



Environmental Planning Commission

**Agenda Number: 10
Project Number: 1008887
Case #: 14EPC-40054
October 9, 2014**

Staff Report

Agent	COA Planning Department
Applicant	City of Albuquerque (COA)
Request	Adoption of the <i>Bikeways & Trails Facility Plan</i>, which consolidates and replaces the <i>Trails & Bikeways Facility Plan</i> and the <i>Comprehensive On-Street Bicycle Plan</i> (Rank II Facility Plan)
Location	City-wide
Zoning	No zoning will be changed

Staff Recommendation

That a RECOMMENDATION OF APPROVAL of 14EPC-40054, based on the findings beginning on Page 8 and subject to the conditions of approval beginning on Page 10, be forwarded to the City Council.

**Staff Planner
Carrie Barkhurst, Planner**

Summary of Analysis

The proposed *Bikeways & Trails Facility Plan* will update, consolidate, and replace two City planning documents, the *Trails & Bikeways Facility Plan*, 1993 and the *Comprehensive On-Street Bicycle Plan*, 2000. The Plan represents a continuation of previous planning and implementation work that has been ongoing since 1972. Staff from the Planning, Municipal Development, and Parks & Recreation Departments collaborated on this planning effort.

Combining these plans into one consolidated Plan will help the City better manage the growth of the bikeway and multi-use trail system. The Plan also evaluates the proposed facilities and updates the list of future projects. The overarching purpose is to ensure a well-connected, enjoyable, and safe non-motorized transportation and recreation system throughout the metropolitan area.

The recommendations in this plan will guide future local investment in the bikeways and trails system, including new facilities, facility improvements, maintenance, and education/outreach/enforcement/evaluation programs. The City will also be better able to apply for state and federal funds to implement projects identified in the plan.

The Plan includes a review of existing conditions and a needs analysis, which identified difficult or dangerous locations as well as areas with the greatest potential for improvement. The plan includes design guidelines for both on-street bicycle facilities and multi-use trails. Key recommendations address education and outreach, closing gaps in the system, maintenance, and way-finding. There is a proposed facilities map and a detailed list of projects to improve the bicycle system and individual facilities.

Bicycle and trail advisory groups were consulted and the City hosted three public open house meetings to introduce the draft Plan. Neighborhood representatives were notified via e-mail. Notice was published in the Albuquerque Journal, the Neighborhood News, and on the Planning Department's webpage. Staff received a few new comments since the September report, generally supportive of the Plan. **Comments from GABAC & GARTC seem to indicate members would prefer not to have the two plans combined into one document.**

While most of the suggested revisions from the September Staff Report have been made, several outstanding ones can be found in the proposed conditions of approval. Staff supports a recommendation of approval to be forwarded to the City Council.

City Departments and other interested agencies reviewed this application from 8/4/2014 to 8/15/2014.
Agency comments used to prepare this report begin on **Page 12** and Page 40 of the September Staff Report.

I. INTRODUCTION

Request

The request is for review and recommendation of approval to the City Council for adoption of the proposed *Bikeways & Trails Facility Plan*, which will replace the *Trails & Bikeways Facility Plan*, 1993, and the *Comprehensive On-Street Bicycle Plan*.

The *Bikeways & Trails Facility Plan* is a Rank II Plan that includes policies, programs, design standards, and recommended projects to be implemented over the next 50+ years.

The 2014 draft plan is available at:

www.cabq.gov/planning/documents/BikewaysTrailsFacilityPlan.pdf (Chapters 1-6), and
www.cabq.gov/planning/documents/Chapter7DesignManual.pdf (Chapter 7)

The Trails & Bikeways Facility Plan, 1993 is available at:

www.cabq.gov/planning/documents/trailbky.pdf

The Albuquerque Comprehensive On-Street Bicycle Plan, 2000 is available at:

www.cabq.gov/planning/publications/documents/ABQcomprehensiveonstreetbicycleplan.pdf

Environmental Planning Commission (EPC) Role

The EPC's task is to make a recommendation to the City Council regarding the proposed *Bikeways & Trails Facilities Plan*. As the City's Land Use and Zoning Authority, the City Council will make the final decision. The EPC is a recommending body with review authority.

Background

The EPC heard this request on September 4, 2014 and voted for a continuance to allow additional time for public review of the plan and to allow staff to incorporate the recommended conditions of approval into the draft plan.

Please refer to the attached staff report dated September 4, 2014 for additional information on:

- the planning history of bikeways & trails in the local area (page 1)
- an overview of the plan update process (page 2)
- a description of the intent and purpose of the plan (page 3)
- an analysis of consistency with adopted plans and policies (page 4-8)
- a synopsis of the proposed revisions (page 9)
- a discussion and elaboration on several of the key comments and concerns that have arisen during the planning process, including:
 - the purpose of the bikeways & trails facility plan (page 10)
 - project prioritization (page 11)
 - mapping and GIS data (page 12)
 - assessment of the quality of our existing facilities (page 12)
 - Advisory Group Structure (page 13)
- agency comments on the September EPC Draft Plan (page 40)

II. SUMMARY OF SUBSTANTIVE CHANGES SINCE THE SEPTEMBER EPC DRAFT PLAN

The September 4, 2014 Staff Report included 17 pages of recommended conditions of approval, primarily provided by agency reviewers, and in particular, DMD and P&R. **For a full list of the September Recommended Conditions of Approval, and the responses made to address them, see the attached EPC Agency Comment Matrix.** The majority of the comments related to minor clerical errors, formatting, and minor clean-up for clarity (87 of 140 total comments/conditions). These changes included adding footers to help with document orientation; updating cross references that have changed; and improving the quality of some of the low-resolution images from the City's original consultant.

In addition to those minor changes, there were 6 additional recommendations for further analysis of bikeways & trails, and 47 recommended conditions that were deemed to be substantive changes to the content. During the plan revision process, most of the comments/conditions were addressed. **Below is a summary of the substantive changes, which can be seen in the EPC Red-Line Draft Plan.**

General Changes:

1. **Maps.** Amended the map and list of proposed facilities to reflect outstanding comments:
 - a. The Activity Centers (AC) were reviewed to see if there are any appropriate bikeways or trails that could be extended or added to provide access to or within them. The changes include adding bicycle routes to access the San Mateo/Montgomery Community AC, the El Dorado Village Community AC, the Los Altos/Market Center Community AC, and the West Side CNM Community AC.
 - b. Several members of the public as well as Councilor Benton would like to add a proposed facility along Silver Avenue between 1st Street and Oak Street to complete a missing gap in the Bicycle Boulevard through the East Downtown Area.
 - c. PNM requested three proposed trails to be removed that were shown across a switching station or along high voltage corridors, which may cause nuisance shocks if a person under the line is not grounded. The changes include:
 - i. Removing the proposed trail that crossed the Embudo Switching Station
 - ii. Removing the proposed trail north of Ladera Drive NW starting at Ouray Road NW and ending halfway between Arroyo Vista Blvd. and Atrisco Vista Blvd
 - iii. Removing the proposed north/south trail west of Ladera Golf Course
 - d. Gaps were identified in several locations, and the maps were modified to correct them:
 - i. Cutler Ave NE between San Mateo and San Pedro, a proposed lane was added.
 - ii. Constitution Blvd. NE between Washington and Monroe, a proposed lane was added.
2. **Programs.** Two topics for future study and consideration were added to Section 5.B, Recommended Programs. They relate to electric bikes and developing water trails.

Department of Municipal Development:

3. Substantially removed the words “safe” and “safety” from the plan and replaced with synonyms that indicate our commitment to improve the quality and comfort of bikeways & trails. Exceptions to this change include instances where other jurisdictions’ or groups’ programs/policies use the word, or in local program names, such as the Bicycle & Pedestrian Safety Education Program (B&PSEP).
4. Deleted the option for “Arterial Shared Roadway” treatment options text on page 55 and in Figure 9, Bikeway & Trail Gap Closure Analysis Procedure. This section proposes several methods (wide curb lanes, shared lane markings, signage) that were developed by the City’s consultant to address short gaps along arterial and/or collector roads. DMD does not support shared lanes on arterial roads, which is consistent with the Design Manual. Montgomery Blvd. at Washington St. is one example of where these recommendations could apply, but they may be inappropriate due to the traffic volumes and speeds on the major arterial road.
5. Clarified that several of the treatments discussed in Section 4.A.3, Intersection Improvement Measures, and shown in Figure 14, Prototypical Multi-lane Arterial Intersection Design are considered “Innovative Treatments” that are not DMD-adopted practices at this time. The City may explore some of these approaches, such as color enriched pavement in vehicle conflict zones, bicycle detection loops, and bike boxes in future studies and/or pilot projects.
Created a new section in the Design Manual to cover these newer strategies and techniques, which had been inadvertently omitted from the previous version of the plan.
6. In the text related to administration and management of bikeways and trails, DMD recommended removing reference to the strategy for creating a Technical Review Committee. They stated this is largely duplicative of their current practice of going to the Advisory Committees for comment and review of construction plans. The comment indicates that there are insufficient staff resources available for a new committee. However, upon further discussion, it was suggested to rename the group “Staff Coordination Committee” to more closely reflect the intent and purpose of this recommendation. This concept remains in the Plan.

Parks & Recreation:

7. Additional content related to soft surface trails and Major Public Open Space was added to the Plan. The Red-Line version of the plan adds text about the Major Public Open Space plan, which was omitted in the first draft, and the plan also clarifies between “open space,” such as parks and plazas, and Major Public Open Space, which includes the escarpment, bosque, and the foothills. Planning Staff agrees that it would be appropriate for P&R to develop additional content related to this type of trail facility.
8. Clarified the trail development policy regarding a trail in lieu of sidewalk is only allowed in situations where the Bikeways & Trails Facility Plan proposes a trail, and also that the trail must meet the minimum design standards to be accepted by Parks & Rec before adding to the trail inventory list.

9. Added discussion of programs that are focused on trail issues, specifically the Prescription Trails Program and several Open Space Division trail education programs.
10. Replaced the text on 99-102 to reflect the latest draft text provided by Parks & Recreation consultant. This was inadvertently omitted in the previous version. The main change is that this text reflects the input of GABAC and GARTC and their concerns.

Long Range Planning

11. Additional text or clarification was provided to reflect the following comments: add an enhanced executive summary, add more images, add emphasis to the crash data, refine the project prioritization approach, add enforcement and engineering program recommendations to Chapter 5, add more creative funding sources to the list of traditional funding sources, add more detail on the City's typical annual budget, summarize the implementation actions, and summarize the recommendations and conclusions.

Mid Region Council of Governments

12. Additional text was added to emphasize the need to look at best practices in other communities and to be responsive to emerging trends and concerns in the community. It was clarified that the plan allows enough flexibility to include new projects that are highly consistent with the plan goals that may not be explicitly listed in the current project list.
13. Included data gathering and public involvement as a way to address gap closures, arterial retrofits, and project prioritization. Added a recommendation to use performance measures to better understand the impact of programs and projects.
14. MRCOG recommended that Bear Canyon Arroyo from Juan Tabo to Tramway is another trail gap that should be included in this list. This comment is consistent with several public comments. However, the property owner/manager, Open Space Division, does not support a paved trail at this location.

III. DISCUSSION OF OUTSTANDING ITEMS

Due to time constraints and the complexity of some of the comments, not all September “Recommended Conditions of Approval” have been addressed yet. These outstanding items are discussed below and are included as Recommended Conditions of Approval, page 10.

1. All of the recommended changes to the proposed facilities that staff is aware of have been addressed. However, continued evaluation and amendment of the proposed facilities should consider any new or outstanding public comments related to bikeway and trail facilities that have not yet been reflected.
2. One concern that continues to be raised is about how the City plans to address current bikeways & trails that do not meet the current minimum width or design criteria. This is listed as a short-term priority action (Item # 49 of the Implementation Matrix, page 144 of the Draft Plan). Because this is such a significant matter related to the safety and security of the system, Planning Staff includes this as a Recommended Condition of Approval so that it may remain as an ongoing topic for discussion.
3. A “Snapshot” summary of the Bikeways & Trails Facility Plan was created. This document could replace the current executive summary or be a separate, stand-alone document. Further editing may be useful to continue developing the themes that have been raised by members of the public, as well as department and agency commenters.
4. Finally, three outstanding comments related to internal document consistency and document usability have not yet been addressed. These comments include adding more images and diagrams to simplify or summarize the content of the plan.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

City Departments and other agencies reviewed this application from 8/4/2014 to 8/29/2014.

Approximately 150 comments from departments and agencies are included in the September staff report, beginning on page 40. Many reviewing agencies provided comments to the effect of “no comments/no objections.” The majority of these comments have been reflected in the current “October 2014 EPC Red-Line” of the DRAFT *Bikeways & Trails Facility Plan*.

Since the September hearing, additional comments were received from Transportation Services (the City Engineer) and ABQ Ride. These comments are provided starting on page 12, and they are also included in the EPC Comment Matrix. All of these comments have been addressed in the October 2014 EPC Red-Line document.

There are no new major changes recommended to the content, format, or recommendations. Staff generally agrees that these new recommendations and the outstanding recommendations identified above should be reflected in a revised draft that goes to City Council for review and action. They are included as Recommended Conditions of Approval.

Neighborhood/Public

During the planning phase, a variety of public outreach and engagement efforts were made. In 2010, the City's consultant conducted a survey focused on bicycling preferences and concerns. Over 1,200 individual responses to the online survey were received; all but a small number came from unique computer IP addresses. The consultant also solicited information through stakeholder workshops and in three public open house meetings.

After the Plan was transferred to the Planning Department to compile and edit the document, there has been ongoing outreach and coordination since September 2013. The Staff Planner consistently attended the monthly GABAC and GARTC **meetings to understand current issues and concerns**. These two groups consist of appointed community members who serve as representatives for a variety of trail and cyclist types and represent the interests and needs of different parts of the city. Additionally, **presentations were given to each group to get guidance on elements of the plan**, such as the goals and policies, the project prioritization process, and the existing conditions analysis as well as to update the community on the project status. The Staff Planner also gave presentations to a number of different groups:

- GABAC & GARTC Monthly Meetings, 8/13 – present
- Healthier Weights Council 2013 Symposium, 10/16/13
- Complete Streets Leadership Team, 4/24/14 & 6/26/14
- Albuquerque Development Commission, 5/15/14
- Dan Burden Workshop, 5/16/14
- Parks & Recreation Advisory Board, 6/3/14 & 8/5/14
- Open Space Advisory Board, 8/26/14
- BikeABQ, 8/26/14
- Three public open house meetings were held in July 2014 to present the content of the proposed draft Plan. There were approximately 120 attendees.

Over the course of this project, Staff received numerous comments related to specific bikeway and trail facilities; programs; and administrative practices and policies. Staff notes that it was not uncommon to have multiple comments on the same topic, expressing opposing opinions. This was true for the use of buffered bicycle lanes, some specific trail locations, elements of trail etiquette (to announce “on your left” or not), and approaches to weed control. The project planning group incorporated many of the comments and recommendations into the draft plan; however, some need further discussion to determine how to best address.

BikeABQ, a local bicycle advocacy group, has voted to support the plan. They particularly support the development of the proposed facilities that will connect the existing bikeways in the City. GARTC, the City's Recreational Trails Advisory Group, also voted to support the plan with a few minor comments and recommendations.

The EPC hearing for the proposed Plan was announced in the Neighborhood News and posted on the Planning Department's web page. The staff planner sent e-mail notification on August 11, 2014 to the list of neighborhood coalition representatives. There is no known opposition to the request.

IV. CONCLUSION

This request is for adoption of the *Bikeways & Trails Facility Plan*. The Plan includes a review of existing conditions and a needs analysis, identifying difficult or dangerous locations as well as areas with the greatest potential for improvement. The plan includes design guidelines for both on-street bicycle facilities and multi-use trails. Key recommendations address education and outreach, closing gaps in the system, maintenance, and way-finding. There is a proposed facilities map and a detailed list of projects to improve the bicycle system and individual facilities. The EPC's role is to make a recommendation to the City Council.

Staff from the Planning, Municipal Development, and Parks & Recreation Departments collaborated on this planning effort. Bicycle and trail advisory groups were consulted and the City hosted three public open house meetings to introduce the draft Plan.

The Office of Neighborhood Coordination (ONC) provided a list of the affected neighborhood representatives, who were notified of this request by e-mail. The proposed plan was announced in the Albuquerque Journal, the Neighborhood News, and on the Planning Department's web page. As of this writing, Staff has received a few requests for a copy of the Plan and a couple of emails and phone calls from interested parties, generally supportive of the 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.**

Staff finds that the proposed plan generally further applicable Goals and policies, and the overarching intent of the City Charter and the Zoning Code. The Departmental and Agency comments provided and analyzed in the September Staff Report have generally been incorporated into the **October 2014 EPC Red-Line Draft Plan**.

The suggested revisions that staff was unable to address over the past month are retained as recommended conditions of approval in this Staff Report. They will help improve clarity and respond to comments provided by agency reviewers and members of the public. These issues deserve continued focus and discussion as the plan moves forward through the adoption process, and have been addressed as recommended conditions of approval. Staff recommends to the Environmental Planning Commission that an approval recommendation be forwarded to the City Council.

FINDINGS – 1008887 – 14EPC-40054 – October 9, 2014 – Facility Plan Adoption

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.
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.4i - 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.
 - 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.

RECOMMENDATION – 1008887 – 14EPC-40054 – October 9, 2014 – Facility Plan Adoption

APPROVAL of 11EPC-40051, a request for a Facility Plan Text Amendment, City-wide, based on the preceding Findings.

*RECOMMENDED CONDITIONS OF APPROVAL – 1008887 – 14EPC-40054 – October 9, 2014 –
Facility Plan Adoption*

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 are deficient according to the current DPM standards and/or the Plan's Design Manual. These locations should be identified on the printed Bike Map and online GIS data.
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.
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.
 - a. 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.
 - b. Overall – Recommendations and conclusions – there is a lot of information in this plan. Where appropriate, summarize recommendations and conclusions.

*K. Carrie Barkhurst
Planner*

Attachments

Support Information:

New Agency Comments – page 12
Snapshot Document Summary
EPC Agency Comments Matrix

Public Comments:

GARTC Comment Letter
Bike Friendly Community Application, 2012 – submitted by Scott Hale

September 4, 2014 Staff Report & Attachments

Application Information:

Application
Project Letter
TIS Form

Support Information:

GABAC Ordinance, §14-13-3-6
GARTC Ordinance, §14-13-3-8
White Paper on Organization of Bicycle and Trails Advisory Committees
Bicycle Friendly Community Feedback Report, Fall 2012

Neighborhood Information:

ONC Letter
Copy of Email sent to NA Coalition Representatives
ABQ Journal Advertisement Notice
Metropolitan Parks & Recreation Advisory Board Letter
Complete Streets Leadership Team Letter
Media Stories

Full Public Comments (96 pages) at: <http://www.cabq.gov/planning/residents/sector-development-plan-updates/bikeways-trails-facility-plan/>

Notice of Decision Distribution List:

Scott Hale, Chair, GABAC
Ian Maddieson, Chair, GARTC

CITY OF ALBUQUERQUE AGENCY COMMENTS

CITY ENGINEER

Transportation Development Services

1. Leave first part of sentence out on Page 172 for the discussion on surfacing, “Although multi-use trails today are not required to meet any ADA guidelines.....”
2. On Page 191, although AMAFCA currently requires 36-inch maximum spacing on bollards, it may be worthwhile to mention somewhere in this section that the proposed PROWAG standards will require 48-inch spacing. A minimum of 48-inch spacing is required to pass certain types of cycles for ADA use such as those that have parallel seating and are over 36 inches wide.
3. On Page 143 where it mentions a minimum width of 4 feet for proposed bike lanes, is there any place in the document where it mentions upgrading current bike lane facilities that are less than 4 feet in width?
4. On Pages 50 and 94 references counting stations and collecting counts of bicyclists and pedestrians. It may be worthwhile to collect more current count data from recently built count stations on the Bosque Trail at Bridge, Rio Bravo, I-40 and Alameda as well as count stations at Alameda/Second Street, Tramway & Paseo del Norte, and North Diversion Channel/Alameda.
5. To add to bike trail facilities maps in the plan:
 - a. The County recently built a trail connection from the Bosque Trail to Second Street immediately south of Woodward Road.
 - b. There is a current County project to build a trail along the west side of Second Street from Osuna Road to Roy Avenue which should be constructed by 2015.
6. Could a larger facilities map be provided for Existing and Proposed Bikeways with all applicable street names shown?

OTHER AGENCY COMMENTS

NEW MEXICO DEPARTMENT OF TRANSPORTATION

No new comments received.