

CITY of ALBUQUERQUE

SEVENTEENTH COUNCIL

COUNCIL BILL NO. F/S R-07-268 ENACTMENT NO. _____

SPONSORED BY: Michael Cadigan

1 **RESOLUTION**

2 **ESTABLISHING THE CONVERSION OF LOCAL STREETS TO CREATE BIKE**
3 **BOULEVARDS, PROVIDING AN APPROPRIATION TO THE DEPARTMENT OF**
4 **MUNICIPAL DEVELOPMENT IN FY/08 TO PAY FOR THE DESIGN,**
5 **ENGINEERING AND INITIAL IMPLEMENTATION, REQUIRING AN AMENDMENT**
6 **TO THE CITY OF ALBUQUERQUE’S COMPREHENSIVE BIKE FACILITIES PLAN**
7 **TO INCLUDE BIKE BOULEVARDS, REQUESTING CONSULTATION WITH BIKE**
8 **ADVOCACY ORGANIZATIONS.**

9 **WHEREAS, experienced cyclists seek fast direct routes, casual cyclists**
10 **favor quieter streets and recreational cyclists prefer bike trails. For public**
11 **agencies, trying to provide routes, attractive to all three groups, can be**
12 **challenging; and**

13 **WHEREAS, bike boulevards are a package of traffic tools that transform a**
14 **residential street into a “bike expressway” that also accommodates local**
15 **motor traffic; and**

16 **WHEREAS, a bike boulevard’s low vehicle volumes and infrequent stops**
17 **attract all categories of cyclists. The low vehicle volumes enable cars to pass**
18 **safely using the full street width, with no need for the separation provided by a**
19 **bike lane stripe. Bike boulevards, being ordinary streets with sidewalks, do**
20 **not have dangerous path/street intersections or conflicts with pedestrians;**
21 **and**

22 **WHEREAS, converting a local street to a bike boulevard includes, but is not**
23 **limited to, removing barriers and detours to through cycling, removing stop**
24 **signs from the boulevard, stopping traffic approaching from intersecting**
25 **streets, installing where necessary bike permeable street closures and**

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

1 mandatory turns that admit bicycles through the closure, installing bike
2 actuated signals or mid block crossings at intersections with major streets,
3 appropriately signing the route and when necessary constructing grade
4 separated crossings over major barriers including freeways and railroad
5 tracks; and

6 WHEREAS, developing bike boulevards is less expensive than acquiring
7 right-of-way for a side path or bike lane freeing funds for construction of
8 necessary amenities such as signage, mid-block crossings and traffic
9 calming; and

10 WHEREAS, a bike boulevard on Mountain Road from Gabaldon Road to 14th
11 Street would link the Bosque Trail to the 14th Street Bike Boulevard and
12 provide access to Downtown, the Silver Avenue Bike Boulevard and the
13 Albuquerque Bio Park; and

14 WHEREAS, a bike boulevard on Silver Avenue from San Mateo Boulevard
15 to 14th Street would parallel Central Avenue, connect with the 14th Street Bike
16 Boulevard and carry traffic to the Highland District, Nob Hill, the University of
17 New Mexico, Central New Mexico Community College, the hospital district, the
18 Alvarado Transportation Center, downtown, the Bio Park, Old Town and the
19 Bosque Trail; and

20 WHEREAS, The New Mexico Department of Transportation is conducting a
21 study for the demolition and reconstruction of Interstate 25 from Central
22 Avenue to New Mexico 47, the study could include an analysis of a bike
23 boulevard crossing at Silver Avenue; and

24 WHEREAS, a bike boulevard on 14th Street from Silver Avenue to Mountain
25 Road would connect the Silver Avenue and Mountain Road Bike Boulevards to
26 form a bike boulevard system that runs to the City's major activity centers;
27 and

28 WHEREAS, the conversion of 14th Street, Mountain Road and Silver
29 Avenue, to bike boulevards will require minimal expense and effort. These
30 roadways already include a number of the features that form bike boulevards
31 and are used by a large number of cyclists as de-facto bike boulevards. The
32 streets are major locals, they provide connections to activity centers, and at
33 all but a few intersections with other local streets traffic is stopped on the

1 intersecting street and in a number of locations, traffic calming devices are in
2 place that redirect vehicles but allow cyclists to pass through.

3 BE IT RESOLVED BY THE COUNCIL THE GOVERNING BODY OF THE CITY OF
4 ALBUQUERQUE:

5 Section 1. The following routes are hereby designated bike boulevards. 1)
6 Mountain Road from Gabaldon Road east to 14th Street, 2) Silver Avenue from
7 San Mateo Boulevard west to 14th Street, and 3) 14th Street from Mountain
8 Road south to Silver Avenue.

9 Section 2. The Silver Avenue Bike Boulevard shall be constructed in
10 phases. Phase 1 shall be from San Mateo to Cedar Street, phase 2 from 14th
11 Street to Second Street and phase 3 from Cedar Street to Second Street.

12 Section 3. The Administration by June 1, 2008 shall present to the City
13 Council for approval, the design and engineering plans for converting the
14 aforementioned sections of 14th Street and Mountain Road and phases one
15 and two of the Silver Avenue Route, to bike boulevards.

16 Section 4. That the project scope for the Trails/Bikeways project activity
17 number 7100300, within the Transportation Infrastructure Tax Fund (Fund 340)
18 is hereby refined to provide that up to \$400,000 shall be used to engage a
19 consultant to design, engineer and begin implementation of a bike boulevard
20 as described in this resolution. The design and engineering shall include but
21 not be limited to removing barriers and detours to through cycling, removing
22 stop signs from the boulevard and stopping traffic approaching from
23 intersecting streets, installing, where necessary, bike permeable street
24 closures and mandatory turns that redirect vehicles but allow bicycles to pass
25 through, installing bike actuated signals or mid block crossings at
26 intersections with major streets and appropriately signing the routes.

27 Section 5. It shall be City Policy to reserve a portion of the 2009 Capital
28 Implementation Decade Plan for construction of the bike boulevards,
29 especially phase 3 of the Silver Avenue Bike Boulevard.

30 Section 6. It shall be a City of Albuquerque legislative priority to obtain
31 funding for design and construction of Phase 3 of the Silver Avenue Bike
32 Boulevard from the 2008, 2009 and 2010 legislatures.

[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion

1 Section 7. It shall be a City of Albuquerque priority to secure funding in
2 the 2009 Transportation Improvement Program to include a bike boulevard
3 crossing of Interstate 25 at Silver Avenue.

4 Section 8. The Administration is instructed to work with the developer of
5 the redevelopment project on the site of the former Greyhound Bus Terminal
6 to incorporate the extension of the Silver Avenue Bike Boulevard through or
7 around the site.

8 Section 9. The Administration is instructed to work with the New Mexico
9 Department of Transportation to develop a grade separated crossing, between
10 1st Street and Broadway Boulevard which will include going, through, over or
11 around the Alvarado Transportation Center.

12 Section 10. The Administration shall amend the Albuquerque
13 Comprehensive Bikeway Facilities Plan to include a section that establishes
14 design and route criteria for bike boulevards and includes the bike boulevards
15 set-forth in this resolution in the inventory of bikeway facilities.

16 Section 11. The Administration, shall during the design, engineering, the
17 implementation and plan amendment phases of this project consult with the
18 Greater Albuquerque Bike Advisory Committee and Bike ABQ.

19 Section 12. The speed limit for bike boulevards shall be 18 miles per hour.
20
21
22
23
24
25
26
27
28
29
30
31
32