

CITY OF ALBUQUERQUE



PLANNING DEPARTMENT
URBAN DESIGN & DEVELOPMENT DIVISION
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OFFICIAL NOTIFICATION OF DECISION

October 9, 2014

City of Albuquerque
Planning Department
PO Box 1293
Albuquerque, NM 87102

Project# 1008887
14EPC-40054 Amendment to Rank II Bikeways &
Trails Facility Plan

LEGAL DESCRIPTION:

For the above action for the Rank II Bikeways &
Trails Facility Plan, which applies City-wide.
Staff Planner: Carrie Barkhurst

PO Box 1293

On October 9, 2014, the Environmental Planning Commission (EPC), unanimously voted to **RECOMMEND APPROVAL TO CITY COUNCIL** of Project# 1008887, 14EPC-40054, a request for an Amendment to Rank II Bikeways & Trails Facility Plan, based on the following Findings and Conditions:

NM 87103

FINDINGS

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1. This is a request for adoption of the proposed Rank II Bikeways & Trails Facility Plan, which updates, consolidates, and replaces the Trails and Bikeways Facility Plan, 1993 and the Comprehensive On-Street Bicycle Plan, 2000. Rank II facility plans describe the existing facilities, policies, recommendations, and proposed projects.
2. The scope of the Bikeways and Trails Facility Plan is City-wide. It also shows trails within Bernalillo County's jurisdiction, which are not included on the list of City proposed projects.
3. The Albuquerque/Bernalillo County Comprehensive Plan, the Trails and Bikeways Facility Plan, 1993, and the Comprehensive On-Street Bicycle Plan, 2000 are incorporated herein by reference and made part of the record for all purposes.

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4. The proposed *Plan* aims to ensure a well-connected, enjoyable, and safe non-motorized transportation and recreation system throughout the metropolitan area. Updating the *Plan* is a reasonable exercise in local self-government consistent with the City Charter.
5. The proposed *Plan* supports the following applicable goals and policies of the Rank I Comprehensive Plan:
 - a. The *Plan* furthers the Open Space Network Goal and Policy II.B.1f by updating trail-related policy, design guidelines, and proposed trails projects. Part of the overarching vision of the plan is to provide recreation opportunities; the plan also recommends trails along arroyos and appropriate ditches as connections between natural areas and open spaces.
 - b. The *Plan* furthers the Semi-Urban Area Policy II.B.4b through designation of trails and trail corridor development policies for semi-urban areas.
 - c. The *Plan* furthers the Developing and Established Urban Areas Goal and Policy II.B.5g because the plan will help guide development of a system that contributes to creating a quality urban environment and that will increase choices in transportation and life styles. The plan will guide development of trail corridors in appropriate locations.
 - d. The *Plan* furthers the Environmental Protection Policy II.C.1d and the Transportation and Transit Goal by setting direction for investments in multi-modal transportation infrastructure, which will help protect air quality through a balanced circulation system that supports and encourages alternative means of transportation.
 - e. The *Plan* is generally consistent with Policy II.D.4h - A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted. The proposed alignments have been evaluated to provide connection to and within most designated activity centers.
 - f. The *Plan* is generally consistent with Policy II.D.4j - Street and highway projects shall include paralleling paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate. The *Plan* includes a Complete Streets Policy for bikeways and trails projects to be considered on all streets, as appropriate, throughout the street network. One of the critiques of the *Plan* is that it does not recommend access along major arterial streets, which have been demonstrated to have the highest bicycle and pedestrian crash rates.
 - g. The *Plan* is generally consistent with Policy II.D.4h - Efficient, safe access and transfer capability shall be provided between all modes of transportation. The City currently has excellent transfer capabilities between bicycle, train, and bus. Both the train and all City busses have capacity to hold multiple bicycles each. The *Plan* does not specifically address how to provide safe and convenient access to each bus stop, which is typically located on a major arterial street.

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- h. The *Plan* is generally consistent with Policy II.D.4q - Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods. The *Plan* sets direction for investments in multi-modal transportation infrastructure and programs to enhance bicycling and walking options.
6. The proposed *Plan* is generally consistent with the key themes of the *2035 MTP* through its multi-modal vision, policies, and proposed facilities for pedestrians and cyclists throughout the City. The proposed facility map is consistent with the current LRBS map and will provide updates to the LRBS map when it is amended for the *2040 MTP*.
7. Key City departments, including Municipal Development, Parks & Recreation, and Planning, coordinated as part of this facility planning effort.
8. There is general support among the reviewing agencies and members of the public that the City should adopt the proposed *Bikeways & Trails Facility Plan*. The most notable exception to the general public support is from the City's Advisory Groups – GABAC and GARTC. Comments from GABAC & GARTC seem to indicate members would prefer not to have the two plans combined into one document.
9. While GABAC & GARTC remain as separate entities, to keep the spirit of the document as living, it is important for the groups to meet a couple of times each year, in collaboration.

RECOMMENDED CONDITIONS OF APPROVAL

1. The City shall continue to evaluation and amend the proposed facilities to consider any new or outstanding public comments related to bikeway and trail facilities that have not yet been reflected.
2. The City shall work to identify the extent of bicycle lanes and trails that may be deficient according to the current DPM standards and/or the BTFP's Design Manual.
3. The City shall explore the themes raised in the September 2014 Staff Report, public, departmental, and agency comments for additional information that should be included in the Snapshot document summary, including but not limited to exploring and adopting other communities' best-practices, allowing flexibility in the implementation of the plan if consistent with the main vision and goals, and the application of performance measures and data collection to evaluate progress in the implementation of this plan.

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4. The comments and recommendations made by **Parks & Recreation** shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
 - a. Trails Maintenance Practices section and On-Street Facilities Maintenance should be consistent, i.e., use the subsections of: Current practices, recommendations, best practices, etc.
5. The comments and recommendations made by **Long Range Planning** shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
 - b. More images – strive to have at least one image per chapter. Ideally, the images would be local to Albuquerque unless otherwise stated. Charts and diagrams are good; it's helpful to show photos of real people using our facilities.
 - c. Overall – Recommendations and conclusions – there is a lot of information in this plan. Where appropriate, summarize recommendations and conclusions.
6. Comments received from the **NMDOT** on October 9, 2014, shall be incorporated into the Facility Plan to the extent possible and as acceptable to the Municipal Development and Parks & Recreation Departments.
7. The BTFP shall reference and incorporate NACTO standards in the Design Manual and also recommend incorporation into the Development Process Manual (DPM).
8. The League of American Bicyclists Bicycle Friendly Communities application and report shall be reviewed to ensure the BTFP reflects their recommendations.
9. Secure a copy of the City's ADA Transition Plan, or draft version, to incorporate the content and/or recommendations into the BTFP as possible and as acceptable to the Municipal Development and Parks & Recreation Departments.

APPEAL: If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **OCTOBER 24, 2014**. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the 15th day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-4-4 of the Zoning Code. A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the appeal is filed. It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC's Recommendation can be filed within the 15 day period following the

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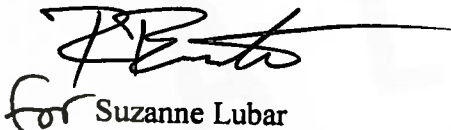
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EPC's decision.

You will receive notification if any person files an appeal. If there is no appeal, you can receive Building Permits at any time after the appeal deadline quoted above, provided all conditions imposed at the time of approval have been met. Successful applicants are reminded that other regulations of the City Zoning Code must be complied with, even after approval of the referenced application(s).

Sincerely,


for Suzanne Lubar
Planning Director

SL/KCB

cc:

John Thomas, 3025 Palo Alto Dr. NE, ABQ, NM 87111

Gary Kelly, 6325 Cuesta Pl. NW, ABQ, NM 87120

Scott Hale, 2321 Camino De Los Artesanos NW, ABQ, NM 87107

Lanny Tanning, 949 Montoya NW, ABQ, NM 87104

Austin Wetsch, 8208 Colfax Ave NE, ABQ, NM 87109

Silda Mason, 1419 Phoenix NW, ABQ, NM 87107

Susan Kelly, 713 Camino Espanol NW, ABQ, NM 87107