



SUMMARY OF THE I-25 BICYCLE ACCESSIBILITY STUDY

Purpose and Need

The purpose of the I-25 Bicycle Accessibility Study – or I-25 Bike Study – was to evaluate conditions along the on-street crossings of I-25 in the northern portion of the City of Albuquerque and propose potential improvements. The study considered three primary questions:

- What types of *improvements* could be made to *existing crossings*?
- Is an additional dedicated bicycle/pedestrian crossing *warranted*?
- Is an additional dedicated bicycle/pedestrian crossing *feasible*?

Potential I-25 bridge crossings were evaluated based on technical feasibility, network connections, and the level of benefit relative to likely costs. Analysis generally included conditions about ½-mile to 1-mile on either side of I-25. North-south routes between crossings that provide overall network connectivity were also considered.

Plan Development

The I-25 Bicycle Accessibility Study was completed in 2019 and early 2020 by Bohannon Huston, Inc. The study featured the regular participation of a Technical Working Group comprised of staff from various public agencies and departments, as well as representatives of bicycle advisory and advocacy groups.

Approach to Recommendations

The I-25 Bicycle Accessibility Study includes a variety of recommendations to existing roadways and that two additional crossings of I-25 be evaluated further and considered for implementation over the medium-to-long term. While additional crossings would be beneficial, this study asserts that significant improvements could be made the overall bikeway network through a series of more modest investments.

The study evaluated the crossings at individual route level and at a network level. Analysis included a review of existing conditions, constraints and opportunities for improvements, feedback from the Technical Working Group, and recommendations. In addition to developing recommendations by corridor, the study considered whether improvements along individual crossings were necessary or if other more practical improvements could be made on a parallel facility.

The study focused on improvements that could be made within the exiting curblines, where possible, to reduce costs and increase the feasibility of implementation. A timeframe for implementation is provided for all proposed recommendations. Cost estimates are not provided, though cost was a general consideration in the development of recommendations.



Key Recommendations – Existing Corridors

Key recommendations by type and location are provided below. More details can be found in the full report, and additional recommendations by corridor can be found in the **Summary of Recommendations** table. The study also includes recommended changes and updates to the Long Range Bikeway System map maintained by MRCOG.

Multi-use Trails

These proposed facilities would extend existing trails and are recommended as a means of enhancing conditions for bicyclists without widening the roadway. Paved multi-use trails at sidewalk level are recommended for the locations below:

- West of I-25 along **Alameda Blvd**
- **Ellison Rd** between Jefferson St and I-25/access to Pino Arroyo Trail

Signage Improvements

Locations for signage improvement include places where there is uncertainty in the routes that bicyclists should take as well as locations identified as areas of safety concern by the Technical Working Group and where additional motorist awareness is desired.

- Bear Canyon Arroyo – connections to and from the North Diversion Channel
- Crossing of Osuna Rd at San Mateo Blvd
- Connection from Osuna Rd to San Pedro Dr
- Approaching Paseo del Norte from the west
- Ellison Rd/San Antonio Dr and I-25

Improved On-street Bike Lanes

Widened or additional bike lanes are recommended on the following segments. These improvements can generally be achieved through narrowing existing travel lanes.

- Jefferson St through the Journal Center
- San Pedro Dr
- Candelaria Rd – east of I-25
- Comanche Rd

Road Diets/New Bike Lanes

The conversion of general purpose travel lanes into buffered bike lanes are proposed along two corridors. Each of these locations is identified by MRCOG as a potential road diet candidate.

- Candelaria Rd – Edith Blvd to I-25
- Alexander Blvd – Carmony Ave (north of Comanche Rd) to Mission Ave

No Recommendations

No recommendations were identified for Menaul Blvd or Tramway Blvd. However, connections from Tramway Blvd to other portions of the regional bikeway network are recommended.



Key Recommendations – Additional Crossings of I-25

The study determined that additional crossings of I-25 at San Francisco St and around San Diego Ave would be beneficial. Further analysis is required in both circumstances as the crossings would require significant coordination with other jurisdictions and improved connections to the on-street networks. The additional crossings are identified as medium to long-term strategies. Improvements to the San Antonio Dr/Ellison Rd corridor would mitigate the need for an additional crossing in the Journal Center area.

Summary of Recommendations

Corridor	Location	Recommendations	Notes/Challenges	Timeframe
Corridor Crossings				
Tramway Blvd	Corridor-wide	No improvements; existing bikeways are sufficient		N/A
Alameda Blvd	Museum Dr to NB Frontage Rd, including I-25 underpass	Widen sidewalk on south side of Alameda Blvd to create two-way multi-use trail	Retention walls required along some portions of corridor	Medium-term
Alameda Blvd	Alameda Blvd / NB Frontage Rd	Intersection crossing improvements including signage and pavement markings		Medium-term (concurrent to multi-use trail)
Paseo del Norte	Jefferson St to ramps leading to I-25 crossing	Signage and wayfinding along on-street network	Review of traffic operations at I-25 crossing requires separate study	Near-term
Paseo del Norte	Crossing of Lang Ave at Jefferson St	Bicycle/pedestrian crossing improvement and median refuge along Jefferson St at Lang Ave; designate Lang Ave as a bike route east of Jefferson St		Near-term
San Antonio Dr / Ellison St	Ellison St: Jefferson St to I-25	Convert existing sidewalk to multi-use trail ; Add signage to intersection with Jefferson St	Widening sidewalk at I-25 underpass on the southside of Ellison Rd requires roadway modifications	Near to medium-term
San Antonio Dr / Ellison St	Frontage Rds	Intersection crossing improvements including signage and pavement markings	Recommendation includes directing bicyclists to use south side of Ellison St west of I-25	Near to medium-term
San Antonio Dr / Ellison St	San Antonio Dr east of I-25	Include bike lanes on San Antonio Dr east of I-25 on the Long Range Bikeway System	Potential reconfiguration of the corridor would be required; further study is required	Near-term: Add to LRBS; Medium-term: Further study



Corridor	Location	Recommendations	Notes/Challenges	Timeframe
San Antonio Dr / Ellison St	West end of Ellison St to North Diversion Channel	Include trail connection from west end of Ellison St to North Diversion Channel in Long Range Bikeway System		Near-term: Add corridor to LRBS; Medium-term: Engineering review
San Mateo Blvd / Osuna Rd	Corridor-wide	No recommended improvements		N/A
Bear Canyon Arroyo	Either side of the Bear Canyon Arroyo Bridge	Additional signage and wayfinding along North Diversion Channel Trail and both directions on Osuna Rd on the east side of San Mateo Blvd		Near-term
Bear Canyon Arroyo	Both sides of San Mateo Blvd along Osuna Rd NE	Extend bike lanes to the intersection of San Mateo Blvd / Osuna Rd to reduce conflicts with vehicles	Requires that curb and gutter be moved and may require utility relocations; additional study may be required	Near-term: Analysis; Medium-term: Implementation
Jefferson St	Montgomery Blvd to Singer Blvd;	Maintain proposed bike lanes on Jefferson St in the Long Range Bikeway System	No action required	Near-term
Jefferson St	Between Singer Rd and Masthead St	Narrow travel lanes and reallocate space to existing bike lanes		Medium-term
Jefferson St	I-25 crossing	No major investments to I-25 crossing in near-term; coordinate with NMDOT during interchange reconstruction to add bike lanes	No action required at this time	Long-term
Montgomery Blvd / Montaña Rd	North Diversion Channel to I-25 crossing	Create trail connection to link reconstructed interchange with North Diversion Channel Trail		Medium-term
Montgomery Blvd / Montaña Rd	Montaña Rd to Renaissance Blvd	Add signage and crosswalk improvements to improve connection from Montaña Rd to Renaissance Blvd		Near-term
Montgomery Blvd / Montaña Rd	Renaissance Blvd to North Diversion Channel	Maintain proposed bike lanes in Long Range Bikeway System	No action required	Near-term
Montgomery Blvd / Montaña Rd	S Renaissance Blvd	Add bike lanes from Montaña Rd to Alexander Blvd via S Renaissance Blvd to Long Range Bikeway System		Near-term: Add corridor to LRBS Medium-term: Install bike facilities



Corridor	Location	Recommendations	Notes/Challenges	Timeframe
Comanche Rd / Griegos Rd	Corridor-wide	Signage and pavement markings to improve motorist awareness		Near-term
Comanche Rd / Griegos Rd	Griegos Rd west of I-25	Reduce width of outside lanes, widen and restripe bike lanes		Near-term
Comanche Rd / Griegos Rd	Comanche Rd at I-25 underpass	Install signage encouraging bicyclists to dismount and use the sidewalk in the east-bound direction. Conduct further evaluation of underpass to create additional space for bicyclists.	Placement of bridge pier and abutments make changes to roadway cross section difficult, further analysis is warranted	Near-term: Install signage Medium-term: Evaluate roadway geometry at underpass
Comanche Rd / Griegos Rd	Comanche Rd east of I-25	Reduce center turn lane width, widen and restripe bike lanes		Near-term
Candelaria Rd	West of I-25, between Edith Blvd and I-25	Install a road diet that reduces the number of general purpose lanes in each direction from 3 to 2 and retains center turn lane; Introduce wide bike lanes and buffers through restriping		Near-term
Candelaria Rd	I-25 underpass, between Frontage Rds	Road diet to remove one of the three westbound general purpose lanes, narrow the median, and shift the eastbound lanes to the north to allow widening of on-street bike lanes	Placement of traffic signal equipment may need to be reallocated as the median is narrowed.	Medium-term
Candelaria Rd	Immediate East of NB Frontage Rd	Install a road diet that narrows travel lanes and median and reallocates space for buffered bike lanes		Near to medium-term
Candelaria Rd	East of Princeton Ave	Restripe/narrow travel lanes and reallocate space to widen bike lanes		Near-term
Menaul Blvd	Corridor-wide	No recommended improvements at this time; evaluate potential bikeway facilities during roadway reconstruction		Medium to long-term
North-South Connections				
North Diversion Channel Trail	Corridor-wide; key decision points	Install signage and wayfinding features to alleviate user uncertainty	Relevant turnoffs for this study include Bear Canyon Arroyo crossing and Journal Center / Jefferson St Corridor	Near-term



Corridor	Location	Recommendations	Notes/Challenges	Timeframe
Osuna Rd to San Pedro Dr	Osuna Rd to San Pedro Dr via Seagull St, Academy Rd, and McKinney Dr	Enhance connection between San Pedro Dr from Osuna Rd /Bear Canyon Arroyo crossing via signage and wayfinding	Current network is not continuous or easy to navigate	Near-term
San Pedro Dr	San Antonio Dr to Carmel Ave (north of Paseo del Norte)	Restripe roadway to narrow travel lanes and widen existing bike lanes		Near-term
San Pedro Dr	Carmel Ave to north of Alameda Blvd	Install bike lanes ; road widening may be necessary	This connection will be critical if a crossing is implemented at San Diego/La Cueva Channel	Medium-term
Alexander Blvd	Carmony Rd to Mission Ave	Implement a road diet and install bike lanes and buffers	Identified by MRCOG as a road diet candidate	Near-term
Alexander Blvd	Griegos Rd to Carmony Rd	Add bike route signage	Bike lanes are desired but are not feasible without road widening	Near-term
Edith Blvd	Griegos Rd to Osuna Rd	Conduct further study and data collection; consider potential for road diet and installation of bike lanes	Identified by MRCOG as a road diet candidate	Medium-term
Proposed Bridge Crossings				
San Francisco Rd	I-25 crossing and adjacent road network	Further evaluate a dedicated bicycle bridge over I-25 and network connections west of I-25	Technically feasible. Benefits would only be realized if there are adequate network connections on both sides of I-25.	Medium-term: crossing and network evaluation Long-term: Install bridge
San Diego Ave / La Cueva Waterway	San Pedro Dr to San Mateo Blvd	Install a bridge crossing	Technically feasible. Land ownership east of I-25 requires investigation.	Medium to long-term
Pino Arroyo	Frontage Rds at Ellison and San Antonio	Crossing at this location not recommended at this time; improvements to parallel facilities desired		N/A