

## Appendix K

### Interviews

## **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 Barelás 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.