



Timothy M. Keller, Mayor

GABAC



**GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE
DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293
ALBUQUERQUE, NM 87103
(505) 768-2680**

**MEETING MINUTES
September 10, 2018**

Members Present – QUORUM

- Dan Majewski
- Ed Gerety
- Scot Key
- Rose McCamey

- Irene Entila
- David Stromberg
- Jim Fordice
- Richard Meadows

Staff Present

- Josef Jansen, COA-DMD
- Marguerite Johnson, NMDOT
- Valerie Hermanson, MRCOG
- Eric Michalski, COA-DMD

- Terra Reed, COA Planning
- Petra Morris, COA City Council
- Julie Luna, Bernalillo County
- Wade Patterson, Park and Recreation

Members Absent

None

Guests

Michael Lawler
Carrie Barkhurst

Steven Montano

Dan Majewski called the meeting to order (4:28pm)

Welcome and Introductions

Approval of September Agenda

Motion to approve Agenda (Rose); seconded (Richard),Vote-unanimous

Approval of August Meeting Minutes

Motion to approve Minutes (Rose), seconded (Ed); Vote-unanimous

Public Comment (Josef Jansen)

Please register on the sign-in sheet. Comments are generally limited to two minutes or less.

Michael Lawler: Mr. Lawler reiterated his request from last month that the board communicate with transit to lower the front of the bus for bicycle loading. Josef shared the 243-RIDE number with Mr. Lawler suggesting he reach out to them directly. Mr. Lawler also requested e-mail addresses for GABAC members. Rose will investigate creation of generic e-mail addresses for GABAC members. Mr. Lawler also inquired if intersections with raised topography will be painted. Not all intersections are painted. The specific example of an unpainted intersection is Constitution and Wyoming. He was able to get over it without issue this time but noticed the uneven pavement. He was headed West on Constitution. Irene reported the same issue to 311 and recommended that Mr. Lawler do the same. Rose will also ride this intersection in the near future and report back at the next meeting. Mr. Lawler also reported bad sidewalk at Candelaria and Juan Tabo, close to Big Brothers and Big Sisters. Again, this should be reported to 311.

Announcements/Administrative

No announcements

Presentations

Council – Councilor Benton: Downtown Presentation/William Street

Councilor Benton stated discussions continue. William Street could be a bike boulevard or bike route. City Council received the amendment; Councilor Benton states this area is in his district, and he supports the project. He requested preliminary estimates for funding of the project. Councilor Benton believes GABAC fulfilled their duty in regard to this amendment. Councilor Benton made a brief mention of the Camino Real bike infrastructure. He stated he is looking into the issue of the Girard project related to the flexible bollards and was told by DMD that bollards cannot be placed there because of the church driveway. It was noted that the church has three different driveways so further analysis may be forthcoming that would also encompass the nearby bus stop. Planning continues regarding the Lead/Coal area. Scot inquired about Rio Grande Blvd, southbound, at Indian School and Don Fernando because the bike lane is too narrow; DMD has been notified.

Planning – Carrie Barkhurst: BTFP (Bikeways and Trails Facilities Plan) presentation.

Carrie covered the Bikeways and Trails Facilities plan. The implementation matrix plan is available online. New projects are added to the GIS system. Richard recommended that safety data be available and suggested a quarterly report be made available. Dan asked for a one-page synopsis of accomplishments for the year.

GABAC Committee Reports/ Updates

No reports.

Staff Reports

- DMD Engineering (Josef Jansen) –Nothing to report.
- Council Services (Petra Morris) –
 - Silver Avenue Bike Blvd Review was held recently. Great feedback from the public was received with 38 people attending the meeting. Public comments are open until September 17. The information is on the website for this project. One of the public comments that the bike loop at 14th and Central is not being detected. Petra notified Tim Brown for repairs.
 - Bike Lane parking – Petra will start working on education and outreach in December. APD PSA's (public service aides) group will leave flyers on auto windshields. The Campus project has been sent to the contractor, however, we do not have a start date yet. Petra will share with the committee if we receive a lot of calls through 311 or directly to the councilor for a specific district. It was recommended that a specific category be created for bicycles/bikes. Wade Patterson stated it may cause confusion and requests may get bounced around. Terra Reed stated she would follow-up with 311 staff as they are in the same building. The bill will be at the planning and zoning committee meeting on Wednesday. Undocked/unlocked devices are a problem nation-wide. Pace rules state these devices should be locked to a bike rack.
 - Council Bill No. O-18-29 Amending the traffic code to implement minimum standards for shared active transportation programs as they relate to operation and maintenance in the public right-of-way – This topic goes to planning and zoning committee on Wednesday. Existing mobility provider, Pace, was involved with the discussion. Valerie Hermanson with MRCOG was used as a resource regarding docking.
 - Downtown 20mph safe zone – Petra was seeking feedback. Next step would be a resolution to be brought back to us in the future. No funding is available for this project.
- Parks and Recreation (Wade Patterson) – See report for information. The contract for the six replacement bridges on the North Diversion Channel is moments away; Wade is hopeful work will begin by the end of the year. Rose inquired about the feeder bridge due east of the newly redecked bridge. Wade states this bridge is owned by a different department. Hopes exist that enough good materials will be left over to redo this bridge.
- APD – No representative available.
- Planning (Terra Reed) – Nothing to report.
- Bernalillo County (Julie Luna) – Please see typed report presented during the meeting.

League certified instructor program is slated to be held in Santa Fe in October. Julie will have a list of Bernalillo projects next month.

- NMDOT District 3 (Marguerite Johnson) She may replace Margaret. Dan shared that MLK at Oak and Locust are scary intersections. He did state that the MLK infrastructure is a great project. Dan heard that Montgomery and I-25 may be an upcoming construction project and would like to offer the committee's feedback. Josef will be the go-between.
- MRCOG (Valerie Hermanson) – The bike survey may be changed in the future because questions are being ignored. Two bike shares were installed at CNM over the weekend with a third station coming soon. They may work with UNM in the future for possible placement on that campus. PACE – no issues; we are almost at 10,000 trips in five months. You can also lock your private bike at these rack. A pop-up bike share station will be available at Balloon Fiesta and will be located by the Bike Valet. They are working to get GPS points for every bike rack in Albuquerque. We have federal funding for an additional 250 bikes. A flyer for the Better Block workshop was also included. All are invited. David reported that the link isn't working, however, the Facebook link is working.

Discussion/Action Items

Use of E-bikes on Bike Path and Trails (Rose) – Per Wade Patterson, no state legislation exists regarding use of E-bikes on multi-use trails/paths (the Bosque for one example) so all classifications are currently permitted. It should be noted that our state legislation is behind in regard to E-bikes. He also stated that E-bikes are classified in three classes (Pedal Assist, Throttle on Demand, and Speed Pedelec). If the device exceeds 28 mph, it becomes classified as a moped which is permitted. New Mexico state legislation is behind several other states.

GABAC Secretary Position (Ed) – Dan tabled the decision until October, 2018. Ed handed out documentation for GABAC member review. Rose offered to take minutes for the September meeting, and Richard offered to be a back-up. It appears that we may have funding available to pay a graduate student to take minutes.

Adjourn

Motion to approve (Dan) 6:27; seconded (Richard); Vote unanimous



GABAC

GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE
DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293, ALBUQUERQUE, NM 87103 (505) 768-2680



SIGN-IN SHEET

MONDAY, September 10, 2018- 4:30 p.m.

7th Floor Conference Room, Room 7096, City Hall, (Fifth/Marquette NW)

GABAC MEMBERS (Please Initial)

Dan Majewski DM

Richard Meadows RM

Rose McCamey RM

David Stromberg [Signature]

Jim Fordice JF

Ed Gerety [Signature]

Scot Key SK

Irene Entila IE

Vacant _____

STAFF MEMBERS (Please Initial and/or Sign)

Note: Please place a check before your name if you wish to provide information

<input type="checkbox"/>	Josef Jansen DMD, COA <u>JJ</u>
<input type="checkbox"/>	<u>Terra Paul</u>
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GABAC

GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE
DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293
ALBUQUERQUE, NM 87103
(505) 768-3658

Timothy M. Keller, Mayor

Monday, September 10, 2018

4:30 - 6:30 p.m.

7th Floor Conference Room, Room 7096

Old City Hall, (Fifth/Marquette NW)

- **Welcome and Introductions**
- **Approval of the Agenda**
- **Approval of the July Meeting Minutes**
- **Announcements/Administrative**
 - Meeting Format.....Josef Jansen, DMD
 - Please wait until recognized to begin Comment/Questions
 - Written Questions/Comments and/or Response may be requested
- **Presentations**
 - Council- Councilor Benton: Downtown Presentation
 - Planning- Carrie Barkhurst: BTFP (Bikeways and Trails Facilities Plan) Presentation
- **Public Comment**

Please register on the sign-in sheet. Comments are generally limited to two minutes or less.
- **Staff Reports**
 - DMD Engineering
 - Council Services
 - Parks and Recreation
 - APD
 - Planning
 - Bernalillo County
 - NMDOT District 3
 - MRCOG

- **GABAC Committee Reports/Updates**
- **Discussion/Action Item(s)**
 - Use of E-bikes on Bike Paths and Trails
 - GABAC Secretary Position
 - COUNCIL BILL NO. O-18-29 AMENDING THE TRAFFIC CODE TO IMPLEMENT MINIMUM STANDARDS FOR SHARED ACTIVE TRANSPORTATION PROGRAMS AS THEY RELATE TO OPERATION AND MAINTENANCE IN THE PUBLIC RIGHT-OF-WAY
- **Adjourn**
- **Next Regularly Scheduled GABAC Meeting: Monday October 8, 2018**

Members: Irene Entila (City At-Large); Ed Gerety (City-At-Large); Rose McCamey (City-NE); Dan Majewski (City-SW); Jim Fordice, (City-NW); David Stromberg (City SE); Richard Meadows (EPC); VACANT (Unincorporated East); Scot Key (Unincorporated West)

City Staff: Josef Jansen, DMD, Engineering (768-3842)

Notice: If you are a person with a disability and require assistance to participate in this meeting, please call 768-2680, 72 hours prior to the meeting. TTY users may access this number via NM Relay at 1-800-659-8331.

They Bernalillo County GABAC Staff Report

September 10, 2018

1. Bollards – County Maintenance is looking into removing problem bollard AND the collar at locations like S. Diversion Channel Trail and Prosperity

Non-Bernalillo County Announcements

Bike Santa Fe announces that a 3-day training program to become a League Cycling Instructor (LCI) through the League of American Bicyclists (LAB) will be held, Friday through Sunday, October 12-14, in Santa Fe.

LAB LCIs are certified to teach the Smart Cycling classes to children as well as adults. Their goal is to help people feel more secure about getting on a bike, to create a mindset that bikes are treated as a vehicle, and to ensure that people on bikes know how to ride safely and legally. LCIs are active within the bicycling community and are covered by the League's liability insurance during LAB teaching events.

A prerequisite for the LCI Instructor Program is that you must have completed LAB's Smart Cycling Class at least thirty (30) days before taking the 3-day LCI instructor program. Accordingly, Bike Santa Fe also is offering a two-day Smart Cycling class in Santa Fe on Thursday, September 6 at 6:00 PM, and Saturday, September 8, at 9:00 AM. You must also be a Family or Individual member of LAB to enroll in the LCI instructor program.

Complete details including registration links with registration deadlines for both the Smart Cycling Class and the LAB LCI Instructor Program are at this link:

<http://www.bikesantafe.org/bsf/lab-league-certified-instructor-program/>

Questions regarding either the Smart Cycling Class or the LAB LCI Instructor Program should be sent to Bike Santa Fe at: bikesantafe@gmail.com

New Mexico Bike Summit

nmbikesummit.org

Where we all come together to share, learn, teach, ride, and celebrate

— and everyone is welcome

The New Mexico Bike Summit is having our first public meeting on Saturday, October 20 in Albuquerque, New Mexico at the Albuquerque Trek store. This meeting is a roundtable working meeting with a gathering of individuals who share the interests of bicyclists statewide. The meeting consists of a small number of topics with one-hour discussion sessions. Each session begins with a short introduction by an expert followed by an interchange among the cycling community and if necessary, action items. The session topics include: United States Bike Routes (USBRs) in New Mexico, Rio Grande Trail for Cyclists, the Statewide New Mexico Bike Plan, New Mexico Bike Tourism, Bicycle Safety, and Bicycle Legislation for 2019. This meeting is also going to plan the direction of larger bicycle summits in the future.

The New Mexico Bicycle Summit recognizes your organization as an active group that represents bicyclists in New Mexico and invites you to have representatives our meeting. Please let us know if you will be able to have someone actively be part at our first public meeting.

For the latest information on the meeting, go to: <https://nmbikesummit.org/184-2/>. There will be a link there to register soon. I will keep you informed on the plans for our gathering as we go forward and when you can register for the meeting. If you cannot physically make it to the meeting but would like to take part via Skype, let me know and I will get you information on how to call in.

Let me know if you have any ideas, questions, or concerns. I look forward to hearing from you.

New Mexico Bike Summit Working Meeting

Saturday, October 20, 2018

10:30 AM – 5:30 PM

Albuquerque Trek Store

AGENDA

US Bicycle Routes

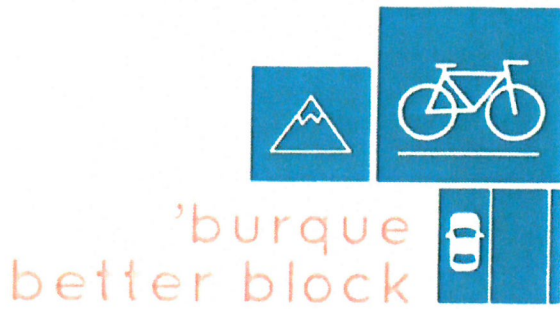
The Rio Grande Trail

New Mexico Prioritized Bicycle Network Plan

New Mexico Bike Tourism

New Mexico Legislation for 2019

Look For Me – A framework for safe walking and biking



WHAT IS A BETTER BLOCK?

Better Block is a rapid 2-3 month planning effort culminating into a week long build and transformative event day with collaboration from an engaged community and temporarily improves the physical and economic environment on a specific city block.



1. NEED ASSESSED

JUL. 2ND



2. OPPORTUNITY IDENTIFIED

AUG. 14TH



3. CONCEPT WORKSHOPS

SEP. 12TH



4. BUILD WEEK

OCT. 17TH - 19TH



5. BETTER BLOCK

OCT. 21ST

Sep.12, 2018 Concept Plan Workshop

***Food and Beverages provided**

Join 'Burque Better Block for a concept plan presentation conceived from neighborhood input to create quicker changes to the built environment on Southern Ave SE in the International District community.

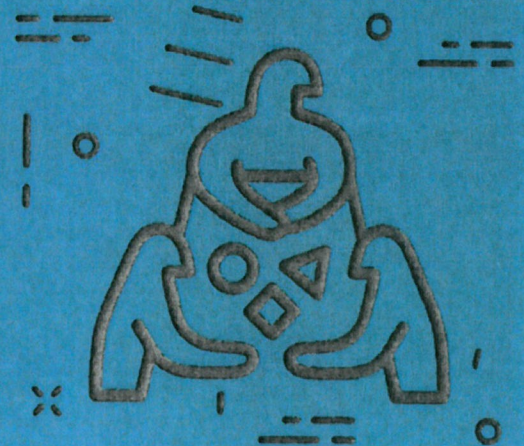
The event will be held at the Van Buren Middle School's cafeteria, 700 Louisiana Blvd SE, Albuquerque, NM 87108 from 5:30 p.m. to 7:30 p.m. Food and beverages will be provided, and a short walk of the street will follow the presentation.

Residents, community leaders, artists, planners, clergy, teachers, students, and businesses are all invited to join the Concept Workshop to provide feedback, volunteer, share ideas and help actively build what that would look like. The event is free and open to the public.

5:30 - 7:30 PM

VAN BUREN MIDDLE SCHOOL

700 Louisiana Blvd SE



9/5/2018

Wade Patterson, Trails Planner, Parks and Recreation, GABAC Staff Report

- **The North Diversion Channel Trail Bridge Deck upgrade (btw I-25 and Osuna)** – The contract with KSA is nearing execution (circulating within CABQ for final signatures). Once in place, I will be working with them to develop plans for the next six bridge deck replacements along with a structural assessment of each bridge to be rehabbed.
- **North Diversion Channel at Singer** – Work is scheduled to begin for trail repairs along the North Diversion Channel south of Singer (to the first bridge). This work is to repair significant cracking that was not addressed at the time the notch was constructed. Work will begin on 9/10 and complete by 9/21. A detour plan has been developed and is being/will be promoted from Parks and Rec (Public Relations).
- **Alameda Drain Trail**- Fee negotiations are wrapping up with Parametrix, the design consultant on this project. We will move to contracting and then get to work on the Design phase. I also met with Bernalillo County regarding their portion of the project to get on the same page and share critical information on design elements and approach.
- **North Diversion Channel Erosion Control at Villa Corrales** – The access trail from Villa Corrales NE (north of Osuna) has chronic erosion issues. Parks and Rec is instituting a remediation strategy to control erosion along the escarpment using bark mulch, seeding and wattles. Work will take place in the month of September.

If you have questions about these projects or any other trail or parks issues please feel free to contact me at, 768-5359 or wpatterson@cabq.gov. Thank you!



Public Meeting for the Removal of the Interstate 25/ Dr. Martin Luther King Jr. Avenue Northbound Exit Ramp



Federal Highway
Administration

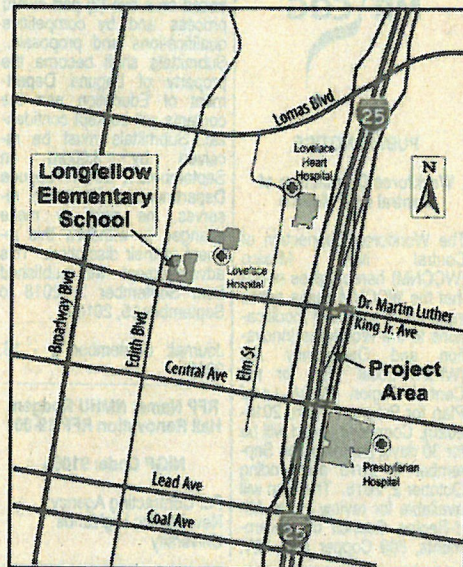
Control Number: A300375

The New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration (FHWA) will hold a public meeting to discuss the proposed elimination of the Interstate 25 northbound exit ramp to Oak Street located between Central Avenue and Dr. Martin Luther King Jr. Avenue, including ramp removal, extension of the auxiliary lane on Interstate 25 from the Lead Avenue entrance ramp to the Lomas Boulevard exit ramp, improvements to Oak Street, and modifications to the Oak Street/Dr. Martin Luther King Jr. Avenue intersection.

Meeting Date and Time:
Wednesday, September 12, 2018 6:00 PM to 7:30 PM

Meeting Location: **Longfellow Elementary School, 400 Edith Blvd. NE,
Albuquerque, 87102**

The purpose of the meeting is to present the project needs and objectives, alternatives considered, and the project schedule. The NMDOT is interested in obtaining public input on the proposed change of access along northbound Interstate 25. A presentation will be given at 6:30 PM, followed by public comments.



If you have questions and/or you are unable to attend the public meeting, please contact:

- Leslie Fortier, NMDOT Project Development Engineer, at (505) 231-0512, Leslie.Fortier@state.nm.us; or
- Jim Heimann, WSP Project Manager, at (505) 878-6529, Jim.Heimann@wsp.com

Project displays, information, and project representatives will be available to address questions.

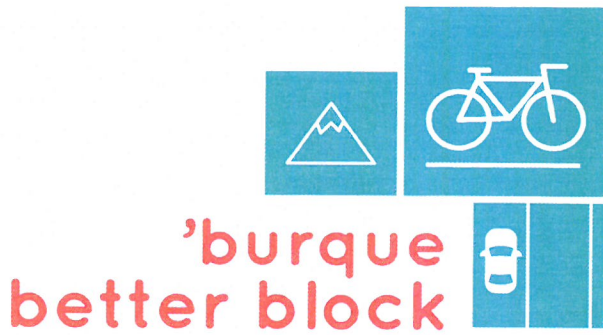
Public input for the proposed project will be accepted at any time; however, the NMDOT asks that comments and/or questions specific to this meeting be sent no later than **October 5, 2018** to:

WSP USA Inc.
Jim Heimann
6100 Uptown Boulevard NE Suite 700
Albuquerque, NM 87110
Attn: MLK NB Exit Ramp

You may also email your comments to Jim.Heimann@wsp.com.

To request Americans with Disabilities Act (ADA) related accommodations for this meeting, please contact Victoria Padilla with WSP at least two days before the meeting at (505) 881-5357.

Journal: August 26, September 9, 2018



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Sep.12, 2018 Concept Plan Workshop

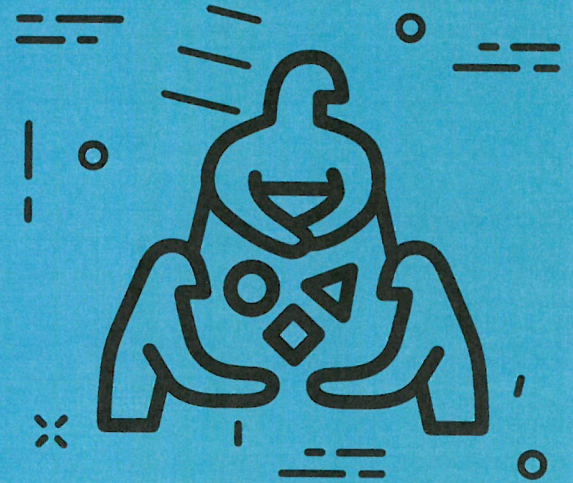
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VAN BUREN MIDDLE SCHOOL
700 Louisiana Blvd SE

*Food and Beverages provided

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FOR MORE INFORMATION: Contact Tatiana Falcon Rodriquez, abqciqlovia@gmail.com
WWW.TEAMBETTERBLOCK.COM/ALBUQUERQUE

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1 BE IT ORDAINED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
2 ALBUQUERQUE:

3 SECTION 1. AMEND SECTION 8-1-1-2 DEFINITIONS AS FOLLOWS

4 A. Add the following definitions in the proper alphabetical position in the
5 existing list of definitions:

6 1. SHARED ACTIVE TRANSPORTATION. A network or system of
7 small vehicles, placed in the public right-of-way and for rent in short time
8 increments, that provides increased mobility options over short distances in
9 urban areas.

10 2. SMALL VEHICLE. Bicycles, scooters, e-bikes, e-scooters, and
11 other small, wheeled vehicles designed specifically for shared-use by no more
12 than two individuals at a time and are deployed by private Shared Active
13 Transportation entities.

14 SECTION 2. Create a new Section 3 in Chapter 8 of the Code of Ordinances
15 titled [“Shared Active Transportation”] with the following provisions.

16 Renumber subsequent sections in Chapter 8.

17 8-3-1 SHARED ACTIVE TRANSPORTATION PROVISIONS

18 8-3-1-1 Applicability

19 When operating within the public right-of-way, every entity offering or
20 managing small vehicles as part of shared active transportation service,
21 including but not limited to bike-share programs and electric scooter-share
22 programs, must comply with the requirements outlined in this section. Equity-
23 focused programming options for vulnerable and underserved populations are
24 encouraged.

25 8-3-2 REGISTRATION REQUIRED

26 The Administration shall create a permitting process including, but not limited
27 to, the following provisions for Shared Active Transportation entities.

28 8-3-2-1 Registration Process

29 (A) Every entity operating a shared active transportation program within
30 the City limits must have an active City business license.

31 (B) Prior to offering any small vehicle service within any public right-of-
32 way, every entity operating a shared active transportation program within the

1 City limits must receive City approval for each location to operate within the
2 right-of-way. In order to be eligible for approval, each entity must provide:

3 1. Proof of liability insurance that names the City as an additional
4 insured, and demonstrating minimum coverage as required by the City.

5 2. The contact information of a locally-based manager or operations
6 staff member who can respond to city requests, emergencies, or other issues
7 at any time.

8 3. A listing of every location where the shared mobility stations are
9 to be placed, including scaled diagrams, if applicable. Approval from the City
10 must be obtained for each mobility station location. The City reserves the
11 right to deny a location for present and future municipal or safety reasons.

12 (C) The City shall charge a processing fee for each permit application,
13 together with an annual fee for each station and an annual fee per small
14 vehicle authorized by the City within any City owned property, public space, or
15 right-of-way.

16 (D) Each City approval shall be valid for a period of five years, and, upon
17 approval of the City, may be renewed in one-year increments subject to all
18 requirements of this subsection.

19 (E) It is unlawful for any shared active transportation company to offer or
20 manage small vehicles except in conformance with the requirements of this
21 ordinance. Any violations of this ordinance are subject to the penalty
22 provisions of §1-1-99, and further subject to any other penalties or remedies
23 provide by law or in equity.

24 8-3-2 OPERATIONAL REQUIREMENTS

25 (A) Entities operating shared active transportation programs within the City
26 limits shall comply with the following regulations. Non-compliance with these
27 regulations may result in the revocation of their permit:

28 1. Small vehicles shall not be left in the public right-of-way other than
29 when attached to an existing, city-approved shared active transportation
30 station, a bicycle rack, or other permanent fixture meant for the placement of
31 small vehicles. This does not include signs, poles, fences and other
32 infrastructure located in the public right-of-way that is not explicitly meant for
33 small vehicle parking.

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1 2. Damaged, abandoned, or improperly placed small vehicles in the
2 public right-of-way shall be removed within 24 hours of their placement.
3 Failure to remove damaged, abandoned, or improperly placed small vehicles
4 shall result in a fine, a minimum of \$50 per small vehicle per day. The City
5 shall have the right, but no obligation, to remove any abandoned, unattended
6 or improperly placed small vehicle that is, in the sole opinion of the City, a
7 safety hazard and the City shall have the right to charge a removal and storage
8 fee.

9 3. All small vehicles must comply with safety standards established
10 by the Consumer Product Safety Commission and all other applicable federal,
11 state, and city safety standards.

12 4. All small vehicles must have, and clearly display, a unique,
13 permanent identification number.

14 5. For all electric-assist small vehicles, the maximum motor-assist
15 speed shall be 15mph.

16 6. Each entity must agree in writing to defend, save harmless and
17 indemnify the City and any officer or employee of the City relating to any
18 liabilities that may arise from the entity's operation of its shared active
19 transportation program within the municipal limits.

20 Section 3. SEVERABILITY. If any section, paragraph, sentence, clause,
21 word or phrase of this Ordinance is for any reason held to be invalid or
22 unenforceable by any court of competent jurisdiction, such decision shall not
23 affect the validity of the remaining provisions of this Ordinance. The Council
24 hereby declares that it would have passed this Ordinance and each section,
25 paragraph, sentence, clause, word or phrase thereof irrespective of any
26 provision being declared unconstitutional or otherwise invalid.

27 Section 4. COMPILATION. Sections 1 and 2 of this ordinance shall be
28 incorporated in and made part of the Revised Ordinances of Albuquerque, NM,
29 1994.

30 Section 5. EFFECTIVE DATE. This Ordinance shall take effect five days
31 after publication by title and general summary.

32

EXECUTIVE SUMMARY

The City of Albuquerque's bikeway and multi-use trail system is a combination of on-street facilities (bike routes, shared lanes, bike lanes, bicycle boulevards, and shoulders) and off-street facilities (paved multi-use trails, unpaved trails, and grade-separated crossings). The mileage of official bikeways and trail facilities in the City grew by almost 200% between the years 2000 and 2010 alone. As of 2014, there are over 620 miles of bikeways and trails, with approximately 55% on street bike facilities and 45% multi-use trails. Much of the increased service has been on the west side of the Rio Grande. Additionally, numerous on-going programs help to educate, encourage, and promote cycling and use of multi-use trails.

The purpose of this document is to combine and update the City's two bicycle and trail plans - the *Trails and Bikeways Facility Plan, 1993*, and the *Comprehensive On-Street Bicycle Plan, 2000* - to help the City better manage the growth of the bikeways trails system and promote a well-connected, enjoyable, and safer non-motorized transportation and recreation system.

Vision

The City of Albuquerque envisions a system of bikeways and trails that connect throughout the city to support active transportation and recreation. The city envisions the bikeways and trails network to be an integral part of its system of Parks, Open Space and Trails, which is one of Albuquerque's most valuable assets and is an integral part of attracting economic growth. The bikeways and trails will allow people of all ages and abilities to experience the city using active transportation, such as walking, biking, or skating. The City aims to increase the numbers of shopping, dining, school, and recreational trips made via bikeways and trails in order to improve public health, air quality, congestion management, and quality of life for residents of Albuquerque.

The City will provide access for cyclists, pedestrians, and trail users to all areas of Albuquerque to encourage cycling and walking as viable transportation options and to provide recreation opportunities, which result in an improved quality of life in the Albuquerque Metropolitan Area.

This Plan will foster the construction and preservation of bikeways and trails; strive for improved safety and improved connectivity; and encourage healthy, outdoor activity. The system will be implemented in partnership with multiple agencies and will be based on consensus and sensitivity to the diverse viewpoints within the community.

Goals

1. Improve and enhance cycling and pedestrian opportunities.
2. Develop a continuous, interconnected, and comprehensive system of bikeways and trails.
3. Enhance maintenance of all bikeways and trails.
4. Increase use of the bikeway and trails network.
5. Increase public awareness and education related to bikeways and trails.
6. Recognize and leverage the bikeway and trail network as an integral part of economic development and quality of life in Albuquerque.
7. Streamline administrative practices and coordination.

Needs Assessment

The City's bikeways and trails, including grade-separated crossings, provide the City with a well-functioning recreation and non-motorized transportation system. However, the current system lacks continuity in some areas and has a number of barriers that are difficult to cross, such as the Rio Grande and major arterial streets. Another major challenge of the system is the number of improvements needed to remedy older facilities that may not comply with current design criteria.

The Needs Assessment, found in **Chapter 3** of this Plan, presents an overview of the needs of trail users and bicyclists in Albuquerque. This analysis provides a summary of trail and bikeway user volumes and behaviors; discusses public input gathered through an online survey; and analyzes reported bicycle crash data. Currently, no comparable data is collected for trail users specifically. Three GIS-based, geographic analytical tools were used to determine the quality and connectedness of the existing bikeway system. In total, three analytical methods were used to evaluate the existing bikeways and trails facilities, and five methods apply specifically to bicycle use. These methods and their findings are described further in **Chapters 3 and 4**.

The information gathered during needs assessment efforts was used in conjunction with field visits, input gathered at public meetings, stakeholder interviews, and analysis of the existing bikeways and multi-use trail system to form future project recommendations. Some of the data is being monitored and updated. For example, MRCOG updates the bikeway and trail user count data on an ongoing basis; traffic crash data is updated by UNM. Adequately understanding user needs enables system planners and policy-makers to develop cost-effective solutions for improving the region's bikeway and trail system.

Recommendations & Implementation Approach

The Bikeways & Trails Facility Plan provides three types of recommendations:

- **Proposed capital improvements:** An implementation plan and design guidelines were developed to guide design and construction of future facilities, support current and new education and outreach programs, and to guide development of the proposed 27 new grade-separated crossings, 300 miles of new bikeways, 159 miles of new trails, and numerous intersection enhancements. Recommendations are also made for end-of-trip facilities, intersection improvements, and specific gap closures that were identified as priority projects. It is anticipated that a major portion of the multi-use trails capital funding will be allocated to existing trail renovation: for basic upkeep; for construction of improvements; to address areas of high use/user conflicts; and in projects that result in more well-maintained trail corridors. Only projects within the City limits are proposed in this plan; future facilities that connect to the city are shown for context and continuity of analysis.
- **Programs:** The plan provides a review of existing programs to expand and continue, as well as new programs recommended for additional outreach, education, training, and awareness. To address advisory committees concerns related to the effectiveness of how the City Departments responsible for developing and managing the system coordinate with each other, with other jurisdictions and agencies, and effectively utilize public input, this plan suggests changes to improve organization of these activities.
- **Policy changes:** The plan proposes changes to adopted state and local policy to help improve safety and enforcement of laws relating to on-street bicycling facilities. This plan proposes

design guidelines to address on-street facilities, multi-use trails, way-finding treatments, and end-of-trip facilities, as well as improved procedures for design review. Policy recommendations are made to incorporate improved maintenance of the facilities.

To summarize the discussion and recommendations in the second part of this plan, an **'Implementation Matrix'** was created. This matrix lists all of the actions that the City should undertake now and in the future to work towards achieving the goals and vision of this plan. Some of the actions are part of the ongoing work that the City does building and maintaining the bikeways and trails system. New programs and actions were classified as short-, mid- and long-term, depending on the urgency of need in combination with what may be feasible with current levels of staffing and funding.

The *Bikeways & Trails Facility Plan* concludes with a series of Technical Appendices, which are meant to preserve the record of the full analysis that went into developing this document, as well as other relevant studies. They include:

- **Appendix A** – Full Report of Proposed Facilities
- **Appendix B** – 50 Mile Activity Loop Executive Summary
- **Appendix C** – ADA Field Survey, 1996
- **Appendix D** – League of American Bicyclists (LAB) Report for Albuquerque, 2012
- **Appendix E** – Bollard Study, 2014
- **Appendix F** – Trail & Bikeway User Count, 2010
- **Appendix G** – Public Input, 2010 and 2014
 - Appendix G.1 – Interviews
 - Appendix G.2 – Stakeholder Workshops
 - Appendix G.3 – Public Open House Meeting Report
- **Appendix H** – Compilation of 2010 Bikeways Data
 - Appendix H.1 – Crash Data
 - Appendix H.2 – Online Survey
 - Appendix H.3 – Bikeway Quality Index
 - Appendix H.4 – Cycle Zone Analysis
 - Appendix H.5 – Gap Closure Engineering Evaluations
 - Appendix H.6 – End of Trip Facilities Analysis

Project Prioritization Approach

The City uses an **opportunistic project prioritization approach**. The City recognizes the importance of both extending the network in newly developing parts of the city and also completing the challenging network gaps in the existing system. Generally, project criteria include safety, user comfort, system connectivity, completeness of network, barriers and constraints, and serving non-motorized needs. The City relies on scientific and rational approaches in determining the relative priority of projects and responds to opportunities as they arise.

The City's budget is allocated for specific departments to accomplish projects, programs, or capital infrastructure construction/rehabilitation. This is broadly allocated through the Decade Plan, also known as the Capital Implementation Plan (CIP). To maximize the investment in bikeways and trails, projects will be prioritized when there is the opportunity to leverage funds from different budgets, such as City Council set-asides or Metropolitan Redevelopment street improvement funds. A similar process would occur when there is the opportunity to collaborate with a project that is led by another agency, such as AMAFCA or NMDOT. In addition to the City's local funding allocation, state and federal funds for transportation projects are applied for through the Transportation Improvement Program (TIP). The MRCOG Project Prioritization Process identifies intermodal connectivity and alternate modes improvements, among other criteria, as a component of future project selection. This project ranking system encourages inclusion of multi-modal facilities in future project scope and design.

Staff from DMD, Parks and Recreation, Planning, and other agencies currently collaborate on an as-needed basis. It would be beneficial to form group that meets on a regular basis to discuss project selection, funding, and long-term strategies. Bikeways and trails advisory groups should also be directed to weigh-in on project priorities when developing future CIP and TIP project lists.

A final process where bikeways and trails are constructed is concurrently with adjacent development. Most of the network extensions are constructed through this process. The adjacent land owner is required to dedicate land and/or construct bikeway or trail facilities where they are identified on the map that is included in this Plan. The benefit of this process is that the system gets extended as new development occurs. A negative outcome of this development approach is that it sometimes leads to a fragmented network, such as along Irving Blvd. or Snow Vista Blvd. The City may initiate a road improvement project in cases like these to complete the final road section. Without an adopted plan in place, the project may neglect to include facilities that would complete a regional non-motorized transportation and recreation network. See **Table 6: Infrastructure Project Evaluation Criteria**, page 62, for information that could be used for future project prioritization. The criteria include safety, system connectivity, completeness of network, barriers and constraints, and serving non-motorized needs. Additionally, the City should regularly collect data and engage in public involvement as a means to further assess project priorities and refine system needs.

High Priority Projects

To best guide the opportunistic project prioritization that is applied, this plan identifies two types of high priority projects. The first is "**Current Projects**," those that the City currently has funding to design or construct, and projects that are programmed in the Transportation Improvement Plan (TIP). The TIP is a process facilitated by MRCOG that allocates NMDOT funds to local governments. These are the projects that have a high likelihood of being constructed in the next 5-10 years.

2. High-Priority Projects

Current Projects

City Staff compiled a short list of projects, which are currently programmed or may already be in the design and/or construction phase. Current projects include approximately 2.4 miles of bike boulevards, 15 miles of bike lanes, 12 miles of multi-use trails and 3 miles of bike routes. The estimated cost for these projects is **\$8.0 million**. A detailed list of these projects is shown below; the map is on page 84. The projects are listed in alphabetic order by City quadrant; the number does not reflect a relative priority.

Table 7: High-Priority “Current Projects”

No.	Type	Name	From	To	Length
1	Trail	Corrales Main Canal	PdN Frontage Rd. NW	Eagle Ranch Rd. NW	0.34 mi.
2	Trail	Corrales Main Canal	Piedras Marcadas Arroyo	Paseo del Norte Blvd. NW	0.15 mi.
3	Trail	Paseo del Mesa Trail	Atrisco Vista Blvd. NW	Existing Paseo de la Mesa	0.15 mi.
4	Trail	Paseo del Norte NW	All Saints Rd. NW	Coors Blvd. NW	0.44 mi.
5	Lane	Paseo del Norte NW	W. City limit	Rainbow Blvd. NW	0.50 mi.
6	Lane	12 th Street NW	Bellamah Ave.	Menaul Blvd.	0.25 mi.
7	Lane	Channel Road NW	El Pueblo	Osuna Rd.	2.43 mi.
8	Route	El Pueblo Rd NW	Jefferson St.	Edith Blvd.	1.20 mi.
9	Lane	Quail Rd.	Alamogordo	57 th Street	0.38 mi.
10	Lane + Trail	Unser Blvd. NW	Dellyne Ave. NW	Montano Rd. NW	0.55 mi.
11	Lane	Alameda Blvd. NE	Pan American	Edith Blvd.	1.52 mi.
12	Trail	Bear Canyon Arroyo Trail NE	I-25 Frontage Rd.	Osuna	0.12 mi.
13	Trail	Bear Canyon Arroyo Trail NE	Brentwood	West end Arroyo del Oso Golf Course	0.84 mi.
14	Lane	Channel Rd. NW	El Pueblo Rd.	Mission Ave.	2.43 mi.
15	Lane	Osuna Rd. NE	Jefferson St.	Edith Blvd.	1.75 mi.
16	Trail	Osuna Rd. NE	North Diversion Channel	Sandia Prep HS	0.54 mi.
17	Trail	Paseo del Norte NE	North Diversion Channel	Domingo Baca Arroyo	1.97 mi.
18	Lane	Singer Blvd. NE	Jefferson St.	Chappel Dr.	0.49 mi.
19	Lane	2 nd Street SW	Claremont Ave.	Marquette	4.22 mi.
20	Route	Alvarado Dr. SE	Dakota St. SE	Zuni Rd. SE	2.07 mi.
21	Trail	Bobby Foster SE	University Blvd.	Los Picaros	1.81 mi.
22	Bike Blvd.	Fair Heights Bike Blvd.	Central Ave. NE	Zimmerman Ave. NE	2.40 mi.
23	Trail	La Semilla SE	Bobby Foster	Unnamed Paved Trail	1.99 mi.
24	Lane	Rio Bravo Blvd. SE	West of Empresa Dr. SE	I-25 Frontage Rd. SE	0.11 mi.
25	Trail	Sagan SE	La Semilla	Eastmen Crossing	0.91 mi.
26	Lane	San Pedro Dr. SE	Lomas Blvd. SE	Menaul Blvd. SE	1.50 mi.
27	Route	Sunport Interchange	University Blvd.	San Jose Drain	0.39 mi.
28	Trail	University Blvd. SE	Sunport Blvd.	Rio Bravo Blvd.	1.82 mi.
29	Lane	University Blvd. SE	Spirit Dr./Sunport	Rio Bravo Blvd.	0.70 mi.
30	Lane	University Blvd. SE	George Rd.	Randolph Rd.	0.53 mi.
31	Route	University Blvd. SE	Gibson Blvd.	Randolph Rd.	0.33 mi.
32	Lane	University Blvd. SE	Bobby Foster	Stryker	1.35 mi.
33	Lane	Zuni Rd. SE	Washington St. SE	Central Ave. SE	2.95 mi.

page 86. The following list identifies the high-priority critical link projects that could possibly be completed within the next 15 years, at the current rate of investment (approximately \$3M per year)

The projects are listed in alphabetic order by City quadrant; the number does not reflect a relative priority.

Table 8: High-Priority “Critical Links Projects”

No.	Type	Name	To	From	Length
1	Bike Lane	12th Street NW	Bellamah Ave. NW	NW Menaul Blvd.	0.91
2	Bike Lane	Candelaria Rd. NW	2nd Street NW	10th Street NW	0.50
3	Bike Lane	Coors Blvd. Bypass NW	Ellison Dr. NW	Eagle Ranch Rd. NW	0.74
4	Bike Lane	Coors Blvd. NW	Paseo Del Norte NW	Alameda Blvd. NW	1.45
5	Bike Lane	Coors Blvd. NW	Central Ave.	Saint Joseph Dr. NW	3.38
6	Bike Lane	Eagle Ranch Rd. NW	Coors Blvd. NW	Irving Blvd. NW	0.62
7	Bike Lane	Ellison Dr. NW	Coors Blvd. Bypass NW	Cabazon Rd. NW	0.71
8	Bike Lane	Indian School Rd. NW	Menaul Extension NW	Rio Grande Blvd. NW	0.63
9	Bike Lane	Irving Blvd. NW	Golf Course Rd. NW	Rio Los Pino Dr. NW	1.40
10	Bike Lane	La Orilla Rd. NW	Sumac Dr. NW	Coors Blvd. NW	0.10
11	Bike Lane	Ladera Dr. NW	South of Tessa Dr. NW	Ouray Rd. NW	1.81
12	Bike Lane	Menaul Blvd. NW	6th Street NW	12th Street NW	0.55
13	Bike Lane	Montano Rd. NW	Gallegos Lateral NW	4th Street NW	0.26
14	Bike Lane	Atrisco Dr. NW / Rainbow Blvd. NW	Unser Blvd. NW	Existing bike lanes on Rainbow Blvd.	0.88
15	Bike Lane	Paseo Del Norte NW	NW City Limits	Rainbow Blvd. NW	0.74
16	Bike Lane	Rio Grande Blvd. NW	Central Ave. W	Mountain Rd. NW	0.25
17	Bike Lane	Tierra Pintada Blvd. NW	Windward Dr. NW	Unser Blvd. NW	0.32
18	Bike Lane	Unser Blvd. NW	Black Arroyo Blvd. NW	Bandelier Dr. NW	0.65
19	Bike Lane	Unser Blvd. NW	Ladera Dr. NW	Ouray Rd. NW	1.02
20	Bike Lane	Woodmont Ave. NW	Paseo Del Norte NW	Valle Prado Lane NW	0.67
21	Bike Lane	2nd Street NW	I-40 NW	Montano Rd. NW	2.31
22	Bike Lane	Paseo Del Norte NW	Calle Nortena NW	Rainbow Blvd. NW	1.76
23	Bike Lane	NM 528 NW	Coors Blvd. NW	Cottonwood Dr. NW	0.78
24	Bike Lane	Golf Course Rd. NW	Taylor Ranch Rd. NW	Paseo Del Norte Blvd.	1.55
25	Bike Lane	Marquette Ave. NW	7th Street NW	2nd Street NW	0.21
26	Bike Lane	Tierra Pintada Blvd. NW	Unser Blvd. NW	Arroyo Vista Blvd. NW	0.65
27	Bike Lane	Atrisco Dr. NW / Rainbow Blvd. NW	Unser Blvd. NW	Existing bike lanes on Rainbow Blvd.	1.22
28	Bike Lane	Atrisco Dr. NW	Iliff Rd. NW	Juniper Rd. NW	0.21
29	Bike Lane	Paradise Blvd. NW	Coneflower Dr. NW	Universe Blvd. NW	0.51
30	Bike Lane	2nd Street NW	Montano Rd. NW	City Limits NW	0.49
31	Bike Route	Paseo del Norte NW	All Saints Rd. NW	Coors Blvd. NW	0.20
32	Trail	Unser Blvd. NW	Bandelier Dr. NW	Contess Rd. NW	0.23
33	Trail	Unser Blvd. NW	Mojave St. NW	Montano Rd. NW	0.39
34	Trail	Unser Blvd. NW	Atrisco Dr. NW	Paradise Blvd. NW	2.66
35	Trail	I-40 Westbound NW	Unser Blvd. NW	City Boundary NW	0.85
36	Trail	Frontage Rd. NW	Alamo Rd. NW	Paseo Del Norte Blvd.	0.44
37	Trail	Calle Cuervo NW	Coors Blvd. Bypass NW	Cabazon Rd. NW	0.69
38	Trail	Corrales Main Canal	Piedras Marcadas Arroyo	Paseo del Norte Blvd.	0.10

No.	Type	Name	To	From	Length
39	Trail	Paseo Del Norte Trail	Rancho Sereno NW	Eagle Ranch Rd. NW	0.40
40	Bike Lane	Unser Blvd. NW	Central Ave. W	Los Volcanes Rd. NW	0.32
41	Bike Lane	5th Street NW	Coal Ave. SW	Indian School Rd. NW	0.10
42	Trail	Paseo Del Norte Trail	Kimmick Dr. NW	Calle Nortena NW	1.82
43	Trail	La Orilla Rd. NW	Coors Blvd. NW	City Limits NW	0.24
44	Trail	Paradise Trail	Calle Chamisa NW	Unser Blvd. NW	1.15
45	Trail	Alameda Drain/2nd St.	2nd Street NW	Montano Rd. NW	1.51
46	Trail	North Diversion Channel	Alameda Blvd. NW	N City Limits NW	1.01
47	Trail	All Saints Rd. NW	Coors Blvd. NW	Eagle Ranch Rd. NW	0.32
48	Trail	Alameda Drain/2nd St.	Montano Rd. NW	N City Limits NW	0.49
49	Bike Blvd	Claremont Ave. NE	Richmond Dr. NE	Moon St. NE	3.95
50	Bike Blvd	Richmond Dr. NE	Candelaria Rd. NE	Claremont Ave. NE	0.25
51	Bike Lane	Edith Blvd. NE	Paseo Del Norte Blvd.	Alameda Rd. NE	1.29
52	Bike Lane	Alameda Blvd. NE	Barstow St. NE	Edith Blvd. NE	0.09
53	Bike Lane	Candelaria Rd. NE	University Blvd. NE	Edith Blvd. NE	0.53
54	Bike Lane	Carlisle Blvd. NE	Central Ave. E	Lomas Blvd. NE	0.53
55	Bike Lane	Carlisle Blvd. NE	Indian School Rd. NE	Montgomery Blvd. NE	0.75
56	Bike Lane	Chappell Dr. NE	Singer Blvd. NE	Pan American Frwy. NE	0.32
57	Bike Lane	Comanche Rd. NE	Carlisle Blvd. NE	Drainage Easement NE	1.20
58	Bike Lane	Constitution Ave. NE	Stanford Dr. NE	Girard Blvd. NE	0.52
59	Bike Lane	Eubank Blvd. NE	Osuna Rd. NE	Academy Rd. NE	1.33
60	Bike Lane	Eubank Blvd. NE	Central Ave. NE	Chico Rd. NE	0.56
61	Bike Lane	Indian School Rd. NE	Monte Largo Dr. NE	Embudo Trail	0.85
62	Bike Lane	Jefferson St. NE	Masthead St. NE	San Francisco Dr. NE	0.86
63	Bike Lane	Louisiana Blvd. NE	Signal Ave. NE	San Diego Ave. NE	0.10
64	Bike Lane	Louisiana Blvd. NE	San Antonio Dr. NE	Burton NE	0.44
65	Bike Lane	Montano Rd. NE/ Mercantile Ave. NE/ Commerce Dr. NE	West of Renaissance Blvd. NE	Chappell Dr. NE	0.87
66	Bike Lane	Montgomery Blvd. NE	N Diversion Channel	Culture Dr. NE	0.40
67	Bike Lane	San Francisco Rd. NE	Holbrook St. NE	Eubank Blvd. NE	0.50
68	Bike Lane	San Pedro Dr. NE	San Bernardino Ave. NE	I25 Ramp / City Limits	2.11
69	Bike Lane	San Pedro Dr. NE	Zuni Rd. NE	Claremont Ave. NE	1.25
70	Bike Lane	Wyoming Blvd. NE	Alameda Blvd. NE	Beverly Hills/ City limits	0.16
71	Bike Route	Avenida La Resolana NE	Montclair Dr. NE	Morningside Dr. NE	0.07
72	Bike Route	Mackland Ave. NE	Lafayette Dr. NE	Montclair Dr. NE	0.50
73	Bike Route	Mackland Ave. / Summit Dr. NE	Summit Dr. NE	Lafayette Dr. NE	0.09
74	Bike Route	Marble Ave. NE	Vassar Dr. NE	Summit Dr. NE	0.22
75	Bike Route	Morningside / Marble Dr.	Utah St. NE	I-40 Ramp NE	0.18
76	Bike Route	Morningside / Marble Dr.	San Pedro Blvd. NE	Texas St. NE	1.29
77	Bike Route	Morningside / Marble Dr.	Avenida La Resolana NE	San Pedro Blvd. NE	1.34
78	Trail	Domingo Baca Drainage	Barstow St. NE	Ventura St. NE	0.52
79	Trail	Paseo Del Norte NE	Existing unnamed trail	Barstow St. NE	0.25
80	Trail	Ventura St. NE	Academy Rd. NE	Paseo Del Norte Blvd.	1.62

No.	Type	Name	To	From	Length
81	Bike Lane	86th St. SW	Camino San Martin SW	Sapphire St. SW	0.42
82	Bike Lane	8th St. SW	Bridge Blvd. SW	Lead Ave. SW	0.85
83	Bike Lane	Blake Rd. SW	Arenal Main Canal SW	Unser Blvd. SW	0.33
84	Bike Lane	Central Ave. SW	Sunset Rd. SW	Atrisco Dr.	0.17
85	Bike Lane	Coal Ave. SW	Broadway Blvd. SE	6th Street SW	0.53
86	Bike Lane	Coors Blvd. SW	Huseman Pl. SW	City Limits SW	0.08
87	Bike Lane	Sage Rd. SW	Unser Blvd.	Sunspot Rd. SW	0.92
88	Bike Lane	Snow Vista Blvd. SW	Camino San Martin SW	Benavides Rd. SW	0.22
89	Bike Lane	Lead Ave. SW	8th Street SW	2nd Street SW	0.41
90	Bike Lane	Central Ave. SW	City boundary SW	Coors Blvd. SW	1.16
91	Bike Lane	4th St. SW	Tijeras Ave. SW	Silver Ave. SW	0.29
92	Bike Lane	Central Ave. SW	Tingley Dr. SW	San Pasquale Ave. SW	0.81
93	Bike Lane	Broadway Blvd. SW	Indian School Rd. SW	Coal Ave. SW	1.74
94	Bike Lane	2nd Street SW	Near Lagunitas Ditch SW	Marquette Ave. NW	1.07
95	Bike Lane	Old Coors Blvd. SW	Bridge Blvd. SW	Coors Blvd. SW	0.01
96	Bike Lane	2nd Street SW	Claremont Ave. SW	Marquette Ave. SW	1.42
97	Bike Route	Alcalde Pl./Lead Ave. SW	SW ABQ Riverside Drain	8th Street SW	0.72
98	Bike Route	Coal Ave. SW	6th Street SW	Alcalde Pl. SW	0.65
99	Bike Lane	Old Coors Blvd. SW	Bridge Blvd. SW	Coors Blvd. SW	0.01
100	Trail	I-40 Overpass	1st Street SW	N Diversion Channel	1.55
101	Bike Lane	2nd Street SE	Near Lagunitas Ditch	Marquette Ave. NW	1.83
102	Bike Lane	Ave. Cesar Chavez SE	Edith Blvd. SE	Yale Blvd. SE	1.32
103	Bike Lane	Bridge Blvd. SE / Avenida Cesar Chavez SW	Central Ave. SW	Old Coors Dr.	2.10
104	Bike Lane	Carlisle Blvd. SE	Central Ave. E	Garfield Ave. SE	0.39
105	Bike Lane	Carlisle Blvd. SE	Carlisle Pl. SE	Gibson Blvd. SE	0.56
106	Bike Lane	Eubank Blvd. SE	Southern Ave. SE	Central Ave. E	0.34
107	Bike Lane	Gibson Blvd. SE	I-25 Ramp SE	Broadway Blvd. SE	0.33
108	Bike Lane	University Blvd. SE	Avenida Cesar Chavez SE	Las Lomas Rd. SE	1.34
109	Bike Lane	University Blvd. SE	George Rd. SE	Randolph Rd. SE	0.32
110	Bike Lane	Washington St. SE	Central Ave. E	Zuni Rd. SE	0.26
111	Bike Lane	Gibson Blvd. SE	I-25 SE	I-25 Ramp SE	0.10
112	Bike Route	Morningside Dr. SE	Silver Ave. SE	Coal Ave. SE	0.20
113	Bike Route	University Blvd. SE	Randolph Rd. SE	Gibson Blvd. SE	0.09

3. Estimated Costs

The construction costs of the proposed projects are to be considered “planning level” estimates. Unknown or unanticipated aspects unique to a specific facility may not have been accounted for and may increase the estimated cost. For planning purposes these costs indicate what the typical project can be reasonably expected to cost in terms of 2014 dollars. To reduce implementation costs, efforts should be made to include bicycle facilities in all new and rehabilitation projects. This has been an on-going City practice that should continue.

Costs include in the estimate for each of the following facilities are as noted below:

Multi-use Paved Trails: Trail paving; signs; pavement markings; minor landscaping; way-finding signs/pavement marking. Right-of way acquisition has not been factored in. **\$195,000/mile**

Unpaved Trails: Trail construction. Right-of way acquisition has not been factored in. **\$5,000/mile**

Bicycle Boulevard: No anticipated change in roadway surface or cross-section; some traffic calming; Bicycle Boulevard signs/pavement markings; stop sign relocation; way-finding signs. **\$50,000/mile**

Bike lanes: Cost depending on the existing/proposed cross-section can vary greatly. For estimation purposes a blended or averaged cost for roadways that require moving of curb line or a “road diet” to obtain the required cross-sections is used. **\$374,000/mile**

Bike Routes: No anticipated change in roadway surface or cross-section; bike route signs; way finding sign/pavement markings. **\$5,000/mile**

Grade separated crossings: Cost of these crossings vary depending on the length and type chosen. **\$1,500,000/crossing**

Enhanced intersection: May include pavement marking; signs; traffic signal detection; colored bike lanes. **\$10,000/intersection**

HAWK / Pedestrian Hybrid Beacon: A mid-block, pedestrian activated signal to control traffic. According to the ITE, costs range from \$75,000 to \$150,000 per signal. **\$100,000/signal**

Right-of-Way: The costs related to acquisition of right-of-way will vary depending on the relative cost of land and the amount of right-of-way needed. Recent costs in 2014 generally have ranged from \$4 - \$8 per square foot. Using this range, a mile of right-of-way could cost between \$100,000 and \$425,000. Right-of-way acquisition **is not included** in the above estimates for each facility type. Because many of the missing gaps are due to limited right-of-way, it is understood that the following cost estimate is more reflective of the minimum possible expense.

Table 9: Full Build-Out Cost Estimate

Bikeways & Trails	Proposed (mi.)	Cost/Mile	Total
Multi-Use Trails	117 miles	\$195,000	\$22,815,000
Unpaved Trails	42 miles	\$5,000	\$210,000
Bike Boulevards	17 miles	\$50,000	\$850,000
Bike Lanes	203 miles	\$374,000	\$75,922,000
Bike Routes	80 miles	\$5,000	\$400,000
Grade-Separated Crossings	27 each	\$1,500,000	\$40,500,000
Enhanced Intersection	91 each	\$10,000	\$910,000
HAWK/Pedestrian Hybrid Beacon	16 each	\$100,000	1,600,000
Total Proposed Facilities	446 miles	n/a	\$143,207,000

C. Existing Facility Enhancements

1. Intersection and Crossing Improvements

This *Facility Plan* recommends improvements to intersections and crossings for the existing and proposed bikeways and multi-use trails. This *Facility Plan* recommends the construction of 27 grade-

Table 10: Implementation Matrix

Element	ID	Priority	Action	Measurement	Lead Agency; Coordination Required
CIP/Network Improvements	1	Ongoing	Develop new facilities to implement this Plan's goals of bikeways and trails as integral transportation infrastructure and recreational opportunities. Strive to increase on-street bikeway mileage from the current 365 to 500 by the year 2025 and 650 by the year 2035. Strive to increase trail mileage from the current 175 to 200 in the year 2025 and 240 in the year 2035.	Produce an annual report of the miles of trails and bikeways that have been completed.	Municipal Development Parks & Recreation; and Planning
Administration	2	Ongoing	Work with citizen advisory and advocacy groups to promote bicycling and pedestrianism, improve bicycle and pedestrian safety, and improve the implementation of new facilities in their advisory role.	Attend at least one meeting of all advocacy groups that register with the City.	Trails Coordinator & Bikeways Coordinator; Planning
Administration	3	Ongoing	Strongly encourage trail and bikeway dedication as part of other public project planning. Continue to support Land Development Regulations enabling trail and bikeway dedication and construction.		Parks & Recreation and Municipal Development; Planning
Administration	4	Ongoing	Continue supporting programs related to education, outreach, and encouragement.		Parks & Recreation and Municipal Development; Planning
Administration	5	Ongoing	Maintain a dedicated local funding source for construction, maintenance, and enhancement of trails and bikeways. Leverage local funding to obtain state and federal transportation funds for major projects that serve a transportation purpose. Invest in the development and promotion of connections among elements of the Parks, Open Space, and Trails (P.O.S.T.) system as well as a regional recreational trail system. DMD and P&R will communicate and coordinate requests for federal transportation funding and representation at MRCOG related to bikeways and trails.	Operating funds will be allocated for construction and maintenance	Municipal Development and Parks & Recreation
Administration	6	Ongoing	Maintain a dedicated local funding source to support bikeway and trail programming and education efforts.	Operating funds will be allocated for programming and education	Parks & Recreation and Municipal Development; Planning
CIP/Network Improvements	7	Ongoing	Evaluate the feasibility and suitability for non-motorized facilities on all new roads. Implement on-street bicycle facilities in conjunction with roadway rehab projects. Plan and design for bicycle travel with all intersection improvements, where feasible according to budget and schedule, to include 5-foot bike lanes or minimum curb lane widths of 15 feet through intersections.	Produce an annual report that documents the percent of new road projects/rehabs that include bicycle and/or pedestrian facilities.	Municipal Development; Parks & Recreation and Planning
Data Collection & Analysis	8	Ongoing	Obtain crash data from the UNM Geospatial and Population Studies, Traffic Research Unit (TRU). Evaluate progress in reducing trail and bikeway fatalities and injuries.	Prepare an annual report that documents the status.	MRCOG; Municipal Development
Data Collection & Analysis	9	Ongoing	Monitor response time for the maintenance requests and provide follow-up on the type of response. Report annually the number and type of request being made.	Database is created and maintained	Trails Coordinator & Bikeways Coordinator; Planning
Interagency Coordination	10	Ongoing	Coordinate with all of the many agencies and jurisdictions needed to implement the plan. Continue support of and partnership with other agencies' bike & trail programs as well as the MRCOG's regional Travel Reduction and Rideshare programs.	Prepare an annual report that documents the status of coordination efforts.	Trails Coordinator & Bikeways Coordinator; Planning
Interagency Coordination	11	Ongoing	Continue and expand the interface between bikes and buses, including such features as bicycle racks on all buses, bicycle racks and lockers at park-and-ride lots, and the guaranteed ride home program. Promote bike/bus programs through ABQ Ride literature and PSAs.	Prepare an annual report that documents the status.	Transit, Bikeway Coordinator, Trails Coordinator
Maintenance	12	Ongoing	Establish maintenance standards that define a reasonable standard of care, as well as a schedule for inspections and maintenance activities. Update the maintenance responsibility map and database.	Maintenance standards are adopted with this plan and implemented.	Parks & Recreation and Municipal Development
Maintenance	13	Ongoing	Ensure that the Design Guidelines are followed for trail maintenance and that re-seeding and mulching is in compliance with best practices and safety needs of trail users. Practice selective weed control to reduce herbicide use and allow native grasses to establish.	Inventory the number and extent of facilities that are deficient in relation to the Design Guidelines	Parks & Recreation; Municipal Development and Planning
Maintenance	14	Ongoing	Maintain arterial and collector street surfaces, including those not designated as bikeways, on a routine basis to reduce hazards (e.g., potholes, debris) for bicyclists who use these facilities.		Municipal Development; Parks & Recreation and Planning
Planning	15	Ongoing	Continue to develop Signage Standards for trails. Implement City-wide on-street and trail wayfinding signage program as budget allows.	Signage Standards are developed	Trails Coordinator; Municipal Development and Planning

Table 10: Implementation Matrix

Element	ID	Priority	Action	Measurement	Lead Agency, Coordination Required
Planning	16	Ongoing	Bollard Placement evaluation & inventory. Complete the Bollard Inventory to identify the location and design of all existing bollards on trails. Prioritize remediation of bollard installations that do not meet the Design Standards in City right-of-way.		Municipal Development and Parks & Recreation; Planning
Planning	17	Ongoing	Preserve and add equestrian facilities where appropriate.		Parks & Recreation; Municipal Development and Planning
Programs	18	Ongoing	Develop a public information campaign regarding trail use safety. Educate the public about trail rules of etiquette and the types of accommodations required with high user volumes (slower speeds, more communication). Cooperate to inform the public on ditch and arroyo safety matters.	Document at least 1 informational campaign per year.	Bicycle Safety Educator; Municipal Development and Planning
Programs	19	Ongoing	Continue development and use of PSAs, as well as short instructional safety videos, to promote proper and legal bicyclist behavior. Promote general public awareness and acceptance of bicycling to promote bicycle safety. Encourage and support head injury awareness and helmet usage through awareness of state laws, educational brochures, and programs. Target use of PSAs on television/local radio stations for specific community events, especially during the annual Bike Month.	Document at least 1 informational campaign per year.	Municipal Development and Bicycle Safety Educator; and Planning
Programs	20	Ongoing	Develop, distribute, and update annually a bicycle and trail map, which includes commuting, and safety tips and laws related to bicycling.	A new map will be produced each year.	Bikeways Coordinator; Parks & Recreation and Planning
Administration	21	Short-term	Update the short-term priority facility construction list and map every two years, in conjunction with the Decade Plan. Work with Citizen Advisory Groups to identify infrastructure priorities and consult the 2012 League of American Bicyclist recommendations for Albuquerque.		Trails Coordinator & Bikeways Coordinator; Planning
Administration	22	Short-term	Monitor the implementation of elements within the Bikeways and Trails Facility Plan and have a goal to update the Plan at four year intervals. Monitor and document the status of work towards short and mid-term implementation actions. Evaluate if there is an adequate system and equitable distribution of each of the facility types, according to the principals of developing an extensive system that also responds to population densities and demand.	Produce an annual report with all projects and programs statused.	Planning; Municipal Development and Parks & Recreation
Administration	23	Short-term	Develop an improved project identification, design, and development process through a Plan Implementation Project Team & Staff Coordination Committee, in conjunction with Citizen Advisory Group(s).	Project implementation team is established and operational	Parks & Recreation and Municipal Development; Planning
Administration	24	Short-term	Ensure that consistent, routine training of City of Albuquerque, MRCOG, and other jurisdiction staff is taking place.		Parks & Recreation and Municipal Development; Planning
Administration	25	Short-term	Evaluate the current Advisory Group process and its effectiveness. Make recommendations and implement an improved training, coordination, and input process.		Parks & Recreation and Municipal Development; Planning
Administration	26	Short-term	Conduct a biennial 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.	Meeting is conducted	Trails Coordinator & Bikeways Coordinator; Planning
Administration	27	Short-term	In conjunction with citizen advisory groups, work towards implementation of the 2012 League of American Bicyclist recommendations for Albuquerque, or as updated, including development of appropriate and achievable performance measures related to bikeways and trails.		Parks & Recreation and Municipal Development; Planning
Administration	28	Short-term	Complete annual ADA Transition Plans, which will guide the City towards identifying and correcting ADA issues along bikeways & trails.	Copy of the ADA Transition Plan is reviewed; project recommendations are considered	Parks & Recreation and Municipal Development; Planning

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Element	ID	Priority	Action	Measurement	Lead Agency, Coordination Required
Administration	29	Short-term	Design & Construct facilities according to design standards/guidelines to improve safety of facilities. Adhere to the Design Guidelines adopted as part of this Plan when implementing projects unless strict adherence is not feasible. Any deviation must be documented by the project manager, including a rationale for the deviation.	Develop a documentation process to explain any design elements that are not consistent with the Design Guidelines.	Parks & Recreation and Municipal Development; Planning
Administration	30	Short-term	Develop a City-wide policy for incorporating maintenance considerations and funding as part of all new (or major renovation) trail construction projects.	New policy has been implemented.	Parks & Recreation; Municipal Development and Planning
Administration	31	Short-term	Design, construct, and maintain the proposed High-Priority projects in this Plan.		Municipal Development and Parks & Recreation
CIP/Network Improvements	32	Short-term	Develop an implementation plan and work on completing the "Critical Link" Priorities that are identified in this plan by 2025 and identify other high priority gaps by 2035.	Produce an annual report of the gap closure projects that have been completed. Prioritized list of projects for next 2 years.	Parks & Recreation and Municipal Development; Planning
CIP/Network Improvements	33	Short-term	Assess the need for and develop new facilities or routes as needed to support the Parks, Open Space, and Trails (POST) system. The facilities may include loop routes, secondary trails, primary trails, and other connecting facilities as needed to connect to desired destinations. Also assess the need for multi-use trails that contribute key linkages to the on-street bikeway system, including interim trail improvements where needed and spot safety trail improvements.	Document efforts to develop a prioritized list. Produce an annual report of the miles of trails that have been completed.	Parks & Recreation; Municipal Development and Planning
Data Collection & Analysis	34	Short-term	Existing bicycle lanes should be inventoried to identify the number and location of intersections that do not provide a continuous bicycle facility.	Inventory is completed.	Municipal Development; Planning
Data Collection & Analysis	35	Short-term	The City should strive to identify the extent of bicycle lanes that are deficient in marked width, according to the current DPM standards and highlight these locations of deficiencies on the printed Bike Map.	Inventory is completed.	Municipal Development; Planning
CIP/Network Improvements	36	Short-term	Identify appropriate locations and implement innovative techniques to make the street system safe to provide critical connections in the trail and bikeway system. Provide appropriate educational campaigns before and after installation.	Implement at least one innovative technique at 2 locations per year.	Bikeways Coordinator; Parks & Recreation and Planning
CIP/Network Improvements	37	Short-term	Utilize bicycle- and pedestrian-friendly roadway design practices and complete streets policies for all new and reconstructed roads that are identified with proposed bikeway facilities.	Monitor the number of new lane miles added and reconstructed roads with multi-modal facilities	Municipal Development and Planning
CIP/Network Improvements	38	Short-term	Provide striped lanes/shoulders of at least five feet wide on all new or reconstructed bridges, underpasses and overpasses.	Produce an annual report that documents the percent of new road projects/rehabs that include bicycle and/or pedestrian facilities.	Municipal Development; Parks & Recreation and Planning
Data Collection & Analysis	39	Short-term	Perform an evaluation of the existing bikeway facilities according to the Infrastructure Project Evaluation Criteria identified in Chapter 4.A.1 Existing Bikeway Evaluation	A study is completed that identifies the quality of all existing bikeways and the substandard links are identified.	Bikeways Coordinator; Parks & Recreation and Planning
Data Collection & Analysis	40	Short-term	Inventory and prioritize implementation of intersection enhancements, facility gap closures, and reconstruction of facilities that do not meet the minimum Design Standards. Utilize the database to identify high accident locations and/or high accident severity locations to help in the prioritization of project and program improvements.	Inventory and priority list is updated.	Municipal Development; Parks & Recreation and Planning
Data Collection & Analysis	41	Short-term	Routinely conduct and update bikeway and trail user counts to estimate usage levels and to help determine progress toward achieving future mode-split goals and to document the proportion of male vs. female users.	Database is created and maintained	MRCOG; Parks & Recreation, Municipal Development and Planning

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Element	ID	Priority	Action	Measurement	Lead Agency/Coordination Required
Data Collection & Analysis	42	Short-term	Conduct before and after bicycle counts for road-ways that are reconstructed or re-stripped to have bicycle lanes and for other improvements to bike-ways to gauge the effect of the improvements.	Database is created and maintained	MRCOG; Municipal Development
Data Collection & Analysis	43	Short-term	Maintain and update a facility-user accident database. Perform an annual review of the types of incidents reported, and determine if there are design changes, location-specific improvements, or educational campaigns that could reduce the number of crashes and accidents. Review each collision/accident in a timely manner to identify system deficiencies and potential improvements. Consider using a Critical Incident Survey to collect self-reported accident and injury information.	Database is created and maintained	Risk Management; Planning; Municipal Development, and Parks & Recreation
Data Collection & Analysis	44	Short-term	Request the annual data on frequency of scheduled sweeping for the on-street bikeway and multi-use trail system, along with the number and location of spot sweeping requests. Establish a database to track trends and provide data that can be used to refine scheduled sweeping and maintenance budget request.	Database is created and maintained	Bikeways Coordinator and Trails Coordinator; and Planning
Interagency Coordination	45	Short-term	Provide staff liaisons from the City, MRCOG, Bernalillo and Sandoval Counties, and other area departments of transportation to attend Advisory Group meetings and to work on Advisory Group issues on a routine basis.		Trails Coordinator, Bikeways Coordinator and Other Agencies
Interagency Coordination	46	Short-term	Develop a map or GIS tool that will improve interagency knowledge of emergency access location and wayfinding information on trails.	Prepare an annual report that documents the status.	Trails Coordinator; APD & other First-Responders
Maintenance	47	Short-term	Establish timely responsiveness to maintenance requests from citizens through the use of the City's 311 Citizen Contact Center or website or other means for citizens to report concerns. Establish an agency goal of 48 hours to address these requests.	Monitor response time for the maintenance requests and provide follow-up on the type of response. Report annually the number and type of request being made.	Municipal Development and Parks & Recreation; Planning
Maintenance	48	Short-term	Explore alternative methods of treatment of puncture vine, such as: various methods of mechanical removal; various methods of establishing native grass without using supplemental irrigation; alternative approaches to herbicide practices, with careful attention to application/timing; and biological techniques (weevils).	Study is completed	Parks & Recreation; Municipal Development and Planning
Maintenance	49	Short-term	For major trail projects, require the design engineer to include a concept plan for the long-term maintenance protocol that is envisioned, e.g. care of plantings, drainage issues, etc.	Standard language about maintenance is included in engineering Scope of Work	Parks & Recreation; Municipal Development and Planning
Planning	50	Short-term	Inventory, evaluate, and then retrofit design enhancements for facilities that do not meet the minimum standards or have a high number of users.		Municipal Development and Parks & Recreation; Planning
Planning	51	Short-term	GARTC should investigate how to understand, measure, count, and encourage recreational trail use. GARTC should make recommendations on the need for and approach to data collection about the recreational trail experience.	Rehabilitation and evaluation are complete	Trails Coordinator, Bikeways Coordinator and Planning
Planning	52	Short-term	Modify the DPM to reflect current standards for bicycle facilities and to reflect current best practices, such as it should require developers of walled subdivisions to provide connectivity between their developments and adjacent bikeways and trails.	Standards have been amended.	Planning; Municipal Development
Programs	53	Short-term	Heighten public awareness of bicycle planning efforts and ensure on-going citizen participation and support for bikeway development. Provide periodic news releases for bicycle planning and bicycle system development.	Document the number of informational campaigns per year	Municipal Development; Parks & Recreation and Planning
Programs	54	Short-term	Implement Launch Parties for New Bikeways when new facilities are completed. It is a low-cost strategy that publicizes new facilities and builds public awareness of bicycling. As a low-cost/high-benefit program, it should become part of the City's standard bikeway implementation procedure.	Document efforts to expand the program.	Trails Coordinator and Bikeways Coordinator; Planning
Planning	55	Short-term	Compile a list of top Bicycle / Vehicle crash locations city-wide to help prioritize funding and efforts.	Top crash locations are identified	Municipal Development and Parks & Recreation; Planning

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Element	ID	Priority	Action	Measurement	Lead Agency; Coordination Required
Administration	55	Mid-term	Prioritize implementation of trail amenities projects. Obtain supplemental capital funding as needed for major projects and to provide trail amenities.	Trail amenity locations are prioritized.	Parks & Recreation
Administration	56	Mid-term	Create a Staff Coordination Committee (SCC) to include a few key staff members with expertise in design of trail and bike facilities. TRC would review major projects on a project-by-project basis. This review would be in addition to and in anticipation of DRC. Other experts would be included on a case-by case basis as necessary, e.g., ADA specialist, Traffic Engineer, Park Management, AMAFCA, etc. 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.	TRC is established and this approach is implemented.	Trails Coordinator & Bikeways Coordinator; Planning
Administration	57	Mid-term	Conduct an annual training to address the following groups and topics: 1) engineers, landscape architects, and others involved in path design, including both in-house and non-City professionals, regarding shared use path design issues and innovations; 2) traffic safety personnel, regarding on-street bikeway design and techniques regarding paths crossings of arterials; and 3) maintenance staff, regarding status, issues and techniques in maintenance practices. Materials will be posted on the City's website.	Annual training program is developed and implemented.	Trails Coordinator & Bikeways Coordinator; Planning
CIP/Network Improvements	58	Mid-term	Develop strategies and use design techniques on available right-of-way to minimize conflict of use on all high use trail corridors.	Reduced number of trail crashes is documented	Trails Coordinator; Municipal Development and Planning
CIP/Network Improvements	59	Mid-term	Evaluate all collector and arterial roadways for the possibility of restriping to provide bike lanes, or minimum out-side lane width of 14 feet.	All major roadways are evaluated.	Municipal Development
CIP/Network Improvements	60	Mid-term	Prioritize system enhancements for bicycle lanes with unclear travel paths through major intersections. Install Multi-Lane Arterial Intersection Improvements, including continuous bicycle lane markings up to the crosswalk, bicycle detection loop, and color enriched bicycle travel lane in conflict areas according to the adopted "prototypical Intersection Improvement" design in this plan. Include these improvements as a portion of each annual capital improvements budget.	Document efforts to develop a prioritized list.	Bikeways Coordinator; Parks & Recreation and Planning
CIP/Network Improvements	61	Mid-term	Determine and prioritize appropriate locations for major improvements, such as overpass structures.	Document efforts to develop a prioritized list.	Municipal Development and Parks & Recreation Planning;
CIP/Network Improvements	62	Mid-term	Develop a strategy for including publically accessible trails and bikeways in all new subdivisions to create a network with at least one facility every half-mile.	Document efforts to develop a program	Municipal Development and Parks & Recreation
Data Collection & Analysis	63	Mid-term	Develop a strategy and program to collect accident and injury data on trails and bikeways. Consider using a Critical Incident Survey to collect self-reported accident and injury information.	Study is completed	Trails Coordinator & Bikeways Coordinator; Planning
Data Collection & Analysis	64	Mid-term	Conduct an annual bicycle user survey to collect and report mode-share data for commuting trips and all trips taken.	Survey is created and administered	Bikeways Coordinator & Trails Coordinator; Planning
Data Collection & Analysis	65	Mid-term	Periodically conduct community-wide public opinion surveys to: 1) determine reasons why people do or do not ride bicycles, 2) develop bicycle trip patterns and purposes, and 3) gain input on bicycle projects and programs that could improve bicycling in Albuquerque.	Survey is created and administered	Bikeways Coordinator & Bicycle Educator; Planning
Interagency Coordination	66	Mid-term	Work with the University of New Mexico and New Mexico State University to develop curricula for bicycle-friendly transportation system design.	Prepare an annual report that documents the status.	Bikeway Coordinator; UNM
Interagency Coordination	67	Mid-term	Develop and fully support a bicycle education program in Albuquerque's elementary and secondary schools as part of current physical education requirements	Prepare an annual report that documents the status.	APS; Bicycle Educator
Interagency Coordination	68	Mid-term	Coordinate improvements and standards among City Departments, applicable public agencies, and other jurisdictions, including, but not limited to AMAFCA, NMDOT, Bernalillo County, Rio Rancho, Sandoval County, Corrales, Los Ranchos, KAFB.	Adoption of consistent design and maintenance standards across jurisdictions	Bikeway Coordinator; Trails Coordinator
Maintenance	69	Mid-term	Implement the YARDI system and apply it to the trails network to keep track of maintenance needs.	All maintenance activities are documented in YARDI	Parks & Recreation

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Element	ID	Priority	Action	Measurement	Lead Agency; Coordination Required
Maintenance	69	Mid-term	The City should explore adding another step to the 311 notification system that closes the loop after the work order is completed.	The 311 notification system is modified	311; Parks & Recreation and Municipal Dev.
Maintenance	70	Mid-term	Institutionalize a trail spot improvement program.	Spot improvement program is implemented for trail repair	Trails Coordinator; Municipal Development and Planning
Maintenance	71	Mid-term	Determine the most effective methodology for extending pavement life and explore sharing responsibility for addressing these issues (regarding equipment, expertise, etc.)	Study is completed	Trails Coordinator & Bikeways Coordinator
Maintenance	72	Mid-term	Trails should be swept on a scheduled basis and when requested. Locations that historically require more frequent sweeping should be noted and investigated as to what may be causing this problem and fix if practical.	Monitor the number of maintenance requests	Parks & Recreation; Municipal Development and Planning
Maintenance	73	Mid-term	Based on results and experience of investigations on methods for establishment of native grass, Park Management should utilize G.O. bond funding and 1/4 cent Transportation Tax to plan and implement a program to establish. This may take a sequence of years.	Revegetation program is implemented	Parks & Recreation
Maintenance	74	Mid-term	Develop procedures to more frequently sweep and maintain streets that have on-street bicycle facilities	Sweep schedule is created	Municipal Development; Planning
Maintenance	75	Mid-term	P&R and DMD will annually update the database of facilities maintenance responsibilities and consider how to address recurring issues/complaints.	Annual maintenance actions are documented	Parks & Recreation and Municipal Development; Planning
Planning	76	Mid-term	Perform an ADA audit of all trails and develop an implementation plan to retrofit trails to be universally accessible where feasible.	Document efforts to develop a prioritized list.	Trails Coordinator; Bikeways Coordinator and Planning
Planning	77	Mid-term	Facilities Plan for Arroyos Update	Plan is updated	Parks & Recreation and Planning
Planning	78	Mid-term	Development of a City-wide Streetscape Plan w/Maintenance Element	Study is complete	Solid Waste; Municipal Development and Planning
Planning	79	Mid-term	Evaluate the feasibility of a Parks, Open Space & Trails Foundation, which would allow tax-deductible contributions and encourage patronship	Parks, Open Space, and Trails Foundation is established	Parks & Recreation; Municipal Development and Planning
Planning	80	Mid-term	Develop a new policy regarding Exclusive Use Permit for Trails Events	New policy is adopted	Open Space and Cultural Services; Municipal Development and Planning
Planning	81	Mid-term	Identify and evaluate how to address needed ADA non-compliance, repairs, replacements, and frequently required problem areas (sweeping, pavement drop-offs, erosion, etc.)	Study(s) are complete	Trails Coordinator; Bikeways Coordinator and Planning
Planning	82	Mid-term	Amend the Albuquerque Traffic Code, §8-5-1-1, to prohibit parking in a marked bicycle lane or bicycle box, and §8-5-1-15, to clearly identify that bicycle lanes are travel lanes	Regulation is amended	City Council; Planning
Planning	83	Mid-term	Amend the Albuquerque Traffic Code, §8-2-9-1 and 8-2-9-2 Accidents, Reports, to include reporting of bicycle crashes.	Regulation is amended	City Council; Planning
Planning	84	Mid-term	Amend the Albuquerque Parking Code, §14-16-3-1, to include long-term bicycle parking, where applicable.	Regulation is amended	City Council; Planning
Planning	85	Mid-term	Amend the Development Process Manual to indicate the correct way of measuring the width of bicycle lanes to make the text match the diagram	Manual is amended	Planning; Municipal Development and Parks & Recreation

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Element	ID	Priority	Action	Measurement	Lead Agency, Coordination Required
Programs	86	Mid-term	Law Enforcement Education trainings and Community Enforcement Actions (such as targeted speed enforcement near schools, speed reader board deployment, bicycle light giveaways, etc.)	Education and Enforcement programs are developed & implemented.	Bikeways Coordinator; APD and Planning
Programs	87	Mid-term	Promote Albuquerque as a Bicycle-Friendly Community by achieving the League of American Bicyclists' Bicycle Friendly Communities award designation and Bicycling Magazine's Top Ten Best Cities for Cycling award. Apply to become a silver-level Bicycle Friendly Community.	Report the results of the survey. Identify solutions to rectify deficiencies reported by the award.	Bikeways Coordinator; Planning
Programs	88	Mid-term	Utilize volunteers and the citizen advisory committees to the greatest extent possible to implement the policies in the plan. Develop a program to utilize volunteers for safety patrols.	Document efforts to develop a program.	Trails Coordinator and Bikeways Coordinator; Planning
Programs	89	Mid-term	Promote air quality benefits of bicycling through public outreach efforts to major public and private sector employers, such as the University of New Mexico (UNM), KAFB, Sandia National Laboratories, Intel, and area schools.	Document efforts to develop a program.	Environmental Health and Planning
Programs	90	Mid-term	Develop, implement, and promote specific incentive programs to encourage existing businesses and other entities to provide facilities for bicycling, such as bicycle racks, bicycle lockers, changing areas, showers, and clothes lockers. Develop and support cash incentive programs to promote bicycling, such as parking cash-out allowances (i.e., cash payments to bicyclists in lieu of employer-provided parking) for City, UNM, KAFB, and other employees who work for public or private sector employers.	Document efforts to develop a program.	Bikeways Coordinator; Economic Development and Planning
Programs	91	Mid-term	Promote organized bicycle events and racing on city streets as a means of increasing public awareness of bicycling as a viable sport for public viewing and participation.	Document efforts to develop a program.	Bikeways Coordinator and Planning
Programs	92	Mid-term	Encourage the inclusion of bicycling-related questions in motor vehicle driving license tests as a means to raise awareness of bicyclists' rights and responsibilities.	Document efforts to develop a program.	APD; Bicycle Educator, Municipal Development and Planning
Programs	93	Mid-term	Expanding the existing Albuquerque Safe Routes to School program will offer great benefits to children's health and safety. The statewide Safe Routes to School program, run by the New Mexico Department of Transportation, offers funding assistance for developing an action plan, implementing infrastructure projects and offering non-infrastructure projects.	Document efforts to expand the program.	Bicycle Educator and Bikeways Coordinator; Planning
Programs	94	Mid-term	Several family-oriented outreach programs have been recommended, including a Family Bicycling and Trail Use Program, a Bike to Parks Program and a Summer Streets Car-Free Street Event. These all should be seen as medium-priority actions and the City should select which program they would like to focus on first. A Share the Trail Campaign is not a first-tier priority, but may be implemented sooner if a community group like BikeABQ is willing to take primary responsibility for it.	Document efforts to expand the program.	Trails Coordinator and Bikeways Coordinator; Planning
CIP/Network Improvements	95	Mid-term	Prioritize, design, construct, and maintain the proposed intersection improvements and the proposed grade separated crossings & mid-block crossings		Municipal Development; Parks & Recreation and Planning
Programs	96	Mid-term	Driver Education Related to Bicycling		Municipal Development; Parks & Recreation and Planning
Programs	97	Mid-term	City-Sponsored Bike Rack Program		Municipal Development; Parks & Recreation and Planning
Administration	98	Long-term	Provide full-time staff positions dedicated to trails and bikeways with appropriate office budgets to promote bicycling and trail use within Albuquerque.	Report of the number of staff who are dedicated to bikeways & trails	Municipal Development; Parks & Recreation and Planning
CIP/Network Improvements	99	Long-term	Provide a striped bicycle lane or shoulder consistent with the City's Development Process Manual and AASHTO bicycle facility design guidelines on all new, rehabilitated or reconstructed roadways, as indicated in the Facility Plan.		Municipal Development; Planning

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Element	ID	Priority	Action	Measurement	Lead Agency; Coordination Required
Maintenance	100	Long-term	Improve and fund the street maintenance and sweeping program. Establish the highest priority for allocation of street sweeping resources to sweeping all bike lanes at least once per month and bike routes on local streets a minimum of four times a year. Multi-use trail sweeping should be performed on a regular basis and when requested.	Request the annual data on frequency of scheduled sweeping for the on-street bikeway and multi-use trail system, along with the number and location of spot sweeping requests. Establish a database to track trends and provide data that can be used to refine scheduled sweeping and maintenance budget request.	Municipal Development; Parks & Recreation and Planning
Maintenance	101	Long-term	Maximize use of community service workers program to enhance Park Management's ability to address trail maintenance.	Parks and Recreation has implemented a community service work program	Trails Coordinator; Municipal Development and Planning
Maintenance	102	Long-term	Establish native drought-tolerant grasses and plants next to trails, with a goal that over time, the natives will out-compete the puncture vine.	Monitor the number of complaints about puncture vine problems	Trails Coordinator; Municipal Development and Planning
Maintenance	103	Long-term	Encourage a bottle deposit program in order to reduce littering of roadways and bike facilities with broken glass.		Municipal Development, Solid Waste and City Council
Planning	104	Long-term	Develop maps for use by the public that show which portions of the trail system are appropriate for particular types of trail users and that highlight major destinations.	A new series of maps is produced and distributed	Trails Coordinator; Municipal Development and Planning
CIP/Network Improvements	105	Long-term	Assess the system's ability to provide connectivity for different user type. Evaluate the extent of system for each user type.	Different maps are produced that reflect facilities suitable for different user groups	Planning; Municipal Development and Parks & Recreation
CIP/Network Improvements	106	Long-term	Develop and implement a wayfinding & orientation program. Develop a standardized facility naming and marking program for trail wayfinding. Implement trail and bikeway signage and marking as recommended in the wayfinding program. Coordinate with emergency responders regarding the outcome of the trail way-finding system		Trails Coordinator and Bikeways Coordinator; Planning
Planning	107	Long-term	Amend the NM State Motor Vehicle Code, §66-7-327, to allow alternate methods for signaling turns on a bicycle	Regulation is amended	Bikeways Coordinator; Planning
Planning	108	Long-term	End of trip facilities & incentivization programs		Municipal Development; Parks & Recreation and Planning
Planning	109	Long-term	Identify trails which may expect heavy bicycle commuter traffic and require an extra design effort on those trails to separate user types depending on right-of-way and License Agreements.	Planning Study with User Survey	Parks & Recreation; Municipal Development and Planning
Planning	110	Long-term	Pedestrian Safety & Infrastructure Plan	Plan is complete	Planning; Municipal Development
Planning	111	Long-term	MMLOS or Traffic Level of Stress Analysis	Study is complete	Planning; Municipal Development
Planning	112	Long-term	Perform a corridor analysis or specialized study where necessary to address environmental agency or neighborhood concerns, or to determine precise alignment for future trails and on-street bicycle facilities.	Study is complete	Municipal Development and Parks & Recreation; Planning

Table 10: Implementation Matrix

Element	ID	Priority	Action	Measurement	Lead Agency; Coordination Required
Programs	113	Long-term	Develop and implement a consistent, balanced traffic law education program for law enforcement personnel for improving target pedestrian, bicyclist, and motorist compliance with traffic laws. Update or develop materials for use by law enforcement personnel to support education and enforcement efforts.	Document efforts to develop a program.	APD; Bicycle Educator, Municipal Development and Planning
Programs	114	Long-term	Develop and implement a traffic law enforcement program for bicyclists and motorists and link to education program efforts. Increase public outreach efforts, including video and audio PSAs to educate motorists on bicyclists' rights and responsibilities.	Document efforts to develop a program.	APD; Bicycle Educator, Municipal Development and Planning
Programs	115	Long-term	Develop a public information campaign to encourage bicycle commuting. Work with businesses throughout the Albuquerque to encourage commuting by bicycle among their employees and to increase motorists' awareness to share the road. Provide outreach and personal travel cost information that shows how bicycle transportation can be beneficial to both employees and students.	Document at least 1 informational campaign per year.	Bikeways Coordinator; Parks & Recreation and Planning
Programs	116	Long-term	Commit appropriate police time (bicycle and motor vehicle patrols) to target pedestrian, bicyclist, and motorist enforcement efforts.	Document strategies for balanced enforcement efforts.	APD
Programs	117	Long-term	Continue and expand Police Bicycle Patrols and dedicate a distinct percentage of their time to educational efforts on proper bicycling behavior.	Report the number of staff or FTE assigned to bicycle patrols.	APD
Programs	118	Long-term	Provide dedicated funding to support public bicycling awareness programs and "Share the Road" campaigns.	Operating funds will be allocated for bicycling awareness programs	Bicycle Educator and Municipal Development; Planning
Programs	119	Long-term	Developing a Driver Diversion Class will be a longer-term effort, as they will require coordination with many community partners. The Diversion Class will require the support and participation of local courts, and work-ing with lawyers, traffic safety professionals and educators to prepare the curriculum will help the program launch on a firm footing. This program may need start-up funding to develop the course, but it should be self-sustaining on a long-term basis as the fee for participation can be set to cover the costs of the program.	Document efforts to develop a program.	APD; Parks & Recreation, Municipal Development and Planning
Programs	120	Long-term	"One-Stop" Albuquerque Bicycling Website. It can be hosted on the City's existing website, incurring no additional expenses, and can largely be assembled by City staff, with the support and participation of GABAC and GARTC.	Document efforts to develop a program.	ITSD Coordinator; Planning

In summary, the Secretary is responsible for:

1. Ensuring meetings are effectively organised and minuted
2. Maintaining effective records and administration
3. Upholding the legal requirements of governing documents, charity law, company law etc (where relevant).
4. Communication and correspondence

It is important to note that although the Secretary **ensures** that these responsibilities are met, much of the work may be **delegated** to paid staff or volunteers.

From <http://www.diycommitteeguide.org> What is the Role of Secretary

1. Ensuring meetings are effectively organised and minuted

- Liaising with the Chair to plan meetings
- Receiving agenda items from committee members
- Circulating agendas and reports
- Taking minutes (unless there is a minutes secretary)
- Circulating approved minutes
- Checking that agreed actions are carried out.

From <http://www.diycommitteeguide.org> What is the Role of Secretary

2. Maintaining effective records and administration

- Keeping up-to-date contact details (i.e. names, addresses and telephone numbers) for the management committee and (where relevant) ordinary members of the organisation.
- Filing minutes and reports
- Compiling lists of names and addresses that are useful to the organisation, including those of appropriate officials or officers of voluntary organisations.
- Keeping a record of the organisation's activities
- Keeping a diary of future activities

From <http://www.diycommitteeguide.org> What is the Role of Secretary

3. Upholding legal requirements

- Acting as custodian of the organisation's governing documents
- Checking quorum is present at meetings
- Ensuring elections are in line with stipulated procedures
- Ensuring organisation's activities are in line with its objects
- Ensuring charity and company law requirements are met (where relevant, unless there is a separate company secretary)
- Sitting on appraisal, recruitment and disciplinary panels, as required.

From <http://www.diycommitteeguide.org> What is the Role of Secretary

4. Communication and correspondence

- Responding to all committee correspondence
- filing all committee correspondence received and copies of replies sent
- keeping a record of any of the organisation's publications (e.g. leaflets or newsletters) and
- reporting the activities of the organisation and future programmes to members, the press and the public (unless there is an Information or Publicity Officer).
- Preparing a report of the organisation's activities for the year, for the Annual General Meeting.

From <http://www.diycommitteeguide.org> What is the Role of Secretary

