

Appendix K

Interviews

Bikeways and Trails Master Plan Update

Summary Report on User and Agency Interviews

Introduction

Background

As part of the public participation process for development of the City's *Bikeways and Trails Master Plan Update*, Consensus Builder conducted a series of interviews of users and agency representatives. The purpose of the interviews was to gather in-depth information from people who use the bikeways and trails on a regular basis or who work for agencies with responsibility for access, maintenance, or management of the system. A total of thirteen interviews took place over one month (June-July 2010) that involved nineteen individuals.

Design of User and Agency Representative Interviews

Two separate interview guides were developed to focus the conversations, one designed for bikeways and trails users and the other for agency representatives. In the user interview, the first series of questions asked users to identify popular trails and destinations as well as dangerous places. The next group of questions asked them to identify gaps in the network where a connection or facility could make a significant improvement in the system as a whole. The last group of questions asked for suggestions about ways to encourage biking, walking, and horseback riding.

The interview for agency representatives started with questions about existing programs and promotions aimed at increasing the use of the bikeways and trails network. A second group of questions, which concerned gaps in the network, were similar to those posed to users. The balance of the agency interview focused on maintenance, safety and enforcement. The appendix to this report provides both interview guides.

The interviewers pretested the questions before carrying out the interviews. In the interview design phase, they also gathered comments and suggestions from other members of the consultant team as well as City of Albuquerque staff. The revised questions reflect the results of the pretest and comments from the other consultants and City staff.

Interviewees

Six users were interviewed, and seven interviews were conducted with agency representatives. The users included four bicyclists, one equestrian, and one person who was both a cyclist and pedestrian. The users included members of advocacy groups and bikeways and trails advisory committees as well as people who bicycle extensively

throughout the community but are unaffiliated with such groups. The advocacy groups and committees included the following entities:

- Bike Albuquerque (Bike ABQ)
- Greater Albuquerque Bicycling Advisory Committee (GABAC)
- Greater Albuquerque Recreational Trails Committee (GARTC)
- Walk Albuquerque (Walk ABQ)

Representatives from seven agencies were interviewed. The agencies were chosen because they have a direct stake in access, maintenance, or management of the bikeways and trails network. Some of the agency representatives are also regular users of the network. The following agencies and organizations participated in the interviews:

- City of Albuquerque Parks and Recreation Department
- Bernalillo County Parks and Recreation Department
- New Mexico Department of Transportation
- Mid Region Council of Governments
- Middle Rio Grande Conservancy District
- Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA)
- Albuquerque Public Schools

Four of the agencies (City Parks and Recreation Department, Bernalillo County Parks and Recreation Department, Albuquerque Public Schools, and the New Mexico Department of Transportation) chose to involve two or three staff members in a group interview session.

Interview Methods

On average, the interviews lasted about 90 minutes. The interviewers took notes during the interview and encouraged the interviewees to draw and take notes on a map. (A fresh map was used for each interview.)

Results of the User Interviews

“There have been more people on bikes in the last year or two. Maybe we’re getting a backbone of facilities, so more people are willing to ride.”

“The existing recreational trails are extraordinary.”

“The City’s focus on trails is making us a nationally known bike place.”

“The ... multiuse trails and equestrian parks [are] the biggest encouragement to ride a horse.”

The above quotations illustrate how deeply users value the existing network of bikeways and trails. They had insightful suggestions about how to make the network better, more accessible, and safer. This section of the report summarizes the user interviews.

Popular Trails and Destinations

The first two questions in the user interview dealt with popular trails and destinations.

1. Where are the most popular trails in Albuquerque for walking/bicycling/riding horses?

The Paseo del Bosque Recreational Trail (Bosque Trail) is certainly the most popular trail in the bikeways and trails network. It is the only facility mentioned by every interviewee. Avid bicyclists, pedestrians, equestrians, and rollerbladers—as well as more casual users such as adults pushing baby strollers—enjoy this trail bordering the Rio Grande.

Additional components of the network that are extremely popular include the following:

- North Diversion Channel
- South Diversion Channel
- Tramway Trail and shoulder
- Tramway to the freeway and across to Roy and 2nd and 4th Streets
- Paseo del Norte/Bear Canyon Arroyo
- Paseo del Nordeste Trail
- The loop from the South Diversion Channel to Rio Bravo
- Silver Avenue Bicycle Boulevard

The following bikeways and trails were also mentioned:

- Paseo de las Montanas Trail
- Mariposa/Riverview Trail
- Osuna to Bear Canyon Arroyo

- Central in Nob Hill
- Constitution bike lane from Girard to Louisiana
- Claremont bike route from Girard to Tramway
- Embudo Canyon Trail
- Rio Grande Boulevard bike lane
- 50-mile loop from UNM to the North Diversion Channel, across Paseo del Norte, along the Bosque Trail, around to the South Diversion Channel and back to the River
- The ditches for equestrians

The most popular routes for equestrians differ from those that are popular with cyclists and pedestrians. Many equestrians like to ride along ditches, which have soft surfaces and are removed from vehicular traffic. The relative isolation of the ditches is important to some equestrians because of the potential hazards posed by the unpredictability of riding horses near other users or in traffic. The equestrian interviewed for the project identified the following routes as especially popular for horseback riding:

- Bosque Trail
- East along Montano from Bosque Trail to connect with ditches going south
- Alameda Drain
- 2nd Street north to Roy/Tramway

2. What are the most popular destinations for pedestrians/bicyclists/equestrians in Albuquerque?

The two most frequently mentioned destinations were, first, UNM and, second, downtown Albuquerque. Additional destinations identified multiple times included Nob Hill, Sandia National Lab, and Kirtland Air Force Base.

Users also identified the following locations:

- Balloon Fiesta Park
- Bio Park complex
- North Alameda on the west side of the River
- Individual schools
- Senior Old Town
- Downtown
- Grocery and specialty stores

The interviewees noted that the major destinations for commuters are UNM, Sandia and Kirtland followed by schools and senior centers. One interviewee commented that those who are “destination oriented” either use on-street bikeways or a combination of on-street bikeways and multiuse trails. According to another interviewee, the most concentrated areas for cyclists are the Bosque Trail, Silver Bike Boulevard, Tramway, and Central in

Nob Hill. The Nob Hill stretch of Central is well used not only because of the shopping and proximity to UNM but also because the street is flat and has wide shoulders.

Several interviewees pointed out, however, that many bikeway and trail users are recreational walkers, bicycle riders and equestrians rather than focused on reaching a specific destination. In fact, several interviewees stated that fewer people use the network to reach a destination than to take part in an activity they enjoy.

Equestrians may be particularly apt to ride for enjoyment rather than to reach a destination. In part, this pattern is due to the paucity of parking facilities that can accommodate a truck with a horse trailer. The equestrian interviewee identified the following destinations that are popular with horseback riders:

- Los Poblanos Fields
- Shining River at Paseo and Alameda
- Vista Sandia Equestrian Park in the Northeast Heights

Dangerous or Difficult Areas

The next series of questions asked users to identify places that are dangerous or difficult to walk, bike, or ride a horse and to explain what makes these places dangerous or difficult. The interviewers also asked if there are any places where bikeway and trail facilities are inappropriate.

3. In your opinion, where are the most dangerous or difficult areas to walk/bicycle/ride a horse in the city?

- The freeways are barriers.
- Tramway Trail is dangerous because the trail intersects cross-streets several yards beyond the Tramway intersection; after turning off of Tramway Boulevard, drivers accelerate where the path intersects the street.
- The shoulder on Tramway Boulevard is dangerous because of the lip at the juncture between the road and the shoulder.
- Streets with significant slopes that have bike lanes are dangerous because drivers going downhill often turn right into a cyclist, who tends to be going fast because of the change in grade. Examples of such streets include Lead, Dr. Martin Luther King Avenue (MLK), and Indian School (between University and Broadway) going east to west.
- More generally, on streets with bike lanes, cars turn right into cyclists as well as nose out into the bike lane.
- While the conversion of Silver Avenue into a bicycle boulevard makes it a popular bikeway, parking along it as well as the cross-streets restricts visibility for both cyclists and motorists.
- It is difficult to travel east from downtown because the crossings at freeway ramps are hard to negotiate on a bicycle or on foot. These locations include

Comanche, Candelaria, MLK, Central, Lead and Coal and I-25. An especially difficult stretch is Martin Luther King between University and I-25 and on to downtown.

- Additional places that are hard to negotiate include Paseo and I-40, Alameda and Coors, and Paseo del Norte Trail at Coors.
- Although Coors is a good road from Paseo south (even though there are a lot of cars), Coors north of Paseo is really difficult.
- In general, railroad crossings are difficult because of poor surface maintenance.
- Major arterials that have on-ramps to the freeway are dangerous where the turn lanes that don't require the driver to stop. Examples include Rio Grande at I-25 and San Mateo at I-40.
- Trail crossings at arterials are dangerous. Drivers often don't see cyclists despite numerous interventions (such as flashing lights).
- Where the North Diversion Channel goes under I-40, there is a drop in both directions, so bicycles pick up speed, and the underpass curve is dangerous.
- Although the City website say that arterials are the best place for bicycles, there are many arterials without accommodations for them such as San Mateo, Menaul, Carlisle, Lomas, Montgomery, and Center (except in Nob Hill).
- 12th and Menaul south through the Indian School is dangerous!
- Lead and Coal are dangerous for bike traffic, yet are important connections that should be improved.
- Where there are narrow bike lanes and vehicular speed is high, "There can be a terrible accident with the slightest misstep" by the cyclist or motorist." These conditions may be found on portions of Comanche and Candelaria.
- Every intersection where the bike lane ends before the intersection is dangerous. Many drivers turn right into cyclists going straight. Better intersections have a dotted line indicating where bikers should go.
- Make a cut-through for bicycles between Central and New York. The cut-through design should be the same as the one on the northwest corner of Yale and Silver.
- The bikeway path divider lights at the Central and Bridge bikeway are facing the wrong direction.
- Placement of trashcans in the bike lane is hazardous.
- Cars should not be able to park in the bike lane, especially along Lead between University and I-25.
- It is difficult to go west from downtown on streets north of Central Avenue because the streets that provide west access don't have bike lanes.
- The I-25 underpasses at Bridge/Caesar Chavez and Lead/Coal should be redesigned with cyclists and pedestrians in mind.
- The underpasses along the Bosque Trail at Paseo del Norte and Montano Road are dangerous. Equestrians have to merge with cyclists, pedestrians, rollerbladers, people pushing baby strollers, and other user traffic. It is often difficult to merge, especially when cyclists or rollerbladers are moving fast.
- There is a line of sight problem where the traffic has to merge at the box culvert located at the Bosque Trail and Paseo del Norte. Signs direct the bikers to stop if there is a horse, but they don't see the signs. Accidents occur there including

accidents that only involve cyclists.

3a. What makes those areas dangerous?

The interviewees identified five general causes of dangerous conditions. The chart below lists the causes and gives examples.

Causes of Danger	Examples
Maintenance issues	<ul style="list-style-type: none"> • Poor bikeway and trail maintenance (including street sweeping), especially where cars and bicycles share roads • Poor maintenance at railroad crossings.
Absence of needed facilities	<ul style="list-style-type: none"> • The absence of bike lanes that provide west access from downtown. • Bike lanes that end before the intersection.
Design issues	<ul style="list-style-type: none"> • Poor intersection design—such as Tramway Trail where bikeway crossing cross street well to the east of Tramway Boulevard. • Poor surface—such as Tramway Boulevard where the edge of the street and the edge of the shoulder form a lip. • Bike lanes that are too narrow and abut streets with fast traffic. • Line of sight problems at the box culvert located at the Bosque Trail and Paseo del Norte.
Traffic and parking regulation	<ul style="list-style-type: none"> • Crossings of major arterials at freeway on-ramps where drivers have a yield rather than a stop sign. • Bikeway and trail crossings at major arterials despite flashing lights and other interventions. • Traffic in freeway underpasses, which is hard to negotiate. • Merging pedestrian, bicycle, and equestrian traffic at the underpasses along the Bosque Trail at both Paseo del Norte and Montano Road. • Parking along the Silver bicycle boulevard and adjoining cross streets impede the view of oncoming traffic. • Parking in bike lanes generally. • Trashcans placed in bike lanes

3b. Are there any roads or places in our community where you feel that pedestrian/bicycle/equestrian facilities do not belong? Why?

“Bike trails are not suitable for equestrians.”

“I believe in fully integrated network that gets people where they need to go.... The number one way to increase bike safety is to increase the number of cyclists on the road. Then drivers will expect them.”

“More important than the trail system is that bikes are common and acceptable on the roadway system.”

“Bikes and pedestrians should be able to go everywhere with priority.”

Important Connections and Facilities

The next series of questions asked interviewees to identify places where connections could be improved within the bikeways and trails network as well as to public transit and schools. These questions also asked for suggestions about facilities that are important to increasing use of the bikeways and trails network.

4a. Where are places in which connections could be improved to create a continuous pathway?

A consistent theme in response to this question was that east-west connections are challenging for cyclists, pedestrians and equestrians. Less prominent themes included the need for improved connections at the freeways, the North Diversion Channel, and at the north edge of the city from Tramway to the Bosque Trail via Roy, 4th Street, and Paseo del Norte; the latter route should have a connection to the North Diversion Channel. Additional comments included the following:

- Create access to the fairgrounds along Copper.
- Connect Silver to Copper before San Mateo. (Washington works, but the bike boulevard should go further east.)
- Connect from the fairground to Phil Chacon Park. Fairground to Southern past Zuni. Need to cross Central and Zuni.
- Connect bike lane on San Pedro from Zuni north to Claremont.
- Fully connect the bikeway along Constitution from the UNM campus to Louisiana Boulevard. Many commuters to and from the campus use this route, and there is a missing segment immediately to the west of Louisiana.
- Make a better connection back to the Bosque Trail from Tramway and Central and I-40.
- Extend the bike lane along Alameda to I-25 with access to the North Diversion Channel and the Balloon Fiesta Park. The bike lanes from 2nd to the North Diversion Channel are “almost non-existent,” and the traffic is fast. This improvement would facilitate commuting between I-25 and Corrales and Rio Rancho.

- Create a better connection between Osuna on east and Bear Arroyo on the west of I-25.
- Create a connection between the Bear Canyon Arroyo Trail where it ends at Juan Tabo and the Bear Canyon Open Space and the bike lanes in High Desert that are located west of Tramway.
- Avoid making bikeways that don't connect to anything, which is particularly common on the West Side (such as the bike facilities between Ladera and I-40).
- Connect the gaps in the bikeway bordering I-40, creating a continuous east-west pathway. There are gaps Los Altos Golf Course and Paseo de las Montanas, Paseo de las Montanas and Carlisle, and the Bosque Trail going west across the River to the bikeways connecting to Alamagordo Road.
- Close the gaps at the Big I as well as I-40 and the River and I-40 and Rio Grande Boulevard.
- Construct a connection on Paseo del Norte between the North Diversion Channel and I-25. This improvement would increase the number of east-west commuters on bicycles.
- Make connections from the North Valley to the North Diversion Channel. Good places for connections include the stretch between Paseo del Norte and Osuna Road as well as the stretch between Osuna Road and Montano. Many equestrians live or board their horses in the North Valley and ride along the North Diversion Channel, but it is hard to get to.
- Extend the Alameda multiuse trail from 2nd Street to the North Diversion Channel at the northwest edge of the Balloon Fiesta Park.
- Provide better east-west connections in the North Valley that is designed with equestrian use in mind.
- Create a connection between the Elena Gallegos Picnic Grounds and the Vista Sandia Equestrian Park (horse arena near Tramway and Paseo del Norte).
- Designate and stripe many more bike lanes in the Southeast Heights, where many people use bicycles as a mode of transportation.
- Install small signs, especially along the Rio Grande Trail, that indicate the locations of food, parking, water, and bicycle repair. After all, "Rio Grande is the jewel of the system."

4b. Where are places in which connections could be improved to make linkages between on-street bikeways and the multiuse trails system?

- Poor trail to bus connection at Louisiana and Central.
- There is a gap at Montano Road and the North Diversion Channel. It will be critical to access to the proposed Railrunner station to be located at 2nd and Montano.
- The Bear Canyon Arroyo Trail leaves bikers at Juan Tabo, which is not a "bike-worthy street." The trail should be continued east, cross Tramway and connect to the foothills. This improvement would make it possible for people to commute to work from the foothills community.

- More generally, there should be more connections west of Tramway to the foothills.
- Connect Claremont and the North Diversion Channel. With that connection, Claremont would make a great east-west bicycle boulevard.
- Access from the Village of Los Ranchos and the Bosque Trail.

4c. Where are places in which connections could be improved to connect with public transit?

- Many pedestrians and cyclists connect to the bus at Louisiana and Central, an intersection that is not pedestrian friendly. It is difficult to make the bike to bus connection. Fast car traffic should be separated from pedestrians and bicyclists or the traffic should be as slowed (as it is downtown).
- The Railrunner has space for 5-6 bikes per car. It is not clear if that is enough capacity or not.
- Many of the most popular bus routes are not adjacent to a viable bikeway. Examples include the Carlisle-Montgomery and the Lomas bus routes.
- The availability of bike racks on buses is a problem. Integration of bikes and buses is essential, and it's important to be able to put a bike on the front of the bus.
- The Valley is underserved with buses and bikeways. (The North 4th Street bus route is the only major route.)
- The City and State should site bikeways at places where there are services or that are popular community destinations.

4d. Which connections would you recommend addressing first?

- Make more midblock crossings!
- Create a safe way to go from downtown to UNM.
 - There should be good connections from Campus Boulevard at UNM east along Lomas to the downtown and along Mountain all the way to Old Town.
 - In addition, MLK should be redesigned to become a good bikeway.
- Address the gaps in the system—it is most critical!
- Concentrate on underserved areas without convenient routes to destinations. That would increase the number of cyclists.
- Improve the connection between the North Diversion Channel and the North Valley.

5. What are the priority locations for pedestrian, bicycle, and equestrian facilities to support a Safe Routes to Schools network?

Most of the interviewees were not knowledgeable about the Safe Routes to Schools program. Several of them indicated their support for the concept, saying that the program “should be implemented” or suggesting that APS “appoint a staff person to find out what

would work.” The equestrian commented that it is infeasible for students and teachers to ride to schools because there are no facilities for keeping a horse.

The one individual with direct knowledge of the Safe Routes to Schools program made the following comments.

- Campus Boulevard (at Monte Vista Elementary School) is designated as a bike lane, but parking occurs in the lane. The parking makes it difficult for elementary school students to bicycle safely to school. It is also a high-traffic area for cyclists and pedestrians going and leaving the UNM campus.
- The City should consider making Campus Boulevard a bicycle boulevard.
- At a minimum, the conflict between the bike lane and parking should be resolved.

6. Besides sidewalks, bike lanes and horse paths, what other facilities are important to encouraging walking, bicycling, and riding horses in our community?

- Trees to provide shade along the paths. In the words of one interviewee, “Shade is a valuable commodity.”
- Shade structures.
- Benches, according to one user, although another specifically said to use resources for other facilities.
- Better trail markings and way finding system.
- Bike boxes with the necessary “no right turn” signs and driver education to make them work. A simple explanatory sign could help.
- Traffic calming and other measures to make the bicycle boulevards function as envisioned. “It requires more than signs and paint.”
- Dedicated equestrian parking suitable for a truck with a horse trailer at trailheads and other locations suitable for horseback riding. Many equestrians start and end outings where they can park a truck and trailer.

6a. What end-of-trip facilities are important to encouraging walking, bicycling, and riding horses in our community (such as bike lockers and showers)?

The most frequent response to this question was that bike racks should be much more prevalent throughout the community. Typical comments were that bike racks should be well designed and convenient to grocery stores, strip malls, movie theaters, restaurants, and government services. Additional suggestions included the following:

- Bike lockers and other secured parking facilities (e.g., at CNM, cyclists can use a “bike bank” that secures their bicycle has storage for a helmet, backpack, and clothing).
- Employer-provided end-of-trip facilities. One user said the City, UNM, and Sandia do a good job of supporting this.
- Changing facilities at UNM in addition to those at Johnson Gym.

Ways to Encourage Walking, Bicycling, and Riding Horses

Questions 7 and 8 explored ways to encourage increased use of the bikeways and trails, and Question 9 queried the impact of higher gas prices on use of the facilities.

7. In your view, what is the City doing well to encourage walking, bicycling, and riding horses?

In general, the interviewees feel that the City does a good job of encouraging walk, biking, and horseback riding. As one person said, “The City’s focus on trails is making us a nationally known bike place.” Another interviewee said, “The existing recreational trails are extraordinary.”

- The Albuquerque Bike Map is great including the printed information.
- The City works to make curbs and sidewalks ADA compatible, and almost every corner in the City is ADA compliant, giving cyclists a way to get off the road safely.
- The education and encouragement programs offered through the Parks and Recreation Department are excellent. For example, there is a program to teach 5th and 7th graders to ride bicycles safely, and an educational program taught through driving schools.
- The 311 program is a good thing. It gives people a central number to call when they are on a trail and see something that should be reported, and it forces City agencies to respond.
- The Police Department is supportive of memorial rides, which are beneficial because they increase awareness and respect for cyclists.
- The bike racks on the front of the buses are great.
- The City supports and works with bicycle activists.
- Promotional and recreational events (such as Bike to Work Day and bicycle rodeos) are effective.
- Cooperation is essential between the City of Albuquerque, Bernalillo County, Rio Rancho, and Corrales. These entities should work to coordinate their bikeways and trails plans and participate in the Greater Albuquerque Bicycle Advisory Committee (GABAC).
- “The ... multiuse trails and equestrian parks [are] the biggest encouragement to ride a horse.”

8. What improvements could the City make to further encourage walking, bicycling, and riding horses (such as programs, policies, and infrastructure improvements)?

The most frequent response to this question was to recommend that the City allocate more resources to planning, designing, constructing and maintaining the network. Clearly, the users who participated in the interview view the existing bikeways and trails as a wonderful community asset. They also emphasized the critical importance of continuing to expand and maintain the network. The following comments illustrate how these points were made:

“Bikeway construction is one of the best ways to encourage people to use bikes.”

“The biggest [way to further encourage walking, bicycling, and riding horses] is to create a connected network of bikeways and trails.”

It is in the City’s interest to build bikeways because it improves the quality of life, attracts people to the city, lowers street construction and maintenance costs, and improves air quality.

The users made the following suggestions about potential improvements that would encourage use of the network:

- Simple road, bikeway and trail maintenance is really important. It is more important to do good general maintenance than big-ticket items like the I-40 Bridge across the Rio Grande.
- Close gaps in the system to create more continuous pathways.
- Make sure the City engineers have had personal on-the-ground experience of the bikeways and trails network, so they have a first-hand understanding of what needs to be improved. Invite City Councilors to experience it as well.
- Install signs and billboards that advertise the bike right-of-way law (5’) modeled after the signage program in Louisiana.
- Provide better signage, education and enforcement to support the bike boulevard program.
- Instruct non-equestrian trail users that when they see a horse, they should ask the rider how to proceed. “Bikers need to know that horses have to be respected. Bikes can surprise horses.”
- Disseminate more widely and thoroughly the information that is on the back of the City bicycle map. Multiple methods should be used to get the information to the community.
- Encourage the creation of a bike rental program. Downtown would be a good location.
- Consider construction of trails that provide an equestrian path that is separated from the pathway for other users.
- Designate reserved parking for horse trucks and trailers in more locations where equestrians want to ride.

- Make the connections to buses and other transit convenient. These connections are critical to encouraging people to use bicycles as a means of transportation, not just a form of recreation.

9. What effect has increased gas prices had on your use of bicycling as a means of transportation?

Probably because they are already avid cyclists, most of the users said that increased gas prices had had no effect on their cycling habits. The exception was that one user tries to use the bicycle for short trips. However, there was a clear perception among the interviewees that while prices were high, more people rode bicycles to get around the community. The following quotations illustrate these comments:

“When gas was \$4/gallon, there was a surge of interest. At \$2.50 it becomes ho-hum.”

“Where gas was \$4/gallon, there were more cyclists than I ever saw before. When prices went back down, everyone got back in their cars.... Perhaps a ¼ cent gas tax could be instituted with the revenue funneled to the bikeway network.”

There should be public education to let people know that the automobile is heavily subsidized.

Additional Comments

Finally, the users had an opportunity at the end of the interview to make additional comments and suggestions. Several of the suggestions dealt with the bicycle boulevards:

“I would like to see more bicycle boulevards. There is an opportunity for a bike boulevard on Claremont, which is an underserved part of town.”

“The Silver bike boulevard is a great facility, but it is not fully realized. It should [provide] continuous [through traffic] for cyclists, and that could be accomplished through placement and orientation of stop signs and traffic calming. A tunnel under I-25 would give cyclists a continuous stretch all the way to the railroad tracks.”

Additional suggestions were as follows:

- Ask GARTC for input on the design and installation of facilities as they are being planned and built by the City.
- Increase bicycle access to Los Poblanos.
- Consider creating equestrian trails that are separated from trails for other users, at least in some locations. One of the reasons the Bosque Trail is popular with equestrians is that they ride on the soft ground next to the hard surface of the trail.
- Work on cross-jurisdictional communication and fill the positions on GABAC reserved for non-City entities (e.g., Bernalillo County and the EPC).

Results of the Agency Representative Interviews

Background

1. As background, what are your agency's concerns about the pedestrian, bicycle, and equestrian network in Albuquerque?

City of Albuquerque, Parks and Recreation Department

- The City Parks and Recreation Department is responsible for building and maintaining trails that will connect the open space network across the city. (e.g. Parks Open Space Trails = POST)
- It is a challenge to have trees along the trails because they are difficult and expensive to care for. The staff prefers shade structures.
- Parks and Recreation needs to tap into volunteer base to create a "Trail Corps," which would promote "eyes and ears" on the trails.

Bernalillo County Parks and Recreation Department

- The Bernalillo County Parks and Recreation Department reviews proposed projects against existing bikeway plans. However, so much of the network is under the purview of other departments or jurisdictions that it is difficult to achieve uniform standards.
- There should be a single agency or group that is responsible for the overall network including maintenance, design and construction. The recent accident on Paseo is a reflection of the problem of setting and enforcing overall design and maintenance standards.
- Many projects are assigned to engineers who are unfamiliar with trails and bikeways and take a roadways perspective. They may choose the lowest ASHTO standard even when it is inappropriate for the trail width and conditions. Agencies with control over the right-of-way need to recognize bikes as transportation. For example:
 - Maintenance responsibility of the proposed connector on Rio Bravo between the South Diversion Channel and University Boulevard is not well coordinated among DOT, Bernalillo Parks and Recreation, and Bernalillo County Maintenance in the Public Works Department.
 - There is a disconnect between the policies set by the State DOT Governing Board and how the policies are reflected in design, construction and maintenance.
 - Paradise Blvd. was widened, but a bike lane was not installed in the Bernalillo County portion even though there was room.

Mid-Region Council of Government (MRCOG)

- MRCOG is responsible for developing a long-range bike system (LRBS), which plans bike facilities for full build-out and which is updated every 2 years.
- MRCOG has a Pedestrian Bicycle Technical Advisory Committee (PBTAC) composed of staff from various Albuquerque metro area planning agencies. It works on long-range transportation planning include the bike system.
- MRCOG has a system for prioritizing areas for pedestrian improvements, called the pedestrian composite index. It looks at the relationship between factors that cause people to walk and those that deter walking.

New Mexico Department of Transportation (NMDOT)

- The NMDOT District Office takes the lead on highway infrastructure in Sandoval, Bernalillo, and Valencia Counties. When building, improving, and maintaining highways, DOT accommodates routes for bicycling and makes sure improvements work for all users.
- When building new facilities, DOT includes all transportation modes and uses a multimodal vision. When the ICETEA federal legislation passed, it set standards requiring that greater expenditures on buses, bike racks and train accommodations for bicycles.
- DOT is a member of key regional bikeway and trails planning committees to make us aware of problems on DOT facilities.

Albuquerque Metropolitan Arroyo and Flood Control Authority (AMAFCA)

- AMAFCA licenses trails and requires the City or County to assume all liability for recreational uses.
- AMAFCA works only with trails where there is an arroyo or where construction will occur (e.g., Carlisle Boulevard).

Albuquerque Public Schools (APS)

- Albuquerque Public Schools runs the Safe Routes to Schools program.

Programs and Promotion

2. *What public education programs does your agency have for pedestrians, bicyclists, and equestrians and members of the public?*

- The City of Albuquerque goes into 4th grade classes to deliver the bicycle safety program and also offers Biking 101 to teens. The City is also developing an adult bike safety course, which may be offered through the DMV.
- Bernalillo County does not have a bike education program. The County has a “Prescription Trail program,” which is an open space program. It consists of

mile markers on open space trails accompanied by a booklet about the trails and health. The booklet is publicly available placed in Doctor's offices.

- The Department of Transportation is producing brochures on pedestrian, bicycle, and equestrian safety and disseminates information to law enforcement officers. DOT also plans to produce bilingual PSAs on sharing the road, which will be modeled after the program in Pima County AZ.
- AMAFCA doesn't officially promote trails or provide education programs. Its focus is on flood control projects. It has a ditch safety program, and to promote safety, the agency feels bike trails should be built on top of arroyos and ditches and should be designed to keep people out of the arroyos.
- Although the MRGCD has a Ditch Safety Task Force on the dangers of arroyos and ditches (composed of representatives from AMAFCA, Bernalillo County, APS and local communities), it doesn't have specific education programs for or equestrians, bicyclists or pedestrians.
- APS has three pilot Safe Routes to Schools programs at Monte Vista Elementary, Wilson Middle School, and Emerson Elementary. The Safe Routes program is designed for area in a ½ mile radius around the school and includes promotion and education.

3. *Which of your agency's policies and programs are most important for encouraging walking/bicycling/riding horses in the community? (e.g., Comprehensive Plan, ordinances, policies, and development requirements)*

- First, the City of Albuquerque has its bike safety and education program. Second, there is a program to provide education to pedestrians and equestrians using City Open Spaces. Third, the *Bikeways and Trails Master Plan Update* will enable the City to get federal funding through ICETEA.
- Bernalillo County dedicates 5% of Public Works bond issue funding to bikeways and trails.
- The most important activity of MRCOG is the planning that goes into the Long Range Bicycle System (LRBS), which includes looking at average bicycle and pedestrian commutes. MRCOG also has a project to identify facilities that support long-distance riding (commuting).
- As a matter of standard design policy, the DOT takes bicycle activity into account when developing or improving a facility. DOT is making infrastructure changes to accommodate the growing number of bicycles on the Railrunner.

- MRGCD has walking trails along the Bosque—north of Central to Bridge on the west side of the River. It is part of the Bosque revitalization Route 66 project with the Corps of Engineers, which will ultimately go from the Sandia Pueblo to the Isleta Pueblo. MRGCD also has authorized trail use under an agreement with the City and Bernalillo County. The agreement states the City and/or County does the construction, maintenance, and signage and accepts liability. MRGCD allows the City/Bernalillo County to have use of the property. In addition, the MRGCD recently negotiated an agreement with the City on a 25-year lease for a trail from Bridge to Campbell Road.
- The most important policies of APS are the Safe Routes to Schools program and installation of bike racks in at all schools. In siting new schools, APS plans for locations within walking and biking distance of the school population. In addition, APS is promoting walking and biking through the PTAs.

4. *What could your agency do to further promote walking/bicycling/riding horses (e.g., programs, policies, infrastructure improvements, etc.)?*

- The City Parks and Recreation Department intends to continue to market the trail facilities as contributing to a healthy lifestyle.
- Bernalillo County's promotion and encouragement programs are implemented through the open space program, which manages trails internal to open spaces (not connected to the larger network). The county is not able to do more because of staff limitations.
- MRCOG does bicycle and pedestrian counts to justify resource allocations, communicate needs and future trends, and inform decision makers. MRCOG also does research and produces other data to convince policymakers that there is a demand and that goals be set. Its research includes investigating programs from other communities (e.g., Houston, Portland, LA). There must be a multimodal, regional approach, and the Railrunner (which is run by MRCOG) is important in shifting people away from single vehicle occupancy.
- DOT participates on a steering committee managed by MRCOG that produces a 25-year update of the long-range transportation plan. The Plan lays out a suite of projects to accommodate land use patterns and multimodal solutions.
- APS will continue to support Safe Routes to School.

Connections and Facilities

5. *Where are places in which connections could be improved to...*

5a. *...Create a continuous pathway?*

City of Albuquerque Parks and Recreation

- The City policy is all parks, trails and open space should be a connected series of links.

Bernalillo County Parks and Recreation

- Connect Alameda between 2nd Street and the North Diversion Channel, which is a major E/W link.
- In Paradise Hills there are several gaps in the bikeways such as the gap between Golf Course and Paradise Blvd.
- Ditches could be used to improve connections especially in the South Valley.
- The Isleta Drain (a major MRGCD facility) could be paved like the Bosque Trail.
- Access to the River and the Bosque Trail from Rio Grande Blvd. could be improved, but the platting pattern makes it difficult to achieve.
- Trails on the west side of the River have poor east-west connections, and the Bosque Trail at Bridge is not a good connection.
- There is a gap on Alameda Blvd. from the North Diversion Channel to 4th Street, which is critical to improving east/west connections.

○

Mid-Rio Grande Council of Government (MRCOG)

- There is a need for a multiuse bridge at I-25 and Osuna.
- 2nd Street should be connected to the new Railrunner Station at Montano.
- The Montano crossing at the River is too narrow now that the bridge accommodates 4 lanes of traffic.
- The two bike boulevards should be connected through the downtown.
- Paseo del Norte at Coors needs to be improved because cyclists have to circle around to avoid the intersection, which has a design that is similar to a freeway intersection.
- Paseo del Norte should be connected to Paradise Blvd. Without that connection, a cyclist has to go south on Coors to connect with a multiuse pathway and travel north to Paradise Blvd.

NMDOT

- Improve the connection to the Bosque Trail from Corrales.
- Improve the crossing and connection at Paseo del Norte and I-25 and the Paseo stretch to the North Diversion Channel.

AMAFCA

- AMAFCA always tries to retain ROW for multiuse trails.

MRGCD

- The North side of the I-40 pedestrian/bike bridge should connect to the Bosque Trail.
- Alameda should also connect to the Bosque Trail.
- The agency could potentially participate in construction of a bicycle and pedestrian bridge at Rio Bravo

5b. ...Make linkages between on-street bikeways and the multiuse trail system (i.e., routes marked with green on the map)?

City of Albuquerque Parks and Recreation

- The trail at the Balloon Fiesta Park is heavily used for walks and bike rides. There could be a “Balloon to River” marathon that would go from the park along Paseo to the Bosque trail and south. There could also be 5K and 10K races. These events would celebrate the trails and attract a lot of people.

Bernalillo County

- On-street and multiuse trail system connections should be made at grade and have bollards. A good example is Yale and Silver, where the connection is clear and easy for pedestrians and cyclists, and there are bollards and a good sight line.
- Unser has a bike lane with a trail next to it. That’s an excellent design for a major arterial or collectors where there is a need for bikeways as well as fast moving commuters.
- The multiuse trails on the extension to University Blvd. and the South Diversion Channel are not well connected.
- The roadway along Rio Bravo is not designed for bikes, and it is a critical connection.
- There is poor access between the river and the Bosque trail and the adjoining neighborhoods in the South Valley.

MRCOG

- The best multiuse trails have few street crossings, and this is true of the most popular trails including the Bosque trail and the North Diversion Channel. Where there are major roadways, an overpass or underpass should be constructed.

5c. ...Connect with public transit?

Albuquerque Park and Recreation

- Have more bike racks especially at common destinations.
- There are no pedestrian connections between the Rio Bravo Railrunner station and the area north of the station.

Bernalillo County

- Employment centers and education facilities are key points to make connections, and the bus system generally does a good job here.
- Connections between transit centers and nearby neighborhoods are key for those who will only ride a bicycle for short distances.
- At major park-and-ride facilities, bike connections typically need to be improved. It is hard to get from Rio Rancho to the Coors park-and-ride, for example.
- The Barelitas Railrunner station is not conducive for bikers and walkers.

MRCOG

- There should be a better connection to the Railrunner station at Rio Bravo.
- At the Railrunner stations, MRCOG is working on getting more bike lockers.
- Bicycle rental programs should be encouraged at major destinations/centers (such as train stations).

New Mexico Dept of Transportation

- The downtown Railrunner station is not directly connected to a bikeway, and there are no bike lockers for commuters.
- There are no bike lockers along the Silver Bike Blvd. NMDOT

Albuquerque Public Schools

- Transit can be combined with Safe Routes to Schools by placing stops within 1 mile of the school.
- Schools within 5 miles of a transit route should connect to transit and the bikeways and trails network.
- Infrastructure requirements in the Form Based Code are enhancing the environments for biking and walking.
- Bikeways and transit connections should be made at nodes such as shopping, recreation & open space, and educational institutions.

6. ***Besides multiuse trails, on-street bicycle facilities and horse paths, what facilities are important to encouraging walking/bicycling/riding horses in our community (e.g., benches, shade structures, bike lockers, or showers)?***

Albuquerque Parks and Recreation

- Shade structures
- Crosswalks with refuge in areas with heavy traffic.
- Midblock crossings with signs, paint, lights, and push buttons for pedestrians.
- Businesses should have showers to make it realistic to use a bike for commuting.
- Bike lockers and racks.
- Valet parking for big events like the Balloon Fiesta.

- Bicycle lights purchased by the Parks and Recreation Department and given away by police.

Bernalillo County Parks and Recreation

- Long-term parking facilities for bicycles that are well planned and secure. (At the Coors facility, all the bike lockers are rented out.)

MRCOG

- Wayfinding signage indicating destinations and other information especially for events like Run for the Zoo.
- Bike stations with a monitored bicycle parking lot, air pumps, and showers.

NMDOT

- Tramway is bike-friendly because of the wide shoulder and the multiuse trail. People can get started biking on the trail, and some move onto the road shoulder. That combination (bike lane and trail) is great.
- Provide showers at work.

AMAFCA

- AMAFCA advocates keeping trees along proposed routes, and maintenance crews occasionally pull logs into position to provide a place to sit.
- All agencies should plant low water, arid climate friendly, regional trees.

APS

- APS installs bike racks in new schools and old schools being remodeled. Within the next 6 years, all schools will have them. APS

7. *What are the priority locations for pedestrian/bicycle/equestrian facilities to support safe connections to schools?*

Bernalillo County Parks and Recreation

- Higher education campuses.
- Schools surrounded by residential development are conducive to commuting on foot or by bicycle. If a high school is outside of a neighborhood, distances become long and it is hard to build good Safe Routes to Schools connections.
- Bernalillo County put funding into sidewalks at North Star Elementary School in Albuquerque Acres. Although the school is surrounded on all four sides by residential development, there were no sidewalks at to the school. (APS Safe Routes to Schools policy apparently was not aligned with the decision not to install sidewalks.)

MRCOG

- Research indicates that priority should be given to projects that are within ½ mile of a school.
- Encourage businesses to have a “tie through.” Examples: Flying Star and Village Pizza in North Valley.

NMDOT

- NMDOT has a Safe Routes to Schools coordinator. The community is responsible for determining locations and applying for federal funds to support the program.

APS

- Encouraging walking and biking to school requires supporting infrastructure such as stoplights, overpasses and fences to prevent jaywalking (like at Jefferson Middle School).
- A priority location for Safe Routes to Schools is the international district.

8. *What bicycle facilities might your agency construct and maintain?*

Albuquerque Parks and Recreation

- Facilities that the Open Space Division of this department constructs and maintains such as the bike trails system with associated signage, shade structures, lighting, racks, etc.
- Bike lockers are planning for installation in Civic Plaza.
- The department is doing an inventory of bridges that connect to the trail system.

Bernalillo County Parks and Recreation

- Bernalillo County can construct all types of facilities shown on the ABQ bicycle map—except for bicycle boulevards.

MRCOG

- MRCOG may construct wayfinding (signage) on large facilities, but maintenance would be done by another entity.

NMDOT

- DOT equipment is for roadways, and trail maintenance requires specialized equipment. Consequently, DOT might engineer and construct a trail, which would then be maintained by the City or the County. For instance, DOT constructed the Rail Trail in Santa Fe, which the City of Santa Fe maintains.

Maintenance

9. *What responsibility does your agency have for maintenance of the network?*

Albuquerque Parks and Recreation

- The Park Management Division maintains all the medians, off-street bike trails, and multiuse trails.
- As part of the bridge inventory, the department is looking at the resources needed to maintain the bridges and identifying which jurisdiction is responsible for maintenance. (The new bike bridge over the Rio Grande along Central was built with federal stimulus money, but it is unclear which jurisdiction will maintain it.)
- We want to develop a “Trail Advocacy Support Group.” If the community wants a quality trail system, we need advocates to make the case that more funding is needed for maintenance.
- AMAFCA is putting in improvements at the Hahn Arroyo at Montgomery Park. Instead of putting in a standard trail along a drainage corridor, it will be a linear park with cisterns in the arroyo to store water for a sustainable landscape system. It will meet new EPA requirements to ensure the water is clean before it goes back into the river. Although it will involve higher maintenance, the City is willing to support the effort because of sustainability.

Bernalillo County Parks and Recreation

- The Public Works Department maintains hard surfaces and infrastructure (e.g., drainage) and uses people from the Community Corrections program to pick up trash.
- The Parks and Recreation Department has responsibility for trails, shoulders, and paved facilities internal to parks or open space.

MRCOG

- MRCOG has no responsibility for network maintenance—it generates and maintains data and maps.

New Mexico Department of Transportation

- NMDOT’s policy is to have the local jurisdiction take over maintenance responsibilities for off-street trails.
- DOT maintains a few segments of the trails network. If it is a shoulder or other on-street facility attached to a road, DOT will maintain it. For instance, the Tramway Trail is a DOT responsibility.
- The cycling community is great about reporting potholes, broken glass, and debris, and DOT addresses it right away. But DOT is more reactive than proactive on maintenance.
- DOT becomes aware of the need for bike signs through meetings with other entities.

AMAFCA

- The City maintains trails as per the licensing agreement. When we do facility maintenance, we accommodate bicyclists.
- We work with PTAs/PTOs to do education and support Safe Routes to Schools. That way, the parents and advocates “own it.”

10. What challenges do you see related to maintenance?

Albuquerque Parks and Recreation

- The City does not allocate sufficient funding for adequate maintenance.
- Multiuse trails are hardest to maintain because of conflicts between pedestrians, cyclists and other users. Trail etiquette, and signage to support it, is not yet sufficient.
- Removable bollards are a problem; the collar sticks up 4-5 inches, and if the bollard is not replaced and someone crashes and gets hurt, there are lawsuits.
- There are design challenges related to underpasses. Sometimes ASHTO design standards are not well understood or followed, or may be a secondary consideration when an agency is trying to respond to community outcry.
- Maintenance is a special challenge when it involves communication and respect between City departments and other jurisdictions.

Bernalillo County Parks and Recreation

- Responsibility for maintenance is determined on a case-by-case basis within our jurisdiction and others. It is never defined but handled with “gentlemen’s agreements.”
- Manpower for maintenance is never commensurate with the responsibility.

NMDOT

- The biggest challenge is having smaller, specialized equipment and dedicated manpower for bikeway maintenance.

11. What suggestions do you have about addressing the maintenance challenges?

Bernalillo County Parks and Recreation

- Get clear leadership from the top (e.g., Governor, Mayor, County Commission) in directing agencies to resolve issues over responsibilities for maintenance.
- Have adequate appropriations to address maintenance challenges.
- Ideally, establish a multi-jurisdictional regional authority for trails and non-vehicular transportation. It would be charged with operation and maintenance on land owned by ABQ, Rio Rancho, Bernalillo County, the State, and other jurisdictions. That would help to resolve management, boundary and accountability issues.

Safety and Enforcement

12. In your view, where are the most dangerous or difficult areas to walk/bicycle/ride a horse in the city? What makes those areas dangerous? (e.g., maintenance, busy street, doesn't meet ADA requirements, etc.) Are these problems throughout the system?

Albuquerque Parks and Recreation

- The most dangerous areas are on-street bikeways, especially on narrow streets without room on shoulders and marked bike lanes.
- Inadequate snow removal on bridges crossing the river is a problem, especially when there is a slope.

Bernalillo County Parks and Recreation

- For pedestrians: Wide intersections with high traffic volumes and a pedestrian crossing that doesn't have a refuge (e.g., Montgomery and San Mateo).

MRCOG

- The West Side, in general, is a dangerous place to ride a bicycle because so much of the area has no sidewalks.
- It difficult to get to some destinations in the North Valley on a bicycle because of the vehicular traffic.
- Major intersections are often dangerous for cyclists and pedestrians because of traffic making left and right turns often (e.g., San Mateo/Central and Central/Rio Grande).
- Some major arterials are poorly designed for pedestrians (e.g., Montgomery, Eubank, Juan Tabo, Lomas, and Menaul).

NMDOT

- Getting from Corrales to and across I-25.
- DOT wanted to improve the bridges on Tramway but didn't have data to justify the investment. Photographs, anecdotal information, and the professional opinion of an engineer should be sufficient to justify the investments.
- Low reporting of bicycle accidents. Without data, the needed investments can't be justified.

MRGCD

- There is always a risk but nothing out of the ordinary. That is why MRGCD has agreements. The licensee is responsible for all maintenance and liability.
- Recreation is unofficial. Any future trails have to be authorized by the MRGCD Board.

AMAFCA

- The most dangerous place in our system is the North Diversion Channel loop by Sandia Pueblo. There is an opportunity to put notches on the underside of the North Diversion Channel at the street crossing.
- There is often danger in making connections to local streets from the trails.
- AMAFCA occasionally accommodates ADA slopes on maintenance roads by looking at the trail thickness and where there are turning and crossing points, increasing thickness from 4 inches to 6 inches.

APS

- We plan and engineer streets and access in master plans for new schools so there is a separation of bus, bike, drop-off and pickup, and pedestrian access.

13. What are the biggest enforcement challenges with...

13a. ...Traffic safety for pedestrians, bicyclists, and equestrians?

Albuquerque Parks and Recreation

- Traffic safety for pedestrians is a low priority for APD because of funding pressures.
- Educating more people about bike safety. It could be accomplished through insurance company incentives for bike education; by incorporating a component on bike education into MVD test and training for drivers on what to do when they encounter cyclists; and by instituting a City defensive driving course for employees.

Bernalillo County Parks and Recreation

- Motor vehicle intrusion along bikeways and trails. We have to put up a lot of bollards.

MRCOG

- Riding a bicycle against traffic; walking while intoxicated.

AMAFCA

- Scooters and motorized bicycles on trails. Anything motorized is not allowed, but 50cc scooters do not have to be licensed. The City has enforcement responsibility. The master license is only for bicyclists.

13b. ...Crime and personal security on trails?

Albuquerque Parks and Recreation

- Off-street trails are remote. That is where we need eyes and ears; the greater the use of the facility, the safer it is.

Bernalillo Parks and Recreation

- Long gaps without connections on the Bosque Trail.

MRCOG

- The trails are generally safe.

13c. ...Vandalism on trails?

Albuquerque Parks and Recreation

- Graffiti is a vandalism problem, and benches are defaced (carved) in the Bosque.

Bernalillo Parks and Recreation

- Unless the perpetrator is caught in the act, Bernalillo County doesn't have the resources to deal with it.

MRCOG

- Perhaps graffiti can be addressed through a public arts program.

14. What is your agency doing to address these challenges?

Bernalillo Parks and Recreation

- The County tries to engineer its way out of these challenges.
- The Parks and Recreation Department could develop better relationships with law enforcement agencies.
- The department could do a better job at education.

15. What does your agency need to be more effective at enforcement?

Bernalillo Parks and Recreation

- We used to have Open Space Police who were like park rangers. Then they were transferred to APD, and they have more of a police orientation. We should have more visible open space and park police.
- The system needs someone to champion enforcement and place external pressures on law enforcement to make a serious effort.

APS

- Good design

Additional Comments

- It is important to encourage user groups—including those organizing events—to work together to lessen conflict.
- Education and encouragement programs should be easily available to all users.

- There has been opposition to the Bear Canyon trail to connect the trail from Juan Tabo to Tramway. Drainage easements should be dedicated as a public access easement, so the neighbors won't fence them out.
- When the Clean Air Act is reauthorized, it will probably require significant planning and funding for multimodal transportation in response to concern about greenhouse gases.

INTERVIEW – USERS
ALBUQUERQUE BIKEWAY AND TRAILS MASTERPLAN

Name: _____

Phone: _____

Interviewer: _____

Location of Interview: _____

Date: _____ Time: _____ email: _____

Introduction

Hello. My name is _____. I am a member of a consulting team that is working with the City of Albuquerque to update the *Bikeway and Trails Masterplan*. The first step in the project is to learn about perceptions and ideas about the network of bikeways and trails. Your name was given to us as someone who is interested in this topic.

We are interviewing agency representatives and other stakeholders to gain insights into ways to improve bikeway and trail design, street crossings, and bike and trail facilities. I'm calling to request a meeting when I can interview you. I have about a dozen open-ended questions that I'm using to guide the interview. Our conversation will be confidential and last about an hour. Would you be willing to participate?

Interview Questions

(Review the 2008 map of the existing bicycle and trails network with the interviewee. Use the map to mark answers to the following questions.)

1. Where are the most popular trails in Albuquerque for walking/bicycling/riding horses?
2. What are the most popular destinations for pedestrians/bicyclists/equestrians in Albuquerque?

The next three questions ask about difficult or dangerous aspects of the bike and trail network. After we discuss those questions, I'm going to ask you about connections within the network.

3. In your opinion, where are the most dangerous or difficult areas to walk/bicycle/ride a horse in the city?

Walk _____

Bike _____

Ride Horses _____

- a) What makes those areas dangerous? (e.g., maintenance, busy street, doesn't meet ADA requirements, etc.)
- b) Are there any roads or places in our community where you feel that pedestrian/bicycle/equestrian facilities do not belong? Why?

The next four questions ask about important connections and facilities.

4. Where are places in which connections could be improved to
- a) Create a continuous pathway?
 - b) Make linkages between on-street bikeways and the multi-use trail system?
 - c) Connect with public transit?
 - d) Which connections would you recommend addressing first?
5. What are the priority locations for pedestrian/bicycle/equestrian facilities to support a Safe Routes to Schools network?
6. Besides sidewalks, bike lanes and horse paths, what other facilities are important to encouraging walking/bicycling/riding horses in our community (such as benches, shade structures, bike lockers, or showers)?
- a) What about end of trip facilities (such as bike lockers, showers, etc.)?

The next few questions ask for your insights into ways to encourage more walking/bicycling/riding horses in the community.

7. In your view, what is the City doing well to encourage walking/bicycling/riding horses?

Walk _____

Bike _____

Ride horses _____

8. What improvements could the City make to further encourage walking/bicycling/riding horses (such as programs, policies, infrastructure improvements, etc.)?

Walk _____

Bike _____

Ride horses _____

9. What effect has increased gas prices had on your use of bicycling as a means of transportation?

That's the end of the substantive questions.

10. What additional comments do you have (if any)?

11. What is the best way for you to provide feedback to us as the project moves along?

Thank you very much for participating in this interview.

INTERVIEW – AGENCY REPRESENTATIVES
ALBUQUERQUE BIKEWAY AND TRAILS MASTERPLAN

Name: _____

Phone: _____

Interviewer: _____

Location of Interview: _____

Date: _____ Time: _____ email: _____

Introduction

Hello. My name is _____. I am a member of a consulting team that is working with the City of Albuquerque to update the *Bikeway and Trails Masterplan*. The first step in the project is to learn about ideas and perceptions about the network of bikeways and trails. Your name was given to us as someone who is interested in this topic.

We are interviewing agency representatives and other stakeholders to gain insights into ways to improve bikeway and trail design, street crossings, and bike and trail facilities. I'm calling to request a meeting when I can interview you. I have about a dozen open-ended questions that I'm using to guide the interview. Our conversation will be confidential and last about an hour. Would you be willing to participate?

Interview Questions

(Review the 2009 map of the existing bicycle and trails network with the interviewee. Use the map to mark answers to the following questions.)

I'd like to start by learning a little bit about your agency.

1. As background, what are your agency's concerns about the pedestrian, bicycle, and equestrian network in Albuquerque?

Programs and Promotion

2. What public education programs does your agency have for pedestrians, bicyclists, and equestrians and members of the public?
3. Which of your agency's policies and programs are most important for encouraging walking/bicycling/riding horses in the community? (e.g., Comprehensive Plan, ordinances, policies, and development requirements)

Walk _____

Bike _____

Ride horses _____

4. What could your agency do to further promote walking/bicycling/riding horses (e.g., programs, policies, infrastructure improvements, etc.)?

Walk _____

Bike _____

Ride horses _____

Connections and Facilities

5. Where are places in which connections could be improved to
 - Create a continuous pathway?
 - Make linkages between on-street bikeways and the multi-use trail system (i.e., routes marked with green on the map)?
 - Connect with public transit?
6. Besides multi-use trails, on-street bicycle facilities and horse paths, what facilities are important to encouraging walking/bicycling/riding horses in our community (e.g., benches, shade structures, bike lockers, or showers)?

Walk _____

Bike _____

Ride horses _____

7. What are the priority locations for pedestrian/bicycle/equestrian facilities to support safe connections to schools?
8. What bicycle facilities might your agency construct and maintain?

Maintenance

9. What responsibility does your agency have for maintenance of the network?
10. What challenges do you see related to maintenance?
11. What suggestions do you have about addressing the maintenance challenges?

Safety and Enforcement

12. In your view, where are the most dangerous or difficult areas to walk/bicycle/ride a horse in the city? What makes those areas dangerous? (e.g., maintenance, busy street, doesn't meet ADA requirements, etc.) Are these problems throughout the system?

Walk _____

Bike _____

Ride Horses _____

13. What are the biggest enforcement challenges with
 - Traffic safety for pedestrians, bicyclists, and equestrians?
 - Crime and personal security on trails?
 - Vandalism on trails?
14. What is your agency doing to address these challenges?
15. What does your agency need to be more effective at enforcement?

Thank you very much for participating in this interview.

Appendix J

Stakeholder Workshops

Bikeways and Trails Master Plan Update

Summary Report on Workshop #1

Introduction

On June 29, 2010, the City of Albuquerque sponsored a stakeholder workshop focused on the City's *Bikeways and Trails Master Plan Update*. The participants included 16 representatives from advocacy organizations and agencies from the city, county, region, and state. The workshop was a forum for participants to give reactions and offer ideas in response to the Existing Conditions, Opportunities and Constraints Working Paper (Working Paper #1), which was available through the project website. It was also a forum for responding to the results of three project Open Houses held in May.

After the introduction, the workshop began with a presentation summarizing Working Paper #1 and the results of the Open Houses. Then the workshop participants developed a list of the physical and programmatic assets of the bikeways and trails system. Next, they identified potential improvements that could be made in the system's physical facilities as well as potential improvements in programs and policies that support the bikeways and trails system. After that, the participants assessed the opportunities for taking action on the potential improvements, which resulted in a list of areas where it may be relatively easy or difficult to take action. Finally, they discussed ways to collaborate on making improvements and identified specific initiatives that could be taken by an individual agency or organization. (See Appendix A for a photograph of the workshop, Appendix B for the agenda and Appendix C for the presentation.)

Physical Assets

The physical assets identified by the participants reflected how much the bikeway and trail system is appreciated. In addition to acknowledging the value of the overall system—miles of multiuse trails, bike routes, and bike lanes—they mentioned specific attributes such as the arroyo trail system, the Paseo del Bosque trail and the Hahn Arroyo project, which is under construction. Although this part of the discussion emphasized the trails and bicycle network, the participants also recognized the importance of the growing number of support facilities such as bike racks, bike lockers and designated bike parking. The specific physical assets identified by the group included the following:

- Miles and miles of trails, bike routes, and bike lanes
- Great arroyo trail system
- New bicycle boulevards
- Paseo del Bosque trail, the North Diversion Channel trail, other multiuse trails, and the potential of the irrigation network
- Trails in the foothills
- Great weather for outdoor activities

- Bus bike racks
- Rail Runner accommodation of bikes
- UNM Hydraulic Laboratory, which does testing for wave action in bikeway notches
- Hahn Arroyo project
- Gail Ryba Memorial Bridge over the Rio Grande
- Increase in bike racks in public places including schools
- Increase bike parking facilities including bike lockers
- Perimeter trails around city parks
- Bosque revitalization in collaboration with the Middle Rio Grande Conservancy District (MRGCD) and the Corps of Engineers starting at Route 66 on the West Side and proceeding north

Programmatic Assets

The discussion about programmatic assets acknowledged the support that the Greater Albuquerque Bicycling Advisory Committee (GABAC), the Greater Albuquerque Recreational Trails Committee (GARTC) and Bike Albuquerque (Bike ABQ) give to the agencies responsible for building and maintaining the system. The group commended the City for its range of bicycle safety education programs and recognized the reservoir of bicycling instructors, especially those from the League of American Bicyclists. The group also identified the value of City and County projects that are under construction or in the capital improvements pipeline as well as master licenses with AMAFCA. The individual programmatic assets they identified included the following:

- Parks and Recreation program for kids on bike/pedestrian safety at the K-5 level
- Built-in teachers with the League of American Bicyclists cycling instructors
- Good Albuquerque Police Department bike patrols
- The range of cyclists and other users who have different needs and preferences
- UNM's bike shop, which makes low-cost repairs and disseminates information
- ABQ Bike Recycling program, which rehabilitates and repairs bikes for continued use
- City and County projects that are on the books and moving forward based on the last plan and the Capital Improvements program
- Master trail licenses that exist between AMAFCA and the City as well as AMAFCA and the County
- GABAC, GARTC, and Bike ABQ – 3 active, strong committees!
- Increased visibility due to parades and interest of local media
- Recreational clubs that promote cycling like the NM Touring Society and the NM Coalition
- Annual bike swap, which is a great forum for buying/selling and information exchange
- Bike valet program at major cultural events
- Companies (e.g., REI) that offer workshops and space for events

Potential Physical Improvements

Reflecting many of the opportunities to improve the system described in the Working Paper and in the Open Houses, the group identified a wide range of physical

improvements that may be made to the system. More than half of the suggestions focused on making better connections to important destinations such as Uptown and Cottonwood shopping centers, UNM, Mesa del Sol and APS's emerging education corridors in Northwest and Southwest Albuquerque. The discussion also identified the importance of improving the bikeways and trails network with key connections, enhanced maintenance, and revitalization of the Paseo del Bosque trail. The specific physical improvements suggested by the group included the following:

- Make Uptown and Cottonwood shopping centers more bike friendly
- Improve UNM connection to south campus at Buena Vista
 - Could add a bike lane on Buena Vista or turn it into a bike blvd.
 - Add signage to alert drivers
 - Could be relocated to University Blvd. in long run
- Improve planning for bikeways in Mesa del Sol
 - Improve biking on University Blvd.
 - Improve access to Journal Pavilion, UNM film school and film studios
- Improve the crossing at Lomas and Vassar in light of the 5 million sq. ft. of new space UNM is planning for the North Campus
- Continue the City-County collaborative work to revitalize Bosque del Paseo by widening the trail and addressing tree roots and pathway interruptions
- Strengthen connectivity to and within the APS northwest and southwest education corridors through planning and trail construction
- Build on the Safe routes to School pilot program with Monte Vista Elementary, Emerson Elementary, and Wilson Middle School
- Pass a City ordinance defining bicycle boulevards and related infrastructure improvements
- Upgrade the existing bike boulevards to include traffic calming schemes, stop-sign turning, and better signage
- Consider converting Campus Drive to a bicycle boulevard
- Consider constructing a separate bike lane on all new streets
- Install additional bike lockers, particularly at UNM, where there is a 250-person waiting list; 1 locker = 1 less driver on UNM campus
- Consider creating another multiuse trail at 2nd and 4th Street along the drain
- Connect bikeways to Rail Runner stations
- Improve the way finding system
- Address the lack of connections to the Bosque from housing situated north of Alameda
- Develop a consistent/single set of standards for bollard spacing and “design”
- Have consistent standards for trails
- Work with City to put in a bike lane on Yale between Lomas and Las Lomas south to Duck Pond
- Reduce hazard created by lights at midblock crossings, perhaps by removing them or by adding a red light, as “hawk lights” can be confusing for motorists and dangerous for cyclists
- Increase funding for physical improvements

Potential Programmatic Improvements

Two themes running through the discussion about potential programmatic improvements were to improve coordination between the agencies responsible for building and improve maintenance of the bikeway and trails system. An additional theme was to reinforce and expand education and safety programs. The discussion also revealed the need to fund capital improvements and secure additional funding sources for bikeway and trail construction and maintenance. The individual ideas for programmatic improvements included the following:

- Create a 2% tax for bikeway/trail maintenance
- Complete street policies and ordinances to incorporate bikeways/trails
- Work with state and local officials to make sure priorities and plans are explicit
- Increase education to make cyclists and pedestrian more consistent and predictable in way they operate bikes and walk in traffic
- Strengthen coordination between City, County, AMAFCA, MRGCD, MRCOG, DOT, UNM, CNM, and Rio Rancho
- Take advantage of the League of Cycling Instructors (LCI) grant money, which supports bike safety classes that make students better drivers as well as cyclists. (The League works with teachers, APS, and employers to offer the classes.)
- Expand Parks and Recreation classes to high schools at 9th grade level and also to UNM students, perhaps during freshman orientation
- Offer incentives to increase cycling including:
 - Create incentives tied to Bike to Work Day
 - Offer UNM students free bikes in exchange for taking safety course and keeping car off campus
 - Install bike lockers at UNM and at Rail Runner
 - Continue the City program that distributes free bike lights through A
 - Create incentives based on a comprehensive evaluation of inducements to get people to leave cars at home (e.g., tax break or UNM tuition break)
- Work with City and APS to promote Safe Routes to Schools and change attitudes of parents and students about walking or biking to school
- Pass a gas tax to support implementation of this plan
- Hire more city planners—research shows that it will increase the percentage of commuting cyclists in the community
- Consider bike lanes whenever a street is being redone
- Educate cycling public that it is safer to ride in traffic than to separate bikes from traffic
- Consider changing the City traffic ordinance to require 3' distance from cyclist rather than 5'
- Change priorities and policies to accommodate multimodal transportation
- Fund capital improvements to implement planning
- Promote the use of the bike maps available through Google Maps, and report inaccuracies to Google
- Encourage collaboration across jurisdictions to support trails on drains in the North Valley and elsewhere in the City

Areas for Action

After reviewing the potential physical and programmatic improvements, the group identified opportunities for and challenges to taking action. There were eight ideas where it may be opportune to take action on physical improvements and seven ideas about programmatic improvements that seemed to be prime for implementation. In contrast, two of the physical improvements seemed by be hard to implement and three of the programmatic improvements seemed to be impractical to pursue. The chart below reviews the key opportunities and difficult ideas.

	Easy to Implement	Hard to Implement
Physical Improvements	<ul style="list-style-type: none"> • Improve UNM north and central campus connection to south campus at Buena Vista • Improve crossing at Lomas and Vassar • Revitalize and widen Bosque del Paseo; address route interruptions and tree roots • Learn from and expand the Safe Route to Schools pilots • Have a consistent/single set of standards for bollard spacing and “design” • Improve the connection between Lomas and Las Lomas on Yale to Duck Pond, perhaps creating a bike boulevard with signage at parking garage 	<ul style="list-style-type: none"> • Difficult to convert maintenance road to multiuse trail at 2nd & 4th streets • Difficult to address lack of connection to the Bosque from housing situated north of Alameda
Programmatic Improvements	<ul style="list-style-type: none"> • Strengthen coordination between City, County, AMAFCA, MRGCD, MRCOG, DOT, UNM, CNM, and Rio Rancho • Use LCI grant money (work with teachers, APS, and employers) to offer more classes and strengthen student recruitment • Expand Parks and Recreation classes to high schools at 9th grade level and also to UNM students • Install bike lockers at UNM and Rail Runner • Consider bike lanes whenever a street is being redone • Collaborate across jurisdictions to support trails on drains in North Valley and throughout City 	<ul style="list-style-type: none"> • Pass a 2% tax for bikeway/trail maintenance • Pass a gas tax to support implementation of this plan • Hire more city planners

Roles of the Agencies and Advocacy Organizations

As the workshop concluded, the group identified areas where the agencies and advocacy organizations may be able to support one another to implement ideas or take individual initiative. For example, UNM plans to improve connectivity to and within its campus,

and the League of American Bicyclists will continue to offer and promote its bicycle education program. Finally, the discussion clarified that the *Master Plan Update* will mesh together the existing trails and on-street comprehensive plans, add new information about conditions and opportunities, and reassess priorities for funding. The group noted the following ideas about the role of agencies and advocacy organizations:

- UNM will continue to locate bike lockers
- UNM will strengthen the connectivity between South Campus and Main Campus as well as between Lomas and Central
- City should make sure to brief AMAFCA Board on *Master Plan Update*
 - Work is underway to amend the license agreement between City and AMAFCA
 - AMAFCA will keep access available for multiuse trails
- League of American Bicyclists can continue to provide League Cycling Instruction
- Efforts should be made to build support for this plan among the City Councilors
- MRGCD can give input on trail standards
- How much of the old plan needs to be redone? Is the new plan going to make a difference? What needs to be updated and why? The list of issues and opportunities is the same as identified in 1994
- We are meshing together 2 plans (the trails plan and the on-street comprehensive trails plan)
 - This update is an opportunity to assess where we are compared to where we were when the old plan was passed
 - We're using the process to reassess priorities for funding
 - Most of the goals and objectives are the same as the prior plan

Appendix A

Workshop #1

Identifying Physical and Programmatic Improvements



Appendix B

BIKEWAYS AND TRAILS STAKEHOLDER WORKSHOP

JUNE 29, 2010, 2-4:30PM

Agenda

Agenda

2:00-2:20	Welcome, Introductions and Overview
2:20-2:45	Highlights from the Open Houses and Existing Conditions, Opportunities and Constraints Report (Working Paper #1)
2:45-3:30	Network Assets and Concerns
3:30-3:45	Break
3:45-4:15	Roles of Agencies
4:15-4:30	Closing Comments

Welcome, Introductions and Overview

Matt Grush will welcome the participants to the workshop and introduce Kate Hildebrand and Ric Richardson, who will serve as the workshop facilitators. Matt will also review the goals and objectives for the project as well as the project timeline. The facilitators will review the workshop agenda and ask the participants to introduce themselves and identify their agency's/organization's mission as it relates to bikeways and trails.

Highlights from the Open Houses and Existing Conditions, Opportunities and Constraints Report

The facilitators will summarize the highlights from the open house and the first working paper.

Network Assets and Concerns

The first part of the facilitated discussion will focus on physical and programmatic assets of the bikeway and trail network. The discussion of physical assets will include both on-street and trail facilities, and the discussion of programmatic assets will include the City's education and encouragement program. Similarly, the discussion will explore concerns related to physical and programmatic aspects of the network that need improvements.

Role of Agencies

After the break, the participants will discuss ways the agencies/organizations can bring support to the plan as well as concerns about implementation of the plan. The facilitators will ask them to identify projects that are high priorities for their agencies in the next 3-5 years.

Closing Comments

At the end of the workshop, there will be an opportunity to reflect on the conversation for a few minutes.

Appendix C

WORKSHOP PRESENTATION

Highlights of Report on Existing Conditions, Opportunities and Constraints and Highlights from the May Open Houses

EXISTING CONDITIONS, OPPORTUNITIES AND CONSTRAINTS

Facilities Analysis

- System gap analysis
 - Sport gaps
 - Connection gaps
 - Lineal gaps
 - Corridor gaps
 - System gaps
- Intersection improvement measures
- Arterial bike lane retrofit measures
- Alternative routing measures
- Off-street gap measures

Opportunities

- NE and SE quadrants
 - Connection to rail runner stations
 - Bicycle access to Journal Center and Balloon Fiesta Business Park
 - Multiuse trail along Tramway between I-25 and County line
 - Connections to trailheads in Cibola National Forest – mountain biking
 - Potential bicycle boulevards—Cutler Avenue and Claremont Avenue
 - Improved access to Expo NM, Sandia National Labs, UNM/CNM
 - Crossings of I-25
 - Arroyo and drain alignments
- NW and SW Quadrants
 - Connections to Petroglyph National Monument
 - Potential bicycle Boulevard – Frontage road north side of Central between Unser and 98th Street
 - Bike lanes along West Central
 - Connectivity into Rio Rancho
 - Denser bikeways network south of Bridge Blvd.
 - Crossing of I-40
 - Arroyo and drain alignments
- Citywide and Metro
 - Population growth
 - Land use and demand regional bikeway connections and key destinations
 - Network coverage – ½ mile goal
 - Encouragement, education and safety City website, City safety program, youth bicycle and bicycling 101

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- Multimodal connections – bike and ride, Rail Runner express
- Connections to schools – Safe Routes to Schools, APS new campus schools, higher education

Constraints

- Major Features and Facilities
 - Rio Grande River
 - I-40 and I-25
 - Railroad tracks
 - Golf courses
 - Private neighborhoods
 - Military base
 - Indian pueblos
 - Drainage and irrigation easements
 - West Mesa escarpment
 - Major arterials
 - Open space
- System-wide Features
 - Topography
 - 4,950' at the Rio Grande
 - 6,100' at the Foothills
 - 5,750' at the West Mesa
 - Geography
 - City area – 181 square miles
 - Metro area – 1,000 square miles
 - Way Finding
 - Signage
 - Destination way finding
 - Discontinuous multiuse trail system
 - East-west connections
 - Trails in Northwest region

MAY OPEN HOUSES

Public Participation Events and Activities

- 3 open houses in May and 3 planned for fall
- 1 workshop today and 1 in the fall
- 12 stakeholder interviews underway of agency representatives, users and advocates
- Online survey conducted between May 1st and June 14th – 1,248 respondents

Who is Involved in Events and Activities?

- Open Houses – 56 cyclists, 32 walker/joggers, 3 other users
- Agency representatives – City, County, APS, and state and regional institutions

Participant Comments Recorded on Flipcharts at Open Houses

- Education and Encouragement
 - Encourage education for cyclists and drivers – Traffic Skills 101
 - Have “Rules of the Road” disseminated more broadly
 - Institute publicity program about transit/bike connections
 - Engage school district P.E. programs to teach bike safety
 - Educate cyclists and drivers about bike boxes
 - Map and promote scenic routes for substantial rides
 - Create a bike tour of historic Albuquerque landmarks

- Citywide Infrastructure Improvements
 - Repave and restripe Bosque Trail
 - Keep road shoulders and bike paths free of debris and broken glass
 - Better East-west trail connections
 - Citywide beltway/perimeter route
 - Construct a safe, continuous route from North Valley to Northeast Heights
 - Underpasses needed at I-25
 - West Side and South Valley not as well served as Northeast Heights
 - Put concrete barrier along Paseo del Norte at site of recent fatality

- Design, Safety and Way Finding
 - Drivers park in bike lanes
 - Sight distances around notch curves and at intersections important to safety
 - Underpass safety and lighting
 - Missing bollards are hazardous
 - Bollards need to be highly visible and meet spacing standards
 - Bike lanes should be marked through intersections
 - Enforce speed limit on bike boulevards
 - More signage and way finding on paths and bikeways that give information on bicycling
 - Way finding a real concern for 911 dispatch – need to be able to identify exact locations

Bikeways and Trails Master Plan Update

Summary Report on Workshop #2

Introduction

On December 15, 2010, the City of Albuquerque sponsored a stakeholder workshop focused on the City's *Bikeways and Trails Master Plan Update*. The participants included 14 representatives from advocacy organizations and agencies from the city, county, region, and state. The primary objective of the workshop was to review and seek comments on provisional recommendations for improvements in the bikeways and trails network; the secondary objective was to build support for interagency cooperation to implement the plan.

After the workshop introduction, the consultant team gave a presentation summarizing proposed bikeways and trails improvements, which included examples of recommended network improvements that would require interagency cooperation. The participants commented on the recommended improvements and made additional suggestions during a facilitated discussion. The meeting concluded with reflections about ways to increase interagency cooperation and reactions about priorities to be established through the master plan. As the meeting ended, the consultant team distributed CDs of all the work that has been generated by the project.

The Appendices provide: a) the workshop agenda, b) a comment submitted by a representative unable to be present, and c) a list of participants.

Workshop Presentation

Most comments about the presentation focused on the examples of potential improvements, all of which would require interagency action. The first example would provide a continuous bikeway in the vicinity to the west of Coors, north and south of Montano Road. A number of participants said that better connections in this location are needed and that there are several alternative ways to make the connections.

The second potential project is creation of a bikeway and trail in the drainage right-of-way on North 2nd Street. The Middle Rio Grande Conservancy District would have to look at the easement width to determine if this potential improvement is feasible. The street is designated as a state highway, and the City of Albuquerque and Bernalillo County have maintenance responsibility for the segments that lie within their respective jurisdictional boundaries. Representatives from Bernalillo County said the Public Works Department has requested funds for improvements along 2nd Street from Paseo north to Alameda and Roy. There was agreement that this improvement would “create a great north-south spine in the North Valley” and benefit the Griegos and La Luz Schools.

The third potential project is aimed at creating a new east-west connection in the far southeast area of Albuquerque near Elizabeth and Eubank. The participants strongly supported this improvement, and one participant pointed out the need for a better detection mechanism for the light at the Southern and Eubank intersection.

The fourth potential project is completion of the trail through the “Big I” connecting I-40 6th Street to University. It would complete the east-west connection from the mountains to the freeway. The City has started a study of the alignments and right-of-way restrictions as well as an environmental analysis.

Discussion about Recommended and Needed Improvements

The presentation also identified hundreds of improvements that could be made to the bikeways and trails system. The participants spent the balance of the time discussing reactions to the options and ideas. The discussion elicited comments in the following areas:

- Priorities,
- Intersections and crossings,
- Network connectivity,
- Design standards,
- Aesthetic improvements, and
- Education.

Priorities

The participants were impressed with the amount and quality of work as well as the number and range of improvements that the project has produced. As one person said, “The list of potential projects includes almost every street in the city.”

However, one participant questioned the feasibility to carrying out 244 high priority projects in the next five years. He suggested estimating the cost of the projects designated as high priorities and then ranking them according to the impact they would have on the bikeways and trails network as well as the availability of funding.

Another participant urged the group to “take the long view and to work across agencies and disciplines” to implement priority projects where agencies could work together. The City has over 500 miles of bikeways, although it has only been working on it for 20 years. Based on the applications for federal funds reviewed through MRCOG, he noted the trend is to incorporate more bikeways into roadway and infrastructure projects.

Additional comments about project priorities included the following:

- It is critical to find ways to increase funding for bikeways and trails and expand the percentage of transportation funds allocated to alternative modes.
- The City intends to redo the *Bikeways and Trails Master Plan* every 10 years, which will provide an opportunity to amend the priorities and other elements of the plan.

Intersections and Road-Trail Crossings

Some of the recommendations designated as high priority involve intersection projects—such as Comanche and I-25 as well as Martin Luther King and I-25. There was considerable interest in intersection design and safety of these intersections.

One participant said that most bike lanes in Albuquerque disappear at intersections in contrast to Silver and Gold-rated cities, which provide striping to direct bicycle traffic through their intersections. Although the absence of striping encourages cyclists to merge with the traffic, drivers are generally unaware that cyclists are about to merge.

Another participant responded that the City's treatment of intersections is highly inconsistent. Some bike lanes end at intersections, while others go through them. Commenting that cyclists are most vulnerable at intersections, a third participant recommended installing lights and/or signs where the bike lane ends to alert cyclists and drivers.

A fourth participant, who happens to be an equestrian, agreed that intersection treatment and education are both "crucial." The bikeways and trails network would be safer with better indicators to equestrians, cyclists, and motorists about where to go in traversing an intersection or at road-ditch crossings. Additional participants also mentioned safety at road-ditch crossings is an important issue.

A representative of the City said each intersection has to be independently assessed for the best solution. Given existing roadway constraints at MLK, for example, "the best we can do is to have bikes merge into traffic." He agreed with prior comments suggesting the need for education for drivers and bikers on safe practices for intersection safety.

Network Connectivity

Several participants suggested that the master plan increase the connectivity between bikeways and trails as well as between the network and roads. One participant specifically mentioned that connectivity is particularly in need of improvement in the northeast quadrant of the city.

Signage can help with network connectivity. For example, there is a need for signs along Tramway informing cyclists that Spain is a good east-west route.

A participant suggested building trails that would connect to the pedestrian bridge that crosses I-40 between San Mateo and San Pedro. Noting the importance of the bridge as a way for cyclists to cross the freeway, another participant noted that it connects grid-like streets that are not easy to follow but relatively safe for cyclists on either side of I-40.

Design Standards

The new Master Plan creates the opportunity to create consistent design standards. As one participant pointed out, the greater the consistency in standards the better people will be aware of and understand the resulting design treatments. The discussion surfaced the following suggestions about this topic:

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- The master plan should include standards for bike boxes (described as “experimental and invisible”) and bicycle boulevards.
- Consistent intersection standards, including signage, through-lanes, and merging, should be instituted.
- The City should assess the benefit of widening some trails (such as the Bosque Trail at Tingley to make it possible for cyclists to ride two abreast).
- Road and street improvements should improve pedestrian and bicycle access including compliance with ADA accessibility.

Aesthetic Improvements

Several participants recommended an emphasis in the plan on bikeway and trail beautification—including weed removal and other aesthetic improvements.

Education

There was consensus that the master plan should be a means of increasing education of drivers, cyclists, pedestrians, and equestrians. Participants said the plan should “bring education into the limelight to increase safety,” “be a voice for biker and driver education” and “take a ... stance for mutual communication, respect, and awareness.” They praised existing educational programs offered by the City and Bike ABQ and indicated that far more drivers and network users should be taking advantage of those educational opportunities.

A major theme in this discussion was that better communication between drivers, cyclists, pedestrians, and equestrians is a key to safety. Along with traditional practices such as using hand signals, communication with drivers and other network users should be taught to people as part of the instruction in how to cross intersections safely. A participant noted that it is especially difficult for equestrians to communicate with drivers.

Several participants suggested using legal means to increase participation in education classes. As a matter of fact, Bike ABQ is working to build a coalition to advocate with the Legislature. One participant suggested finding a legislator to sponsor legislation to create an auto registration discount for drivers who take a bicycle safety course. Another participant proposed that questions about bicycle safety should be included on the NM driver’s license exam. A third said that law enforcement officers should be used as a resource for finding safety solutions.

Interagency Support for Master Plan Implementation

The participants focused discussion on ways to enhance interagency support and collaboration, which they saw as an important means for improving the overall system. The creation of trails along rights-of-way (which involve interagency agreements) is a primary reason the network is as good as it is. Representatives from Albuquerque Metropolitan Area Flood Control Authority (AMAFCA) and the Middle Rio Grande Conservancy District (MRGCD) spoke about ways their agencies contribute to the creation of bikeways and trails when it is feasible. They mentioned a number of

cooperative projects that have been carried out, and the AMAFCA representative described an innovative water harvest and landscaping pilot project being developed from Alameda to Comanche.

Priorities among the Recommendations

As the session closed, participants said that “tremendous progress” has been accomplished over the years in the development and expansion of the bikeways and trails network. That fact should be emphasized in presenting the master plan to the community and key decision-makers.

When asked which among the many recommendations identified for inclusion in the plan should be designated as most important, the participants’ greatest concern was to build a case for greater investment in the bikeways and trails system. They identified three arguments for making that case:

- a) Investment in the network is consistent with the national trend toward alternative transportation modes,
- b) It will produce energy, climate/environmental, and health benefits, and
- c) It may produce infrastructure savings through decreased use of roadways and other infrastructure.

Finally, the group felt that education and safety should be top priorities for the master plan.

Appendix A

BIKEWAYS AND TRAILS STAKEHOLDER WORKSHOP

DECEMBER 15, 2010

Agenda

2:00-2:20	Welcome, Introductions and Overview
2:20-2:45	Recommended Bikeways and Trails Improvements
2:45-3:30	Discussion and Feedback on the Recommendations
3:30-3:45	Break
3:45-4:15	Implementation of the Bikeways and Trails Plan Update
4:15-4:30	Closing Comments

Welcome, Introductions, and Overview

Matt Grush (Gannett Fleming West, Inc.) will welcome the participants to the workshop and introduce the workshop facilitators. The facilitators will review the workshop agenda and ask the participants to introduce themselves.

Recommended Bikeways and Trails Improvements

Matt Grush will give a short power point presentation on recommended bikeways and trails improvements that are being considered for inclusion in the update of the Bikeways and Trails Master Plan. The presentation will summarize major recommended improvements and identify their locations on maps.

Discussion and Feedback on the Recommendations

The participants will have an opportunity to ask questions after the presentation. They will also discuss the recommendations and give specific feedback and suggestions.

Implementation of the Plan Update

After a short break, the participants will discuss ways to build support for the plan. What are the most effective ways to involve agencies in implementing the plan?

Next Steps and Closing Comments

At the end of the workshop, there will be an opportunity for closing comments and reflections on the discussion.

Appendix B

Participant Comment Submitted by Email

As a minimum UNM would like to see on the prioritization of future projects:

1. Safer crossing of Lomas at Vassar Drive.
2. Uphill bike lane stripe with two signs on Yale between Lomas and Las Lomas.
3. Upgrades of signs for bike route or Bicycle Boulevard on Buena Vista between Central and Cesar Chavez.
4. Safer crossing of Central at Yale and/or Buena Vista with improved crosswalk, and possible island refuge area.

Appendix C

List of Participants

Partricia Apt, Albuquerque Public Schools
Jim Arrowsmith, City Department of Municipal Development
Theresa Baca, City Parks and Recreation Department
Jackie Bouker, GABAC
Gran Brodehl, Bernalillo County Parks and Recreation Department
Julian Paul Butt, Bike ABQ
Clay Campbell, Bernalillo Country Parks and Recreation Department
Ray Gomez, Middle Rio Grande Conservancy District
Matt Grush, Gannett Fleming West, Inc. (project consultant team)
Pat A. Hernandez, City Open Space Division
Loren Hines, Albuquerque Metropolitan Area Flood Control Authority
Kate Hildebrand, Consensus Builder (project consultant team)
Julie Luna, Mid-Region Council of Governments
Steve Mathias
Yasmeen Najni, Middle Rio Grande Conservancy District
Ric Richardson, Consensus Builder (project consultant team)

Appendix I
Public Meetings

Bikeways and Trails Master Plan Update

Summary Report on the May Open Houses

Introduction

In May 2010, the City of Albuquerque sponsored a series of public open houses designed to give residents an opportunity to comment on the existing conditions of the city's bikeways and trails. The open houses were part of the process for updating the City's *Bikeways and Trails Master Plan*. Overall, attendance at the open houses compared well to similar events in the past, and the participants contributed information that will be useful in planning improvements in the system.

This report describes the design and organization of the open houses, explains how they were advertised, lists the comments participants wrote on flip charts, gives the results of several exercises, and provides feedback from the participants on their satisfaction with the workshop design. The report concludes with recommendations for the second series of open houses, which are scheduled for November 2010.

Design and Organization of the Open Houses

The open houses took place at the dates, times, and locations listed below:

Tuesday May 18th, 4-7pm
Cesar Chavez Community Center
7505 Kathryn SE

Wednesday, May 19th, 6-7:30pm
Erna Fergusson Public Library
3700 San Mateo Blvd. NE

Thursday, May 20th, 6-7:30pm
Taylor Ranch Community Center
4900 Kachina Street NW

A total of 80 people attended the three open houses according to the sign-in sheets. The Wednesday open house was the best attended; 46 people signed the registration sheet. The Monday and Thursday events drew approximately the same number of people with 18 and 16 people respectively attending those evenings.

The design for the open houses centered on four "stations" that the participants could visit in any order. At each station, members of the team were available to talk with the participants, answer questions, and record comments and concerns. The stations included:

- A “Welcome” station, where participants
 - Signed the registration sheets, noting how they learned about the open houses
 - Placed adhesive dots on two maps, indicating where they live and several destinations they frequent
 - Picked up a card on how to take the online survey, a handout on preliminary survey results, a project schedule, and a comment form

- An “Education and Encouragement” station where participants
 - Reviewed a board showing possible education and encouragement strategies
 - Indicated which of the strategies they felt are most promising

- An “Opportunities and Constraints” station where participants
 - Identified and discussed opportunities and constraints with the team; typical opportunities and constraints addressed the following:
 - Where connections should be improved
 - Where other improvements should be made
 - Where there are maintenance problems
 - Where the bikeways and trails are often congested

- A “Design Safety and Way Finding” station where participants
 - Identified and discussed preferences related to
 - Safety and way-finding measures
 - Existing facilities for on-street cyclists and off-street trail users

Attachment 1 gives greater detail about the design of each station. In addition, Attachment 2 provides the blank boards for several participant exercises.

Publicity

The City and consultant team used a combination of publicity methods to advertise the open houses. There was paid advertisements in the *Albuquerque Journal*. In addition, the team produced a flier distributed through the bicycle shops, bicycle clubs, community centers, and public libraries. An electronic version of the flier was emailed to the bike and trail user clubs; the clubs then forwarded it to their members. The project web site and project facebook page were used to promote the open houses as well as the NMTS and BikeABQ web sites. A press release was prepared for release by the City.

When attendance was light at the first open house, the City of Albuquerque sent the flier to the presidents of the neighborhood associations, and BikeABQ sent a “blast” to its members re-advertising the opportunity to attend the second or third open houses. Attendance increased significantly the next day.

Results of Dot Exercises

In addition to the stations, there were four exercises where participants responded to specific questions by placing an adhesive dot in a space corresponding to their answer. Three of the questions were designed to elicit information about the participants, and the results were as follows:

What kind of trip do you take?

Social and recreational – 46 (dots)

Community and utilitarian – 48

I'm unlikely to use on-street bikeway/multi-use trail system – 3

Link to transit – 12

Who bikes in Albuquerque?

Strong and fearless – 26

Enthusied and confident – 8

Interested but concerned – 25

No way, no how – 0

What type of multi-trail user are you?

Cyclist – 56

Walker or jogger – 32

Rollerblader or skater – 1

Equestrian – 2

A fourth board described in text and photographs eight education and encouragement activities that the consultant team is considering. Participants used adhesive dots to record their preferences among these activities, and the results were as follows:

Summer streets – 20 (dots)

Albuquerque bike central website – 10

Law enforcement partnership – 16

Safe routes to school – 17

Share the road/share the path campaign – 36

Annual bicycle and trail counts – 17

Drivers' education – 43

Bike month events – 10

Comments from Flip Charts and Comment Sheets

Three participants completed comment sheets. The comments they communicated in this way were as follows:

- 911 dispatch has discontinuity with locating without cross streets. Possible solutions: triangulate/ask for supervisor; in-pavement marker with ID number and route indicator
- Bicycle yield to pedestrian signs needed
- Literature on traffic rules for bicyclists needed
- Start one process with radiating/variety of facilities from activity centers

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- Serve the schools – circuit lanes near schools, especially elementary and middle schools

Participants also had the opportunity to write comments and suggestions on flipcharts. The following list is a record of the comments written on the flipcharts:

Written Comments at the Education and Encouragement Station

- APS should create incentive and educational programs for students to ride bicycles to school
- Cyclist Education – How to drive your bike as though it is an automobile – Traffic Skills 101 – League of American bicyclists
- Have clear “rules of the road” for cyclists and automobile drivers
- Air pumps on bike trails
- More signage and way finding on paths and bike lanes that provide information on bicycling
- Bicycle education programs
- Encourage winter cycling
- Paid participant Bicycling 101 classes – e.g. pay bicyclists to take the Bicycling 101 course
- Advertise bike rides or street closures associated with “bike fiestas” well in advance so that driver will be aware that they are happening
- Change Bike Blvd from Silver to Copper in the University area
- Repave and restripe the Bosque trail
- Make available “packets” of laws and regulations that govern and protect the rights of bicyclists and pedestrians
- Enforce the speed limit on the bike Boulevards!!!
- Map out scenic routes for substantial rides (25+ miles) with roads closed to motor vehicular traffic
- Engage school district PE programs to teach bike safety education
- Institute an advertising and education program about Transit/bike connections
- Bridges on north diversion channel – wooden bridges are tough; suggest using a thin concrete surface
- Replace wooden slats on bridges with recycled “plastic Imitation” wood look-alike planks
- Either keep dividing posts at trail entrances and maintain them so they are keep in place, or *get rid of them*
- Keep road shoulders clean of debris
- Put concrete barrier up along remaining section of Paseo del Norte that is adjacent to the bike path where cyclist was killed
- Keep bike paths free of broken glass
- Promote the “Complete the Streets” initiative (see completethestreets.org or Google the name)
- Support teachers that want to start bike clubs (middle school) or become involved in safe routes to school
- Promote these projects and programs. How much promotion will they get?

Written Comments about Citywide Infrastructure Comments

- Better east/west trail connections especially in south Albuquerque area (this comment was repeated at least four times)
- More painted bike lanes – everywhere
- Citywide beltway/perimeter route
- Improve safety, e.g., wide shoulders on Paseo de Vulcan
- Close the gaps, connect the dots, in Los Ranchos
- Address the gaps in the system!
- Wayfinding signs are needed
- Choose one east-west route from North Valley (Bosque Trail) to NE Heights (N/S Diversion Channel) so recreational rider/commuters have one safe route between I-40 and Paseo del Norte. And then build it.
- Bear Canyon Bike bridge must happen (near I-25)
- No asphalt trail in Bear Canyon between Juan Tabo and Tramway
- Commuting – need north-south on-street routes (San Pedro, Bike path at diversion channel, Pennsylvania)
- Commuting – east-wide streets for shared use – Constitution, Indian School, Comanche, Osuna, etc.
- Need underpass at Comanche, Menaul, Candelaria
- Connect eastside to far South Valley – more direct than Rio Bravo; less scary than Coors
- Need hard surface trail for bikes and wheelchairs from North Diversion Channel Trail to Tramway trail along Bear Canyon even in open space
- Need bike lanes on N-S routes on West Side – Golf Course Road, Unser Blvd., Eagle Ranch Road, and Paseo del Volcan
- Poles in center of trails – Make sure pole is over metal ring. If there is no post, then it is more dangerous than possible motorbike.
- When using city trails, when you get to the end, there are almost no signs telling you the nearest place to pick up trails.
- If you cover the Albuquerque bike map with a clear piece of plastic and with a sharpie trace the bike paths, lanes, there are still a lot of gaps. Imagine motorists who do not rely on muscle power coming to the end of the road. They wouldn't tolerate it. Continuous bikeways will make bikes more realistic transportation.
- Connections in SE portion of the city are very difficult in comparison to the rest of the city
- Second previous comment.
- South Valley cyclists have to go far out of their way to gain access to downtown, zoo, Bosque trail, etc. A safe bridge along the Central Avenue Bridge is essential. Biking in the South Valley is already discouraging for many reasons. This lack of a bridge need not be another.
- No connections near Paseo del Norte east of Jefferson to get to Northeast Heights areas

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- Need bike lanes from two lane reductions on Paseo del Norte to Ventana Ranch. There is literally no shoulder in this area, and the Double Eagle Ranch ride from Ventana Ranch to I-40 is very popular with a large segment of the cycling population.
- There are many very hazardous sections/bumps in the Bosque path south of Bridge Street. These are primarily related to roots from trees and the issue has become more hazardous within the last year.
- Better signage and street paint markings at intersections
- Love the “bike boxes”
- Need a bike trail in Bear Canyon Park to get to Tramway from CNM
- Continue to expand bus routes with bike racks

Written Comments about Design, Safety and Wayfinding

- Wayfinding – Like the “mushroom” style signs, like minutes on directional signs
- Bike boxes – need driver education
- Lanes – like colored lanes
- Bike boulevards not really working
- Bike lanes – people park in lanes
- Prefer multiuse trail midblock crossing – OK if gaps exist
- Corner sight distance for cars important
- Tunnels can be dangerous
- Sight distance around “notch” curves
- Overpasses work well, although could be lighter
- Bollards need to be light colors with reflective tape or paint
- Center lines and fog lines on multiuse trails – white or reflective
- Location markers on all trails
- Tunnels – paint them white
- Midblock crossings – no need for flashing lights; crosswalk, signs and median are enough
- Like stair step routes around stop signs
- Mark bike lane through intersection
- Bike boxes seem confusing
- Interpretive signs for bike safety/education
- Interpretation of bicycle history in Albuquerque; create a bike tour of landmarks
- Too many signs on bike boulevard
- People park in bike lanes
- Gates at Balloon Park and Diversion Channel often locked
- Cars travel too fast on bike blvd. Speed limit needs to be enforced.
- Southeast Heights needs to have bike routes signed
- Signs to educate users how to use boxes
- North-south at Indian School and Washington doesn’t have a no right sign
- More sharrows on bike routes

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- Consider moving bike boulevard to Copper
- More bike boxes
- Elena Gallegos trails – alternate days for hiking and biking
- Alvarado – fewer stop signs
- Make pedestrian lights automatic at every red light
- On-street parking and bike lanes – parking area needs to be wide enough to avoid opening door into the bike lane
- Sight distance – can't see around the CMU block walls on corners
- Tunnels/underpasses – very dark
- T-Intersections need crosswalks and push buttons on both sides of dead-end streets (Harper/Barstow); traffic sensors don't always "see" bikes
- Install bike lanes or pave all sidewalks on eastbound Alameda between Balloon Park and Jefferson/I-25
- Bike box – needs more education for autos
- Thank you for addressing the under-crossings for east-west roads on the North Diversion path
- Try to connect bike path paralleling I-40 so it is continuous
- Missing bollards are a danger
- Keep tunnels clean
- No marked lane is better than a narrow lane
- Parking on street next to bike lanes is a hazard to cyclists (opening doors)
- Quick curb at start and stop of bike lane
- More mountain biking trails/maps/signage
- Crosswalk awareness

Informal Feedback from the Participants

As the participants were leaving the open houses, the consultant team engaged many of them in conversation about the design of the open houses. The team made the most concerted effort to solicit feedback the first evening to gather ideas about how to boost attendance and to ascertain whether any changes in the design of the event might be warranted.

In general, participants liked the design for the open houses. A typical comment was, "I liked the informality [of the open house] and that there are a number of ways to give comments." The only concern was the attendance the first evening. Participants made the following suggestions about how to increase attendance at future public events associated with the Master Plan:

- Advertise through major bicycling events (such as national bike races)
- Time the open houses to coincide with community bicycling events (such as Ride-to-Work Day)
- Post signs at major bike and trail destinations (such as popular trailheads)
- Hold open houses at places of employment with larger cycling populations (such as the University of New Mexico, Sandia Lab and Kirkland Air Force Base)
- Advertise through the listserv at Kirkland Air Force Base.

Possible Connections to Other Bikeways and Trails Plans

A representative of the University of New Mexico expressed an interest in coordinating UNM bikeways and trails planning with the City Master Plan Update. A representative of the City of Rio Rancho expressed a similar interest. They gave their business cards to the consultant team.

Recommendations for the Second Round of Open Houses

Based on the experience of organizing open houses and on feedback from participants, the consultant team offers the following recommendations on how to promote the second round of open houses to be held in November:

- Hold some of the open houses at UNM, CNM, Sandia Labs, Kirtland Air Force Base or other places of employment with large cycling populations
- Hold at least one open house in concert with a bicycling event
- Connect with leaders, organizers and promoters of bike-to-work programs at Sandia, UNM and Journal Center, etc.
- Connect with APS to get the word to middle and high school students as well as teachers interested in biking and safe routes to schools
- Develop better connections with college/university students and other young adults
- Make more concerted effort to promote open houses through bike shops and Bike ABQ
- Recruit participants through personal invitations; develop a list of people to contact by asking interviewees and gathering names during bike events

Attachment 1

PLAN FOR THE FIRST ROUND OF OPEN HOUSES

Station #1 – Welcome

The purposes of this station are to a) welcome participants, b) gather information about where participants live and go (destinations), c) summarize the project purpose and schedule, and describe the other stations.

- Welcome
 - Sign-in and name tags
 - Ask how participants found out about the open house, and record on sign-in sheet
 - Distribute packet of handouts containing
 - Project schedule (condensed version)
 - Fliers encouraging people to take survey on website (quarter or half page)
 - Summary of initial survey findings (e.g., connections, barriers and how often respondents bike)
 - Copies of Working Paper #1 – 5 copies marked “Open House Copy, Available on Website” (with the website address)
- Dot Exercise (using the City 2010 Bikeways and Trails map)
 - Where do you live? (1 dot per participant.)
 - What are the 3-4 destinations you cycle, walk or ride to most often? (4 dots per participant.)
- Project Purpose, Schedule, and the Other Stations
 - Review board on project purpose and project schedule
 - Describe the other stations
 - Answer questions (recording them on flipcharts along with any concerns participants express)

Station #2 – Education and Encouragement

The purpose of this station is to explore priorities for education and encouraging use of bikeways and trails.

- Dot Exercise (3 dots per participant)
 - One set of boards will explain existing education and encouragement activities as well as possible enhancements. Examples of activities include Bike to Work Day and Safe Routes to Schools.
 - The other set of boards will have space for participants to place dots showing their priorities.
- Prompts for People Staffing this Station (Take notes on flipcharts)
 - What program ideas should we be considering?
 - What people or groups should we be talking to?

Station #3 – Existing Conditions, Opportunities and Constraints

The purposes of Station 3 are to: a) find out from open house participants how they use the trails and from the cyclists among them what kind of cyclists they are; and b) identify opportunities and constraints.

- Dot exercise:
Who bikes in Albuquerque? (Matrix with space for dots)
 - Strong and Fearless
 - Enthused and Confident
 - Interested but Concerned
 - No Way, No How
What type of multi-use trail user are you? (Matrix)
 - Cyclist
 - Walker or jogger
 - Rollerblader or skater
 - Equestrian
What sort of trip do you take? (Matrix)
 - Social and recreational trips
 - Commuting and utilitarian trips
 - I'm unlikely to use on-street bikeways/multi-use trail system. (Please tell us why by writing your answer on one of the available note pads.)

- Identification of opportunities and constraints (Opportunities and Constraints maps at city and quadrant scales)
Mark responses on a map:
 - Where should connections be improved?
 - What other improvements should be made?
Mark responses on a second map:
 - What locations have maintenance problems?
 - What locations are often congested?

Station #4 – On-Street and Off-Street Design Safety and Way-finding

The purposes of Station 4 are to a) get feedback on design preferences and design guidelines, and b) tell participants about the next steps in the project. This station will have two tables—one on on-street design and the other on off-street design. The discussions at both tables will address design preferences and design guidelines as well as next steps for the project.

- Design preferences
 - Safety – Use pictures to identify design preferences for mid-block crossings and other safety measures.
 - Way-finding – Use pictures of signage to identify preferences.
- Design techniques and guidelines
 - Use photos to illustrate typical existing facilities, and then ask participants which facilities they like or don't like or which are missing.
 - On-Street Cyclists: Photos show bike boulevards, bike lanes, bike routes, bike boxes, etc.
 - Off-Street Trail Users: Photos show facilities at trailheads (e.g., signs and restrooms), midblock crossings, etc.
- Next Steps
 - Describe next steps for the project, and review the project schedule board (as per board described by Kim)
 - Talk about future opportunities to participate in the project.
 - Explain what will happen to the information from this open house.

Flipcharts, Boards and Maps

Each station will have comment sheets. The chart below identifies boards, maps, documents, and other materials that are specific to each station.

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BOARDS AND MAPS

Station	Boards	Maps	Documents/Props
#1 – Welcome	<ul style="list-style-type: none"> • Project purpose and schedule 	<ul style="list-style-type: none"> • City 2010 Bike Map for dot exercises 	<ul style="list-style-type: none"> • Handout packets • 5 copies of Working Paper #1 • Flipchart
#2 – Education and Encouragement	<ul style="list-style-type: none"> • Education-encouragement programs & enhancements • Same with space for dots 		<ul style="list-style-type: none"> • 2 flipcharts for responses to discussion questions
#3 – Opportunities and Constraints	<ul style="list-style-type: none"> • Who bikes in ABQ? • What type of multi-trail user are you? • What sort of trip do you take? 	<p>O&C map to record</p> <ul style="list-style-type: none"> • Connection & other improvements • Locations of maintenance & congestion problems 	<ul style="list-style-type: none"> • Flipchart
#4 – On-Street and Off-Street Design Preferences	<ul style="list-style-type: none"> • Types of safety measures • Types of way-finding • Types of on-street bike and multi-use trail facilities • Next steps & schedule 	<ul style="list-style-type: none"> • Project schedule 	<ul style="list-style-type: none"> • 2 flipcharts for notes on design preferences and design guidelines

Attachment 2

Dot Exercises and Education Board



WHO BIKES IN ALBUQUERQUE?

Instructions: Please place a sticker indicating what type of bicyclist you are.

Strong & Fearless

Will ride anywhere, regardless of bicycle lanes, paths or other bicycle facility

Interested but Concerned

Would ride if you felt safer on roadways—fewer cars, slower cars, and more quiet streets with few cars and paths without cars at all

Enthusied & Confident

Comfortable in traffic – as long as there are appropriate bikeways
Like bicycle lanes and bicycle boulevards, are interested in bicycling or activity, and/or ride on paths, on vacation, or on an organized group ride

No Way, No How

Will not ride a bicycle regardless of facilities.
Please tell us why by writing your answer on one of the available note pads



WHAT TYPE OF MULTI-TRAIL USER ARE YOU?

Instructions: Please place a sticker indicating what type of trail user you are.

Cyclist

Walker or Jogger

Rollerblader or Skater

Equestrian



WHAT TYPE OF TRIPS DO YOU TAKE?

Instructions: Please place a sticker indicating what type of trips you take.

Social & Recreational

Commuting & Utilitarian

I am unlikely to use on-street bikeways/multiuse trail system

Link to Transit



ALBUQUERQUE BIKEWAYS & TRAILS MASTER PLAN UPDATE

The Plan will recommend education and outreach strategies designed to help more residents use trails and ride bicycles. Below are some of the strategies currently being considered.

Summer Streets

Summer Streets events are periodic street closures (usually on Sunday) that create a temporary park that is open to the public for walking, bicycling, strolling, jogging, roller skating, etc. They have been very successful internationally and are rapidly becoming popular in the United States. They promote health by creating a safe and attractive space for physical activity and social contact, and are cost-effective compared to the cost of building new parks for the same purpose. These events can be weekly events or one-time events, and are generally very popular and well-attended.



Share the Road / Share the Path campaign

Marketing campaigns are an important part of creating safer and more comfortable places to bicycle. A Share the Road campaign such as the City's "Easy to Mix" billboards addresses interactions between drivers and bicyclists. A Share the Path campaign helps walkers, runners, bicyclists, dog walkers, skateboarders, and others coexist peacefully on multi-use paths.



Albuquerque Bike Central Website

Many Albuquerque residents do not know where they can find out about events, maps, tips, and repair services related to bicycling and trails. A one-stop website with links and all available information would be a major benefit.



Perform Annual Bicycle and Trail Counts

A mechanism for tracking bicycling and trail use trends over time can help plan for the future and evaluate the impact of existing projects, policies, and programs. The National Bicycle and Pedestrian Documentation Project has developed a recommended methodology, survey and report forms, and reporting forms, and this approach may be modified to serve the needs and interests of individual jurisdictions.



Law Enforcement Partnership

The Albuquerque Police Bureau is a natural partner in efforts to improve road safety. All APB officers participate in a training about bicycle-related crash investigation, and a designated APB officer currently checks out from bike lights to cyclists who do not have them. The APB will consider additional law enforcement partnerships that make the streets safer for bicycling.



Drivers Education

Improving driver awareness of bicyclists helps to make a more comfortable environment for bicycling. Outreach through Drivers Education is a good way to reach beginning drivers, while a classroom class is better to reach older, more experienced drivers.



Safe Routes to School

Safe Routes to School programs use a "3P" approach using Engineering, Education, and Enforcement, encouragement, and evaluation strategies to improve safety and encourage children to walk and bike to school. The programs are usually run by local non-city government, school, and other community organizations, parents and students, and retailers. Future efforts should build on existing projects, including the Bicycle Safety Education review and the current three-school pilot program.



Bike Month Events

Bike Month is a national effort to encourage bicycling to work through fun social activities, and incentives. In addition to existing events such as bike to work day, bike buddies, and bike to cycle rally, an expanded effort may include workshops, guided rides, workplace challenges, company bike-riding, and a bike of the month, social get-togethers, and more.



Bikeways and Trails Master Plan Update

Summary Report on December Open Houses

Introduction

In December 2010, the City of Albuquerque held a series of open houses to gather comments from the public about recommended improvements in the city's bikeways and trails. The comments will be considered in creating the final draft of the master plan, which will be presented to the Environmental Planning Commission (EPC) and the City Council in early 2011.

This report describes the design and organization of the open houses, explains how they were advertised, lists comments participants wrote on flip charts and includes comments submitted in writing and on the project website.

Design and Organization of the Open Houses

The open houses took place at the dates, times and locations listed below:

Manzano Mesa Multigenerational Center
501 Elizabeth St SE
December 7, 2010, 5:30-7:30pm

West Mesa Community Center
5500 Glenrio NW
December 8, 2010, 6-8pm

Alamosa Community Center
6900 Gonzales Rd SW
December 9, 2010, 6-8pm

A total of 47 people attended the three open houses. The Tuesday open house was best attended; 31 people signed the registration sheet. The Wednesday and Thursday events drew 12 and 4 people respectively.

Each open house started with a 20-minute presentation that gave the project overview and schedule, summarized existing conditions, and presented provisional recommendations for bikeways improvements.

Five "stations" provided opportunities for participants to obtain additional information, talk with members of the consultant team, and give verbal and written comments about proposed system improvements. The stations included:

1. A Welcome Station: Provided sign-in sheet, nametags, comment sheets and complementary copies of the 2010 bikeways and trails map.
2. An Existing Conditions Analysis Station: Displayed boards that summarized the “cycle zone analysis” (CZA) and the “bikeway quality index” (BQI). The CZA analyzed different zones in Albuquerque for “bikeability,” and the BQI identified specific facilities that should be addressed.
3. A Design Treatments Station: Showed design options and treatments for bikeways, trails, intersections, transit connections, and end-of-trip facilities.
4. An Existing and Proposed Facilities Station: Provided maps showing existing facilities as well as recommended network improvements. Participants drew or wrote on the maps to communicate their comments and suggestions.
5. An Education and Safety Programs Station: Displayed pictures and descriptions of recommended programs including Safe Routes to Schools.

Finally, there was a display at each open house of the reports the project has generated such as reports on existing conditions and analyses of needed improvements.

Publicity

A combination of publicity methods notified participants and the public of the open houses. There were legal ads and paid advertisements in the *Albuquerque Journal*. In addition, the team produced a flier distributed through the bicycle shops and bicycle clubs. An electronic version of the flier was emailed to the bicycle clubs (Bike ABQ and NM Touring Society), which the clubs forwarded to their members.

Participant Notes on Flipcharts

With the exception of the welcome station, each station had a flipchart where participants could write comments. The following bullets provide their comments.

Existing Conditions Analysis

- Signalized intersections need to have better bike detection capabilities
 - Going eastbound on Copper across Tramway is a good example. I can start when it turns green (it’s uphill) and not cross before the cross traffic gets a green light)
- Poor E-W connectivity over I-25
- Get rid of all substandard (AASHTO) bike lanes. If lane is too narrow, get rid of paint and put in sharrows
- Sweeping needed regularly
- Long drainage grates across street (such as on Copper east of Juan Tabo) are hard to cross and can be slippery
- Better lighting and signage on existing bike routes (e.g., Southern west of Eubank)

- Debris in trails – dangerous
- Repave trails broken along river, I-40 to Central; Bridge to Rio Bravo; Alameda to Rio Bravo
 - A lot of large cracks across bike trail due to tree roots. Very dangerous!
- All I-25 crossings are problematic. Increase lighting in these underpasses.

Design Treatments

- 4' ribbon rack does not accommodate 4 bikes
- Bollards must accommodate tricycles and wheelchairs, and bikes with trailers for kids
- Fix broken bollards!
- Channelized right turn unsafe for bikes using opposing through
- Do not use gutter pan width in 4' bike lane width
- Prefer sharrows
- Replace missing signage on bike routes through residential areas
- Find the right people with the right experience to repair gap and cracks in bikeways—poorly repaired bikeways are often dangerous
- Leave Griegos Drain “dirt”
- Width of striping increase citywide to 4” on boulevards and 6” on arterials or roadways with 40+ mph
- Adopt European “Sign up for the Bike.” Adopt Netherlands criteria for bicycle separation from auto traffic based on speed and traffic volumes
- No free right turns at bike lanes at four-way intersection
- Like the color pavement. Is red better than green?
- Pet friendly bike parking (near restaurant porches)
- Comprehensive sign plan
 - Height
 - Motif – iconography
 - Type size
 - Consistent color
 - Easily maintained

Existing and Proposed Facilities

- To Bernalillo through or pass by Corrales
- Disallow parking and garbage cans in bike lanes—unsafe, and angers motorists when cyclists enter street, e.g., Copper
- Make wider use of the newly approved “Bikes May Use Full Lane” sign and less use of the ambiguous “Share the Road” signs
- New infrastructure needs to meet standards—please don't design more 4' bike lanes where ½ the lane is gutter
- Bike Boulevards need to be practical (not stop signs every block), and they need to be continuous
- Adding a dirt track beside a paved multiuse trail can draw runners and walkers off the paved section and reduce conflict with cyclists (See Chatham County section of American Tobacco trail in NC for example)

- Continue Bike Boulevard across San Mateo! Ends abruptly after Silver Bike Blvd. eastbound. There's nowhere safe to go! San Mateo is 40+ MPH.

Programs

- Promote high visibility garments for low light riders
- Improve bike education at UNM—on campus and nearby. Bikes are everywhere—no lights, dark attire, lousy bike manners, unaware of others
- Educate police about bike/car accident investigation. Add 10 mandatory questions to the driver's license exam with no license if fail any question.
- Enforce 5' bike passing (cite motorists after accident)
- Educate motorists about required 5' distance, perhaps through Public Service Announcements
- Educate about cyclists' right to use full lane if unsafe to ride on right/in bike lane
- ABQ-sponsored (online/print) publication with bike laws and bicycle/motorist responsibilities for bicyclists and motorists
- Cite people who ride on the wrong side of the road and require them to attend bike safety education program
- Educate cyclists to wear highly visible clothing at dusk and when it is dark
- Institute more bike to work days
- Have a law enforcement blitz for drivers who fail to yield to pedestrians and bikes crossing intersections
- Revamp the City's website to consolidate information on bikeways and trails on a single page with links to other local websites with related information; encourage the owners of those websites to include the same links.

Appendix

Participant Submissions

Additional methods for gathering comments included comments written on forms distributed at the open houses and comments submitted through the project website. (Members of the consultant team encouraged website submission by handing out cards with the website address.) This appendix provides the comments collected in these ways.

- Improve Rio Grande Boulevard for bikes. Support reduction to 2 lanes with wide bike lanes and sidewalks between Indian School and Griegos; currently being proposed in update to Rio Grande Boulevard Corridor Plan.
- I live in the Mid Town/UNM area and use the bike paths all the time. I can go from UNM to the Balloon Park using just the paths which are great! From the Balloon Park I can see Tramway & I25 about 1/4 mile away, BUT I could not get there. I spent an hour in the Balloon Park last week trying to find a way, but did not have any luck. Is there a paved road from the Balloon Park to 4th Street/Tramway & I25? I can get to the Frontage Road from the Balloon Park and could just about "spit" to Tramway, BUT I would not go the wrong way on the west side Frontage Road.

I have been taking Alameda east to the Frontage Road on the east side of I25. Alameda can be busy and a bit dangerous. It would be terrific to get that last 1/4 mile piece of paved road from the Balloon Park to 4th Street/Tramway, then going from UNM to Tramway would be 100% bike/pedestrian paths.

Any information you can give me so I don't have to ride on Alameda would be much appreciated.

- [A separate comment from the person who submitted the prior bulleted comment] I live in the Mid Town area and trying to get to Tramway going north on the Diversion Channel paths. I can get to the Balloon Park and just about "spit" to Tramway, BUT I can't get there. I have had a couple of close calls going up Alameda to I25. Any suggestions on how to get that last little piece done?
- Will or can you incorporate a bike lane to connect the Caesar Chavez bridge over at least to the Langham Road intersection, so that people from the Valley can get across safely to CNM, and UNM? Look at the attached presentation (speaker's notes), but right now that segment of Caesar Chavez is listed as a bike route, but it's horribly dangerous. In fact, we just had a cyclist hit-and-run within a few feet of where that first picture was taken. There's plenty of space for a bike lane on Caesar Chavez, with three lanes either side there, and a wide median. Most of that road is two lanes each way anyway, so where it widens to three between Broadway and the freeway, drivers use it as a drag strip in order to queue up for the freeway entrance (nuts).

The other issues regard Gibson, which is inadequately marked, the bike lanes are too narrow, etc., and Broadway, which has only short lengths of marked bike lanes, that connect nothing, and that people use as free parking. Since Broadway is only two blocks from the bike route on Edith, and Edith is a low-traffic street that goes through, then we'd be better to remove the signs and paint from Broadway, and make Edith a Bike boulevard.

Finally, the southbound freeway exit at Martin Luther King looks too much like a freeway, and drivers don't slow down enough to stop or turn at the intersection. We have a lot of wrecks there, and when I'm bicycling up MLK, I always wait after that light turns green to see if a speeding truck is going to blow the light (or wreck) because he is unable to stop. Some rumble strips on the exit would solve the problem, just by waking drivers from highway hypnosis.

Anyway, this has all been blessed by GABAC, my local city councilman (Benton), bike coalition of New Mexico, et al, and I'll be happy to answer questions if you have any.

- Please build more multi-use trails faster. Bike routes - calling a street by a name on a bike map is of much less value per dollar (even if it is much cheaper). Please link existing multi-use trails together (perhaps by turning a sidewalk and a bike lane into a multi-use trail separated from cars by a barrier, or perhaps using railroad right of ways – there are several downtown). Also, please find a way to link multi-use trails so it's possible to cross the freeways, that stops many people from riding their bike when they otherwise might. Thanks!
- The most concern with my commute is finding the safest way to get to the west side of I-25 to downtown. Unlike I-40 which has several pedestrian/bike crossovers. I-25 has none and is a big concern. There used to be an I-25 pedestrian/bike crossover between Coal and Caesar Chavez but was knocked down several years ago. Too bad. Lastly, there are several railroad spurs that have been inactive and would make for great trails.
- I am concerned about safety on the bike lanes. Obviously where Mr. Vollman was killed is not a safe lane. The rear wheels of that big garbage truck don't necessarily match the path of the front wheels. The garbage truck was not five feet away from him as the law stipulates the driver's vehicle should have been.
- Unser blvd's bike line ends abruptly and should be extended all the way to central blvd. Unser Blvd has about the same bike traffic as Tramway which Parallels the cities furthest high traffic and bicycle usage traveling north to south or Vice Versa. On the Maintenance side the existing trail and especially the bike lane could use shorter time periods of waiting for sweeping intervals. The upkeep in the west side by City normally entails cutting weeds then leaving all the goatheads in the streets bike lane. When cutting or as I request more often sweeping with the sweepers would

really be a plus for cyclists using existing bike lanes. Use the same courtesies on Unser blvd that is given for Maintenance on Tramway blvd.

- The stop sign at Silver and Stanford needs to be turned to slow traffic crossing the bike boulevard.
- I would like to comment on the master plan, but none of the sessions are located on bike routes. Mr. Grush, I welcome you to meet with Bike ABQ at one of our monthly meetings if you would really like to know what cyclists would like to see in your plan.

We can put you on the agenda and give your slot priority during the meeting. Please visit our website at bikeabq.org and let the President or the Secretary add you to the meeting agenda.

- I looked at some of your project documents and wanted to add something for you to consider when analyzing the current and future state of cycling in Albuquerque. The amount of debris on the roads and trails is a real problem--and occasionally a hazard--and as near as I can tell from what I read in your documents, it's not even considered as an issue with respect to cycling.

I commute to work at Sandia Labs three days/week, plus a recreational/training ride at least once on the weekend. The majority of my riding is on the east side of Albuquerque and in the East Mountains. I appreciate the bike lanes and trails that exist, but if I could change one thing, I'd like to see some effort going into keeping those lanes and trails free of debris. Granted, some things like broken glass is harder to control, but I hate to see City workers out performing landscape maintenance along trails and road because when they're done, they end up leaving thorns, stickers, and other tire-flattening material on the roads/trails.

The work that's being done to improve cycling in this community is admirable, but unless maintenance (which should include cleaning/sweeping) is also factored into consideration, all that's being created is an ultimately unusable product.

- Are you all following all the comments on Vollman's death on the stories on kob.com? My suggestion to you is for more street sweeping so cyclists might ride in the bike lanes where they are less of a hazard than if they ride on the white line between the bike lane and the traffic lane. If the city is serious about more people commuting by bike to reduce air pollution and congestion do it! Also warn cyclists to obey traffic laws and not to do anything obnoxious to avoid pissing the motoring public off. I have had cyclists swerve right in front of me for no reason. Some of the traffic engineering "improvements" are also a hazard to cyclist not leaving enough space in spots for a bike but forces them into the traffic lane. Smart, real smart.

Trail parallel to I-40 from Rio Grande to 12th is consistently covered in glass. Should be swept regularly.

The bollards on the newer portion of trail parallel to I-40 near Carlisle just south of Menaul are too close together for a wheelchair or hand-trike. They are almost too close together to get the handlebars of a mountain bike between them.

The cycle traffic button on westbound Indian School at University was not working at all the last time we went that way (about mid-November).

The new bridge on the Bosque Trail (over/under I-40?) is beautiful! Wow! While I haven't ridden it yet, I've already heard one comment on how wonderful it is.

And wow to the size of the cracks for a few miles on the Bosque Trail from I-40 north. They are amazingly wide!

The main north-south trail from UNM that runs up to the balloon park doesn't seem to be maintained. There are areas along the length of the trail where the weeds have overgrown it. Especially bad are the salt cedars that block the view around the corner that is just south of Osuna and just east of Chappell. They need to be cut down.

The trail paralleling Paseo del Norte (on the south side) from Coors to Rio Grande is terribly overgrown – especially the portion immediately east of Coors to Rio Grande.

Lack of maintenance of the weeds/goatheads along the trails is obvious.

Every street that has a bike lane should be put on a regular street sweeping schedule – maybe once a month. These bike lanes are consistently covered with glass shards. This is particularly true of the lanes along streets like Pennsylvania, Comanche, Moon, etc. where they are through residential areas and the trash bins are put out onto those streets for collection.

The bike lane on Wyoming southbound from Burlison does not end at Academy even though someone *in the city (engineering?)* says that it must be posted that way. The bike lane does continue south on Wyoming to Osuna and has for many years and is on the city cycling map as a lane. The portion from Academy to Osuna may no longer meet the new standards for bike lanes, but it did in the past and continues to be used as the bike lane that it is.

On westbound Comanche at the turn to Erna Ferguson library there is a sign posting the bike lane as ending. Then just as you round the curve west of there (about 100') the bike lane picks up again. Maybe that 100' should be striped as a lane to connect to two segments.

Comments on Albuquerque Bikeways and Trails Master Plan

<http://www.cabqbikewaysandtrails.com/>

Diane E. Albert GABAC member, BCNM President

AASHTO Guidelines for Bicycle Facilities

The standards in the City of ABQ Development Process Manual- Design Guidelines: do not currently follow AASHTO Guidelines for Bicycle Facilities and, when the AASHTO guidelines are silent, the best practices followed by Platinum Bicycle Friendly Communities such as Boulder, CO, Davis CA, and Portland OR.

See inadequate Development Process Manual Design Guidelines here:

<http://www.amlegal.com/nxt/gateway.dll/New>

[%20Mexico/albuqwin/cityofalbuquerque/newmexicocodeofordinanc?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:albuquerque_nm_mc](http://www.amlegal.com/nxt/gateway.dll/New?%20Mexico/albuqwin/cityofalbuquerque/newmexicocodeofordinanc?f=templates$fn=default.htm$3.0$vid=amlegal:albuquerque_nm_mc)

The Albuquerque Department of Municipal Development

<http://www.cabq.gov/municipaldev/> must be required to communicate with any developers who come to the city with plans for subdivisions and streets leading to the housing developments. Currently, sidewalks and streets get built without being reviewed in the larger context as to whether bike lanes or other facilities should be included. There must be a review of developers' plans by dedicated bicycle planners and professional engineers in order to ensure that bicyclists interests are represented from the very start of a project. All projects must be reviewed by an expert in bicycle facilities prior to the PE stamping off the final approval.

I recommend that the DMD follow the newest edition of the AASHTO AASHTO Guide for the Planning, Design, and Operation of Bicycle Facilities as its guide. I recommend that DMD “Do it right or don't do it at all.” Example: Comanche Road at I-25 where Timothy Vollmann died after falling over and being crushed by a city garbage truck. The lanes there do NOT follow AASHTO guidelines.

Here is a link to the 2010 draft of the AASHTO Bike Guidelines:

<http://design.transportation.org/Documents/DraftBikeGuideFeb2010.pdf>

In many instances, the AASHTO guidelines don't go far enough in providing guidance. Signage city wide is significantly lacking when it comes to any type of uniformity/standards/positioning, etc., which really increases confusion and conflict across all user groups including motorized vehicle users.

When it comes to intersections the key is going to be striping and sharrows. Sharrows will also work on some streets where the roadway travel lanes are too narrow for a bike lane yet we need some method of connectivity (Unser from I40 to Ouray as an example).

Bike lane width throughout the city is a mess. There is no inventory of lanes less than 5'. Reduced width lanes need to be marked as such and should only be implemented when

there is no impact on safety. No parking in any bike lanes anywhere (or post office trucks or garbage pick-up, etc.) should be allowed.

Avenues of Communication

Currently, GABAC and GARTC have very little power to effect change. GABAC's function is to advise the Mayor and City Council but members rarely are listened to. In order to make GABAC/GARTC effective and more worth the time volunteers are putting into the committees, they must be empowered and listened to! Regarding cycling and multimodal transportation in the greater Albuquerque area, what we have had is really just a low level administrative function with no clear/clean line of communication, funding, or formal pipeline into the technical and political infrastructure. That's why things have always been done catch as catch can with no opportunity for input and adjustment. The result is that bicycling has become a PR tool, with the Mayor excitedly announcing that Albuquerque is a Bronze City! With no high level administrative resource truly dedicated to safe bicycling in Albuquerque, cyclists have been 'spinning our wheels' to get someone to listen to our concerns and act on them.

Communication between bicyclists, city planners, and Neighborhood Associations need to be improved. A one-stop website for all non-vehicle transportation is mandatory. At least one staff member must be given the resources required to design, create, and maintain the website. Currently, there is little information about bicycles on any city website. GABAC and GARTC have no website presence because there is currently no funding for personnel to create and maintain the website. The website must work efficiently and be one that people use. Perhaps the city should share the cost with MRCOG.

Albuquerque should use www.SeeClickFix.com to report problems to the appropriate agency so safety can be improved.

The city needs to start funding some of BikeABQ's and BCNM's efforts in return for members' expertise and hard work.

Motorist Education Needed

I would like to investigate why the number of bicyclists have remained stagnant the past 20 years in Albuquerque, yet there are increased bicycle facilities. Could it be because the major focus has been on engineering concerns and the built environment, and what is really needed is education of both motorists and bicyclists. The League of American Bicyclists has created Smart cycling educational materials for both motorists and bicyclists. Courses are available in New Mexico at <http://www.bikenm.org/education/smart-cycling--bicycling-123-courses-in-new-mexico>

Motorists, pedestrians, public transit users, bicyclists, and neighborhoods all are integral to the planning process if Albuquerque truly wants to be a multi-modal city adhering to the Complete Streets concept. Motorists are a large part of the solution yet are excluded from the process.

Safety

Safety of all roadway users should be the top concern of Albuquerque's Mayor and every other public servant. Currently, due to lack of enforcement of cell phone bans, motorist speeding, the 5' passing law, bicycles without lights, and other laws, the streets are dangerous for bicyclists and motorists. All laws must be strictly enforced.

As gasoline prices rise to \$3.00, 4.00 or even \$5.00/gallon how will the City DMD, Albuquerque Police Department, NMDOT, the Transit Department handle the evolving needs of a rapidly changing community? Gas is expected to coast \$3.75/gallon by late 2011. More and more people will bicycle to work as motorized travel becomes prohibitively expensive. The bicycling community needs to take the lead, and Albuquerque politicians and staff need to listen and follow. More conflicts are sure to come due to uneducated and unsafe motorists and bicyclists take to the road. Erika Wilson has tried, but the 911 Call Center still doesn't respond to crashes on trails. Responders still have no idea where the trails are located, what they are named, and how to deal with calls emanating from the trails.

Albuquerque Police Department (APD) promised to come to GABAC meetings whenever there is a crash resulting in serious bodily harm or death to inform us of the facts surrounding crashes, but have not done so. APD needs to work more closely with bicyclists to engender trust.

Currently, there is no law to prevent motorized vehicles from parking in bike lanes, unless signs proclaim so. Currently, USPS mail delivery trucks and other kinds of vehicles routinely park in marked bike lanes and there is nothing we can do about it. This must be changed, a law must be passed and enforced.

Safety on the multi-use trails is a concern. Prompt informed response of the 911 call center to users of the off-road trails is a concern.

Sweeping bike lanes is imperative. Los Ranchos Mayor Larry Abraham has funded sweeping the bike lanes on Rio Grande Blvd. every Friday.

Gaps in Bicycle Network.

You need to prioritize the projects better. There are way too many "high priority" projects now on the List of Project Priorities: 244 projects are ranked high and 170 projects are ranked medium. There's no way the city staffers can handle 244 highly ranked projects. I suggest ranking 100 high, 100 medium high, 34 very high and list the 'top 10' desperately needed projects. I am curious what is the criteria used to rank and who is making the ranking decisions? And, what resources are available (realistically, staff and funding) to implement the top-ranked projects.

It is imperative that adequate funding be found and applied to the bicycle network in order to build at least the top 10 projects within the next 5 to 10 years.

Continue Current Education, Encouragement, Enforcement Programs

As listed on page 32 of Working Paper #5 Existing and Recommended Bicycle Education and Outreach Programs, the current education encouragement, and enforcement programs are pathetic and need to be adequately funded, improved, enhanced, and beefed up. It's embarrassing that you list BCNM's non- profits work here. Albuquerque doesn't give us a dime for our efforts!

Current programs and efforts are deficient; volunteer groups do not have resources to get the job done and they need funding from Albuquerque to hire paid staff; Chuck Malagodi's staff has been slashed the past few years. It's a fact that 0.5 paid ABQ staff time is spent on bicycle programs.

Innovative Design Treatments and Design Toolbox

Facilities such as bike boxes, bike blvds, etc are dangerous when the city installs these by putting paint on pavement and signs up, but doesn't educate motorists. The needs to be an intensive education campaign if these Innovative Design Treatments are implemented. These designs are way too advanced for ABQ motorists and bicyclists as of now, with no training or education. There are so many other ways to spend money on basic bicycle facilities, bridging the gaps, etc. It appears that installing these innovative designed facilities are a PR tool at the expense of bicyclist safety.

However, it would be great if city planners and engineers would address the problem of bike lane markings ending one block to 1/4 mile before major intersections: this is a practice that needs to be stopped. Many local drivers now expect cyclists to be in a bike lane instead of taking a traffic lane since there are so many painted lanes and so little motorist education, and when a cyclist is not in a bike lane or where they are expected to be, some drivers can get pretty testy. Obviously, education is needed and because things have changed over the last few decades, it needs to be comprehensive. To be honest, at some intersections, I'm no longer sure what is expected or the safest option when dealing with routing design, motor vehicle patterns, pedestrians and all the other things that seem to surround major ABQ traffic intersections. I know that what makes me most uncomfortable now is that I feel there is less margin for error than there used to be. We need to update traffic engineering and management philosophies and plan for both motor vehicle and cyclist error while increasing the safety margins when the inevitable crashes do occur.

Dealing with NMDOT

The City of Albuquerque must demand that NMDOT adhere to AASHTO Guidelines for Bicycle Facilities for all bicycle facilities, including shoulders, for all state roads that lie within city boundaries.

BCNM's activities continued to focus on state highway paving policy and practices per BCNM's June 2009 letter to Gov. Richardson (see www.bikenm.org/images/BCNM_letter_govrich_2009.pdf).

BCNM continued to communicate with NMDOT upper management and districts on the

need for edge- to-edge pavement overlays rather than the routine practice of “partial paving,” which leaves abrupt pavement edges in or near the shoulder area needed by cyclists.

Efforts by BCNM Board members led to a few small victories on individual projects in 2010. Just as significant as these small successes is the indication that NMDOT design and operations staff understand the issues, are sensitive to cyclists’ needs, and are prepared to improve practices at the District level once they are given clear direction from upper-level management.

Tramway Blvd after NMDOT fully paved shoulder between Central Avenue and Menaul, looking north Tramway Blvd with NMDOT's partial paving or 'lips' evident, looking north, north of Spain.

Coordination with other Governmental entities.

How does this master plan integrate with the 2035 MRCOG Metropolitan Transportation Plan (MTP)?

<http://www.mrcog-nm.gov/more-news-showallnews-210/399-results-of-transportation-study>

How does this master plan integrate with the transportation plans of Rio Rancho, Valencia County, Bernalillo County, Sandoval County?

Thank you for considering my comments. Diane Albert, GABAC member and President, BCNM 505.235.2277, president@bikenm.org, I AM SPEAKING ONLY FOR MYSELF HEREIN.

Summary of Comments received during the Plan Adoption Process
Bikeways Trails Facility Plan, 2015

NO.	Commenter	SOURCE	TYPE	Summary of Comment	Section Reference	Mar Page	Response/Action/Comment	Status
General Plan Comments								
1	Scott Hale	Sept. EPC	GENERAL	The BTFP has done a great job of taking a lot of diverse and often confusing and perhaps even computing sets of activities and data and organized and presented them concisely and most importantly to the bicyclists, impartially.	n/a	-	Noted.	NO CHANGE
2	Scott Hale	Sept. EPC	GENERAL	I do not support combining a transportation and recreation plan into one document; I do not believe other communities combine bicycling facilities and recreational trails the way ABQ has done.	n/a	-	Albuquerque does not currently have separate plans for bicycling facilities and recreational trails. The current Rank II Plans, the <i>Trails & Bikeways Facility Plan</i> and the <i>Comprehensive On-Street Bicycling Plan</i> both address transportation and recreation on both on-street facilities and trails. Staff is not aware of any other jurisdiction that has separate commuting and recreation plans for bikeways & trails, or separate facilities for commuting and recreation.	NO CHANGE
3	Austin Wetch	Sept. EPC	GENERAL	The City should combine the plans into one document to simplify things and to help funding; easier to implement if consolidated instead of having things spread out.	n/a	-	This was a primary reason to update both plans and reintegrate the content and recommendations back into one document.	NO CHANGE
4	Scott Hale	Sept. EPC	GENERAL	I feel like perhaps we have not effectively tapped the depth of community experience and expertise in this plan. The result very well could be another missed opportunity to meet bicycling's most basic needs; convenience, comfort and not dying or being maimed.	Section 1.D; Section 3.C.3	-	The project was kicked off with a Project Management Team, consisting of agency representatives, City Staff, and bicycling advocates. There were a series of public meetings, workshops, key person interviews, and a survey with over 1,000 individual responses. In the final phases of the plan development, City staff attended monthly meetings of GABAC and GARTC to listen to concerns and issues and to report on the planning progress. Throughout this time, Staff listened to concerns raised in the meetings and revised the plan content to reflect major concerns and typical problems identified by the bikeways and trail users. A final series of public meetings were held in July 2014; much additional input was received, and changes to the proposed alignments and plan content were made to reflect these comments. Future efforts may consider participatory planning strategies such as community based data collection and analysis.	NO CHANGE
5	Scott Hale	Sept. EPC	GENERAL	We would like better feedback about which comments were accepted and reflected in the plan; we don't know what comments were good or bad. There has been no feedback to the community, which is a significant problem.	n/a	-	The Planning Department tracks all comments received during the adoption process. They are summarized and responded to in matrix form (this document). With the large volume of comments received prior to the EPC submittal, the city does not have the resources to respond directly to them individually. The types of comments received and how the plan addresses those comments was generally summarized in the EPC staff report. The staff report is posted at: http://www.cabq.gov/planning/documents/EPC1008887sr10091410.pdf	NO CHANGE
6	EPC	Sept. EPC	GENERAL	There are many editorial corrections/changes that are needed; the EPC would like to see these made in the document before passing it on to Council.	various; see EPC Conditions & Responses	-	These changes have been made in the "October EPC Red-Line" Bikeways & Trails Facility Plan.	ADDRESSED
7	EPC	Sept. EPC	GENERAL	Maybe some of the problems we have currently are because everybody's on a different page afraid their voice is going to be taken away, and what somebody needs to do is sit down and provide a comprehensive framework for the three competing interests to perhaps come together with the best solution.	n/a	-	This proposed Bikeways & Trails Facility Plan is the result of a multi-year process to listen, reflect, and consolidate concerns raised by members of the public and city staff managing these facilities. It strives to balance a variety of interests and needs, while not prioritizing or marginalizing any.	NO CHANGE

Summary of Comments received during the Plan Adoption Process
Bikeways Trails Facility Plan, 2015

NO.	Commenter	SOURCE	TYPE	Summary of Comment	Section Reference	Mar Page	Resoponse/Action/Comment	Status
8	John Thomas	Oct. EPC	GENERAL	The City should focus on periodic updates of the plan to address particular problems such as the Paseo del Norte overpass.	Section 1.E; Section 6.A.1; 2.A.2 Policy 1.c	11, 119; Matrix #21, #22	The plan recommends an annual update of the GIS data and current projects and an update of the plan every 4 years, as well as recognizing flexibility is needed to respond to new challenges and the evolving state of best-practices.	ADDRESSED
9	Scott Hale	Oct. EPC	GENERAL	Concern that NMDOT and ABQ Ride were not more closely involved in drafting the plan because it seems to indicate a lack of commitment to bicycling initiatives. Bicycle and transit facilities need to be mutually supportive.	Section 7.B; Maps	164- 165, Maps	These agencies were involved throughout the process of developing the plan and also during the adoption phases; however, they were not scoped as key players in the day-to-day analysis. The City acknowledges that these are key players in a functional system, and recommends continued coordination and collaboration. Additionally, the proposed bikeways and trails were analyzed in conjunction with the ART stations and additional proposed bikeways and wayfinding signs were proposed to improve connectivity to the stations.	ADDRESSED
10	Gary Kelly	Oct. EPC	GENERAL	The plan should incorporate mention of the City's ADA self-evaluation and annual transition plan.	Section 3.B.2; Implementation Matrix	42; Matrix #28	A copy of the 1996 ADA Field Survey has been located. It is incorporated into the plan as Appendix C, and referenced in Section 3.B.2, Existing Facility Enhancements, Retrofitting Trails to be Unviersally Accessible. A new short term action item was added to the Implementation Matrix, new #28: "Complete annual ADA Transition Plans, which will guide the City towards identifying and correcting ADA issues along bikeways & trails."	ADDRESSED
11	Dan Majewski	Dec. LUPZ	GENERAL	The draft plan is too lengthy for most people to read or provide comments. There should be more focus on serving the bikeways & trails users and responding to their concerns.	Snapshot Summary; Section 6.F; Index	154- 157, 167- 170	This facility plan is a lengthy technical document. The snapshot summary is a shorter document that captures many of the key ideas put forth in the plan. The plan added a new summary of the implementation matrix, and an index to help people locate topics of interest. The table of contents and executive summary are other resources to help use the document.	ADDRESSED
12	Dan Majewski	Dec. LUPZ	GENERAL	The City of Santa Fe announced a campaign about bike safety. Albuquerque should consider doing the same.	Chapter 5, varioius	103- 106, 115	Chapter 5 of the plan identifies many ongoing programs and opportunities for new ones. Parks & Recreation manage educational campaigns and other PSAs that focus primarily on bicycle safety.	ADDRESSED
13	Ian Maddieson	GARTC	GENERAL	The plan should give more emphasis to trail use as recreation. There should be a definition for "recreation" in the Plan, and the City should investigate how to understand, measure, count, and encourage recreational trail use.	Section 1.C; Section 1.G; Section 7.D.8; Index; Implementation Matrix	5-9, 15, 242- 250, Matrix #51	The plan has nearly equal numbers of references to "recreation" as "transportation," according to the index. However, most funding for the system is allocated through transportation funds, which may skew project implementation to this end. Some of the recommended improvements, such as better system connectivity and enhancing intersections will improve both the transportation and recreation experience. The plan acknowledges the value and benefit of recreational use, and it recommends enhancements to improve the quality of the experience in the design manual. These projects must be completed as budget allows. A definition for recreation has been added: "Recreational uses are when the primary purpose is for fun, fitness, sports training or family togetherness; practical uses are when the primary purpose is to get to a necessary destination, such as to work or school, or to perform essential errands such as shopping for food or going to a doctor's appointment." A new short term action item was added to the Implementation Matrix #51: "GARTC should investigate how to understand, measure, count, and encourage recreational trail use. GARTC should make recommendations on the need for and approach to data collection about the recreational trail experience."	ADDRESSED

Summary of Comments received during the Plan Adoption Process
Bikeways Trails Facility Plan, 2015

NO.	Commenter	SOURCE	TYPE	Summary of Comment	Section Reference	Mar Page	Resoponse/Action/Comment	Status
Policies								
14	Scott Hale	Sept. EPC	POLICY	Bicyclists priorities are 1) convenience, 2) comfort, and 3) protection from hazard and injury.	Section 2.A.2, Principle 1.e	18	This text has been added to Principle 1.e. Section 2.A.2, Goals & Principles, "Focus on providing convenience, comfort, and protection for hazard and injury."	ADDRESSED
15	Scott Hale	Sept. EPC	POLICY	The City should think of convenience and safety of all users in road projects, not just prioritizing automobile travel.	Section 2.A.2; Implementation Matrix	17-18, Matrix #111	This idea is consistent with the rationale for the Complete Streets Ordinance, adopted 1/21/2015. The plan has a goal to "Improve the cycling and pedestrian experience" that aims to address improvements for bicycling and walking. The plan includes a long-term action (#111) adopting a multi-modal level of service analysis that would require consideration of all modes, instead of the current standard practice of only measuring automobile service/delays.	ADDRESSED
16	Austin Wetch	Sept. EPC	POLICY	The roadways should be safe for all ages to encourage riding; posting bike route signs can raise awareness in the community.	Section 2.A.2; Section 3.B.1; Section 3.C.4	17-18, 36-37, 56-57	This idea is consistent with the rationale for the Complete Streets Ordinance, adopted 1/21/2015. The City has a current project to inventory all bicycle route/lane/boulevard signs, and install more where routes do not meet current standards.	ADDRESSED
17	EPC	Sept. EPC	POLICY	I think one of the biggest things we have to do is to work at making Albuquerque less auto-centric. I realize that motorist, cyclist, pedestrians or recreational users would often have competing, but not necessarily conflicting ideas about what needs to happen. I find this document to be aspirational not prescriptive.	various	-	Both this plan and the recently adopted Complete Streets Ordinance aim to improve opportunities for all modes of travel. The BTFP also aims to improve the quality of recreational experiences on trails and bikeways in the City. The plan serves both as an aspirational document, as well as prescriptive of the steps and actions required to achieve the vision.	ADDRESSED
18	Gary Kelly	Oct. EPC	POLICY	GARTC members disagree with the blurring of the distinction between recreational trails and bicycle commuting and transportation. They believe that the recreational experience is not adequately reflected in the plan, for example, the lack of data collected for this plan related to trail users (other than cyclists). We know very little about the recreational experience. That recreational experience is looking at what's it like: it's it safe out here? Is it going to be pleasant out here? Is this going to be something that an enjoyable thing for me to do?	Section 1.G; Section 3.C.3; Implementation Matrix	15, 53-56, Matrix #51	The draft plan will incorporate a definition for recreation and include an action item to explore the recreational use of our trail system in more detail. The data collected for this plan did have a bicycle focus, but data was collected for all users in the trail counts and in all of the public engagement opportunities. A new short term action item was added to the Implementation Matrix, #51: "GARTC should investigate how to understand, measure, count, and encourage recreational trail use. GARTC should make recommendations on the need for and approach to data collection about the recreational trail experience."	ADDRESSED
19	Dan Majewski	Dec. LUPZ	POLICY	The bikeways system has grown over 200%, but the number of riders has remained stagnant. We should focus more on education and encouragement instead of only engineering and growing the system. Try to find out why people do not use bikeways more.	Section 3.C.1; Section 3.C.3; Chapter 5	44-47, 53-56, Chpt. 5	This effort identified many reasons people report not using bikeways & trails, including: maintenance/condition of the facility/goatheads, they don't serve desired destinations, the bike lane disappears at intersections, they do not feel secure/comfortable, there are too many users on the trails, and there is no crossing treatment where a trail intersects with major arterials (pg 44-47 and 53-56). The City has both engineering efforts and educational programs. Both are considered essential to developing opportunities to cycle and recreate on trails and bikeways (Chapter 5).	ADDRESSED
20	Dan Majewski	Dec. LUPZ	POLICY	The city should focus on connecting the existing facilities better; intersection improvements as a way to get more riders.	Section 4.A, Figure 16 Map	61-71, Maps	The plan has been changed to add the identification of intersections that need to be enhanced to better serve bicycling and trail use. The plan includes recommendations for Facility Gap Analysis and Gap Closure Recommendations (61-71). This is one of the commonly cited reasons for people not using trails and bikeways more. The intersections identified for enhancement were added to the Critical Links map to address this concern.	ADDRESSED

Summary of Comments received during the Plan Adoption Process
Bikeways Trails Facility Plan, 2015

NO.	Commenter	SOURCE	TYPE	Summary of Comment	Section Reference	Mar Page	Resoponse/Action/Comment	Status
21	Julie Luna	Dec. LUPZ	POLICY	Bikeways and accommodations is evolving very quickly, cycle tracks, etc. and we should continue to explore and adopt new best practices.	Section 2.A.2, Principle 1.c.	18	A new principle has been added: "Study, pilot, test, and implement best practices and designs that have been found successful in other communities to respond to the rapidly changing state of bicycle and pedestrian practices. Implementation of this plan should allow flexibility to include new projects and techniques that are highly consistent with the plan goals." Section 2.A.2, Principle 1.c.	ADDRESSED
22	Scott Hale	Sept. EPC	POLICY	Existing bike facilities need to be evaluated for hazards and inherent risks like driveways, merged facilities, yield priority, crossing movements, posted speeds and signal timing, especially yellow signal timing for bicyclist on high speed roadway. The City should make it a priority to develop a hazard identification and ranking system with Risk Management, Traffic Operations/Engineering in imply involved in that process.	Section 4.A.1; Implementation Matrix	62, #34, 35, 39, 40, 50	The plan proposes a future "Existing Bikeway & Trail Evaluation" according to the infrastructure project evaluation criteria identified in Chapter 4.A.1, which was not possible to complete during the earlier stages of this planning effort. It includes an evaluation criterion for "Safety, Collisions & Injury" that would evaluate the items listed in this comment. Completing this evaluation is listed as a short-term action item, #39.	ADDRESSED
Administration								
23	Lanny Tinning	Sept. EPC	ADMIN.	The City should support flexible zoning that would allow more bicycle-related businesses to develop along recreational trails.	Section 5.B	117	The BTFP currently recommends development of Bicycle Friendly Business Districts or other zone code amendments to support bicycle culture in the city. Section 5.B, New Programs to Expand or Initiate, Other Trends in Bicycle & Trail Planning. This item is on the list of issues for the Citywide Unified Development Ordinance, began in 2015.	ADDRESSED
24	Scott Hale	Sept. EPC	ADMIN.	There should be better coordination and communication in bicycle commuity planning and advisory activities (i.e., Traffic, Operations, Engineering, Parks, NMDOT, and Bernalillo County)	Section 6.A.1; Section 6.A.3	119-127	In Chapter 6, Implementation Strategies, the BTFP recommends improved administrative coordination among City Departments, other agencies, and with advisory groups.	ADDRESSED
25	Scott Hale	Sept. EPC	ADMIN.	The City should step outside the community and search out the best solutions that other community have applied to solve similar design in finance and challenges. Our objective should be to not re-invent the wheel and to strive for cost-effective and efficient solutions to meet the roadway needs of all users.	Section 2.A.2, Principle 1.c.	18	A new principle has been added: "Study, pilot, test, and implement best practices and designs that have been found successful in other communities to respond to the rapidly changing state of bicycle and pedestrian practices. Implementation of this plan should allow flexibility to include new projects and techniques that are highly consistent with the plan goals." Section 2.A.2, Principle 1.c.	ADDRESSED
26	Scott Hale	Sept. EPC	ADMIN.	As we move forward finalizing a bicycle plan, it's important to include a process and mechanism for the bicycle community to initiate and participate in projects (i.e., standardizing sign size/location, solving expansion joint surface problems on trails, routine maintenance needs).	Section 6.A.3; Implementation Matrix	122-127, #21, #23	This topic is discussed in the BTFP, Section 6.A.3, Role & Structure of Advisory Committees. For example, the plan recommends: "Clarify the role of the committees and integrate the advisory committee role in a more standardized manner into the planning and design process," page 126. Also, see Policies for Bikeway & Trail Development Objective 1.6, "Support the efforts of the Greater Albuquerque Bicycling Advisory Committee (GABAC) and the Greater Albuquerque Recreational Trails Committee (GARTC) to promote bicycling and improve bicycle hazard and injury reduction through effective responses to GABAC and GARTC concerns" page 127. Many of the current DMD and P&R studies have been initiated at the request of GABAC and GARTC (bollard study, wayfinding study, etc.) Finally, the short-term implementation action item #21 involves updating the short term priority construction list and map every 2 years, in conjunction with advisory groups. The implementation action item #23 involves citizen advisory groups in developing a project identification, design, and development process.	ADDRESSED

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NO.	Commenter	SOURCE	TYPE	Summary of Comment	Section Reference	Mar Page	Response/Action/Comment	Status
27	Scott Hale	Oct. EPC	ADMIN.	The City should consider the questions and responses to national rating surveys (League of American Bicyclists and Alliance for Biking and Walking, for example) to continue improving the system, in terms of staffing and maintenance. Future surveys should be reviewed by community members to ensure accurate responses. In the LAB survey, the city represented ourselves as having 76-90% of our existing network meets or exceeds AASHTO, MUTCD, and NACTO standards. The community disagrees.	various; Appendix D	various Appx. D	This comment was included as an EPC Recommended Condition of Approval. The project team reviewed the 2012 LAB recommendations for Albuquerque to ensure that they were documented in the proposed BTFP. Most of the recommendations were already included, and some text was added to strengthen recommendations. This report will also be included in the adoption of the plan as Technical Appendix D.	ADDRESSED
28	Gary Kelly	Oct. EPC	ADMIN.	This plan does not provide any discussion about how this data for the recreational trail experience will ever be gathered over the next 5-10 years.	Section 1.G; Implementation Matrix	15, Matrix #51	The draft plan will incorporate a definition for recreation and include an action item to explore the recreational use of our trail system in more detail. Future studies was added as an Action Item #51: "GARTC should investigate how to understand, measure, count, and encourage recreational trail use. GARTC should make recommendations on the need for and approach to data collection about the recreational trail experience."	ADDRESSED
29	Gary Kelly	Oct. EPC	ADMIN.	In our discussions about combining into one committee, GARTC unanimously decided that no, we did not wish to, at this time, to recommend being part of one large committee. And there reasons did include the fact that obviously we looks at the recreational experience differently from the commuting experience and we don't wish to see it submerged in a larger committee and the minority perspective. It would also not preserve the amplification of minority interests, as GARTC was established to accomplish.	Section 6.A.3; Implementation Matrix	123-124, Matrix #25	This position has been noted, and documented in this adoption process. Any action to change the structure or operations of the City's two advisory groups would require a separate legislative change. The City's consultants noted both pros and cons of a variety of different structures for bicycle, trail, and pedestrian advisory groups. Also see Advocacy Advance article for more information and analysis - http://www.advocacyadvance.org/site_images/content/bpac_best_practices(web).pdf	ADDRESSED
30	Dan Majewski	Dec. LUPZ	ADMIN.	The City needs to improve route closures/diversions during construction projects.	Section 6.A, Objective 4.7	130	The City currently uses the MUTCD Chapter 6, Temporary Traffic Control to maintain bicycle routes and lanes through construction projects (Section 6.A, Objective 4.7). These plans are reviewed and approved at the Design Review Committee meetings; implementation of the plan is the responsibility of road construction contractor. DMD Engineering Division Project Managers perform site visits to ensure compliance.	ADDRESSED
31	Dan Majewski	Dec. LUPZ	ADMIN.	The City should ideally have more staff working on bike facilities.	Section 6.A.2	121-122	It is not the function of a facility plan to dictate staffing levels; that is determined through the city budgeting process. The plan recommends giving administrative priority to staffing these roles.	NO CHANGE
32	Julie Luna	Dec. LUPZ	ADMIN.	MRCOG is committed to continuing to collect and report crash data and trail count data.	Section 5.B	116	Chapter 5 acknowledges the efforts of MRCOG in data collection for crash and trail counts. The plan recommends the City support expansion of these efforts.	ADDRESSED
33	Lee Ann Ratzlaff	email	ADMIN.	Also, is there any way we can address cars that park in the bike lane? It's a serious problem on Campus Blvd between Monte Vista and Carlisle, although I know there are other areas that also have cars regularly parked in the bike lane.	Section 6.B.2	136-137	Chapter 6 recommends amendments to the Traffic Code to clarify that bicycle lanes are travel lanes and that parking is not allowed. Changing this practice will also require enforcement actions. When this happens, it would be appropriate to report the incident to 242-COPS.	ADDRESSED

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NO.	Commenter	SOURCE	TYPE	Summary of Comment	Section Reference	Mar Page	Response/Action/Comment	Status
34	Scott Hale	Sept. EPC	ADMIN.	The City should re-assess our current education efforts and re-focus a significant portion on educating motorists about their responsibilities in a shared roadway environment.	Section 5.B	105, 111, 115	In Chapter 5, Recommended Programs, the BTFP identifies current outreach to the Metropolitan Court to integrate a "Share the Road" education segment into the Aggressive Driver class (page 105). The City also offers presentations at driving schools about the rights and responsibilities of motorists and cyclists (page 111). The Plan recommends additional education effort, such as a driver diversion class to reach current drivers (page 115).	ADDRESSED
35	Austin Wetch	Sept. EPC	ADMIN.	BikeABQ works a lot on education; the City should do a lot more to help those efforts.	Section 5.A.2; Section 5.B	102-118	The City acknowledges all the support provided by local bicycling clubs in outreach, education, and encouragement. Chapter 5 of the plan discusses educational programs and opportunities to build on them in the future. However, no new public funds are allocated for this task.	ADDRESSED
34	Lanny Tønning	Sept. EPC	ADMIN.	There are economic benefits to bicycling and recreation that we could capitalize on more (i.e., tourism, recreational support businesses, alternatives to automobiles).	Section 1.C	5-9	The wide range of benefits associated with investments in bikeways and trails, including economic benefits, is outlined in the introduction of the BTFP, Section 1.C, Bikeways & Trails Benefits.	ADDRESSED
Performance Measures								
35	Scott Hale	Oct. EPC	PERFORM. MEASURES	GABAC and the bicycle community support planning and want our community to develop a Bicycle Plan that is both current in terms of clearly identifying community needs and most importantly actionable.	various; Implementation Matrix	-	The BTFP aims to improve opportunities for all modes of travel and to improve the quality of recreational experiences on trails and bikeways in the City. The plan serves both as an aspirational document, as well as prescriptive of the steps and actions required to achieve the vision.	ADDRESSED
36	Dan Majewski	Dec. LUPZ	PERFORM. MEASURES	The Plan should include more performance measures, i.e., increase the number of riders in a specific time frame.	Section 2.A.2, Principle 4f; Section 6.A.4; Implementation Matrix	19, 127, 132, Matrix #27	DMD's consultant developed several performance measures for the current COSBP objectives (see pages 127-131, BTFP). The currently adopted COSBP has measurable goals to: "Achieve a bicycle commute mode share of 5% by Year 2005 and 10% by Year 2020; Achieve a bicycle mode share of 5% of all trips by Year 2020; Reduce by 10% the number of bicycle fatalities and injuries by Year 2020." The 2010 draft plan maintained these goals, but pushed the date out by another 20 years. Staff believes that these goals may be neither realistic nor achievable, and therefore warrant further consideration before adopting as City policy. The proposed BTFP includes a principle 4.f: "Facilitate and encourage commuter cycling and utilitarian trips by developing performance measures to better understand the impacts of programs and projects." The BTFP proposes an Implementation Item to develop appropriate and achievable performance measures related to bikeways and trails.	ADDRESSED
37	Ed Hillsman	Dec. LUPZ	PERFORM. MEASURES	Performance measures matter, and the City should focus on increasing the number of trips made by bike and increasing numbers of riders.				
Design Standards								
38	Scott Hale	Sept. EPC	STANDARD	It is important that we develop and publish in-depth standards with a toolbox of clear dimension, surface, movement, signal and signage markings specifications and solutions. These should be revised to reflect NACTO guidance.	Chapter 7, Design Manual; Section 7.A.2	Ch. 7, 172	The BTFP Design Manual, Chapter 7, is an in-depth document providing standards and guidelines for development of bikeways and trails. This chapter adopts by reference the standards of NACTO and AAHSTO, but includes standards and practices unique to Albuquerque's challenges and preferred design.	ADDRESSED
39	Scott Hale	Sept. EPC	STANDARD	The City should strive to exceed AASHTO guidelines and lean toward NACTO designs for future projects. I think NACTO is much better suited for where bicycling in an urban environment is going.	various; Section 7.A.2; Section 6.B.4	10, 11, 24, 96, 128-130, 138-9, 144, 172	The NACTO guide is referenced throughout the Plan. Every instance AASHTO is cited, NACTO is also referenced. The NACTO guide is referenced in the Design Manual as one of the guidance documents applicable to bikeways & trails design (page 172). Recommendation to amend the DPM was added to the legislative change section (page 138).	ADDRESSED

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NO.	Commenter	SOURCE	TYPE	Summary of Comment	Section Reference	Mar Page	Resoponse/Action/Comment	Status
40	Scott Hale	Sept. EPC	WAYFINDIN	The City should provide a sense of how to navigate our facilities network.	Section 3.C.1; Section 3.C.4; Section 3.C.5; Section 4.D; Section 7.E.2; Implementation Matrix	50, 57, 58, 264 271	The BTFP identifies this as a current issue, Section 3.C.1 and Section 3.C.5. Recommendations related to wayfinding are provided in Section 4.D, Wayfinding, and in the Design Manual, Section 7.E.2, Wayfinding. The BTFP also summarizes a current DMD project, "Bicycle Corridor Wayfinding & Sign Development," Section 3.C.4, Current Studies & Programs. Wayfinding improvement recommendations are made in the Implementation Matrix #15, 46, 106.	ADDRESSED
41	Silda Mason	Sept. EPC	DESIGN	I'm here to advocate for protected bike lanes for flex posts that separate the traffic from bicycles, so I'd like to see more visible projects. So that people that are driving would say, "Hey, there doing all these things for cyclists I guess they matter"	Chapter 7, Design Manual; Section 7.C.8, Matrix #36	209- 215,	The plan addresses physical separation for bicycle lanes in the design manual in the section about "cycle tracks." They have been successfully installed in other major cities, and have typically resulted in increased ridership. Physical separations do present maintenance challenges, such as sweeping the lane and durability of the flexible bollards. Implementing these "innovative designs" is reflected in the short-term action item #36.	ADDRESSED
42	Scott Hale	Oct. EPC	STANDARD	The AASHTO and NACTO guidance documents are pretty much accepted, so the plan could reference those and remove much of the Design Manual to make the document less unwieldy.	Section 1.D.2; Section 1.E; Section 2.B.1; Section 4.C.1; Section 6.A.4; Section 6.C.2; Section 7.A.1	10, 11, 25, 128, 129, 137, 138, 132, 144, 171- 172	The Design Manual does incorporate those documents by reference as applicable standards and design guidelines that would apply. However, it also has more specific guidance on addressing local design challenges/needs. For example, there is also guidance on local maintenance programs and initiatives, guidance on interagency coordination with MRGCD, AMAFCA, NMDOT, and more specific information on the range of bicycle boulevard interventions than is included in either document.	ADDRESSED
43	John Thomas	Oct. EPC	DESIGN	I've seen two poorly designed and engineered trails (Piedras Marcadas and Boca Negra), and well-excuted projects (underpasses on North Diversion Channel). I think we can do really good work here in Albuquerque we just need to focus on some of the topics that have already been brought up here concerning quality and user-friendliness.	Section 6.A; Section 7.D; Section 7.E	119- 135, 215- 275	The City and its engineers strive to design and build the best facilities, within the constraints of each project (such as funding, right-of-way, interjurisdictional coordination, and natural topography). The plan aims to provide guidance in balancing these various needs and constraints. The plan also recommends improvements to the process of soliciting and accepting public input and comments through the City's advisory groups.	ADDRESSED
Facilities								
44	Scott Hale	Sept. EPC	FACILITIES	High speed limited access roadways designated as bicycle facilities pose a myriad of problems that are not well addressed by multi-use, shared-use path design solutions. Crossing vehicle movements should be minimized if there is a shared-use path.	Maps	Maps	The BTFP map has been revised to remove several bicycle facilities on high speed, limited access roadways, to respond to this concern. They include Coors Bypass, Coors at I-40, and Tramway Blvd.	ADDRESSED

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NO.	Commenter	SOURCE	TYPE	Summary of Comment	Section Reference	Mar Page	Response/Action/Comment	Status
45	Scott Hale	Sept. EPC	FACILITIES	Total facility mileage is simply quantified and misrepresents many of the deficiencies bicyclists and pedestrians experience daily on our facilities. We need to institute more qualitative metrics.	Section 3.C.4; Section 4.A.1; Implementation Matrix; Appendix H.3	56, 62, Matrix #35, #43	The BTFP recognizes this as a challenge, and identifies incremental steps towards a more qualitative inventory of the system. For example, Section 3.C.4 describes a current study of bike boulevards to identify deficiencies in the current installations prior to designing future projects. Page 62 of the plan has added the following text: "When prioritizing new projects, the City should target existing bicycle facilities that may be out of compliance with DPM and/or Design Manual criteria, when feasible and provided sufficient right-of-way exists or can be reasonably obtained." This recommendation was added as a short-term Implementation Action. DMD's consultant performed a spot inventory of the bikeways & trails in the City, and a future study could build on the Alta/HTG Inventory. There is also the Bikeway Quality Index, Appendix H.3. The consultant also developed several inventories, including bikeway quality index, cycle zone analysis, and street plan, which identifies roads that could be restriped to improve the cycling experience. The plan has short-term Action Items to collect data on crashes to help identify system deficiencies that could be addressed.	ADDRESSED
46	Mike Silbert	email	FACILITIES	Just got back from a ride on the Alameda trail, luckily. Because of the heavy multi-use on this trail it seems to be getting more risky to ride, walk, jog or run on. I am not a safety professional, however, I do deal with those pros while working on construction projects. And I find it hard to believe that a safety review of the conditions at some portions of the trail would be considered safe, especially at locations like the PDN underpass. I know we all dread the day when we need to use law enforcement as a resource to make our trails safer. However, what alternatives are being pursued? It seems that at locations similar to the PDN underpass you either need to make physical changes to the trail so that bikes must travel slower or construct an alternative route for bikes so that conflicting users can be separated in order to avoid an unsafe condition. Please let me know your thoughts on this subject and if there has been a safety review done on the trail that is still current, where I can obtain a copy.	Section 7.D.3; Section 7.D.6	62, 225, 233-236, 252, Implementation Matrix #34, 35, 39, 40, 50	The Alameda trail does not intersect or cross Paseo del Norte; the Paseo del Bosque Trail does have an underpass at PdN. This portion of the Paseo del Bosque Trail is managed by CABQ Open Space. The plan recommends design solutions for facilities that have high levels of use, such as the Paseo del Bosque. These strategies and designs are outlined in the Design Manual, Chapter 7, and include separation of uses and wider trails. There is an Action Item, #50: "Inventory, evaluate, and then retrofit design enhancements for facilities that do not meet the minimum standards or have a high number of users." The plan proposes a future "Existing Bikeway & Trail Evaluation" according to the infrastructure project evaluation criteria identified in Chapter 4.A.1, which was not possible to complete during the earlier stages of this planning effort. It includes an evaluation criterion for "Safety, Collisions & Injury" that would evaluate the items listed in this comment. Completing this evaluation is listed as a short-term action item, #39.	ADDRESSED
47	Scott Hale	Sept. EPC	FACILITIES	The connections and intersections need improvement and more attention in the future. Designs that route multi-use paths across crosswalks and along sidewalks (like at San Antonio and I-25 or Ouray and Coors) are confusing and hazardous.	Section 4.C.1; Section 4.D; Critical Links Map	95-97, 101, Maps	This comment relates both to intersections & wayfinding. Intersections that were identified by the City's consultant for enhancements, as well as intersections identified by GABAC and GARTC have been added to the proposed facilities maps. These will all need future studies to determine the appropriate enhancements. The intersection enhancement component of the plan is described on page 95-97. Wayfinding recommendations are on page 101.	ADDRESSED
48	Silda Mason	Sept. EPC	STUDIES	The City should explore bike signal phasing for high volume roads.	Section 6.A.4, Objective 3.8	129	The City currently has a policy to "Evaluate and adjust traffic signal timing of the vehicle phase change and clearance interval to provide adequate time for bicycles at signalized intersections on designated bicycle networks." This policy is maintained in the proposed BTFP. This issue has been discussed at GABAC, and advisory/advocacy groups could request the City perform an evaluation at select locations.	ADDRESSED

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NO.	Commenter	SOURCE	TYPE	Summary of Comment	Section Reference	Mar Page	Resoponse/Action/Comment	Status
49	Dan Majewski	Dec. LUPZ	FACILITIES	There should be more focus on recommendations to improve existing infrastructure, particularly major road crossings and intersections. Improvements should be proposed at all road crossings.	Section 3.B.2; Section 4.C	41-42, 95-97	This is identified as a current issue (Section 3.B.2, page 41-42). The plan also provides recommendations about facility enhancements (Section 4.C, pages 95-97).	ADDRESSED
50	Dan Majewski	Dec. LUPZ	FACILITIES	Support for recommendation for Claremont as a new Bicycle Boulevard. The Plan should recommend converting more bicycle routes into bicycle boulevards over time.	Section 4.C.4	99	The section recommending existing facility enhancements has included text on expanding the system of bicycle boulevards through upgrades from bike routes to bike boulevards (Section 4.C.4, page 99)	ADDRESSED
51	Dan Majewski	Dec. LUPZ	FACILITIES	Bike boulevards are a great strategy if done right - maintain momentum for cyclist but minimize through traffic for vehicles. Many users don't consider our bike boulevards safe.	Section 7.C.6	192- 201	The Design Manual describes 5 levels of bicycle boulevards. The current facilities in Albuquerque would be classified as Level 2 with some Level 3 intersection enhancements. Traffic calming and traffic diversion (levels 4 & 5 may be considered in future projects.	ADDRESSED
52	Dan Majewski	Dec. LUPZ	FACILITIES	There needs to be an underpass at Indian School and North Diversion Channel because Indian School is a barrier to many people.	map	map	The plan proposes a grade-separated crossing at this location. DMD is also requesting federal funds through the TIP for 2017 to construct this project.	ADDRESSED
53	Ed Hillsman	Dec. LUPZ	FACILITIES	Bike boulevards are good alternate route to fast moving arterials and major streets. However, crossings remain intimidating for tentative cyclists. We need to feel safe crossing major roads in order to get new cyclists.	see above	see above	This concern is also addressed above, #20, #47, and #51.	ADDRESSED
54	Ed Hillsman	Dec. LUPZ	FACILITIES	Connectivity matters. The City should focus on improving intersections and crossings on existing trails. The City should look less at adding more lane miles and more focus on improving quality on the miles we have.	see above	see above	This concern is also addressed above, #20, #47, and #51.	ADDRESSED
55	Dan Majewski	email	FACILITIES	Regarding the bike network [proposed by Jeff Speck], Lead/Coal overpasses should be the highest priority project. It's the easiest politically and it might have the biggest bang for the buck politically. It's a half mile worth of work for both of the bridges and brings the existing lanes (which, with Zuni, will soon extend all the way to Central & Wyoming!) into and out of Downtown. The rest of Jeffs proposal for Lead/Coal through Downtown is also really good and should be implemented but since it will cost more, you might want to do it as two separate projects. The overpasses could be completed with discretionary councilor money ASAP.	map	map	This project could be added to the Critical Links project list; it would be consistent with the recently adopted as City Policy for prioritizing multi-modal improvements in the downtown area, R-15-152 on March 2, 2015.	NOTED
56	Dan Majewski	email	FACILITIES	6th St. is proposed as a "for further study or discussion" aka "we'll get to it.... eventually". It should be high priority because it's: a) the only north / south where a bidirectional cycle track makes any sense / is physically possible and b) therefore should be the route of the 50 Mile Loop through Downtown	n/a	n/a	Staff has coordinated with the project manager/engineer for the 50 Mile Loop, and was told that the alignment has been settled on and will not change in the downtown area. The 6th Street improvements could happen in conjunction with road improvements through the Complete Streets Ordinance process.	NO CHANGE
57	Dan Majewski	email	FACILITIES	2nd St. should receive a 4 to 3 road diet ASAP. Any other proposal doesn't make much sense. Where there isn't room for a center turn lane, prioritize bike lanes.	-	-	This project could be added to the Critical Links project list; it would be consistent with the recently adopted as City Policy for prioritizing multi-modal improvements in the downtown area, R-15-152 on March 2, 2015.	NOTED

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NO.	Commenter	SOURCE	TYPE	Summary of Comment	Section Reference	Mar Page	Resoponse/Action/Comment	Status
58	Dan Majewski	email	FACILITIES	4th Street should be a "main street" aka lots of on-street parking, vibrant retail, walkability and slow speeds. Don't worry about the bikes on 4th, worry about everything else. It, along with Central, is our Main Street. If it's done right, speeds should be slow enough to make biking easy and pleasant. The new "bike lane" on the rebuilt 4th looks like it's being used as on street parking... as it should be (it's 7 ft wide, to be expected)! Leave it that way and prioritize bikes on other corridors.	n/a	n/a	The current design of 4th Street allows vehicular parking on both sides of the street; a future redesign to accommodate 50-Mile Loop bicycle traffic could redesignate the north-bound parking as a bicycle lane. Staff has observed bicycle traffic both in the road and on the sidewalks.	NO CHANGE
59	Lee Ann Ratzlaff	email	FACILITIES	Do you know if there is any plan to connect the N Diversion Channel on the west side of the trail near Chappel so folks don't have to bike over those terrible wooden bridges? It looks like there's about a mile of unpaved, unconnected path on the map, and it seems like it would be easy to connect the existing bike path to itself.	n/a	n/a	That segment is very constrained right-of-way between the road and the NDC. There is a gap of approximately 0.5 mile north of Singer, and 0.25 mile south of Singer. A current project is in process to improve the wooden bridges, and to add a trail 'notch' on the east side of the NDC. Parks & Recreation did not support an unprotected trail on the west side of the NDC because of the high volumes of heavy traffic and because it would duplicate the existing facility on the east side.	NO CHANGE
60	Lee Ann Ratzlaff	email	FACILITIES	There's also a section on Comanche where the bike trail ends - I think it's right before it turns into Griegos, but it doesn't show that it ends on the map. I was biking down there the other day and it was terrifying.	map	map	There is a gap in the bike lane on Griegos between 5th Street and Las Hermanas. This will be added to the proposed facility inventory/map; however, a road diet or other engineering design will be needed to accommodate a bicycle lane through this segment. DMD was notified to remove the segment from the next printed bicycle map.	ADDRESSED
61	Lee Ann Ratzlaff	email	FACILITIES	Do you know if there are any plans to improve the Silver bike blvd? Can we propose making it no parking? Or close the street on the weekends like they do with Central? Or put in round-a-bouts? Or make every intersection a 4-way stop where bikes can yield instead of stopping (Idaho stop)	n/a	n/a	There are no current plans to upgrade the Silver Bike Boulevard, and removing parking would be problematic where there are residential uses. The plan generally recommends facility upgrades should be considered as project funds become available. There are no plans to allow Idaho stops in Albuquerque, but the signals could be changed to allow bicycle yield instead of stops.	NO CHANGE
62	Councilor Benton	Dec. LUPZ	DESIGN	Can we explore easements through private property, where there is narrow ROW and hard to create a parallel route, if the owner is amenable?	Section 6.A.4; Section 6.A.5	127-135	The City has used this technique to provide links where no opportunities exist in public rights-of-way, for example, there is a trail easement across the shopping center at I-25 and Paseo del Norte. There is nothing in the plan that would preclude this, but easements must be secured on a case-by-case basis where there are no other options. Policies for Bikeway & Trail Development are found in Section 6.A.4 & 5.	ADDRESSED
63	Diane Cress	email	maps	The street Parsifal in my area is well used by cyclists going north in that area and I think would make a nice addition to Bike Boulevards.	maps	maps	Parsifal is flanked one block to either side by major bike corridors with lanes (Morris, Moon). It is also fairly limited in its extent and separated by development into at least 4 discrete segments. This would limit its effectiveness as a bike boulevard, particularly if intersection enhancements are not constructed. The bikeways on Morris and Moon have lighted intersections.	NO CHANGE
Maintenance								
63	Austin Wetch	Sept. EPC	MAINTEN.	I've been really excited about more funding for maintenance; I like the fact that there's ideas in there for keeping maintenance up.	Section 2.A.2; Section 6.C.1	17, 140-143	This plan outlines current maintenance practices, and makes recommendations and goals (Goal #3) for future maintenance strategies. The plan recognizes this as a high priority for bicyclists and trail users. However, no new public funds are allocated for this task.	ADDRESSED

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64	Larry Caudill	Dec. LUPZ	MAINTEN.	Goatheads and other invasives are a real problem. The City should consider more native vegetation and revegetation to combat invasive species.	Section 6.C.1; Section 7.G.2	142-143, 228-292	The BTFF currently recommends preservation of native vegetation in maintenance and rehabilitation projects. It also recommends pilot projects to reestablish vegetation where there are known problems with invasive plants.	ADDRESSED
65	Susan Kelly	phone	MAINTEN.	There are minor inconsistencies in the Trail Maintenance section that should be corrected. The plan should also clearly define "the reasonable standard of care" for maintenance of these facilities. How many resources do we put towards maintenance could be a moving target....	Section 6.C.1	140-143	Recommend removal of "Trail Maintenance Schedule," page 143, because it duplicates text from the previous section. This section has other minor edits as identified by Parks & Recreation	ADDRESSED
New Comments - 2/28/15								
66	Scott Hale	letter	PLAN	We still feel that the community needs to take NACTO involvement a step farther to meet both short and long term cost-effective and efficiency needs. The FHWA now accepts and encourages use of this document; CABQ should prefer these design guidelines in urban situations over AASHTO guidance.	Section 2.B.1; Section 7.A.1; maps	26, 171-172, maps	Text on page 26 and 171 reflects this direction: "When it comes to bikeways and trails, the NACTO Urban Bikeway Design Guide shall be the governing document in the event of conflict with the AASHTO document, unless the project funding stipulates otherwise. In the evaluation of facilities, it should be considered whether the AASHTO or NACTO standards are more appropriate when there is conflict between the two guiding documents. There should be documentation of which standards were selected and why."	ADDRESSED
67	Scott Hale	letter	PLAN	I am not fully convinced that the plan addresses the needs and concerns of people who use bike lanes, routes, and trails. I am concerned that there have been significant shifts in the way that communities approach their bikeway systems since the initial work was done in 2010. I am concerned that there are perceptual differences between the institution (City staff/managers/designers) and users of the system that need to be reconciled before we make more design errors that will shape bicycling in our city for the next 100 years.	-	-	This comment reflects the benefits and need for local advocacy groups and advisory groups working with the local government.	NO CHANGE
68	Scott Hale	letter	PLAN	This document is massive and complex. While of great institutional benefit, it's not so great for user community. Further, rather than unite the community which is a common goal of most bike plans, this document may actually be disconnecting institution from user community. Bikeways and trail users provided almost 100 pages of input, insight, appreciation, and concern. It is very hard to find where many issues have been addressed or acknowledged. In current form, Bikeways and Trails Plan is considered dismissive by many within user community. This can be addressed and should be, as suggested by staff through the "Snapshot Summary" document user guide.	Snapshot Summary	-	This plan guides the development of facilities, programs, and priorities. It sets forth policies for developers and the City to follow. The Plan Snapshot Summary, Executive Summary, Index, and Implementation Matrix are all designed to provide overviews of the document, with references of the sections to look in for more information on a given topic. In the future, Planning will aim to make shorter "User Guides" for specific topics of interest, as raised in public comments.	NOTED

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69	Scott Hale	letter	PLAN	Safety has been edited out of document, which exhibits the large chasm between institution and user community. Safety is the top concern of virtually all facility users across the country, and it must be addressed head on and honestly (see http://www.aviewfromthecyclepath.com/2008/09/three-types-of-safety.html). And, since we are being "honest," APD no longer being involved in vulnerable user safety across the community is a significant deterrent to increasing participation and alternative transportation modes. Risk Management needs to step up and take a much more aggressive and transparent role as well.	various	various	This project was deferred to March 16 to allow time for staff to work with legal to address this issue where possible. The plan has been edited to reintroduce "safe" and "safety" throughout the plan, without giving the impression that the City can "ensure" safety.	ADDRESSED
70	Scott Hale	letter	PLAN	Funding opportunities and challenges very vague and shouldn't be. If addressed as a clear, community opportunity pathway instead of an obstacle, we can probably invest less and return much more. Many cyclists are also concerned that we are leaving significant Federal dollars untapped. Further, many similar-sized communities are documenting huge (+\$100M) economic impacts from quality bicycle and recreational infrastructure investments, many without the advantages of our weather and two interstate highways.	Section 6.E	155-156	Funding is addressed in Section 6.E, and the variety of funding sources are explained. Federal funding practices change over time, and therefore do not receive much attention in this plan because the content would quickly become dated. This plan enables us to apply for federal transportation funds. We also have various funding sources within the City such as the GO Bond, Impact Fees and ¼ cent for transportation. Theses funding sources are used to meet a variety of needs for new construction, renovation, signage, amenities and vehicular controls such as signals and bollards.	NOTED
71	Scott Hale	letter	PLAN	This and effort is mired down by incomplete and sometimes conflicting data. All National indicators as well as directives from NMDOT District 3 indicate that projects decisions and priorities are going to be driven by baseline assessment and data. Bicycle and Pedestrian user data is extremely limited (we cannot quantify usage on most facilities), if available at all (we have no Bosque Trail Crash/Injury/Near-miss data, yet Rust Medical Center has told us we are primary source of their recreational injury clientele). Additionally, numerous agency maps and GIS data conflicts/contradicts. This makes it challenging to know where to invest resources, and where our biggest challenges are.	-	-	Capital funds are limited for data collection. This is more challenging to accomplish than might be obvious. APD does not track or record accidents that do not involve a vehicle. MRCOG is reaching out to APD to see what kind of data they have on bike related accidents not involving vehicles.	NOTED
72	Scott Hale	letter	PLAN	At GABAC, have long-standing (and endlessly discussed) facility issues that have had virtually no action at the in the field level. We have conducted studies, but the community has seen no action. The Bikeways and Trails Plan will be a huge disappointment and missed opportunity if it doesn't take this opportunity to institute policies and procedures that lead to real-world action and implementation. Recent multi-year discussion/planning efforts led by DMD with no action include signage, wayfinding, signalization, bridges, and problematic bollard placements. In hindsight, the unclear management and leadership during the process are a significant contributor as well.	-	-	Many of these issues are multi-agency or multi-department. Parks is currently inventorying and getting a cost to see which bollards can be removed and which can be replaced with retractable bollards.	NOTED

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73	Scott Hale	letter	PLAN	<p>We have significant staffing inadequacies that need to be addressed. In the early 90's Albuquerque was visionary in planning for and funding two coordinator positions, through the efforts of the Trails and Bikeways Plan. Currently, neither of these positions is filled; the bike coordinator position has been vacant for over a year, during this important plan update. It's also important to note that we have not advanced/expanded staffing commensurate with the level we expanded facilities (probably 20 times more facilities to manage and maintain than 20 years ago). The requirements of these positions have evolved, but the job descriptions and staffing levels have not kept up and deserve scrutiny and modification. Last, we have spread staffing responsibilities across organizations, which has led to way too many staff having partial responsibilities and minimal accountability (as in zero). We need the two vacant bike and trail positions filled, and realistically need more staff and resource commitment to make this plan happen.</p>	-	-	<p>The Trails Coordinator Planner position is on hold for salary savings, it will likely be advertised in the new fiscal year. Currently 3 staff members from PRD are splitting the Trail Planners duties. The DMD Bike Coordinator position is currently being split among Engineering Division staff.</p>	NOTED
74	Scott Hale	letter	PLAN	<p>Along with staffing not keeping up with increased responsibilities and bicycle facility expansion, this latest Bikeways and Trails Plan effort clearly shows problems associated with layer upon sedimented layer vs. fresh thinking/planning/implementation. From the institutional, and especially management perspective, this very well may not have much negative impact. For the users of the facilities, the impact is negative and often unsafe. Roadway and traffic engineering in the bicycle context has evolved immensely since the early 90's—Albuquerque Bikeways and Trails Planning efforts have not. There are new ideas and technologies that we need to see on the ground in this city, such as buffered bike lanes, HAWK/mid-block traffic control signals, and routine accommodation for bicyclists – this is just not what we see happening yet. A plan without real commitment to testing and installing these facilities is not worth the paper it is printed on.</p>	-	-	<p>The City is currently exploring locations to implement some of the more innovative designs that have been identified in the NACTO guide. For example, improvements to the bicycle lanes on Martin Luther King Blvd may include a "Copenhagen left" and a buffered bicycle lane was explored for one spot location. Also, the bicycle route enhancements related to the 50-Mile Loop on Alvarado currently include a HAWK signal at the Lomas crossing.</p>	NOTED
75	Scott Hale	letter	PLAN	<p>Somewhere in the BTFP approval process, there needs to be a discussion about selection process and qualifications of Roadway Design firm contractors bidding on projects with bikeway facility impacts. Many in the bicycle community feel that the lack of qualified local design firms with bicycle planning and design-depth has significantly inhibited community progress. The recent Paseo/I-25 project is a good example, especially when including San Antonio interchange, which was a missed opportunity for safety enhancements and improved connection between NW and NE CABQ quadrants.</p>	-	-	<p>Note: the project mentioned was completed by NMDOT, and earlier designs with different bicycle accommodations were not constructed in order to meet time and budget constraints of the design/build bid process.</p>	NOTED

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76	Scott Hale	letter	PLAN	Over half of Bicycle Advisory Committee did not fully review first draft (understandable in that it took me over 150 hours). Not one member has fully reviewed any of the post EPC revisions. Outside of GABAC, I only know of one other user that has fully and completely reviewed initial document. It would be a huge mistake and missed opportunity to end this effort with this level of "community" disconnect. The community needs something that can be used as a tool to advocate for change, and we need to be able to find the information to do this, perhaps through a snapshot summary. Finally, GABAC is a volunteer committee and CABQ expectations regarding committee and member participation need to be considerate and realistic.	-	-	A draft of the full proposed Bikeways & Trails Facility Plan was posted on the Planning Department's website on 6/27/14. There have been two further drafts to respond to public and agency comments, which were posted in October and January. In October, the "Snapshot Summary" document was added to address public concerns about the length of the document. In January, an Index was added to the plan to further assist review of the plan and scanning for desired content.	NOTED
77	Scott Hale	letter	PLAN	The implementation steps still need to be reworked in terms of adding more definitive performance measures and metrics (baseline/target/actual/adjustments) that are focused on "in the field" realities, implementation and actions. Several communities have done some great work in this area, as has the sub-consultant firm hired in the original effort. If Council and Administration move forward, many in GABAC and the greater bicycle community would appreciate stipulations that make implementation and action happen sooner vs. later (providing for adequate funding and staff). We cannot just stop with the plan adoption, we need to develop an approach and performance measures to ensure the administration is following this guidance. Please make that recommendation, and if needed, provide the resources to develop an implementation strategy.	Implementation Matrix #27	162	The short-term action item #27 has been revised to reflect the need to develop appropriate and achievable performance measures related to bikeways and trails.	ADDRESSED

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78	Scott Hale	letter	PLAN	Despite four years of discussion and requests that concerns be addressed regarding dangerous signalization on very high speed roadways with bicycle facilities, we just had a cyclist fatality in Council District 5 (at a key 50 Mile Loop crossing), where inadequate signal timing clearly could have been a contributing factor. As a community, we need to ensure that our facilities are both safe and follow national safety standards. Visitors/tourists who ride bikes as well as local community members venturing beyond their regular and familiar facilities are extremely vulnerable throughout community. A daily user of Coors/SIPI intersection knows that they only have 9 seconds to cross and must stage at stop line, in front of waiting cars, to cross 8 lanes of traffic on this currently designated bicycle route. The problem is that the behavior required for such a maneuver goes against all bicycle safety education principles. The result is a user unfamiliar (visitor/tourist) with signal deficiencies would line up behind queued automobiles and be caught in mid-crossing when the light changes to red, between traffic with a green light on a 50 mph roadway. Similar signalization/crossing issues occur throughout community and need to be identified as part of BTFP effort and critical remedial action plan milestones set. In BTFP approval proceeds to meet institutional needs, Council should consider that short-term action plan for signalization deficiencies is stipulated.	-	-	DMD and NMDOT need to coordinate signal timing at lights to accommodate bicycle travel across those intersections. Traffic Engineering performed an audit of the signal at Coors and SIPI and checked all legs of the intersection and the available crossing time. The signal is operating as programmed and there is more than ample time to cross all directions. The minimum time is 3 ½ ft/second, which is consistent with the MUTCD signal timing guidance, Section 4E.06.07. As the City explores application of in-pavement bicycle loop detectors, this intersection could be considered.	ADDRESSED
79	Scott Hale	letter	PLAN	The bicycle community raised significant funds for bicycle accident investigation training for APD Traffic Incident Investigation Personnel. Review of accident report for fatality listed in item #11 above indicates that investigating officers were not trained in bicycle accident investigation. If bicycle accident investigation policy has changed (trained bicycle accident investigators no longer required at serious bicycle crash scenes) this needs to be addressed as part of Council BTFP approval process and near term actions as well as training, funding requirements set.	Implementation Matrix #57, 86, 113, 114, 115, 116, 119		The project team was not able to secure an APD representative to work on this effort. The plan recommends improved collaboration and coordination with APD in the future.	NOTED
80	Scott Hale	letter	PLAN	Bicycle designation, signage and mapping discrepancies among agencies (perhaps best solved at MTB/TCC/PIC/MRCOG level?) or even within divisions of same agency;	-	-	Interagency coordination needs to take place on a regular basis to identify and correct these discrepancies. The plan recommends for this ongoing coordination to happen. Recent mapping efforts at DMD, Planning, and MRCOG have had a high level of coordination, and should have a much higher consistency than in the past.	NOTED
81	Scott Hale	letter	PLAN	Bicycle-related discussions and decisions at planning/funding stage often vary greatly for what is eventually designed and built (Paseo/I-25 for example—bicycle travel was seriously and dangerously short-served);	-	-	Project timing and funding constraints will affect project outcomes.	NOTED

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82	Scott Hale	letter	PLAN	In addition to connectivity and spot gaps, we must identify and make users aware of conflict and hazardous zones (dangerous intersections, busy trail facilities at capacity at peak times where instead of gridlock users can experience injury, identification and remediation of substandard/deficient shared/multi-use facilities, including crossings, driveways, sidewalks and narrow ADA ramps);	Executive Summary; Section 4.A.1; Implementation Matrix	iii, 62/63, Matrix #35	This recommendation was added as a short-term action item #35. DMD's consultant performed a spot inventory of the bikeways & trails in the City, and a future study could build on the Alta/HTG Inventory.	ADDRESSED