

## Appendix J

### Stakeholder Workshops

## **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

## *Bikeway and Trails Master Plan Update • Summary Report on Workshop #1*

- 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:



## **Bikeway and Trails Master Plan Update • Summary Report on Workshop #2**

- 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)