



GABAC

GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293

ALBUQUERQUE, NM 87103

(505) 768-3658

Timothy M. Keller, Mayor

Tuesday, September 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/94384208580?pwd=YUhiTm5SeTdPRONrdHpScTZCdS82dz09>

Meeting ID: 943 8420 8580

Passcode: 938957

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

Joint Meeting with GARTC (Greater Albuquerque Recreational Trails Committee)

Meeting Format.....Josef Jansen, DMD

-Please wait until recognized to begin Comment/Questions

-Written Questions/Comments and/or Response may be requested

- **Public Comment**

Please use virtual raise hand feature or email comments to jjansen@cabq.gov. Comments are generally limited to two minutes or less.

- **Presentations**

I-25 Bicycle Accessibility Study/ Bike thru Burque – Aaron Sussman Bohannan Huston

Rail Trail Project - Karen Iverson, Metropolitan Redevelopment

Alameda Drain Trail – Jerry Parker Parametrix

- **Adjourn**

- **Next Scheduled GABAC Meeting MONDAY, October 19, 2020**

Members: Dan Majewski (City-SW); Robin Allen (City-At-Large); Josiah Hooten (City-At-Large); Raul S. Chavira (City-SE); Rose McCamey (City-NE); Richard Meadows (EPC); Lanny Toning (Unincorporated East)

City Staff: Josef Jansen, DMD, Engineering (768-3842)

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.



GABAC

Timothy M. Keller,
Mayor

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VIRTUAL MEETING MINUTES
September 15, 2020

Members Present – Quorum

Dan Majewski
Richard Meadows
Raul Chivara

Lanny Tønning
Josiah Hooten

GABAC Members Absent

Rose McCamey

Robin Allen

GARTC Members Present

Tyler Ashton
Cathy Intemann

Val Cole
Jay Flowers

Staff Present

Josef Jansen, COA DMD
Terra Reed, COA Planning
Cheryl Sommerfeldt, COA Parks
Christina Sandoval, COA Parks
Jill Mosher, NMDOT
Tara Cok, MRCOG
Sergio Lazoya

Debbie Bauman, COA DMD
Petra Morris, COA Council
Whitney Phelan, COA Parks
Julie Luna, Bernalillo County
Margaret Haynes, NMDOT
Karen Iverson, COA MRA

Guests

Aaron Sussman
Peter Rice

Jerry Parker
Scot Key

Josef Jansen called the meeting to order

(4:04 pm)

Welcome and Introductions

Approval of the Agenda –

Motion to Approve the Agenda (Dan Majewski), 2nd (Richard Meadows), Vote – Unanimous

Approval of the June 2020 Minutes –

Motion to Approve the August 2020 Minutes (Dan Majewski) 2nd (Richard Meadows), Vote – Unanimous

Public Comment

Scot Key – Discussed seeing a noticeable increase of cyclists in the South Valley. School children are trying to walk and bike across Dennis Chavez for instance and developments are making access difficult as they come along. Developers need to consider pedestrian and cyclist accessibility in their design and construction.

Presentations

I-25 Bicycle Accessibility Study, ¡Bike Thru Burque! - Aaron Sussman – Bohannan Huston
Debbie Bauman - At last month's meeting, we talked about some pressing programming issues that the city was having regarding federal funding associated with something called the Gap Closure Project and the review that was still happening by the administration on the I-25 Bike Accessibility Study.

The federal money that we have available to us, which will happen at the end of this year or become available at the end of this year, the city was able to do a modification in the current transportation program to create what's known as a "baby project". We took the parent project which was the Gap Closure Project and distributed the money a little bit differently, so we left federal funding in a pretty substantial chunk that would be used to go out to an RFP.

For planning and engineering services related to the development of some recommendations that will come out of the I-25 Accessibility Study, the ability to change that money from construction to design and planning gives us more time to work with both of the committees, and allows a pretty robust vetting of the study and the way that we've organized the recommendations.

Aaron Sussman provided details about the background, purpose, and methods of the study, which looked at conditions along the I-25 corridor, all existing crossings and then proposed improvements from the long-range bikeway system between I-40 and Tramway Boulevard.

Part of the scope was to look at whether there is a need for an additional crossing and to provide recommendations to city staff. Specific projects would be identified at a later point in time, but this would be an opportunity to refresh the analysis that have been done in the past and to understand where improvements could be made to the existing system and again reconsider some of those improvements that have been identified in the long-range bikeway system in particular.

There are two sets of questions that the study addresses; the first has to do with existing crossings. Are there improvements that could be made to existing crossings?

- to make them more comfortable;
- to make them appealing to a wider set of users;
- to make sure that there are more seamless connections across the network

In doing so, will that mitigate the need for new crossings or would we still want to look at additional crossings of I-25?

The second question talked about proposed crossings, is an additional crossing of I-25 warranted and is it feasible? A rigorous analysis was used to look at conditions on existing roots and then look at where Potential connections might be desired.

The study then applied a bicycle level of service calculation to every segment of every one of those corridors and then all of the north-south routes that connected to them within a radius of around the I-25 corridor. It looked at crash rates and the incidences of pedestrian and bicyclist involved crashes and available right-of-way and paved areas of roads that went hand-in-hand.

A technical working group made up of staff from the public agencies and various bicycle advisory groups helped to identify gaps and shortcomings in the bike infrastructure and tried to both diagnose locations that have safety hazards and safety risks.

The study looked at north/south connections and leading into this consideration of Alexander Boulevard. This is a route that has been identified on the long range bikeway system for bike lanes and we immediately identified this as a wide road given the traffic volume. Less than 10,000 vehicles per day, and we did some sort of initial engineering and looked at could you actually do a four to three road diet conversion having bike lanes on the outside and then where there are two lanes in each direction plus a dedicated turn lane in the center of the road, and you could out could stripe out and squeeze in a buffer by cleaning the outside lane.

Make the most use of that study and identify projects that have the greatest benefit and just going back to Alexander Boulevard for a second again this sort of a connection among the crossings was really critical and thinking about how do you sort of again make these connections from a network standpoint, so Alexander was really appealing as a connection from Comanche to the Montana Renaissance area and then from there you can connect to the diversion channel and ultimately connect to many other parts of the network, so those were the kind of things that I think we were tasked with initially and this one emerged pretty.

The city is hosting Bike thru Burque next week to coincide with National Bike to Work week. We would like to encourage everybody to participate and help us market this event. This emerged out of a desire to re envision bike to work day in a year where we've got all sorts of public health restrictions and again commuting has taken a serious hit, so the concept here is really just to promote biking as an activity rather than specifically bike to work on behavior and biking.

Alameda Drain Trail, Jerry Parker – Parametrix

Christina Sandoval - We are in the process of designing phase three of the Alameda brain trail projects, the county has completed phase one and is in construction of phase two from Montano going north towards Paseo del Norte. We will be taking phase three from Montano going south to Fourth Street at the intersection of Fourth and Matthew.

Jerry Parker provided a background and status of the project. The trail will be 12' wide and tie into the existing trail along the drain on 4th street heading north on west side of drain to Montano. AMAFCA has a plan for a water quality feature at the northwest corner of 4th and Montano. Designs are trying to adjust trail alignment for this feature.

The trail at Candelaria and Griegos will jog over at signalized intersections where bikes will need to dismount due to trail width restrictions. Parks is still working out details. Speed tables will be installed at minor trail crossings. Design won't allow this at all intersections to prevent restricting some residents.

The trail widens north of Griegos and will move further away from the drain.

Closer to Montano the trail will be between the Alameda drain and Gallegos lateral. Pipe gates, bollards, and landscape boulders will restrict vehicular access to the trail.

- Phase 3 of the project is currently under design (90% plans complete)
- Construction funding programmed for FY 2021 (October 2020)
- Next Steps include conducting stakeholder meetings, advanced design and construction documents, bidding, contract award and construction.

Downtown Rail Trail, Karen Iverson COA Metropolitan Redevelopment Agency

The Rail Trail Project is more than just a trail corridor, it is an enhancement to the area between the Rail Yards and Lomas. This project is a multimodal public art experiential esplanade.

The plan proposes enhanced crossings at Marquette and an improved under grade crossing Tijeras. There is also a request for proposals for 1st and Silver and another near Central.

The project will be funded through 2.2 million from the Lodgers Tax sports package and 3 million from transportation tax. The project applied for an EDA grant 2 million for trail improvements and a smart communities zone (smart parking). Another application was sent out for the National Endowment of Art grant.

Future possibilities are for a loop connecting the Bosque and Sawmill areas.

Discussion Items

Jill Mosher NMDOT

NMDOT is receiving a lot of negative feedback about the restriping on Tramway about removing acceleration lanes for cycling. NMDOT is trying to be more multimodal friendly in their projects. They are not completely done with efforts and are still adding signs and striping. Jill requested a letter of support from GABAC members about the project. Dan and Lanny will work together on this and submit it to NMDOT.

Lanny Tanning

A cyclist was hit by a car while crossing Gabaldon on the I-40 Trail. Lanny requested that staff members look into possibly installing a speed table. He will forward her letter with details on the incident.

Dan Majewski

Trail related issue looking for feedback Paseo de las Montanas trail crossing Wyoming just south of Indian School he said he believes the current treatment is unsafe.

Whitney Phelan forwarded Dan's request to Tim Brown in Traffic Engineering.

Richard Meadows

Bernalillo County in partnership with the City of Albuquerque and National Parks Service is conducting a study for El Camino Real Historic Trail and looking at potential bike and pedestrian projects along that historic route. The different sites and alignment can be viewed at <https://www.camino-bernco.com/>.

Tyler Ashton

The Repaving job on Paradise between Justin and Park has asphalt coming up and has pieces of asphalt on the trail and road. The surfacing is failing and getting worse. Christina Sandoval will look into it.

Whitney Phelan

Copper Trail on the south side of Los Altos Golf course is staked and utilities are looking at it. During construction the golf course will be right in right out only.

I-25 BICYCLE ACCESSIBILITY STUDY

GABAC/GARTC
September 15, 2020



Bohannon  **Huston**

Scope of Work

- Evaluate existing conditions along I-25 crossings between I-40 and Tramway Blvd
- Review proposed improvements from the Long Range Bikeway System (LRBS)
- Consider the need for an additional crossing
- Provide recommendations to City staff
- Specific projects to be designed at a later point in time



Purpose & Need

The I-25 Bike Study considered two main sets of questions:

- **Existing crossings:**

- *What types of improvements could be made to existing crossings?*
- *Could those improvements mitigate the need for new crossings?*

- **Proposed crossings:**

- *Is an additional dedicated bicycle/pedestrian crossing warranted?*
- *Is an additional dedicated bicycle/pedestrian crossing feasible?*



Methodology: Technical Analysis

- Existing infrastructure
- Infrastructure quality (bicycle LOS)
- Safety/crash analysis
- Paths and destinations
- Available right-of-way/paved area
- Nearest crossing options
- Proposed improvements
- MRCOG road diet analysis



Methodology: Technical Working Group

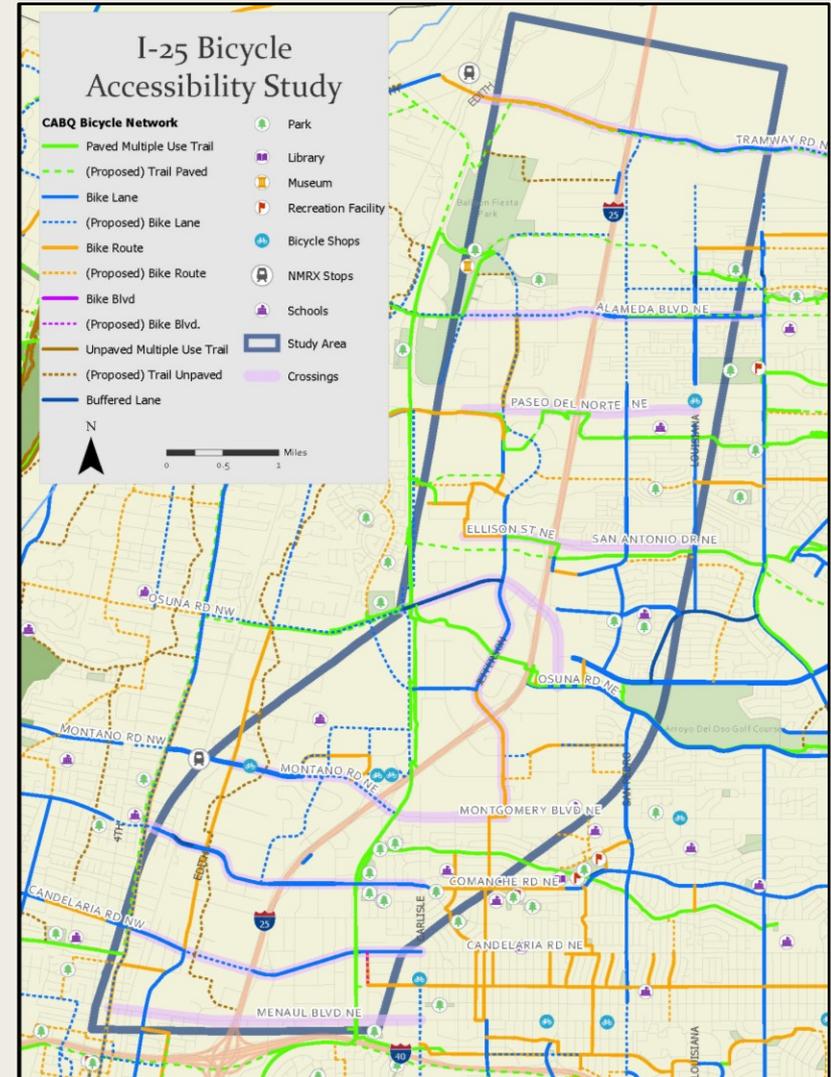
- Comprised of staff from public agencies, representatives of bicycle advisory groups
- Provide comments and input on study considerations
- Identify gaps and shortcomings in bikeway infrastructure
- Review technical analysis performed by Project Team
- Generate recommendations to enhance existing crossings



Existing Crossings

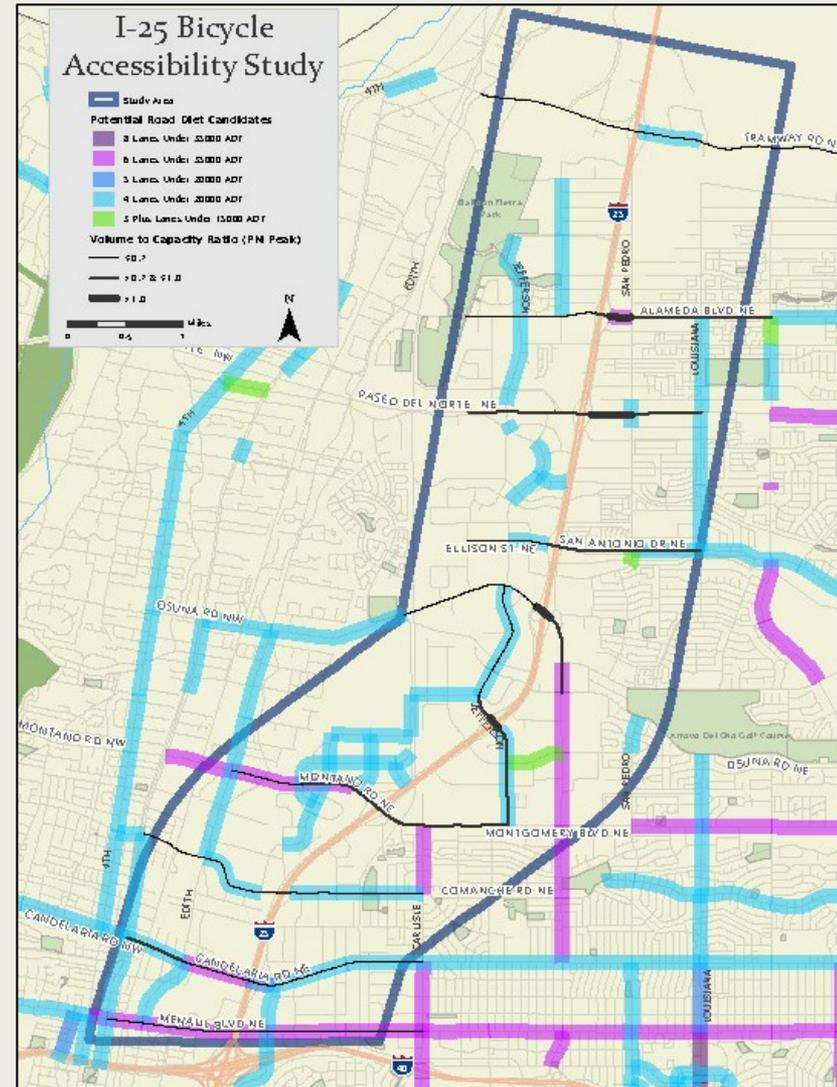
11 crossings:

- 9 on-street crossings
- North Diversion Channel
- Dedicated bicycle-pedestrian bridge at Bear Arroyo



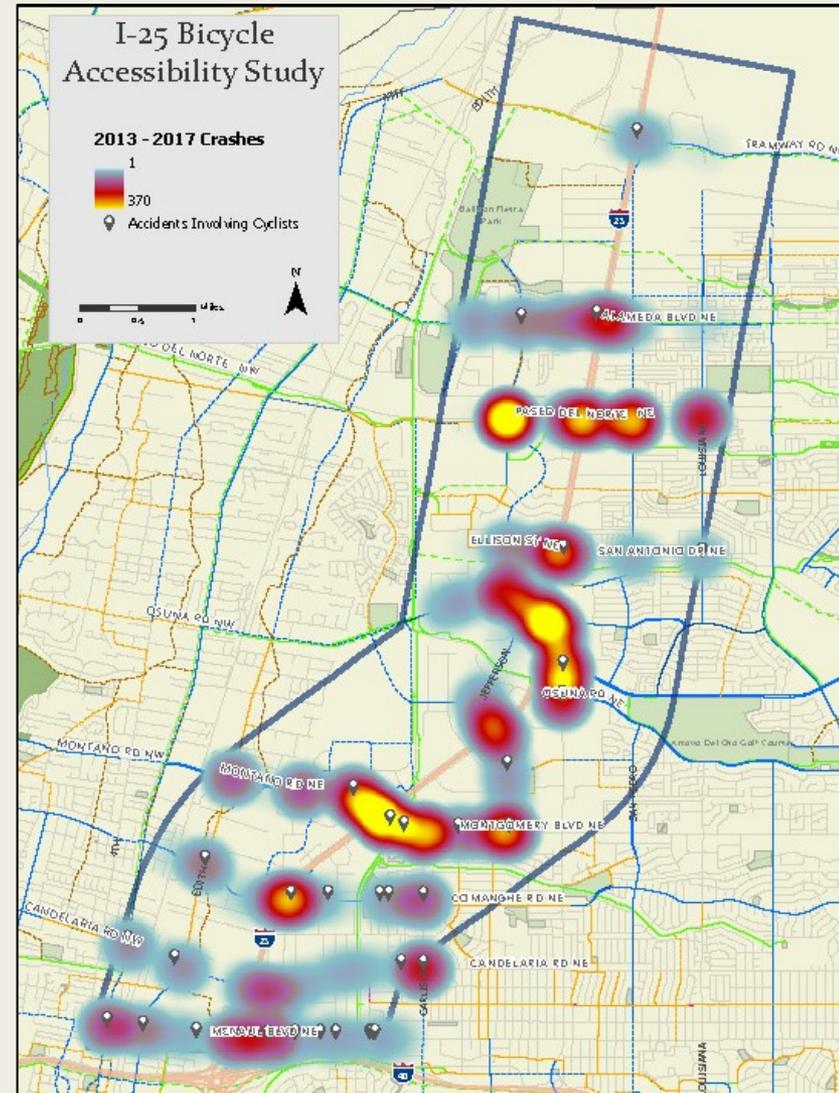
MRCOG Road Diet Analysis

- Locations that meet NMDOT criteria for lane reductions
- Evaluate projected traffic volumes
- Identify locations where lanes could reasonably be reallocated for bicyclists



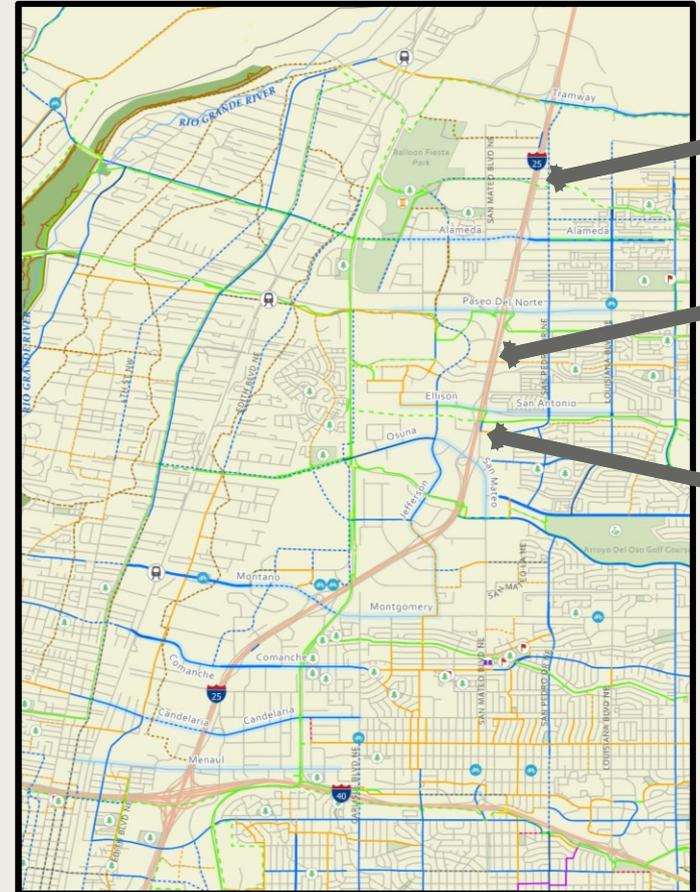
Crash Data

- Locations with high numbers of vehicle crashes imply design issues and dangerous conditions for bicyclists
- Identify locations of bicyclist-involved crashes
- High numbers of crashes along Comanche Rd and Menaul Blvd; Unclear from the data if bicyclists were traveling north-south or east-west



Proposed Crossings

- Identified in the Long Range Bikeway System Map
- Pino Arroyo (south of Ellison Rd) – I-25 to North Diversion Channel (LRBS)
- San Francisco Rd – Jefferson St to San Pedro Dr
- La Cueva / Alameda Wasteway – between Alameda Blvd and Tramway Blvd



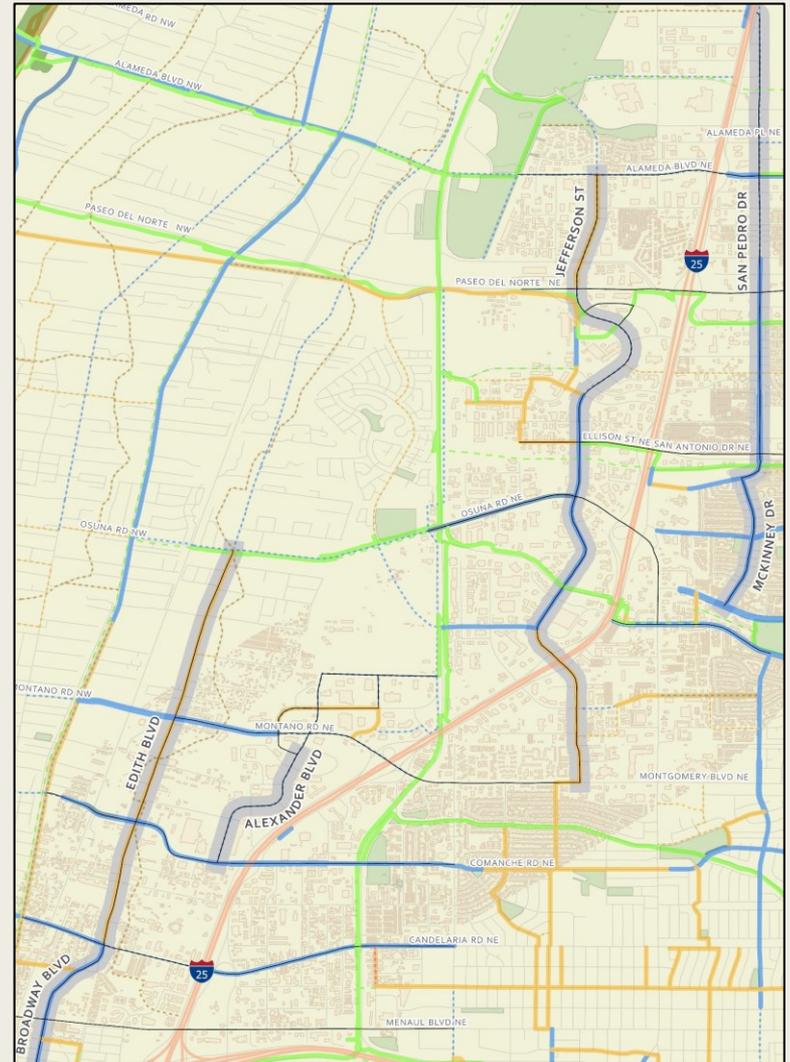
Approach to Recommendations

- Respond to existing conditions, technical analysis, and suggestions from Technical Working Group
- Identify projects that could be taken to a design phase
- Generally focus on lower-cost improvements utilizing existing roadway footprint
- Federal funds available for bike gap closure efforts
- Identify long-term needs and project ideas



North-South Connections

- Evaluation of north-south routes that provide connections between I-25 crossings
- Identify deficiencies
 - *San Pedro Dr*
 - *Jefferson St*
- Opportunities:
Alexander Blvd -
Comanche Rd to Montañó
Rd area and NDC



Alexander Blvd – Road Diet

Existing



- Fewer than 10,000 vehicles per day
- Identified on LRBS



Bohannon  **Huston**

Alexander Blvd – Road Diet

Existing



East of Yale



South of S. Renaissance

Proposed



Bohannon  **Huston**

Next Steps

- Full presentation of recommendations
- Consider opportunities for implementation
- Input on prioritization



Questions?

- Debbie Bauman – dbauman@cabq.gov
- Josef Jansen – jjansen@cabq.gov
- Aaron Sussman, AICP – asussman@bhinc.com

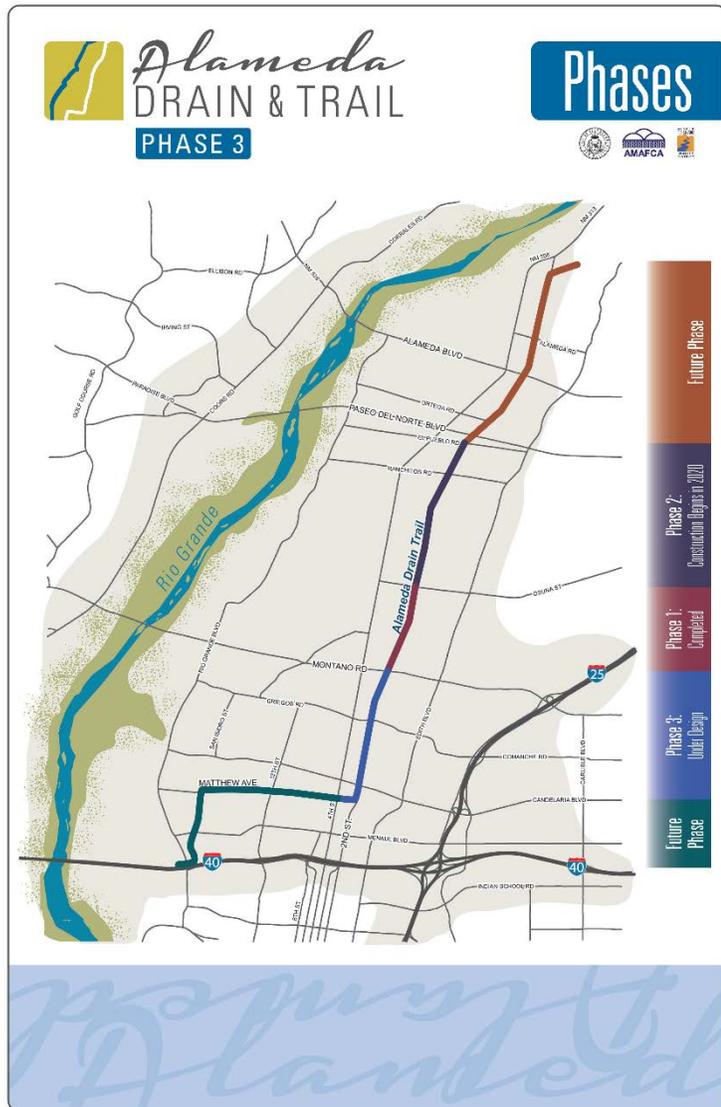


ALAMEDA DRAIN TRAIL – PHASE 3

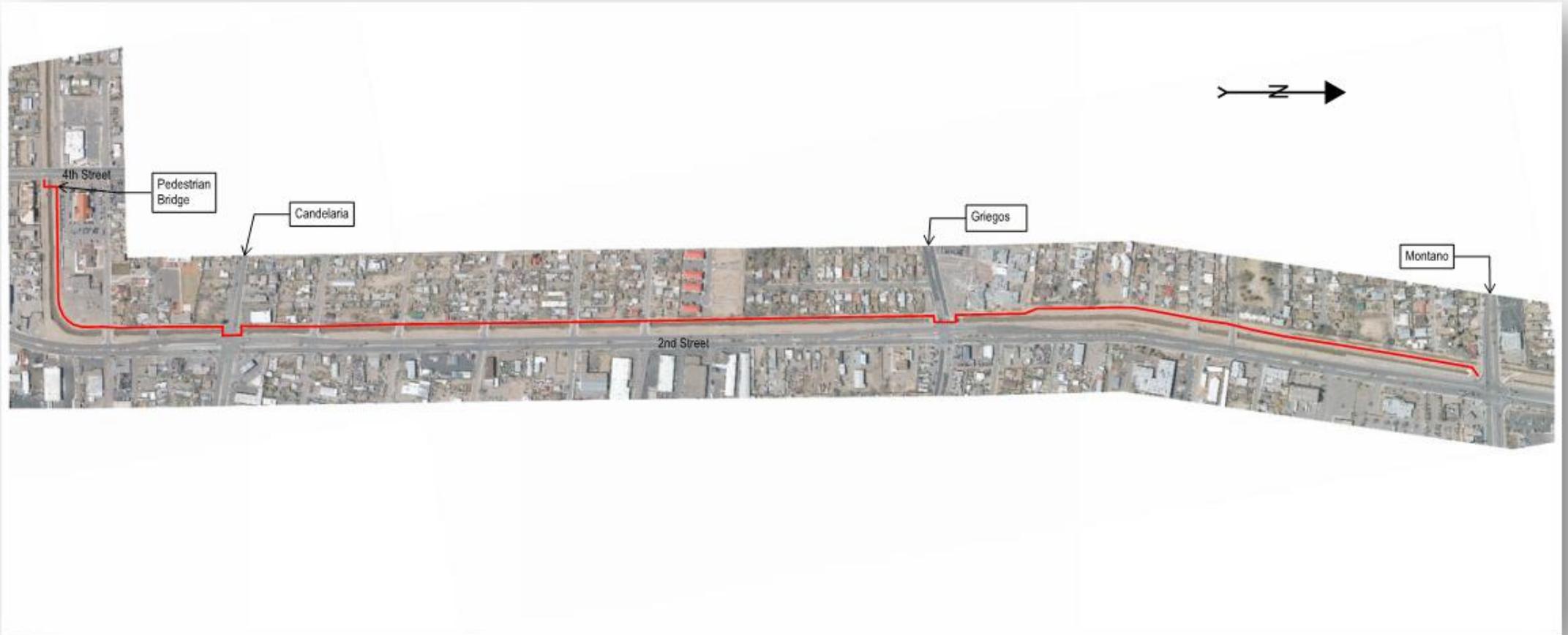
4TH STREET TO MONTANO ROAD

GARTC/GABAC Meeting
September 15, 2020





- The Alameda Drain and Trail masterplan, 2016
- Provides framework for proposed improvements along nine-mile corridor.

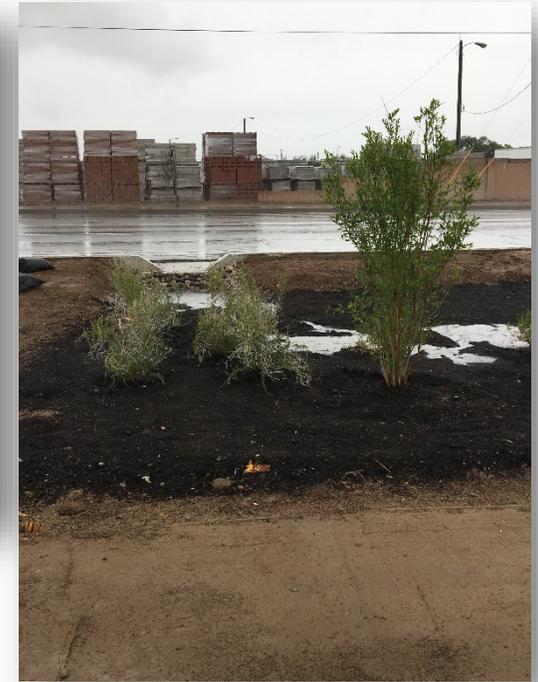


Trail Typical Section



Stepped Drop Structure

Gabion Overlook Structure



Bio Retention Swale

INTERSECTION TREATMENTS AND ACCESS CONTROL



- Speed tables at minor street crossings to alert drivers of crossing trail
- Pipe gates, bollards, and landscape boulders to restrict vehicular access on the trail.

- Phase 3 project is currently under design (90% plans complete)
- Construction funding programmed for FY 2021 (October 2020)



- Conduct stakeholder meetings
- Advance design and construction documents
- Bidding, contract award and construction

QUESTIONS?



DOWNTOWN INVESTMENT OPPORTUNITIES



KEY

- | | |
|--|--|
|  Rail Yards Mixed Use Redevelopment |  Recent Mixed Use Investment |
|  Private Development in Pre-Development Phase |  Transit Station Bus Rapid Transit Line |
|  City-Owned Opportunity Sites | |

Rail Trail Improvements

-  Multi-Modal Esplanade
-  Improved Crossings
-  Smart Communities Infrastructure