



# *Proposed Bikeway Project Evaluation Process for the City of Albuquerque*

**Greater Albuquerque Bicycling Advisory Committee**

February 8, 2021



# Purpose/Benefits of Evaluation Process

- Objective, transparent tool for prioritizing bikeway projects
- Flexible process that can be applied to a variety of project types
- Support Vision Zero and other City policy objectives
- Consider project benefits alongside project cost and technical feasibility



# Application of Bikeway Project Evaluation Process

- GABAC Priority Gap Closure Projects
  - List of 14 projects developed January 2019
  - Originally identified in the Bikeways & Trails Facilities Plan
- I-25 Bicycle Accessibility Study
  - Evaluated crossings from Menaul Blvd to Tramway Blvd
  - Considered feasibility of projects identified in LRBS
  - Project recommendations



# Evaluation Criteria

- Consider range of **project benefits**
  - Mix of quantitative and qualitative criteria
  - Apply weighting factors to highlight key criteria
1. Facility Improvements
  2. Connectivity
  3. Safety
  4. Current Level of Use
  5. Transportation Equity
  6. Land Use Context



# Criteria #1: Facility Improvements

## Purpose

- Evaluate change in bicyclist user comfort level
- Contrast existing conditions against proposed improvements

## Methodology

- Bicycle Level of Service Analysis:
  - Projects rated on scale from A to F
  - Inputs include bikeway infrastructure type and roadway conditions



# Criteria #2: Connectivity

## Purpose

- Highlight projects that provide connections between bicycle routes and access to key destinations
- Prioritize projects that fill in gaps in the network

## Methodology

- Network improvements
  - Fills a gap in the network
  - New connections to existing routes
  - Access underserved areas
  - Improved existing route
- Access to major destinations (schools, parks, community centers, cultural sites etc.)



# Criteria #3: Safety

## Purpose

- Highlight projects that provide new or improved facilities where high crash rates are observed
- Enhanced bikeways are likely to improve safety outcomes

## Methodology

- Project location along the High Fatal and Injury Network
- Rate of vehicle crashes along the corridor
- Rate of bicyclist-involved crashes along the corridor



# Criteria #4: Current Level of Use

## Purpose

- Consider benefits of bikeway improvements to existing users
- Ideal projects are located along facilities with low levels of user comfort and high levels of current users

## Methodology

- Average monthly Strava users
- MRCOG bicycle counts, where available



# Criteria #5: Equity

## Purpose

- Providing quality transportation infrastructure for all residents improves access to jobs and services and supports healthy lifestyles
- Consider project location and characteristics of area residents

## Methodology

- Vulnerable Communities metric (identified for Vision Zero efforts)
- Considerations for the project area include:
  - Median household income
  - Vehicle ownership rates compared to City average



# Criteria #6: Land Use Context

## Purpose

- Highlight projects that support development goals from the Comprehensive Plan
- Support multi-modal infrastructure in critical locations
- Create additional transportation options

## Methodology

- Project located in or provides access to a designated Center
- Employment activity within 1-mile buffer of project area



# Other Considerations: Technical/Engineering Feasibility

- Consider issues or obstacles that may prevent implementation
- Important to contrast feasibility against project benefits
- Projects may be high benefit, but technically challenging
- Qualitative assessment – Low, Medium, High



# Other Considerations: Project Cost

- Project cost is a major consideration in project development and can be a significant constraint
- Costs can be contrasted against project benefits
- Magnitude of costs assessment – Low, Medium, High



# Summary: Project Benefits vs. Other Considerations

- Provide means for decision-making based on multiple factors
- Important to recognize that projects may be pursued depending on feasibility as well as benefits

	Overall Project Benefits	Project Costs	Technical Feasibility
<i>Project 1</i>	Green	High	Medium
<i>Project 2</i>	Yellow	Low	High
<i>Project 3</i>	Green	High	Low
<i>Project 4</i>	Green	Low	High
<i>Project 5</i>	Yellow	Medium	High





# Weighting Exercise

- GABAC and staff input to determine which **project benefits** criteria should be weighted most heavily
- Adjustment factors to be applied to project scores and shared in next GABAC meeting (April 2021)



# Questions

- Debbie Bauman – [dbauman@cabq.gov](mailto:dbauman@cabq.gov)
- Terra Reed – [treed@cabq.gov](mailto:treed@cabq.gov)
- Aaron Sussman – [asussman@bhinc.com](mailto:asussman@bhinc.com)





# *Update on the Bikeway Project Evaluation Process for the City of Albuquerque*

Greater Albuquerque Bicycling Advisory Committee

May 10, 2021



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# Project Scope/Purpose

- Create flexible and object evaluation process that can be applied to a variety of project types
- Evaluate project benefits and technical feasibility of proposed bikeway projects
- Apply evaluation process to recommendations from the I-25 Bicycle Accessibility Study and GABAC Priority Gap Closure list.



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# Progress to Date

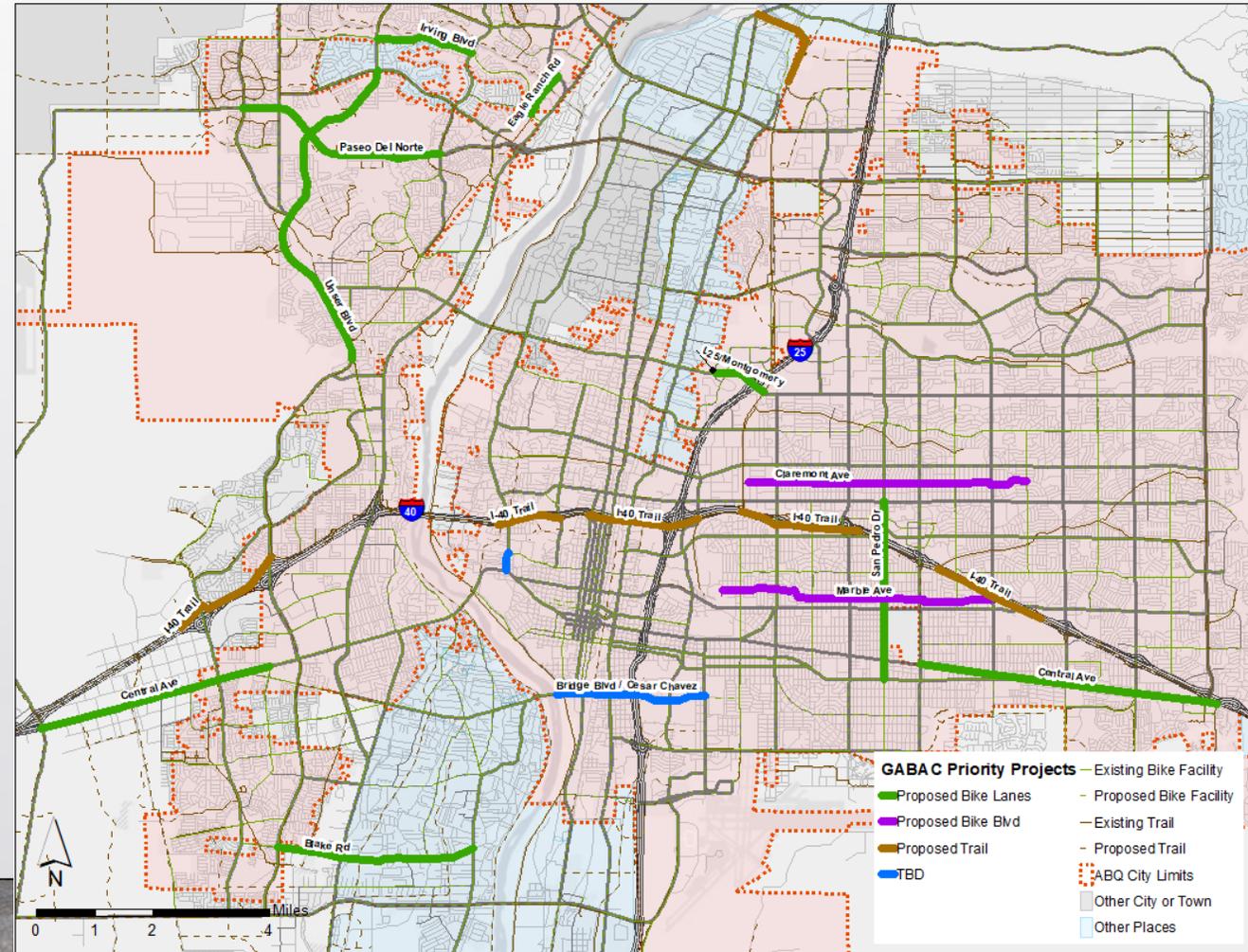
- **Last Meeting (February)**
  - Introduced concept of evaluation criteria
  - Weighting exercise
- **Today**
  - Review criteria and definitions
  - Proposed methodology
- **Next Meeting (likely in July)**
  - Project rankings



# Application of Bikeway Project Evaluation Process

## GABAC Priority Gap Closure Projects

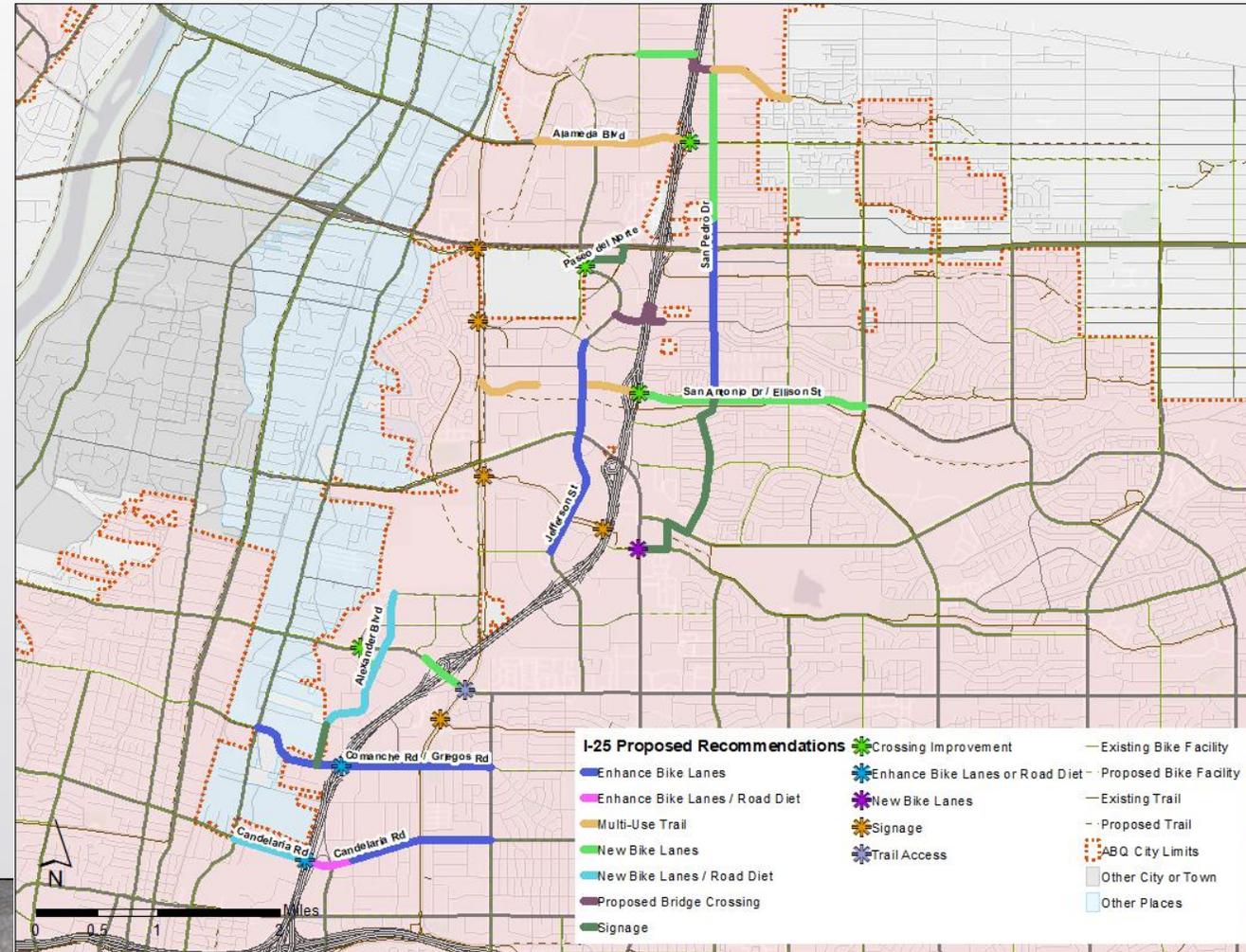
- List of 14 projects developed January 2019
- Originally identified in the Bikeways & Trails Facilities Plan



# Application of Bikeway Project Evaluation Process

## I-25 Bicycle Accessibility Study

- Evaluated crossings from Menaul Blvd to Tramway Blvd
- Considered feasibility of projects identified in the Long Range Bikeway Systems
- Initial project recommendations



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# Evaluation Criteria

- Consider overall project benefits
- Mix of quantitative and qualitative criteria
- Apply weighting factors to highlight key criteria

- 1. Facility Improvements**
- 2. Connectivity**
- 3. Safety**
- 4. Current Level of Use**
- 5. Transportation Equity**
- 6. Land Use Context**





# General Methodology/Status Updates

## 1. Project benefits

- Finalizing evaluation methodology
- Assessments for more than three dozen projects

## 2. Technical feasibility – underway

## 3. Magnitude of costs – underway



# Results from GABAC Weighting Exercise

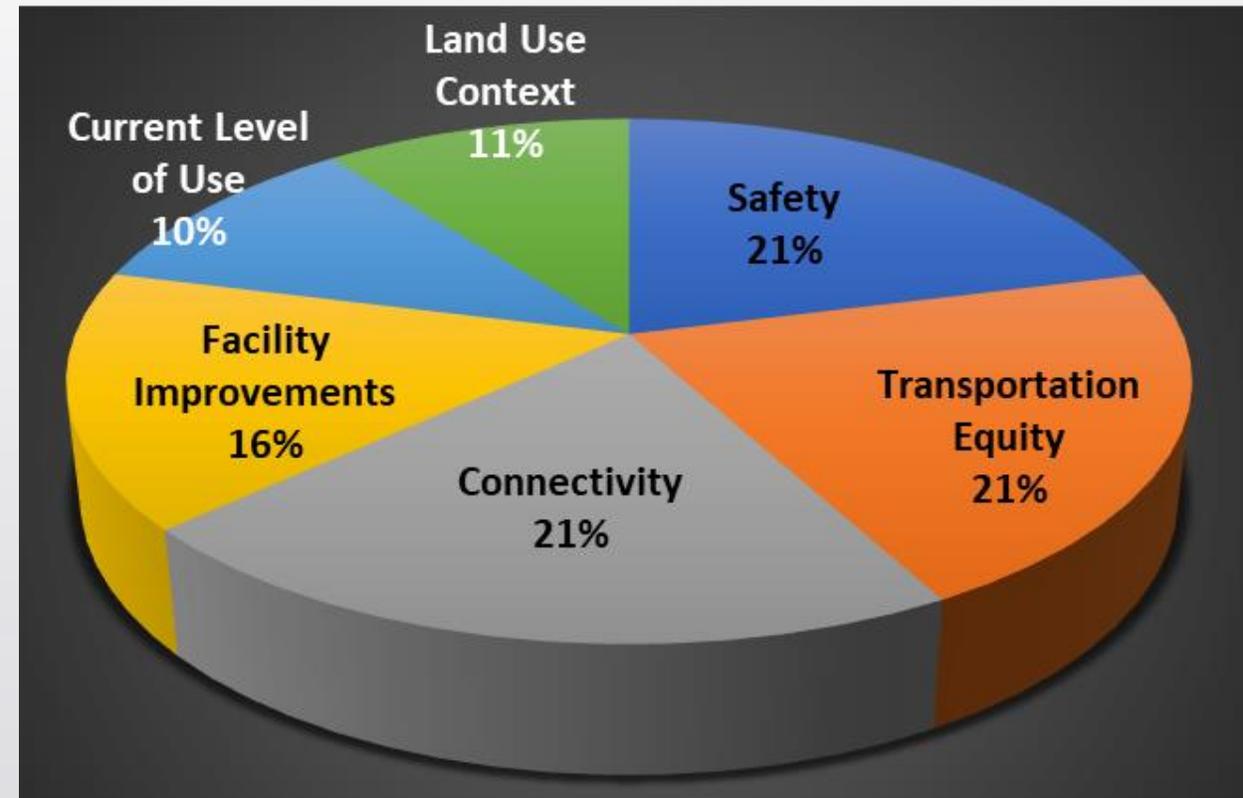
	Count	Percent
Safety	14	82.4%
Transportation Equity	13	76.5%
Connectivity	13	76.5%
Facility Improvements	6	35.3%
Current Level of Use	3	17.6%
Land Use Context	2	11.8%
<b>TOTAL</b>	<b>17</b>	

- GABAC and staff provided input on **project benefits** criteria that should be weighted most heavily
- Adjustment factors to be applied to project scores



# Point Distribution by Category

	Initial Points	Adjustment Factor	Maximum Score	Points Share
Safety	4	2	8	21.1%
Transportation Equity	4	2	8	21.1%
Connectivity	4	2	8	21.1%
Facility Improvements	4	1.5	6	15.8%
Current Level of Use	4	1	4	10.5%
Land Use Context	4	1	4	10.5%

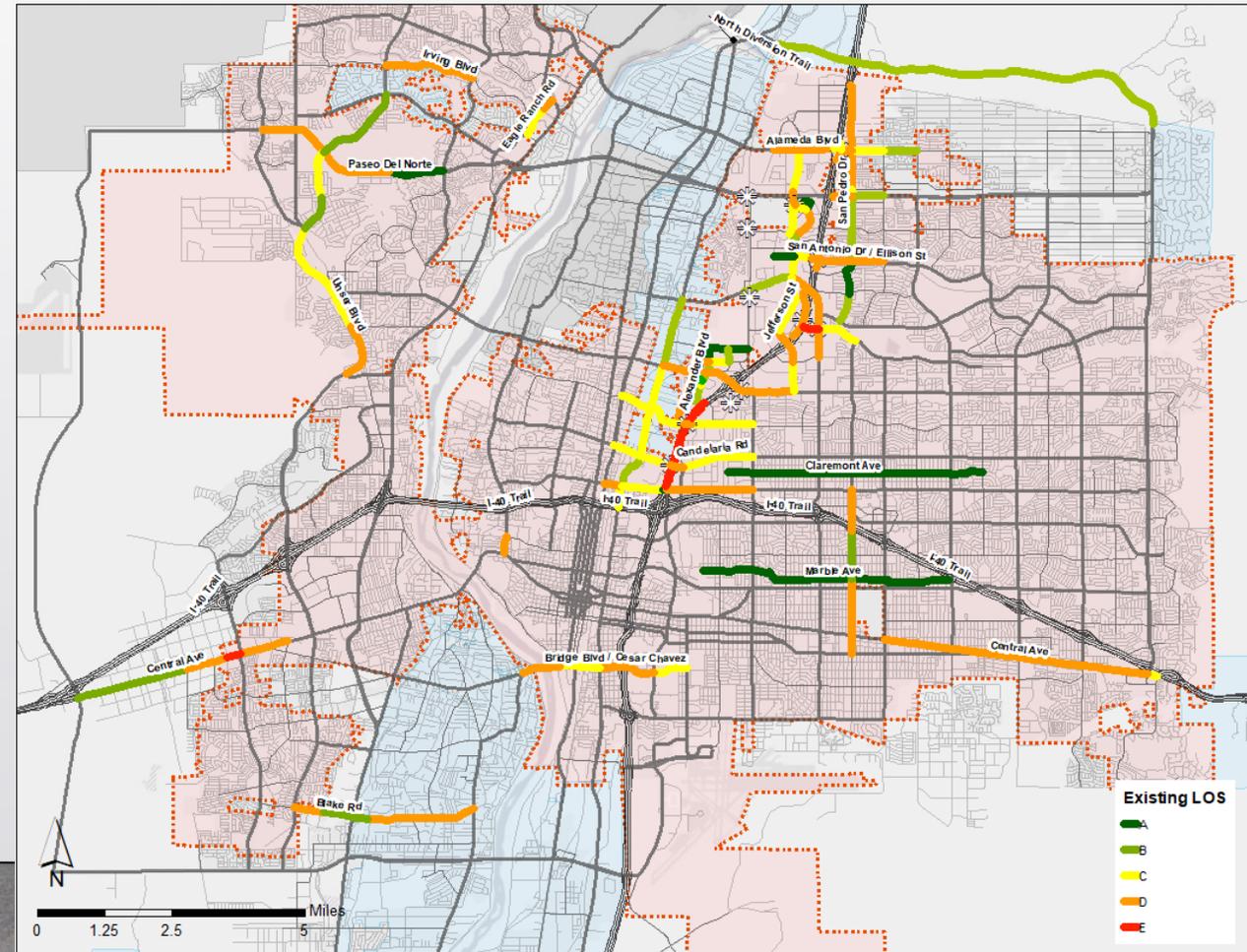


# Criteria #1: Facility Improvements

Existing LOS

## Methodology

- Points awarded based on the *difference* between existing and proposed facility
- Evaluate new facilities AND change in bicycle LOS (contrast existing versus proposed)





## Criteria #2: Connectivity

Component	Scoring Considerations (Points)
<b>Network Improvements</b>	<ul style="list-style-type: none"><li>• Fills in a gap in the network</li><li>• New connections to existing routes</li><li>• Access underserved areas</li><li>• Improved existing route</li></ul>
<b>Access to Key Destinations</b>	<ul style="list-style-type: none"><li>• Direct access</li><li>• Project within proximity of key destination(s)</li></ul>

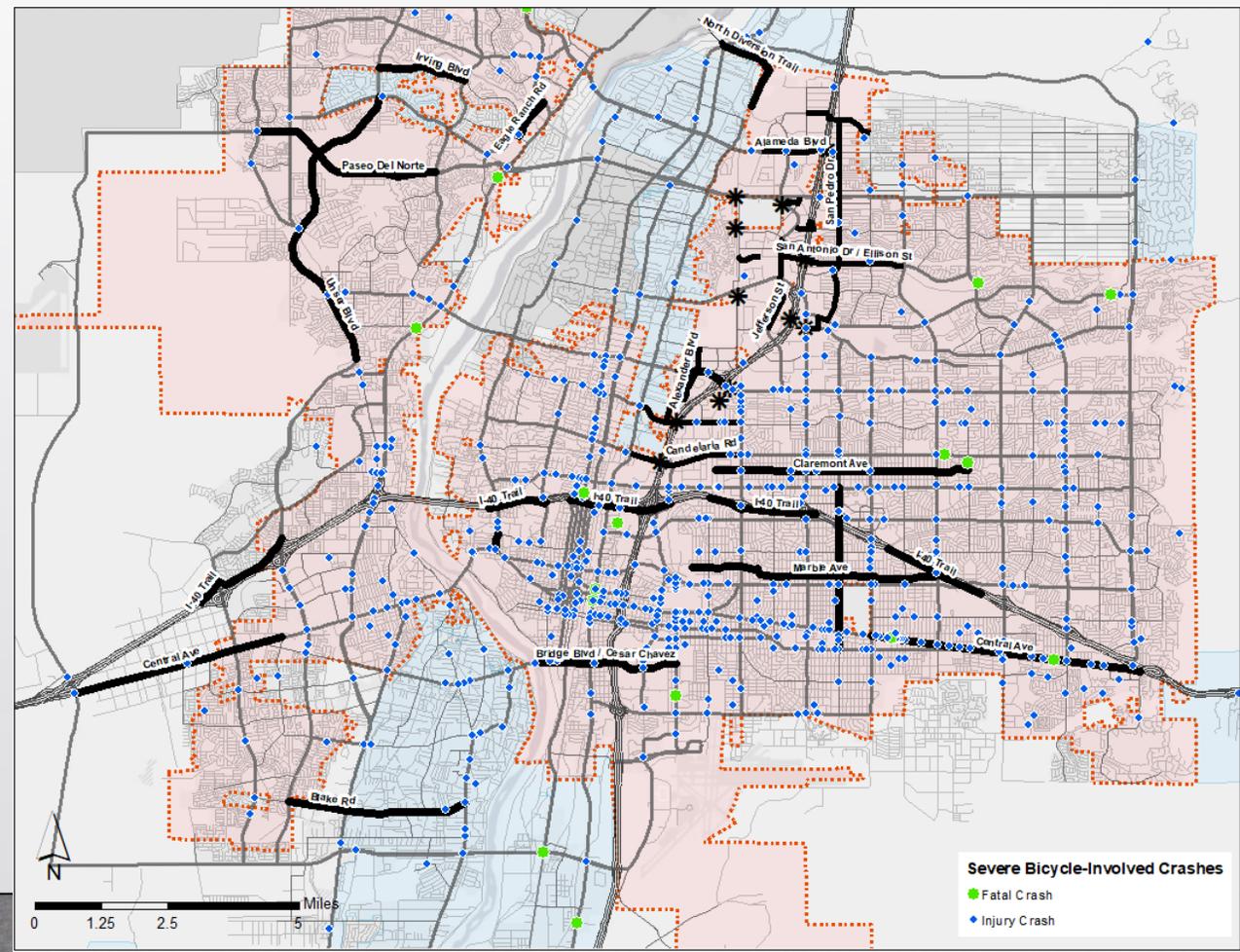
### Key destinations:

- Schools (public and private)
- Universities (UNM, CNM, private)
- Community Centers
- Medical Facilities
- Parks / Open Space
- Museums
- Libraries
- National Historic Districts
- Main Streets

# Criteria #3: Safety

Component	Scoring Considerations (Points)
<b>High Fatality Injury Network</b>	<ul style="list-style-type: none"> <li>• Project location along the High Fatal and Injury Network</li> <li>• Number of points depends on level of severity</li> </ul>
<b>Bicyclist-Involved Crashes</b>	<ul style="list-style-type: none"> <li>• Total number of crashes</li> <li>• Fatal crashes</li> </ul>

*Note: Apply default point values for trail projects*



# Criteria #4: Current Level of Use

## Purpose

- Consider benefits of bikeway improvements to existing users
- Ideal projects are located along facilities with low levels of user comfort and high levels of current users

## Methodology

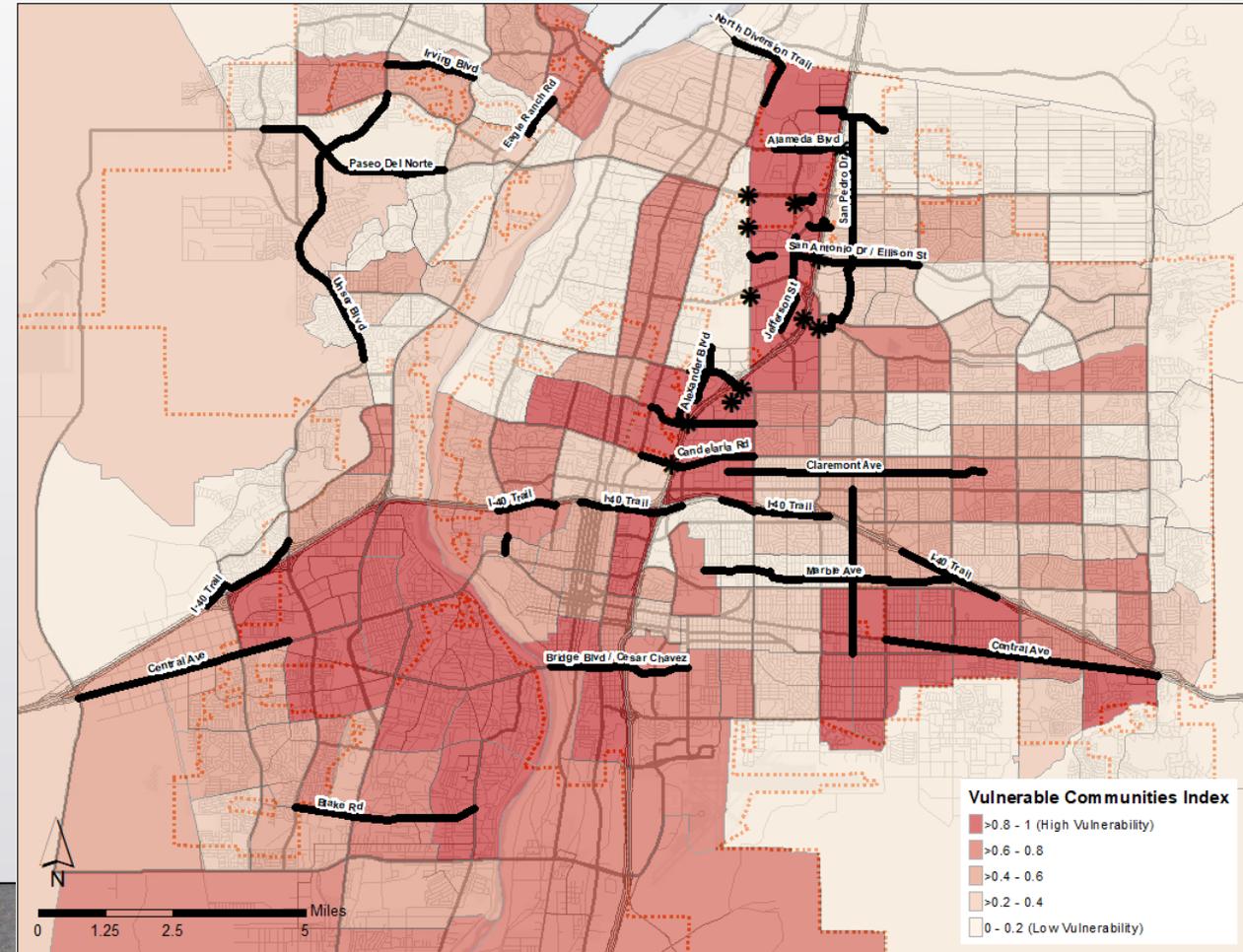
- Average monthly Strava users
- MRCOG bicycle counts, where available
- Apply adjustment factors to Strava data to allow for comparison with MRCOG data
- Default point values for new trails



# Criteria #5: Equity

## Methodology

- Based on Vulnerable Communities metric (identified for Vision Zero efforts)
- Calculate the average score across project area



# Criteria #6: Land Use Context

Component	Scoring Considerations (Points)
<b>Comprehensive Plan Center Designation</b>	<ul style="list-style-type: none"><li>• Direct access to a Center</li><li>• Within a proximity of a Center</li></ul>
<b>Activity Density</b>	<ul style="list-style-type: none"><li>• Housing plus employment density within a radius of the project area</li></ul>





# Next Steps

## Technical/Engineering Feasibility

- Consider issues or obstacles that may prevent implementation
- Project may be high benefit, but technically challenging
- Qualitative assessment – Low, Medium, High

## Magnitude of Costs

- Consideration in project development and can be a significant constraint
- Projects may be high benefit, but high cost
- Qualitative assessment – Low, Medium, High

	Overall Project Benefits	Project Costs	Technical Feasibility
<i>Project 1</i>	Green	High (Red)	Medium (Yellow)
<i>Project 2</i>	Yellow	Low (Green)	High (Green)
<i>Project 3</i>	Green	High (Red)	Low (Red)
<i>Project 4</i>	Green	Low (Green)	High (Green)
<i>Project 5</i>	Yellow	Medium (Yellow)	High (Green)

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# Questions?

- Debbie Bauman – [dbauman@cabq.gov](mailto:dbauman@cabq.gov)
- Terra Reed – [treed@cabq.gov](mailto:treed@cabq.gov)
- Aaron Sussman – [asussman@bhinc.com](mailto:asussman@bhinc.com)
- Bradyn Nicholson – [bnicholson@bhinc.com](mailto:bnicholson@bhinc.com)





# *Preliminary Results from the Bikeway Project Evaluation Process for the City of Albuquerque*

Greater Albuquerque Active Transportation Committee

August 9, 2021



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# Project Scope/Purpose

- Create flexible and objective evaluation process that can be applied to a variety of project types
- Evaluate project benefits and technical feasibility of proposed bikeway projects
- Apply evaluation process to recommendations from the I-25 Bicycle Accessibility Study and GABAC Priority Gap Closure list





# Progress to Date

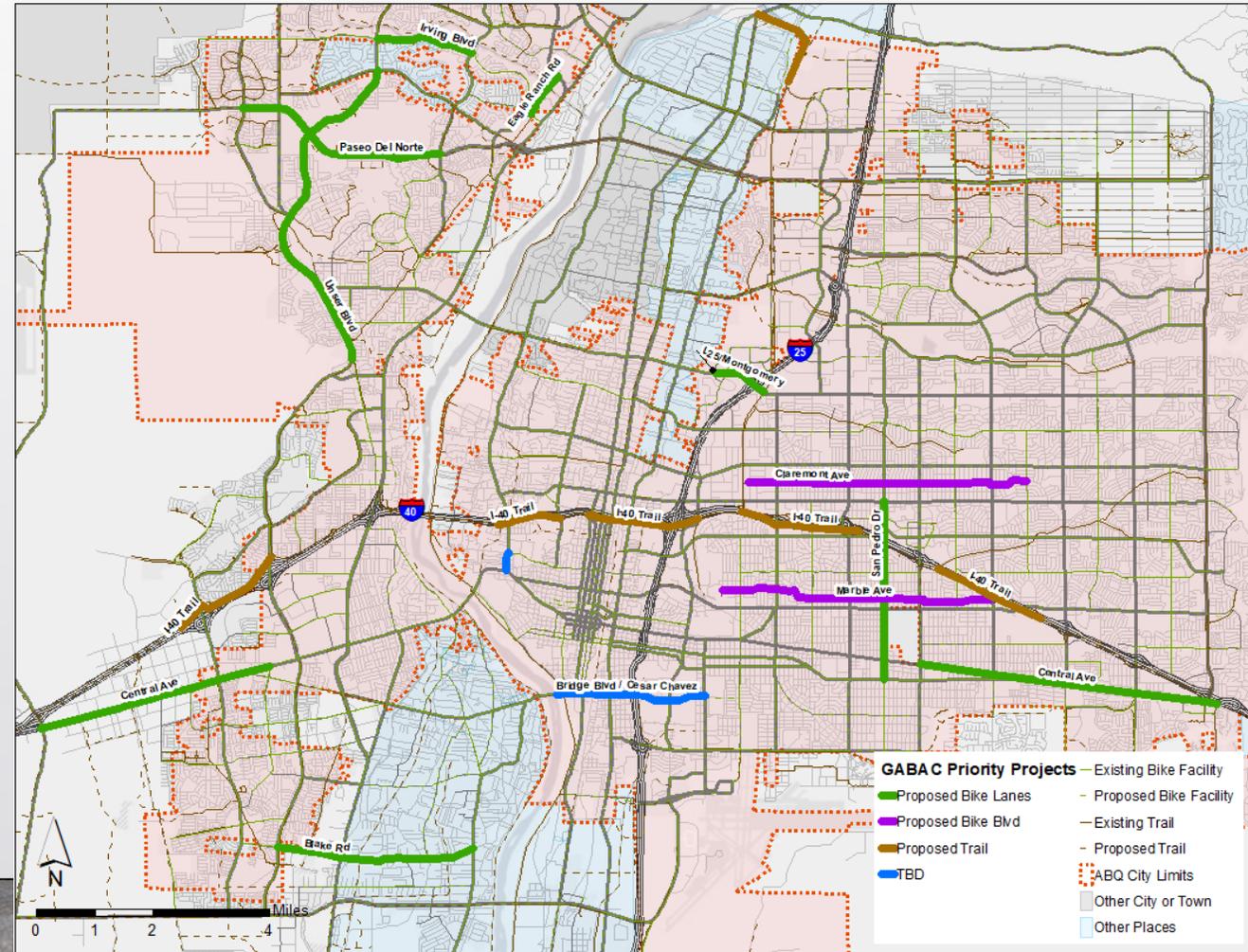
- **February**
  - Introduced concept of evaluation criteria
  - Weighting exercise
- **May**
  - Review criteria and definitions
  - Proposed methodology
- **Today**
  - DRAFT Project rankings



# Application of Bikeway Project Evaluation Process

## GABAC Priority Gap Closure Projects

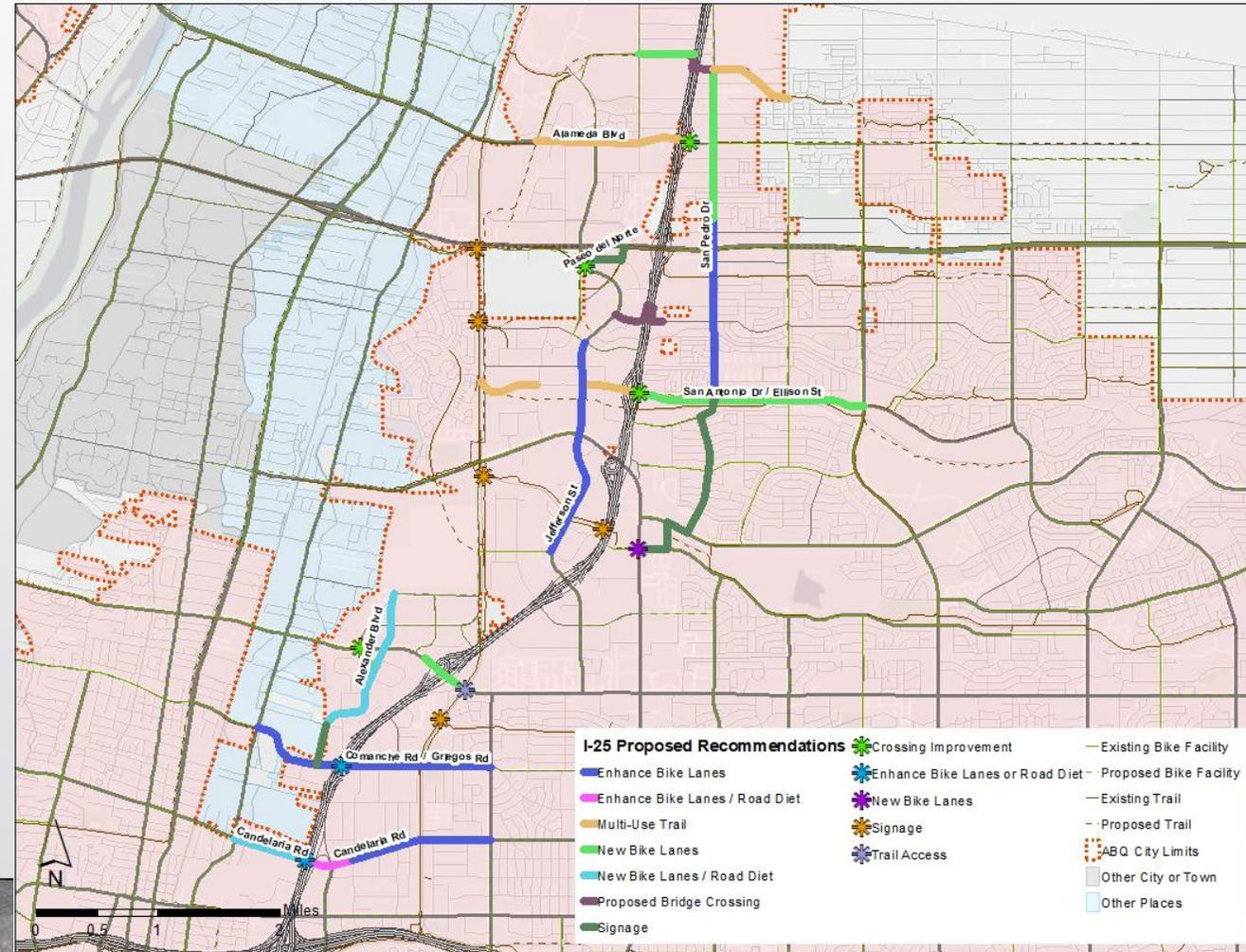
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- Originally identified in the Bikeways & Trails Facilities Plan



# Application of Bikeway Project Evaluation Process

## I-25 Bicycle Accessibility Study

- Evaluated crossings from Menaul Blvd to Tramway Blvd
- Considered feasibility of projects identified in the Long Range Bikeway System
- Initial project recommendations



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# Considerations for Evaluation

- **Project Benefits** – Quantitative score for each criterion are summarized; projects assigned a designation from low to high
- **Magnitude of Cost** – Qualitative, based on engineering judgment
- **Technical Feasibility** – Qualitative, based on engineering judgment





# Project Benefits Evaluation Criteria

- Consider overall project benefits
- Mix of quantitative and qualitative criteria
- Apply weighting factors to highlight key criteria

- 1. Facility Improvements**
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- 3. Safety**
- 4. Current Level of Use**
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# Results from GABAC Weighting Exercise

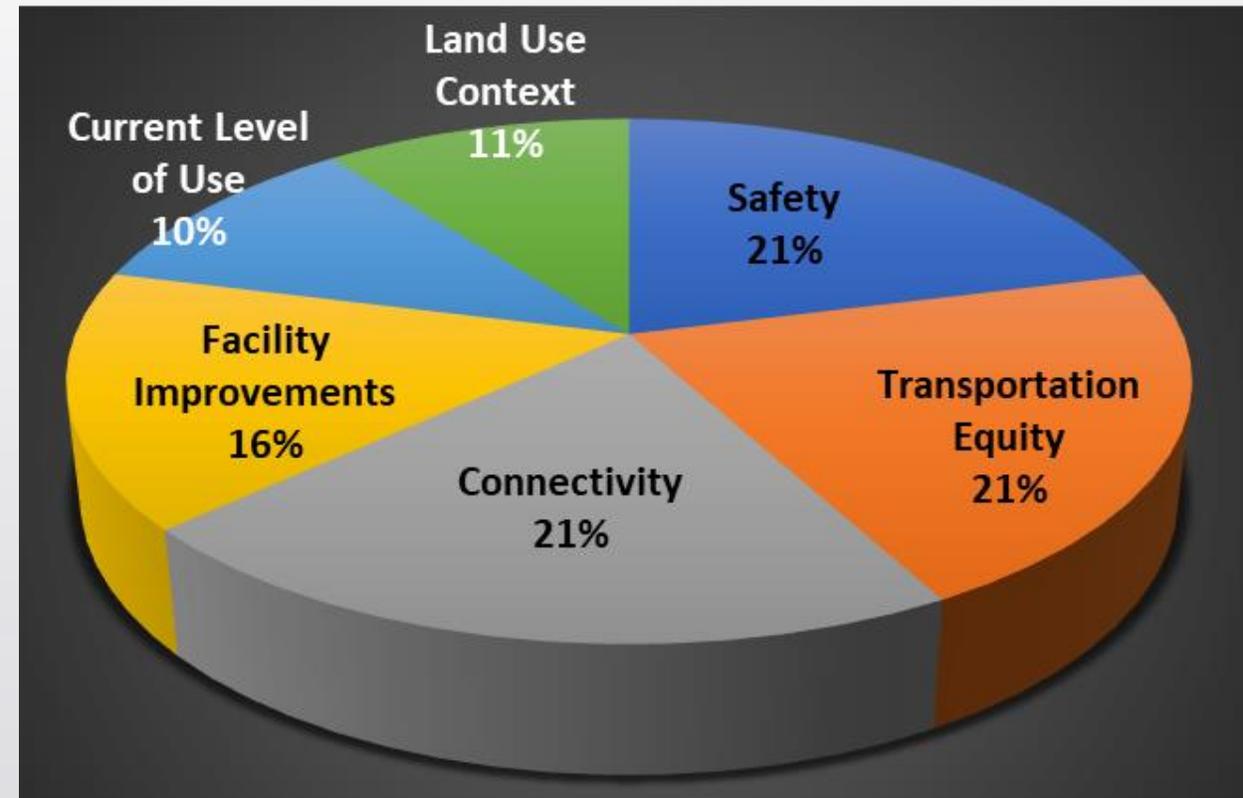
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Facility Improvements	4	1.5	6	15.8%
Current Level of Use	4	1	4	10.5%
Land Use / Employment	4	1	4	10.5%



# Technical/Engineering Considerations

## Technical/Engineering Feasibility

- Consider issues or obstacles that may prevent implementation
- Project may be high benefit, but technically challenging
- Qualitative assessment – Low, Medium, High

## Magnitude of Costs

- Consideration in project development and can be a significant constraint
- Projects may be high benefit, but high cost
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# How to Use Bikeways Rankings

- **Approach #1:** Provide guidance so that projects can be selected based on available budget
- **Approach #2:** City may consider priorities and the magnitude of funding required to address those priorities
- Project lists may be sorted by each category:
  - Project Benefits
  - Technical Feasibility
  - Magnitude of Costs
- Be aware of projects with multiple phases or components – may be beneficial to implement them all together



# Top 5 Projects from I-25 Bicycle Accessibility Study

Source	Project / Location	Termini	Improvement Type	Existing Facilities	Summary Score	Project Benefits	Technical Feasibility	Magnitude of Cost
I-25 Study	San Diego Ave / La Cueva Waterway	San Pedro Dr to San Mateo Blvd	Multi-Use Trail	None	28	High	High	Medium-High
I-25 Study	San Antonio Dr / Ellison St	Washington St to North Diversion Channel	Multi-Use Trail	None	27.5	High	Medium	Medium-High
I-25 Study	San Francisco Rd	I-25 crossing and adjacent road network	Proposed Bridge Crossing	None	27	High	Medium	(Extremely) High
I-25 Study	Bear Canyon Arroyo	Both sides of San Mateo Blvd along Osuna Rd	New Bike Lanes	Bike Lanes / None	27	High	High	Low
I-25 Study	Alameda Blvd	Museum Dr to NB Frontage Rd	Multi-Use Trail	None	26	High	High	Medium



# Top 5 Projects from GABAC Bike Gap Closure List

Source	Project/Location	Termini	Improvement Type	Existing Facilities	Summary Score	Project Benefits	Technical Feasibility	Magnitude of Cost
GABAC	San Pedro Dr	Zuni Rd to Menaul Blvd	Buffered Bike Lanes	Buffered Bike Lanes / None	29.5	High	High	Low-Medium
GABAC	Bridge Blvd / Cesar Chavez	Rio Grande to Yale Blvd	TBD	Bike Lanes / None	27.5	High	Medium	Low-Medium
GABAC	East Central Ave	Louisiana Blvd to Tramway Blvd	Buffered Bike Lanes	None	27	High	High	Low-Medium
GABAC	I-40 Trail	Segment D: East of Lomas Blvd to West of Pennsylvania Rd	Trail	None	26	High	Low	High
GABAC	Claremont Ave	Richmond Dr to Moon St	Bike Blvd	Bike Route	25.5	High	High	Low-Medium



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## Next Steps

- Review/refine process
- Documentation – in progress – report with methodology and complete scoring to be submitted to City staff and MRCOG
- Process can be applied broadly to other proposed bikeway facilities



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# Questions?

- Debbie Bauman – [dbauman@cabq.gov](mailto:dbauman@cabq.gov)
- Terra Reed – [treed@cabq.gov](mailto:treed@cabq.gov)
- Karen Aspelin – [kaspelin@maxgreenengineers.com](mailto:kaspelin@maxgreenengineers.com)
- Bradyn Nicholson – [bnicholson@bhinc.com](mailto:bnicholson@bhinc.com)
- Aaron Sussman – [asussman@bhinc.com](mailto:asussman@bhinc.com)





# ***Bikeway Evaluation Process: Low-Cost High Feasibility Projects***

Greater Albuquerque Active Transportation Committee

October 18, 2021

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# Purpose of Evaluation Process

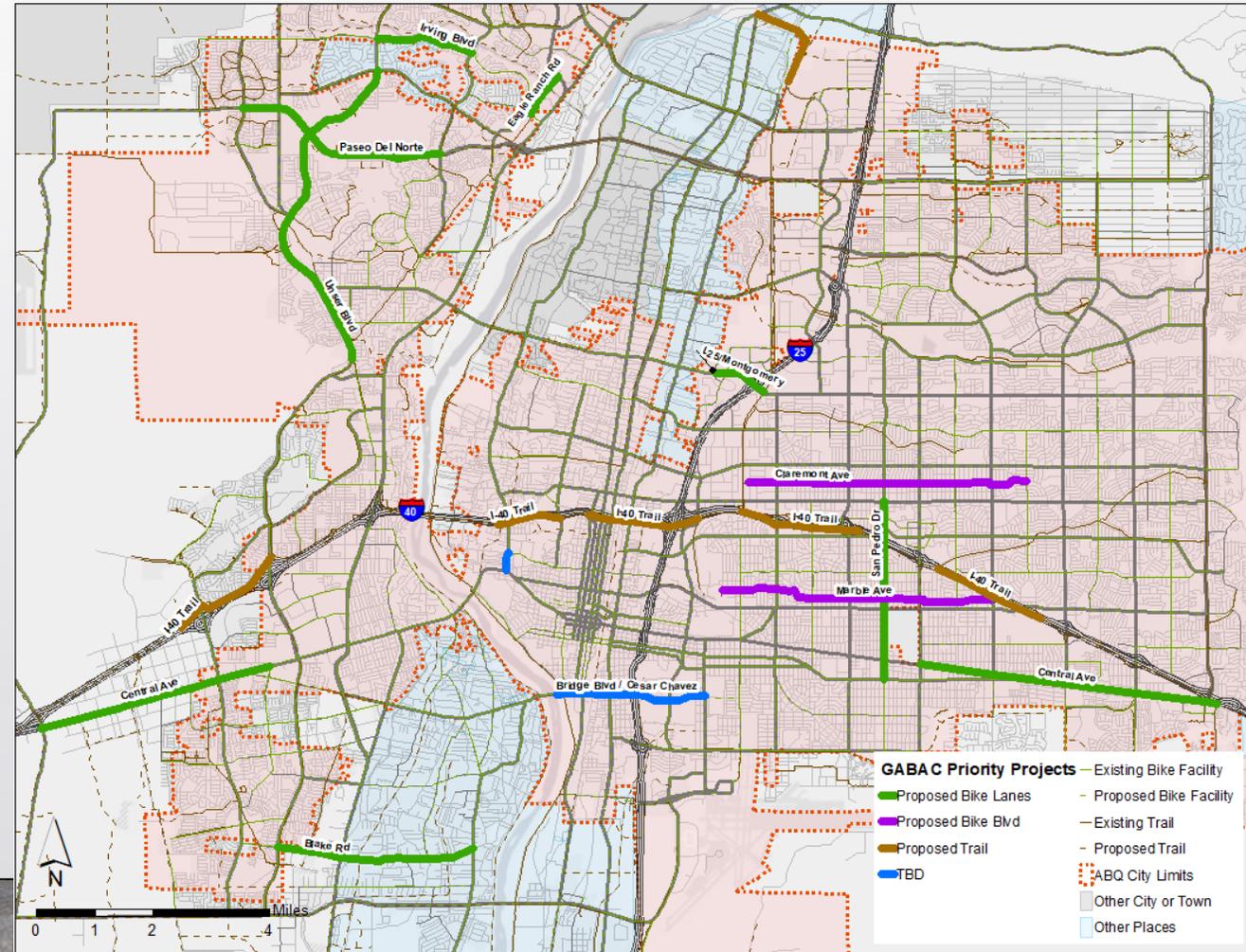
- Create flexible and objective evaluation process that can be applied to a variety of project types
- Evaluate project benefits and technical feasibility of proposed bikeway projects
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# Application of Bikeway Project Evaluation Process

## GABAC Priority Gap Closure Projects

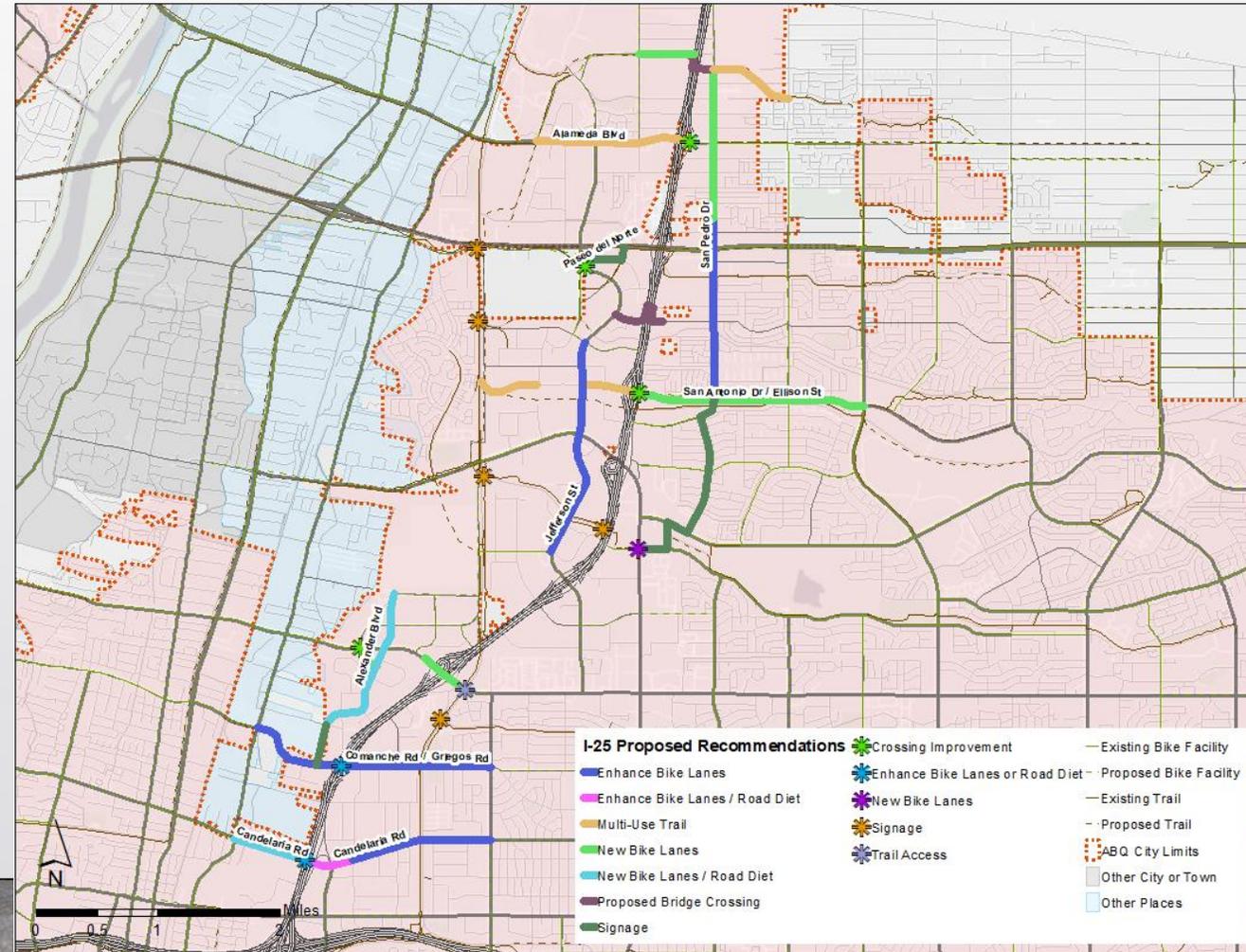
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# Considerations for Evaluation

- **Project Benefits** – Quantitative score for each criterion are summarized; projects assigned a designation from low to high
- **Magnitude of Cost** – Qualitative, based on engineering judgment
- **Technical Feasibility** – Qualitative, based on engineering judgment



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# Potential Applications

- **Highest benefit project list**
- **High benefit / low-cost projects:** could be used to identify projects that could be implemented in the near-term with existing resources
- **High benefit / high-cost projects:** could be used to identify priorities and establish the need for additional funding



# Top 5 Projects from I-25 Bicycle Accessibility Study

Source	Project / Location	Termini	Improvement Type	Existing Facilities	Summary Score	Project Benefits	Technical Feasibility	Magnitude of Cost
I-25 Study	San Diego Ave / La Cueva Waterway	San Pedro Dr to Louisiana Blvd	Multi-Use Trail	None	28	High	High	Medium-High
I-25 Study	San Antonio Dr / Ellison St	Washington St to North Diversion Channel	Multi-Use Trail	None	27.5	High	Medium	Medium-High
I-25 Study	San Francisco Rd	I-25 crossing and adjacent road network	Proposed Bridge Crossing	None	27	High	Medium	(Extremely) High
I-25 Study	Bear Canyon Arroyo	Both sides of San Mateo Blvd along Osuna Rd	New Bike Lanes	Bike Lanes / None	27	High	High	Low
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GABAC	Claremont Ave	Richmond Dr to Moon St	Bike Blvd	Bike Route	25.5	High	High	Low-Medium



# Low Cost, High Feasibility Projects

Tier	Source	Corridor / Location	Termini	Improvement Type	Existing Facilities
1A	I-25 Study	<b>Bear Canyon Arroyo</b>	Both sides of San Mateo Blvd along Osuna Rd NE	New Bike Lanes	Bike Lanes / None
1A	I-25 Study	<b>Osuna Rd to San Pedro Dr</b>	Via Seagull St, Academy Rd, and McKinney Dr	Signage	Bike Lanes / None
1B	I-25 Study	<b>North Diversion Channel Trail</b>	El Pueblo Rd / Rail Runner Station	Signage	Trail
1B	I-25 Study	<b>North Diversion Channel Trail</b>	Journal Center Access Point(s)	Signage	Trail
2A	I-25 Study	<b>Alameda Blvd</b>	Museum Dr to NB Frontage Rds	Multi-Use Trail	None
2A	I-25 Study	<b>Alexander Blvd</b>	Griegos Rd to Carmony Rd	Signage / Bike Route	None
2A	GABAC	<b>Claremont Ave</b>	Richmond Dr to Moon St	Bike Blvd	Bike Route
2A	I-25 Study	<b>Jefferson St &amp; Lang Ave</b>	Mid-block crossing	Crossing Improvement	None
2A	I-25 Study	<b>North Diversion Channel Trail</b>	Bear Canyon Arroyo Trail/Brige	Signage	Trail
2A	I-25 Study	<b>North Diversion Channel Trail</b>	Paseo del Nordeste Trail	Signage	Trail
2A	GABAC	<b>Rio Grande Blvd</b>	Central Ave to Mountain Rd	TBD	None
2A	I-25 Study	<b>S Renaissance Blvd</b>	Montaño Rd to Alexander Blvd	New Bike Lanes	None
2A	I-25 Study	<b>San Antonio Dr / Ellison St</b>	Frontage Rds	Crossing Improvement	None
2A	I-25 Study	<b>San Diego Ave / La Cueva Waterway</b>	San Mateo Blvd to I-25 Frontage Rd	New Bike Lanes	None
2B	I-25 Study	<b>Alameda Blvd</b>	Alameda Blvd / NB Frontage Rd	Crossing Improvement	Bike Lanes / None
2B	I-25 Study	<b>Bear Canyon Arroyo</b>	Either side of the Bear Canyon Arroyo Bridge	Signage	None
2B	GABAC	<b>East Central Ave</b>	Louisiana Blvd to Tramway Blvd	Buffered Bike Lanes	None
2B	I-25 Study	<b>Montgomery Blvd / Montano Rd</b>	Access to North Diversion Channel	Trail Access	None
2B	I-25 Study	<b>Montgomery Blvd / Montano Rd</b>	Montaño Rd to Renaissance Blvd	Crossing Improvement	None
2B	I-25 Study	<b>San Antonio Dr / Ellison St</b>	San Antonio Dr east of I-25 to Wyoming	New Bike Lanes	None
2B	I-25 Study	<b>San Diego Ave / La Cueva Waterway</b>	San Pedro Dr to Louisiana Blvd	Multi-Use Trail	None
2B	GABAC	<b>San Pedro Dr</b>	Zuni Rd to Menaul Blvd	Buffered Bike Lanes	Buffered Bike Lanes / None
2B	GABAC	<b>Unser Blvd</b>	North of Western Trail Dr to Rainbow Blvd	Bike Lanes	Bike Lanes



# Proposal: Identify Next Steps for Project Development

- **Proceed with Final Design**: No additional steps needed before City begins final design; likely next steps may include striping plans, crossing treatments, etc.
- **Design Analysis**: Additional design step needed to further identify challenges and ensure feasibility of improvements at specific locations and potential conflict points. Public involvement may be conducted, if desired.
- **Feasibility Study**: Bikeway improvement type may need to be identified; in-depth review of technical feasibility and design challenges. Public involvement should be conducted.



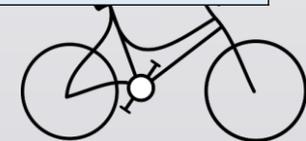
# Proposed Next Steps for Low-Cost High Feasibility List

Tier	Source	Corridor / Location	Termini	Improvement Type	Existing Facilities	Potential Next Steps	Notes
1A	I-25 Study	<b>Bear Canyon Arroyo</b>	Both sides of San Mateo Blvd along Osuna Rd NE	New Bike Lanes	Bike Lanes / None	<b>Design Analysis</b>	Verify intersection alignment
1A	I-25 Study	<b>Osuna Rd to San Pedro Dr</b>	Via Seagull St, Academy Rd, and McKinney Dr	Signage	Bike Lanes / None	<b>Proceed with Final Design</b>	Signage design and wayfinding locations to be identified
1B	I-25 Study	<b>North Diversion Channel Trail</b>	El Pueblo Rd / Rail Runner Station	Signage	Trail	<b>Proceed with Final Design</b>	Signage design and wayfinding locations to be identified
1B	I-25 Study	<b>North Diversion Channel Trail</b>	Journal Center Access Point(s)	Signage	Trail	<b>Proceed with Final Design</b>	Signage design and wayfinding locations to be identified
2A	I-25 Study	<b>Alameda Blvd</b>	Museum Dr to NB Frontage Rds	Multi-Use Trail	None	<b>Design Analysis</b>	Review of ROW needed
2A	I-25 Study	<b>Jefferson St &amp; Lang Ave</b>	Mid-block crossing	Crossing Improvement	None	<b>Design Analysis</b>	Review of sight triangles to ensure technical feasibility
2A	I-25 Study	<b>S Renaissance Blvd</b>	Montaño Rd to Alexander Blvd	New Bike Lanes	None	<b>Design Analysis</b>	Consider road diet with on-street bike lanes versus multi-use trail at sidewalk level
2A	I-25 Study	<b>San Antonio Dr / Ellison St</b>	Frontage Rds	Crossing Improvement	None	<b>Design Analysis</b>	Consideration of complementary projects needed
2A	I-25 Study	<b>Alexander Blvd</b>	Griegos Rd to Carmony Rd	Signage / Bike Route	None	<b>Design in Progress</b>	In progress
2A	GABAC	<b>Rio Grande Blvd</b>	Central Ave to Mountain Rd	TBD	None	<b>Feasibility Study</b>	Specific improvements need to be identified
2A	I-25 Study	<b>San Diego Ave / La Cueva Waterway</b>	San Mateo Blvd to I-25 Frontage Rd	New Bike Lanes	None	<b>Feasibility Study</b>	Should be installed as part of connection to proposed bridge crossing
2A	GABAC	<b>Claremont Ave</b>	Richmond Dr to Moon St	Bike Blvd	Bike Route	<b>Proceed with Final Design</b>	Apply Bike Blvd design concepts; review intersection crossings
2A	I-25 Study	<b>North Diversion Channel Trail</b>	Bear Canyon Arroyo Trail/Brige	Signage	Trail	<b>Proceed with Final Design</b>	Signage design and wayfinding locations to be identified
2A	I-25 Study	<b>North Diversion Channel Trail</b>	Paseo del Nordeste Trail	Signage	Trail	<b>Proceed with Final Design</b>	Signage design and wayfinding locations to be identified



# Proposed Next Steps for Low-Cost High Feasibility List

Tier	Source	Corridor / Location	Termini	Improvement Type	Existing Facilities	Potential Next Steps	Notes
2B	I-25 Study	<b>Alameda Blvd</b>	Alameda Blvd / NB Frontage Rd	Crossing Improvement	Bike Lanes / None	<b>Design Analysis</b>	Consideration of complementary projects needed
2B	GABAC	<b>East Central Ave</b>	Louisiana Blvd to Tramway Blvd	Buffered Bike Lanes	None	<b>Design Analysis</b>	Initial studies complete; road diet in place east of Juan Tabo Blvd
2B	GABAC	<b>San Pedro Dr</b>	Zuni Rd to Menaul Blvd	Buffered Bike Lanes	Buffered Bike Lanes / None	<b>Design Analysis</b>	Review needed of intersections and potential access issues
2B	GABAC	<b>Unser Blvd</b>	North of Western Trail Dr to Rainbow Blvd	Bike Lanes	Bike Lanes	<b>Design Analysis</b>	Review facility widths; options for additional multi-use trails
2B	I-25 Study	<b>Montgomery Blvd / Montano Rd</b>	Access to North Diversion Channel	Trail Access	None	<b>Feasibility Study</b>	NMDOT design study in progress
2B	I-25 Study	<b>Montgomery Blvd / Montano Rd</b>	Montaño Rd to Renaissance Blvd	Crossing Improvement	None	<b>Feasibility Study</b>	NMDOT design study in progress
2B	I-25 Study	<b>San Antonio Dr / Ellison St</b>	San Antonio Dr east of I-25 to Wyoming	New Bike Lanes	None	<b>Feasibility Study</b>	Corridor study needed
2B	I-25 Study	<b>San Diego Ave / La Cueva Waterway</b>	San Pedro Dr to Louisiana Blvd	Multi-Use Trail	None	<b>Feasibility Study</b>	Should be installed as part of connection to proposed bridge crossing
2B	I-25 Study	<b>Bear Canyon Arroyo</b>	Either side of the Bear Canyon Arroyo Bridge	Signage	None	<b>Proceed with Final Design</b>	Signage design and wayfinding locations to be identified



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## Proposed Next Steps

- GAATC can approve evaluation process, including identification of next steps
- Propose *next steps* for projects on I-25 Bicycle Accessibility Study and Priority Bike Gap Closure lists
- Identify complementary projects and improvements
- Present full list for review by GAATC in December



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# Questions?

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