

# **Bikeways and Trails Master Plan Update**

## **Summary Report on User and Agency Interviews**

### **Introduction**

#### **Background**

As part of the public participation process for development of the City's *Bikeways and Trails Master Plan Update*, Consensus Builder conducted a series of interviews of users and agency representatives. The purpose of the interviews was to gather in-depth information from people who use the bikeways and trails on a regular basis or who work for agencies with responsibility for access, maintenance, or management of the system. A total of thirteen interviews took place over one month (June-July 2010) that involved nineteen individuals.

#### **Design of User and Agency Representative Interviews**

Two separate interview guides were developed to focus the conversations, one designed for bikeways and trails users and the other for agency representatives. In the user interview, the first series of questions asked users to identify popular trails and destinations as well as dangerous places. The next group of questions asked them to identify gaps in the network where a connection or facility could make a significant improvement in the system as a whole. The last group of questions asked for suggestions about ways to encourage biking, walking, and horseback riding.

The interview for agency representatives started with questions about existing programs and promotions aimed at increasing the use of the bikeways and trails network. A second group of questions, which concerned gaps in the network, were similar to those posed to users. The balance of the agency interview focused on maintenance, safety and enforcement. The appendix to this report provides both interview guides.

The interviewers pretested the questions before carrying out the interviews. In the interview design phase, they also gathered comments and suggestions from other members of the consultant team as well as City of Albuquerque staff. The revised questions reflect the results of the pretest and comments from the other consultants and City staff.

#### **Interviewees**

Six users were interviewed, and seven interviews were conducted with agency representatives. The users included four bicyclists, one equestrian, and one person who was both a cyclist and pedestrian. The users included members of advocacy groups and bikeways and trails advisory committees as well as people who bicycle extensively

throughout the community but are unaffiliated with such groups. The advocacy groups and committees included the following entities:

- Bike Albuquerque (Bike ABQ)
- Greater Albuquerque Bicycling Advisory Committee (GABAC)
- Greater Albuquerque Recreational Trails Committee (GARTC)
- Walk Albuquerque (Walk ABQ)

Representatives from seven agencies were interviewed. The agencies were chosen because they have a direct stake in access, maintenance, or management of the bikeways and trails network. Some of the agency representatives are also regular users of the network. The following agencies and organizations participated in the interviews:

- City of Albuquerque Parks and Recreation Department
- Bernalillo County Parks and Recreation Department
- New Mexico Department of Transportation
- Mid Region Council of Governments
- Middle Rio Grande Conservancy District
- Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA)
- Albuquerque Public Schools

Four of the agencies (City Parks and Recreation Department, Bernalillo County Parks and Recreation Department, Albuquerque Public Schools, and the New Mexico Department of Transportation) chose to involve two or three staff members in a group interview session.

### **Interview Methods**

On average, the interviews lasted about 90 minutes. The interviewers took notes during the interview and encouraged the interviewees to draw and take notes on a map. (A fresh map was used for each interview.)

## **Results of the User Interviews**

*“There have been more people on bikes in the last year or two. Maybe we’re getting a backbone of facilities, so more people are willing to ride.”*

*“The existing recreational trails are extraordinary.”*

*“The City’s focus on trails is making us a nationally known bike place.”*

*“The ... multiuse trails and equestrian parks [are] the biggest encouragement to ride a horse.”*

The above quotations illustrate how deeply users value the existing network of bikeways and trails. They had insightful suggestions about how to make the network better, more accessible, and safer. This section of the report summarizes the user interviews.

### **Popular Trails and Destinations**

The first two questions in the user interview dealt with popular trails and destinations.

#### ***1. Where are the most popular trails in Albuquerque for walking/bicycling/riding horses?***

The Paseo del Bosque Recreational Trail (Bosque Trail) is certainly the most popular trail in the bikeways and trails network. It is the only facility mentioned by every interviewee. Avid bicyclists, pedestrians, equestrians, and rollerbladers—as well as more casual users such as adults pushing baby strollers—enjoy this trail bordering the Rio Grande.

Additional components of the network that are extremely popular include the following:

- North Diversion Channel
- South Diversion Channel
- Tramway Trail and shoulder
- Tramway to the freeway and across to Roy and 2<sup>nd</sup> and 4<sup>th</sup> Streets
- Paseo del Norte/Bear Canyon Arroyo
- Paseo del Nordeste Trail
- The loop from the South Diversion Channel to Rio Bravo
- Silver Avenue Bicycle Boulevard

The following bikeways and trails were also mentioned:

- Paseo de las Montanas Trail
- Mariposa/Riverview Trail
- Osuna to Bear Canyon Arroyo

- Central in Nob Hill
- Constitution bike lane from Girard to Louisiana
- Claremont bike route from Girard to Tramway
- Embudo Canyon Trail
- Rio Grande Boulevard bike lane
- 50-mile loop from UNM to the North Diversion Channel, across Paseo del Norte, along the Bosque Trail, around to the South Diversion Channel and back to the River
- The ditches for equestrians

The most popular routes for equestrians differ from those that are popular with cyclists and pedestrians. Many equestrians like to ride along ditches, which have soft surfaces and are removed from vehicular traffic. The relative isolation of the ditches is important to some equestrians because of the potential hazards posed by the unpredictability of riding horses near other users or in traffic. The equestrian interviewed for the project identified the following routes as especially popular for horseback riding:

- Bosque Trail
- East along Montano from Bosque Trail to connect with ditches going south
- Alameda Drain
- 2<sup>nd</sup> Street north to Roy/Tramway

## ***2. What are the most popular destinations for pedestrians/bicyclists/equestrians in Albuquerque?***

The two most frequently mentioned destinations were, first, UNM and, second, downtown Albuquerque. Additional destinations identified multiple times included Nob Hill, Sandia National Lab, and Kirtland Air Force Base.

Users also identified the following locations:

- Balloon Fiesta Park
- Bio Park complex
- North Alameda on the west side of the River
- Individual schools
- Senior Old Town
- Downtown
- Grocery and specialty stores

The interviewees noted that the major destinations for commuters are UNM, Sandia and Kirtland followed by schools and senior centers. One interviewee commented that those who are “destination oriented” either use on-street bikeways or a combination of on-street bikeways and multiuse trails. According to another interviewee, the most concentrated areas for cyclists are the Bosque Trail, Silver Bike Boulevard, Tramway, and Central in

Nob Hill. The Nob Hill stretch of Central is well used not only because of the shopping and proximity to UNM but also because the street is flat and has wide shoulders.

Several interviewees pointed out, however, that many bikeway and trail users are recreational walkers, bicycle riders and equestrians rather than focused on reaching a specific destination. In fact, several interviewees stated that fewer people use the network to reach a destination than to take part in an activity they enjoy.

Equestrians may be particularly apt to ride for enjoyment rather than to reach a destination. In part, this pattern is due to the paucity of parking facilities that can accommodate a truck with a horse trailer. The equestrian interviewee identified the following destinations that are popular with horseback riders:

- Los Poblanos Fields
- Shining River at Paseo and Alameda
- Vista Sandia Equestrian Park in the Northeast Heights

### **Dangerous or Difficult Areas**

The next series of questions asked users to identify places that are dangerous or difficult to walk, bike, or ride a horse and to explain what makes these places dangerous or difficult. The interviewers also asked if there are any places where bikeway and trail facilities are inappropriate.

### ***3. In your opinion, where are the most dangerous or difficult areas to walk/bicycle/ride a horse in the city?***

- The freeways are barriers.
- Tramway Trail is dangerous because the trail intersects cross-streets several yards beyond the Tramway intersection; after turning off of Tramway Boulevard, drivers accelerate where the path intersects the street.
- The shoulder on Tramway Boulevard is dangerous because of the lip at the juncture between the road and the shoulder.
- Streets with significant slopes that have bike lanes are dangerous because drivers going downhill often turn right into a cyclist, who tends to be going fast because of the change in grade. Examples of such streets include Lead, Dr. Martin Luther King Avenue (MLK), and Indian School (between University and Broadway) going east to west.
- More generally, on streets with bike lanes, cars turn right into cyclists as well as nose out into the bike lane.
- While the conversion of Silver Avenue into a bicycle boulevard makes it a popular bikeway, parking along it as well as the cross-streets restricts visibility for both cyclists and motorists.
- It is difficult to travel east from downtown because the crossings at freeway ramps are hard to negotiate on a bicycle or on foot. These locations include

Comanche, Candelaria, MLK, Central, Lead and Coal and I-25. An especially difficult stretch is Martin Luther King between University and I-25 and on to downtown.

- Additional places that are hard to negotiate include Paseo and I-40, Alameda and Coors, and Paseo del Norte Trail at Coors.
- Although Coors is a good road from Paseo south (even though there are a lot of cars), Coors north of Paseo is really difficult.
- In general, railroad crossings are difficult because of poor surface maintenance.
- Major arterials that have on-ramps to the freeway are dangerous where the turn lanes that don't require the driver to stop. Examples include Rio Grande at I-25 and San Mateo at I-40.
- Trail crossings at arterials are dangerous. Drivers often don't see cyclists despite numerous interventions (such as flashing lights).
- Where the North Diversion Channel goes under I-40, there is a drop in both directions, so bicycles pick up speed, and the underpass curve is dangerous.
- Although the City website says that arterials are the best place for bicycles, there are many arterials without accommodations for them such as San Mateo, Menaul, Carlisle, Lomas, Montgomery, and Center (except in Nob Hill).
- 12<sup>th</sup> and Menaul south through the Indian School is dangerous!
- Lead and Coal are dangerous for bike traffic, yet are important connections that should be improved.
- Where there are narrow bike lanes and vehicular speed is high, "There can be a terrible accident with the slightest misstep" by the cyclist or motorist." These conditions may be found on portions of Comanche and Candelaria.
- Every intersection where the bike lane ends before the intersection is dangerous. Many drivers turn right into cyclists going straight. Better intersections have a dotted line indicating where bikers should go.
- Make a cut-through for bicycles between Central and New York. The cut-through design should be the same as the one on the northwest corner of Yale and Silver.
- The bikeway path divider lights at the Central and Bridge bikeway are facing the wrong direction.
- Placement of trashcans in the bike lane is hazardous.
- Cars should not be able to park in the bike lane, especially along Lead between University and I-25.
- It is difficult to go west from downtown on streets north of Central Avenue because the streets that provide west access don't have bike lanes.
- The I-25 underpasses at Bridge/Cesar Chavez and Lead/Coal should be redesigned with cyclists and pedestrians in mind.
- The underpasses along the Bosque Trail at Paseo del Norte and Montano Road are dangerous. Equestrians have to merge with cyclists, pedestrians, rollerbladers, people pushing baby strollers, and other user traffic. It is often difficult to merge, especially when cyclists or rollerbladers are moving fast.
- There is a line of sight problem where the traffic has to merge at the box culvert located at the Bosque Trail and Paseo del Norte. Signs direct the bikers to stop if there is a horse, but they don't see the signs. Accidents occur there including

accidents that only involve cyclists.

### **3a. What makes those areas dangerous?**

The interviewees identified five general causes of dangerous conditions. The chart below lists the causes and gives examples.

Causes of Danger	Examples
Maintenance issues	<ul style="list-style-type: none"> <li>• Poor bikeway and trail maintenance (including street sweeping), especially where cars and bicycles share roads</li> <li>• Poor maintenance at railroad crossings.</li> </ul>
Absence of needed facilities	<ul style="list-style-type: none"> <li>• The absence of bike lanes that provide west access from downtown.</li> <li>• Bike lanes that end before the intersection.</li> </ul>
Design issues	<ul style="list-style-type: none"> <li>• Poor intersection design—such as Tramway Trail where bikeway crossing cross street well to the east of Tramway Boulevard.</li> <li>• Poor surface—such as Tramway Boulevard where the edge of the street and the edge of the shoulder form a lip.</li> <li>• Bike lanes that are too narrow and abut streets with fast traffic.</li> <li>• Line of sight problems at the box culvert located at the Bosque Trail and Paseo del Norte.</li> </ul>
Traffic and parking regulation	<ul style="list-style-type: none"> <li>• Crossings of major arterials at freeway on-ramps where drivers have a yield rather than a stop sign.</li> <li>• Bikeway and trail crossings at major arterials despite flashing lights and other interventions.</li> <li>• Traffic in freeway underpasses, which is hard to negotiate.</li> <li>• Merging pedestrian, bicycle, and equestrian traffic at the underpasses along the Bosque Trail at both Paseo del Norte and Montano Road.</li> <li>• Parking along the Silver bicycle boulevard and adjoining cross streets impede the view of oncoming traffic.</li> <li>• Parking in bike lanes generally.</li> <li>• Trashcans placed in bike lanes</li> </ul>

**3b. Are there any roads or places in our community where you feel that pedestrian/bicycle/equestrian facilities do not belong? Why?**

*“Bike trails are not suitable for equestrians.”*

*“I believe in fully integrated network that gets people where they need to go.... The number one way to increase bike safety is to increase the number of cyclists on the road. Then drivers will expect them.”*

*“More important than the trail system is that bikes are common and acceptable on the roadway system.”*

*“Bikes and pedestrians should be able to go everywhere with priority.”*

**Important Connections and Facilities**

The next series of questions asked interviewees to identify places where connections could be improved within the bikeways and trails network as well as to public transit and schools. These questions also asked for suggestions about facilities that are important to increasing use of the bikeways and trails network.

**4a. Where are places in which connections could be improved to create a continuous pathway?**

A consistent theme in response to this question was that east-west connections are challenging for cyclists, pedestrians and equestrians. Less prominent themes included the need for improved connections at the freeways, the North Diversion Channel, and at the north edge of the city from Tramway to the Bosque Trail via Roy, 4<sup>th</sup> Street, and Paseo del Norte; the latter route should have a connection to the North Diversion Channel. Additional comments included the following:

- Create access to the fairgrounds along Copper.
- Connect Silver to Copper before San Mateo. (Washington works, but the bike boulevard should go further east.)
- Connect from the fairground to Phil Chacon Park. Fairground to Southern past Zuni. Need to cross Central and Zuni.
- Connect bike lane on San Pedro from Zuni north to Claremont.
- Fully connect the bikeway along Constitution from the UNM campus to Louisiana Boulevard. Many commuters to and from the campus use this route, and there is a missing segment immediately to the west of Louisiana.
- Make a better connection back to the Bosque Trail from Tramway and Central and I-40.
- Extend the bike lane along Alameda to I-25 with access to the North Diversion Channel and the Balloon Fiesta Park. The bike lanes from 2<sup>nd</sup> to the North Diversion Channel are “almost non-existent,” and the traffic is fast. This improvement would facilitate commuting between I-25 and Corrales and Rio Rancho.

- Create a better connection between Osuna on east and Bear Arroyo on the west of I-25.
- Create a connection between the Bear Canyon Arroyo Trail where it ends at Juan Tabo and the Bear Canyon Open Space and the bike lanes in High Desert that are located west of Tramway.
- Avoid making bikeways that don't connect to anything, which is particularly common on the West Side (such as the bike facilities between Ladera and I-40).
- Connect the gaps in the bikeway bordering I-40, creating a continuous east-west pathway. There are gaps Los Altos Golf Course and Paseo de las Montanas, Paseo de las Montanas and Carlisle, and the Bosque Trail going west across the River to the bikeways connecting to Alamagordo Road.
- Close the gaps at the Big I as well as I-40 and the River and I-40 and Rio Grande Boulevard.
- Construct a connection on Paseo del Norte between the North Diversion Channel and I-25. This improvement would increase the number of east-west commuters on bicycles.
- Make connections from the North Valley to the North Diversion Channel. Good places for connections include the stretch between Paseo del Norte and Osuna Road as well as the stretch between Osuna Road and Montano. Many equestrians live or board their horses in the North Valley and ride along the North Diversion Channel, but it is hard to get to.
- Extend the Alameda multiuse trail from 2<sup>nd</sup> Street to the North Diversion Channel at the northwest edge of the Balloon Fiesta Park.
- Provide better east-west connections in the North Valley that is designed with equestrian use in mind.
- Create a connection between the Elena Gallegos Picnic Grounds and the Vista Sandia Equestrian Park (horse arena near Tramway and Paseo del Norte).
- Designate and stripe many more bike lanes in the Southeast Heights, where many people use bicycles as a mode of transportation.
- Install small signs, especially along the Rio Grande Trail, that indicate the locations of food, parking, water, and bicycle repair. After all, "Rio Grande is the jewel of the system."

***4b. Where are places in which connections could be improved to make linkages between on-street bikeways and the multiuse trails system?***

- Poor trail to bus connection at Louisiana and Central.
- There is a gap at Montano Road and the North Diversion Channel. It will be critical to access to the proposed Railrunner station to be located at 2<sup>nd</sup> and Montano.
- The Bear Canyon Arroyo Trail leaves bikers at Juan Tabo, which is not a "bike-worthy street." The trail should be continued east, cross Tramway and connect to the foothills. This improvement would make it possible for people to commute to work from the foothills community.

- More generally, there should be more connections west of Tramway to the foothills.
- Connect Claremont and the North Diversion Channel. With that connection, Claremont would make a great east-west bicycle boulevard.
- Access from the Village of Los Ranchos and the Bosque Trail.

***4c. Where are places in which connections could be improved to connect with public transit?***

- Many pedestrians and cyclists connect to the bus at Louisiana and Central, an intersection that is not pedestrian friendly. It is difficult to make the bike to bus connection. Fast car traffic should be separated from pedestrians and bicyclists or the traffic should be as slowed (as it is downtown).
- The Railrunner has space for 5-6 bikes per car. It is not clear if that is enough capacity or not.
- Many of the most popular bus routes are not adjacent to a viable bikeway. Examples include the Carlisle-Montgomery and the Lomas bus routes.
- The availability of bike racks on buses is a problem. Integration of bikes and buses is essential, and it's important to be able to put a bike on the front of the bus.
- The Valley is underserved with buses and bikeways. (The North 4<sup>th</sup> Street bus route is the only major route.)
- The City and State should site bikeways at places where there are services or that are popular community destinations.

***4d. Which connections would you recommend addressing first?***

- Make more midblock crossings!
- Create a safe way to go from downtown to UNM.
  - There should be good connections from Campus Boulevard at UNM east along Lomas to the downtown and along Mountain all the way to Old Town.
  - In addition, MLK should be redesigned to become a good bikeway.
- Address the gaps in the system—it is most critical!
- Concentrate on underserved areas without convenient routes to destinations. That would increase the number of cyclists.
- Improve the connection between the North Diversion Channel and the North Valley.

***5. What are the priority locations for pedestrian, bicycle, and equestrian facilities to support a Safe Routes to Schools network?***

Most of the interviewees were not knowledgeable about the Safe Routes to Schools program. Several of them indicated their support for the concept, saying that the program “should be implemented” or suggesting that APS “appoint a staff person to find out what

would work.” The equestrian commented that it is infeasible for students and teachers to ride to schools because there are no facilities for keeping a horse.

The one individual with direct knowledge of the Safe Routes to Schools program made the following comments.

- Campus Boulevard (at Monte Vista Elementary School) is designated as a bike lane, but parking occurs in the lane. The parking makes it difficult for elementary school students to bicycle safely to school. It is also a high-traffic area for cyclists and pedestrians going and leaving the UNM campus.
- The City should consider making Campus Boulevard a bicycle boulevard.
- At a minimum, the conflict between the bike lane and parking should be resolved.

***6. Besides sidewalks, bike lanes and horse paths, what other facilities are important to encouraging walking, bicycling, and riding horses in our community?***

- Trees to provide shade along the paths. In the words of one interviewee, “Shade is a valuable commodity.”
- Shade structures.
- Benches, according to one user, although another specifically said to use resources for other facilities.
- Better trail markings and way finding system.
- Bike boxes with the necessary “no right turn” signs and driver education to make them work. A simple explanatory sign could help.
- Traffic calming and other measures to make the bicycle boulevards function as envisioned. “It requires more than signs and paint.”
- Dedicated equestrian parking suitable for a truck with a horse trailer at trailheads and other locations suitable for horseback riding. Many equestrians start and end outings where they can park a truck and trailer.

***6a. What end-of-trip facilities are important to encouraging walking, bicycling, and riding horses in our community (such as bike lockers and showers)?***

The most frequent response to this question was that bike racks should be much more prevalent throughout the community. Typical comments were that bike racks should be well designed and convenient to grocery stores, strip malls, movie theaters, restaurants, and government services. Additional suggestions included the following:

- Bike lockers and other secured parking facilities (e.g., at CNM, cyclists can use a “bike bank” that secures their bicycle has storage for a helmet, backpack, and clothing).
- Employer-provided end-of-trip facilities. One user said the City, UNM, and Sandia do a good job of supporting this.
- Changing facilities at UNM in addition to those at Johnson Gym.

### **Ways to Encourage Walking, Bicycling, and Riding Horses**

Questions 7 and 8 explored ways to encourage increased use of the bikeways and trails, and Question 9 queried the impact of higher gas prices on use of the facilities.

#### ***7. In your view, what is the City doing well to encourage walking, bicycling, and riding horses?***

In general, the interviewees feel that the City does a good job of encouraging walk, biking, and horseback riding. As one person said, “The City’s focus on trails is making us a nationally known bike place.” Another interviewee said, “The existing recreational trails are extraordinary.”

- The Albuquerque Bike Map is great including the printed information.
- The City works to make curbs and sidewalks ADA compatible, and almost every corner in the City is ADA compliant, giving cyclists a way to get off the road safely.
- The education and encouragement programs offered through the Parks and Recreation Department are excellent. For example, there is a program to teach 5<sup>th</sup> and 7<sup>th</sup> graders to ride bicycles safely, and an educational program taught through driving schools.
- The 311 program is a good thing. It gives people a central number to call when they are on a trail and see something that should be reported, and it forces City agencies to respond.
- The Police Department is supportive of memorial rides, which are beneficial because they increase awareness and respect for cyclists.
- The bike racks on the front of the buses are great.
- The City supports and works with bicycle activists.
- Promotional and recreational events (such as Bike to Work Day and bicycle rodeos) are effective.
- Cooperation is essential between the City of Albuquerque, Bernalillo County, Rio Rancho, and Corrales. These entities should work to coordinate their bikeways and trails plans and participate in the Greater Albuquerque Bicycle Advisory Committee (GABAC).
- “The ... multiuse trails and equestrian parks [are] the biggest encouragement to ride a horse.”

**8. What improvements could the City make to further encourage walking, bicycling, and riding horses (such as programs, policies, and infrastructure improvements)?**

The most frequent response to this question was to recommend that the City allocate more resources to planning, designing, constructing and maintaining the network. Clearly, the users who participated in the interview view the existing bikeways and trails as a wonderful community asset. They also emphasized the critical importance of continuing to expand and maintain the network. The following comments illustrate how these points were made:

“Bikeway construction is one of the best ways to encourage people to use bikes.”

“The biggest [way to further encourage walking, bicycling, and riding horses] is to create a connected network of bikeways and trails.”

It is in the City’s interest to build bikeways because it improves the quality of life, attracts people to the city, lowers street construction and maintenance costs, and improves air quality.

The users made the following suggestions about potential improvements that would encourage use of the network:

- Simple road, bikeway and trail maintenance is really important. It is more important to do good general maintenance than big-ticket items like the I-40 Bridge across the Rio Grande.
- Close gaps in the system to create more continuous pathways.
- Make sure the City engineers have had personal on-the-ground experience of the bikeways and trails network, so they have a first-hand understanding of what needs to be improved. Invite City Councilors to experience it as well.
- Install signs and billboards that advertise the bike right-of-way law (5’) modeled after the signage program in Louisiana.
- Provide better signage, education and enforcement to support the bike boulevard program.
- Instruct non-equestrian trail users that when they see a horse, they should ask the rider how to proceed. “Bikers need to know that horses have to be respected. Bikes can surprise horses.”
- Disseminate more widely and thoroughly the information that is on the back of the City bicycle map. Multiple methods should be used to get the information to the community.
- Encourage the creation of a bike rental program. Downtown would be a good location.
- Consider construction of trails that provide an equestrian path that is separated from the pathway for other users.
- Designate reserved parking for horse trucks and trailers in more locations where equestrians want to ride.

- Make the connections to buses and other transit convenient. These connections are critical to encouraging people to use bicycles as a means of transportation, not just a form of recreation.

**9. What effect has increased gas prices had on your use of bicycling as a means of transportation?**

Probably because they are already avid cyclists, most of the users said that increased gas prices had had no effect on their cycling habits. The exception was that one user tries to use the bicycle for short trips. However, there was a clear perception among the interviewees that while prices were high, more people rode bicycles to get around the community. The following quotations illustrate these comments:

*“When gas was \$4/gallon, there was a surge of interest. At \$2.50 it becomes ho-hum.”*

*“Where gas was \$4/gallon, there were more cyclists than I ever saw before. When prices went back down, everyone got back in their cars.... Perhaps a ¼ cent gas tax could be instituted with the revenue funneled to the bikeway network.”*

*There should be public education to let people know that the automobile is heavily subsidized.*

**Additional Comments**

Finally, the users had an opportunity at the end of the interview to make additional comments and suggestions. Several of the suggestions dealt with the bicycle boulevards:

*“I would like to see more bicycle boulevards. There is an opportunity for a bike boulevard on Claremont, which is an underserved part of town.”*

*“The Silver bike boulevard is a great facility, but it is not fully realized. It should [provide] continuous [through traffic] for cyclists, and that could be accomplished through placement and orientation of stop signs and traffic calming. A tunnel under I-25 would give cyclists a continuous stretch all the way to the railroad tracks.”*

Additional suggestions were as follows:

- Ask GARTC for input on the design and installation of facilities as they are being planned and built by the City.
- Increase bicycle access to Los Poblanos.
- Consider creating equestrian trails that are separated from trails for other users, at least in some locations. One of the reasons the Bosque Trail is popular with equestrians is that they ride on the soft ground next to the hard surface of the trail.
- Work on cross-jurisdictional communication and fill the positions on GABAC reserved for non-City entities (e.g., Bernalillo County and the EPC).

## **Results of the Agency Representative Interviews**

### **Background**

#### ***1. As background, what are your agency's concerns about the pedestrian, bicycle, and equestrian network in Albuquerque?***

##### City of Albuquerque, Parks and Recreation Department

- The City Parks and Recreation Department is responsible for building and maintaining trails that will connect the open space network across the city. (e.g. Parks Open Space Trails = POST)
- It is a challenge to have trees along the trails because they are difficult and expensive to care for. The staff prefers shade structures.
- Parks and Recreation needs to tap into volunteer base to create a "Trail Corps," which would promote "eyes and ears" on the trails.

##### Bernalillo County Parks and Recreation Department

- The Bernalillo County Parks and Recreation Department reviews proposed projects against existing bikeway plans. However, so much of the network is under the purview of other departments or jurisdictions that it is difficult to achieve uniform standards.
- There should be a single agency or group that is responsible for the overall network including maintenance, design and construction. The recent accident on Paseo is a reflection of the problem of setting and enforcing overall design and maintenance standards.
- Many projects are assigned to engineers who are unfamiliar with trails and bikeways and take a roadways perspective. They may choose the lowest ASHTO standard even when it is inappropriate for the trail width and conditions. Agencies with control over the right-of-way need to recognize bikes as transportation. For example:
  - Maintenance responsibility of the proposed connector on Rio Bravo between the South Diversion Channel and University Boulevard is not well coordinated among DOT, Bernalillo Parks and Recreation, and Bernalillo County Maintenance in the Public Works Department.
  - There is a disconnect between the policies set by the State DOT Governing Board and how the policies are reflected in design, construction and maintenance.
  - Paradise Blvd. was widened, but a bike lane was not installed in the Bernalillo County portion even though there was room.

Mid-Region Council of Government (MRCOG)

- MRCOG is responsible for developing a long-range bike system (LRBS), which plans bike facilities for full build-out and which is updated every 2 years.
- MRCOG has a Pedestrian Bicycle Technical Advisory Committee (PBTAC) composed of staff from various Albuquerque metro area planning agencies. It works on long-range transportation planning include the bike system.
- MRCOG has a system for prioritizing areas for pedestrian improvements, called the pedestrian composite index. It looks at the relationship between factors that cause people to walk and those that deter walking.

New Mexico Department of Transportation (NMDOT)

- The NMDOT District Office takes the lead on highway infrastructure in Sandoval, Bernalillo, and Valencia Counties. When building, improving, and maintaining highways, DOT accommodates routes for bicycling and makes sure improvements work for all users.
- When building new facilities, DOT includes all transportation modes and uses a multimodal vision. When the ICETEA federal legislation passed, it set standards requiring that greater expenditures on buses, bike racks and train accommodations for bicycles.
- DOT is a member of key regional bikeway and trails planning committees to make us aware of problems on DOT facilities.

Albuquerque Metropolitan Arroyo and Flood Control Authority (AMAFCA)

- AMAFCA licenses trails and requires the City or County to assume all liability for recreational uses.
- AMAFCA works only with trails where there is an arroyo or where construction will occur (e.g., Carlisle Boulevard).

Albuquerque Public Schools (APS)

- Albuquerque Public Schools runs the Safe Routes to Schools program.

**Programs and Promotion**

**2. *What public education programs does your agency have for pedestrians, bicyclists, and equestrians and members of the public?***

- The City of Albuquerque goes into 4<sup>th</sup> grade classes to deliver the bicycle safety program and also offers Biking 101 to teens. The City is also developing an adult bike safety course, which may be offered through the DMV.
- Bernalillo County does not have a bike education program. The County has a “Prescription Trail program,” which is an open space program. It consists of

mile markers on open space trails accompanied by a booklet about the trails and health. The booklet is publicly available placed in Doctor's offices.

- The Department of Transportation is producing brochures on pedestrian, bicycle, and equestrian safety and disseminates information to law enforcement officers. DOT also plans to produce bilingual PSAs on sharing the road, which will be modeled after the program in Pima County AZ.
- AMAFCA doesn't officially promote trails or provide education programs. Its focus is on flood control projects. It has a ditch safety program, and to promote safety, the agency feels bike trails should be built on top of arroyos and ditches and should be designed to keep people out of the arroyos.
- Although the MRGCD has a Ditch Safety Task Force on the dangers of arroyos and ditches (composed of representatives from AMAFCA, Bernalillo County, APS and local communities), it doesn't have specific education programs for or equestrians, bicyclists or pedestrians.
- APS has three pilot Safe Routes to Schools programs at Monte Vista Elementary, Wilson Middle School, and Emerson Elementary. The Safe Routes program is designed for area in a ½ mile radius around the school and includes promotion and education.

**3. *Which of your agency's policies and programs are most important for encouraging walking/bicycling/riding horses in the community? (e.g., Comprehensive Plan, ordinances, policies, and development requirements)***

- First, the City of Albuquerque has its bike safety and education program. Second, there is a program to provide education to pedestrians and equestrians using City Open Spaces. Third, the *Bikeways and Trails Master Plan Update* will enable the City to get federal funding through ICETEA.
- Bernalillo County dedicates 5% of Public Works bond issue funding to bikeways and trails.
- The most important activity of MRCOG is the planning that goes into the Long Range Bicycle System (LRBS), which includes looking at average bicycle and pedestrian commutes. MRCOG also has a project to identify facilities that support long-distance riding (commuting).
- As a matter of standard design policy, the DOT takes bicycle activity into account when developing or improving a facility. DOT is making infrastructure changes to accommodate the growing number of bicycles on the Railrunner.

- MRGCD has walking trails along the Bosque—north of Central to Bridge on the west side of the River. It is part of the Bosque revitalization Route 66 project with the Corps of Engineers, which will ultimately go from the Sandia Pueblo to the Isleta Pueblo. MRGCD also has authorized trail use under an agreement with the City and Bernalillo County. The agreement states the City and/or County does the construction, maintenance, and signage and accepts liability. MRGCD allows the City/Bernalillo County to have use of the property. In addition, the MRGCD recently negotiated an agreement with the City on a 25-year lease for a trail from Bridge to Campbell Road.
- The most important policies of APS are the Safe Routes to Schools program and installation of bike racks in at all schools. In siting new schools, APS plans for locations within walking and biking distance of the school population. In addition, APS is promoting walking and biking through the PTAs.

**4. *What could your agency do to further promote walking/bicycling/riding horses (e.g., programs, policies, infrastructure improvements, etc.)?***

- The City Parks and Recreation Department intends to continue to market the trail facilities as contributing to a healthy lifestyle.
- Bernalillo County's promotion and encouragement programs are implemented through the open space program, which manages trails internal to open spaces (not connected to the larger network). The county is not able to do more because of staff limitations.
- MRCOG does bicycle and pedestrian counts to justify resource allocations, communicate needs and future trends, and inform decision makers. MRCOG also does research and produces other data to convince policymakers that there is a demand and that goals be set. Its research includes investigating programs from other communities (e.g., Houston, Portland, LA). There must be a multimodal, regional approach, and the Railrunner (which is run by MRCOG) is important in shifting people away from single vehicle occupancy.
- DOT participates on a steering committee managed by MRCOG that produces a 25-year update of the long-range transportation plan. The Plan lays out a suite of projects to accommodate land use patterns and multimodal solutions.
- APS will continue to support Safe Routes to School.

## Connections and Facilities

### 5. *Where are places in which connections could be improved to...*

#### 5a. *...Create a continuous pathway?*

##### City of Albuquerque Parks and Recreation

- The City policy is all parks, trails and open space should be a connected series of links.

##### Bernalillo County Parks and Recreation

- Connect Alameda between 2<sup>nd</sup> Street and the North Diversion Channel, which is a major E/W link.
- In Paradise Hills there are several gaps in the bikeways such as the gap between Golf Course and Paradise Blvd.
- Ditches could be used to improve connections especially in the South Valley.
- The Isleta Drain (a major MRGCD facility) could be paved like the Bosque Trail.
- Access to the River and the Bosque Trail from Rio Grande Blvd. could be improved, but the platting pattern makes it difficult to achieve.
- Trails on the west side of the River have poor east-west connections, and the Bosque Trail at Bridge is not a good connection.
- There is a gap on Alameda Blvd. from the North Diversion Channel to 4<sup>th</sup> Street, which is critical to improving east/west connections.

○

##### Mid-Rio Grande Council of Government (MRCOG)

- There is a need for a multiuse bridge at I-25 and Osuna.
- 2<sup>nd</sup> Street should be connected to the new Railrunner Station at Montano.
- The Montano crossing at the River is too narrow now that the bridge accommodates 4 lanes of traffic.
- The two bike boulevards should be connected through the downtown.
- Paseo del Norte at Coors needs to be improved because cyclists have to circle around to avoid the intersection, which has a design that is similar to a freeway intersection.
- Paseo del Norte should be connected to Paradise Blvd. Without that connection, a cyclist has to go south on Coors to connect with a multiuse pathway and travel north to Paradise Blvd.

##### NMDOT

- Improve the connection to the Bosque Trail from Corrales.
- Improve the crossing and connection at Paseo del Norte and I-25 and the Paseo stretch to the North Diversion Channel.

##### AMAFCA

- AMAFCA always tries to retain ROW for multiuse trails.

#### MRGCD

- The North side of the I-40 pedestrian/bike bridge should connect to the Bosque Trail.
- Alameda should also connect to the Bosque Trail.
- The agency could potentially participate in construction of a bicycle and pedestrian bridge at Rio Bravo

#### ***5b. ...Make linkages between on-street bikeways and the multiuse trail system (i.e., routes marked with green on the map)?***

#### City of Albuquerque Parks and Recreation

- The trail at the Balloon Fiesta Park is heavily used for walks and bike rides. There could be a “Balloon to River” marathon that would go from the park along Paseo to the Bosque trail and south. There could also be 5K and 10K races. These events would celebrate the trails and attract a lot of people.

#### Bernalillo County

- On-street and multiuse trail system connections should be made at grade and have bollards. A good example is Yale and Silver, where the connection is clear and easy for pedestrians and cyclists, and there are bollards and a good sight line.
- Unser has a bike lane with a trail next to it. That’s an excellent design for a major arterial or collectors where there is a need for bikeways as well as fast moving commuters.
- The multiuse trails on the extension to University Blvd. and the South Diversion Channel are not well connected.
- The roadway along Rio Bravo is not designed for bikes, and it is a critical connection.
- There is poor access between the river and the Bosque trail and the adjoining neighborhoods in the South Valley.

#### MRCOG

- The best multiuse trails have few street crossings, and this is true of the most popular trails including the Bosque trail and the North Diversion Channel. Where there are major roadways, an overpass or underpass should be constructed.

#### ***5c. ...Connect with public transit?***

#### Albuquerque Park and Recreation

- Have more bike racks especially at common destinations.
- There are no pedestrian connections between the Rio Bravo Railrunner station and the area north of the station.



### Bernalillo County

- Employment centers and education facilities are key points to make connections, and the bus system generally does a good job here.
- Connections between transit centers and nearby neighborhoods are key for those who will only ride a bicycle for short distances.
- At major park-and-ride facilities, bike connections typically need to be improved. It is hard to get from Rio Rancho to the Coors park-and-ride, for example.
- The Barelitas Railrunner station is not conducive for bikers and walkers.

### MRCOG

- There should be a better connection to the Railrunner station at Rio Bravo.
- At the Railrunner stations, MRCOG is working on getting more bike lockers.
- Bicycle rental programs should be encouraged at major destinations/centers (such as train stations).

### New Mexico Dept of Transportation

- The downtown Railrunner station is not directly connected to a bikeway, and there are no bike lockers for commuters.
- There are no bike lockers along the Silver Bike Blvd. NMDOT

### Albuquerque Public Schools

- Transit can be combined with Safe Routes to Schools by placing stops within 1 mile of the school.
- Schools within 5 miles of a transit route should connect to transit and the bikeways and trails network.
- Infrastructure requirements in the Form Based Code are enhancing the environments for biking and walking.
- Bikeways and transit connections should be made at nodes such as shopping, recreation & open space, and educational institutions.

6. ***Besides multiuse trails, on-street bicycle facilities and horse paths, what facilities are important to encouraging walking/bicycling/riding horses in our community (e.g., benches, shade structures, bike lockers, or showers)?***

### Albuquerque Parks and Recreation

- Shade structures
- Crosswalks with refuge in areas with heavy traffic.
- Midblock crossings with signs, paint, lights, and push buttons for pedestrians.
- Businesses should have showers to make it realistic to use a bike for commuting.
- Bike lockers and racks.
- Valet parking for big events like the Balloon Fiesta.

- Bicycle lights purchased by the Parks and Recreation Department and given away by police.

#### Bernalillo County Parks and Recreation

- Long-term parking facilities for bicycles that are well planned and secure. (At the Coors facility, all the bike lockers are rented out.)

#### MRCOG

- Wayfinding signage indicating destinations and other information especially for events like Run for the Zoo.
- Bike stations with a monitored bicycle parking lot, air pumps, and showers.

#### NMDOT

- Tramway is bike-friendly because of the wide shoulder and the multiuse trail. People can get started biking on the trail, and some move onto the road shoulder. That combination (bike lane and trail) is great.
- Provide showers at work.

#### AMAFCA

- AMAFCA advocates keeping trees along proposed routes, and maintenance crews occasionally pull logs into position to provide a place to sit.
- All agencies should plant low water, arid climate friendly, regional trees.

#### APS

- APS installs bike racks in new schools and old schools being remodeled. Within the next 6 years, all schools will have them. APS

### **7. *What are the priority locations for pedestrian/bicycle/equestrian facilities to support safe connections to schools?***

#### Bernalillo County Parks and Recreation

- Higher education campuses.
- Schools surrounded by residential development are conducive to commuting on foot or by bicycle. If a high school is outside of a neighborhood, distances become long and it is hard to build good Safe Routes to Schools connections.
- Bernalillo County put funding into sidewalks at North Star Elementary School in Albuquerque Acres. Although the school is surrounded on all four sides by residential development, there were no sidewalks at the school. (APS Safe Routes to Schools policy apparently was not aligned with the decision not to install sidewalks.)

MRCOG

- Research indicates that priority should be given to projects that are within ½ mile of a school.
- Encourage businesses to have a “tie through.” Examples: Flying Star and Village Pizza in North Valley.

NMDOT

- NMDOT has a Safe Routes to Schools coordinator. The community is responsible for determining locations and applying for federal funds to support the program.

APS

- Encouraging walking and biking to school requires supporting infrastructure such as stoplights, overpasses and fences to prevent jaywalking (like at Jefferson Middle School).
- A priority location for Safe Routes to Schools is the international district.

**8. *What bicycle facilities might your agency construct and maintain?***

Albuquerque Parks and Recreation

- Facilities that the Open Space Division of this department constructs and maintains such as the bike trails system with associated signage, shade structures, lighting, racks, etc.
- Bike lockers are planning for installation in Civic Plaza.
- The department is doing an inventory of bridges that connect to the trail system.

Bernalillo County Parks and Recreation

- Bernalillo County can construct all types of facilities shown on the ABQ bicycle map—except for bicycle boulevards.

MRCOG

- MRCOG may construct wayfinding (signage) on large facilities, but maintenance would be done by another entity.

NMDOT

- DOT equipment is for roadways, and trail maintenance requires specialized equipment. Consequently, DOT might engineer and construct a trail, which would then be maintained by the City or the County. For instance, DOT constructed the Rail Trail in Santa Fe, which the City of Santa Fe maintains.

## Maintenance

### **9. What responsibility does your agency have for maintenance of the network?**

#### Albuquerque Parks and Recreation

- The Park Management Division maintains all the medians, off-street bike trails, and multiuse trails.
- As part of the bridge inventory, the department is looking at the resources needed to maintain the bridges and identifying which jurisdiction is responsible for maintenance. (The new bike bridge over the Rio Grande along Central was built with federal stimulus money, but it is unclear which jurisdiction will maintain it.)
- We want to develop a “Trail Advocacy Support Group.” If the community wants a quality trail system, we need advocates to make the case that more funding is needed for maintenance.
- AMAFCA is putting in improvements at the Hahn Arroyo at Montgomery Park. Instead of putting in a standard trail along a drainage corridor, it will be a linear park with cisterns in the arroyo to store water for a sustainable landscape system. It will meet new EPA requirements to ensure the water is clean before it goes back into the river. Although it will involve higher maintenance, the City is willing to support the effort because of sustainability.

#### Bernalillo County Parks and Recreation

- The Public Works Department maintains hard surfaces and infrastructure (e.g., drainage) and uses people from the Community Corrections program to pick up trash.
- The Parks and Recreation Department has responsibility for trails, shoulders, and paved facilities internal to parks or open space.

#### MRCOG

- MRCOG has no responsibility for network maintenance—it generates and maintains data and maps.

#### New Mexico Department of Transportation

- NMDOT’s policy is to have the local jurisdiction take over maintenance responsibilities for off-street trails.
- DOT maintains a few segments of the trails network. If it is a shoulder or other on-street facility attached to a road, DOT will maintain it. For instance, the Tramway Trail is a DOT responsibility.
- The cycling community is great about reporting potholes, broken glass, and debris, and DOT addresses it right away. But DOT is more reactive than proactive on maintenance.
- DOT becomes aware of the need for bike signs through meetings with other entities.

AMAFCA

- The City maintains trails as per the licensing agreement. When we do facility maintenance, we accommodate bicyclists.
- We work with PTAs/PTOs to do education and support Safe Routes to Schools. That way, the parents and advocates “own it.”

***10. What challenges do you see related to maintenance?***

Albuquerque Parks and Recreation

- The City does not allocate sufficient funding for adequate maintenance.
- Multiuse trails are hardest to maintain because of conflicts between pedestrians, cyclists and other users. Trail etiquette, and signage to support it, is not yet sufficient.
- Removable bollards are a problem; the collar sticks up 4-5 inches, and if the bollard is not replaced and someone crashes and gets hurt, there are lawsuits.
- There are design challenges related to underpasses. Sometimes ASHTO design standards are not well understood or followed, or may be a secondary consideration when an agency is trying to respond to community outcry.
- Maintenance is a special challenge when it involves communication and respect between City departments and other jurisdictions.

Bernalillo County Parks and Recreation

- Responsibility for maintenance is determined on a case-by-case basis within our jurisdiction and others. It is never defined but handled with “gentlemen’s agreements.”
- Manpower for maintenance is never commensurate with the responsibility.

NMDOT

- The biggest challenge is having smaller, specialized equipment and dedicated manpower for bikeway maintenance.

***11. What suggestions do you have about addressing the maintenance challenges?***

Bernalillo County Parks and Recreation

- Get clear leadership from the top (e.g., Governor, Mayor, County Commission) in directing agencies to resolve issues over responsibilities for maintenance.
- Have adequate appropriations to address maintenance challenges.
- Ideally, establish a multi-jurisdictional regional authority for trails and non-vehicular transportation. It would be charged with operation and maintenance on land owned by ABQ, Rio Rancho, Bernalillo County, the State, and other jurisdictions. That would help to resolve management, boundary and accountability issues.

## Safety and Enforcement

***12. In your view, where are the most dangerous or difficult areas to walk/bicycle/ride a horse in the city? What makes those areas dangerous? (e.g., maintenance, busy street, doesn't meet ADA requirements, etc.) Are these problems throughout the system?***

### Albuquerque Parks and Recreation

- The most dangerous areas are on-street bikeways, especially on narrow streets without room on shoulders and marked bike lanes.
- Inadequate snow removal on bridges crossing the river is a problem, especially when there is a slope.

### Bernalillo County Parks and Recreation

- For pedestrians: Wide intersections with high traffic volumes and a pedestrian crossing that doesn't have a refuge (e.g., Montgomery and San Mateo).

### MRCOG

- The West Side, in general, is a dangerous place to ride a bicycle because so much of the area has no sidewalks.
- It difficult to get to some destinations in the North Valley on a bicycle because of the vehicular traffic.
- Major intersections are often dangerous for cyclists and pedestrians because of traffic making left and right turns often (e.g., San Mateo/Central and Central/Rio Grande).
- Some major arterials are poorly designed for pedestrians (e.g., Montgomery, Eubank, Juan Tabo, Lomas, and Menaul).

### NMDOT

- Getting from Corrales to and across I-25.
- DOT wanted to improve the bridges on Tramway but didn't have data to justify the investment. Photographs, anecdotal information, and the professional opinion of an engineer should be sufficient to justify the investments.
- Low reporting of bicycle accidents. Without data, the needed investments can't be justified.

### MRGCD

- There is always a risk but nothing out of the ordinary. That is why MRGCD has agreements. The licensee is responsible for all maintenance and liability.
- Recreation is unofficial. Any future trails have to be authorized by the MRGCD Board.



AMAFCA

- The most dangerous place in our system is the North Diversion Channel loop by Sandia Pueblo. There is an opportunity to put notches on the underside of the North Diversion Channel at the street crossing.
- There is often danger in making connections to local streets from the trails.
- AMAFCA occasionally accommodates ADA slopes on maintenance roads by looking at the trail thickness and where there are turning and crossing points, increasing thickness from 4 inches to 6 inches.

APS

- We plan and engineer streets and access in master plans for new schools so there is a separation of bus, bike, drop-off and pickup, and pedestrian access.

**13. What are the biggest enforcement challenges with...**

**13a. ...Traffic safety for pedestrians, bicyclists, and equestrians?**

Albuquerque Parks and Recreation

- Traffic safety for pedestrians is a low priority for APD because of funding pressures.
- Educating more people about bike safety. It could be accomplished through insurance company incentives for bike education; by incorporating a component on bike education into MVD test and training for drivers on what to do when they encounter cyclists; and by instituting a City defensive driving course for employees.

Bernalillo County Parks and Recreation

- Motor vehicle intrusion along bikeways and trails. We have to put up a lot of bollards.

MRCOG

- Riding a bicycle against traffic; walking while intoxicated.

AMAFCA

- Scooters and motorized bicycles on trails. Anything motorized is not allowed, but 50cc scooters do not have to be licensed. The City has enforcement responsibility. The master license is only for bicyclists.

**13b. ...Crime and personal security on trails?**

Albuquerque Parks and Recreation

- Off-street trails are remote. That is where we need eyes and ears; the greater the use of the facility, the safer it is.

Bernalillo Parks and Recreation

- Long gaps without connections on the Bosque Trail.

MRCOG

- The trails are generally safe.

***13c. ...Vandalism on trails?***

Albuquerque Parks and Recreation

- Graffiti is a vandalism problem, and benches are defaced (carved) in the Bosque.

Bernalillo Parks and Recreation

- Unless the perpetrator is caught in the act, Bernalillo County doesn't have the resources to deal with it.

MRCOG

- Perhaps graffiti can be addressed through a public arts program.

***14. What is your agency doing to address these challenges?***

Bernalillo Parks and Recreation

- The County tries to engineer its way out of these challenges.
- The Parks and Recreation Department could develop better relationships with law enforcement agencies.
- The department could do a better job at education.

***15. What does your agency need to be more effective at enforcement?***

Bernalillo Parks and Recreation

- We used to have Open Space Police who were like park rangers. Then they were transferred to APD, and they have more of a police orientation. We should have more visible open space and park police.
- The system needs someone to champion enforcement and place external pressures on law enforcement to make a serious effort.

APS

- Good design

**Additional Comments**

- It is important to encourage user groups—including those organizing events—to work together to lessen conflict.
- Education and encouragement programs should be easily available to all users.

- There has been opposition to the Bear Canyon trail to connect the trail from Juan Tabo to Tramway. Drainage easements should be dedicated as a public access easement, so the neighbors won't fence them out.
- When the Clean Air Act is reauthorized, it will probably require significant planning and funding for multimodal transportation in response to concern about greenhouse gases.

**INTERVIEW – USERS**  
**ALBUQUERQUE BIKEWAY AND TRAILS MASTERPLAN**

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Interviewer: \_\_\_\_\_

Location of Interview: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_ email: \_\_\_\_\_

## **Introduction**

Hello. My name is \_\_\_\_\_. I am a member of a consulting team that is working with the City of Albuquerque to update the *Bikeway and Trails Masterplan*. The first step in the project is to learn about perceptions and ideas about the network of bikeways and trails. Your name was given to us as someone who is interested in this topic.

We are interviewing agency representatives and other stakeholders to gain insights into ways to improve bikeway and trail design, street crossings, and bike and trail facilities. I'm calling to request a meeting when I can interview you. I have about a dozen open-ended questions that I'm using to guide the interview. Our conversation will be confidential and last about an hour. Would you be willing to participate?

## **Interview Questions**

*(Review the 2008 map of the existing bicycle and trails network with the interviewee. Use the map to mark answers to the following questions.)*

1. Where are the most popular trails in Albuquerque for walking/bicycling/riding horses?
2. What are the most popular destinations for pedestrians/bicyclists/equestrians in Albuquerque?

*The next three questions ask about difficult or dangerous aspects of the bike and trail network. After we discuss those questions, I'm going to ask you about connections within the network.*

3. In your opinion, where are the most dangerous or difficult areas to walk/bicycle/ride a horse in the city?

Walk \_\_\_\_\_

Bike \_\_\_\_\_

Ride Horses \_\_\_\_\_

- a) What makes those areas dangerous? (e.g., maintenance, busy street, doesn't meet ADA requirements, etc.)
- b) Are there any roads or places in our community where you feel that pedestrian/bicycle/equestrian facilities do not belong? Why?

*The next four questions ask about important connections and facilities.*

4. Where are places in which connections could be improved to
- a) Create a continuous pathway?
  - b) Make linkages between on-street bikeways and the multi-use trail system?
  - c) Connect with public transit?
  - d) Which connections would you recommend addressing first?
5. What are the priority locations for pedestrian/bicycle/equestrian facilities to support a Safe Routes to Schools network?
6. Besides sidewalks, bike lanes and horse paths, what other facilities are important to encouraging walking/bicycling/riding horses in our community (such as benches, shade structures, bike lockers, or showers)?
- a) What about end of trip facilities (such as bike lockers, showers, etc.)?

*The next few questions ask for your insights into ways to encourage more walking/bicycling/riding horses in the community.*

7. In your view, what is the City doing well to encourage walking/bicycling/riding horses?

Walk \_\_\_\_\_

Bike \_\_\_\_\_

Ride horses \_\_\_\_\_

8. What improvements could the City make to further encourage walking/bicycling/riding horses (such as programs, policies, infrastructure improvements, etc.)?

Walk \_\_\_\_\_

Bike \_\_\_\_\_

Ride horses \_\_\_\_\_

9. What effect has increased gas prices had on your use of bicycling as a means of transportation?

*That's the end of the substantive questions.*

10. What additional comments do you have (if any)?

11. What is the best way for you to provide feedback to us as the project moves along?

Thank you very much for participating in this interview.

**INTERVIEW – AGENCY REPRESENTATIVES**  
**ALBUQUERQUE BIKEWAY AND TRAILS MASTERPLAN**

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Interviewer: \_\_\_\_\_

Location of Interview: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_ email: \_\_\_\_\_

## **Introduction**

Hello. My name is \_\_\_\_\_. I am a member of a consulting team that is working with the City of Albuquerque to update the *Bikeway and Trails Masterplan*. The first step in the project is to learn about ideas and perceptions about the network of bikeways and trails. Your name was given to us as someone who is interested in this topic.

We are interviewing agency representatives and other stakeholders to gain insights into ways to improve bikeway and trail design, street crossings, and bike and trail facilities. I'm calling to request a meeting when I can interview you. I have about a dozen open-ended questions that I'm using to guide the interview. Our conversation will be confidential and last about an hour. Would you be willing to participate?

## **Interview Questions**

*(Review the 2009 map of the existing bicycle and trails network with the interviewee. Use the map to mark answers to the following questions.)*

*I'd like to start by learning a little bit about your agency.*

1. As background, what are your agency's concerns about the pedestrian, bicycle, and equestrian network in Albuquerque?

*Programs and Promotion*

2. What public education programs does your agency have for pedestrians, bicyclists, and equestrians and members of the public?
3. Which of your agency's policies and programs are most important for encouraging walking/bicycling/riding horses in the community? (e.g., Comprehensive Plan, ordinances, policies, and development requirements)

Walk \_\_\_\_\_

Bike \_\_\_\_\_

Ride horses \_\_\_\_\_

4. What could your agency do to further promote walking/bicycling/riding horses (e.g., programs, policies, infrastructure improvements, etc.)?

Walk \_\_\_\_\_

Bike \_\_\_\_\_

Ride horses \_\_\_\_\_

*Connections and Facilities*

5. Where are places in which connections could be improved to
  - Create a continuous pathway?
  - Make linkages between on-street bikeways and the multi-use trail system (i.e., routes marked with green on the map)?
  - Connect with public transit?
6. Besides multi-use trails, on-street bicycle facilities and horse paths, what facilities are important to encouraging walking/bicycling/riding horses in our community (e.g., benches, shade structures, bike lockers, or showers)?

Walk \_\_\_\_\_

Bike \_\_\_\_\_

Ride horses \_\_\_\_\_

7. What are the priority locations for pedestrian/bicycle/equestrian facilities to support safe connections to schools?
8. What bicycle facilities might your agency construct and maintain?

Maintenance

9. What responsibility does your agency have for maintenance of the network?
10. What challenges do you see related to maintenance?
11. What suggestions do you have about addressing the maintenance challenges?

Safety and Enforcement

12. In your view, where are the most dangerous or difficult areas to walk/bicycle/ride a horse in the city? What makes those areas dangerous? (e.g., maintenance, busy street, doesn't meet ADA requirements, etc.) Are these problems throughout the system?

Walk \_\_\_\_\_

Bike \_\_\_\_\_

Ride Horses \_\_\_\_\_

13. What are the biggest enforcement challenges with
  - Traffic safety for pedestrians, bicyclists, and equestrians?
  - Crime and personal security on trails?
  - Vandalism on trails?
14. What is your agency doing to address these challenges?
15. What does your agency need to be more effective at enforcement?

Thank you very much for participating in this interview.

## **Bikeways and Trails Master Plan Update**

### **Summary Report on Workshop #1**

#### **Introduction**

On June 29, 2010, the City of Albuquerque sponsored a stakeholder workshop focused on the City's *Bikeways and Trails Master Plan Update*. The participants included 16 representatives from advocacy organizations and agencies from the city, county, region, and state. The workshop was a forum for participants to give reactions and offer ideas in response to the Existing Conditions, Opportunities and Constraints Working Paper (Working Paper #1), which was available through the project website. It was also a forum for responding to the results of three project Open Houses held in May.

After the introduction, the workshop began with a presentation summarizing Working Paper #1 and the results of the Open Houses. Then the workshop participants developed a list of the physical and programmatic assets of the bikeways and trails system. Next, they identified potential improvements that could be made in the system's physical facilities as well as potential improvements in programs and policies that support the bikeways and trails system. After that, the participants assessed the opportunities for taking action on the potential improvements, which resulted in a list of areas where it may be relatively easy or difficult to take action. Finally, they discussed ways to collaborate on making improvements and identified specific initiatives that could be taken by an individual agency or organization. (See Appendix A for a photograph of the workshop, Appendix B for the agenda and Appendix C for the presentation.)

#### **Physical Assets**

The physical assets identified by the participants reflected how much the bikeway and trail system is appreciated. In addition to acknowledging the value of the overall system—miles of multiuse trails, bike routes, and bike lanes—they mentioned specific attributes such as the arroyo trail system, the Paseo del Bosque trail and the Hahn Arroyo project, which is under construction. Although this part of the discussion emphasized the trails and bicycle network, the participants also recognized the importance of the growing number of support facilities such as bike racks, bike lockers and designated bike parking. The specific physical assets identified by the group included the following:

- Miles and miles of trails, bike routes, and bike lanes
- Great arroyo trail system
- New bicycle boulevards
- Paseo del Bosque trail, the North Diversion Channel trail, other multiuse trails, and the potential of the irrigation network
- Trails in the foothills
- Great weather for outdoor activities

- Bus bike racks
- Rail Runner accommodation of bikes
- UNM Hydraulic Laboratory, which does testing for wave action in bikeway notches
- Hahn Arroyo project
- Gail Ryba Memorial Bridge over the Rio Grande
- Increase in bike racks in public places including schools
- Increase bike parking facilities including bike lockers
- Perimeter trails around city parks
- Bosque revitalization in collaboration with the Middle Rio Grande Conservancy District (MRGCD) and the Corps of Engineers starting at Route 66 on the West Side and proceeding north

### **Programmatic Assets**

The discussion about programmatic assets acknowledged the support that the Greater Albuquerque Bicycling Advisory Committee (GABAC), the Greater Albuquerque Recreational Trails Committee (GARTC) and Bike Albuquerque (Bike ABQ) give to the agencies responsible for building and maintaining the system. The group commended the City for its range of bicycle safety education programs and recognized the reservoir of bicycling instructors, especially those from the League of American Bicyclists. The group also identified the value of City and County projects that are under construction or in the capital improvements pipeline as well as master licenses with AMAFCA. The individual programmatic assets they identified included the following:

- Parks and Recreation program for kids on bike/pedestrian safety at the K-5 level
- Built-in teachers with the League of American Bicyclists cycling instructors
- Good Albuquerque Police Department bike patrols
- The range of cyclists and other users who have different needs and preferences
- UNM's bike shop, which makes low-cost repairs and disseminates information
- ABQ Bike Recycling program, which rehabilitates and repairs bikes for continued use
- City and County projects that are on the books and moving forward based on the last plan and the Capital Improvements program
- Master trail licenses that exist between AMAFCA and the City as well as AMAFCA and the County
- GABAC, GARTC, and Bike ABQ – 3 active, strong committees!
- Increased visibility due to parades and interest of local media
- Recreational clubs that promote cycling like the NM Touring Society and the NM Coalition
- Annual bike swap, which is a great forum for buying/selling and information exchange
- Bike valet program at major cultural events
- Companies (e.g., REI) that offer workshops and space for events

### **Potential Physical Improvements**

Reflecting many of the opportunities to improve the system described in the Working Paper and in the Open Houses, the group identified a wide range of physical

improvements that may be made to the system. More than half of the suggestions focused on making better connections to important destinations such as Uptown and Cottonwood shopping centers, UNM, Mesa del Sol and APS's emerging education corridors in Northwest and Southwest Albuquerque. The discussion also identified the importance of improving the bikeways and trails network with key connections, enhanced maintenance, and revitalization of the Paseo del Bosque trail. The specific physical improvements suggested by the group included the following:

- Make Uptown and Cottonwood shopping centers more bike friendly
- Improve UNM connection to south campus at Buena Vista
  - Could add a bike lane on Buena Vista or turn it into a bike blvd.
  - Add signage to alert drivers
  - Could be relocated to University Blvd. in long run
- Improve planning for bikeways in Mesa del Sol
  - Improve biking on University Blvd.
  - Improve access to Journal Pavilion, UNM film school and film studios
- Improve the crossing at Lomas and Vassar in light of the 5 million sq. ft. of new space UNM is planning for the North Campus
- Continue the City-County collaborative work to revitalize Bosque del Paseo by widening the trail and addressing tree roots and pathway interruptions
- Strengthen connectivity to and within the APS northwest and southwest education corridors through planning and trail construction
- Build on the Safe routes to School pilot program with Monte Vista Elementary, Emerson Elementary, and Wilson Middle School
- Pass a City ordinance defining bicycle boulevards and related infrastructure improvements
- Upgrade the existing bike boulevards to include traffic calming schemes, stop-sign turning, and better signage
- Consider converting Campus Drive to a bicycle boulevard
- Consider constructing a separate bike lane on all new streets
- Install additional bike lockers, particularly at UNM, where there is a 250-person waiting list; 1 locker = 1 less driver on UNM campus
- Consider creating another multiuse trail at 2<sup>nd</sup> and 4<sup>th</sup> Street along the drain
- Connect bikeways to Rail Runner stations
- Improve the way finding system
- Address the lack of connections to the Bosque from housing situated north of Alameda
- Develop a consistent/single set of standards for bollard spacing and "design"
- Have consistent standards for trails
- Work with City to put in a bike lane on Yale between Lomas and Las Lomas south to Duck Pond
- Reduce hazard created by lights at midblock crossings, perhaps by removing them or by adding a red light, as "hawk lights" can be confusing for motorists and dangerous for cyclists
- Increase funding for physical improvements

### **Potential Programmatic Improvements**

Two themes running through the discussion about potential programmatic improvements were to improve coordination between the agencies responsible for building and improve maintenance of the bikeway and trails system. An additional theme was to reinforce and expand education and safety programs. The discussion also revealed the need to fund capital improvements and secure additional funding sources for bikeway and trail construction and maintenance. The individual ideas for programmatic improvements included the following:

- Create a 2% tax for bikeway/trail maintenance
- Complete street policies and ordinances to incorporate bikeways/trails
- Work with state and local officials to make sure priorities and plans are explicit
- Increase education to make cyclists and pedestrian more consistent and predictable in way they operate bikes and walk in traffic
- Strengthen coordination between City, County, AMAFCA, MRGCD, MRCOG, DOT, UNM, CNM, and Rio Rancho
- Take advantage of the League of Cycling Instructors (LCI) grant money, which supports bike safety classes that make students better drivers as well as cyclists. (The League works with teachers, APS, and employers to offer the classes.)
- Expand Parks and Recreation classes to high schools at 9<sup>th</sup> grade level and also to UNM students, perhaps during freshman orientation
- Offer incentives to increase cycling including:
  - Create incentives tied to Bike to Work Day
  - Offer UNM students free bikes in exchange for taking safety course and keeping car off campus
  - Install bike lockers at UNM and at Rail Runner
  - Continue the City program that distributes free bike lights through A
  - Create incentives based on a comprehensive evaluation of inducements to get people to leave cars at home (e.g., tax break or UNM tuition break)
- Work with City and APS to promote Safe Routes to Schools and change attitudes of parents and students about walking or biking to school
- Pass a gas tax to support implementation of this plan
- Hire more city planners—research shows that it will increase the percentage of commuting cyclists in the community
- Consider bike lanes whenever a street is being redone
- Educate cycling public that it is safer to ride in traffic than to separate bikes from traffic
- Consider changing the City traffic ordinance to require 3' distance from cyclist rather than 5'
- Change priorities and policies to accommodate multimodal transportation
- Fund capital improvements to implement planning
- Promote the use of the bike maps available through Google Maps, and report inaccuracies to Google
- Encourage collaboration across jurisdictions to support trails on drains in the North Valley and elsewhere in the City

### Areas for Action

After reviewing the potential physical and programmatic improvements, the group identified opportunities for and challenges to taking action. There were eight ideas where it may be opportune to take action on physical improvements and seven ideas about programmatic improvements that seemed to be prime for implementation. In contrast, two of the physical improvements seemed by be hard to implement and three of the programmatic improvements seemed to be impractical to pursue. The chart below reviews the key opportunities and difficult ideas.

	Easy to Implement	Hard to Implement
Physical Improvements	<ul style="list-style-type: none"> <li>• Improve UNM north and central campus connection to south campus at Buena Vista</li> <li>• Improve crossing at Lomas and Vassar</li> <li>• Revitalize and widen Bosque del Paseo; address route interruptions and tree roots</li> <li>• Learn from and expand the Safe Route to Schools pilots</li> <li>• Have a consistent/single set of standards for bollard spacing and “design”</li> <li>• Improve the connection between Lomas and Las Lomas on Yale to Duck Pond, perhaps creating a bike boulevard with signage at parking garage</li> </ul>	<ul style="list-style-type: none"> <li>• Difficult to convert maintenance road to multiuse trail at 2<sup>nd</sup> &amp; 4<sup>th</sup> streets</li> <li>• Difficult to address lack of connection to the Bosque from housing situated north of Alameda</li> </ul>
Programmatic Improvements	<ul style="list-style-type: none"> <li>• Strengthen coordination between City, County, AMAFCA, MRGCD, MRCOG, DOT, UNM, CNM, and Rio Rancho</li> <li>• Use LCI grant money (work with teachers, APS, and employers) to offer more classes and strengthen student recruitment</li> <li>• Expand Parks and Recreation classes to high schools at 9<sup>th</sup> grade level and also to UNM students</li> <li>• Install bike lockers at UNM and Rail Runner</li> <li>• Consider bike lanes whenever a street is being redone</li> <li>• Collaborate across jurisdictions to support trails on drains in North Valley and throughout City</li> </ul>	<ul style="list-style-type: none"> <li>• Pass a 2% tax for bikeway/trail maintenance</li> <li>• Pass a gas tax to support implementation of this plan</li> <li>• Hire more city planners</li> </ul>

### Roles of the Agencies and Advocacy Organizations

As the workshop concluded, the group identified areas where the agencies and advocacy organizations may be able to support one another to implement ideas or take individual initiative. For example, UNM plans to improve connectivity to and within its campus,

and the League of American Bicyclists will continue to offer and promote its bicycle education program. Finally, the discussion clarified that the *Master Plan Update* will mesh together the existing trails and on-street comprehensive plans, add new information about conditions and opportunities, and reassess priorities for funding. The group noted the following ideas about the role of agencies and advocacy organizations:

- UNM will continue to locate bike lockers
- UNM will strengthen the connectivity between South Campus and Main Campus as well as between Lomas and Central
- City should make sure to brief AMAFCA Board on *Master Plan Update*
  - Work is underway to amend the license agreement between City and AMAFCA
  - AMAFCA will keep access available for multiuse trails
- League of American Bicyclists can continue to provide League Cycling Instruction
- Efforts should be made to build support for this plan among the City Councilors
- MRGCD can give input on trail standards
- How much of the old plan needs to be redone? Is the new plan going to make a difference? What needs to be updated and why? The list of issues and opportunities is the same as identified in 1994
- We are meshing together 2 plans (the trails plan and the on-street comprehensive trails plan)
  - This update is an opportunity to assess where we are compared to where we were when the old plan was passed
  - We're using the process to reassess priorities for funding
  - Most of the goals and objectives are the same as the prior plan

**Appendix A**

**Workshop #1**

**Identifying Physical and Programmatic Improvements**



## **Appendix B**

### **BIKEWAYS AND TRAILS STAKEHOLDER WORKSHOP**

JUNE 29, 2010, 2-4:30PM

#### **Agenda**

##### Agenda

2:00-2:20	Welcome, Introductions and Overview
2:20-2:45	Highlights from the Open Houses and Existing Conditions, Opportunities and Constraints Report (Working Paper #1)
2:45-3:30	Network Assets and Concerns
3:30-3:45	Break
3:45-4:15	Roles of Agencies
4:15-4:30	Closing Comments

#### **Welcome, Introductions and Overview**

Matt Grush will welcome the participants to the workshop and introduce Kate Hildebrand and Ric Richardson, who will serve as the workshop facilitators. Matt will also review the goals and objectives for the project as well as the project timeline. The facilitators will review the workshop agenda and ask the participants to introduce themselves and identify their agency's/organization's mission as it relates to bikeways and trails.

#### **Highlights from the Open Houses and Existing Conditions, Opportunities and Constraints Report**

The facilitators will summarize the highlights from the open house and the first working paper.

#### **Network Assets and Concerns**

The first part of the facilitated discussion will focus on physical and programmatic assets of the bikeway and trail network. The discussion of physical assets will include both on-street and trail facilities, and the discussion of programmatic assets will include the City's education and encouragement program. Similarly, the discussion will explore concerns related to physical and programmatic aspects of the network that need improvements.

#### **Role of Agencies**

After the break, the participants will discuss ways the agencies/organizations can bring support to the plan as well as concerns about implementation of the plan. The facilitators will ask them to identify projects that are high priorities for their agencies in the next 3-5 years.

#### **Closing Comments**

At the end of the workshop, there will be an opportunity to reflect on the conversation for a few minutes.

## Appendix C

### **WORKSHOP PRESENTATION**

#### **Highlights of Report on Existing Conditions, Opportunities and Constraints and Highlights from the May Open Houses**

#### **EXISTING CONDITIONS, OPPORTUNITIES AND CONSTRAINTS**

##### Facilities Analysis

- System gap analysis
  - Sport gaps
  - Connection gaps
  - Lineal gaps
  - Corridor gaps
  - System gaps
- Intersection improvement measures
- Arterial bike lane retrofit measures
- Alternative routing measures
- Off-street gap measures

##### Opportunities

- NE and SE quadrants
  - Connection to rail runner stations
  - Bicycle access to Journal Center and Balloon Fiesta Business Park
  - Multiuse trail along Tramway between I-25 and County line
  - Connections to trailheads in Cibola National Forest – mountain biking
  - Potential bicycle boulevards—Cutler Avenue and Claremont Avenue
  - Improved access to Expo NM, Sandia National Labs, UNM/CNM
  - Crossings of I-25
  - Arroyo and drain alignments
- NW and SW Quadrants
  - Connections to Petroglyph National Monument
  - Potential bicycle Boulevard – Frontage road north side of Central between Unser and 98<sup>th</sup> Street
  - Bike lanes along West Central
  - Connectivity into Rio Rancho
  - Denser bikeways network south of Bridge Blvd.
  - Crossing of I-40
  - Arroyo and drain alignments
- Citywide and Metro
  - Population growth
  - Land use and demand regional bikeway connections and key destinations
  - Network coverage – ½ mile goal
  - Encouragement, education and safety City website, City safety program, youth bicycle and bicycling 101

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- Multimodal connections – bike and ride, Rail Runner express
- Connections to schools – Safe Routes to Schools, APS new campus schools, higher education

### Constraints

- Major Features and Facilities
  - Rio Grande River
  - I-40 and I-25
  - Railroad tracks
  - Golf courses
  - Private neighborhoods
  - Military base
  - Indian pueblos
  - Drainage and irrigation easements
  - West Mesa escarpment
  - Major arterials
  - Open space
- System-wide Features
  - Topography
    - 4,950' at the Rio Grande
    - 6,100' at the Foothills
    - 5,750' at the West Mesa
  - Geography
    - City area – 181 square miles
    - Metro area – 1,000 square miles
  - Way Finding
    - Signage
    - Destination way finding
  - Discontinuous multiuse trail system
    - East-west connections
    - Trails in Northwest region

## **MAY OPEN HOUSES**

### Public Participation Events and Activities

- 3 open houses in May and 3 planned for fall
- 1 workshop today and 1 in the fall
- 12 stakeholder interviews underway of agency representatives, users and advocates
- Online survey conducted between May 1<sup>st</sup> and June 14<sup>th</sup> – 1,248 respondents

### Who is Involved in Events and Activities?

- Open Houses – 56 cyclists, 32 walker/joggers, 3 other users
- Agency representatives – City, County, APS, and state and regional institutions

### Participant Comments Recorded on Flipcharts at Open Houses

- Education and Encouragement
  - Encourage education for cyclists and drivers – Traffic Skills 101
  - Have “Rules of the Road” disseminated more broadly
  - Institute publicity program about transit/bike connections
  - Engage school district P.E. programs to teach bike safety
  - Educate cyclists and drivers about bike boxes
  - Map and promote scenic routes for substantial rides
  - Create a bike tour of historic Albuquerque landmarks
- Citywide Infrastructure Improvements
  - Repave and restripe Bosque Trail
  - Keep road shoulders and bike paths free of debris and broken glass
  - Better East-west trail connections
  - Citywide beltway/perimeter route
  - Construct a safe, continuous route from North Valley to Northeast Heights
  - Underpasses needed at I-25
  - West Side and South Valley not as well served as Northeast Heights
  - Put concrete barrier along Paseo del Norte at site of recent fatality
- Design, Safety and Way Finding
  - Drivers park in bike lanes
  - Sight distances around notch curves and at intersections important to safety
  - Underpass safety and lighting
  - Missing bollards are hazardous
  - Bollards need to be highly visible and meet spacing standards
  - Bike lanes should be marked through intersections
  - Enforce speed limit on bike boulevards
  - More signage and way finding on paths and bikeways that give information on bicycling
  - Way finding a real concern for 911 dispatch – need to be able to identify exact locations

## Bikeways and Trails Master Plan Update

### Summary Report on Workshop #2

#### Introduction

On December 15, 2010, the City of Albuquerque sponsored a stakeholder workshop focused on the City's *Bikeways and Trails Master Plan Update*. The participants included 14 representatives from advocacy organizations and agencies from the city, county, region, and state. The primary objective of the workshop was to review and seek comments on provisional recommendations for improvements in the bikeways and trails network; the secondary objective was to build support for interagency cooperation to implement the plan.

After the workshop introduction, the consultant team gave a presentation summarizing proposed bikeways and trails improvements, which included examples of recommended network improvements that would require interagency cooperation. The participants commented on the recommended improvements and made additional suggestions during a facilitated discussion. The meeting concluded with reflections about ways to increase interagency cooperation and reactions about priorities to be established through the master plan. As the meeting ended, the consultant team distributed CDs of all the work that has been generated by the project.

The Appendices provide: a) the workshop agenda, b) a comment submitted by a representative unable to be present, and c) a list of participants.

#### Workshop Presentation

Most comments about the presentation focused on the examples of potential improvements, all of which would require interagency action. The first example would provide a continuous bikeway in the vicinity to the west of Coors, north and south of Montano Road. A number of participants said that better connections in this location are needed and that there are several alternative ways to make the connections.

The second potential project is creation of a bikeway and trail in the drainage right-of-way on North 2<sup>nd</sup> Street. The Middle Rio Grande Conservancy District would have to look at the easement width to determine if this potential improvement is feasible. The street is designated as a state highway, and the City of Albuquerque and Bernalillo County have maintenance responsibility for the segments that lie within their respective jurisdictional boundaries. Representatives from Bernalillo County said the Public Works Department has requested funds for improvements along 2<sup>nd</sup> Street from Paseo north to Alameda and Roy. There was agreement that this improvement would “create a great north-south spine in the North Valley” and benefit the Griegos and La Luz Schools.

The third potential project is aimed at creating a new east-west connection in the far southeast area of Albuquerque near Elizabeth and Eubank. The participants strongly supported this improvement, and one participant pointed out the need for a better detection mechanism for the light at the Southern and Eubank intersection.

The fourth potential project is completion of the trail through the “Big I” connecting I-40 6<sup>th</sup> Street to University. It would complete the east-west connection from the mountains to the freeway. The City has started a study of the alignments and right-of-way restrictions as well as an environmental analysis.

### Discussion about Recommended and Needed Improvements

The presentation also identified hundreds of improvements that could be made to the bikeways and trails system. The participants spent the balance of the time discussing reactions to the options and ideas. The discussion elicited comments in the following areas:

- Priorities,
- Intersections and crossings,
- Network connectivity,
- Design standards,
- Aesthetic improvements, and
- Education.

#### Priorities

The participants were impressed with the amount and quality of work as well as the number and range of improvements that the project has produced. As one person said, “The list of potential projects includes almost every street in the city.”

However, one participant questioned the feasibility to carrying out 244 high priority projects in the next five years. He suggested estimating the cost of the projects designated as high priorities and then ranking them according to the impact they would have on the bikeways and trails network as well as the availability of funding.

Another participant urged the group to “take the long view and to work across agencies and disciplines” to implement priority projects where agencies could work together. The City has over 500 miles of bikeways, although it has only been working on it for 20 years. Based on the applications for federal funds reviewed through MRCOG, he noted the trend is to incorporate more bikeways into roadway and infrastructure projects.

Additional comments about project priorities included the following:

- It is critical to find ways to increase funding for bikeways and trails and expand the percentage of transportation funds allocated to alternative modes.
- The City intends to redo the *Bikeways and Trails Master Plan* every 10 years, which will provide an opportunity to amend the priorities and other elements of the plan.

### Intersections and Road-Trail Crossings

Some of the recommendations designated as high priority involve intersection projects—such as Comanche and I-25 as well as Martin Luther King and I-25. There was considerable interest in intersection design and safety of these intersections.

One participant said that most bike lanes in Albuquerque disappear at intersections in contrast to Silver and Gold-rated cities, which provide striping to direct bicycle traffic through their intersections. Although the absence of striping encourages cyclists to merge with the traffic, drivers are generally unaware that cyclists are about to merge.

Another participant responded that the City's treatment of intersections is highly inconsistent. Some bike lanes end at intersections, while others go through them. Commenting that cyclists are most vulnerable at intersections, a third participant recommended installing lights and/or signs where the bike lane ends to alert cyclists and drivers.

A fourth participant, who happens to be an equestrian, agreed that intersection treatment and education are both “crucial.” The bikeways and trails network would be safer with better indicators to equestrians, cyclists, and motorists about where to go in traversing an intersection or at road-ditch crossings. Additional participants also mentioned safety at road-ditch crossings is an important issue.

A representative of the City said each intersection has to be independently assessed for the best solution. Given existing roadway constraints at MLK, for example, “the best we can do is to have bikes merge into traffic.” He agreed with prior comments suggesting the need for education for drivers and bikers on safe practices for intersection safety.

### Network Connectivity

Several participants suggested that the master plan increase the connectivity between bikeways and trails as well as between the network and roads. One participant specifically mentioned that connectivity is particularly in need of improvement in the northeast quadrant of the city.

Signage can help with network connectivity. For example, there is a need for signs along Tramway informing cyclists that Spain is a good east-west route.

A participant suggested building trails that would connect to the pedestrian bridge that crosses I-40 between San Mateo and San Pedro. Noting the importance of the bridge as a way for cyclists to cross the freeway, another participant noted that it connects grid-like streets that are not easy to follow but relatively safe for cyclists on either side of I-40.

### Design Standards

The new Master Plan creates the opportunity to create consistent design standards. As one participant pointed out, the greater the consistency in standards the better people will be aware of and understand the resulting design treatments. The discussion surfaced the following suggestions about this topic:

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- The master plan should include standards for bike boxes (described as “experimental and invisible”) and bicycle boulevards.
- Consistent intersection standards, including signage, through-lanes, and merging, should be instituted.
- The City should assess the benefit of widening some trails (such as the Bosque Trail at Tingley to make it possible for cyclists to ride two abreast).
- Road and street improvements should improve pedestrian and bicycle access including compliance with ADA accessibility.

### Aesthetic Improvements

Several participants recommended an emphasis in the plan on bikeway and trail beautification—including weed removal and other aesthetic improvements.

### Education

There was consensus that the master plan should be a means of increasing education of drivers, cyclists, pedestrians, and equestrians. Participants said the plan should “bring education into the limelight to increase safety,” “be a voice for biker and driver education” and “take a ... stance for mutual communication, respect, and awareness.” They praised existing educational programs offered by the City and Bike ABQ and indicated that far more drivers and network users should be taking advantage of those educational opportunities.

A major theme in this discussion was that better communication between drivers, cyclists, pedestrians, and equestrians is a key to safety. Along with traditional practices such as using hand signals, communication with drivers and other network users should be taught to people as part of the instruction in how to cross intersections safely. A participant noted that it is especially difficult for equestrians to communicate with drivers.

Several participants suggested using legal means to increase participation in education classes. As a matter of fact, Bike ABQ is working to build a coalition to advocate with the Legislature. One participant suggested finding a legislator to sponsor legislation to create an auto registration discount for drivers who take a bicycle safety course. Another participant proposed that questions about bicycle safety should be included on the NM driver’s license exam. A third said that law enforcement officers should be used as a resource for finding safety solutions.

### **Interagency Support for Master Plan Implementation**

The participants focused discussion on ways to enhance interagency support and collaboration, which they saw as an important means for improving the overall system. The creation of trails along rights-of-way (which involve interagency agreements) is a primary reason the network is as good as it is. Representatives from Albuquerque Metropolitan Area Flood Control Authority (AMAFCA) and the Middle Rio Grande Conservancy District (MRGCD) spoke about ways their agencies contribute to the creation of bikeways and trails when it is feasible. They mentioned a number of

cooperative projects that have been carried out, and the AMAFCA representative described an innovative water harvest and landscaping pilot project being developed from Alameda to Comanche.

### **Priorities among the Recommendations**

As the session closed, participants said that “tremendous progress” has been accomplished over the years in the development and expansion of the bikeways and trails network. That fact should be emphasized in presenting the master plan to the community and key decision-makers.

When asked which among the many recommendations identified for inclusion in the plan should be designated as most important, the participants’ greatest concern was to build a case for greater investment in the bikeways and trails system. They identified three arguments for making that case:

- a) Investment in the network is consistent with the national trend toward alternative transportation modes,
- b) It will produce energy, climate/environmental, and health benefits, and
- c) It may produce infrastructure savings through decreased use of roadways and other infrastructure.

Finally, the group felt that education and safety should be top priorities for the master plan.

## Appendix A

### BIKEWAYS AND TRAILS STAKEHOLDER WORKSHOP

DECEMBER 15, 2010

#### Agenda

2:00-2:20	Welcome, Introductions and Overview
2:20-2:45	Recommended Bikeways and Trails Improvements
2:45-3:30	Discussion and Feedback on the Recommendations
3:30-3:45	Break
3:45-4:15	Implementation of the Bikeways and Trails Plan Update
4:15-4:30	Closing Comments

#### **Welcome, Introductions, and Overview**

Matt Grush (Gannett Fleming West, Inc.) will welcome the participants to the workshop and introduce the workshop facilitators. The facilitators will review the workshop agenda and ask the participants to introduce themselves.

#### **Recommended Bikeways and Trails Improvements**

Matt Grush will give a short power point presentation on recommended bikeways and trails improvements that are being considered for inclusion in the update of the Bikeways and Trails Master Plan. The presentation will summarize major recommended improvements and identify their locations on maps.

#### **Discussion and Feedback on the Recommendations**

The participants will have an opportunity to ask questions after the presentation. They will also discuss the recommendations and give specific feedback and suggestions.

#### **Implementation of the Plan Update**

After a short break, the participants will discuss ways to build support for the plan. What are the most effective ways to involve agencies in implementing the plan?

#### **Next Steps and Closing Comments**

At the end of the workshop, there will be an opportunity for closing comments and reflections on the discussion.

## **Appendix B**

### **Participant Comment Submitted by Email**

As a minimum UNM would like to see on the prioritization of future projects:

1. Safer crossing of Lomas at Vassar Drive.
2. Uphill bike lane stripe with two signs on Yale between Lomas and Las Lomas.
3. Upgrades of signs for bike route or Bicycle Boulevard on Buena Vista between Central and Cesar Chavez.
4. Safer crossing of Central at Yale and/or Buena Vista with improved crosswalk, and possible island refuge area.

## **Appendix C**

### **List of Participants**

Partricia Apt, Albuquerque Public Schools  
Jim Arrowsmith, City Department of Municipal Development  
Theresa Baca, City Parks and Recreation Department  
Jackie Bouker, GABAC  
Gran Brodehl, Bernalillo County Parks and Recreation Department  
Julian Paul Butt, Bike ABQ  
Clay Campbell, Bernalillo Country Parks and Recreation Department  
Ray Gomez, Middle Rio Grande Conservancy District  
Matt Grush, Gannett Fleming West, Inc. (project consultant team)  
Pat A. Hernandez, City Open Space Division  
Loren Hines, Albuquerque Metropolitan Area Flood Control Authority  
Kate Hildebrand, Consensus Builder (project consultant team)  
Julie Luna, Mid-Region Council of Governments  
Steve Mathias  
Yasmeen Najni, Middle Rio Grande Conservancy District  
Ric Richardson, Consensus Builder (project consultant team)

## **Bikeways and Trails Master Plan Update**

### **Summary Report on the May Open Houses**

#### **Introduction**

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

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

#### **Design and Organization of the Open Houses**

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

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

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

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

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

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

- A “Welcome” station, where participants
  - Signed the registration sheets, noting how they learned about the open houses
  - Placed adhesive dots on two maps, indicating where they live and several destinations they frequent
  - Picked up a card on how to take the online survey, a handout on preliminary survey results, a project schedule, and a comment form
- An “Education and Encouragement” station where participants
  - Reviewed a board showing possible education and encouragement strategies
  - Indicated which of the strategies they felt are most promising
- An “Opportunities and Constraints” station where participants
  - Identified and discussed opportunities and constraints with the team; typical opportunities and constraints addressed the following:
    - Where connections should be improved
    - Where other improvements should be made
    - Where there are maintenance problems
    - Where the bikeways and trails are often congested
- A “Design Safety and Way Finding” station where participants
  - Identified and discussed preferences related to
    - Safety and way-finding measures
    - Existing facilities for on-street cyclists and off-street trail users

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

### **Publicity**

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

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

### **Results of Dot Exercises**

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

*What kind of trip do you take?*

Social and recreational – 46 (dots)

Community and utilitarian – 48

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

Link to transit – 12

*Who bikes in Albuquerque?*

Strong and fearless – 26

Enthusied and confident – 8

Interested but concerned – 25

No way, no how – 0

*What type of multi-trail user are you?*

Cyclist – 56

Walker or jogger – 32

Rollerblader or skater – 1

Equestrian – 2

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

Summer streets – 20 (dots)

Albuquerque bike central website – 10

Law enforcement partnership – 16

Safe routes to school – 17

Share the road/share the path campaign – 36

Annual bicycle and trail counts – 17

Drivers' education – 43

Bike month events – 10

### **Comments from Flip Charts and Comment Sheets**

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

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

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

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

Written Comments at the Education and Encouragement Station

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

Written Comments about Citywide Infrastructure Comments

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

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

Written Comments about Design, Safety and Wayfinding

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

## ***Bikeway and Trails Master Plan Update • Summary Report on the May Open Houses***

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

### ***Informal Feedback from the Participants***

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

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

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

### **Possible Connections to Other Bikeways and Trails Plans**

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

### **Recommendations for the Second Round of Open Houses**

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

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

## **Attachment 1**

### **PLAN FOR THE FIRST ROUND OF OPEN HOUSES**

#### ***Station #1 – Welcome***

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

- Welcome
  - Sign-in and name tags
  - Ask how participants found out about the open house, and record on sign-in sheet
  - Distribute packet of handouts containing
    - Project schedule (condensed version)
    - Fliers encouraging people to take survey on website (quarter or half page)
    - Summary of initial survey findings (e.g., connections, barriers and how often respondents bike)
  - Copies of Working Paper #1 – 5 copies marked “Open House Copy, Available on Website” (with the website address)
- Dot Exercise (using the City 2010 Bikeways and Trails map)
  - Where do you live? (1 dot per participant.)
  - What are the 3-4 destinations you cycle, walk or ride to most often? (4 dots per participant.)
- Project Purpose, Schedule, and the Other Stations
  - Review board on project purpose and project schedule
  - Describe the other stations
  - Answer questions (recording them on flipcharts along with any concerns participants express)

#### ***Station #2 – Education and Encouragement***

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

- Dot Exercise (3 dots per participant)
  - One set of boards will explain existing education and encouragement activities as well as possible enhancements. Examples of activities include Bike to Work Day and Safe Routes to Schools.
  - The other set of boards will have space for participants to place dots showing their priorities.
- Prompts for People Staffing this Station (Take notes on flipcharts)
  - What program ideas should we be considering?
  - What people or groups should we be talking to?

***Station #3 – Existing Conditions, Opportunities and Constraints***

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

- Dot exercise:

*Who bikes in Albuquerque?* (Matrix with space for dots)

- Strong and Fearless
- Enthused and Confident
- Interested but Concerned
- No Way, No How

*What type of multi-use trail user are you?* (Matrix)

- Cyclist
- Walker or jogger
- Rollerblader or skater
- Equestrian

*What sort of trip do you take?* (Matrix)

- Social and recreational trips
- Commuting and utilitarian trips
- I'm unlikely to use on-street bikeways/multi-use trail system. (Please tell us why by writing your answer on one of the available note pads.)

- Identification of opportunities and constraints (Opportunities and Constraints maps at city and quadrant scales)

*Mark responses on a map:*

- Where should connections be improved?
- What other improvements should be made?

*Mark responses on a second map:*

- What locations have maintenance problems?
- What locations are often congested?

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

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

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

***Flipcharts, Boards and Maps***


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

BOARDS AND MAPS

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

## Attachment 2


### Dot Exercises and Education Board



## WHO BIKES IN ALBUQUERQUE?

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

Strong & Fearless	Interested but Concerned
<p>Will ride anywhere, regardless of bicycle lanes, paths or other bicycle facility</p>	<p>Would ride if you felt safer on roadways—fewer cars, slower cars, and more quiet streets with few cars and paths without cars at all</p>
Enthusied & Confident	No Way, No How
<p>Comfortable in traffic – as long as there are appropriate bikeways Like bicycle lanes and bicycle boulevards, are interested in bicycling or activity, and/or ride on paths, on vacation, or on an organized group ride</p>	<p>Will not ride a bicycle regardless of facilities. Please tell us why by writing your answer on one of the available note pads</p>



## WHAT TYPE OF MULTI-TRAIL USER ARE YOU?

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

Cyclist	Walker or Jogger
Rollerblader or Skater	Equestrian



## WHAT TYPE OF TRIPS DO YOU TAKE?

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

Social & Recreational	Commuting & Utilitarian
<div></div>	<div></div>
I am unlikely to use on-street bikeways/multiuse trail system	Link to Transit
<div></div>	<div></div>



## ALBUQUERQUE BIKEWAYS & TRAILS MASTER PLAN UPDATE

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

### Summer Streets

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



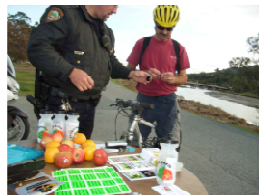
### Albuquerque Bike Central Website

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



### Law Enforcement Partnership

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



### Safe Routes to School

Safe Routes to School programs use a "5P" approach: Planning, Engineering, Education, Enforcement, and Evaluation. Strategies to improve safety and encourage children to walk and bike to school. The programs are usually run by a coalition of city government, school district, and other community partners, parents and students, and neighbors. Future efforts should build on existing projects, including the Bicycle Safety Education program and the current school safety program.



### Share the Road / Share the Path campaign

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



### Perform Annual Bicycle and Trail Counts

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



### Drivers Education

Improving driver awareness of bicyclists helps to make a more comfortable environment for bicyclists. Outreach through Drivers Education is a good way to reach beginning drivers, while a classroom class is relevant to freetime rider violations that endanger bicyclists.



### Bike Month Events

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



## **Bikeways and Trails Master Plan Update**

### **Summary Report on December Open Houses**

#### **Introduction**

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

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

#### **Design and Organization of the Open Houses**

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

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

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

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

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

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

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

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

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

### **Publicity**

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

### **Participant Notes on Flipcharts**

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

#### Existing Conditions Analysis

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

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

#### Design Treatments

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

#### Existing and Proposed Facilities

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

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

#### Programs

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

## **Appendix**

### **Participant Submissions**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Comments on Albuquerque Bikeways and Trails Master Plan**

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

Diane E. Albert GABAC member, BCNM President

**AASHTO Guidelines for Bicycle Facilities**

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

See inadequate Development Process Manual Design Guidelines here:

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

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

The Albuquerque Department of Municipal Development

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

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

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

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

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

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

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

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

### **Avenues of Communication**

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

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

Albuquerque should use [www.SeeClickFix.com](http://www.SeeClickFix.com) to report problems to the appropriate agency so safety can be improved.

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

### **Motorist Education Needed**

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

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

## **Safety**

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

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

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

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

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

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

## **Gaps in Bicycle Network.**

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

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

### **Continue Current Education, Encouragement, Enforcement Programs**

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

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

### **Innovative Design Treatments and Design Toolbox**

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

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

### **Dealing with NMDOT**

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

BCNM's activities continued to focus on state highway paving policy and practices per BCNM's June 2009 letter to Gov. Richardson (see [www.bikenm.org/images/BCNM\\_letter\\_govrich\\_2009.pdf](http://www.bikenm.org/images/BCNM_letter_govrich_2009.pdf)).

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

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

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

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

**Coordination with other Governmental entities.**

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

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

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

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