



# ROSWELL

## BIKE-PED MASTER PLAN



New Mexico  
Bohannan Huston

## WELCOME



### Project Purpose

The Bicycle and Pedestrian Master Plan will address the following issues:

- Provide additional transportation options for Roswell residents and visitors
- Create a safe and connected set of trails and biking and walking routes
- Provide non-motorized/multi-modal access to major destinations, including schools and parks
- Identify routes and potential designs for bikeways across the City of Roswell

*The City of Roswell has contracted with Bohannan Huston, Inc to develop the Master Plan. BHI is an engineering and planning firm based in Albuquerque, NM.*

### PROJECT SCHEDULE

*The Bicycle and Pedestrian Master Plan is scheduled to be completed in early 2020.*

#### PHASE 1



*Spring 2019*

***Information Gathering; Determine Community Needs and Key Destinations;  
Public Meeting 1***

#### PHASE 2



*Fall 2019*

***Response to Feedback;  
Initial Recommendations;  
Public Meeting 2***

#### PHASE 3



*Late 2020*

***Draft Roswell Bike-Ped Master Plan  
Public Meeting 3***



### Contact Us & Get Involved

Go to the project website to learn more and to share your thoughts through a questionnaire and an interactive input map.



[www.roswellbikepedplan.bhinc.com](http://www.roswellbikepedplan.bhinc.com)



[roswellbikepedplan@bhinc.com](mailto:roswellbikepedplan@bhinc.com)

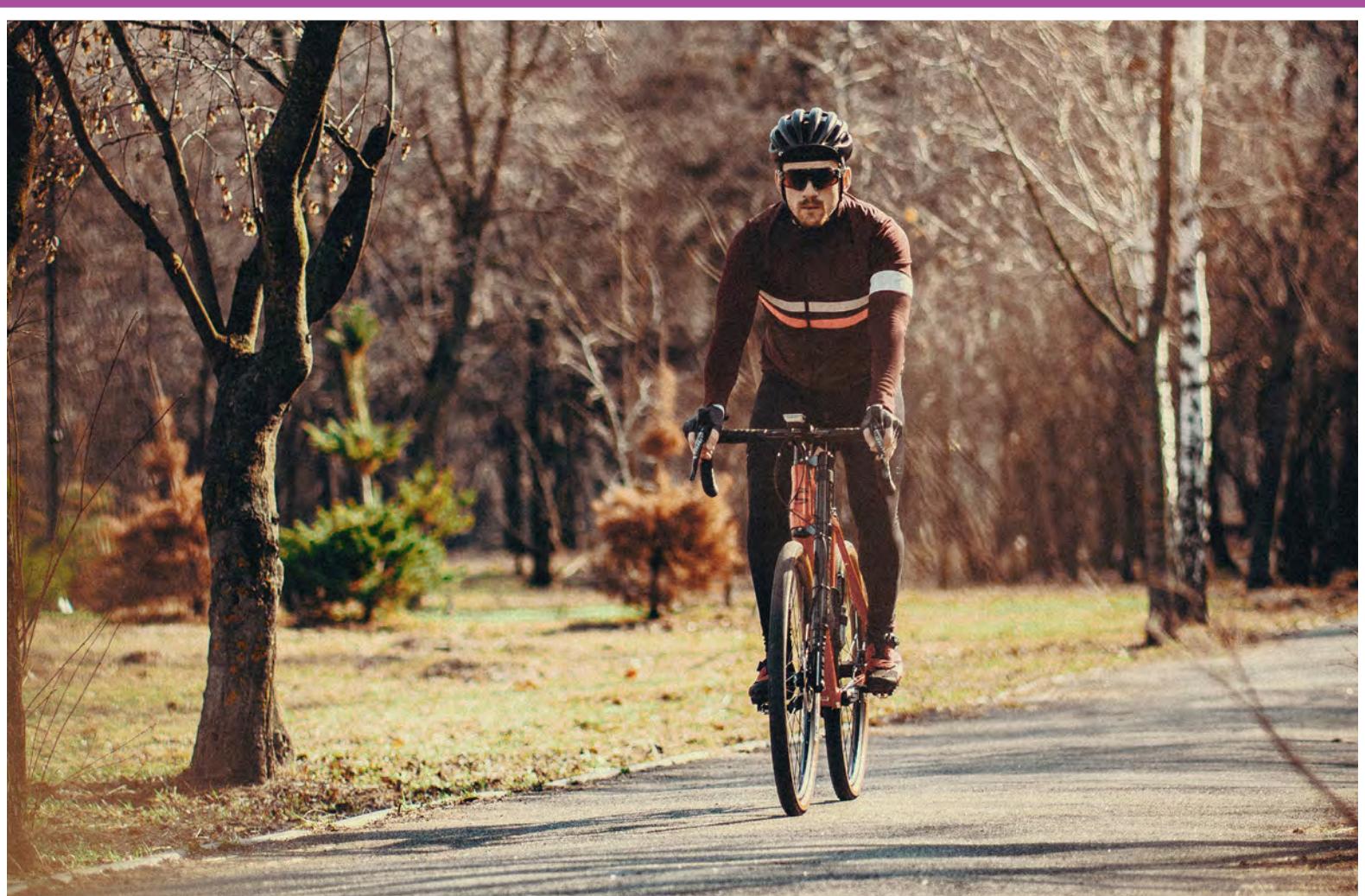
# **What type of bicyclist are you?**

A major emphasis of the Bicycle-Pedestrian Master Plan will be to identify improvements that allow “interested but concerned” bicyclists to feel more comfortable.



## **Strong and Fearless (<1%)**

Will ride regardless of challenging traffic conditions



## **Enthused but Concerned (7%)**

Will ride in most traffic conditions but prefer dedicated bikeway facilities



## **Interested but Concerned (60%)**

Will ride only if there are comfortable bikeway facilities provided



## **No Way, No How (33%)**

Will never ride for personal or physical reasons



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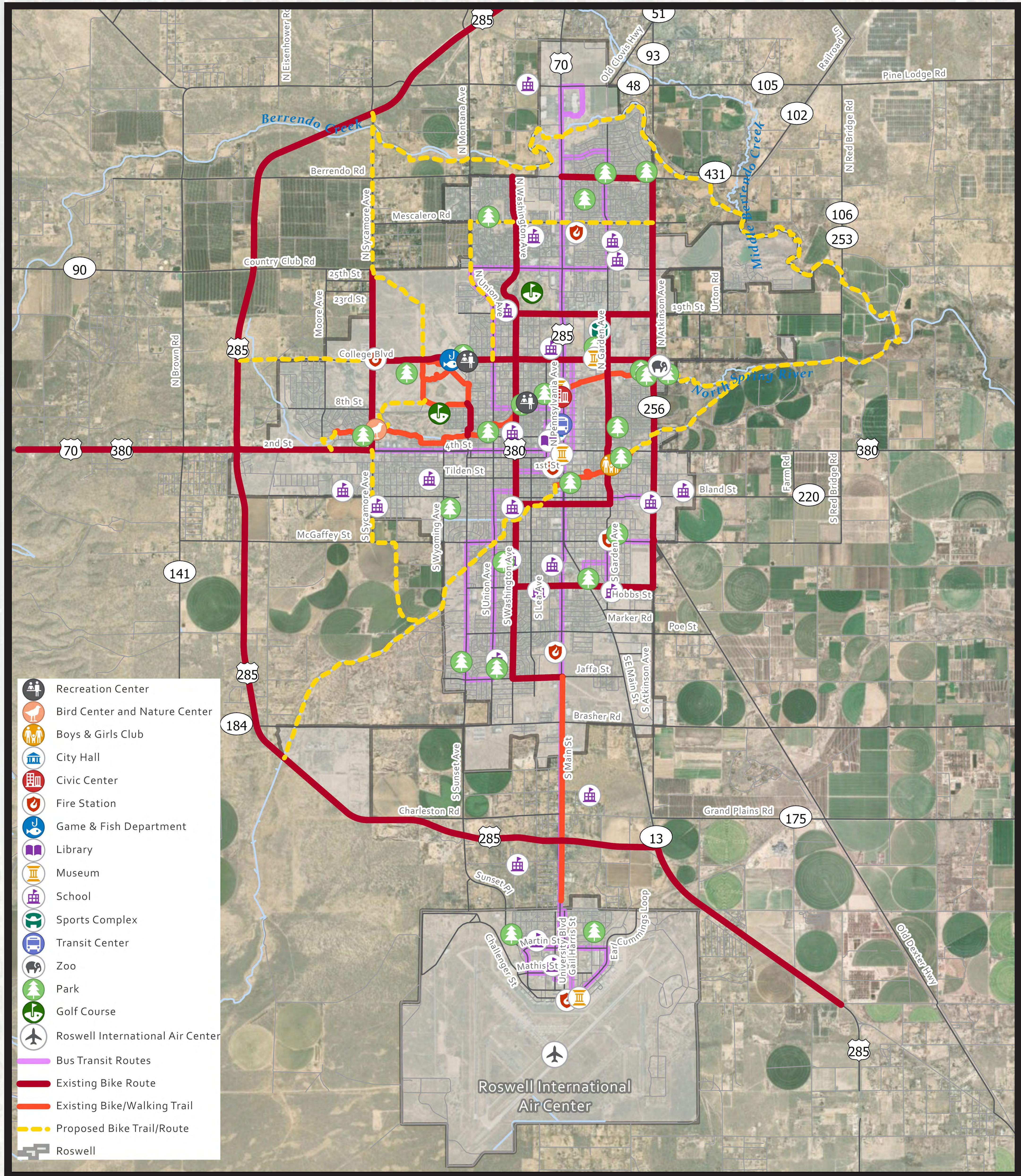
## BIKE-PED MASTER PLAN



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## Destinations



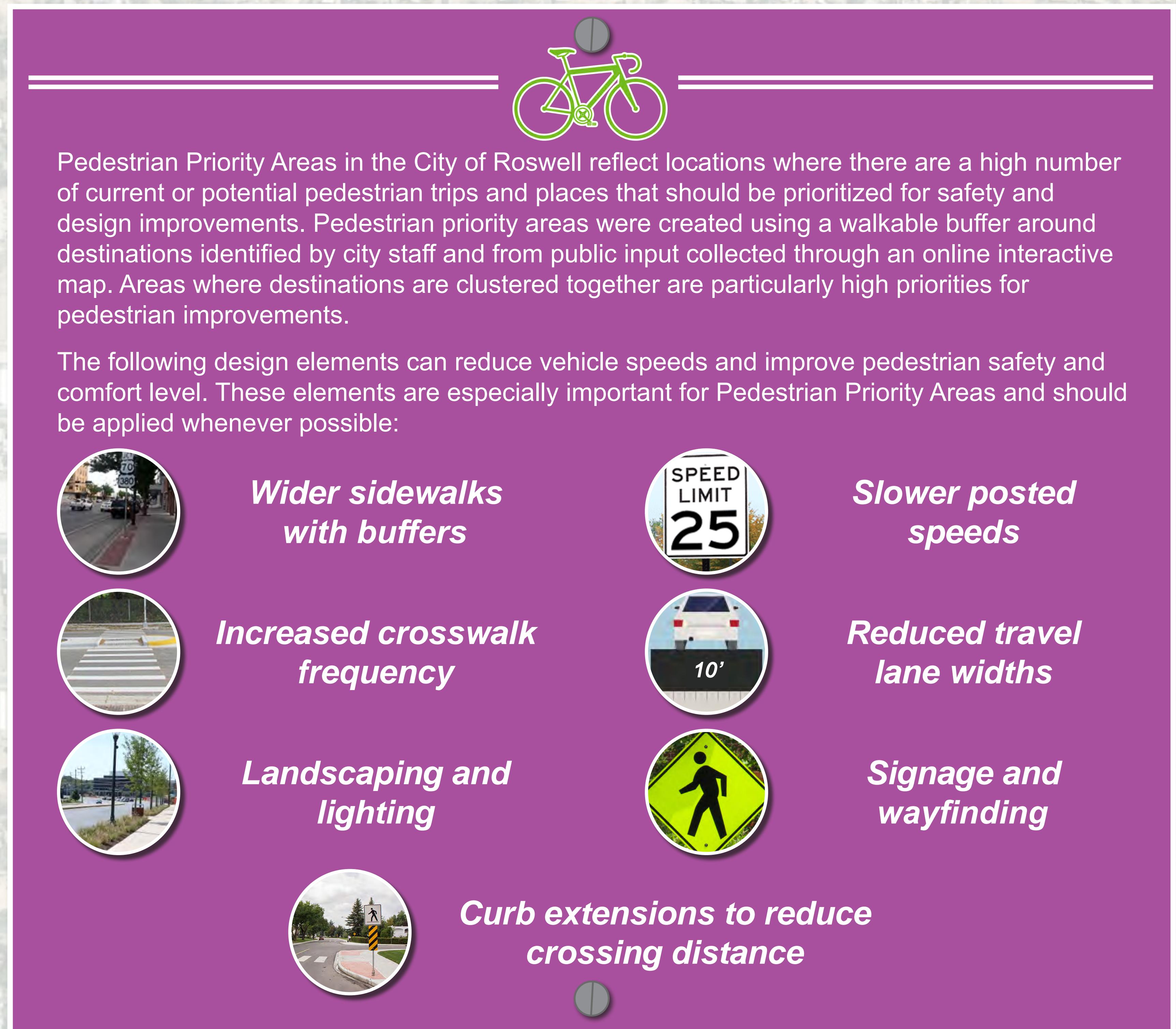
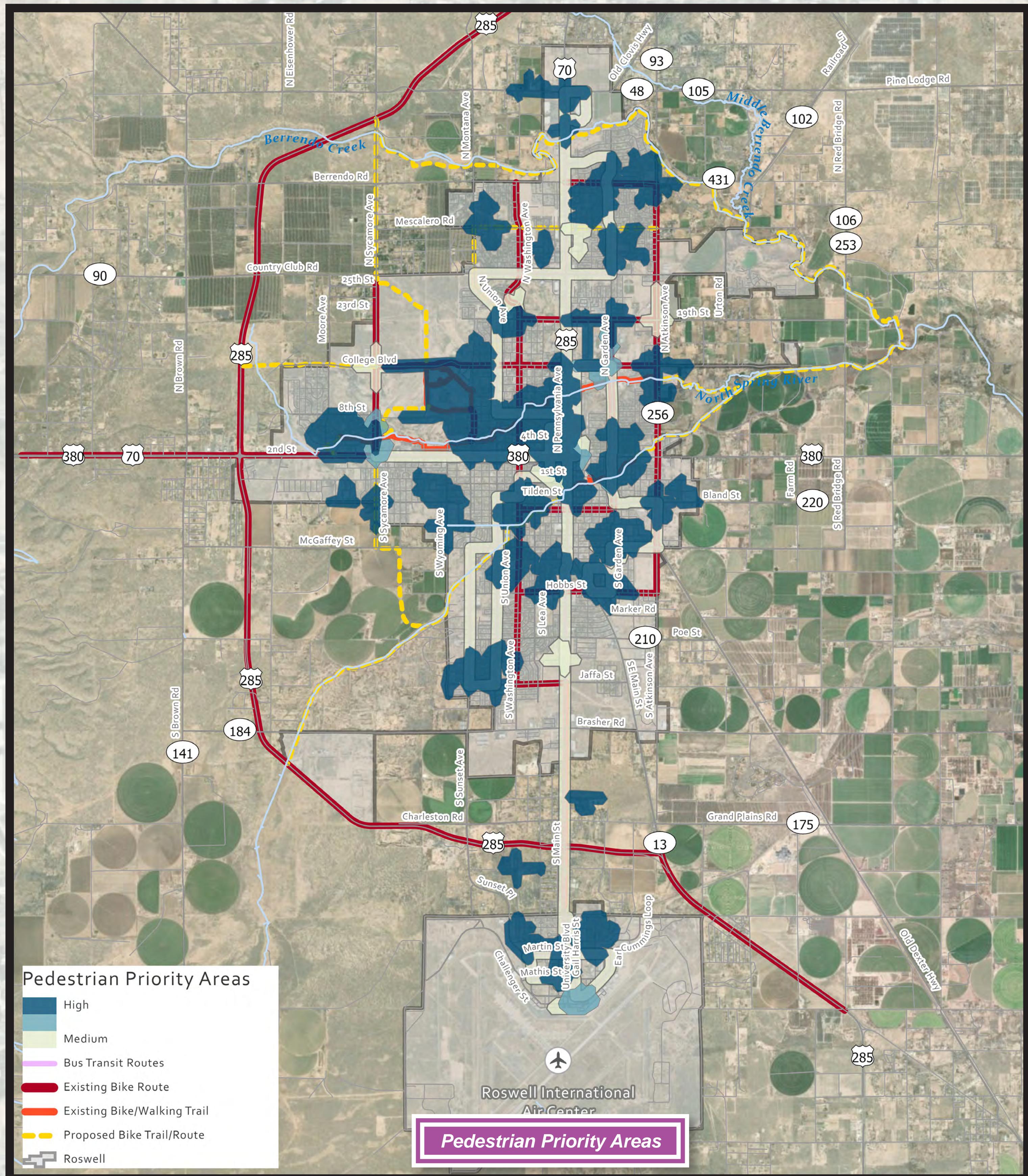


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## BIKE-PED MASTER PLAN



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**Pedestrian Priority Areas**



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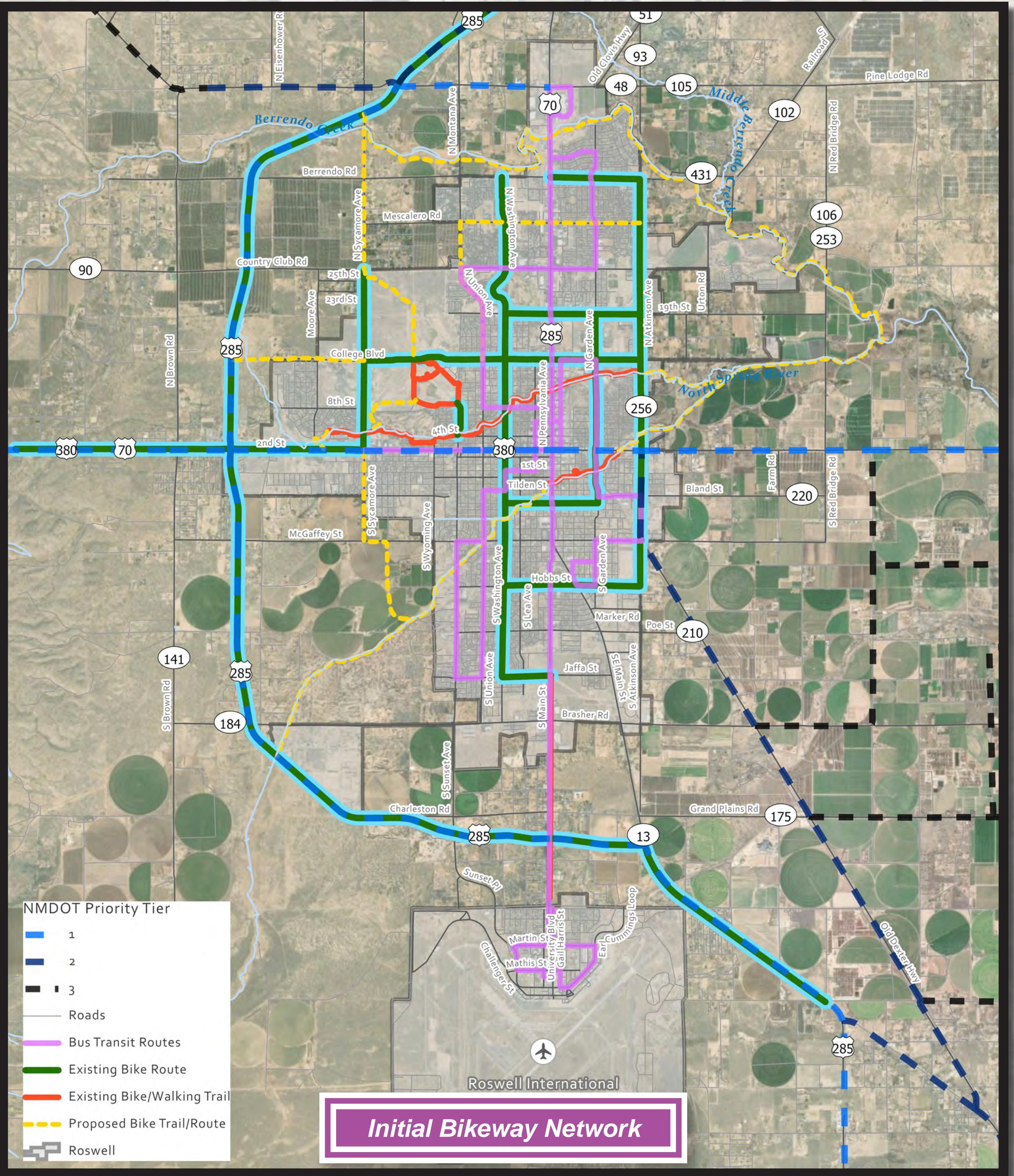
## BIKE-PED MASTER PLAN



# Bohannan Huston

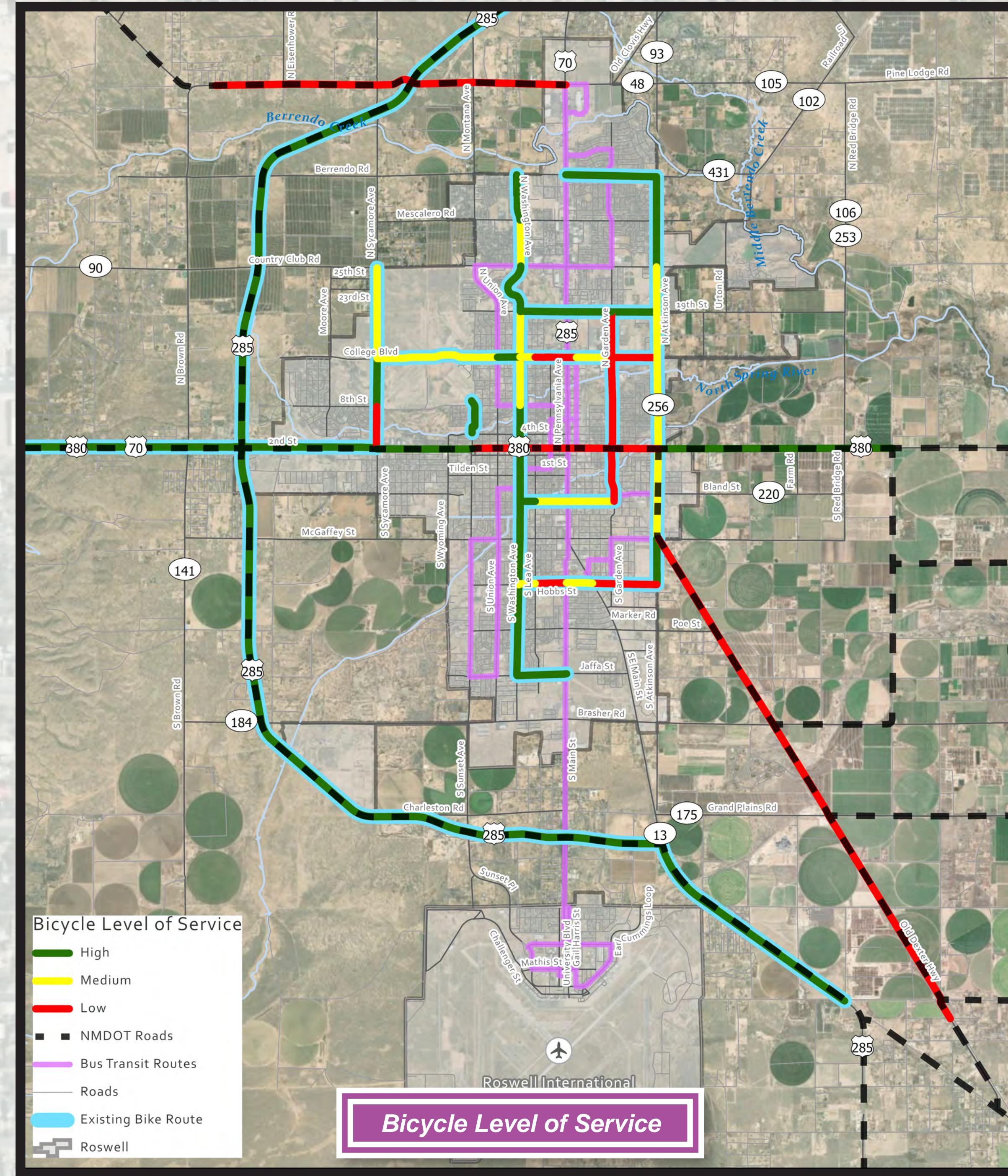
This map depicts the initial bikeway network for the City of Roswell. Routes and proposed trails were identified in the Roswell Comprehensive Plan (2016). Not all roadways on the map have actual facilities for bicyclists. This network is being revised as part of the Bicycle and Pedestrian Master Plan.

The statewide NM Bike Plan (NMDOT 2018) also identifies desired bikeway conditions for all US and NM highways. Tier 1 indicates the highest level of desired infrastructure.



This map depicts the quality of infrastructure and comfort level for bicyclists, using a level of service (LOS) analysis. LOS is determined by the presence of bike lanes or shoulders, vehicle speed, traffic volume, roadway width, and other factors.

The Bicycle and Pedestrian Master Plan will identify how existing and proposed bikeways can be improved to increase safety and user comfort level.





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## BIKE-PED MASTER PLAN



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*Bicycle Boulevard*



*Bike Lanes*



*Bike Lanes with Green Paint*



This board depicts various design options for future bicycle facilities within Roswell. The designs utilize different levels of paint, signage, and physical barriers to create concepts which can be utilized throughout Roswell, depending on the type of street involved. Green paint may be added along bike lanes and at intersections to increase motorist awareness of the presence of bicyclists and potential conflicts.

*The concepts depicted on this board are for planning and information-gathering purposes only.*

### *Bikeway Design Options*



*Buffered Bike Lanes*



*Bike Lanes with Tubular Median*



## Characteristics of a Bike Boulevard

While experienced bicyclists seek direct routes on major roadways, casual and low-speed bicyclists often favor quieter streets and bike trails. Through bicycle boulevards, the City of Roswell can provide options on residential streets where vehicle speeds are low. The following street elements characterize bicycle boulevards and can be applied in the City of Roswell.



### Local / Neighborhood Streets

Bicycle boulevards transform a residential or local street that typically feature low speeds, limited through traffic, and on-street parking into a formalized bike route that accommodates motor traffic but gives priority to bicyclists. Bicycle boulevards are typically located parallel to major streets to offer a low stress alternative.



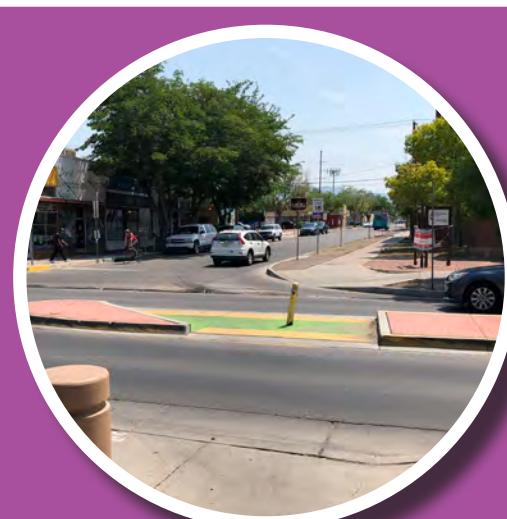
### Shared-Use Facility

Bicycle boulevards are roadways in which cyclists share the pavement with motor vehicles but the facility is optimized in favor of the bicycle. While many roadways have bicyclists ride alongside of traffic in dedicated bike lanes, bicycle boulevards are typically narrow and designed to ensure low vehicle speeds, allowing bicyclists to ride with the flow of traffic.



### Signage & Street Markings

Street signs and pavement markings provide identification of a road as a bicycle boulevard, and help to ease the “barrier to entry” for inexperienced bicyclists. The color and logo of these signs are unique to the bicycle boulevards, provide “branding,” and alert motorists to the unique character and operations of the facility. Pavement markings on bicycle boulevards include “sharrows” and bicycle stencils which are applied every block.



### Bicyclist Accommodation at Busy Intersections

Where bicycle boulevards cross or intersect with major roads, design techniques are applied to increase motorist awareness and provide protection for bicyclists. Intersection treatments include median refuges that allow pedestrians and bicyclists to cross one direction of traffic at a time, barriers, and the use of designated crossing and traffic signals.



### Traffic Calming

Design techniques may be used to slow down vehicle traffic and discourage vehicle through trips via stop sign placement and the use of barriers. Other traffic calming measures found on bicycle boulevards include diverters, speed humps, and mini-roundabouts, as well as the removal of center striping and the delineation of on-street parking in order to narrow the roadway and encourage lower speeds.



### Wayfinding

Wayfinding signs for bicycle boulevards provide directions and distances to key destinations, while pavement markings provide additional guidance for bicyclists when the bicycle boulevard turns or changes direction along its route. Wayfinding signs utilize a unique color and bicycle logo to reinforce the route as a bicycle boulevard.



### Low Speed

Bicycle boulevards often feature speed limits lower than the typical neighborhood or local street speed limit of 25 MPH. The non-typical speed limit is intended to call attention to the increased presence of bicyclists. A lower design speed (i.e. safe operating level for motorists) and target speed (i.e. intended speed of motorists) are the result of traffic calming measures and allow bicyclists to ride with the flow of traffic.



### Low Traffic Volumes

Low levels of vehicle traffic are intended to make bicycle boulevards appealing to bicyclists of all experience levels. The low vehicle volumes enable cars to pass safely using the full street width, with no need for the separation provided by a bike lane stripe.