



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

November 13, 2023 | 4:00 – 6:00 PM



Meeting will be held virtually.
Zoom meetings will be recorded for notetaking purposes.
*6 mute/unmute | *9 raise/lower hand

Join by Zoom: <https://cabq.zoom.us/j/84571822606>
Join by Phone: +1 346 248 7799
ID: 845 7182 2606

- **GAATC member introductions**

- | | | |
|----------------------------------------------------------------------------|----------------------------------------------------------------------------|-----------------------------------------------------------------|
| <input type="checkbox"/> Ryan Mast (Vice Chair)
NE Quadrant | <input type="checkbox"/> Dr. Naomi George
SE Quadrant | <input type="checkbox"/> Vacant
NW Quadrant |
| <input type="checkbox"/> Vacant
SW Quadrant | <input type="checkbox"/> Richard Meadows
Pedestrians + Transit
Users | <input type="checkbox"/> Josiah Hooten
Bicyclists |
| <input type="checkbox"/> Vacant
Represent individuals
w/a Disability | <input type="checkbox"/> Aaron Hill (Chair)
Youth (Under 24) | <input type="checkbox"/> Lanny Toning
Older Adults (over 60) |

- **Staff introductions**
- **Members of the public introductions**

- **Approval of November 13, 2023 Meeting Agenda**
- **Approval of October 16, 2023 Meeting Minutes**
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
 - Please email comments to Valerie Hermanson (vhermanson@cabq.gov) **before the meeting (must be received by 4 pm on November 13, 2023) OR** use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
- **Discussion / Action Items**
 - Discussion Items: None.
 - Action Item: GAATC members to put together a memo to City Council with meeting notes and public comments from the October 24, 2023, meeting which had a presentation about the 4th Street Menaul to Candelaria Improvements

Next Meeting: Monday, December 11, 2023



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November 13, 2023 | 4:00 – 6:00 PM



- **Presentations**
 - **Policy Opportunities in Multimodal Transportation**, Miguel Moravec, Senior Associate, and Jackie Lombardi, Senior Associate, RMI
 - **Alameda Drain Trail Phase 5**, Zachary Troncoso PE, Parametrix
- **Staff Reports**
 - Municipal Development (DMD)
 - Traffic Engineering
 - Transportation Engineering/Vision Zero
 - Council Services
 - Parks and Recreation
 - Planning
 - ABQ RIDE
 - Sustainability
 - Bernalillo County
 - MRCOG
 - NMDOT District 3
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
 - Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
- **Next Meeting:** December 11, 2023, 4 – 6 pm
- **Adjourn**

Next Meeting: Monday, December 11, 2023

Greater Albuquerque Active Transportation Committee (GAATC)

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Committee Members Present

Aaron Hill (Chair)

Dr. Naomi George

Joshiah Hooten

Ryan Mast

Richard Meadows

Lanny Tanning

Committee Members Absent

None

Staff Members Present

Dionna Arellano (Mayor's Office)

Carrie Barkhurst (ABQ Ride)

Valerie Hermanson (DMD)

Jackie Lombardi (RMI)

Julie Luna (BernCo)

Miguel Moravec (RMI)

Jennifer Morrow (DMD)

Whitney Phelan (Parks & Rec)

Jenae Robertson (TYLin)

Cheryl Somerfeldt (Parks & Rec)

Zach Troncoso (Parametrix)

Visitors Present

Alex Applegate

Dianne Cress (Bike ABQ)

Ian Mentken

Parker

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Tim Keller, Mayor

Steve Pilon



Peter Rice

Alex Riegler

Joseph Sabatini

Omar Villezcas (Together for Brothers)

Aaron Hill called the meeting to order at 4:01 pm.

- **Approval of November 13, 2023 Meeting Agenda**

Richard Meadows (motion); Lanny Tanning (second)

Yes: Ryan Mast, Naomi George, Richard Meadows, Aaron Hill, Josiah Hooten, Lanny Tanning

- **Approval of October 16, 2023 Meeting Minutes**

Lanny Tanning (motion); Richard Meadows (second)

Yes: Ryan Mast, Naomi George, Richard Meadows, Aaron Hill, Josiah Hooten, Lanny Tanning

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)

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- Emailed

- Ian Mentken: Hi My name is Ian Mentken, I'm a resident of the Near North Valley and a board member on the NNVNA. While I am in agreement with the board's position against the addition of a bike lane on 4th, I'm speaking today as a private citizen and not as a representative of the NNVNA. I'm an avid biker and I have been my whole life. I don't own a car, and in fact I have never owned a car. So I am very much an advocate for better bike access in and around Albuquerque. Having said that, I am not currently in favor of adding a bike lane to 4th street because I think 4th is way too dangerous for bikers and a bike lane would only give bikers a false sense of security. Given the amount of traffic that not only goes North - South, but also East - West from various entrance and exit points on 4th (strip malls, car washes, fast food restaurants, etc.), I don't believe that car drivers can be sufficiently conscientious of bikers to keep bikers safe. And given the fact that 2nd street is now a terrific bike path...one of the best in Albuquerque...I would personally always choose to take 2nd over 4th, bike lane or no bike lane. I share, with other advocates, deep concerns about climate change and I agree that we should encourage

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bike use and do all we can to reduce carbon emissions. However I don't believe adding a bike lane to 4th street would help accomplish those goals. I am of the opinion that most bikers would choose, as I do, to use 2nd street over 4th street and should there be bike fatalities on 4th as a result of adding a bike lane it could actually have the opposite effect of discouraging bike usage and discourage the addition of future bike lanes around the city. What I would advocate for, instead, is better bike access on the East - West streets that connect 4th Street and 2nd Street. I would also push to transition the Albuquerque bus fleet to all-electric vehicles, if that is not already in the works, and advocate to increase the number of buses on 4th (and other routes), to decrease wait times. This, to me, is a more realistic way to reduce carbon emissions and improve the health of our city and our planet.

▪ Verbal Comments

- Alex Applegate: I do disagree with Ian's comment, we have talked before and I do respect him greatly. However, I think that the road diet combined with a bike lane would benefit for those reasons. With the numerous restaurants and facilities available, this makes it more of a reason for people to use 4th and 2nd Street. I would use 4th Street if there were a bike lane there. Finally, congratulations to Together for Brothers and Albuquerque Bike Riders Union for their efforts to spearhead the "zero fares" in the city. Thank you.
- Steve Pilon: I would like to respectfully disagree with Ian's comments too. I think we need to be encouraging people to use 4th Street to access local businesses there. And the 2nd Street bike path doesn't extend all the way down to the section of 4th Street, where the discussions are taking place for the road diet. It will articulate with adding a bike lane to 4th. It will intersect with that Alameda Drain project. So, I think it's important that people are able to go from 2nd along the Alameda Drain to 4th, to patronize the businesses along there.
Second, there are a lot of absences on the board and I know people have applied for these positions. I've talked to people who have applied, and I don't understand the difficulty in getting people on this board.
Third, I have commented before, I find this webinar format not only extremely unfriendly, but unusual. After going to many advisory committee meetings, this is the only one that uses this webinar. You can't see all the people that are attending, and you can't comment in chat. I wonder if there's any intention of ever addressing this issue. Last, I wanted to remind everyone, that November 19th is a big day for the World Day of Remembrance for road traffic victims. I'm hoping that we can get a resolution from the board in support of that. Thank you very much.

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- **Discussion / Action Items**

- Discussion Items: None.
- Action Item: GAATC members to put together a memo to City Council with meeting notes and public comments from the October 24, 2023, meeting which had a presentation about the 4th Street Menaul to Candelaria Improvements.
 - Goal: Identify 1 or 2 individuals to draft memo
 - Lanny Tanning and Naomi George volunteered to start on initial draft of memo and vote on it for next meeting, December 11, 2023.

- **Presentation**

Policy Opportunities in Multimodal Transportation, Miguel Moravec, Senior Associate, and Jackie Lombardi, Senior Associate, RMI (Rocky Mountain Institute)

- *Overview*: Describing policy opportunities for cities in multimodal transportation. They address multiple, essential New Mexico constituent priorities:
 - Safety challenges
 - High cost of car ownership
 - Cost of climate change
- *Who We Are*: A global non-profit organization interested in securing a “zero carbon” future for everyone.
- *Introduction*: Electric vehicles [alone], are not enough to hit climate targets. An analysis with Georgetown Climate Center, based on current bipartisan infrastructure law spending, shows that we will exceed climate targets in the transportation sector. Climate targets involve shifting money to other things (transit, better land use, active transportation, convenience).

- **3 Buckets for the Multimodal Transportation Policy Strategy:**

1. Shift Investments (expanding transportation options)

Climate Pollution Reduction Grant (CPRG)* has \$4.6 billion to be distributed to all 50 states. New Mexico’s environmental department has won the Initial Planning award and will need to decide by March 1, 2024, how to use the grant. CPRG money can be used for:

- Promoting transportation (reduce vehicle miles traveled)
- Updating zoning (more walkable, bikeable and transit-oriented)

ABQ can and should speak with NM’s Environmental Department to use CPRG funds for active transportation!

How cities can talk with state agencies to ensure money is being spent on active transportation:

- Houston has encouraged residents to engage with Texas DOT to help influence infrastructure funding.

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- Example: For over a year, there has been protesting in highway expansion in Houston. The city is working to make public engagement more accessible in getting involved with DOT.
- For New Mexico: Localities can help advocate for statewide policies to help flex and shift dollars to multimodal transportation.

2. Plan for Smart Growth (housing and land use)

How to enable smart growth in cities to help others reach their destination and reduce transportation emissions:

- Upzoning- removing restrictions on building multi-family housing
- Urban Infill & Redevelopment- building more housing on underutilized land parcels.
- Transit Oriented Development- building more dense, residential buildings and commercial clusters that are near high quality transit.

Parking:

- 1/3 of downtown Albuquerque is dedicated to parking (33%)
- Smart growth can help to redevelop parking lots and create more destinations to be more accessible through active transportation.
- Based on a chart by the Parking Reform Network, if there is too much parking, it eliminates destinations that people want to walk to. Therefore, you have a correlation between zoning or redeveloping this land.
- *Note:* Average parking space in 2016, costs about \$5,000/surface space and up to \$35,000/underground space.

Housing:

- Housing policy is linked directly to transportation and climate policy.
- Americans that live in more dense areas, drive less than those in less dense areas.
- People in low density areas need to use their vehicles more to maintain basic needs, possibly because of local restrictive planning rules.
- RMI study called Urban Land Use Reform, found:
 - Housing upzoning is needed around transit and essential destinations to:
 - Increase multimodal transit and transportation usage.
 - Create more affordable housing units.
 - Land use reforms can:
 - Reduce amount of vehicle miles traveled up to 13%.
 - Reduce energy use by 16%.
 - Reduce local greenhouse gas emissions up to 14%.
 - In NM, reducing VMT can reduce residential water consumption between 10% to 17% (additional savings in water, energy, climate, housing, and land conservation).

More info:

- <https://cityrenewables.org/afford-intro/>
- *Local government examples of successful land use:*

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- Auburn, Maine Between 2021 and 2023 they passed several reforms allowing secondary dwelling ordinances (separate houses on lots), eliminated commercial parking requirements, legalized more duplexes to rezone nearly 1,700 acres and allow mixed use developments (residential and commercial)
In just one year, city saw a spike in permit approvals for housing, 26 to 237.
Massive economic investment in downtown development corridor.
- Buffalo, New York First city to eliminate parking minimums to boost mixed use development in 2017. The first 2 years, parking spaces decreased by 502.
As a result, the city has seen a number of mixed-use development along their downtown corridor.
- Minneapolis, Minnesota City Council approved its 2040 comprehensive plan in land use to housing policy reform. They eliminated exclusive single-family zoning (only citywide), allowing more density downtown. Also allowing multi-family housing and density on public transit routes and eliminated off-street parking.
 - Rocky Mountain Institute (RMI) analyzed to replace 1 in 5 car trips with another form of transportation, thinking about the benefits for Minnesota. The benefits include a \$2 billion-dollar average annual benefit. The primary reason was from avoiding car crashes and fatality costs and savings.
Albuquerque (although different) can replace 1 in 5 trips to the grocery store, instead of driving, for example. This can have a major impact on climate and reducing costs.

Take-aways from Smart Growth section:

- Having denser housing and promoting smart growth will allow to unlocking benefits or active transportation and encourage people to use those alternative modes, rather than their car.

3. Incentivize More and Better (mobility options)

How to get people to take the final step and switch the trips:

- Unified Fare Payment (Ex: New York MetroCard)
- Sustainable Transit Revenue (Ex: Minnesota HF 2887)
- Complete Streets (Ex: New York A.8936A)
- Free Bus Fare (Ex: Washington, DC B24-429)
- Gas Tax Reform (Ex: Illinois HB 2950)

E-Bike Adoption

Facts:

- E-bikes are being purchased at higher rates than electric vehicles.
- New Mexico can make the switch to replace short car trips with E-bikes.

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- 69% of car trips are less than 5.5 miles, in New Mexico, more than 2/3's of trips

Challenges:

- Lack of infrastructure
- Lack of e-bike rebates and tax incentives
- Upfront cost of better-quality e-Bikes
- Social attitudes toward e-bikes and preference for automobiles
- RMI Study for e-Bikes (for residents in Denver, Colorado):
Denver offered an e-bike subsidy (\$500-\$900) for residents and noticeable mode shifts included:
 - Additional cost savings (\$1 million in fuel and maintenance, 1st year, cost is 75% less than ICEVs/mile,)
 - Emissions savings (2,040 Mt reduction in CO₂e emissions, 3.4 car trips replaced/week)
 - Personal benefits (participants biked an average 26 miles/week)
 - E-bikes are competing with automobiles for completing trips

What cities are doing to promote e-bikes for more active modes of transportation:

- Durango, Colorado- providing rebates to residents:
 - Income-qualified rebate (\$500 to \$1,500)
 - General applicant rebates (\$300 for local participating stores, \$150 for non-participating stores/online)
 - City using \$50,000 to fund the program.
- Pueblo County, Colorado- launching “loan-to-own” pilot program.
 - Providing 42 low-income essential workers with e-Bike
 - Program will be administered by Pueblo County, for under 2 years, to gather, monitor, and evaluate
 - Launched as a partnership between Pueblo County, Pueblo West Metro District, and local non-profit organizations

E-bike Calculator Demonstration:

- Tool designed by RMI to help design transportation rebate programs
 - Analyzes the impact of switching car trips to under 5 miles to e-bikes in urban areas
 - Helps city officials and planners understand the benefits of e-bikes, rebate programs, and climate change from using e-bikes.
- More info: Link to RMI's E-Bike Calculator: <https://rmi.org/this-e-bike-impact-calculator-can-help-cities-accelerate-e-bike-adoption/>

Takeaways from Incentivize More and Better

- There are different ways to “nudge” and incentivize active transportation modes to single occupancy vehicle usage.

- **Q&A, Comments for “Policy Opportunities in Multimodal Transportation” Presentation**

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- Ryan Mast: For some of the funding streams available, do you know how much of that is flowing down through state departments and state agencies, versus what might be open for competitive grants to the city? They might be able to go after items that support Complete Streets, safety improvements for pedestrians, and improvements to bus routes and infrastructure. What would that combination look like? Would they be looking to reach out to the state agencies, or would they try to navigate the federal procurement system on the grants?
 - Miguel Moravec: I am familiar with the funding. For example, the Climate Pollution Reduction Grant (CPRG) money that is administered by NM's Department of Environment will be awarded however the state agency sees fit in partnerships with Albuquerque and other Metro areas. Other states' Environmental Protection Agencies are doing surveys and engagement in their large metro areas. If this committee has not engaged, I would recommend that you tell them you want a piece of that CPRG money. Other states have recognized that it will be a few 100 or 10s of millions of dollars but, if you make new flex posts, and new bike lanes in major metro areas, you can have a cost-effective impact on lowering emissions and promoting active transportation. This is a good opportunity being that the deadline is in March 2024. Jackie, are there any other competitive grants or state-administered ones?
 - Jackie Lombardi: There are a few available for cities and municipalities, to be direct recipients of, at the federal level. I will share a link in the chat to a tool that we have for local governments to find these opportunities directly.
 - We also have a very engaged funding team at RMI, if you have any questions, I am happy to connect you with those who know all the details, if needed. Link: RMI also has a tool (called "AFFORD") to help local governments find federal funding they can apply directly for. Highly encourage you to take a look and please let us know if you have questions: <https://cityrenewables.org/afford-intro/>
- Ryan Mast: The other part I was curious about, which I've seen in other committee meetings and what seems to be the theme in your presentation as well. We have been told in public comments that we continuously are designing our cities to be convenient for cars and as opposed to the other way around. Then, being baffled that they are not safe for pedestrians and cyclists. We talk about these in Complete Streets and ordinances, but I don't feel like they have the real impact we need to keep people safe that are walking or cycling on the streets. Are there any examples that you've seen in other cities that might go beyond what we've seen, in the Vision Zero type policies?
 - Miguel Moravec: Some cities have adopted explicit vehicle miles traveled (VMT) reduction targets. VMT is to measure if the city is healthy in its other modes of transportation. So, when you update those frameworks to say that you want to prioritize pedestrian and biking convenience as much as driving vehicles, you start to see investment shift to active transportation, and the VMT declines.

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For example, in the last 14 or 15 years, Paris has seen a 40% reduction in VMT because of closing off streets and adopting Complete Streets standards. So, those cities looking at new metrics (VMT, safety and convenience) for all of the modes, are the ones achieving the reductions promoted to smarter growth and active transportation.

- Jackie Lombardi: Another example beyond Paris that I wanted to share is Hoboken. They have not had a traffic death in 4 years. I just shared a link to a great article summarizing some of the policies that they are passing that have led to that success.

Link: Hoboken is the main case study that I've seen for reducing pedestrian fatalities, here is an article that summarizes what actions they've taken:

<https://www.curbed.com/2022/06/hoboken-traffic-deaths-none-vision-zero-streets.html>

- Lanny Tanning: A minor suggestion would be a \$5,000 fine for texting and driving. But for the RMI crew, have any of these studies mentioned, looked into Jitney services? No one is going to walk a mile to a bus stop anymore. Only reason Uber exists is because the city had no alternative and cabs weren't a good one anymore. I think if people could get to the buses, they would ride them more. The bus system is the same as it was 100 years ago, big buses on very few streets and no way to tell what connects where and when. But, if there's anything about Jitney's, I know they have them in other countries, they are small vehicles and carry people short distances instead of a great big empty bus.
 - Miguel Moravec: E-bikes are one answer to a small vehicle and helping to fulfill that last mile of the person to their destination. There are a lot of US cities, Washington D.C. included, that heavily subsidized e-bike sharing programs. Where there are docks and stations that allow you to go from home and to a station and the bus pulls up. Also, some state leadership in Minnesota's DOT are developing and showcasing a new tool on how many minutes it would take to walk to a certain bus stop. And probably not effective if more than 10 minutes. Their state DOT leadership is developing tools to make sure when planning a transit stop, it will be accessible by walking. I'd love to follow up with you more if you send an email to that address.
- Richard Meadows: I wanted to mention the City Sustainability Office has a Climate Pollution Reduction Grant (CPRG) and maybe they could talk to this group sometime. They are looking at some bike and pedestrian projects to be funded with implementation funds coming out or that they are applying for in March 2024
- Aaron Hill: I noticed throughout the presentation, there were lots of pictures of bike sharing services that did not get discussed. Are there any cities that you know of implementing programs using bike sharing services? What are the impacts? And from what you've seen, is the bike sharing program an effective strategy?
 - Jackie Lombardi: We have a few case studies of bike sharing. One off the top of my head is Philadelphia, Pennsylvania, and Cambridge, Massachusetts. That

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has a similar impact as well. I'm not sure of any additional resources, but I know one of our colleagues is focusing on that. I can provide some case studies from her as well.

- Miguel Moravec: Also, if you use that e-bike calculator tool, that can also help you project to Albuquerque, if these bikes are on the road, what the impact be on automobile usage. It's based on what we saw in Denver, even though it'd be an e-bike versus a regular bike. We'd be happy to follow up with more examples.
- Steve Pilon: So you're talking about places like Minneapolis and Denver, where the City and State Transportation Department seems to be on board. But we have a Department of Municipal Development that insists on putting on-street parking where there should be bike lanes. For example, Carlisle and Washington on Cutler is an extension of the bike lane that runs north of I-25. Not only did they put in on-street parking but, they put in bulb-outs which is harder to convert parking lanes into a bike lane without demolition. And on the state level, the governor just had a conference on the future of transportation in New Mexico on EV but did not mention anything on public or active transportation. So, our DOT is thinking all we need is to move people into EVs and the problem is solved. In some states, you have the localities and progressive-minded people in support. But, in New Mexico we have people who think that on-street parking and accommodating cars is a top priority. I'd love to see that program help explain the benefits of getting people on active transportation modes.
 - Miguel Moravec: I understand how difficult it can be. I want to share one glimmer of hope. An example of smart growth from a state you wouldn't traditionally expect. Utah had a conservative legislature and had a bipartisan initiative to promote smart growth and promote active transportation, recognizing that a housing crisis was a bipartisan issue. As a state policy, it empowered the city to lower parking minimums, do transit-oriented development, etc. RMI is rolling all this into a tool and we'll make sure you can use them to make the best economic case possible for smart growth for active transportation, etc. When you bring it down to the financials, it's easier to get bipartisan, and broad support for these issues.
- Alex Applegate: Complete Streets in Albuquerque is pretty weak even when the person who brought the resolution and passed the ordinance, bypasses complete streets on his projects, for example. How much work do you do to strengthen that? And how would you go about that?
 - Jackie Lombardi: Our team specifically has worked with about 15 communities on Complete Streets approaches. The first best starting point would be to run a Complete Streets workshop and bring stakeholders (at different levels of governance and community-based organizations) together to discuss the barriers in your community and brainstorm solutions. Smart Growth America and CivicWell are two organizations that have great tools and guides on their

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websites. This can be a good starting point for Complete Streets to workshops in your community and begin the foundation of the planning process.

- Link: CivicWell is a great resource for Complete Streets workshops and planning processes: <https://civicwell.org/service/workshops-presentations/>

Alameda Drain Trail Phase 5 (Update) Presentation, Zachary Troncoso PE, Parametrix

- *Overview:* Phase 5 portion of the Alameda Drain Trail that spans about 2.2 miles from 4th Street, ends just west of San Ysidro, then turn south to Rio Grande. Phase 5 is the extension of Phase 3 (Montano to 4th Street). The purpose was to create a 12-foot multi-use trail that stretches 9 miles along the Alameda Drain that span through the North Valley and much of the greater Albuquerque area. MRGCD does give the right of way to make use of the trail that is currently being used as a footpath and bike path. The trail will be of natural landscaping, best management practices for stormwater (BMP) retention and drainage including the beautification of the area.
- *Process:*
 - County started with planning phase (8 years ago)
 - Now, materialized into 3 built phases
 - 1. Soon to be built
 - 2. County is working on another phase (Paseo to Alameda)
 - Trail today is a 12-foot multi-use trail ranges from 10ft in some areas and 12ft in others (depending on constraints through ROW and MRGCD).
 - Project does not include many major street crossings (12th Street, San Ysidro, Lilac and Indian School)
 - There also drain improvements at Indian School
 - Currently under design @ 60% design level
 - Federal funding- needs to abide by federal funding guidelines.
 - Plan:
 - Couple of ped bridges
 - More landscaping
 - BMPs
 - Signage
 - Striping
- *Schedule:*
 - Anticipated completion for plans: Late Summer 2024
 - Anticipated construction start date: Early Winter 2024, 2025
 - Anticipated to be under construction: (1 year) Spring 2025, 2026 is when public can utilize trail extension.
- *The project is a multi-jurisdictions and multi-agency between:*

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- NMDOT
 - County
 - City
 - Village of Los Ranchos
 - AMAFCA
 - MRGCD
- **Q&A, Comments for “Alameda Drain Trail Phase 5 (Update)” Presentation**
 - **Aaron Hill:** Since there are no questions from the committee, are there any questions from the public?
 - Steve Pilon: This phase of the Alameda Drain project is going to interfere with the 4th Street, if I’m not mistaken. A perfect opportunity to get residents west of 4th Street to ride into 4th and do their retail shopping.
 - Zach Troncoso: I know the 4th Street crossing is one of the heavier crossings for the entire intersection and it is not signalized now. I think the City has looked into HAWK signals and other types of safe pedestrian crossings along the Alameda Drain from one side to the other.
 - Aaron Hill: A related question, are there any plans for signaling or crossing infrastructure at Indian School?
 - Zach Troncoso: Not currently. They recently re-signed and restriped portions of Indian School to one with buffered bike lane. I don’t think the City has any plans to signalize that intersection. I know that is a road that people frequently speed on but we are trying to make it as ADA compliant, accessible, and to provide advanced warning, as much as possible during design.
 - Richard Meadows: To follow up on Aaron’s comment, the Alameda Drain and Indian School area needs more lighting. The mid-block crossing is working well but it is very dark at night. Maybe something to consider to make sure there is adequate lighting for people.
 - Zach Troncoso: That is something we can add as part of this project being that it is a pedestrian safety project and is one of the major areas of concern.
 - Joseph Sabatini: Hi, I’m Joe Sabatini, I live very close to the 4th and Alameda Drain crossing. I had occasion to do my daily constitutional there last night. There is a well-protected median guard on both sides of the pedestrian crossing way. In all the times I’ve crossed, there’s always enough gaps in the 4th Street traffic that I feel completely safe in walking or taking my bicycle across. The city recently restriped it so it’s obvious. And I’ve even seen cars slow down just like I was back in LA in the 50s when people stopped for pedestrians. Thank you.
 - Zach Troncoso: Happy to hear that. I failed to mention that the portion of where the trail turns, all the way down to 4th has a current trail. The plan is to remove and replace it with something more robust, wider and newer. The existing trail is not currently ADA compliant or it’s in bad shape.

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• Staff Reports

- Municipal Development (DMD),
 - Traffic Engineering: No updates.
 - Transportation Engineering/Vision Zero, Valerie Hermanson: Shanna Schultz from Council Services was unable to participate in tonight's meeting but we have the same update. The Vision Zero Year-In review/Vision Zero Action Plan update was approved unanimously at Council last week. Wanted to say thank you to GAATC for your time, attention, and feedback on putting that plan update together through the several presentations brought to the committee.
- Council Services, Shanna Shultz: Absent, but wanted to let GAATC know that once they have a memo completed, she would be happy to share it with Council
- Parks and Recreation, Cheryl Sommerfeldt: Updates on a couple of projects.
 - I-40 Gap Feasibility Study:
 - Currently on hold
 - Preferred alternative is to connect North Diversion Channel along Indian School and go down to Broadway, and connect up to the Rail Trail
 - However, Rail Trail should, first be in a further state of development and see how it would connect.
 - Other options: Go South of Mountain and connect Rail Trail at grade to Mountain.
 - Comments and input is being accepted
 - Alameda Open Space Trail Head project:
 - Marching forward
 - Will incorporate solar panels @ Paseo del Bosque Trailhead on Alameda Boulevard
 - Plaza will have solar flowers that open and close for shade shelter (made out of solar panels) with picnic tables.
 - Remove existing bike rack.
 - Reroute for the bike trail to go toward Channel.
 - Farther trail from the Channel will be used for peds only.
 - Tom Bullock project:
 - Installing solar lights east of Dakota (east of dog park)
- Planning, Seth Tinkle: (Absent)

Greater Albuquerque Active Transportation Committee (GAATC)

Meeting Minutes

November 13, 2023

4:00 – 6:00 PM



Tim Keller, Mayor



- ABQ RIDE, Carrie Barkhurst: I believe Alex Applegate broke the news that the zero fares passed last week. I wanted to reiterate and say thank you to everyone who commented and put your energy toward that project.

Our Network Plan has been on hold temporarily. Expected to be up again by the end of November or next month to get an update on that project.

- Sustainability, Albert Lee: (Absent)
- Bernalillo County, Julie Luna: The Bernalillo County Pedestrian Bicyclist Safety Action Plan is underway, and we have a survey. The biggest challenge is how patchwork Bernalillo County roads are. We're making an effort to reach out to neighborhoods to have them provide their comments and distribute them more broadly.

Update on projects:

- Coors Blvd, between Blake Rd and Gun Club- Safe Streets and Roads grant was awarded.
 - Priority because the road has experienced multiple pedestrian fatalities and injuries.
 - Working with the City of Albuquerque and NMDOT
- Alameda Drain Phase 4, from El Pueblo Rd to Alameda Blvd- County is in design for this.
 - The biggest challenge is crossing Paseo del Norte.
- Bridge Blvd- currently has difficulty under construction (from river side drain, west to Young Ave)
 - Most urban part of the county
 - Will have: buffered bike lane, on-street parking, wider sidewalks, etc.
 - Very old road
- Bridge Blvd Phase 3- in the middle of 5 Points
 - Currently under design
 - Roundabouts will not work
- Another Bridge Boulevard project to be phased from:
 - South end of I-25 to Durant Road
 - Providing sidewalks and bike lanes
 - Improvements for progress stops.
- MRCOG, Tara Cok: (Absent)
- NMDOT District 3: (Absent)

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes

November 13, 2023

4:00 – 6:00 PM



Tim Keller, Mayor



- **Public Comments** (Public comment is limited to two (2) minutes per audience member) Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
 - Steve Pilon: I just wanted to note that there was a \$35 million Parks and Rec bond passed on election day. As far as I can tell, it's all for park irrigation, equipment for maintenance, etc. But I was just wondering, why is there no general obligation bond money being spent on bikeways? I know the streets portion has I think a \$2.4 million. And I've got real questions about how those spending priorities are established. But that's an issue for another day. But not a single dollar of the \$35 million Parks and Rec. general obligation bond looks like it's earmarked for bikeways.

And Lanny, I don't use the word Jitney because I think it's a little archaic, but I am working on the issue that you discussed. I'm proposing that on a trial basis, we use the Sun Vans to get people from their door to the fixed routes. You and I or at least are thinking along those same lines. Thank you very much.
 - Alex Applegate: I did want to say that both Steve and I met with Councilor Benton on the 4th Street project and there is some urgency. There is no construction, it's all paint and he's planning on proceeding ahead prior to the transition to the new Councilor. Thank you.
 - Joseph Sabatini: I'm apologizing that I was not at the part where you had the full discussion on the 4th Street bike lane from Candelaria to Menaul. I wanted to verify that somebody from the Near North Valley Neighborhood Association presented on that and if so, to note that you have our letter reflecting our Board's concerns about the proposed striping relating to our original intention to anticipate for people turning left onto Fitzgerald to go to the new Calle Cuarta project. They are actively at work on the East parcel, which will do 61 apartments and 4 live work units. They've got the dirt down and they're ready to start doing foundations. Just wanted to check and see that we've we got our positions, stated during that portion of the meeting.
 - Valerie Hermanson: We did receive your letter from the Neighborhood Association, and I did share it with GAATC members. And just so you're aware, the committee will be putting together a memo and will bring it to the December meeting to vote on what they send to City Council.

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes

November 13, 2023
4:00 – 6:00 PM



Tim Keller, Mayor



- Parker: Hi, the RMI presentation was amazing. I couldn't introduce myself at the beginning of the meeting, because I was on my e-bike on my way home. And I just wanted to express that, I really hope we have more support for e-Bike incentives. And really, the only thing that got me onto an e-bike was that it was going to be way more inconvenient to have a car because my car had just broken down and I wasn't going to buy a new one. So maybe looking into ways to make it less attractive to make those car trips, as well.
 - Cheryl Somerfeldt: I just wanted to respond to the comment about funding for trails. There is a dedicated funding source from the gross receipts tax and impact fees. We do apply for some grant opportunities. So, we get funding sources specific for trails from those sources. But we can only put it toward certain things, and we really need extra maintenance funding and people. If anyone has that in them to advocate for extra maintenance on our trails, we would greatly appreciate that. Thank you.
-
- **Next Meeting:** December 11, 2023, 4 – 6 PM
 - **Meeting adjourned at 5:39 pm**



Policy Opportunities in Multimodal Transportation

November 13, 2023

Jackie Lombardi, Senior Associate

Miguel Moravec, Senior Associate

Multi-modal transportation policies can address many New Mexico constituent priorities:



Safety

New Mexico is #1 State for Pedestrian Fatalities
– NHTSA



Cost Savings

Car ownership at all time high \$12,000 annual
– NYTimes



Climate

2/3 New Mexico voters support polices to reduce climate pollution – EDF

There are many, many tools decision makers can use to unlock the benefits of multimodal transportation

Smart growth	Urban infill development	Missing middle housing	Eliminating barriers to development	Minimum lot sizes	Floor to Area ratios
Compatibility standards	Eliminate minimum parking requirements	Transit-oriented development / transit-supportive communities	Commercial rebalancing	Bringing critical resources like food, healthcare, recreation closer to residential areas	Congestion pricing
Mileage-based user fees	Dynamic parking pricing that reflects demand	Highway infrastructure	Eliminating unnecessary highway expansions	Highway removal (highway capping, conversion to urban boulevards, land redevelopment)	Street redesign / complete streets
Reallocating street space for non-car users	Accommodating space for EV charging infrastructure	Pedestrianization	Protected lanes for bikes and micro-mobility services	Tree canopy and shading	Transportation Demand Management
City- and employer-driven mobility alternatives	Transit Redesign	Redesigning transit systems to serve the transit-dependent and non-commute trips instead of peak commuter trips	New Mobility	Advancing shared, electric, autonomous mobility	Incorporating universal payment and trip planning systems to bring together publicly and privately owned modes

Multimodal Transportation Policy Strategy



Shift investments to expand transportation options



Plan for smart growth in housing & land use



Incentivize more and better mobility options

Multimodal Transportation Policy Strategy



Shift investments to expand transportation options

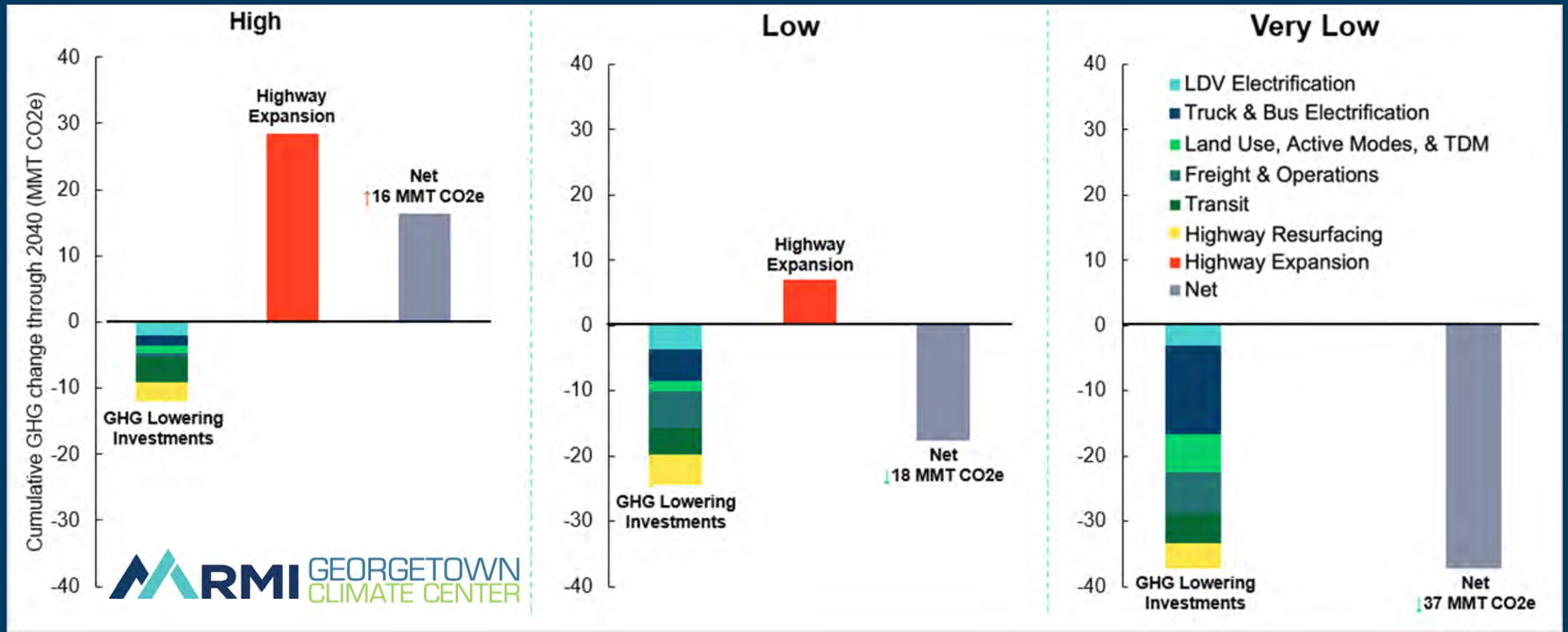


Plan for smart growth in housing & land use

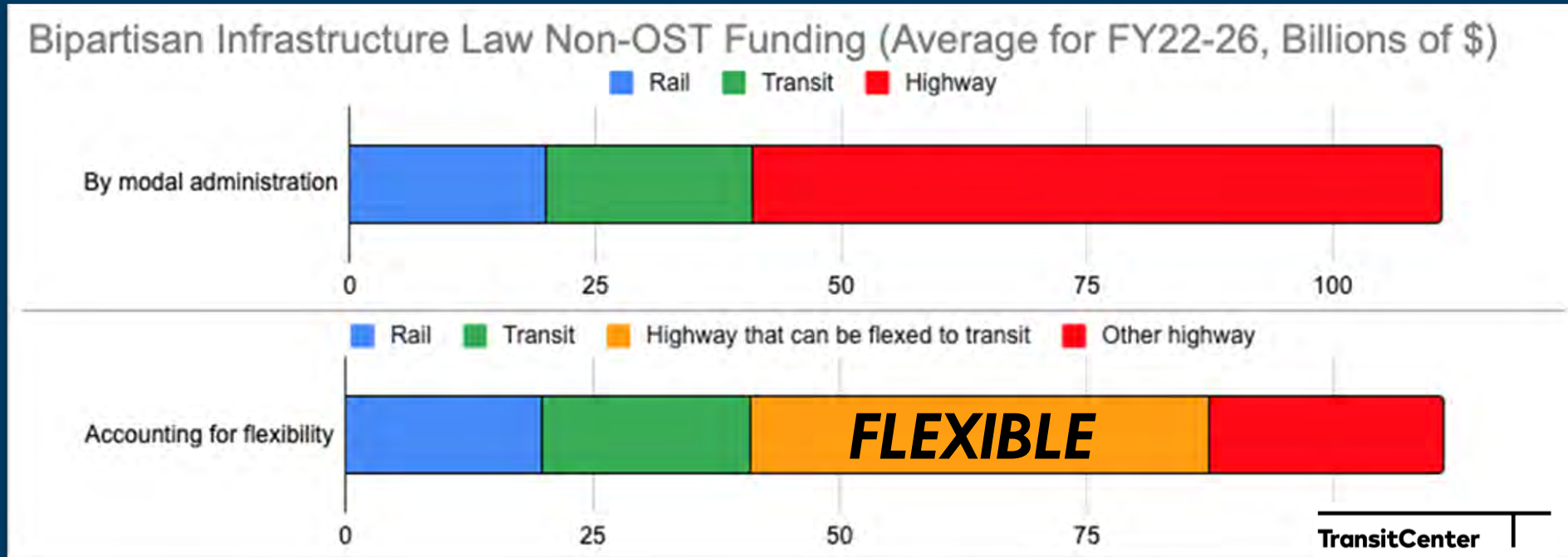


Incentivize more and better mobility options

EV's alone won't hit climate targets – IJA dollars must be spent on suite of strategies, including multi-modal transport, to limit pollution



Did you know: most IIJA dollars can be 'flexed' to multimodal projects



Funding can be flexed from large FHWA programs including NHPP, ATBG, CMAQ, and CPR to transit projects

States who flex: Illinois, New York, Maryland



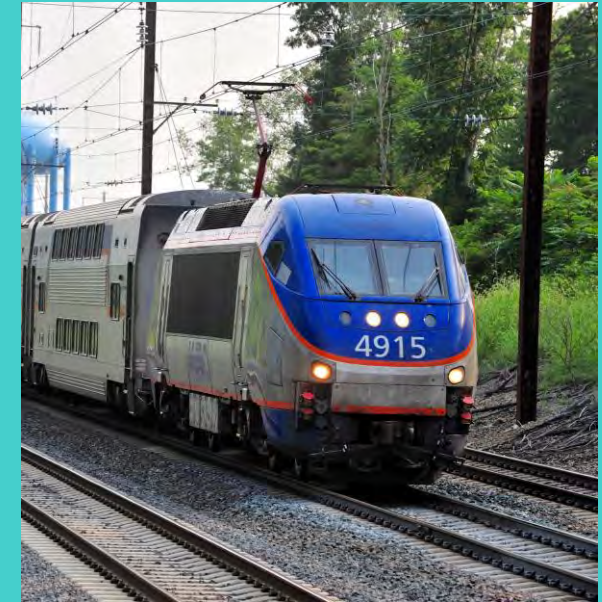
IL flexed \$300 million

so that the Chicago Transit Agency could improve two **downtown rail stations** and make a third station accessible to people with disabilities



NY flexed \$14 million

to pay for transit projects like **bus rapid transit** near Albany, new buses near Niagara Falls, and expanded transit service in Syracuse



MD may flex \$400 million

to meet a legislative mandate to expand MARC commuter rail + maintain and repair transit systems

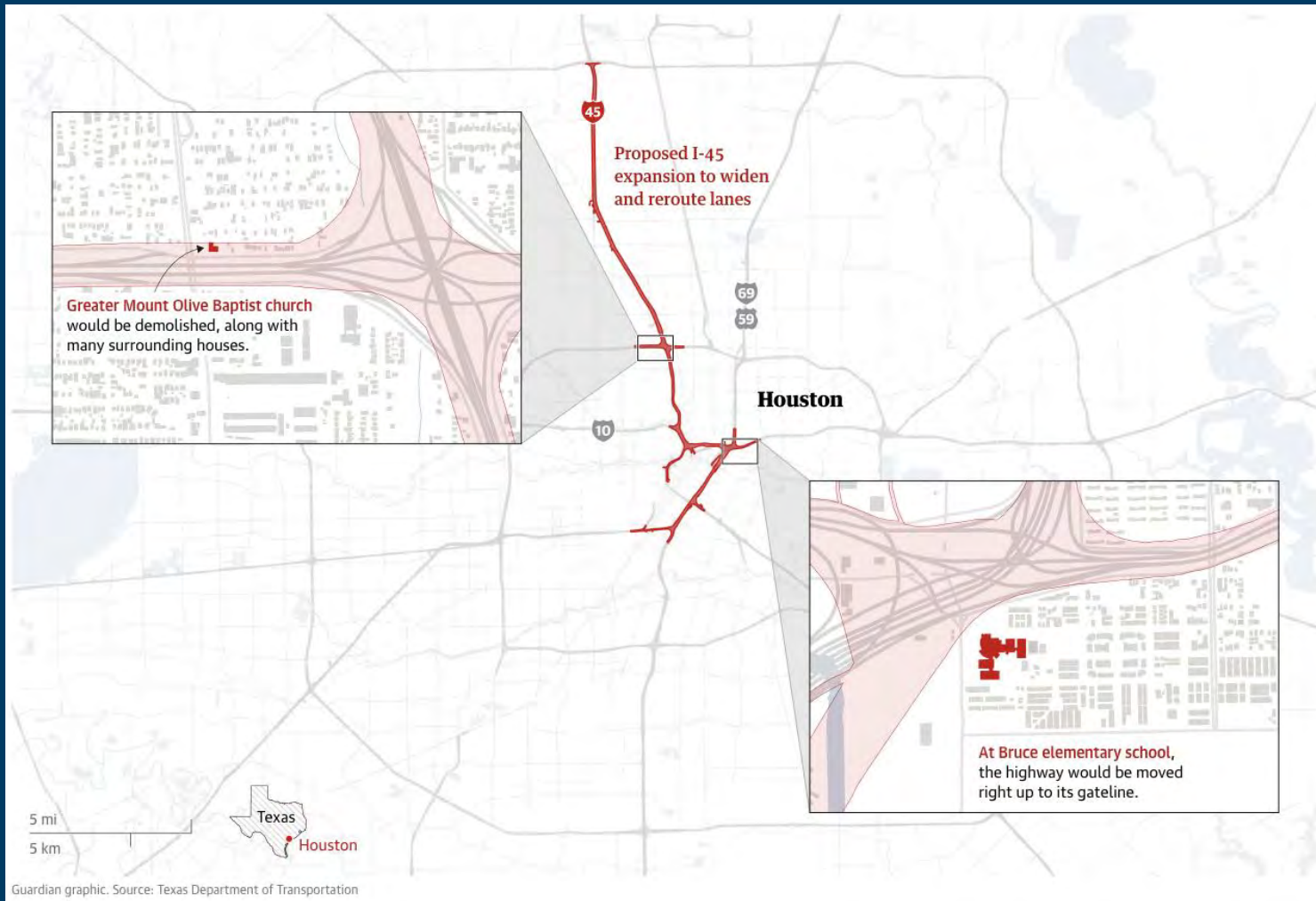
Did you know: IRA \$4.6 Billion 'Climate Pollution Reduction Grant' can be spent on multimodal solutions

Transportation Sector

- Programs to increase the share of electric light-, medium-, and heavy-duty vehicles, and to expand electric vehicle charging infrastructure
- Electrification requirements for state, municipal, territorial, and tribal vehicle, transit, or equipment fleets
- Transportation pricing programs that reduce vehicle miles traveled (VMT), such as parking pricing and congestion and road pricing
- Policies to support transportation management incentive programs to reduce vehicle trips or travel and expand transit use, such as van-pool programs, ridesharing, transit fare subsidies, and bicycle facilities
- New or expanded transportation infrastructure projects to facilitate public transit, micro-mobility, car sharing, bicycle, and pedestrian modes
- Incentive programs to purchase zero-emission vehicles and equipment to replace older heavy-duty diesel vehicles and equipment
- Programs to increase efficiency and reduce GHG emissions at ports and freight terminals, such as vehicle or equipment idle reduction, vessel-speed reduction, equipment electrification, and shore power
- Update building and zoning codes to encourage walkable, bikeable, and transit-oriented development
- Encourage mode shift from private vehicles to walking, biking, and public transportation (e.g., complete streets, bike share programs, bike storage facilities, low-speed electric bicycle subsidies, public transit subsidies)

New Mexico
Environment Department
must submit 'Preliminary
Climate Action Plan' by
March 1, 2024

Houston, Texas is encouraging resident engagement with TxDOT on infrastructure funding

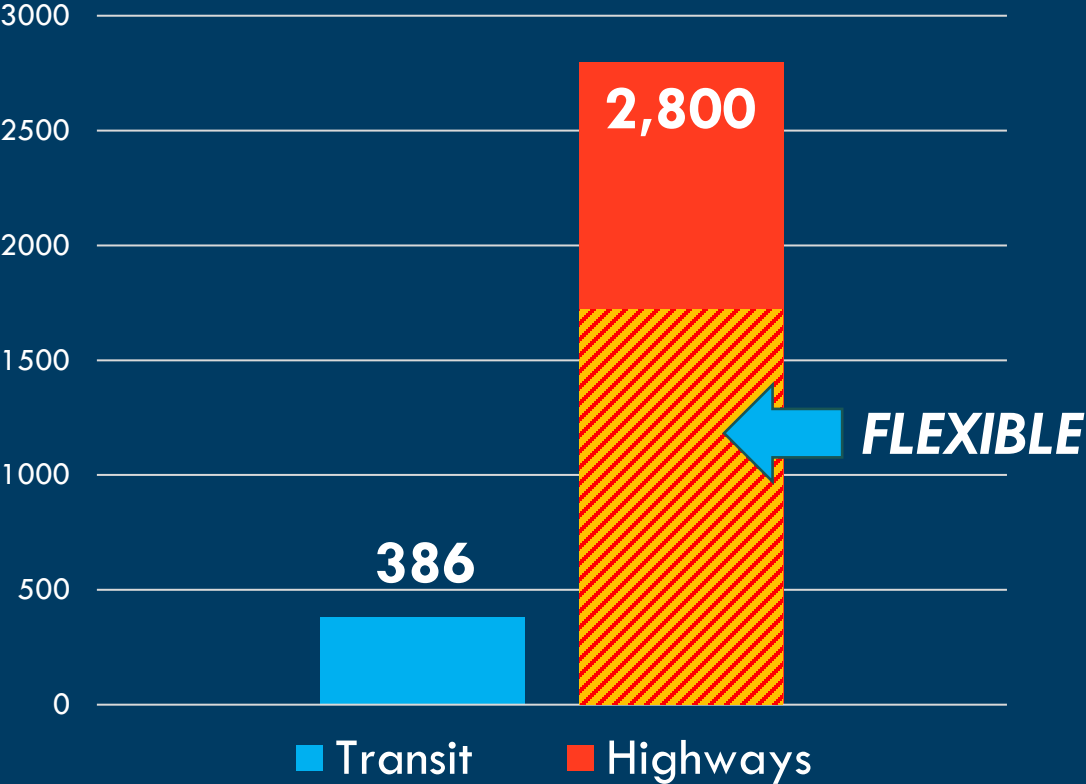


- Houston residents have been protesting Texas DOT's \$9B highway widening and realignment for over a year
- The City is helping communities engage with TxDOT and potentially issue a moratorium on new highways and transfer some funding to infrastructure for mass transportation.

You can shift your investments away from car-based infrastructure and towards safe, sustainable, and supportive infrastructure.

Take-away: New Mexico localities can advocate for statewide policies to flex + shift dollars into multimodal transportation.

New Mexico IIJA Formula Funding 2021-2026, \$ Billions



- Model State Policies:
- Colorado SB 21-260
- Minnesota HF 2887
- Maryland HB 114
- Louisiana SB 467
- Maine LD 1559

Multimodal Transportation State Policy Strategy



Shift investments to expand transportation options



Plan for smart growth in housing & land use



Incentivize more and better mobility options

Smart Growth: You can pass policies that change land use and bring people closer to destinations.



Upzoning

Building residential density upon parcels that have been formerly zoned for less dense building types



Infill & Redevelopment

Developing vacant or redeveloping underutilized parcels into building types that offer a diversity of uses



Transit-Oriented Development

Redeveloping parcels near public transit stops, offering residents greater access and connectivity



What % is parking? Downtown Albuquerque

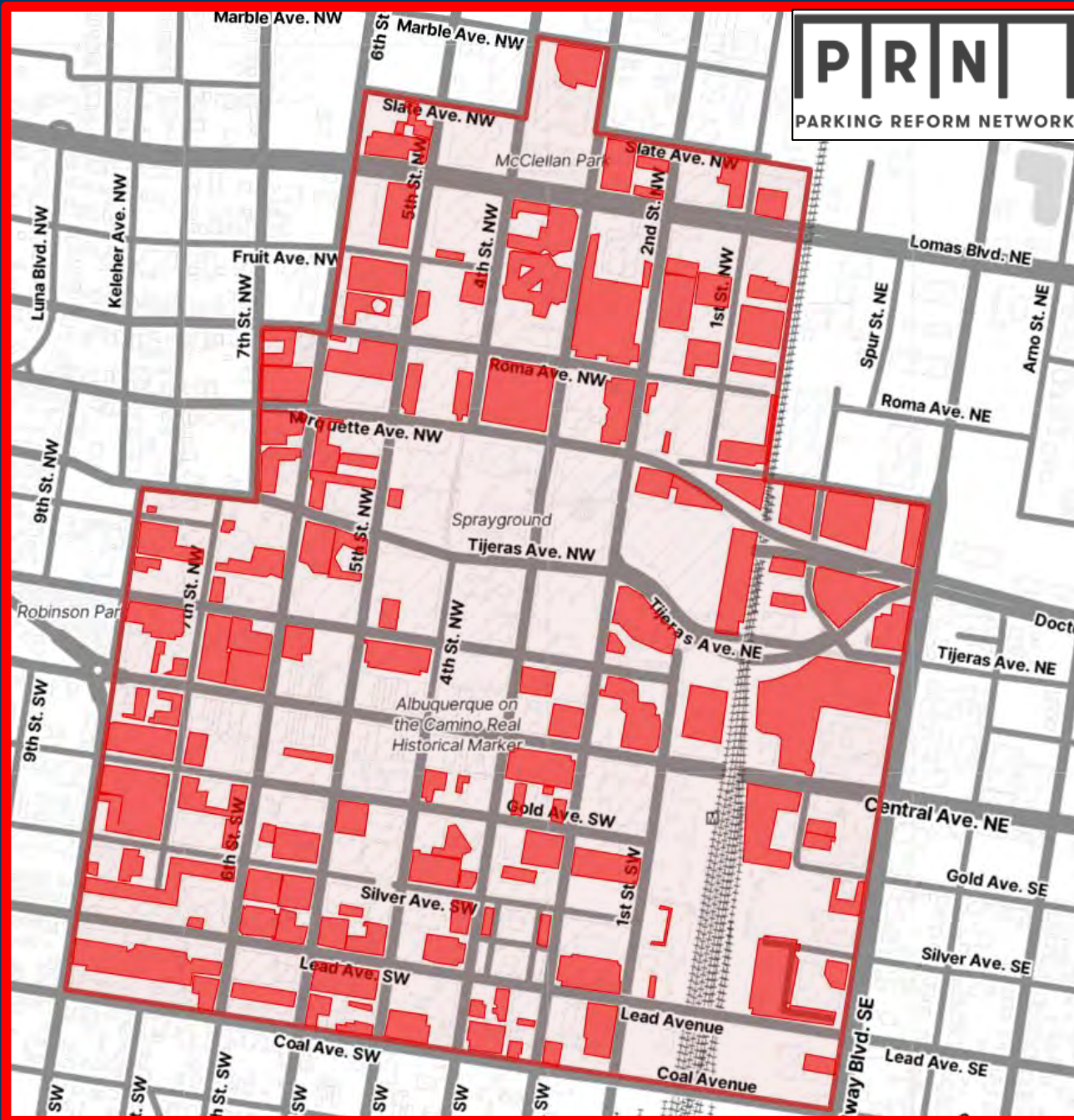
Denver, CO 11%

Austin, TX 17%

Phoenix, AZ 21%

Chicago, IL 4%

Albuquerque ?



Too much! Redevelop lots in New Mexico for more productive uses

Denver, CO 11%

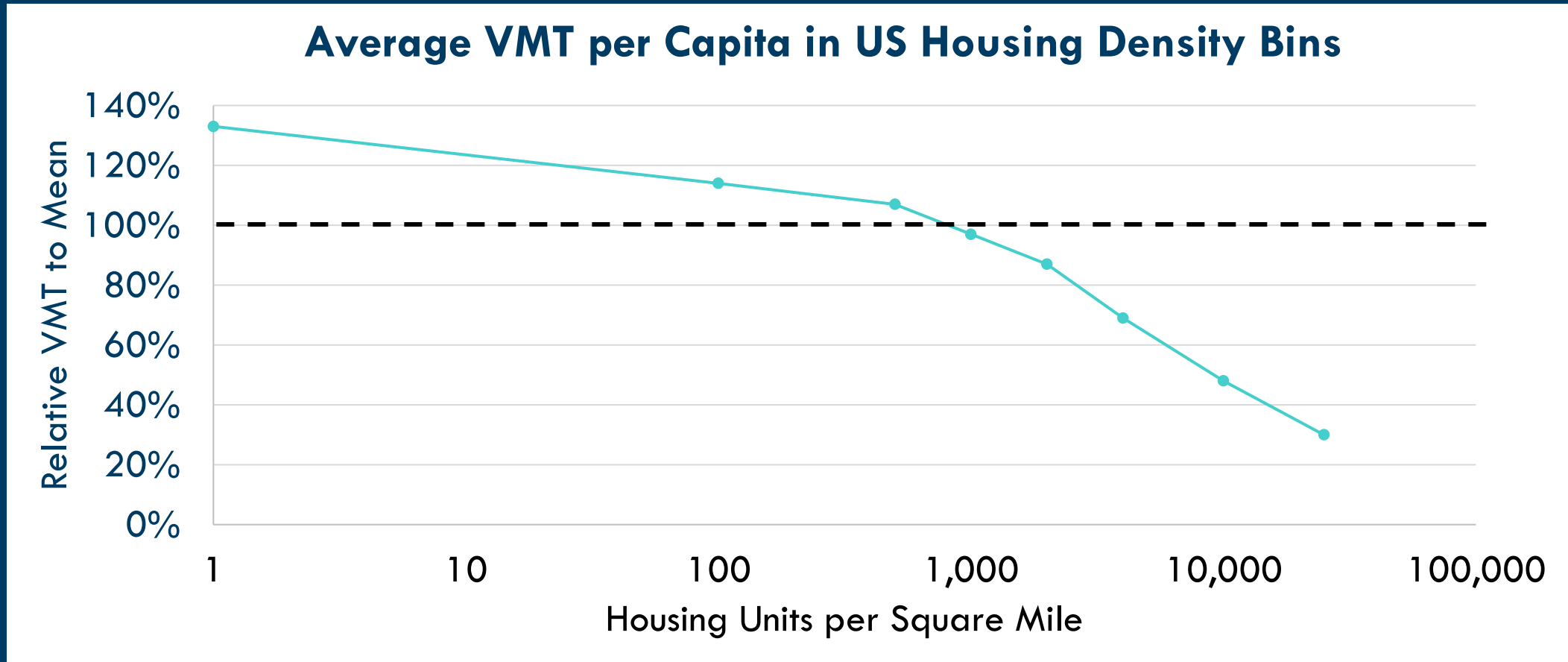
Austin, TX 17%

Phoenix, AZ 21%

Chicago, IL 4%

Albuquerque 33%

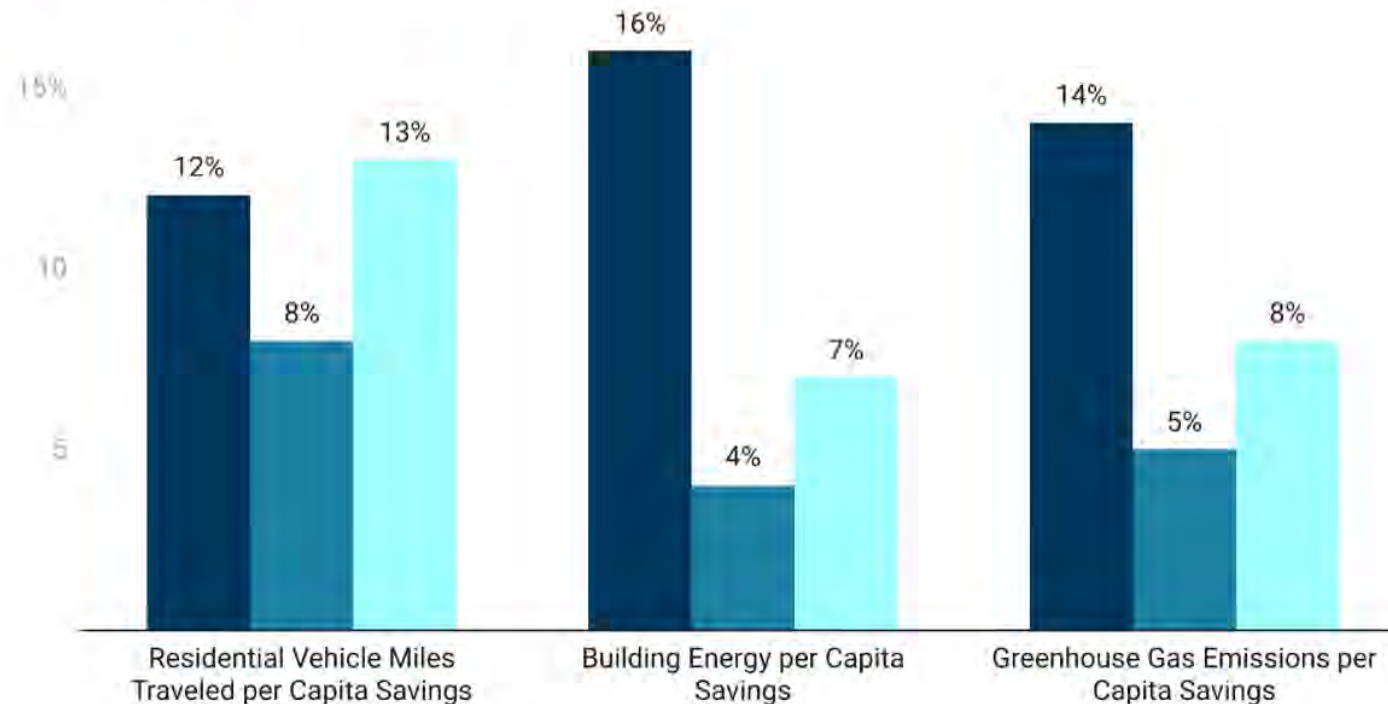
Housing policy also largely determines transportation outcomes



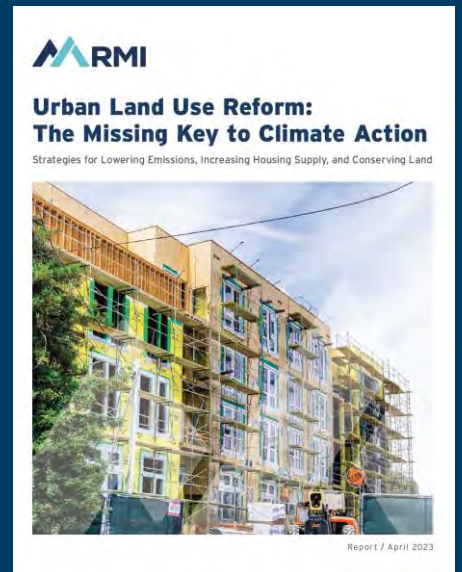
Housing upzoning needed around transit and essential destinations to increase multimodal transport usage + create more affordable units

Total Metro Region Annual Savings from Strategic Land Use Policy Reform in 2040

■ Austin, TX ■ Charlotte, NC ■ Denver, CO



- Reduced VMT ~10%
- Additional savings in:
 - Water
 - Energy
 - Climate
 - Housing
 - Land Conservation



Auburn, ME is a case study in small city zoning reforms

- **Between 2021-2023, Auburn passed several reforms:**
 - Secondary dwelling ordinance
 - Eliminated commercial parking requirements
 - Legalized more duplexes
 - Rezoned 1,700 acres for increased density and mixed use development
 - Reduced permitting fees
- **City saw a spike in permit approvals, with 237 housing units permitted in 2022, up from only 26 in 2021**
- **Builders using unique and underused buildings for housing development**
- **Local developer applied for a mixed-use complex with 1,100 units across 80 acres**



Buffalo, New York eliminated parking minimums to boost mixed-use development



- In 2017, Buffalo enacted its Unified Development Ordinance, or "Green Code"
- First city to eliminate off-street parking minimums citywide
- In the first two years of the reform, the number of off-street parking spaces decreased by 502 spaces
- Reform has since stimulated transit-oriented developments and mixed-used development in the downtown corridor

Minneapolis, MN passed comprehensive land use and housing policies

- In 2019, Minneapolis City Council approved its 2040 Comprehensive Plan, which did the following:
 - Eliminated single-family zoning citywide
 - Allowed the highest-level density in and near downtown
 - Allowed multifamily housing and density on public transit routes
 - Eliminated minimum off-street parking requirements on new developments citywide



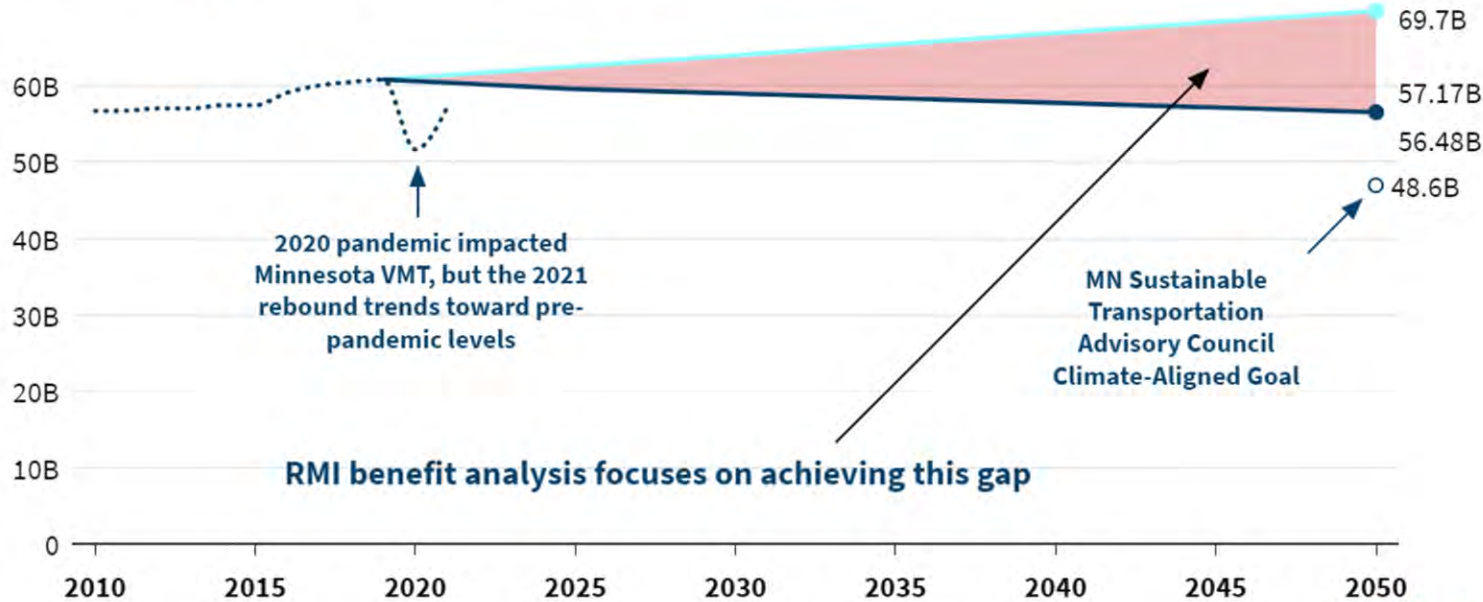
Minnesota HF 2887: VMT target expected to fund multimodal transport + generate \$91 B in benefit

Exhibit 2: MnDOT transportation goals versus business-as-usual projections

Vehicle Miles Travelled, Minnesota

MnDOT has a voluntary goal to reduce Vehicle Miles Travelled (VMT) by 20% per capita by 2050.

..... Historic ■ Business as Usual ● MnDOT Goal

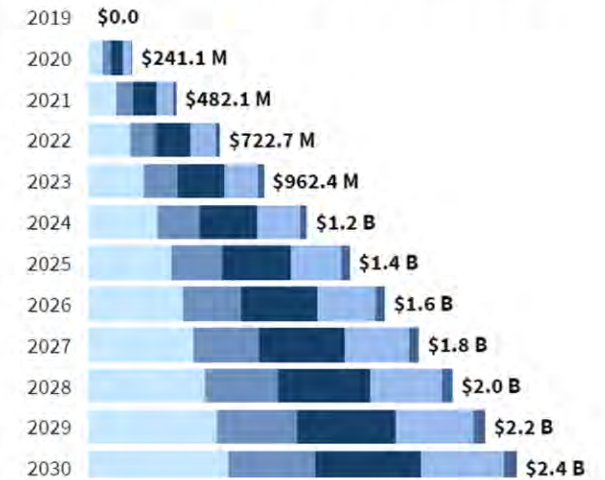


Analysis: Minnesotans would save up to \$91 billion from climate-smart transportation

Cost Savings from Climate-Smart Transportation

If MnDOT met its statewide VMT goal and expanded transportation options, the following savings:

■ Avoided Crash Fatality Costs ■ Avoided Crash Injury Costs ■ Avoided Maintenance Costs ■ Avoided Air Quality Fatality Costs



Take-away: Policies that promote smart growth and housing will maximize benefits of multimodal transportation investments



Model City
Case Studies:

Auburn, ME

Buffalo, NY

Minneapolis, MN

Multimodal Transportation Policy Strategy



Shift investments to expand transportation options

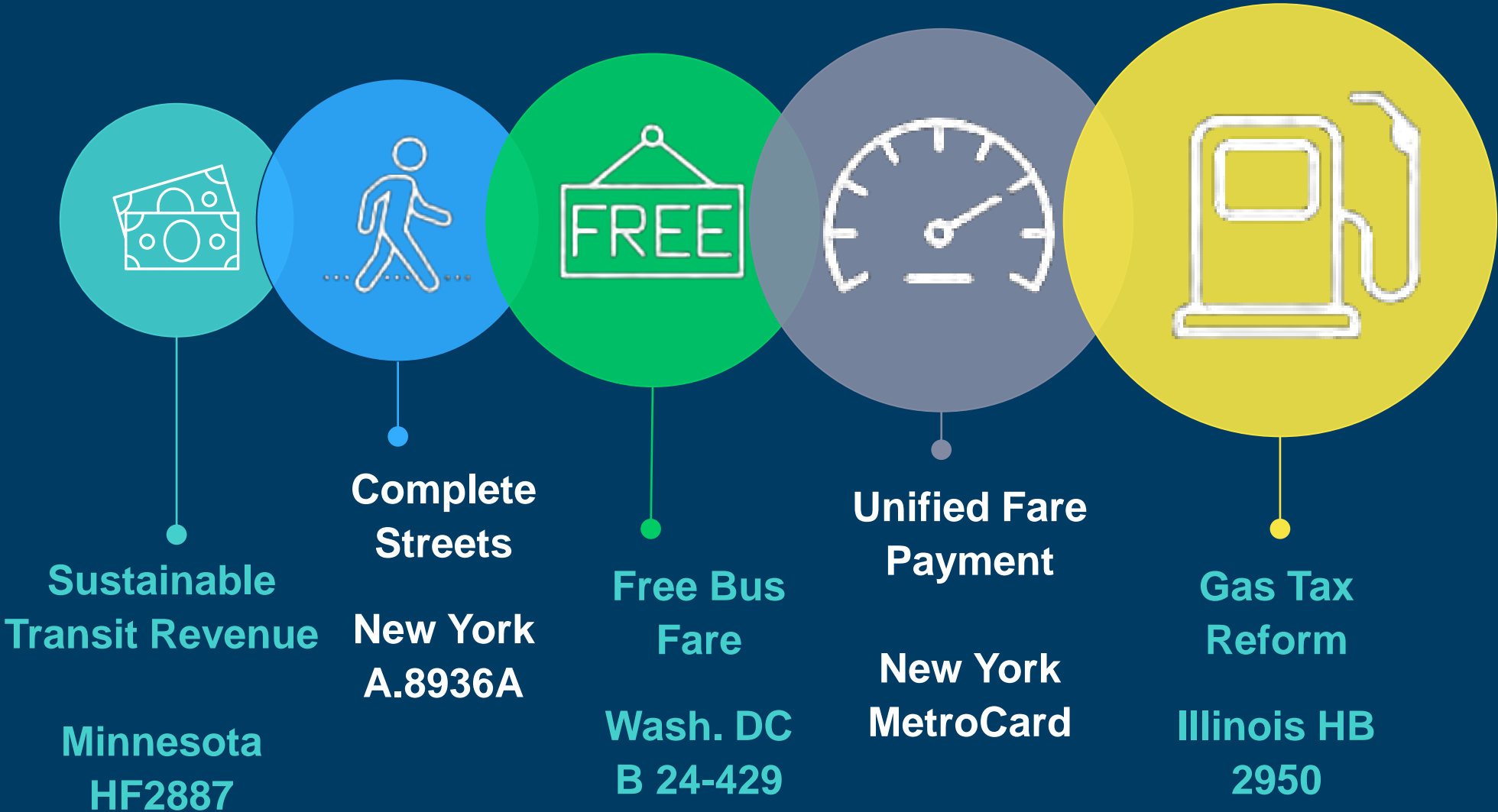


Plan for smart growth in housing & land use



Incentivize more and better mobility options

You can price transportation options differently & nudge commuters towards more efficient modes



E-bike demand and usage has skyrocketed – New Mexico has an opportunity to replace short car trips with new micro mobility options like e-bikes



of car trips in NM
are less than
5.5 miles

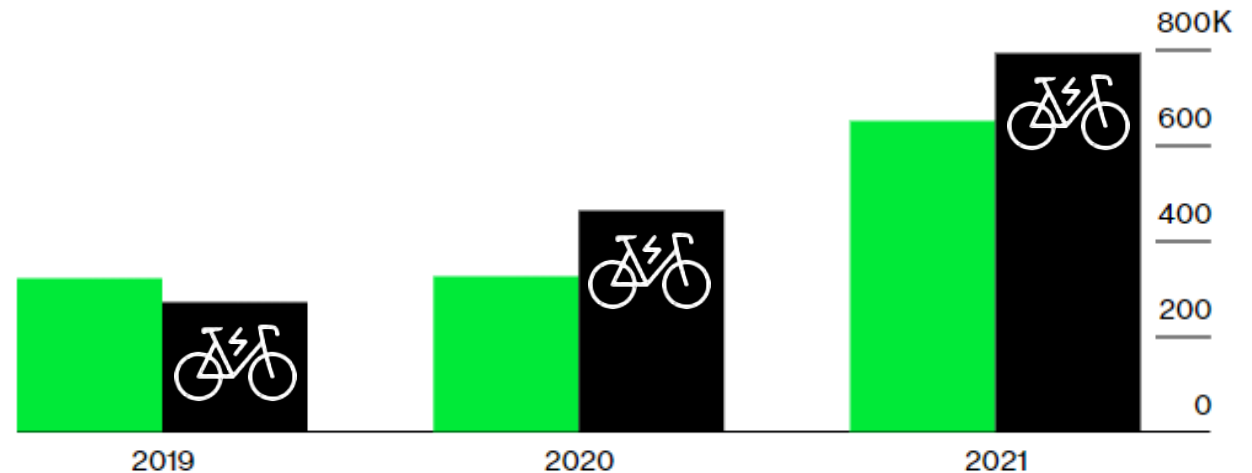
electrek

New Deloitte study puts e-bikes ahead of e-cars as most popular and 'most attractive' electric transportation

E-bikes vs. EVs

Import data shows e-bikes surpassing electric cars in the U.S. market.

■ EVs* ■ E-bikes



Sources: BloombergNEF, Light Electric Vehicle Association

*Includes plug-in hybrids



Widespread e-bike adoption faces challenges...



Lack of safe biking infrastructure



Lack of e-bike rebates and tax incentives



Upfront cost of better-quality e-bikes



Societal attitudes towards e-bikes and preference for automobiles

...but when implemented correctly, e-bike programs unlock many benefits. Denver's program successfully reduced car usage, saved commuters money, and cut climate pollution



RMI analysis found:

- 2,040 Mt reduction in CO₂e emissions
- \$1 million in fuel and maintenance savings for the first year
- Per mile, e-bikes cost nearly 75% less than ICEVs
- 3.4 car trips replaced per week by participants
- Participants biked an average of 26 miles/week

Colorado SB 22-193: Statewide e-bike subsidy expanded on Denver success w/ equity emphasis

- \$1,000 for e-bike & \$1,500 for cargo e-bike if less than 80% AMI
- Up to \$500-\$900 for all other residents
- Capped at \$12 million, to be expanded in future iterations



Durango, CO providing e-bike rebates to residents and students through city and state funding



- Income-qualified rebate: \$500 to \$1,500 depending on income level
- General applicants: \$300 rebates at locally participating stores / \$150 rebate at non-participating stores, including online
- City using \$50,000 to fund the program:
 - \$25k allocated by Durango City Council through arts & culture tax fund
 - \$25k received through CO DOT Innovative Mobility Office

Pueblo County, CO launching a loan-to-own pilot program

- e-Cycle to Own Program: Pilot providing 42 low-income essential workers with e-bikes
- Program will be administered by Pueblo County under two years of data gathering, monitoring & evaluation
- Launched as a partnership between Pueblo County, Pueblo West Metropolitan District, and local non-profit organizations



Pueblo County e-Cycle to Own Program

E-bike calculator – RMI tool can help design your transportation rebate programs.

- Calculator analyzes impact of switching car trips under five miles to e-bikes in urban environments
- Designed to help city officials and planners understand the benefits of e-bikes, rebate programs, and bike infrastructure from a climate and economic perspective
- Current version includes scenarios & data for Albuquerque + Sante Fe

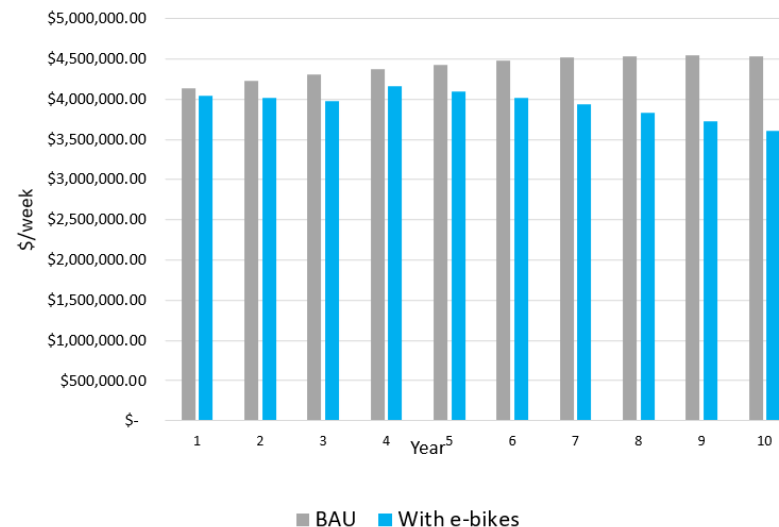
Impacts of a city-wide vehicle trip replacement goal for Albuquerque, NM

Assumptions and Notes

1. The analysis assumes that the e-bike is used for two trips per day, or used 14 times total in a week.
2. The scenario assumes 18,640 e-bikes added per year and that each bike is used for 31 miles per week, or 2.2 miles per trip (Denver's e-bike rebate program saw an average of 26 miles biked per week per person).
3. BAU on this tab refers to "Business-as-Usual." BAU assumes that vehicles are used to continue driving short vehicle trips, rather than being replaced with another mode.

Economic Impacts

Weekly Cost of 5 Mile Trips



In ten years, the selected e-bike trip conversion will result in 21% lower costs for fuel and maintenance over continuing to use vehicles for trips originating within the city limits of Albuquerque, NM.

Per person who gets an e-bike in this analysis, each person could save at least \$239.93 on average per year. These savings would come from a reduction in vehicle fuel costs and vehicle maintenance costs. Some individuals might be able to get rid of a second or third vehicle if e-biking is a safe and viable alternative.

Take-away: New Mexico can incentivize more & better mobility options w/ new programs and pricing



Model City Programs:

Denver, CO Rebates

Durango, CO Rebates

Pueblo County, CO
e-Cycle to Own Program

More case studies available at the [Axios e-bike incentive program map](#).

Multimodal Transportation Policy Strategy



Shift investments to expand transportation options



Plan for smart growth in housing & land use



Incentivize more and better mobility options

There are tremendous health, safety & economic benefits to **expanding multimodal transportation options.**

Albuquerque can unlock these benefits now by adopting **innovative city policies** today

Questions:

Jackie Lombardi
jlombardi@rmi.org
Miguel Moravec
mmoravec@rmi.org

Utah HB-462: Mountain state gives cities menu of reforms to promote smart growth, including:



- Lower parking minimums
- Convert unused retail to mixed-use near transit corridors (TOD)
- Allowing ADU's
- City-owned affordable housing

Note: Cities that don't meet housing targets run risk of losing highway funds

Bipartisan!

Parametrix

ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

ALAMEDA DRAIN TRAIL PROJECT



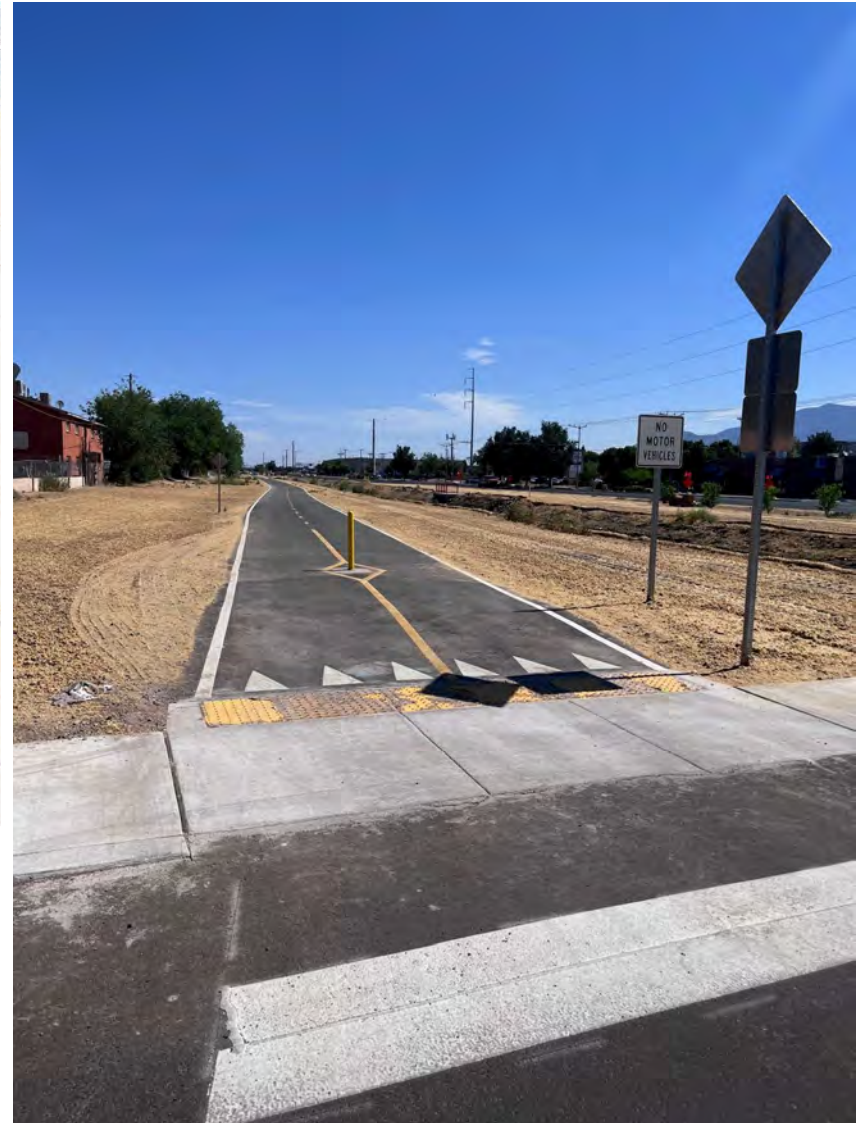
ALAMEDA DRAIN TRAIL PHASE 5

11-13-2023

EXISTING TYPICAL SECTION



CONSTRUCTED TYPICAL SECTION



PROJECT OVERVIEW

ALAMEDA DRAIN & TRAIL PHASE 5

Trail typical section will provide a 12' trail with 2' shoulders on both sides.

Project design includes a pedestrian bridge over the Alameda Drain, south of Garfield Middle School.

Pipe gates, bollards, and landscape boulders will be used to restrict access on the trail.

Landscaping at various locations along the trail.

Project design includes a pedestrian bridge over the Alameda Drain that crosses users from the west side of the drain to the east side of the drain. The location of the pedestrian bridge is placed at this location to maximize the available space adjacent to the Alameda drain.

Speed tables will be used at minor street crossings to alert drivers of the trail crossing.

PHASE 4: Under Design with Bernalillo Co.

PHASE 3: Under Construction

PHASE 2: Completed

PHASE 1: Completed

PHASE 5: Under Design with City of Albuquerque

Garfield Middle School

Matthew Ave.

12th St.

4th St.

Indian School Rd.

Rio Grande Blvd.

Alameda Drain

Alameda Drain Trail

ONE ALBUQUERQUE

Alameda DRAIN & TRAIL

WESTON

AMAFCA

Parametrix

FINISHED PHOTOS



FINISHED PHOTOS



FINISHED PHOTOS



FINISHED PHOTOS

