



SUBDIVISION

- Major subdivision action
- Minor subdivision action
- Vacation
- Variance (Non-Zoning)

SITE DEVELOPMENT PLAN

- for Subdivision
- for Building Permit
- Administrative Amendment/Approval (AA)
- IP Master Development Plan
- Cert. of Appropriateness (LUCC)

STORM DRAINAGE (Form D)

- Storm Drainage Cost Allocation Plan

Supplemental Form (SF)

S Z ZONING & PLANNING

- Annexation
- Zone Map Amendment (Establish or Change Zoning, includes Zoning within Sector Development Plans)
- Adoption of Rank 2 or 3 Plan or similar
- Text Amendment to Adopted Rank 1, 2 or 3 Plan(s), Zoning Code, or Subd. Regulations
- Street Name Change (Local & Collector)
- L A APPEAL / PROTEST of...**
- Decision by: DRB, EPC, LUCC, Planning Director, ZEO, ZHE, Board of Appeals, other

PRINT OR TYPE IN BLACK INK ONLY. The applicant or agent must submit the completed application in person to the Planning Department Development Services Center, 600 2nd Street NW, Albuquerque, NM 87102. Fees must be paid at the time of application. Refer to supplemental forms for submittal requirements.

APPLICATION INFORMATION:

Professional/Agent (if any): Planning Department PHONE: 924-3879
 ADDRESS: 600 2nd St NW FAX: _____
 CITY: ABQ STATE NM ZIP 87102 E-MAIL: _____

APPLICANT: _____ PHONE: _____
 ADDRESS: _____ FAX: _____
 CITY: _____ STATE _____ ZIP _____ E-MAIL: _____

Proprietary interest in site: _____ List all owners: _____

DESCRIPTION OF REQUEST: Adoption of a Rank II Bikeways + Trails Facility Plan to supersede the Trails + Bikeways Plan + On-Street Bikeways Plan

Is the applicant seeking incentives pursuant to the Family Housing Development Program? Yes. No.

SITE INFORMATION: ACCURACY OF THE EXISTING LEGAL DESCRIPTION IS CRUCIAL! ATTACH A SEPARATE SHEET IF NECESSARY.

Lot or Tract No. _____ Block: _____ Unit: _____
 Subdiv/Addn/TBKA: City-Wide
 Existing Zoning: _____ Proposed zoning: _____ MRGCD Map No _____
 Zone Atlas page(s): _____ UPC Code: _____

CASE HISTORY:

List any current or prior case number that may be relevant to your application (Proj., App., DRB-, AX_Z_V_S_ etc.): 1008887

Council Bill R-20-115, enactment R-2000-112
R-308, enactment 100-1993

Within city limits? Yes Within 1000FT of a landfill? _____
 No. of existing lots: _____ No. of proposed lots: _____ Total site area (acres): _____

LOCATION OF PROPERTY BY STREETS: On or Near: _____
 Between: _____ and _____

Check if project was previously reviewed by: Sketch Plat/Plan or Pre-application Review Team(PRT) Review Date: _____

SIGNATURE K. Carrie Barkhurst DATE _____
 (Print Name) K. Carrie Barkhurst Applicant: Agent:

FOR OFFICIAL USE ONLY

- INTERNAL ROUTING
- All checklists are complete
- All fees have been collected
- All case #s are assigned
- AGIS copy has been sent
- Case history #s are listed
- Site is within 1000ft of a landfill
- F.H.D.P. density bonus
- F.H.D.P. fee rebate

Application case numbers HEPC 10054

Action ASD

S.F. _____

Fees \$ 0

Hearing date Sept. 11, 2014

Total \$ 0

[Signature]
 Staff signature & Date 7-31-14

Project # 1008887

Revised: 4/2012

FORM Z: ZONE CODE TEXT & MAP AMENDMENTS, PLAN APPROVALS & AMENDMENTS

ANNEXATION (EPC08)

- ___ Application for zone map amendment including those submittal requirements (see below).
Annexation and establishment of zoning must be applied for simultaneously.
 - ___ Petition for Annexation Form and necessary attachments
 - ___ Zone Atlas map with the entire property(ies) clearly outlined and indicated
NOTE: The Zone Atlas must show that the site is in County jurisdiction, but is contiguous to City limits.
 - ___ Letter describing, explaining, and justifying the request
NOTE: Justifications must adhere to the policies contained in "Resolution 54-1990"
 - ___ Letter of authorization from the property owner if application is submitted by an agent
 - ___ Board of County Commissioners (BCC) Notice of Decision
 - ___ Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts
 - ___ Sign Posting Agreement form
 - ___ Traffic Impact Study (TIS) form
 - ___ List any original and/or related file numbers on the cover application
- EPC hearings are approximately 7 weeks after the filing deadline.* Your attendance is required.

SDP PHASE I - DRB CONCEPTUAL PLAN REVIEW (DRBPH1) (Unadvertised)

SDP PHASE II - EPC FINAL REVIEW & APPROVAL (EPC14) (Public Hearing)

SDP PHASE II - DRB FINAL SIGN-OFF (DRBPH2) (Unadvertised)

- ___ Copy of findings from required pre-application meeting (needed for the DRB conceptual plan review only)
 - ___ Proposed Sector Plan (30 copies for EPC, 6 copies for DRB)
 - ___ Zone Atlas map with the entire plan area clearly outlined and indicated
 - ___ Letter describing, explaining, and justifying the request
 - ___ Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts (for EPC public hearing only)
 - ___ Traffic Impact Study (TIS) form (for EPC public hearing only)
 - ___ Fee for EPC final approval only (see schedule)
 - ___ List any original and/or related file numbers on the cover application
- Refer to the schedules for the dates, times and places of DRB and EPC hearings.* Your attendance is required.

AMENDMENT TO ZONE MAP - ESTABLISHMENT OF ZONING OR ZONE CHANGE (EPC05)

- ___ Zone Atlas map with the entire property clearly outlined and indicated
 - ___ Letter describing, explaining, and justifying the request pursuant to Resolution 270-1980.
 - ___ Letter of authorization from the property owner if application is submitted by an agent
 - ___ Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts
 - ___ Sign Posting Agreement form
 - ___ Traffic Impact Study (TIS) form
 - ___ Fee (see schedule)
 - ___ List any original and/or related file numbers on the cover application
- EPC hearings are approximately 7 weeks after the filing deadline.* Your attendance is required.

AMENDED TO SECTOR DEVELOPMENT MAP (EPC03)

AMENDMENT SECTOR DEVELOPMENT, AREA, FACILITY, OR COMPREHENSIVE PLAN (EPC04)

- Proposed Amendment referenced to the materials in the Plan being amended (text and/or map)
 - Plan to be amended with materials to be changed noted and marked
 - Zone Atlas map with the entire plan/amendment area clearly outlined *city-wide*
 - Letter of authorization from the property owner if application is submitted by an agent (map change only)
 - Letter describing, explaining, and justifying the request pursuant to Resolution 270-1980 (Sector Plan map change only)
 - Letter briefly describing, explaining, and justifying the request
 - Office of Neighborhood Coordination (ONC) inquiry response form, notification letter(s), certified mail receipts (for sector plans only)
 - Traffic Impact Study (TIS) form
 - Sign Posting Agreement
 - Fee (see schedule)
 - List any original and/or related file numbers on the cover application
- EPC hearings are approximately 7 weeks after the filing deadline.* Your attendance is required.

AMENDMENT TO ZONING CODE OR SUBDIVISION REGULATORY TEXT (EPC07)

- ___ Amendment referenced to the sections of the Zone Code/Subdivision Regulations being amended
 - ___ Sections of the Zone Code/Subdivision Regulations to be amended with text to be changed noted and marked
 - ___ Letter describing, explaining, and justifying the request
 - ___ Fee (see schedule)
 - ___ List any original and/or related file numbers on the cover application
- EPC hearings are approximately 7 weeks after the filing deadline.* Your attendance is required.

I, the applicant, acknowledge that any information required but not submitted with this application will likely result in deferral of actions.

K. Carrie Barkhurst

Applicant name (print)

KCBarkhurst

Applicant signature & Date



Revised: June 2011

- Checklists complete
- Fees collected
- Case #s assigned
- Related #s listed

Application case numbers
14EPC - 40054

[Signature] 7-31-14
Staff signature & Date
Project # 1008887



Planning Department

Suzanne Lubar, Planning Director
600 2nd Street NW – 3rd Floor
Albuquerque, NM 87102

Richard J. Berry, Mayor

July 28, 2014

Mr. Peter Nicholls, EPC Chair
Environmental Planning Commission
c/o City of Albuquerque Planning Department
600 2nd Street NW, Suite 300
Albuquerque, NM 87102

Dear Chairman Nicholls,

As Planning Director of the City of Albuquerque, I respectfully request the Environmental Planning Commission's review and recommendation for adoption of the 2014 *Bikeways & Trails Facility Plan* to the City Council.

PO Box 1293

The Plan is intended to replace the existing *Trails & Bikeways Facility Plan* originally adopted in 1993 and the *Comprehensive On-Street Bicycle Plan* adopted in 2000. Combining these plans will help the City better manage the growth of the bikeway and multi-use trail system. The proposed Plan is a Rank II Facility Plan that applies City-wide.

Albuquerque

The overarching purpose is to ensure a well-connected, enjoyable, and safe non-motorized transportation and recreation system throughout the metropolitan area. The plan will guide future investment in the bikeways & trails system, including facility improvements, new facilities, maintenance, and education/outreach programs.

NM 87103

www.cabq.gov

Plan Summary

The Plan includes a review of existing conditions and a needs analysis, identifying difficult or dangerous locations, as well as areas with the greatest potential for improvement. The plan includes design guidelines for both on-street bicycle facilities and multi-use trails. Key recommendations address education and outreach, closing gaps in the system, maintenance, and way-finding. There is a proposed facilities map and a detailed list of projects to improve the bicycle system and individual facilities.

Planning themes throughout the Plan include:

- Making the system more functional by working toward continuous bike lanes and trails that connect origins and destinations;
- Improving the safety of bikeways and trails throughout the city through education efforts and increased consistency in facility design; and
- Enhancing outreach, design, development, and maintenance practices.

The new Plan reflects current conditions in the area, along with input from City and agency staff and a range of stakeholders that have a particular interest in bikeways and trails. It also furthers current, applicable goals and policies from higher-ranked plans, primarily the Albuquerque/Bernalillo County Comprehensive Plan and the Metropolitan Transportation Plan (MTP).

Background

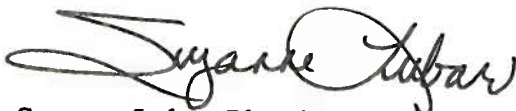
The proposed *Bikeways & Trails Facility Plan* is the result of several planning phases since it was initiated in 2008 as a Capital Implementation Program (CIP) Project. The Department of Municipal Development (DMD) selected Gannett Fleming West and Alta Planning as the consultant team for the effort in 2009. Public input took place in 2010 and an initial draft was developed in May 2011. This initial draft contained much valuable research, analysis, and recommendations. However, the Plan was withdrawn from the review process in 2012 to address gaps in recommendations about trails & implementation.

Parks & Recreation took the lead to strengthen the plans recommendations regarding trails and the needs of recreational bicyclists and other trail users. In late 2013, the Planning Department was asked to help directly respond to public comments collected in the earlier planning effort, and to update the vision, goals, and policies to reflect the concerns raised by the public, advisory groups, and agency interviews.

Finally, staff from all three departments have worked together to assess how the City currently administers the bikeway and trail system; to develop recommendations to improve administrative coordination and maintenance practices; and to explore how the advisory groups can be most effective.

This collaborative process has culminated in the July 2014 EPC Draft Plan (see encl.) The new Plan is a well-constructed and opportune replacement for the two current plans, and I look forward to your thoughtful review and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Suzanne Lubar".

Suzanne Lubar, Planning Director
City of Albuquerque

CITY OF ALBUQUERQUE

TRAFFIC IMPACT STUDY (TIS) FORM

APPLICANT: Planning Department DATE OF REQUEST: 7/17/14 ZONE ATLAS PAGE(S): city-wide

CURRENT:

ZONING _____

PARCEL SIZE (AC/SQ. FT.) _____

LEGAL DESCRIPTION:

LOT OR TRACT # _____ BLOCK # _____

SUBDIVISION NAME _____

REQUESTED CITY ACTION(S):

ANNEXATION []

ZONE CHANGE []: From _____ To _____

SECTOR, AREA, FAC, COMP PLAN

AMENDMENT (Map/Text) []

SITE DEVELOPMENT PLAN:

SUBDIVISION* [] AMENDMENT []

BUILDING PERMIT [] ACCESS PERMIT []

BUILDING PURPOSES [] OTHER []

*Includes platting actions

PROPOSED DEVELOPMENT:

NO CONSTRUCTION/DEVELOPMENT []

NEW CONSTRUCTION []

EXPANSION OF EXISTING DEVELOPMENT []

GENERAL DESCRIPTION OF ACTION:

OF UNITS: _____

BUILDING SIZE: _____ (sq. ft.)

Bikeways + Trails Facility Plan

Note: changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

APPLICANT OR REPRESENTATIVE KC Baul

DATE 7/17/14

(To be signed upon completion of processing by the Traffic Engineer)

Planning Department, Development & Building Services Division, Transportation Development Section -
2ND Floor West, 600 2ND St. NW, Plaza del Sol Building, City, 87102, phone 924-3994

TRAFFIC IMPACT STUDY (TIS) REQUIRED: YES [] NO BORDERLINE []

THRESHOLDS MET? YES [] NO

MITIGATING REASONS FOR NOT REQUIRING TIS: PREVIOUSLY STUDIED: []

Notes:

If a TIS is required: a scoping meeting (as outlined in the development process manual) must be held to define the level of analysis needed and the parameters of the study. **Any subsequent changes to the development proposal identified above may require an update or new TIS.**

Tony Lopez
TRAFFIC ENGINEER

7-17-14
DATE

Required TIS must be completed prior to applying to the EPC and/or the DRB. Arrangements must be made prior to submittal if a variance to this procedure is requested and noted on this form, otherwise the application may not be accepted or deferred if the arrangements are not complied with.

TIS -SUBMITTED / /
-FINALIZED / /

TRAFFIC ENGINEER _____

DATE _____

§ 14-13-3-6 CITY OF ALBUQUERQUE'S GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

(A) Appointment.

- (1) The Mayor, with the advice and consent of the Council, shall appoint nine members of an advisory committee to be known as the City of Albuquerque's Greater Albuquerque Bicycling Advisory Committee. The members shall be appointed by the city in the following manner:
 - (a) One member to represent the city area north of I-40 and east of I-25.
 - (b) One member to represent the city area south of I-40 and east of I-25.
 - (c) One member to represent the city area north of I-40 and west of I-25.
 - (d) One member to represent the city area south of I-40 and west of I-25.
 - (e) Two at-large members.
 - (f) One member to represent the unincorporated areas of Bernalillo County east of the Rio Grande.
 - (g) One member to represent the unincorporated areas of Bernalillo County west of the Rio Grande.
 - (h) One member to represent the city's Environmental Planning Commission.
- (2) Each member shall understand and represent the needs of citizens, particularly bicyclists, within the geographic area which that member represents.
- (3) In voting, in the case of a tie, a motion shall be deemed defeated.
- (4) When the Committee is formed, every effort shall be made to initially appoint members of the existing Committee organized under Planning Commission resolution. Of the initial appointments, three members shall be appointed to terms expiring April 1, 1984, four members shall be appointed to terms expiring April 1, 1985, and three members shall be appointed to terms expiring April 1, 1986; thereafter, the terms of all members shall be three years, expiring April 1. The Chairperson shall be elected annually by the members of the Committee.

(B) Duties, Responsibilities, Powers. The Committee shall:

- (1) Advise the city including but not limited to its Environmental Planning Commission, Bernalillo County, the Mid Region Council of Governments, the New Mexico Department of Transportation, and other governmental entities concerning plans, projects and programs for bikeways, including but not limited to the Transportation Improvement Program and the Capital Improvements Program;
- (2) Monitor all bicycling facilities and recommended implementation strategies for adopted plans for bikeways;
- (3) Promote bicycling in Bernalillo County for both transportation and recreation;

- (4) Promote bicycling safety and safety education;
- (5) Promote bicycling support facilities in Bernalillo County;
- (6) Review and make recommendations to the EPC, the County Planning Commission, or the Planning staff regarding proposals for right-of-way acquisitions or vacations which involve areas designated for bicycle use on adopted plans.
- (7) Except where modified by this section, the provisions §§ 2-6-1-1 et seq. apply to all duties, powers, and procedures of the Committee.

(C) *Ratification of Prior Actions and Continuation of Terms of Board Members.*

- (1) The actions of the Committee established by the previous ordinance are hereby ratified, and the Committee members appointed pursuant to the previous ordinance shall continue to serve until their successors are appointed and confirmed pursuant to §§ 2-6-1-1 et seq. Any current Committee member eligible for re-appointment under the previous constitution of the Committee may be appointed to the like position constituted under this ordinance; the first of such appointments shall count as a second term for such existing Committee member.
- (2) The terms of the Committee members shall be for three years except that for the first term after the enactment of this ordinance, the terms shall expire as follows:
 - (a) Committee member representing the city area north of I-40 and east of I-25, the term expires April 1, 2009;
 - (b) Committee member representing the city area south of I-40 and east of I-25, the term expires April 1, 2008;
 - (c) Committee member representing the city area north of I-40 and west of I-25, the term expires April 1, 2008;
 - (d) Committee member representing the city area south of I-40 and west of I-25, the term expires April 1, 2009;
 - (e) Committee at-large member, Position 1, the term expires April 1, 2009;
 - (f) Committee at-large member, Position 2, the term expires April 1, 2010;
 - (g) Committee member representing the unincorporated areas of Bernalillo County east of the Rio Grande, the term expires April 1, 2010;
 - (h) Committee member representing the unincorporated areas of Bernalillo County west of the Rio Grande, the term expires April 1, 2011;
 - (i) Representative of the city's Environmental Planning Commission, the term expires April 1, 2011.

('74 Code, § 7-15-8) (Ord. 56-1989; Am. Ord. 48-1990; Am. Ord. 8-2008)

§ 14-13-3-8 CITY OF ALBUQUERQUE'S GREATER ALBUQUERQUE RECREATIONAL TRAILS COMMITTEE

(A) *Appointment.*

- (1) The Mayor, with the advice and consent of the Council, shall appoint a committee to be known as the City of Albuquerque's Greater Albuquerque Recreational Trails Committee. The eight members shall be appointed by the city to represent the following interest groups:
 - (a) One member to represent equestrian interests.
 - (b) One member to represent the interests of the physically challenged.
 - (c) One member to represent pedestrians and hikers.
 - (d) One member to represent off-road bicyclists (nonmotorized mountain bicyclists).
 - (e) One member to represent runners and joggers.
 - (f) One member to represent the active elderly.
 - (g) One member to represent the public-at-large residing east of the Rio Grande.
 - (h) One member to represent the public-at-large residing west of the Rio Grande.
- (2) In voting, in the case of a tie, a motion shall be deemed defeated.
- (3) The governmental entities and organizations listed below are each requested to name one non-voting advisory member to the Committee and to give written notice to the Mayor of such appointment. Advisory members may have indefinite terms and may be replaced when the appointing entity chooses. Advisory members will be notified of the time and place of every meeting by the staff liaison to the Committee. Advisory members shall not be officers or voting members of the Committee. Advisory members shall be appointed from the following groups:
 - (a) City of Albuquerque Environmental Planning Commission;
 - (b) Bernalillo County Planning Commission;
 - (c) City of Albuquerque Open Space Advisory Board;
 - (d) City of Albuquerque Greater Albuquerque Bicycling Advisory Committee;
 - (e) City of Albuquerque Metropolitan Parks and Recreation Advisory Board;
 - (f) City of Rio Rancho;
 - (g) Village of Los Ranchos;
 - (h) Village of Corrales;
 - (i) Village of Tijeras;

- (j) Middle Rio Grande Conservancy District;
- (k) National Forest Service;
- (l) Albuquerque Metropolitan Arroyo Flood Control Authority;

(B) *Duties, Responsibilities, Powers.* The Committee shall:

- (1) Advise the City of Albuquerque Environmental Planning Commission, the County Planning Commission, the city, the county, the Urban Transportation Planning Policy Board and other governmental entities concerning plans, programs and standards for recreational trails that are predominantly off-street facilities but which may cross, parallel or share street right-of-way for limited lengths;
- (2) Help develop and promote a recreational trails plan to:
 - (a) Create a network of off-road trail which link major open space, parks, other public facilities and neighborhoods;
 - (b) Incorporate existing adopted city and county policies regarding open space and trails; and
 - (c) Set priorities to optimize the use of public funds for recreational trails;
- (3) Help promote multi-use of public right-of-way for trails where desirable and appropriate;
- (4) Help coordinate joint use of recreational trail facilities by a variety of users;
- (5) Promote trail safety and safety education.
- (6) Review and make recommendations to the City of Albuquerque Environmental Planning Commission, the County Planning Commission, the city, the county, the Mid Region Council of Governments, the Urban Transportation Planning Policy Board and Planning staff and other governmental entities concerning plans or actions which impact recreational trails or the proposed recreational trail network;
- (7) Cooperatively work with organized and non-organized constituent groups to make recommendations which to the extent possible, meet the needs of all recreational trail users;
- (8) Advise and recommend appropriate levels of trail maintenance and cooperatively work with organized and non-organized constituent groups on development of volunteer maintenance programs as appropriate;
- (9) Except where modified in this section, the provisions §2-6-1-1 et seq. apply to all duties, powers, and procedures of the Committee.

(C) *Ratification of Prior Actions and Continuation of Terms of Board Members.*

- (1) The actions of the Committee established by the previous ordinance are hereby ratified, and the Committee members appointed pursuant to the previous ordinance shall continue to serve until their successors are appointed and confirmed pursuant to §§ 2-6-1-1 et seq. Any current Committee member eligible for re-appointment under the previous constitution of the

Committee may be appointed to the like position constituted under this ordinance; the first of such appointments shall count as a second term for such existing Committee member.

- (2) The terms of the Committee members shall be for three years except that for the first term after the enactment of this ordinance, the terms shall expire as follows:
 - (a) Equestrians representative, term expires June 30, 2009;
 - (b) Runners and Joggers representative, term expires June 30, 2010;
 - (c) Off-road Bicyclist representative, term expires June 30, 2009;
 - (d) Eastside at-large representative, term expires June 30, 2010;
 - (e) Pedestrians and Hikers representative, term expires June 30, 2009;
 - (f) Physically Challenged representative, term expires June 30, 2010;
 - (g) Westside at-large representative, term expires June 30, 2009;
 - (h) Active Elderly representative, term expires June 30, 2010.

('74 Code, § 7-15-8) (Ord. 56-1989; Am. Ord. 48-1990; Am. Ord. 8-2008)

Organization of Bicycle and Trails Advisory Committees:

With input from July 2014 public meetings

Purpose: To consider new ideas on how to structure Albuquerque's advisory committees related to bicycle and trails programs, planning, and implementation.

Current structure: Albuquerque has two advisory committees related to bicycle and trails issues. Both are created by ordinance: the Greater Albuquerque Bicycling Advisory Committee (GABAC), and the Greater Albuquerque Recreational Trails Committee (GARTC). The two-committee structure allows multiple perspectives regarding the trail system. City Parks & Recreation (P&R) staffs GARTC and the Department of Municipal Development (DMD) staffs GABAC.

Issues with regard to current structure: Committee members have expressed frustration with Albuquerque's two-committee structure. Some of their criticisms include: P&R doesn't attend GABAC and DMD doesn't attend GARTC. GARTC doesn't include representation of the broad cycling community and GABAC is not representative of the wide range of cyclists' types, abilities and confidence levels. Responsibilities between the Committees are unclear and they believe their comments on projects are too late in the process to be useful. Staff considers the two-committee structure duplicative (the same presentations have to go to two committees) and that the committees are very time-consuming given their departmental resources. Also, City staff reports that both committees are dissatisfied and that it is hard to fill positions, possibly for a variety of reasons. The point of contact with other agencies and jurisdictions is unclear and varied (sometimes through GABAC/DMD; sometimes through GARTC/P&R).

GABAC/GARTC/public input: Several alternatives (status quo, a Bicycle Pedestrian Advisory Committee, and a City/County or Regional combined advisory committee) were presented for feedback from GABAC and GARTC and shared at public meetings on the BTFP in July 2014. These are some of the major themes that were voiced:

- 1) Many committee members understand the advantages of consolidating into one committee and there is general agreement the current system is not working very well. Major advantages of combining would be that there is a central place for discussing projects of common interest and limited staff resources would be used more effectively;
- 2) There is strong interest in creating a *regional* committee (as opposed to Albuquerque-only) since the bikeways and trail network is a regional system. This might either be City/County, or be more broadly regional, housed at MRCOG;
- 3) There are concerns that by combining all interest groups into one committee, the minority points of view will be lost;
- 4) There is a concern that recreational interests will be overwhelmed by the commuter/high-speed bicycle interests;
- 5) There is an acknowledgement that currently neither committee is truly working on pedestrian issues (e.g., sidewalks and creating a "walkable community");
- 6) There is a widely shared interest in having meaningful staff participation from various critical agencies in addition to the regular participation of DMD, P&R, MRCOG. These

agencies could include APD, NMDOT, Planning Department, Open Space Division, City Council, Risk Management, BernCo, and others.

Based on the discussion, here are several revised options for consideration:

1. **Status quo:** Continue two committees – GABAC/GARTC – staffed by DMD/P&R. Potential improvements to the process: 1) Clarify the role of the committees and integrate the advisory committee role in a more standardized manner into the planning and design process; 2) identify outside agency representatives as regular liaisons; 3) Improve recruitment and selection process for new members, advertise vacancies, develop a nomination process or other improved process for filling positions, conduct interviews, assure diversity and broad representation, have term limits and fill vacant positions quickly; 4) Provide trainings for advisory committees, provide packets with orientation materials for new members; 5) Improve meeting effectiveness, abide by rules of conduct for public meetings, utilize subcommittees to address particular areas of interest; 6) require staff from both Departments attend others' meetings to enhance coordination of activities; and 7) Provide more staff assistance in developing coherent drafts that articulate committee comments and positions on the issues they consider.
2. **Bicycle and Trails Advisory Committee:** A combined group of about 12 members balanced between cyclists and other trail users (equestrians, people with disabilities, pedestrians, hikers, runners, skaters). Cyclists could be broken down into types to represent riders with different concerns: e.g., young, active elderly, commuter, off road, tourer, and possibly a bike shop business owner. Geographic, gender and ethnic diversity would be sought. This committee would be a Big Tent and consider and provide advice on the broad range of issues affecting implementation of the bikeways and trails network as outlined in the BTFP. Several areas of distinctly different interests might be handled by sub-committees that meet less frequently than every month. Two obvious subcommittees might be: 1) on-street cycling staffed by DMD or another transportation engineering agency (to cover the design of bike lanes and routes, connectivity, etc.) and; 2) unpaved trails staffed by P&R or Open Space (including, perhaps, being charged with developing a plan specific to these types of trails and trail users). Reports from these committees could be provided to the full group in summary form. Ideally, this would be a regional committee and the major topics that affect the urban bikeway and trails network would be addressed by the full committee. The City of Albuquerque is discussing potential for cooperation with MRCOG and BernCo.
3. **Albuquerque or Regional or City/County Bike and Pedestrian Advisory Committee:** Create one committee with representation by geographic regions which reflects the diversity of the community – age, gender, and type of travel. Consider: inclusion of representation from major established advocacy groups and ex officio agency representatives. This is the structure most communities utilize in some form. For general guidance, see the Advocacy Advance publication: Best Practices for Bicycle and Pedestrian Advisory Committees at:
[http://www.advocacyadvance.org/site_images/content/bpac_best_practices\(web\).pdf](http://www.advocacyadvance.org/site_images/content/bpac_best_practices(web).pdf)

In Albuquerque, this structure would leave out some users of the unpaved trail network, such as equestrians and hikers. There have been several suggestions about how to address this issue: create a standing subcommittee of the Open Space Advisory Board (or include equestrian representation on that Board and the P&R Advisory Board) and establish a process for regular communications with related land management agencies such as the MRGCD, US Forest Service, BernCo, etc.

Pedestrian issues: The BTFP recognizes the need for Albuquerque to develop a Pedestrian Plan. The issues specific to sidewalk inventory upgrades, safety and general walkability of the City are not currently being addressed by either of the existing committees. The City should make an effort to formalize its approach to obtaining citizen input on pedestrian issues. Several GARTC members suggested that it's not ideal to combine a pedestrian and bike committee. Many cities have a separate Pedestrian Committee and this approach should be considered in Albuquerque's future planning efforts --perhaps incorporated into the Complete Streets initiative.

Staffing: If Albuquerque moves to a single committee structure, the question arises as to how to staff the committee. Here are some options for input from the advisory committees. Any of these options will need to be reviewed by the City and other affected agencies:

- a. *Planning Department.* If staffed by the Planning Department, participation and support of DMD and P&R would be essential. Responsibility for staffing the subcommittees (on-street cycling and unpaved trails subcommittees respectively) might be one way to insure that this occurs.
- b. *DMD.* By way of example, in Minneapolis, the transportation department staffs the bicycle and pedestrian committees. The Parks Board, which is an independent organization which builds and maintains most of the extensive trail system, has 3 board members represented on the bike committee.
- c. *Parks & Recreation.* The Bike Safety and Education program, trail maintenance, and many of the trail design functions are currently housed in P&R. DMD would need to commit to a strong involvement and presence.
- d. *Joint City/County.* Would require exploration with the County to determine appropriate staffing. This is the Tucson-Pima County structure.
- e. *MRCOG.* Would require coordination with MRCOG to assess feasibility and how to structure.

July 14, 2014 draft



BICYCLE FRIENDLY COMMUNITY FEEDBACK REPORT

Fall 2012



Photo: Trek

Albuquerque, NM

The League of American Bicyclists has designated Albuquerque, NM as a Bicycle Friendly Community at the BRONZE level, because Albuquerque exhibits a sustained commitment to cycling. The reviewers felt that there is still "room to grow", but that notable steps are being made in the right direction:

Engineering: Albuquerque has a local policy to engineer streets with the consideration of bicyclists and has adopted good implementation tools. Staff receive regular training in bicycle and pedestrian planning and engineering. The community has a bike parking ordinance. The majority of destinations have bike racks or storage units. All public buses are equipped with bike racks. There is an extensive network of off-street facilities that can be used by cyclists. The majority of streets have posted speed limits of 25 mph or lower, which increases the safety of cyclists. Most bike facilities in the community meet or exceed AASHTO, MUTCD and NACTO standards. There is a large network of on-road bike facilities that encourage people of all ages and skill levels to bicycle for transportation and recreation. The community uses road diets and speed limits of 20 mph or less on residential streets to make roads safer for all road users. Albuquerque has several transportation policies that indirectly encourage the use of alternative transportation options. Bike facilities are maintained regularly to ensure usability and safety. Cyclists are accommodated at signalized intersections, including innovative solutions such as bike boxes. Off-street path crossings have high visibility markings.

Education: Most elementary and middle schools have Safe Routes to School programs. Children and youth have the opportunity to learn cycling skills outside of school. Albuquerque has recently educated motorists and bicyclists on sharing the road safely. Traffic Skills 101, Cycling Skills, Commuter and Bike Maintenance classes are offered frequently in the community. Cycling classes and workshops are conducted by a League Certified Instructor. Community requires safe driving training for some professional drivers. Some bike education programs target traditionally underserved populations.

Encouragement: Albuquerque celebrates Bike Month, Bike to Work Day and Bike to School Day with a variety of events and programs that target different skill levels. Several programs and events that encourage cycling are offered throughout the year. Signature cycling events include the Albuquerque Century, the BikeABQ Bike Swap, the Ride of Silence, the Tour of the Rio Grande Valley ride, the Can You See Us Now ride, and the Day of the Tread ride. The events are actively supported by the local government. There are several bicycle clubs that cater towards a variety of cycling sports and skill levels. Community has a BMX track and a cyclocross course to encourage recreational cycling. Visitors and residents can rent bicycles in the community. Community youth have access to recreation and/or intervention programs centered on bicycling. Bike maps and route finding services are available to residents and visitors.

Enforcement: A police officer is an active member of the bicycle advisory committee and the community has an identified law-enforcement point person to interact with cyclists. Officers have received specific training on the relationship between bicycling and law enforcement. There is a program that provides free lights to cyclists. Police officers target motorist and cyclist infractions. Most arterials and non-arterial streets have street lighting. Albuquerque has several local ordinances that protect cyclists. There are no major restrictions on cycling in the community.

Evaluation & Planning: Albuquerque is currently working on an update of the bicycle master plan. There is a dedicated funding source available for bike plan implementation. Bicycle mode share is above average for U.S. communities. There is a trip reduction ordinance or program. Mechanisms are in place to ensure that bicycle facilities, programs and encouragement efforts are implemented in traditionally underserved neighborhoods.

Particular highlights were the air stations at various locations around the city, the world's largest covered BMX track, and the bi-annual Moonlight Bike Ride for senior citizens.

Reviewers were very pleased to see the current efforts and dedication to make Albuquerque a great place for cyclists.

Below, reviewers provided key recommendations to further promote bicycling in Albuquerque and a menu of additional

pro-cycling measures that can be implemented in the short and long term. We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists. There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness!

To learn more about what funds are available for bicycle projects, please visit http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/bp-broch.cfm and <http://www.advocacyadvance.org/>.

The key measures Albuquerque should take to improve cycling:

- Ensure that the standards for bike parking conform to APBP guidelines.
- Adopt the bike master plan update that is currently being prepared.
- Since arterial and collector roads are the backbone of every transportation network, it is essential to provide designated bicycle facilities along these roads and calm traffic speeds to allow bicyclists of all skill levels to reach their destinations quickly and safely. On roads with posted speed limits of more than 35 mph, it is

Benefits of Further Improving Albuquerque for Cycling

- recommended to provide protected bicycle infrastructure, such as cycle tracks, buffered bike lanes or parallel shared use paths.
- Expand the system of bicycle boulevards utilizing quiet neighborhood streets that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.
- Use signaled intersections (such as HAWK pedestrian signals) at the major street crossings of the Arroyo paths and consider paving the trails for better usability by cyclists.
- Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. Particularly the intersection of Martin Luther King & University is in need of bicycle-friendly treatments. The level of treatment required for cyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the NACTO design guidelines and the 2012 AASHTO Guide for the Development of Bicycle Facilities for recommended intersection treatments.
- Consider offering a 'Ciclovia' or 'Summer Streets' type event, closing off a major corridor to auto traffic and

Further increasing bicycle use can improve the environment by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces; Reduce congestion by shifting short trips (the majority of trips in cities) out of cars. This will also make cities more accessible for public transport, walking, essential car travel, emergency services, and deliveries; Save lives by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. Research shows that increasing the number of bicyclists on the street improves bicycle safety; Increase opportunities for residents of all ages to participate socially and economically in the community, regardless of income or ability.

Greater choice of travel modes also increases independence, especially among seniors and children; Boost the economy by creating a community that is an attractive destination for new residents, tourists and businesses; Enhance recreational opportunities, especially for children, and further contribute to the quality of life in the community; Save city funds by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport; Enhance public safety and security by increasing the number of "eyes on the street" and providing more options for movement in the event of emergencies, natural disasters, and major public events; Improve the health and well being of the population by promoting routine physical activity.

offering the space to cyclists, pedestrians and group exercise events. Check out LA's CicLAvia!

- Consider launching a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the "last mile" between public transit and destinations. See what is being done across the country at <http://nacto.org/bikeshare/>
- Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. There seems to be a particular problem with enforcing the law that prohibits parking in bike lanes and drunk driving. Ensure that bicycle/car crashes are investigated thoroughly and that citations are given fairly.

Menu of additional recommendations to further promote bicycling:

Engineering

Low hanging fruit and fast results

- Adopt a Complete Streets policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation

planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a better place to live.

- Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values.
- Consider passing an ordinance or policy that would require larger employers to provide shower facilities and other end-of-trip amenities.
- Increase the amount of high quality bicycle parking outside the downtown and university area at popular destinations such as major transit stops, schools, universities, recreational and entertainment facilities, retail stores, office buildings, and churches throughout the community. Residents of multi-family dwellings and public housing should have access to high quality bike parking as well. Regulations that require bike parking, e.g. for new developments, can secure private funding. See bicycle parking ordinances of Madison, Wisconsin and Santa Cruz, California. Also consider adding some

artistic bike racks to enhance the sense of place of your community.

- Implement broader transportation policies and programs that encourage alternative transportation choices, such as maximum and/or no minimum car parking standards to complement your community's infrastructure investments and programs.

Long Term Goals

- Implement land use policies that minimize large lot/low density development to better facilitate bicycling, pedestrian and transit trips. Require a mix of uses throughout the community to further shorten the distances people need to bike. Consider a form-based code to allow for flexible land uses and to provide a comfortable and convenient built environment for pedestrians and cyclists.
- Develop solutions to physical barriers in order to provide convenient bicycle access to all parts of the community.
- Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes, cycle tracks and shared lane arrows. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the trail network and the street

network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels. Ensure that all bicycle facilities conform to current best practices and guidelines – such as the NACTO Urban Bikeway Design Guide, 2012 AASHTO Guide for the Development of Bicycle Facilities and your DOT's own guidelines.

Education

Low hanging fruit and fast results

- Work with the Albuquerque Public Schools to ensure that all schools are comfortably accessible by bike and that Safe Routes to School programs are being implemented.
- Consider creating a Bicycle Ambassador program like Chicago's. Ambassadors attend community and private events year round to talk to residents and visitors of all ages about bicycling and to give bicycle safety demonstrations. They also offer bike commuting presentations for area businesses.
- Regularly host Traffic Skills 101 or bike commuter courses for city engineers and planners to better understand cyclists' needs. For more information visit: www.bikeleague.org/programs/education/

Long Term Goals

- Start a bicyclist and motorist ticket diversion program. Road users given citations are offered an opportunity to waive fees for violations by attending a bicycling education course. This should include a classroom and on-road component. See what Pima County and San Diego County have done.
- Expand the motorist education program for professional drivers. See San Francisco's Frequent Driver Education.
- Increase your efforts to ensure your bicycle education programs reach traditionally underserved populations, particularly women, adult minorities, adult non-English speakers and the disabled.

Encouragement

Low hanging fruit and fast results

- Host, sponsor and/or encourage a greater variety of social and family-friendly bicycle-themed community events year-round, such as a bike movie festival, a 4th of July bike parade, an "increase-your-appetite" Thanksgiving community ride for families, a dress-like-Santa social ride before Christmas, a bicycle fashion show (stylish alternatives to lycra), a Halloween bike decoration competition, a bike to the arts event, etc. Work closely with local bicycle groups, bike shops and

schools. Provide appropriate safety measures such as road closures or police escorts.

- Team up with public health advocates to promote bicycling. Bernalillo County was recently awarded a Community Transformation Grant which includes the goal of active living and the New Mexico Healthier Weight Council is heading a Complete Streets Campaign. This is a great opportunity to make new allies.
- Set up and promote a bicycle-themed community celebration or social ride each time a new bicycle related project is completed. This is a great way to show off the community's good efforts and introduces new users to the improvement.
- Encourage more local public agencies, businesses and organizations to promote cycling to the workplace and to seek recognition through the free Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community would profit from less congestion, better air quality, public bike parking in prime locations provided by businesses, new and powerful partners in advocating for bike infrastructure and programs on the local, state and federal level, and business-sponsored public bike events or classes. Your community's government should be the model employer for the rest

of the community. See what the Colorado based New Belgium Brewing Company is doing here.

- Encourage local institutions of higher education to promote cycling and to seek recognition through the Bicycle Friendly University program. Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community could potentially profit as well: Communities near a BFU such as Stanford or University of California at Davis have a very high number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets and university-hosted public bicycle events, programs and classes. Learn about what Stanford University is doing for cyclists here.

- Develop a series of short (2-5 mi.) (themed) loop rides around the community and provide appropriate way-finding signage. Integrate these rides into local bike maps.

Enforcement

Low hanging fruit and fast results

- Have police officers distribute helmets and bike locks (or coupons to the local bike shop for each item) to

encourage all types of cyclists to ride more safely, discourage bike theft and remove the barriers to attaining these essential bike accessories.

- Ask police officers to use targeted information and enforcement to encourage motorists and cyclists to share the road safely. This could be in the form of a brochure or tip card explaining each user's rights and responsibilities. Have information material available in Spanish, if applicable.
- Enforcement practices could also include positive enforcement ticketing. Police officers could team up with local stores to reward safe cycling practices by handing out gift certificates to cyclists who are "caught" following the law.
- Provide safety amenities such as adequate path lighting and emergency call boxes, and offer services such as non-mandatory bike registration.

Evaluation/Planning

Low hanging fruit and fast results

- Continue to actively involve the local bicycle community in community planning efforts, policy development and public outreach.

- Conduct yearly counts using automated and manual counters in partnership with advocacy organizations. Consider participating in the National Bicycle and Pedestrian Documentation Project.
- Routinely conduct pre/post evaluations of bicycle-related projects in order to study the change in use, car speed and crash numbers. This data will be valuable to build public and political support for future bicycle-related projects.
- Expand efforts to evaluate bicycle crash statistics and produce a specific plan to reduce the number of crashes in the community. Available tools include Intersection Magic and PBCAT. See the report Bicyclist Fatalities and Serious Injuries in New York City 1996-2005
- Consider measuring the Bicycle Level of Service (BLOS) on community roads and at intersections, to be able to identify the most appropriate routes for inclusion in the community bicycle network, determine weak links and hazards, prioritize sites needing improvement, and evaluate alternate treatments for improving bike-friendliness of a roadway or intersection: <http://www.bikelib.org/bike-planning/bicycle-level-of-service/>
- service/ (roads) and <http://www.bicyclinginfo.org/library/details.cfm?id=4425> (intersections).
- Consider individualized marketing to identify and support current and potential bike commuters in your community. See what Bellingham, WA is doing: <https://www.whatcomsmartrips.org/login.aspx>
- Consider conducting an economic impact study on bicycling in your community. Read about what Portland, OR has done.
- Establish a mechanism that ensures that bicycle facilities are implemented in traditionally underserved neighborhoods.
- Work with your mountain bike community to develop a plan for off-road access to increase opportunities for single-track riding within the community.

For more ideas and best practices please visit the [Bicycle Friendly Community Resource Page](#).



City of Albuquerque
P.O. Box 1293, Albuquerque, NM 87103

July 28, 2014

Carrie Barkhurst
Planning Department
600 Second Street NW/87102
Phone: 505-924-3879 Fax:

Dear Carrie:

Thank you for your inquiry of July 28, 2014 requesting the names of ALL Neighborhood and/or Homeowners Associations who would be affected under the provisions of O-92 by your proposed project at **(CITY PROJECT SUBMITTAL) CITY-WIDE RANK II PLAN - BIKEWAYS & TRAILS FACILITY PLAN** zone map ALL.

Our records indicate that the ALL Neighborhood and/or Homeowners Associations affected by this proposal and the contact names are as follows:

SEE ATTACHMENT "A" FOR THE NAMES OF THE NA/HOA'S THAT NEED TO BE CONTACTED IN REGARDS TO THIS PLANNING SUBMITTAL – please attach this letter and "Attachment A" to your Application Packet ALONG with copies of the letters and certified mail receipts to the NA/HOA's.

Please note that according to O-92 you are required to notify each of these contact persons by **certified mail, return receipt requested, before** the Planning Department will accept your application filing. **IMPORTANT! Failure of adequate notification may result in your Application Hearing being deferred for 30 days.** If you have any questions about the information provided, please contact me at (505) 924-3906 or via an e-mail message at dcarmona@cabq.gov or by fax at (505) 924-3913.

Sincerely,

Dalaina Carmona

Senior Administrative Assistant
OFFICE OF NEIGHBORHOOD COORDINATION
Planning Department

PLEASE NOTE: The Neighborhood Association information listed in this letter is valid for one (1) month. If you haven't filed your application within one (1) month of the date of this letter - you will need to get an updated letter from our office. It is your responsibility to provide current information - outdated information may result in a deferral of your case.

LETTERS MUST BE SENT TO BOTH CONTACTS OF EACH NEIGHBORHOOD ASSOCIATION.

ATTACHMENT "A"

July 28, 2014

Carrie Barkhurst
Planning Department
600 Second Street NW/87102
Phone: 505-924-3879 Fax:

**ALL NEIGHBORHOOD/HOMEOWNER/COALITION'S
TO BE NOTIFIED – ARTICLE IN "*Neighborhood News*"
AUGUST/SEPTEMBER 2014 ISSUE AND ALSO POSTED
ON THE PLANNING DEPARTMENT'S WEBPAGE.**

Barkhurst, Kathryn Carrie

From: Barkhurst, Kathryn Carrie
Sent: Monday, August 11, 2014 9:57 AM
To: Carmona, Dalaina L.; Winklepleck, Stephani I.
Subject: City's Bikeways & Trails Plan submitted to EPC

Hello neighborhood coalition representatives,

The City of Albuquerque has completed the *Bikeways & Trails Facility Plan*. This plan combines the City's two previous planning documents – the *Trails and Bikeways Facility Plan* and the *Comprehensive On-Street Bicycle Plan* – into one resource. Combining these plans will help the City better manage the growth of the bikeway and multi-use trail system. The overarching purpose is to ensure a well-connected, enjoyable and safe non-motorized transportation and recreation system throughout the metropolitan area.

The *Bikeways & Trails Facility Plan* describes the existing system, policies, recommendations, and proposed projects. The plan will guide future investment in the bikeways & trails system, including facility improvements, new facilities (gap closures), maintenance, and education/outreach programs. The plan does not allocate new funding or cause projects to be completed. It will serve as a guide for future planning efforts and funding requests to implement the recommendations.

Some of the themes that are found throughout the Plan include:

- Making the system more functional by working toward continuous bike lanes and trails that connect origins and destinations;
- Improving the safety of bikeways and trails throughout the city through education efforts and increased consistency in facility design; and
- Enhancing outreach, design, development, and maintenance practices.

The Environmental Planning Commission will consider the Master Plan Update on September 4, 2014. The special hearing begins at 3:30 a.m. in the basement hearing room at Plaza del Sol, 600 2nd Street NW. The Plan will then be forwarded to the City Council with the Planning Commission's recommendation. The City Council will consider the amendment at a future date.

A copy of the Draft *Bikeways & Trails Facility Plan* can be found at: www.cabq.gov/planning/residents/sector-development-plan-updates/bikeways-trails-facility-plan.

For additional information on this Plan or if you would like to provide comments to the Environmental Planning Commission, contact Carrie Barkhurst at 924-3879, or kcbarkhurst@cabq.gov. Comments should be received at least 48 hours in advance of the public hearing on September 4, 2014.

Best,

Carrie Barkhurst, MCRP

Urban Design & Development Planner
City of Albuquerque, Planning Department
600 Second St. NW
Albuquerque, NM 87102
505-924-3879
kcbarkhurst@cabq.gov



NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of Albuquerque Environmental Planning Commission will hold a **public hearing on Thursday, September 4, 2014 3:30 p.m.**, in the Plaza del Sol Hearing Room, Lower Level, Plaza del Sol building, 600 2nd St. NW, Albuquerque, NM to consider the item described below.

Project# 1008887
14EPC-40054 Amendment to Rank II
Bikeways & Trails Facility Plan

Planning Department, agent for the City of Albuquerque,
requests the above action for the Rank II Bikeways & Trails
Facility Plan, which applies City-wide.
Staff Planner: Carrie Barkhurst

Details of these applications may be examined at the Planning Department, 3rd Level, Plaza Del Sol Building, 600 Second Street NW, between 8:00 a.m. and 5:00 p.m., Monday through Friday, or you may call 924-3860. **INDIVIDUALS WITH DISABILITIES** who need special assistance to participate at the public hearing should call 924-3860.

Peter Nicholls, Chair
Environmental Planning Commission

TO BE PUBLISHED IN THE ALBUQUERQUE JOURNAL AUGUST 20, 2014.

APPROVED

Kym Dicome
Urban Design & Development
Planning Department

**CITY OF ALBUQUERQUE
METROPOLITAN PARKS & RECREATION
ADVISORY BOARD**



August 5, 2014

Mr. Peter Nicholls, EPC Chair
Environmental Planning Commission
c/o City of Albuquerque Planning Department
600 2nd Street NW, Suite 300
Albuquerque, NM 87102

Members:

Dan Wilkinson,
Chairman

John Myers,
Vice-Chairman

Louis M. Romero

Roxanne A. Turley

Susan Michle-Maitten

Carmen Garcia

Janet Harrington

RE: Bikeways and Trails Facility Plan

Dear Chairman Nicholls:

The Metropolitan Parks and Recreation Advisory Board unanimously recommends approval of the Bikeways and Trails Facility Plan. The Board advises Parks and Recreation in management and policy decisions relating to almost 300 neighborhood parks and over 177 miles of trails. Some of the important aspects of implementation of this plan include:

- Two key goals of the plan are to increase use of bikeways and trails and "close gaps" in existing trail corridors and bikeways.
- The bikeways and trails system aims to meet the needs of recreationalists, commuters, and utilitarian trips.
- This Plan and the recommendations complement Parks and Recreation's concept of the Parks, Open Space, and Trails system (POST System).
- Many of the programs that are currently ongoing and that are proposed in this plan are the responsibility of Parks and Recreation Department.
- The Design Manual includes landscaping, trail amenities, and trailhead parking concepts. Implementation of these would improve the quality of the trail experience.
- Implementing the new projects, upgrades to existing facilities, and enhanced amenities will be challenging with current levels of funding.
- Some of the Innovative Designs, such as protected bike lanes and bicycle boulevards, could attract more cyclists and allow families and children improved access to our parks and open space. These have not yet been tried in Albuquerque, but there is much community support and interest in protected bike lanes, which function more like multi-use trails in many places.

Your consideration is greatly appreciated.

Sincerely,

Dan Wilkinson, Chairman

The mission of the Metropolitan Parks and Recreation Advisory Board is to support the parks and recreation system as it enhances and enriches the Quality of Life for all residents now and in the future. The Board will serve the community by being an effective, independent and objective liaison between the public and City government. The Board will gather information and be a forum for discussion of parks and recreation issues.

MAILING ADDRESS:

MPRAB
c/o
City of Albuquerque
Parks and Recreation
Department
1801 4th Street NW
Albuquerque, NM
87102



To: City of Albuquerque, Carrie Barkhurst

Re: Bikeways and Trails Facility Plan

Date: 8/15/2014

The New Mexico Complete Streets Leadership Team is working to improve the health and safety of New Mexicans by supporting active transportation via “Complete Streets” policies and practices by state, local, and tribal governments. Complete streets policies ensure that infrastructure is designed and operated to enable safe access for all users. The team’s vision is that across the state, *there are convenient networks of streets in New Mexico that are planned, designed, built, operated and maintained to ensure safe access for all users, including pedestrians, bicyclists, motorists and transit users. People of all ages and abilities are able to move safely along and across streets and experience the health benefits of walking, biking, and taking transit.* There is no prescription for what a Complete Street looks like. A Complete Street in a rural area will look different than a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road. **Complete Streets boost the economy** by increasing residential property values because homeowners are willing to pay more to live in walkable communities, and businesses located along Complete Streets often see an increase in sales. **Complete Streets improve safety** and reduce crashes by providing pedestrian and bicycle infrastructure, such as safe crossings, sidewalks, or on-road bicycle lanes and calm traffic to decrease fatalities. **Complete Streets also promote public health** by making it safe and convenient for children and families to incorporate physical activity into their daily lives as a way to combat the obesity epidemic. Clearly, supporting Complete Streets is investing in a stronger and healthier Albuquerque and New Mexico.

The NM Complete Streets Leadership Team is writing in support of the Bikeways and Trails Facility Plan and has few suggestions for improvement:

Maintenance Opportunities:

Unfortunately, incorporating bicycle and pedestrian improvements usually only occurs with new construction, reconstruction or rehabilitation and does not apply to resurfacing, maintenance and pavement recycling projects. These are some of the least expensive types of projects for complete streets modifications—most of the time; it just means restriping the lines on the road differently, so that they provide more room for other users. Please ensure that this is incorporated as a way to improve the City’s streets for all modes.

Speed/Traffic Calming:

Many injuries and fatalities in New Mexico are due to speed. Complete streets reduce crashes through comprehensive safety improvements. Developing Complete Streets ensures that we are prioritizing the health and safety of more vulnerable users by accepting lower levels of service for automobiles in some

cases. This will decrease not only our number of pedestrian and bicycle injuries and fatalities, but also our injuries and fatalities due to vehicle-vehicle accidents.

A Federal Highway Administration review of the effectiveness of a wide variety of measures to improve pedestrian safety found that measures that design the street with pedestrians in mind improve safety for all modes. For example, medians enable pedestrians to cross busy roads in two stages, and reduce left-turning motorist crashes to zero, a type of crash that also endangers bicyclists.

Speed reduction has a dramatic impact on safety for all road users, reducing both the number and seriousness of crashes. Eighty percent of pedestrians struck by a car going 40 mph will die; at 30 mph the likelihood of death is 40 percent. At 20 mph, the fatality rate drops to just 5 percent. Roadway design and engineering approaches commonly found in complete streets create long-lasting speed reduction. Such methods include enlarging sidewalks, installing medians, and adding bike lanes. All road users – motorists, pedestrians, and bicyclists – benefit from slower speeds and better design.

Complete streets encourage safer bicycling behavior. Sidewalk bicycle riding, especially against the flow of adjacent traffic, is far more dangerous than riding in the road, due to unexpected conflicts at driveways and intersections. Bicyclists on arterial streets with bike lanes are more likely to ride on the street with traffic – rather than on the sidewalk against traffic – than those on streets without bike lanes. For any major arterial, bike lanes or an alternative route should be the only option. And, when possible, protected bike lanes are even safer as they provide a physical barrier between cars and bicyclists.

Best Practices:

The City of Albuquerque can be at the forefront of innovative street and bicycle design, particularly in key activity centers like Downtown. There is ample opportunity to try out new innovative designs where the City is promoting the development of very walkable and bikeable areas. Some examples include:

- Cycle tracks
- Green or blue bicycle lanes
- 9 foot driving lanes in dense urban areas
- Bicycle detection at intersections
- Bike parking required at businesses

Complete Streets Policy and Funding:

Finally, please ensure that money is set aside and prioritized in the City's Capitol Improvement Programs for pedestrian and bicycle projects and programs and that the City develops a strong Complete Streets ordinance and policy that is integrated into all aspects of planning, design and maintenance.

Sincerely,

On behalf of the Complete Streets Leadership Team

City rolls out bikeways master plan

A1 Albuquerque News News UpFront

Like 45,322 people like this. Sign Up to see what your friends like.

SHARE

-  Twitter 0
-  Facebook 22
-  LinkedIn 0
-  submit
-  Email this article
-  Print this article

By Leslie Linthicum / Of the Journal

PUBLISHED: Sunday, August 3, 2014 at 12:05 am



Leslie Linthicum

You're driving in Albuquerque and you pass a person riding a bicycle.

Would you rather:

- (a) Have to pull out around the cyclist who is sharing your lane?
- (b) Have a thin painted line separating you from a lane dedicated to cyclists?
- (c) Have a wider painted buffer between you and a cyclists' lane?
- (d) Have your car and the cyclists' lane separated by a physical barrier – a curb, planters or posts?

As a driver who also cycles, I vote wholeheartedly for options (c) and (d).

For all of the legendary conflict in Albuquerque between cyclists and drivers over who owns the road and who violates more traffic laws, I think we share the same goal whether we're on two wheels or four: We want to get where we're going with the least engagement with one another.

To that end, the city of Albuquerque is near completion on a massive bikeways master plan that will help shape the future of the system of lanes and trails that move bike traffic throughout the city.

The preliminary draft is a big read and filled with fascinating data, but what caught my eye were the options under discussion for defining spaces and keeping distance between those who pedal and those who drive.

City planner Carrie Barkhurst told me the options include lanes painted bright green at "conflict areas" such as right-turn lanes that should leave no doubt in a driver's mind as to which is the cyclists' path.

Other options are wide-striped or hatched lanes separating vehicle traffic from bike lanes or physical barriers that prevent motorists from drifting into cyclists' spaces or vice versa.

Another option puts a 10-foot-wide, two-way bike lane on one side of the road, completely cut off from traffic by some sort of barrier.

Some of those are already being used – busy Coors Boulevard, for example, has benefited from a wide, painted bike buffer – and any or all of those options could be employed on certain Albuquerque streets and intersections as the city weighs their costs and benefits as it extends and makes improvements to bikeways.

The bikeways plan has been the focus of several public meetings, and it will be the subject of a public hearing at the city's planning commission in September before it goes to the City Council for approval. So far, public comments have focused on maintenance of existing multiuse trails and bike lanes (fix the wooden bridges and goatheads be gone!) and hopes that the city will address gaps between biking corridors to link up more routes.

The ultimate goal of the plan is to encourage more bike traffic, because experience shows that more people biking helps keep some cars off the road, improves a city's health statistics and actually

ADVERTISEMENT



TODAY'S E.JOURNAL



Read the eJou

- OR GET THE

- iPhone/iPad/iPo
- Android
- Windows

NOT A SUBSC

SUBSCRIBE!

UPFRONT

Joline Gutierrez Krueger



by Joline Gutierrez Krueger

SUBSCRIBE TODAY FOR ONLY \$10

READ PREVIOUS POST:

Pipeline blast kills worker near Artesia

ARTESIA – Authorities say a worker is dead in southeastern New Mexico after a pipeline exploded on an oil field...

A cyclist pedals south on the Tramway Recreation Trail between Candelaria and Menaul Blvd. The city of Albuquerque is preparing a master plan to improve the safety and usability of its bikeways. (Pat Vasquez-Cunningham/Albuquerque Journal)

"My biggest reward comes from being allowed to write about the words of the people I write about and from those readers who have come to know me, someone they can call anytime."

Thomas J. Cole



Recent stories by Thomas J. Cole
Email Thom

makes biking safer by creating a more visible biking population that helps change drivers' attitudes about sharing the road.

Barkhurst relayed some interesting statistics. People tend to fall into four categories when it comes to cycling: "Noway/nohow" – about 33 percent of the population, who have no interest in cycling. "Strong and fearless" – about 1 percent who will ride anywhere, anytime. "Really confident" – about 5 percent who are comfortable taking their bikes on just about any street. And "interested but concerned" – the 60 percent majority who would like to bike or bike more but worry about safety.

It's that big last group of "interested but concerned" that the city has in mind as it looks toward connecting bikeways, building new ones and adding elements that mitigate auto-bike conflicts.

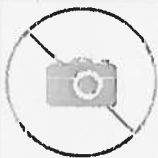
"That's the group who would like to go on bikes with their family to get an ice cream or to get exercise," Barkhurst said. "To attract that group you have to make it feel safe and comfortable. A protected bike lane is probably the easiest way to start attracting that group of people. Especially if there's a physical barrier, people feel safer and they think, 'I could go there with my kids.'"

It seems to me that Albuquerque has the strong and fearless riders in spades and plenty of riders of all capabilities who will happily spend their time on the protected multiuse trails. But hopping on the cruisers to cycle out for dinner or taking the kids on their bikes for ice cream?

That's a threshold we've yet to cross in anything resembling a trend – but protected bike lanes on some major streets might be the trick to allaying some of the concern of that big group of potential riders.

UpFront is a daily front-page news and opinion column. Comment directly to Leslie at 823-3914 or linthicum@abcjournal.com Go to ABCjournal.com/letters/new to submit a letter to the editor.

Suggested Reading:



A City Plan For Bikes And Trails



Carlsbad considers master plan for city



Zuni Road May Be Slowed



'Road Diet' Will Not Be Extended

COMMENTS

Note: Readers can use their Facebook identity for online comments or can use Hotmail, Yahoo or AOL accounts via the "Comment using" pull-down menu. You may send a news tip or an anonymous comment directly to the reporter, [click here](#).



LESLIE'S COMMENT...

Comment using...



Scott Hale · Albuquerque, New Mexico

Think "engagement" may be a very poor word choice, especially locally, as shared roadways are not going away any time soon. Perhaps statement would be better if presented in the context of shared "engagement" with the least amount of CONFLICT.

Same would hold true for shared/multiuse paths where we see problems between high and low speed users as well. We need to focus on increasing engagement (and responsibility) and doing whatever we can via design and other means to reduce conflict.

Reply · Like · August 3 at 12:31pm



Ken Westcott · University of Florida

How about we charge those who want all this special treatment on an annual basis just like driving a car. Require a bike test and license to ride the same as a motor vehicle, along with easily visible identification enabling the reporting of those who violate traffic laws.

Reply · Like · 1 · August 3 at 9:33am

Facebook social plugin

"Try to think of me as your ombudsman, so to investigate your complaints against govt I'll request the documents, do the interview. Contact me at my e-mail address."

Winthrop Quigley



Recent stories by Winthrop Quigley
Email Win

"There are great stories to be told about New Mexico every day. I want to tell all of them."

FACEBOOK ACTIVITY

Like 45,322 people like this. Sign Up to see who your friends like.

Sign Up

Create an account or Log In to see your friends recommend.



3 people recommend this.



Be the first of your friends to recommend this.

Facebook social plugin

ADVERTISEMENT

THE NEW AMERICAN SCHOOL
HIRING FACULTY
for more information email
lmathis@newamericaschoolnm

FEATURED JOBS

Grants/contracts Manager
CITY OF GALLUP
Gallup, NM

Creative Services Director
K O A T TELEVISION
Albuquerque, NM

Division Manager Accounting
CITY OF RIO RANCHO
Rio Rancho, NM

Feature Your Jobs: call 823-4444



City seeks public input on bike, trail systems

By Dean Staley

Published: July 8, 2014, 6:12 pm | Updated: July 8, 2014, 6:13 pm

ALBUQUERQUE (KRQE) – More people are riding their bikes these days across Albuquerque.

And the city wants to know what improvements are needed to the bikeways and trail system.

They will be holding public meetings this week to get public input.

Officials say the city's bike and trail system is 20 years old and is in need of upgrades.

Some of the ideas floating around include connecting more trails and bike lanes across the city and improving safety by adding signals that would stop traffic and give bicyclists the right of way.

Another idea?

Adding more trails.

The ideas will have to be approved by the city council.

They will then be added to a federal plan to obtain funding for the improvements.

For dates, times, and locations of the public meetings [click here](http://www.cabq.gov/planning/residents/sector-development-plan-updates/bikeways-trails-facility-plan/)
(<http://www.cabq.gov/planning/residents/sector-development-plan-updates/bikeways-trails-facility-plan/>).

Follow

Follow "KRQE News 13"

Get every new post
delivered to your Inbox.

Join 92 other followers

Enter your email address

Sign me up

Powered by
WordPress.com
([https://wordpress.com/?
ref=lof](https://wordpress.com/?ref=lof))

Comments for this thread are now closed.



4 Comments KRQE News 13

Login

Sort by Newest

Share Favorite



WISe GuY • 2 months ago

There is nothing healthy about riding a bicycle in Albuquerque.

1 ^ | v • Share



ounlopez • 2 months ago

Please keep them out of traffic. The best bike cities are those where you have raised off street bike trails (ideally with a line of parked cars between the road and the bikers).

1 ^ | v • Share



Aia8ubon • 2 months ago

We have an outstanding bikeway & trails system. The problem is most bicyclists DON'T use it. Why put more money into a system, like the one along Tramway, that is rarely used. I for one refuse to pay more tax dollars for a few to ride their bicycles.

2 ^ | v • Share



Old_Military_Guy • 2 months ago

Anything to keep them out of traffic.

1 ^ | v • Share

ALSO ON KRQE NEWS 13

Police seek help finding missing man

2 comments

APD responds to possible shooting

15 comments

Woman arrested after leaving kids home alone

5 comments

17-year-old killed after tragic accident at school

8 comments

AROUND THE WEB

WHAT'S THIS?

How to Avoid Airport Delays: Travel Secrets from Frequent Fliers

Women & Co

What Makes Your Skim Milk White? You Don't Want to Know

Coupon Connections

10 Stars Who Almost Died Filming These 10 Legendary Movie Scenes

Movies Talk

Billions Worth of Data Is Free For the Taking

The Wall Street Journal Narratives

Subscribe

Add Disqus to your site

blog comments powered by Disqus (http://disqus.com)



City unveils new design for bike system

By Tina Jensen

Published: July 8, 2014, 10:21 pm | Updated: July 9, 2014, 5:24 pm

ALBUQUERQUE (KRQE) – The city unveiled a new design for the city's bike system, plans that would nearly double the city's paved bike routes from around 500 miles to 1,000.

Five years ago, the city decided the bike system needed a big update. The current trail systems date back to the early 1990s and the on-street plan back to 2000.

The **[new plan \(http://www.cabq.gov/planning/residents/sector-development-plan-updates/bikeways-trails-facility-plan/\)](http://www.cabq.gov/planning/residents/sector-development-plan-updates/bikeways-trails-facility-plan/)**, researched and revised since 2009, connects the trail system and the on-street system together.

Planners say the new design is worth the investment.

"It's also great for the environment to have more people biking instead of driving every day to and from work," said Christina Sandoval with Parks and Recreation. "It's important for our community to be healthy."

Safety features, like barriers between cyclists and drivers along certain corridors are included in the plan.

"Some drivers of cars are not very aware of cyclists, and I think cyclists have to be extremely aware and defensive," said cyclist Susan Zimmerman.

The plan also addresses how to educate drivers.

It includes a proposal to add questions about sharing the road to drivers' tests.

The paths would be installed over the next five to 10 years.

It would take streets like Zuni, for example, from four lanes to two, adding dedicated bike lanes.

"Albuquerque has one of the biggest networks of bike facilities in the country," said Chris Marsh with New Mexico Touring Society. "It's great to see them focus on this and fix some of the issues that we have."

City Council will consider adopting the plan in the late fall.

Follow

Follow "KRQE News 13"

Comments for this thread are now closed.

Get every new post delivered to your Inbox.

Join 92 other followers

15 Comments

KRQE News 13

Enter your email address:

Login

Sort by Newest

Sign me up

Share Favorite



outpost • 2 months ago

How many people actually use the paved bike trails? How many bicyclists are there out of the total population? 500 more miles of paved bike trails must cost something to the Taxpayers.

Share



josh → outpost • 2 months ago

bicyclist's are taxpayers too. I mean, we aren't corporations!

Share



josh • 2 months ago

I see a lot of 'projection' from our motorist friends commenting today...usually the same ones that jump to gripe about their anecdotal-most likely made up 'experiences' with a scofflaw renegade

Powered by
WordPress.com
(https://wordpress.com/?ref=lof)

bicycler.

I say projection because that recent report detailing, with facts of course, New Mexico has the single WORST drivers of any state in the union!!!! THE WORST, FACTUALLY.

Nah, it must be the bicycler's fault...they always get in ma' way!

2 ^ | v • Share >



DesertYote → josh • 2 months ago

Just because you think you are saving the eearth, does not make you morally superior, nor give you the right to impede legitimate traffic. Riding in the middle of traffic, like so many of you bike-tards do, is bad enough, but removing roads to make way for unused bike lanes is criminal. Bicycling will always be a fringe activity and so any accommodations for it must not come at the expense of motorists. BTW, who is paying for your blasted bike lanes? Why should I be paying to maintain your bike lanes? How about a \$500 per year bicycle registration (to offset the gas tax motorists pay)?

^ | v • Share >



josh → DesertYote • 2 months ago

Also, let me correct you on yet another false premise of your's: the ol' "bicyclists should pay tha taxes blah bla blah"

Motorists believe that cyclists don't pay for the roads, because we don't pay the gasoline tax. That is bunk. The money used to build and maintain roads come from a broad range of sources, including property taxes, excise taxes, sales taxes and the like. And trust me ... I pay plenty of those. more than most. Only a small portion comes from gasoline taxes. Besides, it's not my fault your lazy behind has to put gas in his pretend monster-truck.

At the same time, the damage done to roads is highly correlated to the weight of the vehicle. Bikes do almost no damage to the road, yet, they pay 90% of the taxes for them.

Critical thinking isn't your strong suit, is it?

I'll see you out on the road, so behave like an adult!

1 ^ | v • Share >



josh → DesertYote • 2 months ago

I'm not saving the Earth. I'm getting to work. Just like you...I presume?

Bicyclists are people. Normal people doing a normal thing. It's time you accept that.

1 ^ | v • Share >

• 2 months ago



... • 2 months ago

Bikes need to follow all the rules of the road, no exceptions, if they want to be respected by drivers. In the middle of nowhere, or an empty, residential street and you are at a stop sign? You stop. If there is a bike lane (say Tramway), ride in the middle of the LANE. Not on the line that defines the lane from the car lane—unless you'd like trucks to center themselves on that line as well. Want to go straight? Don't do so from the right turn only lane. How about signaling? Driving the wrong way on a one-way street? How about no.

The reality is that in a bike vs motor vehicle accident, the bike will ALWAYS lose.

3 ^ | v • Share >



josh → ... • 2 months ago

Motorists need to follow all the rules of the road, no exceptions, if they want to be respected by bicyclists. In the middle of nowhere, or an empty, residential street and you are at a stop sign? You stop. If there is a bike lane (say Tramway), DON'T DRIVE IN IT,

Want to go straight? Don't do so from the right turn only

lane. How about signaling? Driving the wrong way on a one-way street?

How about no. How about a turn signal, just once? How about not running a red arrow, just once?

See how fun that is?

The reality is that in a bike vs motor vehicle accident, the bike will ALWAYS lose. (not really. I got hit by a kid driving 65 and txting. I was fine. I got a sweet settlement out of the deal and the kid had his license temp. revoke. a win for all!)

2 ^ | v • Share >



Klatu • 2 months ago

The continued practice of removing automobile lanes and converting them to bicycle lanes is absolutely asinine. The resulting congestion results in more pollutants in the air/ The money would be better spent on SYNCHRONIZING the traffic lights throughout the city.

4 ^ | v • Share >



... → Klatu • 2 months ago

They did this to Spain near Tramway. I drive this street frequently, and I cannot remember seeing a bike on it now, ever. 2 lanes down to 1 for vehicles. I'd like to see the % of vehicles on that street daily that are bikes. Well under 1% I'd wager, probably under 0.01%

1 ^ | v • Share >



guest • 2 months ago

The cyclist need to learn how to drive. They will run stop signs and red lights pulling in front of you and act like you are at fault. It happens all the time. It is like they are daring you to hit them. I drove down Central to work for years and the cyclist bad. We are talking 3 lanes plus left turn lane packed solid with cars. They should have more regard for their own life.

1 ^ | v • Share >



Clark_Nova • 2 months ago

The bikers need more education than the drivers. Start by teaching them what 'stop' and 'yield' signs mean.

8 ^ | v • Share >



DesertYote • 2 months ago

How about investing in things that will improve traffic, instead of making it worse? I guess that they would not want to do that because they are counting on making commuting as miserable as possible in the hopes that the masses will be forced to give up there automobiles. Welcome to the third world.

1 ^ | v • Share >



Brock S → **DesertYote** • 2 months ago

Wow, ignorance is alive and well in this town judging by this comment.

5 ^ | v • Share >



DesertYote → **Brock S** • 2 months ago

Your the ignorant one, tool. Ever here of the concept of "Traffic Calming"? The whole goal of "Traffic Calming" is to impede traffic so as to encourage the masses to take public transportation. This is a stated goal. Read some academic papers on the subject of traffic engineering before you start calling your intellectual betters ignorant.

^ | v • Share >

ALSO ON KRQE NEWS 13

Secret shopper program dupes woman

10 comments

Police search for suspect when good deed goes bad

7 comments

Repeat car thieves in and out of jail

12 comments

Teen airlifted to hospital with severe injuries

4 comments

AROUND THE WEB

WHAT'S THIS?

How to Avoid Airport Delays: Travel Secrets from Frequent Fliers Women & Co

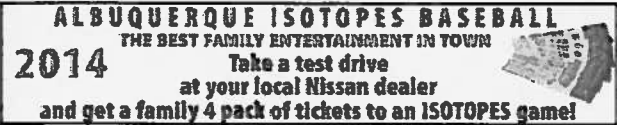
What Makes Your Skim Milk White? You Don't Want to Know Coupon Connections

10 Stars Who Almost Died Filming These 10 Legendary Movie Scenes Movies Talk

Billions Worth of Data Is Free For the Taking The Wall Street Journal Narratives

[Subscribe](#)

[Add Disqus to your site](#)



Home / New Mexico News



By Matt Howerton

New bikeway plans may give Albuquerque cyclists upper hand

Options include wider striped buffer lanes, physical barriers

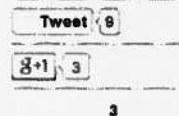
Published 7:42 AM MDT Aug 04, 2014

Text Size: A A A

Advertising

NEXT STORY

Police identify 4 killed in Las Cruces plane crash



3

SHOW TRANSCRIPT

ALBUQUERQUE, N.M. — At least twelve ghost bikes can be found across Albuquerque, a daunting reminder of the streets and intersections where cyclists have been killed.

RELATED

- Mysterious Winaton Brooks settlement OK'd by judge
- Lost rafter found tangled in heavy brush
- Sadie's staff gets CPR, Heimlich and defibrillator training
- Area range lets 8-year-olds fire semi-automatics
- BCSO: Robber shot, killed by Dairy Queen employee

It's been the city's goal to make all streets in Albuquerque more bicycle friendly, and it's a goal that may soon be reached. Preliminary plans for new city bikeways have surfaced and they give cyclists the upper hand in many areas across town.

They aim to create distance between motorists and those who prefer pedaling.

Options for the newer improved bikeways include painting wider striped buffer lanes on the side of bike lanes, painting neon green lanes near conflict areas, and even putting up physical barriers separating cyclists altogether from busy streets.

The plans will be reviewed in September before heading to the city council for approval, but many cyclists already give them the thumbs up.

"I think it's a great idea and I think it will make this a wonderful place to visit," cyclist Michelle Hodges said.

The projected price of the plan has not yet been released but it will be paid with state and local

MOST POPULAR

SLIDESHOWS | STORIES | VIDEOS

1. **Is your Personal Identification Number (PIN) one of the 20 easiest to crack?**



2. See Who Got Arrested
3. 28 Ideas for a New Mexico Labor Day getaway
4. Zozobra 2014: A Guide To Gloom
5. 10 foods to bust belly fat, 10 foods to avoid
6. Photos: Medical plane crashes near Las Cruces

From the web

- Buffett Helps LeBron Turn \$300 Million Into \$63 Billion The Money Fool
- The Simple Lash Trick That Can Make You Look Young In Minutes Dermstore
- Frenzy Over New "Skinny Pill" Absolute Garcinia Cambogia

Sponsored Links by Taboola

FOLLOW US ON GOOGLE+

KOAT



+ 2,172

funds. No new taxes are expected to pay for the project.

"The best that they can do will be the best and I'm all for it," cyclist Mary Diamond said.

Mobile users: Tap for video

Tweet 9 8+1 3

Copyright 2014 by KOAT.com All rights reserved. This material may not be published, broadcast, rewritten or redistributed.

TAGS Bicycle Paths Cyclist Albuquerque

Comments

Print

Share

Trending Offers and Articles

ADVERTISEMENT



New Mexico Auto Insurance Loophole

Should Obama Deport Illegal Children From the US? Vote Now

Side Effects: Weight Gain, Rashes, Diarrhea & More...

Game changing tech discovery could make investors rich in 2014

RECOMMENDED

FROM KOAT

- Teacher shows up drunk, pantsless to 1st day of school
KOAT.com
- Toddler, 2, found dead in day care parking lot
KOAT.com
- Student Stabbed To Death At School
KOAT.com
- Police discover massive drug operation in Santa Fe factory
KOAT.com
- Man: I bought every pie at Burger King to spite whining brat
KOAT.com
- 4-year-old critical; Woman says she dropped girlfriend's baby in tub
KOAT.com

FROM AROUND THE WEB

Promoted Links by Taboola



Buffett Helps LeBron Turn \$300 Million Into \$63 Billion
[The Motley Fool]



The Simple Lash Trick That Can Make You Look Young In
[Detoxifore]



Frenzy Over New "Skinny Pill"
[Absolute Beauty Dieting]

COMMENTS

The views expressed are not those of this site, this station or its affiliated companies. By posting your comments you agree to accept our terms of use.

9 Comments KOAT

Login

Sort by Best

Share Favorite



Join the discussion...



Khal Spencer · 25 days ago

Albuquerque can definitely use some improvements to its cycling infrastructure. Many of its major roads were designed as incredibly wide, fast super-arterials or urban freeways (Paseo del Norte) that promote sprawl and high vehicle speeds. You have to be nuts to ride on them, so there needs to be a way to work around them. Providing separated bikeways serving these corridors could be the best solution at least in

...some cases, even if it means taking away a motor lane.

Bike Boulevards such as Silver should have many of their stop signs removed, giving Silver bicycle traffic right of way over cross streets except at major signalized intersections.

Finally, all this good cheer will be lost on me as long as people like Memori Hardwick and Miranda Pacheco keep finding their way behind the wheel and into the headlines, proving that bad driving can defeat good infrastructure. All the bike infrastructure in the world will not stop bad drivers from losing control and autocrossing over barriers and killing cyclists on bike paths, or running red lights at high speed while chemically impaired, as David Anderson's and Matt Trujillo's next of kin found out.

Good luck with this project, at any rate.

2 ^ | v • Reply • Share



Rainee • 25 days ago

I'm sorry but cyclists are the reason for the "ghosts" around ABQ. They are SLOW; they FEEL they automatically have the right of WAY. Put them on the sidewalk and leave the roads to the drives in cars that can keep up to the speed limit.

1 ^ | v • Reply • Share



David Bolander → Rainee • 25 days ago

I will have more sympathy to bicyclists when they have to register and insure their bikes and follow the traffic rules. Until then stay off my road!

2 ^ | v • Reply • Share



Khal Spencer → David Bolander • 25 days ago

You are entitled to your opinion, but not your own facts. Its everyone's road.

1 ^ | v • Reply • Share



David Bolander → Khal Spencer • 24 days ago

And it shouldn't be.

^ | v • Reply • Share



Khal Spencer → Rainee • 25 days ago

Really? So you think Memori Hardwick and Miranda Pacheco were good drivers? LMAO.

2 ^ | v • Reply • Share



Rainee → Khal Spencer • 25 days ago

comparing a drunk driver to responsible drivers REALLY?????? There is a speed limit why should we share if YOU can't keep up, driving is a privilege not a right and bikers don't have a right to obscure traffic..

1 ^ | v • Reply • Share



Khal Spencer → Rainee • 25 days ago

Drunk or careless in those two cases and in neither of those two cases was a cyclist impeding traffic. Anderson was on a bike path when Pacheco went off the road and hit him on a bike path. Matt Trujillo was starting through an intersection on the green when Hartwick killed him by running the red light. Many of the other ghost bikes are there due to motorist incompetence or malfeasance.

Just a quick guide to the English language, by the way. Its "impede", and the law says you cannot unlawfully impede. Its OK to impede as long as one is otherwise obeying the law. I can legally ride my bike at whatever speed is reasonable for a bicyclist, as long as I am riding as far right as is practicable, etc, etc.

The point of the bikeway plan is to make it easler for both motorists and bicyclists to all get where they are going efficiently

and safely and without the snark. Have a nice day.

3 ^ | v · Reply · Share >



David Bolander · 25 days ago

How about Motorcycle paths? Or let me ride on the sidewalk!

^ | v · Reply · Share >

ALSO ON KOAT

Organizers expect particularly large Zozobra crowd 1 comment

Protesters take to mayor's office with NRA cop shooting ... 8 comments

Robbery Suspect Shot | News 1 comment

District investigates teacher after 'no Spanish' accusation 3 comments

AROUND THE WEB

WHAT'S THIS?

Controversial "Skinny Pill" Sweeps the Nation HealthyLifeStyle

4 Bodily Signs a Heart Attack is Near NewsmaxHealth

Warren Buffett Tells You How to Turn \$40 into \$10 Million The Motley Fool

How To Pay Off Debt With 18 Months Of No Interest NextAdvisor

Subscribe

Add Disqus to your site

blog comments powered by Disqus

Latest from KOAT

News

Weather

u local

On TV

FEATURED



Mysterious Winston Brooks settlement OK'd by judge 2hr

WATCH

WEATHER



71°

Albuquerque, NM

Alerts (0)

Closings (0)

Radar

MORE

LATEST HEADLINES

15 hurt in Chicago O'Hare bus crash 3min

A shuttle bus crashed Friday morning at Chicago's O'Hare International Airport, injuring 15 people, police said, and temporarily snarling vehicle traffic at one of the world's busiest centers for air travel. Read More >



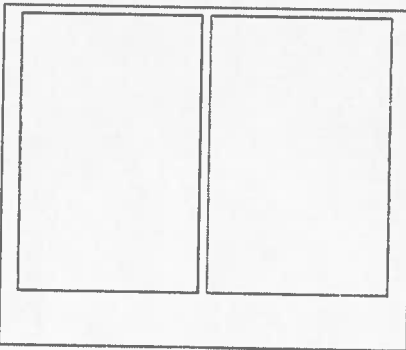
Airline seat reclining sparks another fight 12min

Chelsea Clinton is leaving NBC 20min

NATO chief slams Moscow denials over Ukraine 27min

MORE

Advertising



HOT CLICKS



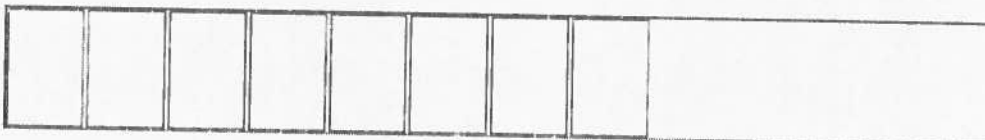
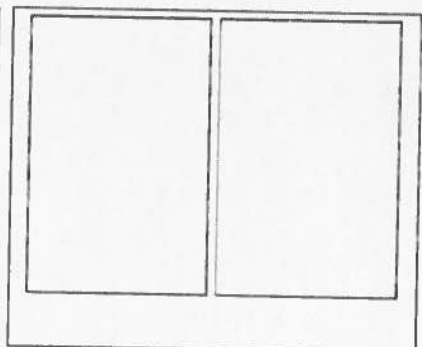
She's 53, But Looks 23 53- AD
60-yr-old mom angers doctors by revealing her simple anti-wrinkle treatment trick. Learn More



Out of Control Celebs! 29 AD
Celebrities Caught Having Too Much Fun! Learn More



Famous...and Now Fat, Too AD
Remember these celebrities when they were lean and trim? Well, they're not anymore. Learn More



Local News

6:02 PM FRI JULY 11, 2014

Better Biking In 'Burque

By [RITA DANIELS](#) ([PEOPLE/RITA-DANIELS](#))

The City of Albuquerque has developed a master plan that would link disjointed trails and bike lanes.
 Credit Rita Daniels

Listen

1:16

New Mexico's largest city has a plan to make cycling safer. It includes everything from expanding existing bike lanes to eliminating some of the hazards that cause flat tires.

For years, cyclists in Albuquerque have been navigating a disjointed system of trails and roads where bike lanes suddenly disappear in areas of heavy traffic and trails peter out into nothing. But now the city has come up with a proposal that would fill in those gaps.

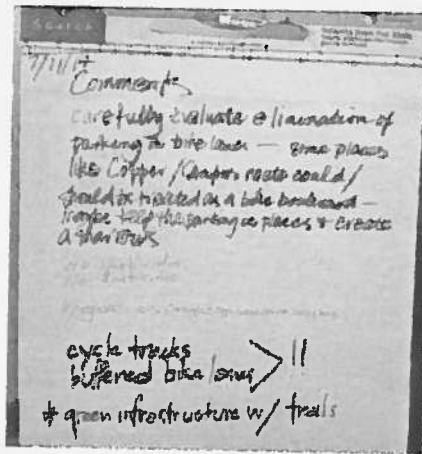
Carrie Barkhurst is the project manager for Albuquerque's Bikeways and Trail Plan. She said more signs and new green bike lanes will make cycling more comfortable.

"The road is painted green so cars know 'this is not for me to drive on,'" explained Barkhurst. "It's a really high visibility way to designate a different space for cyclists on the road."

The new plan also calls for maintenance workers to sweep pesky goat heads off of bike paths after they are mown down. Those are the noxious weeds that pop even the sturdiest of tire tubes.

The City of Albuquerque is accepting public comments throughout the process. The plan (<http://www.caba.gov/planning/documents/BTFPWwholeDocument07114.pdf>) will be reviewed by

the Environmental Planning Commission before it goes before the city council this fall.



(http://mediad.publicbroadcasting.net/p/kunm/files/201407/IMG_2212_0.JPG)

Some people expressed concerns that increasing the amount of bike lanes within the city will cause more traffic congestion.
 Credit Rita Daniels

TAGS: [cycling \(/term/cycling\)](#) [City of Albuquerque \(/term/city-albuquerque\)](#) [bike lanes \(/term/bike-lanes\)](#) [master plan \(/term/master-plan\)](#)

Related Content:



KUNM Local
Reflections on the ABC Ride of Silence for Injured and Killed Bicyclists
 (/post/reflections-abc-ride-silence-



KUNM Call In Show
Riding High: Bicycles And Cycling Safety
 (/post/riding-high-bicycles-and-cycling-safety)

Local News

1:00 PM THU AUGUST 28, 2014

Shifting Gears On Bike Safety

By [RITA DANIELS](#) (@PEOPLE/RITA-DANIELS)

Experts say both cyclists and drivers have to work on paying attention to one another in order to reduce the number of collisions.

Credit vonderauvisuals via flickr

Listen

6:37

Every year in New Mexico there are hundreds of accidents involving people riding bicycles, some of them fatal. But efforts are underway to make the roads safer in Albuquerque by helping cyclists and drivers become more aware of one another.

Eight years ago on the corner of Comanche and Pennsylvania in northeast Albuquerque, avid cyclist Paula Higgins was riding her bike when she was struck by a car in the middle of the intersection. The collision proved fatal for Higgins who died a few hours later. Jennifer Buntz was her one of her long time cycling buddies.

"We don't really know exactly how the crash happened," Buntz explained. "It was a northbound driver that hit Paula as she was trying to turn left. One witness said that Paula went, and the light was red. The other witness said the driver was running the red light. It never was resolved, but no matter whose fault this crash was, it's a tragedy."

That tragedy sparked Buntz and some fellow cyclists to form the Duke City Wheelman Foundation

(<http://www.dukecitywheelmen.org/home-page/>).

The group started putting up memorials around town—ghost bikes painted white and covered in bright plastic flowers—wherever a cyclist had been hit by a car and later died.

"I avoided this intersection for years," Jerry Higgins, Paula's brother lamented as he placed a dozen red roses on the ground next to the pedals of her ghost bike. "It's sort of bittersweet because it acknowledges my sister. It was very sad. That was the worst time in my life when I got a phone call. I went to the hospital, and she was not coming back. That was rough."

The Wheelman Foundation has put 22 ghost bikes around Albuquerque. Buntz said they help raise consciousness around cycling for both drivers and people on their bikes, because both players need to behave responsibly on the road.

"I had no idea that this ghost bike would have so much meaning," Buntz said. "Especially to people who aren't cyclists themselves. We trust that the presence of this bike will help prevent another loss of life."

Fifty-five people have died while riding bikes in Bernalillo County since 1989, when the Department of Transportation started keeping track. Then there are all of the collisions that aren't fatal—on average at least one a week. Julian Paul Butt taught the city's bike safety and awareness classes for years. He said a lot of cyclists say they're treated as though they don't deserve a place on the road, as if bikes aren't considered to be a legitimate form of transportation.

"Many people view bicycles still as a toy, something you would do as a child. But as soon as you're in middle school or high school, it's just something you might do for fitness," Butt said. "That viewpoint influences how we interact on the road, because it's almost viewed as playing in the road or being in the way."

Butt said most accidents happen because there's a breakdown in communication between cyclists and drivers, and sometimes some irresponsible behavior. By law in Albuquerque drivers are required to give cyclists at least 5 feet of space when passing them. And just like drivers, cyclists are supposed to obey the rules of the road (http://www.nmccycling.org/advocacy/Abq_Bike_Traffic_Code.html), such as stopping at lights and using hand signals when they want to make a turn. But not everybody follows the rules, and not all drivers recognize what cyclists are trying to tell them.

"It's safer for everybody," Butt explained "when that cyclist is acting like a smaller slower car on the black part of the asphalt and really being inside that zone of perception and participating as traffic."

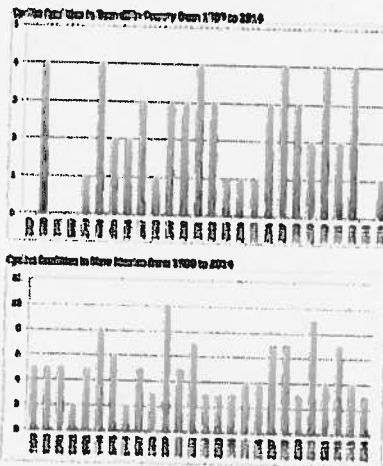
There are over 300 miles of designated bike routes in the city running parallel with traffic. The problem is that the lanes sometimes drop away where traffic is the heaviest



(http://mediad.publicbroadcasting.net/p/kunm/files/201408/DSC_1804_2_1.JPG)

On the anniversary of Higgins' death many of her friends and family members gathered at her ghost bike.

Credit Rita Daniels



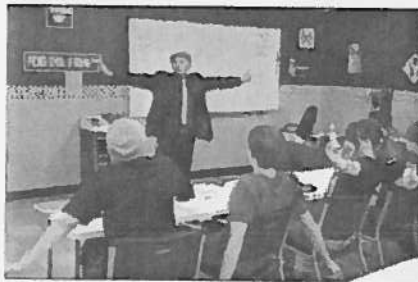
(http://mediad.publicbroadcasting.net/p/kunm/files/201408/Screen_Shot_2014-08-27_at_3:07:19_PM_2.png)

There are an average of two cyclist fatalities per year in Bernalillo County according to information gathered by the state Department of Transportation.

Credit Duke City Wheelman Foundation

and cyclists have to "run the gauntlet," as they say, quickly getting through the danger zone to a place where either a bike lane reappears or where traffic isn't as dense.

The City of Albuquerque is finalizing a new [bikeways and trails plan](#)



(http://mediad.publicbroadcasting.net/p/kunm/files/201408/DSC_1762_2.jpg)

Students learn about the importance of using their peripheral vision to watch for cyclists in a driving education course.

Credit Rita Daniels



(http://mediad.publicbroadcasting.net/p/kunm/files/201408/IMG_2216_0.JPG)

The Environmental Planning Commission will take public comments on the Albuquerque's latest draft of the bikeways and trails facilities plan on September 4th, 2014.

Credit Rita Daniels

(<http://www.cabq.gov/planning/documents/BikewaysTrailsFacilityPlan.pdf>) that would fill in some of the gaps. Last year, the city opened [Esperanza Community Bike Shop](#)

(<http://www.cabq.gov/parksandrecreation/recreation/bike/esperanza-community-bike-shop>), where anyone can show up and work on their bike for free.

"We get a lot of kids from the neighborhood," Ryan Harris, who mans the shop, said. "We get a lot of homeless [people] in here and a bicycle is their only mode of transportation."

Ryan said sometimes those bikes aren't very safe to ride. The first thing the guys that work at the shop do when people come in is give them a helmet if they don't have one, and then they check the brakes.

Ryan and his colleagues say when people come to Esperanza, their confidence around bikes skyrockets. And it's as if the more confidence they have while working on a bike, the more confident they are when it comes to riding responsibly.

At this point, about 13,000 people in Albuquerque, cyclists and drivers alike, go through some sort of bike safety awareness program every year. A lot of them are young kids, and the hope is that by the time they have cars, they'll be hyper-aware of how to drive around cyclists. Maybe they'll keep riding their bikes, too, because [research shows](#)



(http://mediad.publicbroadcasting.net/p/kunm/files/201408/DSC_1767.jpg)

High school kids who spend a lot of time at the Esperanza Community Bike Shop can get school credit for bicycle mechanics through a work study program.

Credit Rita Daniels

(<http://www.sciencedirect.com/science/article/pii/S0001457513005137>) when there are more bikes on the road, there aren't as many accidents. As the consciousness shifts, what was once

irritating—sharing the road—becomes second nature.

The annual "Can You See Us Now?" [group bicycle ride \(http://www.dukecitywheelmen.org\)](http://www.dukecitywheelmen.org) promoting traffic safety will take place on September 28th, 2014, in Albuquerque.

TAGS: [bicycle \(/term/bicycle\)](#) [ghost bike \(/term/ghost-bike\)](#) [share the road \(/term/share-road\)](#) [cycling \(/term/cycling\)](#) [Duke City Wheelmen Foundation \(/term/duke-city-wheelmen-foundation\)](#) [Department of Transportation \(/term/department-transportation\)](#) [Esperanza Community Bike Shop \(/term/esperanza-community-bike-shop\)](#)

Related Content:



Around the Nation
[Where Cyclists Once Rode, Ghost Bikes Stand Vigil \(/post/where-cyclists-once-rode-ghost-bikes-stand-vigil\)](#)



KUNM Call in Show
[Riding High: Bicycles And Cycling Safety \(/post/riding-high-bicycles-and-cycling-safety\)](#)

0 Comments

KUNM

Login ▾

Sort by Best ▾

Share Favorite



Start the discussion...

Be the first to comment.

Subscribe

Add Disqus to your site