



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – Minutes

Monday, December 13, 2021 | 4:00 – 6:00 PM



Committee Members Present

Richard Meadows (Chair); Dan Jensen; Josiah Hooten

Committee Members Absent

Nevarez Encinias; Lanny Tanning

Staff Members Present

- Debbie Bauman (COA DMD)
- Julie Luna (Bernalillo County)
- Seth Tinkle (COA Planning)
- Tom Menicucci (COA Council Services)
- Tim Brown (COA DMD)
- Cheryl Somerfeldt (COA Parks and Rec)
- Tara Cok (MRCOG)
- Whitney Phelan (COA Parks and Rec)
- Susan Vigil (COA Council Services)
- Bridgette Garrett (COA DMD)

Visitors Present

- Alejandro Villezcas (T4B)
- Mario Nuno-Whelan (Sites Southwest)
- Dani Wilson (Sites Southwest)
- Andrew Sutliff (WSP)
- Jim Heimann (WSP)
- Jamie Jung
- Aaron Sussman (BHI)
- Clare Haley (BHI)

Richard Meadows called the meeting to order at 4:03 PM

Approval of December Meeting Agenda

- *Dan Jensen (motion); Josiah Hooten (second) – approved unanimously*

Approval of November Meeting Minutes

- *Richard Meadows (motion); Dan Jensen (second) – approved unanimously*

General Announcements / Meeting Format

Public Comments (2 minute limit per audience member)



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- No comments

Discussion / Action Items

- **Approval of 2022 Meeting Calendar**
 - o Dan Jensen (*motion*); Josiah Hooten (*second*) – *approved unanimously*

Presentations

- **Isleta Drain Trail Master Plan – Sites Southwest and Bernalillo County**
 - o Bernalillo County, MRGCD, and AMAFCA are planning a multi-use trail from Central Ave to I-25 along the Isleta Drain
 - o Draft priorities: connect to destinations, access to nature and wildlife, recreation, quality of life, shared stewardship
 - o Public outreach (June-December)
 - Survey currently open
 - Interviews
 - Pop-up events
 - Presentations
 - o Final plan ready in March 2022
 - o Existing Conditions
 - Physical/environmental factors; community resources; transportation; land use and development; water infrastructure
 - One of the biggest challenges is the number of road crossings
 - Trail can be broken into four segments: higher density use and commercial connections in the northern segments with more open space and shade along the southern segments
 - o Upcoming public engagement: Community workshops
 - Part 1: Thursday, January 6 at South Valley Library from 5-7pm
 - Part 2: Saturday, January 8 at South Valley Multi-Purpose Senior Center, from 9-11:30am
 - Looking for input from residents and potential trail users
 - o Project website: www.isletadrainplan.org; contact email: dwilson@sites-sw.com
 - o Discussion:
 - Sites team: Community engagement has been mostly positive so far. Some concerns that a more formalized trail will bring more activity to the area. There are also concerns about safety measures and road crossings. The project team is trying to balance private residential uses with creating public access.
 - Richard M: There is no long-distance trail on the west side of the river. This would be a good asset for recreation and connecting to destinations. It could be a good walking/biking route for accessing destinations along Coors Blvd.
 - Jamie J: Crossings underneath the major roadways are safest ways to cross. Amole del Norte trail, which is in the same area, has signs that alert vehicles to bikes



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crossings and a refuge island. Vehicles don't yield to bikes at this location, and it is unlikely that they would yield at Isleta Drain either.

- **West Central Ave Complete Street Improvements: 98th St to Sarracino Place** – WSP and City of Albuquerque
 - o Debbie B (project introduction): Improvements are mainly focused on the frontage road north of Central Ave. Eventually, there will be enhanced bike/pedestrian infrastructure along the corridor, but the first step is to improve the drainage underneath the street. This is the first of several projects in this area to bring Central Ave up to City standards. There is \$10M in funding for this project.
 - o Jim Heimann from WSP presented on the 30% design plan.
 - o Project timeline:
 - Preliminary design in November 2021
 - Final engineering design in May 2022
 - Construction in late 2022/early 2023
 - o Existing Conditions:
 - Frontage road has poor drainage and Central Ave has poor shoulders
 - Two bus stops will be connected to the frontage road/trail
 - Recently constructed wide landscaped median that cannot be altered
 - Speed limit is 55 mph, but the goal is to reduce it to 45 mph
 - o Proposed improvements:
 - Multi-use trail on south side of Frontage Road
 - Add bike lane and curb/gutter on westbound Central
 - Drainage system improvements
 - ADA accessibility
 - Corridor lighting
 - Concrete crosswalks for visual contrast
 - Access closures
 - Space for future landscaping
 - North side of frontage road to be improved in future projects
 - o Project team is seeking GAATC input on:
 - Trail width, trail centerline striping, and trail signage
 - Trail crossing locations of Westland Rd, 94th St, 90th St, and Volcano Rd, including if bollards should be incorporated at crossings
 - Lighting needs for trail: current design adds decorative lighting with pedestrian-level lighting every 60-70'
 - On-street bike lane striping on westbound Central Ave
 - o Contact email: jim.heimann@wsp.com
 - o Discussion
 - Dan J: The proposed trail is the only pedestrian facility on the north side of Central. Lighting will be necessary for pedestrians.
 - Richard M: Will there be sidewalks on the south side of Central?
 - Answer: Because development has already occurred on the south side, there are already sidewalks and lighting in most locations. There are small gaps on the south side, but the next phase will fill in the gaps and extend the sidewalk to 106th on both sides of Central.



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- Whitney P: Will Parks and Rec or streets be maintaining the multi-use trail?
 - Answer: Parks will be responsible for trail maintenance. DMD will coordinate with Parks and Rec as part of project development.
- Richard M: Are the crossings signalized or stop controlled?
 - Answer: Stop controlled
- Dan J: Cars might pull past the stop line to see so they can make a turn. Putting the stop line after the trail will help people make turns, but drivers may not yield to people on the trail. It seems to make more sense to have stop signs along the frontage road with stop signs for trail users too.
 - Answer: The crossing will need a stop sign, and there are ADA/elevation concerns that complicate the crossing designs.
- Richard M: Is there a possibility that cars will block the intersection while waiting at the stop sign?
 - Answer: The Team did not do traffic counts. Given the high levels of fatalities at this location and lack of enforcement mechanisms, the Project Team will apply as many safety interventions as possible.
- Richard M: Fewer access points are a beneficial part of the design and help decrease conflict points
- Dan J: Creating visibility so that right-turning cars can easily see trail users going in the same direction is critical.
- Tim B: Left-turning vehicles also might not be looking both ways for trail users.
- Bridgette G: Adding stop bars and stop signs to the trail would help alert trail users to the intersection.
- Julie L: Central Ave travelling eastbound is downhill, and bikes might not want to stop at intersections and lose momentum. This area could be dangerous because downhill cyclists are also going against traffic where vehicles aren't looking for bicyclists. A slight uphill slope on the trail would slow bicyclists down a little bit.
- Aaron S: How should GAATC comments be collected and sent to the project team?
 - Comments from the committee can be sent to Aaron Sussman, who can transmit them to Jim, Debbie, or Bridgette. Comments should be submitted within three weeks. Final design and plans need to be completed by the end of May. The staff representative will compile comments in a memorandum similar to the one submitted to NMDOT on the proposed I-25 interchanges at Montgomery Blvd and Comanche Rd.
 - Aaron Sussman: asussman@bhinc.com
- **Golf Course Rd Complete Streets Study** – BHI and City of Albuquerque
 - o Presentation by Aaron Sussman from BHI. T
 - o Planning study to identify potential improvements, but not a full engineering design study
 - o Study area: 5-mile corridor from Montañito Rd to Westside Blvd
 - o Varied corridor with both residential and commercial uses
 - o Study purpose:
 - Connect residential, commercial, and public land uses
 - Improve incomplete pedestrian and bicycle facilities
 - Balance traffic operations with desire to foster community identity
 - Apply vision zero and complete streets principles



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- Create a Main Street character on Golf Course Rd
- o Existing conditions:
 - High traffic volumes and speeds w/ two lanes in each direction
 - Some sections have wide medians and center turn lanes
 - Limited vehicular access
 - Major transit corridor
 - High levels of traffic congestion during peak periods, and traffic volumes may grow slightly in the future T
 - Sidewalks are narrow with many gaps. Subdivision walls reduce the effective width of sidewalk
 - Some multi-use paths in the area, with gaps in segments. Existing bike lanes are narrow without buffers.
 - Takeaways: not a candidate for a road diet, but there are opportunities to improve bike/ped facilities without removing vehicle lanes
- o Public comments:
 - Pedestrians and bicyclists do not feel safe on the roadway
 - Support for managing vehicle speeds and adding crossings
- o Key takeaways:
 - Tension between traffic flow and safety for other modes
 - Uncomfortable for non-auto users
 - East-west trails through the corridor are not well connected
 - Opportunity to create access to commercial nodes
- o General Recommendations:
 - Lane widths and median widths can be reduced to allocate space for biking/walking
- o Seeking input from GAATC:
 - Are buffered bike lanes enough to attract users, or is an off-street trail needed?
- o Southern segment:
 - More flexibility in designs because wide medians and travel lanes widths can be reallocated
 - Alternative 1: fill in gaps in bicycle and pedestrian networks, maintain curb lines
 - Alternative 2: complete streets reconfiguration with continuous multi-use trail, bike lanes, and sidewalks. Would require narrowing the median and moving curb lines
- o Northern portion
 - More constrained because the corridor is already built out and there are less opportunities for reallocating right-of-way
 - Narrow travel lanes and reallocate width to bike lane buffers
 - Add pedestrian crossings: Mid-block crossings with refuge islands and Pedestrian Hybrid Beacons or Rectangular Rapid Flashing Beacons
- o Other Recommendations:
 - Reduce speed to 35 mph
 - Add landscaping
 - Improve signal equipment and timing
 - Add signage/wayfinding for trails network
 - Add green stormwater infrastructure as part of landscaping and medians
 - Improve pedestrian scale lighting
- o Next steps



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- Public comment period is open through December 2021. Final report will be completed in early 2022.
- Project website: <https://www.cabq.gov/council/find-your-councilor/district-5/complete-streets-planning-study-on-taylor-ranch-road-and-golf-course-road>
- Bicycle level of comfort survey: <https://www.surveymonkey.com/r/BQ9J8HC>
- o Discussion:
 - Dan J: Didn't hear about any of the public meetings until after the fact. How can I receive notice of projects happening in my district?
 - For this project, the City used the council notification networks, including adding it to the council website and contacting neighborhood associations. The City also contacted residents within ½ mile of the study corridor. The city should discuss how to best reach out to constituents in an era where newspaper and PSAs are not as effective.
 - Dan J: As a policy, members of the GAATC should be notified anytime there is a complete streets project that affects the bike/ped/transit community.
 - Dan J: Bikes on multi-use trails tend to be used for recreation, while buffered bike lanes are used for transportation. As an extremely confident bicyclist, I would prefer buffered bike lanes. Currently I would not feel safe riding on Golf Course Rd.
 - Response: We want to provide facilities for as many user types as possible. Adding multi-use trails would connect to the existing trail network. We could provide both on-street facilities and off-street facilities.
 - Julie L: It is a serious safety concern when multi-use trails along roads with steep gradients cause fast-moving bicyclists to go against traffic where cars don't expect them. Make sure that there are not steep gradients along Golf Course Rd that could cause this issue.

Staff Reports

- Municipal Development (DMD)
 - o Engineering (Debbie)
 - Many corridor projects will be ready for GAATC feedback in early 2022. We will hopefully have the Vision Zero coordinator position filled soon. Aaron Sussman/BHI will stay on contract to help with the committee and implement Vision Zero projects.
 - Alexander Blvd re-striping will be open for bidding soon, and East Central will also be constructed soon with lane reconfiguration and new HAWK signals
- Parks and Rec (Whitney Phelan)
 - o GAATC will be reviewing priority projects from Parks and Rec at their next meeting and it will be shared with GAATC in January.
 - o Parks and Rec is looking for a cost estimate for the Tom Bollock extension trail. This will also include adding lighting in the urban forest.
- Planning (Seth Tinkle)



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- o Continuing to work on community planning area assessments. Several will be open for comment soon. Central Albuquerque community planning assessment will be kicking off in January.
 - Near Heights CPA: <https://cpa.abc-zone.com/near-heights-draft>
 - Southwest Mesa CPA: <https://cpa.abc-zone.com/sw-mesa>
 - Survey:
<https://survey123.arcgis.com/share/ee5e50d60be44a0ebfe22bc3146bc761>
 - Map: <https://survey123.arcgis.com/share/0de05a56754a4ecb947ecfc3c267f328>
- Bernalillo County (Julie Luna)
 - o Submitting changes to the paper bikeway and trails map. No recent projects other than the Isleta Drain trail.
- MRCOG (Tara Cok)
 - o No updates
- NMDOT District (Aaron Sussman on behalf of Margaret Haines)
 - o GAATC feedback requested on the intersection of Paseo del Norte and Tramway, which will be presented at the January meeting. NMDOT requests that GAATC members travel through the intersection before the meeting.
 - o Julie L: NMDOT installed delineators to prevent vehicles from using the hatched area as a right-turn acceleration lane. However, bicyclists don't like the delineators because they prevent them from using the hatched area as a buffer from traffic.
 - o Josiah H: Is familiar with the intersection and has experienced safety issues there.
 - o Dan J: Is also familiar with the intersection. The only way to solve it is to get rid of the swooping right turn movement.
 - o Tim B: Is it better now than before they striped the bike lanes? Before, it was ambiguous where cyclists were supposed to ride.
 - Josiah H: The striping is an improvement, but it does feel safer to bike in the hatched area.
 - Dan J: The NMDOT changes are definite improvements. The problem with the intersection now is that the right turn is not signalized and vehicles make high-speed right turns.

Meeting adjourned at 5:57 PM

Next Meeting: January 10, 2022



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Greater Albuquerque Active Transportation Committee (GAATC)



Greater Albuquerque Active Transportation Committee *2022 Meeting Schedule*

Meeting Time: 4-6 PM

January 10

February 14

March 14

April 11

May 9

June 13

July 11

August 8

September 12

October 17 (delayed one week due to Indigenous Peoples Day on October 10)

November 14

December 12

ISLETA DRAIN & TRAIL PLAN

PROJECT INTRODUCTION | FALL 2021



ISLETA DRAIN AND TRAIL PLAN

PROJECT GOAL

Work with the surrounding community to envision and create a plan for a future multi-use trail along the Isleta Drain

DRAFT PRIORITIES

- Provide residents a functional corridor to connect to community destinations
- Allow access to nature and wildlife viewing
- Create a trail for recreation and exercise
- Grow quality of life for residents through the development of gathering spaces
- Foster a sense of stewardship for our shared water systems

ISLETA DRAIN & TRAIL PLAN

PROJECT TEAM



ISLETA DRAIN AND TRAIL PLAN

TIMELINE

June - December



Interviews
Pop-up Events
Presentations

November - January



Presentations
Community Charrette

January - March



Interviews
Community Meeting

EXISTING CONDITIONS

PHYSICAL/ENVIRONMENTAL

- Significant vegetation (native trees, dense groves, healthy stands of desert vegetation)
- Slope/Terrain
- Sun Angle (shade study)
- Views

COMMUNITY

- Schools
- Civic Spaces (Community Centers/Senior Centers)
- Churches
- Shopping/Commercial Hubs
- Parks & Open Space
- Farmer's Markets
- Landmarks
- Gathering Areas

TRANSPORTATION

- Transit (bus routes, trail connections)
- Major Crossings
- Minor Crossings
- Access

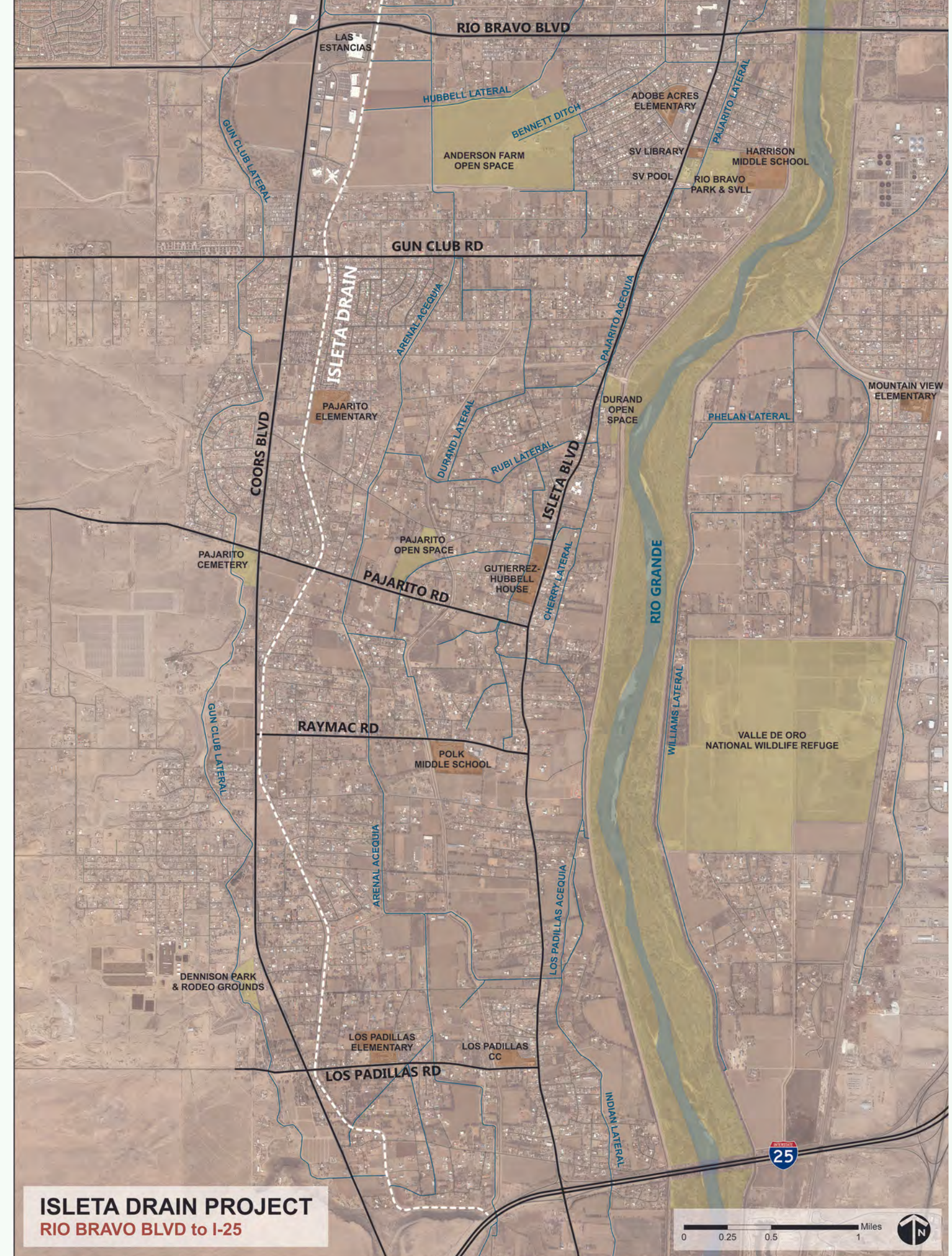
LAND USE & DEVELOPMENT

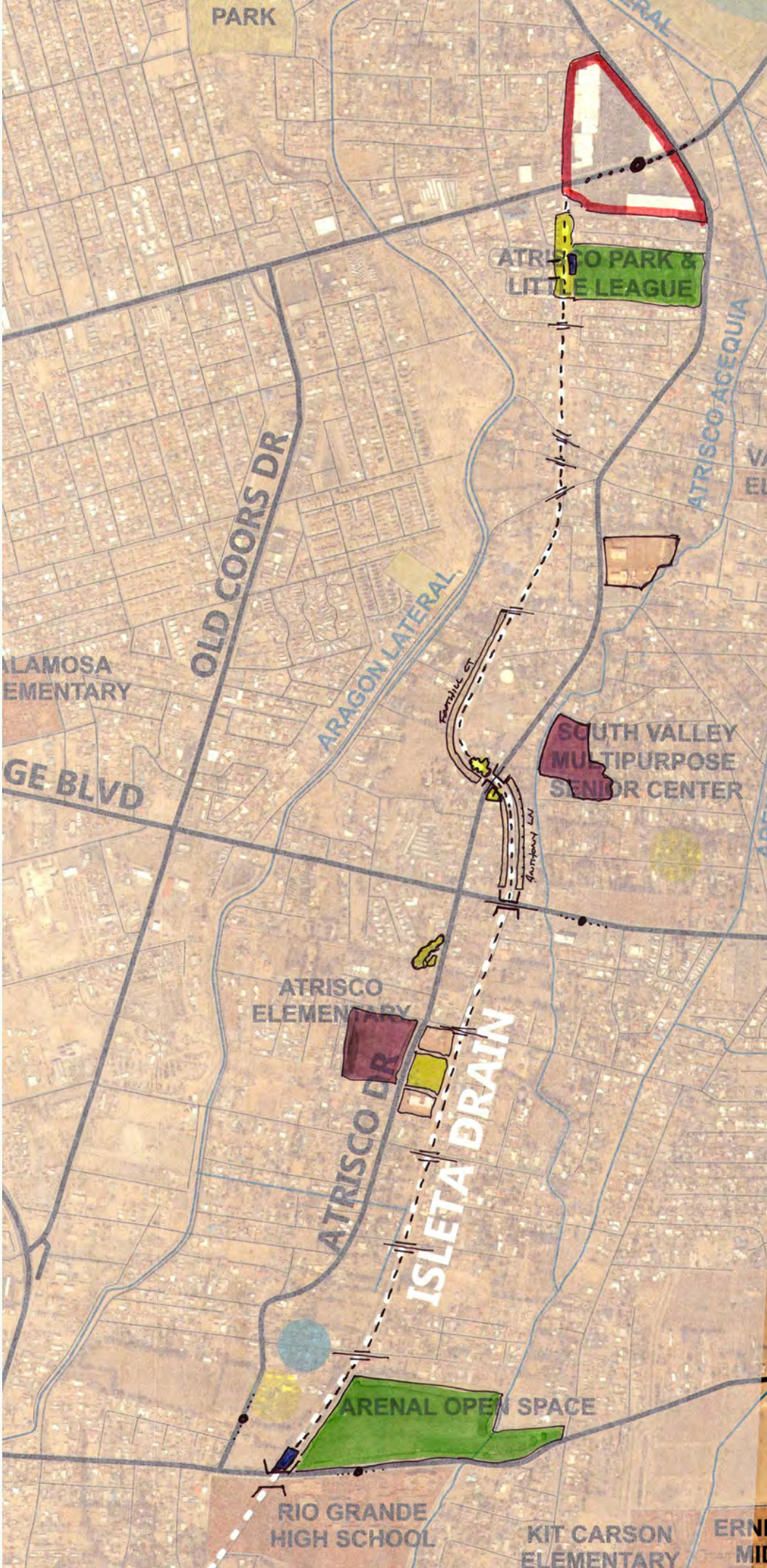
- Public Land
- Residential
- Commercial
- Utilities

WATER INFRASTRUCTURE

- Acequia Network & Maintenance Access
- AMAFCA Structures & Maintenance Access







ATRISCO COMMUNITY

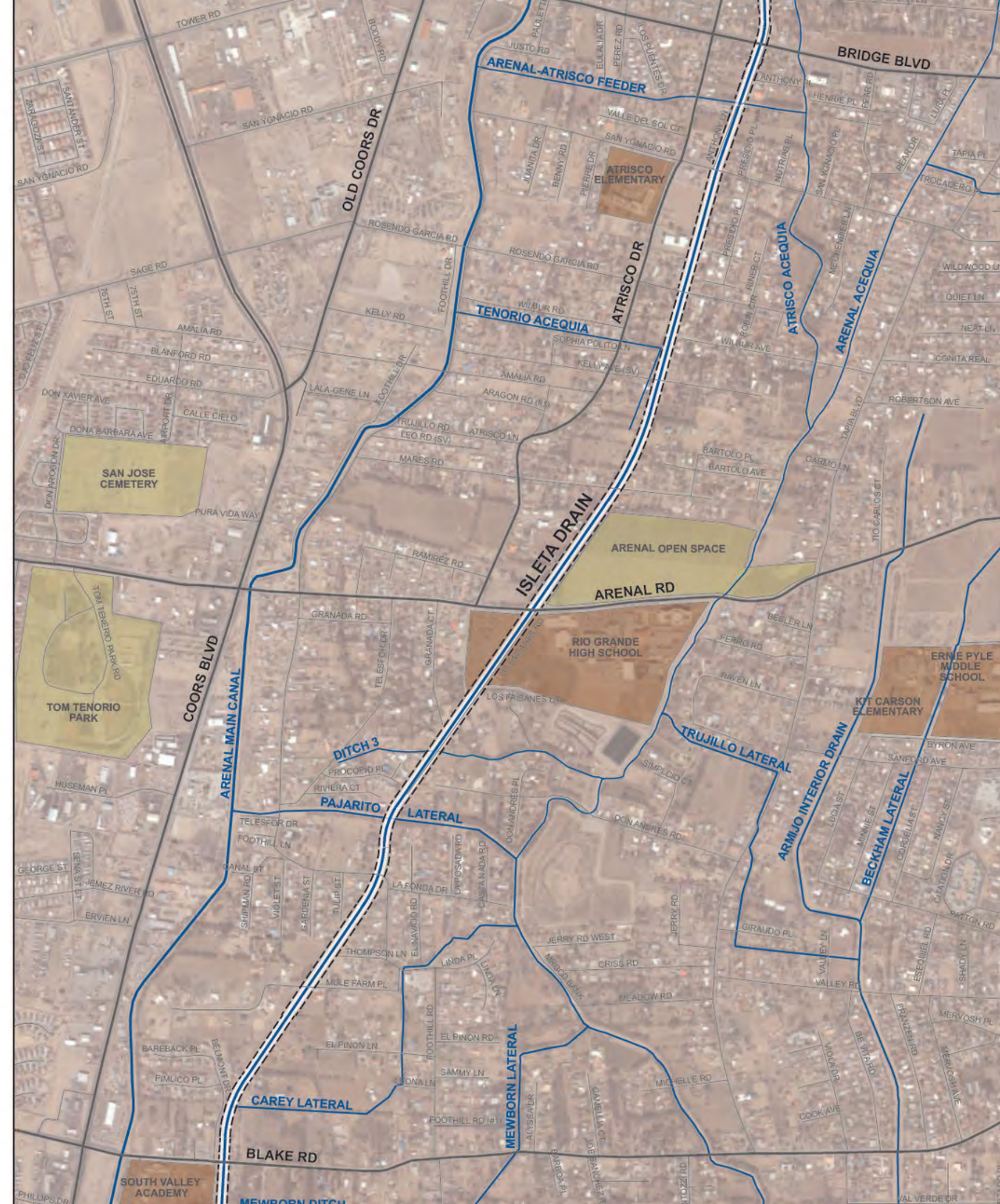
CENTRAL AVE - ARENAL RD

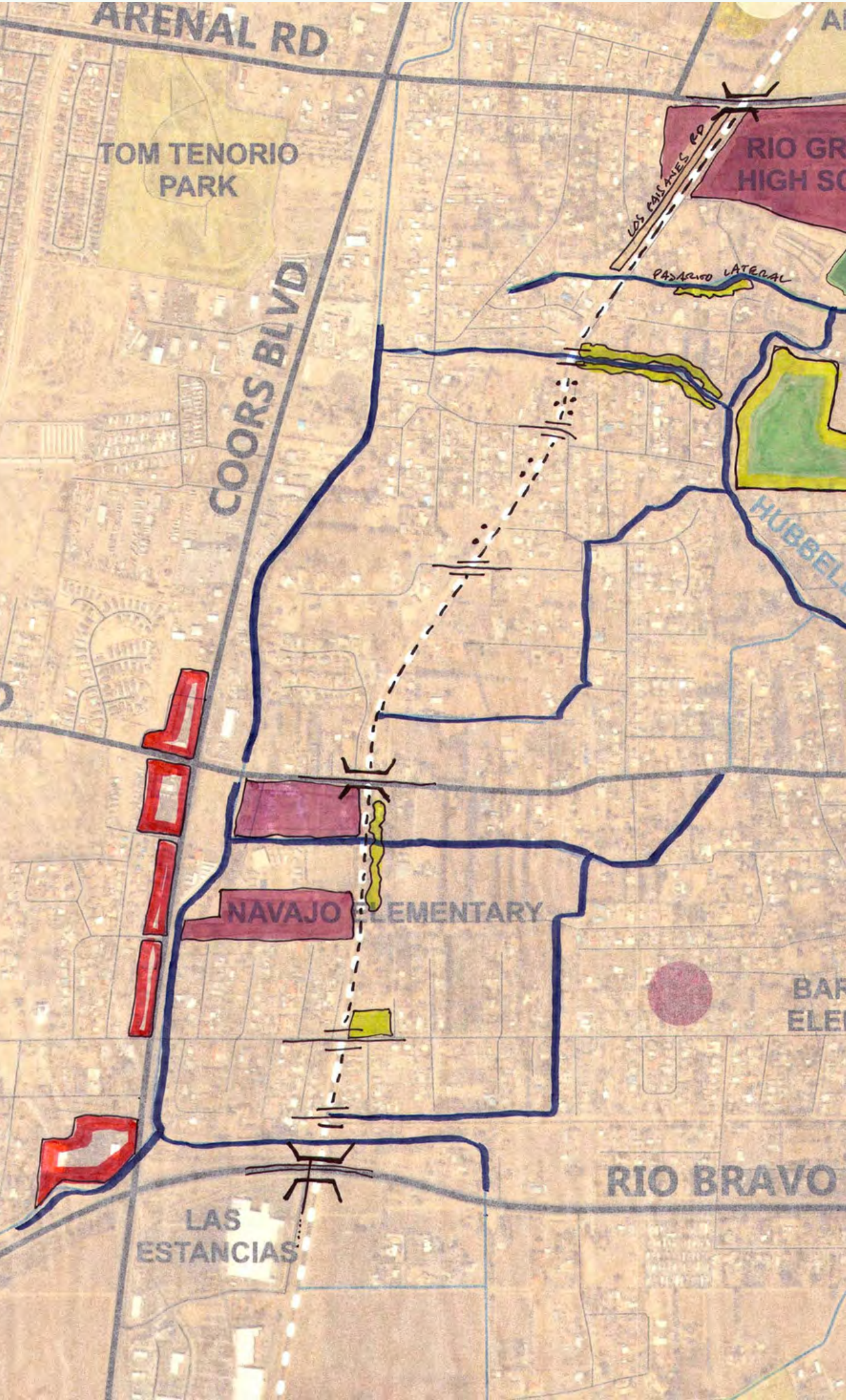
EXISTING CONDITIONS

- Three (3) Major Crossings
 - Atrisco Rd; Bridge Blvd; Arenal Rd
- Nine (9) Minor Crossings
 - Cypress Dr; Felicitas Rd; Don Luis Rd; Foothill Dr; Hooper Rd
- Community/Civic Spaces: SV Multipurpose Center, Atrisco Elementary, Holy Family, Friendship Baptist, The Cornerstone
- Open Space: Atrisco Park, Arenal Open Space
- Transit: ART stop on Central; Bus Stops on Bridge, Arenal, Atrisco
- Water Network: Atrisco Acequia, Aragon Lateral

CHARACTER

- Relatively higher density of housing, commercial connections, regular traffic at crossings, shorter stretches between roads, connections with acequias.





BLAKE RD & BARCELONA RD

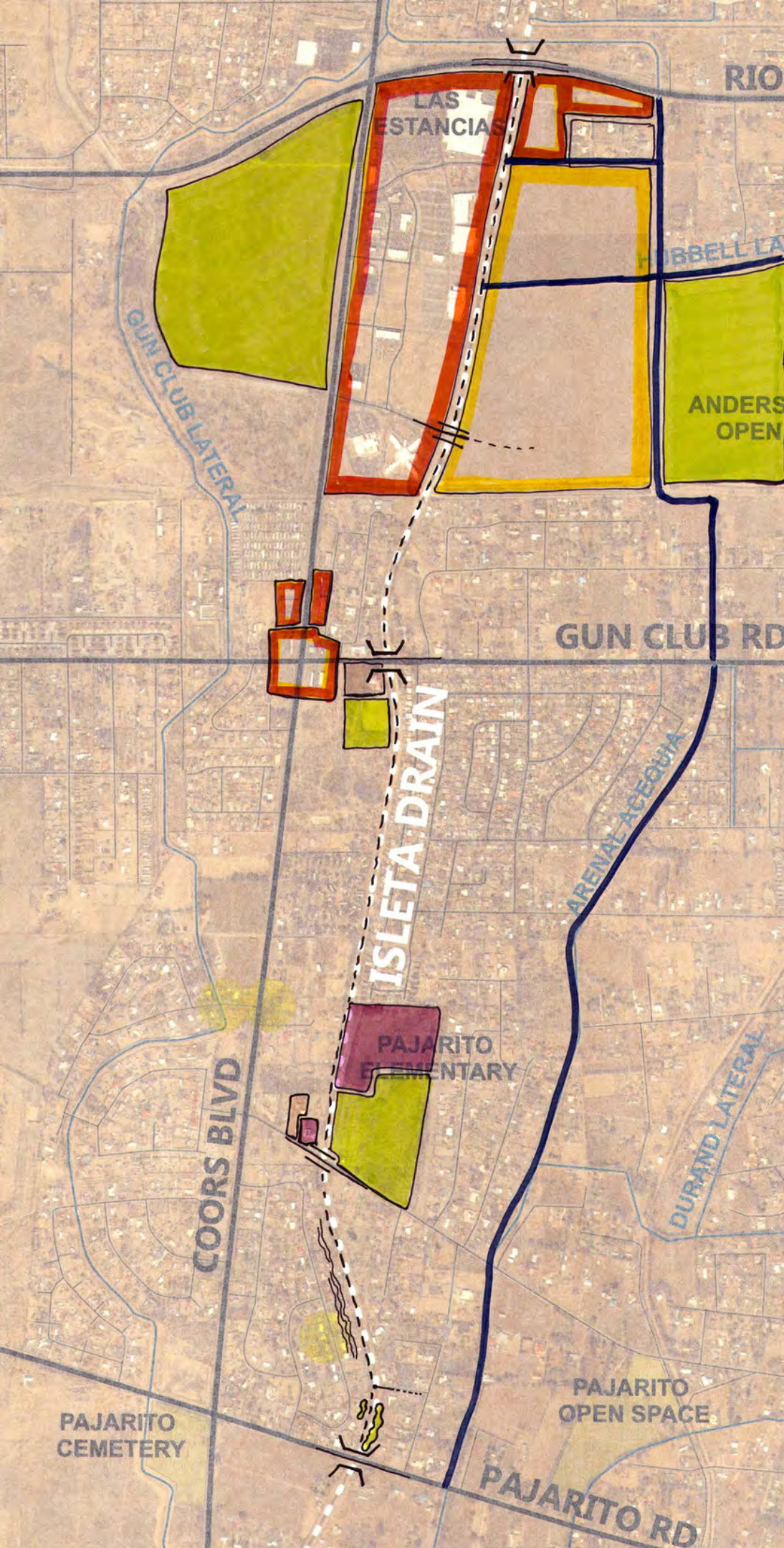
ARENAL RD - RIO BRAVO BLVD

EXISTING CONDITIONS

- Two (2) Major Crossings
 - Blake Rd; Rio Bravo Blvd
- Four (4) Minor Crossings
- Community/Civic Spaces: RGHS (E), SV Academy (W), Navajo Elem (W)
- Open Space: Raven Pond, Rio Grande HS, SV Academy
- Water Network: Pajarito Lateral, Raven Pond
- Residential Access: Near Foothill Rd (W)

CHARACTER

- Robust acequia network, school and community connections, continued density of housing, adjacency to Coors Blvd



ANDERSON FARMS & VALLEY GARDENS

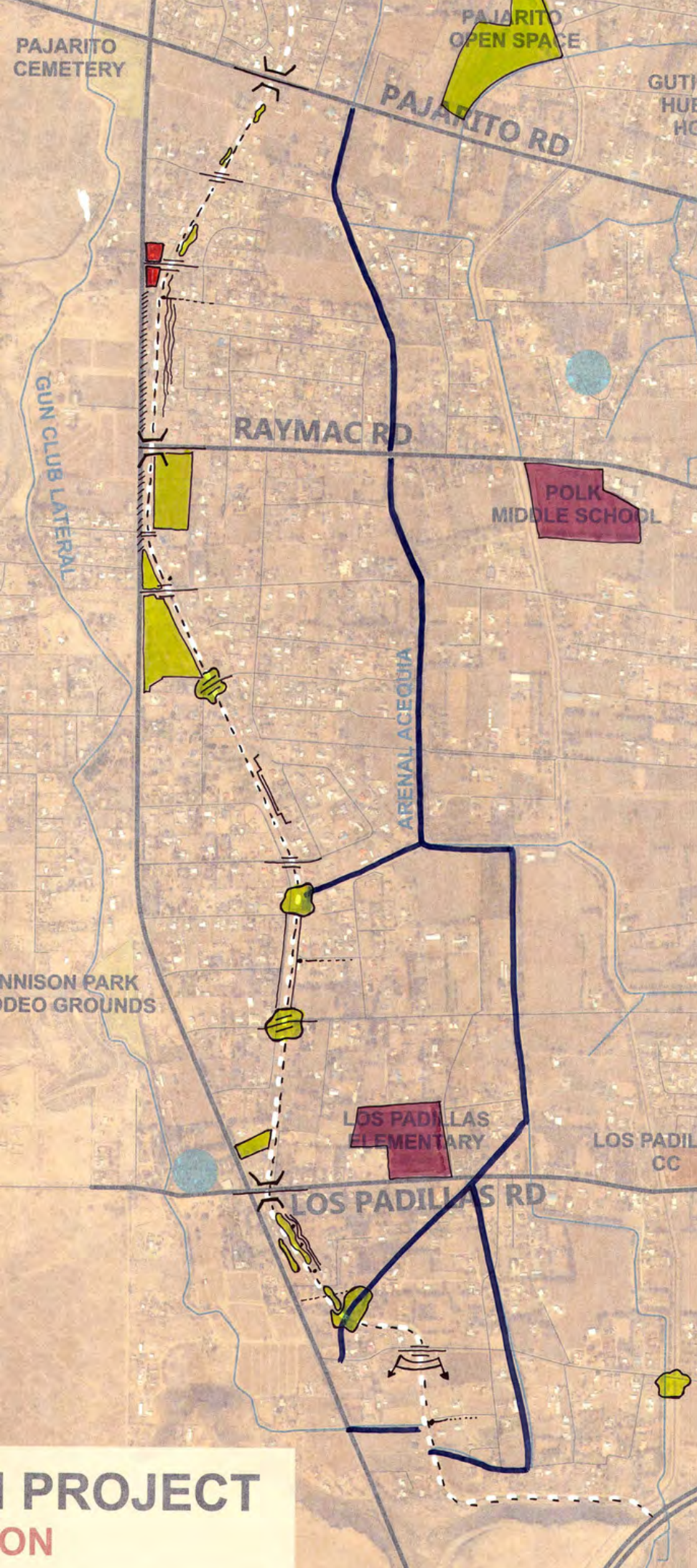
RIO BRAVO BLVD - PAJARITO RD

EXISTING CONDITIONS

- One (1) Major Crossings
 - Gun Club Rd
- Three (3) Minor Crossings
- Commercial Spaces on Coors
- Future Housing/Commercial Developments
- Community/Civic Spaces: Pajarito Elem, Fire Station, Valley Christian, Our Lady in the Valley
- Open Space: Anderson Farm, Potential CABQ Area, APS Pajarito Area
- Water Network: Arenal Acequia

CHARACTER

- Between Don Felipe and Pajarito, Drain character shifts to less density, more open space, large shade trees, and longer stretches of Drain between crossings/roads; generally quieter and less traffic; more horseback use



PAJARITO & LOS PADILLAS

PAJARITO RD - I-25

EXISTING CONDITIONS

- Eight (8) Minor Crossings
- Community/Civic Spaces: Polk MS, Los Padillas Elem, LP Comm Center
- Water Network: Pajarito Lateral, Raven Pond
- Noise & Traffic Adjacent Coors Blvd
- Views of Isleta Pueblo cliffs from Malpais Rd
- Trailhead opportunity at Malpais Rd

CHARACTER

- Beginning at Norment Rd, the trail has a pastoral, quiet, naturalistic character. Tighter ROW, large shade trees, dense tree canopy, large residential lots with ag use



ISLETA DRAIN & TRAIL PLAN | PLAN DEL DRENAJE DE ISLETA

You're Invited

COMMUNITY DESIGN WORKSHOP

TALLER DE DISEÑO COMUNITARIO

THURSDAY, JANUARY 6

5:00-7:00 PM

South Valley Library
3904 Isleta SW

&

SATURDAY, JANUARY 8

9:00-11:30 AM

SV Multipurpose Senior Center
2008 Larrazolo Rd SW



1

TAKE THE COMMUNITY
SURVEY

2

JOIN THE COMMUNITY
WORKSHOP

3

STAY IN TOUCH:

WWW.ISLETADRAINPLAN.ORG

QUESTIONS

- BASED ON THE UNIQUE CHARACTER AREAS PRESENTED, WHAT CHALLENGES OR OPPORTUNITIES DO YOU ANTICIPATE FOR THIS TRAIL?
- WHAT ARE SOME EXAMPLES OF WELL-DESIGNED TRAIL OR TRAIL SEGEMENTS THAT WE SHOULD LOOK AT? SAFE CROSSINGS?
- DO YOU HAVE ANY LESSONS LEARNED FROM YOUR EXPERIENCE WITH THE ALAMEDA DRAIN TRAIL?



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



GAATC MEETING

December 13th, 2021

**Albuquerque Complete Streets:
West Central Ave
from 98th St to Sarracino Place
CPN 6321.93; NMDOT CN A300849**

AGENDA

▲ Presentation Topics

1. *Introduction*
2. *Overview of Project*
3. *Key Existing Conditions*
4. *Summary of Proposed Improvements*
5. *Bicycle Facility Aspects*
6. *How to Provide Feedback*

▲ Q&A Session



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TRANSPORTATION
QUALITY FOR EVERYONE



Project Limits

Frontage Road and
North Side of
Central Avenue



East of 98th St to Sarracino Pl

Purpose & Need



▲ Project Purpose

» *The DMD objectives for improving the Frontage Road include the following:*

- pavement reconstruction
- storm drainage system
- signing and striping
- curb and gutter
- ADA-compliant sidewalk and/or multi-use trail and curb ramps
- bicycle facilities
- street lighting
- modifications to access between Central Avenue and the Frontage Road

Complete Street, Storm Drain, and Multi-modal Improvements

Project Schedule

- ▲ Preliminary Design – **November 2021**
- ▲ Final Engineering Design – **May 2022**
- ▲ Anticipated Construction Start – **Late 2022/Early 2023**

Recently Completed 30% Design

Key Existing Conditions

Frontage Road



Westbound Central Avenue



Key Existing Conditions

Access to Bus Stops



Landscaped Median



Key Existing Conditions

Buffer Between Roads



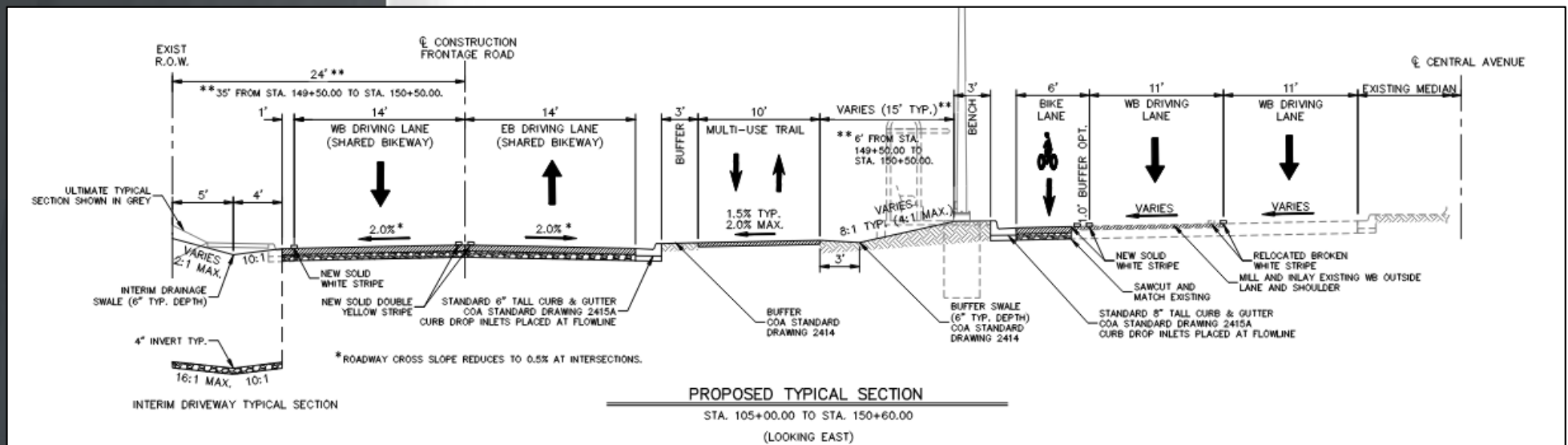
North Side of Frontage Road



Summary of Proposed Improvements

▲ Proposed Improvements

- » Reconstruct Frontage Road within Existing Right-of-Way
- » Provide Multi-Use Trail along south side of Frontage Road
- » Add Bike Lane and Curb/Gutter along Westbound Central Ave
- » North Side of Frontage Road to be Improved by Future Projects



Summary of Proposed Improvements

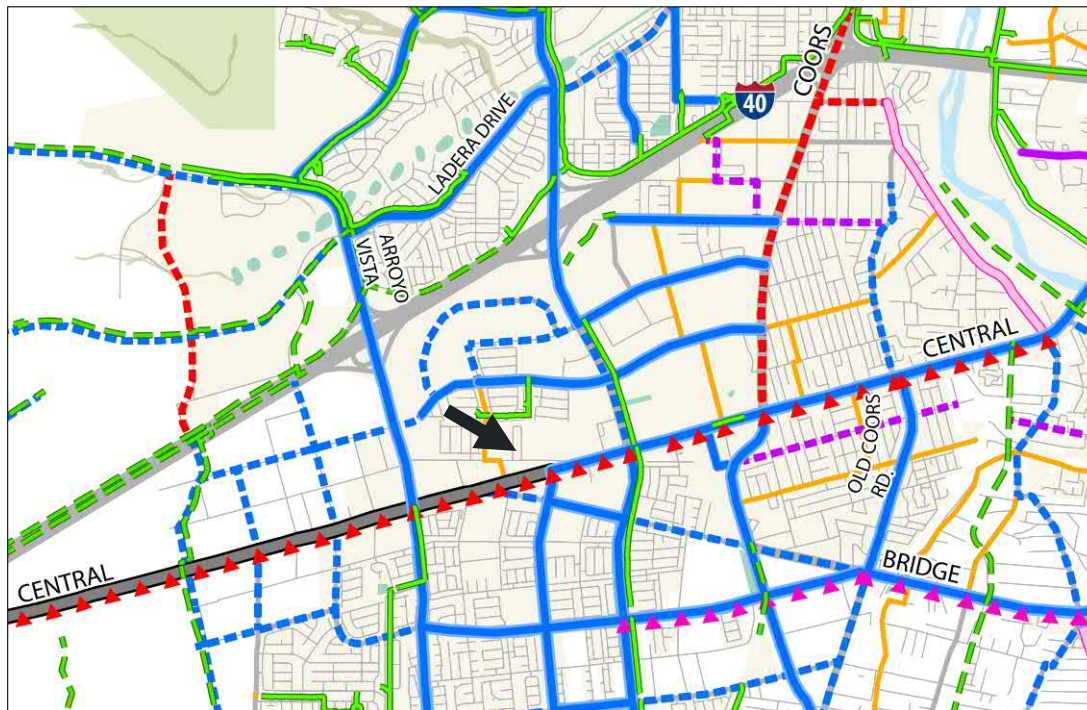
▲ Proposed Improvements (continued)

- » *Drainage System Improvements*
- » *ADA accessible trail and sidewalk connections to bus stops and existing signalized intersections*
- » *Corridor Lighting*
- » *Concrete crosswalks for visual contrast*
- » *Access closures*
- » *Space for future landscaping*

First Implementation Phase to Revitalize
this Area

Bicycle System Connectivity

LONG RANGE BIKEWAY SYSTEM MAP (LRBS)



LRBS LEGEND



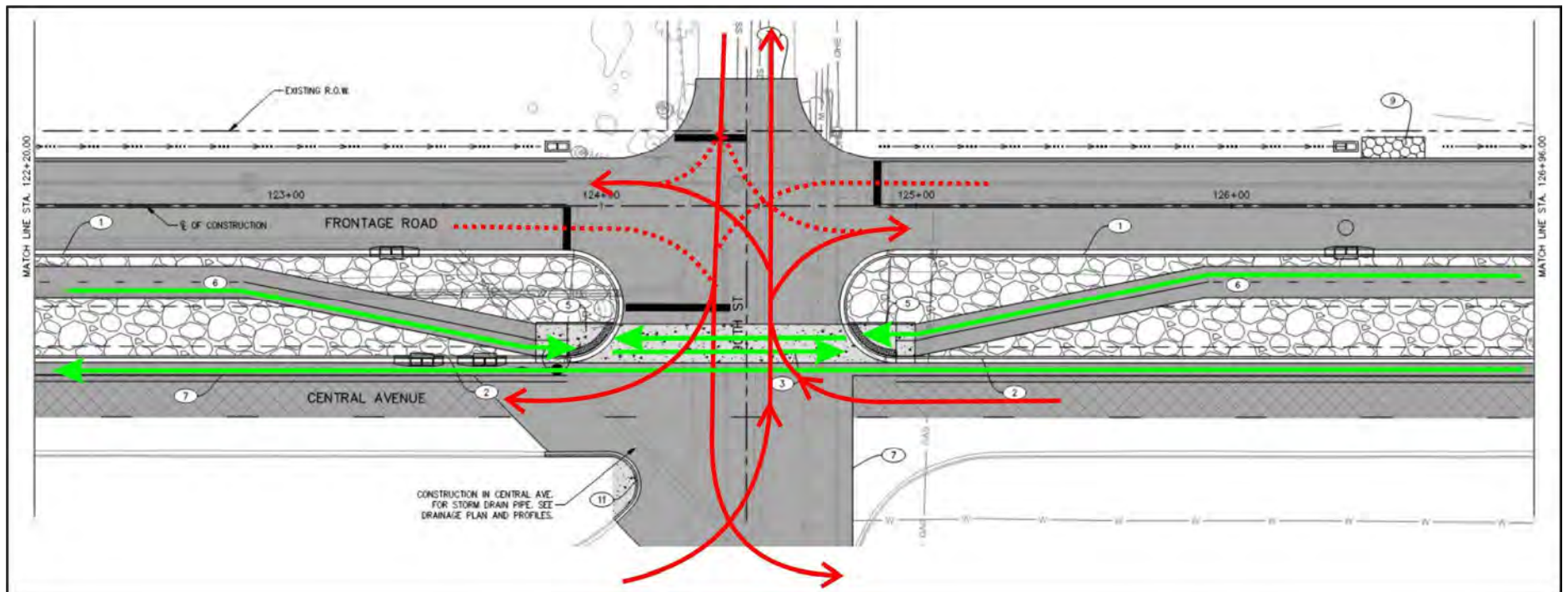
Bicycle Facility Aspects

- ▲ **Seeking Input on the following Design Aspects:**
 - » *Trail Width (10'), Striping (centerline) and Signing (stop signs needed? Other signing)*
 - » *Trail Crossing Locations of Westland Rd, 94th St, 90th St, and Volcano Rd*
 - Bollards
 - » *Lighting needs for Trail*
 - » *On-Street Bike Lane Striping on Westbound Central Avenue*
 - Consistent with east of Unser Boulevard
 - Buffered Lane

Bike Route on Frontage Road; Shared Facility

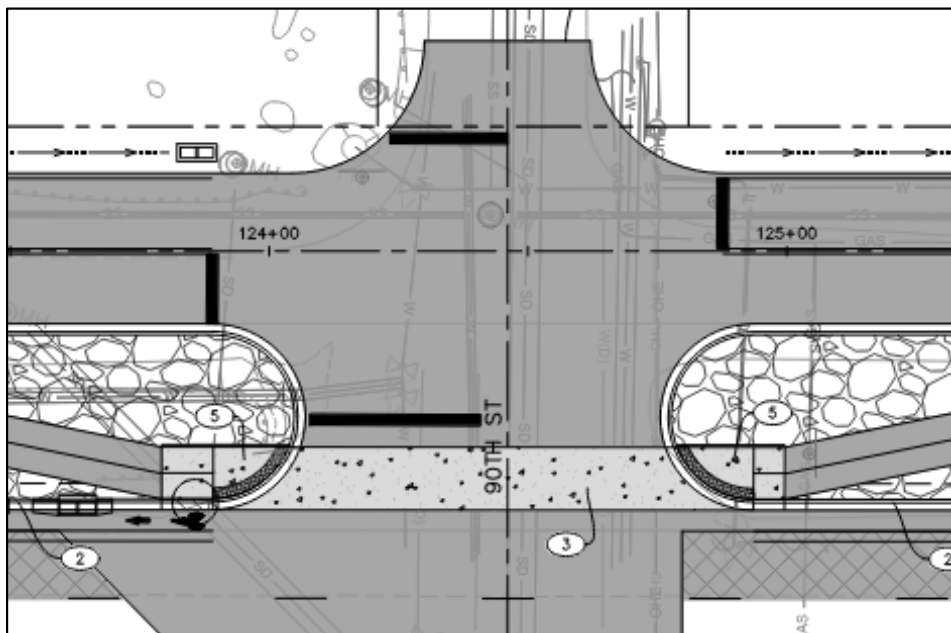
Vehicular and Bike/Ped Movements

Vehicle Movements in Red; Bike/Ped Movements in Green

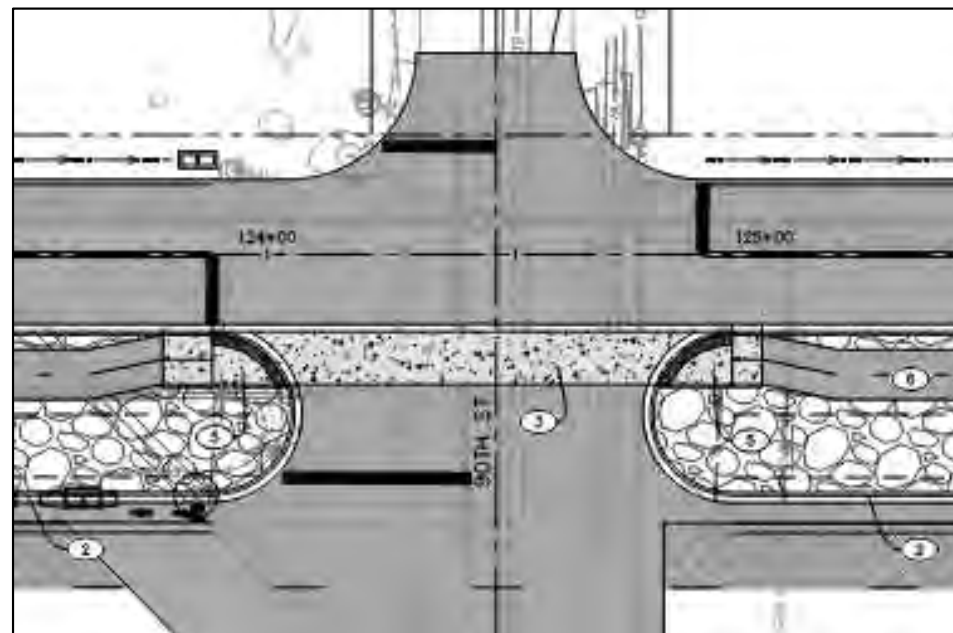


Bicycle Facility Aspects for Discussion - Crossings

Along Central Avenue

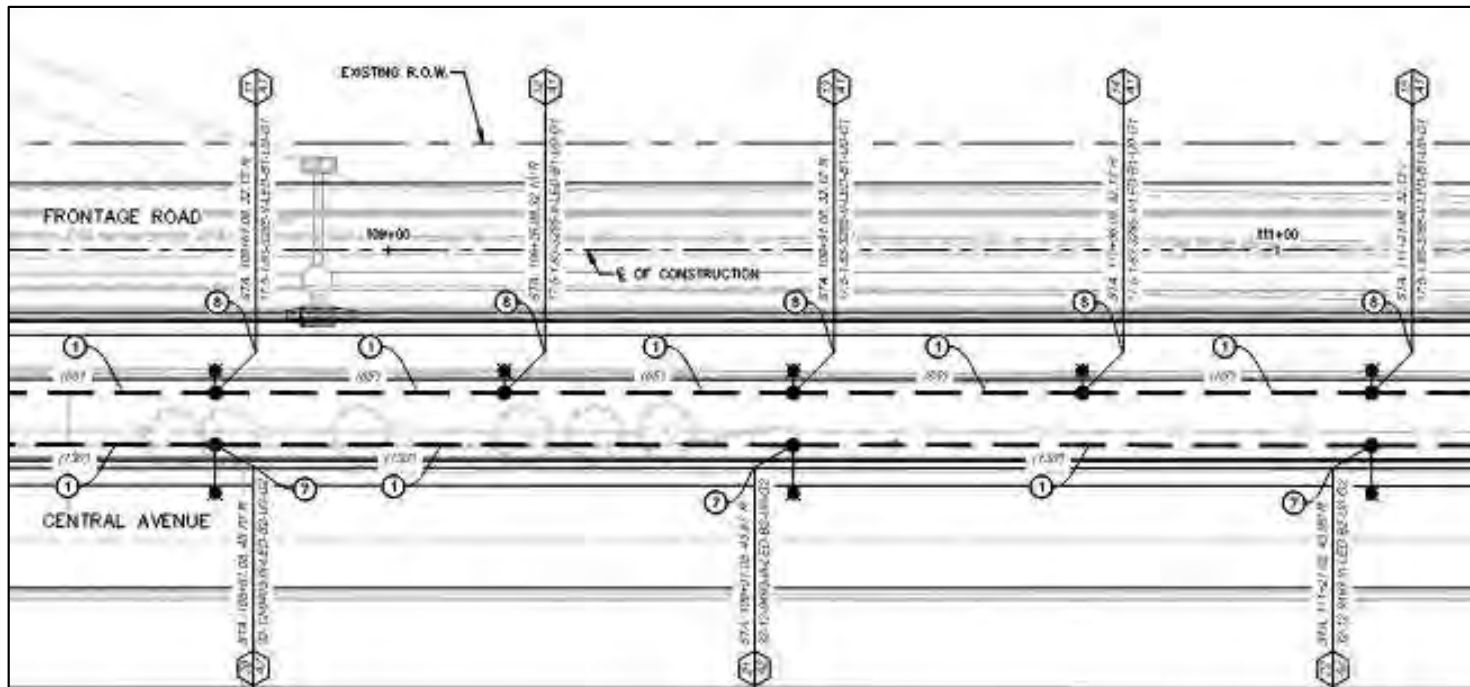


Along Frontage Road



Bicycle Facility Aspects for Discussion - Lighting

Continuous Trail Lighting vs. Intermittent Double Arms along Central Avenue

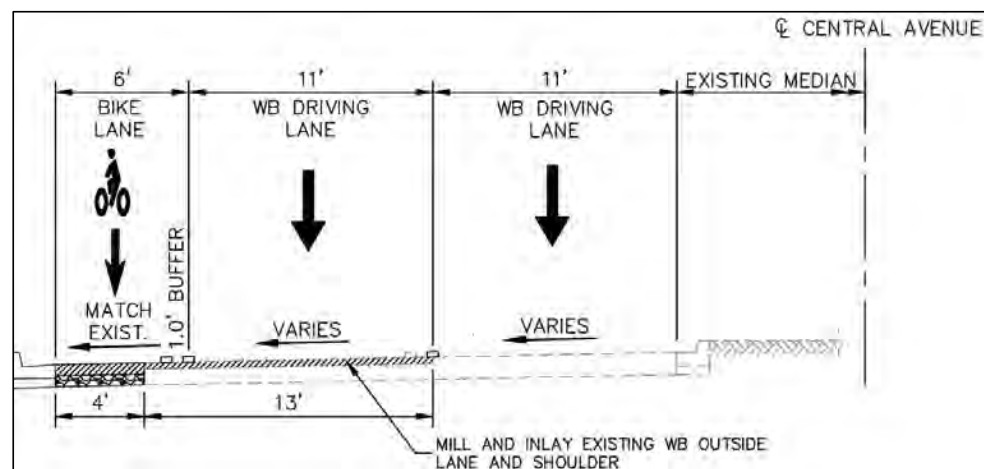


Bicycle Facility Aspects for Discussion – Bike Lane Striping

East of Unser Boulevard



As Proposed



Reduce lanes on Central Avenue from 12' to 11' due to constrained width available

We Want to Hear from You...

Please provide us with comments by December 20, 2021.

Electronic submittals preferred

▲ How to Provide Feedback?

» Email: jim.heimann@wsp.com

» Call: (505) 878-6529

» Mail:

WSP | Jim Heimann | Attn: West Central
2440 Louisiana Blvd NE, Suite 400
Albuquerque, NM 87110

» GAATC Contact: Aaron Sussman

All Comments are Welcome!!



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



Thank You

TAYLOR RANCH / GOLF COURSE RD COMPLETE STREETS STUDY

Greater Albuquerque Active Transportation Committee
December 13, 2021

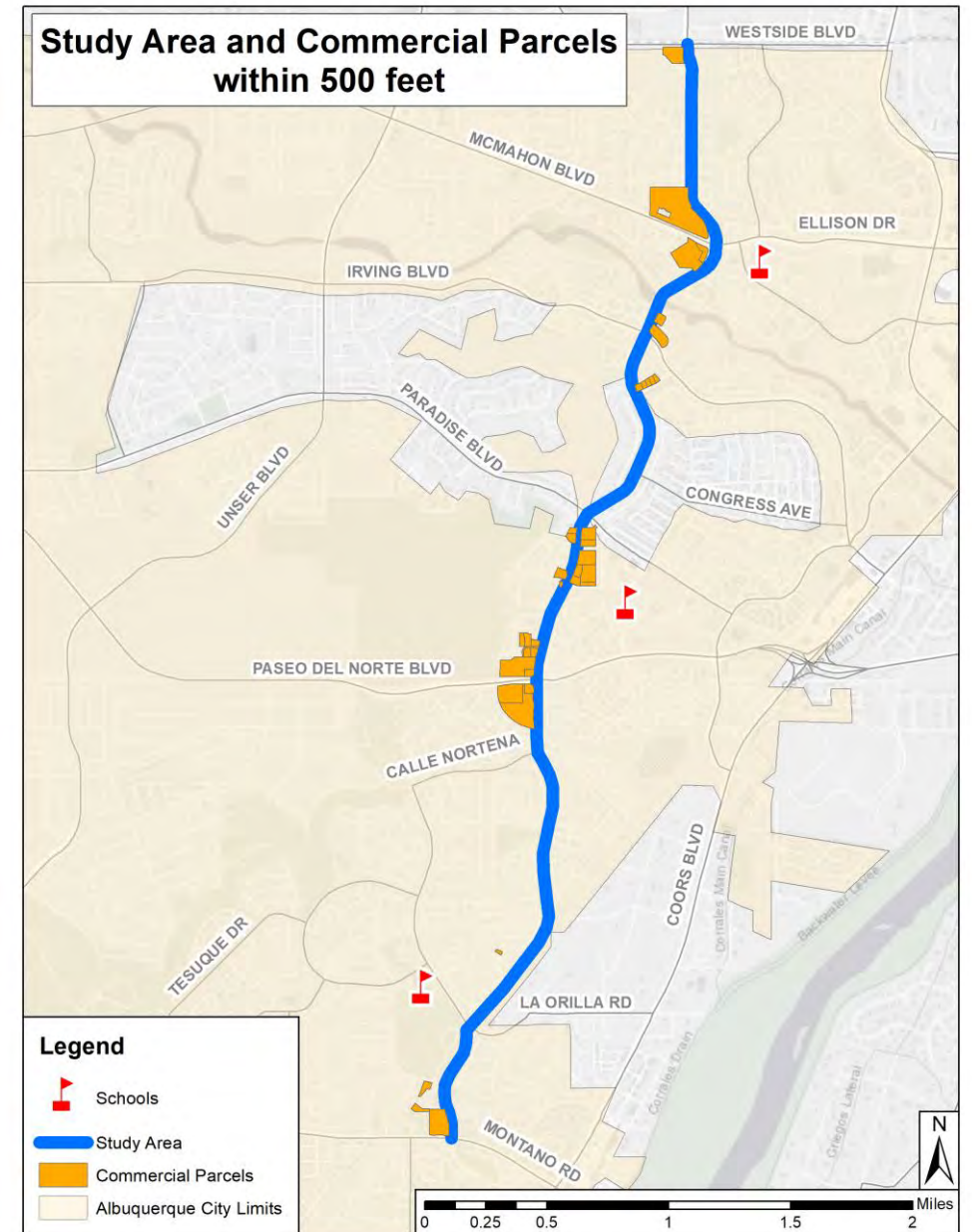


Bohannon  Huston



Study Area

- Taylor Ranch Rd/Golf Course Rd from Montañó Rd to Westside Blvd
- 5.0-mile corridor
- Golf Course Rd acts as a secondary north-south route and connector to east-west arterials:
 - o Major intersections:
 - o Paseo del Norte
 - o Paradise Blvd
 - o Irving Blvd
 - o McMahon Blvd
- Residential subdivisions along corridor with commercial nodes at major intersections



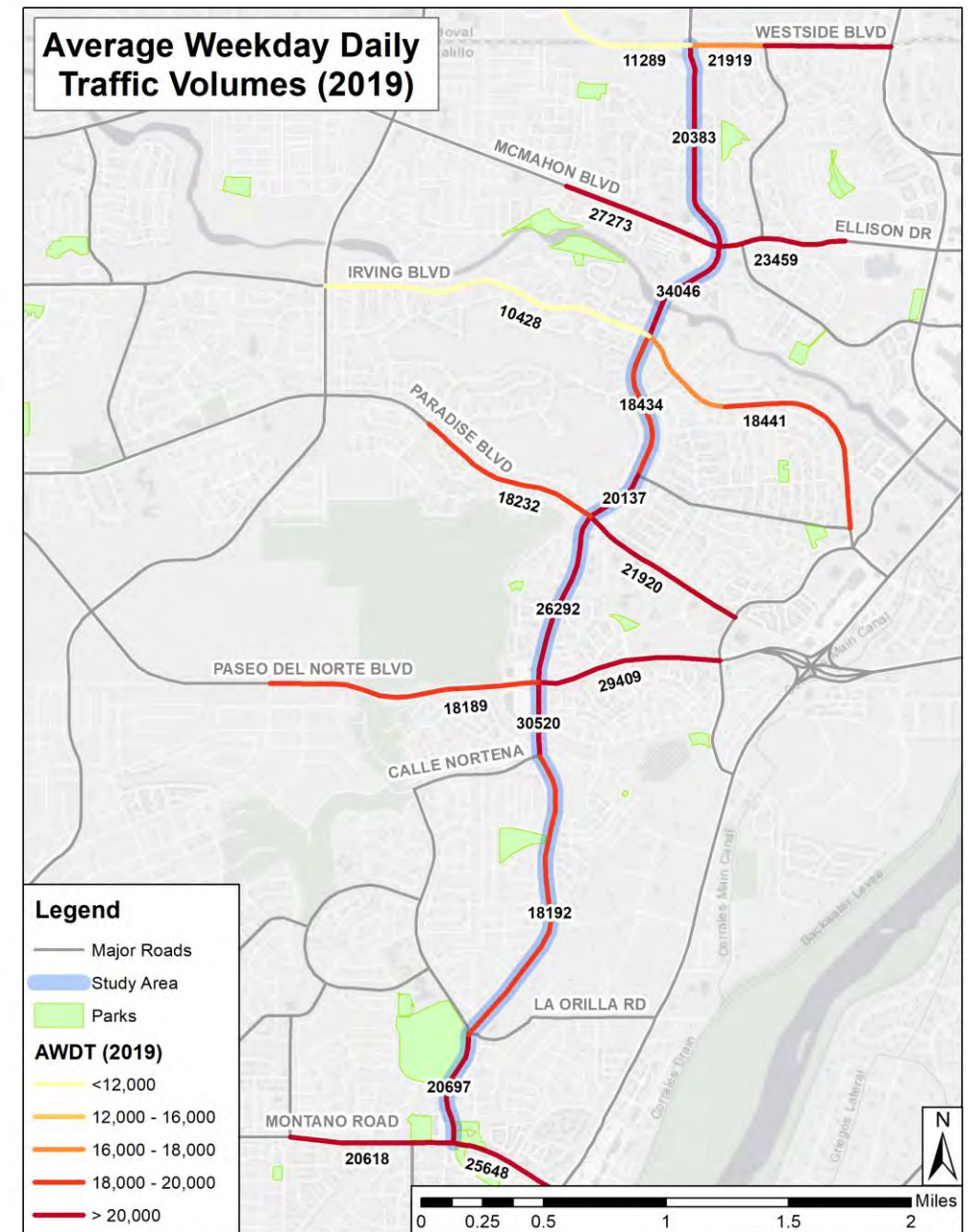
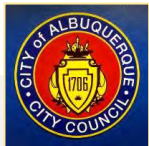
Study Purpose and Need

- Corridor connects residential, commercial, and public land uses (e.g., schools, parks, open space)
- Corridor has incomplete pedestrian and bicycle facilities, high travel speeds, and limited opportunities to cross the street
- Study objectives
 - o Consider how to balance **traffic operations** with desire to foster **community identity**
 - o Apply Vision Zero and Complete Streets principles to **address safety concerns**
 - o Identify design or aesthetic improvements to support a **Main Street character**
 - o Provide **recommendations** that could be designed and implemented over time



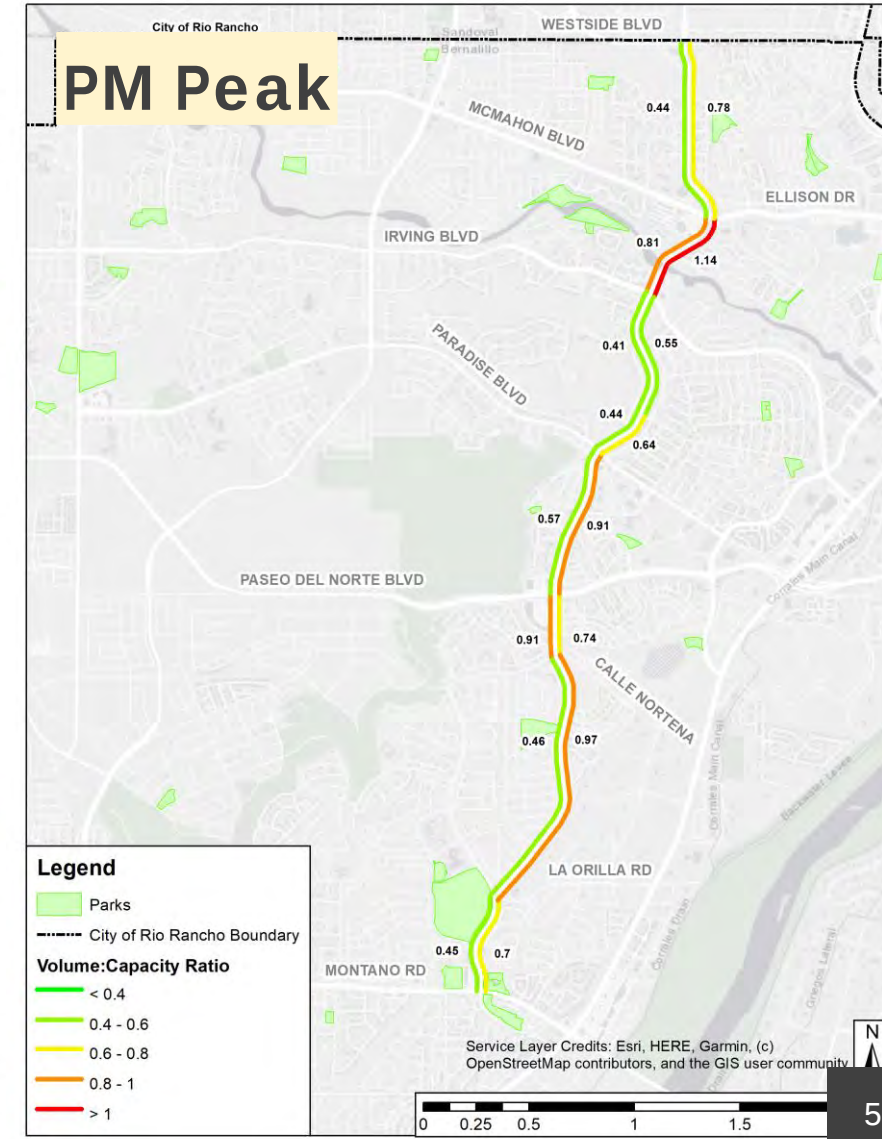
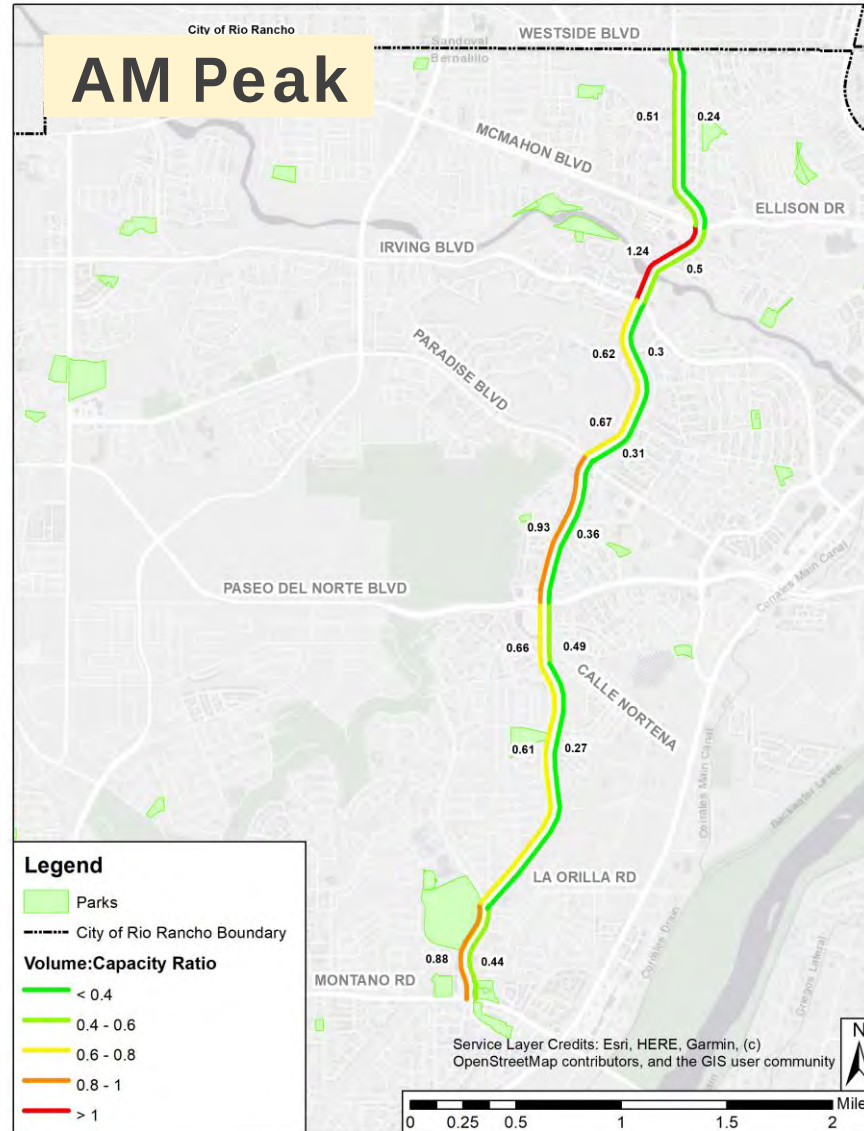
Existing Conditions: Roadway Characteristics

- Traffic volumes range from 18,000-34,000
- Posted speed: 35-40 MPH
- Two lanes in each direction
- Medians and center turn lanes
- Access is generally limited along corridor
- Designated a Major Transit Corridor



Traffic Congestion

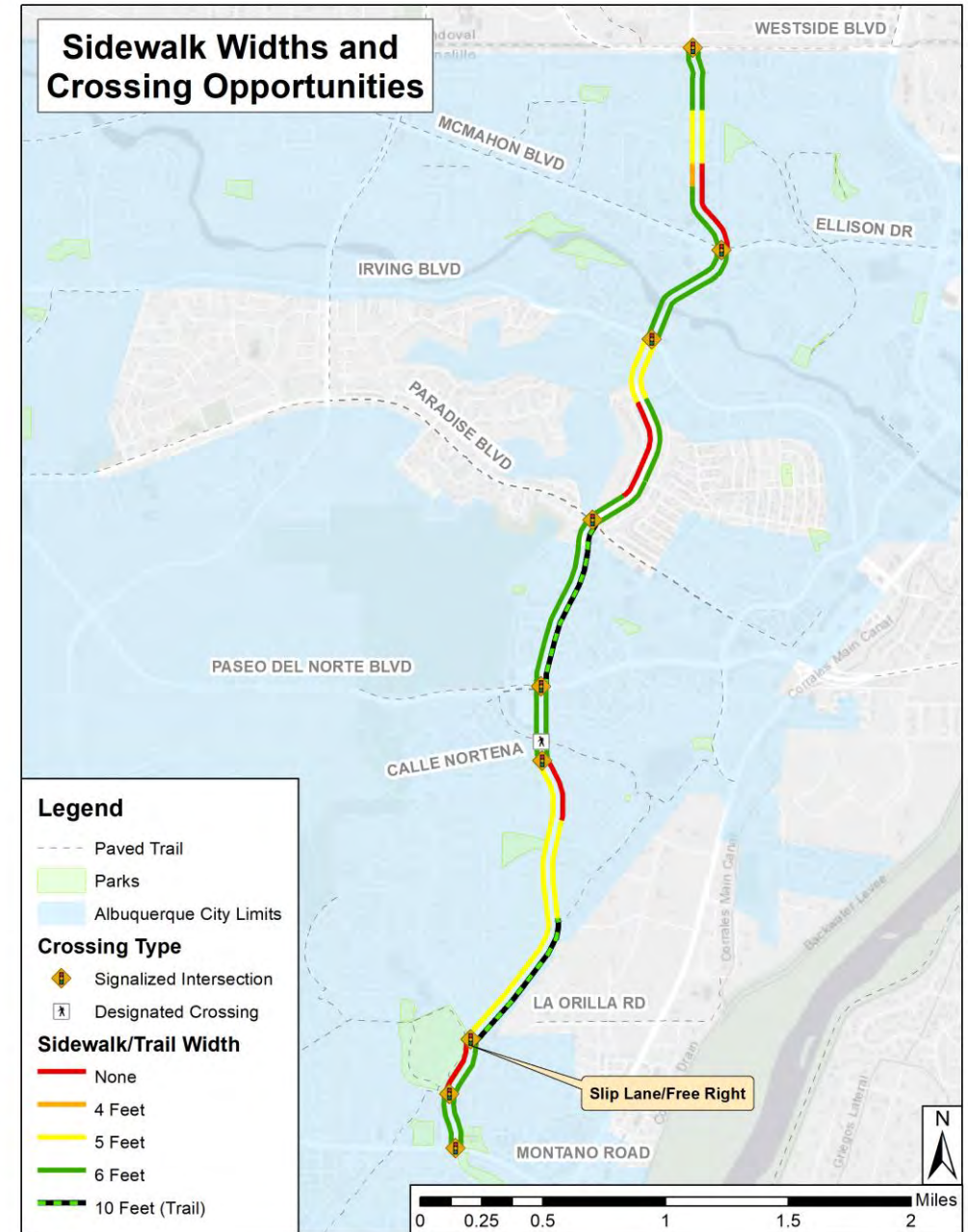
- Delay approaching major east-west roadways
- Traffic volumes approach or exceed the intended roadway capacity during the PM peak period
- Traffic volumes are expected to grow by 5-10% over the next 20 years
- Conclusion: Golf Course Rd is not a candidate for a road diet (i.e. removal of travel lanes)



Sidewalks and Bikeways

Pedestrian Facilities

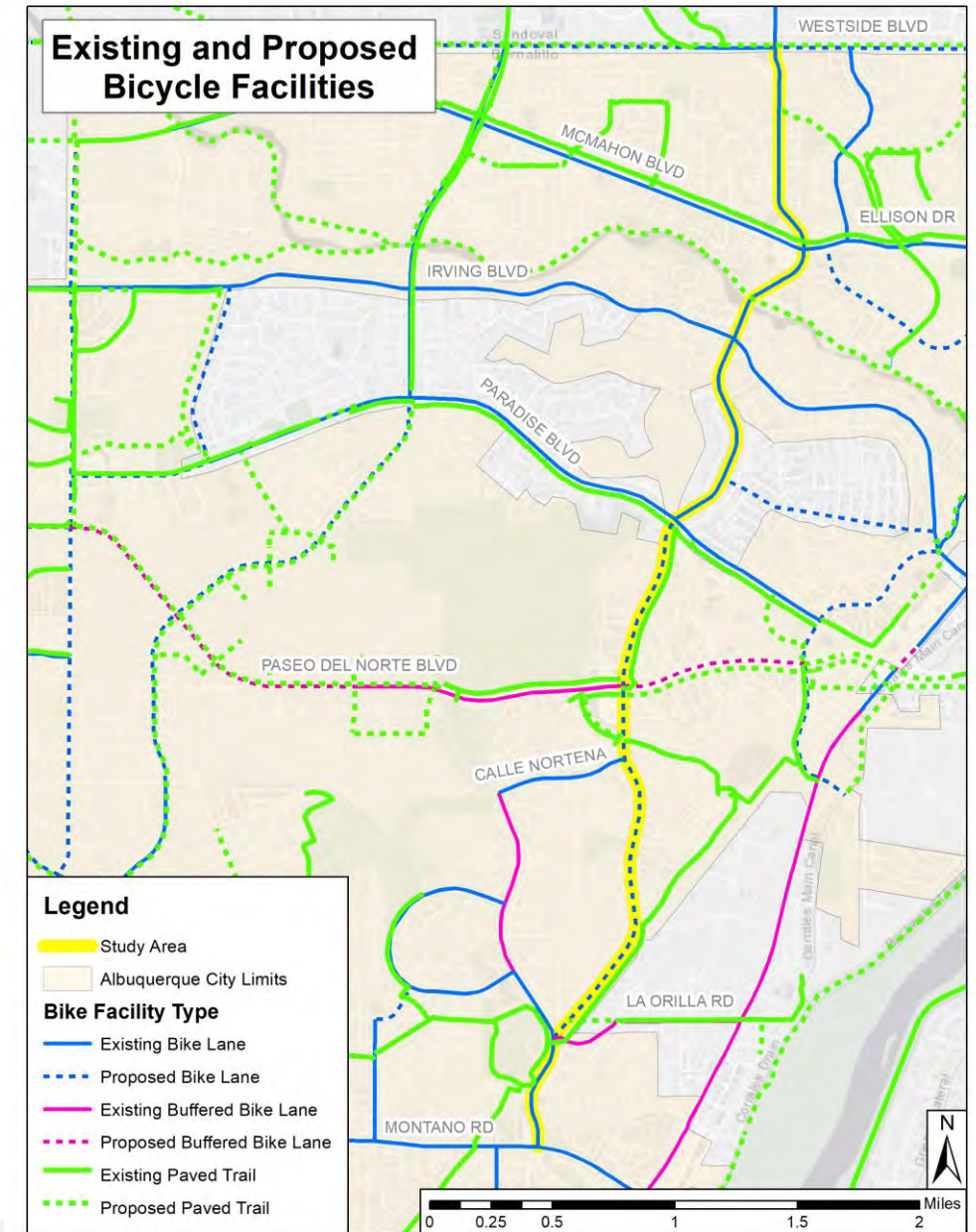
- Sidewalks
 - o Gaps along about 15% of the corridor
 - o Subdivision walls reduce effective width of sidewalks
- Buffers
 - o Much of the corridor lacks buffers
 - o Where buffers exist, there are generally too narrow for landscaping
 - o No buffers from Irving Blvd to Westside Blvd



Sidewalks and Bikeways

Bike Lanes and Trails

- Bike lanes
 - o Gaps from La Orilla Rd to Paseo del Norte
 - o Existing bike lanes are narrow and provide little separation from motorists
 - o Only most confident bicyclists are likely to ride along Golf Course Rd at present
- Multi-use trail at sidewalk level north of Montañó Rd and from Paseo del Norte to Paradise Blvd



Public Concerns / Comments Received

- Pedestrians and bicyclists do not feel safe walking or biking along the roadway to access connecting trails or commercial nodes
- General support for managing vehicle speeds and improving conditions for non-auto users
- Crossing Golf Course Rd is difficult for motorists and pedestrians
- Concerns about speeding and racing
- Location with frequently cited safety concerns:
 - o Marna Lynn Rd
 - o Samara Rd
 - o Calle Norteña



Key Takeaways and Observations

- Tension between traffic flow and safety for other modes
- Uncomfortable corridor for non-auto users
 - Gaps in pedestrian and bikeway networks
 - Lack of separation from motorists
 - Infrequent crossing opportunities
- East-west multi-use trails through the study area are not well-connected
- Variety of retail and service options, community focal points along the corridor



General Recommendations

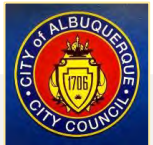
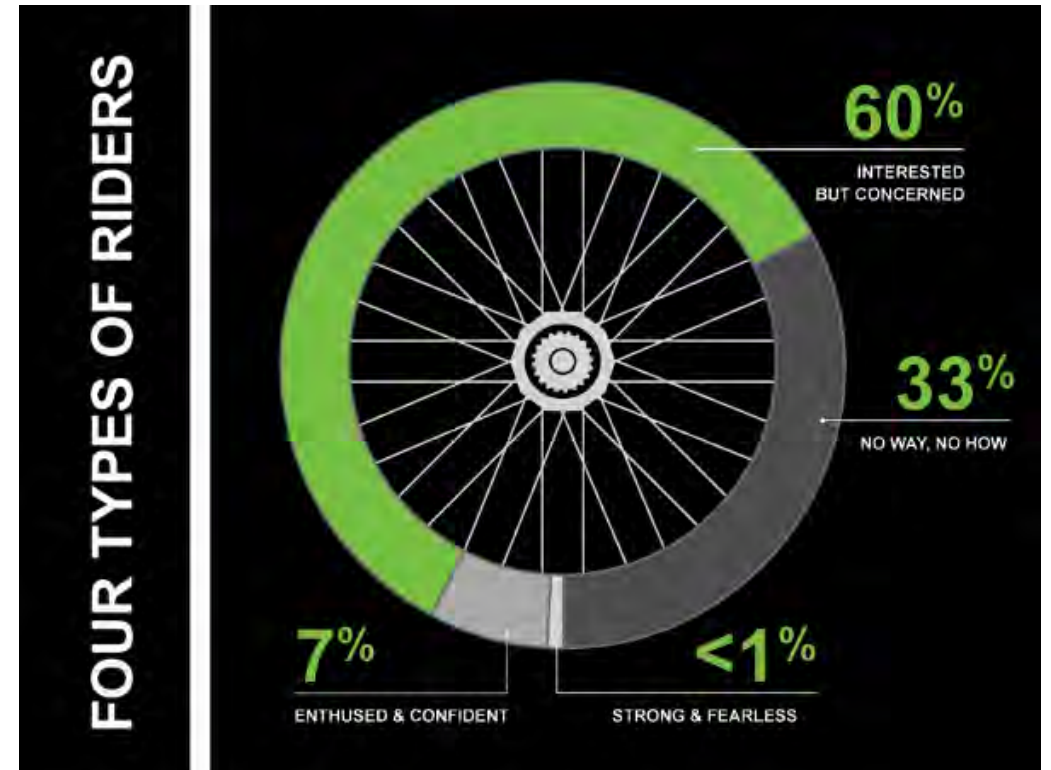
- Two general purpose lanes in each direction should be retained
- Opportunities to narrow travel lanes and medians → reallocate space for other uses
- Additional pedestrian crossings as means of traffic calming and increasing access to commercial areas and recreational destinations



User Comfort Level – Bicyclist Perspective

Basic questions:

- Which user groups are we trying to serve?
- Should we strive for multi-use trails where possible?
- Are buffered bike lanes sufficient to attract other users?



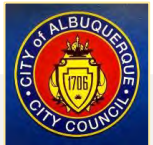
General Opportunities Along Corridor

Southern Segment: Montaño Rd to Paradise Blvd

- In general, more flexibility for alternative roadway design along southern portion of the corridor
- Reduce the width of medians and narrow vehicle travel lanes
- Reallocate space to on-street bike lane, buffers, and sidewalks
- Existing trails at curb level could be expanded upon (in place of sidewalks)

Northern Segment: Paradise Blvd to Westside Blvd

- Corridor is generally built out on both sides
- Narrow medians or two-way left turn lanes
- Reallocate space from travel lanes to provide wider bike lanes
- Some gaps in sidewalks; no buffers against traffic



Alternatives: Montañño Rd to Paradise Blvd

Alternative 1: Fill gaps in bicycle and pedestrian networks; maintain curb lines

- Reduce median width and allocate space for sidewalks and bike lanes
- Wide medians remain in place
- Maintain curb lines in place to minimize disruptions and costs, where feasible
- Limited landscaping on roadway edges
- Wide on-street buffered bike lanes in both directions (6' bike lanes plus 1.5-3' buffer)

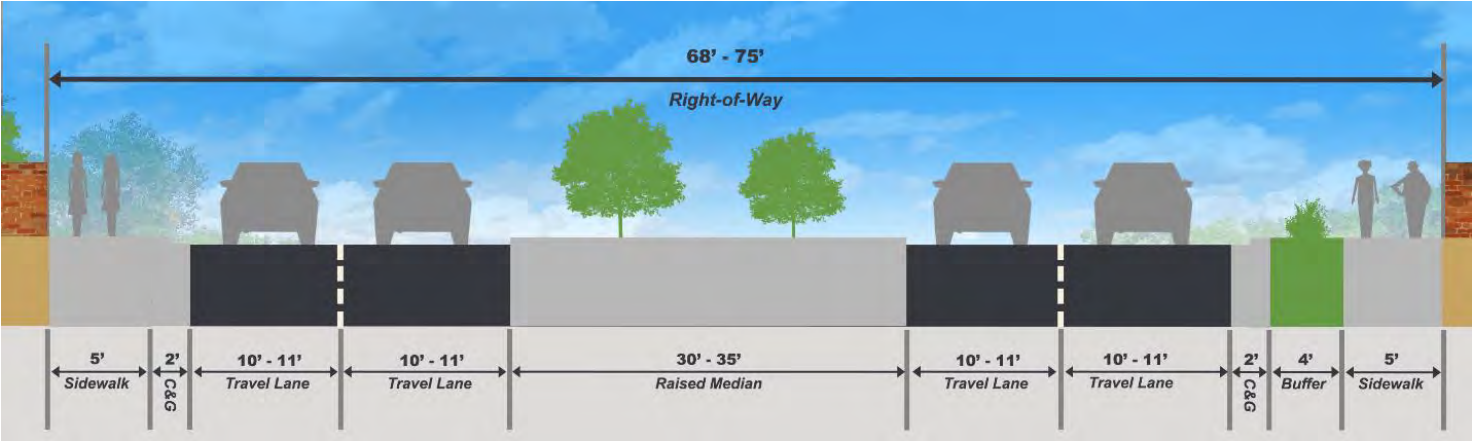
Alternative 2: Complete Street reconfiguration with continuous multi-use trail, bike lanes, and sidewalks

- Narrow medians and allocate space for sidewalks and bike lanes
- Provide multi-use trail at sidewalk level on northbound side
- On-street bike lanes (6') with small buffer (1-1.5')
- Move curb lines to create additional space for landscaping, where space permits

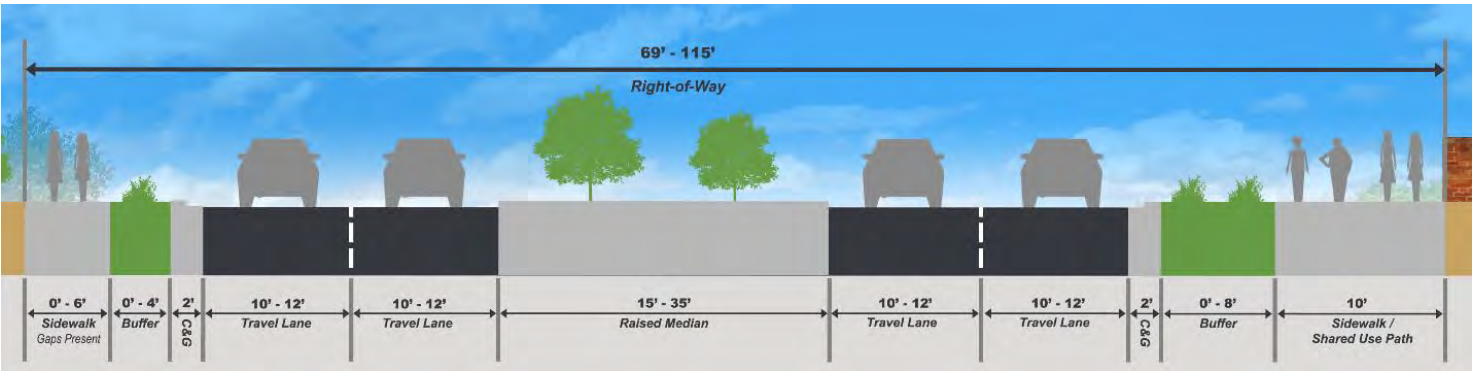


Existing Road Configuration

Homestead Trail to Calle Norteña



Calle Norteña to Paradise Blvd



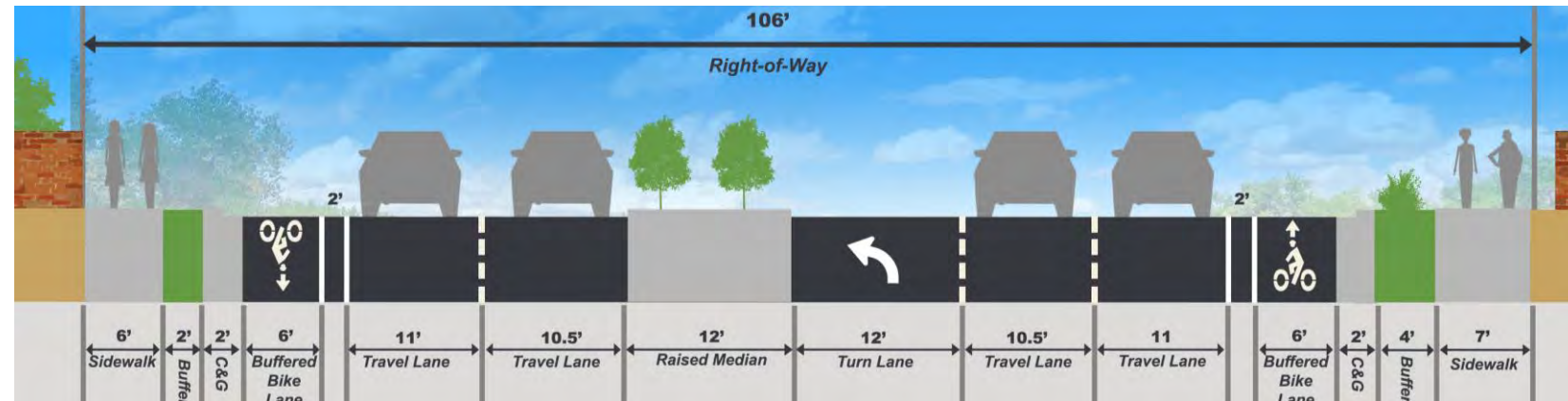
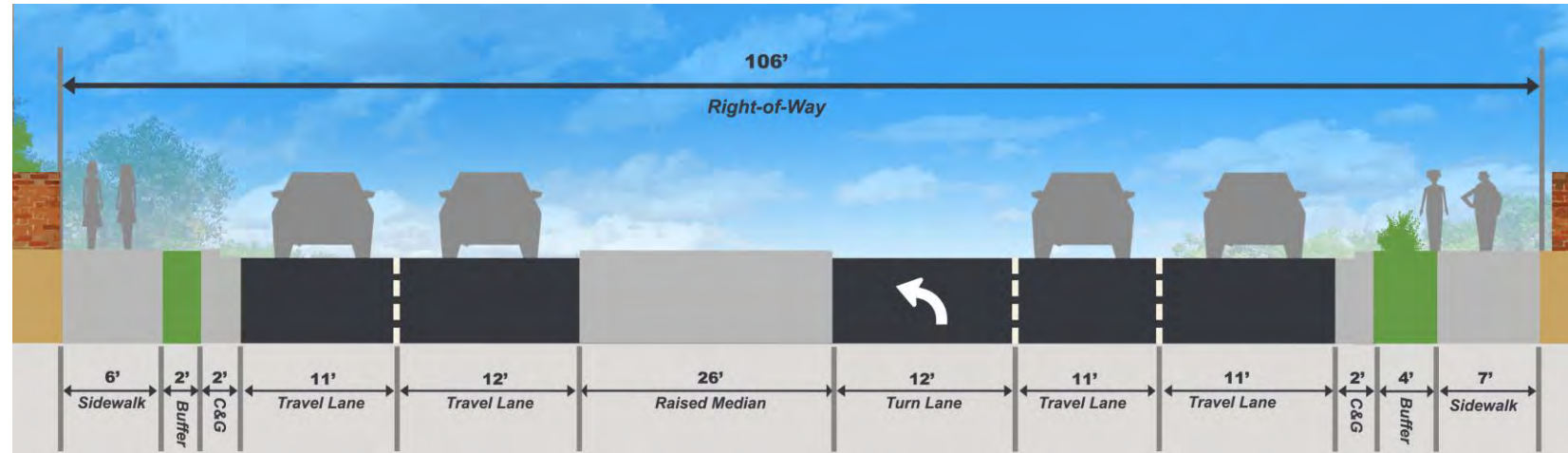
Alternative 1 – Median Narrowing Only: North of Samara Rd

Existing Conditions

- Sidewalk on northbound side is a multi-use trail; no bikeways in southbound direction
- Travel lanes exceed minimum widths

Basic Alternative

- Remove excess median space and narrow travel lanes
- Reallocate space to create buffered bike lanes
- Keep existing curb lines on both sides of the street



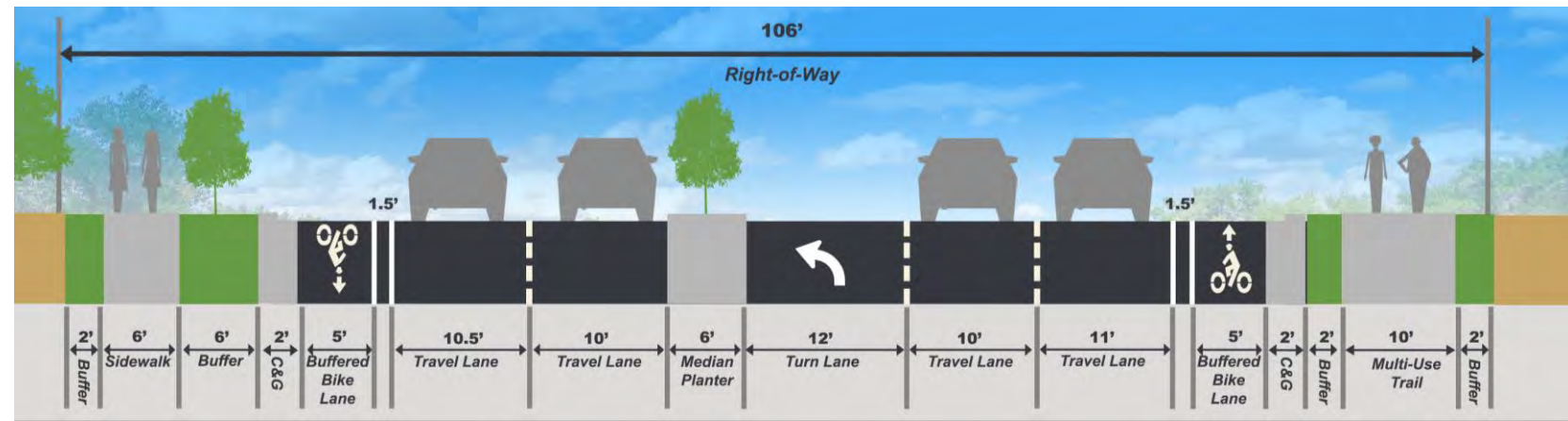
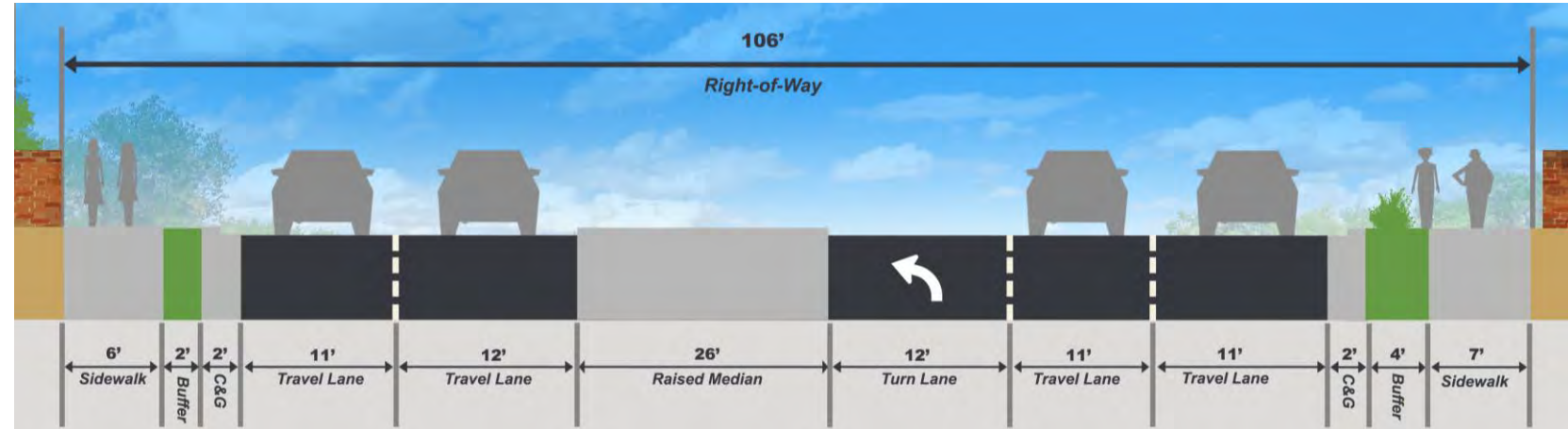
Alternative 2: Complete Corridor North of Samara Rd / South of Butterfield Trail

Existing Conditions

- Available paved roadway = 82'
- No bike lanes in either direction
- Riverview Trail is present on east side of Golf Course Rd to south of Samara Rd

Complete Street with Trail

- 106' between outside sidewalk edges
- Move existing curb line on both sides to create room for buffers with street trees
- Narrow median and travel lanes
- Provide multi-use trail on northbound side



Golf Course Rd – Existing Multi-use Trail



Riverview Trail Spur



North of Kachina St – Riverview Trail on east side of roadway



South of Butterfield Trail

Complete Street with Multi-Use Trail – Section View



Complete Street with Multi-Use Trail – Section View



**South of Paseo
del Norte:**

**Complete Street
with Multi-Use
Trail – Plan View**



**South of Paseo
del Norte:**

**Complete Street
with Multi-Use
Trail – Plan View**



Connections to Existing Trails – Paradise Blvd

- Close gap in multi-use trail along Golf Course Rd
- Connect with trail along Paradise Blvd
- Utilize existing sidewalk and landscape buffer area



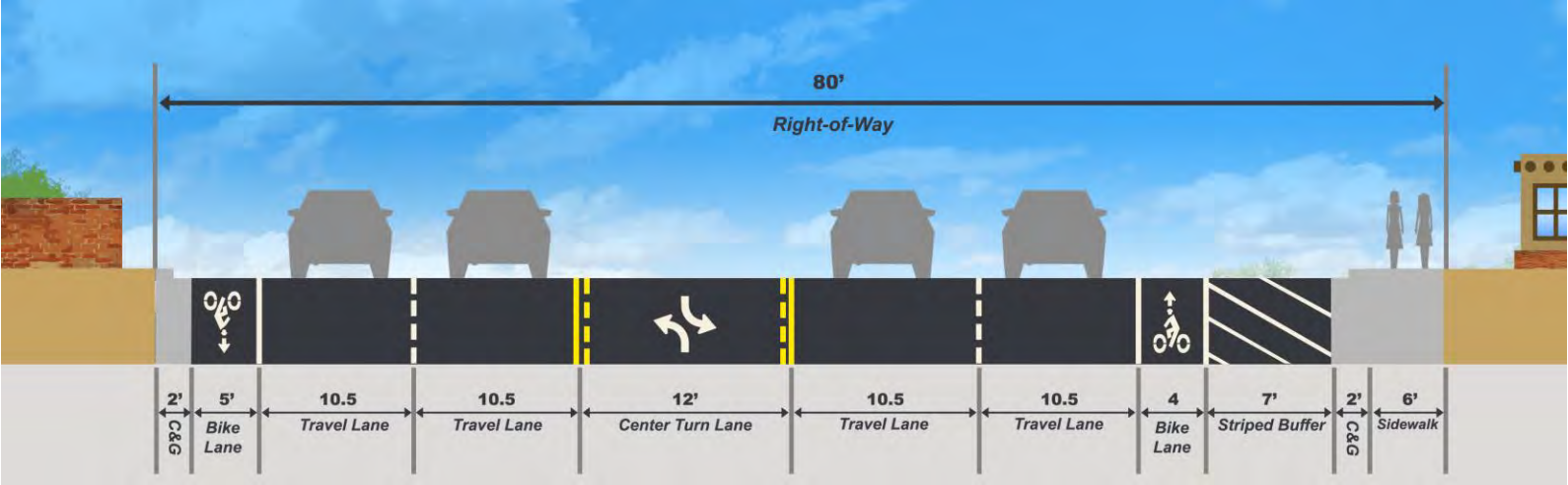
Montaño Rd to Paradise Blvd – Strengths and Weaknesses Comparison Table

	Alternative 1	Alternative 2
Operations	No major impacts to operations; potential traffic calming effects from narrower lanes and streets trees along edges	No major impacts to operations; potential traffic calming effects from narrower lanes and streets trees along edges
Costs	Medium ; major costs include median narrowing, resurfacing, and restriping	High ; major costs include median narrowing, moving curb lines, resurfacing, and restriping
Impacts during Construction	Moderate impacts	Significant impacts
Impacts to Pedestrians	Gaps remain in sidewalks; no additional buffers	Complete sidewalks on both sides of the street, with buffers between sidewalks and driving lanes along most of corridor
Impacts to Bicyclists	Improved conditions for bicyclists who feel comfortable along on-street bike lanes only	Improved conditions for bicyclists who feel comfortable along on-street bike lanes OR separated trails
Impacts to Landscaping / Medians	Wide medians remain ; no landscaping on sides of the roadway	Landscaping opportunities in medians and buffers on each sides of the roadway

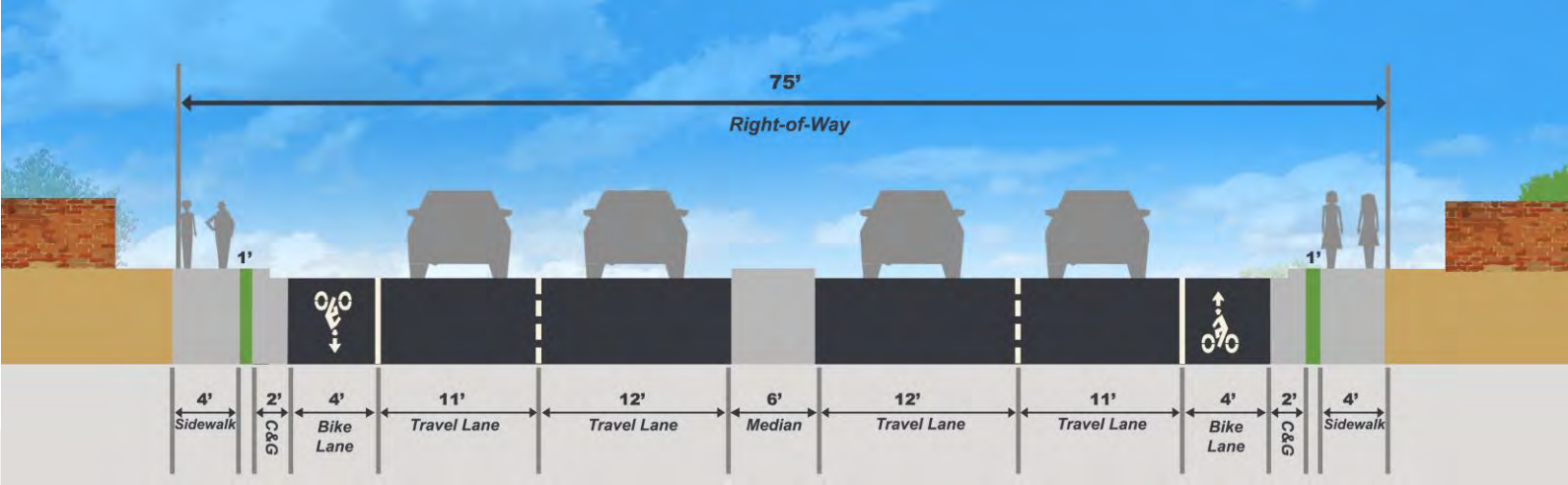


Road Configuration

Paradise Blvd to Irving Blvd



Irving Blvd to Westside Blvd



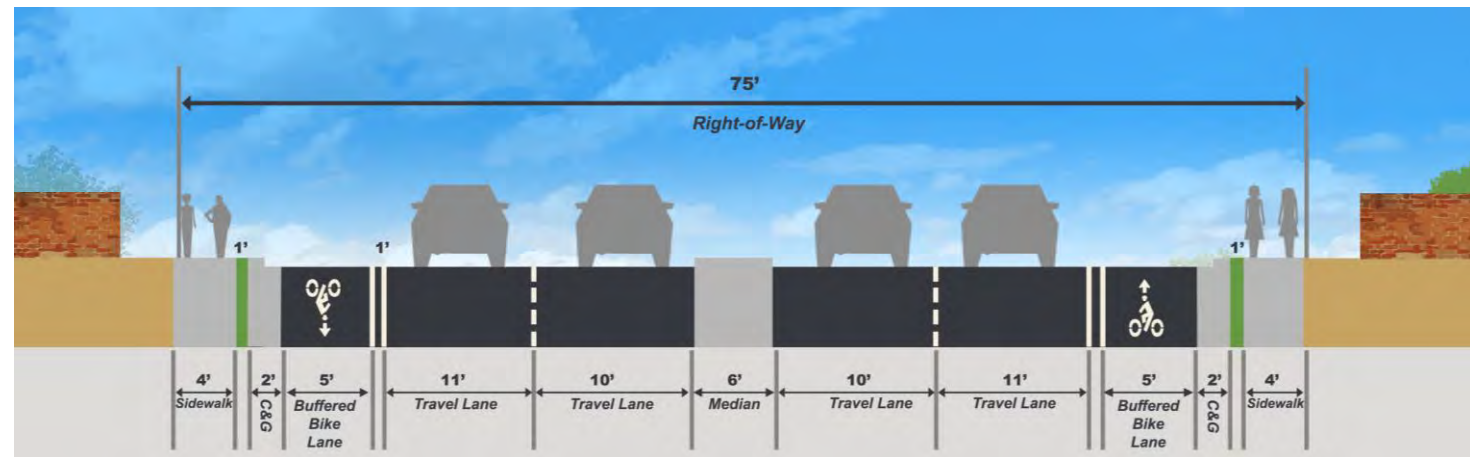
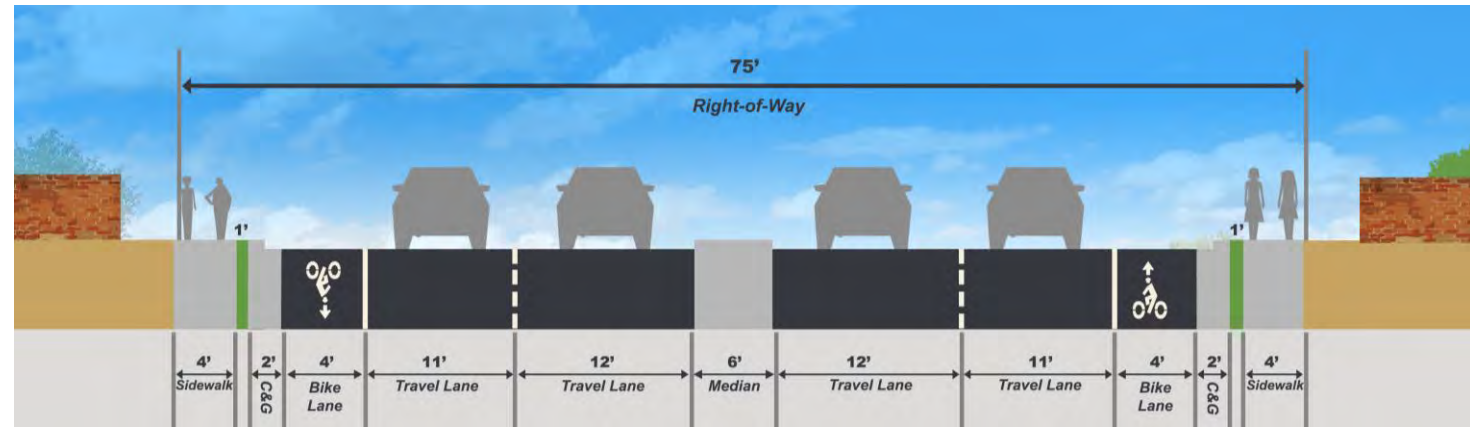
Alternatives: Irving Blvd to Westside Blvd

Existing Conditions

- Available paved roadway space = 61'; between subdivision walls = 75'
- Travel lanes exceed minimum widths
- Bikeways and sidewalks widths are narrower than desired
- Portions of corridor have wider medians to accommodate turn lanes approaching intersections; majority of segment features 6' medians
- Subdivision walls limit options for changing roadway configuration

Potential Alternative

- Retains existing curb lines on both sides of the street
- Reallocates space for wider bike lanes
- *Long term: Median could be narrowed to create additional space*



Spacing of Signalized Intersections and Pedestrian Crossings

- DPM guidance for Major Transit Corridors
 - o Signalized pedestrian crossing every 1,320-2,640'
 - o Designated pedestrian crossing every 1,320'
- Most segments of the corridor fall well short of DPM guidance
- Next step: Assess appropriate crossing type

Crossing Location	Crossing Type	Distance to Next Crossing (to the North)
Montaño Rd	Signalized Intersection	1,190 ft (0.235 miles)
Kachina St	Signalized Intersection	1,290 ft (0.24 miles)
La Orilla Rd	Signalized Intersection	6,720 ft (1.27 miles)
Calle Norteña	Signalized Intersection	410 ft (0.08 miles)
Piedras Marcadas Trail	Designated Crossing	1,180 ft (0.22 miles)
Paseo del Norte	Signalized Intersection	3,800 ft (0.72 miles)
Paradise Blvd	Signalized Intersection	4,610 ft (0.87 miles)
Irving Blvd	Signalized Intersection	2,580 ft (0.49 miles)
McMahon Blvd/Ellison Dr	Signalized Intersection	4,550 ft (0.86 miles)
Westside Blvd	Signalized Intersection	4,550 ft (0.86 miles)



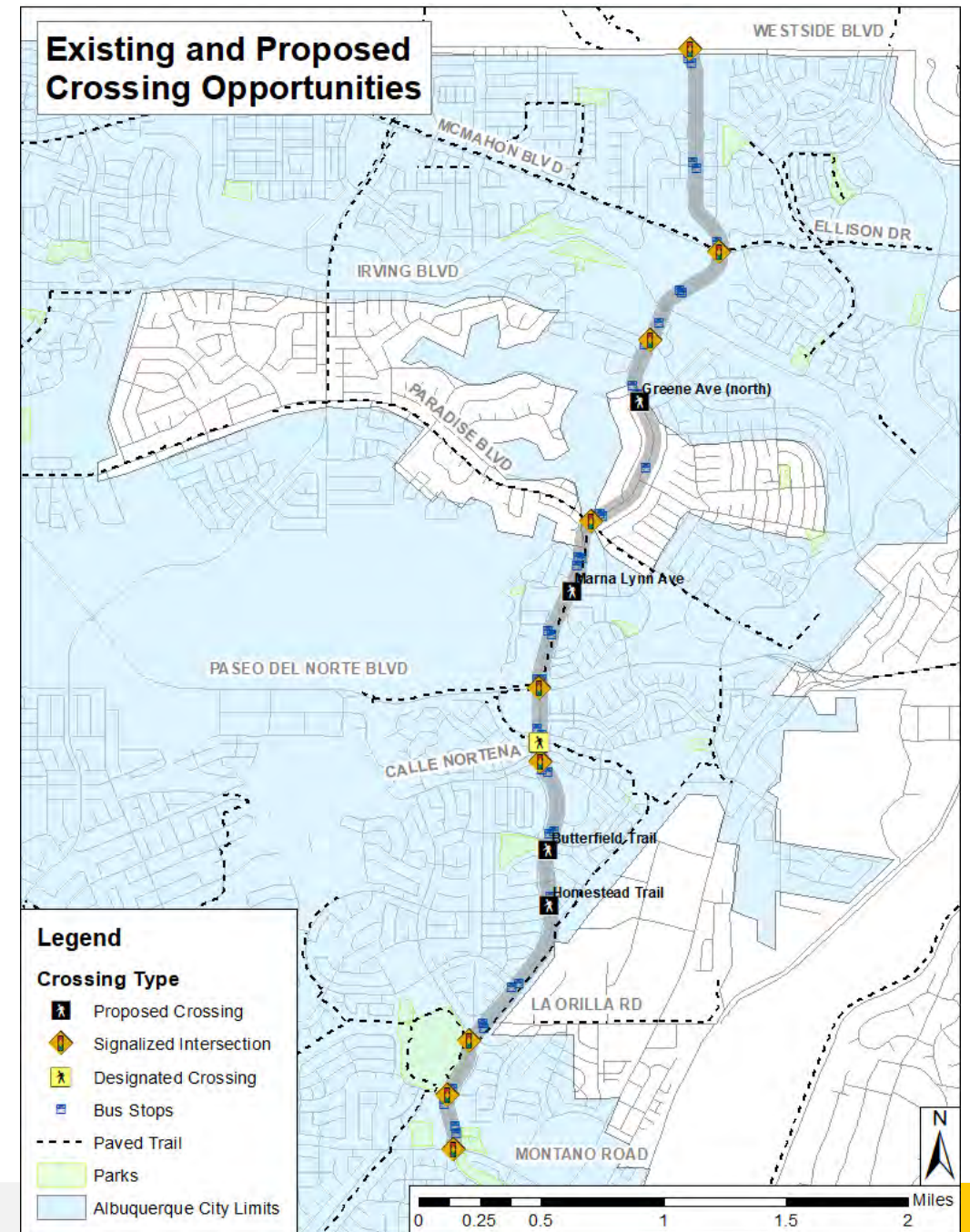
Pedestrian Crossing Locations

Considerations

- Spacing between designated/signalized crossings
- Distance from intersections
- Near transit stops or trails
- Access to retail centers

Crossing type

- Mid-block or intersection
- Recommendation: Median refuge islands for all unsignalized intersections



Other Recommendations

- **Traffic signals and operations**
 - o Reduce posted speed along corridor to 35 MPH
 - o Signal equipment better suited for multi-modal needs
 - o Recommend retiming; current plans were developed 10+ years ago
- **Signage/wayfinding along trails network**
 - o Links to east-west trails
 - o Information about recreational destinations and commercial centers
- **Green stormwater infrastructure**
 - o Utilize green stormwater infrastructure (GSI) best management practices as part of median landscaping, landscape buffers
- **Lighting improvements**
 - o Better illuminate trails and crossings, pedestrian features, commercial nodes



Schedule and Next Steps

- Existing Conditions Report is available online
- Public comment period through December 2021
- Final report in early 2022
- Project website: <https://www.cabq.gov/council/find-your-councilor/district-5/complete-streets-planning-study-on-taylor-ranch-road-and-golf-course-road>
- Bicycle level of comfort survey: <https://www.surveymonkey.com/r/BQ9J8HC>



Questions



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