

Trail-Oriented Development Playbook

In Support of the Albuquerque Rail Trail
Albuquerque, NM



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Introduction

The Albuquerque Rail Trail holds great promise as a key to revitalization in Albuquerque and the surrounding region. This catalytic project will connect neighborhoods and communities across the city in a way that encourages placemaking, supports active lifestyles, increases transportation options, and entices redevelopment. Realizing this potential requires a development framework that understands and accommodates the complexities of converting an underutilized corridor into a community treasure.

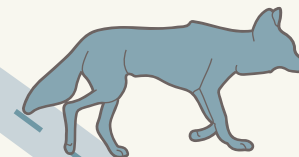
Overview

As of early 2025, the City is constructing the first segment of the Rail Trail in the Sawmill area and is in engineering design and planning phases for other segments. Once fully realized, the Rail Trail will be a seven-mile signature urban trail that links destinations in the greater Downtown Albuquerque area and expands the public realm.

The trail is envisioned as more than just infrastructure for bicycling and walking; the City and its consultant team have created a conceptual framework for the form and function of the Rail Trail loop, including ways to line the corridor with public art, gathering spaces, and amenities that celebrate the history of the neighborhoods that the Rail Trail passes through and creates a memorable experience.

The City can fully expect that this new cultural attraction will bring in people, interest, and investment, especially in the Sawmill section given its historical significance. This enthusiasm should be harnessed in ways that provides the greatest community value.

What follows is a high-level review of policies and practices to prepare the City of Albuquerque and community partners to capitalize on this unique community asset. It includes best practice approaches and a toolbox for land development, trail amenities, and linkages between the Rail Trail and the surrounding street network. While this document was developed in support of the Sawmill Albuquerque Thriving Communities Program project, it can inform the development of both City and private development projects and infrastructure investments along or near the extent of the Rail Trail.



What is Trail-Oriented Development?

Trail-oriented development (TrOD) is a planning and design approach that integrates trails into urban and suburban development. Trail-oriented development aims to create a network of local business and housing choices alongside safe and enticing trails, and leverage transportation infrastructure to support active ways of getting around.

Public Policies to Support Trail-Oriented Development

Successful TrOD focuses on harnessing the amenity value of trails to enhance community livability and spur appropriate development. TrOD is most effective where there are a variety of supporting policies and public investment strategies in place. Quality urban trails also require both upfront and ongoing maintenance and investments.



Land use planning / zoning

Flexible zoning in areas surrounding signature trails supports greater density and a mix of uses.

Development standards

Building design and landscaping standards that ensure buildings are oriented towards trails and include site layouts that support walkability.

Focus on affordability

Application of incentives and regulations to promote additional housing and affordable options along or near major trail projects.

Public infrastructure investments

Public infrastructure projects that provide a high-quality user experience along the trail and enable connections to the surrounding transportation system.

Management structures

Public agencies can create dedicated staff or agencies to oversee trail management and can facilitate land acquisition and development and utilize tools such as tax-increment financing to create dedicated funding for capital projects. Private organizations such as friends groups or business improvement districts can further support long-term maintenance and events programming that bring more visitors to trails and surrounding businesses.

Strategic partnerships

Collaboration among public and private agencies, developers, corporations, and non-profit organizations can help realize the potential of trail-oriented development through promotion of trail facilities and supporting private investment.

Goals and Benefits

When fully realized, TrOD can provide the following benefits:



Active Transportation

Encourages walking, bicycling, and riding transit as viable transportation options, reducing car dependency and greenhouse gas emissions.

Improved Connections

Ensures well-integrated connections between the trail, the surrounding street network, and key destinations.

Sense of Community

Strengthens social connections by offering recreational amenities and gathering spaces that foster a sense of community.

Environmental Preservation

Preserves and creates green spaces, enhances water management, and supports biodiversity by integrating natural landscapes into urban development.

Economic Development

Promotes public and private investment and boosts the local economy by increasing foot traffic to businesses along the trail.

Mixed-Use Development

Encourages diverse land uses along the trail to create vibrant and accessible communities.

Public Health

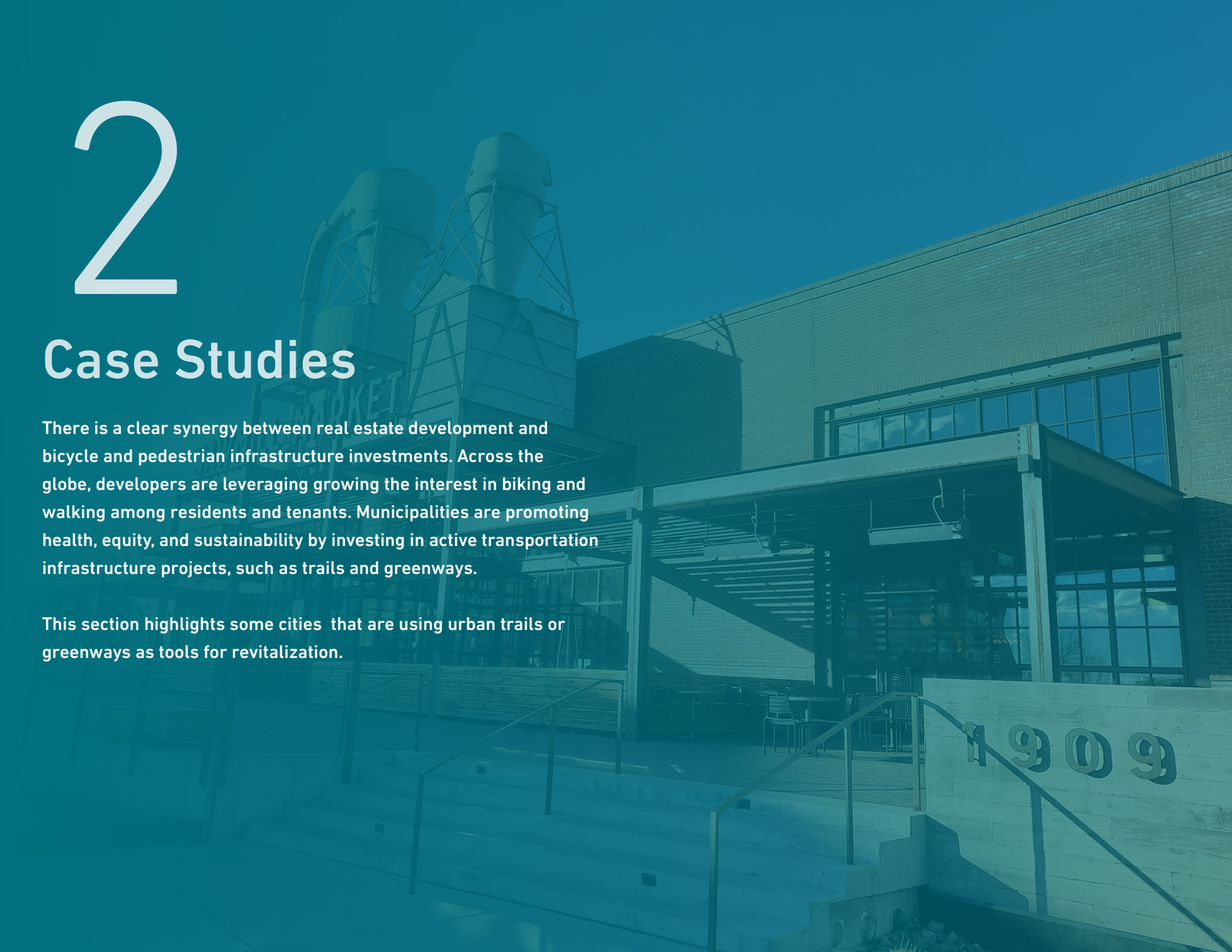
Promotes active lifestyles by providing safe and accessible spaces for exercise, improving physical and mental health.

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Case Studies

There is a clear synergy between real estate development and bicycle and pedestrian infrastructure investments. Across the globe, developers are leveraging growing the interest in biking and walking among residents and tenants. Municipalities are promoting health, equity, and sustainability by investing in active transportation infrastructure projects, such as trails and greenways.

This section highlights some cities that are using urban trails or greenways as tools for revitalization.



Midtown Greenway

Minneapolis, MN

The first phase of the Greenway was opened in 2000, converting a rail line trench into a new neighborhood amenity. The depressed former rail line, however, was not well-connected to communities around the trail. During the next several years, members of the Midtown Greenway Coalition worked to create zoning and land use plans designed to provide enhanced access to the trail. While there are many factors spurring redevelopment along the corridor, the new trail amenity and good planning appear to be key factors in helping create new nodes of positive development along the corridor.



KEY ASPECTS OF TrOD

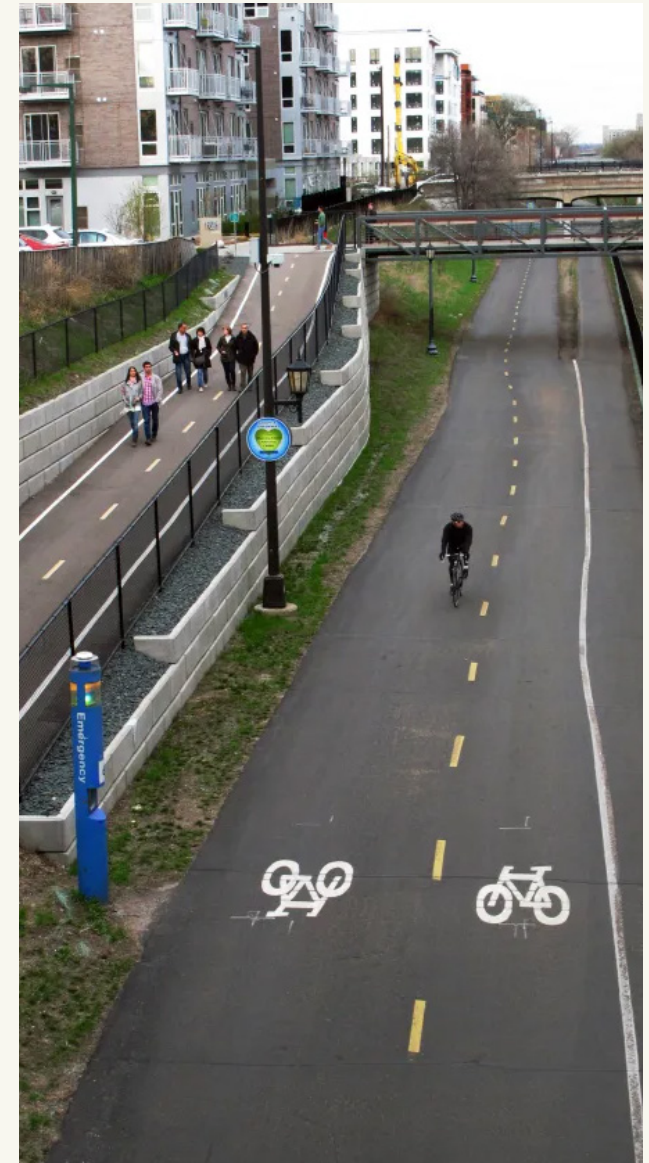
1. Land use planning / zoning
2. Trail access improvements
3. Infrastructure investments



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY

Atlanta BeltLine, Inc

Atlanta, GA

The Atlanta BeltLine, Inc was formed in 2006 and manages the implementation of the BeltLine project, a 22-mile loop of multi-use trails, streetcars, and parks that encircles the city. BeltLine Inc. manages the funding, construction, housing, art, community engagement, and overall project management. The group has many funding sources, one of which is the City of Atlanta. More than \$50 million for the project has been raised through private philanthropy. Special tax allocation district funds, designed to foster smart development in city neighborhoods, along with other local bond sources and federal funding have helped make up the difference. To date, this investment has attracted more than \$750 million in new private development in many of the city's most vital neighborhoods. Estimated annual budget \$30MM.



KEY ASPECTS OF TrOD

1. Management structure
2. Infrastructure investments
3. Strategic partnerships



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY

Katy Trail

Dallas, TX

The Katy Trail is a privately-funded signature trail along a 3.5-mile stretch of abandoned rail line in central Dallas. Though the City of Dallas owns the land, the group Friends of the Katy Trail non-profit group oversees fundraising and trail management, including maintenance, landscaping, lighting, signage, amenities such as benches and fountains, hires Dallas Bike Officers for safety patrols, and pays all utilities. The group is primarily funded through capital contributions, corporate sponsorships, and personal memberships, and raises approximately \$1 million annually.



KEY ASPECTS OF TrOD

1. Management structure
2. Infrastructure investments
3. Strategic partnerships



SOURCE: FRIENDS OF KATY TRAIL



SOURCE: CONDE NAST TRAVELER



SOURCE: EXPEDIA

Indianapolis Cultural Trail / Monon Trail

Indianapolis, IN

The Indianapolis Cultural Trail has real-estate developers catching on and building more “trail-oriented” communities and developments near trails to meet this growing demand. Milhaus, a developer that specializes in creating dynamic urban neighborhoods has built \$250 million of developments along trails in Indianapolis in recent years. The Circa project, a 264-unit multifamily and commercial development, opened in 2014. Circa’s six buildings are located immediately adjacent to a trail, which connects shopping, art galleries, restaurants, and neighborhoods in downtown Indianapolis, has seen 150% increases in housing values.



KEY ASPECTS OF TrOD

1. Land use planning/zoning
2. Infrastructure investments
3. Strategic partnerships



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY

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Design Principles

In order to create a seamless experience between the trail and the surrounding neighborhoods, a unified set of strategies should be applied both to the trail environment and any adjacent developments.

These principles help create a safe, comfortable, and enjoyable experience for everyone, and align the investment in the trail with other city programs and policies.

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Create Nodes of Activity

Plan for key gathering points along the trail where different activities and destinations meet. Promote a mix of land uses to create vibrant environments; spaces may include plazas, parks, and retail hubs.

Orient Façades to the Trail

Allow access to developments from the trail. Encourage buildings along the trail to feature entrances, businesses, windows, and outdoor amenities at a pedestrian scale to face the trail to create an inviting environment.

Cluster Amenities at Access Points

Equip key access points to the trail with essential amenities like seating, lighting, restrooms, bike racks, and wayfinding signage to enhance the user experience and comfort.

Share the Space

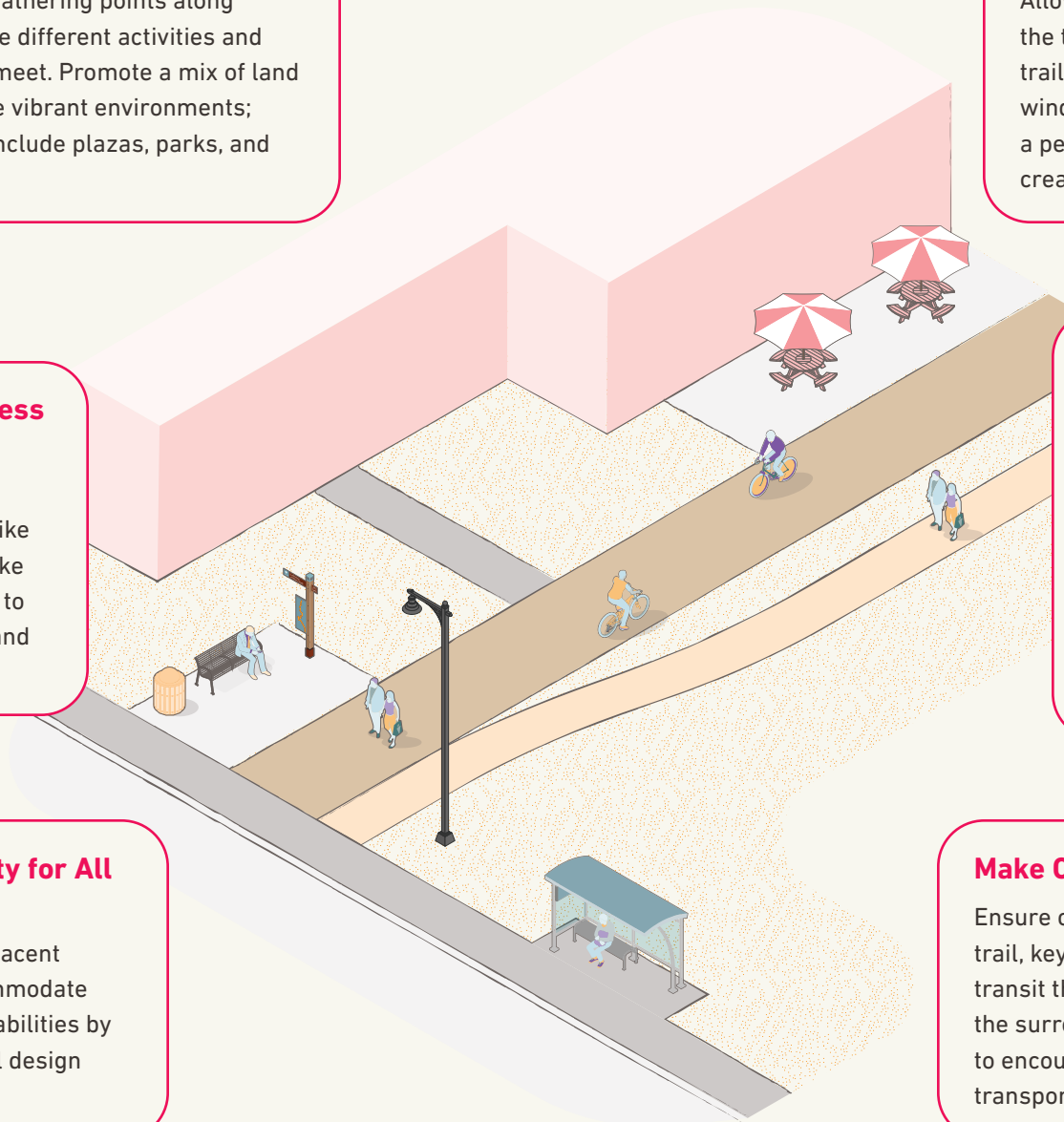
Design wide trails that allow and invite people to socialize. Ensure people traveling via different modes and at different speeds can pass one another and comfortably share space. Consider parallel soft-surface trails and/or dedicated bicycling facilities where space allows.

Ensure Accessibility for All Users

Design the trail and adjacent infrastructure to accommodate people of all ages and abilities by incorporating universal design elements.

Make Connections to Transit

Ensure connectivity between the trail, key destinations, and public transit through investments in the surrounding street network to encourage multimodal transportation.



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TrOD Kit of Parts

To best support both use of the trail and surrounding neighborhoods, a number of elements should be provided both along the trail and within adjacent properties where possible. Responsibility for user experience is shared between both the entity that owns and manages the trail and adjacent private property owners that can help create something that is greater than the sum of its parts.



TrOD Kit of Parts

Trailside Features

Trailside features enhance user experience, comfort, and safety, encouraging greater overall use of the trail. Thoughtfully planned amenities contribute to placemaking and create inviting spaces that serve as community assets.



Support

- Bicycle Repair Stations
- Restrooms
- Water Fountains
- Pedestrian Lighting
- Waste Receptacles
- Bicycle / Scooter Parking



Placemaking

- Landscaping / Trees
- Shade Canopies
- Outdoor Seating
- Public Art
- Public Space
- Wayfinding

Trail-Adjacent Properties

Trail-oriented property features allow for connectivity and accessibility to the trail and provide economic and social opportunities by maximizing the benefits of being close to the trail.



Amenities

- Bicycle Freight Elevators
- Wider Hallways
- Secure On-Site Storage
- Showers / Locker Rooms



Site Strategies

- Direct Trail Access
- Façade Transparency
- Ramped Entrances

Mobility Strategies

Thoughtful investments in the public realm near the Rail Trail can also be the stage for trail-oriented development by supporting access to the trail and laying the groundwork for privately-led redevelopment projects on vacant and underutilized lots.



Mobility Strategies

On-street Connections	Trailheads
Public Access Points	Surrounding Street Networks

Trailside Features



Support



SOURCE: PARK IT BIKE RACKS



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: PARK IT BIKE RACKS

Repair Stations

Self-service bicycle repair stations provide bicyclists with essential tools like air pumps, wrenches, and tire levers to address common mechanical issues when needed. Having a repair station encourages the use of bicycles on the trail by bringing ease to cyclists for their planned ride.

Placement should focus on high-traffic areas, transit connections, and be located regularly along the trail and when possible be placed beside the bicycle parking area.

Restrooms

Restrooms provide comfort and convenience for all people, especially for long-distance travelers or individuals with particular needs. These facilities should be clean, accessible, regularly maintained, and well-lit to ensure a positive trail experience and encourage longer stays for users.

Placement should prioritize trailheads, high-traffic areas, and activity hubs.

Water Fountains

Water fountains provide clean drinking water along the trail to ensure hydration. Fountain heights should be able to accommodate different people and optimally include features like bottle fillers and pet-friendly water stations.

Placement should prioritize access points, rest areas and intersections with other routes.

Pedestrian Lighting

Adequate pedestrian lighting enhances visibility, safety, and user experience along the trail regardless of time of day or weather conditions.

Placement should cover the entirety of the trail, prioritizing trailheads, high-traffic areas and access to buildings; lights placed on low-traffic areas can be motion activated.

Trailside Features



Support



SOURCE: RAILS TO TRAILS CONSERVANCY

Waste Receptacles

Waste receptacles help maintain the trail and gathering areas clean by reducing litter. Different bins should be provided for general trash, organic, and recycling for a responsible disposal of waste to support sustainability in the area.

Placement should focus on high-traffic areas, rest areas, seating zones, and activity hubs.



SOURCE: RAILS TO TRAILS CONSERVANCY

Bicycle / Scooter Parking

Bicycle and scooter parking encourages active transportation and helps reduce reliance on vehicles when it is secured and convenient.

Placement should prioritize trailheads, transit connections, activity hubs and major destinations along the trail. Avoid placing parking infrastructure on circulation areas as they might create obstacles for pedestrians and bicyclists.



Placemaking



SOURCE: PARK IT BIKE RACKS

Landscaping / Trees

Intentional landscaping along the trail enhances comfort by providing shade, contributes to the sustainability of the area through green spaces, and enhances the aesthetic appeal through the appreciation of greenery. Trees and native plants help reduce urban heat, improve air quality, and create a welcoming environment for users. The planting of native species should be prioritized for minimal maintenance and higher ecological benefits.

Placement ideally should be considered for the entirety of the trail but can be prioritized on areas with high sun exposure.



SOURCE: RAILS TO TRAILS CONSERVANCY

Shade Canopies

Canopies and shade infrastructure such as awnings and trellises along the trail renders relief from sun exposure, enhancing user comfort and encouraging extended use of the trail.

Placement should prioritize high sun exposure areas like open trail segments, rest areas, and gathering points.

Trailside Features



Placemaking



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY

Outdoor Seating

Comfortable seating along the trail provides relief and shelter to users, offering areas of rest, socialization, and enjoyment. Seating options can include benches, picnic tables, lounge-style seating, among others. The furniture should be chosen for durability, weather resistance, and accessibility for all ages.

Placement should be considered for the entirety of the trail specially at scenic overlooks, rest areas, and activity nodes.

Public Art

Public art along the trail embraces the community's cultural identity, supports local artists, and enhances the visual appearance of the space creating a more engaging and memorable experience. Art installations can include murals, sculptures, mosaics, posters, or interactive elements and can be used as an opportunity to portray the local history, nature, and values.

Placement should prioritize high-visibility areas, landmarks, or activation spots. Private developments along the Rail Trail can also be encouraged to incorporate murals and other forms of art into their projects.

Public Space

Public spaces along the trail enhance user experience by providing comfortable and beautiful areas for rest, social interaction and engagement with the surroundings. These spaces can include seating areas, picnic spots, scenic overlooks, playgrounds and green areas.

Placement is flexible but should prioritize locations near trailheads to make the spaces accessible to all people. They should also be accompanied by amenities like water fountains, restrooms, and seating.

Wayfinding

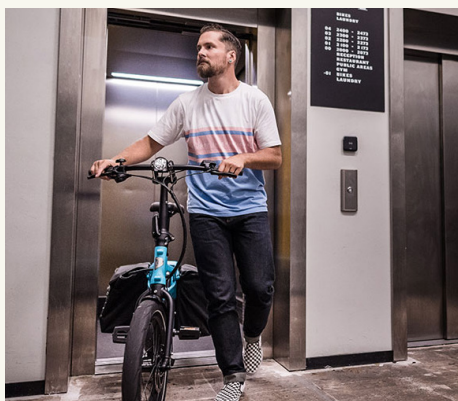
Wayfinding signage facilitates navigation on and around the trail, helping users explore the area and reach their destinations. Signs can include maps, directional indicators, regulations, location markers, and transportation information. Wayfinding is also an opportunity to reinforce and the trail's identity and branding.

Placement should prioritize trailheads, intersections, and key decision points along the trail. It is recommended that a wayfinding study and project is developed to best define the types of signs needed and their location.

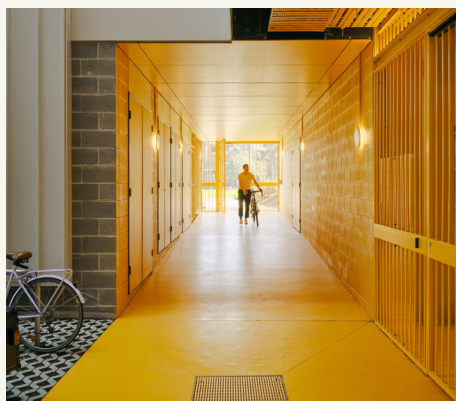
Trail-Adjacent Properties



Amenities



SOURCE: PARK IT BIKE RACKS



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY

Bicycle / Freight Elevators

Spacious elevators provide seamless access for cyclists and businesses to and from the trail by enabling the mobility of bicycles, other mobility devices, and goods. Having this type of facility encourages active transportation by reducing barriers for people using bikes or transporting large items.

Bicycle/freight elevators are a higher priority for buildings with direct trail connections, mixed-used developments, and transit-oriented properties.

Wider Hallways

Wider hallways support a better access and flow between interior and exterior spaces and allow for a comfortable circulation of bicycles or other mobility devices and aids.

Hallways should be wider in transition areas with high pedestrian traffic, while the rest of the hallways should still be wide enough to accommodate mobility devices.

Secure On-Site Storage

On-site bicycle storage that is secure and convenient encourages people to own and use bicycles as a transportation mode and a recreational pastime. Bicycle storage can be design-compliant racks or lockers that are comfortable to access, spacious, and well-lit.

Placement should be prioritized near entrances.

Showers / Locker Rooms

Shower and locker rooms offer bicyclists, runners and other trail users a convenient place to freshen up and store their belongings after exercising or commuting. Facility designs should prioritize privacy, functionality, and comfort, and regular cleaning could be provided to ensure the continued use from users. Offering these facilities in buildings encourages people to opt for active transportation modes for their daily routines.

Locations should be accessible and recommended near entrances and accessible for all users.

Trail-Adjacent Properties



Site Strategies



SOURCE: PARK IT BIKE RACKS



SOURCE: RAILS TO TRAILS CONSERVANCY



SOURCE: RAILS TO TRAILS CONSERVANCY

Direct Trail Access

Direct trail access allows seamless connection between buildings and the trail. By providing clear pathways, development projects can easily integrate using the trail with other activities.

Placement of access points should be oriented towards the trail at a pedestrian scale, while parking lot access should be located at the back. In cases where entrances are unable to face the trail, signage can be used to guide users to the entryways.

Façade Orientation / Transparency

Building orientation and ground floor transparency play a crucial role in creating a seamless connection between indoor and outdoor spaces. Buildings can be oriented towards the trail and activity hubs, and when possible incorporate clear/transparent facades to reduce the barriers between uses.

Accesses and transparency are recommended especially for ground floors.

Ramped Entrances

Ramped entrances ensure accessibility and inclusivity for people with mobility challenges, people with strollers, cyclists, and others who might have difficulty using the stairs. The slope should abide by accessibility design guidelines, and the ramps should be accompanied by clear signage to indicate their location.

Ramped entrances are particularly beneficial near main access points in parking lots and pedestrian entrances.



Mobility Strategies



On-street Connections

Prioritize safe, convenient access by building multimodal infrastructure on streets that directly intersect with the trail, including Zearing Ave and Aspen Ave/Mill Pond Rd. in the Sawmill District. Consider opportunities to widen the pedestrian realm, implement bicycle facilities that appeal to people of all ages and abilities, and create on-street parking on streets that directly intersect the trail corridor. Prominent architectural gateway features at the trail entrances along intersecting streets can help create a visual brand for the trail, encouraging and inviting passersby to

Public Access Points

Create permanent public trail access points between street intersections to reduce walking distances between the trail and nearby areas. Pedestrian and bicycle connections to the trail can often be built through existing public right-of-way (e.g., at the termination of dead end streets), through publicly-owned land abutting the trail, or through private property in partnership with interested owners and developers. As lots directly along the trail corridor go up for sale, agencies like MRA can purchase land to develop new access points, assuming the allocating of City or State funds. In many cases, agencies can dedicate the space needed for new pedestrian and bicycle connections as public right-of-way. Often, access points can be designed to accommodate occasional use by maintenance and emergency response vehicles, supporting trail and railroad safety and maintenance needs.

Trailheads

Purchase and retain publicly-owned land directly along the Rail Trail corridor to develop trailheads at regular intervals. Depending on the size of the land available, trailheads can include public spaces and amenities like plazas, parks, and restrooms, as well as off-street parking to allow for residents of other parts of the city and tourists to visit the Rail Trail and the Sawmill District.

Surrounding Street Networks

Invest broadly in the pedestrian realm and implement on-street parking on streets within a short walk of the trail. Prioritizing elements like lighting, wide sidewalks, street trees, and spacious buffers along streets within a quarter mile (about a five minute walk) of the trail corridor can help nearby blocks feel closer to the Rail Trail by creating a visually cohesive and inviting public realm. Enhanced cohesion and walkability can, in turn, expand the geographic zone with strong potential for trail-oriented redevelopment projects. In addition to creating options for people driving to the Rail trail, implementing on-street parking can encourage more foot traffic, slower vehicle speeds, and provide additional separation between people walking and motor vehicles.

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Implementation

Converting the Sawmill section of the Albuquerque Rail Trail into a catalyst for revitalization is an exciting endeavor that requires vision and smart planning. The planning, design, and construction already underway provide an initial framework. This chapter offers trail-oriented development considerations that will aid in successfully implementing this essential community asset.

As implementation of the Rail Trail proceeds and the Sawmill District becomes an increasingly popular destination, the City of Albuquerque should pursue a number of the TrOD strategies and best practices outlined in this document. Fortunately, the City of Albuquerque has put many pieces in place, and can further build momentum toward creating a world-class destination that prioritizes biking and walking and establishes Albuquerque as a unique City across the West for its use of cultural assets.



Partnerships and Development Incentives

The City of Albuquerque is well positioned to apply incentives and other tools through the Metropolitan Redevelopment Agency (MRA) to encourage mixed-use projects that apply TrOD principles. In addition to providing tax abatements and public-private partnerships for land development, the City of Albuquerque recently designated its first Tax Increment Financing (TIF) District including portions of the Rail Trail that pass through the Downtown Metropolitan Redevelopment Area. The MRA could consider another TIF District in the Sawmill area. Additionally, MRA could support the creation of a privately-run Rail Trail Business Improvement District that could manage the trail and/or support local business development along the trail.

Public and private organizations can coordinate closely and play complementary roles to advance trail initiatives. In Houston,

for example, the tax increment districts fund capital projects, including new trail construction, whereas management districts (similar to BIDs) fund maintenance and operations.

Rail Trail Contextual Design Standards

A common thread among the case studies discussed in this report is a focus on trailside zoning as a key ingredient in enhancing commercial and economic development. In 2024, the City adopted a Small Area Text Amendment that applies to lots subject to development or redevelopment immediately adjacent to the Rail Trail.

The City should review development patterns along the Rail Trail on a recurring basis and consider whether TrOD principles are being achieved as part of private development projects, or whether further amendments to the City's zoning code, the integrated Development Ordinance, are necessary.

Key considerations in the existing zoning amendment include:

- + **Access and Connectivity**
Pedestrian connections to the Rail Trail
- + **Edge Buffer Landscaping**
New developments must include landscaping facing the Rail Trail
- + **Wall and Fences**
Regulations regarding the type and height of fencing for private property.
- + **Building Height Stepdown**
Regulations regarding the maximum height along the Rail Trail.
- + **Building Design**
Guidance related to facades and the placement of outdoor seating, a majority of which should be oriented toward the Rail Trail.

Affordability and Inclusive Growth

MRA recently completed a study called *Advancing Inclusive Growth through the Albuquerque Rail Trail* that highlights the existing conditions in neighborhoods along the trail corridor, evaluates recent trends and development patterns, and identifies programs and strategies to promote neighborhood stability and vibrancy as the Rail Trail is implemented.



General recommendations include:

- + **Affordability**
Help ensure existing residents can afford to live in their neighborhood
- + **Small business development**
Support new and existing local small businesses
- + **Community-based programming**
Incorporate community generated programming ideas that serve the existing residents
- + **Celebrate local history**
Authentically celebrate the history and culture of the local community
- + **Partnerships**
Partner with existing community-based organizations to expand local capacity

Complementary Infrastructure Investments

Construction is ongoing for streetscape improvements along Bellamah Ave that will provide direct connections to the Rail Trail. The City of Albuquerque can further improve access to the Rail Trail in the Sawmill District through improvements identified in the Bikeway and Trail Facilities Plan as well as trail access points and trailheads.

Celebrating Albuquerque History

The conceptual vision for the Rail Trail includes a series of hotspots and gateways along the trail that celebrate what makes Albuquerque special and encapsulate its unique history. At hotspots, collages reflecting the distinct character of each place can create public spaces that feel uniquely Burqueño. At key entrances to the trail, gateway features like archways can invite people to the trail, establish an identifiable visual language across the loop, and incorporate visual elements specific to each location into their design.

Performance Measures

Realizing the full potential of the Rail Trail will take time. To help shed light on whether policies and investments are having the desired effects of stimulating development and improving transportation options, the City of Albuquerque could develop performance measures and track progress over time. This section outlines potential performance measures for the greater Rail Trail corridor, though the City conditions also gather data for key neighborhoods, such as the Sawmill District.

Assessment of performance measures will require the City to develop baseline information against which future conditions can be compared. Performance measures data could be made available publicly in an annual or biannual report that includes information on trail usage, programming, and other general topics.

- + **Jobs/housing balance**
Ratio of jobs to housing units in targeted areas.
- + **Transit access**
Percent of housing units and employees within a 1/4-mile of a trailhead, bus stop, or other public destination).
- + **Activity density**
Measured by housing units plus jobs per acre.
- + **Transportation infrastructure**
implementation of streetscape/safety/sidewalk/bicycle facility projects within a 1/4-mile of the Rail Trail.
- + **Access to commercial services**
Number or percent of housing units within 1/2-mile of existing or planned commercial areas.

Additional Resources

Active Transportation and Real Estate: The Next Frontier,
Urban Land Institute, 2016

Presentation:
New Partners for Smart Growth Conference,
Billy Fields, Ph.D., 2012

Presentation:
Overcoming Connectivity Barriers Through Trails Oriented Development,
American Planning Association 2021
National Conference, Toole Design, 2021



