Sunport Commerce Center

TRANSPORTATION PLAN

BERNALILLO COUNTY PUBLIC WORKS DIVISION

BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

ADMINISTRATIVE RESOLUTION NO. 2019-50

ADOPTING THE SUNPORT COMMERCE CENTER TRANSPORTATION PLAN

WHEREAS, the Board of County Commissioners is authorized to adopt transportation plans to promote the health, safety, and general welfare of the residents of Bernalillo County.

WHEREAS, the Sunport Commerce Center Transportation Plan identifies an internal roadway network to serve an 800-acre industrial area in the South Valley between Second Street SW on the west, I-25 on the east, Woodward Road and Sunport Boulevard Extension on the north, and Rio Bravo Boulevard on the south; and

WHEREAS, the Bernalillo County/ International Sunport Station Area Sector Development Plan recommends an interior roadway network to serve the area as does the Long Range Roadway System (LRRS) included in the 2040 Metropolitan Transportation Plan (MTP) approved by the Mid Region Council of Governments (MRCOG); and

WHEREAS, the intent of the Sunport Commerce Center Transportation Plan is to improve access to vacant properties, enhance safety and traffic flow, provide for rail and truck freight, ensure multimodal connectivity, and promote economic development opportunities near the Albuquerque International Airport; and

WHEREAS, the Sunport Commerce Center Transportation Plan includes standards for roadway design and dedication of right-of-way and strategies to prioritize and fund capital improvements for the plan area.

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NOW, THEREFORE, be it resolved by the Board of County Commissioners, the governing body of the County of Bernalillo, that the Sunport Commerce Center Transportation Plan be adopted this 14th day of May, 2019.

BOARD OF COUNTY COMMISSIONERS

Maggie Hart Stebbins, Chair

Debbie O'Malley, Vice Chair

EXCUSED

Steven Michael Quezada, Member

EXCUSED

Lonnie C. Talbert, Member

Charlene E. Pyskoty, Member

BERNALILLO COUNTY COUNTY CLERK SEAL STATE OF NEW MEXICO

APPROVED AS TO FORM:

W. Ken Martinez, County Attorney

ATTEST:

Linda Stover
County Clerk

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1.0 Introduction

The Sunport Commerce Center area represents the largest contiguous tract of undeveloped land centrally located in the Albuquerque metropolitan area. Close proximity to downtown, research institutions such as UNM, CNM, and Sandia Laboratories, as well as the fertile, agricultural South Valley, make this location ideal for processing, warehousing, and manufacturing of products, which could range from local produce to high tech hardware. The adjacent railroad and Interstate, along with the proximate Sunport cargo facilities mean products can be imported and exported easily in any given timeframe.

The County's Planning and Development Services (PDS) Department is preparing Sunport Commerce Center Design Overlay Zone (DOZ) regulations to strengthen quality of industrial development in the area. The transportation plan is a parallel effort to provide a roadway network that will facilitate redevelopment of area properties.

1.1 Plan Area

The plan area encompasses 860 acres in the Mountain View and San Jose neighborhoods of the South Valley, north of Rio Bravo Boulevard between Second Street SW on the west, and the city limits on the east and north.

1.2 Purpose and Need

The Sunport Commerce Center has significant development potential and requires coordination of proposed transportation facilities and land uses by County staff with NMDOT, AMAFCA, PNM and other agencies and property owners. It also plays a strong role in the development of the South Valley by its location along I-25, Rio Bravo and Broadway boulevards, and the NMRX rail corridor in creating a future warehouse and manufacturing center near the Albuquerque Sunport.

Goal: Identify the future transportation network (roadways, trails, transit, and rail) to promote economic development in the Sunport Commerce Center.

- Balance travel demand on the arterial roadway network with business access. Provide good site access while ensuring safety and traffic flow. Provide rail freight access to adjoining properties.
- Provide a complete multi-modal network to serve the plan area. Ensure connectivity between roadways and bikeway, trail, transit, and the commuter rail network.
- Include construction design standards within the public right-of-way.
- Identify strategies to finance and construct roadways and infrastructure in the plan area.

1.3 Relationship to the MTP and County Plans and Policies

The Sunport Commerce Center area will be governed by a Design Overlay Zone (DOZ) for land use and zoning and conforms to policies in the *Southwest Area Plan*. The DOZ recognizes the existing industrial zoning for properties and provides design regulations related to buildings, landscaping, fences, and signage to create a business park environment for the area.

Additionally, portions of the area are governed by the *Bernalillo County/ International Sunport Station Area Sector Development Plan*. The sector development plan allows for transit oriented development (TOD) of retail commercial, high density multi-family housing, and mixed uses designed for a walkable urban environment in the vicinity around the commuter rail station (Exhibit A).

The transportation plan is a companion planning document that also relates to broader transportation plans. For example, it follows the *Pedestrian and Safety Action Plan* (2012) adopted by the County Commission and the *Near South Valley Multi-Modal Study (2018)* adopted by the Metropolitan Transportation Board. The Near South Valley Multi-Modal Study recommends several priority projects including construction of a multi-use trail along the South Diversion Channel from Rio Bravo Boulevard to Sunport Boulevard Extension.

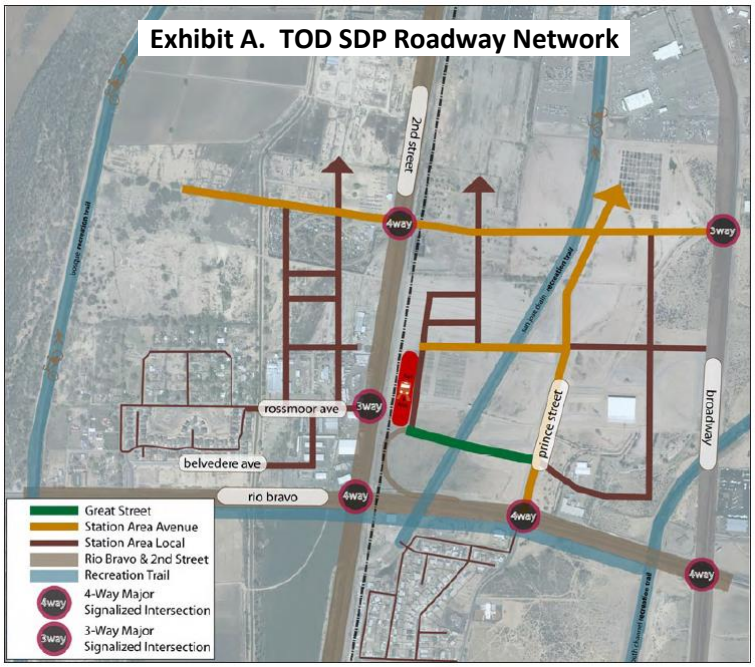


Exhibit A. TOD SDP Roadway Network

The regional long range plan, *2040 Metropolitan Transportation Plan* (MTP) was adopted in 2015. The MTP includes the *Long Range Transportation System (LRTS) Guide* used by local governments for designing collectors and arterials. The plan area can be considered "suburban" in character for purposes of roadway design. The LRTS provides layered networks for roadways (LRRS), bikeways and trails (LRBS), and transit (LRCTS). The Long Range Roadway System (LRRS) identifies a roadway network for the plan area (Exhibit B).

The MTP recommends a preferred scenario for future orderly growth over continued sprawl. It calls for higher density and mixed use development supporting premium transit along regional corridors, river crossings, and in regional centers. On the West Side, it recommends employment centers to improve the jobs to housing imbalance. The MTP calls for improving and maintaining the existing transportation network over building new facilities. It also recommends a complete streets approach to roadway design.

Exhibit B. Long Range Roadway System

2.0 Background

2.1 History

The plan area has historically been owned by the Schwartzman family. The Schwarzmans are still the majority owners within the area. Joseph Schwartzman immigrated to the United States in 1883 from Vienna (Jim Prewitt, 2012). In 1890 he opened a small grocery with his brother-in-law. He began butchering and meat cutting in the 1890s, moving south of Albuquerque in approximately 1909 and began a meat packing dynasty. Schwartzman's meat packing plant was established north of what is now Rio Bravo Boulevard. Alfalfa and corn used to grow on part of the Schwartzman family farm west of Second Street in the 1930s. Joseph's son, Joseph Charles Schwartzman was the cattle buyer and head of feeding and farming operations for the packing company. Tragically, the packing plant burned to the ground in 2003. Today, the family is active in marketing properties for commercial and industrial development in the plan area.

2.2 Economic Conditions

The Mountain View community is experiencing many positive changes. In 2012, Bernalillo County purchased the former 600-acre Price's Dairy for creation of the Valle de Oro National Wildlife Refuge. The property will be preserved as open space buffering future development along the Second Street corridor. The refuge will help create tourism jobs in the area.

Bernalillo County is also investing in new transportation facilities to serve the area including Sunport Boulevard extension, Second Street corridor reconstruction, and Second Street/ Rio Bravo Boulevard intersection improvements. NMDOT is reconstructing the Rio Bravo/ I-25 interchange. The County has actively pursued new industry in the old Schwartzman's property and vicinity including US Foods, Admiral Beverage, and Caterpillar. Other prominent businesses include United Poly Systems, CFV Solar Test Lab, and Rodgers Plumbing and Heating. These businesses begin to create a supply chain for industrial sectors such as aero/auto, warehousing, and food manufacturing.

The Mountain View Community has 5,300 residents and is economically distressed. It is a predominantly Hispanic and Spanish-speaking community and the poorest census tract in Bernalillo County (Census Tract 40.1, American Community Survey, 2016, 5-year estimate). 60.8% of residents are Spanish speaking, the median household income is at $33,077, 29.8% of the households are at or below poverty level, and unemployment rate was 16.2%. This is in contrast to a countywide Spanish-speaking rate for residents of 25%, median income of $48,994, poverty rate of 16.3%, and unemployment about 5% (American Fact Finder, 2016 dataset, Tract 40.1). Grocery stores, drugstores, retail, and other necessities in this area are limited. Retail development can also be developed along the Rio Bravo corridor to serve the local community.

The Sunport Commerce Center lies within the unincorporated South Valley east of the river. It is located along NMRX and I-25 near the Sunport, Mesa del Sol, Kirtland AFB, and Sandia National Laboratory. The area provides 7,700 jobs in 2015 including manufacturing, construction yards, transportation services, wholesale trade, warehouses, and hotels (Exhibit C, Table 1)

Foreign Trade Zone #110 is located on 62 acres on University Boulevard at the Sunport and managed by the City of Albuquerque. It has received approval to reorganize to allow other nearby industrial sites to receive the same benefits as tenants located in the FTZ.

The *Transportation and Logistics Hub Study* prepared by MRCOG in 2017 identifies a potential to expand rail freight and air cargo shipping in the Albuquerque area. Currently, air cargo is down 30 percent of prerecession levels.

Only 20 percent of the region's exports move by intermodal shipping container but the region has no outbound intermodal rail service. The proposed Central New Mexico Rail Park at the Belen Transcon cutoff south of Albuquerque is a certified BNSF site for intermodal shipping and will meet some of the growing demand. The private sector is responding to market demand for multi-use logistics and warehousing with transload facilities such as the nearby NM Transload and the proposed NM Terminal Services and Sunport South facilities.

Commercial truck traffic is increasing but most trucks arrive full and leave empty forcing the shipper to pay drayage. Growth in goods (logistics dependent) sector

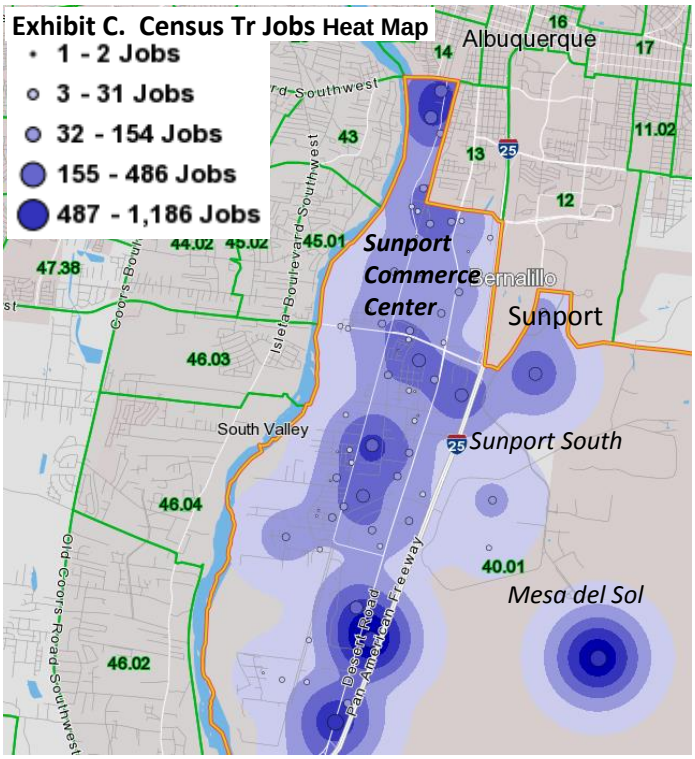


Table 1. Employment by Sector, 2015	Tr. 40.01		Albuq. MSA	
	Jobs	Share	Jobs	Share
Agriculture, Forestry, Fishing, Hunting	5	0.1%	409	0.1%
Mining, Quarrying, Oil & Gas Extraction	0	0.0%	547	0.2%
Utilities	215	2.8%	1,604	0.4%
Construction	1,616	21.0%	20,971	5.8%
Manufacturing	1,140	14.8%	16,954	4.7%
Wholesale Trade	785	10.2%	12,851	3.6%
Retail Trade	216	2.8%	43,523	12.1%
Transportation & Warehousing	697	9.1%	9,302	2.6%
Information	932	12.1%	9,996	2.8%
Finance & Insurance	290	3.8%	12,501	3.5%
Real Estate & Rental & Leasing	62	0.8%	5,056	1.4%
Professional, Scientific, & Tech Services	12	0.2%	31,364	8.7%
Management Companies & Enterprises	0	0.0%	3,871	1.1%
Administration & Support	248	3.2%	23,553	6.6%
Educational Services	61	0.8%	32,212	9.0%
Health Care & Social Assistance	85	1.1%	62,128	17.3%
Arts, Entertainment, & Recreation	31	0.4%	6,880	1.9%
Accommodation & Food Services	1,224	15.9%	36,763	10.2%
Other Services (excl. Public Admin)	54	0.7%	9,139	2.5%
Public Administration	6	0.1%	19,689	5.5%
Total	*7,679*	*100%*	*359,302*	*100%*

industries such as manufacturing, wholesale trade, and warehousing are necessary to support increased freight.

3.0 Transportation Network

Existing and Proposed Roadways

The roadway network around the Sunport Commerce Center is well-defined but less so within the plan area. New Mexico Department of Transportation (NMDOT) maintains Rio Bravo Boulevard (NM 500) and Broadway Boulevard (NM 47), principal arterials, along the southern and eastern portions of the area. Bernalillo County maintains Second Street SW, a minor arterial, along the western edge of the area and Prince Street, a major collector accessing the interior of the area from Rio Bravo Boulevard. Avenida El Tren is a minor collector maintained by Bernalillo County and serving the Bernalillo County/ Sunport Railrunner commuter rail station. Along the northern edge of the plan area is Woodward Road, a major collector maintained by City of Albuquerque, and the proposed Sunport Boulevard extension, a principal arterial to be maintained by Bernalillo County (Table 2).

A number of roadways are proposed for the plan area (Exhibit D). Proposed collector roadways are included on the Long Range Transportation System (LRTS) in the *2040 Metropolitan Transportation Plan*.

Table 2. Sunport Commerce Center Roadway Network

Roadways	Proposed Class	Termini	Prop. Posted Speed (mph)	Prop. R/W (ft)	Existing/ Proposed Facilities
2nd St SW	M. Arterial	Rio Bravo Blvd to Stock Dr	45	60	2 lanes, sidewalks, bike lanes
Rio Bravo Blvd (NM 500)	Reg. P. Arterial	2nd St SW to I-25	45	150	4–6 lane div, sidewalks, bike lanes
Broadway Blvd (NM 47)	Reg. P. Arterial	Rio Bravo Blvd to Stock Dr	55	150	4 lanes w/ shoulders
Prince St	Major Collector	Rio Bravo Blvd to Commerce Center Ave	35	60	2 lanes, sidewalks, bike lanes
Ave El Tren	Minor Collector	Railrunner station to Prince St	35	50	2 lanes, sidewalks, bike lanes
Woodward Rd	Major Collector	2nd St SW to Broadway Blvd	35	80	3 lanes, sidewalks, bike lanes
Arno St	Local	Stock Dr to Sunport Extension	25	50	2 lanes, sidewalks
Stock Dr	Local	Railyard St to Edmond St	25	50	2 lanes, sidewalks, bike lanes
Edmond St	Major Collector	Commerce Center Ave to Woodward Ave	25	74	2 lanes, sidewalks
Dauphin Rd	Local	Prince St to Commerce Center Av	25	50	2 lanes, sidewalks
Sunport Blvd Extension	Reg. P. Arterial	Broadway Blvd to I-25	45	120	4 lanes, sidewalks, bike lanes
Commerce Center Ave*	Major Collector	2nd St SW to Edmond St	35	74	2-3 lanes, sidewalks, bike lanes
Railyard St*	Local	Commerce Center Ave to Stock Dr	25	50	2 lanes, sidewalks
Channel St*	Local	Commerce Center Ave to Stock Dr	25	50	2 lanes, sidewalks
*placeholder street names; shaded indicated future partial or entire roadway alignments					

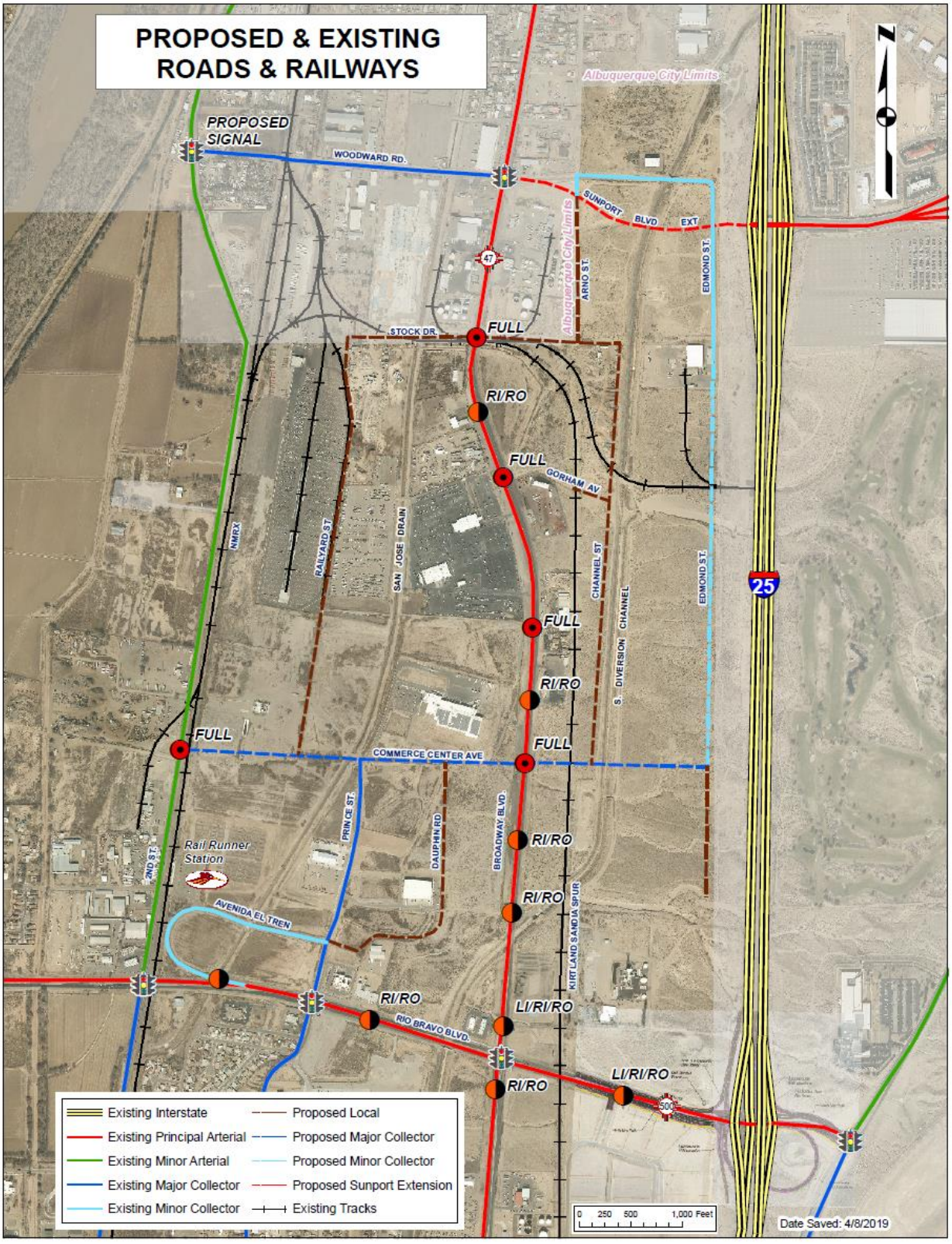


Exhibit D. Roadway Network

3.1 Planned Projects

Several transportation projects are funded in the current Transportation Improvement Program (TIP) or are in design or under construction in the plan area. The projects will also improve pedestrian and bicycle connections. These projects will add capacity to I-25 interchanges at Sunport Boulevard and Rio Bravo Boulevard, and increase the level of service (LOS) at major intersections, such as Woodward Road at Second Street and Broadway Boulevard; and Rio Bravo at Second Street and Broadway Boulevard.

- Rio Bravo Boulevard/ I-25 Interchange
  The $50 million offset single-point interchange is currently under construction and expected to be completed in 2019. It will include widening of Rio Bravo Boulevard to six lanes east of Broadway Boulevard with sidewalks, bike lanes, and a multi-use trail on the south side and an east to north bound truck ramp onto north I-25 (Exhibit E).

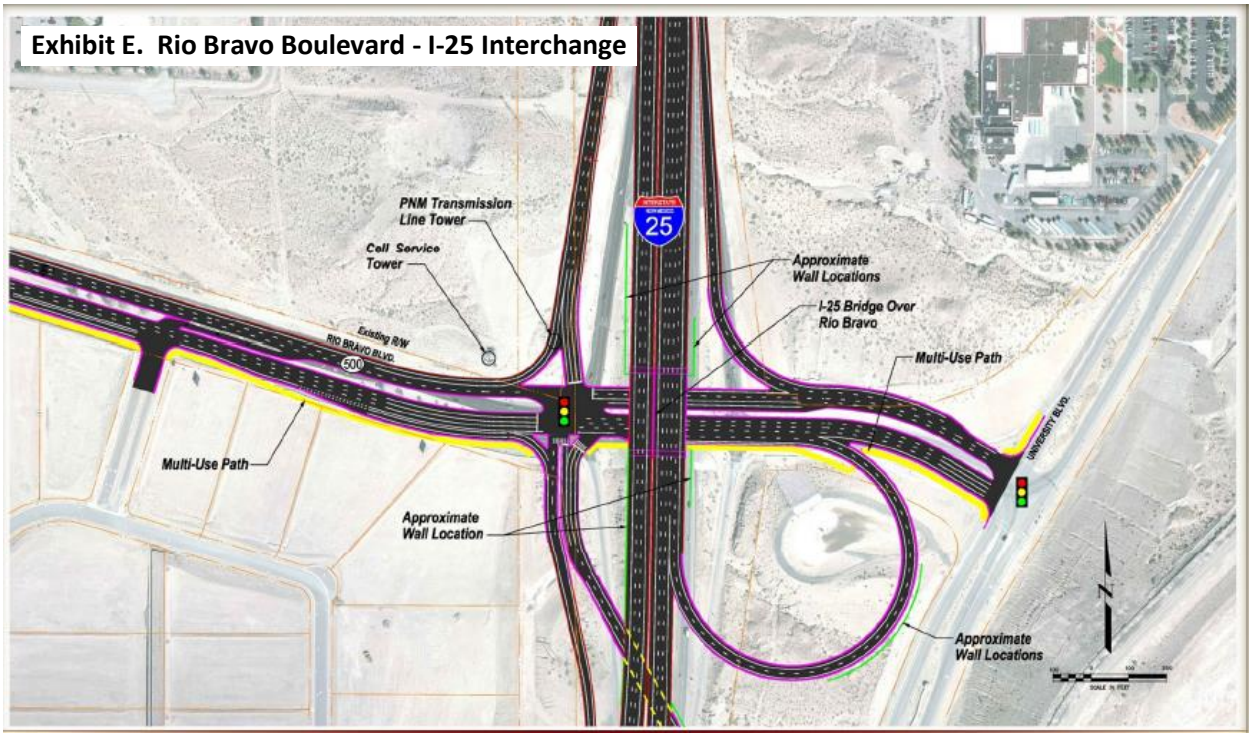
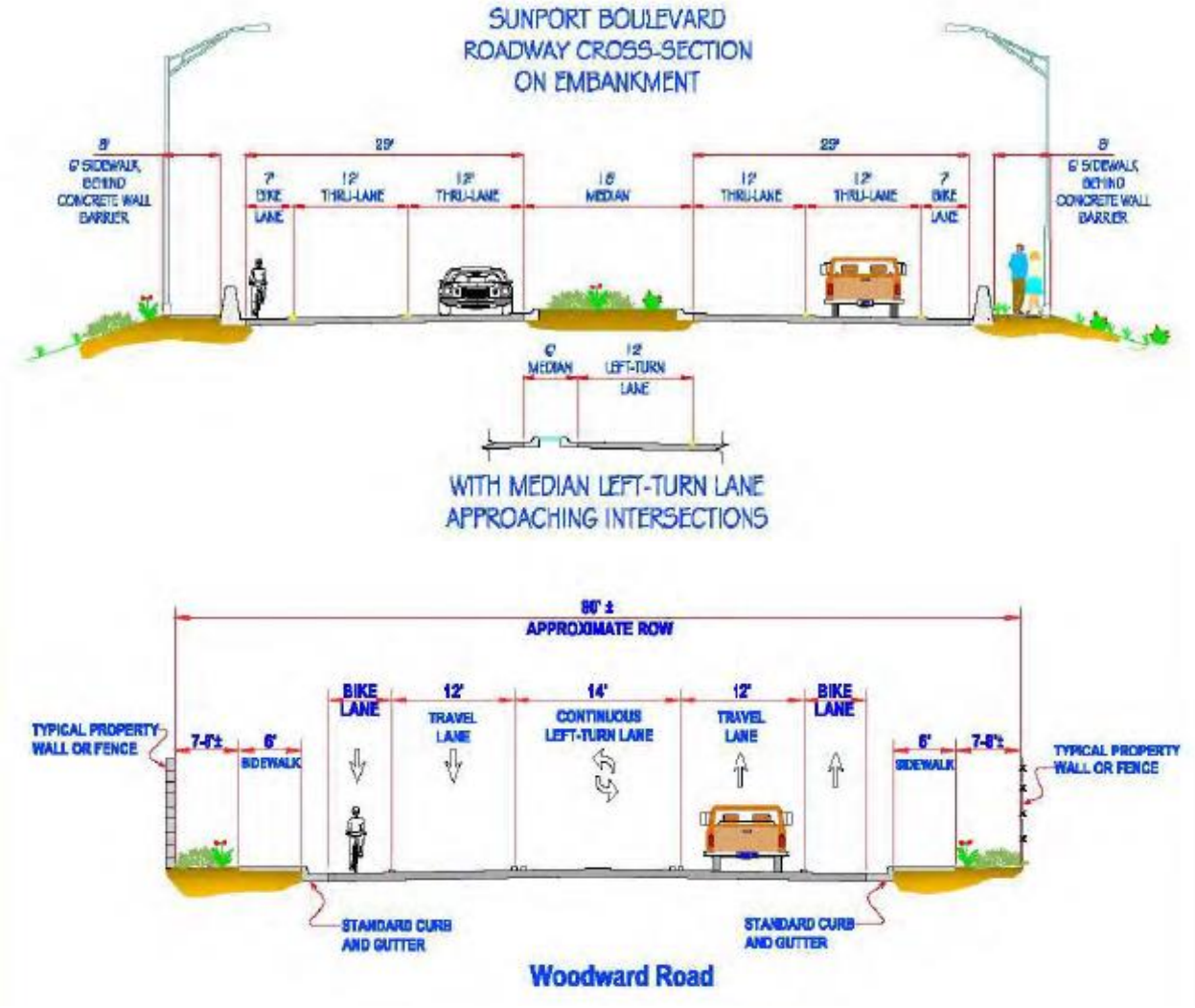


Exhibit E. Rio Bravo Boulevard - I-25 Interchange

- Sunport Boulevard Extension/ Woodward Road
  The project will extend Sunport Boulevard west from the I-25 interchange to Broadway Boulevard with improvements along Woodward Road to Second Street SW (Exhibit F). A traffic signal is proposed for Woodward Road and Second Street intersection. The roadway will include sidewalks and protected bike lanes. The project is expected to take heavy commercial vehicles off of Broadway Boulevard north of Woodward Road as well as relieve traffic congestion on Rio Bravo Boulevard. The latest Environmental Assessment (EA) has just been completed. The $24 million project is expected to begin design this fall with construction in 2020 – 2022.

Exhibit F. Sunport Boulevard – Woodward Road



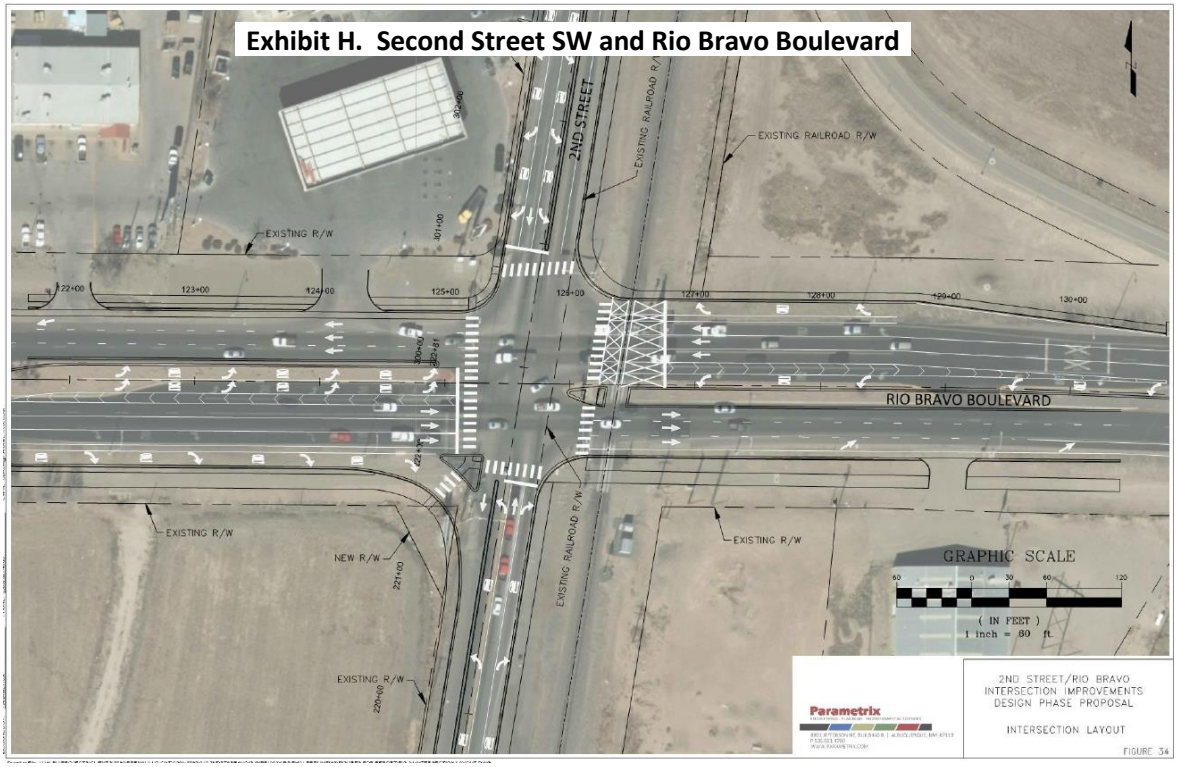
- Second Street SW FLAP/ Valle de Oro Trail Project
  The $6 million Federal Lands Access Program (FLAP) project is completed in the Mountain View Neighborhood from the South Diversion Channel to entrance of Valle de Oro National Wildlife Refuge (Exhibit G). It includes sidewalks on the west side of the street and a multi-use trail with a landscaped buffer along the east side of the street. The County has applied for FLAP funding to continue the roadway project north to Rio Bravo Boulevard. A related $1.1 million project is underway to extend the Valle de Oro multi-use trail with landscaping up to Rio Bravo Boulevard and the Railrunner Station.

Exhibit G. Second Street SW FLAP

Camino Ocho SW to South Diversion Channel (Mountain View Elementary School) (looking north)

- Second Street/ Rio Bravo Boulevard
  Currently, there is a $2.3 million project in the TIP for 2020 to reconstruct the Second Street/ Rio Bravo Boulevard intersection with additional turn lanes on all approaches, ADA compliant sidewalks, multi-use trail crossings, and quiet railroad crossing improvements (Exhibit H).

Exhibit H. Second Street SW and Rio Bravo Boulevard



- Rio Bravo Boulevard and Prince Street
  The $500,000 project is identified in the County's 2018-19 Capital Improvement Program (CIP) to add a pedestrian crosswalk, ADA curb ramps, lighting, and pedestrian signal heads.

3.2 Trails

A multi-use trail network is envisioned to serve the Sunport Commerce Center (Exhibit I). The trail network is identified in the *Long Range Bikeway System* map prepared by MRCOG as part of the *2040 Metropolitan Transportation Plan.* Portions of it exist such as along the south side of Rio Bravo Boulevard, from the Bosque Trail to Broadway Boulevard, and the South Diversion Channel Trail south of Rio Bravo Boulevard. Other trails are planned such as along the San Jose Drain and extension the South Diversion Channel Trail north to Sunport Boulevard. The Valle de Oro Trail is also planned along Second Street down to the national wildlife refuge. Multi-use trails should be built 10 ft to 12 ft wide.

- South Diversion Channel Trail (proposed in the *Near South Valley Multimodal Study).* Extension along the South Diversion Channel from Rio Bravo Boulevard to Gibson Boulevard including undercrossings at Rio Bravo, Broadway, Kirtland Rail Spur, and I-25, $8 million.
- Second Street SW/ Valle de Oro Trail, phase 2, from Prosperity Avenue to Rio Bravo Boulevard and Railrunner Station, $1.1 million.
- Rio Bravo Boulevard Trail extended east to University Avenue as part of the interchange reconstruction.

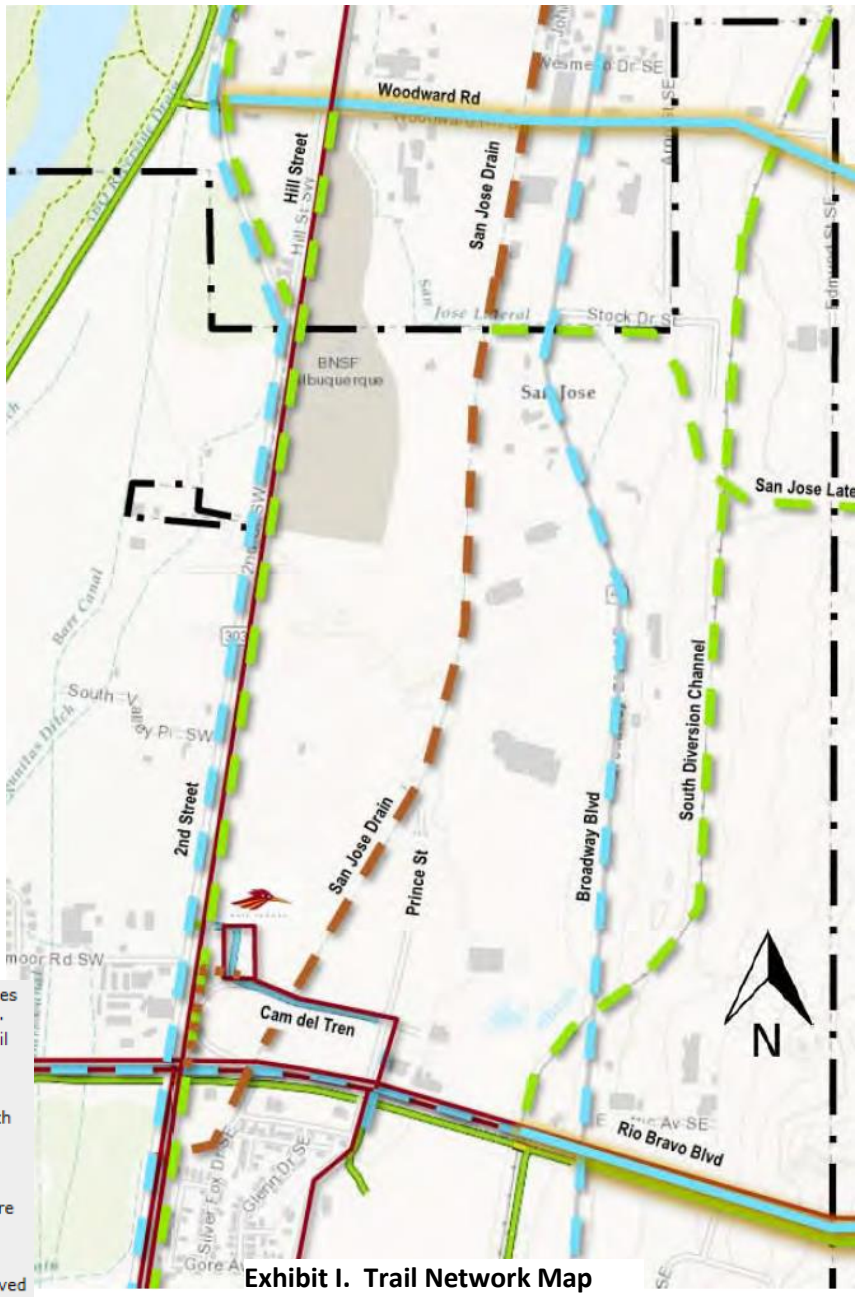
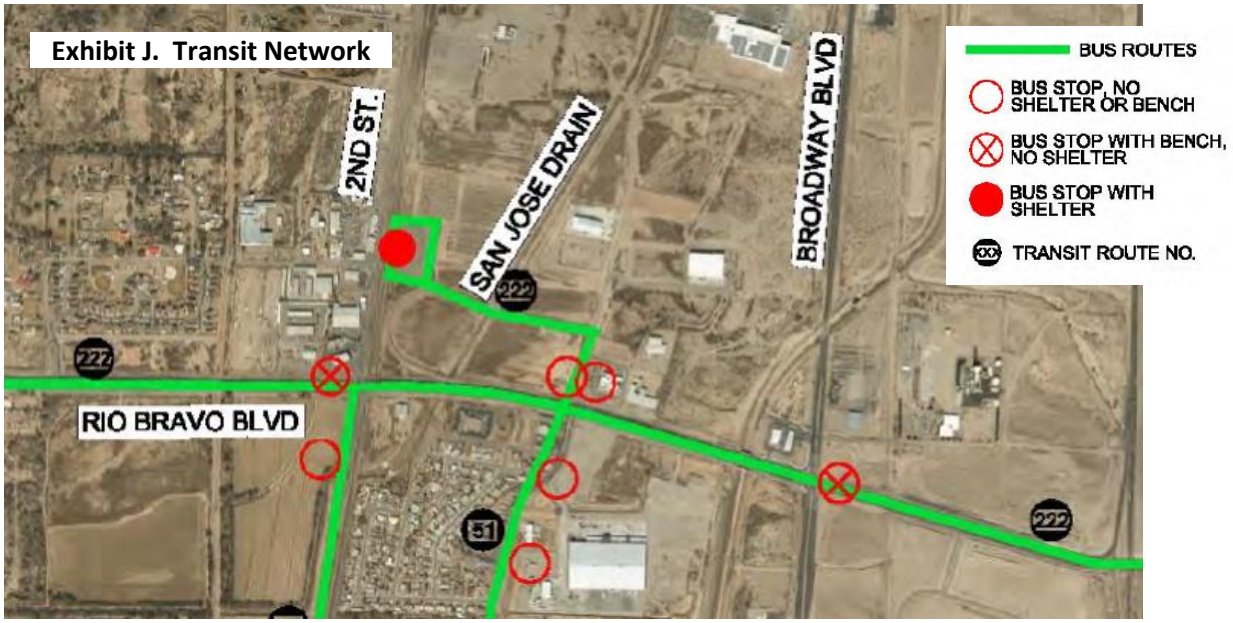


Exhibit I. Trail Network Map

3.3 Transit

ABQ Ride operates local bus route 51 and Rio Metro Regional Transit District (RMRTD) operates express bus route 222. More bus shelters are recommended for installation in the Sunport Commerce Center for the transit routes per the *Near South Valley Multimodal Study* (Exhibit J).

- Route 222 – 20,000 annual weekday riders; serves the South Valley Railrunner station and the Sunport via Rio Bravo Boulevard
- Route 51 –50,000 annual weekday and weekend riders; serves Mountain View Neighborhood via Rio Bravo Boulevard, Second Street, Prince Street, and Prosperity Avenue.



3.4 Railways

Several private and public operators use rail facilities running through the plan area.

- New Mexico Department of Transportation (NMDOT) owns the 133-mile New Mexico Railroad (NMRX) through the Albuquerque region from Belen to Santa Fe used by Burlington Northern Santa Fe (BNSF).

- Rio Metro Regional Transit District (RTD) operates 14 commuter Railrunner trains each day with a station in the Sunport Commerce Center and approximately 3,000 passengers daily. The International Sunport Station has 27,000 annual boardings and alightings annually (down 12% over the past three years).

- Burlington Northern Santa Fe Railroad (BNSF) retained an exclusive freight easement on the 100-mile long Albuquerque Subdivision as part of the sale of the line to NMDOT. In 2015, 3.4 million tons of freight were transported on the Albuquerque Subdivision including 32,000 brand new

automobiles from nationwide assembly factories annually. It also transports construction equipment, petroleum, plastics, electrical transformers, and building, consumer, pipe, food, chemicals, paper, steel, and concrete products.

BNSF owns the Abajo intermodal yard primarily handles trailer on flatcar (TOFC) shipments on Woodward Avenue in Albuquerque that operates seven days per week. Rail freight shipments to the Woodward TOFC yard come directly from Belen. The facility features a rail shed that can hold six cars, and a rail spur that can hold up to seven additional cars, built in 2015.

- The New Mexico Transload facility, located off Broadway Boulevard in Albuquerque's South Valley, handles a wide range of products, including palletized goods, bulk liquids, bulk solids, construction materials and equipment.

- Kirtland AFB Railroad Spur
  During the early 1950s, the federal government obtained perpetual easements from various property owners to construct and maintain 5.39 miles of main line railroad track to connect Kirtland Air Force Base (AFB) to the national railroad system. The railroad spur and associated on-base railroad track was jointly maintained by the Department of Energy ("DOE") and Kirtland AFB. In 1996, DOE excessed the off-base portion of the railroad spur and transferred ownership to the General Services Administration ("GSA"). Ownership included existing easements and licenses to cross the spur by a few active grantees/licensees. On 23 June 1999, Kirtland AFB assumed ownership of the off-base Railroad Spur from the GSA. Currently, the rail track terminates at the perimeter fence of Kirtland AFB near the South Gate and connects with the serving railroad, Burlington Northern Santa Fe, at Broadway Boulevard. A review is ongoing to determine whether the railroad spur is required for current or projected missions and if the excess real property should be disposed of to reduce overall installation sustainment and custodial costs. Industrial developers adjacent to the railroad spur are currently working with GSA to rehabilitate it for use by transloading facilities. Parties are committed to having the rail spur rehabilitation completed by 2020 to serve the area.

- Amtrak
  In addition, other rail traffic along NMRX line includes two Amtrak trains daily, the westbound and eastbound Southwest Chief (Trains 3 and 4) over the Albuquerque Subdivision serving 32 cities. AMTRAK has between 64,000 and 75,000 annual arrivals and departures at the Albuquerque station.

3.5 Traffic Volumes

The new I-25/ Rio Bravo Blvd interchange is expected to help relieve traffic congestion in the plan area. Rio Bravo Blvd is a major river crossing and currently carries 30,000 average weekday trips (AWDT). The proposed Sunport Boulevard extension will divert some traffic, especially heavy commercial vehicles, off of Rio Bravo Boulevard and Broadway Boulevard north of the plan area. Second Street and Woodward Road are expected to increase in traffic volumes with the extension (Table 3, Exhibit K). The proposed roadways serving the Sunport Commerce Center are expected to be primarily local traffic generated by new warehouses and other light industrial development.

Table 3. Sunport Commerce Center Traffic Volumes

Roadway	*Segment*	*2015 ADT*	*2020 ADT*	*2040 ADT*	*% Trucks*
Rio Bravo Blvd.	W I-25	27,225	-	39,750	
	W Broadway	24,900	-	-	10%
	E 2nd St	27,400	-	-	
Broadway Blvd.	N Woodward	11,522	11,800	12,700	
	S Woodward	7,787	15,200	16,400	17%
	S Rio Bravo	13,900	-	-	
Woodward Rd.	E 2nd St	3,592	4,300	7,300	
Sunport Blvd.	E Broadway	N/A	6,500	11,000	
	E I-25	19,596	20,200	22,600	
2nd St. SW	N Woodward	5,908	6,300	7,900	
	S Woodward	7,823	9,000	13,800	
	S Rio Bravo	6,600	-	-	
Source: AECOM, 2017, Sunport Blvd Technical Memorandum, Traffic Volume Forecasts					

Exhibit K. MRCOG 2017 Traffic Volumes Map

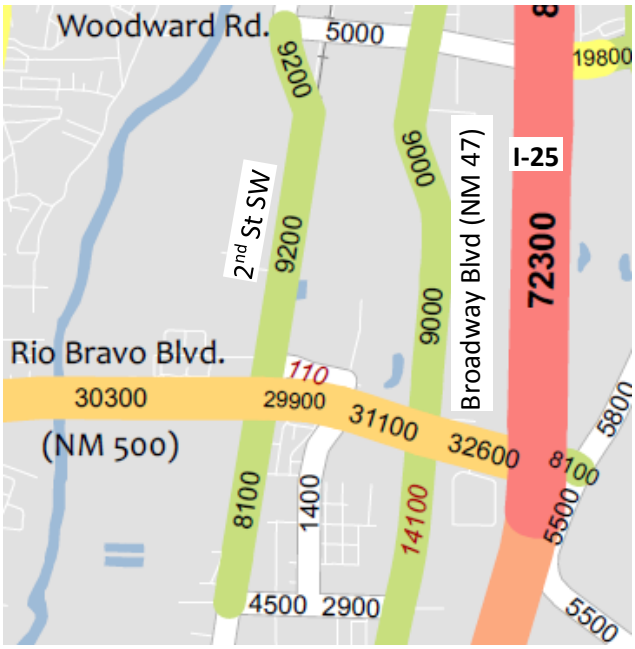
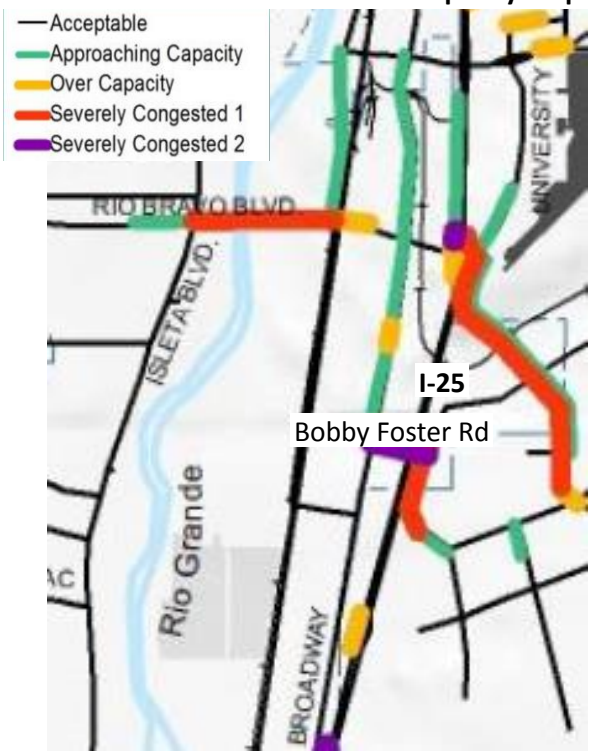


Exhibit L. MRCOG 2040 Volume to Capacity Map



For the plan area, traffic congestion on river crossings such as Rio Bravo Blvd is expected to worsen by 2040 (Exhibit L). Congestion will also worsen on University Ave. and Bobby Foster Rd. as Mesa del Sol eventually builds out. Even with the completion of the new Rio Bravo/I-25 interchange, it's likely a new interchange at Bobby Foster Rd. and I-25 will be required to relieve traffic congestion in the area.

Future Land Use and Trip Generation

Approximately 60% of plan area properties are currently vacant. When analyzing trip generation on future traffic volumes, assumptions are made about future land use. Vacant properties along Rio Bravo Boulevard are assumed to develop as retail and service commercial. Vacant properties immediately adjacent to the Railrunner station are assumed to eventually develop as mixed use with multifamily residences per the *International Sunport Railrunner Station Sector Development Plan*. Vacant properties along Prince Street, Broadway Boulevard, and Edmond Street are likely to develop into office/ warehousing and light manufacturing uses. Other properties will continue as existing uses such as transloading facilities along the NMRX line and utilities related on PNM on Electric Avenue. The Commerce Center Avenue connection to Broadway Boulevard is likely to increase traffic on the segment between Rio Bravo Boulevard and Woodward Road above what has been forecast in Table 3. More trips using the I-25/Sunport Boulevard interchange will help relieve traffic at the I-25/Rio Bravo Boulevard interchange. Interior roadways will also reduce local traffic on outside arterial roadways.

3.6 Safety/ Crashes

Over 800 crashes have occurred on roadways surrounding the Sunport Commerce Center over the past five years (Table 5). The vast majority of crashes involve motor vehicles; 7% are heavy commercial trucks. Almost 30% of crashes resulting in injuries or fatalities. Most crashes occurred at the Rio Bravo Boulevard at Broadway Boulevard and Second Street SW intersections and along Broadway Boulevard between Rio Bravo Boulevard and Woodward Road. The top contributing factors towards crashes were drive inattention, following too closely, failure to yield, and excessive speed. Several rollovers occurred.

Table 5. Sunport Commerce Center Traffic Crashes 2012-2016

Roadway	*Segments*	Motor Vehicles	Trucks Involved	Bikes	Pedestrians	Injuries/ Fatalities	**Total**	%
Rio Bravo Blvd. (NM 500)	Broadway to I-25	9	0	0	0	1	**9**	1.1
	Prince to Broadway	12	0	0	0	4	**12**	1.4
	2nd St. to Prince	23	4	0	0	7	**23**	2.7
@ Broadway Blvd	Intersection	143	9	1	0	37	**144**	17.1
@2nd St SW	Intersection	169	10	0	1	42	**170**	20.2
@ Prince St	Intersection	57	4	0	0	0	**57**	6.8
Broadway Blvd. (NM 47)	Woodward to Gibson	31	3	0	0	12	**31**	3.7
	Rio Bravo to Woodward	189	15	0	1	50	**190**	22.6
	Prosperity to Rio Bravo	17	1	0	0	6	**17**	2.0
Woodward Rd./Sunport Blvd	2nd St to Broadway	3	0	0	0	1	**3**	0.4
	I-25 Ramps	75	6	0	0	29	**75**	8.9
2nd St. SW	Woodward to C. Chavez	34	4	0	1	16	**10**	4.2
	Rio Bravo to Woodward	36	2	0	0	12	**36**	4.3
	Prosperity to Rio Bravo	3	3	0	1	0	**4**	0.5
Total		**837**	**57**	**1**	**4**	**242**	**842**	100%
Percentage		99.4	6.8			28.7	100%	

Source: NMDOT Traffic Safety Bureau. Trucks are a subset of motor vehicles.

The following countermeasures are proposed to improve motorist and pedestrian/bicyclist safety on existing plan area roadways:

- Add shoulders – studies show varying results depending on number of lanes, speed, volumes etc. Higher speed, higher volume roadways can reduce crashes by over 50% by adding shoulders.
- Add deceleration lanes – increasing the length of speed change lanes from 440 ft (required driveway spacing on Broadway and Rio Bravo boulevards) to 700 ft can reduce crashes by 40%.
- Add raised medians – Up to 30% reduction in injury and fatal crashes where constructed.
- Add lighting – Installing roadway lighting can reduce nighttime crashes by as much as 50%
- Conduct speed studies to consider reducing the posted speed on Broadway Boulevard from 55 to 45 mph.

4.0 Roadway and Trail Design Standards

A number of roadway design standards apply in the Sunport Commerce Center plan area. Design standards are triggered by a building permit, driveway permit, subdivision plat, or special use (zoning) permit. Public Works ordinances governing roadway design and construction reference County Street standards include:

- Subdivision Ordinance §74 – Governs improvements with a platting action
- Roads and Bridges/ Complete Streets Ordinance, §66 – Governs multi-modal improvements required with a building permit and driveway permit

4.1 Driveway Access

For County maintained roadways, access shall be provided to all subdivided lots (Subdivision Ordinance, §74-73(a)). It is unlawful to construct a driveway access or make roadway improvements in the public right-of-way without a driveway/ building permit (Roads and Bridges Ordinance, §66-214 and 216). A building permit will require submittal of construction drawings that follow minimum County standards.

Driveways must provide a clear sight triangle, a triangular area which shall be clear of obstructions that can block a motorist's view of traffic on the opposing roadway. Typically it is measured 14.5 feet back from the edge of a cross street and then for a distance along the traveled lane as indicated in AASHTO chapter 9, "Intersection Sight Distance."

Drive pad widths should conform to the following Table 6.

Table 6: Drive Pad Widths

		Single Entrance/ Exit Widths		Divided Entrance/ Exit Widths		
				Entrance	Exit	
Design Vehicle	Radius at Flowline	No Median Access	With Median Access		No Median Access	With Median Access
Car Only	20-30 ft.	25-30 ft.	36-40 ft.	18 ft.	18 ft.	22 ft.
SU-30*	25-30 ft.	30 ft.	36-40 ft.	20 ft.	18 ft.	22 ft.
WB-40**	30-40 ft.	30-40 ft.	40-45 ft.	22 ft.	20 ft.	24 ft.
WB-50***	35-40 ft.	40-45 ft.	45 ft.	25 ft.	20 ft.	24 ft.

* Single unit truck-30 feet. Long-wheel base 20 -feet (refuse truck)
** Tractor trailer-50 -feet. Long-wheel base 40 -feet
*** Tractor trailer-55-feet. Long-wheel base 50 -feet (18 wheeler)

4.2 Access Management

Access onto Rio Bravo Boulevard (NM 500) and Broadway Boulevard (NM 47) is subject to NMDOT approval. The typical State Access Management Manual (SAMM) guidelines considers both intersection/ driveway spacing and length of the deceleration lanes:

http://dot.state.nm.us/content/dam/nmdot/Infrastructure/Access_management_Manual.pdf

Driveway and intersection spacing on County roadways follow the standards shown in Table 7:

Table 7. Bernalillo County Driveway and Intersection Spacing				
Roadway Class		Arterial	Collector	Local
Principal Arterial	Approach	250 ft	150 ft	75 ft
	Following	100	100	50
Minor Arterial	Approach	150	150	75
	Following	75	50	50
Collector	Approach	100	100	50
	Following	50	50	50
Local	Approach	50	25	25
	Following	50	25	25
On roadways with medians, intersections are centered on the median opening				

Curb return radii at intersections generally range between 30 and 35 ft. Streets experiencing large commercial traffic require larger radii. Streets with heavy pedestrian use may be designed with smaller radii.

4.3 Lot Size, Block Length, and Connectivity

Subdivision platting in the plan area follows the County's Subdivision Ordinance §74-116. Lot width and depth is dictated by zoning standards and access spacing requirements. Maximum block lengths shall generally not exceed 660 feet. Collector and arterial streets shall be extended to connect to one another. Dead end and cul-de-sac local streets are generally discouraged except for topographic or other site conditions.

Additional Requirements

Design standards to accommodate development in the Sunport Commerce Center also include:

- Lot width and depth may need to exceed zoning standards to accommodate access spacing and speed change lengths.
- New subdivisions are required to provide access to new parcels using side streets and backage roads or private access easements. Additional access points onto collector/arterial roads shall not be permitted as a result of poorly planned subdivisions.
- The right-of-way/construction of Broadway Boulevard at build-out is to accommodate u-turns from interstate semi-trailers.

4.4 Roadway and Trail Improvements

Minimum roadway improvement and safety standards shall be required per latest edition of the County's Street Standards (Subdivision Ordinance §74-73(c) and (e)). A building permit is required to construct improvements in the public right-of-way (Roads and Bridges Ordinance, §66-214 and 216). Construction drawings will be required to be submitted that meet the County standards. Right-of-way may be required for dedication to ensure adequate roadway width per County standards (Subdivision Ordinance §74-73(d)).

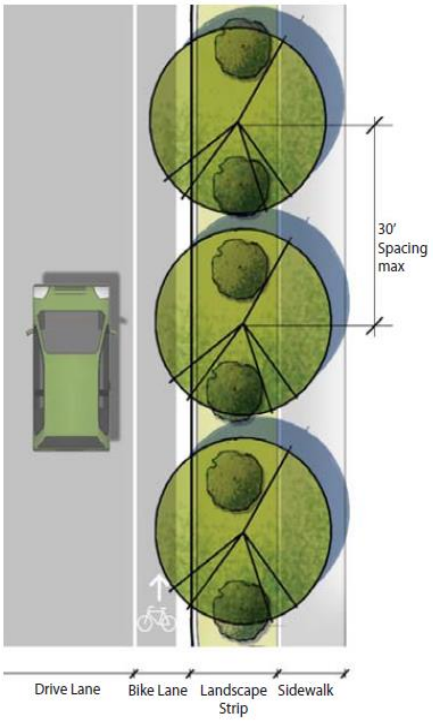
A traffic study can assist in determining when off-site roadway improvements are required by the developer. Improvements may include nearby intersection improvements such as turning lanes, medians, and traffic signals. They may also include improvements to the adjacent roadway such as deceleration lanes, shoulders, bike lanes, transit shelters, sidewalks, curb ramps, and drive pads. Generally, the first developer to open up an area is responsible for constructing roadway access and other infrastructure improvements. The costs may be off-set on local streets by Per Rata regulations (see Section 5.2).

4.5 Complete Streets

County street standards reference the *Long Range Roadway System* (LRRS) latest version. The LRRS is part of the *Long Range Transportation System* (LRTS) guide in the *2040 Metropolitan Transportation Plan* (MTP) adopted by the Metropolitan Transportation Board (MTP) in 2015. The LRTS also includes layered multimodal networks in the *Long Range Bikeway System* (LRBS) and the *Long Range Conceptual Transit System* (LRCTS) by land use context. The County's Complete Streets Ordinance requires pedestrian, bicycle, and transit improvements be included in roadway design. Multi-modal improvements are required to be constructed along frontage a development with a building permit.

Street Trees

Urban tree canopies provide many benefits to the built environment such as reducing the urban heat island effect, providing shade for pedestrians, and providing a positive visual aesthetic to urban development. Street trees are required along existing and proposed streets. Trees should be placed 30 feet apart on center and planted in either a landscape strip parallel to and adjacent to the street or in ground level planter with grates that are flush with the sidewalk. Soil should not be compacted to allow for root growth. Use of green infrastructure is encouraged per the County's Stormwater Quality Ordinance §38. Tree pits can have a significant effect on reducing stormwater runoff and can be used in part to meet GI/LID requirements.



Sidewalks

Connectivity and access characterize walkable environments. In general, sidewalks shall be placed on both sides of the street. All curb ramps shall be designed to PROWAG ADA standards and be in line with crosswalks. Two ramps at each corner are recommended.

Bike Lanes

Despite the high volume of traffic on adjacent streets, bicycles can be an important element of daily life and contribute to the character and function of the area. To properly promote and support safe biking, bike lanes shall be signed and marked according to MUTCD and AASHTO standards.

Bus Shelters

Bus stops shall consist of a sign and bench at the very minimum and located within the landscape strip. In areas of higher use, a shelter is appropriate and shall conform to ABQ Ride standards.

Crosswalks

Crosswalks contribute to an area's walkability by providing comfortable and safe routes for pedestrians to cross streets. Crosswalks shall be marked by signage and striping according to MUTCD and may include textured/ colored pavement for high visibility. Raised medians shall be used for pedestrian refuges in crosswalks with openings for wheelchairs where turn-lanes exist. Mid-block crossings may be considered on collector streets when warranted and if signalized crossings are spaced over ½ mile apart.

At signalized crossings, pedestrian countdown signals shall be installed and signal buttons shall be located at the appropriate height next to curb ramp landings. Signals shall be timed for children, seniors, and the disabled.

Lighting

Lighting shall be installed at intersections; all crosswalks shall be well lit per County standards and the state's Night Sky Protection Act (Table 8).

Table 8. County street lighting policy

Class	Location	Spacing	Illumination	Height
Local/ Collector	Intersections	600 ft (1200 ft – 2 acre lot residential)	Residential – 100 watt light emitting diode, LED (high pressure sodium, HPS, equivalent) Collector – 250 watt LED (HPS equivalent) Conform to 1999 Night Sky Protection Act*	Existing utility poles may be used – 32 ft.
	Cul-de-sacs			
	Direction changes			
	Midblock			
Arterials	Intersections	300 ft, if warranted for continuous lighting	400 watt LED (HPS equivalent) Conform to 1999 Night Sky Protection Act*	
Private	Intersections	500 ft	Same as above	
	Cul-de-sacs			
	Midblock	400 to 500 ft (except 2 acre lot residential)		
*Street lighting must use fully shielded fixtures so lights shine down and fall below the color temperature spectrum of 3000K.				

Gateways

The Sunport Commerce Center endeavors to become a primary gateway to the South Valley while simultaneously developing its own brand. Gateway signage helps to celebrate the unique qualities of places. They provide a sense of entry and exit as well as emphasize the importance of the place they are celebrating. Through coordination with Public Works and the County Capital Improvement Program (CIP) process there are opportunities to identify the Sunport Commerce Center through the installation of monument signs at key locations (Exhibit M). Exact location, design, and placement of gateway signage shall be determined by the County. The gateway signs shall be

designed to avoid traffic safety concerns, and unless special approval is granted, shall also be located out of the right-of-way, within an appropriate parcel or easement.

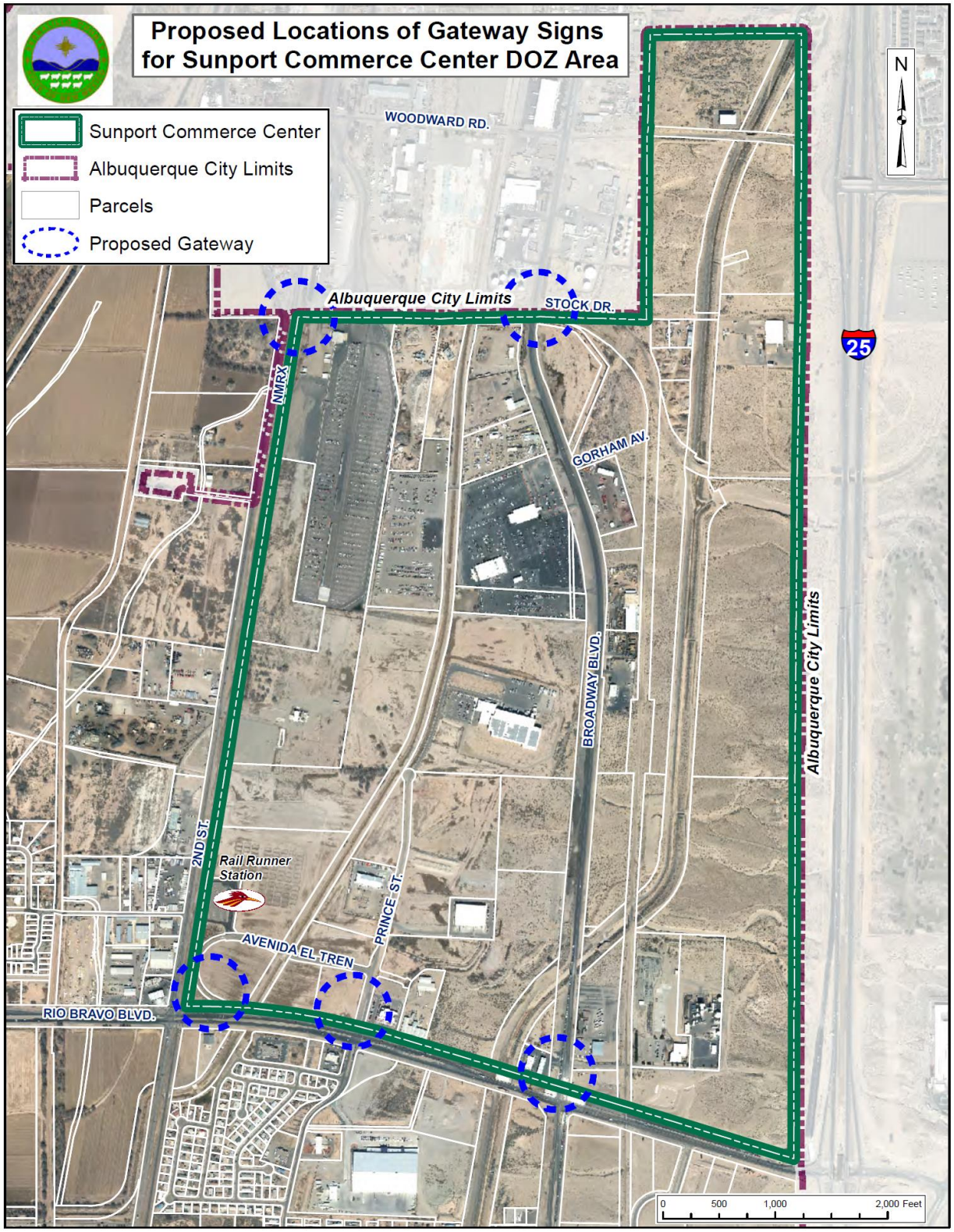


Exhibit M. Gateway Signs

Table 9 provides guidelines for a suburban (developing urban in the County's *Comprehensive Plan*) area such as Sunport Commerce Center. The County's Street Standards refer to the *Long Range Transportation System* (LRTS) guidelines adopted with the regional *Metropolitan Transportation Plan* (MTP). Interior roadways to the plan area will be collector or major local streets (Exhibit O). Because of commercial truck use in the area, wider travel lanes are recommended.

Table 9. LRTS Roadway Design Guidelines *(Suburban Character)*

Roadway Class	Regional P. Arterial	Community P. Arterial	Minor Arterial	Major Collector	Minor Collector/ Major Local*
Volume Range (AWDT)	15,000-50,000	10,000-30,000	6,000-20,000	3,000-12,000	Under 6,000
Right-of-Way Required	106-156 ft.	96-130 ft.	82-124 ft.	62-100 ft.	48-84 ft.
Posted Speed	> 40 mph	35 – 40 mph	35 – 40 mph	30 – 35 mph	18 – 30 mph
Multi-Use Trail	10 – 14 ft.	10 – 14 ft.	10 – 12 ft.	10 – 12 ft.	none
Sidewalk	6 ft.	6 ft.	6 ft.	6 ft.	5 ft.
Landscape Buffer (GI/LID)	5 – 6 ft.	5 - 6 ft.	5 ft.	5 ft.	5 ft.
Bike Lane/ Bike Route	7 ft.	7 ft.	5 – 6 ft.	5 – 6 ft.	5 ft.; sharrow if ADT < 3000, speed < 25 mph
Bike Lane Striped Buffer	3 ft.	3 ft.	3 ft.	none	none
On-Street Parking (optional)	restricted	8 ft. parallel	8 ft. parallel	8 ft. parallel	8 ft. parallel
Max. No. Lanes	2 - 6	2 - 4	2 - 4	2 - 4	2
Lane Widths**	11 – 12 ft.	10 – 12 ft.	10 – 11 ft.	10 – 11 ft.	10 – 11 ft.
Median/ Center Turn Lane	12 – 18 ft.	6 – 18 ft.	6 – 18 ft.	0 – 14 ft.	0 – 12 ft.

*Major local is a Bernalillo County class and generally serves heavy commercial and industrial properties.
**12 ft travel lanes are generally recommended for heavy trucks and buses.

The decision tree (Exhibit N) below summarizes how right-of-way dedication and roadway improvements in the plan area are generally handled. For the most part, roadway improvements will be considered on a case-by-case basis depending on extent of existing improvements, location along the roadway, access, type and size of the development, roadway classification, and other variables. A traffic study will help determine the type of off-site improvements required based on trip generation of the use and existing background traffic. In addition to improvements along the street frontage (driveway, curb, gutter, sidewalk), a traffic study may require improvements at nearby intersections (auxiliary lanes, traffic signals, etc).

Exhibit N. Roadway Improvements Decision Tree

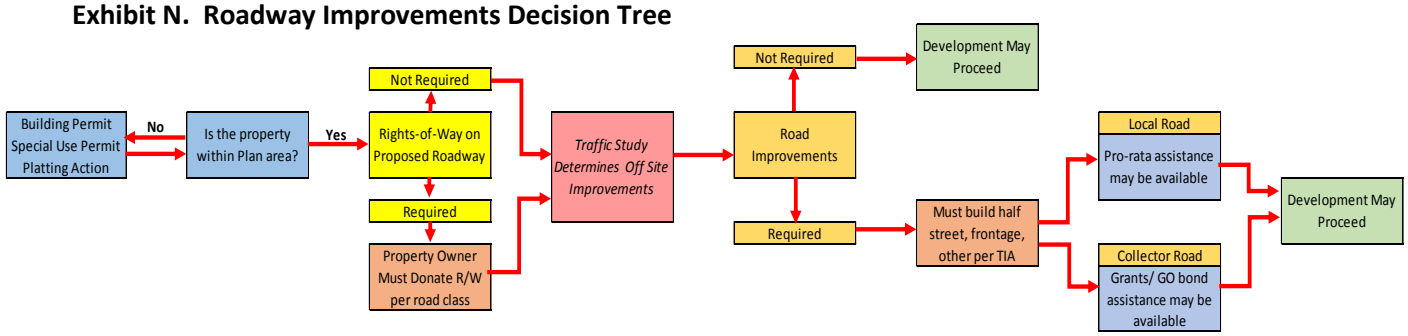
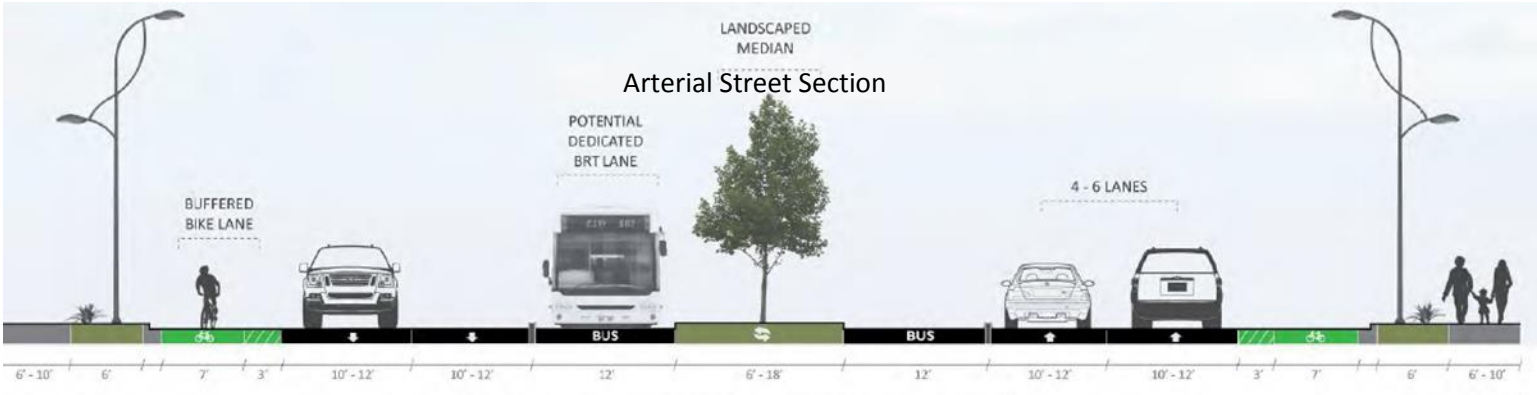


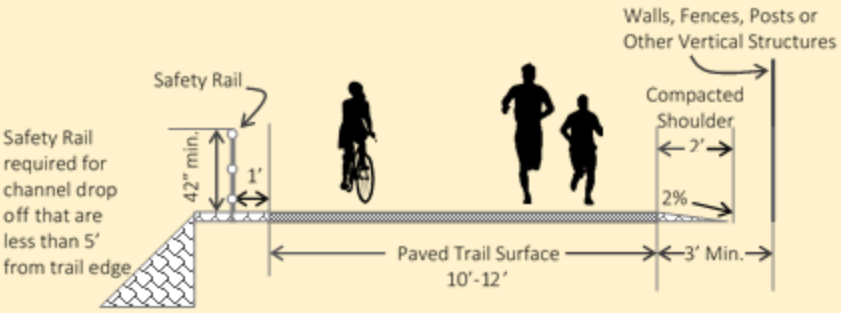
Exhibit O. Street Sections



Trails

Developments with multi-use trail access along the South Diversion Channel may be required to build trail improvements depending on the size and type of development. Trails are 10 to 12 feet wide as shown in Exhibit P.

Figure P: Basic Trail Requirements



5.0 Implementation

5.1 Capital Improvements

Approximately $55 million in transportation projects are recommended for funding and construction to serve the Sunport Commerce Center. They include improvements to roadway, trail, and rail network including existing arterials and proposed new collectors. Cost estimates assume dedication of right-of-way by the property owner. Within the plan area, Commerce Center Avenue east and Edmond Street would be built first, followed by Dauphin Road, Stock Drive, and Railyard Street. Commerce Center Avenue west across the railroad to Second Street would likely be built last. Funding transportation improvements varies between local bounds, federal, capital outlay, and private sources (Table 10).

Table 10. Sunport Commerce Center Transportation Projects

Project	Phase	Description	Termini	Est. Cost	Funding
Broadway Blvd	2	Reconstruct as 4 lane divided arterial with raised medians, shoulders, and channel bridge	Rio Bravo Blvd to Sunport Blvd	$9,000,000	STPU, HSIP, private
Commerce Center Av	1	2 lane collector w/ sidewalks and bike lanes w/ at grade railroad crossing and channel bridge	Prince St to Edmond St	$6,500,000	GO Bond, STPU, private
	4		2nd St SW to Prince St	$2,800,000	GO Bond, STPU, private
Arno St	2	2 lane local w/ sidewalks	Stock Dr to Sunport Ext.	$1,900,000	Private, per rata
Railyard St	3	2 lane local w/ sidewalks	Stock Dr to Commerce Center Ave	$5,400,000	Private, per rata
Stock Dr	3	2 lane local w/ sidewalks	Railyard St to Edmond St	$2,900,000	Private, per rata
Edmond St	1	2 lane collector w/ sidewalks and bike lanes w/ arroyo crossing	Stock Dr to Broadway Blvd	$4,300,000	GO Bonds, private
Channel Rd	2	2 lane local w/ sidewalks	Commerce Center Ave to Stock Dr	$3,200,000	Private, per rata
Dauphin Rd	2	2 lane local w/ sidewalks and bike lanes	Prince St to Commerce Center Ave	$2,500,000	Private, per rata
Prince St	1	2 lane collector w/ sidewalks and bike lanes	Rio Bravo Blvd to Commerce Ave	$1,200,000	GO Bonds, private
2nd St SW	2	2 lane minor arterial w/ sidewalks, bike lanes, and multi-use trail	Rio Bravo Blvd to Woodward Rd	$6,700,000	STPU, private
S. Diversion Channel Trail	3	12 ft. multi-use trail w/ undercrossing at Rio Bravo and Broadway	Rio Bravo Blvd to Sunport Blvd	$8,000,000	TAP, 5% Trails GO Bond, private
Kirtland Rail Spur	1	Rehabilitation of 5 miles track	NMRX main line to the Sunport	$900,000	INFRA, private
Gateway Signs	5	Monument signs at entrances	N/A	$125,000	Private, GO Bonds
Total				***$55,425,000***	

5.2 Development Incentives

Bernalillo County incentives are available for new developments to construct infrastructure within the Sunport Commerce Center through the Economic Development Department:

- *Gross Receipts Investment Policy (GRIP)*
  The County can use half of its gross receipts revenue generated by a development to reimburse a private developer for the cost of making necessary public infrastructure improvements as part of a large scale commercial or retail project.

- *Industrial Revenue Bonds (IRBs)*
  Through the taxable Industrial Revenue Bond (IRB) program, the county may induce new businesses to locate in the county and support the expansion of existing businesses in the county by providing significant abatement of property taxes on land, buildings and equipment for a period of up to thirty years. Industrial Revenue Bond projects are also eligible for gross receipts and compensating tax abatement on purchases of equipment. The county generally requires a payment in lieu of taxes (PILOT) to cover certain conditions such as a percentage of the abated taxes that would have been paid to the school district or the county general fund. Throughout the IRB term, the county monitors the economic benefits the IRB project provides to the citizens of the county and compiles reports on economic indicators including job creation and capital investment.

- *Local Economic Development Act (LEDA)*
  The Local Economic Development Act (LEDA) allows local governments, such as the County, to create new job opportunities by providing land, buildings or infrastructure for facilities to support new or expanding businesses. The LEDA program assists the economic development goals of the County including stimulating capital investment in the community, creating jobs, encouraging the development of environmentally sustainable businesses and fostering increased access to amenities in underserved areas of the County.

- *Opportunity Zones*
  The Tax Cuts and Jobs Act of 2017, provides for "Opportunity Zones". Designation as an Opportunity Zone allows for the creation of a new class of investment vehicle with tax advantages authorized to aggregate and deploy private investment located there. The purpose of these tax advantages is to attract capital investment into economically distressed areas. The Sunport Commerce Center is located in one of 14 opportunity zones designated in Bernalillo County.

- *Per Rata Ordinance*
  The County's ordinance establishes general procedures by which a petitioner may be reimbursed for a share of costs incurred to design and construct infrastructure improvements on local streets when subsequent development utilizes the improvements. These improvements may be the minimum required or to correct existing deficiencies in the system, and will necessarily serve off-site parcels within a defined pro rata service area.

6.0 References

6.1 Definitions

Acceleration/ Deceleration Lane – An auxiliary lane, including taper areas, primarily for the acceleration or deceleration of vehicles entering or leaving the traffic lanes.

Access – A way of approaching or entering property from a public street, highway, or to a private street or legal and acceptable access easement. Access includes ingress and egress.

AASHTO – American Association of State Highway Transportation Officials -

Complete Streets - A roadway with cross-sections (including public right of way and public or private easements abutting a public right of way that are designated for a roadway) built at a human scale, designed and operated for safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities, to allow safe and convenient street crossings, and pedestrian access to adjacent land uses.

Connectivity - The frequency by which streets or roadways intersect, or provide convenient and safe routes of travel for all modes of travel between logical points of origin and destination.

Driveway – A vehicular way that provides connection between a public or private road and a single lot. A driveway is generally less robust than a road and is privately maintained.

Driveway Access Permit – A permit obtained from Bernalillo County Public Works Division, or the appropriate Authority (i.e., City of Albuquerque, NMDOT, etc), authorizing access to a public right-of-way from adjoining property.

Green infrastructure (GI), low impact development (LID) - Any array of products, technologies, and practices that preserve or use natural systems, or engineered systems that mimic natural processes and systems, to enhance overall environmental quality and more specifically that provide treatment resulting in stormwater quality improvement.

Intermodal Terminal – A railroad facility for loading and unloading of containers and trailers to and from flatcars for railroad and highway transport.

MUTCD – Manual on Uniform Traffic Control Devices

Transload Facility – A railroad facility for physically transferring products from rail to truck and vice versa

6.2 Documents

The following resources were used for this plan:

- *2040 Metropolitan Transportation Plan (MTP) Long Range Transportation System (LRTS) Guide, 2015*
- *Sunport Blvd-Woodward Ave Project Environmental Assessment (EA), 2018*
- *Near South Valley Multi-Modal Study, 2018*
- *Pedestrian and Bicyclist Safety Action Plan, 2012*
- *Bernalillo County Code (Subdivision, Roads and Bridges, Stormwater Quality ordinances)*
- *State Access Management Manual (SAMM)*
- *Greater Albuquerque Transportation and Logistics Feasibility Study, 2017*
- *NM Legislative Finance Committee Program Evaluation: Cost Effectiveness and Operations of the NM Rail Runner Express, 2019*