

Assets

1. Master trail licenses that exist between AMAFCA and the City as well as AMAFCA and the County
2. Great arroyo trail system
3. Paseo del Bosque trail, the North Diversion Channel trail, other multiuse trails, and the potential of the irrigation network
4. Trails in the foothills
5. Growing number of support facilities - racks, lockers, designated parking
6. Hahn Arroyo project
7. Gail Ryba Memorial Bridge over the Rio Grande
8. "Thank you for addressing the under-crossings for east-west roads on the North
9. Diversion path"
10. Miles and miles of trails, bike routes, and bike lanes
11. New bicycle boulevards
12. Great weather for outdoor activities
13. Bus bike racks
14. Rail Runner accommodation of bikes
15. UNM Hydraulic Laboratory, which does testing for wave action in bikeway notches
16. Parks and Recreation program for kids on bike/pedestrian safety at the K-5 level
17. Built-in teachers with the League of American Bicyclists cycling instructors
18. Good Albuquerque Police Department bike patrols
19. The range of cyclists and other users who have different needs and preferences
20. UNM's bike shop, which makes low-cost repairs and disseminates information
21. ABQ Bike Recycling program, which rehabilitates and repairs bikes for continued use
22. City and County projects that are on the books and moving forward based on the last plan and the Capital Improvements program
23. GABAC, GARTC, and Bike ABQ – 3 active, strong committees!
24. Increased visibility due to parades and interest of local media
25. Recreational clubs that promote cycling like the NM Touring Society and the NM Coalition
26. Annual bike swap, which is a great forum for buying/selling and information exchange
27. Bike valet program at major cultural events
28. Companies (e.g., REI) that offer workshops and space for events
29. Better than many cities of comparable size, but fragmented and unevenly serving different areas
30. Two major components — 1. paved multi-use trails primarily in urban areas; 2. natural surface trails in city Open Space areas, Sandia National Forest, National Monuments, etc; • Plus minor city and county park trails, campus trails, etc. Many opportunities for expansion and greater integration between different elements of trail system.
31. From east to west: Tramway, Paseo del Nordeste-North Diversion Channel, Bosque, and Unser trails cover considerable north-south distance
32. First let me complement the city on the bike trails system that exists. I am a recreational rider and prefer to stick to the trails and designated streets so the more places I can go that way, the happier I am. I love the improvements on the north diversion channel that allows

you to go under the major streets and the bridges over the freeways are great and not a waste of tax payer money in my mind.

Administration

1. I watched a podcast at MRCOG regarding how other cities/metro areas do their planning for bicycle/pedestrian facilities. One option is to use Bicycle Pedestrian Planning committees, BPAC's. Nashville/Davidson County has something like that. I have advocated that GABAC and GARTC should be combined into such an advisory or action committee. The committee would be chaired by a high level City planner and would include various stakeholders. The Chair would have some degree of executive authority to get things done.
2. Technical Review Committee - What are qualifications/expectations. Always been problem vs. other communities
3. Organize Trainings - Personally very interested in this as largest gap I see. Staff not attending conferences and expanding technical horizons. Or presenting technical papers which should be part of career growth/expansion. Hate to say it but the career path is limited compared to most communities and that's tragic. Biennial - No way is this enough, probably needs to be bimonthly until we get proper resource loads leveled—long-term outstanding issues list is huge and complex
4. As I also mentioned, there needs to be some sort of “leadership” from each of these entities that understands/relates to the benefits of cycling and just not providing “lip service”. Example: The mayor of Denver is not a cyclist, but donned a helmet and a loaned bike to go out and ride the new dedicated bicycle only lane in downtown Denver to show his support for the project. The city of Tucson is currently completing a rail transportation system, and at last report, there have been over 80 bicycle accidents related to cyclists not knowing how to approach/transverse rails. City councilors are out there riding their bikes with engineering to look for safer/better ways to integrate car traffic and bicycles/pedestrians.
5. My only parting comment is - I have been associated with this community on and off since 1971, and my biggest frustrations that I walk away with are: lack of accountability; poor political leadership; bureaucratic incompetence; lack of comprehension of “public safety” which is more than fighting crime; and, people just don’t play well together in the sandbox here (it’s a ME against THEM mentality).
6. “Streamline administrative practices and coordination” Not so sure this defines main problem. Should processes and practices be streamlined or expanded. Is problem really between these three agencies or is the disconnect much broader and includes user community, sister communities, sister agencies, etc.. Also my observation has been unclear goals and objectives and lack of management commitment and attention. Bike/Ped predominantly staffed by low to mid level coordinators with very little management commitment/participation
7. “produce well-designed facilities” What expertise is available? Is funding further issue? Low level staffing issue with no management/senior level expertise. Clearly void in “principal in charge/sponsor level commitment that has political commitment and authority to make what needs to happen, happen. Analogy of planners and engineers who may ride bikes vs planners and engineers that design and construct bike/pedestrian and recreational (trail?) facilities...

8. “connected network of trails and bikeways that are safe and enjoyable” Bold “CONNECTED facilities that are safe, comfortable and convenient.....”
9. “DEDICATED” question wording here as “dedicated” and “promoting” as needs are certainly much broader, as is community expectation. Also, while we have dedicated funding to bike/ped/recreational facility management, we haven’t adequately staffed or had clear management goals and objectives.
10. “linkages” Think linkage with user communities and their diverse and complex needs should be primary focus, then focus on needs of bureaucracy. Also think bureaucracy must be broader to include Open Space, APD (at a minimum) and also feeder institutions (BernCO, UNM, APS, Kirtland/Sandia, etc.)
11. “planning of future projects and programming” Needs to be published so community is aware of gaps and is involved in successes as well as failures.
12. “DMD and P&R, with assistance from the Planning Department, will coordinate requests for trails and bikeways funding.” Vague in terms of leadership, management responsibility and support responsibilities. If Planning needs to lead, then leadership needs to be clearly assigned and accepted.
13. “The Planning Department, in coordination with DMD and P&R, will take the lead on developing funding mechanisms and implementing the 50 Mile Loop.” This has been an effort of the Administration, funded by Administration. Generally, bicycling community has not supported 50 mile “activity” loop but has stayed back as funding and management had no impact on cycling community. If this is changing and is going to tap existing cycling funds, programmed efforts, I think there will be significant push back and community resentment (similar to Paseo/I25 where project ignored all previous planning efforts—2000 plan had bridge alignment at San Francisco)
14. “DMD and P&R, with assistance from the Planning Dept. will maintain an accurate list of major bikeway and trail projects currently programmed, to be updated on a biannual basis reflecting the status of programming, funding, design, and construction” Wow. Speechless that there is no apparent understanding of negative impact not properly managing this process has had on community. And, we are going to extend frequency rather than condense it (quarterly)? Not at all comfortable here and hope I am misinterpreting intent.
15. “an annual update of the existing and proposed facilities map.” Pretty sure that cycling community would prefer this be coordinated via MRCOG to coordinate/solve connectivity and uniformity issues among regional member communities.
16. “Foster linkages among critical departments” Yes please. And to include some kind of standard for connectivity. Example, perhaps chicanes for blind/low visibility connections (issues w/fences, vegetation, etc.) to Bosque and other important shared Trails
17. “trails and on-street bikeways.” Somewhere we have to make clear distinction between hard and soft surfaces and their diverse user requirements. Maybe Trails= soft surfaces; SUP/MUP hard surfaced combined use; On street=hard surface (crusher fines perhaps be considered additional amenity because usually adjacent to some sort of paved facility)
18. “deviation must be documented” Yes! and transparently reported to administration, Council, Management, user community...
19. “rationale” perhaps list of appropriate exceptions might provide clarity?
20. “few key staff members (P&R, DMD,, and Planning Dept) with expertise in design of trail and bike facilities” Think a pretty good argument could be made that we don’t have any and that is part of what has us here in first place. Engineers as bike riders analogy vs. designing

bicycling and pedestrian facilities. Also, we have real weak expertise/experience in local contracting community

21. Do all bike/ped/recreation/transit projects go through DRC?
22. “experts would be included on a case-by case” In addition to experts, seems to be huge need for sponsor/principal-in-charge type figure that can work both within technical, user and political communities. Role, responsibilities must be both high functioning yet autonomous.
23. “ADA Specialist” Parks had ADA Consultant that gave one of the best overviews of the meat of ADA issues ever. DMD, Planning, MRCOG, County need similar briefing in an environment where they can ask uninhibited questions. Also, so do the advisories but independent of staff.
24. “TRC’s recommendations will be documented by the Project Manager” Who defines design goals and objectives? Do we realistically have staff and contractors with requisite experience and expertise? Or should process be more iterative and inclusive to determine, define and deliver project goals to PM?
25. “Coordination with MRCOG regarding topic areas is essential” Why? Also important to note that MRCOG training activities poorly attended by staff that would benefit most.
26. “training” Who conducts training? Determines community needs? Funds?
27. “On-street bikeway design, including intersections, and techniques for trail crossings of arterials: for traffic safety personnel, engineers, and others involved in bikeway design.” Very important and could have immediate significant impact. Devil is in the details/definition, though. Specifically, who is traffic safety personnel?
28. “maintenance staff” Is there a process for inspection/sign-off of maintenance activities. Significant frustration in user community as we have seen facilities ruined by lack of attention/responsibility. Damage of removing dirt and putting it on top of erosion landscaping probably 10’s of thousands of dollars worth of damage (and ugly reminder of how little our facilities matter to staff) on Ryba Bridge Box Culvert
29. “biennial meeting” Needs to be much, much more frequent (quarterly?), at least initially. Also needs to provide continuity as often entities involved during planning and then nothing till construction equipment arrives on site.
30. “DMD, P&R, Planning Department, Open Space, Park Management, Bike Safety Program) NMDOT, BernCo, AMAFCA, MRCOG, MRGCD, Rio Rancho, and representatives of citizens advisory groups and other advocacy groups” Need to expand even further to include: APS-Safe Routes to School; APD traffic enforcement and statistics, UNM/CNM/UNMH, NMDOT BPE coordination; Neighborhood Coordination Office; Risk Management; Major Institutions; Private and non-profit health organizations; Limited mobility and social mobility organizations, Business Community including both pie in sky and retail (bike/running/skate shops), multi-modal linkages, Developers/investors.
31. “will update this Plan every 10 years.” Maybe this is accepted planning community practice but it is also what caused all the problems with this update. Maybe active transportation/recreation is evolving too rapidly for shelf life and has to be designed as, and managed as, living document.
32. I was really hoping to see much broader reach and scope in terms of administrative coordination and practice goals because that will better serve greater region and certainly enhance vulnerable user safety, convenience and experiences. In addition to Planning, DMD and Parks, I think within ABQ city limits, Administration, Council, Open Space and even Transit have key roles to play. Then ancillary local entities like BernCo, AMAFCA,

MRGCD, APS, Kirtland/Sandia, APD and local support organizations (over 30% of community does not drive).

33. Lot of merit and prime time for more expanded efforts that might include MRCOG and member communities, adjacent Counties, Business, health, developers, etc.. Also, NMDOT needs to play a role somewhere or we will continue the mistake of letting state DOT plan, manage and disconnect some of our most important CABQ roadway facilities
34. No map or mention of mapped (recognized/advertised?) yet deficient bicycle/pedestrian/SUP facilities across network. Gaps/deficiencies are significant inhibitor for many potential users—probably not all that expensive to correct, but needs to be a priority to document and map (suspect impact might be ~30-45% of network)
35. Where does/will wayfinding and signage fall? Really want to see small active transportation signage that is unique applied throughout system (maybe just 2 color directional is sufficient—similar to what's been applied effectively in other cities/trail networks) If we really wanted to get fancy, maybe some type of typographic symbol for disconnected/connected facilities.
36. If the City had not continued a policy for the past 20 years plus of installing bollards in a way that interferes with the recreation of persons with disabilities, then this would be a minimal expense at this time. The report authors have it right--eliminate bollards whenever possible, and if one must have them, then observe AASHTO recommendations.
37. GARTC is not about pushing the City into meeting Federal or other government minimum requirements. It is made up of voters and taxpayers who have every right to demand the maximum effort possible from all City programs involving recreational use of trails. When we fail at doing that, we are failing our respective constituencies. We have an obligation to be sure that those we represent get the biggest benefit for the bucks the voters have generously, time and again, voted for City efforts to improve trails and recreational opportunities.
38. KOB article (8/3/13) that city has shifted its priorities to change the roads to change drividng behavior (more speed bumps, not more cops)
39. Must document and justify multi-modal level of service requirements for roadways and bike designations and MUPs (signalization and flow equally important for transportation type bicycle travel)
40. To overcome baseline data deficiencies and fast track acquiring current data across all bike/ped facilities, technology driven solutions for acquiring current user data must be implemented (smart phone and GPS fitness device driven)
41. Must include a COMPLETE assessment of bicycle and ped facilities including a complete rundown of ALL weaknesses (systemic, design, safety, policy, communication, crash data deficiencies, inadequate data <for instance mode type>, behavior, mode)
42. John has a point. This is an example of what can happen when planning and implementation are separate. I am sure if one had surveyed the community in advance, that one might have gotten an agreeable response to the idea of a trail in this location. I doubt one would get that same response if the public had been presented with the design as implemented. The resulting trail with a grade of 12+ %, isolated for much of its length, is a trail designed for whom??? As John suggests, you might wish to walk it. I doubt you would give permission for a daughter to use it, and I doubt other parents will. Did the community intend this to be a trail for dare devil adolescent males to injure themselves, or do drug deals out of sight of adults? If so, the job was well done. This is the third implementation by Parks on the west

side that is a disaster--Piedras Marcadas, La Priesa, and Boca Negra are all poor implementations of what otherwise were good concepts. I think that the role of Planning should be expanded to insure that the implementation is likely to be what a community desires, and not what Parks chooses to build for community. One would think that GARTC was to be consulted and that GARTC should have an advisory role in such projects--this never happens. Each of these was built without GARTC review in advance of construction. When input was given it was too late to have any impact. You witnessed this kind of breakdown with Boca Negra.

43. I watched a podcast at MRCOG regarding how other cities/metro areas do their planning for bicycle/pedestrian facilities. One option is to use Bicycle Pedestrian Planning committees, BPAC's. Nashville/Davidson County has something like that. I have advocated that GABAC and GARTC should be combined into such an advisory or action committee. The committee would be chaired by a high level City planner and would include various stakeholders. The Chair would have some degree of executive authority to get things done.
44. The quick process of building a trail before consulting with GARTC is a problem
45. Bruce Rizzieri head of ABQ Ride states for the record, "If the bicycle rack is full, and the bus is not to full capacity with passengers (there is sufficient space to hold a bike without impeding other passengers), the passenger will be allowed to take the bike on the bus." Unfortunately, the cycling community of Albuquerque know the reality is much different.

Advisory Groups

1. "The point of contact with other agencies and jurisdictions is unclear and varied" Serious effort needs to be made to cross-connect and cross-pollinate across both diverse user communities and agencies (some with distinct, almost opposing missions/responsibilities)
2. "there is no structure, "catch as catch can" on whether they are able to provide input at the correct point in the process" or, perhaps there is no management framework or accountability (maybe even disincentive). Who is Bike Coordinator responsible to? Same for Trails Coordinator? Who are their bosses responsible to? Last 15 years these groups have only had political attention when PR/Power was to be gained, The rest of the time generally considered PITA. Example: Marty's vindictive veto of showers/commuting facilities that killed years of these groups efforts. See similar things now with 50 Mile Activity Loop—seems to be more of political PR pawn rather than concerted effort to build and enhance community active recreation resources.
3. "the City intends to move toward a more effective approach to addressing citizen input" Find this very interesting and encouraging. But devil is in who is "City"; what is the intent driver(s); and most important, how is 'more effective approach" defined, implemented, monitored and adjusted over time as needs, resources and technologies evolve?
4. "Positive aspects of the current structure" Find it very hard to see how unclear expectations, structure and goals can be positive. The structure simply does not work any longer as needs have evolved but entities serving haven't. I think GABAC should serve anywhere a bicycle ventures and GARTC be refocused on Recreational Trails first and foremost, then broad user base, then sub niches. The devil here, and it is probably most significant recreation/transportation, living environment and commercial issue across greater ABQ, is where and how do we get pedestrian representation and involvement?
5. "GARTC doesn't have bicycle riders" Warren Wild is off-road bicycle representative.

6. “Our comments are too late in the process to be useful.” This has very little to do with the make-up or structure of either GABAC or GARTC. And everything to do with management that is not engaged, probably because they have limited subject area experience/expertise. Advisory Boards that are effective are considered assets by technical staff (Portland, Seattle, Missoula, Spokane, MSP, Pittsburg, Madison...)
7. “committees are very dissatisfied and that it is hard to fill positions” This is sad and not rocket science. Other cities don’t have this problem—we as a community need to think very carefully about that. Also, why we are at it, need to think about how to make more representative of community (young, old, business, commuter, tourer, roper, naturist...)
8. “minimal website presence for the committees” Simple to solve for about \$25 month. Should not be part of City website infrastructure as it is way too constricting and user communities need vibrancy and engagement.
9. “two committees” If we remain with this approach both need much clearer definition to eliminate duplication and confusion induced conflict.
10. “outside agency representatives as regular liaisons” Interesting. I would like to see this flushed out and do think that County, RR, APD, major institutions, schools should all have both stake and responsibility
11. “Improve recruitment and selection process” Who is responsible. Administration? DMD/Parks? Advisory Board/Committees? May build support and community involvement—or it may destroy it. Important to note that when 2011 draft was being prepared and presented, most meetings neither GARTC or GABAC could field a quorum.
12. “term limits” We do, two terms. Just been ignored and it has led to a lethargic stasis.
13. “particular areas of interest” interest is a really weak word in the context of community loose ends and needs.
14. “consider a way to have committee members (or their constituencies) assist in standardized trail counts and reporting on other issues.” Don’t know where this came from but it’s somewhat offensive as GABAC has been pushing staff to use technology for more accurate trail counts (and since none were being done...) and innovative analysis/reporting. Also, remember that CABQ pays BikeABQ for many bicycle promotional events which has created strife in bicycle community, especially when anyone has anything that involves/requires volunteers.
15. “Bike & Pedestrian” Pedestrian needs a few seats at the table because under the veneer, pedestrian community and interests are as diverse as bicycling.
16. “geographic regions, such as council districts, and which reflects the diversity of the community – age, gender, and type of travel” Devil in details. Really hard to get diversity when organized geographically/politically. Also, volunteers tend to be either unemployed or post-career.
17. “major established advocacy groups” GABAC has always had this and sometimes it leads to problems (fine lines that can fog in a hurry between advisory and advocacy and activist roles/activities)
18. “ex-officio agency” Interesting. Compensation? Would/could this benefit one agency or interest over another. Been a problem for other communities. Wonder if it was because of prior agency involvement or if it was unclear/undefined goals and objectives. Ex-officio often relies more on personality and relationships which can be a disaster in loosely defined structure/organization with unclear objectives.

19. "City/County Bike, Pedestrian and Trails Advisory Committee" Think this is clearly smartest way forward for greater region so that we can get uniformity, connectivity, economies of scale, etc.. Problem is it really needs to be communities/counties/tribes/institutions/agencies which is a nightmare with our politics and lousy economy. Think it will have to be task force with some really strong leadership and that can sell both sides from the middle. Ugh!
20. "strong executive committee" Would like to see even one instance where NM Executive Committee connected and moved an extensive and diverse user community forward. Executive Committees by their very design operate in a much different stratosphere than bike/ped/transit user communities and I can't see how to make connection or use EC to move these diverse communities forward (too often someone becomes autocratic and game over) Still think the challenge is how to manage and sell from the middle
21. "Albuquerque moves to a single committee structure" Don't think single committee can be implemented effectively with current players. Also, much care would have to be made to properly cross-connect with other committees/Boards which, when it comes down to it, we should have been doing anyway. Also, think whatever we do, it needs to be broader than ABQ to be effective. Both for reasons stated throughout my comments, but also so the isn't so much impact politically administration to administration or Council District to Council District
22. "staff the committee" Hopefully with some management participation and commitment which has been huge inhibitor for both GABAC/GARTC. Management doesn't commit—so staff doesn't commit. Simple. And as we have seen destructive as hell.
23. "By way of example, in Minneapolis, the transportation department staffs the bicycle and pedestrian committees. The Parks Board, which is an independent organization which builds and maintains most of the extensive trail system, has 3 board members represented on the bike committee" I think greater MSP might be great model for us. What is most amazing to me as I have talked to folks about how it "just works" is everyone is a stakeholder. Or at least they feel that way, from the bicycle rental operators to U of M administration and students to Calhoun Lake area residents to business community to Railroad Authority....somehow, it all just works. What's remarkable is it's not all that long ago (15 years) that it didn't. Also important is they have even more independent agencies/authorities than we do.
24. "Would require exploration with the County to determine" Not a fan of this as a solution at all. Too easy for either entity to get all wadded up and walk as County did when Marty started dictating.
25. "MRCOG" Like this best but see significant problem with way COG does roadway related business. The COG is great at planning, perhaps at a higher level than greater community needs in short-term (almost ivory tower academic when "c"s might pass), but does not design or execute. The COG's mission as I vaguely understand it is a facilitation role and one they do well. Guess Railrunner is exception, but that's pretty basic execution when compared to bicycle/pedestrian/transit roadway interests and issues. Then, when you add recreation and trails—oh boy....
26. Think GABAC/GARTC future is much bigger than just CABQ problem. Impact is wasted \$\$\$'s and disconnected infrastructure across independent facilities/networks.

27. Both GARTC and GABAC relegated to relatively low level, coordination type staff and the lack of management involvement is huge contributor to poor performance and frustration. This lack of management commitment and involvement cannot be over-emphasized.
28. These voluntary Committees require significant commitment (time and sometimes even financial) and investment. It is a shame to see efforts under utilized and appreciated by staff/mgmt.
29. According to J. Strozier, MRCOG PIC (public involvement committee???) probably got more miles of quality facilities built than GABAC/GARTC, PARKS, PUBLIC WORKS combined. His point was that while the Advisory Boards, Admins and Departments were fighting, accusing each other and grandstanding, PIC was able to garner support from greater community stakeholders and get things funded and built. Find this very intriguing and think it's worth flushing out a bit more.
30. No matter how we slice and dice, a significant interest is missing from representation and that is pedestrian. I'm not sure how we cleanly fit and represent a segment/interest which is virtually 99% of community, and perhaps that is the point. We can't cleanly because pedestrian issues impact virtually every aspect of urban living (social, commerce, recreation, transportation, health, education....)
31. Think no matter what we do, we have a monumental challenge in selling both sides from the middle. Any marketing/sales pro/B School prof will say this is the rarest talent and the hardest to keep if you do find them (and supporting them with adequate resources is another huge marketing management nightmare). Think oftentimes we have asked GABAC/GARTC to fill void without support and it's been disaster.
32. Community needs have evolved for both GARTC and GABAC yet neither is truly representative of user community, nor has membership evolved as community requirements expanded
33. Certain niches represented over and over by very narrow interests even within niche.
Example: Jackie and Val Cole as Equestrian Representatives for close to two decades (Maura L. may have had a short stint). Similar problems with Touring Society and GASP/BikeNM having members serving extended GABAC stints beyond two specified in ordinance.
34. Unclear responsibilities lead to conflict and duplication. GARTC spends an inordinate amount of time on bicycle network issues when really should only have soft surface role. Soft-surface bicycling role not adequately represented (Foothills, Volcanos, Irrigation Network, Bosque and E. Mountains)
35. Business and major employers not represented for past decade
36. Major University and school systems not represented (despite being source of over two-thirds trip share)
37. GABAC members fairly experienced, high functioning cyclists—which is narrow bandwidth in what is an ever broadening activity niche. Need to widen membership to include more diverse and accurate community perspectives/insight
38. Lack of Pedestrian involvement/inclusion serious flaw across greater community/region
39. GARTC focus being narrow bandwidth of important sub-niches (Active elderly, mobility-impaired, equestrian, runners, etc..) leads to under-representation of majority of recreational trail using participants. Need to carefully consider broader recreational trail user issues to reduce conflicts and better manage facilities for all. Great example would be active families being encouraged yet seriously underserved on Bosque Trail between Tingley and Alameda. Perhaps better approach would be designating more family friendly facilities similar to how

we are going to need to designate mobility impaired facilities in future? And maybe we need to map them

40. Whats missing? Scope. We've spent hundreds, if not thousands of staff/volunteer manhours across three agencies and over \$400k and three consulting firms. If we still can't define scope, goals/objectives and pathways to get there—maybe it is time to scrap and start afresh (knowing there is lot's that can be salvaged)
41. Whats missing? Additional Funds: If that's what it is going to take, so be it. Let's expand consulting work scopes and go after a bike/trails plan firm if we need to. In fact, why don't we go after Alta since they have already worked on BTPU and should have been the prime on original contract. I think if we went to Admin/Parks/DMD hat in hand, they may not like it, but if we have the path forward mapped, I suspect they might be relieved and appreciate the opportunity to get a BTPU the whole community believes in.
42. Whats missing? In-depth Design Standards Review. County has their stuff, DMD/Planning has DPM and Parks has Trail Design Standards. I don't understand all the form based code/zoning stuff, but it seems like contextually, that is an approach with elements we may need to steal.????
43. Whats missing? Unified Approach and Commitment. I've probably sat down and talked bike/ped/transit with more community leaders than anyone (last three years). It's stunning because virtually everyone gets that we need to do something to improve facilities and safety. 90% even want to help. So WTF?.....????

Programmatic Improvements

1. Extend map south to include the new Valle de Oro National Wildlife Refuge. 1) BC has secured \$4M to develop a multi-use trail from Rio Bravo south to the refuge along 2nd Street SW, 2) Identify a "back door" access to the refuge via a future levee trail across S. Diversion Channel to the west side of Valle de Oro. Could help be an entre for a levee trail to continue south to Isleta Pueblo. The pueblo has expressed interest to the refuge about some type of direct access from the pueblo. Respectfully submitted by Clay Campbell 224-2151
2. The connection & completion of the I-40 trail would be great in order to create an artery through the city for cyclists and other non-motor vehicles.
3. new bike lane needed on Eubank from Academy to Osuna. Extend lanes to Comanche.
4. Parsifal is alternative further south to Easterday & across Los Altos overpass
5. Please think @ south valley & north valley too. South valley has historically been alienated but is now home to a huge asset for Albuquerque - the first urban national wildlife refuge in the southwest - Valle de Oro. Can we connect this 570-acre green space (also stormwater management site, wildlife habitats, environmental education hub) to downtown ABQ by means of bike/ped trail? would only require a bike/ped bridge across southern diversion channel & 2 mile extension of Paseo del Bosque. Would be a chance for the City to invest in refuge. Small investment with a big reward. Can help with tourism, ed. system and quality of life.
6. The old plan showed the Bear Canyon Trail being completed between Juan Tabo and Tramway. The new plan no longer shows this link. Please restore it and make it a high priority.
7. Show Valle de Oro Refuge and future trail along 2nd Street SW from Rio Bravo to Refuge
8. Possible future trail along levee across South Diversion Channel into west side of the Refuge

9. As Annette Charter reports in her ABQ Free Press article on May 7, 2014: Bruce Rizzieri head of ABQ Ride states for the record, "If the bicycle rack is full, and the bus is not to full capacity with passengers (there is sufficient space to hold a bike without impeding other passengers), the passenger will be allowed to take the bike on the bus." Unfortunately, the cycling community of Albuquerque know the reality is much different.
10. Thanks for fighting for bicycle riders and particularly those who depend upon public transportation. There is a measure of social justice here. If we as a City really want our citizens to cycle and use public transportation, the rules must be flexible enough to support those goals.
11. Bike boxes don't work unless there is a sign that says "No right turn on red"
12. 2012 AASHTO "Guide for the Development of Bicycle Facilities" - Chapter 7 is entitled Maintenance and Operations and is well written. It would be a good source and is consistent with contemporary good engineering practices. You might also think of it as a bridge between planners and maintenance engineers.
13. In the Air Force we would think about maintenance of new systems before they were built. In the case of bikeways, when you plan bikeways, it is a good idea to think about maintenance before you built them and even design them so as to minimize maintenance.
14. A case in point is the Academy Trail along the east side of Wyoming. When the engineers designed it, they did not seem to realize (or care) that when it rains there, it would wash a lot of dirt onto the trail. So, it tends to need a lot of maintenance at times. Dirt on trails is a curse to cyclists.
15. You may quote freely and copiously from the 2012 AASHTO Guide, and, if you give due credit to the authors of the guide, it will not be plagiarism. If someone else has invented a pretty good wheel, you do not have to reinvent it. Yesterday, I said good maintenance is a function of funding, people and planning. It also requires competence and leadership.
16. The Future of GABAC and GARTC-I have watched with concern the dysfunction of both GARTC and GABAC. The hostility between GABAC and DMD is appalling.. It does not serve the City's or the public's best interests at all. In GARTC, wherein I have served more than 3 years, I have never thought Parks and Rec ever wanted our opinions. They just want us to ooh and ah when they show their plans and accomplishments. There always seems to be some sort of conflict between Parks &Rec and DMD which does not serve our citizens well.
17. Ever since I saw a webinar (thanks to Julie Luna) on Bicyclist Pedestrian Advisory committees (BPACS) several years ago, I thought that might be a good option for the City. A BPAC would combine GARTC and GABAC and add significant pedestrian representation. In my ideal world, the COA BPAC would be chaired by a senior COA planner and the chair would have a Deputy/XO who would be a seasoned COA transportation engineer with experience in bikeways. The chairmanship and Deputy would be full time COA positions and with full-time responsibilities. Bike organizations such as BCNM, runners, walkers, the disabled and the elderly would all have seats in the committee. It is important for pedestrian representation because of Albuquerque's horrible pedestrian mortality rate. I think Nashville/Davidson County have this set-up. (I have proposed to GABAC that they consider merging with GARTC to form a BPAC but the idea has not been well received. In order to move to a BPAC arrangement, the City ordinance enabling advisory committees would have to be changed.)
18. Another city to look at would be Portland, OR because they have a Platinum rating from the League of American Bicyclists. As you may be aware, Albuquerque has a Bronze rating,

which I interpret as being somewhere between sucky and mediocre. Before any advisory committee can work well, there must be trust, respect, power-sharing and a sense of common purpose.

19. Now, the comments on Susan's proposals to negotiate a PEACE treaty between P & R and DMD. I think, while this may be commendable, it is basically a fool's errand. I think that the Mayor's Office should remove P & R from the Transportation engineering business altogether. P and R have plenty to do in running and maintaining the City's Parks and Recreation facilities. From my observations, P & R personnel do not have any or adequate training in transportation engineering to plan or execute the construction of multi-use trails. They tend to take poor plans to poorly trained, inexperienced civil engineers with predictable results. Even in somewhat mundane tasks such as maintaining our many miles of bike lanes and multi-use trails, it is important to have well-trained, experienced civil/transportation engineers in supervisory positions. Let's allow the Transportation engineers to do the work appropriate for them and let them take responsibility for quality, well-maintained bike lanes and trails in our City. The BPAC Deputy/XO mentioned above would be the ideal person to act as the liaison between the BPAC planners and the DMD engineers who would execute the plans.
20. Repair of bike bridge across tramway between Menaul and Candelaria
21. For Silver Bike Blvd. to be a high-quality route, there needs to be an underpass at I-25. I heard there is a study to redo the highway here. Can a tunnel be added as part of that project? It would really enforce the connection between UNM and Downtown where all the creative millennials want to be.
22. I propose an underpass where Winterhaven Rd. meets Montano on the Westside. It's extremely difficult to get to the south side of Montano otherwise and & very dangerous
23. Silver is not a good bike boulevard. Stop signs, parking, etc.
24. The biggest improvement I would like to see considered for ABQ would be the introduction of protected bike lanes. These would make both new and old cyclists more comfortable riding on heavily trafficked roads, while forcing car drivers to respect bike lanes. It also creates more public awareness of cyclists and their equal rights to use all roads.
25. Learning after inquiring about what we saw at LBJ Middle School that Safe Routes to School (SRTS) is probably being handled at school level rather than coordinated across community. Do we need to note that in BT Plan and also see what other communities are doing?
26. Ban the 30' dog leashes and force use of 5' fixed length on trails
27. Work with City and APS to promote Safe Routes to Schools and change attitudes of parents and students about walking or biking to school
28. 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.
29. 911 dispatch has discontinuity with locating without cross streets. Possible solutions: triangulate/ask for supervisor; in-pavement marker with ID number and route indicator
30. Bicycle yield to pedestrian signs needed
31. Educate police about bike/car accident investigation. Add 10 mandatory questions to the driver's license exam with no license if fail any question.

32. Albuquerque should use www.SeeClickFix.com to report problems to the appropriate agency so safety can be improved.
33. 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 became 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.
34. 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.
35. Create a 2% tax for bikeway/trail maintenance
36. "Promote the ""Complete the Streets"" initiative (see completestreets.org or
37. Google the name)"
38. Promote these projects and programs. How much promotion will they get?
39. Elena Gallegos trails - alternate days for hiking and biking
40. More mountain biking trails/maps/signage
41. 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!
42. "Paid participant Bicycling 101 classes- e.g. pay bicyclists to take the
43. Bicycling 101 course"
44. "Advertise bike rides or street closures associated with ""bike fiestas"" well in
45. advance so that driver will be aware that they are happening"
46. North-south at Indian School and Washington doesn't have a no right sign
47. Make pedestrian lights automatic at every red light
48. Disallow parking and garbage cans in bike lanes-unsafe, and angers motorists when cyclists enter street, e.g., Copper (Petra note: I think they mean Campus here?)
49. New infrastructure needs to meet standards-please don't design more 4' bike lanes where Y2 the lane is gutter
50. Are you all following all the comments on Vollman's death on the stories on kob.com? ...
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.

51. 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.
52. Increase in bike racks in public places including schools
53. Increase bike parking facilities including bike lockers
54. Pass a City ordinance defining bicycle boulevards and related infrastructure improvements
55. Consider constructing a separate bike lane on all new streets
56. Work with state and local officials to make sure priorities and plans are explicit
57. 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; 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)
58. Hire more city planners—research shows that it will increase the percentage of commuting cyclists in the community
59. Consider bike lanes whenever a street is being redone
60. Consider changing the City traffic ordinance to require 3' distance from cyclist rather than 5'
61. Change priorities and policies to accommodate multimodal transportation
62. Promote the use of the bike maps available through Google Maps, and report inaccuracies to Google
63. Install bike lockers at UNM and Rail Runner
64. Hire more city planners
65. 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.
66. Road and street improvements should improve pedestrian and bicycle access including compliance with ADA accessibility.
67. I-40 Corridor: Striping and installation of Triple Loop Signal Detectors at major street crossings
68. I would like to know who made the decision to build the BN trail in its present location. I have walked on the Trail and the grade is very steep. I think the trail will be so steep it will discourage older and younger cyclists and also the disabled. The drawing shows a Max grade to be in excess of 12 %. This is very steep for a bicycle trail. Have you personally put a clinometer on the paving to check the grade? Do you know what a clinometer is? I would

refer you to Page 5-16,17 of the 2012 AASHTO guide. It strongly discourages trails with grades greater than 5%.

69. Another thing I find disturbing is that the Centerline of the gravel AMAFCA service road is higher than the trail. This means motor vehicles will knock rocks and gravel down upon the pavement and heavy rains will carry fine dirt and gravel down upon the Pavement, too. The combination of a steep grade and dirt upon the pavement will lead to a dangerous situation.
70. I was able to find a lot on the CABQ web site about naming of parks, but not about naming of trails. The principles that seem appropriate to me are expressed in the attached document, but I don't know who has the authority to decide on a name. (City-wide Naming Policy April 2010 draft.doc)
1. Incorporate existing paths and trails into official network where possible. Corridors already in public ownership should be added to the trail network (with licenses, where necessary, etc). A separate status should be established for less formal corridors (cf 'secondary trails' concept in 1996 planning document). Pedestrian/cyclist exits/entrances from the city's many closed-in neighborhoods should be identified and new ones created. Some specific possibilities: Ridgecrest Drive SE, Bear Tributary (Wyoming to Academy Hills Park), Embudito arroyo, Paseo del las Montanas extension west to San Pedro, Tijeras arroyo between Four Hills and Kirtland AFB, South Domingo Baca east of existing paved trail, Albuquerque Academy loop, Route 66 to Manzano/Four Hills Open Space, Rio Grande levees , San Antonio arroyo, paths on crests of AMAFCA dams (e.g. N Domingo Baca)
2. Make use of interstices in the urban network, e.g. street medians, alleyways, drainage channels. There are many 'gaps' in the built environment, even though most space is devoted to buildings and roads. These 'gaps' include channels with primary purpose of draining water, alleys between buildings, and wide medians. Albuquerque has missed an opportunity while spending millions on 'improving' medians. Trails could have been included in many of these locations (e.g. Menaul east; Academy Rd.between Arroyo del Oso GC and Tramway Bl.). Many opportunities remain to profit from these 'gaps' to develop urban pathways and trails. Alleys in certain parts of the city could be incorporated into trail network. E.g. south of Central as an approach to UNM; east of San Mateo (see figure) with ultimate link to Paseo de las Montañas via Alvarado Park. Drainage channels, e.g. the drainage channel between Blue Ridge & Glen Canyon (N.E.) completes a pedestrian route between Eldorado HS and Tramway Bl. much shorter than the road distance. Roadway medians are used in many cities to provide pedestrian and/or public transit corridors – One of the many missed opportunities in Albuquerque, Academy Rd. median designed to be hostile to pedestrians. Objections might be raised against trails in medians because of traffic crossing the median, but this is no more an issue than traffic crossing a trail alongside a road (e.g. on Unser, Tramway or Paeo del Norte). Also, if trail development is a proper priority, median crossings can be limited.
3. Accompany paved trails with soft surface strip where possible. Good practice is to parallel paved trails with soft surface strip (reduces injury rate for pedestrians, especially runners; reduces conflict between pedestrians and cyclists). This idea was endorsed in 1996 (revised) trail plan. De facto, this often occurs due to user behavior, but should be formalized as policy and such strips maintained.
4. Provide trail name, destination and distance signage. In most cities with a developed trail network, trail names, destinations and distances are indicated on trail signage (as they are on major highways). Albuquerque is very deficient in this respect.

5. Make filling major gaps in the system a funding priority. There are many competing demands on available funding (and given current US aversion to funding any infrastructure investment, funds are likely to be limited in any case), hence priorities should be directed in two directions: 1) exploit as many as possible of the low-cost options (e.g. designate unofficial trails as official); 2) identify the highest priorities, which are to connect existing trails better, both among paved and unpaved trails.
 6. Recognize that urban multi-use trails do not have to be paved.
 7. Provide some landscape improvements where feasible. A commuting cyclist may care less about whether a trail is attractive, but this factor certainly affects pedestrian and recreational cyclist use. Caption: Unser trail - nominated 'worst in city.' Caption: Trees at turn-out on Tramway.
 8. Reduce risks at major intersections. Major street crossings on paved trails are dangerous and can be a problem to negotiate. Flashing yellow lights installed in some locations provide no security to pedestrians or cyclists and confuse the few drivers who pay any attention to them (risking rear-end collisions). Only user-controlled signals that STOP traffic are safe. Where trails run alongside drainage channels, ramps can lead pedestrians and cyclists down to cross under roads. Crossings of this kind are used, eg. In Roswell (right) and on the Contra Costa Canal trail (Concord CA) (below). Informal underpasses of this kind are frequently used in Albuquerque, e.g. at Wyoming on Paseo de las Montañas, (cf. the 'notches' under street crossings on Paseo del Nordeste/North Diversion Channel route) Flood risks in Albuquerque are rare; danger is much lower than risk of injury from cars and trucks. Contra Costa Canal Trail has gates that are closed when high water is expected.
71. If a trail is mentioned in the master plan, it has automatic approval for construction. There is no requirement for community input or a design review. I have already expressed my concerns about the Boca Negra.
72. This is an example of what can happen when planning and implementation are separate. I am sure if one had surveyed the community in advance, that one might have gotten an agreeable response to the idea of a trail in this location. I doubt one would get that same response if the public had been presented with the design as implemented. The resulting trail with a grade of 12+ %, isolated for much of its length, is a trail designed for whom???
73. This is the third implementation by Parks on the west side that is a disaster--Piedras Marcadas, La Priesa, and Boca Negra are all poor implementations of what otherwise were good concepts. I think that the role of Planning should be expanded to insure that the implementation is likely to be what a community desires, and not what Parks chooses to build for community.
74. One would think that GARTC was to be consulted and that GARTC should have an advisory role in such projects--this never happens. Each of these was built without GARTC review in advance of construction. When input was given it was too late to have any impact. You witnessed this kind of breakdown with Boca Negra.
75. Paseo/I-25. Facility should be current "best-practice" for interstate interchange design with consideration for significant future bike/ped use and designed by Engineer with experience with similar bicycle facilities
76. Continue to expand bus routes with bike racks
77. As a street rider, 2 of my issues are bike lanes that don't merge at intersection with heavy right turn movements so that the lane places me in conflict with turning vehicles and loop detectors or other detection devices that don't register a waiting bicycle.

78. I am an 84 year old ABQ resident since 1957 and congratulate the City Administrations for implementing the bikeways now existing and the future planning. Am considering getting an electric tricycle (trike) and that is why I am submitting this comment. It is only natural that the focus of the bikeways network has been and is on manual bikes and trikes. I would point out however that electric powered bikes and to a lesser extent adult electric trikes are becoming popular (slowly) with an aging population. These bikes and trikes are pedal assisted in that they can be pedaled manually only or pedaled with an assist by the battery powered electric motor or powered by the electric motor only. There are kits to convert manual adult trikes to electric which are fairly popular. These trikes are typically about 34 inches wide or less and can pull trailers. I hope the bikeways planning can provide for the inclusion of the limited but increasingly important bike and trikes for our aging citizen who need this capability to continue to enjoy cycling. They also provide a transportation capability for citizen who can no longer drive a motor vehicle. Access to the bike trails and sufficient width of bike lanes (if possible) and especially making the arterials median bikeways compatible with trikes.
79. Eubank between Osuna & Commande - extend proposed trail south from Osuna to Commande
80. UNM raidus - too much proposed; West Side - not enough. Long way down on project list to get to west side projects
81. Within the next 5-10 years, there is not enough proposed on the west side
82. Bicycle Blvd. with neighborhood greenway on Campus/Copper
83. more proposed bike blvd/neighborhood greenways or mechanism to introduce them
84. A lane on every road!
85. why not a bike route through fair grounds?
86. exempt bikes from one-way on Dartmouth between Monte Vista & Central. This kind of thing done in Europe all the time and it works
87. More bike boxes
88. Want to increase biking mode share? Bike Boulevards! Tucson, Portland have been very successful using this strategy!
89. Less spandex, more cruisers! (response: yes!)
90. Silver Ave is a GREAT route for a bike boulevard but it needs to be improved. It would tremendously benefit from mini-roundabouts along the Silver portion to eliminate stop signs (yes cars too!!), so proper engineering will increase flow and safety (see Long Beach, CA's Bike Blvd. Vista Drive for a great example)
91. Make it more difficult to drive - check out ideas from Europe
92. The bike planning committee should ride all the bike paths to fully understand what we face.
93. If the City is really committed to making this city a better and safer place to ride, scrap the 50-mile route and put the money towards bike lanes, paths, boulevards, etc.
94. There should be follow up environmental assessment. There are many crushed snakes, lizards, frogs on Paseo del Bosque. Can something be done to mitigate this damage?
95. Why not start a living laboratory program (see Boulder)
96. What about loop detectors on "trails"?
97. Did ABQ apply to be part of the Greenways Program?
98. Utilize old railway ROW - look at cities that have rails & trails. Big potential here

99. Palisado from Atrisco to Bluewater is yellow for a bike route. In actuality Palisades and Yucca have painted bike lanes that extend 1 block south of Bluewater on Yucca. The map should have them as a blue line.
100. Should have opened meeting to comments & discussion. Presentation was pretty sterile - does not address many critical issues. Need to open up the process before EPC & City Council.
101. continued bike lane @ east Indian School Rd. between Chelwood & Tramway. The lane currently ends half of the way if traveling SE
102. don't forget that SW 8th Street now has painted bike lanes
103. add a new designation (lane, route, etc.) for sharrows on south 2nd street - it also has a bike lane (blue)
104. Unser to Dellyne Ave. does this project also have a lane?
105. Are there plans to landscape and repave the Paseo del Norte multi-use trail from Barstow to Tramway?
106. Add lane for one block of Ventura St (both sides of road) for the block north of Paseo del Norte - between off-set segments of Holly Ave.
107. realign proposed trail along NDC to Roy Ave. to follow the existing roadway along the North Diversion all the way across the RR tracks to where it ties into Roy Avd. North of the 4th st bridge. Then I think you only have to get an easement from AMAFCA
108. Should we remove bike routes on roads (Central Ave, Cesar Chavez) that don't meet the low volume/speed criteria for bike lanes? Or keep bicycle routes as a signal to motorists to expect and accommodate bikes?

Network Connectivity/Gaps

1. I would rather have a well-planned integrated non-motorized transportation system designed in a purposeful manner that incorporates various pieces wisely than something that evolved randomly from linking parks and open spaces together. Linking parks together takes far less thought and analysis than a purposeful plan for a transportation system. While you may be able to replicate the works of Shakespeare by employing an infinite number of monkeys pounding on an infinite number of typewriters, it is not an efficient process. I don't agree with your theory that if you make the Parks people happy, you will create a safe, quality transportation system for the public.
2. BTW, you should look at Figure 6. To me, it says cities with good to excellent bike facilities (eg, Portland and Minneapolis) have higher bicycle commute/usage rates. Cities with mediocre facilities, like Albuquerque (which has a bronze rating) have average commute rate mode share. If the City wants to increase cyclist participation rates, then it will likely have to improve the spatial extent, the connectivity and the quality of its bikeways and multi-use trails.
3. A couple comments on the planning documents I've reviewed. Do you have an education plan? Education and advocacy can play a cost-effective corollary role along with improving infrastructure to increase the safety and comfort of biking and walking. With biking, every road is a good road (with discerning choices taken into consideration) for bicycling providing the sharing the road culture is strong and users understand the rules of where bicycles can ride. For instance, all bicyclists and motorists need to know the safest way to ride on a street like San Pedro with two travel lanes in each direction and no shoulder is for the

bicyclists to "take the right lane". (I've been following urbanabq.com and like Dan Majewski's community based approach, bubbling ideas and friendly coalition building). I noticed 313 from Tramway to Bernalillo is not labeled a bike route. I think this is an important connector and already a popular route, and would be helpful if it was "officially" confirmed. For bicycles to be fully embraced and their potential fully realized in transforming the lives of people and connectivity through communities, we should be able to feel an unbounded freedom about travel on bicycle, the same way we feel about cars. This means acceptance for multiple modes on all roads (except urban interstates, and really rural interstates should have "slow" roads for every mile, frontage/service roads, to complement slower travel--I think to do the Los Lunas bike loop from ABQ you have to use interstate from highway 6 to Stuckeys, doable, but not ideally attractive). The last idea is for a shared use path near the Tijeras corridor across the Kirtland base from Mesa Del Sol to near Four Hills. The bicycling is awesome through Tijeras Canyon out of town on 333, and the cycling looks good in the Mesa Del Sol neighborhood, connecting to the excellent roads in the South Valley. It would be nice to have a connecting cycling corridor without having to edge around the base through the thick urban centers, and the stoplights, etc. For bicycles to function at their full capability--they really can do all the things a car can do--it is helpful to think about how to facilitate excellent travel flow by bicycles with numerous multifaceted options, just like we have for cars. Let's exceed expectations! It will pay off for all and every way in the long run.

4. I found your responses to Gary's comments and queries interesting, but especially the remark you make that you "tend to believe that the consultant mostly looked at gaps in linear facilities on a map" to develop priorities. My own impression is that this is exactly what was done and moreover it was done in a simplistic fashion that looked only at a kind of density distribution of bicycle facilities (and, yes I do mean only bicycle facilities, since pedestrians and other trail users are essentially ignored in Gannett Fleming) and not at whether any proposed additional facilities really added to the effectiveness and connectivity of the overall network of trails and bike lanes. In other words if a certain area of the city had few bicycle lanes or multi-use trails, they'd suggest throwing some in, regardless of whether they really added to the overall functionality of the network or responded to likely demand, given such factors as population density, likely travel or recreation usage, attractivity of destinations served, etc. This way of doing things seems like looking at a map and seeing that there is no north-south interstate highway in Eastern New Mexico and deciding that therefore it would be a good idea to build one.
5. "Continue Bike Boulevard across San Mateo! Ends abruptly after Silver Bike Blvd.
6. eastbound. There's nowhere safe to go! San Mateo is 40+ MPH."
7. "The stop sign at Silver and Stanford needs to be turned to slow traffic crossing the
8. bike boulevard."
9. "Connect eastside to far South Valley- more direct than Rio Bravo; less scary
10. than Coors"
11. "Better east/west trail connections especially in south Albuquerque area (this
12. comment was repeated at least four times)"
13. Citywide beltway/perimeter route
14. Close the gaps, connect the dots, in Los Ranchos
15. Address the gaps in the system!
16. "Choose one east-west route from North Valley (Bosque Trail) to NE Heights

17. (N/S Diversion Channel) so recreational rider/commuters have one safe route
18. between I-40 and Paseo del Norte. And then build it. "
19. "Need hard surface trail for bikes and wheelchairs from North Diversion
20. Channel Trail to Tramway trail along Bear Canyon even in open space"
21. "If you cover the Albuquerque bike map with a clear piece of plastic and with a
22. sharpie trace the bike paths, lanes, there are still a lot of gaps. Imagine
23. motorists who do not rely on muscle power coming to the end of the road.
24. They wouldn't tolerate it. Continuous bikeways will make bikes more realistic
25. transportation."
26. "Connections in SE portion of the city are very difficult in comparison to the
27. rest of the city"
28. Second previous comment.
29. "South Valley cyclists have to go far out of their way to gain access to
30. downtown, zoo, Bosque trail, etc. A safe bridge along the Central A venue
31. Bridge is essential. Biking in the South Valley is already discouraging for
32. many reasons. This lack of a bridge need not be another."
33. "No connections near Paseo del Norte east of Jefferson to get to Northeast
34. Heights areas"
35. Poor E-W connectivity over 1-25
36. Strengthen connectivity to and within the APS northwest and southwest education corridors through planning and trail construction
37. Need a bike trail in Bear Canyon Park to get to Tramway from CNM
38. 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.
39. Gates at Balloon Park and Diversion Channel often locked
40. To Bernalillo through or pass by Corrales
41. "I live in the Mid Town!UNM area and use the bike paths all the time. I can go from
42. UNM to the Balloon Park using just the paths which are great! From the Balloon
43. Park I can see Tramway & 125 about 1/4 mile away, BUT I could not get there. I
44. 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 Streetframway & 125? I can get to the Frontage Road from the Balloon Park and could just about ""spit"" to
45. 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 125.
46. 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 Streetframway, 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
47. appreciated."
48. [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 125. Any suggestions on how to get that last little piece done?

49. 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 ridding their bike when they otherwise might. Thanks!
50. 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.
51. "Unser blvd's bike line ends abruptly and should be extended all the way to central
52. blvd. Unser Blvd has about the same bike traffic as Tramway which Parallels the
53. cities furthest high traffic and bicycle usage traveling north to south or Vise Versa."
54. Bear Canyon Bike bridge must happen (near I-25)
55. Try to connect bike path paralleling 1-40 so it is continuous
56. Consider creating another multiuse trail at 2nd and 4th Street along the drain
57. No asphalt trail in Bear Canyon between Juan Tabo and Tramway
58. Change Bike Blvd from Silver to Copper in the University area
59. Improve safety, e.g., wide shoulders on Paseo de Vulcan
60. "Commuting- need north-south on-street routes (San Pedro, Bike path at
61. diversion channel, Pennsylvania)"
62. "Commuting- east-wide streets for shared use- Constitution, Indian School,
63. Comanche, Osuna, etc."
64. "Need bike lanes on N-S routes an West Side- Golf Course Road, Unser
65. Blvd., Eagle Ranch Road, and Paseo del Volcan"
66. "Need bike lanes from two lane reductions on Paseo del Norte to Ventana
67. Ranch. There is literally no shoulder in this area, and the Double Eagle Ranch
68. ride from Ventana Ranch to 1-40 is very popular with a large segment of the
69. cycling population."
70. Consider moving bike boulevard to Copper
71. "Install bike lanes or pave all sidewalks on eastbound Alameda between
72. Balloon Park and Jefferson/1-25"
73. 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.
74. "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

75. 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."
76. The bike lane on Wyoming shouthbound 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.
77. 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' could be striped as a lane to connect the two segments.
78. 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).
79. Make Uptown and Cottonwood shopping centers more bike friendly
80. 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
81. Improve planning for bikeways in Mesa del Sol: Improve biking on University Blvd.; Improve access to Journal Pavilion, UNM film school and film studios
82. 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
83. Connect bikeways to Rail Runner stations
84. Address the lack of connections to the Bosque from housing situated north of Alameda
85. Work with City to put in a bike lane on Yale between Lomas and Las Lomas south to Duck Pond
86. Improve UNM north and central campus connection to south campus at Buena Vista
87. Improve crossing at Lomas and Vassar
88. Improve the connection between Lomas and Las Lomas on Yale to Duck Pond, perhaps creating a bike boulevard with signage at parking garage
89. Difficult to address lack of connection to the Bosque from housing situated north of Alameda
90. 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.

91. UNM would like to see on the prioritization of future projects: Safer crossing of Lomas at Vassar Drive.
92. UNM would like to see on the prioritization of future projects: Uphill bike lane stripe with two signs on Yale between Lomas and Las Lomas.
93. UNM would like to see on the prioritization of future projects: Upgrades of signs for bike route or Bicycle Boulevard on Buena Vista between Central and Cesar Chavez.
94. UNM would like to see on the prioritization of future projects: Safer crossing of Central at Yale and/or Buena Vista with improved crosswalk, and possible island refuge area.
95. I-40 Corridor: Bus Route Integration where ever possible.
96. I-40 Corridor: Continuation and connection to Bike Lanes going WB /EB from San Pedro at Indian School and connection to Tom Bolack from that location along the back of the homes off Zimmerman (TAKE the system off Zimmerman completely as a full safety hazard.)
97. The west side has grown considerably since these studies. Believe me, it is very different along Unser even over the past 4 years. All roads near Unser are feeling the load, too. The development progresses at a frantic pace, and promises to accelerate as the economy recovers. There are entire new subdivisions that were not there a few years ago. The increased traffic along the Montano corridor makes that gap I describe between 4th and 2nd far more serious than it might have seemed in 2010 or earlier. I started using it in 2009 when we got the trike. It is noticeably worse. The only time I feel comfortable doing it is on weekends or holidays. I have started using Griegos more, and trying to avoid this corridor when possible. BTW, Griegos has the same problem between 4th and 2nd. Again, one cannot just go north a block to Montano and use it, because the "bridge is out" there, too! I am still trying to figure out how to retrofit wings to the trike. Unser needs work sooner than later. Everyone is waiting until Unser is expanded. That is putting people at risk for a long time on a busy corridor. I do this route early in the morning on weekends to avoid the worst traffic, but it is scary even then when one comes north up Unser towards Paseo Del Norte and Paradise. There are no alternate routes going north. One has to go to Golf Course to find the next road north, or further over to Coors. The funneling of traffic to such a narrow pass would seem to justify more attention to this corridor and its recreational issues. If safety were a criteria, it well might justify a second and more careful review. I have tried multiple approaches to Rio Rancho and the West Mesa area. Unser is definitely one of the best options. Improving the connectivity and safety along Unser can tie the West Mesa and Rio Rancho together with the rest of the west side far more effectively than other proposed projects can now do.
98. I have never understood this design policy of "let them fly" over intersections and missing blocks with no alternate route. When you reach 4th heading east on Montano, there is nowhere to go! One cannot turn south, as there is no bike lane on 4th. Coming west, the same problem is encountered at 2nd. One cannot simply turn off Montano and use an alternate 2 block route. This is what I mean about safety as a priority, and access, too. The access east-west is broken for anyone on wheels.
99. Northeast Quadrant. A multi-use trail is proposed on Paseo del Norte from the North Diversion Channel to the Domingo Baca Arroyo. It scored 17 points and is tied for rank number 2. 2. No route yet exists here. How will this be impacted by the Paseo Del Norte - I-25 project?
100. Southeast Quadrant. A bicycle boulevard is proposed on Constitution from Louisiana to San Pablo. It scored 13 points and is ranked number 5. 5. I have done this stretch. It is a

"yellow" zone now. Due to the park, and connecting 2 blue zones, it makes sense to have it a "blue" zone, too. Why a bike boulevard for 3 blocks?

101. Without reviewing project drawings I am not real sure what is being proposed [at Unser and Ladera] but do have some concerns for bike/ped safety as this is an area that has really high roadway speeds that could have significant impact on vulnerable users as motor vehicles exit high speed lane. I think if we are going to allow driveway type entrance/exit to Unser, we need to have facilities that are almost an exact mirror of what you [NMDOT] redid last year on Coors. In addition to existing facilities for vehicular type cyclists in roadway, there is a segmented shared use trail and those impacts will need to be considered as well.
102. Existing paved multi-use trails have poor east-west connections but are somewhat better north-south
103. Trail Deficiencies: no north-south route between Tramway and Paseo del Nordeste-North Diversion Channel
104. Trail Deficiencies: Paseo del Nordeste-North Diversion Channel route does not extend south of UNM
105. East-west connections are fragmentary
106. Paseo del Norte trail is broken into disparate segments; it should logically connect to the South Domingo Baca trail and a bridge over 1-25, but doesn't (and a bridge has been deleted from the Paseo del Norte/I-25 plan)
107. South Domingo Baca trail could be extended further east
108. Del Rey/Quintessence/Heritage Hills/Pino Trail sequence does not extend to western parts of city
109. Bear Canyon paved trail from Juan Tabo extended by 1-25 bridge and new trail by Arroyo del Oso GC, but stops at N. Diversion Channel
110. Paseo del Nordeste: Sandia HS to UNM — no further east or west
111. I-40 trail: three unconnected fragments
112. Trail Deficits: Overall poor connectivity
113. Trail Deficits: Poor east-west connections
114. Trail Deficits: No connections to Downtown
115. Trail Deficits: No connections to UNM (except Paseo del Nordeste from the north, which doesn't even reach the central campus)
116. Trail Deficits: Again, existing trails poorly connected, e.g. Trail 365 ('Foothill trail') has major discontinuity between southern and northern sections; Nearby Open Space areas in S.E. Foothills, Tres Pistolas, Route 66, Tijeras Canyon, Four Hills not linked together; No official trail link to Los Poblanos Open Space from outside the open space area
117. Unpaved Trail Deficits: Large parts of the urban area lack any recognized unpaved recreational trails
 1. why is there a new bicycle lane on Dorado? My mother cannot park on the street anymore and she wants documentation about why it was just installed.
 2. The project list unclear about Uptown Loop. Is it the whole loop? The road should be renamed for its entirety.
 3. Big box proposed on SE corner of Louisiana and Indian School will have delivery trucks on Uptown Loop, where bicycle lane is proposed. This may cause conflicts.
 4. What is proposed on Coors and on La Orilla? Will adjacent property owners be required to pay for or accommodate infrastructure when they develop? Big box proposed on La Orilla and should pay for trail.

5. My neighborhood has concerns about remedies to the "point gap" at Vassar & Lomas NE, one block west of the proposed bike trail on Girard. Please see the May 17 letter to Councilor Rey Garduño below. He has probably already transmitted this to planning authorities through the right channels, but to make absolutely sure it is properly inserted in the record as bike trail plans are finalized, I forward this to you. Please let me know if a representative of the neighborhood association needs to reiterate in person the concerns laid out in the letter below at the Aug. 11 hearing.
118. 7. The map does not provide sufficient definition for me to determine the validity of the two points raised below. 1). The revised North I-25 Sector Development plan relocates a designated bike route from current location along the So. La Cueva Channel (the North side of Wildflower Park). The new location is along the South side of San Diego and the NORTH La Cueva Channel and a much more direct route into the Balloon Fiesta Park. The new Bikeways and Trails Master Plan should reflect this change. 2). The Draft/Final EIS for the Paseo del Norte Interchange project includes new bikeway/bike lane N-S connections between Alameda Blvd. and P de N/Journal Center. Again the update should include this addition.
119. 16. How about extra coordination within urban contexts? While it's easy to repaint streets throughout the greater city area, coordination in the urban core (Central Ave from Rio Grande to Washington) requires extra consideration given ped/bike/auto/transit.
120. Paseo/I-25. Separated Cycle Track/Pedestrian
121. Paseo/I-25. Combined crosswalk or sidewalk bike/ped should not be designated bicycle route or bike lane (included on Map or facility stats)
122. Paseo/I-25. Crossing of arterial/collector streets must be one point and not three+ (or pork chop)
123. Paseo/I-25. El Pueblo Alignment must allow for safe crossing of RR tracks
124. Paseo/I-25. Both El Pueblo and Journal Center connections from N.Diversion must connect directly/efficiently to any bridge alignment
125. Paseo/I-25. 5% max elevation bridge approach/departure
126. It is very frustrating when a bike lane peters out with no indication of where the cyclist is supposed to go to ride safely. For example, when riding west on Lead, the bike lane (thanks for adding one) goes away around Yale and then reappears farther west. Also, MLK is wide enough for motorists and cyclists until the interchange with the freeway, at which point it's complete pandemonium and drivers, particularly those turning left from the eastbound lane to go north on I-25, don't seem to care whether or not they might hit a cyclist (or jogger, or pedestrian).
127. need more bridges to cross i25 currently there is not even one why? and the bear canyon bridge is years behind schedule every time i ask i am told still trying to work out right a way issues please get it built.
128. Is there any plans for building an over pass or under pass of a bicycle trail near Paseo Del Norte and I-25 or any other trai that will allow cyclists to cross I-25 West to East or vice versa like we do have at various places at I-40 allowing North to South Crossings
129. In addition to saying thank you, I would like to ask for your help in the Paso Del Norte / Coors area. For the past year or so, I have seen an increase in cyclist in and around this area. I personally have found that getting across Coors at the Sports & Wellness / SIPI intersection is not easy and some times dangerous around rush hours. The street light duration crossing

Coors is very short, car bottlenecks happen daily during rush hour and I have seen cars running the light.

130. I would like to see if there is a possibility to get the Canal Frontage Road paved (between street lights -Sports & Wellness, SIPI and Eagle Ranch). This would allow cyclist coming from the Paso bike path to cross at a safer distance from Paso, have a longer light to cross Coors, increase utilization of the Paso / Bosque path from cyclist in the surrounding areas (individuals / families). I believe this would be a great contribution to our community as well as making it safer and more comfortable for cyclist not having to ride on Coors during high traffic times.
131. I have tried multiple approaches to Rio Rancho and the West Mesa area. Unser is definitely one of the best options. Improving the connectivity and safety along Unser can tie the West Mesa and Rio Rancho together with the rest of the west side far more effectively than other proposed projects can now do.
132. As I mentioned in the meeting, probably the largest employment sectors/corridors within the greater metro area is definitely the North I-25 corridor. One of the largest workforces is within the northeast heights. The City of Albuquerque has one of the best bicycling trail/lane/route systems in the whole country except for a major disconnect and that being Interstate 25. As a mode of transportation for daily work/employment all of the trails/lanes and routes serve little purpose if there is a major disconnect/dis-link between employment centers and workforce areas(Residences).
133. Last, if we do decide that we need to expend more effort to widen/fill gaps and that additional resources are needed, I am okay taking the lead to going out and finding the money/additional time. In fact, I think that might be much easier and more productive than responding negatively if we just move forward with what we have.
134. I do think that the "bicycle route" network needs to be reviewed as to whether some of the routes should be "un-designated" because conditions have changed since their original designation, or because they are not good places to ride. Examples include Avenida Cesar Chavez (35 mph, 6 motor vehicle lanes divided, no bike lanes; and Ventura north of Academy, which starts out at 35 mph, 4 motor vehicle lanes, divided, no bike lanes, and becomes 40 mph farther north. Most bicyclists I know would not feel comfortable riding on these (I wouldn't, and I ride comfortably on a lot of streets that my friends would not). Most people who don't ride but might want to (what Roger Geller in Portland calls the "interested but concerned" segment of the general population) would not want to either.
135. Also, a small proposal for closing a gap in the network that might go into the plan. The trail on the north side of Paseo del Norte has a short gap between Barstow NE and the east end of a section that runs west to Wyoming (where it connects with other parts of the trail network). Rather than waiting to pave this missing section of trail, what about paving about 30 feet westward from Barstow, to the street/driveway that runs just north of Paseo, and which already connects to the trail segment that runs west to Wyoming? Then designate this section of street as a bicycle route on the map. People riding from the west can figure this out (but may have to dismount to get to Barstow and the trail heading east from there. But this is less obvious to people heading west and reaching Barstow. And it is not obvious at all just looking at the map. This would be a lot less expensive than paving a separate trail, and could probably be done a lot sooner.
136. "Connection at Morris/Jessie/Spain: If it were just cleaned up and improved it would work even if it cannot become a official connection. I used to be able to ride it but I just

rather not take the chance anymore. Probably there are goatheads also! Thanks so much for looking into this.

137. "

138. I don't know if you guys are aware of this or not, but the bike route along Morris ends at its northern-most point at Spain. If you ride up Jessie, there is an alleyway that has been purposely blocked off that would connect cyclists over to Isla Pl. NE. Even stranger, the owners of the residence on the Isla Place side of that wall built up an open-face garage to park their RV on the alleyway! I don't think they should be able to block or use this public land, and if that barrier was not there, the Morris bike route could connect seamlessly with Layton. I am wondering how to challenge this situation with the city and whether or not anyone in your group is aware of this obstruction? Feel free to contact me at sesmith@sandia.gov, and I can send you a screen grab from Google Maps to show you specifically what I'm talking about.

139. But I really liked what I saw, especially the proposed bike boulevards on Claremont and some SE quadrant streets. I also liked that the plan is aware of the gap, or area, between where the Mountain bike lanes end at the I-25 frontage roads and the UNM North campus area (Cancer Center, UNMH Pharmacy, New Mexico State Laboratories located on Camino de Salud, NE. I am one of the those happy cyclists who is very pleased where Albuquerque is now in bike facilities.

140. I have lived here almost 2 years and so far find that the bike lanes and trails seem pretty good. Some of the missing links are pretty obvious-Unser South from Montano for example.

141. The potential to provide an alternative route along a major route, etc is less than satisfying. I would aim for the potential to provide another route or series of routes so that cyclist commuters don't have to use a major or congested roadway. In other words, if possible, get cyclists off of major or congested roadways and onto a friendlier shared use path.

142. An example would be the combination of the Hahn Arroyo Trail with the North Diversion Trail provides an alternative to traveling on major streets and can get cyclists to the UNM area but, unfortunately no further. The Hahn Arroyo Trail, aka, Paseo del Nordeste, is in severe need of modernization.

143. Last weekend, I went to assess the planned multi-use trail from 6th Street to University. I think that project illustrates the problems of separating implementation from planning! Without having any suggested route, it is nearly impossible to make a fair assessment. It looks like it has to run along the frontage road for a ways--over to where it can pick up Indian School. It then apparently will run along Indian school to Edith. At Edith, there is a massive cemetery, so it cannot continue along I-40, which is why I was asking if it was intended to run along Indian school, as it will have to divert south along Edith to reach the continuation of Indian School up hill and over I-40 to University. Now, maybe there are other ideas as to how to route this trail, but it is far from obvious. Without a design, it is guesswork, and a process of "trust us, and you will Be rewarded". It could end up being much like the now controversial Paseo Del Norte and I-25 trail implementation--public input was largely symbolic, as the design and build process assured that only minor adjustments to a prior plan are likely to be possible.

144. I also continued my ride of 28 miles over to Washington, then down to Marble, and around the suggested routes to and up Avenita del Rosolana. This was instructive, as it helps me to articulate another criteria for projects. This one is describe as connecting up to the I-40

on-ramp, which is does not do. It mostly goes through lovely neighborhood streets that are wide, have low traffic, and are wonderful to trike just the way they are. One arrives back at Constitution, or one can connect to Carlyle. The point is that there are multiple routes all serving the same area very well, and the suggested routes only offer a further development of a well developed corridor.

145. If we had such routes available to us on the west side, we would think the City was incredibly responsive to our reality. The principle I suggest is that one examine alternate routes already in existence in an area. Are there alternates? How well is the area now served? Are there possible routes through low traffic areas as alternates to a high traffic route? If you apply this concept to Unser the you get the picture I am trying to convey. If you want to go north on Unser, you are in a high traffic, low safety zone for a long distance--from Rainbow to Paradise, with no ready alternate route other than Rainbow to the west, and up a very steep hill. It passes by Volcano High School--with no bikelane. Can we really expect the people of the west side to smile about how nice it is that another alternate route is in the SE, while they have their kids out on Unser on bikes, or in cars driving?

146. North-south routes on this die of the river are few and far between--Unser, Golf Course, and Coors about sum it up. None has neighborhood streets that can parallel, or connect around these corridors. If you want to go north, you will have to use one of them to do so a some point. None of them has a continues and safe route, except possibly Golf Course, which might be argued to in a questionable fashion.

147. The Rio Bosque Trail runs north to Alameda, but try that Alameda over to the west side! That crossing at Corrales Road is a white knuckle crossing, especially if you are coming back east to the Rio Bosque. I do it, and it is never a joy ride. This where safety and connectivity should make this corridor a priority, so the Rio Bosque would be a safer option.

148. I also continued my ride of 28 miles over to Washington, then down to Marble, and around the suggested routes to and up Avenita del Rosolana. This one is describe as connecting up to the I-40 on-ramp, which is does not do. It mostly goes through lovely neighborhood streets that are wide, have low traffic, and are wonderful to trike just the way they are. One arrives back at Constitution, or one can connect to Carlyle. The point is that there are multiple routes all serving the same area very well, and the suggested routes only offer a further development of a well developed corridor. If we had such routes available to us on the west side, we would think the City was incredibly responsive to our reality. The principle I suggest is that one examine alternate routes already in existence in an area. Are there alternates? How well is the area now served? Are there possible routes through low traffic areas as alternates to a high traffic route?

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around these corridors. If you want to go north, you will have to use one of them to do so at some point. None of them has a continuous and safe route, except possibly Golf Course, which might be argued to in a questionable fashion. The Rio Bosque Trail runs north to Alameda, but try that Alameda over to the west side! That crossing at Corrales Road is a white knuckle crossing, especially if you are coming back east to the Rio Bosque. I do it, and it is never a joy ride. This where safety and connectivity should make this corridor a priority, so the Rio Bosque would be a safer option. Best of luck on your exploration of these west side projects.

152. I think that planners and others should look at our bikeways as a non-motorized transportation system. Right now, part of the City government, The Parks and Rec Dept, tends to view the "multi-use trails" as some sort of political bailiwick that is really a "recreational trail" network. The concept of a "recreational trail" is largely obsolete insofar that a trail, such as the Tramway Trail, is many things to many people, and users include recreationalists as well as commuters. The multi-use trails are part of a greater non-motorized transportation system. Of course, when a cyclist considers how to move around the town using non-motorized routes, he will select a combination of bike lanes, streets and multi-use trails to achieve his objectives. My wife used to commute by bike from the Foothills to the intersection of University & Cesar Chavez and used a bewildering array of trails, bicycle lanes, and back streets to do this. The route was arrived at by selecting the pieces that allowed a route that was direct but also reasonably safe and pleasurable.
153. Would like some sort of connection and visual representation to schools to hopefully capitalize on opportunity to increase active recreation/travel to school
154. I think the Plan should emphasize on-street bicycle facilities, to be used by citizens for practical daily transportation - while also being "exercise" and "recreation." I think the Plan should de-emphasize exclusively recreational bike facilities that do not connect jobs-housing-shopping-social venues on a practical daily basis.
155. I don't know if you guys are aware of this or not, but the bike route along Morris ends at its northern-most point at Spain. If you ride up Jessie, there is an alleyway that has been purposely blocked off that would connect cyclists over to Isla Pl. NE. Even stranger, the owners of the residence on the Isla Place side of that wall built up an open-face garage to park their RV on the alleyway! I don't think they should be able to block or use this public land, and if that barrier was not there, the Morris bike route could connect seamlessly with Layton. I am wondering how to challenge this situation with the city and whether or not anyone in your group is aware of this obstruction? Feel free to contact me at sesmith@sandia.gov, and I can send you a screen grab from Google Maps to show you specifically what I'm talking about.
156. Illinois - rails to trails
157. Access to Montano Rail Runner station for bikes & ped's
158. Mayor's loop is using west side right-of-ways (existing trails)
159. Plans for Atrisco Vista? Connect Atrisco Vista to Paseo de la Mesa Trail with Pavement
160. Connect Boca Negra climb to Paseo de la Mesa Trail
161. Please include the "non-paved" trails in your plan
162. We have a great trail network...but with critical gaps. Its great to see expansion, but we can get "bigger bang for our buck" by filling in those gaps. So many people have told me its what stops them from riding.

163. PS, it's a shame that the Jerry Cline Tennis Center does not have a convenient bike/ped access to the adjacent I-40 bike trail
164. you say it's a regional plan, then why are surrounding communities just blacked out on the map?
165. do you address transit connections?
166. Bike Map - Avenida Cesar Chavez mislabeled between I-25 and Buena Vista. Sunshine Terrace is better east/west connection between University and Buena Vista
167. need a bike lane continued on Jefferson north of Masthead
168. I would like the existing lane on the south side of I-40 between Juan Tabo & Eubank connected to the park that goes past Los Altos golf course. Also, the entry area @ the Juan Tabo side needs work (at least more signage to find it). Thanks for all your good work.
169. more connection south of Central, specifically at Avenida Cesar Chavez. Modifications not well done
170. I think that the plan should include provisions to pave the Bear Arroyo trail. At present it is not too difficult to get from the Diversion canal and across I25 and to continue East to the golf course area. Seems that a paved trail in Bear arroyo would be a great connector to get all the way to Tramway.
171. "I ride form UNM north area to Intel. We really need a connection from valley to heights thru the Big-I area. The bike path along i-40 is great until it ends at 6th street. they start again up on Indian School or by carlisle and I-40. Please connect the valley to these other paths
172. 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). Solution: Adding six blocks of bike lane on C. Chavez between Broadway and Langham can connect the SW area of town over the bridge to CNM and the SE.
173. 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. Solution: Painted bike lanes (as it were) on Gibson are more of an attractive nuisance than any safe transportation route. To make Gibson safe for bicycle travel, the MUT needs to be extended.
174. 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. Solution: If time allows, talk about the need for rumble strips on the MLK southbound off-ramp.

175. Bridge/Cesar Chavez looking east under I-25: Heavy rush-hour and commercial traffic coming over Bridge from SW; ~10% Grade, pushing slow-moving bicyclists directly into fast-moving traffic; Blind curve just east of I-25 combined with other two factors makes this route suicide.
176. Six blocks of bike lane between Broadway and Langham road on Cesar Chavez would provide safe bicycle access for all of SW Albuquerque (via the bridge) into CNM. That's thousands of potential new riders who should not get killed their first day on a bike. This route also opens up the valley into other parts of the Albuquerque bike path system, as it currently deadends at Broadway.
177. Gibson Blvd. In the part where I found it marked, the lane was as narrow as 3' ($\frac{1}{2}$ the normal width) running between lanes of traffic going up to 75mph. Short segment (about 100m) of paved surface by the new apartments. No markings either on either part of pavement. Finally found a trail mark. It is so eroded because cars drive over it. If it took an experienced bicyclist 3 days of trying and 2 sets of instructions just to find the Gibson bike trail markings (while actively searching), the chance that a passing motorist (who is not searching for the trail) will take note is zero (none, no chance at all).
178. Gibson Blvd. Saw more descansos than bike trail markings. Had to take my vehicle on Gibson because it was not safe for a bicycle (and I couldn't find the route). Driving at the 45mph speed limit, cars were passing on both sides, often so fast that I would hear a Doppler effect. The only way to make Gibson safe is to extend the MUT all the way.
179. Broadway is not a good bicycle route anyway, for the same reason that police set up checkpoints here on weekends: too many drunks (night and day). Drivers are learning that the bicycle symbol means "free parking." Around the new library (Broadway Cultural Center?), there is no space to put a bike lane. Solution: Broadway will never really be a bike route. Erase what's there and make Edith (2 blocks over) a bicycle boulevard. With minimum investment, it can cover the same route more safely/effectively.
180. Potential Bike Boulevard on Edith, in lieu of Broadway. Above Central and below C.Chavez, Edith is perfect. Some repairs (and speed bumps) are needed in the first 11 blocks south (100, 200, 300,...), mostly in blocks 600, 700, and 800. 10" cracks are in 700 block. Speed bumps on Edith between Central and C. Chavez are essentially just painted on (~1", though one is next to a crack 3" deep), despite the presence of two elementary schools (and many children) in this segment.

System Enhancements

1. Did you receive any feedback on designations, facilities reaching capacity, user conflicts etc. Thinking about Tramway and lack of clear systemic facilities designation (on-road, especially) and problems caused; Bosque Trail at capacity for 10' trail in many areas during peak use (idiots on tri-drops in congestion, adjacent neighborhood conflicts, etc., etc..); Foothills user conflicts (mixed-use, Strava fist fights, etc., etc..); Ryba Bridge as example for maintenance and security issues heavily impacting what should be premier facility

2. My comments were more about the overall City than about EDo. I greatly appreciate your efforts to make the bike trails system utilitarian, but the bottom line is, ultimately, cyclists will be on City streets and they need to feel safe all over town. The best solution, of course is building Complete Neighborhoods (not subdivisions, shopping centers, and office parks), which then make Complete Streets utilitarian and beautiful I might add. I believe in beauty as a goal of City building.
3. As we discussed, the glaring omission in the master bikeway plan (in my opinion) is that there is not a provision for physical separation of bike lanes from motor vehicle traffic. You shared briefly some of the opposition to that. The need for grade separation crossings at major roadways is well recognized and being implemented - quite nicely I must say. I think that physical lane separation is just as important.
4. I became interested in pedestrian safety several years ago, when about one pedestrian was being killed per month in Albq. This is high for a town where most people travel by motor vehicle. I also became interested in pedestrian safety in the context of providing safe routes from homes to bus stops. Mass transit does not work well if these routes are not safe. I have also noticed some people, mostly males, ride their bicycles on sidewalks. I think they do it because the sidewalks are safer and more convenient than riding in the streets. I ride my bike on sidewalks sometimes, such as getting from a bus stop to a bike lane or trail.
5. Hopefully we will live to see the day OUR Mayor does this: US Cities start pushing protected lanes into new territory: downtown <http://greenlaneproject.us5.list-manage1.com/track/click?u=64bd122c67bd28d620978f4a5&id=936ff3fa13&e=43f355f3f5>
6. On a 10-foot-wide trail, that leaves four feet of shy space for one cyclist to pass the slower-moving pedestrians. Best practice traffic engineering principles for cyclists recommend six to eight feet of shy space for each one. Any trail through the bosque that would safely allow both cyclists and pedestrians to use it would need to be 12 feet wide at a minimum, or 14 feet wide as the Albuquerque trails coordinator suggested.
7. Revitalize and widen Bosque del Paseo; address route interruptions and tree roots
8. Continue the City-County collaborative work to revitalize Bosque del Paseo by widening the trail and addressing tree roots and pathway interruptions
9. "Bridges on north diversion channel - wooden bridges are tough; suggest using
10. a thin concrete surface"
11. "Replace wooden slats on bridges with recycled ""plastic Imitation"" wood lookalike planks"
13. 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.
14. 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).
15. Southeast Heights needs to have bike routes signed
16. More sharrows on bike routes
17. Alvarado- fewer stop signs
18. "Signalized intersections need to have better bike detection capabilities. Going eastbound on Copper across Tramway is a good example. I can
19. start when it turns green (it's uphill) and not cross before the cross traffic
20. gets a green light)"

21. Get rid of all substandard (AASHTO) bike lanes. If lane is too narrow, get rid of paint and put in sharrows
22. Long drainage grates across street (such as on Copper east of Juan Tabo) are hard to cross and can be slippery
23. Better lighting and signage on existing bike routes (e.g., Southern west of Eubank)
24. Do not use gutter pan width in 4' bike lane width
25. Replace missing signage on bike routes through residential areas
26. Upgrade the existing bike boulevards to include traffic calming schemes, stop-sign turning, and better signage
27. Consider converting Campus Drive to a bicycle boulevard
28. 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
29. I-40 Corridor: Tunnel under Louisiana, (done but needs major rework of the drainage on east side of the tunnel at Jerry Cline Park ..see NMDOT Tony Abbo)
30. I think, if Paul's [bollard] recommendations were adopted and used as a foundation for a modernization and safety renovation plan, our multi-use trails could be substantially improved and made much safer.
31. Regarding the supposed absence of "federal standards", I would say that using AASHTO recommendations and good engineering practices would indeed make the trails much safer - that is the goal, isn't it? I think the City of Albuquerque can anticipate the contents of federal standards and go ahead and embrace a modernization program. The City is perfectly capable of developing its own internal standards, which would be better than the chaotic anarchy that now exists.
32. There was a significant issue not addressed in Paul's report, that of how bad is the problem or how many people are actually injured by bollards every year.
33. As I mentioned before, I think most of the Recommendations are actionable. I would suggest and encourage you to take a leadership role in remediating the multi-use trails in greater Albuquerque. I think this sort of job requires leadership and technical supervision by licensed professional civil engineers. I would feel very comfortable if Paul Steffin provided Technical oversight if such a remediation program were to reach fruition.
34. Trail Deficiencies: much of Unser route is poor 'wide sidewalk' style with obstructive street furniture and no landscaping
35. Trail Deficits: No user-controlled signals at major street crossings
36. Boca Negra Trail. When there is heavy rainfall, dirt and gravel will certainly wash over sections of the Boca Negra Trail. The hazards of the steep grade (~ 12 %) are compounded by the high probability of there being dirt on the asphalt trail. I think there are ways to capture the water on the high side of the trail, pass it through culverts to the low side and disperse it beneficially. This could reduce the dirt load on the pavement and make the Trail safer. I am sure your capable engineers could solve this type of problem.
37. "Put concrete barrier up along remaining section of Paseo del Norte that is adjacent to the bike path where cyclist was killed"
39. Need underpass at Comanche, Menaul, Candelaria
40. "Repave trails broken along river, 1-40 to Central; Bridge to Rio Bravo; Alameda to Rio Bravo. A lot of large cracks across bike trail due to tree roots. Very dangerous!"
42. And wow to the size of the cracks for a few miles on the Bosque Trail from I-40 north. They are amazingly wide!

43. Repave and restripe the Bosque trail
44. Campus Blvd has bike lane markings on the pavement between Carlisle and Girard, but is listed and signed a bike route on current bike maps. Very frequently cars park in the "lane". This was the most heavily used route in the bike counts done for the previous bike plan and is still heavily used. Current conditions are very confusing for bikes and motorists, compounded by parents dropping off and picking up children at Monte Vista Elementary. I'd like to see intent clarified. (am working with Monte Vista on Safe Routes and this section of Campus Blvd. is probably their biggest issue.) Are the choices to either remove stripes and markings or enforce no parking/stopping in bike lanes? Is this a good candidate for a bike boulevard? UNM is proposing it as such as it goes through the UNM campus.
45. Please consider repaving the bike trail along the Bosque. It is almost unridable with the huge cracks that have formed. In the past two years they have become so pounding that it is now dangerous and I refuse to take my road bike on the trail anymore. I really feel sorry for the people who attempt to roller blade
46. If it's not too late, here's one more suggestion for future bike infrastructure: rebuild the on-off apron where the North Diversion Channel trail opens onto Chappell Road. Right now it's an unpaved gap between the guard rails. It needs paving, a wider gap and signage. Thanks
47. Unser needs work sooner than later. Everyone is waiting until Unser is expanded. That is putting people at risk for a long time on a busy corridor. I do this route early in the morning on weekends to avoid the worst traffic, but it is scary even then when one comes north up Unser towards Paseo Del Norte and Paradise. There are no alternate routes going north. One has to go to Golf Course to find the next road north, or further over to Coors. The funneling of traffic to such a narrow pass would seem to justify more attention to this corridor and its recreational issues. If safety were a criteria, it well might justify a second and more careful review.
48. Nilo pointed out there were no warning signs for motorists indicating that there was a bicycle/ pedestrian crossing on Golf Course- in either direction. He also observed that there was no need for the 3 bollards in the median refuge. While he was on the site he observed a young mother with a stroller struggling to get around the bollard constellation in the median. The bollards were spaced so closely she could not get her stroller through and had to go up and down curbs.
49. Regarding the existing Boca Negra Trail, safety improvements could possibly be made. I would move that Parks and Rec (or DMD) hire an experienced transportation engineer who is also a licensed civil engineer, with Bicycle Facility design experience, to perform an assessment of the Boca Negra. I have an individual in mind.
50. Boca Negra Trail: You are correct that the landings do represent a hazard. To be safe on that hill, you need to slow to about 7-10 mph maximum speed, in order to be certain that you have control as you hit the level spots with a bicycle. You were right to question the surface change. It has a different coefficient of friction, and so much will depend on the tire pressure, the bike, the quality of the surface at the time--debris, moisture, etc. If you hit the manhole cover, that changes the event further.
51. I am hoping that James Lewis, and possibly others who are convinced that this is a safe community experience, will demonstrate for us how safe it is by doing this on their bikes, and gathering empirical data for us on how fast one should go while traveling downhill, and helping us all to understand how we might persuade our young people to cooperate in doing

this as safely as our volunteer team can demonstrate it to be. Perhaps we can talk about this at GARTC.

52. I do not think the "landings" have any mitigating influence on the steep trail. To the contrary, I think that the "landings" present more of a hazard than a benefit. There will be a concrete/asphalt lips at the "landings" which could jolt a vehicle of any kind. The GABAC committee was deeply concerned about the safety of the Boca Negra Trail and said they felt the trail was way narrow for the grade and descent. GABAC was concerned about pedestrian-cyclist conflicts where cyclists could be going 30 MPH. I reflected upon the comments made at the GABAC meeting and I have concluded the only practical way to mitigate the hazards associated with a 50 meter drop and grades of the order of 13 % , is to pave the entire road to a width of about 20 feet. This is consistent with AASHTO recommendations for steep trails. The road would be a combination AMAFCA service road/multiuse trail. Because of the heavy motor vehicles, both the subsurface and the pavement would have to be rendered in a manner consistent with City standards and good engineering practice. Pavement cleanliness would still be an issue but probably reduced.
53. Economic/Health Benefit information. Still staggered from learning last summer that PSU estimated bike/hiking impact to Mount Hood area alone over \$150M. They justified using easy access from two major interstate highways. Don't we have two? Think Plan needs at least a reference to potential economic impacts of investing in facilities
54. Think there is a tendency to view volunteers as a way to meet our needs and system deficiencies. We need to refocus that to using volunteers to enhance what they identify as their needs and system deficiencies.
55. I just wanted to contact you to apologize in advance for not making any of the Open House events this week. Our family is headed to San Diego, so we won't be in town to attend. As you know, this is an important issue for me and I hope you get some good ideas/feedback from the events. For our part, we will keep advocating for the San Pedro Road Diet and the Mountain Bike Boulevard. I think these are both critical projects to improve our neighborhoods and change the character and culture for this part of town. Thanks.
56. I realize that maintenance is needed everywhere but one suggestion I have is changing the wooden bridges to some other kind of material. On Tramway, they are covered with that membrane but they are so rough to ride over. There is a metal bridge on the trail between Morris and Wyoming that is much more comfortable; maybe more of those? Also any chance you will put bridges over the drainage ditches on the trail between at the back of Winrock and Moon?
57. As you both know, the city is the process of re-designing San Pedro to add a center turn lane and (hopefully buffered) bike lanes in each direction from Marble to Haines area. With the future development of a Mountain Bike Blvd and the 50-mile loop, we envision a very bicycle-centered Mile-Hi District. In some recent emails with Tom Menicucci, we are trying to figure out ways to really create this kind of character along the road. Perhaps adding bike racks along the street? It would be great if we could place them in the right-of-way, but there may not be space. Tom also suggested that I ask Christy Mae's if they would like some to place on the north side of their building. I will look into that as well. Do either of you have other suggestions on how we might make this happen? Obviously, this would take some additional funding from Councilor Gibson and the city. I am copying Councilor Gibson on this email- please let us know if this is not feasible at this time. I would ideally like to see

this happen at the same time as the re-striping of the road, but it could come later if needed. Thanks for your input.

58. I had mentioned to Carrie that the road coming from the west to the major intersection north of the off-ramp from I-40 onto Coors where the new grocery store will be located (I forgot the name) should have nice bike lanes on it as it will be having more development west of what there is there already. My request is to make that intersection as friendly as possible to pedestrians and bicyclists from the surrounding residential areas so they will not feel they always have to drive to the grocery store. Islands may be necessary as it will be a multi-laned.
59. I think that a better configuration is needed ASAP for the intersection of Alameda Blvd and Rio Grande Blvd and the open space parking area. At present there is no good way to go from North bound Rio Grande Blvd into the parking area. Many cyclists seem to ride North and South on Rio Grande from the open space. At present there is a closed gate on the West side of Rio Grande about 100 yds south of Alameda. Perhaps a trail could be paved from there to the parking area.
60. Paved bike lanes from Alameda to Paseo along Rio Grande Blvd would be a great addition also.
61. Leave Griegos Drain "dirt"
62. Sediment control, maintenance, and grades at Boca Negra Arroyo Trail are concerning
63. Boca Negra is way off from ADA access, which is why it will be posted as non ADA compliant. That introduces other issues, such as no accessible maps, and routes on maps not indicated as accessible, etc. A person may not know what access there is not until arrival at the trail. The maximum trail grade for access is 4% if it is continuous. One can have segments at 8% if they are no more than 35 feet in length, and have 5 foot rest areas before the next segment. This is how the TD bridge is set up, for example. It might have been possible to run the route differently--we never had the option to even know. I understand one potential design might have been along Unser. The trail as constructed, has 2 areas with water and a potential dirt flow over it. This creates a non AASHTO danger area. Given the grade, it is especially dangerous.
64. I am thinking about having a discussion at the next GARTC meeting entitled, "Moving beyond a bronze rating". Of course, if we don't have a well-written Master Plan, it will be hard to improve the quality of our bikeways and trails. When you look our pedestrian facilities, we are not even at a Bronze Rating-we are in the "Dirty Thirty".
65. Lack of Family Area for active families w/ young kids. Currently we are promoting "family" time/activities on Bosque Trail which is really congested at many times throughout week. I'd like to see a place designated/built where families could safely take kids to teach them basic behavior in a safer, less stressful environment. Maybe this is some place like Balloon Park but I have also thought about Mesa Del Sol and Bobby Foster Road since it is gated. Some creative striping and facility amenities might be great supplement to bike ed. activities we already do (sometimes see real need/gap is parents being the one needing education)
66. Another thought I had while reading this is that the focus of the classic B&P groups is one of a focus on optimizing facilities. This I believe is different from the focus that GARTC has, which is one of focusing on the experience of minority interests. Yes, this sometimes means seeking excellence in the physical facility, but that is secondary to the experience a group or interest has. In recreation it is the experience that is the motivation for the activity. It is

crucial to emphasize and seek to enhance the experience of people in order to improve participation.

67. San Mateo crossing (Silver Bike Blvd. terminus) needs improvement
68. Add lane for short link on Barstow just south of Alameda Blvd (next to undeveloped property)
69. Wooden bridges are bad! Fix soon!

Interagency Coordination

1. I worked as an Air Force safety officer for a short period, and my senses are somewhat tuned to look for things that can hurt people. However, I stand in awe of engineers like Nilo Salgado-Fernandez, who made simple observations and converted them into actionable plans to address safety defects. I hope that there are some engineers of his caliber in City government to serve on a Safety Review Committee.
2. I think James brought up a good point about Standards for bikeways and pedestrian walkways. For bikeways, the only existing guidelines are those promoted by AASHTO. However, these guidelines are based upon a number of other publications, including some from FHWA. The AASHTO guidelines are convenient because a great deal of design information is within one book. FHWA uses the AASHTO guidelines somewhat as standards but not very rigorously. When it comes to real applications, engineers tend to be somewhat arbitrary in how they use the guidelines. I have had some tell me that the guidelines are only recommendations and they will do what they feel like doing, even if safety is compromised. Others are more thoughtful, and may even exceed the minimum recommendations in the interest of safety or user convenience. The "engineer" who designed the Piedras Marcadas trail is a hydrologist who was totally ignorant of the 2012 AASHTO Guidelines for Bikeways, so there is a definite need to educate planners and engineers on this publication. NMDOT has taken the lead in this area. The COA Bikeways master plan has a chapter on standards that you may wish to look at. I am not so knowledgeable about standards for pedestrian walkways, but I think there are more definitive FHWA guidelines for these facilities. I have made the argument for regional uniformity in construction and maintenance standards. This would be an obvious good for most users, cyclists and pedestrians. Like the standardizations on the Interstate Highway system, people would know what to expect and we could avoid unique or confusing geometries that could lead to injuries or lack of access for some parties.
3. "Develop better connections with college/university students and other young adults"
5. 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 cost \$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.
6. 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.

7. "Support teachers that want to start bike clubs (middle school) or become involved in safe routes to school"
9. 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.
10. The city needs to start funding some of BikeABQ's and BCNM's efforts in return for members' expertise and hard work.
11. 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>
12. How does this master plan integrate with the transportation plans of Rio Rancho, Valencia County, Bernalillo County, Sandoval County?
13. Encourage collaboration across jurisdictions to support trails on drains in the North Valley and elsewhere in the City
14. Engage school district PE programs to teach bike safety education
15. APS should create incentive and educational programs for students to ride bicycles to school
16. 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.
17. 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).
18. 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.
19. 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.
20. 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.
21. Perimeter trails around city parks
22. Bosque revitalization in collaboration with the Middle Rio Grande Conservancy
23. District (MRGCD) and the Corps of Engineers starting at Route 66 on the West Side and proceeding north
24. Build on the Safe routes to School pilot program with Monte Vista Elementary, Emerson Elementary, and Wilson Middle School
25. Install additional bike lockers, particularly at UNM, where there is a 250-person waiting list; 1 locker = 1 less driver on UNM campus
26. Strengthen coordination between City, County, AMAFCA, MRGCD, MRCOG, DOT, UNM, CNM, and Rio Rancho
27. 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.)
28. Difficult to convert maintenance road to multiuse trail at 2nd & 4th streets

29. Strengthen coordination between City, County, AMAFCA, MRGCD, MRCOG, DOT, UNM, CNM, and Rio Rancho
30. Use LCI grant money (work with teachers, APS, and employers) to offer more classes and strengthen student recruitment
31. Collaborate across jurisdictions to support trails on drains in North Valley and throughout City
32. 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.
33. MRCOG PIC as effective in past needs to be further studied. It's very intriguing that they were able to work system and get things funded when traditional sources couldn't. I hate to say it, but was it because PIC was out of Marty's control and purview?
34. Coordinate Funding Requests - Think it is limiting opportunity to not widen net to possibly include MRCOG/MPO, BERN/Sandoval Counties, Conservancy, USFS/NPS, APS (SRTS funding opportunities), APD (bicyclists funded Accident investigation training at one point—frustrated APD let collapse), AMAFCA, Kirtland/Sandia, UNM, Pueblo's, USFW, etc.
35. Adhere to Design Guidelines - Perfect as it documents need for deviation documentation. Perhaps needs to be wider net to include ancillary agencies as well. How do we get resources committed to modify/rewrite key sections with multimodal and active transportation/recreation impacts? Pretty big issue with really big current negative impact.
36. Conduct interagency meeting bikeway and trails issues - User community expects appropriate coordination. Recent activities such as COE Bandstand, Boca Negra, County Sunport/Woodward Road project seem to show need for much more frequent coordination
37. Update Plan - Another potential disconnect between community and staff/mgmt/admin. Pretty sure users looking for more of a living and evolving document, guidelines that are constantly used and updated. Historic problem is that shelved documents ignored as 2000 Plan had Paseo/I25 solution that wasn't ever referenced and doesn't seem to have been considered by staff, mgmt., admin, consultants, DB Contractor. I still have no idea where/how Wilson/Co. came up with Pino alignment.
38. AG – “P& R & DMD are responsible for development and maintenance of the bicycle and trails” Somewhere in this mess we need to get at the most confusing component of our roadways and trails and that’s MUP/SUP. We’ve required and invested a ton of community bounty into a catch all solution that often doesn’t serve very well and (with the exception of Bosque Trail and Tramway), is sorely underutilized.
39. AG – “P&R doesn’t attend GABAC” Is this policy or less than stellar decision made by staffer and allowed by disengaged management?. Up through Theresa Baca, Parks was very active in GABAC.

40. AG – NMDOT - As a city, we cannot continue to let our state DOT destroy our active transportation veins and arteries. It's crazy that we are still hearing AASHTO with straight face when what the entire community really wants and needs is innovation and NACTO.
41. AG – “in a more standardized manner into the planning and design process” What does this mean? Seems like selective community involvement. Not a good sign with APD showing Administrations non-inclusive tendencies and inability to hear community. Also, selective involvement also means selective exclusion which is a pattern Advisory Board Members have found very frustrating.
42. AG – “Provide trainings for advisory committees” Please. But again, who is responsible? DMD/Parks? Administration? Council? Committee? This may not be as easy as it sounds with so much undefined...
43. Admin Coord: “the three departments will coordinate representation at MRCOG.” And briefings to GABAC, GARTC, or their successors.
44. Admin Coord: “DMD and P&R, with assistance from the Planning Dept. will maintain an accurate list of major bikeway and trail projects currently programmed, to be updated on a biannual basis reflecting the status of programming, funding, design, and construction.” This and its updates needs to be online, with announcements of updates going to GABAC, GRTC, and bicycling organizations—both as a way of informing people about progress, and of engaging the community. And, where projects advance or slip in the schedule, reasons need to be given, preferably in nonbureaucratic language.
45. Admin Coord: “iv. Strategy: DMD and P&R with assistance from the Planning Department will conduct an annual update of the existing and proposed facilities map.” Right now there are at least two sets of data files showing existing bicycle facilities (I know of none that shows proposed facilities). I know there are two because the paper map and the city’s online interactive map do not agree with each other, and they contain different errors. There needs to be agreement on a single file. That file needs to be updated regularly and the most current version needs to be used in both the paper and the online maps, Display of proposed facilities should be limited to those that are actually under contract or, in the case of the online map, those for which public input is currently being sought (with links to how to provide it). Both the paper and online maps should include contact information to enable the public to report errors.
46. Admin Coord: “Right now there are at least two sets of data files showing existing bicycle facilities (I know of none that shows proposed facilities). I know there are two because the paper map and the city’s online interactive map do not agree with each other, and they contain different errors. There needs to be agreement on a single file. That file needs to be updated regularly and the most current version needs to be used in both the paper and the online maps, Display of proposed facilities should be limited to those that are actually under contract or, in the case of the online map, those for which public input is currently being sought (with links to how to provide it). Both the paper and online maps should include contact information to enable the public to report errors.” There should be some opportunity for bike community review of proposed deviations before they are finalized, because sometimes the public can come up with creative alternatives or identify where specific proposed deviations might be worse than no facility.
47. Admin Coord: “Where there are potentially difficult design issues, a pre-design meeting of the TRC would be appropriate and input from Citizen Advisory Groups will be sought. TRC’s recommendations will be documented by the Project Manager.” I’d really like to see

- this input more frequently, even when the issues are not considered particularly difficult, at least until there is improved trust between the CAGs and design agencies.
48. Admin Coord: “4. Signage, wayfinding, and navigation: for people involved in trail and facility design” Speaking as a (still) relative newcomer to the area, and someone who wants as many people riding as much as possible, signage and wayfinding resources here need a lot of improvement.
 49. Admin Coord: “5. Relevant behavioral research (public perceptions of safety; driver behavior and interactions with different types of facilities.” I put this in because some other cities are beginning to focus on how to increase riding among the majority of the general population who are not already bicycling and who are unwilling to ride in conventional bicycle lanes on major streets, but may be willing to ride in buffered bike lanes.
 50. Admin Coord: “i. Strategy: DMD and P&R (with assistance from Planning Department) will conduct a biennial (every 2 years) meeting among agencies involved in planning and implementation issues regarding bikeways and trails (construction, right of way, maintenance, funding, education, etc.) to include at least: the City (DMD, P&R, Planning Department, Open Space, Park Management, Bike Safety Program) NMDOT, BernCo, AMAFCA, MRCOG, MRGCD, Rio Rancho, and representatives of citizens advisory groups and other advocacy groups. Topics will include: presentation of status reports regarding funding and programming, new facilities, new standards, and how to resolve recurring issues. A summary of the meeting and outcomes will be transmitted to participants and the Mayor and City Council and be posted on the City’s website.” I like this, but it sounds like a large and long meeting (half-day at least) that may be difficult to get agencies to commit to participate in. Just an observation that this needs to be considered.
 51. Admin Coord: “DMD and P&R in partnership with the Planning Department will update this Plan every 10 years.” We need to think about this long a planning cycle. Alternatively the new plan needs to explicitly be open to adopting/experimenting with innovations that arise and gain acceptance between plans. Again, buffered bike lanes are an example. Colored pavement is another.
 52. Advisory Groups: Fourth option for advisory group(s). “4. A bicycling committee and a pedestrian-and-other-nonmotorized-transportation committee. This might reduce the duplication of presentation/prep work by city and other agencies.” I don’t know whether this would be a good alternative—it needs more thought. During my work on the bike/ped committee in Tampa, FL (as a bicyclist and ex-officio member—from a university—my sense was that most members were more interested in cycling, and that pedestrian issues got less attention except when pressed by the committee’s liaison to the MPO/COG.
 53. Advisory Groups: “Considerations regarding moving to single committee structure” I would also consider explicitly issues arising from the open meetings law and its implementation for advisory committees, particularly if an expanded single committee is to have meaningful subcommittees. Perhaps explore the possibility of a committee/subcommittee listserv that is readable but not writeable by the general public?
 54. Advisory Groups: “In Albuquerque, consolidation of the two committees would not specifically address the interests of people who use the unpaved trails (particularly equestrians), or of persons other than bicyclists (particularly pedestrians and wheelchair users) who use the paved trails. One concept for consideration is to create a standing subcommittee, with a specific charge to map and enhance the unpaved trail network and provide input on major projects which affect the network. A process for regular

communications with related land management agencies could be established; to include the Open Space Division, MRGCD, US Forest Service, etc.” I’m not sure how well this would work, but I’m not coming up with anything that I think might work better.

1. Conceptualize the Albuquerque Bikeways as parts of a non-motorized transportation system. Use system analysis tools and apply transportation engineering principles. Try to break down the barriers between the planning for “DMD” facilities and “Parks and Rec” facilities. Try to think of them components of a single system.
55. Need regional coordination - City, County, Rio Rancho

Maintenance

2. overgrown sidewalks/trails; low overhead clearance: The bottom line: This is not conducive to a walking environment. It makes it less safe, as I must use the street to avoid the vegetation. I detour when I can, but often this not possible, as obstructions exist on too many streets. Other residents may just drive, as walking is more of an effort than they want to make. For a walking or biking environment, to encourage those activities, it must remove as much frustration as possible.
3. I understand that you also will be able to help is with the overall safety of the multiple-use trail system and the city's practices and policies. I believe you have already been made aware of the problem with a city van driving needlessly down the Paseo de Las Montañas multiple-use trail near the Dog Park, by Ms. Malia Tafoya. The van accessed the trail through the gate on Zimmerman and left it open. The safety of the trail was compromised in two ways: First, the van drove down the trail. This was not necessary since it only needed to transport members of a clean up crew 200 yards. Second, the operator of the van left the gate unlocked and swung open allowing any motor vehicle access to the multiple-use trail. This later incident compromising the safety of the trail involved a crew of workers repairing cracks. In the asphalt of the trail. Again, the safety of the trail was compromised needlessly by the truck that was parked on the asphalt. The trail was not closed nor were there any signs warning the patrons of the trail of the danger of a motor vehicle on the trail. I am certain that the city has written policies and practices that employees and workers are to follow when having to do work on the trails system. I am also certain that Risk Management and all Safety Officers would agree that all driving of motor vehicles on the trails should be avoided at all cost, especially if the trail is not closed. At a minimum signs, barricades, or orange barrels and cones should be deployed indicating to the patrons of the trail that a motor vehicle is on the trail, especially if the trail is not closed.
4. What I believe will ensure the safety of the trails for both patrons and maintenance crews is that the crews are trained and educated that although the paved trails look like a road for motor vehicles to drive on, they are not intended for motor vehicles. I have encountered trucks and vans driving at me down the Paseo de Las Montañas multiple-use trail needlessly in the past week. As I described for Ms. Tafoya about the van transporting the cleanup crew, it was not necessary for the van to be accessing the trail at all. The crew could have been dropped off at the gate on Zimmerman and the crew could walked 200 yards instead of being driven needlessly in the van. The driver of the van also unlocked the gate and left it open further compromising the safety of the trail. I had just gone through the tunnel under Louisiana, rounded a blind curve, and came head on with a city van. The driver of the van pulled off the asphalt of the trail to allow me to pass, yet this near miss

could have been completely avoided. A week later, as the digital image documents in this e-mail, I am headed the opposite direction on this same trail. This time I had just crossed over the bridge that goes over I-40. The maintenance truck is parked on the trail as the workers are repairing the cracks in the asphalt. Again, the truck did not need to park on the trail blocking it. There was plenty of room off the asphalt for it to park. Signs and cones will be helpful, but educating the maintenance workers on the safe practices when working on the trails is what is needed. Complete closure of a trail being serviced should be reserved for only major repairs. When it is mandated signs and notices should be posted on the trails and websites to notify the patrons of the trail that use the trail for commuting purposes. This is a common practice for all maintenance of roads in this state.

5. Maintenance - The City has done an incompetent and lackluster job in controlling vegetation along the Bosque Trail and others. The City has a standard that says vegetation should be cut back at least 2 feet from the edge of the trail. No one pays much attention to this standard. I think the lack of vegetation control contributes to pedestrian-cyclist crashes in several ways. First, excessive vegetation blocks vision or sight distance, especially where there is curvature in the Trail. Cyclists cannot always see pedestrians far enough ahead to take avoidance action. Remember, cyclists can easily be traveling at 25 MPH and pedestrians typically go 2-3 MPH. Second, if the vegetation is overhanging the pavement, it forces pedestrians to walk closer to the middle of the trail where they are more likely to be hit by cyclists. Indeed, I have made observations that indicate that pedestrians using busy, multi-use trails with generous, well-maintained shoulders will walk on the outer edge of the pavement or even on the shoulder so as to minimize their exposure to cyclists.
6. The local trails and bike lanes do seem to need better maintenance. The trail system would also benefit from more and better signage (possible an Eagle scout project if anyone should ask).
7. Yes, the issues are closed right after the work order is issued. There is no system in place to follow-up, or get a confirmation that the work order is likely to get completed. SeeClickFix generates 3 messages for each submission: 1. A notification that SeeClickFix got the submission, 2. A notification that the COA has accepted the submission, 3. The final one that I sent to you for each of these 3. In nearly every case, these come within a few hours of one another--sometimes inside of 2 hours. #2 and #3 are nearly always close together. That is why I know there is no feedback. The work order is issued, and the submission is closed, as you can tell. Worse yet, there is no memory in this system. I sent a complaint on June 2 about the overgrown sidewalk/multiuse trail at Western Trail and Atrisco, then another of the problem on July 11. The system did not notice that a prior complaint was filed, and that action was to have taken place via work order. That is a major hole in the system.
8. A 10 foot clearance would be fantastic. I would never have to be concerned. Now, we have to hope that it will be enforced, and that maintenance practices brought up to meet the requirement. I did report the overgrowth on the green trail along Western Trail twice--in more than a month it has had no attention. I got an acknowledgment of my ABQ311 photo, with a notice that a work order has been issued--twice. Still, the vegetation is taking over the Atrisco end of that trail. I was dismayed to learn that the ABQ311 app is not recommended as method for reporting problems. It seems an efficient method. I think GARTC should look into this further, and see what might be done to improve the effectiveness of the system. Three out of 4 issues I sent in remain unresolved. There is a light pole down at Western Trail and Unser. Bikers moved it off the trail, but it has not

been removed. It will be tough to promote a 50 Mile Activity Loop if maintenance remains substandard. It will hardly be of any advantage to the COA. It may be helpful in putting the COA in a national spotlight for poor maintenance practices--but I doubt this is what anyone wants.

9. In our last GARTC meeting this Tuesday, the discussion moved to the reports from 311 versus the Volunteer Coordinator team. Malia and her colleague mentioned that 311 is not the best way to report a problem on the trails. They go through the reports, and have to filter them. They mention that some reports get bounced around 2 or 3 times before getting to the right place. I specifically asked about an ABQ311 report, and this was the answer. Yes, since I did report items via the aBQ311 app, I have my email from SeeClick Fix, which should have the reference numbers. A couple were on sidewalk situations, but 2 are trail problems. I will see about finding those reports, and forwarding them to you. You are correct in that we did have a discussion about the ABQ311 app last November when Ester Tanenbaum was our guest. I was using the app because she did recommend it as a way of quickly reporting a problem. Now we hear that this is apparently not the best way to report a problem. That upsets me because it is easier to use the 311 app than to have to call in, or try to download a photo to send via email. I have expressed my being upset with the fact that the ABQ311 app is not accessible--which it should be under the ADA. There is no excuse for it not being accessible, as the iPhone certainly is. A recent survey finds that of the people who are blind and using a smart phone, that 80% use the iPhone. Worse yet for the COA, is that the ABQRide app is not accessible either. I have the apps, but have to turn off VoiceOver and let Anita use my phone to access them. Maybe you should put something in the TBFP for making the ABQ311 app accessible to all persons per ADA. You are possibly wondering how I use a camera, or how any person who is blind does. First, 70% of people who are categorized as blind do have usable residual vision--I did for half the time I have been blind. Because of that, I retain spatial orientation, and can take a photo, even if I cannot tell how good it is. Often, it is passable. This is likely to be true if I am having to make shots of trees over the sidewalk or trail, or something as large as a light pole being down. I do not have to get all of it into the photo.
10. "Poles in center of trails - Make sure pole is over metal ring. If there is no post,
11. then it is more dangerous than possible motorbike."
12. Debris in trails - dangerous
13. Find the right people with the right experience to repair gap and cracks in bikeways poorly repaired bikeways are often dangerous
14. 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.

15. Missing bollards are a danger
16. "Either keep dividing posts at trail entrances and maintain them so they are
17. keep in place, or get rid of them"
18. Keep bike paths free of broken glass
19. "There are many very hazardous sections/bumps in the Bosque path south of
20. Bridge Street. These are primarily related to roots from trees and the issue has
21. become more hazardous within the last year."
22. Keep tunnels clean
23. Sweeping needed regularly
24. Fix broken bollards!
25. "
26. On the Maintenance side the existing trail and especially the bike lane (Unser Blvd) 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."
27. Trail parallel to I-40 from Rio Grande to 12th is consistently covered in glass. Should be swept regularly
28. 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.
29. 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.
30. Lack of maintenance of the weeds/goatheads along the trails is obvious.
31. Keep road shoulders clean of debris
32. 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!...
33. The cycle traffic button on westbound Indian School at University was not working the last time we went that way (mid-November).
34. 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.
35. Sweeping bike lanes is imperative. Los Ranchos Mayor Larry Abraham has funded sweeping the bike lanes on Rio Grande Blvd. every Friday.
36. Parks and Rec has a dismal record in cleaning trails of dirt, sand, glass, etc. The E-W trail to the N of the Balloon Museum had a lot of sediment upon it after the summer rains and I don't think anybody cleaned it.

37. M – “trail maintenance” Too exclusive?—is this hard or soft-surfaced trails? Strongly feel that Maintenance is a huge unfunded concern across ALL Facilities
38. M – “shared-use paths” Need to further define SUP/MUP as to design, type and use as this is seriously misunderstood by staff and consultant/contractors (Paseo/i25 Interchange, Zoo Bosque Access bridge, Montano bridge, etc...) Primarily bicycle SUP?; Pedestrian SUP (priority last 5 years; Interim/Combined SUP; Recreational SUP. Also need to define and characterize soft surface MUP so that proper design and maintenance takes place
39. M – “311 complaints” 311 as tool was ill-defined and over promised. Users do not care about tool, but care deeply about responsiveness, especially when it comes to safety issue on places like Bosque Trail, Foothills, N. Diversion, Monzano facilities. Also big problem with road issues being reported and then closed out by staff with no action. Cycling community eventually just gave up.
40. M – “Establish maintenance standards and a schedule for inspections and maintenance activities.” Huge undertaking that user community would immediately embrace. That said, seems huge undertaking due to the matrix of agencies and very limited funding through Parks/Open Space. Feel this has to be coordinated in way that works across all facilities and mgmt agencies. Priority needs to be replacing unfunded mandates with clear inspection objectives, management tools, funding and reporting.
41. M – “showing maintenance responsibilities” Also really important to have active punchlist mapped and tracked (transparently, so available to facility users as well)
42. M – “YARDI” YARDI is only a software tool with what seems to be very little trail/user functionality (B. Baca anwer at last GARTC meeting). Also problem that Trail maintenance components last to be implemented after what sounds like a pretty significant data entry exercise. Perhaps the real issue to be addressed is: 1) we have tools now we are not using—is there anything we need to salvage?; 2) we have legacy of underfunded maintenance—no tool will fix that and users will be most interested in how we attack legacy backlog; 3) 311/limited staffing resources has led to a long history of issues being closed out instead of remedied. Also, inherent in any software/technology approach like 311/YARDI is reporting inaccuracies and limited staff often lead to significant under-defining of problems.
43. M – “Institutionalize a spot improvement program” I do not understand this or if I do it scares me. How do we identify and prioritize spot improvements? Seems ripe for political abuse/interference. Or, perhaps you are trying to get to problems that have been known and griped about for decades that are dangerous yet never get resolved. Examples could be where simple drainage adjustment could keep trail, path , lane clear of debris/obstructions. Or, like where designs have led to significant facility icing—corrugated steel panels shading trail vs open railing, link, etc.. Whatever the case, improvements should be identified and directed that reduce hazards first, then enhance user experience/comfort/ convenience 2nd.
44. M – “volunteer and community service”
45. have heard anecdotally over the last few years that many communities are finding the resources required and liability prohibitive. That said, good programs lead to significant community-wide ownership (Burke-Gilman, Centennial Trail, etc.)
46. M – “Strategy: Park Management, with input from the Trails Planner, and utilizing the current on-going inventory of ADA issues, will identify and evaluate how to address needed repairs, replacements, and frequently required problem areas (sweeping, pavement

drop-offs, erosion, bridge decks, etc.).” Feel like this oversimplifies and confuses some HUGE problems and is connected to comment on i.4 above. Need to specifically call out chronic legacy issues and go beyond inventorying, identifying and evaluating facilities to actually implementing/executing solutions to these and even broader issues (icing, signage deficiencies, obstructions, landscaping, expansion joint covers, etc..) Also, Bike and Trails Planners historically (last decade) not very connected to what users see and experience on facilities. Last, I think we could spend a lot of money and effort only to find that ADA is a legal requirement and that Maintenance more of an iterative process. I’m pretty sure that most communities are approaching ADA as part of a checklist/verification process when it comes to maintenance planning, funding and execution activities rather than an integral/perpetual component. Even pretty sure I didn’t think that up, probably read it in a DOJ consent decree.

47. M – “Strategy: To implement the outcomes of the identification and evaluation, Park Management, working with the Trails Planner, will utilize G.O. Bond funding for a rehab project, using a contractor to implement. This may take a sequence of contracts over several years, or some of the work can be performed in-house, depending upon how PM chooses to approach the identified rehab needs.” Wonder if we are not thinking big enough and need to go after bigger funding sources instead of approaching piecemeal. Absolutely think discussions that need to take place need to be much broader than trails planner and Park Management. Also, how do we qualify, select and manage Contractors? The example of engineer that rides a bike vs. the engineer that designs and constructs bicycle and pedestrian facilities seems appropriate to mention here. Suggest that interim solution be user community directly involved in both project prioritization and contractor selection processes. Also have some concern over how we designate/select/assign PM. Coordinators typically don’t know enough about Design/Construction and local Engineering/Construction staff have very little expertise in bicycling/pedestrian/recreational facility design requirements and criteria. I’m not saying it can’t be done, we just need to do a lot more training and set much higher standards for Consultant/Contractor selection process. Of course, user community must be actively and inclusively involved throughout process. Finally, Boca Negra is most recent of a long string of examples driving my concern and interest. Public involvement would have immediately caught problems and been able to work to remedy them. What may be happening is staff may also see problems, just have no way to remedy/solve without risking their relationships within their organization or their jobs.
48. M – “address maintenance requests” need to specifically expand on “address” or we just continue doing more of the same—which is often nothing....Does this mean simply accept or something like fund, schedule, complete, etc.. Understand this is subjective and issue dependent, but must be better flushed out than it is here.
49. M – “Strategy: Implement the YARDI system and apply it to the trails network to keep track of maintenance requests, discussed above.” How is this implemented in terms of user community inclusion. We need system where users can track issues which was great failure of 311 (which might be easily corrected with some mgmt attention—software seems excellent)
50. M – “requests and provide follow-up on the type of response. Report annually” Feel it is critical that we have some type of work flow, logging, monitoring tools in place. And they have to be data competent enough that reporting (monthly at first) is a simple report form

query, not a couple of hundred manhours that still results in significant gaps. Really curious about the reporting capability of YARDI as it may solve significant gaps in our understanding of facilities/network.

51. M – “Crack sealing of trails should be the first defense against further pavement deterioration” Is this realistic and cost-effective? Whatever the case we have done a terrible job of it. I wonder if there aren’t some alternatives that make sense or maybe more innovative practices (maybe only seal outer 18” for example or perhaps sweep in fines a few times a year or better yet, fines with some type of hardening agent that simply breaks down when over compressed
52. M – “Street Maintenance Division, DMD, should assist Park Management in determining the most effective methodology for extending pavement life and the two divisions” County also has both need and some expertise so should be included in determining materials and approach. Maybe also other large stakeholders like NMDOT (specifying SUP’s to developers), Developers, and adjacent community street department (Rio Rancho?). Whatever the case, seems much smarter to develop a regional approach and solution rather than piecemeal.
53. M – “Trails should be swept on a scheduled basis and when requested. Locations that historically require more frequent sweeping should be noted, investigated as to what may be causing this problem, and corrected if practical.” Again, would like to see regional approach to both problems and solutions. This is especially important to cycling community when it comes to high-speed roadways designated as bicycle facilities and bridges. Bigger problem than non-cyclists would think because decisions made will have immediate impact on whether facilities viewed positively or negatively. See v. Note
54. M – “Pavement marking and signage should be repainted or replaced when necessary.” Huge issue on many roadways. Part of the problem appears to be improper surface preparation, priming and installation. In fact, on Unser there are miles of Lane marking and symbols that deteriorated with a few months of installation. Clearly there is need for further training for design, maintenance, contractor and inspection staff on surface preparation, priming and layout, etc.. When it comes to signage while we have some vandalism/graffiti damage, etc., our real problem is incorrect location, installation, height, and readability/comprehension. Also, somewhere we need to discuss design and maintenance issues as they relate to lighting and theft.
55. M – “Pavement markings” Is this something Yardi is capable of doing efficiently? Seems like our need here is a bit bigger than simple inventory/rehab project mgmt
56. M – “weed maintenance within 2 feet of trails.” Needs to be planned and implemented almost case by case. Goathead problems are much different adjacent to Bosque Trail in vicinity of I-40 than they are on North Diversion, Unser SUP, Tramway, portions specified as future 50 mile activity loop.
57. M – “unacceptably narrow the trail” How about removal if perpetually intruding on trail?
58. M – “G.O. bond funding to plan and implement a program to establish. This may take a sequence” again, maybe it is time to start thinking of a much more comprehensive funding source to take care of significant systemic issues rather than attack piecemeal. Why not a \$75M active transportation bond to draw in big time federal funding?
59. M – “Design Guidelines” I’ve never seen these. Were facility users involved in preparation and review. Especially interested in Safety components as I have never seen any trail

- safety data and have been told that if we want it, we need to get it. How is “Trail Safety” defined and further, how is it managed and how/where do maintenance activities interface?
- 60. M – “long-term maintenance protocol” Construction and near term protocols important as well. Hate that we have forced Open Space to accept heavy roads, equipment and POV parking instead of mandating much less intrusive yet probably equally or even more effective plant and habitat establishment practices
 - 61. M – Feel that Policy i approaches issue from Agency perspective (scheduling, staffing, bureaucratic convenience) and really needs to come at it from the perspective of facility and users way before any management decisions take place. We need to define usage, capacity, conflicts and base maintenance requirements first. Then funding. Then the management stuff
 - 62. M – 311 application often refuses to take info/photo as it says it is outside CABQ. What needs to be done to get County using app and 311 sharing data back and forth? Below is a photo from 5-29-14 that 311 app would not accept.
 - 63. M – I feel significant disconnect between user community in terms of perception (extremely important point) and prioritization and staff/contractors. Stresses in user community experience often minimized/marginalized so approaching important issues to user community like maintenance in a mid to high level Planning context will only further disconnect as it seems to serve the needs of bureaucracy more than users. Example would be maintenance associated safety issues that could be easily fixed that have been reported for years (and hurt folks). Maintenance must be approached from the user experience perception and context first, then we can deal with needs of bureaucracy (staff, funding, risk reduction, etc..) Also need user community involvement so work isn’t over-sscoped.
 - 64. M – Don’t know much about YARDI but seems pretty clear to me that our biggest problem when it comes to facility maintenance is that we have no clear cradle to grave process for identifying, reporting, logging, funding, scheduling and closing out both planned and reported maintenance activities. This criticism applies to both hard and soft surface bike/ped/recreational facilities. Solving this needs to be a priority complete with ticklers and performance reporting tools that are not only transparent, but also actually connect up user community (needs) with staff/mgmt work flow activities (responsiveness). Need to discuss example of expansion joint or similar problem>simple solution that has had no action for over decade.
 - 65. M – For me, the absence of a logic diagram/process flow chart is glaring because I am not sure if we are missing any critical steps. The reason I bring this up that in the past, I have found lots of justification/rationale that made sense but resided somewhere in someones head that was very hard to find or get to. Also, on an equal number of occasions, I have found that staff management may have made assumptions based on incomplete reporting, understanding of issues and context, or simple management convenience that have led to inadequate approaches, decisions, implementation. We need some type of work flow that will catch and prevent gaps.
Problem>Discussion>Design/Drawings>Construction>Inspection> sign-off (hopefully either includes user community or project independent expertise)
 - 66. M – Item iii brings something to mind that has been long on the minds of Bosque and Foothill trails users (last decade or so as use almost exponentially increased) and that is somewhere we need to provide a very clear definition that shows both our understanding of maintenance and also our approach to corrective actions. Is signage included (either

- missing, vandalized, installed incorrectly, or unreadable by most users)? Trash Facilities (often none where they would help facilitate housekeeping—poop bags left on trails as example) Vegetation (we have dozens if not hundreds of miles of trails with sight issues)? Obstruction (missing curb cuts, bollard stubs, Jay's gate, adjacent landscaping material intrusions)?
67. M - Item v is much more complex than one would think. Experienced cyclists prefer to stay inside fog line because this is where pavement generally stays free of debris. That is/was fine until we started designating high speed arterials as preferential bicycling facilities and even increased the speed on many collectors and residential roadways. On these roadways, statistics show that any encounter between vulnerable user and motor vehicle has a 90% likelihood of fatality. Then we have the less experienced/confident roadway users that lack the confidence (or better, have healthy self-preservation gene) to co-mingle with even slow moving traffic and need facilities that increase confidence and comfort. Both groups (in fact all cyclists) do well on the few frequently maintained slow speed roadways like Rio Grande in Los Ranchos. Beyond great bike lane roads like RG in LR though, you get into dilemma of serving one niche group over another unless you get really creative in combined design and maintenance solutions. Coors, Unser and Tramway offer great contrast and really define the problem I'm trying to get to here. I guess this could be a great presentation topic and is beyond bounds of maintenance but perhaps not. If BTPU clearly defines road/trail behavior, expectations and processes while outlining alternatives/solutions as they relate to maintenance, this one critical thing could define how well the BTPU is accepted by user community
68. M – Didn't see it referenced here but think it is important to mention somewhere. What is sign-off and acceptance process for Open Space? From conversations with OSD, it sounds like Open Space is often involved in planning portions of trail additions as OS/RGSP accept maintenance responsibilities upon project completion. Seems like some effort needs to be spent figuring how to support OS/RGSP so that these aren't simply forced to accept additional unfunded responsibilities. During conversation with OSD I was thinking of how OS might be a mechanism for user communities to identify upcoming projects earlier in process. Afterwards, I realized that OS is bearing a significant burden by adding further maintenance responsibilities with no additional funding or staffing.
69. M – There is a lot of cross-jurisdictional responsibility not being addressed. MRGCD maintenance activities have significant impact across many of our facilities. As does AMAFCA and other lesser apparent organizations like the Water Authority. Don't know if considering them will further bog us down, but want to put it out there as gap.
70. M – By end I was disappointed that this section was so trail centric. This is exactly the process and initiation of conversations we need to systemically approach the biggest problem faced by our 500+ miles of active transportation/recreation/participation facilities.
71. “2. Strategy: Maintain an accurate up-to-date inventory and map showing maintenance responsibilities.” Make this available to the Citizen Advisory Groups/GABAC/GARTC.
72. “5. Strategy: Maximize use of volunteer and community service workers program to enhance Park Management’s ability to address trail maintenance.” On heavily-graffitied trails, encourage someone to do weekly or bimonthly inspection and reporting of frequently tagged areas. I would include something to encourage City employees to ride the trails (for commuting, breaks, general recreation) and report things that need to be fixed; Maybe identify employees who do use them and recruit them to become “eyes on the trail.”

- Compliment and provide closure when something they report gets fixed. I don't know where this goes in this document.
- 73. "1. Strategy: Park Management, with input from the Trails Planner, and utilizing the current on-going inventory of ADA issues, will identify and evaluate how to address needed repairs, replacements, and frequently required problem areas (sweeping, pavement drop-offs, erosion, bridge decks, etc.) Overgrown weeds/shrubbery that encroaches on the trail.
 - 74. "vi. Objective: Pavement marking and signage should be repainted or replaced when necessary. 1. Strategy: Utilize YARDI system and implement rehab project as discussed above." Something needs to be done to revise the city's approach to graffiti on signs. I've seen signs painted over completely to cover graffiti, which then makes the sign even less useful. I'm sure there must be better strategies for dealing with graffiti on signs.
 - 75. "1. Strategy: Ensure that the Design Guidelines are followed, and that re-seeding and mulching is in compliance with City Standard specifications, best practices and the safety needs of people using the trails. 2. Strategy: For major trail projects, require the design engineer/landscape architect to include a concept plan for the long-term maintenance protocol that is envisioned, e.g. care of plantings, drainage issues, etc." These strategies are not really addressing the problems of preventing erosion, and vandalism of lighting, that exist on the trail across the Rio Grande along I-40, and probably elsewhere (the west end of the culvert underpass of the Paseo trail under what I think is 4th (again, the signage and wayfinding problem). Designers need to be aware that there are places where some people do not want lights and will vandalize them unless design discourages this; and that steep slopes erode and need to be managed in the design so that deposition does not result on the trail.
 - 76. "3. Policy: communicate to Citizen Advisory Groups and the bicycling community in general in advance of any maintenance that will close access to a trail, including expected duration and alternative routes. Include maintenance by other agencies that will have such effects." I'm thinking here both of the recent rebuild of a part of the Paseo del Norte Trail between the Diversion Channel and Rio Grande, which I think was reasonably well announced but needed a place online for checking progress; and a maintenance project in early 2013 (I think) that did not involve maintenance of the trail between Cutler and the North Diversion Channel Trail, but which blocked access for several weeks, and which was communicated only by closure signs at the trail access , not at Washington and Indian School where the alternative existed—users got to the trail and then found it closed and had to backtrack to the alternative. To the public, it's not about which agency has blocked access to the trail, it is that access has been blocked. Add objectives and policies to deal with this.
 - 77. I have been very patient waiting for the correction of the sprinkler problems watering both multiple-use trails at Arroyo Del Oso Golf Course and at Los Altos Golf Course. This article supports my conclusion that the management and the maintenance of the golf courses is corrupt. This problem can be easily solved by a simple report to the Albuquerque Water Authority which will include my documentation of the past and existing chronic problems. The good news is: On Monday evening during my commute in the North Valley I passed your retractable bollard on the Paseo del Norte Multiple-use Trail at the Rio Grande Boulevard crossing. Much to my surprise the bollard was up and locked into its correct position!

78. This past Saturday I was commuting by the gate that has been broken and vandalized at the East end of Jerry Cline Park. I observed a motorhome parked behind the gate and a man with a key opening a lock to a lock and chain that was keeping the gate shut (Please see digital image taken on July 19, 2014below).
79. Maintenance - Did you hire the Village Idiot to write this drivel? First, it should simply say "Maintenance".
80. Maintenance - If you don't have any good ideas for this section, go to the 2012 AASHTO "Guide for the Development of BICYCLE FACILITIES" and simply copy Chapter 7.
81. Maintenance items that have been on to do list for decades (expansion joints, vegetation, drainage problem areas, icing, signage, etc.)
82. Renee Horvath - Westside Coalition of NHoods, asked whether, when a trail is renovated, the grasses along the trail can be preserved? She saw some healthy stands of good grass be destroyed when the (Riverview Trail, I think) I was re-done last year. Now, she's worried noxious weeds will come in. Also, she thinks that some in-house training for Park Maintenance crews on how to recognize and protect native vegetation would be valuable.
83. Rep. Emily Kane is very interested in addressing the goathead problem and asked me if I would send her the draft capital project description for urban trail renovation/re-veg.
84. Please address maintenance of current trails as we build new ones. North Diversion Trail needs repair on all wooden bridges. Clean up the graffiti on I-40 trail.
85. My main comment is tht the bike facilities are great, but not if they are not maintained and traffic laws not enforced. The city must maintain bike lanes and routes and must work with APD to enforce traffic laws. Examples: glass & debris constantly in bike lanes. A call to 311 is okay...but takes weeks for attention. Why no regular schedule for bike lane sweeping? Silver Bike Blvd. speed limit is not enforced and motorists feel free to harass cyclists. City also needs to get behind educating motorists AND cyclists. Ad campaign? Access State of NM safety funds for this?
86. Ralph Wrons (a Sandia Base commuter) who helped with the National Trails Day project on the I-40 trail, said that he thought that on that day, we should not only be removing weeds, but that P&R should be putting down pre-emergent immediately afterwards. I explained about how pre-emergents may not be effective on GHs and the concern about pesticides, but I wanted to pass on his remarks.
87. maintenance of existing bike facilities (pointless to build if not maintained)
88. Rep. Emily Kane is very interested in addressing the goat head problem and asked me if I would send her the draft capital project description for urban trail renovation/re-veg.
89. Ralph Wrons (a Sandia Base commuter) who helped with the National Trails Day project on the I-40 trail, said that he thought that on that day, we should not only be removing weeds, but that P&R should be putting down pre-emergent immediately afterwards. I explained about how pre-emergents may not be effective on GHs and the concern about pesticides, but I wanted to pass on his remarks.
90. Griegos/Comanche @ NDC down to Edith - poor pavement/cracks & poorly maintained bike lane
91. Rio Grande Old Town to Montano - poor pavement/cracks & poorly maintained bike lane
92. Numerous bike lanes are frequently littered with glass
93. General Problems: missing or awkward curb cuts, heaved sidewalks, obstructing vegetation in passageway, awkwardly loctaed crossing switches, unswept debris in lanes & gutters, goatheads, especially when shoveled, wide cracks across asphalt trails

Safety

1. "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."
2. Gary Kelly and I have spent time with Roger Paul (Bernco) pointing out that the 1999 AASHTO guidelines recommend a 5' Bollard spacing and the 2012 AASHTO Guidelines recommend a 6' spacing. We have tried to persuade Mr Paul that there is a public safety issue and also a social justice issue. Narrow bollard spacing prevents entrance of the disabled to public transportation networks. I have been concerned that the narrow bollard configurations commonly encountered in the Albq Metro Area are a hazard to all cyclist but are an unconsciously severe hazard to the very young inexperienced cyclists and to the elderly. I personally have talked with people who have been injured by bollards and have seen accidents caused by inordinately narrow bollard spacing. There are other issues beyond the spacing, including proper painting to make them visible, and proper set-backs from streets so that service vehicles entering bikeways do not create a hazard.
3. All 1-25 crossings are problematic. Increase lighting in these underpasses.
4. 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.
5. Pedestrians, including horses, dogs and runners, proverbially shun multi-use paths. The conflicts between cyclists and pedestrians are intractable. Every pedestrian traffic engineer knows this.
6. The major obstacle to greatly increasing bike ridership in Albuquerque is safety for the cyclists. The majority of cyclists or would-be cyclists accurately perceive that they are not adequately protected by a painted white stripe on the roadway. All my personal opinion, of course, but I think that bike ridership would be greatly increased if riders had safe lanes that went where they needed or wanted to go.
7. I have multiple-use trail safety issues share this month that include reporting the total ineffectiveness of over five departments of the city in assuring the safety of the trails.
8. Inattentional Blindness article (sent 1/19/14)
9. Albuquerque has a problem with Bad Drivers article (sent 1/19/14)
10. BernCo crash data 1990 - 2009.xls
11. There is a way to get an idea as to what kind of accidents or near accidents are occurring on the trails. It is called a critical incident survey. It could be implemented online and through community centers, bike and sporting shops like REI. It need not be comprehensive to be accurate. Basically, it gives a limited amount of space--like a 5X8 card, or similar webspace, to write about a critical incident one experienced while using a trail. The trail name should be solicited. What this data does is to categorize the incidents that people perceive as happening, and to localize them as to where, and often as to when--time of day, season, etc. The data can be most helpful for planning and addressing trail issues. Yes, it does cost money, but as we have witnessed, Parks just blew \$77K on Piedras Marcadas errors and omissions--enough to pay for a healthy survey of this type. HF engineers use this kind of technique to gather crowd source data. It is a text book

- technique. There is a HF program at NM State. I wonder if one might get the graduate students to consider this kind of project?
12. A critical incident survey is different. It captures any incident in a given time period. Say we want to know of incidents in the past 4 years. We would survey for any incident since early 2010. An incident is any event that either was an accident, or a near-accident--an event that was close, and one that people should be informed is a danger. People then report items that include both accidents and other incidents that range from the humorous to the breath-catching near misses one wants to know are occurring. These can point to educational items as well as trail design and maintenance issues. It is this level of granularity one wishes to capture in a critical incident survey. It is better to learn of a situation or events that potentially may result in accidents before the accident occurs. For every death that a bollard has caused nationally, there were multiple incidents prior to that event that may have informed every one of the potential for the death well in advance, had anyone made the effort to collect the data.
 13. I did see a biker nearly flip one day on the Rio Bosque when a snake moved across the trail. She was going too fast behind another bike, and did not realize she was about to run over the snake. She screamed, and nearly had an accident in front of us as a result of her own actions. At the same time, such incidents can be reduced by keeping brush cut back 3 feet from the trail.
 14. GARTC is going to discuss HAWK type signals in the April meeting. We are trying to arrange for Tom Mennecuei to attend. If they are properly installed they seem to have some safety benefits.
 15. It would be nice if they could add safety and bikeways to Broadway. Thanks!

Funding

1. 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.
2. 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.
3. Increase funding for physical improvements
4. Pass a gas tax to support implementation of this plan
5. Fund capital improvements to implement planning
6. Pass a 2% tax for bikeway/trail maintenance
7. Pass a gas tax to support implementation of this plan
8. UNM will continue to locate bike lockers
9. UNM will strengthen the connectivity between South Campus and Main Campus as well as between Lomas and Central
10. It is critical to find ways to increase funding for bikeways and trails and expand the percentage of transportation funds allocated to alternative modes.
11. These don't seem real high budget. Can we find a way to finance them?

Intersection Design

1. Mark bike lane through intersection

2. "T-Intersections need crosswalks and push buttons on both sides of dead-end streets (Harper/Barstow); traffic sensors don't always ""see"" bikes"
4. No free right turns at bike lanes at four-way intersection
5. 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.
6. 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.
7. 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.
8. 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.
9. Thanks for sharing this, James. I note that this study specifically excludes any examination of the various types of 'traffic calming' strategies that are widely used in Europe and Canada. One that seems particularly effective to me are raised crosswalks, mentioned in the report as "Flat-topped speed humps (sometimes called speed tables)". The report finds a significant safety effect for the presence of a raised median (a mid-street refuge, enabling the pedestrian crosser to divide the task of negotiating traffic lanes into two separate tasks) but other design variables concerning crosswalks (other than being marked or unmarked) were not evaluated in this project.
[\(<http://www.fhwa.dot.gov/publications/research/safety/04100/index.cfm#toc>\)](http://www.fhwa.dot.gov/publications/research/safety/04100/index.cfm#toc)
10. My last thought is that if you are going after intersection improvements and gap closures the way I think you are, you will set a standard/guideline for all intersections and gap closures. Get those Standards in DPM and you will have met my definition of success as the DPM is considered sacred, yet most times it really isn't all that helpful.
11. Bike Box evaluation report from Portland (sent 1/19/14) some data that right-hook collisions have increased
12. PDN - looks forward to a better crossing at I-25
13. In-ground LED crossings @ high speed/volume crossing areas
14. interface between lane and trail needs to be well designed. Southbound Pennsylvania to the trail requires a turn that is past the intersection. This is irregular for a vehicular cyclist.

Amenities & Aesthetic Improvements

1. Air pumps on bike trails
2. Interpretive signs for bike safety/education
3. Several participants recommended an emphasis in the plan on bikeway and trail beautification—including weed removal and other aesthetic improvements.

4. I-40 Corridor: Lighting at bike scale especially thru Tom Bolack Urban Forest
5. I-40 Corridor: Restroom access along trail at Jerry Cline
6. I-40 Corridor: Security Blue/Panic Phones at San Pedro / Indian School and Jerry Cline
7. I-40 Corridor: Water Fountains at both Tom Bolack and Jerry Cline Parks
8. Trail Deficits: Poor linkage between paved trails and other trail elements
9. Trail Deficits: Minimal attention to aesthetic elements of trail environment
10. Rotate years of planting to protect
11. A cyclist at the Jerry Cline meeting told me that in Wyoming (and I don't think I wrote down which city, unfortunately) they were seriously re-vegetating public spaces where they had bare dirt areas (interchanges, medians, and trails) with native grasses to cut down on weeds and erosion. He said they get less rainfall than ABQ and aren't using irrigation.
Median Strips have Crested Wheat Grass
12. functioning & maintained water fountains!
13. Green infrastructure with trails
14. Require bike racks at all city/county facilities. Require bike racks at new commercial developments & encourage existing businesses, strip malls, etc. to install bike racks.
15. Find a way to get more bikes on busses. ABQ Ride should gather statistics on bike use.

Wayfinding

1. Thank you for the news about Nilo. I never knew him but I appreciated his observations and insights regarding the crossing of Golf Course Rd on the Piedras Marcadas Trail. He pointed out there were no warning signs for motorists indicating that there was a bicycle/pedestrian crossing on Golf Course- in either direction. He also observed that there was no need for the 3 bollards in the median refuge. While he was on the site he observed a young mother with a stroller struggling to get around the bollard constellation in the median. The bollards were spaced so closely she could not get her stroller through and had to go up and down curbs.
2. "When using city trails, when you get to the end, there are almost no signs telling you the nearest place to pick up trails."
3. Wayfinding signs are needed
4. Officially recognized trails should all have names
5. Comprehensive sign plan: Height, Motif- iconography, Type size, Consistent color, Easily maintained
6. More signage and way finding on paths and bike lanes that provide information on bicycling
7. Location markers on all trails
8. 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.
9. Post signs at major bike and trail destinations (such as popular trailheads)
10. Trail names should be memorable, informative and linked to specific trail sections
11. Trail names should be posted on trail signage
12. Trail names can be useful when they provide information on trail location, trail connections and character or function of the trail.
13. Separate trail sections should receive distinct names, even if along same road or watercourse.

14. For public information and safety trail names should be posted wherever possible at street and trail intersections. Stencils on paved trails offer a defacement-resistant alternative to traditional eye-level signage (as on "Paseo de las Montañas").
15. "Wayfinding- Like the ""mushroom"" style signs, like minutes on directional signs"
16. Improve the way finding system
17. 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.
18. I-40 Corridor: System wide Signage with directional maps and Kiosks at San Pedro / Indian School and Jerry Cline
19. Trail Deficits: Absence of signage providing direction and distance information
20. Cars aren't aware and speed on bike boulevards. Make stand out signage
21. street signs and maps on trails
22. Use signage and the map to identify deficient segments, like the thin grey lines are used on a road map (line width)
23. Look at WAZE - a free navigation app for drivers, or cycle meter, or run keeper, or strava to see where people are riding.
24. If possible, on southbound Tramway, add "yield to bike" signs below the existing yield signs, which on order of 98% of drivers ignore.
25. Clarification & signage along Tramway - entire length
26. Design Standards
27. Prefer multiuse trail midblock crossing - OK if gaps exist
28. Corner sight distance for cars important
29. Tunnels can be dangerous
30. Sight distance around "notch" curves
31. Bollards need to be light colors with reflective tape or paint
32. Tunnels -paint them white
33. "Midblock crossings - no need for flashing lights; crosswalk, signs and median are enough"
34. Tunnels/underpasses - very dark
35. Overpasses work well, although could be lighter
36. Center lines and fog lines on multiuse trails - white or reflective
37. Bollards must accommodate tricycles and wheelchairs, and bikes with trailers for kids
38. 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)
39. 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.
40. 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.
41. Here is a link to the 2010 draft of the AASHTO Bike Guidelines:
<http://design.transportation.org/Documents/DraftBikeGuideFeb2010.pdf>

- 42. 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.
- 43. Have consistent standards for trails
- 44. Better signage and street paint markings at intersections
- 45. Love the "bike boxes"
- 46. Lanes - like colored lanes
- 47. Bike boulevards not really working
- 48. Like stair step routes around stop signs
- 49. Too many signs on bike boulevard
- 50. More bike boxes
- 51. "On-street parking and bike lanes - parking area needs to be wide enough to avoid opening door into the bike lane"
- 52. Sight distance- can't see around the CMU block walls on comers
- 54. No marked lane is better than a narrow lane
- 55. Parking on street next to bike lanes is a hazard to cyclists (opening doors)
- 56. Quick curb at start and stop of bike lane
- 57. Long drainage grates across street (such as on Copper east of Juan Tabo) are hard to cross and can be slippery
- 58. 4' ribbon rack does not accommodate 4 bikes
- 59. Channelized right turn unsafe for bikes using opposing through
- 60. Prefer sharrows
- 61. "Width of striping increase citywide to 4"" on boulevards and 6"" on arterials or roadways with 40+ mph"
- 63. "Adopt European ""Sign up for the Bike." Adopt Netherlands criteria for bicycle separation from auto traffic based on speed and traffic volumes"
- 64. Like the color pavement. Is red better than green?
- 66. Pet friendly bike parking (near restaurant porches)
- 67. Make wider use of the newly approved "Bikes May Use Full Lane" sign and less use of the ambiguous "Share the Road" signs
- 68. Bike Boulevards need to be practical (not stop signs every block), and they need to be continuous
- 69. Develop a consistent/single set of standards for bollard spacing and "design"
- 70. Have a consistent/single set of standards for bollard spacing and "design"
- 71. The master plan should include standards for bike boxes (described as "experimental and invisible") and bicycle boulevards.
- 72. Consistent intersection standards, including signage, through-lanes, and merging, should be instituted.
- 73. Raised cross walks (Speed tables) and raised medians (a mid-street refuge, enabling the pedestrian crosser to divide the task of negotiating traffic lanes into two separate tasks) have demonstrated significant safety benefits -
 - www.fhwa.dot.gov/publications/research/safety/04100/index.cfm#toc
- 74. I-40 Corridor: Evaluate Trail Strip age of edges and centers (widths to be used)
- 75. I-40 Corridor: 8"striping of Bike Lane Segments and colorizing of asphalt in the lanes for continuity. Otherwise on high travel arterials...separator curbs.

76. As a human factors engineer, I can tell you that bollards should if anything, be taller than 40 inches--likely 44 or so--enough to be sure that handlebars of bikes *cannot* go over the tops of any bollard. As you state, the bike is entirely too close to the bollard if this happens, and risks a peddle collision at a minimum, and at worst, a collision of foot or knee, resulting in a possible lifetime disability.
77. If you examine national data on bollard collisions, you will see that a high number of collisions involve clipping a peddle on a bollard. If a bollard must be used, it should preclude this by being tall enough to move a bike rider to the middle of the lane between bollards. If the traffic is such that this is not possible, the next solution is to slow or stop the bike.
78. If the City had not continued a policy for the past 20 years plus of installing bollards in a way that interferes with the recreation of persons with disabilities, then this would be a minimal expense at this time. The report authors have it right--eliminate bollards whenever possible, and if one must have them, then observe AASHTO recommendations. It is noticed by many of us in GARTC that Parks and Recreation created a Parks Bollard Policy that seems to have an intent and statement that bollards are to be removed, or minimized when required. This current document to DMD criticizing the study financed by DMD seems a contradiction to the spirit and intent of the Parks and Recreation Bollard Policy, and certainly contradicts *every* communication on the topic from GARTC.
79. GARTC is not about pushing the City into meeting Federal or other government minimum requirements. It is made up of voters and taxpayers who have every right to demand the maximum effort possible from all City programs involving recreational use of trails. When we fail at doing that, we are failing our respective constituencies. We have an obligation to be sure that those we represent get the biggest benefit for the bucks the voters have generously, time and again, voted for City efforts to improve trails and recreational opportunities.
80. James seems to have a lot of resistance to the 40 " minimum bollard height, as recommended by AASHTO. First, let's look at how to make bollards safer. Well, the short answer is that you cannot make bollards safe. All you can do is make them less dangerous by eliminating them altogether when possible, making them conspicuous both in daylight and in dark, and spacing them far enough apart that users can safely pass.
81. The 40" height has to do with making them visible. There may be situations when the bollards should be higher than 40" so that they are more visible. I trust the transportation engineers who wrote the AASHTO guidelines. James says you should make the bollards 36" so handlebars will clear them. Well, if you are riding so close to the bollards that your handlebars are skimming over bollard tops, then your feet or pedals are probably engaging the bollard. Not a good idea! It is difficult to comprehend his reasoning. It is entirely at odds with the AASHTO Design Guidelines.
82. I have read Paul's bollard assessment report and I find it to be an excellent report with excellent and actionable recommendations. The limited assessment yielded observations consistent with my own, to wit, the bollard installations are not consistent throughout the City, AASHTO recommendations and MUTCD standards are not complied with, reflectorized paint is not consistently used, and paint is not renewed when needed. The GARTC Subcommittee on Bollards has a position on bollards that is substantially in agreement with Paul's Summary and Recommendations.

83. I looked for the phrase "public safety" in the [bollard] report and did not find it. Society looks to the civil engineering profession to insure that our buildings and transportation systems are safe. Civil engineers are uniquely trained to look out for public safety. For example, in the second paragraph of the "SUMMARY AND RECOMMENDATIONS", I would change the sentence to say: "The goal of bollards should be to discourage unauthorized motor vehicles without compromising Public Safety or disabled accessibility." Table 1, while only for a few sites, is representative for much of the City. Its excellent graphics clearly demonstrate the massive non-compliance within the City. To me, non-compliance is tantamount to "unnecessarily unsafe".
84. I am very grateful for Paul's report and I am deeply grateful for your leadership in this matter. I think we now have a little momentum to greatly improve the safety of our multi-use trails. I hope we can continue the momentum. Just because there are no "national standards" should not be an obstacle. As Paul points out, compliance with AASHTO recommendations and pursuing the best engineering practices is a worthwhile endeavor that would improve public safety.
85. I also thank you, James. When my husband and I spent a month in New South Wales, driving over 3000 km, we noticed that especially near schools, speed tables with colored concrete were much used and well respected. They also had timing signs that turned on when the school zones were in effect, unlike some of ours (such as the one near Sandia Prep) that say "school zone 25 mph from 7:00 AM to 8:00 AM and 3:00 PM to 4:00 PM and which are roundly ignored. I also remember as a long-time member of the Governor's bicycle, pedestrian and equestrian committee that the NM DOT's response to complaints that motorists were not respecting marked crosswalks on highways was to remove the crosswalks, because they "may have created expectations that traffic would stop".
86. Unpaved Trail Deficits: Incoherent naming policy and minimal signage
87. Paseo/I-25. Preferred approach/departure would include not more than one switchback. 90 degree much better option. Don't let ROW trump safety, SOLVE it!
88. Paint bike boxes green and please provide more sinage to educate both the cyclist and the driver.
89. Bike blvds. need to be for the cyclist please turn the stop signs to favor the cyclist and please use traffic diferting barriers to divert cars off the bvld.
90. Four feet of asfult is not enough for a bike lane it needs to be six feet and use a thicker line or even a different colored line to seperate me from the cars.
91. please change mid block crossing lights to a hawk light the current flashing yellow is not safe.
92. I think, if Paul's recommendations were adopted and used as a foundation for a modernization and safety renovation plan, our multi-use trails could be substantially improved and made much safer. I cannot fathom why you would be opposed to such a program.
93. Regarding the supposed absence of "federal standards", I would say that using AASHTO recommendations and good engineering practices would indeed make the trails much safer - that is the goal, isn't it? I think the City of Albuquerque can anticipate the contents of federal standards and go ahead and embrace a modernization program. The City is perfectly capable of developing its own internal standards, which would be better than the chaotic anarchy that now exists.

94. Well, the short answer is that you cannot make bollards safe. All you can do is make them less dangerous by eliminating them altogether when possible, making them conspicuous both in daylight and in dark, and spacing them far enough apart that users can safely pass. The 40" height has to do with making them visible. There may be situations when the bollards should be higher than 40" so that they are more visible. I trust the transportation engineers who wrote the AASHTO guidelines. James says you should make the bollards 36" so handlebars will clear them. Well, if you are riding so close to the bollards that your handlebars are skimming over bollard tops, then your feet or pedals are probably engaging the bollard. Not a good idea! It is difficult to comprehend his reasoning. It is entirely at odds with the AASHTO Design Guidelines.
95. We have got to start washing mouths out with soap when folks push AASHTO as fix-all. The reality is AASHTO standards are only advisory and most are ill-equipped to fill urban needs and design requirements. You have done a great job of outlining need to standardize design guidelines and manuals, maybe we should even take it a step farther and recommend adopting NACTO?
96. design - feel this must be expanded much broader than just design>>operations, maintenance, safety, risk management, education and awareness, enforcement????
97. Yes, please do include the recommendations for overhead clearances for the development process manual and for sidewalks. Question: Does the trail overhead clearance apply to trails where equestrians are not present? Example: The Unser trail, or the green trail along Osuna? Those both have branches as low as 6 feet, as does the green trail along Western Trail. Carrie, you may wish to examine the provisions for keeping sidewalks clear of brush. The ADA requirement is that an accessible route have a 3 foot clearance in width, with the narrowest point of no more than one foot, being no less than 32 inches in width. This is often not true, as bus benches, light poles, signs, and shrubbery intrude over the clearance considerably--often to the point of creating a barrier to all of us. The City ordinances should have been amended years ago to reflect the requirements of the ADA. A person should not need to make a federal case out of a blocked route. I did mention to you some time ago, that in the COA utilities and contractors currently need not provide any provisions for pedestrian access when doing maintenance, or installation of new utilities. Once the contractor has been issued the license, the COA gives them complete authority to block off all access, even if this disrupts all pedestrian use of an entire block. This is known to be out of step with other communities, but has never been corrected in the COA. Are you planning to include a policy recommendation to change the regulation? Another item for sidewalk use is the fact that in the COA, there are often curb ramps where there is no crossing permitted. These should be removed. I was crossing at one here on Montano until I was finally informed that I was not supposed to cross there--not that I could tell. A curb ramp indicates an accessible route, and should not lead into a dangerous or illegal crossing.
98. Design Manual - Railing section, end of paragraph "off" the trail, not "of" the trail
99. Design Manual - Trailhead section, two paragraphs are duplicated in the pre-EPC version
100. John Thomas - you raise some good points. The only good bollard is a removed bollard. As a human factors engineer, I can tell you that bollards should if anything, be taller than 40 inches--likely 44 or so--enough to be sure that handlebars of bikes *cannot* go over the tops of any bollard. As you state, the bike is entirely too close to the bollard if this happens, and risks a peddle collision at a minimum, and at worst, a collision of foot or

knee, resulting in a possible lifetime disability. If you examine national data on bollard collisions, you will see that a high number of collisions involve clipping a peddle on a bollard. If a bollard must be used, it should preclude this by being tall enough to move a bike rider to the middle of the lane between bollards. If the traffic is such that this is not possible, the next solution is to slow or stop the bike. In the Parks and Recreation response to the DMD bollard study, much was made about the requirements of the ADA and Federal law that has not yet been issued for trails. This is a misguided and ridiculous argument. It has already cost tax payers more money than you want to imagine to remove bollards that were installed when there need have been none, or far fewer. This will continue to be a major cost. The simple reason is that *any* person with a disability and a legitimate reason to have a bollard removed can request it, and the City is obligated to meet that request under Title 2 of the ADA. Be assured that the requests will keep on coming.

101. It is noticed by many of us in GARTC that Parks and Recreation created a Parks Bollard Policy that seems to have an intent and statement that bollards are to be removed, or minimized when required. This current document to DMD criticizing the study financed by DMD seems a contradiction to the spirit and intent of the Parks and Recreation Bollard Policy, and certainly contradicts *every* communication on the topic from GARTC.
102. Thank you for attending the GARTC meeting Tues. I think you were able to pick up some DMD and community viewpoints on several topics, such as bollards. I felt like you and I were the only people in the room who could read the Boca Negra engineering drawings and comprehend them. When there is heavy rainfall, dirt and gravel will certainly wash over sections of the Boca Negra Trail. The hazards of the steep grade(~ 12 %)are compounded by the high probability of there being dirt on the asphalt trail. I think there are ways to capture the water on the high side of the trail, pass it through culverts to the low side and disperse it beneficially. This could reduce the dirt load on the pavement and make the Trail safer. I am sure your capable engineers could solve this type of problem. Where I and the Parks people differ on the drainage issue is that they think that they it is perfectly normal and natural for multi-use trails to have dirt on them. We cyclists should just be tolerant of it. I, on the other hand, know that smart engineers can solve problems and make the world a safer place. Personally, I don't think Albuquerque's multi-use trails should be Darwinian testing grounds for cyclists, where only the fittest survive. Meanwhile, I know you have several avid cyclists on your Board. I would appreciate it they could ride the recently constructed Boca Negra and give their opinions.
103. Best of luck on your exploration of these west side projects. Boca Negra is way off from ADA access, which is why it will be posted as non ADA compliant. That introduces other issues, such as no accessible maps, and routes on maps not indicated as accessible, etc. A person may not know what access there is not until arrival at the trail. The maximum trail grade for access is 4% if it is continuous. One can have segments at 8% if they are no more than 35 feet in length, and have 5 foot rest areas before the next segment. This is how the TD bridge is set up, for example. It might have been possible to run the route differently--we never had the option to even know. I understand one potential design might have been along Unser. The trail as constructed, has 2 areas with water and a potential dirt flow over it. This creates a non AASHTO danger area. Given the grade, it is especially dangerous.
104. Thank you for your good news about the DMD acting progressively and decisively on the Paul Steffin bollard assessment. It seems like an inventory is an excellent and logical

place to start. I hope DMD will solicit the views of Risk Management, particularly Brett Frauenglass , on this matter.

105. I have mentioned in prior material I wrote, that some bikers are upset with the fact that my guide dogs will often walk on the middle of a trail, and not on the right. This is an educational issue for bikers, and not a problem for a guide dog. The guide dogs adapt to the situation that bikers create by inconsistency--some pass on one side, and some on the other--the same with joggers. The dogs adapt to the reality by moving me to the middle, keeping their options open for keeping me safe. It can be startling to a biker who may emerge from a turn traveling too fast, as I am taking up much of the middle of a trail. No bike class teaches such things. Signs on the trail warn people to take caution when a horse is present, but not to a guide dog.
106. I have witnessed issues with people walking their pet dogs using extended leashes, and having too little control over where the dog is. This can be a serious issue for other people using a trail, and again, needs more public education.
107. I do not think the "landings" have any mitigating influence on the steep trail. To the contrary, I think that the "landings" present more of a hazard than a benefit. There will be a concrete/asphalt lips at the "landings" which could jolt a vehicle of any kind. The GABAC committee was deeply concerned about the safety of the Boca Negra Trail and said they felt the trail was way narrow for the grade and descent. GABAC was concerned about pedestrian-cyclist conflicts where cyclists could be going 30 MPH. I reflected upon the comments made at the GABAC meeting and I have concluded the only practical way to mitigate the hazards associated with a 50 meter drop and grades of the order of 13 %, is to pave the entire road to a width of about 20 feet. This is consistent with AASHTO recommendations for steep trails. The road would be a combination AMAFCA service road/ multiuse trail. Because of the heavy motor vehicles, both the subsurface and the pavement would have to be rendered in a manner consistent with City standards and good engineering practice. Pavement cleanliness would still be an issue but probably reduced.
108. You are correct that the landings do represent a hazard. You did the physics for yourself to see that a bike can easily exceed 30 mph on the grade, and if it did not have landings, even reach 50-60 mph. We will not presume that those higher speeds can ever be reached. Human reaction time is likely to preclude that. At 30 mph, 44 feet per second, one hits the landing, and is beyond it in under 125 milliseconds. Human reaction time is at best, 250 milliseconds. At 30 mph, you will hit the landing, and be beyond it long before you ever had any idea of the effect it is having on your bike. That unfortunately means you are now on another slope downhill, and likely sliding out of control, possibly having departed your bike. If you are on a skateboard, scooter, or roller blades, you have a much higher center of gravity, and at *any* speed exceeding 10 mph, you are unstable and likely to depart the board on hitting the surface change. You may or may not recover from the sudden change. To be safe on that hill, you need to slow to about 7-10 mph maximum speed, in order to be certain that you have control as you hit the level spots with a bicycle. Hitting those places at any speed compresses your front tire, and puts energy into the tire, rim, wheel, and front frame. The front fork acts like a spring and stores energy when it exceeds what the tire, rim and spokes can handle. You were right to question the surface change. It has a different coefficient of friction, and so much will depend on the tire pressure, the bike, the quality of the surface at the time--debris, moisture, etc. If you hit the manhole cover, that changes the event further. I would have far more confidence in the safety of this trail if I

had a good engineer telling me that these factors have all been examined, and here are the scenarios. I am hoping that our meeting next week that we will hear this story in full, and know that other thinking people have given this the time and energy the community deserves the problem to have. As a human factors engineer, I can talk about human reaction times, and the problems of coordination and reaction times in children and adults. I want to hear how a good engineer, maybe a cyclist, can explain how this trail is a safe experience for children in my neighborhood. I live in Taylor Ranch. Even if the entire roadbed and trail became a 20 foot wide road, how does this help the problem of stopping when you reach bottom? Do we really want youth traveling at 30+ mph hitting the bottom and having to stop before encountering the gate? What about youths on skateboards?

Scooters? or roller blades? Those speeds make any such conveyance unstable. I am hoping that James Lewis, and possibly others who are convinced that this is a safe community experience, will demonstrate for us how safe it by doing this on their bikes, and gathering empirical data for us on how fast one should go while traveling downhill, and helping us all to understand how we might persuade our young people to cooperate in doing this as safely as our volunteer team can demonstrate it to be. Perhaps we can talk about this at GARTC.

How do we make this a safe experience?

109. I am working on the next chapter of the recommendations. The last meeting surprised me in that the obvious course of action is one the City is resisting--the idea that one should research ATV's and determine their handling character well enough to understand what one can do, and what one cannot do. The current approach is much like saying that we will not eat tomatoes because we know that by not eating any part of the plant, fruit included, we can avoid being poisoned. I did a quick look on the internet, and not so surprisingly, I was able to determine that most ATVs have a turning radius of 9-10 feet or more. I did find one with a turning radius of 65 inches that claims to be the least in the industry. It seems that this alone would be enough for a good engineer to make an accessible entrance one could get a horse through, and not an ATV. That leaves plenty of room for a trike.
110. It has been my experience that if some feature of a trail looks a little unsafe, you should look at AASHTO guidelines and make a judgment. Usually, what looks unsafe is also a violation of AASHTO guidelines.
111. If room on back of map add how a sharrows is supposed to operate. I've had motorist yell at me to get off of south 2nd street
112. Renee Horvath - Westside Coalition of NHoods, asked whether, when a trail is renovated, the grasses along the trail can be preserved? She saw some healthy stands of good grass be destroyed when the (Riverview Trail, I think) I was re-done last year. Now, she's worried noxious weeds will come in. Also, she thinks that some in-house training for Park Maintenance crews on how to recognize and protect native vegetation would be valuable.
113. When trails are renovated, try to keep grass stands intact
114. Native grass to out-compete goatheads!
115. Seattle has curbs between bike lanes and road (6" high)
116. Tulsa - curb with 2' of crusher fines with asphalt path for bikes
117. Fine crushed limestone paths
118. Good Design - gravel on side of trail is good for runners
119. Carefully evaluate elimination of parking in bike lanes - some places like Copper/Campus route could/should be treated as a bike boulevard - maybe keep the parking in places and create sharrows

120. No herbicides; no pesticides
121. cycle tracks!! Buffered bike lanes!!
122. don't pave ditches
123. Cycle track design guide? :)
124. The Bike Blvd. needs a proper, safe connection across/under I-25 to Downtown. This is a Critical Missing Link that could exponentially increase biking along that corridor.
125. Education - car drivers and bicyclists need to know about sharing!! Sharrows do not mean a bicyclist can ride in the middle of the road (for no reason). Virtually all bicyclists are also car drivers, yet actual knowledge of rules of the road seem to be lacking. Sharing is the only way we can all get where we are going safely. No one user should think that only they have a right to use the road. Let us all respect each other's right to be there.
126. Separate bikes from cars on streets with bike lanes. Put/paint bicycle boxes at intersections on streets with bike lanes. Streets with bike lanes should be prioritized for bike traffic - not quite a bike boulevard, better signs to find the bike paths, difficult to find some when they wander through neighborhoods. Cannot find the path/trail along I-40 at Central and Tramway. Yield signs/educational signs along Tramway multi-use trail.
127. The Silver Avenue Bike Blvd. has many issues, but perhaps the most pressing is the need to connect the downtown segment to the Silver Hill neighborhood. Crossing I-25 and the railroad is a critical link that will prove very difficult to overcome.
128. I like the coating on decking. Some as state has done on Tramway Trail. I hope the City adopts this decking treatment on North Diversion Trail and other wooden bridges.
129. Concerning implementation action to "remove parking from bike lanes": Bike lanes compete with parking on Campus Blvd. between Washington Ave. and Girard (UNM). Removing parking would be difficult (impossible?) due to MV Elementary pick-up/drop-off and small businesses on Central rely on this parking - better- remove bike lane striping - add parking striping AND designate traffic lanes clearly as bike blvd. lanes

Education

1. Behavior guidance tools (?) to reduce the chaos we are seeing on all of our heavily used shared-use facilities. I'm afraid we are going to go the speed limit route when we should really be working on why and how people use facilities and then educating them on best-use practices and behaviors. Here are two examples to digest: Marin County and Midtown Greenway . Having seen both live, it is easy to see by simply watching road/trail users which approach works and which doesn't. Similar signage is spread throughout MSP and customized to specific facility/trail (Lake Calhoun, etc.) requirements.
2. At least three cyclists were pulled over while riding on the Tramway shoulder on March 25 and were warned (no citation) by the APD Officer that what they were doing was illegal. He told them to "look it up" when he was asked what ordinance he was enforcing. "He said they were just giving out warnings now, and about to start handing out tickets." This seems very reminiscent of what the cycling community went through a few years back....
3. City Council office (768-3100) provided the following info: Ord. # O-11-46 was passed (8 in favor, 1 opposed) by City Council on 3/21/2011: Amending Sections 8-2-1-44(A) And 8-3-3-6 ROA 1994 To Remove The Prohibition On Bicycles Using Limited Access Roadways That Have Not Been Posted To Prohibit Bicycles. The ordinance was signed into law on April 5, 2011 by Mayor Berry. If you care to find the ordinance, go to

www.cabq.gov/council. The Foothills APD station it turns out is the "home" station for Officer Riley (car L61) who pulled the cyclists over. This is minor to being shot by APD, but it is all part of the same problem. There is new information in the news that reveals problems with the training candidates receive. In addition to issues with the training, APD has lost so many senior officers, there is almost no one there for the long period of on-the-job training it takes for rookies to become good officers. With the Justice Department investigation ongoing & moral at rock bottom, recruiting quality candidates to the job is also a huge problem. Also, you can be sure that no officers are receiving the specialized training it takes to investigate a crash involving a motor vehicle and a bicycle or pedestrian. All this in turn leads to a breakdown of police effectiveness across the board, from traffic safety to burglaries or other policing issues. These police shootings are the most outrageous, but everywhere you look APD is compromised. All of us are affected; this is not an issue just for the "homeless." For cyclists and pedestrians, the way that the Traffic Division is compromised leads to a lack of due diligence when investigating motor vehicle/bicycle or pedestrian crashes. This in turn will make it virtually impossible for anyone to be charged when there are severe crashes that result in great bodily harm or death. In addition, unlike a 1997/98 APD effort to actually enforce traffic laws today we have an "engineering" approach to bringing traffic under control. This is a big issue. Most people are not aware of the extent of the problem within the Albuquerque Police Department. One way this all impacts cyclists and pedestrians is that the Traffic Division comprises the only people who have any chance at all to tell the stories of victims of severe crashes. Without training and being able to accurately document crash scene evidence, no accurate picture can be painted of what happened and victims have no voice. I'm not anti-cop. What I want from APD is for the officers to be able to do (so much) more than pull the trigger.

4. Learn from and expand the Safe Route to Schools pilots
5. Literature on traffic rules for bicyclists needed
6. Bicycle education programs
7. "Make available ""packets"" of laws and regulations that govern and protect the rights of bicyclists and pedestrians"
8. Promote high visibility garments for low light riders
9. "Improve bike education at UNM-on campus and nearby. Bikes are everywhere-no lights, dark attire, lousy bike manners, unaware of others"
10. "ABQ-sponsored (online/print) publication with bike laws and bicycle/motorist responsibilities for bicyclists and motorists"
11. "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."
12. "Interpretation of bicycle history in Albuquerque; create a bike tour of landmarks"
13. 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>

18. "Cyclist Education - How to drive your bike as though it is an automobile -
19. Traffic Skills 101-League of American bicyclists"
20. Institute an advertising and education program about Transit/bike connections
21. Bike boxes - need driver education
22. Bike boxes seem confusing
23. Signs to educate users how to use boxes
24. Bike box - needs more education for autos
25. Crosswalk awareness
26. "Educate motorists about required 5' distance, perhaps through Public Service Announcements"
27. Educate about cyclists' right to use full lane if unsafe to ride on right/in bike lane
28. Educate cyclists to wear highly visible clothing at dusk and when it is dark
29. Are you all following all the comments on Vollman's death on the stories on kob.com? ... 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....
31. 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.
32. Increase education to make cyclists and pedestrian more consistent and predictable in way they operate bikes and walk in traffic
33. Expand Parks and Recreation classes to high schools at 9th grade level and also to UNM students, perhaps during freshman orientation
34. Educate cycling public that it is safer to ride in traffic than to separate bikes from traffic
35. League of American Bicyclists can continue to provide League Cycling Instruction
36. 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.
37. 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.
38. 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.

6. The bikeways and trails are a good thing. I also see that information will be given out to those who Bike. One very big problem with those who ride bikes is that they do not follow traffic laws and think they do not have to stop, give hand signals, nor yield a right of way. I do believe that those who ride bikes need a class and must pass a test to ride these bikeways and trails. I see over and over situations that could have caused an accident due to a bicyclist not following traffic laws. I do hope this is taken care of in the future.
39. 17. No education and enforcement piece? This is critical in Albuquerque where people are learning how to interact with a mix of street users.
40. Enlightening drivers of motor vehicles with the knowledge that cyclists have a larger field of view and can see more of the road than operators of motor vehicles. Cyclists can also hear traffic that people inside of their cars cannot, making the cyclists exceeding more aware of the road than motorists.
41. Design Manual, page 66 has the incorrect trail etiquette yield sign in the pre-EPC version. All users yield to horses.
42. I don't like people shouting "passing on the left" all the time. It should be used when appropriate, but not every time.
43. Bike Rodeos for adults
44. The number of people that ride without a helmet/lights shocks me every day. I would love to see a wide spread education blitz encouraging/requiring these things. I would even go as far as having a city ordinance requiring these things and the cooperation of the police to enforce these laws and ticket those who don't. On top of that, requiring police officers to use lights and not ride on the sidewalk would certainly increase my faith in them.
45. Training of maintenance workers regarding desirable plants (galleta)
46. Trails map - alternate forms are needed (audio, digital, tactile maps, large print)
47. Prescription pamphlets for walkers
48. ADA requires media in alternate forms
49. educate about etiquette
50. Education, education, education
51. Build an interactive map as an app with "no frames"
52. I notice a lot of the "serious" bikers (that is, decked out for the Tour de France) can be rather arrogant and aggressive on the pathways. What can be done to get them to be more careful and respectful with the rest of us?
53. Driver education is sorely needed. Perhaps this could be done with signs or APD could do "blitzes" along bike paths or other high use car/bike areas.
54. Need to solve goat heads and inform/warn visitors of what to do to prepare for them.
55. do you know how many people are interested, but don't feel comfortable on the facilities? Men/Women proportion?
56. A helmet education program at UNM would be extremely beneficial in gaining awareness for a high-use group.

Encouragement

1. Encourage winter cycling
2. Institute more bike to work days

3. Expand Parks and Recreation classes to high schools at 9th grade level and also to UNM students
4. I'm a resident at Bosque Del Rio Community that is located in the Paso Del Norte / Eagle Ranch & Coors area. I joined in on the 2010 bike to work day and found that it was very enjoyable. It's a great event to help individuals get outside, stretch their comfort zone, reduce the auto population etc. I have also been utilizing several bike paths over the years and have found that we have a great biking system. Of course, we know there is more to come and I can't wait to see it grow. Thanks for everything you are doing.
5. AG – "Improve meeting effectiveness" This was a discussion in first GABAC meeting I ever attended (20+ years ago). Spent year with it on every Agenda ~2010 and had Anderson School Faculty lined up to conduct. Problem was, we couldn't get enough information/commitment from DMD/Administration and Chair was passive so it died. Actually, I think it's likely that lack of effectiveness directly correlates with lack of support and guidance. It's all the undefined/unresolved stuff that is inhibiting progress—not committee members or leadership (though some stuff could have been handled differently, problems were around way before recent conflicts/snafu's)
6. AG – "necessarily supported" Volunteers support themselves? That always works!
7. Everyone in the city would benefit from a big increase in people-powered travel & reducing vehicle traffic. I also do not think that money is a major issue, if a fair and balanced analysis of the costs and benefits was done.
8. Overall presentation was heavily weighted to bicycles
9. Make it easier to promote bike events
10. Consider cyclemeter or Runkeeper Apps to track usage from crowdsourcing
11. Elderly & people with disabilities
12. Bike feminism! Bike 4 Lyfe Ladiez!
13. Enforcement
14. Have clear "rules of the road" for cyclists and automobile drivers
15. Enforce the speed limit on the bike Boulevards! ! !
16. Bike lanes - people park in lanes
17. People park in bike lanes
18. Cars travel too fast on bike blvd. Speed limit needs to be enforced.
19. Enforce 5' bike passing (cite motorists after accident)
20. Cite people who ride on the wrong side of the road and require them to attend bike safety education program
21. "Have a law enforcement blitz for drivers who fail to yield to pedestrians and bikes
22. crossing intersections"
23. 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.
24. 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.
25. Also, a driver who hits a cyclist or pedestrian should face repercussions. I was almost killed by a driver who ran a red light 3 years ago. The driver did not even get a ticket!

26. Is there a plan to beef up police patrols for bicyclists who fail to stop at stop signs and traffic lights? These renegade bikers need \$500.00 tickets to wise them up.
27. It should be against the law to park in the bike lane.
28. enforcement of speed limits on bike boulevards
29. We still allow parking in Bike Lanes and even end bicycle lanes in some places to allow parking before busy and unsafe intersections. We need legal fix locally and hopefully region wide.

Planning Process

1. Historically, the missions of the Greater Albuquerque Recreational Trails Committee and of the Greater Albuquerque Bicycling Advisory Committee have been apples and oranges. Members of GARTC have been chosen to provide user group representation on recreational trails. Active elderly, physically challenged, off road bicyclists, pedestrians, runners, joggers, equestrians simply aren't traveling distances at speed to get to work. When I originally joined GARTC many years ago, my preferred recreation was saddling up a horse and going out on the trails network, including the informal trails in the Bosque. I hope I was alert and sensitive to the people who did want to use the trails, but not go as far as a horse and rider typically did. I certainly would not have been interested in the priorities and aims of GABAC, which I saw as promoting safe coexistence with motorized traffic with bike lanes and other accommodations. Let's face it, the GABAC members I know are fit and go places, and want everyone else out of their way, certainly including elderly pedestrians (another user group I think about all the time now). It's been suggested that Open Space trails are important to equestrians, and of course they are to riders and other groups, but I also want to support people getting out of their houses and walking (riding, bicycling with families, strollers, walking dogs) for health reasons as well as pleasure. When I was on the recreation trail with my walker and newly replaced knee, I certainly depended on the good will of all the user groups, and didn't get too far away from my house for a while either. I am afraid if the two committees are combined, it will be commuter bicyclists promoting their interests and everything else (that is, everything to do with recreation) marginalized. We already have some time constraints and insufficient discussion; I can only see that problem worsening. I know you are worried about double presentations and use of staff time, but I have felt that some items presented to GARTC were so much more suited to GABAC that, although interested, I would rather have spent the time on other issues.
2. I noticed that the word "recreation" never appears [in the Advisory Group best practice document]. This seems to give weight to the concerns expressed well by both Val and Ian. The committees historically have been more concerned with on-street programs, and the bulk of the text cited those experiences. O'Reilly's advice for communities looking to address pedestrian issues on an advisory committee: Pedestrians and bicycles should be separate groups if possible. The larger the geographic area, the greater the importance of separate groups • If the groups are combined, there needs to be minimum membership requirements and members who are able to understand and represent both bicycles and pedestrians • In communities with multiple advisory groups, make sure they communicate with one another. Joint meetings can help groups come to a solution that upholds the values of each group nor bind agency staff with incompatible recommendations. This last serves as a warning to a 2-dimensional program. What we are proposing would require a program with more than 3

dimensions, as it would require addressing recreational trail use separately, as well as uniquely off street activities such as equestrian activities. This appears to support Ian's assertion that a natural division of responsibilities would be recreational activities and non-recreational activities--commuting and on street activities.

3. I believe that given the challenges natural to a bicycle and pedestrian group, that adding the dimensions of recreation, and the different emphasis of improving structures versus experiences, that the COA is best served by independent committees, even if there are joint meetings to gain an understanding and contribute to a COA program. Yes, we need increased participation from the County and the participants in MRCOG, which would overload one committee beyond any ability to maintain a recognition of any minority interest.
4. We need to recognize that the COA will once again grow, and that in the years ahead, the task of expanding and maintaining all the programs will become daunting beyond our understanding now. A combined committee should not become a straight jacket that chokes off volunteer efforts because it is overwhelmed with a diversity of projects, and an inability to address all interests fairly. A combined committee of all interests risks putting all volunteers through hours of participation in activities and presentations where they may have a minimal interest, while increasing the efficiency of COA employees. This results in disrespecting the time and effort of any volunteer. The current division helps to avoid this by creating different spheres of activity, as Ian summarizes well in his GARTC presentation. Adding GARTC into a B&P committee may save staff time while risking the participation of volunteers who have a recreational interest as primary, or worse, feel that their efforts and time are discounted, shelved, or ignored by a larger interest group focused on a different agenda. The most effective way to lose participation is through disrespect of volunteer time and effort. Apathy comes about when time and effort of people fails to produce any change in governmental direction. The message that the COA is sending out to volunteers and residents alike, is that the COA has a greater interest in pouring concrete, paving asphalt, and creating new facilities rather than invest in people, or enhancing the experience of people. This is reflected in the current maintenance practices, and indeed, the review processes we have experienced with the COA in GARTC.
5. For any new committee structure to succeed, or event he current one, respect for volunteer contributions must come first. An environment of mutual respect, open communication, and a sense of excellence in what we are creating must pertain to all our activities. Without this component, no structure will work for long. If the current committee structure seems inefficient, impaired, or dysfunctional, then it is almost certainly because of a failure in these values rather than in the structure. Moving an unhappy family into a new house, and adding members is not likely to make it a happier or more productive experience--it will make it worse. If the COA were to invest in improving the experience of all participants, it might consider having liaisons trained in crowd source techniques staffing the committees. These people become the coordinators who gather independent perspectives from the committee members on issues and compile those into coherent statements that the committees can then endorse and assist in developing into policies and position statements. This avoids conflicts with the current interpretations of the Open Meetings Act. We as volunteers cannot do this for ourselves. It would have to be a contractor or employee of the COA who has this responsibility. This assumes that the COA is truly interested in gaining the wisdom of the crowd, rather than continuing to depend on experts within a political framework.

6. I know that many parties could have concerns about adequate representation in a BPAC. If the transition to a BPAC in order to combine GARTC and GBAC occurs, the city ordinance would have to be replaced so we all can insist that recreational interests be recognized. I think that Nashville/ Davidson County (they have combined municipal-county government) has a BPAC chaired by a city planner. The Chair's job is to listen to and maintain "parity" among the different factions in the BPAC. At this point, I would not trust Scott Hale to chair a COA BPAC, because he is so focused on on-street cyclist issues. I would not trust Val to be the Chair, either, because she is focused on equestrian issues and recreational interests. I would not trust John Thomas to be the Chair because he is focused on senior and disabled issues on multi-use trails. Perhaps a City Planner from the Planning Dept could meet the requirements for being the BPAC chair.
7. The planners should think in terms of these facilities lasting many decades or even centuries. Make them durable and having elastic or changing purposes. Promote quality and don't try to build facilities on the cheap. Consider doing fewer but higher quality projects.
8. Unser/Ladera Decel Lanes: Last thing I want to mention is that I feel this is a pretty complex problem that needs to be solved creatively (I can't think of another similar bike facility at an Interstate Interchange/Offramp anywhere) and that the appropriate expertise/experience needs to be applied. I won't go into the tired (but valid) safety concerns that have been beat to death locally but I do think it is appropriate to say this: What Albuquerque and a designated long distance bike facility cannot afford is a motor vehicle centric solution designed by engineers that may ride bikes. We need safe, comfortable and convenient solutions by roadway engineers that design bike and pedestrian facilities in high speed roadways at complex intersections/interchanges.
9. Main goals for this committee should be emphasis on safety and assurances that standards and protocols as defined by federal, state and city laws/ordinances are adhered to during the critical planning and implementation of construction/maintenance of our cities streets and multiuse trails. Also, by the makeup of this committee, there is a "shared" responsibility for all the stakeholders to participate.
10. Pedestrians are underrepresented in both GABAC and GARTC and don't seem to have any advocacy groups. Albq for a while was having nearly one pedestrian fatality per month, which attracts attention from the FHWA. Walking has health benefits, too, as long as you are not killed in a crossing!
11. I think at some point you will need a very experienced editor to pull the Plan together and condense it. The editor should be able to challenge you on some of the contents and question why it is even in the document.
12. There is some "trial and error" in many processes. Experiment with new technology if it promises some benefit such as increased safety. If it does not bring that desired benefit, assess it and discard it, if appropriate. An example is the flashing yellow lights at mid-block crossings such as near Indian School and Eubank. These flashing lights are dismal failures and actually endanger the public. Try replacing them with the HAWK type light arrangement.
13. Having written extensive on the subject of disability, I have had plenty of practice writing terms such as "people with disabilities" or "people experiencing blindness" instead of the disabled, or the blind. Brevity can often fail at presenting the emotional values that are so important to human relationships. In this instance, you do have other alternatives. Try

"travelers"--a term I have been using in documenting our GPS app. It works well. Cyclists works for persons riding bikes and related vehicles.

14. Page 25, Under blue titled "Other Wheeled Trails Travelers can we use a word other than "travelers" It seems odd when we refer to people who use the trail and "user types". I would keep it as Other Wheeled Trail Users.
15. As I mentioned publically at the last GABAC meeting I do feel that both GABAC and GARTC should be combined (the advisory committee for Parks and Rec. could also be considered for combination as well). This combined committee should seat a representative from the following organizations: Planning, City Risk Manager, Parks and Recreation, MVD, Senior ranking officer from APD (chief level – not a sergeant), MRCOG, Representative from City Council, Reprehensive from County Planning, Area DOT representative, Representatives from each of the Bicycle Advocacy groups and NMTS, Perhaps 3-4 regular "citizens".
16. Somehow, data needs to be collected from each of the following sources and presented at each meeting. Bernalillo County and AFD Para medics, emergency room data that precisely singles out individuals that were injured on city streets and/or trails either bicycle or pedestrian related. This data is critical in highlighting problems in the planning, design and public education.
17. I have thought about the Boca Negra trail and the prospects for remediating it, if needed and feasible. But the most important item I would like to add is the matter of an orderly review process for prospective trail projects. I would move that GARTC advise Parks and Rec that new trail projects should have both an engineering review and an independent safety review. BTW, this review process would apply to the 50 mile loop as well. After Gary talked with Brian Wolfe, it appeared that the DRC did not review the Boca Negra. And we (Gartc) had no opportunity to review the trail before it was built. Regarding the existing Boca Negra Trail, safety improvements could possibly be made. I would move that Parks and Rec (or DMD) hire an experienced transportation engineer who is also a licensed civil engineer, with Bicycle Facility design experience, to perform an assessment of the Boca Negra. I have an individual in mind. While I am an engineer with some training on AASHTO design guidelines, I am not a licensed civil engineer and think it inappropriate for me to suggest specific remediation details. It would be much better to retain an expert transportation engineer to do an assessment and make recommendations. I would like to invite Director Baca to attend the March 18 meeting. In my previous email to Director Baca, I suggested that she engage Nilo Salgado to assess the Boca Negra trail. She ignored my advice. (James Lewis Response: Some of the points you mention below are not correct. Boca Negra was designed by civil engineers and the engineers at DRC approved and stamped the engineering plans. Also, I gave all GARTC members the final engineering plans (stamped by DRC) for the trail in December which gave GARTC members 10 days to comment back to me with any concerns regarding the plans I gave out. I received not one comment or concern within this 10 day (more or less) window. I do agree though that new trail plans should be given to GARTC members more in advance. And I apologize for that. As you know and I have stated many times over that we had a very short time from design to construction on the Boca Negra Trail.)
18. As the project matures, bring in qualified transportation engineers. Even better, bring in transportation engineers who are experienced in designing non-motorized transportation facilities.

19. I suggested that new projects should have both an engineering review and a safety review. This is based upon my experience in the Air Force, where the two reviews were independent of each other. Generally, engineering design reviews were done by civil and other types of engineers and the safety reviews were conducted by people with a wide variety of backgrounds and talents. Of course, if no one takes the two processes seriously or wants to rush them, the reviews are not effective.
20. PPP - This is an issue you have heard expressed at GARTC. If I am walking a trail, and I come to a crossing, how do I know: 1. If there is a crosswalk, 2. If there is a signal, 3. If the sight lines are appropriate that a driver can see me with a guide dog, 4. My location--what street or crossing is this? 5. Is there a street light at this location, so that at low light levels, I might be seen? Without this information, the COA is setting motorists and possibly myself up for a surprise encounter. This could endanger me, or others crossing, or other innocent motorists. Everyone else using the crossing has this information. I am not given this, and must guess. How will this information gap be addressed? Failing to address it continues to exclude many people from a safe and fair use of facilities, and worse, make other members of the public responsible for that decision, without ever informing them, or obtaining their consent. I could not tell that safety for persons experiencing a disability is a measure for any project. It should be one, and an item independent from access. I have a legal right to expect that the COA is as concerned about my safety as that of others, even if accessibility is not present. At this time, that is not the case.
21. Safety Reviews- Good! The Public would benefit from a measure of uniformity in construction and signage throughout the system.
22. The Bosque Trail is an inanimate object- it is NOT a victim of its own success. The Citizens of Albuquerque are victims of Poor City planning and inadequate investment in the Bosque Trail. Many pedestrians have suffered injuries at the hands of cyclists on this Trail.
23. My premise for expenditures, capital improvements, etc, would be "The Greatest Good for the Greatest Number",....
24. I have never understood this design policy of "let them fly" over intersections and missing blocks with no alternate route. When you reach 4th heading east on Montano, there is no where to go! One cannot turn south, as there is no bike lane on 4th. Coming west, the same problem is encountered at 2nd. One cannot simply turn off Montano and use an alternate 2 block route. This is what I mean about safety as a priority, and access, too. The access east-west is broken for anyone on wheels. BTW, Griegos has the same problem between 4th and 2nd. Again, one cannot just go north a block to Montano and use it, because the "bridge is out" there, too! I am still trying to figure out how to retrofit wings to the trike.
25. User Needs-Current Issues - This section is PRETTY LAME. You make it sound like building trails to a minimum standard is a virtue.
26. Bikeway Signage. You should mention the signage recommended in the MUTCD. AASHTO recommends that bikeway developers use standard MUTCD signs whenever possible. I know you mention this in a later section- Can you combine the two references?
27. The other policy matter is the compliance with Title 2 of the ADA. If a person requests access to a facility or program, then provisions must be made according to the ADA. Again, it would be nice to see this reflected in COA policy. It affirms what is the law already in both cases, and at the same time, it is an assurance that the COA intends to do this because it is expected to be the practice of the COA and all employees.

28. About a year ago I attended a Bicycle Facility design class and was deeply influenced by the instructor, Bruce Landis, an experienced transportation engineer, when he talked about how children are vulnerable cyclists. Bruce was very terse when asked about using bollards to control motor vehicles. He said the policy in many municipalities was to get rid of them or not to use them. I have toured a few states and I have seen that trend. A planning document should address not only what to build, but why and how. I think an orderly implementation of projects should include an engineering review, and a safety review before construction starts. Boca Negra had neither and the City engineers who should have reviewed the plans for the Boca Negra trail don't want to talk about it. When an experienced cyclist rides a slow bike down a steep hill under benign conditions, this is not a safety review.
29. Need some type of pilot program to test and implement new technologies. For instance, hybrid chicane that can be designed once and implemented everywhere.
30. The bicycle is the ultimate development tool and we can promote it as such. There is always huge common ground that trumps differences. The main thing is to remove impediments so bicycles can help people fully develop their own mobility options, retaking their lives and health and comfort on the streets back. Biking is certainly not a special interest though it can be framed that way to block progress. Biking is no more a special interest than women's rights, or lifting barriers to cultural and ethnic diversity in the workforce, governance, and civic life. Women fully empowered, people diversity, and transportation diversity all help everyone, our whole system and way of life is improved. This begins by a fundamental acknowledgment that all things are equal. The belief in bicycling is our savior. Bikes are the same as cars--they move people! The challenging of supporting bicyclists is a universal one. The struggles are shared in every locality. Though the local texture you describe sounds as intricate as the way the Sandias, Rio Grande, and Chihuahua desert and pinyon juniper mesas come together somehow to form what we call central New Mexico. Your realism is humbling and very much appreciated. Thanks so much, Mark
ps check out my blog at bikeyogi.com
31. I like that you've looked at other places to get ideas.
32. I'm not aware that Gannett Fleming took any advice from GARTC although there were public meetings that I attended (and I may well be wrong about GARTC involvement). From the public meetings held it was blatant that the Gannett Fleming planners placed no value at all on pedestrian or other non-cyclist users of the trails.
33. This kind of project is made more difficult as you are shooting at moving targets. The delay between the early planning of the pre2010 data and now is already a disaster, and it will grow worse as the years roll by. The west side has grown considerably since these studies. Believe me, it is very different along Unser even over the past 4 years. All roads near Unser are feeling the load, too. The development progresses at a frantic pace, and promises to accelerate as the economy recovers. There are entire new subdivisions that were not there a few years ago. The increased traffic along the Montano corridor makes that gap I describe between 4th and 2nd far more serious than it might have seemed in 2010 or earlier. I started using it in 2009 when we got the trike. It is noticeably worse. The only time I feel comfortable doing it is on weekends or holidays. I have started using Gregg's more, and trying to avoid this corridor when possible.
34. CABQ Centric
35. Bureaucracy Centric/serving. Exclusive vs. Inclusive

36. Even Bureaucracy seems removed from process (Staff/Mgmt./Interdepartment meeting frequency, no community involvement, web posting vs. community dialog/digestion/analysis/recommendation/implementation)
37. Complete street policies and ordinances to incorporate bikeways/trails
38. 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
39. Start one process with radiating/variety of facilities from activity centers
40. Serve the schools- circuit lanes near schools, especially elementary and middle schools
41. More painted bike lanes - everywhere
42. 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.
43. Consider bike lanes whenever a street is being redone
44. Efforts should be made to build support for this plan among the City Councilors
45. 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
46. 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
47. 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."
48. 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.
49. 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.
50. 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.
51. 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.
52. Finally, the group felt that education and safety should be top priorities for the master plan.
53. There's nothing in this plan that states the purpose of the effort, first of all. This makes it difficult to evaluate the plan's objective.

54. Aside from the analysis of trail quality, what was the planning process that went into this?
55. How is this plan supposed to be used? and by whom?
56. Some of the comments are insightful, especially when we realize we are trying to prepare a document/program/practices that works for an extremely wide variety of users over an oftentimes competing extremely wide variety of political and social context..... Excerpt: "Programmers will take that big, giant software project, and then break them down into smaller components that can be better managed — sort of like building a car by building each required component first, before assembling them all together. Each component is a block (or several blocks) of code that take in specific sets of input values or actions, and then accomplish some output task. Within that component, a programmer will trace out the logic from input to output using flow charts.
57. I think a real problem is we are taking the same square peg that hasn't worked all that well to this point and trying to use pretty graphics/maps to avoid the difficult challenges of the task at hand. What do I mean? What I see is that we are attempting to mold the Plan to an antiquated way of doing things because it serves our antiquated methods and expectations. Is that Planning and community development? I'm asking because I am not sure anymore. Till ABQ, I always thought the planning mission was to help a community manage change. I remember an awesome planner that could get stuff done no one else could telling me that the key to success was making everyone think new community objectives were their own ideas and that her goal was to be invisible.
58. I want you to define our weaknesses/constraints and then reset our expectations. I know you (and some of your peers) have the talent to move us forward and help us redefine our future. I'm just not sure how you get out of the corral and if you will find any support.
59. I also think it is fair to consider ignoring my comments on PPP if you are not going to go there. The last thing I want to do is lead you down a rabbit hole.
60. My last thought is that if you are going after intersection improvements and gap closures the way I think you are, you will set a standard/guideline for all intersections and gap closures. Get those Standards in DPM and you will have met my definition of success as the DPM is considered sacred, yet most times it really isn't all that helpful.
61. I found your responses to Gary's comments and queries interesting, but especially the remark you make that you "tend to believe that the consultant mostly looked at gaps in linear facilities on a map" to develop priorities. My own impression is that this is exactly what was done and moreover it was done in a simplistic fashion that looked only at a kind of density distribution of bicycle facilities (and, yes I do mean only bicycle facilities, since pedestrians and other trail users are essentially ignored in Gannett Fleming) and not at whether any proposed additional facilities really added to the effectiveness and connectivity of the overall network of trails and bike lanes. In other words if a certain area of the city had few bicycle lanes or multi-use trails, they'd suggest throwing some in, regardless of whether they really added to the overall functionality of the network or responded to likely demand, given such factors as population density, likely travel or recreation usage, attractivity of destinations served, etc.
62. I'm not aware that Gannett Fleming took any advice from GARTC although there were public meetings that I attended (and I may well be wrong about GARTC involvement). From the public meetings held it was blatant that the Gannett Fleming planners placed no value at all on pedestrian or other non-cyclist users of the trails. I hope that the current planning cycle

- is not limited to ideas that were included in the last abortive plan, but may be open to additional concepts, such as some of those that I sent to you some weeks ago.
63. It is evident that these [PPP test evaluation] projects are heavily weighted towards bikers. Few are for the benefit of pedestrians, hikers, or joggers. I assume this goes back to the original Gannet Fleming study? That was before my involvement on GARTC, so I am not aware as to how that impacts the current proposals. I think that I, and others, would like to understand this.
64. I can tell you one worrisome point in the [PPP] criteria that is missing--glaringly so. There is no mention of accessibility. It is fine to propose these projects, but for my constituency, why should we care? Nothing is given as to why this will improve access, if it does, how it will be known if we were at that location, or how we would access it if we were not, but wished to via some other means—public transit, walking/riding, etc. What accessible facilities are in the area, if any? For myself, I care more about having a couple of points for accessible restrooms in the area than I do for a religious institution. No points are awarded for that, or any other access issue.
65. This is an issue you have heard expressed at GARTC. If I am walking a trail, and I come to a crossing, how do I know: 1. If there is a crosswalk, 2. If there is a signal, 3. If the sight lines are appropriate that a driver can see me with a guide dog, 4. My location--what street or crossing is this? 5. Is there a street light at this location, so that at low light levels, I might be seen? Without this information, the COA is setting motorists and possibly myself up for a surprise encounter. This could endanger me, or others crossing, or other innocent motorists. Everyone else using the crossing has this information. I am not given this, and must guess. How will this information gap be addressed? Failing to address it continues to exclude many people from a safe and fair use of facilities, and worse, make other members of the public responsible for that decision, without ever informing them, or obtaining their consent. I could not tell that safety for persons experiencing a disability is a measure for any project. It should be one, and an item independent from access. I have a legal right to expect that the COA is as concerned about my safety as that of others, even if accessibility is not present. At this time, that is not the case.
66. Pedestrians, including horses, dogs and runners, proverbially shun multi-use paths. The conflicts between cyclists and pedestrians are intractable. Every pedestrian traffic engineer knows this.
67. Trail Deficits: Few places where user classes (basically pedestrians/cyclists) are given opportunity to avoid conflict
68. The 2011 draft “bikeways and trails” plan essentially ignored pedestrian usage of the paved trails (on-road bikeways are a different issue) and did not address non-paved trails at all
69. Informal but careful counts of paved trail users between December 2010 and December 2013 suggest that pedestrians are the major user segment. The following data reports observations of the user population during this user’s own use of paved trails on 200 separate occasions (unlike traditional trail counts of users passing a fixed point, these are observations over a continuous trail segment). See study methodology & analysis – slides 8-11
70. Significant pedestrian trail use deserves attention
71. Pedestrian needs should not be ignored in future planning: 1) pedestrians are the most frequent users of paved trails; 2) pedestrians are the most “all-weather” trail users
72. Other observations: 1) pedestrians make most use of the connections between paved and unpaved or unofficial trails; 2) pedestrians are the major users of Open Space and Forest

- Service trails; 3) pedestrians and cyclists both benefit from separation of traffic where feasible.
73. 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.
 74. What's the target audience? Not all bicyclists are alike, either...
 75. How do the designs directly correlate with the street classification system in the City of Albuquerque?
 76. While it provides a slew of design solutions, it never engages where these solutions can be implemented.
 77. What about other bicycle related facilities - bike sharing, regional bicycling paths/trails?
 78. This plan has no operation and maintenance plan?
 79. How will this plan be implemented? I see a list of priorities without prioritization. What agencies are on the hook? Where might the funding come from for these projects?
 80. And how will the implementation be evaluated and measured?
 81. There is a way to get an idea as to what kind of accidents or near accidents are occurring on the trails. It is called a critical incident survey. It could be implemented online and through community centers, bike and sporting shops like REI. It need not be comprehensive to be accurate. Basically, it gives a limited amount of space--like a 5X8 card, or similar webspace, to write about a critical incident one experienced while using a trail. The trail name should be solicited. What this data does is to categorize the incidents that people perceive as happening, and to localize them as to where, and often as to when--time of day, season, etc. The data can be most helpful for planning and addressing trail issues.
 82. Bike & Trailways Master Plan. Must document and justify multi-modal level-of-service requirements for roadways with bike designations and MUPs (signalization and flow equally important for transportation type bicycle travel)
 83. Bike & Trailways Master Plan. To overcome baselind data deficiencies and fast track acquiring current data across all bike/ped facilitie, technology driven solutions for acquiring current user data must be implemented (smartphone and GPS fitness device driven)
 84. Bike & Trailways Master Plan. Must include COMPLETE assessment of bicycle and Ped facilities including a complete rundown of ALL weaknesses (systemic, design, safety, policy, communication, crash data deficiencies, inadequate data <for instance mode type> behavior, mode
 85. I think the Prioritization Process you described is a good place to start. However, if all projects, new and modernization of existing trails, are thrown into the same selection bowl, the process falters. Somehow, modernization and safety improvements should be given some additional weight. Existing trails may already score well in several categories but are in urgent need of modernization to address public safety. An example would be the combination of the Hahn Arroyo Trail with the North Diversion Trail provides an alternative to traveling on major streets and can get cyclists to the UNM area but, unfortunately no further.
 86. The potential to provide an alternative route along a major route, etc is less than satisfying. I would aim for the potential to provide another route or series of routes so that cyclist commuters don't have to use a major or congested roadway. In other words, if possible, get

- cyclists off of major or congested roadways and onto a friendlier shared use path. The Hahn Arroyo Trail, aka, Paseo del Nordeste, is in severe need of modernization.
87. Here are some of the reports we talked about on Friday. (Crash Data "Bern Co 1990-2009.xlsx")
 88. Here are some of the reports we talked about on Friday. (ABQ traffic plan: More speed bumps, not more cops)
 89. Here are some of the reports we talked about on Friday. ("Albuquerque has a problem with bad drivers.)
 90. Here are some of the reports we talked about on Friday. (Inattentional blindness "You do not talk about Fight Club if you do not notice Fight Club")
 91. Here are some of the reports we talked about on Friday. ("BikeBox report from Portland.pdf")
 92. All in all, I think cycling has definitely improved in Albuquerque in the past 10 years, and I appreciate all of your efforts. Thank you!
 93. I bike to Sandia National Labs often and today noticed on the 2010 bike map that a green "multi-use trail" running northwest to southeast from the intersection of Louisiana and Gibson. It looked like a new bike entry to the base. Unfortunately, no such path existed and I was forced through the Gibson gate which is very bike unfriendly and dangerous. I would have taken a completely different route, except for the map listing that path which seemed to allow bike access to Kirtland. Could you please correct this for the next version. That area is not bike friendly, and I hate to think others might be lured into that area (like I was).
 94. More generally, the bike routes and the bike maps are excellent. You are doing a HUGE service to the community and are allowing folks like me to explore the city on bike in a safe and fun way.
 95. As an extension to my earlier email, I should say that I was very excited when I thought that this was a new bike gate. Sandia/Kirtland has added a new gate which is exclusively for bikes/pedestrians near the Eubank gate. It is so nice not to have to merge with traffic to come onto base. Unfortunately, that gate is tucked back directly between the Research Park and the Contractor entrance and isn't terribly convenient. It would seem that these gates would be a good thing to emphasize on any new maps. The Eubank bicycle gate is new (within the last 6 months) and there might be others. In fact, I really wish that there were one near the Gibson or Wyoming gate.
 96. As you may know, there are several schools in the Albuquerque School District that are participating in the Safe Routes to School program. How can we best coordinate with you? Contacts are below. mccary@aps.edu, Jennie McCary-APS wellness coordinator
dscena@earthlink.net Diane Scena Monte Vista Safe routes to school coordinator
bbjjsolan@aol.com Brian Solan BikeABQ safe routes to school member
 97. I now live in Rio Rancho, but used to bike commute 3X/wk from Tramway&Constitution to Eubank&Comanche in ABQ NE heights. My favorite route was along an arroyo. Arroyo side bike paths: provide a shorter route-running diagonally; avoid traffic, exhaust laden air, many cross streets; & are most aesthetically pleasing. I strongly urge increased use of bike paths along arroyos where feasible. Thank you
 98. Clarmont should be the next bike blvd.
 99. please provide adequate bike racks and not the wheel benders that are so popular here.
 100. Simply put please adopt a build it and it will get used attitude we have the best weather for cycling due we almost never get precipitation and it really never gets cold.

101. Please study what they are doing in Portland Or. and build it here. If I can help in any way please call me 803-2491.
102. I really, really like the direction you are taking and the goal to make "albuquerque a place where people come to bike." Bravo! Keep up the good work! Bicycling is a great way to commute, see the city, and Green too.
103. Any having maps, images, or tables are likely to be inaccessible. Tables generally do best in an Excel format, as I can read individual elements while knowing I am in the same column or row.
104. Maps need a verbal description. This would be helpful for the routes you wish me to consider in the review of the material. I know the City fairly well--in terms of trails and bikeways, so a description with references to those existing elements helps. You have attended enough GARTC meetings and have been listening to our exchanges, so you know that I can follow a verbal description of a route, or a project.
105. I used to review projects with architects for accessibility. I would tell a new architect who was concerned about it to imagine describing the project to a colleague on the telephone--could she/he do that? Since the answer was "Certainly", I would encourage them to pretend it was a phone conversation and to proceed. When you write a description of a drawing or map, do the same. Describe it as though you are on the phone talking to a reasonably oriented client or consumer. I will ask for clarification if I find aspects hard to understand. If you are trying to write out the description, you might dictate it first, then write what you dictated, while editing it, too. At first, it seems slow, but you will be surprised at how easy it gets, and how quickly. Some architects and engineers claim it helps to clarify and organize their own presentations.
106. Right now, I do not know the projects to which you refer, and I will need the equivalent of what you state is on the maps, with some description as to what is intended to be done where, and hopefully, why.
107. Maybe something like this example will help: Widen Montano between 2nd and 4th streets to include bike lanes in both east and west bound lanes. Currently, there are no bike lanes for those 2 blocks, and for the approaches and exits of the 2nd and 4th Street intersections in either direction. The current bike lanes end approximately 100 feet before those intersections, and resume approximately that far after them. Widening Montano for those blocks, adding appropriate turning lanes to and from 4th Street, and again at 2nd Street will make this a safer commute for those using the Montano bike corridor. Please understand that this kind of description works well for me, but may not for anyone else in NM. I can do it by this kind of short cut, because I am familiar with the streets and trails, and have years of experience in handling this kind of description. Many people who are blind or have severe visual impairments will need other means--perhaps tactile, large print, or combinations of diagrams and text. There are specialists with graduate degrees who make careers out of translating materials that are graphical in nature into understandable and varied formats. By having you ask me early, and by having as many of the materials as possible already in a verbal form before our meeting, we can save everyone time, and save me much frustration.
108. PPP - There is a bit of jargon in the Word document. I suppose this is clear from other maps and documents, but it is not clear to me. What is "BB"? AC?
109. PPP - Since I cannot examine the details of any specific project enough to understand what is being done where, I cannot comment yet as to the issues of how will a person who has a disability know?

110. 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.

111. I hope that the current planning cycle is not limited to ideas that were included in the last abortive plan, but may be open to additional concepts, such as some of those that I sent to you some weeks ago.

112. There are two main problems I see with the approach suggested in the documents provided (MRCOG PPP). The first is an implication I get that the issue in front of us now is to choose how to prioritize the recommendations in the earlier draft plan, which I consider very flawed. In particular, it seems that this plan did not place much value on pedestrian trail usage and had a strange view of what constituted a gap in the current trail system — one that placed little emphasis on likely user volume but instead relied on a largely spatial notion of where there were gaps in the paved trail or bike lane system. Instead of this spatial perspective a more functional view based on likely user volume should be the goal.

113. The second main issue (with MRCOG PPP) is the placing of the plan largely in the context of a transportation perspective. This undervalues the importance of recreational and health-oriented use of paved trails (let alone the trails in Open Space areas). Rather than substituting for fossil fuel powered vehicle usage, good trails become destinations in themselves — just witness the numbers of people driving to the Alameda trailhead to walk, run or bike on the Bosque trail. The MRCOG scoring system does not seem to allow any way to show the value that people place on the recreational and fitness benefits of the trail network. Nor does it allow for the economic value of trails to be scored — for example, proximity to trails raises property values (and hence tax revenue to the city), provision of trails enhances health of the population (and hence reduces health care costs to employers and the community), and trail-centered events (e.g. Run for the Zoo, Duke City Marathon, Day of the Tread) bring in visitors from outside Albuquerque who spend money here.

114. I would also argue that value returned for dollars invested should be a highly ranked criterion. This suggests three types of programs should earn priority: — inherently low-cost projects, such as designating existing usable corridors as part of the trail network (e.g. Embudito arroyo east of Eubank, Ridgecrest Dr, Bear Tributary) — projects that enhance the value of existing infrastructure, such a links to current trails (e.g. completing gaps along Paseo del Norte) — projects in high-density areas (e.g. Downtown, Old Town, UNM, rather than in areas that may have 'gaps' but less obvious user demand)

115. I think the DPM or some sort of definitive standards document is probably much more important to me as cyclist than even Bike and Trails Plan. I think most self-preservation conscious cyclists who uses our roadways would agree. What I am wondering (without opening and reviewing in detail right now) is that if there is some sort of opportunity to use the DPM as a vehicle for tightening up all the stuff that is giving us trouble almost every single meeting and for cyclists every time they come across something that scares them but they may not understand. The conversation (?!?) last night about Taylor Ranch is a great example of how beneficial a rework to modernize DPM a bit could be. If the standards were clear and concise (roadway speeds lane width relationship, measurement technique,

alternative configurations if inadequate ROW, funds, etc.) we could have started the conversation essential where it ended. Is 30" wide enough and better than nothing, sharrows? How do we modernize or eliminate inadequate facilities (process diagrams?)? How are facilities designated (dimensionally, need, demand, etc..)? What are requirements for free right vs. stop right? Bollards? The list is extensive, but really not all that complex. I'm thinking that with a little help and research, we could probably acquire most of what we need from other sources/communities?

116. I suggested that new projects should have both an engineering review and a safety review. This is based upon my experience in the Air Force, where the two reviews were independent of each other. Generally, engineering design reviews were done by civil and other types of engineers and the safety reviews were conducted by people with a wide variety of backgrounds and talents. Of course, if no one takes the two processes seriously or wants to rush them, the reviews are not effective.
117. GARTC strongly supported the Mayor's 50 mile loop plan, but also advocated that as much as possible of the loop be made safe and accessible for many classes of users, such as the Stroller Corps, the disabled and the young-not just cyclists.
118. Paseo/I-25 Project Comments: 1. Tiburon/Headline alignment, not multiple crossings and signalized intersections closer to Paseo del Norte and Jefferson; 2. No bicycle routing via side walks and cross walks; 3. Separate bicycle and pedestrian facilities; 4. In event combined use cross walk, HAWKS/SPARROW technology should be implemented; 5. Use surface texture enhancements to further delineate usage (bike vs. multiple use); 6. 14' activity separated pathway and bridge deck, not 10'; 7. AASHTO/NACTO standard bike lanes on the I-25 frontage roads, properly painted through all intersections; 8. 5% maximum grades for bicycles to negotiate
119. Who is your audience for this document?
120. The text emphasizes the structures, the utility, and the components in a vast network. It may excite social engineers, but as a document to capture the interest of the public, stimulate their hearts and minds, it fails completely, IMHO.
121. Does "user" convey the inclusion and aspiration for a better bikeway and trail system you wish to promote for the *people* of Albuquerque.
122. I believe that context is important. Few people living in ABQ will tell you that they rate ABQ 10 out of 10 on responsiveness to the needs of people first. Most of the systems in the COA have a poor record of doing so, from the police department to the schools, parks to pedestrian travel--none has a record that encourages cheers. This is your context. Your document ideally does public outreach--encourages considered responses, and speaks to people where they live, love and eat.
123. In the definition of ROW, Can you consider adding something about a person who is blind using a guide dog or a white cane? If people who are blind are to be invited to be on trails or sidewalks, they need to have the ROW--much like a horse. It hardly makes us smile that horses seem to have more rights on the trail than guide dogs do.
124. Signage and documentation (plan & maps; outreach media) must be accessible.
125. Planning Data - Out of date information is being used for planning. There is a need for current data, which should supplement, modify, and perhaps over-ride old data. The COA has changed drastically in many respects since that time.
126. "Policy: Accommodate all ages and abilities of users in a comfortable manner...Throughout the system, although not necessarily on each individual facility." This

is a great concept, but what does the COA define as a "comfortable manner"? How will you know? Roundabouts and non-signalized midblock crossings can never be used in a comfortable manner by anyone blind, and rarely by anyone in a wheelchair, or having a significant walking impairment. How does ending a bike lane well before a signalized intersection make it comfortable for a cyclist to use the intersection?

127. Placing cyclists and pedestrians in high volume traffic when the motorists have all the expectations of ROW, is a recipe for conflict. The injury and fatality rate in the COA place ABQ in the "dirty 30"--cities with the worst records and policies involving pedestrians and cyclists with motorists. As an ideal, these are wonderful points. How is the idea going to translate when it fails to happen yet again and again? How will the COA walk the talk? Context, context, context.
128. "physically challenged" is a euphemism invented in CA in the 1970s. It is *not* acceptable as a term. The COA language is out of date. Most states and municipalities have long since changed their language to conform to the international standards. The correct term is "people with disabilities", or "persons with disabilities".
129. It is revealing that in your listing in H, that motorists are *never* limited when discussing the integrated system--other people with diversity must expect that their accommodations will necessarily be limited--many are listed. Motorists are never listed as having to accept some limitations in their behaviors or desires.
130. the goal is for integration and everyone being able to use the system in a comfortable manner! How are the inconsistencies to be removed when the power and inequity dictate otherwise?
131. Education of the public in regard to persons with disabilities using the trails is essential for promoting meaningful integration.
132. Some laws will have to be revised--NM has the most barbaric of white cane and guide dog laws when in traffic of any state in the nation. The current law is barely short of declaring an open season for motorists on persons who are blind.
133. "Policy: Educate motorists on the rights of pedestrians and cyclists." Including those with disabilities using adaptive systems--canes, wheelchairs, or guide dogs.
134. It cannot be assumed that engineers, architects, or those in charge of projects have any knowledge in regard to the disability-motorist or disability-public interface. This document seems to consider it as implicit that professionals do understand, and that of course, the COA does. Would it be the way it is if they did?
135. In ABQ, contrary to most other cities, especially major ones, when a contractor receives permission to repair, install, or modify an existing utility, the COA has no control over the provision of a pedestrian or cyclist path. I found this out a few years back when work was being done that disrupted my walk with my guide dogs. I would have had to walk in Unser to get around the construction. I complained to the COA via 311, and received a call telling me that the contractor under COA current ordinances does not have to provide any alternative for pedestrians or cyclists. The law will have to be changed. That may be difficult, in that the major utilities like Qwest and Comcast are sure to object, in spite of the fact that they obey such provision in other states like CA.
136. In Chapter 3, the limitations of the ADA with respect to trails is discussed. While everything written is true, it is not complete. Any "qualified individual" with a disability is entitled to access to the trails and parks. As the consultant to Parks states, even if that person chooses to access a trail via golf cart as a means of recreation, it has to be accommodated,

unless the COA can show the cost of providing that accommodation is more than 5% of the construction costs. In the cases I am currently arguing, this is not applicable, as the bollards are built barriers--not natural ones, and they certainly are not 5% of the construction costs. Under Title 2 of the ADA I have a right to demand access, as do others.

137. The COA would do well to change the current policy. It is one of remedial action when there is a request under Title 2 for access. It would serve the COA better to take an anticipatory approach, and design for maximum access on all projects, assuming that there will one day be an ADA Title 2 request. I am incorporating this into the revised GARTC bollard recommendations.

138. there should be enhanced bicycle facility connections to and within the Activity Centers.

- I noticed that the new Rail Runner station at Montano has opened. A key element is that it *should* integrate to the on-street bike lane network. It fails to do so. One cannot ride west of the station past 2nd Street, as there are no bike lanes between 2nd and 4th, as I stated in previous correspondence. One cannot reach the Bosque except by going north up Edith and west at El Pueblo. One could have ridden to the next station to do that. The integration of the system is broken on Montano. There is no easy alternate route, such as going south and using a parallel street. The current design does not permit a cyclist from the west side to reach the Montano Station safely either.

139. Advisory Groups - What you failed to mention is the lack of training for the staff of the departments. The professional staff are lacking in the knowledge themselves, including basics of parliamentary procedure, and the mission of the committees. Knowledge of the ADA and its requirements is evident, as is any notion as to how a person with a disability functions in various situations typical of trails or bikeways. If planning staff and project managers have no notion as to how I, as a person who is blind, cross a street, then they can hardly be expected to understand that an un-signalized midblock crossing is an invitation to suicide in a city with no law or enforcement or restrictions on motorists when I cross.

140. No one is representing the pedestrian who may use sidewalks, streets, and crossings. GABAC represents the cyclist on the streets, and GARTC everyone when using trails, but no one is representing the pedestrian who is now leaving a trail, and is contending with traffic, crossings, and all the other urban situations which impact travel through the City. This oversight has persisted for more than 20 years. It is past time to include representation into planning for this critical population.

141. It may be more reasonable to have three committees within one department. Planning may well be the best choice for a host department. The draft section on Advisory Groups discusses the lack of policy development and consideration by the committees, but did not consider the relationship of each committee with the current departments in which they are hosted. If policy development is to be coherent and integrated, it should occur within one department charged with all City planning. There have been multiple incidents where the current hosting departments fail to bring projects to the committees until after construction. This has the inevitable result that participation drops when it seems evident that volunteer time and effort are of no value.

142. Another aspect of the problem is that the current committees have no staff to service committee needs. There is no department or staff that can garner further data, request specific information, and act as an information agent for the committee. It is too often a source of potential conflict with the hosting departments. An example is my requesting specific information as to the speeds likely to be obtained while on a wheeled conveyance

down the Boca Negra 13.25% grade. I sent in my questions in writing, with a request that the design engineer answer them. My effort failed to get me any answer other than a report from James Lewis that he had tried the hill on his beach cycle, and found it okay. Given that he was the project manager for the construction, his answer is a conflict of interest, as well as incomplete. The design engineer is bound by professional ethics, and because that engineer is a licensed professional, there is recourse. We had to be polite to our staff representative, which compromises our mission. My recent effort to obtain ATV data required my using an outside non-profit I direct to compile the data. I did the subsequent analysis, then had my research person do the visual tables so the patterns are clear. In a world of increasing complexity, and a growing City, we will need an information agent who can procure data that helps clarify policy and design decisions. Since these should be components within Planning, and Planning is not in the business of construction, the committee missions might be better served by having a host that has no conflict of interest with respect to the committee missions

143. This suggestion for placing all committees with Planning provides an opportunity to have overlapping meetings. Each committee could meet once a month separately to work on projects specific to each mission, and have one meeting each month together to interact and hear joint presentations that involve all members of the committees. With increasing growth in the City, the 20-year old concept of one meeting a month being adequate is obsolete, as indicated in the paragraph quoted.
144. The lack of an On-Street Pedestrian committee creates a huge hole in the planning process. There are far more streets and sidewalks than trails, and many more people walking through the City for employment recreation, or personal interaction than use all the combined trails and bikeways of the City. Yet, the TBMP leaves out this component as though it has no impact on the TBMP. This seems illogical at best, if the TBMP is about promoting access to employment as an alternate to motor vehicles. It is irrational to have a pedestrian be a pedestrian when leaving work and walking sidewalks to a bus stop, then become of interest when leaving the bus stop and walking a trail, only to be of no interest when returning to a sidewalk and continuing to home. Huh?
145. In conclusion, the trees are well described in this twisted jungle of transportation options. The forest is not so well described. There is the feeling after reading these chapters that while various structures are well described, that the relationships among them are not so well described or acknowledged by either past or current policy. Areas of conflict are not discussed. This creates the impression that the minority perspective is not likely to be considered, and that one should not expect it to impact the future designs in more than a general manner--via rhetoric more than substance.
146. Another amazing fact about this document, and the past TBMP efforts is the fact that there is never an admission of the existence of any other city. No parallel programs, efforts, or designs are ever mentioned. No experiences from "sister cities", or hopefully those with vast and successful experiences are ever mentioned. Where are the references to studies done in other locations, or summaries and reports of successful interventions in cities trying to achieve the same goals? The report takes on the trappings as though it is authoritative, built on a sound foundation of science. Yet the report lacks any mention of any other human experience on the planet. The COA seems to be a unique outpost of humanity where there can be no translation of experiences and practices from anywhere in the universe. This is not credible.

147. An honest appraisal of shortcomings in the system can give some assurance that other perspectives are at least seen as significant. There is no mention of the FHWA listing ABQ as one of the bottom 30 cities in the nation with respect to pedestrian fatalities, nor that our death rate for cyclists is far higher than expectations set forth in prior TBMP documents. The elimination of the Red Light Camera program AKA Safe Traffic Operations Program (STOP) at signalized intersections, and the impact this has on pedestrian movement is unmentioned--as though it never occurred.
148. It is difficult to see how this document can include the perspectives of minority interests, all stakeholders in a healthy bikeway and trail system, when it fails miserably to chronicle the status, context, and daily challenges of these interests. The document is about tuning the system that is, rather than putting it through a much needed rehabilitation program.
149. This seems like at times just a bureaucratic recitation- it lacks passion and fire! The goals could be stated succinctly and with empathy for those who actually use the bikeways.
150. Plan Goals- "Improve cyclist and pedestrian safety", "Improve delivery of transportation services to cyclists & pedestrians."
151. Bikeway and Trail System Analysis - This is all good material but presented in kind of a willy-nilly manner without much of a conclusion.
152. Making the distinction between "commuters" and "recreationists" is rather pointless. The actual usage is all that matters.
153. Per our ADC meeting/discussion this past Thursday, I have attached the email address(Mike_Hussey@VMR.COM) of one of the officers of Rio Cycling,... One of the largest cycling groups within the Albuquerque metropolitan area.
154. Do we need to be thinking bigger? Maybe we need to consider a comprehensive, facility wide improvements type bond initiative.
155. Really need to capitalize on GIS capabilities and think about how we better visually represent facilities on publicly distributed maps, etc.. One great example from last GARTC meeting was ADA facilities and access points. I think it is Arlington, VA that has tick marks for hills as does Spokane, WA. While not having much meaning for local users (who probably don't use maps much anyway), this is a great tool for visitors to not get in over their heads. There is also someone (maybe Arlington again—I gave Arrowsmith my maps) that circles difficult intersections (something I would use locally)
156. I'll close by saying that I think the elephant in the room at this point is applying the proper resources. I am terribly disappointed that Kelly/Sena scope wasn't expanded/further funded as resources depleted. Also, that Planning pulled people originally assigned to pushing this through. Tells me no real commitment being made by Administration/Management.
157. I also get that everyone left just wants to get the damn thing out the door. I'm with you. But not like this. I still think we essentially have two sides pulling against each other (bureaucracy vs. users) and we need some heat from the middle that is extremely well versed in both. I DO NOT think this is a criticism of any of the work done to date (in fact, I think the work is spot on, just doesn't have scope/commitment to go far enough). Do we need to step back a bit and think about how we can drive the community forward (I know, I know. That's not planning) and make up for much lost ground? It's something to think about.
158. Streamline administrative practices and coordination - Big disconnect for me here because I expected increased staff/mgmt participation and resources to meet identified issues and challenges. Reducing/streamlining seems counterproductive if goal is to increase

performance and participation. Guess I am really wondering what our real goals and objectives for BTPU are.

159. Update Master facilities list/map - Expected to see developers and significant land holders somewhere here.
160. Users have no voice? input? simply just foot bill?
161. Missing input and participation from key community stakeholders with significant impact on bike/ped/recreational facilities funding, operations and management
162. Political (Council/Administration/Ancillary)
163. Major Community Institutions
164. GARTC/GABAC/Open Space Board/Parks Board/EPC/Mobility Impaired/Seniors
165. Suddenly feel very unclear on goals and objectives of entire BTPU effort and perhaps that is problem. Maybe community and users have expectations that have never been in work scope????
166. For most though, I think what we really need to do is point out that this is just like standing on ski hill on a freezing cold day. You can stand there worrying about it and freeze all day or you can simply point the skis down. A funny thing happens when you do that—you turn.....Could it be so simple? And is the crux move (unifying element) just teaching folks to link their turns?
167. In the bicycle community, we need to thicken our skin and also require the same from the various bureaucracy staff/mgmt. If we are afraid to risk entering hostile territory (and it realistically doesn't happen that often), how can we expect to grasp the issues we may need to solve. What I have found in some of the harsher anti-bicycling communities (and neighborhoods) is that all most folks really need to do is vent (everyone hates change)—lately they have been solving their issues before I can even respond which shows that times are indeed changing (community discussions and awareness is having positive impact in many non-cycling environs)
168. As I mentioned publically at the last GABAC meeting I do feel that both GABAC and GARTC should be combined (the advisory committee for Parks and Rec. could also be considered for combination as well). This combined committee should seat a representative from the following organizations: Planning, City Risk Manager, Parks and Recreation, MVD, Senior ranking officer from APD (chief level – not a sergeant), MRCOG, Representative from City Council, Reprehensive from County Planning, Area DOT representative, Representatives from each of the Bicycle Advocacy groups and NMTS, Perhaps 3-4 regular “citizens”. Main goals for this committee should be emphasis on safety and assurances that standards and protocols as defined by federal, state and city laws/ordinances are adhered to during the critical planning and implementation of construction/maintenance of our cities streets and multiuse trails. Also, by the makeup of this committee, there is a “shared” responsibility for all the stakeholders to participate. Somehow, data needs to be collected from each of the following sources and presented at each meeting. Bernalillo County and AFD Para medics, emergency room data that precisely singles out individuals that were injured on city streets and/or trails either bicycle or pedestrian related. This data is critical in highlighting problems in the planning, design and public education. As I also mentioned, there needs to be some sort of “leadership” from each of these entities that understands/relates to the benefits of cycling and just not providing “lip service”. Example: The mayor of Denver is not a cyclist, but donned a helmet and a loaned bike to go out and ride the new dedicated bicycle only lane in downtown Denver to show his support for the

project. The city of Tucson is currently completing a rail transportation system, and at last report, there have been over 80 bicycle accidents related to cyclists not knowing how to approach/transverse rails. City councilors are out there riding their bikes with engineering to look for safer/better ways to integrate car traffic and bicycles/pedestrians.

169. My only parting comment is - I have been associated with this community on and off since 1971, and my biggest frustrations that I walk away with are: lack of accountability; poor political leadership; bureaucratic incompetence; lack of comprehension of "public safety" which is more than fighting crime; and, people just don't play well together in the sandbox here (it's a ME against THEM mentality).
170. Considering how little to no power this committee has had in the past, and how decisions have been made, I would work first on the basic core committee, with drafted changes in the ordinances to delineate the authority and functionality, then move on to involve others that can be sub groups that function and research outside the main group with reporting back to the main body. There is a model for this type of committee that address the effectiveness and participation of "staff" members concerns on one of the federal safety web sites. Just can't remember which one. Please note that the "citizens referred to includes the bicycling community with all three Bicycle Advocacy Groups and also the NMTS (New Mexico Touring Society, which incorporates all levels of skill riders.) I also think having a citizen from each council district is too much. My rule of thumb is to keep it simple – clean – and functional. To many people and you're creating a bureaucracy.
171. Yes, disability policy should be reflected at a higher level, then down all the way through all planning documents and policies. The idea is to walk the talk--what COA has historically been missing. Specifically, we need to establish that maps, brochures, informational materials of all kinds, are available in alternate formats. Since this has not been done at all, it certainly should be a part of any planning for the future. Included in those publications should be information as to the ADA>Title 2 policy, and whom to contact. You are doing well at rewriting and editing. This is excellent work.
172. I did notice that in Part I, the report uses the term "physically challenged individuals". I strongly suggest you change this before it is read by anyone in the Federal government, or by any national group. It labels the COA as backward--even "hick", in about the same way as referring to women as "the gals" might do. Again, the accepted and statutory term used by most progressive government entities and groups is "people with disabilities". "People experiencing a disability" is fine, too.
173. I believe there should be a policy statement that the COA adopts the provisions of the ADA in regard to the distribution of printed materials in alternate formats, such as maps, guides, etc. The COA has ignored the provisions of the ADA for more than 20 years.
174. I know that you feel that only the executive summary will be read by most people--for members of the general public, that is correct. For employees of government programs, or even national organizations, this should not be assumed. I was once the 504 Coordinator for the State of Hawaii. I had to read such documents as this, and be familiar with them--even report on them to the Commission on People with Disabilities. I would assume that the person holding that office today--likely called ADA Coordinator, will have this brought to her/his attention.
175. Are you having any meetings that are not the week of July 7th? I'm sure that there are a modest amount of active people that will be gone that week since it coincides with a 3 day weekend that almost everyone has off (July 4th)

176. I wanted to share this video about systems thinking applied to equality in transportation. This gets right to your point "that we need to start thinking about bike accommodation the same way we accommodate cars". Yes we do! The 6 Es: Video from the Colloquium - i am traffic
177. I was encouraged to learn that we have bright and motivated people who "get it" working on the planning. I wish that we had comparably aware and motivated people in governance positions to provide the needed support and follow through.
178. Thank you for the work you are doing to further traditional transportation modes as becoming fully integrated and embraced norms in the mobility paradigm. If you have any suggestions as to how I can participate, contribute, learn more and be an asset to your planning endeavors, please let me know. Thank you so much.
179. Let me know if anything becomes of my idea of using GoPros to see how riders navigate (Behavioral Video Usefulness Survey) around certain areas.
180. If I remember right, 2010 public meetings had extremely low attendance and there was pushback on GF Management inhibiting Grush/Alta. I for sure remember that at one of the two meetings I attended (9 consultants/staffers, 3 community members, no GABAC so you did much better last month). At the time I was not paying much attention to bike/ped stuff but had just read plan so was pretty surprised at meeting by venom of other two community members. Now it makes a lot of sense, as does GF Mgmt not taking any action because of poor community representation.
181. Also seem to remember bike community finding out and informing project team that community members were manipulating survey you reference with multiple responses (I was at a meeting where this was actually suggested and encouraged). Can't remember response but pretty sure wasn't corrected
182. I think media is just one (relatively minor) tool in the community relations toolbox. I think that this is a very important distinction to be made as we figure out how to restore impacted community/public entity trust and relations. Trust and even basic relations are not there and that's not going to go away without carefully applied effort and resources, whether we prefer that they would work with you directly or not. When I look at the list of attendees recent public meetings I cringe. Why? Because we missed a huge portion of currently inactive community that has contributed significantly in past (three decades of GABAC and I only saw two names). Guess I see a huge challenge here and all the media and traditional PR in the world isn't going to solve it (because it can't), What is required is a very high level of outreach and not a typical karpoff/watson type patronization. I also cringe because three of the biggest pains in the ass did not attend meetings and I didn't know it when I listened to them over weekend. Has anyone from community other than GABAC/GARTC members you listed below provided detailed comment on BT Plan?
183. I think efforts will not have as much impact as they could unless knowledgeable folks with extensive past and current on the ground knowledge of bicycle, pedestrian and trail knowledge are asked and agree to submit detailed comments. That means folks beyond current GABAC members like Jens, Myers, Hooker, Johnson, Duganne, Smith, Hervey, etc., etc., etc.. I also think that a process like this is a failure if we don't request and receive comment/feedback for professionals in the agencies that have bike/ped experience like Luna, Cave (he rides from Edgewood to COG), Masek, Grant B., Campbell, C. Thomas, Bennett, Mackenzie, etc., etc., etc.. Maybe you have to pay a stipend or host an appreciation dinner

for community reviewers. I really feel we need to do something to get what I feel is critical feedback (it will lead to the support we so desperately need)

184. I hope you got the gist of what I was trying to express with the four categories not being clearly applicable given local environment, participation strata, history and constraints. I think we need our own carefully constructed categories based upon what we have and what we want to do. If not, and we were to do a survey on Portland categories, I am afraid that we would find that probably 60 percent or better would fall into the "no way, no how" simply because they don't understand our facilities and also have some pretty good preservation genes. I don't think that will get us anywhere but if we did a bit of thinking, we could find a way to develop modified survey to build and support the categories we want for the future.
185. Page 18, long range plans, last sentence has "updated" twice
186. Page 37, notes that the counts weren't performed at peak use times for equestrians; if an equestrian use count is desired, the researcher should consult with equestrians for recommendations about locations, days, and times to do count
187. One of the things I am struggling with is how to give constructive feedback when plan seems so academic and antiseptic. Somehow plan goes into infinite detail on some issues that should be soon solved, and has little detail into actual field realities. To me, this is the crux of the disconnect between users, planners and managers. Am I wrong? I guess, in my cursory two hour review my gut is that RTFP in it's current, or slightly revised form, will be relegated to a shelf which would be disappointing as we have a great opportunity to get a lot of things right.
188. In the comment letter for the Bikeways and Trail Plan I might suggest adding the word "equal" to the phrase "safe and equal access for all users". I know that particular letter has been sent but in future policy statements the inclusion of equality may have some legs. The Fed policy statement on transportation planning considers bikes and peds as equals to other modes and core components of the transportation system.
189. Following the same logic in the Albuquerque Bikeways and Trail Facility Plan I might recommend amending the planning goal section language where it reads "The Plan will reflect the desires of area residents to continue developing and improving a multi-use trail and bikeway network for commuting and recreational uses, as well as daily needs". I think commuting and recreation are included in daily needs and separating them out reflects the relic idea of biking and walking as superfluous luxuries for elite or special interest users rather than a common community platform that services all elements of human life, just like motorized transport on roads synthesizes and assumes recreation, commercial, and daily commute and errand use. One bonus we get from walking and biking is of course we can do "group" rides and walks and interact more than we can when we are in cars, even while meeting daily needs. Yey!
190. There is a great video on the equality element in planning from Iamtraffic.org. It is an hour but I'm sending it because planners and the complete streets group may be interested in this kind of exposition and it is fundamentally paradigm shifting when it comes to how we approach and think about integrating biking and walking going forward. <http://vimeo.com/98155741> As always our practices are preceded by our ideas and beliefs, and how those shape our perceptions.
191. I would like to thank you for presenting to the Open Space Advisory Board this afternoon. The information was very helpful to the board and your presentation was

professional and well organized. I can see that you and James have worked very hard in building this Plan.

192. I think a real problem is we are taking the same square peg that hasn't worked all that well to this point and trying to use pretty graphics/maps to avoid the difficult challenges of the task at hand. What do I mean? What I see is that we are attempting to mold the Plan to an antiquated way of doing things because it serves our antiquated methods and expectations. Is that Planning and community development? I'm asking because I am not sure anymore. Till ABQ, I always thought the planning mission was to help a community manage change. I remember an awesome planner that could get stuff done no one else could telling me that the key to success was making everyone think new community objectives were their own ideas and that her goal was to be invisible.
193. It's probably not at all helpful, but what I want you to do is what the bureaucracy is probably not going to let you do. I want you to define our weaknesses/constraints and then reset our expectations. I know you (and some of your peers) have the talent to move us forward and help us redefine our future. I'm just not sure how you get out of the corral and if you will find any support.
194. I think the Prioritization Process you described is a good place to start. However, if all projects, new and modernization of existing trails, are thrown into the same selection bowl, the process falters. Somehow, modernization and safety improvements should be given some additional weight. Existing trails may already score well in several categories but are in urgent need of modernization to address public safety.
195. I think the City should purchase a trike or two, and send the traffic engineers out to ride a few of these routes regularly. I guarantee it would change perceptions as to how well designed they are. Even with its high visibility, the trike is sometimes more exciting than a roller coaster when you have to take command of the lane, and hope your rights are respected--all knowing that your top speed is 15 mph. Maybe we should get the passenger peddling partner to be one of the engineers, and blindfold her/him too!
196. My comment on process and public participation was and is meant as a indicator of where I see problem and heads up that this will be criticism/point of attack if final effort doesn't fire on all cylinders. Rest assured that doesn't in any way criticize your efforts as I already think they are worthy of recognition and appreciation. My last comment is to once again point out that allowing public review and comment is not public participation. And really, not even all that productive. If you ever get the chance to do something like this from cradle to grave, rather than retread—involve the public in the development of the scope, goals, objectives and directives—it works every time!
197. email with research and findings related to seniors and vision loss and safe trail design (sent 2/5/14)
198. Aim for excellence. If you settle for mediocrity, that is the best the public will ever get.
199. After the initial plans are made, try them in your system model and see if the projected capability meets your desires or expectations.
200. Take your time during the design and construction processes. Getting it done on time should not take precedence over getting done right.
201. If a project has shortcomings, fix them in a timely manner. Failure cannot be avoided except by doing nothing.
202. Hold fast to the goal of goodness.

203. The AT vehicles are here. What is missing are the facts regarding these vehicles, and their potential danger to the public and public facilities. This document with the accompanying spreadsheet and bar chart fill that knowledge gap.
204. From your presentation yesterday, I gather that you do wish to address a public audience, and not only planners and related professionals involved in engineering the COA. This is quite a different kind of writing than the academic style so often used among professionals. The reactions you are having to your composition are related to the style and tone. In order to communicate with a more public audience--in this case a tough audience of trail enthusiasts--another term you might use--and avid cyclists. These groups are suspicious of planning and plans, as they have watched for years, and have seen them so often come to nothing, or to worse--designs that are inimical--the Paseo Del Norte-I-25 fiasco
205. There is a history as a context. To communicate successfully, you will have to find a way to create a "verification of experience". This document now lacks that. You have to start where the travelers of trails and cyclist start--on a system that has issues and problems that they encounter daily. The existing document is unfortunate in that it is too remote--as though written by an observer well above the City, who notes the system components, but is only an observer, with no relationship to the life experiences of those trail travelers and cyclists. The report never gives a clue that any of those contributing to it ever set foot to path, stirrup or peddle. This creates an immediate unconscious response of "us" and "them". You need to draw them in, and get them to identify you as one of them, and see the same set of trails and bike lanes that they see. Language is one way to start, even if it sacrifices brevity. I know that there are issues of liability in defining specific problems too clearly. You can avoid that by relating to "reports of" or declarations from people who have made public statements in regard to issues--last evening, we had one involving maintenance issues--goatheads.
206. I respectfully suggest that the first section be rewritten and expanded to acknowledge the participant experience of the trails, and the participant experience of cycling in ABQ. I know that you do ride your bicycle, and that you are aware of many of the issues as a participant. You need to help your readers realize this--that you and others in Planning care about the participant experience. They want to know that they are being heard. An academic presentation will never convince them. You can never win trust through a remote communication that fails to identify yourself as a participant in sharing their experiences.
207. "Regarding looking to other cities for guidance, we have done this in the study and analysis, but didn't discuss the findings it in the plan content, other than the design guidelines." It should at least be mentioned in passing that this was done, and if there are specific *current* experiences that seem relevant, then detail those in a paragraph or so. The older ones are likely to be of less interest, unless they are especially interesting.
208. Attached are comments to Streamline, Maintenance and Advisory Structure drafts. These do a great job of setting some cornerstones so we can at least start flushing out a foundation, walls and hopefully roof. I was not able to set aside enough time to both comment, set-aside, and then come back and clean comments up. I would appreciate a break on anything rough or harsh as that was not my intent. I think you all know I have terrible filter and probably missed a lot of offensive stuff in my attempt to get everything down as I worked my way through documents. I'd like to put a few things down that I thought about as I reviewed. I don't think they are gaps in what we are doing in terms of planning document, but I do think

they are gaps in what we are doing as a community and I would like to see if there is a way we can plug them into future thinking/planning/funding/execution.

209. Is this planning document filling a check box and sitting on shelf or a valuable community building tool. Think this is extremely important with recent upheaval we have had regarding Paseo/I25 Interchange. If we only would have followed San Francisco alignment and connectivity options....
210. We lack critical data at key junctures: APD safety data; ER visit #'s/injuries; base bicycle and pedestrian count data to use to show recent project performance (participation); substandard or under-maintained facilities map; dis-connected facilities map....
211. Think even though BTPU is "plan", we need to tie it to tools like walk/transit/bike score deficiency areas. Maybe even write an app for collecting actual community active user information via gps devices many residents already have (smartphones)
212. Page 31, question about sidepaths...why would we not want to build them?
213. I finished "Dangerous by Design" and profited by reading it. Thank you. The last several pages in the report had some very strong language. USDOT seems to be an obstacle to improving pedestrian and cyclist safety in our cities.
214. For a model - Copenhagen or Amsterdam. They were not always bike friendly! They made conscious decisions to increase the % of total daily trips made by bicycle, as compared to trips by all modes. And they made infrastructure improvements to do so. And it didn't include any 50 mile loops! Why do we need a bike beltway?
215. My vision for 2035 would be to change to a culture more like the Netherlands. Appropriate goals should be: Change facilities and conditions in our region so that we would have more like 40 % enthusiastic about cycling and walking instead of 8%. Spend a greater proportion of transportation funds on improving pedestrian and cyclist facilities; say 5% instead of 1%. Substantially reduce ped and cyclist death rates. Aim for our motor vehicle laws to be more like European laws, eg, motorists would have a greater responsibility for not injuring peds and cyclists.
216. I got through Part I. Part II will take more time. I did notice that in Part I, the report uses the term "physically challenged individuals". I strongly suggest you change this before it is read by anyone in the Federal government, or by any national group. It labels the COA as backward--even "hick", in about the same way as referring to women as "the gals" might do. Again, the accepted and statutory term used by most progressive government entities and groups is "people with disabilities". "People experiencing a disability" is fine, too.
217. I believe there should be a policy statement that the COA adopts the provisions of the ADA in regard to the distribution of printed materials in alternate formats, such as maps, guides, etc. The COA has ignored the provisions of the ADA for more than 20 years. Specifically, we need to establish that maps, brochures, informational materials of all kinds, are available in alternate formats. Since this has not been done at all, it certainly should be a part of any planning for the future. Included in those publications should be information as to the ADA>Title 2 policy, and whom to contact.
218. The other policy matter is the compliance with Title 2 of the ADA. If a person requests access to a facility or program, then provisions must be made according to the ADA. Again, it would be nice to see this reflected in COA policy. It affirms what is the law already in both cases, and at the same time, it is an assurance that the COA intends to do this because it is expected to be the practice of the COA and all employees.

219. I know that you feel that only the executive summary will be read by most people--for members of the general public, that is correct. For employees of government programs, or even national organizations, this should not be assumed. I was once the 504 Coordinator for the State of Hawaii. I had to read such documents as this, and be familiar with them--even report on them to the Commission on People with Disabilities. I would assume that the person holding that office today--likely called ADA Coordinator, will have this brought to her/his attention.
220. CABQ website (P&R) Bike Trails - need Gary's feedback. But issue is the same - labeled "Bikes"
221. Bike lanes are as important as trails
222. It'd be nice to see ABQ be proactive, not reactive. A lot of what you talk about is old news in the bike community. Are your staff part of APBP, TRB's Bicycle community? Por Walk/Pro Bike?
223. The City has come so far in accommodating cyclists. Keep up the good work!
224. Good Job
225. Advertise through major bicycling events (such as national bike races)
226. "Time the open houses to coincide with community bicycling events (such as Ride-to-Work Day) --May 16, 2014--"
227. "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)"
228. Advertise through the listserv at Kirkland Air Force Base.
229. "Hold some of the open houses at UNM, CNM, Sandia Labs, Kirtland Air Force Base or other places of employment with large cycling populations"
230. Hold at least one open house in concert with a bicycling event
231. "Connect with leaders, organizers and promoters of bike-to-work programs at Sandia, UNM and Journal Center, etc."
232. "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"
233. "Develop better connections with college/university students and other young adults"
234. "Make more concerted effort to promote open houses through bike shops and BikeABQ"
235. "Recruit participants through personal invitations; develop a list of people to contact by asking interviewees and gathering names during bike events"
236. "Map out scenic routes for substantial rides (25+ miles) with roads closed to motor vehicular traffic"
237. MRGCD can give input on trail standards
238. 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.
239. "Over the past eighteen months I have become interested in reducing my costs associated with commuting to work. I started researching electric vehicles and found that electric motor

kits were available for bicycles. I also found that electric bicycles have a growing market in the United States and have been used worldwide for some time now. I researched the laws associated with operating electric bicycles and found that most transportation code lumps electric bicycles in with gasoline powered mopeds, scooters and motorcycles, with the exception of a certain class of electric bicycle, low speed electric bicycles. The definition for low speed electric bicycles came about in a bill submitted to the House of Representatives in 2001. This bill, HR 727, removed low speed electric bicycles from the regulatory authority of the National Highway Traffic Safety Administration and made them subject to the Consumer Product Safety Act and defined them as follows: Low-speed electric bicycles, or tricycles, must have fully operable pedals, an electric motor not exceeding 750W of power and a top motor-powered speed not in excess of 20 miles per hour (32 km/h) with a 170 lb. rider. An electric bike remaining within these specifications will be regarded simply as a bicycle for purposes of safety standards. This supersedes any state law that is more stringent, but only regarding safety equipment required on electric bicycles and the standard of manufacture they must meet. The bill also states that low speed electric bicycles shall not be considered motor vehicles. HR 727 was subsequently passed by both the House and Senate and became Public Law No. 107-319. Please refer to 16 CFR 1512.2 for the complete listing, which includes amendments. The City of Albuquerque Transportation Code currently does not allow "motorized vehicles" on multi use trails which I believe should be changed.

Low-speed electric bicycles:

- Are of equal size as human powered bicycles
- Are of equal speed as average human powered bicycles
- Are non-polluting
- Are quiet
- Can replace a car for commuting
- Promotes a healthy lifestyle
- Aerobic endurance is not required
- Allows older and less physically active persons to commute by bicycle
- Allows longer commuting distances
- Are not defined as motor vehicles by the federal government
- Meets the intent of the Policies and Programs of the City of Albuquerque to: Promote energy efficient transportation; Reduce vehicle miles traveled; Reduce air pollution; Become known as a city where people come to bike.

Albuquerque has miles and miles of multi use trails, which are designed to provide a safe corridor for bicycle use. Please look at this issue as it could be a substantial benefit to our city.

240. I'm not sure what is meant by "bikeways" in this context, however I take bikeways to mean on-street bicycle facilities as opposed to off-street MUPs (as we have no off-street bicycle only trails in the greater ABQ area). Given that my assumption is correct and relevant to this discussion, it is obvious and clear that bikeways are transportation facilities.
241. My understanding is that most if not all MUPs in the ABQ area were funded with transportation dollars. Again, given this understanding is correct, the MUPs are also transportation facilities.
242. Not a clear sense of whether one committee vs. existing two committee structure is better