



Tim Keller, Mayor

GABAC/GARTC Joint Meeting – AGENDA

Tuesday, March 9 | 4:00 – 6:00 PM
Virtual Meeting via Zoom



Notice: This meeting will be held electronically pursuant to Mayor Keller’s instructions that boards meet using virtual teleconferencing platforms.

Join Zoom Meeting (click on hyperlink below to open Zoom):

<https://cabq.zoom.us/j/99242561032>

Meeting ID: 992 4256 1032

Join by Phone: 669-900-6833 or 253 215 8782

Passcode: 219037

Zoom meetings will be recorded and the chat will be saved for notetaking purposes.

*6 mute/unmute | *9 raise/lower hand

NOTICE TO PERSONS WITH DISABILITIES: If you have a disability and require special assistance to participate in this meeting, please contact Terra Reed at least 3 business days prior to the meeting at 505-924-3475 (voice), treed@cabq.gov (email), or by TTY at 1-800-659-8331

Welcome and Introductions

- | | | |
|---|--|--|
| <input type="checkbox"/> Rose McCamey
NE Quadrant | <input type="checkbox"/> Raul Chavira
SE Quadrant | <input type="checkbox"/> Dan Jensen
NW Quadrant |
| <input type="checkbox"/> Nevarez Encinias
SW Quadrant | <input type="checkbox"/> Josiah Hooten
At Large | <input type="checkbox"/> Robin Allen
At Large |
| <input type="checkbox"/> Lanny Tinning
Unincorporated – East | <input type="checkbox"/> Vacant
Unincorporated – West | <input type="checkbox"/> Richard Meadows
EPC |

Approval of March Meeting Agenda

Approval of February Meeting Minutes

General Announcements / Meeting Format

- Joint meeting of the Greater Albuquerque Bicycling Advisory Committee (GABAC) and the Greater Albuquerque Recreational Trails Committee (GARTC).

Public Comments (2 minute limit per audience member)

- Please email comments to treed@cabq.gov prior to the meeting or use the virtual raise hand feature during the meeting.

Presentations

- NMDOT Pedestrian Safety Action Plan (Shannon Glendenning, NMDOT)
- Joint trail use with AMAFCA (Nolan Bennett, AMAFCA)
- Bikeways and Trails Facility Plan – history and update discussion (Carrie Barkhurst, CABQ Planning/Terra Reed, CABQ DMD)
- E-bike legislation (Whitney Phelan, CABQ Parks & Rec)

Staff Reports

- | | |
|---|--|
| <ul style="list-style-type: none"> • Municipal Development (DMD) <ul style="list-style-type: none"> ○ Engineering ○ Vision Zero • Council Services • Parks and Recreation | <ul style="list-style-type: none"> • Planning • Bernalillo County • MRCOG • NMDOT District 3 |
|---|--|

Discussion / Action Items – will address as time allows.

Adjourn

Next Meeting: Monday, April 12



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GABAC/GARTC Quarterly Joint Meeting – MINUTES

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Committee Members Present

Richard Meadows (Chair); Nevarez Encinias; Raul Chavira; Dan Jensen; Josiah Hooten; Robin Allen

Committee Members Absent

Rose McCamey (Vice-chair); Lanny Tanning

GARTC Members Present

Geoff Tweed; Likhaya Dayile; Cathy Intemann, Melani Buchanan Farmer

Staff Members Present

Terra Reed (DMD); Debbie Bauman (DMD); Petra Morris (Council Services); Whitney Phelan (Parks & Rec); Cheryl Somerfeldt (Parks & Rec); Carrie Barkhurst (Planning); Julie Luna (Bernalillo County); Willy Simon (MRCOG); Shannon Glendenning (NMDOT Planning); Helen Maestas (Constituent Services)

Visitors Present

Peter Rice (Downtown Albuquerque News); Amy Liotta (UNM Cancer Challenge); Mahpiya Black Elk (NACA, My Brother's Keeper)

Call to Order

- Richard Meadows called the meeting to order at 4:03 PM

Approval of March Meeting Agenda

- Note from staff: Nolan Bennett (AMAFCA) is not able to attend – their presentation will be moved to a future meeting.
- GABAC: *Mr. Jensen (motion); Ms. Allen (second) – approved unanimously*
- GARTC: *Approved unanimously*

Approval of February Meeting Minutes

- *Mr. Jensen (motion); Mr. Hooten (second) – approved unanimously*

Mayor Tim Keller

- Mayor Keller joined the beginning of the meeting to say hello and thank committee members for their service, particularly throughout the pandemic. Excited about the transition of GABAC – refresh of the scope to allow for a more holistic approach.
- Mr. Hooten (GABAC): Is improving bicycle infrastructure a priority for the city?
 - Mayor Keller: Want it to be – has to be ABQ style. Interested in creating better links between arroyos/trails and streets to better serve people who bike and walk for transportation and recreation – needs to be an integrated system.
- Ms. Intemann (GARTC): One of the challenges with arroyos/trails is who takes responsibility for maintenance – AMAFCA, City, other agencies.



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- Mayor Keller: Let's help each other – make AMAFCA and other agencies part of your mission and assume the responsibility of inviting them to attend your meetings and participate in your meetings. Work with staff to do that as needed with agencies.
- Mr. Chavira (GABAC; question in the chat): In what ways can we get more support from the Mayor's office for youth programming around bicycling?
 - Ms. Maestas – will follow up on this question.

General Announcements / Meeting Format

Public Comments (2 minute limit per audience member)

- Amy Liotta (UNM Comprehensive Cancer Research Center): Main fundraiser includes a bike ride (25/50/100 mi.) and a run (5K) – [Lobo Cancer Challenge](#). Last year was virtual and moving into a virtual event again this year.

Presentations

NMDOT Statewide Pedestrian Safety Action Plan (Shannon Glendenning)

- NMDOT has been working for the past year on a Pedestrian Safety Action Plan (<http://walksafenewmexico.com/> for project updates) that will inform future road development and improvements on State roadways [see attached presentation materials].
- Discussion
 - Mr. Meadows (GABAC): How will this help state roadways that go through smaller, more rural communities – serve as main streets, but tend to be fast roads.
 - Ms. Glendenning: There are recommendations in the plan about alternate mechanisms for speed setting, including using 50th percentile instead of 85th, or using context-based speed setting.
 - Mr. Meadows: Does the plan bring any funding?
 - Ms. Glendenning: No, but looking at developing a systems-based funding approach using Highway Safety Improvement Program (HSIP) funds. There are also many existing programs that we can do more outreach about. Once the PSAP is adopted, it could be used for justification in funding applications.

Bikeways & Trails Facilities Plan (Carrie Barkhurst, Planning)

- Ms. Barkhurst gave an overview of the history and organization of the City's [Bikeways & Trails Facilities Plan](#) (BTFP) to help inform a discussion about potential future updates to the plan [see attached presentation materials]. The Planning Department will be hiring some mid-range planners in the coming months that may be able to help support an update.
- Discussion
 - Ms. Luna (Bernalillo County): How will Community Planning Area assessments interact with bikeways and trails facilities?
 - Ms. Barkhurst: Planning Department started [Community Planning Area \(CPA\)](#) assessments this year. Transportation and recreation are both areas that we will be looking at as part of that process. Working with other City departments and community partners to conduct walk audits to assess conditions/opportunities.



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- CPA assessment content and deeper analysis will be driven by input from the residents of the CPA.
- Feedback during those assessments may influence future updates to plans like the BTFP.
- Mr. Meadows (GABAC): BTFP identifies hundreds of gaps in the network. A few years ago, GABAC identified 14 priority gap closure projects – list includes some trail connections.
 - Ms. Bauman: the work we are doing with BHI on prioritization may help inform the CPA assessment work as well.
- Ms. Reed: Ideally, BTFP would be adopted more regularly. Interest in Parks and Rec, DMD, and Planning in updating. How do you as committees interact with it and what changes would you like to see to make it more useful?
 - Mr. Meadows: Just updating the list of projects to reflect things that have been completed and reassess priorities.
 - Ms. Intemann (GARTC): There was a presentation from the Wilderness Society at our last GARTC meeting about equity in access to parks/recreation areas. Would like to see that reflected in any updates. (See that report [here](#)).
 - Mr. Tweed (GARTC): The plan is not for your average user – people use apps to navigate and get information. The BTFP is very long, which isn't very accessible to people.
 - Mr. Meadows: Maybe there can be something online that is more user friendly.
 - Ms. Luna: The map of existing and future proposed facilities is a critical element and updating those maps is important.
 - Ms. Phelan: When we do development review, the maps aren't always clear in terms of what the City can require. Would be helpful to have something more explicit in the plan. It would also be helpful to address less formal paths between neighborhoods.
 - Mr. Meadows: We focus on the gaps because often there are issues maintaining and connecting to new trails, bike lanes, etc.
 - Ms. Reed: GABAC is working with Bohannon Huston to identify ways to prioritize bike facility projects. May need to have something slightly different for trails that GARTC would review, but that could be incorporated into an updated plan.
- Ms. Reed: comments on the existing BTFP can be sent to Terra Reed (treed@cabq.gov). City hasn't officially started a process to update or identified how that process will happen, but any notes at this time would inform our approach.

E-bike Legislation (Whitney Phelan)

- The City (and the State) does not have clear definitions for e-bikes, which makes it difficult to be clear about when and where e-bikes can be used. Based on the MVD, they could be considered a moped, but that isn't clear. Not considered a "motorized vehicle", the City doesn't have any ways to regulate. Many states are starting to define based on classes. See links below for examples.
- Some examples of relevant definitions and sample legislations:
 - [NM MVD Vehicle Definitions](#)



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- [Consumer Product Safety Commission Bicycle Requirements](#)
- [E-bike Classes \(Wired\)](#)
- [Boulder County E-bike Rules](#)
- CABQ Open Space division has some trails that may not be appropriate for e-bikes. There may be some type of special permit that people could apply for if needed for medical reasons.
- Still thinking about what the rules should be, what needs to be done to address user conflicts, what kind of outreach/education would be needed, and how would any rules be enforced?
- Discussion: What rules/definitions are appropriate and how do we enforce them:
 - Ms. Gautsch (guest): Senator Sedillo Lopez has introduced state legislation ([SB 369](#)) that defines e-bikes and introduces some rules about use of e-bikes. May go to the State Senate later this week or over the weekend. The legislation would allow certain municipalities to have rules specific to one or more classes of e-bike [see attached fact sheet]. There is also a bill in the U.S. House of Representatives to provide a tax rebate for e-bikes (similar to electric vehicles).
 - Ms. Buchanan Farmer (GARTC): How will the bill address ADA/accessibility?
 - Ms. Reed: State bill is mostly about defining types of vehicles and it would be up to local municipalities to define any accessibility rules/accommodations.
 - Ms. Gautsch: Average age of an e-bike purchaser is 53 – using this to maintain vitality and increase transportation options.
 - Mr. Hooten (GABAC): I am a mountain biker and ride motorcycles. I think the definitions are crucial. Pedal assist is great for getting more people on bikes, but concerned about e-bikes in the foothills.
 - Mr. Tweed (GARTC): Good to have some restrictions. Prefer not to have e-bikes on open space trails as a hiker, but also understand the benefits of them for transportation and to address certain physical needs. Look forward to following along with the process.
 - Mr. Tweed: How many Open Space officers are there to enforce these rules?
 - Ms. Phelan: Not very many – enforcement will be an issue for any rules that we create.
 - Additional comments can be sent to Ms. Phelan (wphelan@cabq.gov).

Staff Reports

- Municipal Development (DMD)
 - Engineering (Debbie Bauman)
 - No updates at this time.
 - Vision Zero (Terra Reed)
 - Continuing to finalize the Vision Zero Action Plan – will share updates at future meetings of both committees.
- Council Services (Petra Morris)
 - Will work on the GABAC-GAATC transition at the next GABAC meeting (April).
- Parks and Recreation (Whitney Phelan)
 - Paseo de la Mesa crack seal is complete. Added crusher fine paved trail at Ventana Ranch Park.
- Planning (Carrie Barkhurst)
 - No updates at this time.



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- Bernalillo County (Julie Luna)
 - No updates at this time.
- MRCOG (Willy Simon)
 - Working on data visualizations for bike/ped data to be more accessible. Tara Cok will share when ready.
- NMDOT District 3
 - No representative in attendance.

Discussion / Action Items

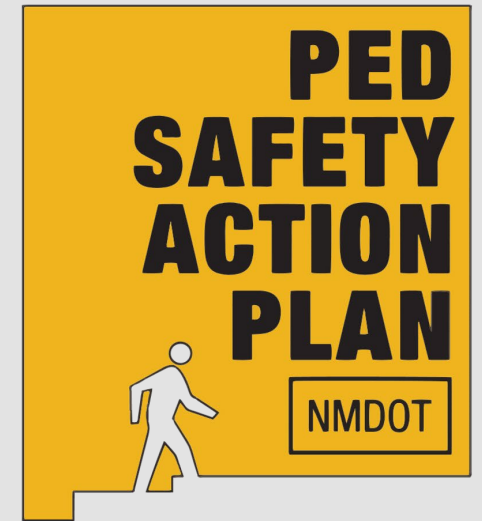
Open GARTC position for a “physically challenged” individual – Constituent Services is trying to fill the position, but if any GARTC members have thoughts on how to describe that position to help encourage people to apply, please share with staff.

Meeting adjourned at 5:56 PM.

Next Meeting: Monday, April 12 4:00 – 6:00 PM via Zoom

NMDOT Statewide Pedestrian Safety Action Plan

GABAC/GARTC Joint Meeting
March 9, 2021



Bohannon Huston, Inc.
Groundwork Studio

Today's Presentation

Project Status & Next Steps

Draft Action Items (Abridged)

Upcoming Public Comment Period



Need & Purpose of the PSAP

New Mexico currently has **highest pedestrian fatality rate** in the country (2018)

Top highest five states for fatalities in the last seven years (NHTSA)

Build on previous NMDOT plans and guidelines to provide an action framework **specifically devoted to pedestrian safety and reversing current trends**

Track, evaluate, and report on progress over a five-year period.

PSAP's Vision and Scope

- PSAP provides a five year framework of actions to reduce the number of pedestrian-involved injuries and fatalities in New Mexico
- Plan identifies actions for NMDOT and on NMDOT owned and maintained roads, but actions include support and resources for Tribal and Local Public Agencies

Project Status

Existing Conditions Analyses (Completed)

Engagement of NMDOT staff (Completed / Ongoing)

Stakeholder and Public Outreach (Completed)

Draft Plan (In Process)

45- Day Public Review Period (2021)

Completion and Adoption of Final Plan (2021)

Phase II – Trainings for NMDOT & Key Partners
(2021 – 2022)

Plan Content

Executive Summary

Action Recommendations

What is the Need?

Existing Conditions

Stakeholder and Public Outreach

Appendices

Action Categories

Data, Analysis, and Evaluation

Driver Education

Pedestrian Outreach Program

Highway and Traffic Engineering

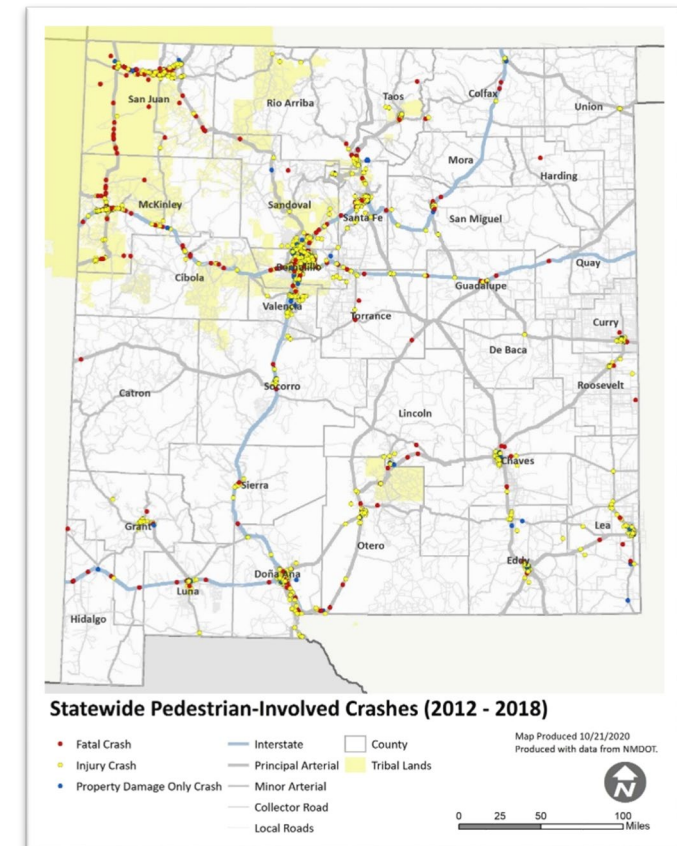
Law Enforcement and Emergency Services

Communication

Planning and Legislation

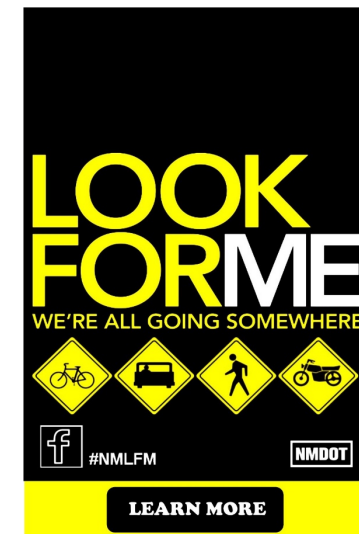
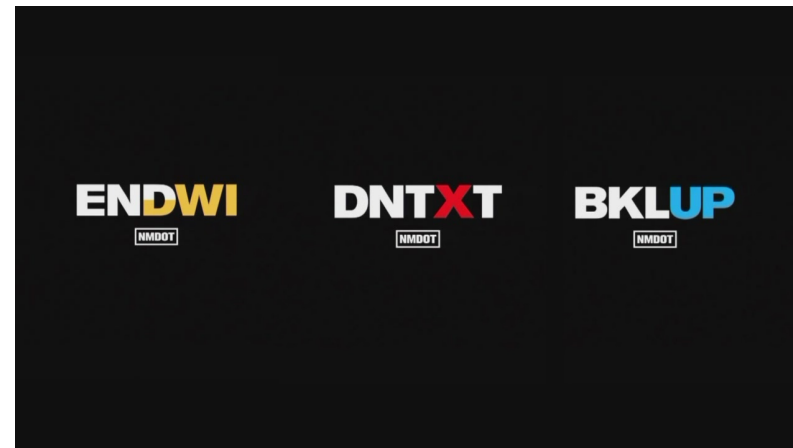
Data, Analysis, and Evaluation

- Updates to the Uniform Crash Report
- Develop annual report on PSAP progress
- Collect pedestrian infrastructure data
- Incorporate crash data, equity in project prioritization



Driver Education

- Continue public outreach and education campaigns
- Evaluate campaign effectiveness
- Expand driver education curriculum with information on pedestrian safety



Pedestrian Outreach Program

- Gain feedback from all user groups
- Support programs that encourage walking



Highway and Traffic Engineering

- Improve project scoping, development, and approval to better account for pedestrian access and safety
- Install 10 Pedestrian Hybrid Beacons (HAWKS)
- Install 10 Leading Pedestrian Intervals
- Develop a countermeasure quick build guide



Law Enforcement and Emergency Services

- Survey law enforcement officers and data users on uniform crash report
- Support targeted education and/or enforcement using a data driven approach and community feedback



- Develop a media toolkit on appropriate crash framing and language
- Ensure communications are accessible to widest audience possible

Communication



Planning and Legislation

- Adopt Toward Zero Deaths vision
- Establish a pedestrian safety task force
- Revisit speed setting approach
- Identify staff training needs



Next Steps

- Look for public comment period late-March or early April
- Review actions in plan
- Tell us!

WalkSafeNewMexico.com

Contacts

[Shannon Glendenning](mailto:Shannon.Glendenning)

[505-231-4300](tel:505-231-4300)

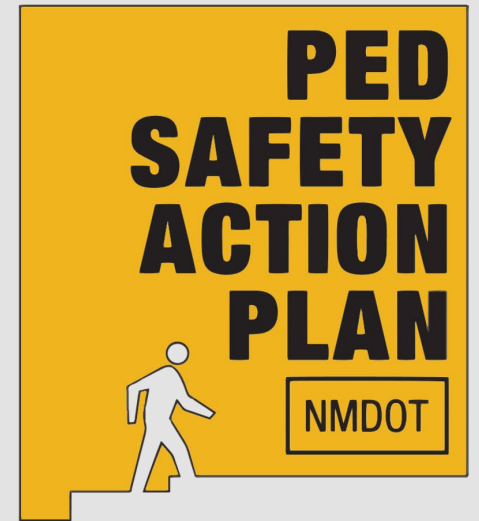
Shannon.Glendenning@state.nm.us

Bicycle Pedestrian Equestrian Coordinator



Bohannon Huston, Inc

Groundwork Studio



MEETING NEW MEXICAN'S NEEDS for SAFE, HEALTHY & REWARDING BIKING on ELECTRIC BIKES (E-BIKES)

Regulate e-bikes in New Mexico consistent with Federal and neighboring states with 3-Class e-Bike System.

KEY FACTS ABOUT ELECTRIC BIKES (E-BIKES)

- Laws prohibiting e-bikes on bike paths are unsafe and a key reason for older residents to not ride at all.**
Traditional cyclists average 10-25mph whereas most e-bikes are engineered to not exceed 20mph. E-bikes are safer riding with other cyclists on bike paths than on streets alongside larger and faster cars as they are currently regulated as a motor vehicle in New Mexico.
- Federal and neighboring state governments regulate e-bikes as bicycles – not motor vehicles.**
The Federal Department of Interior (including [National Park Services](#) and [US Forest Services](#)) and [28 states, including all New Mexico's neighboring states](#), have adopted new regulations that classify an e-bike as a bicycle – not a motor vehicle. PeopleForBikes anticipates [10 more states will adopt](#) the same classification within the year.
- E-bikes are a healthier alternative to driving, ride-sharing, or other gas-powered vehicles – for riders, cities and the environment.** E-biking has [multiple public benefits](#). E-bikers can efficiently travel farther while decreasing greenhouse gas emissions and traffic congestion.
- E-bikes use and industry is booming. Aligning ebike regulation with federal and other states would draw more riders to New Mexico parks and cities.** According to [Deloitte Insights 2020](#), between 2020 and 2023, more than 130 million e-bikes are expected to be sold and in 2023, generating about \$20 billion in revenue.

E-BIKE ISSUES IN NEW MEXICO

- E-bikes are regulated as mopeds, prohibiting e-bikers on most city & open-space bike trails.**
E-bikes are composed more similarly to standard bikes than mopeds or motorcycles, with class 1&2 e-bikes reaching top speeds of 20 mph, same as the average road cyclist.
- Opposing regulations across state and federal lands cause confusion.**
The federal government and all neighboring states have adopted the 3-class e-bike system, however New Mexico has not -- thus creating confusion for tourists and locals alike.
- Current regulation of e-bikes as a motor vehicle does not align with New Mexico DMV guidelines.**
E-bikes are classified as mopeds which require DMV registration, however, e-bikes do not have a VIN number and are therefore impossible to register.




PROPOSED SOLUTION: STATE REGULATION BY 3-CLASS E-BIKE SYSTEM

The [PeopleForBikes 3-Class eBike System](#) has already been adopted by 28 states, including all of New Mexico's neighboring states, National Parks & US Forest Lands, per the [Department of Interior's Order 3376](#):

Class 1: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 20mph.

Class 2: Bicycle equipped with a throttle-actuated motor, that ceases to provide assistance when the e-bike reaches 20mph

Class 3: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28mph.

	 CLASS 1	 CLASS 2	 CLASS 3
PEDAL ASSIST	✓	✓	✓
THROTTLE		✓	
MAX SPEED	20 MPH	20 MPH	28 MPH

BENEFITS OF E-BIKING

These new and nationally accepted regulations enable the benefits of eBiking to be realized by every citizen with regards to their physical and mental health, happiness, sense of community and minimized impact on the environment.

PUBLIC BENEFITS OF ENCOURAGING SAFE E-BIKING:

- **Public Health & Wellness** -- *physical exercise, mental & psycho-emotional health and greater sense of community*
- **Environmental Sustainability** -- *zero carbon emissions, less cars on road & congestion*
- **Economic Development**-- *attract visitors explore vast and hard-to-reach areas of state*
- **Community Engagement** -- *enable more cyclists of all ages and abilities -- even with socially distancing*
- **Community Development** -- *commuters via bike are more likely to shop & support local*

INDIVIDUAL BENEFITS OF ENCOURAGING SAFE E-BIKING:

- **Personal Health** -- *same health benefits as cycling, farther riding, even more fun*
- **Lifestyle Change** -- *breaks sedentary lifestyle, encourages more exercise in other aspects of life*
- **Mental Health** -- *decreased stress and anxiety, better sleep, boosted creativity*
- **Affordable** -- *cheaper than owning a car, little maintenance & no continued expenditures*
- **Sustainable** -- *reducing carbon footprint and promoting a personal sustainable lifestyle*
- **Accessible** -- *possible for older, injured, or mobility impaired people – even for long distances and up hills*
- **Freeing** -- *naturally enables community with social distancing, longer & farther trips and outdoor fun.*
- **Commuting** -- *easier to ride uphill, in wind and professional clothes without breaking a sweat like on a traditional bike*

SAFETY OF RIDING ON BIKE TRAILS VS. STREETS

e-Bikes on the Streets	e-Bikes on Multi Use Trails
<ul style="list-style-type: none">● Nearly 700 people on bikes were killed by drivers in 2020.● Exposed to cars, distracted drivers, drunk drivers and more● Drivers do not feel comfortable sharing street with cyclists● Drivers have potentially unpredictable circumstances with cyclists on road	<ul style="list-style-type: none">● ABQ bike paths already designed for rides at 20 mph● e-bikes go same speed as average avid cyclist (20 mph)● Safe from cars● Bike paths are better for the environment & cheaper to maintain, allowing for more flora and fauna in cities● Commuting via e-bike takes more people out of cars, reducing carbon footprint

Prepared by:

Susan Gautsch - Founding Owner/CEO

[Free-to-Roam eBiking, LLC](#) (launching Spring 2021)

200 Broadway Blvd NE, Albuquerque, New Mexico 87102

hello@freetoroamebiking.com

(505) 393-4888

BIKEWAYS & TRAILS FACILITY PLAN

GARTC & GABAC

March 9, 2021

ONE
ALB
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OVERVIEW

- Background & Policies
 - History
 - Policy Framework
 - Existing Conditions & Current Issues
- Recommendations
 - Plans & Programs
 - Facilities
 - Implementation Strategy
- Next Steps



PLANNING HISTORY

Trails & Bikeways Plan, 1993

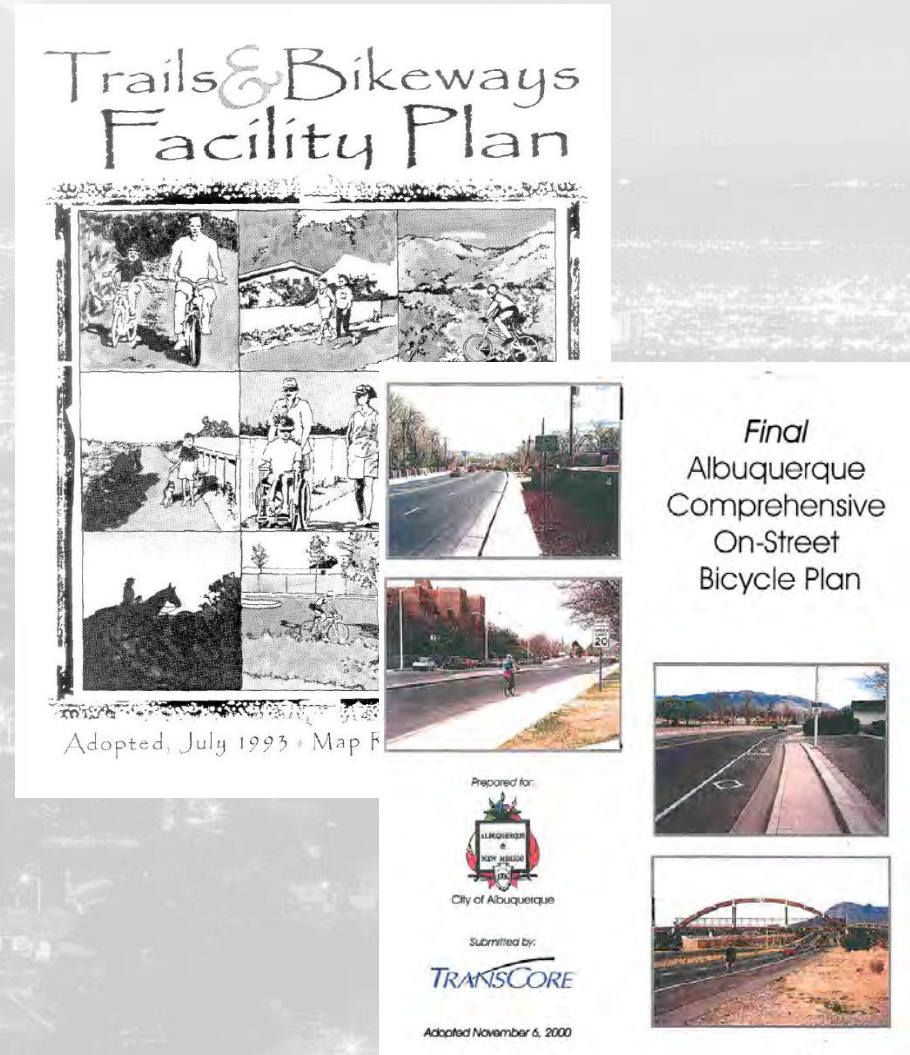
- GARTC established

On-Street Bicycle Plan, 2000

- GABAC advised

Bikeways & Trails Facility Plan, 2015

- Alta & Gannet Fleming
- City Staff
- GABAC & GARTC



FACILITIES

Bikeways & Trails	2000	2010	2015	2018	TOTAL
Multi-use Trails	55 mi.	161 mi.	160 mi.	95 mi.	277 mi.
Bike Boulevards	0 mi.	6 mi.	6 mi.	3 mi.	23 mi.
Bike Lanes	56 mi.	170 mi.	198 mi.	120 mi. 12 mi. buffered	401 mi.
Bike Routes	56 mi.	134 mi.	116 mi.	77 mi CABQ 61 mi NMDOT	196 mi.
Total System	159 mi.	471 mi.	480 mi.	500 mi.	897 mi.
Unpaved Trails				53 + 74 mi.	
Grade-separated Crossings	15	26	37	34 Crossings (5 miles)	64

POLICY FRAMEWORK

Vision

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.

PLAN 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.

PLANS & PROGRAMS

Related Plans & Studies:

- ADA Transition Plan
- MRCOG's Regional Transportation Safety Action Plan
- Vision Zero Plan – DRAFT
- Bike Boulevard Evaluations
- I-25 Crossing Study

Programs:

- Continue successful programs (bike education, bike valet, user counts, launch parties, etc.)
- New Programs to Initiate:
 - Coordinate enforcement
 - Bike share program ✓
 - Explore regulation of e-cycles ✓



Credit: Julie Luna

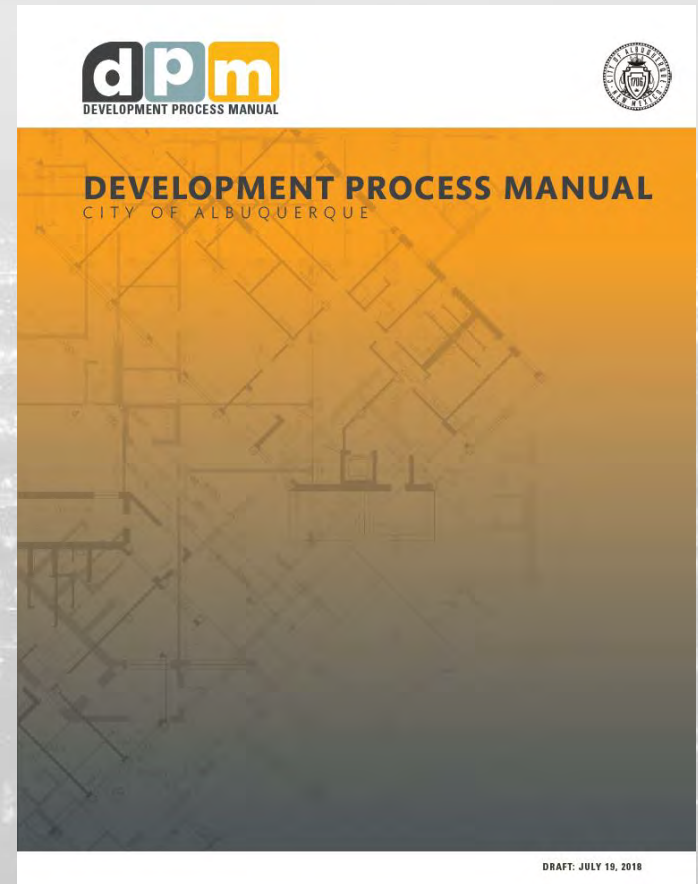
LEGISLATIVE ACTION

Updates Completed:

- No parking in bike lanes (O-18-14) ✓
- IDO revised bike parking requirements ✓
- Development Process Manual: ✓
 - AASHTO & NACTO guides
 - Enhanced bicycle and pedestrian guidance

Still Outstanding:

- Consolidating GABAC & GARTC or as a regional bicycle/pedestrian committee
- Update City Traffic Code to track crashes and reporting
- Update State Motor Vehicle Code re: hand turn signals
- New legislative actions?



FACILITIES

- Resolve intersection gaps
- Resolve network and segment gaps
- Upgrade existing facilities
- Address through Complete Streets maintenance & construction
- Proposed facilities = new projects and help with ROW acquisition with development



IMPLEMENTATION MATRIX

- Ongoing
- Short-term
- Mid-term
- Long-term

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

ADDITIONAL DATA

[Bikeways & Trails Facilities Plan \(2015\)](#)

- [Appendix A – Proposed Bikeways & Trails](#)
- [Appendix B – 50 Mile Loop Executive Summary](#)
- [Appendix C – ADA Field Study](#)
- [Appendix D – LAB Report](#)
- [Appendix E – Bollard Assessment](#)
- [Appendix F – User Counts](#)
- [Appendix G – Public Input](#)
 - Interviews, stakeholders, public meetings and adoption process comments
- [Appendix H - Data](#)
 - [Crash Data Analysis](#)
 - [Bike Survey](#)
 - [Bikeway Quality Index](#)
 - [Cycle Zones](#)
 - [Gap Closure](#)
 - [End Of Trip Evaluation](#)