

Appendix I
Public Meetings

Bikeways and Trails Master Plan Update

Summary Report on the May Open Houses

Introduction

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

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

Design and Organization of the Open Houses

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

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

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

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

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

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

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

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

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

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

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

Publicity

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

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

Results of Dot Exercises

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

What kind of trip do you take?

Social and recreational – 46 (dots)

Community and utilitarian – 48

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

Link to transit – 12

Who bikes in Albuquerque?

Strong and fearless – 26

Enthused and confident – 8

Interested but concerned – 25

No way, no how – 0

What type of multi-trail user are you?

Cyclist – 56

Walker or jogger – 32

Rollerblader or skater – 1

Equestrian – 2

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

Summer streets – 20 (dots)

Albuquerque bike central website – 10

Law enforcement partnership – 16

Safe routes to school – 17

Share the road/share the path campaign – 36

Annual bicycle and trail counts – 17

Drivers' education – 43

Bike month events – 10

Comments from Flip Charts and Comment Sheets

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

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

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

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

Written Comments at the Education and Encouragement Station

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

Written Comments about Citywide Infrastructure Comments

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

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

Written Comments about Design, Safety and Wayfinding

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

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

Informal Feedback from the Participants

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

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

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

Possible Connections to Other Bikeways and Trails Plans

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

Recommendations for the Second Round of Open Houses

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

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

Attachment 1

PLAN FOR THE FIRST ROUND OF OPEN HOUSES

Station #1 – Welcome

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

- Welcome
 - Sign-in and name tags
 - Ask how participants found out about the open house, and record on sign-in sheet
 - Distribute packet of handouts containing
 - Project schedule (condensed version)
 - Fliers encouraging people to take survey on website (quarter or half page)
 - Summary of initial survey findings (e.g., connections, barriers and how often respondents bike)
 - Copies of Working Paper #1 – 5 copies marked “Open House Copy, Available on Website” (with the website address)

- Dot Exercise (using the City 2010 Bikeways and Trails map)
 - Where do you live? (1 dot per participant.)
 - What are the 3-4 destinations you cycle, walk or ride to most often? (4 dots per participant.)

- Project Purpose, Schedule, and the Other Stations
 - Review board on project purpose and project schedule
 - Describe the other stations
 - Answer questions (recording them on flipcharts along with any concerns participants express)

Station #2 – Education and Encouragement

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

- Dot Exercise (3 dots per participant)
 - One set of boards will explain existing education and encouragement activities as well as possible enhancements. Examples of activities include Bike to Work Day and Safe Routes to Schools.
 - The other set of boards will have space for participants to place dots showing their priorities.

- Prompts for People Staffing this Station (Take notes on flipcharts)
 - What program ideas should we be considering?
 - What people or groups should we be talking to?

Station #3 – Existing Conditions, Opportunities and Constraints

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

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

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

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

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

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

Flipcharts, Boards and Maps

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

BOARDS AND MAPS

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

Attachment 2

Dot Exercises and Education Board



WHO BIKES IN ALBUQUERQUE?

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

Strong & Fearless

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

Interested but Concerned

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

Enthusied & Confident

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

No Way, No How

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



WHAT TYPE OF MULTI-TRAIL USER ARE YOU?

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

Cyclist

Walker or Jogger

Rollerblader or Skater

Equestrian



WHAT TYPE OF TRIPS DO YOU TAKE?

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

Social & Recreational

Commuting & Utilitarian

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

Link to Transit



ALBUQUERQUE BIKEWAYS & TRAILS MASTER PLAN UPDATE

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

Summer Streets

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



Share the Road / Share the Path campaign

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



Albuquerque Bike Central Website

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



Perform Annual Bicycle and Trail Counts

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



Law Enforcement Partnership

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



Drivers Education

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



Safe Routes to School

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



Bike Month Events

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



Bikeways and Trails Master Plan Update

Summary Report on December Open Houses

Introduction

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

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

Design and Organization of the Open Houses

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

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

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

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

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

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

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

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

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

Publicity

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

Participant Notes on Flipcharts

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

Existing Conditions Analysis

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

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

Design Treatments

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

Existing and Proposed Facilities

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

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

Programs

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

Appendix

Participant Submissions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Comments on Albuquerque Bikeways and Trails Master Plan

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

Diane E. Albert GABAC member, BCNM President

AASHTO Guidelines for Bicycle Facilities

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

See inadequate Development Process Manual Design Guidelines here:

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

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

The Albuquerque Department of Municipal Development

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

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

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

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

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

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

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

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

Avenues of Communication

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

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

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

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

Motorist Education Needed

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

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

Safety

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

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

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

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

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

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

Gaps in Bicycle Network.

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

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

Continue Current Education, Encouragement, Enforcement Programs

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

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

Innovative Design Treatments and Design Toolbox

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

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

Dealing with NMDOT

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

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

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

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

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

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

Coordination with other Governmental entities.

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

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

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

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