
EXECUTIVE SUMMARY

The City of Albuquerque's bikeway and multi-use trail system is a combination of on-street facilities (bike routes, shared lanes, bike lanes, bicycle boulevards, and shoulders) and off-street facilities (paved multi-use trails, unpaved trails, and grade-separated crossings). The mileage of official bikeways and trail facilities in the City grew by almost 200% between the years 2000 and 2010 alone. As of 2014, there are over 620 miles of bikeways and trails, with approximately 55% on street bike facilities and 45% multi-use trails. Much of the increased service has been on the west side of the Rio Grande. Additionally, numerous on-going programs help to educate, encourage, and promote cycling and use of multi-use trails.

The purpose of this document is to combine and update the City's two bicycle and trail plans - the *Trails and Bikeways Facility Plan*, 1993, and the *Comprehensive On-Street Bicycle Plan*, 2000 - ~~which will to~~ help the City better manage the growth of the bikeways trails system and ensure a well-connected, enjoyable, and [safe-comfortable](#) non-motorized transportation and recreation system.

Vision

The City of Albuquerque envisions a system of bikeways and trails that connect throughout the city to support active transportation and recreation. The city envisions the bikeways and trails network to be an integral part of its system of Parks, Open Space and Trails, which is one of Albuquerque's most valuable assets and is an integral part of attracting economic growth. The bikeways and trails will allow people of all ages and abilities to experience the city using active transportation, such as walking, biking, or skating. The City aims to increase the numbers of shopping, dining, school, and recreational trips made via bikeways and trails in order to improve public health, air quality, congestion management, and quality of life for residents of Albuquerque.

The City will provide access for cyclists, pedestrians, and trail users to all areas of Albuquerque to encourage cycling and walking as ~~a~~-viable transportation options and to provide recreation opportunities, which result in an improved quality of life in the Albuquerque Metropolitan Area.

This Plan will foster the construction and preservation of bikeways and trails, strive for improved safety and improved connectivity; and encourage healthy, outdoor activity. The system will be implemented in partnership with multiple agencies and will be based on consensus and sensitivity to the diverse viewpoints within the community.

Goals

1. Improve [the](#) cyclist and pedestrian [safetyexperience](#).
2. Develop a continuous, interconnected, and comprehensive system of bikeways and trails.
3. Enhance maintenance of all bikeways and trails, ~~and improve maintenance strategies~~.
4. Increase use of the bikeway and trails network.
5. Increase public awareness and education related to bikeways and trails.
6. Recognize and leverage the bikeway and trail network as an integral part of economic development and quality of life in Albuquerque.
7. Streamline administrative practices and coordination.

Needs Assessment

The City's bikeways and trails, ~~along with the~~ including grade-separated crossings, provide the City with a well-functioning recreation and non-motorized transportation system. However, the current system lacks continuity in some areas and has a number of barriers that are difficult to cross, such as the Rio Grande and major arterial streets. Another major challenge of the system is the number of improvements needed to remedy older facilities that ~~are deficient in relation to the~~ may not comply with current design criteria.

The Needs Assessment, found in Chapter 3 of this Plan, presents an overview of the needs of trail users and bicyclists in Albuquerque. This analysis provides a summary of trail and bikeway user volumes and behaviors; discusses public input gathered through an online survey; and examines the cyclist safety environment by analyzing reported bicycle crash data. Currently, no comparable data is collected for trail users specifically. Three GIS-based, geographic analytical tools were used to determine the quality and connectedness of the existing bikeway system. In total, three analytical methods were used to evaluate the existing bikeways and trails facilities, and five methods apply specifically to bicycle use. These methods and their findings are described further in Chapters 3 and 4.

~~The~~ is information gathered during needs assessment efforts was used in conjunction with field visits, input gathered at public meetings, stakeholder interviews, and analysis of the existing bikeways and multi-use trail system to form future project recommendations. Some of the data is being monitored and updated. ~~For~~ example, MRCOG updates the bikeway and trail user count data on an ongoing basis; traffic crash data is updated by UNM. Adequately understanding user needs enables system planners and policy-makers to develop cost-effective solutions for improving the region's bikeway and trail system.

Recommendations & Implementation Approach

The Bikeways & Trails Facility Plan provides three types of recommendations:

- **Proposed capital improvements:** ~~The bikeways and trail map guides future facility improvements.~~ An implementation plan and design guidelines were developed to guide design and construction of future facilities, support current and new education and outreach programs, and to guide development of the proposed 28 new grade-separated crossings, 290 miles of new bikeways, 159 miles of new trails, and numerous intersection enhancements Recommendations are also made for end-of-trip facilities, intersection improvements, and specific gap closures that were identified as priority projects. It is anticipated that a major portion of the multi-use trails capital funding will be allocated to existing trail renovation: for basic upkeep; for implementation construction of safety-mobility and accessibility improvements; to address areas of high use/user conflicts; and in projects that result in more well-maintained trail corridors. Only projects within the City limits are proposed in this plan; future facilities that connect to the city are shown for context and continuity of analysis.
- **Programs:** The plan provides a review of existing programs to expand and continue, as well as new programs recommended for additional outreach, education, training, and awareness. To address advisory committees concerns related to the effectiveness of how the City Departments responsible for developing and managing the system coordinate with each other, with other jurisdictions and agencies, and effectively utilize public input, this plan suggests changes to improve organization of these activities.

- **Policy changes:** The plan proposes changes to adopted state and local policy to improve ~~the safety, and law~~ enforcement of laws relating to on-street bicycling facilities. This plan proposes design guidelines to address on-street facilities, multi-use trails, way-finding treatments, and end-of-trip facilities, as well as improved procedures for design review. Policy recommendations are made to incorporate improved maintenance of the facilities. ~~Design guidelines address on-street facilities, multi-use trails, way-finding treatments, and end-of-trip facilities.~~

To summarize the discussion and recommendations in the second part of this plan, an 'Implementation Matrix' was created. This matrix lists all of the actions that the City should undertake now and in the future to work towards achieving the goals and vision of this plan. Some of the actions are part of the ongoing work that the City does building and maintaining the bikeways and trails system. New programs and actions were classified as short-, mid- and long-term, depending on the urgency of need in combination with what may be feasible with current levels of staffing and funding.

The *Bikeways & Trails Facility Plan* concludes with a series of Technical Appendices, which are meant to preserve the record of the full analysis that went into developing this document, as well as other relevant studies. They include:

- Appendix A – Full Report of Proposed Facilities
- Appendix B – 50 Mile Activity Loop Executive Summary
- Appendix C – ADA Field Survey, 1996
- Appendix D – League of American Bicyclists (LAB) Report for Albuquerque, 2012
- Appendix E – Bollard Study, 2014
- Appendix F – Trail & Bikeway User Count Data, 2010
- Appendix G – Public Input, 2010 and 2014
- Appendix H – Compilation of 2010 Bikeways Data