

Greater Albuquerque Active Transportation Committee (GAATC)
Recommendations for Inclusion of Pedestrian and Bicycle Facilities in the I-25
and Montgomery Boulevard/ Comanche Interchanges

WHEREAS, GAATC advises the City and its agency partners on the needs of people who walk, bike, and ride public transit on projects, policies, and programs that improve active transportation facilities in and around Albuquerque.

WHEREAS, NMDOT is currently in design for the reconstruction of the interchanges at I-25 and Montgomery Blvd and I-25 and Comanche Rd and has presented alternatives for bicycle and pedestrian facilities to be included with the interchanges.

WHEREAS, I-25 and I-40 interchanges present extensive physical barriers to users of the City's pedestrian and bicycle network travelling both north-south and east-west and a need exists to improve pedestrian and bicycle facilities crossing interstates as a part of any interchange reconstruction project.

WHEREAS, the City completed the *I-25 Bicycle Accessibility Study* in 2020 to evaluate conditions along on-street crossings through I-25 in the northern part of the city including the Montgomery and Comanche interchanges.

WHEREAS, the I-25 Bike Study recommends strengthening the Montano/Montgomery Boulevard bicycle connections from the interchange west to Renaissance Boulevard and east to the North Diversion Channel.

WHEREAS, the I-25 Bike Study recommends widening Comanche Road bike lanes through the I-25 underpass.

WHEREAS, the committee asserts that safe and efficient bicycle and pedestrian accommodations is a high priority for the design of the interchanges at Comanche Rd and Montgomery Blvd. These facilities should continue to be a goal of the project as it continues through the design process, and the committee requests additional opportunities to provide feedback, as appropriate.

WHEREAS, NMDOT has presented alternatives to GAATC for I-25 / Montgomery Boulevard:

- Option 1: 8 ft. sidewalk and 5 ft. bike lane between the through travel lanes and the U-turn lanes
- Option 2: 18 ft shared use path between the through travel lanes and the U-turn lanes (includes concrete barriers on either side of the path).

WHEREAS, NMDOT has presented alternatives to GAATC for I-25 / Comanche Road:

- Option 1: 8 ft. sidewalk and 5 ft. bike lane with 2 ft. buffer adjacent to the through travel lanes and a 4 ft. shoulder adjacent to the U-turn lanes.
- Option 2: 20 ft. shared use path between the through travel lanes and the U-turn lanes (includes concrete barriers on either side of the path).

Option 3: 12 ft shared use path with concrete barrier or wall between path and through travel lanes and a 4 ft. shoulder between path and U-turn lanes.

THEREFORE, BE IT RESOLVED, GAATC recommends to NMDOT:

- **I-25 / Comanche Boulevard Interchange Option 2.** The recommendation for the shared-used path is based on the preference for physical barriers separating non-auto users from vehicle traffic, shorter crossing distance than Option 1, and the traffic calming benefit from narrower driving lanes and. It is noted that the shared use path is of appropriate width, per the City Development Process Manual.
- **I-25 / Montgomery Boulevard Interchange Option 2.** Among the options, the barrier protected shared-use path is the more desirable bikeway facility. However, the proposed 10.5' width of the path is narrower than desired as the barriers create a shy distance effect on either side of the path, which reduces the functional width of the facility. A 12' path would be preferred if barriers are present.

BE IT FURTHER RESOLVED, GAATC recommends to NMDOT:

- Provide bike lanes along Montano Road to Renaissance Boulevard and along Montgomery Boulevard to the North Diversion Channel.
- Provide well-lit, signalized crossings of frontage roads for bikes and pedestrians, with signage and crosswalk markings highly visible to motorists.
- Provide adequate lighting for bikes and pedestrians within the Comanche Road underpass.
- Consider safety countermeasures at the intersections with the Frontage Roads, including leading pedestrian intervals and bicycle signals. These countermeasures are recommended in the MRCOG Regional Pedestrian Safety Action Plan, NMDOT Pedestrian Safety Action Plan, and in national design manuals such as the NACTO Urban Bikeway Design Guide.

Submitted this day 18 of October 2021 with support from a majority of the current members of the Greater Albuquerque Active Transportation Committee.

Richard Meadows (Chair) ✓ Richard Meadows 10-20-21

Raul S. Chavira _____

Nevarez Encinias ✓ _____

Josiah M Hooten _____

Daniel Jensen ✓ _____

Lanny Tanning ✓ _____