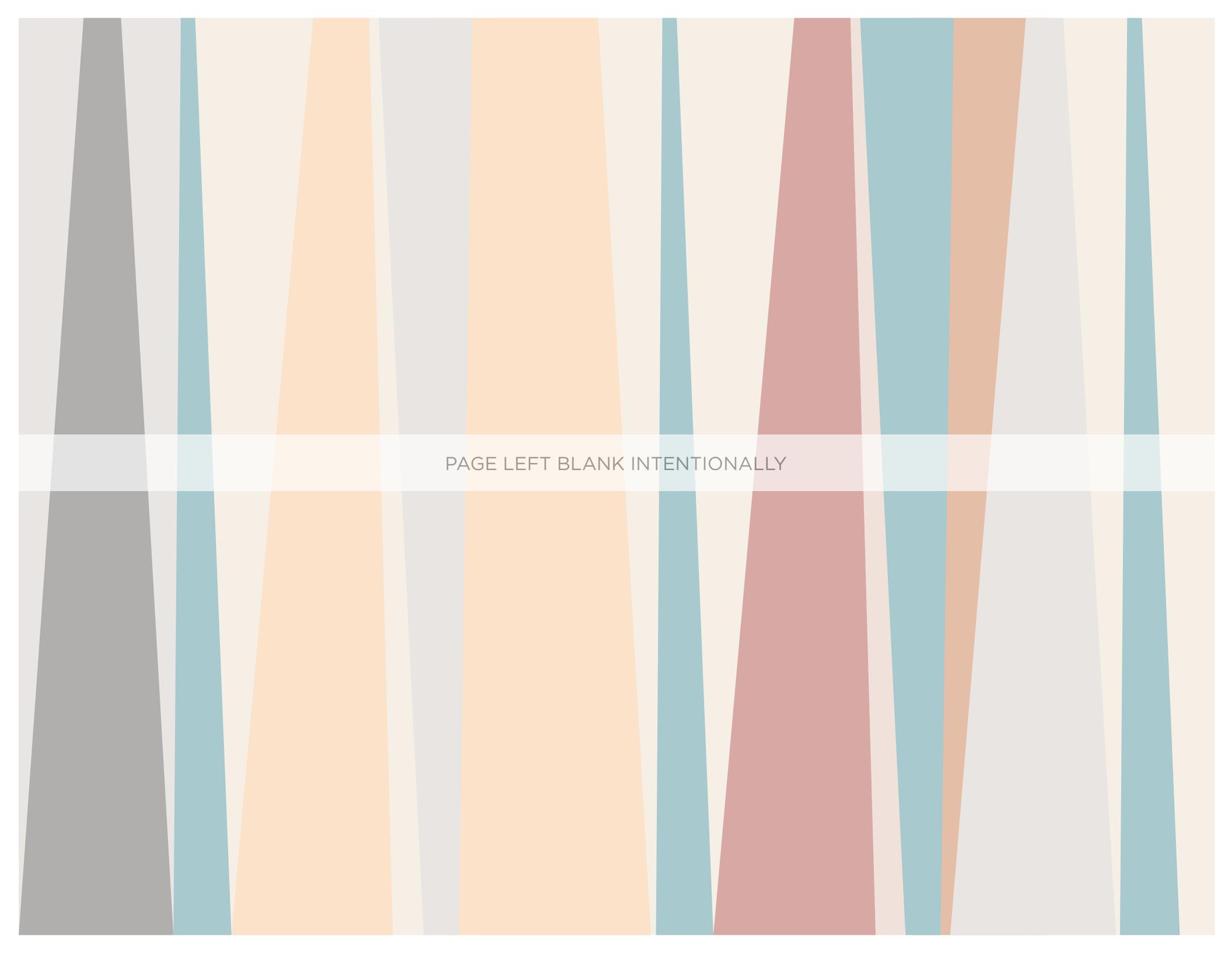




## Albuquerque RAIL TRAIL

### PART III - OUTREACH

MARCH 2022



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# OUTREACH

## OVERVIEW

The development of this Framework Plan included a robust multi-faceted community engagement process that included a steering committee, public sector working group, public meetings, and a community survey. Holding up values of diversity and inclusion, the community engagement process included several outreach avenues to ensure that the trail is designed to reflect the diversity of the local community and to welcome local residents in the design, development, and programmatic activation of the trail.

## STEERING COMMITTEE

The steering committee was comprised of neighborhood association representatives and business/property owners located along the trail corridor. This group was formed to provide technical and design advice, to increase awareness of this project, and to represent their respective neighborhood perspective. Adjacent property owners were encouraged to consider how they could take advantage of the proximity to the trail, as well as provide services that complement trail activities or create destinations that trail users are drawn to. The Steering

**TABLE 1. Steering Committee Members**

<i>Mayling Armijo, Bernalillo County</i>
<i>Dale Armstrong, TLC Plumbing</i>
<i>Lola Bird, Downtown Mainstreet</i>
<i>Ed Garcia, Garcia Automotive Group</i>
<i>Seth Gardenschwartz, JS Brown Building</i>
<i>Johanna Gilligan, Homewise</i>
<i>Maria Griego-Raby, Contract Associates</i>
<i>Dennis Gromelski, Fusion Theatre</i>
<i>Frank Martinez, Citizens Information Committee of Martineztown</i>
<i>Tim Nisly, Barelvas Community Coalition</i>
<i>Jay Rembe, REMBE Design and Development</i>
<i>Matt Tinney, Albuquerque Police Department</i>
<i>Laura Trujillo, Valley Area Crime Prevention</i>
<i>Kelly Ward, Innovate ABQ</i>
<i>Richard Yates, Zydeco &amp; Springer Square</i>

Committee, listed in Table 1, met five times during the planning process and provided guidance on design, alignment, and strategic planning. Resulting from this process, several members formed a “Friends of the Rail Trail” committee. Modeled after example trails that were studied, the goal of this committee will be to continue to champion for the trail’s development, to augment City maintenance and security, and to support programming and activation along the trail.

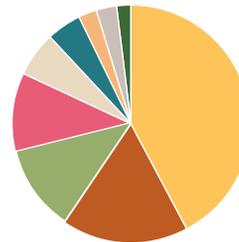




## PUBLIC MEETING

A public meeting was held at the Rail Yards in June. Six stations introduced the project and provided opportunity for public input. During the meeting attendees could identify concepts, materials, and locations that they supported. They identified preferences with different colored dots. The colored dots represented where the attendees lived or worked (within close proximity to the proposed trail vs. elsewhere in the city). In addition, visitors added sticky notes with ideas, desires, and concerns. Approximately 115 community stakeholders visited the Rail Yards for this meeting.

*“TABLE 1. Public Comment Summary”* is a summary of the input received during the public meeting and the survey.



### Participating Neighborhoods

- 42.3% Other
- 17.1% Barelas
- 11.7% South Broadway
- 10.8% Downtown
- 6.3% Outside of Albuquerque
- 4.5% Wells Park
- 6.3% EDo / Huning Highland
- 2.7% Not Sure
- 1.8% Martineztown

TABLE 2. Public Comment Summary

Amenities	Themes	Materials	Art	Connectivity	Environmental Impact	Housing
						
Drinking and water stations	Afro and indigenous Futurism	Surfaces that can be cleaned easily	Murals	Greenbelt walkways leading to connect the Rail Trail to South Broadway and Barelás	Incorporate Climate Change Responsive Development and Mitigation Strategies	Consider Affordable Housing
Community spaces	Neon, Homage to Route 66	Bicycle friendly paving	Tile, mosaic work	Road Crossings suitable for bike commuters	Prevent increased noise for surrounding neighborhoods	Housing stability, prevent/mitigate displacement
Spaces for kids and teens	Computer & Science	Skate friendly	Local, Indigenous artists	Bicycle access from Lomas and 1st Street	Prevent increased light pollution	
Lighting, landscape & community garden	Rail History	Traditional New Mexico Materials	Interactive/immersive art experience	Connection of Rails Yards, NHCC and Bosque Trail	Accommodate wildlife and pollinators	
Pop-up shops and food	Pueblo, Apache, Dine, Tewa		Art on existing infrastructure	Connection to Wheel Museum	Increase green spaces to remedy environmental impact on the South side	
Public Art	Hispanic and Native culture heritage		SW and ABQ cultural art	Extend Rail Trail to Commercial Street	Manage Traffic	
Shade	History of Barelás		Rail art	Connect Barelás, Downtown, South Broadway & South Valley	Reduce Heat Island Effects	
No hostile or anti-homeless features	Modern take on SW culture			Bicycle access to Lomas, Coal, 2 <sup>ND</sup> and 1 <sup>ST</sup> Street		

Landscape	Programming	Safety
		
Focus on trees and native plants	Family Friendly	Control traffic speed
Increase shade during the Summer	Event space for music and food trucks	No additional bars
Reduce heat Island Effect of this Part of Town	Events targeted at kids and teens	Make safety a priority with lighting and other design measures
Incorporate Long-term Maintenance of Landscape	STEM activities	Consistent police presence to ensure safety
Indoor Garden at the Rail Yards	NMSIC and Art Festivals	Regular trash removal
Landscape Buffer	Ferris wheel, carnivals, outdoor movies, healthy lifestyles	More lighting and shade
Increase Green Spaces in this Part of Town	Fitness stretching equipment, regular Zumba	
Green Infrastructure, Greenbelt to connect neighborhoods	History theme nights (80's, 50's, 20's nights)	
	Skate Park	

## SURVEY

Two surveys were mailed to over 4,000 residents and businesses surrounding the Rail Trail. The surveys were also distributed broadly on social media and list serves. The first survey, distributed in Summer 2021, asked respondents their preferences on materials, amenities, and programming. The second survey, distributed January 2022, sought feedback on the draft plan. Respondents were asked to rate their support of the Rail Trail, along with providing preferences on amenities, programming, and safety. They were also asked rate whether they felt their previous feedback had been incorporated into the draft plan. A total of 684 responses were received. A summary of the survey results can be found in the Appendix.

## PUBLIC SECTOR

A public sector working group was formed to provide technical feedback from their respective disciplines. Their focus was on maintenance, operation, and the impact of the trail on existing infrastructure facilities. The goal of this group was to ensure these elements were considered in the planning process. The group was also involved throughout the project and offered feedback on design, alignment, and strategic planning.

## CHARETTES

Five charettes were held after the existing conditions analysis was concluded. The goal was to identify locations that could accommodate spin-off development or contribute to the trail experience by providing uses that complemented the trail. Each charrette focused on one specific location. The locations were chosen based on the following attributes: to promote the even distribution of amenities throughout the corridor, the availability of space, and with consideration for public-private partnership opportunities. The locations included Marquette Crossing, Alvarado Square, South First Street, Fusion, and Lomas Gateway. The goal was to explore the opportunities and constraints that each location would offer and develop ideas for potential uses of each site. The following are concepts developed during these meetings.

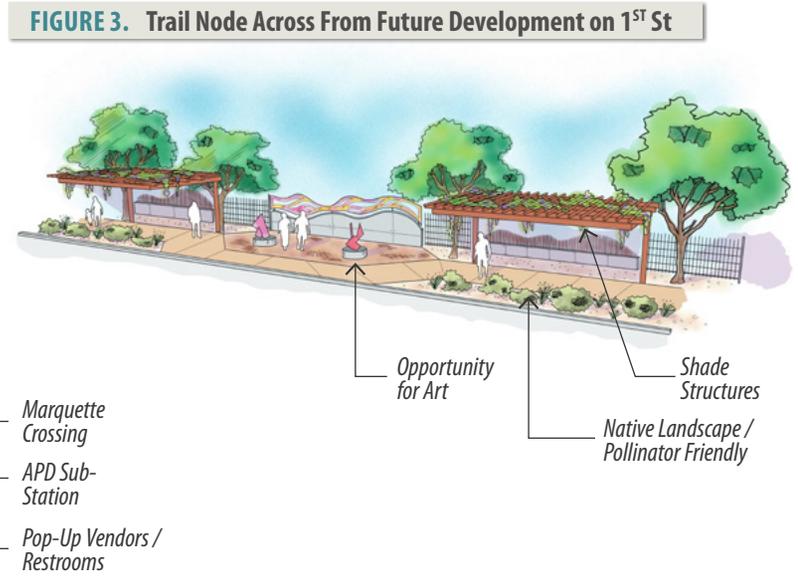
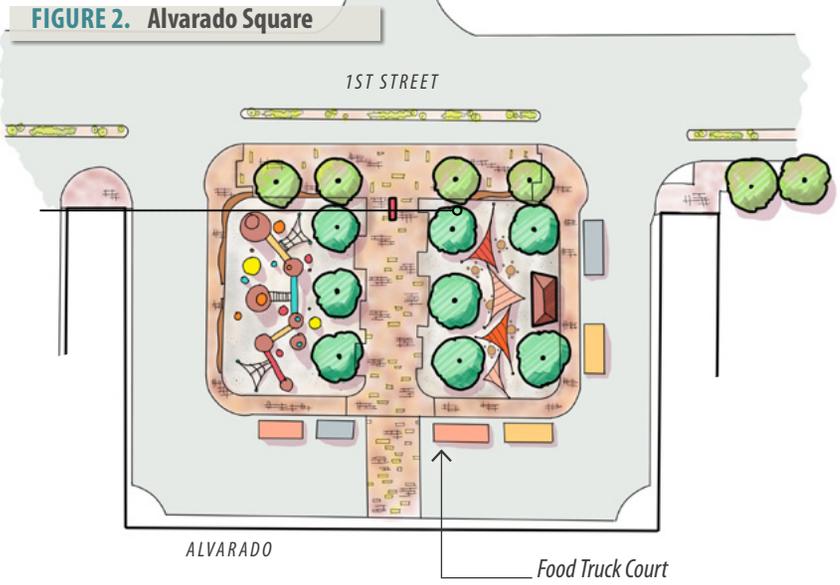
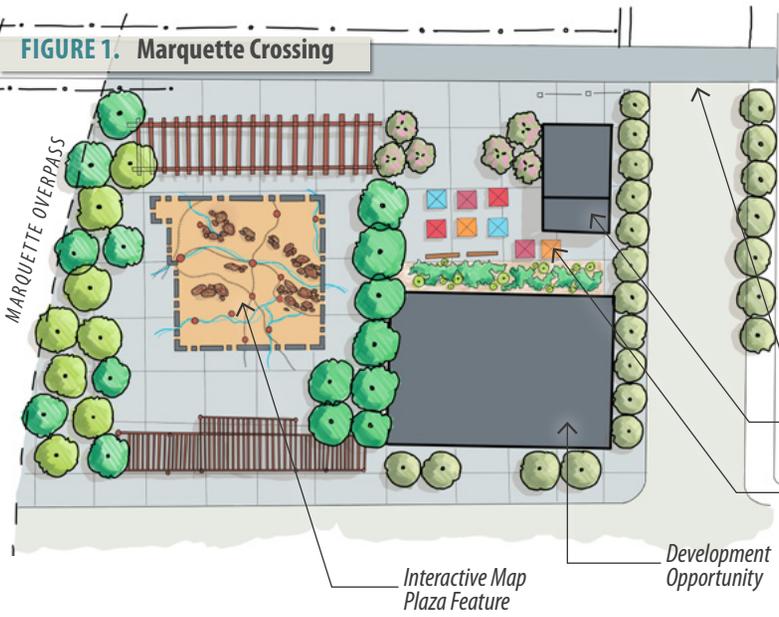


FIGURE 4. Fusion

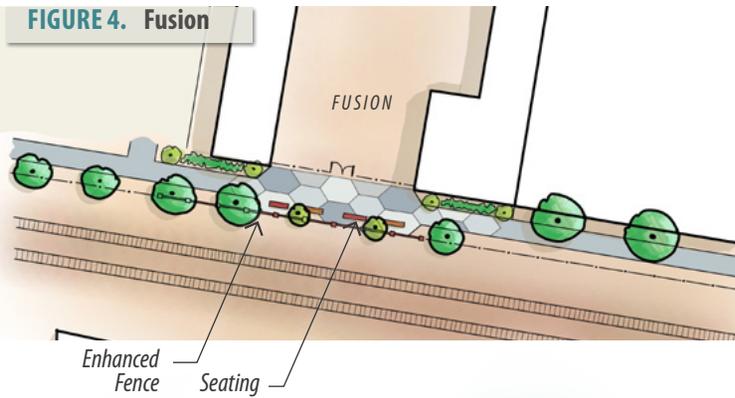
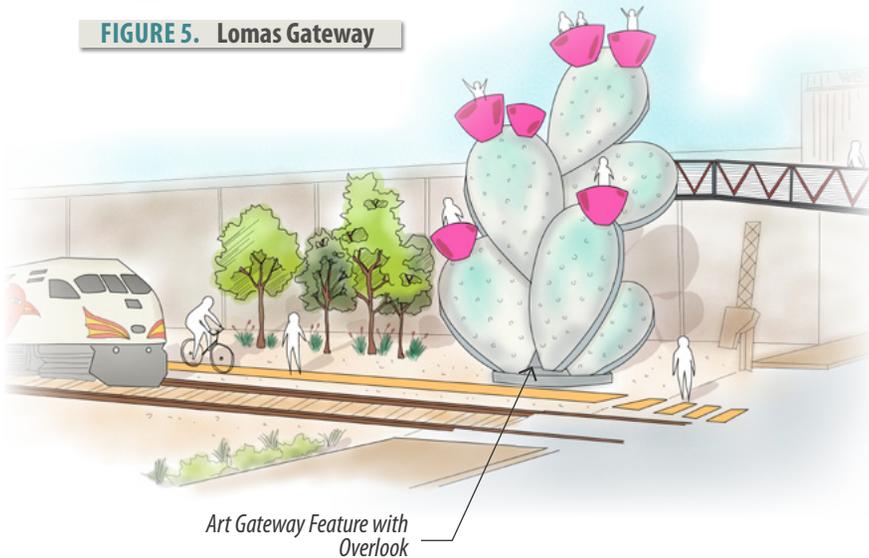


FIGURE 5. Lomas Gateway



## CONCLUSION

The outreach process yielded valuable information and input that informed the final recommendations. Some of the considerations identified during this process are listed here:

## CONSIDERATIONS

- Strengthen connection of Edo and Downtown
- Connections to Bridge Blvd bike improvements
- Near-term opportunities to utilize surface parking lots as event spaces for car-shows, food trucks, and trail parking
- Long-term opportunities to transform parking lots, underutilized parcels, and excess right-of-way to plazas, linear parks, public gathering spaces, and public art opportunities
- Develop nodes at important intersections including the proposed Marquette crossing, the proposed Skylink, and Central & First Street
- Gateway opportunities at Lomas and the Rail Yards
- Opportunities to incorporate public art along the trail corridor
- Trail specific signage to direct traffic and educate about the trail and its history
- The personality of the trail should be inspired by the surrounding areas and draw from the rich history of the railroad (industrial) and celebrate the New Mexican culture (modern western)
- Create partnerships between public, private, and non-profit groups
- Organize ongoing community events
- Consider additional public outreach events to fine-tune the project goals and trail design/programming

All outreach events are detailed in the APPENDIX.

