

Central Avenue Complete Street Plan



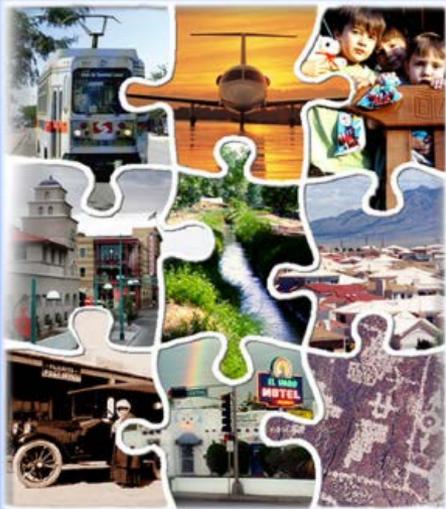
GATEWAYPLANNING
A VIALTA GROUP PARTNER



Comprehensive Plan (2003)

Albuquerque/
As Amended
2003 Bernalillo
County

COMPREHENSIVE



PLAN

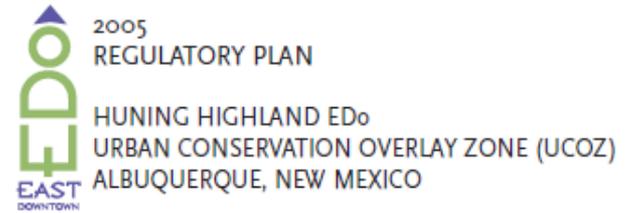
- Plan describes Activity Centers, like UNM, as vibrant, transit-oriented urban places that encourage walking to destinations throughout each center
- Major Transit Corridors, like Central Ave will serve multiple travel modes including mass transit, walking as well as vehicles

Neighborhood Associations

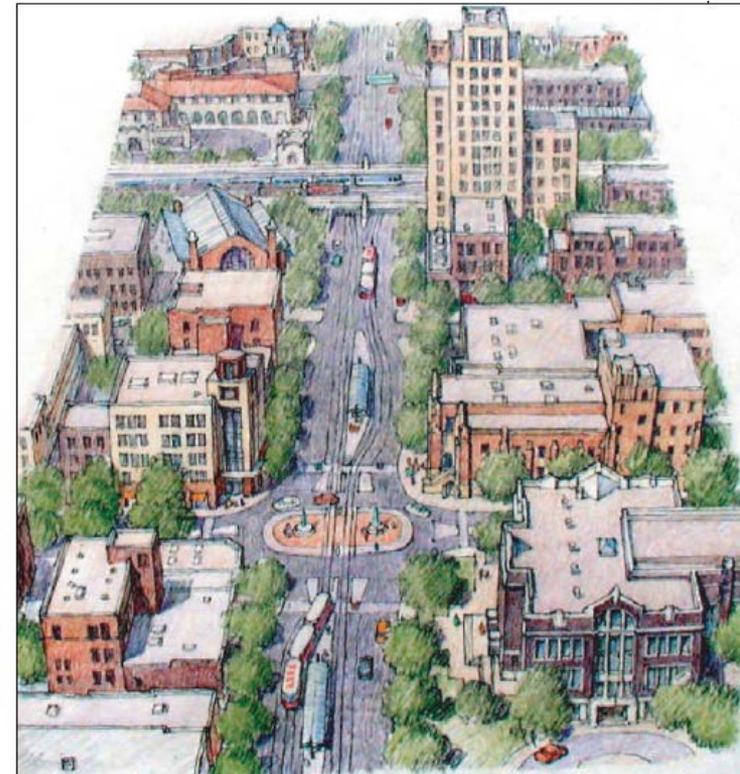


EDo Regulating Plan (2005)

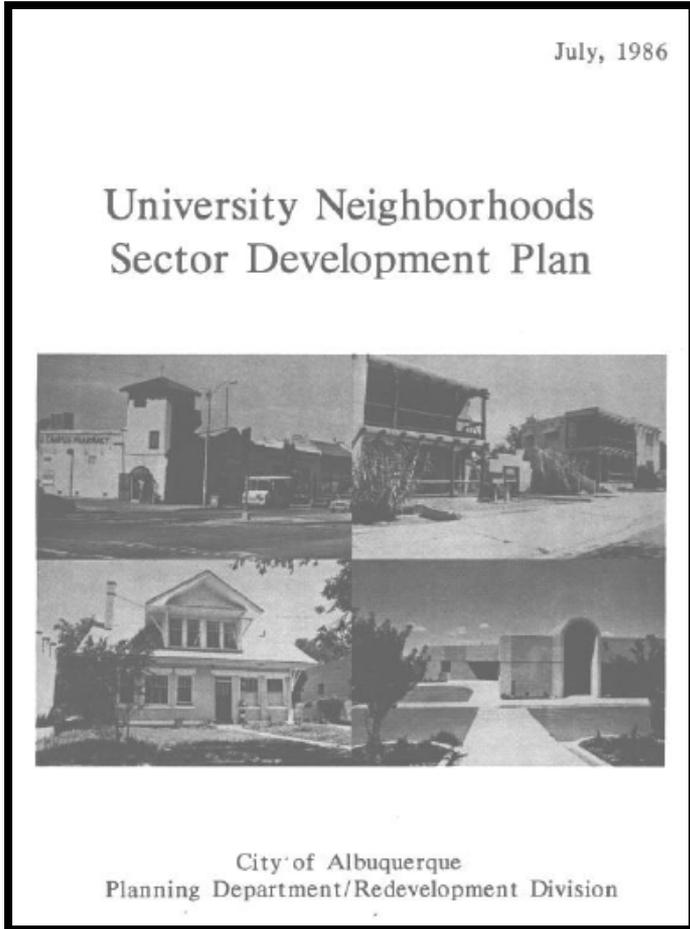
- Plan calls for a pedestrian first environment with wide sidewalks, street trees and appropriate street furniture
- Maintain pedestrian scale buildings and frontages along Central Ave.



Adopted March 2005

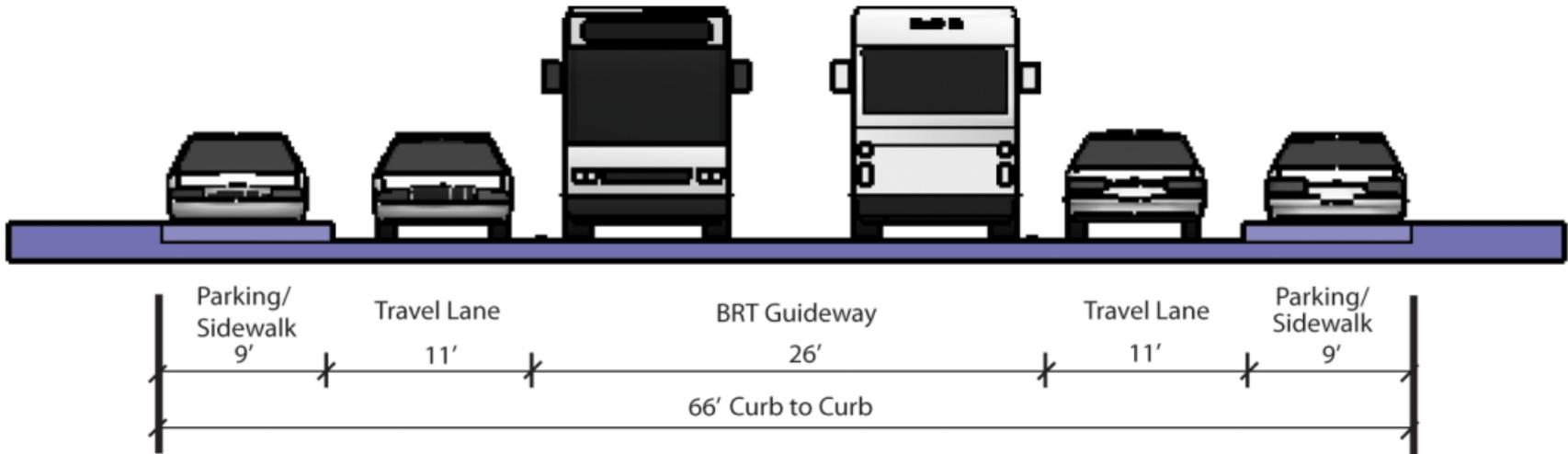


University Neighborhoods Sector Development Plan (1986)

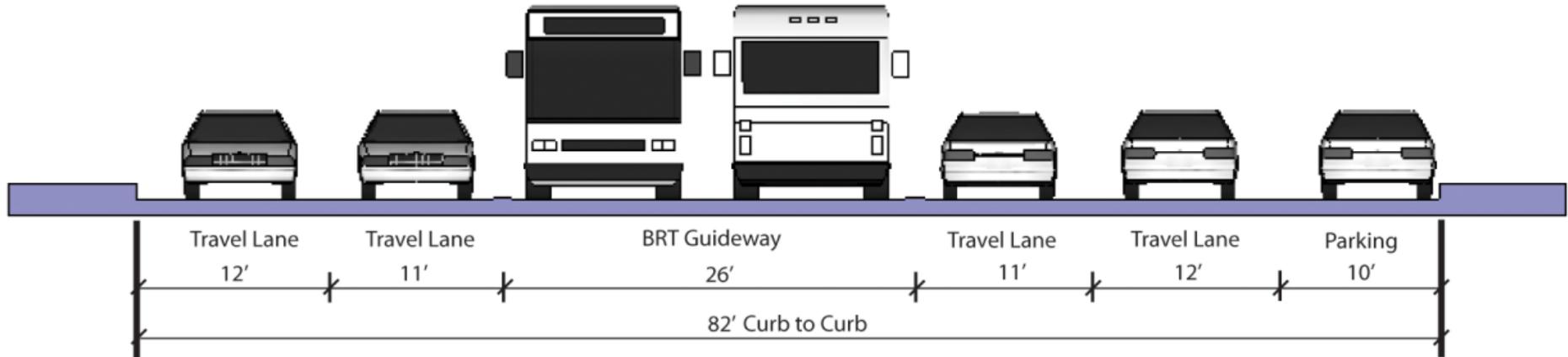


- Plan calls for Design Enhancement on facades along Central Ave and
- Pedestrian Improvements to sidewalks and streetscape on Central Ave.

BRT Guideway Concepts: EDo District & Hospital District



BRT Guideway Concepts : UNM District



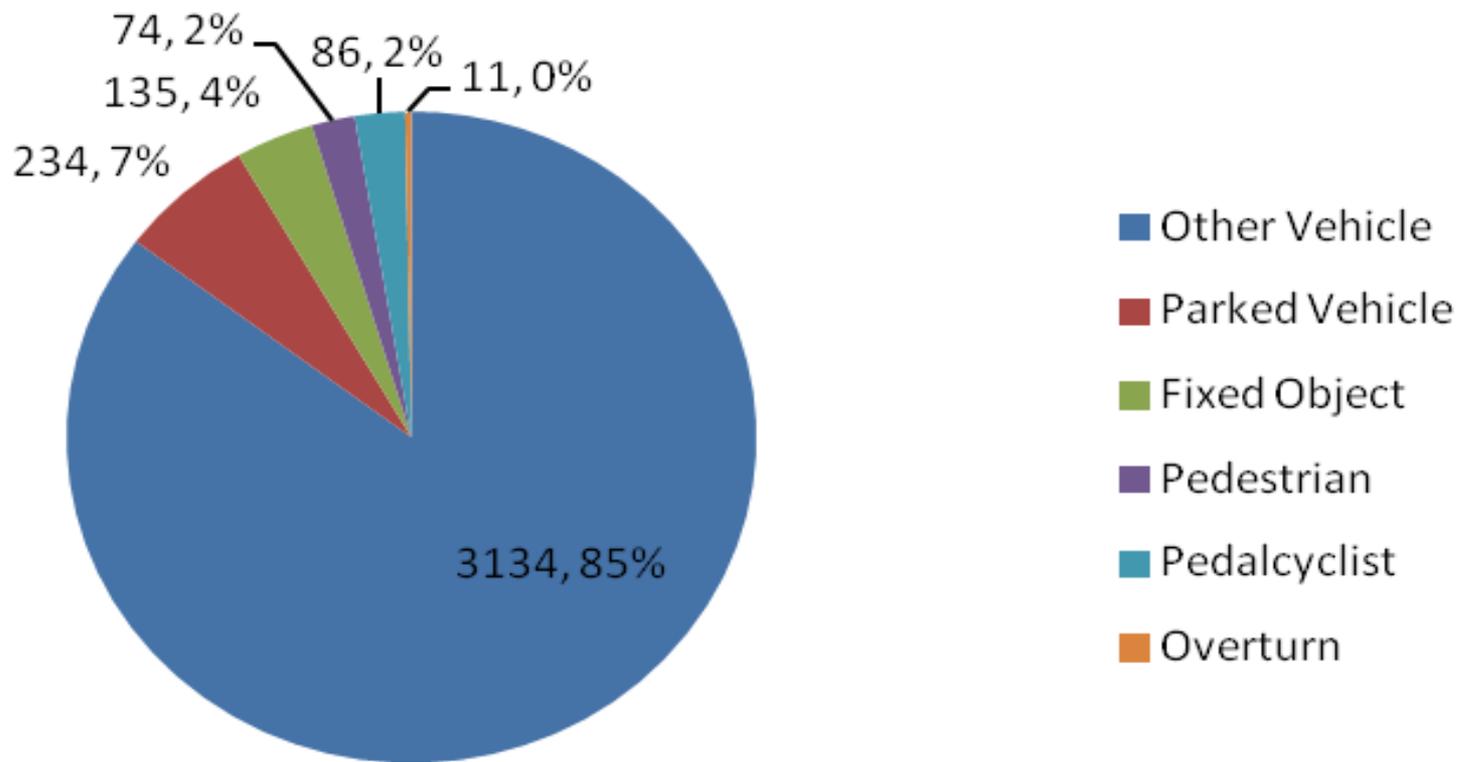


Central Avenue Existing Conditions

Central Ave Average Weekday Vehicle Traffic Volume & Posted Speed

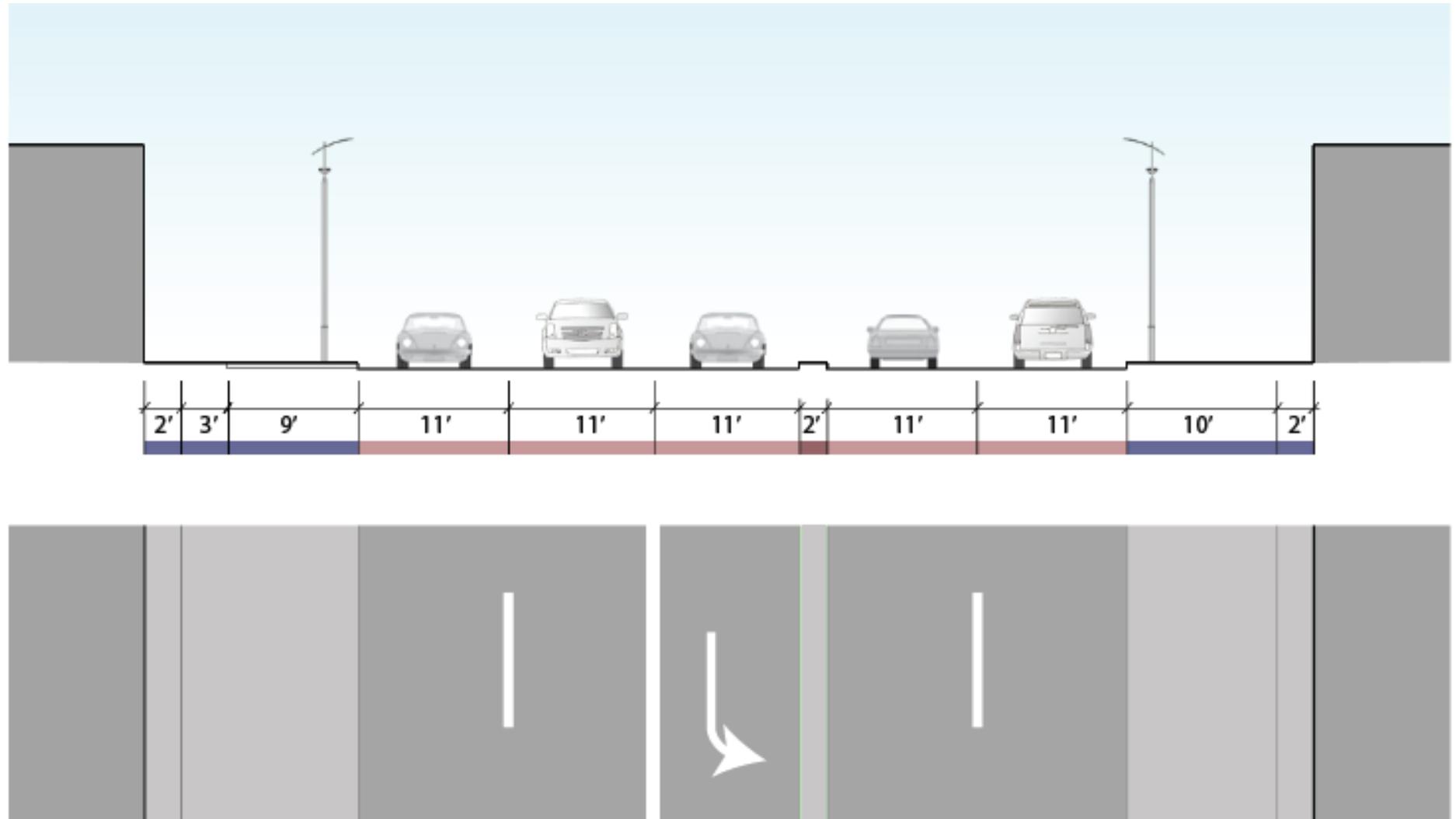


Crash Classification, 2000-2011



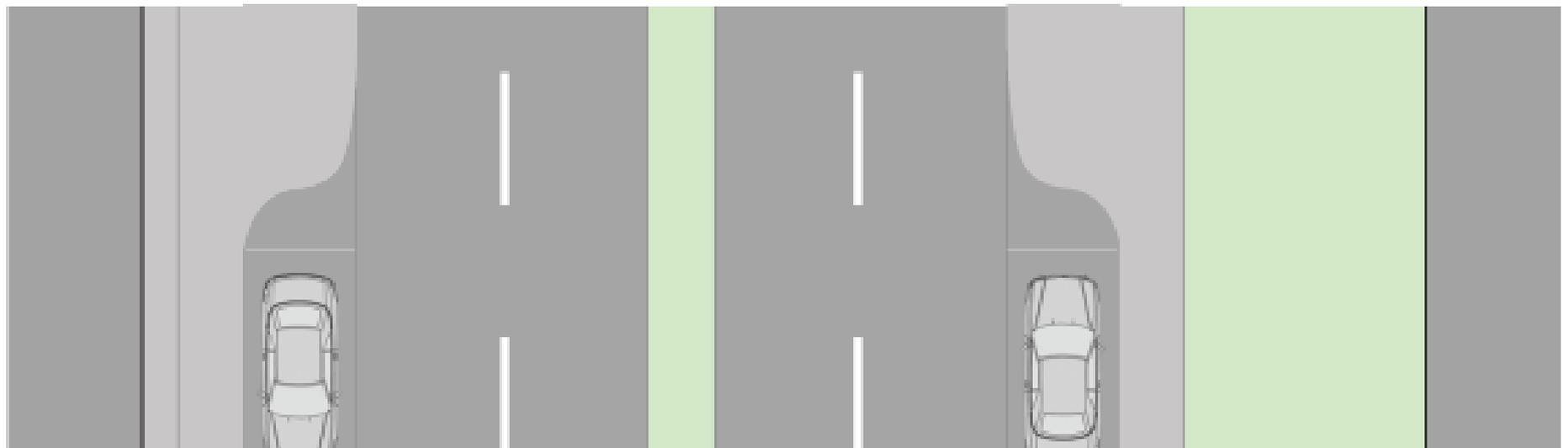
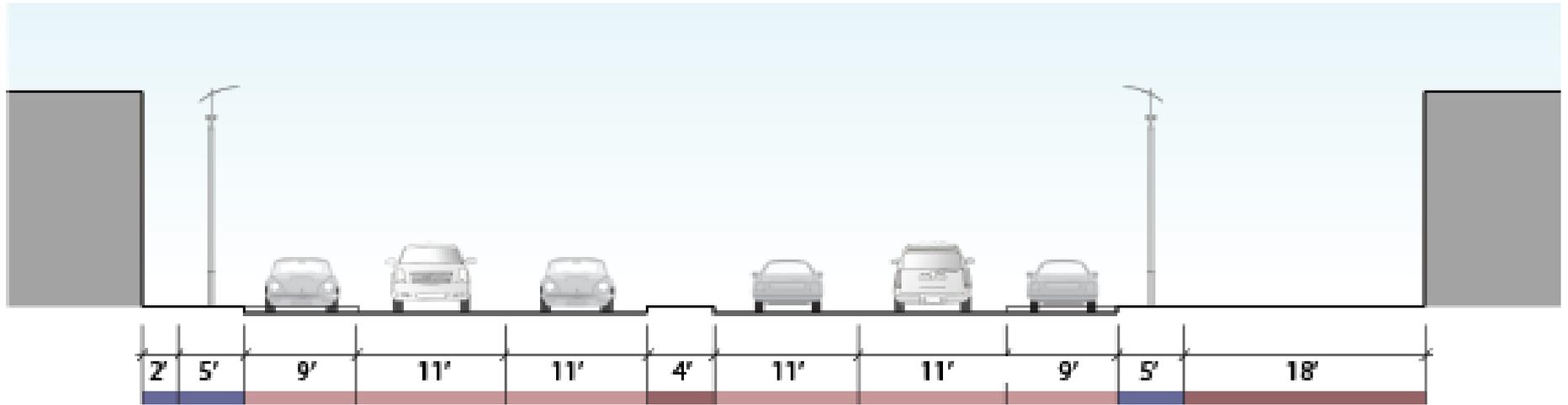


EDo District (West Central)

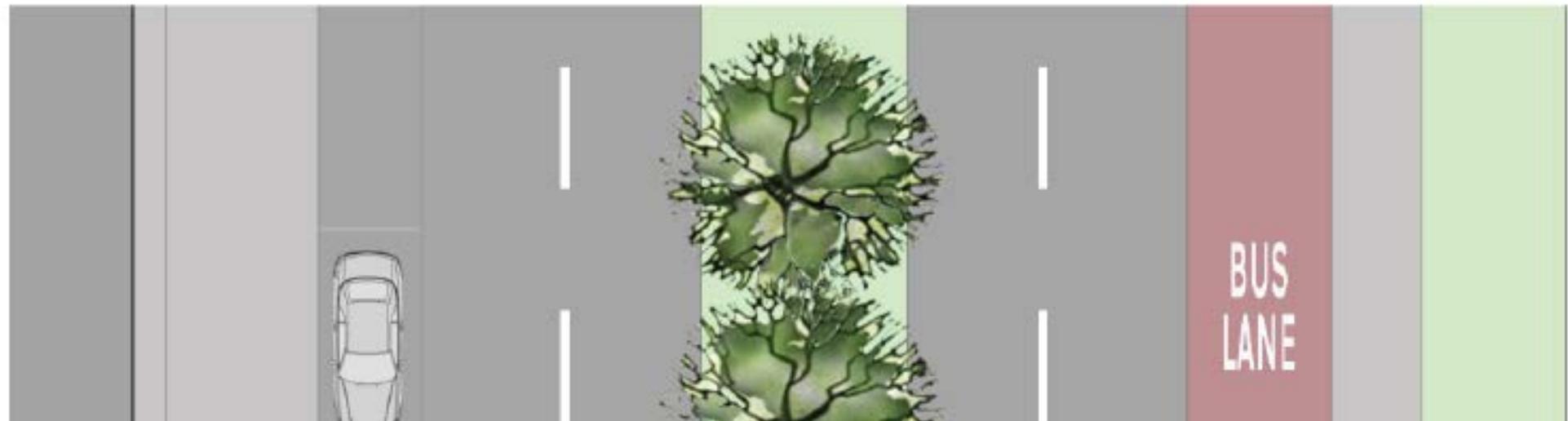
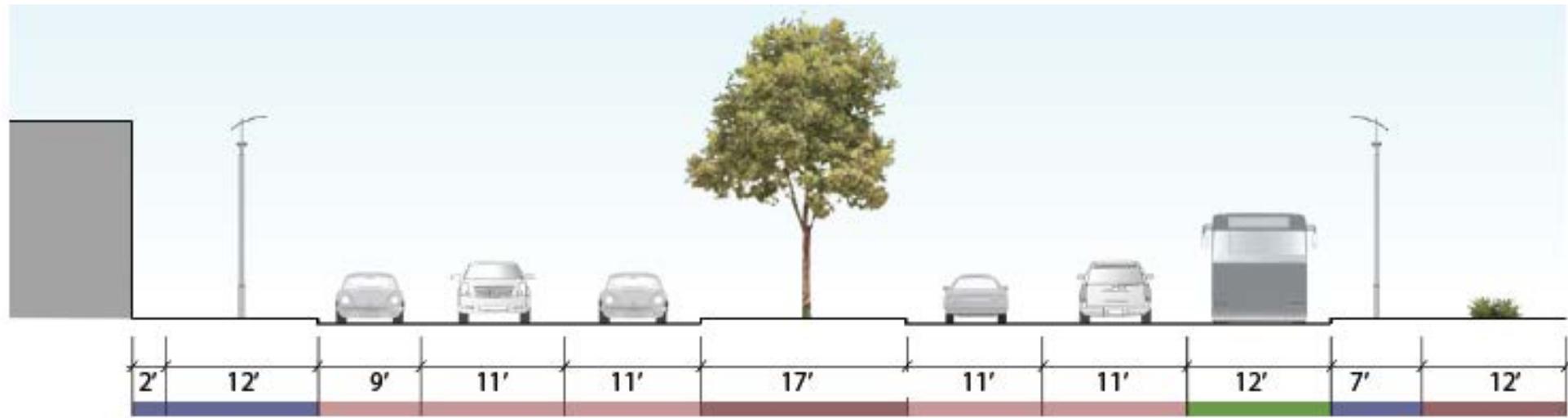




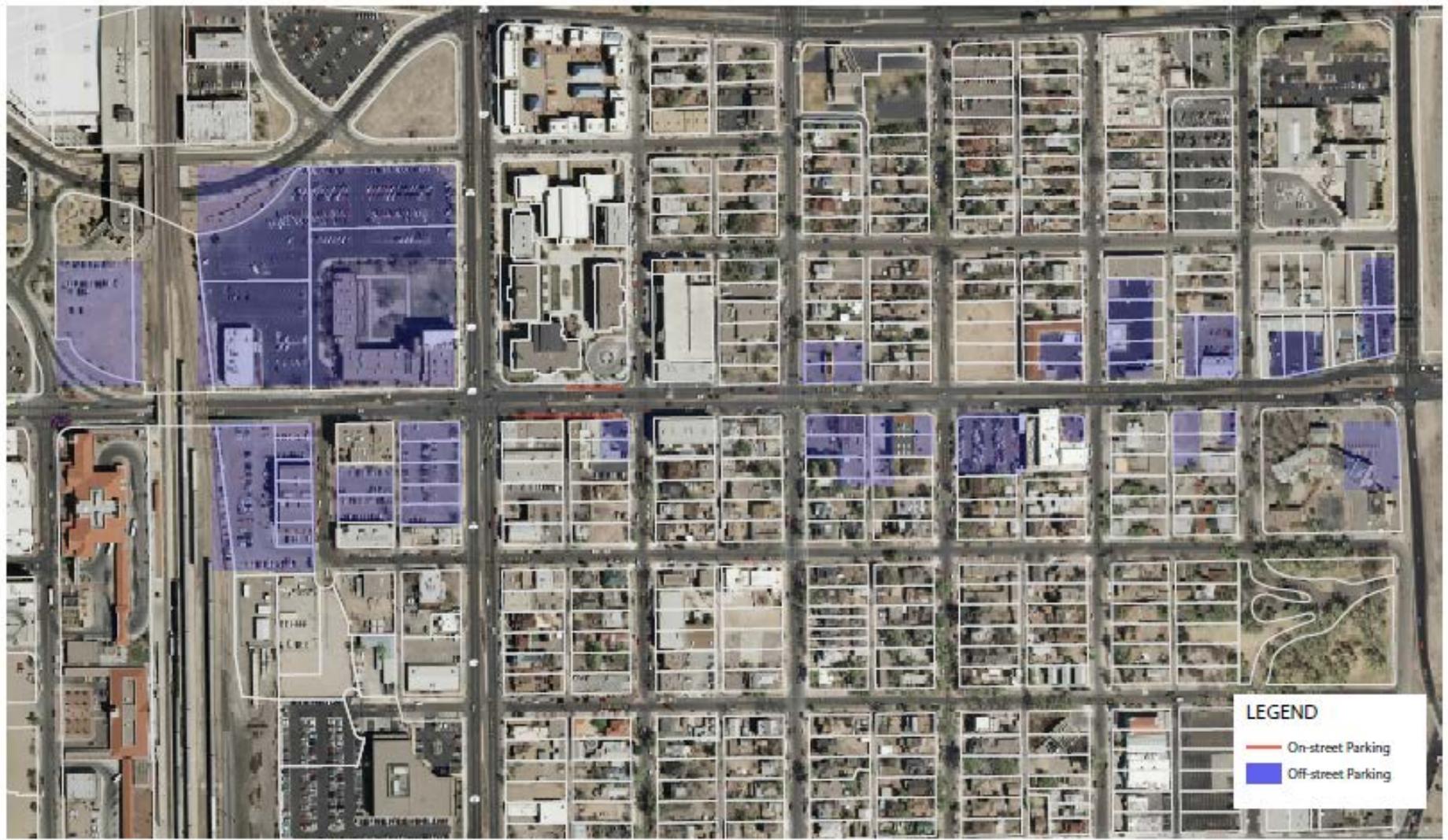
Hospital District (Mid-Central)



UNM District (East Central)



EDO DISTRICT PARKING



HOSPITAL DISTRICT PARKING

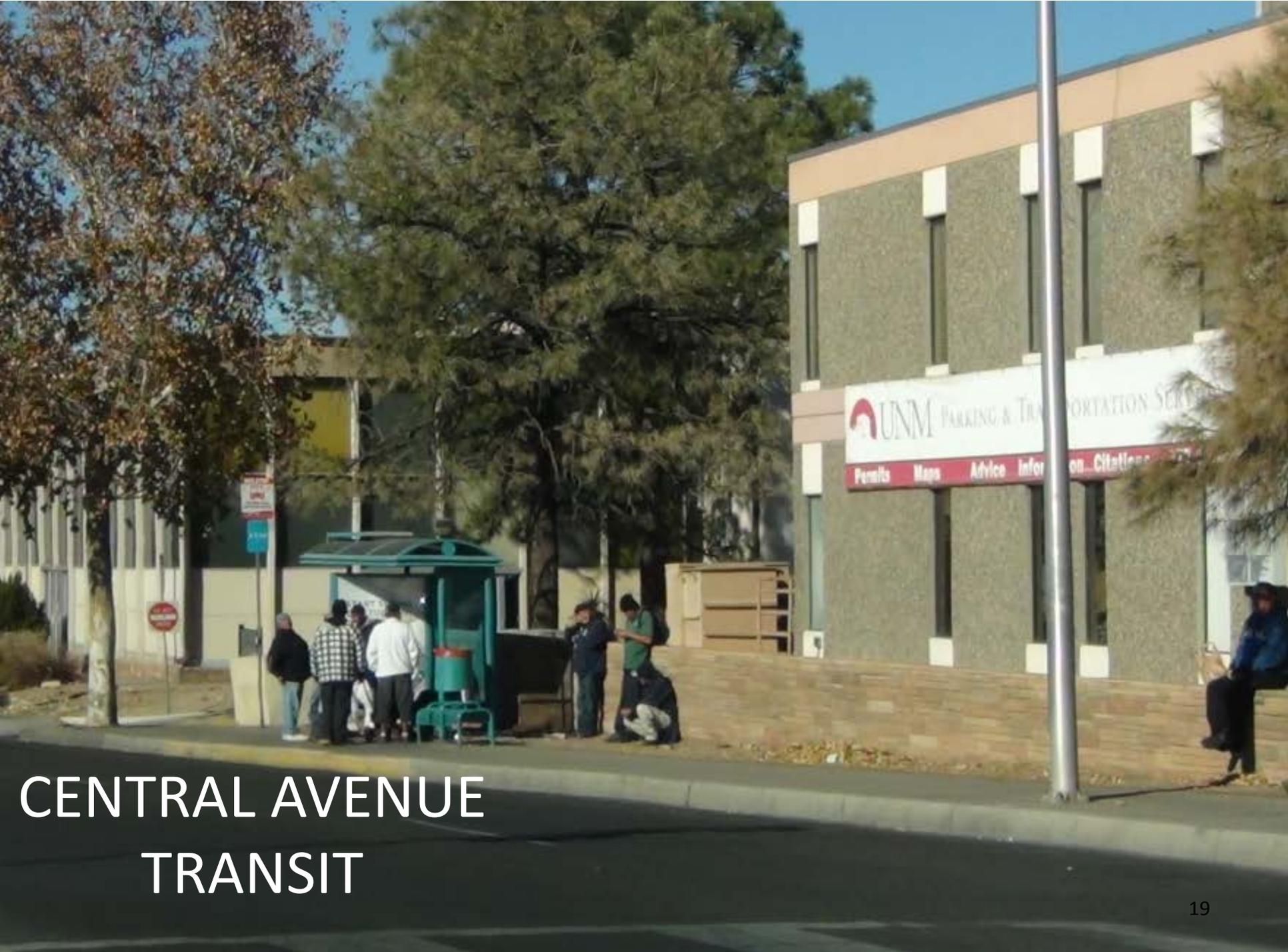


LEGEND

- On-street Parking
- Off-street Parking

UNIVERSITY DISTRICT PARKING





CENTRAL AVENUE TRANSIT

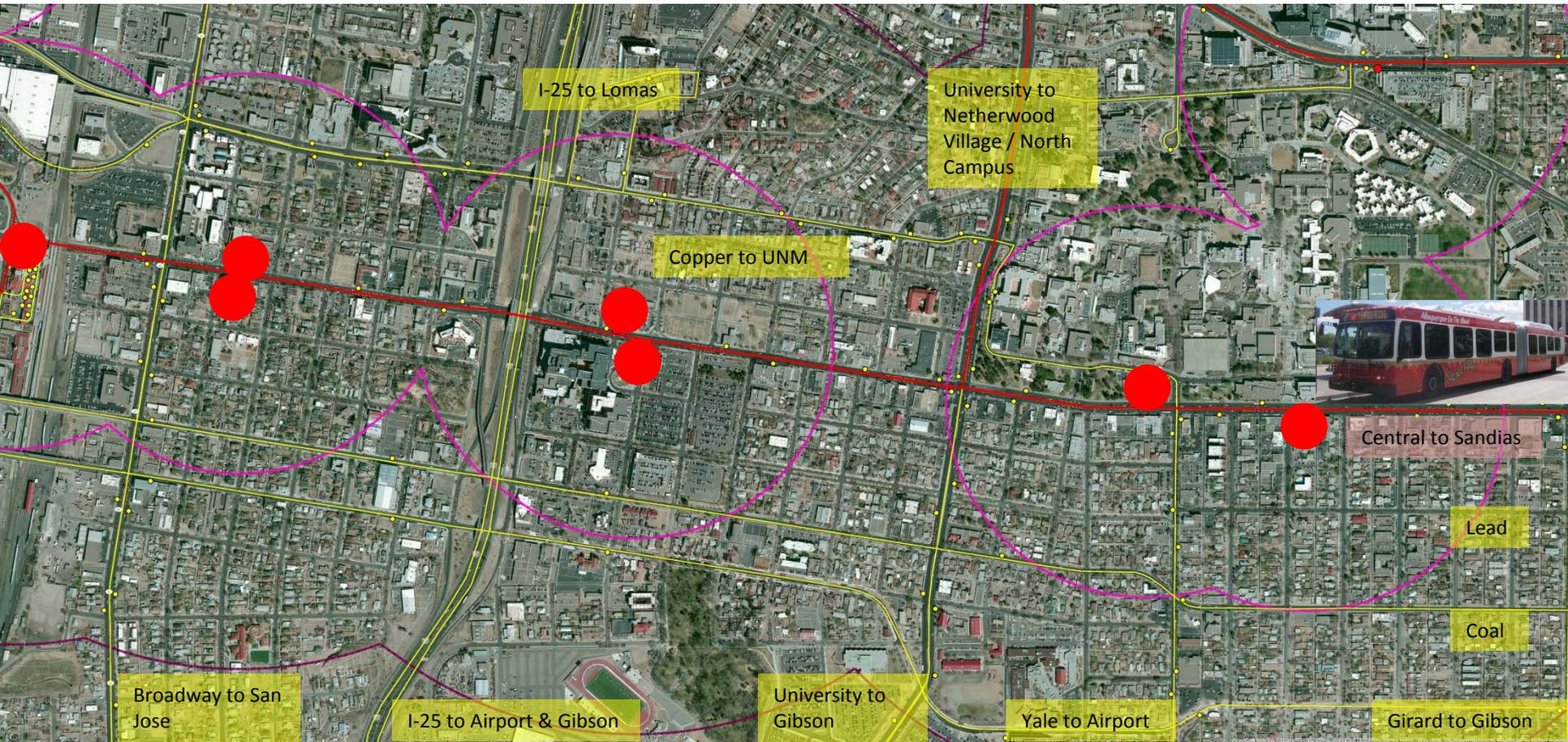
ABQ RIDE System Map

Effective August 14, 2010

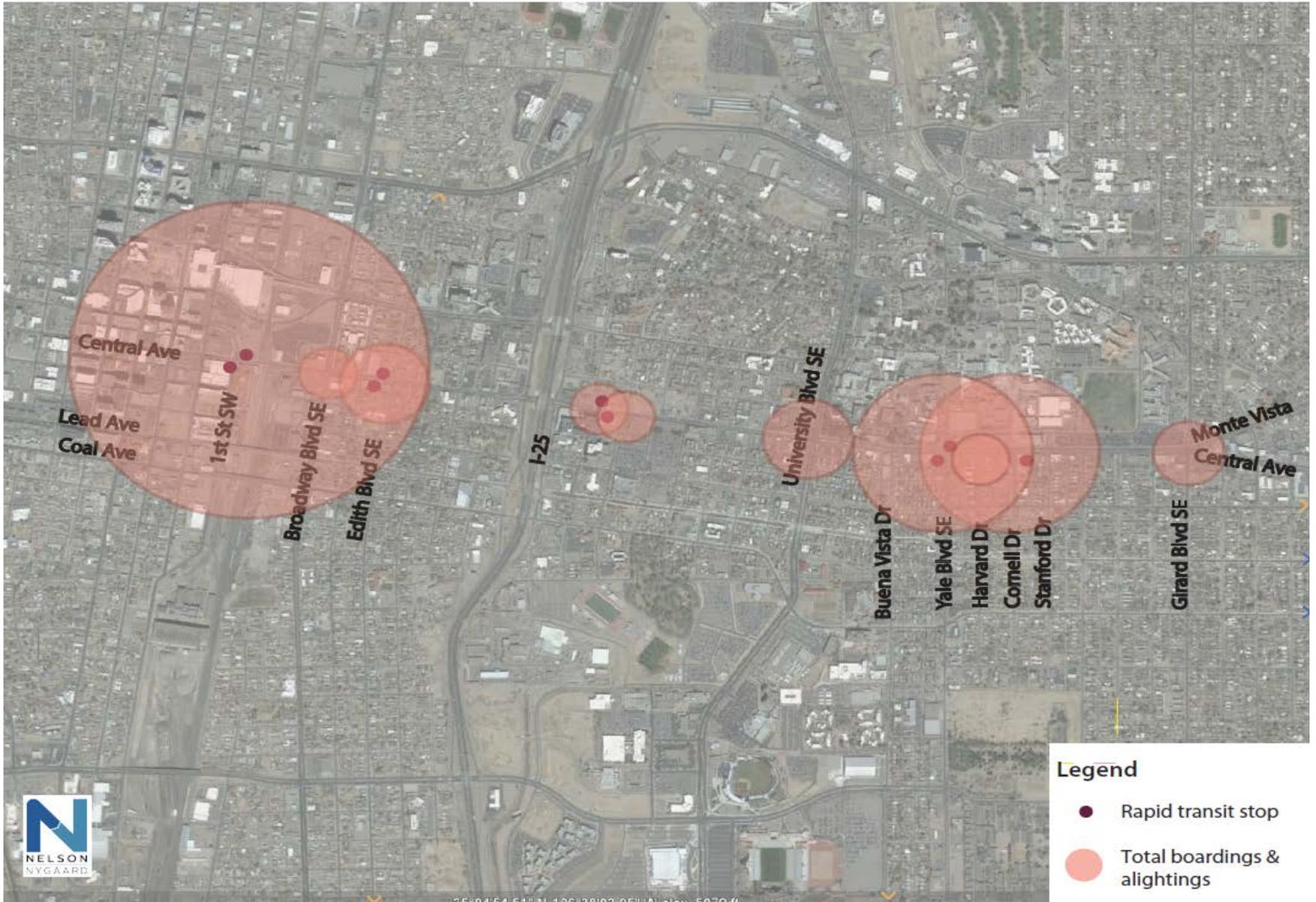


LEGEND

- 700 Rapid Ride Routes: Fast, Frequent Service
- 15 Regular Routes: Local All Day Service
- 15 Commuter Routes: Peak Hours Only
- 15 Service Variation: See Schedule
- Albuquerque Transit Center
- Park & Ride
- Rail Runner Stations

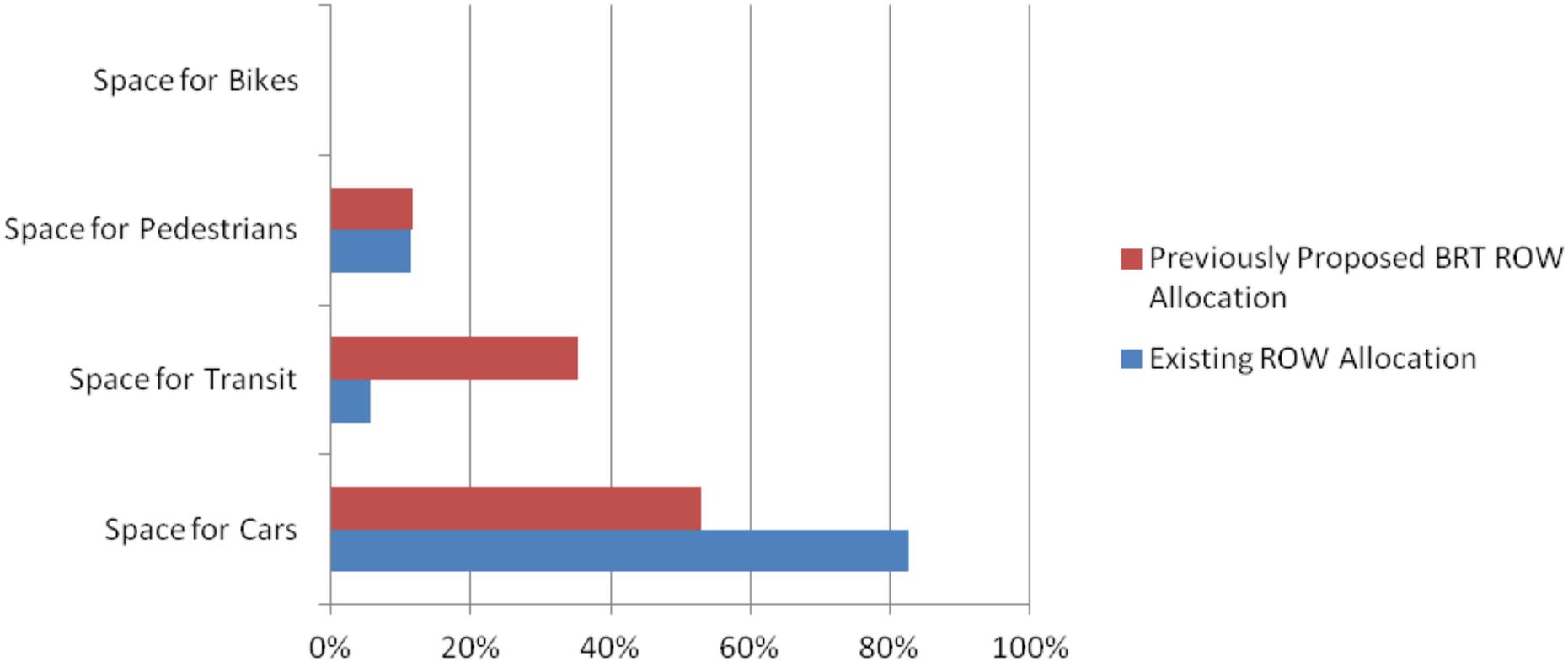


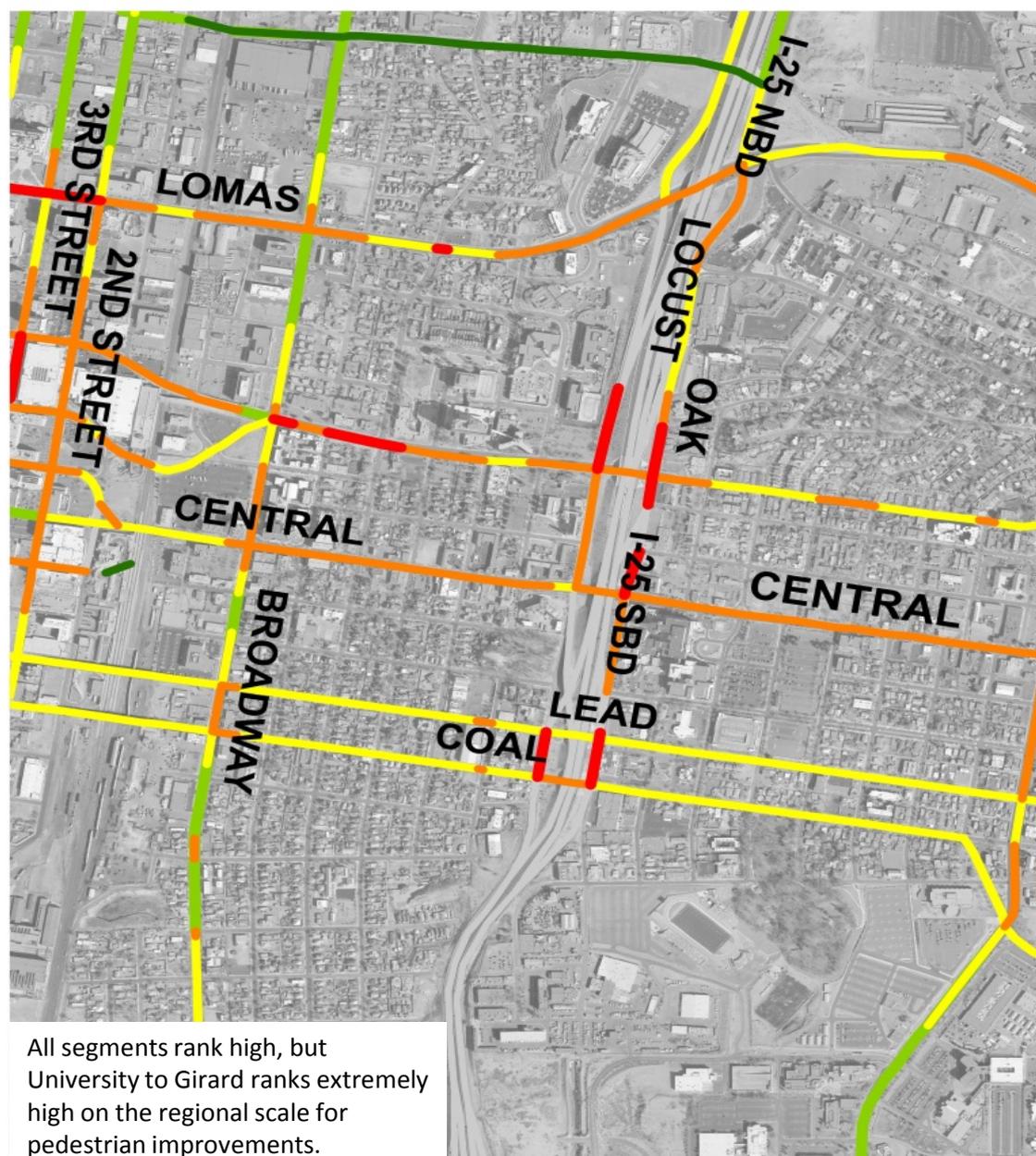
Average Weekday Transit Demand (2012)





Right-of-Way Allocation





**Pedestrian Composite Index Scores
Deterrent Score x Generator Score**

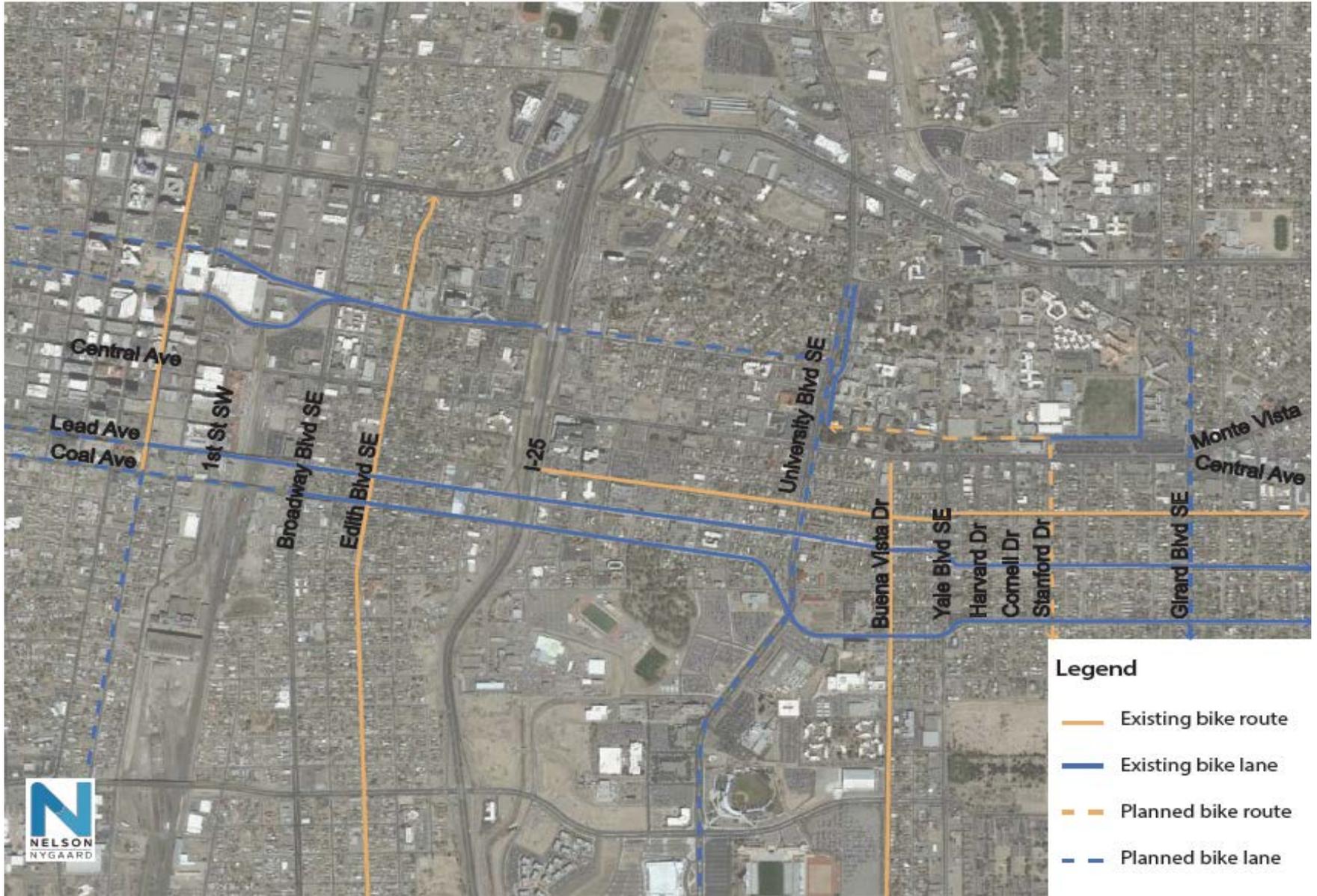
- High Regional Priority
- Medium Regional Priority
- Medium Regional Priority
- Lower Regional Priority
- Lower Regional Priority

All segments rank high, but University to Girard ranks extremely high on the regional scale for pedestrian improvements.

CENTRAL AVENUE BICYCLISTS



Adjacent Bike Facilities



Bicycle/Pedestrian Crash Hot Spots (2000-2011)

