



GABAC

GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293

ALBUQUERQUE, NM 87103

(505) 768-3658

Timothy M. Keller, Mayor

Tuesday, December 15, 2020

4:00 - 6:00 p.m.

NOTE: This meeting will be held electronic pursuant to Mayor Keller's instructions that Boards meet using virtual teleconferencing platforms.

Join Zoom Meeting: (Place mouse over hyperlink, right-click, choose "open hyperlink")

<https://cabq.zoom.us/j/91876988597?pwd=UIN2V0hnUWxYazFURGJkRVJ5MIRqdz09>

Meeting ID: 918 7698 8597

Passcode: 285247

One tap mobile:

+13462487799,,91876988597# US (Houston)

+16699006833,,91876988597# US (San Jose)

- **Welcome and Introductions**
- **Approval of the December 2020 Agenda**
- **Approval of the November 2020 Minutes**
- **Announcements/Administrative**

Joint meeting with the Greater Albuquerque Regional Trails Committee (GARTC)

Meeting Format.....Terra Reed, DMD

- Please wait until recognized to begin Comment/Questions
- Written Questions/Comments and/or Responses may be requested via chat
- *6 mute/unmute *9 raise hand

- **Public Comment**

Please email comments to treed@cabq.gov prior to the meeting, or use the virtual raise hand feature during the meeting. Comments are generally limited to two minutes or less.

- **Presentations**

Rail Spur Trail – Parks & Recreation / DPS

Bernalillo County 2nd St and Rio Bravo Reconstruction Project – Julie Luna / Vince Bartholdi

- **Staff Reports** (Time Permitting)

DMD Engineering

Council Services

Parks and Recreation

Planning

Bernalillo County

MRCOG

NMDOT District 3

- **Discussion/Action Item(s)**

Vote on 2021 meeting dates

Vote on chair and vice-chair positions

- **Adjourn**

- **Next Scheduled GABAC Meeting: Monday, January 11, 2021 @ 4:00**

- **Next Scheduled GABAC/GARTC Joint Meeting Tuesday, March 9, 2021 @ 4:00**

Members: Dan Majewski (City – SW); Dan Jensen (City – NW); Rose McCamey (City – NE); Raul S. Chavira (City – SE); Richard Meadows (EPC); Robin Allen (City – At-large); Josiah Hooten (City – At-large); Lanny Tanning (Unincorporated – East)
Vacant (Unincorporated – West)

City Staff: Terra Reed, DMD (treed@cabq.gov / 595-5120)

Notice: If you are a person with a disability and require assistance to participate in this meeting, please call 768-2680, 72 hours prior to the meeting. TTY users may access this number via NM Relay at 1-800-659-8331.



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Timothy M. Keller
Mayor

GABAC

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VIRTUAL MEETING MINUTES

December 15, 2020

GABAC Members Present - Quorum

Dan Majewski
Lanny Tønning
Robin Allen

Rose McCamey
Richard Meadows
Josiah Hooten

GABAC Members Absent

Dan Jensen

Raul Chavira

GARTC Members Present – Quorum

Tyler Ashton
Cathy Intemann

Geoff Tweed
Leigh Sellari

Staff Present

Terra Reed, COA DMD
Debbie Bauman, COA DMD
Petra Morris, COA Council
Whitney Phelan, COA Parks & Recreation
Cheryl Somerfeldt, COA Parks & Recreation
Christina Sandoval, COA Parks & Recreation
David Flores, COA Parks & Recreation

David Simon, COA Parks & Recreation
Carrie Barkhurst, COA Planning
Sergio Lozoya, COA Planning
Julie Luna, Bernalillo County
Vince Bartholdi, Bernalillo County
Tara Cok, MRCOG
Marguerite Johnson, NMDOT

Guests

Will Gleason, DPS
Kate Maliskas, DPS
Peter Rice, Downtown Albuquerque News

Aaron Sussman
Christopher Ramirez
Wes Young

Tyler Ashton called the meeting to order at 4:05 pm.

Welcome and Introductions

Approval of the Agenda

- **GARTC:** Approved unanimously
- **GABAC:** Motion to approve the Agenda (Rose McCamey), 2nd (Richard Meadows); Vote – Approved Unanimously

Approval of Meeting Minutes

- **GARTC:** No minutes to approve
- **GABAC:** Motion to approve the November 2020 Minutes (Rose McCamey), 2nd (Lanny Tinning); Vote – Approved Unanimously

Public Comment

- Dan Majewski – Read a statement reflecting on time as a member and chair of GABAC, as this is final meeting as a member of the committee (see attached).
- Wes Young – Regular cyclist on ABQ trails. In August, involved in a crash at 2nd and Rio Bravo and has been unable to ride. Interested in the presentation and discussion about plans for this intersection.
- Christopher Ramirez – Downtown resident, Exec Director of Together for Brothers (T4B), Chair of Transit Advisory Board (TAB). Want to share that T4B has been doing virtual bicycle cohorts to engage young men of color who live, work, play, pray, or learn in the International District or Westgate. In the fall, 10 youth leaders and 3 youth organizers participated, documenting over 250 miles of biking using Strava over 5 weeks. Would like to see groups like T4B involved in analyzing and sharing data. 5 of the 10 participants in the fall cohort were given bikes, helmets, locks, etc. T4B was awarded the state's outdoor equity grant. We are interested in working with P&R/Open Space to help get information to young people about using parks, trails, and open space.

Presentations

Rail Spur Trail (Will Gleason and Kate Maliskas, DPS)

- See attached presentation slides.
- Conducted a feasibility study (not at a design stage) on a ~3 mile rail spur trail to create mobility options and stimulate economic development for the rail spur in the area north of Wells Park and east of Sawmill, which would connect to Metropolitan Redevelopment's Rail Trail project between the Rail Yard and downtown. Eventually, these two projects, along with the Bosque Trail, will create a loop around downtown.
- Shared several precedent examples for rail trails, including elevated trails.
- The rail spur that goes west from the main N-S line is used very little for freight access and there is no freight operation west of 12th, but we don't want to negatively impact those businesses that do rely on freight access from this spur. The rail traffic that does use this area is moving very slowly and is infrequent, so it might not be a problem to have shared use of the space.
- Options for alignments:
 - 1 (practical) – implement along N-S track from Lomas to connect to MRA project; move to on-street solution on Aspen, 5th back to rail spur to 7th, over to Bellamah, 12th, back to rail spur to connect to Sawmill. Will require coordination with DMD for on-street facilities.
 - Pro: Can do now relatively easily. Areas of trail that are along the rail spur have adequate space. On-street options are alternatives to the areas along the rail spur that don't have adequate ROW.
 - Con: May lose people along the way (circuitous) and may lose identity as a rail trail.
 - 2 (get elevated) – longer term project, elevated for ~2000 ft. along the rail spur between the main N-S railway line and 5th to avoid ROW limitations/
 - Pro: directly follows rail spur; maintains identity as a rail trail.
 - Con: longer time frame/cost; potential legal/ownership issues doing the elevated trail.
- Comments/Questions:
 - Dan (GABAC): Why does alignment weave back to rail spur between 5th and 7th instead of staying on Aspen to 12th?
 - Mostly to maintain identity and use the rail spur where available. But doesn't have to be mutually exclusive – there are several planned bike routes in the area that could be used.
 - Dan (GABAC): Consideration of continuing north to Indian School? Or connect to I-40 trail?

- Outside of the scope of this study, but would be an opportunity to make those connections.
- Richard (GABAC): potential waiver to 25 ft. buffer requirement (requirement for buffer on either side of tracks)?
 - No indication at this point that such a waiver would be granted.
 - Part of the reason/need for the buffer is that the businesses that have freight access need space to load/unload.
- Richard (GABAC): would be great to see a connection to the Indian Pueblo Cultural Center.
 - Outside of the scope, but there is a lot of potential to connect to that development.
- Cathy (GARTC): The more it winds and goes off trail, the less amenable for people walking – ok for bikes, but less so for people walking.
- Geoff (GARTC): will there be amenities like bathrooms, trash collection?
 - Yes. We are also looking at lighting and working with nearby business owners to create connections.
- Terra (COA DMD): Worth noting that the on-street connections will need a lot of work – lot's off industrial/truck freight in this area and little to no pedestrian or bicycle facilities. We have seen some dangerous crashes involving bicyclists and pedestrians and semi trucks in the area.
- Lanny (GABAC): Hope that bringing more activity to the area will help address issues with crime and homelessness in the area.

2nd / Rio Bravo – Vincent Bartholdi and Julie Luna, Bernalillo County

- Early stages of design for reconfiguration of 2nd and Rio Bravo intersection – implementation will likely be 2022 at the earliest.
- Added signage approaching the intersection; adding sidewalk connections on north side where there currently aren't any. Pork chop island added to the alignment for the E-W trail on the south side of Rio Bravo. Will also make it easier to cross all 4 legs of the intersection.
- Comments/Questions:
 - Richard (GABAC): Can you describe the bike lanes in addition to the trail?
 - There are 2 projects incorporated here – 2nd street project, and Rio Bravo between 2nd and the South Diversion Channel to add 6ft. bike lanes that will connect to the South Diversion Channel from 2nd (east of S. Diversion Channel and west of 2nd, bikes can use shoulder or the trail west of 2nd).
 - Richard (GABAC): hope that NMDOT project on the Rio Bravo Bridge will continue the trail west over the river. There is also a trail connection on 2nd to Valle del Oro. Missing connection to the Rail Runner station.
 - Looking into options to vacate ROW of Camino del Tren to expand sidewalk connections on the north side of Rio Bravo, which would increase connectivity to the Rail Runner station on sidewalks.
 - Richard (GABAC): Free-rights with the pork chop are difficult to cross because vehicles don't slow down. Would you consider a speed table or other additional protection?
 - Pork chop intended to facilitate crossings given the existing geometry of the SW corner.
 - Could add signage and will make a note of the recommendation for a speed table for designer.
 - Dan (GABAC): Will there be improvements to the trail between 2nd and the South Diversion Channel? There have been issues with erosion and driveway crossings in the past.
 - This project will look at and address those issues. Rio Bravo is being expanded, so the area around the trail will be reduced, so there will be less dirt to erode, and some protections will be added. Changes to the trail are minor – mostly widening the road.
 - Can bring more information about the Rio Bravo trail connection to GABAC/GARTC in the future if needed.
 - Christopher Ramirez (Guest): connections to Valle de Oro and transit stops?
 - There is multi-use trail along 2nd St. from Rio Bravo to Valle de Oro. Still working on connections to the rail runner station.

- There are transit stops in the area and a bus route on 2nd St. but currently no service to Valle de Oro.

Staff Reports

Staff will provide notes/updates in email to committees (see attached). Most staff representatives thanked Dan Majewski for his service on the committee.

Parks & Recreation (Whitney)

- Copper Trail – trail will be completed by the end of the year, and landscaping will go in after that, closer to the spring.
- Paseo de la Mesa (NW) will have crack seal starting at the end of the year. Trail will be closed for the duration of the work. Will post a message board ahead of the work.
- Ventana Ranch – Universe crossing should be complete soon. Still waiting on crusher fine work at the dam.

Committee Discussion

- Lanny (GABAC) – several meetings ago, a woman was knocked off her bike at I-40 trail and Gabaldon. Blind intersection for cyclists and cars. The sign for drivers on Gabaldon has been replaced after being hit by a car, but there is no indication for people using the trail that they are approaching a road.

Approval of Meeting Schedules

- **GARTC:** Approved schedule as sent by staff prior to this meeting.
- **GABAC:** (see proposed schedule attached) Motion to approve proposed 2021 schedule (Dan Majewski), 2nd (Rose McCamey). Vote – Unanimous.
- Note that GARTC and GABAC approved conflicting schedules for joint meetings. In 2020, the intent was to compromise on the schedule of joint meetings. GABAC agreed to move to Tuesday, and GARTC agreed to move to the week that GABAC usually holds meetings (second week). Whitney Phelan (COA Parks & Rec, GARTC staff) will confirm the dates approved by GABAC with GARTC in their January meeting.

GARTC adjourned.

Election of Chair / Vice Chair

- Motion to elect Richard Meadows as Chair (Dan Majewski), 2nd (Lanny Tanning). Vote – Unanimous.
- Motion to elect Rose McCamey as Vice-Chair (Dan Majewski), 2nd (Richard Meadows). Vote – Unanimous.

Meeting adjourned at 5:50 pm.

As this is my final GABAC meeting, I would like to make the following statement:

Serving on GABAC since 2014 has been an honor and a privilege.

I want to thank every staff person who has patiently listened to and responded to my concerns and question over the years. I have learned from all of you.

I also want to thank every board member, past and present, who have all guided and supported me. For members who have recently joined, I hope to get to know all of you better and, since I'll have some more free time, perhaps I'll see you on the trails.

Six years is both a long time and not long at all. It has been inspiring to see the progress and I am hopeful that the pace of change will increase.

I appreciated having the opportunity to comment on a number of impactful projects, including a stronger prohibition on parking in bike lanes; a bicycle network gap project prioritization list; and many more, both completed and yet to be started.

It is clear to me that cycling and active transportation more broadly (walking, biking, scooting, etc.) are becoming more popular across our region and nation. It is also clear that our local and state leaders are not yet prioritizing active transportation improvements. Like other issues in our society, public opinion is changing faster than policy and infrastructure.

Under the current city and state administrations, climate change is a stated priority. While there has been an abundant focus on reducing emissions through renewable energy, that will only take us so far. If our leaders are serious about reducing emissions, they will have to tackle the challenges of transportation.

Increasing the number of people in our community walking and biking will take much more time, staff, funding, and focus. However, there also needs to be a stronger emphasis on supporting the most vulnerable people in our community, who walk, bike, or use transit because their other options are limited. Investments in active transportation infrastructure should be increased in historically marginalized communities, such as Westgate and the International District.

I'm encouraged by proposed projects such as buffered bike lanes on Alexander Blvd. This is the kind of facility that will likely be used by folks who are riding because their other options are limited. I hope GABAC can continue to support the needs of any person in our community who wants to walk, ride, or just get outside.

Again, I want to thank every staff person, board member, the public, and everyone who has ever supported, and continues to support, the work of these committees.

Happy Trails!

Dan Majewski
Chair, CABQ GABAC, 2019-2020



CITY OF ALBUQUERQUE

RAIL SPUR TRAIL FEASIBILITY STUDY

DECEMBER 2020

GABAC/GARTC MEETING

DEKKER/PERICH/SABATINI





A well-developed urban trail system:

Public Health and Safety

- Delivers substantial health benefits
- Encourages safe social engagement
- Recognized as a key positive attribute to quality of life
- Creates more biking and walking options
- Provides safe, off-street neighborhood connections
- Potentially reduces crime with more “eyes on the street”

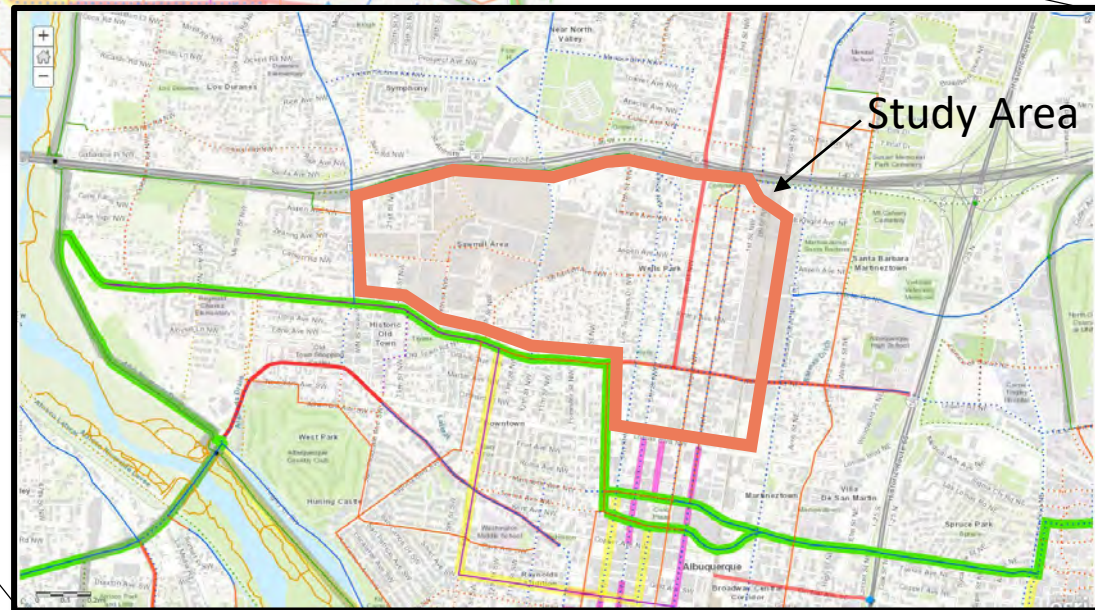
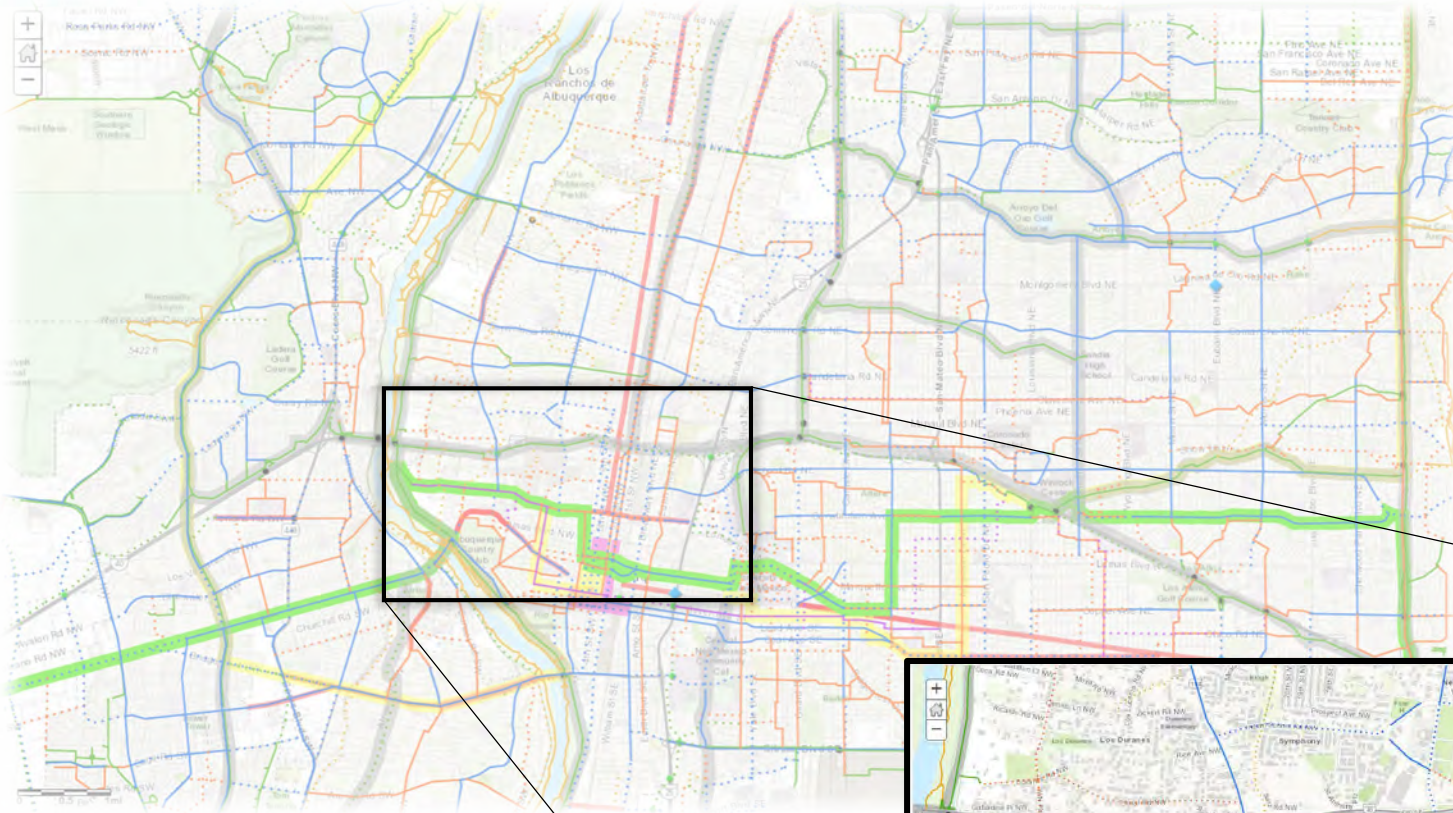


A well-developed urban trail system:

Economic Vitality

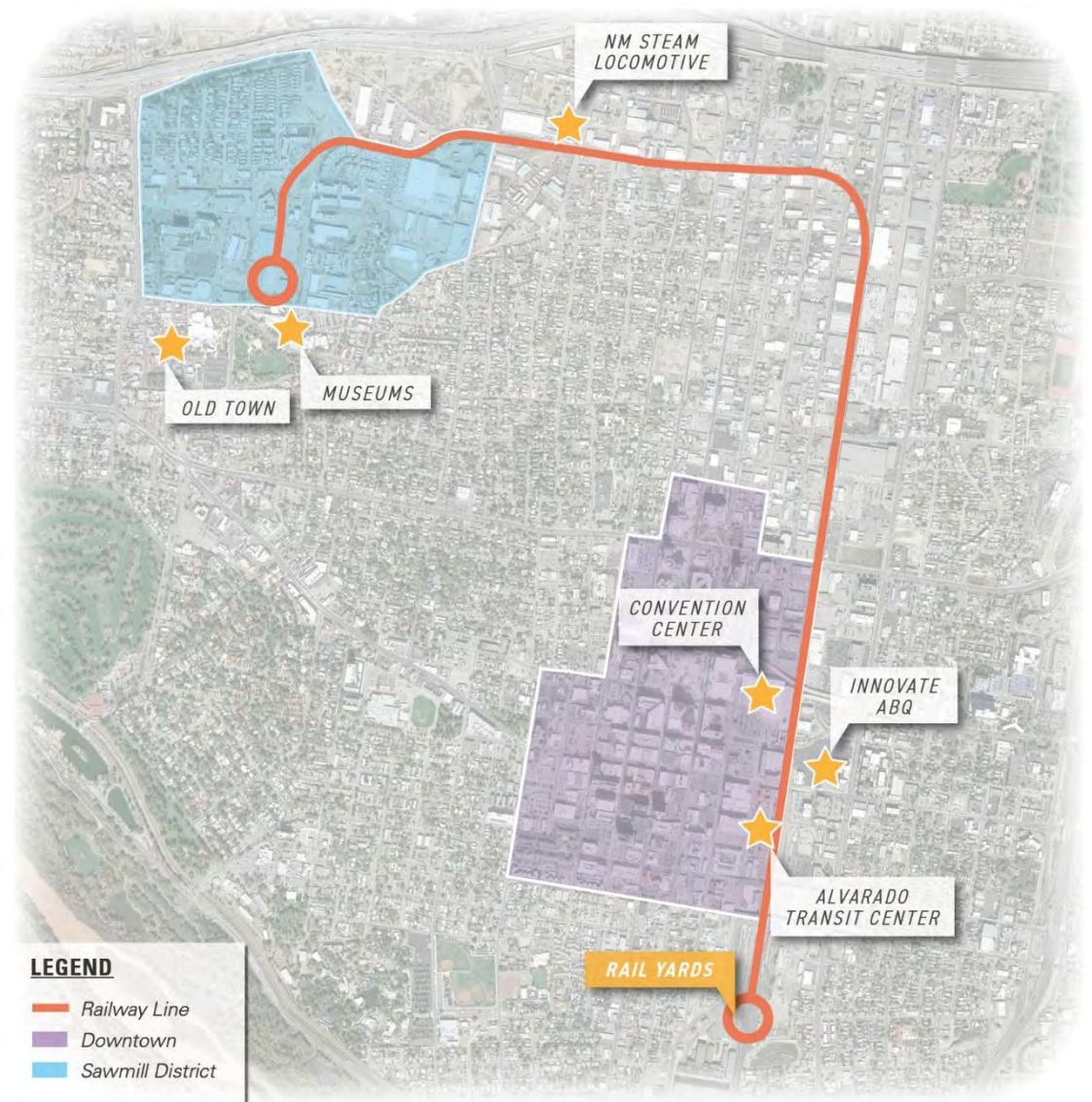
- Helps to revitalize blighted areas
- Increases GRT revenues
- Improves pedestrian and bike access to and visibility of existing businesses
- Provides a safe and interesting network for the community as well as visitors to the downtown area
- Adds to a Sense of Place for the community and visitors to the downtown area





The study area of this project is significantly lacking in bicycle/multi-use trail facilities.

The City of Albuquerque is working on a feasibility study for a **multi-use trail to connect downtown Albuquerque with the Sawmill District**. The trail alignment is proposed to follow the existing rail alignment that runs north parallel to First Street and continues along the rail spur that extends west to the Sawmill District. Over time the Rail Spur Trail is anticipated to become a **community amenity with benefits such as improved health/wellness, connectivity, and safety on the corridor**.



- Urban core of Albuquerque experiencing renewed investment
- Sawmill District has new hotel, food market and housing
- Downtown has seen new investment with Innovate ABQ, Railyards, and more housing
- City has completed study for rail trail alignment between the Railyards and Lomas Blvd
- Rail Spur Trail Feasibility Study continues this trail north and turns west along the rail spur towards Sawmill District
- Potential connections to Bosque Trail to the south and up to I-40 Trail and Old Town on the north side



- Assess existing conditions
 - *Right-of-way, ownership*
 - *Agreements for operations along rail*
 - *Land use and zoning*
- Understand railway technical/legal constraints
- Identify key parcels for redevelopment to help revitalize the area
- Articulate key strategies for implementation of trail concept
- Generate conceptual trail alignment with corresponding trail sections



- Opportunities for a connected trail system
- Increase private investment in underutilized properties
- Grow network of local small businesses
- Create a regional recreational destination that attracts new visitors to area
- Invest in active recreation for the surrounding neighborhoods



Atlanta Beltline Atlanta, GA



Historic rail corridor



The Beltline connects green spaces for a variety of recreational uses



Amenities like playgrounds along the Beltline provide spaces for families with children



PROJECT HIGHLIGHTS

- 33 multi-use urban trails, 22 miles along rail
- 1,300 acres of green space
- 1,100 acres of environmental cleanup
- Largest outdoor temporary public art exhibition in the south
- \$10 billion in economic development
- 5,600 affordable workforce housing units
- 30,000 permanent jobs



Midtown Greenway Minneapolis, MN



Historic rail corridor



Segregated bike lanes allow up to 5,460 bicyclists daily



The Midtown Greenway runs along an abandoned below-grade rail line for the majority of the 5.7 miles



PROJECT HIGHLIGHTS

- 5.7 mile segregated cycle facility
- Up to 5,460 bicycle trips daily
- First system in US to implement "bicycle free-way" concept of segregated travel lanes
- \$750 million worth of new housing developments
- 90% increase in property values along the corridor



Dequindre Cut Greenway

Detroit, MI



Pre-trail condition



The corridor features a 2 mile path with separated lanes for pedestrians and cyclists



The corridor exhibits over 35 high-quality graffiti murals painted by internationally-known street artists



PROJECT HIGHLIGHTS

- 2 mile path with separated lanes for pedestrians and bicyclists
- Corridor is actively used by residents and visitors
- Corridor exhibits 35+ high-quality graffiti murals painted by internationally-known street artists
- Over \$18 million of investments in properties along the greenway

Richmond Greenway

Richmond, CA



Historic rail corridor



The corridor features 7 completed green infrastructure projects



This project provides an opportunity for a densely populated, underserved community to gather and recreate



PROJECT HIGHLIGHTS

- 2 mile urban greenway
- Provides 32 acres green space in a densely populated, underserved community
- Includes community gardens and native vegetation with 7 completed green infrastructure projects
- Provides community gathering space



Landscape includes community gardens installed next to a school

Charlotte Rail Trail

Charlotte, NC



Historic street cars



The Charlotte Rail Trail includes an integrated public art experience to create a unique, ever-changing destination



The Charlotte Rail Trail runs along the LYNX Blue Line light rail that runs north-south through the city



PROJECT HIGHLIGHTS

- 11 mile pedestrian/bicycle facility that runs parallel to Charlotte's LYNX Blue Line light rail
- Trail connects to 15 bicycle routes and multiple major destinations across 10 neighborhoods
- 2,000 trail users per day
- Envisioned to be an integrated public art experience that creates a unique, ever-changing destination

Monon Trail

Indianapolis, IN



Historic rail corridor



The Monon Trail connects neighborhoods north of downtown Indianapolis and has spurred significant development



Nearly \$1 billion in public and private investment into civic, commercial, residential and retail developments along corridor



PROJECT HIGHLIGHTS

- 26 mile multi-use facility connecting north side neighborhoods to downtown with 7 trail connections
- 1.3 million people actively use the trail
- Nearly \$1 billion in public and private investment along corridor
- Increased residential property values by \$13,000+ in the trail corridor



Santa Fe Rail Trail

Santa Fe, NM



The Santa Fe Railyard is a gathering place for Santa Feans and visitors, hosting farmers markets and cultural events



Historic Santa Fe Depot



The Santa Fe Rail Trail runs 15 miles along the Rail Runner, ending at Lamy, New Mexico, changing from asphalt to improved natural surface



PROJECT HIGHLIGHTS

- 15-mile multi-use trail along Rail Runner
- Trail begins at Santa Fe Depot in the Railyard Arts District in Santa Fe
- Surface is asphalted for first 3.5 miles and improved natural surface for 11.5 miles
- The Railyard serves as a gathering place for Santa Feans and visitors, hosting farmers markets and cultural events

Los Lunas Multi-Use Trail

Los Lunas, NM



The Los Lunas Multi-Use Trail connects to the Transportation Center located next to the Rail Runner station



The trail runs along the Rail Runner for 0.5 miles with future plans for expansion to a total of 3.5 miles



PROJECT HIGHLIGHTS

- 0.5-mile multi-use trail along Rail Runner
- Connection to the Los Lunas Transportation Center
- Connection to the Los Lunas Rail Runner Station
- Los Lunas Bicycle Master Plan indicates expansion of trail to 3.5 miles

Precedent Examples (Elevated)

High Line New York City, NY



The High Line is a linear park that runs on a former elevated railway line through dense neighborhoods of Manhattan



Historic rail corridor



There is plentiful landscaping, seating areas and other pedestrian amenities for visitors



PROJECT HIGHLIGHTS

- 1.45-mile elevated linear park that was an abandoned rail spur
- Nearly 8 million visitors annually, mostly tourists
- Integrated public art displays
- Revitalization of Meatpacking District and Chelsea neighborhood of Manhattan
- Increased property values adjacent to track by 10%

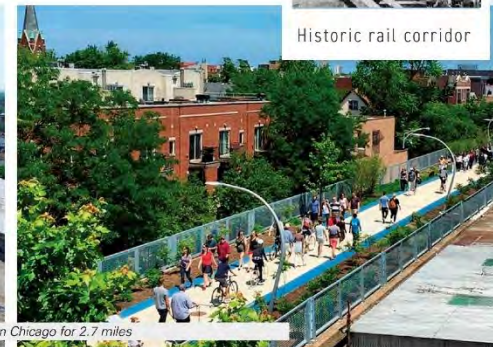
Bloomingdale Trail Chicago, IL



The Bloomingdale Trail winds through three neighborhoods west of Downtown Chicago for 2.7 miles



Historic rail corridor



The trail acts as a backbone for a parks and trail network called "The 606"



PROJECT HIGHLIGHTS

- 2.7-mile elevated greenway along former rail
- Longest project of a former elevated rail in US
- Instead of separating, the trail now connects 3 neighborhoods with bikeshare & transit stations
- Surrounding property values rose from 2012 to 2016 by 22.3%
- Backbone of a parks/trail network called "The 606"



Opportunities

- Connections to I-40 Trail to the north of Sawmill District, Alameda Drain Trail at 2nd St, bicycle route on Mountain Rd
- Rail spur train traffic is infrequent, average 3x/week at night
- Trains do not operate west of 12th St
- 8 successful breweries and distilleries in the study area



Constraints

- Railway right-of-way is constrained in some sections because of encroachment agreements with adjacent landowners
- NMDOT requires a 25 foot minimum buffer between tracks and trail
- Trail should be 15 feet minimum width (DPM)

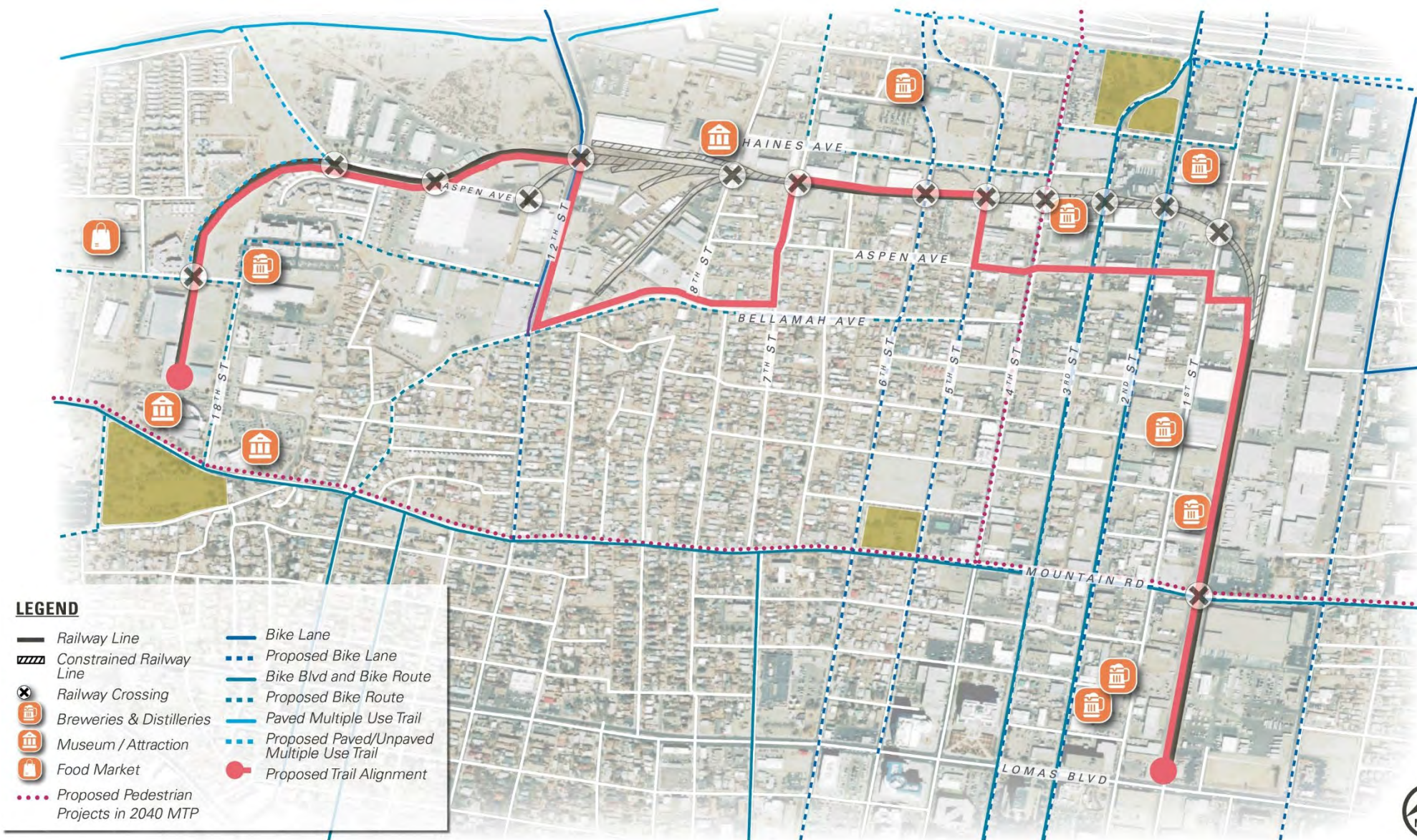


A Range of Options

- Preliminary trail alignments were informed from research and discussion with NMDOT and Parks and Recreation Department
- Pros and cons of trail alignments are considered and will be outlined in final report
- Alignments range from short-term, low-cost phases to longer-term aspirational concepts
- Alignments are a mix of practical options and more ambitious efforts



Preliminary Trail Alignment 1



Pros

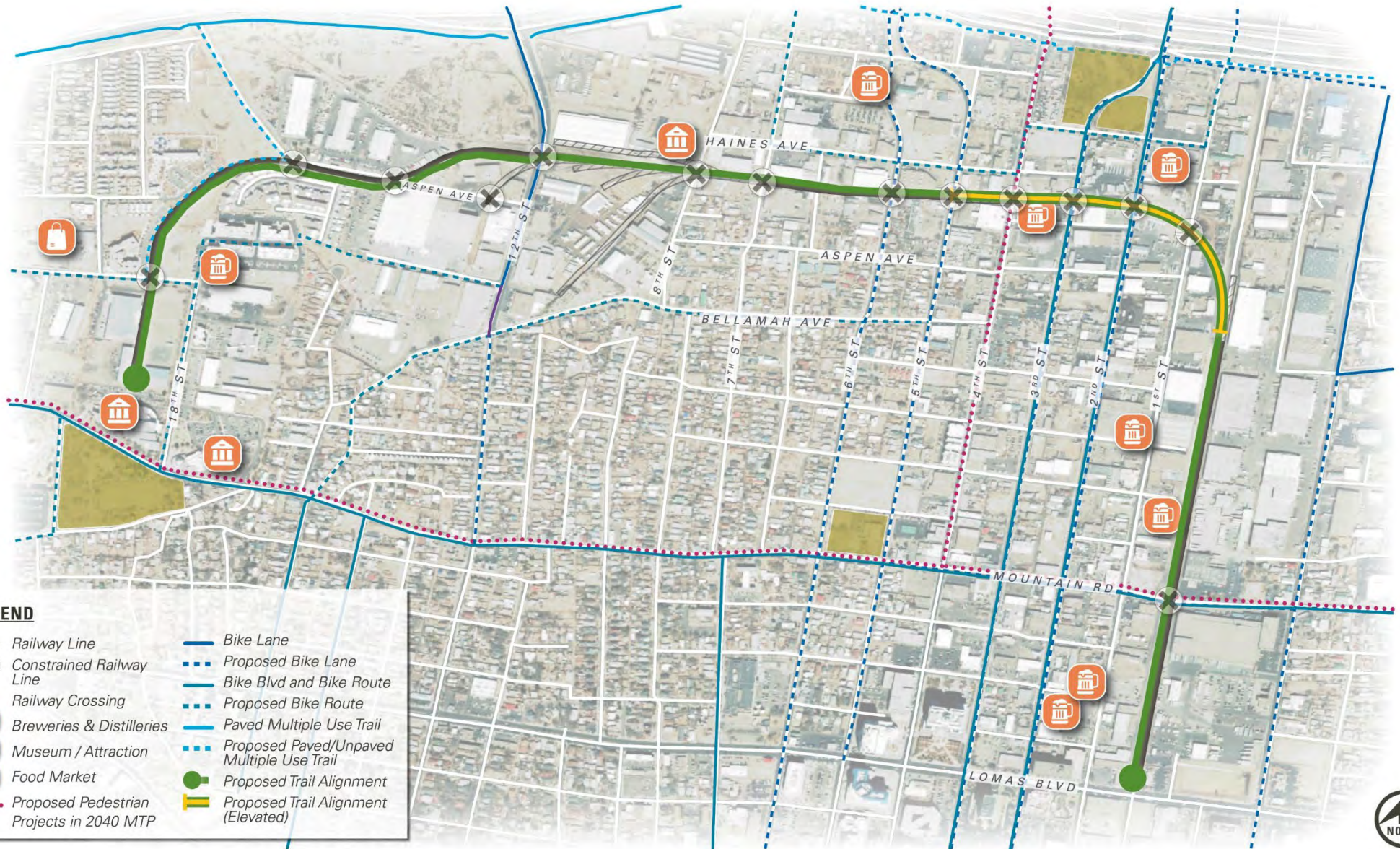
- Shorter timeframe for implementation
- Less expensive
- Engages a greater section of the neighborhood
- Does not require acquisition of right-of-way

Cons

- Does not directly follow rail spur tracks
- Multiple turns decreases ease of use and convenience
- Loses its identity as a “rail-trail”



Preliminary Trail Alignment 2 - Get Elevated

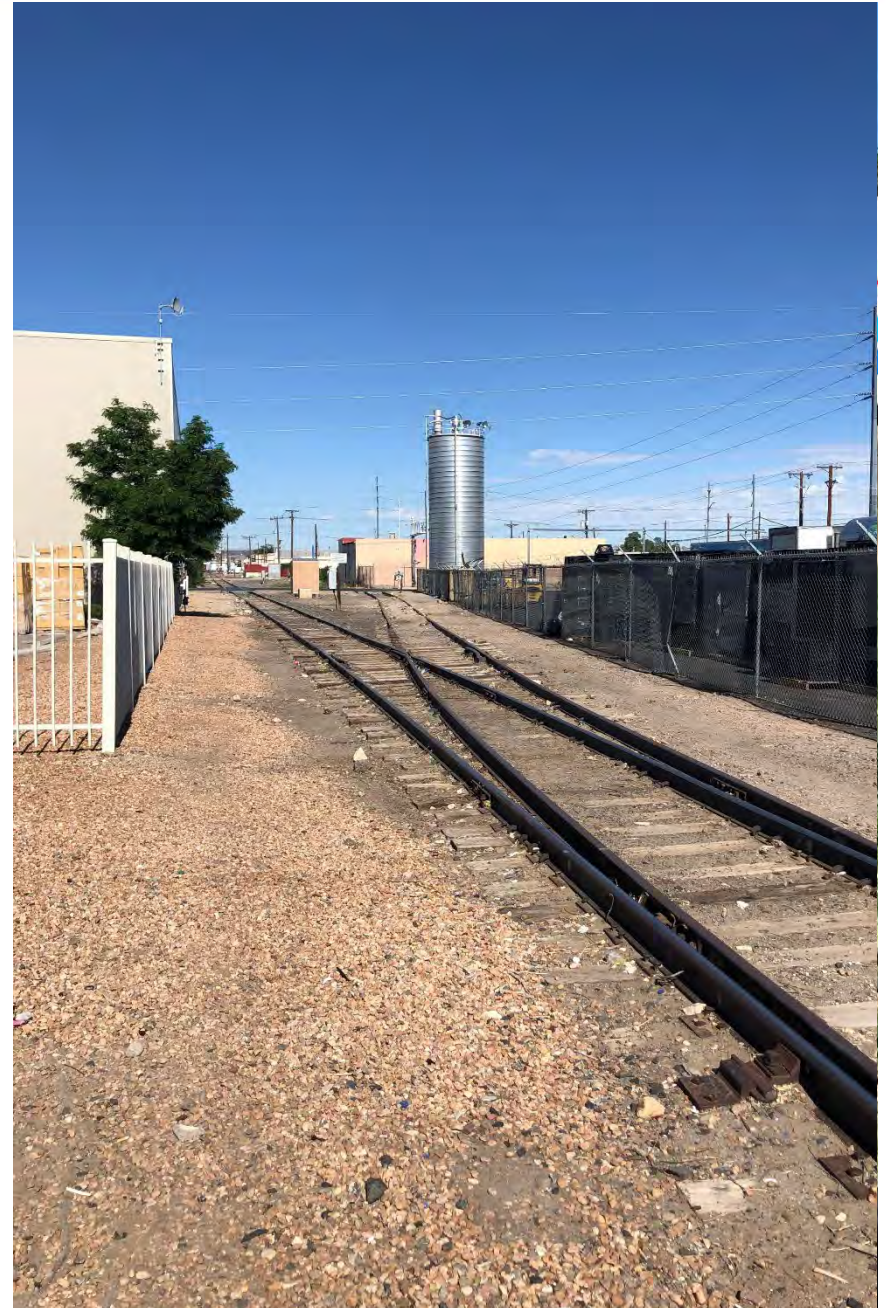


Pros

- Directly follows rail spur tracks
- No deviations from tracks increases ease of use and convenience
- Opportunity for additional activity/development potential along rail-trail frontage
- Elevated portion creates a landmark destination

Cons

- Longer timeframe for implementation
- More expensive
- Greater coordination with existing businesses along potential elevated portion
- Requires additional coordination/consent with BNSF and NMDOT



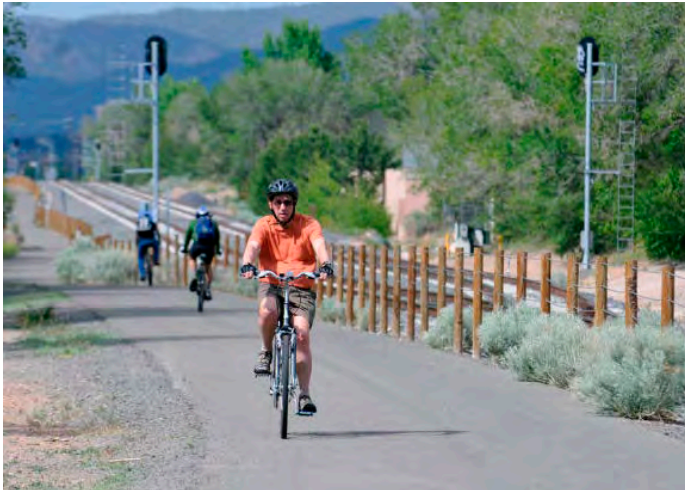
Paseo del Bosque Trail



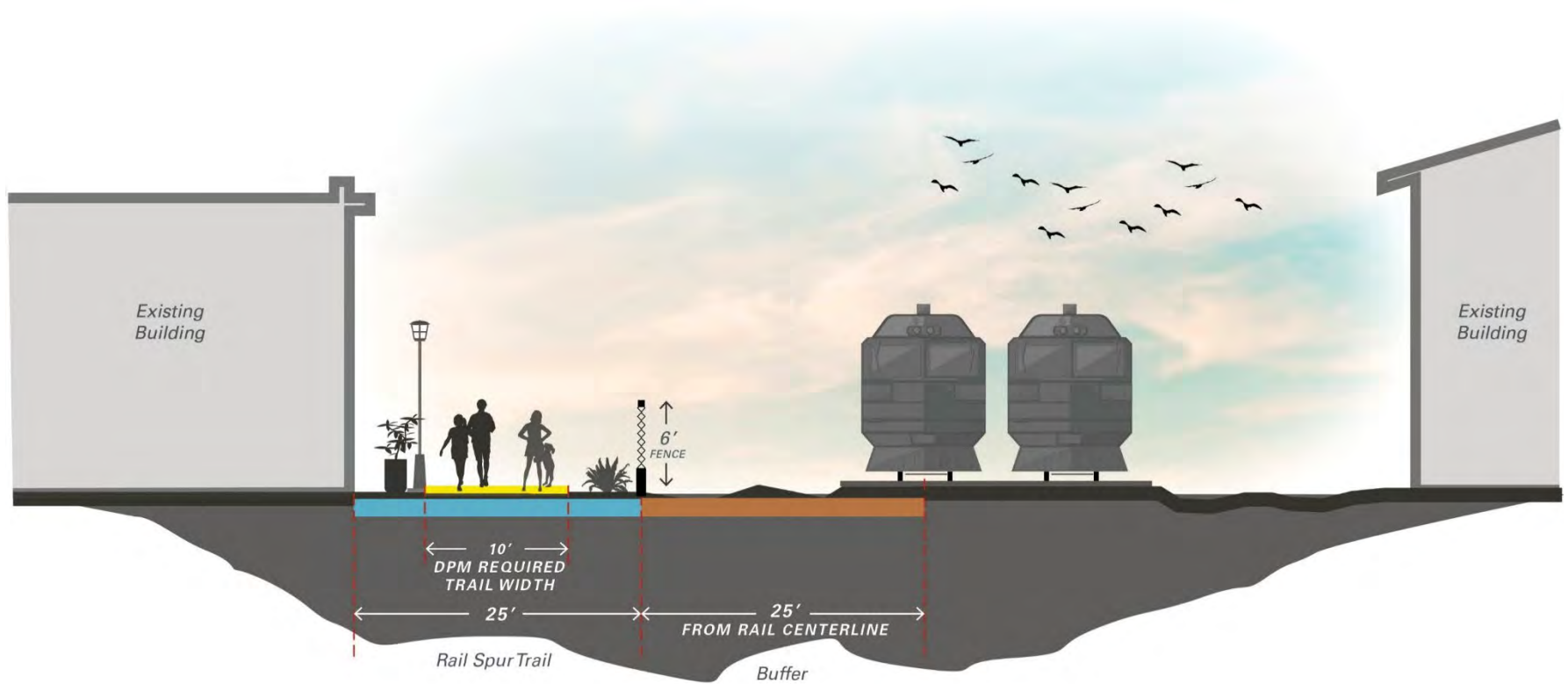
Alameda Drain Trail



Santa Fe Rail Trail



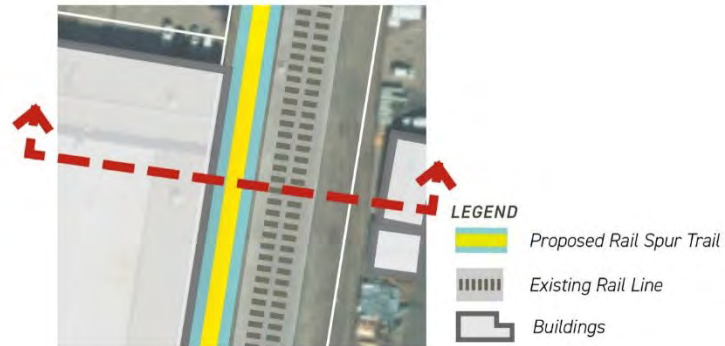
Preliminary Cross Section – Looking North from Lomas Blvd



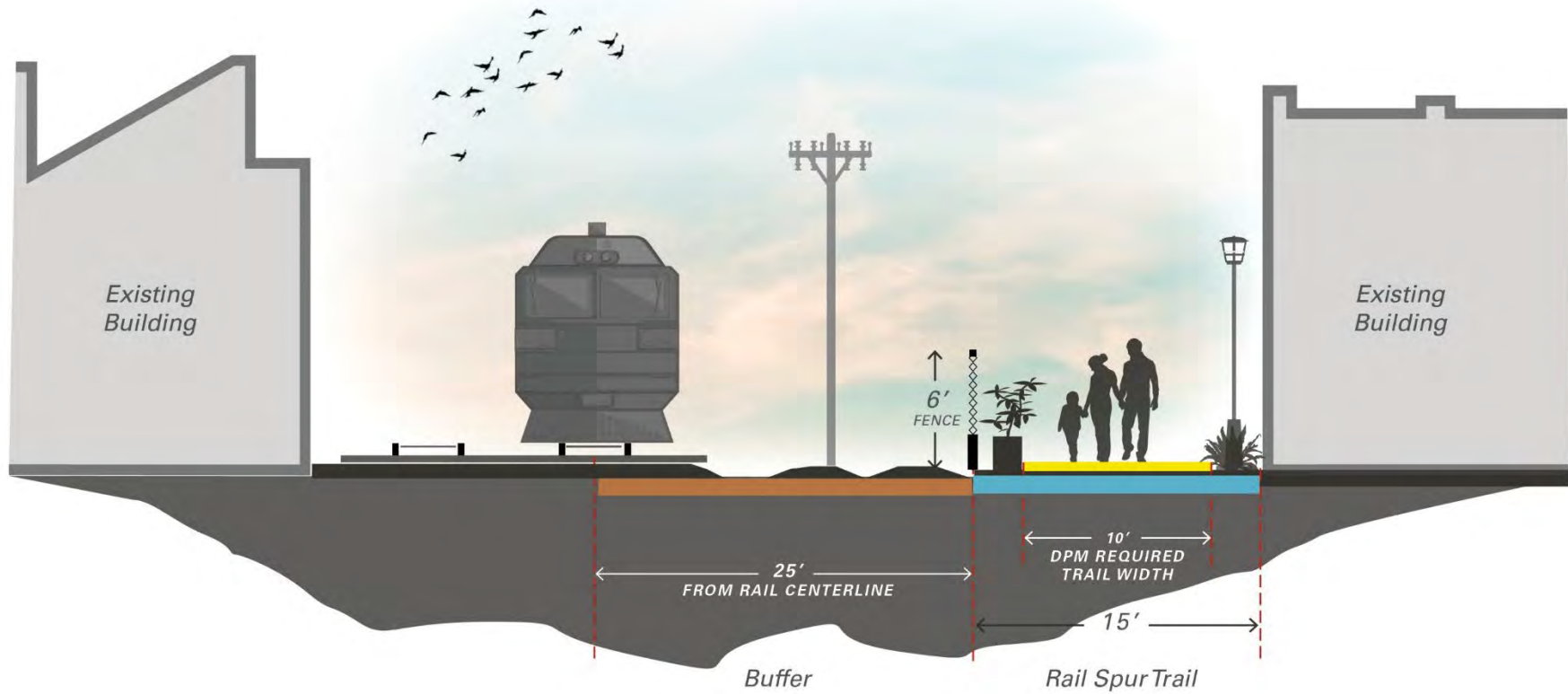
KEY MAP



TRAIL SECTION



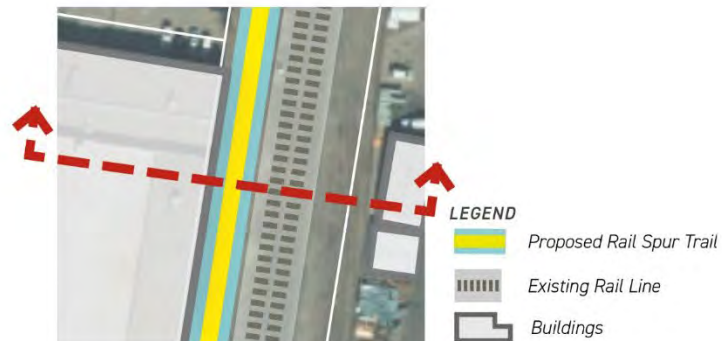
Preliminary Cross Section – Looking West from 5th St



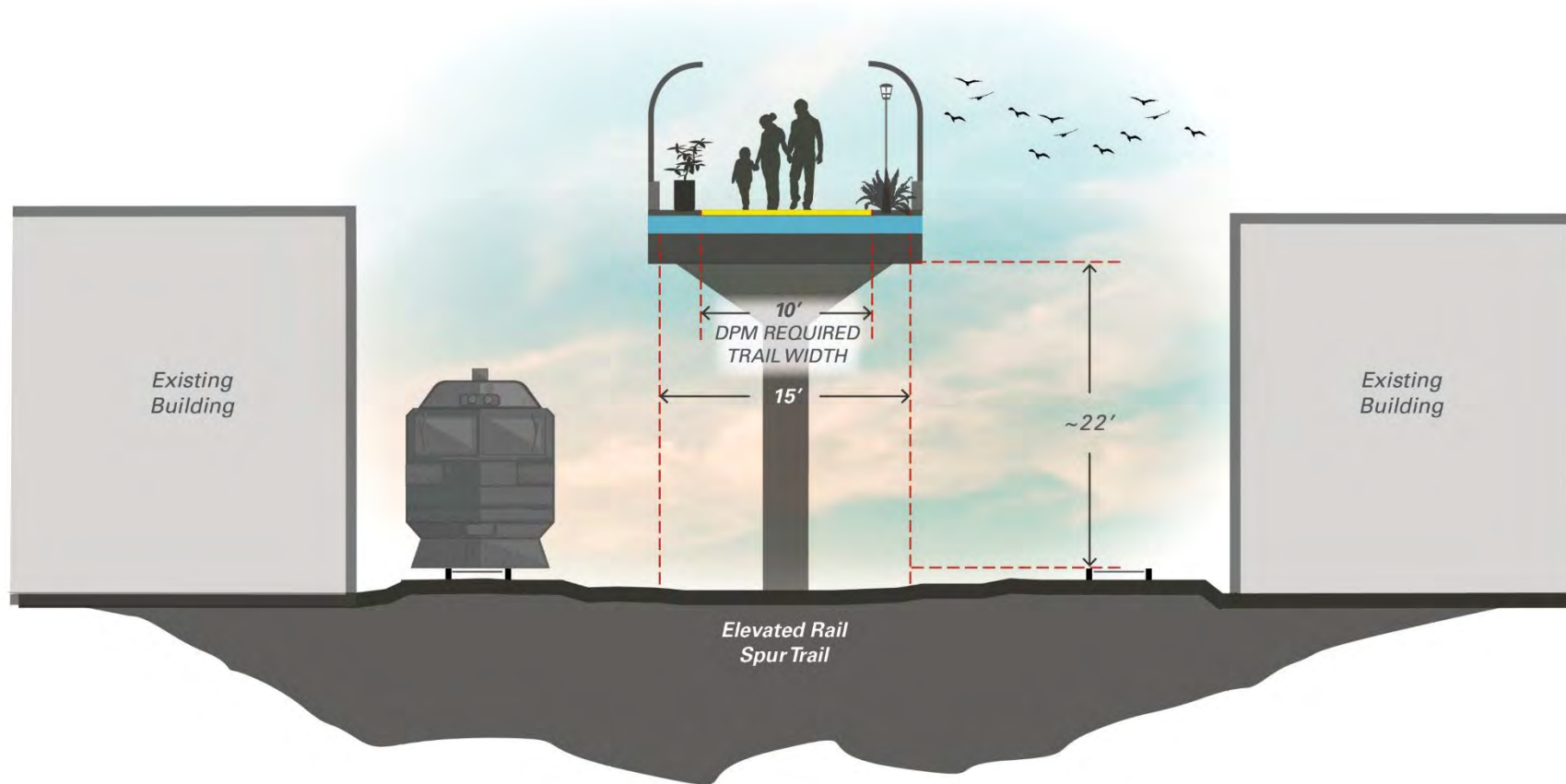
KEY MAP



TRAIL SECTION



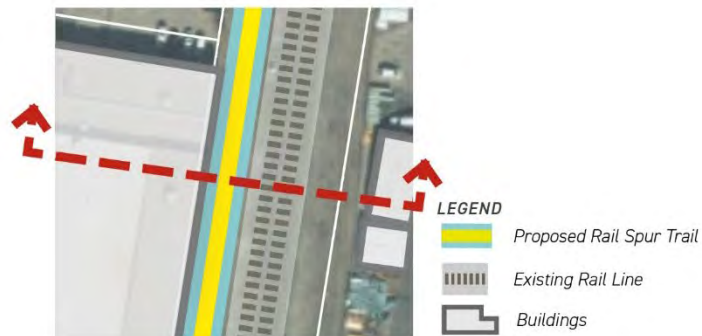
Preliminary Cross Section – Looking West from 3rd St



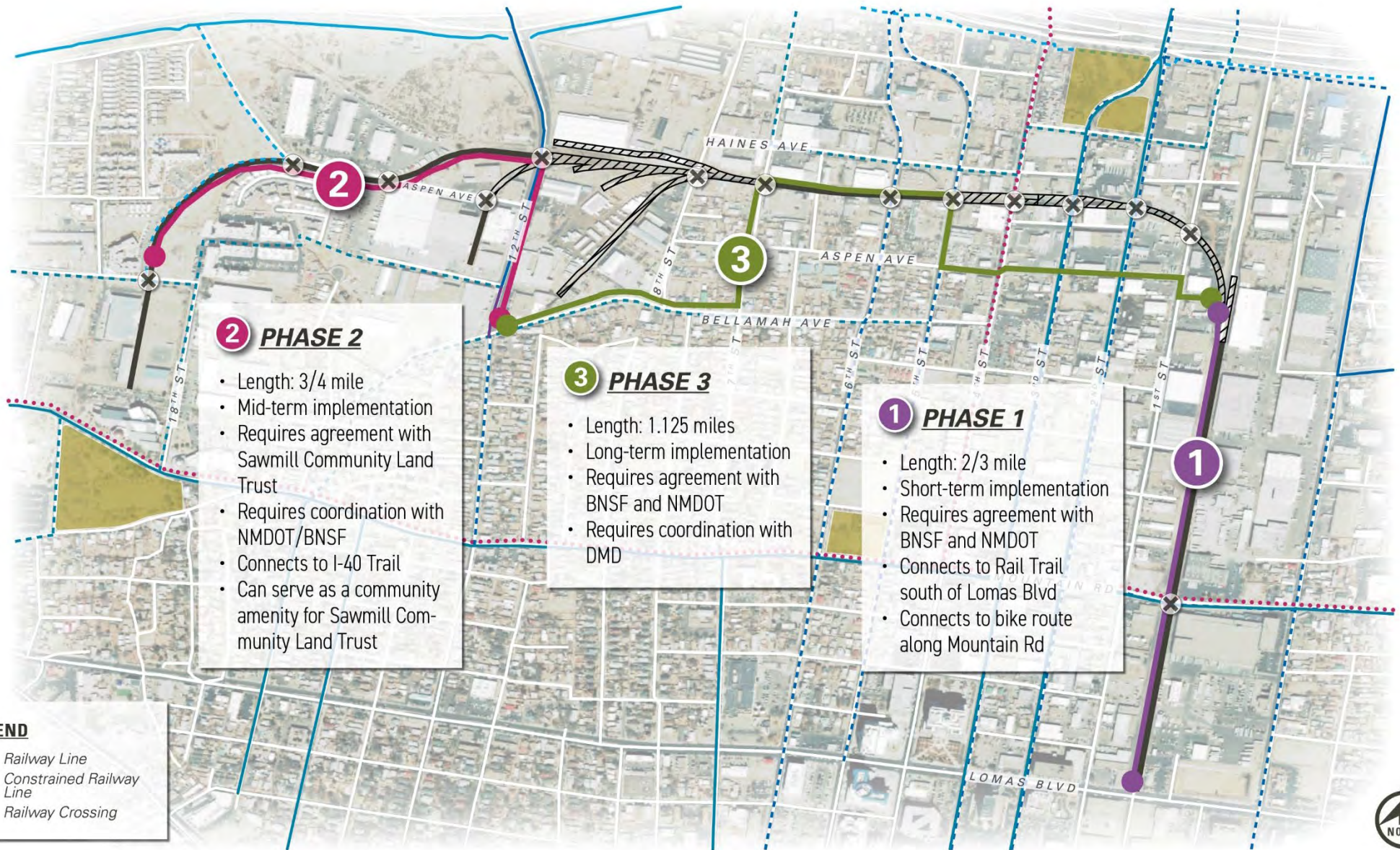
KEY MAP



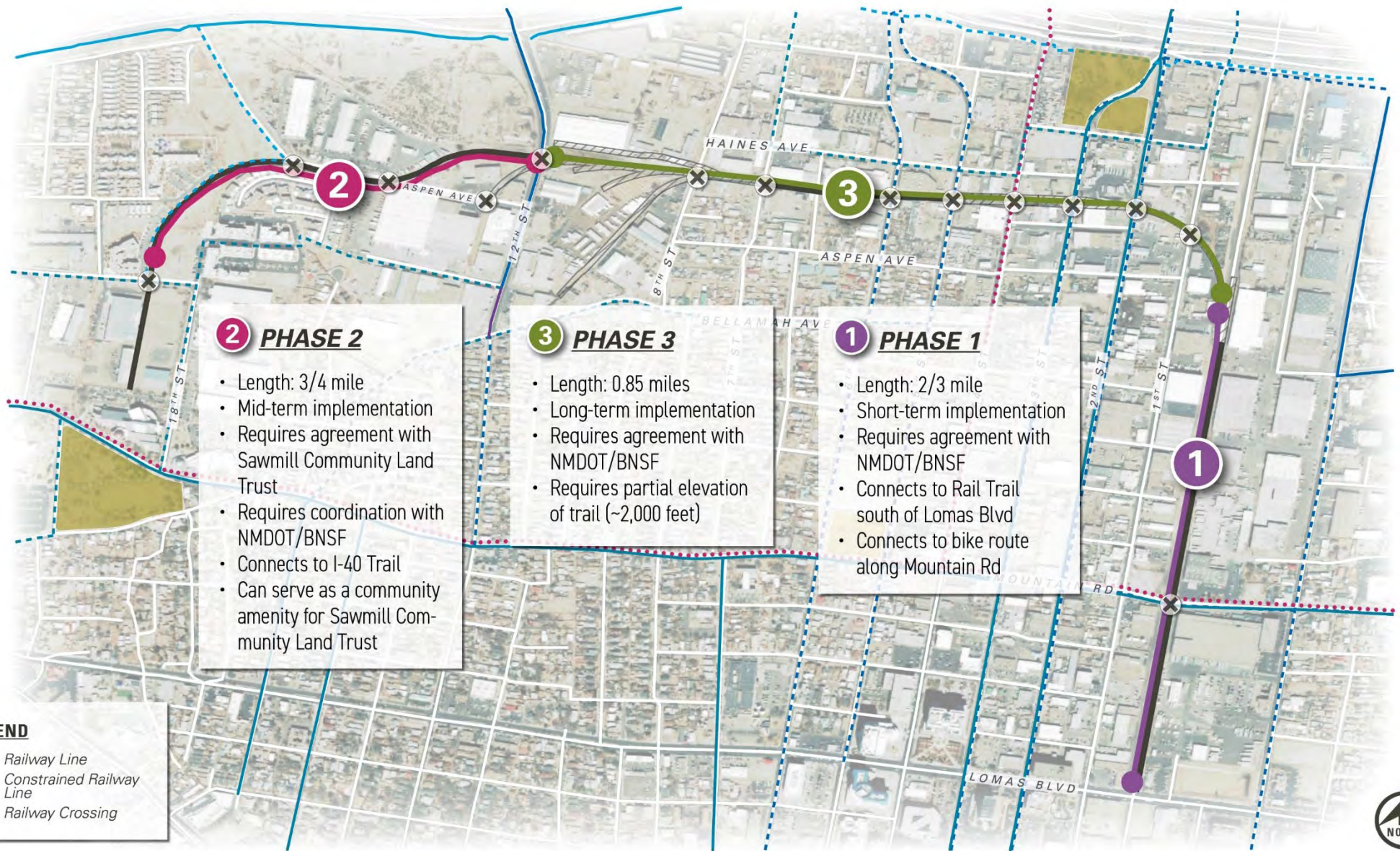
TRAIL SECTION



Preliminary Phasing Strategy – Alignment 1



Preliminary Phasing Strategy – Alignment 2



Schedule

Date	Item
May-July	Existing Conditions Analysis
July-Dec	Stakeholder Meetings
Nov	Draft Report
Dec	Final Report





THANK YOU!

For involvement in later phases of this
project, contact:

Whitney Phelan
wphelan@cabq.gov

DEKKER
PERICH
SABATINI





Bernalillo County GABAC Staff Report

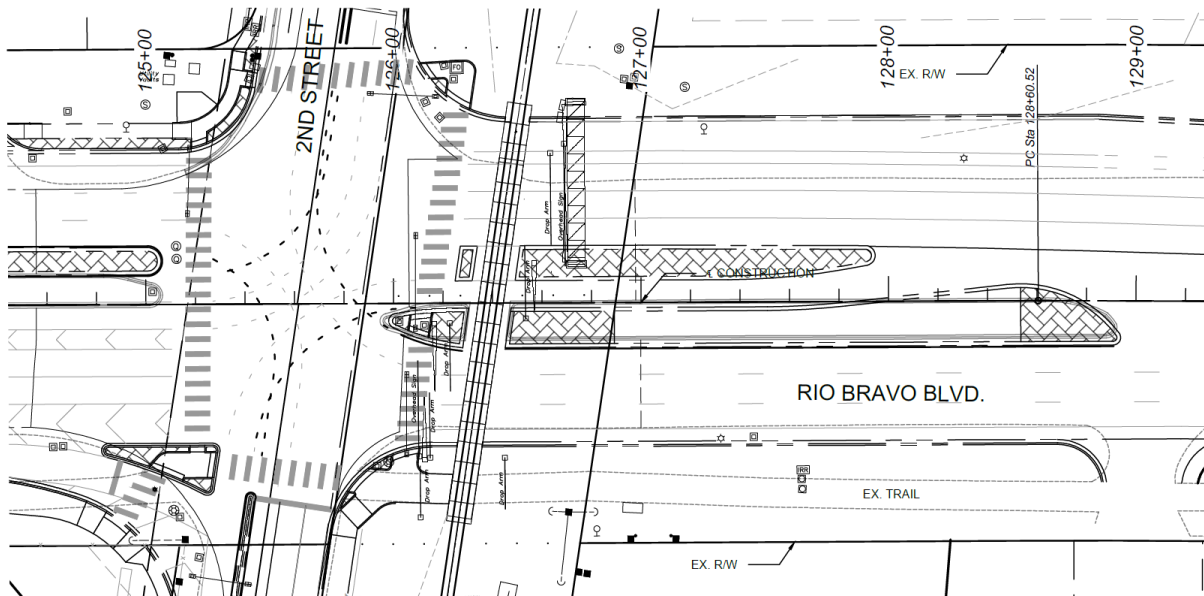
December 15, 2020

UPDATES

Rio Bravo and 2nd St Intersection & Rio Bravo Gap Project:

Bernalillo County is extending improvements made with the I-25 and Rio Bravo Interchange project west up to and including 2nd St. intersection. This project is expected to be constructed in the FFY 2022-2023 time frame.

- The project extends the 6 ft. wide bicycle lanes from the South Diversion Channel to 2nd St. In this area, Rio Bravo Blvd has shoulders. The bicycle lanes provide a formal bicycle facility.
- The project will include sidewalks on the north side of Rio Bravo Blvd. BC is pursuing vacating Camino del Tren to provide sidewalks between 2nd St. and Prince St. Bernalillo County has an overall goal of providing a multi-modal connection between the Sunport Rail Runner Station and Valle del Oro. Sidewalks in this area along with improvements at 2nd St intersection are important links in this nearly complete connection.
- The multi-use trail along the south side of Rio Bravo will remain the same with improvements where the trail crosses intersections and driveways. The most significant impact to the multi-use trail is at 2nd St. Below is the schematic design.



There are divided opinions on the "pork chop" island for right-turns. Some feel that it encourages motorists to make right turns more freely and others feel that it breaks up the crossing. At the 12/15/2020 GABAC meeting the Project Engineer, Vincent Bartholdi, agreed to look into a raised cross walk within the right-turn connecting the trail to the "pork chop" island. A community member recently told BC staff of crash in Sept. 2020 occurring as he traveled eastbound on the trail and a motorist making an east-to-south left turn hit his trailer.

This project along with all Bernalillo County current projects can also be viewed at: <https://www.berncounty.gov/public-works/current-past-projects.aspx>

Project Engineer:
Vincent Bartholdi
vbartholdi@berncounty.gov
505-848-1572

BC Contact for GABAC:
Julie Luna
jaluna@berncounty.gov
505-848-1508

Reed, Terra L.

From: Morris, Petra
Sent: Tuesday, December 15, 2020 3:48 PM
To: Reed, Terra L.
Subject: City Council GABAC update
Attachments: COA Template-Layout1.pdf

Good afternoon Terra,

I just got the following from Diane on the Los Griegos and Indian School updates requested from GABAC:

- There is no update on Indian School Rd; we are still waiting to get costs for the two segments: Broadway to University and University to Carlisle.
- The Los Griegos proposed striping is attached. We have requested the addition of vertical delineators at Guadalupe Trail and are waiting for an updated estimate.

Unfortunately I have not had a chance to begin working on the GABAC bill revisions, but that is on my list for the coming weeks (based on things being “quiet” over Christmas!).

Kind regards,

Petra Morris, AICP

Council Planning Manager

Albuquerque City Council

505.768.3161

pmorris@cabq.gov



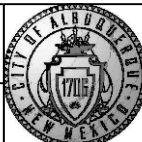


CONSTRUCTION NOTES

- 1 ERADICATE EXISTING STRIPING WITHIN PROJECT LIMITS
- 2 INSTALL NEW 4" DOUBLE YELLOW STRIPE, 8" C-C
- 3 INSTALL NEW 6" WHITE STRIPE
- 4 INSTALL NEW BIKE SYMBOL WITH ARROW
- 5 REMOVE AND REPLACE STOP BAR
- 6 ERADICATE BIKE SYMBOL WITH ARROW. DO NOT REPLACE

NOTES

ALL NEW STRIPE EXCEPT BIKE SYMBOLS SHALL BE HOT THERMOPLASTIC
BIKE SYMBOLS SHALL BE PRE-FORMED THERMOPLASTIC
ALL ERADICATION SHALL BE BY WATER-BLASTER
CONTRACTOR SHALL CONTACT TRAFFIC ENGINEERING FOR LAYOUT APPROVAL PRIOR TO PLACEMENT OF NEW STRIPE

CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT TRAFFIC ENGINEERING DIVISION			
TITLE: GRIEGOS/ GUADALUPE TRAIL REALIGNMENT			
NOT FOR CONSTRUCTION	DESIGNED BY: AMANDA HERRERA		Mo./Day/Yr.
	REVIEWED BY: TIM BROWN		06/18/2020
City Project No. CPN	Zone Map No.	Sheet 1	Of 1