

**Greater Albuquerque Active Transportation Committee (GAATC)**  
**Recommendations for Pedestrian and Bicycle Facilities along the**  
**West Central Avenue Project from Unser Blvd to 98<sup>th</sup> St**

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, the City of Albuquerque is currently designing improvements to West Central Ave between Unser Blvd and 98<sup>th</sup> St along its north side frontage road.

WHEREAS, West Central Avenue has been identified as a priority gap closure project by GAATC.

WHEREAS, the City has requested input from GAATC on the following issues: trail design, intersection crossing locations, lighting, and on-street bike lane design

WHEREAS, the City has proposed the following bicycle and pedestrian improvements on the north side of West Central Ave:

- 6 ft bike lanes on the outside westbound travel lanes
- 15 ft landscaped buffer swale with pedestrian scale lighting and bus shelters
- 10 ft multi-use trail between the buffer swale and frontage road
- Trail crossings at four intersections, including Westland Rd, 94<sup>th</sup> St, 90<sup>th</sup> St, and Volcano Rd, with options:
  1. Trail crossing adjacent to Frontage Rd
  2. Trail crossing adjacent to West Central Ave

THEREFORE, BE IT RESOLVED, members of the Greater Albuquerque Active Transportation Committee hereby provide the following recommendations:

- **Trail Design:** The proposed width of the trail (i.e. 10 ft) is appropriate. Dashed center striping should be provided along the trail.
- **Intersection Crossings:** GAATC members recommend that the intersection crossings be located alongside Central Ave rather than adjacent to the Frontage Road. This location will ensure that trail users are traveling through conflict zones at the same grade as motorists and will create greater visibility for motorists traveling at high speeds among the two options. GAATC members further recommend the following actions to enhance the safety of trail users:
  - Lengthen the transition and bring the trail alongside Central Ave at least 100 ft from the intersection to increase visibility to motorists
  - Install bollards at the entrances to the trail on either side of each intersection and create “stop” conditions for bicyclists at each intersection approach
- **Bike Lane Design:** For the on-street bike lanes in the westbound direction, GAATC members request rehabilitation of the shoulders to ensure a desired bikeway of at least 6’

bike lane plus 1.5' striped buffer. This additional width is desired to bring the facility up to desired DPM standards and address concerns related to the steep grade to the north of the existing shoulder, which creates a narrowing effect and reduces the functional space of the bikeway as bicyclists will not want to travel too close to the edge.

- **Lighting:** Members of GAATC request that pedestrian lighting be provided along the extent of the project areas as the trail will function as the only pedestrian facility on the north side of Central Ave.
- **Other Recommendations:** Members of GAATC request that the City provide signage along the trail consistent with the designation as a US Bicycle Route (USBR 66).

Approved this day 4 of January 2022 by a vote of a quorum of members three (3) for and zero (0) against with two (2) members not participating.

Nevarez Encinias \_\_\_\_\_ ✓ \_\_\_\_\_

Josiah M Hooten \_\_\_\_\_

Daniel Jensen \_\_\_\_\_ ✓ \_\_\_\_\_

Richard Meadows (Chair) \_\_\_\_\_ ✓ \_\_\_\_\_

Lanny Tinning \_\_\_\_\_

**Note on Formal Adoption**

This resolution was approved via electronic correspondence on January 4 and formally adopted by a vote of five (5) in favor and zero against during the monthly meeting of the Greater Albuquerque Active Transportation Committee on January 10, 2022.

At the time of consideration, members of GAATC posed an additional question for consideration by City staff and their consulting team:

*Why was the decision made to not restrict access to the Frontage Road at signalized intersections only? It could be safer to close those intersections to minimize conflicts and divert traffic to signalized intersections via the Frontage Road.*