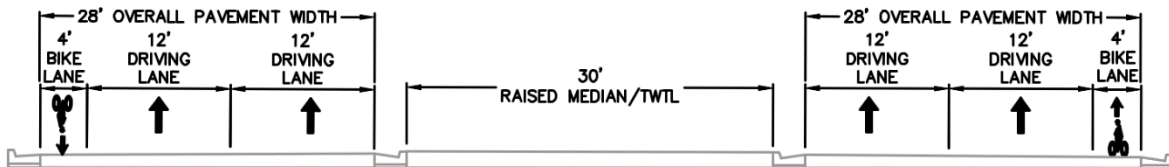
Facility Type	Separated Bike Lanes
Timeframe	Long Term
Cost Estimate	\$2.6M - \$10.7M
Strategies	Restriping – Road Diet, Median Modifications
Priority Level	High

Notes and Considerations:

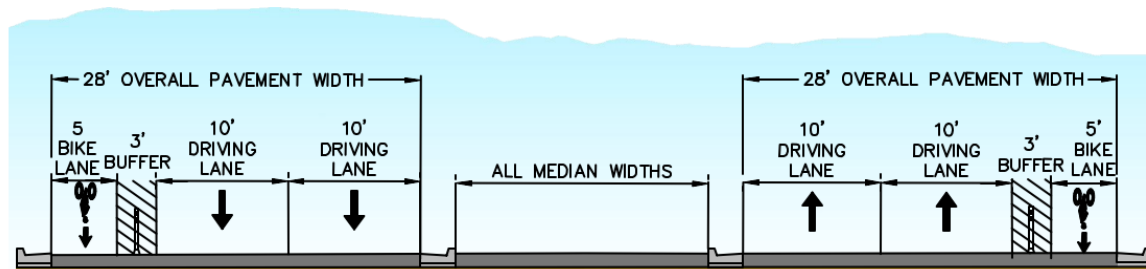
- **Functional Classification:** Minor Arterial
- **Project Benefits:** Network spine, major improvement to bicyclist level of comfort, high level of public support
- **Vulnerability Index Score:** Medium
- **Destinations:** Unser/Ladera Activity Center, Regional Sports Complex
- **Council Districts:** 1
- **Other:** Road Diet Candidate



Section A



LADERA DR. – GAVIN RD. TO ARROYO VISTA BLVD.
EXISTING TYPICAL SECTION A

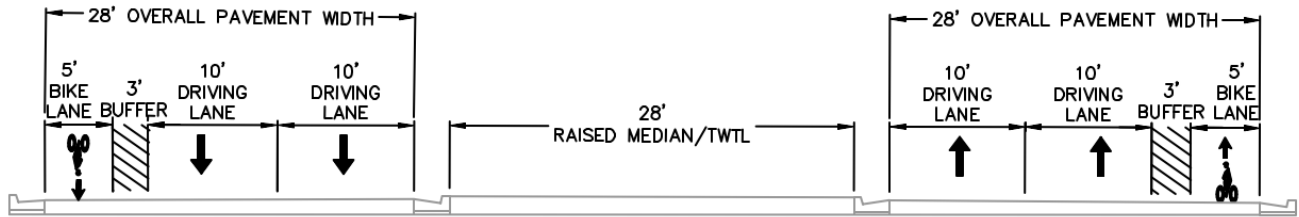


LADERA DR. – OURAY RD. TO ARROYO VISTA BLVD.
PROPOSED TYPICAL SECTION A, B, C

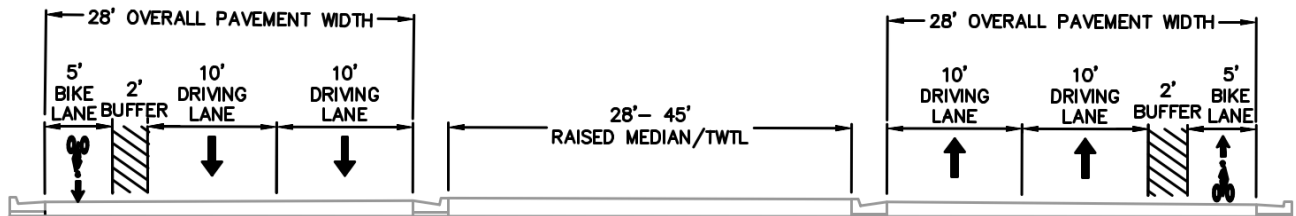


Ladera Drive from Ouray Rd. to Arroyo Vista Blvd.

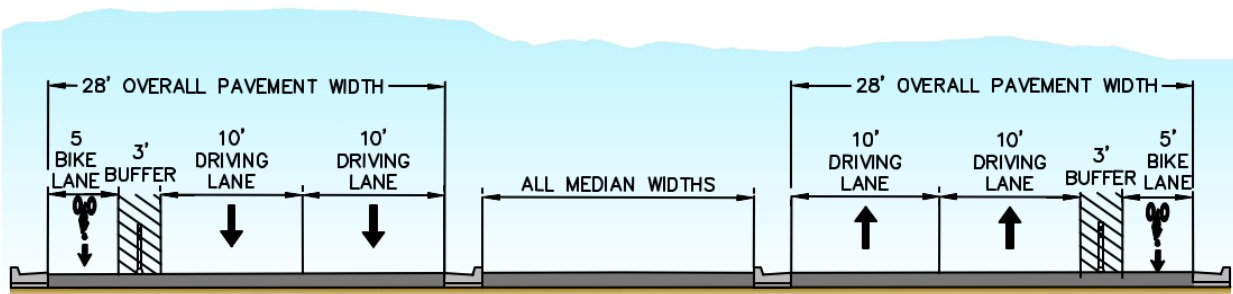
Sections B & C



LADERA DR. – UNSER BLVD. TO GAVIN RD.
EXISTING TYPICAL SECTION B



LADERA DR. – OURAY RD. TO 72ND ST.
EXISTING TYPICAL SECTION C



LADERA DR. – OURAY RD. TO ARROYO VISTA BLVD.
PROPOSED TYPICAL SECTION A, B, C