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**Environmental
Planning
Commission**

**Agenda Number: 2
Project Number: 1008887
Case #: 14EPC-40054
September 4, 2014**

Staff Report

Agent	COA Planning Department
Applicant	City of Albuquerque (COA)
Request	Adoption of the <i>Bikeways & Trails Facility Plan</i>, which consolidates and replaces the <i>Trails & Bikeways Facility Plan</i> and the <i>Comprehensive On-Street Bicycle Plan</i> (Rank II Facility Plan)
Location	City-wide
Zoning	No zoning will be changed

Staff Recommendation

That a RECOMMENDATION OF APPROVAL of 14EPC-40054, based on the findings beginning on Page 20 and subject to the conditions of approval beginning on Page 22, be forwarded to the City Council.

**Staff Planner
Carrie Barkhurst, Planner**

Summary of Analysis

The proposed *Bikeways & Trails Facility Plan* will update, consolidate, and replace two City planning documents, the *Trails & Bikeways Facility Plan*, 1993 and the *Comprehensive On-Street Bicycle Plan*, 2000. The Plan represents a continuation of previous planning and implementation work that has been ongoing since 1972.

Combining these plans into one consolidated Plan will help the City better manage the growth of the bikeway and multi-use trail system. The Plan also evaluates the proposed facilities and updates the list of future projects. The overarching purpose is to ensure a well-connected, enjoyable, and safe non-motorized transportation and recreation system throughout the metropolitan area.

The Plan includes a review of existing conditions and a needs analysis, which identified 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.

The recommendations in this plan will guide future local investment in the bikeways and trails system, including new facilities, facility improvements, maintenance, and education/outreach/enforcement/evaluation programs. The City will also be better able to apply for state and federal funds to implement projects identified in the plan.

Staff from the Planning, Municipal Development, and Parks & Recreation Departments collaborated on this planning effort. Bicycle and trail advisory groups were consulted and the City hosted three public open house meetings to introduce the draft Plan.

Neighborhood representatives were notified via e-mail. Notice was published in the Albuquerque Journal, the Neighborhood News, and on the Planning Department's webpage. Staff received a few informational inquiries and phone calls as of this writing, generally supportive of the Plan.

Suggested revisions are found in the proposed conditions of approval. Staff supports a recommendation of approval to be forwarded to the City Council.

City Departments and other interested agencies reviewed this application from 8/4/2014 to 8/15/2014. Agency comments used in the preparation of this report begin on Page 40.

I. INTRODUCTION

Request

The request is for review and recommendation of approval to the City Council for adoption of the proposed *Bikeways & Trails Facility Plan*, which will replace the *Trails & Bikeways Facility Plan*, 1993, and the *Comprehensive On-Street Bicycle Plan*.

The *Bikeways & Trails Facility Plan* is a Rank II Plan that includes policies, programs, design standards, and recommended projects to be implemented over the next 50+ years.

The 2014 draft plan is available at:

www.cabq.gov/planning/documents/BikewaysTrailsFacilityPlan.pdf (Chapters 1-6), and
www.cabq.gov/planning/documents/Chapter7DesignManual.pdf (Chapter 7)

The *Trails & Bikeways Facility Plan*, 1993 is available at:

www.cabq.gov/planning/documents/trailbky.pdf

The Albuquerque Comprehensive On-Street Bicycle Plan, 2000 is available at:

www.cabq.gov/planning/publications/documents/ABQcomprehensiveonstreetbicycleplan.pdf

Environmental Planning Commission (EPC) Role

The EPC's task is to make a recommendation to the City Council regarding the proposed *Bikeways & Trails Facilities Plan*. As the City's Land Use and Zoning Authority, the City Council will make the final decision. The EPC is a recommending body with review authority.

Bikeways & Trails Planning History

In 1972, the City began work on its bicycle network. A team effort involving an ad hoc Bikeway Advisory Committee and the Planning Department developed *The Bikeway Study*, published in March 1974. *The Bikeway Study* led to adoption of the *Bikeways Master Plan*, which established policy regarding bikeways in the Albuquerque Metropolitan Planning Area. A permanent bikeway subcommittee of the EPC was created to advise the City on implementation of the Plan, which eventually became the Greater Albuquerque Bicycling Advisory Committee (GABAC).

The *Trails & Bikeways Facility Plan* was adopted in 1993 by the City of Albuquerque and Bernalillo County to provide policies and guidelines for the design and development of multi-use trails and on-street bikeways in the metropolitan area. The Greater Albuquerque Recreational Trails Committee (GARTC) was established to help with the development of this plan. This plan established long-range policies for off-street trails and bicycle facilities within the Albuquerque Metropolitan Planning Area and was adopted by both the City and Bernalillo County. A proposed trail system that serves both recreational and commuting purposes was envisioned.

In late 1996, the Department of Municipal Development initiated the *Comprehensive On-Street Bicycle Plan*, based on a recommendation in the *Trails & Bikeways Facility Plan* to investigate on-street bikeways more closely. A steering committee was created consisting of members from bicycle advisory and advocacy groups, public agencies, and other parties. The *Comprehensive On-Street Bikeway Plan* was adopted in 2000. It includes goals and policies, funding strategies, design standards, recommended facilities, and an implementation plan. Recommended elements of both studies are currently being implemented as funding allows.

The total proposed network originally targeted for completion in 1978 has yet to be realized. With a mature system of 620 miles of facilities, the fact that some of these initially envisioned routes have not yet been completed speaks to the challenges in developing the system.

The Update Process

The process of revising the two current plans began in September 2008 when the City Council approved the Mayor's recommendation of Gannett Fleming West as engineering consultants for the "*Bikeways and Trails Master Plan Update*" (EC-08-175; Project #7612.91). The intention of the project was to combine the *Trails & Bikeways Master Plan* and the *Comprehensive On-Street Bicycle Plan* into one document. Combining these plans will help the City better manage the growth of the bikeway and multi-use trail system. Both plans also needed to be updated to address current conditions, goals, policies, issues, and future priorities. The consultant was also tasked to identify and recommend innovative treatments needed due to physical/fiscal/community constraints and the recommendation of a management system.

Beginning in July 2009, the project team began work to discuss the needed updates, issues, and revisions. A multi-agency project management team was formed to guide the direction of the Plan. The initial data collection and analysis for the plan was conducted by DMD and consultants between 2009 and 2010. They solicited input through stakeholder workshops, key person interviews, and public open house events held from May to July 2010.

In May 2011, a draft version of the *Bikeways and Trails Master Plan Update* was distributed to project management team members and submitted for EPC review. Comments provided indicated the draft Plan needed a clearer implementation approach, and additional work was needed to adequately address the trail system and recreational concerns.

The request was withdrawn, and in 2012, Parks & Recreation hired a consultant team to assess the *Master Plan Update* and provide recommendations on how to reformulate it to result in meaningful guidance for future development and maintenance of the City's trails and bikeways. Parks & Recreation took the lead to strengthen the Plan's 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. A new working group was formed with members from Planning, Department of Municipal Development, and Parks & Recreation. This team 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 team also reviewed and updated the GIS data and proposed facilities and revised the design guidelines and standards.

A complete draft was made available for public comment in June 2014 on the project webpage and as a hard copy. Three Open House events were held in July 2014, with over 100 attendees. Many of the comments and recommendations from those meetings were incorporated into the current draft of the plan. Several that required further discussion are included in **Section IV** of this report and may be reflected in the **Recommended Conditions of Approval**.

II. PLAN OVERVIEW — BIKEWAYS AND TRAILS FACILITY PLAN, 2014

Intent and Purpose of Plan

The *Bikeways & Trails Facility Plan* (the Plan) aims to 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, 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.

Plan Area

This Rank II Facility Plan has a City-wide scope in its recommendations. The proposed facilities only include those within the City limits. However, this Plan also recognizes that the transportation and recreation activities of area residents do not end at jurisdictional boundaries. The Plan recommends concerted coordination across the region both in the construction of bikeways and trails and the administration and management of the regional system.

Plan Summary

The Plan is organized as follows:

Chapter 1, Introduction, provides a general orientation to the Plan, including its purpose, the benefits of investing in bikeways and trails, and an overview of the planning process.

Chapter 2, Planning and Policy Framework, contains the Plan's vision, goals, and policies, as well as how the plan fits into the broader Planning and policy context.

Chapter 3, Existing Conditions & Current Issues, provides an assessment of user needs and considerations for developing the bikeway & trail system. It also provides an overview of some of the current issues seen in the City.

Chapter 4, Recommended Network, recommends capital projects for new facilities and enhancements for existing facilities.

Chapter 5, Recommended Programs, reviews current programs and projects and recommends new efforts as resources and staff time allow.

Chapter 6, Implementation Strategies, details administrative processes, legislative change recommendations, maintenance and operations recommendations, and monitoring and evaluation recommendations.

Chapter 7, Design Manual, provides guidance and standards for the development of bikeways, trails, and related facilities such as wayfinding, end-of-trip facilities, and amenities.

The **Appendices** include a list of all the proposed facilities that are shown in the Plan maps and additional technical data that informed the Plan content and recommendations.

III. ANALYSIS OF APPLICABLE ORDINANCES, PLANS, AND POLICIES

Policy citations are in regular text; *Staff analysis is in bold italics.*

A) CHARTER OF THE CITY OF ALBUQUERQUE

The Citizens of Albuquerque adopted the City Charter in 1971. Applicable articles include:

Article I, Incorporation and Powers

“The municipal corporation now existing and known as the City of Albuquerque shall remain and continue to be a body corporate and may exercise all legislative powers and perform all functions not expressly denied by general law or charter. Unless otherwise provided in this Charter, the power of the city to legislate is permissive and not mandatory. If the city does not legislate, it may nevertheless act in the manner provided by law. The purpose of this Charter is to provide for maximum local self government. A liberal construction shall be given to the powers granted by this Charter.”

Article IX, Environmental Protection

“The Council (City Commission) in the interest of the public in general shall protect and preserve environmental features such as water, air and other natural endowments, ensure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment. To affect these ends the Council shall take whatever action is necessary and shall enact ordinances and shall establish appropriate Commissions, Boards or Committees with jurisdiction, authority and staff sufficient to effectively administer city policy in this area.”

Establishing and subsequently amending a Rank II Facility Plan to address the development and management of the City’s system of bikeways and trails is an exercise in local self government (City Charter, Article 1). Recommendations and standards for bikeway and trail facilities, which address location, design, system connectivity, and related programs, generally express the Council’s desire to ensure the proper use and development of land, and to promote and maintain a humane urban environment (City Charter, Article IX).

B) ALBUQUERQUE/BERNALILLO COUNTY COMPREHENSIVE PLAN

The Comprehensive Plan, the Rank I planning document for the City and County, contains Goals and policies that serve as a framework for development and service provision and provide a means through which development and text amendment requests can be evaluated. Rank II plans, such as the Electric Facilities Plan, are more specific in focus yet carry out the Rank I plan’s general guidelines and policies. Rank II plans are generally not regulatory in nature.

Land Use (Section B).

Open Space Network: The Goal is to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside Major Public Open Space, parks, trail corridors, and open areas throughout the Comprehensive Plan area.

The proposed Bikeways & Trails Facility Plan furthers the Open Space Network Goal by updating trail-related policy, design guidelines, and proposed trails projects. Part of the overarching vision of the plan is to provide recreation opportunities; the intent is to develop bikeways and trails for both transportation and recreation. Implementation of this Plan will provide opportunities for recreation, cultural activities, and access to natural resources across the City.

Policy II.B.1f: A multi-purpose network of open areas and trail corridors along arroyos and appropriate ditches shall be created. Trail corridors shall be acquired, regulated, or appropriately managed to protect natural features, views, drainage and other functions or to link other areas within the Open Space network.

Many existing and proposed trails are aligned along arroyos and acequias. By designating future trail development corridors in the Rank II Facility Plan, the City lays the ground work for acquiring or licensing right-of-way that can serve to provide public access and also protect natural features, views, and drainage features. The plan includes recommendations for coordinating with other local agencies, such as AMAFCA, MRGCD, and PNM to designate new trail corridors. Enhanced access to Major Public Open Space will be provided via proposed projects, which is closely aligned with this policy. The request furthers Policy II.B.1f. The proposed Plan could be strengthened by specifically incorporating the applicable "Possible Techniques" provided in the Comprehensive Plan to better implement this policy.

Semi-Urban Area Policy II.B.4b: Development in Semi-Urban areas shall include trail corridors, where appropriate, and shall be compatible with economic policies and historical and socio-cultural values, and shall maintain and integrate existing and new buildings and spaces of local significance into the community.

The proposed Bikeways & Trails Facility Plan furthers Policy II.B.4b by updating two Rank II Plans that specify the location, design, and management of trail and bikeway facilities. Specifically, the development policies in Section 6.A.4 and the procedures for design development and review in Section 6.A.5 will help accomplish this policy.

Developing and Established Urban Areas Goal: The Goal is "to create a quality urban environment, which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment."

The proposed Bikeways & Trails Facility Plan generally contributes to creating a quality urban environment. Implementation of the Plan will help increase choices in transportation and life styles, furthering the Developing and Established Urban Areas Goal.

Policy II.B.5g: Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

The proposed Bikeways & Trails Facility Plan furthers Policy II.B.5g by including a section that addresses procedures for design development and review that apply to new developments and subdivisions of land. This process intends to guide future land development in un-platted parts of the city, where existing roads do not yet exist.

Environmental Protection and Heritage Conservation (Section C)

Policy II.C.1d: Air quality shall be protected by providing a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs.

The proposed Bikeways & Trails Facility Plan furthers Policy II.C.1d by setting direction for investments in multi-modal transportation infrastructure. One of the possible techniques found in the Comprehensive Plan to implement this policy is to “Encourage bicycle use for commuter and shopping trips as well as for recreation,” which is in line with the Bikeways & Trails Facility Plan’s vision.

Community Resource Management (Section D)

Service Provision Goal: The Goal is to develop and manage use of public services/facilities in an efficient and equitable manner and in accordance with other land use planning policies.

Policy II.D.1a: Rank two facilities plans for water, sewer, transportation, and drainage shall reflect the regional nature of these systems and the need for long range analysis.

Policy II.D.1b: Capital spending priorities for the City and County shall be consistent with the land use goals and policies of the Comprehensive Plan.

The bikeways and trails system is a public service/facility that can be developed and managed in part through the land use planning process. The Bikeways & Trails Facility Plan provides a mechanism through which trails and bikeways facility planning can be linked to land use planning Goals and policies, which the Plan’s objectives and standards generally support. The request generally furthers the Service Provision Goal and related policies.

Transportation and Transit Goal: The Goal is to develop corridors, both streets and adjacent land uses that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

The proposed Bikeways & Trails Facility Plan furthers the Transportation and Transit Goal by setting direction for investments in multi-modal transportation infrastructure and programs to encourage bicycling and walking.

Policy II.D.4a: The following Table presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.

The table, page II-82 of the Comprehensive Plan, indicates that trails are preferred along express corridors; alternate routing for bikes, if possible, is recommended for major transit corridors; and bicycle facilities on enhanced transit and arterial streets are to be provided based on the bike plan. The proposed Plan is generally consistent with Policy II.D.4a; however, an analysis of proposed trail locations based on road type was not performed. Staff recommends this analysis be performed in the near future as a condition of future approval of the Plan.

Policy II.D.4h: A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.

Staff reviewed the existing and proposed bikeway and trail facilities in relation to the City's designated Activity Centers (AC). The majority of Activity Centers currently have facilities connecting to and within the Center. However, the San Mateo/Montgomery Community AC, the El Dorado Village Community AC, and the Los Altos/Market Center Community AC have few connections to and no routes within the center that are either existing or proposed. Other Activity Centers, such as the West Side CNM Community AC and the Sunport/Airport Major AC do not currently have any existing routes to access by bicycle or trail. The City should consider providing equitable access to all Activity Centers for all modes of travel as Centers develop, redevelop, or by retrofitting existing R.O.W.s to include bicycle and trail connections.

Policy II.D.4i: Street and highway projects shall include paralleling paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate.

The proposed Bikeways & Trails Facility Plan is generally consistent Policy II.D.4i by updating bikeway and trail location recommendations, policy, design guidelines, and proposed trails projects. The Plan includes a Complete Streets Policy for bikeways and trails projects to be considered on all streets, as appropriate, throughout the street network.

One of the critiques of the plan is that it does not provide access along major arterial streets, which have been demonstrated to have the highest bicycle and pedestrian crash rates. The parallel routes are typically ½ a mile distant on the east side of the river and sometimes non-existent on the west side of the river.

Policy II.D.4h: Efficient, safe access and transfer capability shall be provided between all modes of transportation.

The City currently has excellent transfer capabilities between bicycle, train, and bus. Both the train and all City busses have capacity to hold multiple bicycles each. More challenging to implement is providing safe and convenient access to each bus stop (typically on major arterial

streets) and rail station (no trails or bike lanes in downtown). The Comprehensive Plan Policy II.D.4a, above, indicates that it is preferred for there to be parallel access routes on major transit corridors. The proposed Plan furthers Policy II.D.4h.

Policy II.D.4g: Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goals.

The proposed Bikeways & Trails Facility Plan furthers Policy II.D.4g by setting direction for investments in multi-modal transportation infrastructure and programs to enhance bicycling and walking options within the City.

2035 Metropolitan Transportation Plan

A *Metropolitan Transportation Plan (MTP)* is adopted every five years by a Board comprised of locally elected officials from the counties and municipalities in the region, along with representatives of the New Mexico Department of Transportation (NMDOT). The *MTP* evaluates the current transportation system, considers probable growth scenarios with a 20-year horizon and envisions an appropriate future transportation system. Among other components, the *MTP* includes Long Range System Maps for Roadways and Bikeways. To guide implementation, the *MTP* proposes regional investments in shorter (5-year) cycles within the Transportation Improvement Program (TIP). The TIP describes projects in more detail and identifies federal and other potential funding sources.

Key themes of the *2035 MTP* are:

1. Expand Transit and Alternative Modes of Transportation;
2. Integrate Land Use and Transportation Planning;
3. Maximize the Efficiency of Existing Infrastructure.

A variety of important strategies are developed in the *2035 MTP*. Some key steps that need to be taken are the expansion of convenient and reliable transit and alternative modes such as bicycling and walking, the coordination of land use and transportation planning, and ensuring that the existing infrastructure is fully utilized and operates as efficiently as possible.

The Long Range Bikeway System (LRBS) map in the *MTP* identifies the existing and planned future network of on-street facilities for cyclists and off-street multi-use trails for pedestrians, cyclists and, in some cases, equestrians.

The proposed Bikeways & Trails Facility Plan furthers the themes of the 2035 MTP through its multi-modal vision, policies, and proposed facilities for pedestrians and cyclists throughout the City. The proposed facility map is consistent with the current LRBS map and provides updates to the LRBS map. The MRCOG 2040 MTP will be revised to reflect the new system, once adopted by the City.

IV. DISCUSSION — BIKEWAYS AND TRAILS FACILITY PLAN, 2014

Synopsis of Revisions

The purpose of the plan is to guide public investment in bikeways & trails facilities and programs. The proposed draft Plan would result in the following notable differences between the proposed Plan and the two current adopted Plans to be superseded:

- 1) the addition of an overview of recent accomplishments;
- 2) an updated set of system goals and policies that combines and reworks many of the goals and policies from both the *Trails & Bikeways Facility Plan* and the *Comprehensive On-Street Bicycle Plan*;
- 3) an updated public engagement effort, which resulted in new priorities, programs, and proposed facilities;
- 4) the addition of several new analytic techniques used to evaluate the quality of individual bikeways and trails (the Bikeway Quality Index), areas of the city that are particularly conducive to cycling (Cycle Zone Analysis), and streets that could accommodate modifications to include bicycle facilities (StreetPlan);
- 5) an updated needs analysis and identification of current issues and challenges;
- 6) the Proposed Facilities Projects list (Tables 7 and 8; Appendix A), which includes new projects and removes completed projects, and also identifies high-priority projects;
- 7) the recommendation to consider newer programs that have been successful in other places; and
- 8) an updated implementation approach, including administrative recommendations, advisory group recommendations, policies for bikeway and trail development, legislative recommendations, and a prioritized list of implementation actions.

The content of the proposed Plan has been informed by a variety of perspectives and input from governmental agencies, bicycle and trail advocates, and members of the general public. Due to the strong public interest in this City facility, there has been an almost overwhelming amount of comments and input. **Below is a summary of the different types of comments** that have been submitted; the full text of the 1,000+ comments is provided as an attachment to this report.

- | | |
|--|--------------------------------------|
| - Planning Process | - Funding |
| - Assets/Strengths | - Intersection Design |
| - Facilities – Network Connectivity/Gaps | - Aesthetic Improvements & Amenities |
| - Facilities – System Enhancements | - Wayfinding |
| - Programmatic Improvements | - Design Standards |
| - Administration & Agency Coordination | - Education |
| - Safety | - Encouragement |
| - Maintenance | - Enforcement |

The next section provides more detailed discussion and elaboration on several of the key comments and concerns that have arisen during the planning process. (The source is underlined.)

Purpose of the Bikeways & Trails Facility Plan

Some members of the public and members of the City's two advisory groups have expressed some confusion about the purpose of the proposed *Plan* and the related planning effort (see attached comments). Comments that were submitted in response to the Plan state: "the plan seems so academic and antiseptic," and "pretty sterile – does not address many critical issues." Several reviewers have questioned who the plan is for and why the update was needed. Staff has heard advocates express their impression that the Plan seems to be a bureaucratic tool for administrators to talk to themselves, **while there is a desire for the Plan to speak directly to cyclists and trail enthusiasts and to recognize the reality of their experiences.** There is the fear that this Plan and City Staff don't understand the life-and-death experiences and feelings of vulnerability that many cyclists and pedestrians have had.

Some feel that this planning effort has not adequately engaged active members of different user groups (cyclists, walkers/runners, skaters, equestrians) or the community at large, which the plan intends to reach as potential bikeways and trails users. There is a perception that the academic tone of the document is a reflection of the disconnection between City administrators and the public.

Comments received throughout the planning process have also indicated that the goal of the plan and any performance measures are not clear. The meeting minutes from GABAC, the Greater Albuquerque Bicycle Advisory Group, indicate "there is still some question as to what the goal of the document is" and a lack of understanding of what happened since the initial effort in 2010. Later, when Staff presented draft goals to GABAC in January 2013, committee members commented that the community (advocates and facility users) should have been involved earlier in developing the vision and goals. No comments or recommendations were made at that time in relation to the proposed Plan goals. However, in follow-up presentations in April, members of GABAC commented that the vision and the Plan seem to be overly focused on recreation; members of GARTC indicated their perception that the Plan was too focused on bicycling in relation to the range of trail users and transportation at the expense of recreational experiences.

Planning Staff acknowledges these concerns and critiques of the Plan. Regarding the purpose of the plan, the Zoning Code provides: "**Facility Plans are specialized in subject matter; they normally cover only one type of natural resource utility or public facility, such as water or parks. Such plans cover the entire metropolitan area or city, or at least a major part thereof. These plans specify important development standards general site locations, and multi-year programs of facility capital improvements**" (§14-13-2-2).

This specific Facility Plan update was initiated in 2008 when **City leadership decided that Albuquerque should design, construct, and manage the bikeways and trails as one system.** The purpose of the plan update is to guide the City in this direction. Our investments in this infrastructure serves multiple purposes – including allowing those too young or old to drive to get around the city, providing opportunities for recreation, enhancing options for choice in

people's mode of travel, and facilitating active lifestyles. The decision to combine the two plans into one updated Facility Plan means that the various interests and needs for this system are considered in one document. It also reflects a shift in our management of the bikeways & trails to look at them as a system and to enhance interdepartmental coordination.

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, programs, construction of facilities, and funding requests to implement the recommendations.**

In response to the critiques about tone of the document and audience it is written for, Staff aims to produce a summary document of the plan content that is tailored for general public consumption. Reviewers have recommended an executive summary similar to the one produced for the 50-Mile Activity Loop Plan that is filled with images and can capture a reader's attention. The City of Seattle produced a similar summary document for their similarly lengthy Bike Master Plan. The summary document should make clear that the City must balance its capital investments between improving the connectivity of existing facilities and making enhancements to our existing system to improve the experience of using the bikeways & trails.

Bikeway & Trail Project Prioritization

There is a strong desire to improve communication and coordination in the process of identifying projects and throughout the design development. Specifically, members of the public want to know how the City selects projects to design and build each year.

The desire to create a transparent project prioritization process was a common comment received throughout the planning process. In 2011 the consultant team developed a ranked project prioritization list, but they did not provide any information on how the projects were evaluated. Community comments indicated that the results were not very useful because there were several hundreds of projects that were ranked as high-priority.

In 2013, Planning Staff applied MRCOG's Project Prioritization Process to rank the proposed projects. This process is used by MRCOG for all projects that are identified in the Transportation Improvement Program (TIP) to allocate federal funds; Planning Staff thought it would help the City identify projects that were more likely to receive federal funds. When presented to GABAC and GARTC, this approach was deemed to be too automobile-focused and it did not reflect some of the qualitative issues that the members value. DMD Staff also explained that projects are developed in a more opportunistic manner, depending on other road and re-surfacing projects that could be designed to accommodate bike facilities. Also mentioned was the fact that City Council or the Mayor's Office also sometimes fund projects by district that might not otherwise have been a priority from an overall system perspective (see page 62 of the Plan for more information on the City's current prioritization approach).

Planning Staff believes that it would be beneficial to solicit input from the Advisory Groups when developing each 2-year Decade Plan update or the MRCOG Transportation Improvement Program short-term program funding cycle.

Mapping and GIS data

The City has several GIS databases that document the location and other relevant information related to bikeways & trails, including the length, who manages the facility, and the last time it was maintained. Through the course of the planning process, there have been efforts to coordinate the development and maintenance of these databases among DMD, Parks & Recreation, the Planning Department, and MRCOG.

One comment repeatedly voiced by members of the public is that the printed Bike Map doesn't match what is actually built in the city or what is mapped on the City's interactive map website. This happens because the Bike Map is just a graphic display of information, which is not based on the City's GIS databases. In 2014, DMD responded to this concern by doing a comprehensive review of all city roads and trails to verify the locations of existing facilities in both the GIS database and on the 2013 printed map. The Planning Department coordinated with these efforts to address public concerns and inaccuracies in the proposed bikeways & trails data. This is the first time in many years that this level of data verification has occurred.

City Staff have been working to coordinate the different GIS databases of information into one file that can be used by various departments. Further coordination is needed to ensure that the database stays up-to-date. **The Plan recommends continued coordination among departments to agree on the data content, format, and identifying a manager for this database.** GABAC has indicated that they would like to be involved in this process so they can provide input about what would be useful from the public's point-of-view. One example is the desire to document the width of each facility, to help identify the extent of bikeways and trails that do not meet our current standards, discussed in more detail below.

Assessment of the Quality of Our Existing Facilities

One major challenge in our bikeways system that has been identified by GABAC is that there is a range in the width of marked bicycle lanes across the city.

Some of the variation results from development under previous standards. Narrow marked bicycle lanes also result from constrained ROW or existing pavement. Typically vehicular lanes are striped at 12-feet each, and the remainder is striped as a bicycle lane. GABAC has made a request for the City to **identify and inventory the extent of bicycle lanes that are deficient in marked width, according to the current DPM standards.** Planning Staff recommends that one of the outcomes of such an inventory be to reflect the locations of deficient width bicycle lanes on the printed Bike Map. Making the quality of bicycle facilities more apparent on the map will particularly benefit novice riders who are looking for comfortable routes. One suggestion is to use line width, similar to the way road maps show the differences between highways, major roads, paved roads, and unpaved roads.

Staff has observed a lack of trust that the new facilities will be designed and constructed according to AASHTO standards and best practices guidelines. There have been projects in the past year that are not ADA-compliant (although trails are exempt), and bikeways that are narrower than the standard provided in the DPM (a road resurfacing project maintained the existing 20" bike lane width). However, these projects are consistent with the DPM, AASHTO, and Title II ADA regulations which have flexibility built-in to the standards.

Advisory Group Structure

During the planning process, several advisory group members individually mentioned that the groups did not seem to be empowered to accomplish what the members believed their purpose was. Comments provided in the meetings and via email also indicate some members are uncertain about the purpose of the advisory committee and the extent of the advisory committee's authority. This general theme was also expressed during the public engagement led by the City's consultant team in 2010.

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).

The ordinances that established GABAC and GARTC identify the duties, responsibilities, and powers of the groups (see the attached ordinances for further information).

GABAC is empowered to:

- advise the city on plans, projects, and programs including the TIP and CIP,
- monitor the bikeways and trails,
- recommend implementation strategies for adopted plans,
- promote bicycling and trail use for transportation and recreation,
- promote supporting facilities, and
- review and make recommendations regarding proposals for ROW acquisitions or vacations where bikeway and trail facilities are involved.

GARTC is empowered to:

- advise the city on plans, programs and standards for recreational trails,
- help develop and promote a recreational trails plan, promote multi-use of trails,
- coordinate joint use of trails by a variety of users,
- review and make recommendations concerning plans and actions which impact trails,
- cooperatively work with organized and non-organized constituent groups, and
- advise and recommend appropriate levels of trail maintenance and develop volunteer maintenance programs.

Parks & Recreation's consultant team investigated some other jurisdictions to find out how their public input and advisory groups were structured. They found that there were a variety of approaches – some similar to ours, some combined city and county geographies, some with

combined bike & recreation groups, and some communities also had a pedestrian advisory group. 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 *Bikeways & Trails Facility Plan* 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.

The draft Plan makes the recommendation to continue exploring these options through the public adoption process of this plan. City Administration has an interest in combining the two groups into one Advisory Group for several reasons:

- The two groups have different perspectives on the same system. This makes it challenging to implement projects when there are different or conflicting recommendations. Having a variety of perspectives represented in one meeting could result in more meaningful discussion among members, which could provide better direction for project managers.
- The consolidation of the two advisory groups into one could also result in more regular attendance by other agencies that relate to trails and bikeways. The City has been reaching out to Bernalillo County and MRCOG to see if there would be interest in re-establishing a regional advisory group.
- The meeting topics and presentations have become largely similar for both meetings. Combining them into one would make more efficient use of limited resources and time, which could be more effectively spent addressing some of the concerns that are raised.

The Plan makes other recommendations that could be applied, independent of any structural changes to the groups. For one, the groups and new members should have an orientation session

or training to explore what their role is, and how advisory groups are most effective. Another recommendation is to have guest presenters prepare a brief that is provided to the group(s) a week in advance. The brief could include a summary of the project, the purpose of the presentation (whether it is to provide information, to solicit input on design, etc.), the project schedule, and if there is a request for a recommendation from the group. This would allow the advisory group to come prepared with questions and comments for discussion. One of the challenges of the current meeting format is that much time is spent trying to understand the project and there is little time for the group to develop recommendations or advise on the project.

GARTC voted to support the preservation of two separate groups because they felt their minority interests would be lost in the larger focus on bicycling. They cite the Bikeways & Trails Plan as an example of this happening – in general there is a focus on bicycling over any other trail user type or recreational concerns. They did propose to establish one joint meeting each month with GABAC where they could get project presentations to discuss together, then another meeting where they could address recreational concerns independently. This structure is similar to what City Staff envisioned for a combined group that had functional subcommittees to address on-street bicycling issues and recreational issues independently.

GABAC also discussed a possible restructuring of the advisory groups. Comments provided by individual members seem to indicate that the group supports a shift to a regional focus, perhaps more closely aligned with MRCOG, the regional funding agency. Members also individually indicated a preference to combine with the recreational trails advisory committee into one advisory group. However, GABAC has not adopted a committee position on this matter. They plan to discuss the Bikeways & Trails Facility Plan at their September meeting.

V. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

City Departments and other agencies reviewed this application from 8/4/2014 to 8/29/2014.

Comments from departments and agencies are included in this report, beginning on page 40. Many reviewing agencies provided comments to the effect of “no comments/no objections.”

Parks & Recreation, Municipal Development, Long Range Planning, PNM, and MRCOG each provided an extensive list of comments. They include corrections and suggested changes to the draft Plan; Staff has classified the recommendations as changes to **content**, minor **clean-up**, and **formatting** recommendations. The vast majority of comments involve minor clean-up and formatting to enhance the clarity of the plan. The ones that recommend substantive changes to the current content of the plan are identified and discussed below. **There are no major changes recommended to the content, format, or recommendations.** Staff generally agrees that these recommendations should be reflected in a revised draft that goes to City Council for review and action. They are included as Recommended Conditions of Approval.

Department of Municipal Development (DMD)

DMD has commented that some of the design treatments recommended by the City's consultant are not DMD-adopted practices. DMD recommends removal of references of pavement coloring in intersections to identify the bicycle lane and bike boxes as strategies for improving intersections for bicycles.¹ Similarly, DMD recommends removing the section that addresses "Shared Roadway Measures" for arterial roads where bike lanes are desired but not possible. The "Prototypical Multi-lane Arterial Intersection Improvements" on page 78 incorporates traffic signal bicycle detection and a color enriched bike lanes in motor vehicle and bicycle conflict areas. DMD has reviewed this design and does not support the recommendation to use these elements.

In the text related to administration and management of bikeways and trails, DMD recommends removing reference to the strategy for creating a Technical Review Committee. They believe this is largely duplicative of their current practice of going to the Advisory Committees for comment and review of construction plans. The comment indicates that there are insufficient staff resources available for a new committee. Finally, there is the recommendation to remove the maintenance action of establishing weed and vegetation control procedures. This action appears to apply primarily to trails, and conflicts with other policies desired by P&R.

There are other specific text additions, clarifications, and corrections recommended. These can be seen on page 42 of this report.

Parks & Recreation

Parks & Recreation provided comments that additional content related to soft surface trails and Major Public Open Space is needed in the Plan. This comment was echoed by members of the Open Space Advisory Board when staff presented this plan to that group. Planning Staff agrees that it would be appropriate for P&R to develop additional content related to this type of trail facility.

Another change requested by P&R is to clarify the trail development policies to indicate that a trail in lieu of sidewalk is only allowed in situations where the Bikeways & Trails Facility Plan proposes a trail, and also that the trail must meet the minimum design standards to be accepted by Parks & Rec before adding to the trail inventory list.

P&R also commented that the plan needs to add programs that are focused on trail issues; all programs in the plan only pertain to bicycling. They recommend addition of the Prescription Trails Program and other trails related programs.

There are other specific text additions, clarifications, and corrections recommended. These can be seen on page 45 of this report under the headings of "Parks & Recreation" and "Open Space Division."

¹ This traffic control device is still in the study/evaluation phase. The MUTCD may issue "Interim Approval" with a written request for colored pavement in intersections as a traffic control device.

City Council - Jeff Speck's Recommendations

In 2014, City Council hired Jeff Speck to perform an audit of the downtown area to provide recommendations for improving bicycle and pedestrian activity in the city core. After extensive interviews with City staff and other key stakeholders, and additional data collection and analysis, Mr. Speck provided a summary of his recommendations in a public presentation held on July 31, 2014. A draft report of these recommendations will be provided to the City at the end of August.

His recommendations pertaining to bicycle facilities were for the City to focus on creating a network of streets that accommodate bicycle travel to and within downtown. He provided proposed street sections, many of which included a bicycle lane that was sometimes buffered from vehicular traffic by a row of parked cars. His recommendations were to provide bicycle lanes or bicycle routes with sharrow markings on 2nd Street, 4th Street, 6th Street and 8th Street. Bicycle lanes should also be provided on Marquette Ave., Tijeras Ave., Central Ave., Silver Ave., Lead Ave., and Coal Ave. These roads provide a rough grid with bicycle facilities generally on every other block. Many of the lanes can be accommodated by narrowing the travel lanes to 9' – 10'. According to AASHTO, "12-foot lanes should be used where practical on higher speed, free flowing, principal arterials," however, in urban areas, "under interrupted flow conditions operating at low speeds narrower lane widths are normally quite adequate and have some advantages."

The recommendations in the draft *Bikeways & Trails Facility Plan* are substantially similar to those proposed by Mr. Speck. One difference is that bicycle lanes are only proposed on 4th Street between Civic Plaza and Silver Ave., instead of throughout downtown, as proposed by Mr. Speck. The recent conversion of the 4th Street Mall back to a vehicular travel-way may not accommodate bicycle lanes in both directions. Further, bicycle travel across Civic Plaza is not currently allowed – it is a dismount zone. Because of these barriers, the draft Plan's proposal for bicycle lanes also on 5th Street make sense with the current developed landscape.

As this draft Plan continues through the review and adoption process, **additional revisions may be desired to comport with the recommendations of Mr. Speck.** Staff recommends that further consideration be made to proposed bicycle facilities in the downtown area once the report is finalized.

Long Range Planning

Long Range Planning provided detailed comments and recommendations, including: add an enhanced executive summary, add more images, add emphasis to the crash data, refine the project prioritization approach, add enforcement and engineering program recommendations to Chapter 5, add more creative funding sources to the list of traditional funding sources, add more detail on the City's typical annual budget, summarize the implementation actions, and summarize the recommendations and conclusions.

There are some specific text additions, clarifications, and corrections recommended. These can be seen on page 40 of this report.

Mid-Region Council of Governments

The Mid-Region Council of Governments also provided a detailed list of comments and recommendations. The general comments indicate that the plan supports the goals and objectives in MRCOG's 2035 Metropolitan Transportation Plan (MTP) and development of the 2040 MTP. Two general recommendations are for the plan to emphasize the need to look at best practices in other communities and to include data gathering and public involvement as a way to address gap closures, arterial retrofits, and project prioritization. The theme that these comments address is the need to be responsive to emerging trends and concerns in the community. MRCOG further comments: "It would also be beneficial if this plan provided flexibility as new ideas come forward, allowing them to be implemented if they are consistent with the plan." One example of a new idea since the Design Manual was prepared in 2010 is a protected bikeway, or cycle track. These are now commonly implemented across the country and have been to be hugely successful in getting new riders out. The Design Manual has not been updated to include this concept in our facility design range of options; the City should consider including this facility type.

There are some specific text additions, clarifications, and corrections recommended. These can be seen on page 52 of this report.

Neighborhood/Public

During the planning phase, a variety of public outreach and engagement efforts were made. In 2010, the City's consultant conducted a survey focused on bicycling preferences and concerns. Over 1,200 individual responses to the survey were received; all but a small number came from unique computer IP addresses. The consultant also solicited information through stakeholder workshops and in three public open house meetings.

After the Plan was transferred to the Planning Department to compile and edit the document, there has been ongoing outreach and coordination since September 2013. The Staff Planner consistently attended the monthly GABAC and GARTC **meetings to understand current issues and concerns**. These two groups consist of appointed community members who serve as representatives for a variety of trail and cyclist types and represent the interests and needs of different parts of the city. Additionally, **presentations were given to each group to get guidance on elements of the plan**, such as the goals and policies, the project prioritization process, and the existing conditions analysis as well as to update the community on the project status. The Staff Planner also gave presentations to a number of different groups:

- GABAC & GARTC Monthly Meetings, 8/13 – present
- Healthier Weights Council 2013 Symposium, 10/16/13
- Complete Streets Leadership Team, 4/24/14 & 6/26/14
- Albuquerque Development Commission, 5/15/14
- Dan Burden Workshop, 5/16/14
- Parks & Recreation Advisory Board, 6/3/14 & 8/5/14
- Open Space Advisory Board, 8/26/14
- BikeABQ, 8/26/14

- Three public open house meetings were held in July 2014 to present the content of the proposed draft Plan. There were approximately 120 attendees.

Over the course of this project, Staff received numerous comments related to specific bikeway and trail facilities; programs; and administrative practices and policies. Staff notes that it was not uncommon to have multiple comments on the same topic, expressing opposing opinions. This was true for the use of buffered bicycle lanes, some specific trail locations, elements of trail etiquette (to announce “on your left” or not), and approaches to weed control. The project planning group incorporated many of the comments and recommendations into the draft plan; however, some need further discussion to determine how to best address.

The full list of public comments is included as an attachment to this report. This table includes over 1,000 comments that have been received by the Planning Department since the project initiation in 2010; approximately half of the comments were in response to the 2014 draft plan.

The EPC hearing for the proposed Plan was announced in the Neighborhood News and posted on the Planning Department’s web page. The staff planner sent e-mail notification on August 11, 2014 to the list of neighborhood coalition representatives. There is no known opposition to the request.

VI. CONCLUSION

This request is for adoption of the *Bikeways & Trails Facility Plan*. 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. The EPC’s role is to make a recommendation to the City Council.

Staff from the Planning, Municipal Development, and Parks & Recreation Departments collaborated on this planning effort. Bicycle and trail advisory groups were consulted and the City hosted three public open house meetings to introduce the draft Plan.

The Office of Neighborhood Coordination (ONC) provided a list of the affected neighborhood representatives, who were notified of this request by e-mail. The proposed plan was announced in the Albuquerque Journal, the Neighborhood News, and on the Planning Department’s web page. As of this writing, Staff has received a few requests for a copy of the Plan and a couple of emails and phone calls from interested parties, generally supportive of the Plan.

Staff finds that the proposed plan generally further applicable Goals and policies, and the overarching intent of the City Charter and the Zoning Code. The suggested revisions in the conditions of approval are intended to improve clarity and respond to comments provided by agency reviewers and members of the public. These issues deserve continued focus and discussion as the plan moves forward through the adoption process, and have been addressed as recommended conditions of approval. Staff recommends to the Environmental Planning Commission that an approval recommendation be forwarded to the City Council.

FINDINGS – 1008887 – 14EPC-40054 – September 4, 2014 – Facility Plan Adoption

1. This is a request for adoption of the proposed Rank II *Bikeways & Trails Facility Plan*, which updates, consolidates, and replaces the *Trails and Bikeways Facility Plan*, 1993 and the *Comprehensive On-Street Bicycle Plan*, 2000. Rank II facility plans describe the existing facilities, policies, recommendations, and proposed projects.
2. The scope of the *Bikeways and Trails Facility Plan* is City-wide. It also shows trails within Bernalillo County's jurisdiction, which are not included on the list of City proposed projects.
3. The Albuquerque/Bernalillo County Comprehensive Plan, the *Trails and Bikeways Facility Plan*, 1993, and the *Comprehensive On-Street Bicycle Plan*, 2000 are incorporated herein by reference and made part of the record for all purposes.
4. The proposed *Plan* aims to ensure a well-connected, enjoyable, and safe non-motorized transportation and recreation system throughout the metropolitan area. Updating the *Plan* is a reasonable exercise in local self-government consistent with the City Charter.
5. The proposed *Plan* supports the following applicable goals and policies of the Rank I Comprehensive Plan:
 - a. The *Plan* furthers the Open Space Network Goal and Policy II.B.1f by updating trail-related policy, design guidelines, and proposed trails projects. Part of the overarching vision of the plan is to provide recreation opportunities; the plan also recommends trails along arroyos and appropriate ditches as connections between natural areas and open spaces.
 - b. The *Plan* furthers the Semi-Urban Area Policy II.B.4b through designation of trails and trail corridor development policies for semi-urban areas.
 - c. The *Plan* furthers the Developing and Established Urban Areas Goal and Policy II.B.5g because the plan will help guide development of a system that contributes to creating a quality urban environment and that will increase choices in transportation and life styles. The plan will guide development of trail corridors in appropriate locations.
 - d. The *Plan* furthers the Environmental Protection Policy II.C.1d and the Transportation and Transit Goal by setting direction for investments in multi-modal transportation infrastructure, which will help protect air quality through a balanced circulation system that supports and encourages alternative means of transportation.
 - e. The *Plan* is generally consistent with Policy II.D.4h - A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections

among Activity Centers shall be constructed and promoted. The proposed alignments have been evaluated to provide connection to and within most designated activity centers.

- f. The *Plan* is generally consistent with Policy II.D.4i - Street and highway projects shall include paralleling paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate. The *Plan* includes a Complete Streets Policy for bikeways and trails projects to be considered on all streets, as appropriate, throughout the street network. One of the critiques of the *Plan* is that it does not recommend access along major arterial streets, which have been demonstrated to have the highest bicycle and pedestrian crash rates.
 - g. The *Plan* is generally consistent with Policy II.D.4h - Efficient, safe access and transfer capability shall be provided between all modes of transportation. The City currently has excellent transfer capabilities between bicycle, train, and bus. Both the train and all City busses have capacity to hold multiple bicycles each. The *Plan* does not specifically address how to provide safe and convenient access to each bus stop, which is typically located on a major arterial street.
 - h. The *Plan* is generally consistent with Policy II.D.4q - Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods. The *Plan* sets direction for investments in multi-modal transportation infrastructure and programs to enhance bicycling and walking options.
- 6. The proposed *Plan* is generally consistent with the key themes of the 2035 *MTP* through its multi-modal vision, policies, and proposed facilities for pedestrians and cyclists throughout the City. The proposed facility map is consistent with the current LRBS map and will provide updates to the LRBS map when it is amended for the 2040 *MTP*.
 - 7. Key City departments, including Municipal Development, Parks & Recreation, and Planning, coordinated as part of this planning effort.
 - 8. There is general support among the reviewing agencies and members of the public that the City should adopt the proposed *Bikeways & Trails Facility Plan*. However, the numerous items outlined in the Recommended Conditions of Approval should be carefully considered for revision prior to City Council review and action.

RECOMMENDATION – 1008887 – 14EPC-40054 – September 4, 2014 – Facility Plan Adoption

APPROVAL of 11EPC-40051, a request for a Facility Plan Text Amendment, City-wide, based on the preceding Findings.

**RECOMMENDED CONDITIONS OF APPROVAL – 1008887 – 14EPC-40054 – September 4, 2014
– Facility Plan Adoption**

1. The following clerical changes shall be made:
 - a. All instances of inconsistent references and/or citations shall be corrected.
 - b. All figures that have poor resolution shall be replaced with higher-quality ones.
 - c. All miscellaneous formatting revisions recommended by agency reviewers shall be addressed.

2. Further evaluation and amendments to the proposed facilities shall consider:
 - a. Evaluating any outstanding public comments related to bikeway and trail facilities that have not yet been reflected.
 - b. Including the recommendations made in Mr. Speck’s final report that pertain to proposed bicycle facilities in the downtown area.
 - c. Evaluating the proposed facilities map to reflect DPM location recommendations, such as bike lanes on major local streets.
 - d. Identifying the extent of bicycle lanes that are deficient in marked width, according to the current DPM standards and highlight these locations of deficient on the printed Bike Map.
 - e. Analyze the proposed trail locations based on adjacent road type, to improve consistency with Policy II.D.4.a, policy objectives for street design, page II-82 of the Comprehensive Plan, which indicates that trails are preferred along express corridors; alternate routing for bikes, if possible is recommended for major transit corridors; and bicycle facilities on enhanced transit and arterial streets are to be provided based on the bike plan.
 - f. Evaluate multi-modal access to and within Activity Centers, in particular the San Mateo/Montgomery Community AC, the El Dorado Village Community AC, the Los Altos/Market Center Community AC, the West Side CNM Community AC and the Sunport/Airport Major AC, which do not have existing and/or proposed routes to access by bicycle or trail. The City should strive to provide equitable access to all Activity Centers for all modes of travel.

3. The following line edits suggested during the EPC review process shall be incorporated:
 - a. Including the applicable “Possible Techniques” for implementation of Policy II.B.1.f - multi-purpose network of open areas and trail corridors - provided in the Comprehensive Plan, page II-8. The implementation techniques relate to the planning and design of arroyo corridors and irrigation ditches and also include funding and safety measures.

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- b. Page 117, Trail and Bikeways Count section, add: "If equestrian data is collected, the researcher should consult with equestrians for recommendations about locations, days, and times to perform user counts."
4. The comments and recommendations made by **Municipal Development** shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
- a. **Content:** On Page 54, under "Treatments for improving intersections for bicyclists," pavement striping for Colored Bike Lanes and Bike Boxes are not DMD-adopted practices.
 - b. **Content.** On Page 55, there is a section entitled "Arterial Shared Roadway Measures," which should be deleted in its entirety due to it containing elements that are not supported by DMD.
 - c. **Content:** On Page 78 a "Prototypical Multi-lane Arterial Intersection Improvements" design is identified that incorporates traffic signal bicycle detection and a color enriched bike laneage in motor vehicle and bicycle conflict areas. DMD has reviewed this design and does not support the recommendation to use these elements, as shown in Figure 1.
 - d. **Content:** Page 97, Streamline Administrative Practices: Delete Strategy ii "Create a Technical Review Committee" of Policy 1, Objective c. Note: There are not sufficient staff resources available to fully staff a TRC. DMD Staff recently has adopted a practice of going to Advisory Committees for comment of draft construction plans involving bikeways and trails design.
 - e. **Content:** Page 106, Objective 4: Delete Action #2 – ~~Establish weed and vegetation control procedures to reduce the occurrence of noxious weeds (i.e., puncture vine) and plants that block sight lines or grow within two feet of bicycle facilities.~~
 - f. **Content.** Page 111, Traffic Code, Albuquerque Code of Ordinances: Delete the recommendation to add "(P) In a marked bicycle box."
 - g. **Clean-up.** On Page 51, under "1. Existing Bikeway Evaluation," replace the word "problem" with "challenge" in the fourth sentence.
 - h. **Clean-up.** On Page 52, under "Defining Bikeway and Trail Gaps," replace the word "require" with "would benefit from" in the second sentence. Also, under "Spot Gaps," change "accommodate safe and comfortable" to "accommodate comfortable."
 - i. **Clean-up.** On Page 54, under "Arterial Bike Lane Retrofit Measures" Change the first sentence to read: "Many arterial streets in Albuquerque exhibit characteristics (e.g., high vehicle speeds and/or volumes) where the addition of dedicated bicycle lanes could enhance the riding experience."
 - j. **Clean-up.** On Page 54, under "Treatments for retrofitting arterial streets with bike lanes," Shoulder widening within the City is not an adopted practice for new and upgraded collector streets because these roadway sections are typically bracketed by

curb and gutter instead of shoulders. The reference to shoulder widening may apply to temporary sections, which routinely employ shoulders and not curb and gutter.

- k. **Clean-up.** On Page 56, under “Illustrated in Figure 8, alternative routing measures pose several challenges,” change the first bullet point to read “Bicyclists on major streets may ignore alternative routes if they are used to overcoming spot gaps and connection gaps. The relatively short lengths of spot and connection gaps may induce riders to remain on the thoroughfare despite the lack of bicycle accommodations, thereby causing potential issues to be created by them not following the alternative routing.”
- l. **Clean-up.** On Page 60, within Figure 9, for all “Improvement Opportunities,” remove “Arterial Shared Roadway” improvement measures.
- m. **Clean-up.** Page 105, Objective 2: Delete Measurement of Action #4.
- n. **Clean-up.** Page 105, Objective 2: Revise the text for Action #5 - Give increased priority to achieving connectivity of the bikeway network when planning and programming all roadway and bikeway improvements as appropriate.
- o. **Clean-up.** Page 105, Objective 3: Revise the text for Action #1 - Restripe all collector and arterial roadways (where practical designated on the Bikeways Map and per AASHTO guidelines) to provide bike lanes, or minimum outside lane width of 14 feet.
- p. **Clean-up.** Page 105, Objective 3: Revise the text for Action #2 - Provide a striped bicycle lane or shoulder as described in chapter 23, section 5, subsection N of the City’s Development Process Manual, in conjunction with AASHTO bicycle facility design guidelines, on all new, rehabilitated or reconstructed roadways, as indicated in the Facility Plan.
- q. **Clean-up.** Page 105, Objective 3: Revise the text for Action #3 - Provide striped lanes/shoulders of at least five feet wide, from face of curb where curb and gutter exist, on all new or reconstructed bridges, underpasses, and overpasses, where not otherwise constrained or to the extent feasible.
- r. **Clean-up.** Page 105, Objective 3: Revise the text for Action #4 - 4. Selectively plan and design for bicycle travel with all intersection improvements - include 5-foot bike lanes or minimum curb lane widths of 15 feet through intersections.
- s. **Clean-up.** Page 105, Objective 3: Revise the text for Action #6 - Modify existing or install new traffic signal detection equipment (i.e., inductive loop, video detection, or pushbutton) to make all traffic signals bicyclist-responsive within need-based areas and as resources permit.
- t. **Clean-up.** Page 106, Revise the text - Objective 4: Provide a ~~High Standard~~ an elevated emphasis on Maintenance along Roadways.
- u. **Clean-up.** Page 106, Objective 4: Revise the text for Action #1 - With On-Street Bikeway and Multi-Use Trails, improve and fully fund the street maintenance and

sweeping program. Establish the highest priority for allocation of street sweeping resources to sweeping all bike lanes in response to 311 requests and at least ~~once per month~~ semi-annually and bike routes on local streets a minimum of once four times per year. Multi-use trail sweeping should be performed on a regular basis and as requested. Measurement: Request the annual data on frequency of scheduled sweeping for the on-street bikeway and multi-use trail network, based upon 311 calls along with the number and location of spot sweeping requests. Based upon 311 call volume establish a database to track trends and provide data that can be used refine scheduled sweeping and maintenance budget request.

- v. **Clean-up.** Page 106, Objective 4: Revise the text for Action #6 – Establish timely responsiveness to maintenance requests from citizens through the use of the City’s 311 Citizen Contact Center or website or other means for citizens to report concerns. ~~Establish an agency goal of 48 hours to address these requests.~~
- w. **Clean-up.** Page 106, Objective 4: Revise the text for Action #7 – Maintain bicycle routes and lanes ~~to high standards~~ through construction projects when feasible, referring to Chapter 6, “Temporary Traffic Control,” of the MUTCD, ~~and maximize maintaining~~ maintaining curb lane widths (i.e., provide lane widths of 14 feet or greater) through construction projects on roadways that ~~do not have bike lanes~~ would otherwise contain a bike lane or bike route. Where this is not feasible, provide appropriate bicycle friendly and reasonably direct detours and detour signing, per AASHTO and/or City standards.
- x. **Clean-up.** Page 107, Objective 6: Revise the text for Action #3 – ~~Develop and~~ Fully support a bicycle education program in Albuquerque’s elementary and secondary schools as part of current physical education requirements.
- y. **Clean-up.** Page 109, Objective 9: Revise the text for Action #1 - Maintain and update the bikeway and multi-use trail network inventory developed as part of the planning process. Maintain and update the bicycle accident database. Use the database to identify high accident locations and/or high accident severity locations to help prioritize bicycle project and program improvements. Review each bicycle collisions/accidents ~~in a timely manner to identify system deficiencies and potential improvements in order to assess site conditions to determine if the incident location could be targeted for system improvement.~~
- z. **Clean-up.** Page 110, Legislative Recommendations: Add the following text - Include an additional method for the hand signaling of a right-turn movement, add parking restriction in bicycle lanes and marked bicycle boxes, improve reporting of bicycle crashes by law enforcement, remove bicycle front fork size restriction, and consider redefining bike lane width references in the DPM when it is updated.
- aa. **Clean-up.** Page 119, Crash Data Collection & Analysis: Delete the section titled “Approach to Crash Data Collection” as it duplicates the immediately preceding text.
- bb. **Clean-up.** Page 119, Capital Implementation Program: Revise the text - ~~The City set aside is equally distributed between the on-street (2.5%) and trails (2.5%) programs.~~

The GO bonds are obligated in 2-year cycles, ~~generating \$600,000 for the on-street system biennially.~~

5. The comments and recommendations made by **Parks & Recreation** shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
 - a. **Content.** Page 19 Section 1, Existing Bicycle and Trail Plans – Add the Major Public Open Space Facility Plan (1999) with discussion of how trails in Major Public Open Space are a major part of the overall network of trails including paved trails in Rio Grande State Park MPOS (Bosque Trail) and single tracks in Elena Gallegos Open Space. Then, in order, the Trails and Bikeways Facility Plan (1993 and revised 1996) followed by Facility Plan for Arroyos and Arroyo Corridor Plans (1986). All other City Plans and Policies go in Section 2 and Regional Plans and Policies in Section 3.
 - b. **Content.** Soft-surface trails, add a separate section in the Trails part to discuss and explain their role in the Trails network and how the appropriateness of a soft-surface trail is determined. We will add here more about the soft surface trails in Open Space and Rio Grande Valley State Park (the Bosque) and Petroglyph National Monument and other Major Public Open Spaces owned and maintained by the Open Space Division as well as MRGCD and AMAFCA facilities that are soft surface.
 - c. **Content.** Page 108, Delete first paragraph and substitute the following text: “Based on the latest population projections, the City can expect a significant increase in population, especially on the West side of Albuquerque. The recently released “Paseo del Norte High Capacity Transit Study Alternatives Analysis Report” dated August 2014 is proposing major changes in the way the residents of Albuquerque will travel around the City. A Bus Rapid Transit System such as the “Potential BRT Corridors” suggested in the Study could result in an increase in bicycle commuting as a way of supplementing a BRT mode for access to the Major Employment Centers as well as to Parks, Open Space, Trails, Libraries, Community Centers and other public facilities Although the Bikeways and Trails Facilities Plan will precede any adoption of a BRT program for the City, the Bikeways and Trails Plan may be updated in the near future to include bicycle commuting w/BRT and recreational access as part of a Transportation System. With more research and information, the City can develop policies that require coordination between City departments to assure access to bike facilities and trails. In the meantime, City policy remains that if a trail and/or bicycle facility is shown on the Trails Plan as proposed where a property is being developed, the development will be required to construct and maintain said facility. This policy is consistent with the 1993 Trails and Bikeways Facilities Plan policies. As it is not possible to foresee the exact location of future development, new development within these developing areas shall be subject to the following requirements:”
 - d. **Content.** Page 108, Item 6 “ROW” should be spelled out. Add the following statement and making this number 7 and renumber present 7 and 8: “It is the City Parks and Recreation Department’s Policy that if the trail is identified on the

Bikeways and Trails Facilities Plan as a “proposed paved trail” it is to be developed, to city standards (as defined in chapter 7), as a trail which may be in lieu of a sidewalk. The Parks and Recreation Department must accept a trail for inclusion into the Trail System on the Trails Map. If a proposed trail is built, but not accepted by the City Parks Department due to the trail not meeting the minimum requirements as determined in the Design Manual, a trail maintenance agreement should be created to determine the owner or developer to take maintenance responsibility and should relieve the City of liability of that particular trail or trail section. If a proposed trail is not on the Plan, a sidewalk is still required per the DPM Standards for Transportation development”.

- e. **Clean-up.** Page 6, Include the Prescription Trails Program in this discussion on Public Health Benefits. This program is under-promoted and is a wonderful way for individuals to begin a walking program. The Prescription Trails program should also be included in the definitions on page 13. From the 2012 booklet, “The Prescription Trails Program provides prescriptions for walking and wheelchair rolling and a walking guide that suggests routes in our community targeting and promoting healthy lifestyles for individuals and families (& pets, too). This guide will help you find some of the park and trail walking paths in Albuquerque, Bernalillo County and the Village of Los Ranchos de Albuquerque.”
- f. **Clean-up.** Page 11 Please add MPOS Major Public Open Space to the section F. Acronyms as it appears throughout the Plan and should be referenced in the beginning.
- g. **Clean-up.** Page 13 Please add Open Space Trail and Major Public Open Space w/ definitions for each.
- h. **Clean-up.** Page 14 Please add Soft-surface Trail and its definition.
- i. **Clean-up.** Page 19 Section 1, Existing Bicycle and Trail Plans – City and Regional Plans – an organizational comment, I think that first should be the Comprehensive Plan followed by the Long Range Bikeway System Plan (2007) and the Comprehensive On Street Bicycle Plan (2000).
- j. **Clean-up.** On page 22, in the last paragraph of the DPM (2008), please add a sentence that reads “Open Space Trails Standards are also presented in Chapter 7 Design Manual.
- k. **Clean-up.** Page 32 second complete paragraph please give this paragraph a subtitle “other multi-use trails” wherein the discussion is about unpaved multi-use. In this same paragraph the term “Open Space” is used. This should say Major Public Open Space or MPOS throughout the document for consistency.
- l. **Clean-up.** Page 33 mentions “Urban Trail” and in parenthesis “wide sidewalks”. Could this also be added to the definitions section on Page 14?

- m. **Clean-up.** Page 77 shows 46 miles of unpaved trails proposed and if they are OSD trails and there are definite locations, we could add to Table 8 on page 74. The Open Space Division should be able to help define these numbers.
- n. **Clean-up.** Page 80 Section 3 regarding Bollards first bullet states “Bollards present a collision hazard...” Does the report state that or could we say instead that Bollards “may” present...? (depending on how close together they are, depending on the attention and/or skill level of the rider, depending on the condition of the bollard.....etc.)
- o. **Clean-up.** Page 81, Section 4, Could this read...Claremont Road is “an example of” a road it is not the only street that could be upgraded from a Bicycle Route to a Bicycle Boulevard.
- p. **Clean-up.** Page 82, D. 1. Second paragraph mentions discussion with GABAC. Clarify if there was a similar discussion with GARTC.
- q. **Clean-up.** Also Page 82, second sentence in Section D.2., should read...due to the greater impact on or to the multi-use trail system. Please add that the signage and markings also allows 311 calls to report more exact locations of trail maintenance problems.
- r. **Clean-up.** Page 87, Section 5.A.1, add: “Major Public Open Space Trails. The Open Space Division of the Parks and Recreation Department provides Environmental Education and Interpretation through a number of outdoor activities, classroom programs and community events to educate the public on the use of Major Public Open Space and Trails. Trail maps are maintained for trail users and Hikes are sponsored as well as special events to heighten awareness of the low impact recreation and the protection of the natural state of Major Public Open Space. The Open Space Division’s Trail Watch Volunteers Program is instrumental in educating the public about trail use ethics while noting maintenance needs to be corrected. In addition to hiking, mountain biking and horseback riding, the trails in the City’s Parks, Open Space and Trails system provide the opportunity to protect and preserve the natural environment for the benefit of the Albuquerque resident and visitor trail users now and in the future.”
- s. **Clean-up.** Page 87, Section 5.A.1, add: “Prescription Trails. The City’s Prescription Trail Program is intended to make information available to all residents about the importance of walking for health and how to get started in a self-directed or group program. The easy to use Guide provides information about specific parks in the Albuquerque area with maps organized alphabetically by zip codes and level of difficulty for each trail location, the length of each “loop” and what amenities are provided in each park facility. A walking log is included in the Guide so the trail user can easily document their distances walked. Information is also provided on Walking Clubs and Mall Walking for those rainy days.”
- t. **Clean-up.** Page 87, Section 5.A.1, add: “Environmental Education. The Open Space Division of the Parks and Recreation Department provides Environmental Education

and Interpretation through a number of outdoor activities, classroom programs and community events to educate the public on the use of Major Public Open Space and Trails. Trail maps are maintained for trail users and Hikes are sponsored as well as special events to heighten awareness of the low impact recreation and the protection of the natural state of Major Public Open Space. The Open Space Division's Trail Watch Volunteers Program is instrumental in educating the public about trail use ethics while noting maintenance needs to be corrected. In addition to hiking, mountain biking and horseback riding, the trails in the City's Parks, Open Space and Trails system provide the opportunity to protect and preserve the natural environment for the benefit of the Albuquerque resident and visitor trail users now and in the future."

- u. **Clean-up.** Page 98, Section 2, The Trails and Bikeways Facility Plan called for both a Trails Coordinator and a Bicycle Coordinator. The draft Plan is inconsistent about what the two positions are called and is confusing therefore even just in that first paragraph where they are called Planners in one sentence and Coordinators in another. It seems that both positions do planning and coordinating. It would be great if we had two of each!
- v. **Clean-up.** Page 120, The Impact Fees collected for Trails are not deposited into the General Fund and disbursed from there, apparently they have their own account and Trails development can be charged out of the account. I would suggest that the last sentence in that paragraph be deleted.
- w. **Clean-up.** Pages 121 – 129 suggest removing job titles in Lead Agency columns as these positions may change from time to time or be relocated to different departments. It will usually be the Department responsibility regardless of the staffing functions.
- x. **Clean-up.** Page 171, Width second bullet is 12-1 feet or greater... not clear.
- y. **Clean-up.** Page 172, Asphalt comment, please change "cheaper" to "less expensive."
- z. **Clean-up.** Page 174, second paragraph, should begin "Unpaved trails are typically..." (delete "and") Middle of the paragraph delete "still" in sentence discussing MPOS paved trails being part of the overall trail network.
- aa. **Clean-up.** Discussion on the Future GARTC/GABAC Structure – Each GARTC member gave comments and opinions on the possibility of combining GARTC/GABAC into a larger committee. Motion: Gary moved that GARTC remain a distinct committee as members are concerned that a restructuring could result in the loss of the visibility of some classes of trail users. However, GARTC would accept regular joint meetings with other pedestrian/bicycle committees such as GABAC to increase the efficiency for the City when areas of common interest arise. Second by Valerie Cole. Motion passed 5-0.
- bb. **Clean-up.** Definition of soft surface trails (add to plan definitions): A soft-surface trail is typically built with the earthen materials on hand and no fill or other material

is brought to the area of construction. Also see definitions “unpaved trail, single track trail”.

- cc. **Clean-up.** Definition of “single-track trail”: A trail where users must generally travel in single file and is named not for the physical structure of the trail but rather for the user. Single track trails are typically 18-30 inches wide. Usually and almost always a soft-surface trail or unpaved natural surface trail. These trails are typically found on Major Public Open Space lands and sometimes referred to as mountain bike or hiking trails. They disturb less ground and can be easier to maintain due to their narrow width. The narrowness of the trail tends to immerse the user closer to nature than a wider trail or dirt road.
 - dd. **Clean-up.** Page 32 of the Plan discusses Major Public Open Space trails and “other unpaved” trails. This “existing facilities” section is best suited for the information provided by the Open Space Division (in the comments section) to further the capital O and capital S in Open Space or Major Public Open Space.
 - ee. **Formatting.** The formatting of the various sections and subsections should be gone over as there are different fonts, different bolding, italicizing and subtitling that should be consistent throughout the document. Add section headers at the top or bottom of the pages. It is a large document with many sections and having the chapters identified on each page would help as one reads through the Plan.
 - ff. **Formatting.** Page 40 shows a map that is lacking a title which illustrates opportunities and constraints. The round or oval brown symbols seem to be keyed as “System Gap” but they cover or obscure the very space where the gap appears to be so it is difficult to figure out what the gap is.
 - gg. **Formatting.** Second, the maps on pages 64-71 (not numbered) show the unpaved trails in two different colors. The first map shows existing (unpaved) trails legibly, the second map does not show existing unpaved trails in the legend but they are apparent and are legible on the map. The third and fourth maps showing Current Projects and Critical Links are just not legible at all where trails should be showing, whether existing or proposed. The only Administrative Boundary that shows clearly on the third and fourth maps would be Kirtland Air Force Base. All Open Space areas are unclear as to what each is including the Bosque, Rio Grande Valley State Park. Possibly different colors can be used to make these maps more clear to the reader.
6. The comments and recommendations made by **Open Space Division** shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
- a. **Content.** A possible section to add to help the reader to understand the different kinds of open space: There are two types of open space within the plan area, Major Public Open Space and “open space.” Major Public Open Space (MPOS) corresponds with the locations identified in the Albuquerque Bernalillo County Comprehensive Plan, the City of Albuquerque Major Public Open Space Facility Plan (jointly adopted by

the City and County), and the Bernalillo County Parks, Open Space, and Trails Master Plan. Lower case “open space” examples include easements, privately maintained trails, recreational and educational facilities, utility facilities and corridors, water storage and drainage facilities, access easements and roadway and/or transit rights-of-way.

- b. **Content.** Also, rather than list the links to the websites with the Foothills and Rio Grande Valley State Parks maps, would it be possible to include the maps themselves in the actual plan? The unpaved trails in these areas represent extensive trail systems in the Albuquerque area that receive heavy use for recreation, commuting, etc. The most current maps can be found here:
- <http://www.cabq.gov/parksandrecreation/recreation/documents/foothillsmmap.pdf>
 - <http://www.cabq.gov/parksandrecreation/open-space/lands/RGVSPmapsplit1x17.pdf>
- c. **Content.** Page 4: On Table 1, where does the data from for “unpaved trails” come from? Accordingly to a recent inventory done by Division staff, we manage just over 100 miles of official trails, including in City owned Major Public Open Space in Sandoval and Bernalillo Counties.
- d. **Content.** Page 6: Public Health Benefits: Add something about the Prescription Trails program if the program is still active.
- e. **Content.** Although Page 2 does briefly refer to the Major Public Open Space Facility Plan (January 1999), page 19 does not list the plan under Bicycle and Trail Plans/City and Regional Plans.
- f. **Content.** Page 20: Consider addressing plans by rank, not by type. Add the Open Space Facilities Plan and year adopted with discussion of how trails in Major Public Open Space are a major part of the overall network of trails including paved trails in MPOS (Bosque Trail) and single tracks in Elena Gallegos Open Space.
- g. **Content.** Page 72: Does the Open Space Division have a short list of projects that are currently programmed for design and/or construction? Page 77 shows 46 miles of unpaved trails proposed and if they are OSD trails and there are definite locations, we could add to Table 8 on page 74.
- h. **Content.** Page 82: The OSD has a separate protocol “wayfinding” program for the Sandia Foothills Major Public Open Space and along the Paseo del Bosque, and is working to develop wayfinding systems for trails within other Major Public Open Space areas.
- i. **Content.** Page 83: Add the Open Space Visitor Center, the Open Space Trail Watch Volunteer Program, and the Open Space Environmental Education Program to the list of Safety, Education and Encouragement Programs. Each of these programs involves an element of outdoor stewardship education, including Leave no Trace Ethics, proper use of trails in MPOS, and in some cases, trail design and management.
- j. **Content.** Page 113: Open Space supports the creation of a maintenance map which clearly defines which agency is going to be responsible for maintaining which trail.

- k. **Clean-up.** More consistency in general when referring to different kinds of open space. Sometimes Open Space is capitalized, sometimes not; sometimes it is referred to as Major Public Open Space, sometimes not; sometimes there is a reference to “open spaces” which is not clearly defined. Page 32 deals with some of these issues, but there are still a few sections where it’s confusing, such as: Page 31 under the “Trails” section, there is a reference to “open space” but no reference to Major Public Open Space.
- l. **Clean-up.** Another example on page 37, “Connection to Parks, Open Space, etc.” could be clarified which kinds of open space the plan refers to.
- m. **Clean-up.** Maps: Major Public Open Space areas are not clearly defined within the maps. Use a higher contrasting color?
- n. **Clean-up.** Page 19: MRCOG 2035 Long Range Map is very difficult to read.
- o. **Clean-up.** Page 13: Add Open Space Trail and Major Public Open Space w/ definitions
- p. **Clean-up.** Page 14: Soft Surface Trail is not defined although it is referred to under the Trail definition.
- q. **Clean-up.** Page 27: Could refer to the jointly managed City of Albuquerque/Bernalillo County Alameda/Bacheci Open Space as one property.
- r. **Clean-up.** Page 32: Second full paragraph uses term “Open Space” and should say Major Public Open Space for consistency or MPOS throughout the document for consistency.
- s. **Clean-up.** Page 116: Major Public Open Space includes Open Space Division managed arroyos so reword to make consistent.
- t. **Clean-up.** Spreadsheet uses both lead agency and position; however, an action should not necessarily be assigned to a job title. Positions may change and move from Department to Department.
- u. **Clean-up.** Page 169: Single Track, limited use for Open Space trails. Add the following: “Site specific signage will define the appropriate usage of trails in Open Space. The Open Space Division is responsible for defining appropriate uses based on topography, environmental conditions, and to avoid potential user conflicts.”
- v. **Clean-up.** Page 174: Change reference to MPOS having “hundreds of miles” of unpaved trails to “over a hundred miles” of trails.
- w. **Formatting.** Page 21: Change the Recommended Facilities section to “Major Public Open Space Arroyos” and “Major Public Open Space Links?”
- x. **Formatting.** Page 116: Trails maintenance practices section and On-Street Facilities Maintenance should be consistent, i.e., use the subsections of: Current practices, recommendations, best practices, etc.
- y. **Formatting.** Pages need to be numbered starting page 121.

7. The comments and recommendations made by **Long Range Planning** shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
- a. **Content.** Enhance the Executive Summary into a 10-12 page synopsis or ‘snapshot’ of the plan that can be used as a stand-alone handout.
 - b. **Content.** More images – strive to have at least one image per chapter. Ideally, the images would be local to Albuquerque unless otherwise stated. Charts and diagrams are good; it’s helpful to show photos of real people using our facilities. Pages 28-33, 81, and 162
 - c. **Content.** Page 41 – Bicycle / Vehicle Crash Locations – add emphasis to this section. Being under ‘Other Constraints’ makes crash locations seem less important. Understanding what contributes to crashes can lead to safety improvements, whether the cause is due to substandard design, sight distance, maintenance issues, user error or lack of education. The health, safety and well-being of Facilities users should be paramount.
 - d. **Content.** Page 62 - Project Prioritization Approach, to better explain the project selection process, refer to Table 6 for infrastructure project evaluation criteria. Reiterate in this section: The criteria includes safety, system connectivity, completeness of network, barriers and constraints, and serving non-motorized needs. Include a description of how projects are selected, including frequency of the selection process, which agencies or departments are involved and who leads/facilitates that process. For example, is there a committee that includes representatives from DMD, Parks and Recreation, Planning, etc., and how is the public involved in this process?
 - e. **Content.** Add some of the funding sources to the Funding Section in chapter 6 (MRA, Council set-aside, AMAFCA, grants, etc.).
 - f. **Content.** The Plan may benefit from a stronger connection between the first lists (Current Projects & Critical Links) in relation to the Implementation Actions chart beginning on page 120. Many of these items (Maintenance, Programs, etc.) seem separate, yet other categories (CIP/Network Improvements) seem to tie to the capital projects. Is there a way to tie them together more or explain the correlation? For example, does each capital project listed under Current Projects & Critical Links link to one or more items in the Implementation Actions chart?
 - g. **Content.** Page 73 – It is unclear why these projects are on this page (50-Mile Activity Loop, Fair Heights...) Add a brief header or sentence explaining that these are Other Current Projects.
 - h. **Content.** Page 83 – This section is more about Safety, Education and Encourage Programs. Where appropriate, add engineering and enforcement to the overall approach.
 - i. **Content.** Page 119-120 – Funding – This section mainly lists the traditional funding sources for these types of programs and projects. We need a robust set of options to

fund the many projects listed in this Plan. Add other creative funding sources to include: City Council set-aside funds, Coordination with other City Departments (Metropolitan Redevelopment Area funds), Federal/State Local Partnerships, MRCOG, Public Private Partnerships, TIFF and TIDD funding, grants, Municipal Bonds, Special Improvement Districts, Public Improvement Districts, etc. (Note: see the list in the appendix of the Route 66 Action Plan).

- j. **Content.** Page 119 – Add a chart showing the City’s typical annual budget for the various activities (capital projects, maintenance, programs, etc.) and summarize the estimated costs mentioned earlier in the document along with the current time estimates for completion (in years). Might be good to use a pie chart to show an overall use of funds.
- k. **Content.** Overall – Recommendations and conclusions – there is a lot of information in this plan. Where appropriate, summarize recommendations and conclusions.
- l. **Content.** Updating the DPM standards for bicycle facilities to align with and reflect modern best practices.
- m. **Clean-up.** There are currently long lists of projects beginning on page 72. The projects in these lists are numbered and it is not clear if those numbers indicate any sort of priority. If the numbers are not used for mapping or prioritization, it might be good to remove them. If needed, please add an explanation. (List is in alphabetical order and is not prioritized.)
- n. **Clean-up.** Add an implementation strategy (Page 120 – Summary of Implementation Actions) to compile a list of top Bicycle / Vehicle accident locations city-wide to help prioritize funding and efforts.
- o. **Clean-up.** Page 129 – add a conclusion to the first section of the Plan / a transition to the Design Manual which begins on page 130.
- p. **Clean-up.** Page 235 – some information on that page is missing.
- q. **Clean-up.** Cover – add the city logo and the words ‘City of Albuquerque’
- r. **Clean-up.** Inside cover or first page – add publication information (published by: City of Albuquerque Planning Department, contact info, date)
- s. **Clean-up.** The DPM standards for bicycle facilities shall be updated to align with and reflect modern best-practices and the design standards and guidelines in Chapter 7.
- t. **Formatting.** Should the project lists be moved to the appendix, if they are expected to be updated regularly?
- u. **Formatting.** Page 120 – Summary of Implementation Actions – this section goes on for several pages. If possible, please use a larger font and add a heading to the chart. Please add a summary of each category (Administration, Maintenance, Programs, etc. to page 120). If it is not feasible to do all of the actions outlined in the chart, consider prioritizing the top actions to be done with the resources available. Also, one of the pages in the chart looks like a duplicate (in my copy).

- v. **Formatting.** Layout – To make it easier on the reader, add a header and footer to each page that indicates the title of the plan and date (footer) and the current chapter (header). Also, adding a divider page or tab to each chapter might make the Plan easier to navigate.
8. The comments and recommendations made by **MRCOG** shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
- a. **Content.** Under goals and policies and at the beginning of the plan there should be an emphasis about the need to look at best practices in other communities. Although this is mentioned much later in the plan (page 95 “Other Trends in Bicycling & Trail Planning”), it is not emphasized. For the last four years MRCOG has sponsored webinars on best practices from other communities. We have found them very helpful and are happy to continue to sponsor them. From our experiences with these webinars and other resources we recognize that City of Albuquerque has great potential to pilot, test, and implement practices and designs that have been found successful elsewhere. The beginning of the plan describes current facilities but does not include new possible facilities. We recommend including facilities that currently do not exist in Albuquerque in this section— protected bicycle lanes and cycle tracks for example. This would address the reality that bikeway, trail, and pedestrian accommodation is changing rapidly and that the City is seriously considering how these accommodations could work here.
- b. **Content.** Further Proposed Mechanisms for Gap Closure, Priority Projects and New Design Implementation: The plan provides guidance on gap closure, arterial retrofits, project prioritization and other topics. We encourage the inclusion of data gathering and public involvement as a means to further assess these topics and refine strategies and needs.
- c. **Content.** It would also be beneficial if this plan provided flexibility as new ideas come forward, allowing them to be implemented if they are consistent with the plan. For example, at the neighborhood level, the current Bicycle Boulevards came about from community desires. At the City Council level, the recent study of Downtown Albuquerque by Jeff Speck was just conducted. How will these ideas fit into this plan? Finally, there seem to be developing concerns of whether it is appropriate to place bicycle facilities on principal arterials for speeds above 40 miles per hour. Hopefully the goals of this plan can provide a mechanism to address emerging competing needs that are still not well understood. We would advise that there be enough flexibility in the plan to allow for new projects that are highly consistent with the plan goals that may not be explicitly listed in the current project list.
- d. **Content.** Time Frame: Could this plan include a time frame? Bernalillo County’s Pedestrian-Bicycle Safety Action Plan states that it is a 10 year plan. This could go to support “Best Practices.” Best practices are changing fairly rapidly. Giving a time frame will encourage updating the plan to keep up with new best practices and better understanding of challenges facing the City in terms of walking and bicycling.

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- e. **Content.** Economic Benefits: (P.5) Please include that people walking and bicycling spend more money locally and help to support local economy. This is the argument from the The Green Divide <http://community-wealth.org/content/green-divide>
 - f. **Content.** Traffic Safety: (P.6) There is evidence that the more people walk and bicycle the safer it becomes to walk and bicycle. This is related to goals of both safety and increasing the number of users in the network. Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling, PL Jacobsen, Injury Prevention, 2003;9:205-209.
 - g. **Content.** This would increase the length of the glossary, but including new facilities such as protected bicycle lanes, cycle tracks, rapid flash rectangular beacons, and the hybrid beacon should also be included in the glossary. These elements are included in NACTO and the beacons are recognized proven countermeasures that improve safety. Including the TDM program, Smart Trips, would also be good.
 - h. **Content.** Improve cyclist and pedestrian safety: (p.15-16) One safety topic that came up very frequently when Bernalillo County was conducting focus groups about active transportation in disadvantaged neighborhoods is safety from crime. This could fit under “d. Provide a welcoming and comfortable environment for all travelers along roadways and trails, which includes encouraging more legitimate users on these facilities to prevent crime.” Something similar is recommended to address this concern.
 - i. **Content.** Increase use of the bikeway and trails networks: (p.16-17). Please explicitly state that this policy goal includes attracting new users. It takes more effort to attract new users than to encourage incidental users to walk and bicycle more frequently, but both groups would benefit from these efforts.
 - j. **Content.** Policy (e) is a good place to recommend using performance measures to better understand the impact of programs and projects.
 - k. **Content.** Long Range Bikeway System: There are several small errors in the paragraph on p.19. The Long Range Bikeway System (LRBS) is not a stand-alone plan. It is an element of the Metropolitan Transportation Plan (MTP), which is a long-range plan looking at transportation on the 20 year horizon. Although it has 20 year time frame, the MTP is updated every four years. The LRBS is updated with the MTP. Currently the 2035 MTP is in effect and it was adopted in April 2011. It is recommended to use the year 2011 to describe the date of the LRBS.
 - l. **Content.** Bear Canyon Arroyo from Juan Tabo to Tramway is another trail gap that should be included in this list.
 - m. **Content.** New Programs to Expand or Initiate: Please include Smart Trips. It is a program that targets neighborhoods to encourage people to walk, bicycle and take the bus. It also involves assessment of the impact of this intervention. <https://www.portlandoregon.gov/transportation/43801>

- n. **Clean-up.** Glossary: Please include a definition of an Activity Center in the glossary. Also please include that Bicycle Boulevards are often neighborhood streets with good connectivity. Portland OR, is currently focused on building Neighborhood Greenways (their name for Bicycle Boulevards) because they attract novice riders, calm neighborhood traffic and are cheap to build. They are achieving many goals with these facilities. This is worth mentioning and relates back to looking at best practices in other areas.
 - o. **Clean-up.** Please include Traffic Demand Management (TDM) in both the glossary and acronym list. Although there might not be mention of TDM in the document, it is an important category under federal funding sources.
 - p. **Clean-up.** Streamline administrative practices... (p.18) Policy (e), please use the term “crash” instead of “accident”. The term “accident” implies that nothing could have prevented the incident. FHWA, NMDOT, and MRCOG use the term “crash” instead.
 - q. **Formatting.** Recognize and Leverage the bikeway and trail network as an integral part of economic development and quality of life in Albuquerque: (p.17-18) Policy (e) is the definition of a Complete Street. It really should be moved up the list to (a).
 - r. **Formatting.** Table 8: High Priority “Critical Links Projects”: There were several rows that seemed to be redundant.(#5 & #6 Same type, name, and endpoints, but different lengths, # 25 & # 26 Same type, name, and endpoints, but different lengths, #65 & # 66 All information is the same, # 107 & # 108 Same type, name, and endpoints, but different lengths).
9. The comments and recommendations made by PNM shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
- a. **Clean-up.** PNM transmission rights-of-way or easements are identified as the location for several proposed bike routes or trails. As the easement holder, PNM has the legal right to use and maintain the easement including ensuring vehicular access to the lines, maintaining adequate clearances, and other safety measures. If the bike lanes and/or trails become guest uses at these locations, an encroachment agreement will be necessary. The City also needs to directly contact the underlying property owner. In addition, it will be the City of Albuquerque’s responsibility to ensure that PNM’s uses of the easement are not affected or interfered with in any way by the inclusion of the bike lane or trail. Revise the section entitled Trail Gap Closure Measures (page 58) as follows (added text is underlined, deleted text is shown as strikethrough):

Utility and irrigation corridor trails typically include power line and water utility easements, as well as canals and drainage ditches. These corridors offer excellent transportation and recreation opportunities for cyclists and trail enthusiasts of all ages and skills. Some safety issues due to proximity to the irrigation ditches or power poles and transmission lines should be understood and appropriate protective

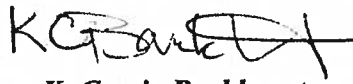
fencing/railing and warning signs installed and/or other safety measures as identified by the utility. A license agreement with PNM or MRGCD, respectively, is required for trails in utility and irrigation corridors and an encroachment agreement is required for trails in electric utility corridors. In addition, a landowner agreement with the underlying property owner may be required.

- b. **Content.** Four proposed bike lane and/or trail locations are identified within PNM's 115kV transmission rights-of-way and easements. The four locations are:
- Along the PNM CE 115kV transmission line from Irving Blvd. NW heading north toward McMahan Blvd. NW,
 - Along the PNM BW 115kV transmission line north of Interstate 40 east of Atrisco Vista Blvd NW,
 - Along the PNM SE 115kV transmission line/ID 46kV transmission line corridor in Tijeras Arroyo, and
 - Along the PNM RE/ER 115kV transmission line corridor on San Antonio Drive NE just west of Tramway Blvd NE.

Based on PNM's experience constructing and maintaining facilities at these locations, the terrain is difficult and is not conducive for bike trails. Coordination with PNM will be necessary as trails are developed at any of these four locations.

One additional trail proposed within PNM's transmission easement is the trail along the PNM SE 115kV transmission line east of Tramway Blvd NE south of Montgomery Blvd from PNM's Embudo Switching Station to approximately Menaul Blvd NE. A trail already exists near this location. Due to safety and security concerns, PNM cannot allow the trail to access or go through the Embudo Switching Station property. It is necessary for the Proposed and Existing Bikeways and Trails map (after page 63) to reflect this.

- c. **Content.** On the Proposed and Existing Bikeways and Trails map (after page 63), two proposed trails on the West Side (one paved, one unpaved) are located within PNM existing 345kV transmission line rights-of-way or easements. The first trail is west of the Ladera Golf Course. The second trail is north of Interstate 40 generally parallel on the north of Ladera Drive NW starting at Ouray Road NW and ending halfway between Arroyo Vista Blvd. and Atrisco Vista Blvd. The higher voltage lines such as these can potentially result in electrical nuisance shocks. Nuisance shocks may occur when a person touches an ungrounded metal object, in this case, such as bicycle handlebars. A nuisance shock does not harm the recipient but can be startling. PNM asks for these two proposed trails to be removed from the proposed bike/trail system or relocated elsewhere as PNM will not grant an encroachment easement at these two locations.



**K. Carrie Barkhurst
Planner**

Attachments

Application Information:

Application
Project Letter
TIS Form

Support Information:

GABAC Ordinance, §14-13-3-6
GARTC Ordinance, §14-13-3-8
White Paper on Organization of Bicycle and Trails Advisory Committees
Bicycle Friendly Community Feedback Report, Fall 2012

Neighborhood Information:

ONC Letter
Copy of Email sent to NA Coalition Representatives
ABQ Journal Advertisement Notice
Metropolitan Parks & Recreation Advisory Board Letter
Complete Streets Leadership Team Letter
Public Comments Compiled

Notice of Decision Distribution List:

Commenters:

Scott Hale, Chair, GABAC
Ian Maddieson, Chair, GARTC
Don Burns
Jackie Bouker

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement - No comments received

Office of Neighborhood Coordination - No comments received

Long Range Planning

Content

1. Enhance the Executive Summary into a 10-12 page synopsis or 'snapshot' of the plan that can be used as a stand-alone handout.
2. More images – strive to have at least one image per chapter. Ideally, the images would be local to Albuquerque unless otherwise stated. Charts and diagrams are good; it's helpful to show photos of real people using our facilities.
 - Pages 28-33 – add images for existing facilities section
 - Page 81 – add images showing typical Trail Amenities
 - Page 162 – add images showing ADA use of bikeways and trails
3. Page 41 – Bicycle / Vehicle Crash Locations – add emphasis to this section. Being under 'Other Constraints' makes crash locations seem less important. Understanding what contributes to crashes can lead to safety improvements, whether the cause is due to substandard design, sight distance, maintenance issues, user error or lack of education. The health, safety and well-being of Facilities users should be paramount.
4. Page 62 - Project Prioritization Approach, to better explain the project selection process, refer to Table 6 for infrastructure project evaluation criteria. Reiterate in this section: The criteria includes safety, system connectivity, completeness of network, barriers and constraints, and serving non-motorized needs. Include a description of how projects are selected, including frequency of the selection process, which agencies or departments are involved and who leads/facilitates that process. For example, is there a committee that includes representatives from DMD, Parks and Recreation, Planning, etc., and how is the public involved in this process?
5. There are currently long lists of projects beginning on page 72. The projects in these lists are numbered and it is not clear if those numbers indicate any sort of priority. If the numbers are not used for mapping or prioritization, it might be good to remove them. If needed, please add an explanation. (List is in alphabetical order and is not prioritized.)
6. Should the project lists be moved to the appendix, if they are expected to be updated regularly?
7. Add some of the funding sources to the Funding Section in chapter 6 (MRA, Council set-aside, AMAFCA, grants, etc.)

8. The Plan may benefit from a stronger connection between the first lists (Current Projects & Critical Links) in relation to the Implementation Actions chart beginning on page 120. Many of these items (Maintenance, Programs, etc.) seem separate, yet other categories (CIP/Network Improvements) seem to tie to the capital projects. Is there a way to tie them together more or explain the correlation? For example, does each capital project listed under Current Projects & Critical Links link to one or more items in the Implementation Actions chart?
9. Page 73 – It is unclear why these projects are on this page (50-Mile Activity Loop, Fair Heights...) Add a brief header or sentence explaining that these are Other Current Projects.
10. Page 83 – This section is more about Safety, Education and Encourage Programs. Where appropriate, add engineering and enforcement to the overall approach.
11. Page 119-120 – Funding – This section mainly lists the traditional funding sources for these types of programs and projects. We need a robust set of options to fund the many projects listed in this Plan. Add other creative funding sources to include: City Council set-aside funds, Coordination with other City Departments (Metropolitan Redevelopment Area funds), Federal/State Local Partnerships, MRCOG, Public Private Partnerships, TIFF and TIDD funding, grants, Municipal Bonds, Special Improvement Districts, Public Improvement Districts, etc. (Note: see the list in the appendix of the Route 66 Action Plan).
12. Page 119 – Add a chart showing the City's typical annual budget for the various activities (capital projects, maintenance, programs, etc.) and summarize the estimated costs mentioned earlier in the document along with the current time estimates for completion (in years). Might be good to use a pie chart to show an overall use of funds.
13. Page 120 – Summary of Implementation Actions – this section goes on for several pages. If possible, please use a larger font and add a heading to the chart. Please add a summary of each category (Administration, Maintenance, Programs, etc. to page 120). If it is not feasible to do all of the actions outlined in the chart, consider prioritizing the top actions to be done with the resources available. Also, one of the pages in the chart looks like a duplicate (in my copy).
14. Add an implementation strategy (Page 120 – Summary of Implementation Actions) to compile a list of top Bicycle / Vehicle accident locations city-wide to help prioritize funding and efforts.
15. Page 129 – add a conclusion to the first section of the Plan / a transition to the Design Manual which begins on page 130.
16. Page 235 – some information on that page is missing.
17. Overall – Recommendations and conclusions – there is a lot of information in this plan. Where appropriate, summarize recommendations and conclusions.

Format

18. Cover – add the city logo and the words 'City of Albuquerque'

19. Inside cover or first page – add publication information (published by: City of Albuquerque Planning Department, contact info, date)
20. Layout – To make it easier on the reader, add a header and footer to each page that indicates the title of the plan and date (footer) and the current chapter (header). Also, adding a divider page or tab to each chapter might make the Plan easier to navigate.

Metropolitan Redevelopment Agency - No comments received

CITY ENGINEER

Transportation Development Services

More time is needed to properly review the plan.

Hydrology

No adverse comments

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

1. On Page 51, under “1. Existing Bikeway Evaluation,” replace the word “problem” with “challenge” in the fourth sentence.
2. On Page 52, under “Defining Bikeway and Trail Gaps,” replace the word “require” with “would benefit from” in the second sentence. Also, under “Spot Gaps,” change “accommodate safe and comfortable” to “accommodate comfortable.”
3. On Page 54, under “Treatments for improving intersections for bicyclists,” pavement striping for Colored Bike Lanes and Bike Boxes are not DMD-adopted practices.
4. On Page 54, under “Arterial Bike Lane Retrofit Measures”
5. Change the first sentence to read: Many arterial streets in Albuquerque exhibit characteristics (e.g., high vehicle speeds and/or volumes) where the addition of dedicated bicycle lanes could enhance the riding experience.
6. On Page 54, under “Treatments for retrofitting arterial streets with bike lanes,” Shoulder widening within the City is not an adopted practice for new and upgraded collector streets because these roadway sections are typically bracketed by curb and gutter instead of shoulders. The reference to shoulder widening may apply to temporary sections, which routinely employ shoulders and not curb and gutter.
7. On Page 55, there is a section entitle “Arterial Shared Roadway Measures,” which should be deleted in its entirety due to it containing elements that are not supported by DMD.
8. On Page 56, under “Illustrated in Figure 8, alternative routing measures pose several challenges,” change the first bullet point to read “Bicyclists on major streets may ignore alternative routes if they are used to overcoming spot gaps and connection gaps. The

relatively short lengths of spot and connection gaps may induce riders to remain on the thoroughfare despite the lack of bicycle accommodations, thereby causing potential issues to be created by them not following the alternative routing.”

9. On Page 60, within Figure 9, for all “Improvement Opportunities,” remove “Arterial Shared Roadway” improvement measures.
10. On Page 78 a “Prototypical Multi-lane Arterial Intersection Improvements” design is identified that incorporates traffic signal bicycle detection and a color enriched bike laneage in motor vehicle and bicycle conflict areas. DMD has reviewed this design and does not support the recommendation to use these elements, as shown in Figure 1.
11. Page 97, Streamline Administrative Practices: Delete Strategy ii “Create a Technical Review Committee” of Policy 1, Objective c. **Note:** There are not sufficient staff resources available to fully staff a TRC. DMD Staff recently has adopted a practice of going to Advisory Committees for comment of draft construction plans involving bikeways and trails design.
12. Page 105, Objective 2: Delete Measurement of Action #4.
13. Page 105, Objective 2: Revise the text for Action #5 - Give increased priority to achieving connectivity of the bikeway network when planning and programming all roadway and bikeway improvements as appropriate.
14. Page 105, Objective 3: Revise the text for Action #1 - Restripe ~~all~~ collector and arterial roadways (where designated on the Bikeways Map practical and per AASHTO guidelines) to provide bike lanes, or minimum outside lane width of 14 feet.
15. Page 105, Objective 3: Revise the text for Action #2 - Provide a striped bicycle lane or shoulder as described in chapter 23, section 5, subsection N of the City’s Development Process Manual, in conjunction with AASHTO bicycle facility design guidelines, on ~~all~~ new, rehabilitated or reconstructed roadways, as indicated in the Facility Plan.
16. Page 105, Objective 3: Revise the text for Action #3 - Provide striped lanes/shoulders of at least five feet wide, from face of curb where curb and gutter exist, on all new or reconstructed bridges, underpasses, and overpasses, where not otherwise constrained or to the extent feasible.
17. Page 105, Objective 3: Revise the text for Action #4 - 4. Selectively plan and design for bicycle travel with ~~all~~ intersection improvements - include 5-foot bike lanes or minimum curb lane widths of 15 feet through intersections.
18. Page 105, Objective 3: Revise the text for Action #6 - Modify existing or install new traffic signal detection equipment (i.e., inductive loop, video detection, or pushbutton) to make all traffic signals bicyclist-responsive within need-based areas and as resources permit.
19. Page 106, Revise the text - Objective 4: Provide a ~~High Standard~~ an elevated emphasis on Maintenance along Roadways.
20. Page 106, Objective 4: Revise the text for Action #1 - With On-Street Bikeway and Multi-Use Trails, improve and fully fund the street maintenance and sweeping program. Establish the highest priority for allocation of street sweeping resources to sweeping all bike lanes in

response to 311 requests and at least once per month semi-annually and bike routes on local streets a minimum of once four times per year. Multi-use trail sweeping should be performed on a regular basis and as requested. Measurement: Request the annual data on frequency of scheduled sweeping for the on-street bikeway and multi-use trail network, based upon 311 calls along with the number and location of spot sweeping requests. Based upon 311 call volume establish a database to track trends and provide data that can be used refine scheduled sweeping and maintenance budget request.

21. Page 106, Objective 4: ~~Delete Action #2 – Establish weed and vegetation control procedures to reduce the occurrence of noxious weeds (i.e., puncture vine) and plants that block sight lines or grow within two feet of bicycle facilities.~~
22. Page 106, Objective 4: ~~Revise the text for Action #6 – Establish timely responsiveness to maintenance requests from citizens through the use of the City’s 311 Citizen Contact Center or website or other means for citizens to report concerns. Establish an agency goal of 48 hours to address these requests.~~
23. Page 106, Objective 4: ~~Revise the text for Action #7 – Maintain bicycle routes and lanes to high standards through construction projects when feasible, referring to Chapter 6, “Temporary Traffic Control,” of the MUTCD, and maximize maintaining curb lane widths (i.e., provide lane widths of 14 feet or greater) through construction projects on roadways that do not have bike lanes. would otherwise contain a bike lane or bike route. Where this is not feasible, provide appropriate bicycle friendly and reasonably direct detours and detour signing, per AASHTO and/or City standards.~~
24. Page 107, Objective 6: ~~Revise the text for Action #3 – Develop and Fully support a bicycle education program in Albuquerque’s elementary and secondary schools as part of current physical education requirements.~~
25. Page 109, Objective 9: ~~Revise the text for Action #1 - Maintain and update the bikeway and multi-use trail network inventory developed as part of the planning process. Maintain and update the bicycle accident database. Use the database to identify high accident locations and/or high accident severity locations to help prioritize bicycle project and program improvements. Review each bicycle collisions/accidents in a timely manner to identify system deficiencies and potential improvements. in order to assess site conditions to determine if the incident location could be targeted for system improvement.~~
26. Page 110, Legislative Recommendations: ~~Add the following text - Include an additional method for the hand signaling of a right-turn movement, add parking restriction in bicycle lanes and marked bicycle boxes, improve reporting of bicycle crashes by law enforcement, remove bicycle front fork size restriction, and consider redefining bike lane width references in the DPM when it is updated.~~
27. Page 111, Traffic Code, Albuquerque Code of Ordinances: ~~Delete the recommendation to add “(P) In a marked bicycle box.”~~
28. Page 119, Crash Data Collection & Analysis: ~~Delete the section titled “Approach to Crash Data Collection” as it duplicates the immediately preceding text.~~

29. Page 119, Capital Implementation Program: Revise the text - ~~The City set aside is equally distributed between the on-street (2.5%) and trails (2.5%) programs.~~ The GO bonds are obligated in 2-year cycles, ~~generating \$600,000 for the on-street system biennially.~~
30. Page 120, Gross Receipts Tax: Revise the text - A set percentage (4%) of this revenue, ~~or \$1.65 million biennially,~~ is earmarked for trails used for both commuting and recreational travel; however, no dedicated funds were specifically identified for on-street bikeway improvements.

Traffic Engineering Operations - No comments received

Street Maintenance - No comments received

WATER UTILITY AUTHORITY

Utility Services - No comments received

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division - No comments received

Environmental Services Division - No comments received

PARKS AND RECREATION

Planning and Design

1. **Formatting.** Just as a general comment, the formatting of the various sections and subsections should be gone over as there are different fonts, different bolding, italicizing and subtitling that should be consistent throughout the document. Add section headers at the top or bottom of the pages. It is a large document with many sections and having the chapters identified on each page would help as one reads through the Plan.
2. **Formatting.** Second, the maps on pages 64-71 (not numbered) show the unpaved trails in two different colors. The first map shows existing (unpaved) trails legibly, the second map does not show existing unpaved trails in the legend but they are apparent and are legible on the map. The third and fourth maps showing Current Projects and Critical Links are just not legible at all where trails should be showing, whether existing or proposed. The only Administrative Boundary that shows clearly on the third and fourth maps would be Kirtland Air Force Base. All Open Space areas are unclear as to what each is including the Bosque, Rio Grande Valley State Park. Possibly different colors can be used to make these maps more clear to the reader.
3. **Clean-up.** Page 6 Please include the Prescription Trails Program in this discussion on Public Health Benefits. This program is under-promoted and is a wonderful way for individuals to begin a walking program. The Prescription Trails program should also be included in the definitions on page 13. From the 2012 booklet, "The Prescription Trails Program provides prescriptions for walking and wheelchair rolling and a walking guide that suggests routes in

our community targeting and promoting healthy lifestyles for individuals and families (& pets, too.) This guide will help you find some of the park and trail walking paths in Albuquerque, Bernalillo County and the Village of Los Ranchos de Albuquerque.”

4. **Clean-up.** Page 11 Please add MPOS Major Public Open Space to the section F. Acronyms as it appears throughout the Plan and should be referenced in the beginning.
5. **Clean-up.** Page 13 Please add Open Space Trail and Major Public Open Space w/ definitions for each.
6. **Clean-up.** Page 14 Please add Soft-surface Trail and its definition.
7. **Clean-up.** Page 19 Section 1, Existing Bicycle and Trail Plans – City and Regional Plans – an organizational comment, I think that first should be the Comprehensive Plan followed by the Long Range Bikeway System Plan (2007) and the Comprehensive On Street Bicycle Plan (2000). Then please add the Major Public Open Space Facility Plan (1999) with discussion of how trails in Major Public Open Space are a major part of the overall network of trails including paved trails in Rio Grande State Park MPOS (Bosque Trail) and single tracks in Elena Gallegos Open Space. Then, in order, the Trails and Bikeways Facility Plan (1993 and revised 1996) followed by Facility Plan for Arroyos and Arroyo Corridor Plans (1986). All other City Plans and Policies go in Section 2 and Regional Plans and Policies in Section 3.
8. **Clean-up.** On page 22, in the last paragraph of the DPM (2008), please add a sentence that reads “Open Space Trails Standards are also presented in Chapter 7 Design Manual.
9. **Clean-up.** Page 32 second complete paragraph please give this paragraph a subtitle “other multi-use trails” wherein the discussion is about unpaved multi-use. In this same paragraph the term “Open Space” is used. This should say Major Public Open Space or MPOS throughout the document for consistency.
10. **Clean-up.** Page 33 mentions “Urban Trail” and in parenthesis “wide sidewalks”. Could this also be added to the definitions section on Page 14?
11. **Formatting.** Page 40 shows a map that is lacking a title which illustrates opportunities and constraints. The round or oval brown symbols seem to be keyed as “System Gap” but they cover or obscure the very space where the gap appears to be so it is difficult to figure out what the gap is.
12. **Clean-up.** Page 77 shows 46 miles of unpaved trails proposed and if they are OSD trails and there are definite locations, we could add to Table 8 on page 74. The Open Space Division should be able to help define these numbers.
13. **Clean-up.** Page 80 Section 3 regarding Bollards first bullet states “Bollards present a collision hazard...” Does the report state that or could we say instead that Bollards “may” present...? (depending on how close together they are, depending on the attention and/or skill level of the rider, depending on the condition of the bollard....etc.
14. **Clean-up.** Page 81, Section 4, Could this read...Claremont Road is “an example of” a road it is not the only street that could be upgraded from a Bicycle Route to a Bicycle Boulevard.

15. **Clean-up.** Page 82, D. 1. Second paragraph mentions discussion with GABAC... was there also discussion with GARTC?
16. **Clean-up.** Also Page 82, second sentence in Section D.2., should read...due to the greater impact on or to the multi-use trail system. Please add that the signage and markings also allows 311 calls to report more exact locations of trail maintenance problems.
17. **Content.** Starting on page 83, Chapter 5 is all about bikes.
 - a. Page 87 at end of Chapter 5, A. 1., please add: Major Public Open Space Trails
“The Open Space Division of the Parks and Recreation Department provides Environmental Education and Interpretation through a number of outdoor activities, classroom programs and community events to educate the public on the use of Major Public Open Space and Trails. Trail maps are maintained for trail users and Hikes are sponsored as well as special events to heighten awareness of the low impact recreation and the protection of the natural state of Major Public Open Space. The Open Space Division’s Trail Watch Volunteers Program is instrumental in educating the public about trail use ethics while noting maintenance needs to be corrected. In addition to hiking, mountain biking and horseback riding, the trails in the City’s Parks, Open Space and Trails system provide the opportunity to protect and preserve the natural environment for the benefit of the Albuquerque resident and visitor trail users now and in the future.

Prescription Trails. “The City’s Prescription Trails program is intended to make information available to all residents about the importance of walking for health and how to get started in a self-directed or group program. The easy to use Guide provides information about specific parks in the Albuquerque area with maps organized alphabetically by zip codes and level of difficulty for each trail location, the length of each “loop” and what amenities are provided in each park facility. A walking log is included in the Guide so the trail user can easily document their distances walked. Information is also provided on Walking Clubs and Mall Walking for those rainy days.”
18. **Clean-up.** Page 98, Section 2, what did we agree on as far as consistent position titles? The Trails and Bikeways Facility Plan called for both a Trails Coordinator and a Bicycle Coordinator. The draft Plan is inconsistent about what the two positions are called and is confusing therefore even just in that first paragraph where they are called Planners in one sentence and Coordinators in another. It seems that both positions do planning and coordinating. It would be great if we had two of each!
19. **Content.** Page 108 discusses the “Growth Areas” and the section titled “Developer Requirements/Future Trail Segment Construction should be changes to eliminate the need for shading or texture on the Bikeways and Trails Map. Recently updated projections for growth especially on the West side of the river make clear that any currently undeveloped property may be platted and developed in the not too far off future. Therefore, any new development including infill development shall be subject to the listed requirements for trail development. Item 6 “ROW” should be spelled out.

- a. **Content.** Page 108, under “Developer Requirements/Future Trail Segment Construction” Please delete first paragraph and substitute the following text: “Based on the latest population projections, the City can expect a significant increase in population, especially on the West side of Albuquerque. The recently released “Paseo del Norte High Capacity Transit Study Alternatives Analysis Report” dated August 2014 is proposing major changes in the way the residents of Albuquerque will travel around the City. A Bus Rapid Transit System such as the “Potential BRT Corridors” suggested in the Study could result in an increase in bicycle commuting as a way of supplementing a BRT mode for access to the Major Employment Centers as well as to Parks, Open Space, Trails, Libraries, Community Centers and other public facilities Although the Bikeways and Trails Facilities Plan will precede any adoption of a BRT program for the City, the Bikeways and Trails Plan may be updated in the near future to include bicycle commuting w/BRT and recreational access as part of a Transportation System. With more research and information, the City can develop policies that require coordination between City departments to assure access to bike facilities and trails. In the meantime, City policy remains that if a trail and/or bicycle facility is shown on the Trails Plan as proposed where a property is being developed, the development will be required to construct and maintain said facility. This policy is consistent with the 1993 Trails and Bikeways Facilities Plan policies. As it is not possible to foresee the exact location of future development, new development within these developing areas shall be subject to the following requirements:
- b. **Content.** Page 108, under “Developer Requirements/Future Trail Segment Construction” add the following statement and making this number 7 and renumber present 7 and 8: “If the trail is identified on the Bikeways and Trails Facilities Plan as a proposed trail it is to be developed, to city standards, as a trail which may be in lieu of a sidewalk. City standards include a minimum 10’ width for paved trails plus clear zones on each side. (See Chapter 7 “Design Manual” for additional guidelines and standards). The Parks and Recreation Department must accept a trail for inclusion into the Trail System on the Trails Map. If a proposed trail is not on the Plan, a sidewalk is still required per the DPM Standards for Transportation development”.
20. **Clean-up.** Pages 121 – 129 suggest removing job titles in Lead Agency columns as these positions may change from time to time or be relocated to different departments. It will usually be the Department responsibility regardless of the staffing functions.
21. **Clean-up.** Page 171, Width second bullet is 12-1 feet or greater... not clear.
22. **Clean-up.** Page 172, Asphalt comment, please change “cheaper” to “less expensive.”
23. **Clean-up.** Page 174, second paragraph, should begin “Unpaved trails are typically...” (delete “and”) Middle of the paragraph delete “still” in sentence discussing MPOS paved trails being part of the overall trail network.

Open Space Division

1. **Clean-up.** More consistency in general when referring to different kinds of open space. Sometimes Open Space is capitalized, sometimes not; sometimes it is referred to as Major

Public Open Space, sometimes not; sometimes there is a reference to “open spaces” which is not clearly defined. Page 32 deals with some of these issues, but there are still a few sections where it’s confusing, such as: Page 31 under the “Trails” section, there is a reference to “open space” but no reference to Major Public Open Space.

2. **Clean-up.** Another example on page 37, “Connection to Parks, Open Space, etc.” could be clarified which kinds of open space the plan refers to.
3. **Content.** A possible section to add to help the reader to understand the different kinds of open space: There are two types of open space within the plan area, Major Public Open Space and “open space.” Major Public Open Space (MPOS) corresponds with the locations identified in the Albuquerque Bernalillo County Comprehensive Plan, the City of Albuquerque Major Public Open Space Facility Plan (jointly adopted by the City and County), and the Bernalillo County Parks, Open Space, and Trails Master Plan. Lower case “open space” examples include easements, privately maintained trails, recreational and educational facilities, utility facilities and corridors, water storage and drainage facilities, access easements and roadway and/or transit rights-of-way.
4. **Clean-up.** Add Major Public Open Space (MPOS) under acronyms.
5. **Clean-up.** Maps: Major Public Open Space areas are not clearly defined within the maps. Use a higher contrasting color?
6. **Content.** Also, rather than list the links to the websites with the Foothills and Rio Grande Valley State Parks maps, would it be possible to include the maps themselves in the actual plan? The unpaved trails in these areas represent extensive trail systems in the Albuquerque area that receive heavy use for recreation, commuting, etc. The most current maps can be found here:
 - <http://www.cabq.gov/parksandrecreation/recreation/documents/foothillsmmap.pdf>
 - <http://www.cabq.gov/parksandrecreation/open-space/lands/RGVSPmapsplit11x17.pdf>
7. **Content.** Page 4: On Table 1, where does the data from for “unpaved trails” come from? Accordingly to a recent inventory done by Division staff, we manage just over 100 miles of official trails, including in City owned Major Public Open Space in Sandoval and Bernalillo Counties.
8. **Content.** Page 6: Public Health Benefits: Add something about the Prescription Trails program if the program is still active.
9. **Clean-up.** Page 19: MRCOG 2035 Long Range Map is very difficult to read.
10. **Clean-up.** Page 13: Add Open Space Trail and Major Public Open Space w/ definitions
11. **Clean-up.** Page 14: Soft Surface Trail is not defined although it is referred to under the Trail definition.

12. **Content.** Although Page 2 does briefly refer to the Major Public Open Space Facility Plan (January 1999), page 19 does not list the plan under Bicycle and Trail Plans/City and Regional Plans.
13. **Formatting.** Page 21: Change the Recommended Facilities section to “Major Public Open Space Arroyos” and “Major Public Open Space Links?”
14. **Content.** Page 20: Consider addressing plans by rank, not by type. Add the Open Space Facilities Plan and year adopted with discussion of how trails in Major Public Open Space are a major part of the overall network of trails including paved trails in MPOS (Bosque Trail) and single tracks in Elena Gallegos Open Space.
15. **Clean-up.** Page 27: Could refer to the jointly managed City of Albuquerque/Bernalillo County Alameda/Bacheci Open Space as one property.
16. **Clean-up.** Page 32: Second full paragraph uses term “Open Space” and should say Major Public Open Space for consistency or MPOS throughout the document for consistency.
17. **Content.** Page 72: Does the Open Space Division have a short list of projects that are currently programmed for design and/or construction? Page 77 shows 46 miles of unpaved trails proposed and if they are OSD trails and there are definite locations, we could add to Table 8 on page 74.
18. **Content.** Page 82: The OSD has a separate protocol “wayfinding” program for the Sandia Foothills Major Public Open Space and along the Paseo del Bosque, and is working to develop wayfinding systems for trails within other Major Public Open Space areas.
19. **Content.** Page 83: Add the Open Space Visitor Center, the Open Space Trail Watch Volunteer Program, and the Open Space Environmental Education Program to the list of Safety, Education and Encouragement Programs. Each of these programs involves an element of outdoor stewardship education, including Leave no Trace Ethics, proper use of trails in MPOS, and in some cases, trail design and management.
20. **Content.** Page 113: Open Space supports the creation of a maintenance map which clearly defines which agency is going to be responsible for maintaining which trail.
21. **Formatting.** Page 116: Trails maintenance practices section and On-Street Facilities Maintenance should be consistent, i.e., use the subsections of: Current practices, recommendations, best practices, etc.
22. **Clean-up.** Page 116: Major Public Open Space includes Open Space Division managed arroyos so reword to make consistent.
23. **Formatting.** Pages need to be numbered starting page 121.
24. **Clean-up.** Spreadsheet uses both lead agency and position; however, an action should not necessarily be assigned to a job title. Positions may change and move from Department to Department.
25. **Clean-up.** Page 169: Single Track, limited use for Open Space trails. Add the following: “Site specific signage will define the appropriate usage of trails in Open Space. The Open

Space Division is responsible for defining appropriate uses based on topography, environmental conditions, and to avoid potential user conflicts.”

- 26. **Clean-up.** Page 174: Change reference to MPOS having “hundreds of miles” of unpaved trails to “over a hundred miles” of trails.
- 27. **Clean-up.** Map. Need to make Plan consistent with the Bosque Action Plan, 1993. This includes a paved trail from Alameda to Paseo del Norte. Confirm west levee trail with OSD.

City Forester - No comments received

POLICE DEPARTMENT/Planning

No Crime Prevention or CPTED comments concerning the proposed Amendment Sector Development, Area, Facility or Comprehensive Plan request at this time.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division - No comments received

FIRE DEPARTMENT/Planning - No comments received

TRANSIT DEPARTMENT

Comments forthcoming.

Project # 1008887 <small>11EPC-40051 AMENDT TO SECTOR DEV, AREA, FAC. OR COMP.</small>	Adjacent and nearby routes	Citywide. Most of the Transit Corridors are on Central, Lomas, Montgomery, San Mateo and Coors.
	Adjacent bus stops	Citywide
	Site plan requirements	Central Avenue Street cross-section to address proposed BRT (Bus Rapid Ride Transit system.) in the median from Tramway to Atrisco.
	Large site TDM suggestions	Projects listed on pages 94 thru 98, of the report, should also take into account the Transit Corridors being impacted.
	Other information	None.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY - No comments received

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

No objection to adoption of the Facility Plan. AMAFCA will coordinate with Parks and Recreation on plans and licensing for trails on AMAFCA’s rights-of-way.

ALBUQUERQUE PUBLIC SCHOOLS

The City of Albuquerque proposes a City-Wide amendment to the Bikeways and Trails Facility Plan. The goals of the Plan include:

1. Improve cyclist and pedestrian safety
2. Develop a continuous, interconnected and comprehensive system of bikeways and trails.
3. Enhance maintenance of all bikeways and trails, and improve maintenance strategies.
4. Increase use of bikeway and trails network.
5. Increase public awareness and education related to bikeways and trails.
6. Recognize and leverage the bikeway and trail network as an integral part of economic development and quality of life in Albuquerque.
7. Streamline administrative practices and coordination.

This Plan will have no adverse impacts to the district. APS does not oppose the proposed amendments and updates to the Plan.

MID-REGION COUNCIL OF GOVERNMENTS

GENERAL COMMENTS

1. **Overall:** This plan supports the goals and objectives in MRCOG's 2035 Metropolitan Transportation Plan (MTP) and development of the 2040 MTP. The goals and policies in this plan will provide detail and direction that will help implement the broader MTP. This plan calls for MRCOG's participation in the areas of supporting gap closure, data collection and analysis, and participation in advisory groups. These activities are appropriate for MRCOG and as an organization we look forward to participating in this plan's implementation. Overall MRCOG supports the adoption of this plan with some minor changes and more emphasis in a couple of areas
2. **Best Practices:** Under goals and policies and at the beginning of the plan there should be an emphasis about the need to look at best practices in other communities. Although this is mentioned much later in the plan (page 95 "Other Trends in Bicycling & Trail Planning"), it is not emphasized. For the last four years MRCOG has sponsored webinars on best practices from other communities. We have found them very helpful and are happy to continue to sponsor them. From our experiences with these webinars and other resources we recognize that City of Albuquerque has great potential to pilot, test, and implement practices and designs that have been found successful elsewhere. The beginning of the plan describes current facilities but does not include new possible facilities. We recommend including facilities that currently do not exist in Albuquerque in this section— protected bicycle lanes and cycle tracks for example. This would address the reality that bikeway, trail, and pedestrian accommodation is changing rapidly and that the City is seriously considering how these accommodations could work here.
3. **Further Proposed Mechanisms for Gap Closure, Priority Projects and New Design Implementation:** The plan provides guidance on gap closure, arterial retrofits, project prioritization and other topics. We encourage the inclusion of data gathering and public involvement as a means to further assess these topics and refine strategies and needs.

It would also be beneficial if this plan provided flexibility as new ideas come forward, allowing them to be implemented if they are consistent with the plan. For example, at the neighborhood level, the current Bicycle Boulevards came about from community desires. At the City Council level, the recent study of Downtown Albuquerque by Jeff Speck was just conducted. How will these ideas fit into this plan? Finally, there seem to be developing concerns of whether it is appropriate to place bicycle facilities on principal arterials for speeds above 40 miles per hour. Hopefully the goals of this plan can provide a mechanism to address emerging competing needs that are still not well understood. We would advise that there be enough flexibility in the plan to allow for new projects that are highly consistent with the plan goals that may not be explicitly listed in the current project list.

FURTHER COMMENTS

4. **Time Frame:** Could this plan include a time frame? Bernalillo County's Pedestrian-Bicycle Safety Action Plan states that it is a 10 year plan. This could go to support "Best Practices." Best practices are changing fairly rapidly. Giving a time frame will encourage updating the plan to keep up with new best practices and better understanding of challenges facing the City in terms of walking and bicycling.
5. **Economic Benefits:** (P.5) Please include that people walking and bicycling spend more money locally and help to support local economy. This is the argument from the The Green Divide <http://community-wealth.org/content/green-divide>
6. **Traffic Safety:** (P.6) There is evidence that the more people walk and bicycle the safer it becomes to walk and bicycle. This is related to goals of both safety and increasing the number of users in the network. Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling, PL Jacobsen, Injury Prevention, 2003;9:205-209.
7. **Glossary:** Please include a definition of an Activity Center in the glossary. Also please include that **Bicycle Boulevards** are often neighborhood streets with good connectivity. Portland OR, is currently focused on building **Neighborhood Greenways** (their name for Bicycle Boulevards) because they attract novice riders, calm neighborhood traffic and are cheap to build. They are achieving many goals with these facilities. This is worth mentioning and relates back to looking at best practices in other areas.
8. Please include Traffic Demand Management (TDM) in both the glossary and acronym list. Although there might not be mention of TDM in the document, it is an important category under federal funding sources.
9. This would increase the length of the glossary, but including new facilities such as protected bicycle lanes, cycle tracks, rapid flash rectangular beacons, and the hybrid beacon should also be included in the glossary. These elements are included in NACTO and the beacons are recognized proven countermeasures that improve safety. Including the TDM program, Smart Trips, would also be good.
10. **Improve cyclist and pedestrian safety:** (p.15-16) One safety topic that came up very frequently when Bernalillo County was conducting focus groups about active transportation in disadvantaged neighborhoods is safety from crime. This could fit under "d. Provide a

welcoming and comfortable environment for all travelers along roadways and trails, which includes encouraging more legitimate users on these facilities to prevent crime.” Something similar is recommended to address this concern.

11. **Increase use of the bikeway and trails networks:** (p.16-17). Please explicitly state that this policy goal includes attracting new users. It takes more effort to attract new users than to encourage incidental users to walk and bicycle more frequently, but both groups would benefit from these efforts.
12. **Recognize and Leverage the bikeway and trail network as an integral part of economic development and quality of life in Albuquerque:** (p.17-18) Policy (e) is the definition of a Complete Street. It really should be moved up the list to (a).
13. Streamline administrative practices... (p.18) Policy (e), please use the term “crash” instead of “accident”. The term “accident” implies that nothing could have prevented the incident. FHWA, NMDOT, and MRCOG use the term “crash” instead.
14. Policy (e) is a good place to recommend using performance measures to better understand the impact of programs and projects.
15. **Long Range Bikeway System:** There are several small errors in the paragraph on p.19. The Long Range Bikeway System (LRBS) is not a stand-alone plan. It is an element of the Metropolitan Transportation Plan (MTP), which is a long-range plan looking at transportation on the 20 year horizon. Although it has 20 year time frame, the MTP is updated every four years. The LRBS is updated with the MTP. Currently the 2035 MTP is in effect and it was adopted in April 2011. It is recommended to use the year 2011 to describe the date of the LRBS.
16. **Table 8: High Priority “Critical Links Projects”:** There were several rows that seemed to be redundant.
 1. #5 & #6 Same type, name, and endpoints, but different lengths
 2. # 25 & # 26 Same type, name, and endpoints, but different lengths
 3. #65 & # 66 All information is the same
 4. # 107 & # 108 Same type, name, and endpoints, but different lengths
17. Bear Canyon Arroyo from Juan Tabo to Tramway is another trail gap that should be included in this list.
18. **New Programs to Expand or Initiate:** Please include Smart Trips. It is a program that targets neighborhoods to encourage people to walk, bicycle and take the bus. It also involves assessment of the impact of this intervention.
<https://www.portlandoregon.gov/transportation/43801>

MIDDLE RIO GRANDE CONSERVANCY DISTRICT - No comments received

NEW MEXICO DEPARTMENT OF TRANSPORTATION

The NMDOT requests additional time to review the submitted document since there are state routes identified within the plan. The NMDOT is concurrently establishing a technical committee on a state-wide level to evaluate state roadway facilities that impact bicycle, pedestrian and equestrian modes of transportation. The NMDOT requests that development within Albuquerque City Limits along and/or near any state route shall require additional NMDOT review.

PUBLIC SERVICE COMPANY OF NEW MEXICO

PNM appreciates the opportunity to provide input to the City of Albuquerque on the Bikeways & Trails Facilities Plan 2014. As the City proceeds with the update of this plan, we present the following comments.

1. PNM transmission rights-of-way or easements are identified as the location for several proposed bike routes or trails. As the easement holder, PNM has the legal right to use and maintain the easement including ensuring vehicular access to the lines, maintaining adequate clearances, and other safety measures. If the bike lanes and/or trails become guest uses at these locations, an encroachment agreement will be necessary. The City also needs to directly contact the underlying property owner. In addition, it will be the City of Albuquerque's responsibility to ensure that PNM's uses of the easement are not affected or interfered with in any way by the inclusion of the bike lane or trail. Revise the section entitled Trail Gap Closure Measures (page 58) as follows (added text is underlined, deleted text is shown as strikethrough):

Utility and irrigation corridor trails typically include power line and water utility easements, as well as canals and drainage ditches. These corridors offer excellent transportation and recreation opportunities for cyclists and trail enthusiasts of all ages and skills. Some safety issues due to proximity to the irrigation ditches or power poles and transmission lines should be understood and appropriate protective fencing/railing and warning signs installed and/or other safety measures as identified by the utility. A license agreement with ~~PNM or~~ MRGCD, respectively, is required for trails in ~~utility and~~ irrigation corridors and an encroachment agreement is required for trails in electric utility corridors. In addition, a landowner agreement with the underlying property owner may be required.

2. Four proposed bike lane and/or trail locations are identified within PNM's 115kV transmission rights-of-way and easements. The four locations are:
 - Along the PNM CE 115kV transmission line from Irving Blvd. NW heading north toward McMahan Blvd. NW,
 - Along the PNM BW 115kV transmission line north of Interstate 40 east of Atrisco Vista Blvd NW,

- Along the PNM SE 115kV transmission line/ID 46kV transmission line corridor in Tijeras Arroyo, and
- Along the PNM RE/ER 115kV transmission line corridor on San Antonio Drive NE just west of Tramway Blvd NE.

Based on PNM's experience constructing and maintaining facilities at these locations, the terrain is difficult and is not conducive for bike trails. Coordination with PNM will be necessary as trails are developed at any of these four locations.

One additional trail proposed within PNM's transmission easement is the trail along the PNM SE 115kV transmission line east of Tramway Blvd NE south of Montgomery Blvd from PNM's Embudo Switching Station to approximately Menaul Blvd NE. A trail already exists near this location. Due to safety and security concerns, PNM cannot allow the trail to access or go through the Embudo Switching Station property. It is necessary for the Proposed and Existing Bikeways and Trails map (after page 63) to reflect this.

3. On the Proposed and Existing Bikeways and Trails map (after page 63), two proposed trails on the West Side (one paved, one unpaved) are located within PNM existing 345kV transmission line rights-of-way or easements. The first trail is west of the Ladera Golf Course. The second trail is north of Interstate 40 generally parallel on the north of Ladera Drive NW starting at Ouray Road NW and ending halfway between Arroyo Vista Blvd. and Atrisco Vista Blvd. The higher voltage lines such as these can potentially result in electrical nuisance shocks. Nuisance shocks may occur when a person touches an ungrounded metal object, in this case, such as bicycle handlebars. A nuisance shock does not harm the recipient but can be startling. PNM asks for these two proposed trails to be removed from the proposed bike/trail system or relocated elsewhere as PNM will not grant an encroachment easement at these two locations.

City of Albuquerque



DEVELOPMENT/ PLAN REVIEW APPLICATION

Supplemental Form (SF)

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

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-00-115, enactment R-2000-112

CASE INFORMATION:

Within city limits? Yes No 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

Revised: 4/2012

- 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	Action	S.F.	Fees
<u>MEPC 110054</u>	<u>ASD</u>	_____	\$ <u>0</u>
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____
Hearing date <u>Sept. 11, 2014</u>			Total \$ <u>0</u>

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

RR

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
 - ~~N/A~~ Zone Atlas map with the entire plan/amendment area clearly outlined *city-wide*
 - ~~N/A~~ Letter of authorization from the property owner if application is submitted by an agent (map change only)
 - ~~N/A~~ 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
 - ~~N/A~~ Sign Posting Agreement
 - ~~N/A~~ Fee (see schedule)
 - ~~N/A~~ 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)

KCBark Applicant signature & Date



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

Application case numbers
14EPC - 40054

Revised: June 2011
[Signature] 7-31-14
Staff signature & Date
Project # 100 888 7

CITY OF ALBUQUERQUE



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

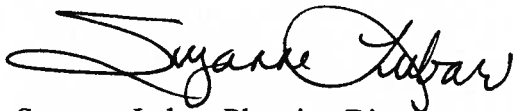
The proposed *Bikeways & Trails Facility Plan* is the result of several planning phases since it was initiated in 2008 as a Capital Implementation Program (CIP) Project. The Department of Municipal Development (DMD) selected Gannett Fleming West and Alta Planning as the consultant team for the effort 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,



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 [X]
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 KCB 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 [X] BORDERLINE []

THRESHOLDS MET? YES [] NO [X] 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 _____

Revised January 20, 2011

§ 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 streetscapes 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 citation 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-](http://www.bikelib.org/bike-planning/bicycle-level-of-service/)
- [service/ \(roads\) and http://www.bicyclinginfo.org/library/details.cfm?id=4425 \(intersections\).](http://www.bicyclinginfo.org/library/details.cfm?id=4425)
- Consider individualized marketing to identify and support current and potential bike commuters in your community. See what Bellingham, WA is doing: <https://www.whatcomsmarttrips.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:

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.

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

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 Michie-Maitlen

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.

MAILING ADDRESS:

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

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.



To: City of Albuquerque, Carrie Barkhurst
From: Members of the Complete Streets Leadership Team
Re: Bikeways and Trails Facility Plan

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. Finally, protected bike lanes are safer because 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,

Caerlin Shapiro - MRCOG, Mid-Region MPO
Richard Meador - Bernalillo County Transportation Planner
John Acuna - MRCOG; Mid-Region Rural Transportation Planning Org. (MRRTPO)
Janet - MRCOG
Dianne Cress Bike ABQ
[Signature] - Urban ABQ
Aunel McCaskey - Chronic Disease Prevention Council



City rolls out bikeways master plan

A1 Albuquerque News News UpFront

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By Leslie Linthicum / Of the Journal
PUBLISHED: Sunday, August 3, 2014 at 12:05 am



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

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Joline Gutierrez Krueger



by Joline Gutierrez Krueger

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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 the worlds 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@abqjournal.com. Go to ABQjournal.com/letters/new to submit a letter to the editor.

"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



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

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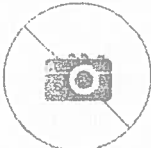
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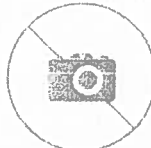
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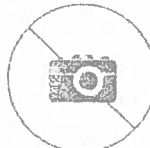
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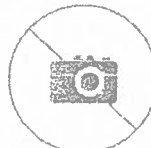
A City Plan For Bikes And Trails



Carlsbad considers master plan for city



Zuni Road May Be Slowed



'Road Diet' Will Not Be Extended

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Scott Hale · Albuquerque, New Mexico

Think "engagement" may be a very poor word choice, especially locally, as shared roadways are not going away anytime 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 · August 3 at 9:33am

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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/>).

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4 Comments

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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

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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.

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KRQE News 13

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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.

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(https://wordpress.com/?

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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

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 eeearth, 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 >

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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

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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.

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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

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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.

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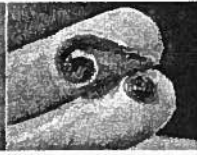
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Khal Spencer · 25 days ago

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

separate bike lanes, putting these vehicles 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 easier 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 >

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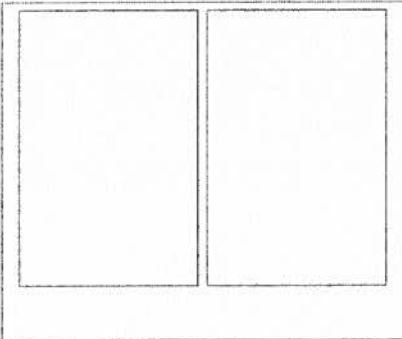
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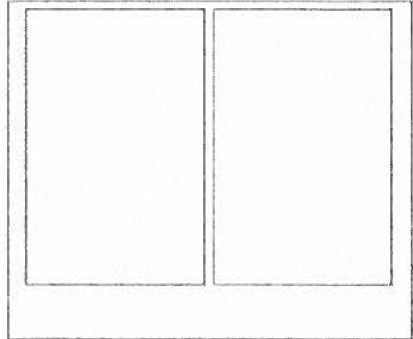
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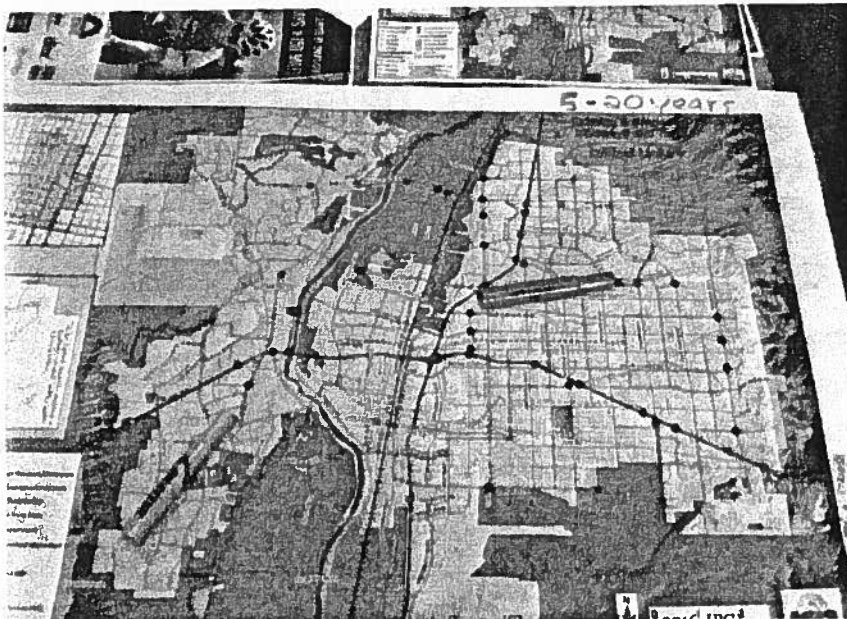


Local News

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

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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.

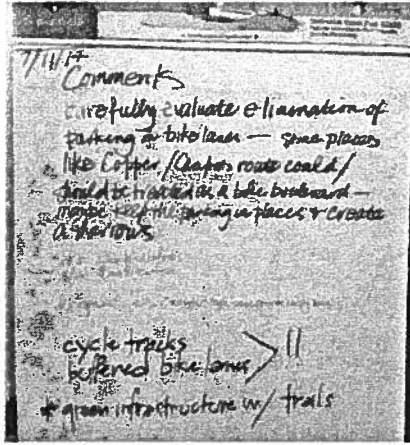
Carrie Barkhurst is the project manager for Albuquerque's Bikeways and Trail Plan. She said more signs and new green bike lanes will make cycling more comfortable.

"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.cabq.gov/planning/documents/BTFPWWholeDocument07114.pdf>) will be reviewed by

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



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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 \(/term/master-plan\)](#)

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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

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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.



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

“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.”

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

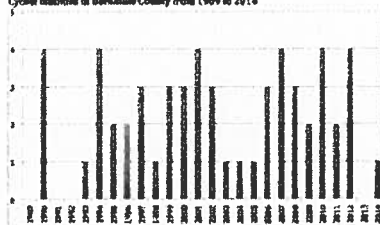
Credit Rita Daniels

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.

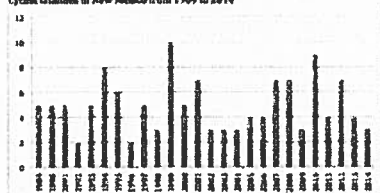
“I had no idea that this ghost bike would have so much meaning,” Buntz said. “Especially to people who aren’t cyclists themselves. We trust that the presence of this bike will help prevent another loss of life.”

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.

Cyclist fatalities in Bernalillo County from 1989 to 2014



Cyclist fatalities in New Mexico from 1989 to 2014



(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*

“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.nmcycling.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

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.

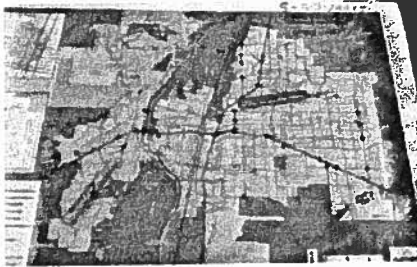
The City of Albuquerque is finalizing a new [bikeways and trails plan](#)



(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.

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Barkhurst, Kathryn Carrie

From: Trujillo, Michael, DOH <Michael.trujillo@state.nm.us>
Sent: Wednesday, August 20, 2014 12:30 PM
To: Barkhurst, Kathryn Carrie
Subject: RE: Bikeways and Trails

Hi Carrie,

What does the plan have in store for the area where Mountain ends at Locust (S. Frontage Road) and where Camino de Salud exits at the N. Frontage Road?

I believe UNM or UNMH plans to someday build some large facility across from the existing New Mexico State Laboratories (1100 Camino de Salud, NE).

There's no hurry for a reply. And I know from my years at GABAC that filling in the gaps is quite difficult.

Michael.

From: Barkhurst, Kathryn Carrie [kcbarkhurst@cabq.gov]
Sent: Thursday, July 10, 2014 4:48 PM
To: Trujillo, Michael, DOH
Subject: RE: Bikeways and Trails

Hi Michael/Miguel,

Thanks for coming last night, the open house was a great success. Have a look at our [interactive map](#) to check the routes you use, and make sure we have identified all of the gaps you are aware of. If you use the ID button to click on a line, it will tell if it is proposed as a programmed project (0-5 years), critical link (5-20 years), or full build-out (any time over next 50 years). You can also toggle on and off an aerial photo and other information – parks, activity centers, schools, etc.

Carrie

From: Trujillo, Michael, DOH [<mailto:Michael.trujillo@state.nm.us>]
Sent: Thursday, July 10, 2014 8:54 AM
To: Barkhurst, Kathryn Carrie
Subject: Bikeways and Trails

Hello Carrie,

Sorry I was late to the presentation. I had a last minute personnel issue to deal with at work.

But I really liked what I saw, especially the proposed bike boulevards on Claremont and some SE quadrant streets. I also liked that the plan is aware of the gap, or area, between where the Mountain bike lanes end at

the I-25 frontage roads and the UNM North campus area (Cancer Center, UNMH Pharmacy, New Mexico State Laboratories located on Camino de Salud, NE.

I am one of the those happy cyclists who is very pleased where Albuquerque is now in bike facilities.

Thanks for the good work you do.

Sincerely,

Michael Trujillo

*Environmental Organics
Section Manager
Chemistry Bureau, Scientific Laboratory Division
New Mexico Department of Health
1101 Camino de Salud, NE
Albuquerque, NM 87102*

*e-mail: michael.trujillo@state.nm.us
Tel: 505-383-9030*

Barkhurst, Kathryn Carrie

From: Ian Maddieson <ianm@berkeley.edu>
Sent: Tuesday, August 19, 2014 1:41 PM
To: Barkhurst, Kathryn Carrie
Subject: GARTC in the draft plan

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Hi Carrie,

I'm reading the draft Trails & Bikeways plan document and note that at several places in it reference is made to the Greater Albuquerque Regional Trails Committee: this is slightly incorrect as the official title is the Greater Albuquerque Recreational Trails Committee, as correctly shown in other places.

I've been hoping to get around to a fuller set of comments, but would like to say a few things here. My great disappointment with the document is that it pays minimal attention to soft-surface trails. It neither seems to fully recognize the growth within that network in recent years (although much of that is outside City limits), nor really sets out any ambition to extend the network. Although there is some mention of soft-surface trails in Chapter 1 "Introduction", there is no follow-up in Chapter 3 "Existing Conditions and Current Issues", especially notably in the section on "Existing Facilities". Surely there should be a section here at least noting the extensive facilities in the Rio Grande Bosque and the Sandia Foothills among others, and, elsewhere, in discussion of gaps, to note that the trail on the west side of the Rio Grande is discontinuous (with a particularly unfortunate gap south of the Open Space Visitors' Center), and that the Foothills trail #365 has a yawning gap between Comanche and the Embudito trailhead. A routing through the neighborhood could at least be signed, if it would be too problematic to detour to the east of the houses that block access (and get access through Forest Service land).

It is also disappointing that pedestrian trail users overall receive extremely scant recognition. For example, in Chapter 5 "Recommended Programs" there is only one program mentioned — the currently unfunded "Safe Routes to School" — that has a pedestrian component. There is no mention of any program that encourages people to get out and use the trails on foot. This is no doubt because the City does not have currently such programs, although the City does promote the Prescription Trails program to encourage walking for health, primarily in city parks. This could have been mentioned. It would also have been possible to note, for example, that Albuquerque has a very active branch of the Road Runners Club of America, the Albuquerque Road Runners club. There is a very active local Team in Training program, which while raising funds for the Leukemia and Lymphoma Society, encourages people to get out on the trails. There are major running events such as the Duke City Marathon, the Run for the Zoo and the La Luz trail run that depend on the trails for their existence and bring people from out of town to participate. The Convention and Visitors Bureau posts a few suggestions for neighborhood walks (<http://www.visitalbuquerque.org/things-to-do/tours-sightseeing/walking/neighborhood-walks/>). Would it not be appropriate to at least make some note of such things?

Ian

Ian Maddieson

Department of Linguistics
University of New Mexico
MSC03-2130
Albuquerque NM 87131-0001

Barkhurst, Kathryn Carrie

From: =David Wood CPA= <wood_cpa@msn.com>
Sent: Thursday, August 14, 2014 8:41 AM
To: Barkhurst, Kathryn Carrie
Cc: G.G.N.A. BOARD
Subject: Re: City's Bikeways & Trails Plan submitted to EPC

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Hello Kathryn,

David Wood, V.P. North Valley Coalition, and Pres. Greater Gardner N/A.

Thank you for information on The City's completed *Bikeways & Trails Facility Plan*. Those trails and bikeways are an important element of the North Valley.

We do have a potential threat to the Bike path, as a result of the proposed Edith garbage transfer station at Edith and Comanche NE.

This 35 million dollar City project, at this time has not considered the impact this project might have to the existing bike paths along Griegos / Comanche. There is already one *ghost bike* up in that area, and we are very concerned that this large project will ignore bike and pedestrian rights.

The design part of this project has not commenced at this time, so I was wondering if you or someone involved in design, might be able to work with our *community advisory group*, to ensure that this project does not overlook current bikeways? It could be a good time to work on this and get it into the site plan.

If you know of someone else in your department who might be more involved with design of these trails, I would appreciate you forwarding this to that person.

Cordially,

David Wood, President
**GREATER GARDNER NEIGHBORHOOD ASSOCIATION
NORTH VALLEY COALITION, V.P.**

David A. Wood, C.P.A.
(505) 221-2626
Email: Wood_CPA@msn.com

IRS Circular 230 disclosure: We must inform you that any US tax advice contained in this message was not intended or written to be used, and cannot be used, for the purpose of avoiding penalties that may be imposed under federal tax law. By regulation, a taxpayer cannot rely on professional advice to avoid federal tax penalties

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

Barkhurst, Kathryn Carrie

From: james.foty@gmail.com on behalf of James Foty <foty@unm.edu>
Sent: Sunday, August 03, 2014 3:04 PM
To: Barkhurst, Kathryn Carrie
Subject: Re: Pedestrian and Bicycle Crash Data

Follow Up Flag: Follow up
Flag Status: Flagged

Carrie,

Thanks for the feedback on the maps. Although I like the PDF maps, I also wanted to share with you an online "story maps" version of the maps I've been working on: <http://bit.ly/WRZ7MW>. This version lets you explore the data a little more dynamically. You can also view all the layers in the webmap viewer here: <http://bit.ly/1olwAcn>

I'm really excited about the ability of these formats to explain in detail what the different maps represent, while including links, pictures, videos, etc.

As far as the Pedestrian Crash Rate and Bus Riders layer, the red circles represent the crash rate (crashes per 100,000 vehicles), while the blue are number of riders. With those two layers, I was looking to see if there was any correlation between high crash rates and a known measure of pedestrian activity (number of riders at each stop). That is definitely the case at intersections like San Mateo & Central, and downtown.

I'll go ahead and send you our draft report on Monday, which includes tables of the most dangerous intersections. At some point I think Julie will post it and the report online. Feel free to share the PDF file too. If you want another version of this with the changes you requested, I can craft that pretty quickly as well.

James

James Foty

Community and Regional Planning
The University of New Mexico
(503) 473-5898
foty@unm.edu

On Wed, Jul 30, 2014 at 2:37 PM, Barkhurst, Kathryn Carrie <kcbarkhurst@cabq.gov> wrote:

Hi James,

Barkhurst, Kathryn Carrie

From: hughb@spinn.net
Sent: Tuesday, August 26, 2014 12:22 PM
To: Barkhurst, Kathryn Carrie
Subject: Bikeways & Trails Plan

Follow Up Flag: Follow up
Flag Status: Completed

Please accept this e-mail as comment input to the Bikeways and Trails Plan.

I am an 84 year old ABQ resident since 1957 and congratulate the City Administrations for implementing thr bikeways now existing and the future planning. Am considering getting an electric tricycle (trike) and that is why I am submitting this comment.

It is only natural that the focus of the bikeways network has been and is on manual bikes and trikes. I would point out however that electric powered bikes and to a lesser extent adult electric trikes are becoming popular (slowly) with an aging population. These bikes and trikes are pedal assisted in that they can be pedaled manually only or pedaled with an assist by the battery powered electric motor or powered by the electric motor only. There are kits to convert manual adult trikes to electric which are fairly popular. These trikes are typically about 34 inches wide or less and can pull trailers. I hope the bikeways planning can provide for the inclusion of the limited but increasingly important bike and trikes for our aging citizen who need this capability to continue to enjoy cycling. They also provide a transportation capability for citizen who can no longer drive a motor vehicle. Access to the bike trails and sufficient width of bike lanes (if possible) and especially making the arterials median bikeways compatible with trikes.

Thank you.

Hugh Bivens
505-573-0231
hughb@spinn.net

Barkhurst, Kathryn Carrie

From: mark aasmundstad <markdaasmundstad@yahoo.com>
Sent: Monday, August 25, 2014 4:19 PM
To: Barkhurst, Kathryn Carrie
Subject: Re: Complete Streets Team updates

Follow Up Flag: Follow up
Flag Status: Completed

Hi Carrie,

Thank you for including me in the CSLT announcement distribution. In the comment letter for the Bikeways and Trail Plan I might suggest adding the word "equal" to the phrase "safe **and equal** access for all users". I know that particular letter has been sent but in future policy statements the inclusion of equality may have some legs. The Fed policy statement on transportation planning considers bikes and peds as equals to other modes and core components of the transportation system.

Following the same logic in the Albuquerque Bikeways and Trail Facility Plan I might recommend amending the *planning goal* section language where it reads "The Plan will reflect the desires of area residents to continue developing and improving a multi-use trail and bikeway network for commuting and recreational uses, as well as daily needs". I think commuting and recreation are included in daily needs and separating them out reflects the relic idea of biking and walking as superfluous luxuries for elite or special interest users rather than a common community platform that services all elements of human life, just like motorized transport on roads synthesizes and assumes recreation, commercial, and daily commute and errand use. One bonus we get from walking and biking is of course we can do "group" rides and walks and interact more than we can when we are in cars, even while meeting daily needs. Yey!

There is a great video on the equality element in planning from lamtraffic.org. It is an hour but I'm sending it because planners and the complete streets group may be interested in this kind of exposition and it is fundamentally paradigm shifting when it comes to how we approach and think about integrating biking and walking going forward. <http://vimeo.com/98155741> As always our practices are preceded by our ideas and beliefs, and how those shape our perceptions.

Please keep me in the loop when you think of it. My wife Mai and I are working on a move in September and we are intent on New Mexico. Thank you for linking me with Scott by the way. He sent a nice welcoming note after the cautionary one and helped me change my approach. I admire his sense of honor and duty and community. I am coming to live, and my wish is to contribute what I can so just let me know how I can help.

Best, Mark

From: "Barkhurst, Kathryn Carrie" <kcbarkhurst@cabq.gov>
To: markdaasmundstad@yahoo.com
Sent: Friday, August 15, 2014 10:51 AM
Subject: FW: Complete Streets Team updates

Hi Mark,

Here is the meeting announcement for the next CSLT gathering. There is also a letter of comment for our Bikeways & Trails Plan.

Carrie

From: Tara Cok [mailto:TCok@mrcog-nm.gov]

Sent: Friday, August 15, 2014 11:49 AM

To: Aaron Sussman; Webb, Andrew; Andrew Wray; Andy Hume; Arielle Bernier Oetzel; Barbara Kastner; Bill Hutchinson; Caerllion Thomas; Barkhurst, Kathryn Carrie; Charm Lindblad; Sylvan, Chris; Claude Morelli; Dan Majewski; Danielle Reed; Dave Deutsawe; DeAnza Valencia; Denise Weston; Diane Albert; Dianne Cress; Dita Wexler; Duane Wakan; Elvira Lopez; Erick Aune; Erin Burtch; Erin Marshall; Georgianna Heise; Gwen Bounds; Heaven Handley; Ingrid Wentzel; Jacque Garcia; James Foty; Janet Simon; Jeanette Walther; Jenae Avila; Jessi Espinoza-Jensen; Jessica Griffin; jniemann13@msn.com; Joanne McEntire; Joe Delmagori; Joshua Kastner; Julie Luna; Shair-Rosenfield, Kara; Keith Wilson; Kelly Loren; Kim Moch; Metro, Kristal D.; Laurel McCloskey; Leigh Caswell; Liane Adams; Liliana Venzor-Trejo; Lori Bennison; Lorna Marchand; Louis Pacias; M Lohmann; Gould, Maggie S.; Maurice Williams, Jr.; Menicucci, Tom G.; Michael Smith; Michael Sullivan; Michal Hayes; Nicole Horvath; Patty Collins; Richard Meadows; Rob Loftis; Robert Oberdorfer; Rosa Kozub; Scott Hale; Sharon Hausam; Sharon Thomas; Shash Yazhi; Steven Glass; Tara Cok; Tempa Tate; Tim Rogers; Tim Trujillo; Tom Murphy; Trina Whittier; Valerie Hermanson; Vincent LaVolpa

Subject: Complete Streets Team updates

Hello all,

I'm starting this email with a hopefully easy but important favor to ask: can we get a volunteer to print, sign and send out the attached letter to the City on behalf of our Team? The letter needs to be received by Wed., Aug. 27 and mailed to: City Planning, Attention: Carrie Barkhurst, 3rd Floor, P.O. Box 1293, Albuquerque, NM 87103.

Also, planning and fundraising for the first-ever ABQ CiQlovia event on Sept. 21 is in full-swing. We now have an IndieGoGo site (similar to Kickstarter) set up. It's off to a good start, but please take a look and if you can share it with your networks, that would be very helpful!
<https://www.indiegogo.com/projects/abq-ciqlovia/x/8428725>. Also, as reminder, here is the website for the event: abqciqlovia.org. FYI: we are still in need of event volunteers and sponsors, and the deadline for sponsorship commitment is Aug. 25.

The minutes from our last meeting are attached. Our next meeting will be held on Thursday, Aug. 28 from 3:30-5pm at MRCOG. If you have anything you'd like us to put on the agenda, please send it to me or Caeri Thomas.

Finally, there is a public meeting on the proposed Zuni Road Improvements on Aug. 19 at Highland High School. This is an important project for complete streets. More information is attached.

Thanks!

Tara

Tara Cok
Transportation Planner
Mid-Region Metropolitan Planning Organization
505-724-3627

Barkhurst, Kathryn Carrie

From: Alex Zucosky <ajzuc@yahoo.com>
Sent: Tuesday, August 12, 2014 2:25 PM
To: Barkhurst, Kathryn Carrie
Subject: Re: bike and trail facility plan

Follow Up Flag: Follow up
Flag Status: Completed

Carrie,
Thanks for the response.
I have lived here almost 2 years and so far find that the bike lanes and trails seem pretty good. Some of the missing links are pretty obvious- Unser South from Montano for example. I lived near a rural area in Eastern Ohio and there the paved road network is extensive and for the most part not burdened with high volume motor vehicle traffic. So, no bike lanes and only a couple of trails.
The local trails and bike lanes do seem to need better maintenance. The trail system would also benefit from more and better signage (possible an Eagle scout project if anyone should ask).
Just wanted to get my 2cents worth in.
Alex

On Tuesday, August 12, 2014 10:40 AM, "Barkhurst, Kathryn Carrie" <kcbarkhurst@cabq.gov> wrote:

Alex,

Thank you for submitting these comments. Your comments will be reflected in the EPC staff report and hearing on September 4th.

Regarding the Bear Arroyo trail, we have received numerous comments both in favor of and in strong opposition to a paved trail between Juan Tabo and Tramway. I agree that from a system perspective, it would be a wonderful connection from the foothills to the bosque. However, I was informed that the property owner/manager, Open Space Division, does not support the development of a paved trail at this location. There is an existing unpaved trail through that section. On the other end near I-25, a trail connection between the new bridge and the golf course is currently being developed.

I will share your comment with the Trails Planner about the parking lot at Alameda and Rio Grande Blvd.

The City's Bikeways & Trails Plan is not proposing bicycle lanes on Rio Grande Blvd. between Paseo and Alameda because that stretch is not within City limits. The southern portion is in Los Ranchos, and the northern portion is in Bernalillo County. We are, however, proposing to have a more coordinated approach to working on trails and bikeways within the region. The City, Bernalillo County, and MRCOG are working towards an advisory group that is made up of members of all jurisdictions with staff from all the different local governments that make up our community.

I know that is a somewhat bureaucratic response to your comments, but I want to be clear about some of the challenges that we face. Generally I think that things are getting better, in terms of coordination among all parties and with more respect and understanding for the needs of cyclists.

Thanks again,
Carrie

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

From: Alex Zucosky [<mailto:ajzuc@yahoo.com>]
Sent: Monday, August 11, 2014 2:56 PM
To: Barkhurst, Kathryn Carrie
Subject: bike and trail facility plan

Carrie,

I attended the meeting last month about the bike and trail facilities.

I had a couple of suggestions about the bike plan.

1. I think that the plan should include provisions to pave the Bear Arroyo trail. At present it is not too difficult to get from the Diversion canal and across I25 and to continue East to the golf course area. Seems that a paved trail in Bear arroyo would be a great connector to get all the way to Tramway.

2. I think that a better configuration is needed ASAP for the intersection of Alameda Blvd and Rio Grande Blvd and the open space parking area. At present there is no good way to go from North bound Rio Grande Blvd into the parking area. Many cyclists seem to ride North and South on Rio Grande from the open space. At present there is a closed gate on the West side of Rio Grande about 100 yds south of Alameda. Perhaps a trail could be paved from there to the parking area.

3. Paved bike lanes from Alameda to Paseo along Rio Grande Blvd would be a great addition also.

Thanks,

Alex Zucosky
6020 Legends Ave NW
Albuquerque, NM 87120
740-381-7760

Barkhurst, Kathryn Carrie

From: Alex Zucosky <ajzuc@yahoo.com>
Sent: Monday, August 11, 2014 2:56 PM
To: Barkhurst, Kathryn Carrie
Subject: bike and trail facility plan

Follow Up Flag: Follow up
Flag Status: Completed

Carrie,

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I had a couple of suggestions about the bike plan.

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3. Paved bike lanes from Alameda to Paseo along Rio Grande Blvd would be a great addition also.

Thanks,

Alex Zucosky
6020 Legends Ave NW
Albuquerque, NM 87120
740-381-7760

Barkhurst, Kathryn Carrie

From: Kathy Gadowski <kgadowski@salud.unm.edu>
Sent: Wednesday, July 09, 2014 9:59 AM
To: Barkhurst, Kathryn Carrie
Subject: Bike paths

Follow Up Flag: Follow up
Flag Status: Completed

I will not be able to make any of the planning sessions currently scheduled but wanted to just make a few comments that may or may not be addressed.

First let me complement the city on the bike trails system that exists. I am a recreational rider and prefer to stick to the trails and designated streets so the more places I can go that way, the happier I am. I love the improvements on the north diversion channel that allows you to go under the major streets and the bridges over the freeways are great and not a waste of tax payer money in my mind.

I realize that maintenance is needed everywhere but one suggestion I have is changing the wooden bridges to some other kind of material. On Tramway, they are covered with that membrane but they are so rough to ride over. There is a metal bridge on the trail between Morris and Wyoming that is much more comfortable; maybe more of those? Also any chance you will put bridges over the drainage ditches on the trail between at the back of Winrock and Moon?

11 min

ENVIRONMENTAL PLANNING COMMISSION SIGN-IN SHEET

AGENDA ITEM NO: 2

DATE: September 4, 2014

CASE #: 100887 Bikeways & Trails Facility Plan

PLEASE PRINT CLEARLY

<p>1. Name: <u>LINDY TOWNING</u></p> <p>Address: <u>949 MINTOYA W</u></p> <p><u>ABQ</u> <u>NM</u> <u>87114</u></p> <p>City State Zip</p>	<p>6. Name: _____</p> <p>Address: _____</p> <p>City State Zip</p>
<p>2. Name: <u>SCOTT HALE</u></p> <p>Address: <u>2321 Camino De Los</u></p> <p><u>ARIZONA</u> <u>NM</u> <u>87107</u></p> <p>City State Zip</p>	<p>7. Name: _____</p> <p>Address: _____</p> <p>City State Zip</p>
<p>3. Name: <u>Austin Wetch</u></p> <p>Address: <u>8208 Cedar Ave NE</u></p> <p><u>Albuquerque</u> <u>NM</u> <u>87109</u></p> <p>City State Zip</p>	<p>8. Name: _____</p> <p>Address: _____</p> <p>City State Zip</p>
<p>4. Name: <u>SILVA MASON</u></p> <p>Address: <u>1419 Phoenix NW</u></p> <p><u>ABQ</u> <u>NM</u> <u>87107</u></p> <p>City State Zip</p>	<p>9. Name: _____</p> <p>Address: _____</p> <p>City State Zip</p>
<p>5. Name: <u>SUSAN KELLY</u></p> <p>Address: _____</p> <p>City State Zip</p>	<p>10. Name: _____</p> <p>Address: _____</p> <p>City State Zip</p>



ENVIRONMENTAL PLANNING COMMISSION ACTION SHEET

Thursday, September 4, 2014
3:30 p.m.

Plaza Del Sol Hearing Room, Lower Level
600 2nd Street NW

MEMBERS

Peter Nicholls, Chair
James Peck, Vice-Chair

Maia Mullen
Bill McCoy
Karen Hudson
Victor Beserra

Moises Gonzalez
Patrick Griebel
Derek Bohannon

NOTE: A LUNCH BREAK AND/OR DINNER BREAK WILL BE ANNOUNCED AS NECESSARY

Agenda items will be heard in the order specified unless changes are approved by the EPC at the beginning of the hearing; deferral and withdrawal requests (by applicants) are also reviewed at the beginning of the hearing. Applications with no known opposition that are supported by the Planning Department are scheduled at the beginning of the agenda; these cases are noted with an asterisk (*). Applications deferred from a previous hearing are normally scheduled at the end of the agenda.

There is no set time for cases to be heard. However, interested parties can monitor the progress of the hearing by calling the Planning Department at 924-3860. All parties wishing to address the Commission must sign-in with the Commission Secretary at the front table prior to the case being heard. Please be prepared to provide brief and concise testimony to the Commission if you intend to speak. **In the interest of time, presentation times are limited as follows, unless otherwise granted by the Commission Chair: Staff – 5 minutes; Applicant – 10 minutes; Public speakers – 2 minutes each. An authorized representative of a recognized neighborhood association or other organization may be granted additional time if requested. Applicants and members of the public with legal standing have a right to cross-examine other persons speaking per Rule B.12 of the EPC Rules of Conduct.**

All written materials – including petitions, legal analysis and other documents – should ordinarily be submitted at least 10 days prior to the public hearing, ensuring presentation at the EPC Study Session. The EPC strongly discourages submission of written material at the public hearing. Except in extraordinary circumstances, the EPC will not consider written materials submitted at the hearing. In the event the EPC believes that newly submitted material may influence its final decision, the application may be deferred to a subsequent hearing.

NOTE: ANY AGENDA ITEMS NOT HEARD BY 8:30 P.M. MAY BE DEFERRED TO ANOTHER HEARING DATE AS DETERMINED BY THE PLANNING COMMISSION.

1. **Call to Order: 3:03 P.M.**

- A. Announcement of Changes and/or Additions to the Agenda
- B. Swearing in of Staff

2. **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. **(CONTINUED TO THE OCTOBER 9, 2014 HEARING)**
Staff Planner: Carrie Barkhurst

3. **ADJOURNED: 5:30 P.M.**

CITY OF ALBUQUERQUE



PLANNING DEPARTMENT
URBAN DESIGN & DEVELOPMENT DIVISION
600 2nd Street NW, 3rd Floor, 87102
P.O. Box 1293, Albuquerque, NM 87103
Office (505) 924-3860 Fax (505) 924-3339

OFFICIAL NOTIFICATION OF DECISION

September 4, 2014

City of Albuquerque
Planning Department
PO Box 1293
Albuquerque, NM 87102

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

LEGAL DESCRIPTION:

For the above action for the Rank II Bikeways &
Trails Facility Plan, which applies City-wide.
Staff Planner: Carrie Barkhurst

PO Box 1293

On September 4, 2014, the Environmental Planning Commission (EPC), voted 6 – 2 to CONTINUE Project# 1008887, 14EPC-40054, a request for an Amendment to Rank II Bikeways & Trails Facility Plan, to October 9, 2014, to be heard no earlier than 1:30 pm, based on the following Findings:

FINDINGS:

NM 87103 Continuance of this case is warranted to allow additional time for interested parties, the EPC, and outside agencies to further review the draft Plan and provide thoughtful and valuable input and comments that can create a stronger Plan for City Council consideration.

www.cabq.gov

2. The EPC directs staff to “clean-up” the document as much as possible to limit the number of recommended conditions for the draft Plan.

APPEAL: If you wish to appeal this decision, you must do so within 15 days of the EPC’s decision or by **SEPTEMBER 19, 2014**. The date of the EPC’s decision is not included in the 15-day period for filing an appeal, and if the 15th day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-4-4 of the Zoning Code. A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the appeal is filed. It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC’s Recommendation can be filed within the 15 day period following the

OFFICIAL NOTICE OF DECISION

Project #1008887


September 4, 2014

Page 2 of 2

EPC's decision.

You will receive notification if any person files an appeal. If there is no appeal, you can receive Building Permits at any time after the appeal deadline quoted above, provided all conditions imposed at the time of approval have been met. Successful applicants are reminded that other regulations of the City Zoning Code must be complied with, even after approval of the referenced application(s).

Sincerely,


For Suzanne Lubar
Planning Director

SL/CB

cc:

Lanny Tanning, 949 Montoya NW, ABQ, NM 87104

Scott Hale, 2321 Camino De Los Artesanos NW, ABQ, NM 87107

Austin Wetsch, 8208 Colfax Ave NE, ABQ, NM 87109

Silda Mason, 1419 Phoenix NW, ABQ, NM 87107



ENVIRONMENTAL PLANNING COMMISSION

MINUTES

Thursday, September 4, 2014

COMMISSIONER MEMBERS PRESENT: Peter Nicholls, Chair
James Peck, Vice-Chair
Maia Mullen
Moises Gonzalez
Bill McCoy
Karen Hudson
Victor Beserra
Derek Bohannon

COMMISSIONER MEMBERS ABSENT:
Patrick Griebel

STAFF PRESENT: Kym Dicome, Urban Design and Development, Planning Department
Russell Brito, Urban Design and Development, Planning Department
Dora Henry, Recording Secretary, Planning Department

1. Call to Order: 3:34 P.M.

- A. Pledge of Allegiance
- B. Announcement of Changes and/or Additions to the Agenda
- C. Approval of Amended Agenda
- D. Swearing in of City Staff

2. 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

STAFF PRESENTING CASE:
Russell Brito

PERSONS PRESENT TO SPEAK IN REFERENCE TO THIS REQUEST:

Lanny Tanning, 949 Montoya NW, ABQ, NM 87104
Scott Hale, 2321 Camino De Los Artesanos NW, ABQ, NM 87107
Austin Wetsch, 8208 Colfax Ave NE, ABQ, NM 87109

Silda Mason, 1419 Phoenix NW, ABQ, NM 87107

CHAIR NICHOLLS: And at this point I'd like to swear in members of staff and anybody else who's going to present, whether it's Park and Rec or whoever, if you'd please stand? Swear to tell the truth under penalty of perjury?

ALL: I swear.

CHAIR NICHOLLS: Thank you. Mr. Brito. You're standing in for Ms. Barkhurst, I believe, today?

MR. BRITO: Yes, Mr. Chair, as you can probably tell I'm not Carrie Barkhurst, the Project Manager and Staff Planner for the Bikeway and Trails Facility Plan. Unfortunately, she is out ill today and I will be making the overall presentation.

CHAIR NICHOLLS: Ok.

MR. BRITO: In her stead.

CHAIR NICHOLLS: And then following from you we have some other expert testimony?

MR. BRITO: Yes. With me today is the team from multiple departments that worked on this facility plan; from the Department of Municipal Development we have Debbie Bauman and John MacKenzie and from the Parks and Recreation Department we have Christina Sandoval, James Lewis, Carol Dumont and Matthew Schmader. They are all available to answer questions, especially since I am not entirely familiar with every detail of this plan. I know enough to be dangerous, so if you're asking me a question and I'm stumped I'm going to be turning to them to address that.

CHAIR NICHOLLS: And it is very likely if this follows the usual pattern that we will go to a second hearing, anyway. Is that the expectation?

MR. BRITO: Mr. Chair, commissioners, our recommendation in the staff reports is approval to the City Council. We believe that with the recommended conditions of approval that you can forward this to the City Council, since it is a Facility Plan it does not regulate private property. It's something more for us to use to coordinate, it's for the public to see how we're doing this, but if you feel that there are unanswered questions, you're not satisfied with the state that it's in, you want to see more work done on it, it's your prerogative to defer or continue this case and give us direction on what information you would like to see.

CHAIR NICHOLLS: Will see how we go this afternoon then. Mr. Brito, if you'd like to present the staff report, please?

MR. BRITO: Yes, thank you Mr. Chair, commissioners. This is the Bikeways and Trails Facility Plan, it's a proposed Rank II, Facility Plan to replace the existing Trails and Bikeways Facility Plan and the Comprehensive on Street Bicycle Plan.

The purpose of the plan is to assess the current system or systems. Make recommendations for new facilities, management processes, give strategies for education and outreach to connect parks, open space and trails for recreation as called for in the Comprehensive Plan and to improve non-motorized transportation system that exists within the city and connects to other facilities in the unincorporated county.

The plan is organized with a Part I, which includes the introduction, the planning and policy framework and outlines existing conditions and issues.

Part II, outlines recommendations for the overall network: for programs, implementation strategies and design guidelines and standards for the facilities themselves.

The vision of the plan is for the city to provide access for cyclist, pedestrians, trail users, to all areas of Albuquerque. To provide recreation opportunities to encourage cycling and walking as viable transportation options, which will result and improve quality of life in the Albuquerque Metropolitan area.

The City of Albuquerque does have a history of bikeways and trail development beginning in 1974, though it goes much earlier than that. The Greater Albuquerque Bicycling & Advisory Committee was established and facilities that were planned at this time are still under construction or being planned.

In 1993, the trails and bikeways plan was adopted and established. The Greater Albuquerque Recreational Trails Committee and two staff positions were created to staff these boards and at that time we had 39 miles of paved trails.

In 2000, we had the Comprehensive On-Street Bikeway Plan, which did not cover all of the recreational trails, but just those in the public right-of way. We added additional bicycle lanes, designated routes and established some design standards and an implementation plan though that plan is now over a decade old and needs to be revisited.

Some of the accomplishments that have happened here in the City of Albuquerque, began with 24 miles of bike lanes, 39 miles of trails of note; the Paseo del Bosque, Paseo del Noreste and the Tramway Trails which are heavily used by recreation use. Recently though, we've also tripled the extent of our system, we have three bicycle boulevards designated in the city that have lower speed limits and are intended to be more comfortable places for bicyclists to ride and the city's also undertaken some major trail projects around the city. So definitely our bicycle and trail system has grown significantly, but there's still work to be done. There are benefits to bikeways and trails including; economic development benefits, traffic safety benefits providing equity for mobility, there are of course public health benefits when you use a trail or a bike route. Some of the benefits also include; environmental, natural and cultural resource protection and there's also a quality of life issue associated with bicycle lanes, routes and facilities, as well as other trail users being able to access those.

Now the plan has seven goals including; improvements to bicycle and pedestrian safety, developing a continuous inter-connected system of bikeways and trails, enhancing the maintenance of all bikeways and trails, to increase the use of bikeways and trails for transportation and recreation, to increase public awareness and education about our existing systems, to recognize and leverage the bikeway and trail network as a part of economic development and quality of life and to streamline the administrative practices and the coordination amongst the implementing departments.

Now, there are a lot of needs that are identified, and have been identified throughout the process, and some of the current issues and challenges that we're trying to address include, balancing the needs of various users. You've got commuters, and you've got recreators, and they often have different needs on different trails, but sometimes on the same facility.

And then there's the conflicts that exist between cyclist trail users and vehicles, especially on city streets and where trails cross city streets. We don't have a large huge bicycling community like other cities like Portland, but it is growing and if someone doesn't commute everyday on their bike, often times someone commutes once or twice a week on their bicycle and I think we need to expand the awareness of all of our users, including drivers to make sure that we share the roads and share the trails.

Our existing facilities also have issues that the plan is meant to address, making sure that all of the trails and facilities are universally accessible, for example, meeting ADA Standards. We need to look at the facilities to see if they comply or not with existing and proposed designed standards and remedy any discrepancies. We have to look at where we're placing bollards, are bollards access, are bollards meant to limit access of motorized vehicles from trails for example, also limiting access for legitimate users. Then we also have to look at our bike boulevards. Are they working as they are intended to? And then we also need to look at end of trip facilities and programs; bike lockers, bike showers. Where are you going to park your bike, etc... probably not where you're going to hitch your horse, though.

We have some current issues with the system as well, including; coordination between city departments and outside agencies. The county also has an extensive trail network in the unincorporated area that connects to the city network and we need to make sure we have good coordination between our governmental agencies. Then we have advisory groups. We have two advisory groups for two systems that could work as one. Wayfinding and orientation - our signage is a bit lacking and it could use some improvements. Trail counts - How are trails being used, and in what locations, and at what times? And then we have maintenance concerns; you know, buckling pavement and then the ones we always hear are goat heads, are very prevalent.

We have a proposed recommended network in the plan where we have proposed facilities that are either new or and/or make connections between existing facilities within the city. We have some high priority projects called out in the plan that could be critical links between existing facilities and proposed facilities, and there's some recommended programs in the plan as well. And as I said, this plan is not regulatory, but is a collection of standards for use by staff and then the recommended programs, of course, will be dependent on staff and in funding. So, they include safety and education programs, some of these already exist and we want to leverage the ones that are successful like the Esperanza Community Bike Shop, Bike Rodeos. We want to make sure that we also leverage existing partnerships and programs that we have within the city and then some proposed programs that could be either city staff or volunteer based.

Implementation strategies include; a set of recommendations on looking at bikeways and trail development, legislative recommendations to be considered by the City Traffic and Zoning Codes, as well as the Development Process Manual, which holds all of the technical standards for public facilities and facilities in the public right-of-way. It includes recommendations for maintenance and operations, as well as monitoring and evaluating how the facilities are performing. Of course there are implementation actions that include the action how it would be measured and who would be the lead agency, who's going to take the lead on each specific action.

Then we have a design manual, which is intended to inform city staff about what are best practices for providing circulation and access on the bicycle and trail system. And these standards would be considered by the Departments of Municipal Development and Parks and Recreation when they're retrofitting or building new facilities. And I'd also like to ask the team members from the Parks and Recreation Department and the Municipal Development Department to come and say a few words to touch upon how we all coordinated amongst the three departments.

CHAIR NICHOLLS: And before we do that, Mr. Brito, we don't want to let you off the hook, too easily. But thank you for that presentation and stepping up at the last minute for that. Commissioners, any questions for Mr. Brito? (Silence). You are off the hook.

MS. SANDOVAL: Hello, thank you for having me here today. I am Christina Sandoval, the principal planner for Parks and Recreation and first off I wanted to commend the Planning Department, particularly Carrie Barkhurst for her fine work on this plan. She really was the glue that brought two departments together to make this plan successful, so kudos to her.

The purpose of the plan as Russell had said is to create one system or network. You know, you have two different departments that are managing and developing trail and bikeway facilities, but we really see it as one network regardless of what department is maintaining or building them. And so, we felt like bringing both plans into one document helped accomplish that goal and really helped users, as well as developers, see it as one system and that also includes, open space trails or unimproved trails as part of that network, so it's not just the improved trails. Many of our bike trails are highlighted in national rankings, we rank pretty high as a bike friendly city in many documents, but we're hoping that this plan and allowing us to do more implementation will increase those rankings and hopefully improve our economic development. We would request that this plan be approved today and one of the reasons for that is that the COG, MRCOG is going to be updating their MTP - the Metropolitan Transportation Plan and that process is going to be starting at the end of the year and so we would like our proposed trail network to be incorporated into that MTP, into that plan and so if we can have this plan approved it helps us in garnering federal funding for commuter type projects. So, if we can have new alignment established and approved by City Council that would benefit us for that planning process.

As Mr. Brito said, there are some specific things in the plan such as, alignments that are very specific and individual and then there some broader issues that are more policy driven such as, maintenance and he did mention goat heads, we are outlining a new maintenance protocol particularly for trails and we're hoping that this plan can assist us in getting additional maintenance funding as part of the budget process.

One of the other recommendations that is in the plan is regarding the advisory boards, as Mr. Brito mentioned there are currently two advisory boards, one for the on-street facilities and one for the off-street facilities or trails and there are three recommendations in the plan one is to leave the two separate committees. The second recommendations would be to have a combined city committee that would include both of those networks. And the third is to create a regional committee that would possibly be staffed by COG that would incorporate the county and AMAFA, other agencies that have trail issues, as well as the user groups. A decision has not been made at this time and I think some of the advisory group members do have some hesitation about combining those committees, so I did want to stress that no decision has been made at this time, but we are looking at those options and our consultants have reviewed what other cities or municipalities about our size are doing, and the trend does seem to be

having one committee that looks at both groups together as a system. At this time I'm going to turn it over to my colleague in Municipal Development, Debbie Bauman.

CHAIR NICHOLLS: Ok, yes state your name and address for the record, please?

MS. BAUMAN: Debbie Bauman.

CHAIR NICHOLLS: And you are with?

MS. BAUMAN: Department of Municipal Development, Engineering Division.

CHAIR NICHOLLS: And you swear to tell the truth under penalty of perjury?

MS. BAUMAN: Yes. I do.

CHAIR NICHOLLS: Go ahead.

MS. BAUMAN: Thank you Christina and thank you Russell and I to from DMD's perspective would like to applaud Carrie Barkhurst for her efforts. She spent a great deal of time coordinating between the two departments and trying to not necessarily meld, but try to address the on-street bicycle concerns and issues with the trail issues and concerns that are different, but yet they overlap in some areas.

One thing I wanted to point out or mention and that has to do with something that someone mentioned to us a while ago, talking about emerging trends. And I think one of the things that DMD would still like to see addressed in this plan and I think it's a very easy thing to do is to develop a tool box, that basically is a summary almost of the design manual section.

There've been some issues that we've come across in our region recently, that I think have shed some more light on some things that we did not have a chance to look at when Carrie was developing the plan. One of those things has to do with how access request are granted in the process for that on high-speed facilities, principal arterials that also have bike lanes. It creates a situation sometimes if the analysis isn't correct that makes the vulnerable uses even more vulnerable. So, I think DMD's position or perspective would like to see, like I said, a summary section maybe in front of the design manual that actually list various tools that someone would have to look at and maybe cut some kind of analysis or evaluation process that would make a developer or whoever was going to come forward with a potential access request to actually have to consider the other users on the facility. Right now the way that process works, is again, it's handled at the Mid Region Council of Governments and the analysis process looks only at level of service on facilities, for vehicles. They don't really have a mechanism to address how bicycle use is affected, how pedestrian traffic is affected, trail use, that typically gets handled during the design portion of a project as it moves forward, but I think Carrie's done a really good job of putting things into this plan that could maybe be highlighted out, so that somebody is going to do something we at least have in the Planning Department a document to go back to and say, "Have you done these things", here's your suite of considerations and tools to address these kinds of problems and I think that's pretty much all that we have to say. Again, congratulations to Carrie Barkhurst she did a very good job on this.

MR. CHAIR: Thank you. Any questions commissioners? Yes, Commissioner Hudson?

COMMISSIONER HUDSON: Thank you Mr. Chair. Actually, I wanted to visit with Christina, I'm sorry; I forgot your last name. Sandoval, I'm sorry. In regards to your advisory group that you talked about. Do you think it's prudent that we move forward to approve this without the decision made on how the advisory group is going to be decided and who's going to do that? Now is your recommendation that with assuming...

MS. SANDOVAL: The plan identifies three possible options, so basically the plan is telling the city to explore those options more thoroughly. It's not identifying one to go forward with. Part of that process, if we do go to a regional system, is going to involve COG we have had some initial discussions to see if they'd even entertain that option, but we don't have anything in detail and it would also have to go before City Council for approval, because currently those boards are enacted by ordinance. So the ordinances would need to be amended and a new ordinance would need to be created to create a new committee. So there are many steps to that process and all of those steps are public participation, so that could not occur without public participation, as well as political participation, as well.

COMMISSIONER HUDSON: Sorry, so are you saying that this then would be performed, you know, there's recommendation to approve this and send it to the City Council. Would it go to the City Council with that still being undetermined?

MS. SANDOVAL: Potentially, yes. And then at a later date if we made a recommendation, as staff along with our committees to make that change that would have to go to council as a separate action to change the existing ordinances.

COMMISSIONER HUDSON: Thank you.

CHAIR NICHOLLS: Anyone else? Thank you, ma'am. Mr. Brito, who's next on the presentation list?

MR. BRITO: Mr. Chair, commissioners. We don't have any more presentation, but as a final note I would like to point out that as a Rank II Facility Plan, it's going to be a living document, it's not something that's going to remain static like other planning documents. If the need arises for alterations, amendments, updates then it can definitely be undertaken by staff at a future date, but right now we're pretty satisfied with what we have and we request your indulgence in your review and recommendation to City Council.

CHAIR NICHOLLS: Ok. So, we have no one else as expert testimony, at this point?

MR. BRITO: No Mr. Chair, but they are available for questions and to participate in any discussion that the commission has.

CHAIR NICHOLLS: Ok. Then let's go ahead. We have people signed up for the...to speak? How many?

MS. HENRY: Four.

CHAIR NICHOLLS: Ok. Would you call the first two, please?

MS. HENRY: Lanny Tanning followed by Scott Hale.

CHAIR NICHOLLS: Good afternoon sir, if you'd state your name and address for the record, please?

MR. TONNING: Sir, my name is Lanny Tinning. I live at 949 Montoya NW.

CHAIR NICHOLLS: And you swear to tell the truth under penalty and perjury?

MR. TONNING: Yes.

CHAIR NICHOLLS: And who are you representing this afternoon sir?

MR. TONNING: Myself.

CHAIR NICHOLLS: Ok let's start you with two minutes.

MR. TONNING: Sorry?

CHAIR NICHOLLS: Let's start you with two minutes.

MR. TONNING: Ok. Well we have an unusual situation. We have a farm and it's on a bike trail. Several years ago we made the decision to start selling vegetables to bicyclists. That worked so well, that we opened a coffee shop, 'Bike and Coffee' just for bicyclists. On every week we see one hundred to two hundred people bike into our farm to enjoy, to buy produce or to enjoy sitting around having coffee and things we make out of the garden. This has opened our eyes to a lot of things and what we found that there really is an economic side to this, in addition to the recreational side. This is a very vibrant bicycle community we've learned, but we've looked into it and a lot of states have done studies; Colorado, Arizona they're DOT's, Wisconsin. We're talking about hundreds of millions of dollars in economic impact from bicycling. Who knew that there would be fifteen thousand mountain bikers at Angel Fire this summer? So, we see this as not just as a, really a benefit to Albuquerque to have a better trail system it's a great trail system, it's a recognized trail system. But what we found is that there's so much interest in serving the cycling community that we've been in New Mexico Magazine, Better Homes and Gardens and a lot of things without really pushing for it. Just because people see this is an evolutionary step and at \$10 dollars at a gallon it's going to be a real positive step. So, any how I just...I don't know, a lot of people don't know about us, but I wanted to bring that to your attention. And if I have 12 seconds more, anything that keeps more ghost bikes from appearing on our streets I'm all about. Thank you very much.

CHAIR NICHOLLS: Any questions, commissioners? Commissioner Gonzales?

COMMISSIONER GONZALES: I just wanted to know if there's been any progress on your gate situation or is that a dead issue?

MR. TONNING: No it's not a dead issue. I'm not dead. So we're still working on it.

COMMISSIONER GONZALES: And that's all Department of Transit? Is that correct? Transportation.

MR. TONNING: Through neighbors we have a couple of options that we're working on, but it's not you know, it hasn't gone away and I'm not going away.

COMMISSIONER GONZALES: Good.

MR. TONNING: Thank you.

CHAIR NICHOLLS: Thank sir. Who's next?

DORA HENRY: Scott Hale followed by Austin.

CHAIR NICHOLLS: Good afternoon sir. If you'd state your name and address for the record please?

MR. HALE: My name is Scott Hale.

CHAIR NICHOLLS: And your address?

MR. HALE: 2321 Camino De Los Aretesanos.

CHAIR NICHOLLS: And you swear to tell the truth under penalty and perjury?

MR. HALE: I do.

CHAIR NICHOLLS: Ok. Who are you representing this afternoon?

MR. HALE: The Greater Albuquerque Bicycle Advisory Committee.

CHAIR NICHOLLS: Let's start you with 5 minutes.

MR. HALE: Thank you. I'd like to profess my later comments in the Bicycle and Trails Facility Plan by saying that Planning, DMD, Parks and Ms. Barkhurst in particular, have done a great job of taking a lot of diverse and often confusing and perhaps even computing sets of activities and data and organized and presented them concisely and most importantly to the bicyclists, impartially. This is not an easy task when there have been a lot of hands in the pot.

The reason I am here today is to voice some concern that by combining bicycle and trail activities into this type of combine transportation and recreation plan, we run the risk of an inertia caused by serving to many masters. This is a very complex document and perhaps implementation will be complex as well if we don't simplify our focus and efforts.

For the bicyclist who is fairly familiar with what is going on in similar sized and larger cities across the country, I would like to note that I know of no other community that has tried to combine bicycling facilities and recreational trails as we have. I'm not sure if this effort is innovative and that maybe I just don't get it yet or if we are denoting important bicycle, pedestrian and recreational interest by the broadening of the plan, purview and scope. In bicyclist I see many things that are bothersome and not directly addressing bicycle issues with bicycle based technologies and solutions. The same goes for pedestrian concerns.

When it comes to bicycling and the setting the goals and objectives, as we analyze the current state of our facilities and pass management practices. I think it is important to note priorities from the bicyclist's perspective. Whether, they be hard-core commuters or folks just tooling around their neighborhood, perhaps to the grocery store or the nearest craft brewery. Here the priorities and focus of bike people value: Number 1 - convenience, number 2 - is comfort, and number 3, and I don't mean this to be funny, dying or being maimed. Perhaps that is worth drilling into a bit as we consider the Bike Trails Facility Plan effort. Convenience – maybe just access to quality facilities and a destination, but it can be much more complex than that as shown by all the difficulty we have had with bicycle routing around the Big-I, Coors I-40 and the recent difficulties we've had with I-25 and not connecting the northeast sector of the city to the northwest part of town.

We allow traditional motor vehicle centric roadway and engineering to prevail. We often run the risk of creating obstacles that severely limit multi-modal transportation. Another thing to note about convenience is we see throughout the Bicycle Trails Plan and especially in comments and appendix e, is that we have to provide a sense of how to navigate our facilities network, and get bicyclists to their destinations. Despite spending dozens and dozens of hours reviewing the draft, Bicycle and Trails Facility Plan, I'm probably only half way through it, because of that I'm reluctant to comment, but since we are now fast-tracking this effort probably need to take a risk and forge some observation based on my review so far.

These are in bullet form: First one is we have spent a lot of effort on bicycle education over the last two decades. I wonder if we need to re-assess some of our current education efforts and re-focus a significant portion of our focus on motor vehicle roadway users and their responsibilities in a shared roadway environment. As we look at fatalities and injuries it is obvious that in many instances a cyclist was where they were supposed to be and acting as facilities we have built, dictate. What about education and out-reach on unsafe and irresponsible motor vehicle?

Next bullet: We have entities that are critical to high quality and safe bicycling environment that do not regularly participate in bicycle community planning and advisory activities, that could be traffic, operations and engineering, parks kind of participates in (bike stuff but it's intermittent. New Mexico DOT, the county, Bernalillo County are important but we won't see them very often, since I have a little concern that we are not including them to the extent we should.

Next bullet: Throughout the BTFP effort there are...is significant discussion of developing, design and in quotation marks "Guidelines". Because of the way AASHTO guidelines have been improperly applied when designing bicycle facilities in our community, I feel that it's important that we develop and publish in-depth standards with a toolbox of clear dimension, surface, movement, signal and signage markings specifications and solutions. Personally, I think that one of the larger weaknesses of BTFP effort to date is that management did not instruct the working group to seek out and incorporate NACTO design recommendations.

Next bullet: Albuquerque has a propensity for a parochial view of roadways and bicycle facilities. I feel that it is very important that we step outside the community and search out the best solutions that other community have applied to solve similar design in finance and challenges. Our objective should be to not re-invent the wheel and to strive for cost-effective and efficient solutions to meet the roadway needs of all users.

CHAIR NICHOLLS: Keep going, sir.

MR. HALE: Keep going?

CHAIR NICHOLLS: Yes.

MR. HALE: Ok. Next bullet: The list of projects is both impressive and overwhelming. I cannot help notice that many smaller projects that are important to bicycle...to the bicycle community and have huge returns in safety, comfort, and convenience are not listed. As we move forward finalizing a bicycle plan, it's important to include a process and mechanism for the bicycle community to initiate and participate in projects. Some examples that have been on our list since the planning effort began in 2008 are sign placement, readability and sign height, bicycle see things at a different height than a motor vehicle, expansion joints on bridges and the many maintenance issues that are perpetual yet half hazardedly addressed; erosion, icing, trail way cracks, inadequate curb cuts, debris, graffiti and there's a long laundry list.

Next bullet: High speed limited access roadways designated as bicycle facilities pose a myriad of problems that are not well addressed by multi-use, shared-use, passed design solutions. By implementing multi-use facilities our foremost design considerations must be the minimizing of dangerous motor vehicle cross flow movements. That's the number one recommendation by AASHTO, which we always quote, but when we build these multi-use pass throughout the city we've got a ton of crossing motor vehicle movements and so it doesn't really work as well as we'd like to think.

Next bullet: Total facility mileage is simply quantitated and misrepresents many of the deficiencies bicyclists and pedestrians experience daily on our facilities. We need to institute more qualitative metrics that are based on facility network (inaudible) examples: danger, hazard reduction and mitigation measures. Connectivity – user experience; user expectations, costs effectiveness of solutions, manageability and we can just take that list a whole lot farther.

Next bullet would be existing bike facilities need to be evaluated for hazards and inherent risks like driveways, merged facilities, yield priority, crossing movements, posted speeds and signal timing, especially yellow signal timing for bicyclist on high speed roadway. You need to make it a priority to develop a hazard identification and ranking system with Risk Management, Traffic Operations/Engineering in imply involved in that process.

I would like to close by saying that I feel like perhaps we have not effectively tapped the depth of community experience and expertise in this plan. The result very well could be another missed opportunity to meet bicycling's most basic needs; convenience, comfort and not dying or being maimed. Thank you.

CHAIR NICHOLLS: Commissioner's any questions? Commissioner Mullen?

COMMISSIONER MULLEN: Sorry, (inaudible) just a couple questions to maybe elaborate on a couple of the points that you brought up in your presentation. One was you'd mentioned design guidelines and a recommending body. You'd referenced...I guess I'm not familiar with it, but you'd said that the design guidelines didn't follow certain standards or...can you elaborate on that a bit?

MR. HALE: Basically, I made need some help (away from mic) What we have tended to do is we follow AASHTO Guidelines and AASHTO was Highway Transportation Officials. NACTO the one

we would be more interested in is City Transportation Officials. The difference there is on a lot of our high-speed roads we're using acceleration and deceleration lanes which are essentially freeway merging and exiting things and we're catching the bicyclist right in the middle and I call that a kill zone. Because if those crossing movements happen by some...for some reason they don't see you you're just in a terrible spot. And so, and then the other thing that's happened on these multi-use, shared use facilities, on Paseo I-25 there's a great example, we used this, we took bicyclists across sidewalks and crosswalks and all this stuff in the bicycle community (inaudible). Because it doesn't really work and it's not safe for us, for the pedestrians, for those kind of things going on, but according to the engineers on the project team it followed AASHTO Guidelines and again, it's because there a guideline it's not a standard and it's not a specification. So a lot of our multi-use facilities, Tramway is another instance of this. It follows AASHTO Guidelines, but it doesn't really--the guideline is so vague and it's very different purpose it's for highway, it's for roadways, it's for very high-speed roadways and when you bring bicycles into that environment or pedestrians, or recreational users you create a tough situation. So, I guess what we're seeing in the bike community, and I hope other elements of the community will come forward, is we would like to see a specification and a design standard be adopted and I think it was chapter 7, this design manual. It's very specific on how we do that stuff, rather than guideline and an engineer can pick what solution they want at whatever given time.

COMMISSIONER MULLEN: And what you're saying is there are some specific standards out there that we can base this recommendation? What I'm trying to figure out is how to take what I think is a very important comment that you're bringing forth and see if it can be implemented within this document or if there's a condition that can be added and I know you have concerns about fast tracking it and maybe--so I was trying to find a way. Is there a way to address some of your concerns and also keep this plan moving forward if that's the desire of the commission?

MR. HALE: I think there's two things there. One the bike community has not reviewed this document and it's a really complex document from our perspective, and for instance, I chair GABAC and we haven't discussed it at all. We're going to discuss it and I hope everybody on our board has read the thing, but I know from my experience it's a pretty heavy-duty document if you know what's going on the ground as it relates to bicyclists, that's one concern.

The second is I think NACTO is much better suited for where bicycling in an urban environment is going. But it's not a perfect solution; none of these are perfect solutions, so I think things work a little bit different in our city. We need to come up with our own standards, based on what is out there and I would take the guiding document, rather than AASHTO as we did to be NACTO, because they--for instance, if you ride a bike around downtown, they've got very complete recommendations on things you'll see at virtually almost every intersection where AASHTO just doesn't.

COMMISSIONER MULLEN: Good and as a follow-up to that were some of the projects that you referenced in line with some of these design guidelines or did they go above and beyond that?

MR. HALE: No, the projects I've referenced are ones that are obstacles in getting from certain parts of our community to another that would be the Big-I and Paseo, Coors and I-40 and these are obstacles. Now, maybe they followed AASHTO Guidelines, but they were not...they didn't consider that all the roadway user's, which is a real problem. So on Coors and I-40, end of Paseo and I-25, we were told, but we'll follow in these guidelines and we're saying, "Well it doesn't work for us", well you can build a bridge later. And I don't see the bridge that was a magic solution up on Coors and I-40. But trying to get one at Paseo I-25, and we may have funding, but we've got a lot of different agencies. DMD is

going to bat for us with NMDOT. By following a guideline that's very subjective and not defined in terms of specification and what our really goals are for bicycling and pedestrian, everything else. We're..not ever gonna get there.

The other concern I have, I don't that there's a standard body for trails. So that's--all of a sudden bicycling gets minimized and we've got this great pool of concern and I just don't know how it can solve these problems effectively if our focus is so horizontal.

COMMISSIONER MULLEN: Ok. Thank you, for you additional comments I appreciate you elaborating.

CHAIR NICHOLLS: Anything else, commissioners? Thank you for coming in, sir. Who's next?

MS. HENRY: Austin Wetsch followed by Silda Mason.

CHAIR NICHOLLS: Good afternoon sir, if you'd state your name and address for the record, please?

MR. WETSCH: Austin Wetsch. 8208 Colfax Avenue NE, Albuquerque, NM 87109.

CHAIR NICHOLLS: And you swear to tell the truth under penalty of perjury?

MR. WETCH: I do.

CHAIR NICHOLLS: And who are you representing this afternoon, sir.

MR. WETCH: I'm President of BikeABQ.

CHAIR NICHOLLS: Let's start you with 5 minutes, sir.

MR. WETCH: We'll, I appreciate you guys taking some time to meet with us and discuss this today. I wish Carrie was here to elaborate on certain things a little further, but thank you guys for your presentation. And, you know I really think that there's a good, a lot of positive things in this plan here and there's a lot of things that Scott hit on as well, that there's always going to be room for improvement. You know, it kind of leaves me a little torn as pushing this through with the way it is and getting things moving or making changes. I mean there's always going to be room for improvement and I think there's certain things that need to be a little more specified that maybe aren't necessarily very complex. Some of the things that Scott had touched on that can be easy additions, but I think this is a good step to really help our city moving forward and combine. I myself, I commute and I recreate, I'm a mountain biker, I'm a road biker, I'm a racer and I commute, as well. So I do everything on all the trails at all times and when I look at something like this I really think it's, you know, I differ a little from Scott, is that I really think it's good to kind of combine ideas and help get funding and help keep things more focused. In my eyes it's actually simplifying things, instead of having things spread out to other areas. And if you really look at the way I see this plan is it's more about development and in creating more paths and more roadways.

Our organization works a lot on education and you know it be great to see city to do a lot more helping that. I just didn't see a lot of items in here that talk about education and I never really viewed this plan in much for that. Now, if that's something that it needs to be developed in here I think that's great, but

I viewed this more as “Ok we have X amount of miles of trails around town and we have X more we want to build and we have to...there’s certain areas you want to expand more”. So, I think those are good...really good ideas to have in place and you know, speaking with some of the business owners in town from the bike shops, there’s been a trend where kids aren’t getting on bikes as much, because their parents are afraid of them just riding on the roads, they aren’t just going out anymore and if there’s more safe roadways, more recognition, more signs I mean just simple sign with a bike on it you know, people are going to see those if there just like a speed limit sign. Now things like that are going to be more recognizable and make biking more safe, more aware in the community. You know we’re doing a lot of good things in the city and we are getting ranked higher and higher, but as statewide we’re ranked 41st out of 50 states, as far as from the League of American Bicyclists, and we’re ranked lowest on policies and programs, evaluation and planning, and infrastructure and funding and you know granted that’s statewide, but you know here in Albuquerque everything kind of starts here being the biggest town in the state and I think these types of programs are another step and another addition to keep some of the projects in place that are happening. Keep some of the bridges that are being built and I feel that you know there’s...that it’s just positive movement forward for the biking community.

And as far as the maintenance side goes. I’ve been really excited about more funding for maintenance, I mean I can’t tell you I’ve had...in the past few months I’ve had to replace 8 tubes on my bike and I start taking different routes, because there’s so many goat heads just on these multi-use trail up in the heights that I use. I have to now go on Paseo, they just actually finished repaving a section up there at the multi-use trail and it’s just frustrating when there’s, because of all the weather and rain we’ve been having, that it’s not being maintained like it used to. There’s a lot of debris on the roadways on Alameda and things like that. So I like the fact that there’s ideas in there for keeping maintenance up in...I guess that’s all I have to say.

CHAIR NICHOLLS: Commissioners, any questions? Commissioner Beserra?

COMMISSIONER BESERRA: Thank you. Thank you, Mr. Chair. Thank you for your concern and your presentation. I thought I heard a report that Albuquerque was ranked 28th in the country as a bike friendly city. Am I--did I miss read that or...?

MR. WETSCH: No that’s--like they said earlier we’re...the city’s is ranked top, the state isn’t. So, I...but I think continuing that trend that we have here in this city of being top-ranked helps our state, in general. And that’s what I was kind of eluting at is that there’s good positive movement here and these types of initiatives help keep that positive movement forward in the city, which in turn reflects the state.

COMMISSIONER BESERRA: So are you in favor of the plan or not in favor of going forward with the plan?

MR. WETSCH: I am in favor of the plan.

COMMISSIONER BESERRA: All right, thank you.

CHAIR NICHOLLS: Commissioner Hudson, did you...ok. Anything else, commissioners? Thank you for coming in, sir.

MR. WETSCH: Thank you.

MS. HENRY: Silda Mason.

CHAIR NICHOLLS: Good afternoon, ma'am. If you'd state your name and address for the record, please?

MS. MASON: My name is Silda Mason and I'm speaking for myself.

CHAIR NICHOLLS: And your address is?

MS. MASON: 1419 Phoenix Avenue, NW.

CHAIR NICHOLLS: And you swear to tell the truth under penalty of perjury? And I think I just hear you say you're representing yourself. Is that correct?

MS. MASON: Yes.

CHAIR NICHOLLS: Let's start you with 2 minutes.

MS. MASON: All right. I'm a diabetic and I am a committed cyclist, because I have seen the change that it has made with my life and I would like everybody to have that opportunity, especially when we're having obesity rates and diabetes rates soaring. So, I commuted to work. I'm a teacher I commuted along the bike trail, the Rio Grande Bike Trail for 20 years and what I would say, there are many people that would say, "Oh you're crazy for getting on your bike" and yes like that I got my occasions where people would cut me off, I'm sorry, cut me off and I would be left in the middle of the street sitting down and the car barely looks through the rear view mirror, you know, "Is she still alive" you know, and if they see I'm sitting, you know getting up, they take off. I would like to avoid for anybody to have to go through that. It didn't happen one time, but I could count with the fingers in one hand that many times that people cut me off at the right turns. And so, I'm here to advocate for protected bike lanes for flex posts that separate the traffic from bicycles, so I'd like to see more visible projects. So that people that are driving would say, "Hey, there doing all these things for cyclists I guess they matter" ok. "We can just simply run them over and it's ok," you know, because nothing happens to us. I mean, how many cyclists are hit and there are no consequences, so I would like to see this projects give people, a well design projects that separate bikes and the traffic, the car traffic. To show the public that we matter, because if you just do a lousy project and cars always have the (inaudible) you know we're going to keep on getting killed. And so, I was in New York and I saw the little bike signals for bikes to turn for them specifically, and the traffic with red lights, little green bike on you know that was very nice. I mean there doing it in New York, which is a very busy city we could do it here. We do good projects we're going to get that traffic, especially if the gas prices keep on going up and we'll get healthier, the whole Albuquerque. Thank you.

CHAIR NICHOLLS: Any questions, commissioners? Thank you, for coming in, ma'am. Anyone else? Ok. Mr. Brito, do you have anything for us at this point in closing?

MR. BRITO: Yes, Mr. Chair. Just wanted to respond to Mr. Hale's comment about which standards the city uses. Whether it's---, which is AASHTO and not NACTO. Ms. Bauman explained to me that we use AASHTO Standards, because there for highways and we get a lot of our funding from the Federal Highway Administration, but it is possible through the Development Process Manual to reflect some NACTO's Standards. And we definitely will be considering everything as we move forward with

our updates to the Development Process Manual and especially in the coming years as we look at our Unified Development Ordinance, which will include the Technical Standards of the DPM, so opportunity for that. This Rank II Facility Plan though is probably not the venue to have those regulatory standards and that's why we have the guidelines proposed in here.

Just wanted to mention that to you and looking back at the team and make sure I didn't speak...but I think we did get some good comments from the public both in writing and today, and all of the issues I believe are things that can be addressed, either at this level or and/or as it progresses up to the City Council for their review and final action of this proposed plan. And with that staff is available to answer any specific questions you may have and/or to participate in the discussion that you may have, as appropriate.

CHAIR NICHOLLS: Commissioner Hudson?

COMMISSIONER HUDSON: Thank you Mr. Chair. Mr. Brito, in looking at page 55, of the staff report, talks about the New Mexico Department of Transportation requesting additional time to review the submitted document since there are state routes identified within the plan. I've highlighted here that the NMDOT requests that development within Albuquerque City limits along and/or near any state route shall require additional NMDOT review. Can you elaborate a little bit on that and still wondering if you're proposing approval today, without the NMDOT's recommendation?

MR. BRITO: Mr. Chair, Commissioner Hudson. New Mexico Department of Transportation is a very important player in the metropolitan area. They control designated state roadways in whole or in part, depending on the agreements they have with the city and the county. Of course, the proposed routes that are in the plan are just that proposed and any implementation that would occur or is desired to occur adjacent to or within a state facility will require their review and approval, of course. Now, I'm not sure what kind of additional comments they would want to include, maybe as simple as a disclaimer that, "State facilities needs state review and approval before they can be implemented" or if they need additional time to get specific comments for specific routes that are called out. We could do that during the deferral or continuance at this body or if you wanted to send this on to the City Council for their review and action you can direct us to communicate and coordinate with the New Mexico DOT to make sure that the council has that information. But if it's something that this body desires we can work on that as well.

CHAIR NICHOLLS: Commissioner Mullen?

COMMISSIONER MULLEN: Thank you, Mr. Chair. Mr. Brito would you, and this is probably one of those questions you were hoping was not coming specifically, because perhaps Ms. Barkhurst knows better, but I seem to be a little turned around or at a quandary that we have a representative from GABAC here who has not had time to properly review this document, and they are the advisory committee, and they haven't even had a chance to meet on it formally, and even within the document there are three proposed advisory boards or bodies. And I think somehow to weed through all of these design guidelines and maybe what goes to DPM and what's covered by this Rank II document, it just seems like the advisory body is an important one and if we're not even letting the existing advisory body review this properly before we approve it and move it forward. Do you have comment on that or history of how this kind got out of line?

MR. BRITO: Yes. Chair, Commissioner Mullen, I'm going to refer to Ms. Bauman.

MS. BAUMAN: Commissioners. I also serve as the staff person for the Greater Albuquerque Bicycle Advisory Committee. I think that going through, for them to go through the entire plan, it was pretty overwhelming. But what Carrie did do on several occasions was come to GABAC and that this things have been an agenda item before where the conversation has been had, I don't know that necessarily it was satisfactory, but the conversation had been had about some of the options about things that were not working well with the current structure we have, things that maybe some other cities were looking at. That information was all presented to GABAC. So I think part of it is seeing the plan, and I don't mean to be putting words into Mr. Hale's mouth, but I think seeing the plan and the voluminous material that's in there. The individual chapters, I believe, did go to GABAC on a couple of occasions. The timing however, you know, they only meet once a month. And so, for them to have what they perceive to be adequate time to comment and participate may not have been sufficient for them. But I didn't want it to seem like they...that Carrie had never been (inaudible) and that this was the first time that the committee seen the report. Probably the first time they've seen the report in its entirety, but she has been there and so have Parks and Rec's, Parks and Recreation Department and their consultants talking about the analysis that they did on what is currently emerging as trends in other communities and about how those regional committees work. So that the conversations been broached, but I think as Mr. Brito pointed out, the document makes recommendations that are fa...the implementation of which are more far reaching than what can really be done in the Rank II Plan. It requires an additional conversation, a lot more additional conversation that the concerns from GABAC and from GARTC. They have legitimate comments that they've made about that and the trepidations that they have about combining the committees, but I don't, in my opinion, I don't feel like we've really developed that conversation yet, but they were just recommendations in the plan and I think the plan goes ahead and says that it would have to...those approval of any of that would have to follow a totally different process. I'm not sure if that answers the question?

COMMISSIONER MULLEN: I appreciate your thoughtful response, but I still feel; right now GABAC is our advisory body, correct?

MS. BAUMAN: They are yes.

COMMISSIONER MULLEN: And we are saying that they have not had a chance to review this document as a full body of work, at this point.

MS. BAUMAN: They're saying that. (Away from mic)

COMMISSIONER MULLEN: Well I think, well ok, so the collectively in this room. I mean we have a representative from GABAC sayings he's not had a chance and that his board has not had a chance and so, you know perhaps this is not for you, I don't mean to put this on you, but I'll discuss it with my fellow commissioners. But I have a problem with that.

MS. BAUMAN: Sure and like I said, I was not trying to imply that it was taken care of and full imbedded, but I did want you to know that Carrie had been there on several occasions where that was a very lengthy discussion and a very big topic, so...

COMMISSIONER MULLEN: Actually, I'm going to hold you there, sorry. Just as a follow-up comment. Perhaps you can give me your or maybe you want Ms. Sandoval might want to return to the podium. I know that part of what's pushing the schedule is the incorporation with the MRCOG Plan

and I do see the value in that, but perhaps we can...I need further comment on exactly how that plays out and the importance and the impact if we don't approve, you know if we recommend a deferment. How does that then play out in terms of these two plans?

MS. BAUMAN: I actually have a different perspective than Ms. Sandoval does, and I think that you know, whether it's the chicken or the egg, I don't really know. But as she did say that the Mid Region Council Governments they've began the development of their 2040 Metropolitan Transportation Plan. There is a bicycle trail, pedestrian component to that plan it is going through a process at the same time and so, even if this plan was adopted it's not to say that we wouldn't have to make changes when the MTP starts to get developed, because the conversation I think you heard today is likely to be heard also at the COG when they start to have their meetings. So, I think from DMD's perspective, as far as the schedule, the data that's in this plan is going to get dated pretty soon and I think there's been a lot of time, there's been a lot effort and whether or not there's agreement that it's been satisfactory... The work that has gone into this plan over the years, has been extensive, and at some point the data's not gonna be relevant anymore. And so, I think again the comment that it's a dynamic document, and if between here and council there is additional language that needs to be put in there and discussed, not only discussed, but vetted through GABAC, and I think that's an option that's there. But I'll turn it over to Ms. Sandoval, because she probably has a different perspective.

MS. SANDOVAL: First, I just wanted to address the advisory committees, GARTC - The Greater Albuquerque Trails and Recreational Committee is staffed by Parks and Recreation. And they did meet at their last meeting in August and voted and I can read the motion, "That GARTC write a letter of support to the Environmental Planning Commission in support of approving with conditions the Bikeways and Trails Plan" and it was passed unanimously. So, GARTC did feel that they had appropriate time to review and as a committee recommended that it come before this board and be passed.

Regarding the MRCOG process it is a dynamic process and we...we feel Parks and Recreation, that by having the alignments documented that that just helps us in that process. If it doesn't get passed today, it's not the end of the world, but that was our goal and from the very beginning of our schedule, that was our goal. And we have been talking with MRCOG Planners, particularly Julie Luna, who's running that process and we do have members of GARTC on her public committee addressing some of those issues. So, there are continuing avenues for public comment and public participation in terms of how we define and develop our trails and bikeways network.

COMMISSIONER MULLEN: Thank you.

CHAIR NICHOLLS: I think what I'd like to do is...sir the gentlemen from GABAC, if you could come back up for a moment? You heard the discussion so far obviously. Do you feel that this Commission, in your opinion in GABAC, should go forward today or do you think there is a need for your committee to do further review of the whole plan? Because we know we've only had a week to review this, and I'm just trying to get a feel where you're headed, because you're one of the spearhead groups for this.

MR. HALE: You kind of put me in a tough spot having not had the opportunity to discuss it as a group, and hopefully we can do that next week. What I personally feel, and I guess is there are a lot of good elements in this plan; there is a lot of good things. There's a lot of things that in 2008, if you go to Appendix (inaudible) Why aren't we doing them? And then some of them we have done, but there's

been a lot of work done on this interim. There's been (inaudible) so I don't have the sense of it's a disaster if this doesn't move forward at this point in time.

And I would like more time to kind of still wrap my brain around. We did review sections 1 through 3, last spring at some point independently, and we provided a lot of comments. We never got feedback on them, and I think there's an important thing that if I wouldn't have condensed my issues with the plan, I would've talked about the public participation arm, because I think it's great to go out and say we had community meetings, and sought out input etcetera, etcetera, etcetera. That doesn't go good bicycle networks, but what's good bicycle networks are dialogue in communication on going and going through, so there's a feedback loop that is missing in my mind. We provided those in the spring, we've never heard back. We don't know if there were good comments or bad. I had some reservations even with what I said today (inaudible) where I was real uncomfortable saying or even speaking today, because I... There's a lot of things in a document that are broad, that kind of conflict with each other or cross references is really important, and that's what's taken more time. If you're out in this community using a bicycle network, and you're talking to people, I have a lot of feedback from my end that I would think a lot of GABAC visitors have too. We tried to put that in the review, you know in our perspective is we did the review, and it may confuse things to us. And so I don't have a good answer for you, because it's a difficult thing. It is a really comprehensive effort that's been done here, there's a lot of data, there is a lot of need out in the community. We have dialogue in the community that's been brought up for me as a (inaudible). We're doing really good for Downtown, and UNM, and Nob-Hill, and all that from the bike/pedestrian perspective. Pedestrians tend to differ with that because a lot on them are getting hurt out there, but were not serving the rest of the community that's a complaint I always get in my neighborhood, I live on the north valley. And what I hear is maybe were not doing such a good job out in the mid-urban environment, or the outer-urban environment.

So that's another thing that I haven't got that far into the plan to really weigh and balance that, and so my gut in the whole thing is if we go forward it's a good thing. If we don't go forward it's a good thing here. I (inaudible) Bike ABQ, I get his perspective. I get Silda's perspective too. A lot of us have been hit out there; a lot of us know people that are... A white bike represents them now. Those are all community issues that (inaudible) going to impact that, but the dialog and conversation will. And right now my biggest concern is we weren't provided feedback, but there has been no feedback back to the community (inaudible) in my opinion is significant problem.

CHAIR NICHOLLS: So let me... Again, I'm not trying to put you on the spot here, but I'm going to do it anyway. Do you feel that if we continue with this for let's say one more month. Would that give you some opportunity to work some of those issues out?

MR. HALE: I personally will read through the document end, and so I'll have a better sense myself. Next week I will meet with GABAC who has a meeting. The only item on the agenda (inaudible) the conversation will be (inaudible) I don't know, I've talked to...

CHAIR NICHOLLS: I'm sorry; I don't mean to interrupt you, but that meeting that feedback will not necessarily come back to this commission.

MR. HALE: It won't.

CHAIR NICHOLLS: And that's the bit that I'm trying to get my head around.

MR. HALE: And again to me as a bicyclist out there, as long as we get all of our stuff on record and it starts the dialog, and this feedback loop that's important. I am not so hung up on what happens where. I personally don't think the COGS efforts really... I don't think it should be a high priority to meld the two because I think it's more important to me is maybe the comment I've heard and I forwarded to you is should we be combining these efforts to the extent (inaudible) they should, bicyclist ride on trails. But sometimes they do it for a different purpose, walkers walk on streets. So there's no perfect fit for GABAC parts or any of this stuff.

The conversations important and I don't think any process things. Because again. I go back to when all this started in 2008 we were going to update the plan. It was a good effort it just kind of got side tracked when... I mean before this body before, and it was like well we don't like it. We want to add these trails component and as a bicyclist, and I'm the safety engineer by professional back ground in an ocean industrial environment, but I think some of it relates. It's never been really clear to me as a GABAC member or a bicyclist why we added this additional component.

CHAIR NICHOLLS: The trails part you mean?

MR. HALE: Yes, the recreational part. One is you know the transportation and recreation are very confusing, and they're very confusing even in terms of funding. When we talk about some of the Federal stuff, and I know that for instance there's not a lot of Federal funding coming out for recreational trails (inaudible) needs to re-confuse it, and hamper bicycle efforts that there is an effort to fund, especially safety the (inaudible) bicycle safety and pedestrian safety, that's the confusion on our (inaudible).

CHAIR NICHOLLS: Okay, any further questions? Thank you for the answer.

MR. HALE: Thank You.

CHAIR NICHOLLS: Yes ma'am? Did you sign up? If you'd sign up please.

MR. BRITO: This is Susan Kelly; she was the consultant on the project, so she's part of our team.

CHAIR NICHOLLS: Okay, if you could state you name and address for the record please.

MS. KELLY: My name is Susan Kelly. I live at 713 Camino Espanol NW.

CHAIR NICHOLLS: And do you swear to tell the truth or penalty of perjury?

MS. KELLY: I do.

CHAIR NICHOLLS: Okay. And you're representing again?

MS. KELLY: I am under contract with the Parks and Recreation Department.

CHAIR NICHOLLS: Okay.

MS. KELLY: And I worked on the Trails plan twenty years ago as a City employee. And I guess I just want to address a little bit of Scotts point with regard to the combination. Just to clarify we were

only brought in just to do a few elements of this, but one of the things that we have been tasked with working on is whether it's feasible to combine these two committees under one group. So that's an issue, but Scott is really raising a broader issue which is should the facility's even be combined. And I understand what he saying, I do. I think it's very important that the cyclist have their own system that is keen to what their needs are and safety needs.

But the reality is that these trails are used by other users, and it's the broad community support that's going to create a network that will fund expensive improvements like overpasses, and underpasses. So I think that what the City is trying to do by combining these committees and in fact acknowledging that this network is combined, is trying to take advantage that we got a big tent, we've got a lot of different needs here, how can we combine these uses that are in a way safe.

And the latest you know the part of it that Carrie and I have gone and talked to both GABAC and GARTC numerous times, is maybe numerous is (inaudible), well at least twice with each committee, is an alternatives for combining the committees into one committee and they...

All committee members seem supportive of having a united committee and in parts some level because they see that these issues they have in common with each other need to be heard in one place. They also have concerns that there individual type of uses that marginalize that there was... It's dissolved. So these are hard issues and what I tried to do is every step of the way come back with an alternative that I think would address the voices that I've heard about how to combine the committees. And so the lasted iteration of that which I think is under discussion with COG, at some level, I'm not in the loop exactly, would have a big tent committee that includes representation and in fact some of the types of uses that Scott in his comments said, needed to represented in the cycling committee of diverse array of types of users. But it also acknowledges that there is an on street component that maybe should be addressed by the transportation engineers very specifically as a subcommittee, because that's probably not of interest to the wide array of users.

And it also is acknowledging that we probably really aren't in this plan talking about pedestrian issues at the level that, if you call it a bike/pedestrian advisory committee and you're doing inventories of sidewalks and you're looking at ADA, this plan isn't a broad pedestrian plan it calls for a pedestrian plan. What I'm trying to say that are some reasons why to do a standardize Bike/Pedestrian advisory committee. Maybe the right fit for Albuquerque, but there's also some reasons why what we're calling a bicycle and trials advisory committee might be the way to go. But I do agree with what people have said that, that's a complex issue that can be further discussed as the planning process moves forward.

CHAIR NICHOLLS: Okay, would it be fair, Ma'am, would it be fair to say then that by combining these as an umbrella or tent, if you will, does that give you more clout as a combination to get maybe Federal funds or something like that? I'm just again trying to get my head around, for where we go today.

MS. KELLY: I don't know about that I mean what you see in the communities where there's a lot of momentum and activity towards bikes and pedestrians and other trial users, is that they probably have a lot of committees, and their advising different governmental entities, and so maybe you know who's to say that combining would give you more clout. The reality in Albuquerque right now is that were in a situation where the staff is having a hard time hearing all these different voices and then trying to implement what their hearing. So it's almost more of an efficiency thing right now, I'm not sure that I could say it would give you more clout.

But I do think that it would provide for one place where people with many common interests could come, and hear about project proposals etcetera. And I don't think it would diminish clout. There's advocacy groups, BikeABQ, others that could really advocate for you know (inaudible). I do think the on-street cycling interest shouldn't be lost, there needs to be permeant staffing for some committee... subcommittee of a bigger committee, but just looks at the street network which isn't going to be of interest to many types of the trail users.

CHAIR NICHOLLS: Anything else Commissioners? Thank you. Mr. Brito, I think at this point let's close the floor. I think that would be appropriate. Go head Commissioner Peck.

MR. PECK: Thank you. Mr. Chair. Mr. Brito, just one point of clarification. On pages 45 to 52, there's a lot comments about clean up and formatting, and stuff, and I'm assuming that means will take care of that before this goes off to Council?

MR. BRITO: Mr. Chair, Commissioner Peck. Yes, that correct. Any of these clean ups or formatting, or we forgot to turn on the spell check issues, we would handle on the way up to City Council, so at least that part of the document would be cleaner, and then we could explain in a transmittal memo all these minor issues of what have been taking care of. But, guess what, Council? You still get to look at the big ones.

MR. PECK: Okay, thanks.

CHAIR NICHOLLS: I just have one other follow up really. On Page 55, we were talking about NM DOT. On their review should that be a condition that should go forward, the condition for approval?

MR. BRITO: Mr. Chair. I think that would be appropriate to direct staff to communicate with NM DOT, and make sure that we get any language in here that satisfies their concerns. We've actually created a pretty good working relationship with the new District 3 engineer and his staff, so I think that is something we can easily do.

CHAIR NICHOLLS: To make a condition?

MR. BRITO: Yes, to make a condition and to fulfill the condition, either for this body or before a draft plan gets to the Council.

CHAIR NICHOLLS: Okay. Thank you, Mr. Brito. And anything else for Mr. Brito? Then let's close the floor Commissioners, I like to hear your thoughts please. Commissioner Gonzalez?

COMMISSIONER GONZALEZ: I'll try not to scream over... I'll try to keep this brief as well. There's no question in my mind that this should be continued to next month, and here are the reasons why. One is I did go through the document and I have a lot of questions. And well there are many people who know a great deal about it, I think that by not having Carrie here is another good reason to wait until next month. I don't think there is any real time issue that going to impact this either way. The second thing is we got the staff report which as you said has 16 pages of corrections and changes, which none of us have been able to go through at all to give any real consideration to.

Now a lot of these things may just be misspellings, but a lot of them may be changes in wording that I wouldn't like or be in agreement with necessarily. So I think that it's also only prudent that we look at the changes before we push this on. I keep on hearing there's a living document and it will continue to change, but I think we would do the best job that we can on getting it straight before sending it to City Council. And I'm not... Everything is not going to be solved. I've been on GABAC now for a couple of years and I can tell you that there are issues. We've at times; GABAC had been incredibly contentious relationship with DMD and the engineers. I'm glad to say; I thought it has gotten a lot better, I hope Ms. Bauman feels that as well, that it has gotten a lot better.

It's a very, very completed issue and there are... I think there is an opportunity to make this document a little bit better. I mean my first note which I noticed one of the clean ups that Carrie had on here was that there were some illustrations that just, you couldn't read them. And they're going to be fixed, but how am I supposed to evaluate a plan when there are certain illustrations that I have no idea what the information was, because the text was too muddy for me to see.

Little details like that, but the more important thing I think is that is the big picture, that we have a plan and I know it's been going on for a long time and there are issues that are not being resolved. As somebody who uses the road ways on my bicycle I can tell you there needs to be a focus on the fact not the opinion, but the fact there bicycle is considered a vehicle in this state which means that I have a right to ride on the road except where it is impossible for a bicycle to be on the road.

And so we have given that short shrift in places there's a lot bicycle facilities in the this City which are listed as lanes for example, but are well below any guidelines in terms of width, meaning were putting bicyclist at danger, and ultimately there's going to be a matter of political will, the City has to decide are we actually going to be a bicycle friendly community, and are we going to put the money and the emphasis that is necessary in order to do that or are we going to pay lip service? And although there have been a lot of improvements that have happened, in many cases its continued to be lip service, and so I think that a month is not going to solve all those problems, I would like to have a month, I would like to go back to GABAC, I would like to talk to Carrie before we send it onto City Council. And I'll make a motion to continue if anybody would like to hear one.

CHAIR NICHOLLS: Commissioner McCoy and then Commissioner Mullen.

COMMISSIONER MCCOY: I'm not going to fight too much about a deferral, although I support recommending approval by the City Council. I think one of the biggest things we have to do is to work at making Albuquerque less auto centric. I realize that motorist, cyclist, pedestrians or recreational users would often have competing, but not necessarily conflicting ideas about what needs to happen. I find this document to be aspirational not prescriptive. Not having to do anything terribly difficult. I believe this document provides the additional, or the framework, for the additional conversations that are needed to get what I think are three different pieces together; the road travel, which is one commuter system, the trail travel, and then how do we deal with that. In the meantime remembering that passing or not passing this document on for approval is not going to change the fact that the Environmental Planning Commission does not control state highways, interstate highways. When you have a plan and you're the only one with a plan you will get first consideration and for anyone to say this is not all about the money would be partially true, but the one with the plan requesting funding is more likely to get it, then one without the plan requesting funding. I believe that a lot of the problems I hear and by the way I'm a three out of three person user whom we mentioned auto traffic, recreational use or pedestrian of the bicycles. Maybe some of the problems we have currently are because

everybody's on a different page afraid their voice is going to be taken away, and what somebody needs to do is sit down and provide a comprehensive framework for the three competing interests to perhaps come together with the best solution. Which in some cases is going to disadvantage motorists other cases will disadvantage cyclist and other cases will disadvantage pedestrians, but we can't get to a hundred percent. I have nothing further.

CHAIR NICHOLLS: Commissioner Mullen.

COMMISSIONER MULLEN: Thank you, Mr. Chair. I think I feel similar to Commissioner Gonzales in that perhaps the very least one more month. With sixteen pages of conditions we rarely pass anything on a project or what not with so many and I'm not even here to shame anyone about spell check if you've ever read one of my e-mails this is a judgment free zone, but quite frankly I'm always interested in strengthening our plans and presenting them in the best light. I think thirty more days would also allow for some review. I understand what Commissioner McCoy is saying and I agree that this won't solve all the problems, but I feel strongly that if this is our only document presenting our city's point of view on these issues. That we should make it as polished as possible before we move it forward and I know that even after thirty days there will be some comments left unaddressed and still a few grammatical errors and what not. Perhaps another thirty days can get us a little closer to a stronger document for presentation.

CHAIR NICHOLLS: Anyone else? Commissioner Hudson.

COMMISSIONER HUDSON: Thank you Mr. Chair. I tend to lean with Commissioner Mullen and Commissioner Gonzales as well. I obviously have a concern about the NMDOT, I don't know if it would be possible if we did agree to go forward with the continuance. That we can ask a representative from the NMDOT to be here at the next hearing to hear what they have to say and although it can be a condition I would love to hear what they have to say about this plan. Because although as Commissioner McCoy says, we do not control the NMDOT, I think it would be important to hear their view on this. So with that being said I would lean towards a continuance for thirty days. Thank you.

CHAIR NICHOLLS: Anyone else? Commissioner Peck

COMMISSIONER PECK: Thank you Mr. Chair. I agree with Commissioner Hudson and Commissioner Mullen and Commissioner Gonzales I think we should we should continue this. I really hate to send something to City Council with sixteen pages of spell check, I think it doesn't look good. And I would like to give GABAC the chance to have thirty days to really review it and have some comments from them. As opposed to just we saw some of it but we didn't get to read the whole thing. The one thing that I really hope this addresses is I heard about educating the public on bicyclist. I think the bicyclist really get it. I would like to see drivers get education on how to like watch for people. The comment I think commissioner said on pedestrian fatalities and we had a presentation on how bad some of our roads are here. I think pedestrian education people running across the middle of Central against the light I kind of call that thinning the heard sometimes, but I would like to see us continue this for thirty more days, so everyone kind of has a chance to really weigh in.

COMMISSIONER GONZALES: Might I also...

CHAIR NICHOLLS: Commissioner Gonzales

COMMISSIONER GONZALES: I'm sorry. If indeed we do continue it would it be possible also to have someone from MRCOG here as well to tell us what their thoughts are?

CHAIR NICHOLLS: Commissioner Mullen.

COMMISSIONER MULLEN: I'm sorry on these chime ins and thank you Mr. Chair, and if we do continue this and I know we have not heard from all of our colleagues and so I don't mean to cut off anyone's voice and I'm interested from hearing in hearing rather from all the commissioners, but I would then if we do have this thirty days. I would strongly encourage our fellow commissioners you know to take the time to get into some of these details and give it the respect. Because so often we're in a position where were not able to chime in on these issues. Where were able to merely comment on them or comment on how heavily auto-centric our city is or to comment on how many fatalities there are and how many ghost bikes, and although this is not the final word and it's not the final governing moment, this is our chance to really give it some respect and to give it some time and effort and I would just encourage my fellow Commissioners to give the plan time if we do get it thirty more days. Not that you haven't as of today but that it gives us all an opportunity to really give meaningful feedback.

CHAIR NICHOLLS: From my perspective I agree with my fellow commissioners that thirty days certainly will not hurt anyone's ability from any side as stakeholders in this. Whether it be the commissioners, members of GABAC, etc... but I think we've not fully heard all the information that we need to hear and that's why I think I'm hearing the request. For MRCOG and NMDOT representatives to come and give us their view point. Because If we don't hear that we have no idea what their thinking. There for I do not believe in all fairness to not only this document but the users. Whether they be motorized, whether they be bicyclist or pedestrians. Those stakeholders need to have all of the information. They need to have the time to go through these documents both the staff report and because the staff report you know is lengthy. The plan itself is extremely complex and lengthy and just like us as commissioners we've only had one week to go through this. I think a little more time for everybody to digest what's here I think is extremely important. I do not believe as a commission we should be pushing this through to Council today. So my recommendation would be to also approve a motion for a continuance for thirty days. I think Mr. Brito if you could draft something for us to do that. I don't know what our situation is. I believe the second of October I think it is we're hearing a third hearing on the Coors Corridor Plan. I do not want to combine the two together. I don't think that's appropriate but what I would ask from planning is, what are agenda looks like for the regular public hearing in October. I'm not sure what the date is for that... the ninth of October?

MRS. DICOME: Sorry I had to have my purse on in case it starts raining I have to scoot home. But so far the cases we have as long as there's no deferrals or continuances we have three text amendments, two sector plans and one to the zoning code, and then three regular cases kind of regular cases so that's six.

CHAIR NICHOLLS: I do not believe then that would be an impossibility to add this on to that agenda. Would you be comfortable with that? Because if we don't do that then it would have to go to continuance for sixty days.

MRS. DICOME: Right, that's correct. We can give it a shot. We can put it at the end of the agenda.

CHAIR NICHOLLS: I think it should be at the end of the agenda. I think that would be fair. That would be the ninth of October, which is the general public hearing.

MRS. DICOME: Correct, yeah, we only have so far, because of the one that was not the notification was incorrect will be as I announced with going over the agenda. So that would be seven but I don't think that, that's a PNM facility so...time consuming.

CHAIR NICHOLLS: Ok. I believe Commissioner Gonzales you were ready to make a motion to that effect is that correct?

COMMISSIONER GONZALES: Yes

CHAIR NICHOLLS: Do we have language for? Yes I believe I see it appearing, like magic before me.

COMMISSIONER GONZALES: Is there just going to be one condition here, is that what we're...?

CHAIR NICHOLLS: I believe that would be appropriate. ... I guess my question then would be Mr. Brito. Let me think here. After reading through all of this were all going to need to go to the optometrist again. But are we going to clean up this draft plan for representation? I mean I think one of the issues that was raised was we don't want to send this on with you know how ever many pages of clean up to be done. Do you see what I'm getting at? I think what I heard from my fellow commissioners on that subject was, that we need to get this as clean a document as we can to go to City Council. I don't think that's asking a huge amount. I realize that's a number of trees are going to... um, they would have to sacrifice at this point. But I think it's an important issue that what goes from this commission up to Council is as clean as it can be. That's why I think these, what we gonna do here is so this would be number one, then the second one would be number two I guess. Commissioner Hudson yes.

COMMISSIONER HUDSON: Thank you. Just a comment to that, because we're going to be killing a lot of trees. Is there any way that we can make the changes with just pages, or are we actually going to have to make the changes? That's assuming that everyone approves it. So that we don't have to make yet again changes if we go forward with the continuance. Is there a way to do that to where we don't have to reprint this whole thing? It's expensive and it's a lot of trees.

MR. BRITO: Mr. Chair, Commissioner Hudson yes we can do that. We can focus on the pages that need amendments, text changes, etc... and then when it's time to get them out, we'll just for example give you just those pages that we have recommended changes are. Though some of those changes may have a domino effect and change the page pagination or formatting of the document. But we can address those that can be the condition. Incorporate the changes into the plan, reformat it and get the clean version up to City Council.

COMMISSIONER HUDSON: I think that would be more efficient. Because then once we have the changes when it's time to put together the final document for City Council. Then we only have to reprint it once.

CHAIR NICHOLLS: I think that from my perspective that makes perfectly good sense. You know the last thing we want to do is wipe out a whole forest. Which we would effectively do in a sense if we reprint this and then maybe further changes are made before it goes to City Council and now we've done that like three times. Commissioner Mullen?

COMMISSIONER MULLEN: Thank you Mr. Chair. May I also suggest that with these changes if its pages are in the simplest form, and by simple I mean not the changes themselves, but how to communicate those changes to the commission. We can also have them with a completed digital form of the document. And if all the commissioners save their hard copy now. We have a set of the changes and then we have something to reference on screen. Perhaps that gives a full enough picture of the final product without reprinting the document wholesale.

CHAIR NICHOLLS: Was that going to add on to these findings or is that just a note for internal?

MR. BRITO: Mr. Chair I was just going to suggest that be an internal note that I'll communicate to Mrs. Barkhurst and our team. But unless legal sees issue with the findings. I think those can be used or you can use those if you wanted to continue this.

CHAIR NICHOLLS: And the other thing I would request if you would be so kind. That is everyone who signed to speak up today also gets a copy of these for their review.

MR. BRITO: Yes Mr. Chair we can do that and more than likely we'll probably post changes on the website and the document that's on there will probably reflect electronic version that Commissioner Mullen has suggested.

CHAIR NICHOLLS: Ok, that's good thank you. Commissioner Gonzales

COMMISSIONER GONZALES: In the matter of project number one zero zero eight eight eight seven case number fourteen EPC dash four zero zero five four. I move for a continuance to October ninth which is our regular meeting date. Including the findings that Mr. Brito has typed up for us.

CHAIR NICHOLLS: I'll be happy to second that motion. Is there any further discussion? Yea go ahead Mr. Brito.

MR. BRITO: I'm sorry to interrupt. I would recommend that you, like you have done with the Coors Corridor plan state that it will be scheduled you know, at the end of the agenda or set a time that it won't be heard before.

CHAIR NICHOLLS: Should that be a separate finding then?

MR. BRITO: It can be part of the motion and the findings can still support that motion.

COMMISSIONER GONZALES: Well what time do we start this arbitrarily seven thirty. Well the last time we did after one thirty but do we not want to specify that it's going to be in the afternoon. Just saying it's going to be the last thing on the agenda doesn't really I don't know if that.

COMMISSIONER MULLEN: We could say in the afternoon or as the last agenda item not to be heard before one thirty. So even if we wrap up everything else maybe we have a long lunch and we come back and address this immediately at one thirty.

COMMISSIONER GONZALES: I concur.

CHAIR NICHOLLS: Second concurs, any further discussion? We have a motion and second to continue to the ninth of October. Those in favor say I. Those against say no. We had one no vote, two that was Commissioner Beserra and Commissioner McCoy. The motion still carries. Mr. Brito?

Mr. Brito: Mr. Chair I wanted to inquire if the commission would like to hear a very brief update on our Comprehensive Plan Unify Development Ordinance project? It will take two minutes.

CHAIR NICHOLLS: And who is presenting this?

MR. BRITO: It will just be me telling you what's going on.

CHAIR NICHOLLS: If you will start the clock for two minutes. I'm just kidding. Go ahead Mr. Brito.

CHAIR NICHOLLS: Thank you Mr. Chair commissioners. I wanted to let you know that the part two of our request for proposals for a national consulting team is going out tomorrow, and these consulting teams will be the three finalists that we had an all day workshop with last week at the Balloon museum on Tuesday the twenty sixth. We had three consulting teams come to the Balloon museum. Where we gave them a big day to dump about the history of Albuquerque, the history of development in Albuquerque. Essentially walking them through how we got to our situation. With forty eight sector development plans and twelve rank two facility plans and almost forty different zoning codes, if you consider each sector plan that has zoning a separate code. Then in the afternoon what I've been describing as speed dating. We ran each of the three teams through the selection committee with interview questions. We gave them nineteen minutes to come up with a presentation for us and then we gave them written questions to respond to. So we did score the three finalists for that day and everyone on the selection committee was very pleased with all three of the teams. So we feel that any of the three selected was goanna give us a good product and a good process, but we feel that with our work shop and putting them through our paces last week we're goanna get better proposals from them. Also part of the requirement for this part two of request for proposals is they have to give us a white paper analysis of our current system. We want them to give us a triage of what we need to address first what's most important, and because we had them come out, fly out to Albuquerque and were requiring the white paper analysis. If they meet all the requirements of the RFP we will be paying each of those firms ten thousand dollars. As a sty pen for that but we get their white paper. So even if a team isn't selected we still get their analysis and their recommendations. The RFP's are due early November. The selection committee will make a decision on our chosen team, that same month we'll be presenting it to City Council for their approval in December and we hope to have them under contract in January. So that they can begin outreach efforts with the community in the spring of twenty fifteen. We're asking in the RFP that the update to the Comprehensive plan because we don't need to completely overhaul it, it has a lot of good goals and policies they just need to be updated. Be before this body sometime in the fall of next year. Per your review and recommendation of updates to the Comprehensive plan focused on the Centers and Corridors policies we already have. Go to the City Council for your review late next year. We also want them to come up with a zoning strategy at that time. Whether or not that's going to be a part of the update with the Comprehensive plan is yet to be determined in their proposed scope of work. And then really diving into the Unify Development Ordinance would begin right after the update to the Comp plan. We'd like to have a Unified Development Ordinance sometime in twenty sixteen or twenty seventeen. And we'd like to start remapping our zoning map sometime in twenty seventeen or twenty eighteen. It's definitely a fast track right now but all the stars are aligned so to speak. We want to jump on this so that we can clean up our

development regulations and processes. Make sure we hear from as many people and stakeholders as possible throughout the process, and of course this venue will be an important one as we move forward.

CHAIR NICHOLLS: Any questions for Mr. Brito?

COMMISSIONER MULLEN: (Inaudible)

CHAIR NICHOLLS: Actually I'm glad you mentioned that Commissioner Mullen. Because I believe on our agenda for next week's hearing one of the items under other matters is renewal of commissioners. So I think that is myself, Commissioner Peck and I believe Commissioner Gonzales I think. Our terms are due up on one one fifteen. Huh, no one one. We'll just double check that. The reason I'm bringing it up is so that if any of those three or all of those three commit are wishing to go for a second term. It can be fast tracked but I'd like to make sure that, that's got on and up to speed very quickly. So that you know we go forward in January. Ok anything else? Then we're adjourned. Thank you

FINAL ACTION TAKEN:

NOW, THEREFORE, BE IT RESOLVED THAT the Environmental Planning Commission (EPC), voted to **CONTINUE Project 1008887, 14EPC-40054**, a request for an Amendment to Rank II Bikeways & Trails Facility Plan, to the October 9, 2014 hearing, to be heard no earlier than 1:30 p.m., based on the following findings:

FINDINGS:

1. Continuance of this case is warranted to allow additional time for interested parties, the EPC, and outside agencies to further review the draft Plan and provide thoughtful and valuable input and comments that can create a stronger Plan for City Council consideration.
2. The EPC directs staff to "clean-up" the document as much as possible to limit the number of recommended conditions for the draft Plan.

MOVED BY COMMISSIONER GONZALES
SECONDED BY COMMISSIONER NICHOLLS

MOTION PASSED 6 TO 2
COMMISSIONERS BESSERA
AND MCCOY VOTED NO

3. MEETING ADJOURNED AT 5:31 P.M.



**Environmental
Planning
Commission**

**Agenda Number: 10
Project Number: 1008887
Case #: 14EPC-40054
October 9, 2014**

Staff Report

Agent	COA Planning Department.
Applicant	City of Albuquerque (COA)
Request	Adoption of the <i>Bikeways & Trails Facility Plan</i> , which consolidates and replaces the <i>Trails & Bikeways Facility Plan</i> and the <i>Comprehensive On-Street Bicycle Plan (Rank II Facility Plan)</i>
Location	City-wide
Zoning	No zoning will be changed

Staff Recommendation

That a RECOMMENDATION OF APPROVAL of 14EPC-40054, based on the findings beginning on Page 8 and, subject to the conditions of approval beginning on Page 10, be forwarded to the City Council.

**Staff Planner
Carrie Barkhurst, Planner**

Summary of Analysis

The proposed *Bikeways & Trails Facility Plan* will update, consolidate, and replace two City planning documents, the *Trails & Bikeways Facility Plan*, 1993 and the *Comprehensive On-Street Bicycle Plan*, 2000. The Plan represents a continuation of previous planning and implementation work that has been ongoing since 1972. Staff from the Planning, Municipal Development, and Parks & Recreation Departments collaborated on this planning effort.

Combining these plans into one consolidated Plan will help the City better manage the growth of the bikeway and multi-use trail system. The Plan also evaluates the proposed facilities and updates the list of future projects. The overarching purpose is to ensure a well-connected, enjoyable, and safe non-motorized transportation and recreation system throughout the metropolitan area.

The recommendations in this plan will guide future local investment in the bikeways and trails system, including new facilities, facility improvements, maintenance, and education/outreach/enforcement/evaluation programs. The City will also be better able to apply for state and federal funds to implement projects identified in the plan.

The Plan includes a review of existing conditions and a needs analysis, which identified 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.

Bicycle and trail advisory groups were consulted and the City hosted three public open house meetings to introduce the draft Plan. Neighborhood representatives were notified via e-mail. Notice was published in the Albuquerque Journal, the Neighborhood News, and on the Planning Department's webpage. Staff received a few new comments since the September report, generally supportive of the Plan. Comments from GABAC & GARTC seem to indicate members would prefer not to have the two plans combined into one document.

While most of the suggested revisions from the September Staff Report have been made, several outstanding ones can be found in the proposed conditions of approval. Staff supports a recommendation of approval to be forwarded to the City Council.

City Departments and other interested agencies reviewed this application from 8/4/2014 to 8/15/2014. Agency comments used to prepare this report begin on Page 12 and Page 40 of the September Staff Report.

I. INTRODUCTION

Request

The request is for review and recommendation of approval to the City Council for adoption of the proposed *Bikeways & Trails Facility Plan*, which will replace the *Trails & Bikeways Facility Plan*, 1993, and the *Comprehensive On-Street Bicycle Plan*.

The *Bikeways & Trails Facility Plan* is a Rank II Plan that includes policies, programs, design standards, and recommended projects to be implemented over the next 50+ years.

The 2014 draft plan is available at:

www.cabq.gov/planning/documents/BikewaysTrailsFacilityPlan.pdf (Chapters 1-6), and
www.cabq.gov/planning/documents/Chapter7DesignManual.pdf (Chapter 7)

The *Trails & Bikeways Facility Plan*, 1993 is available at:

www.cabq.gov/planning/documents/trailbky.pdf

The Albuquerque *Comprehensive On-Street Bicycle Plan*, 2000 is available at:

www.cabq.gov/planning/publications/documents/ABQcomprehensiveonstreetbicycleplan.pdf

Environmental Planning Commission (EPC) Role

The EPC's task is to make a recommendation to the City Council regarding the proposed *Bikeways & Trails Facilities Plan*. As the City's Land Use and Zoning Authority, the City Council will make the final decision. The EPC is a recommending body with review authority.

Background

The EPC heard this request on September 4, 2014 and voted for a continuance to allow additional time for public review of the plan and to allow staff to incorporate the recommended conditions of approval into the draft plan.

Please refer to the attached staff report dated September 4, 2014 for additional information on:

- the planning history of bikeways & trails in the local area (page 1)
- an overview of the plan update process (page 2)
- a description of the intent and purpose of the plan (page 3)
- an analysis of consistency with adopted plans and policies (page 4-8)
- a synopsis of the proposed revisions (page 9)
- a discussion and elaboration on several of the key comments and concerns that have arisen during the planning process, including:
 - the purpose of the bikeways & trails facility plan (page 10)
 - project prioritization (page 11)
 - mapping and GIS data (page 12)
 - assessment of the quality of our existing facilities (page 12)
 - Advisory Group Structure (page 13)
- agency comments on the September EPC Draft Plan (page 40)

II. SUMMARY OF SUBSTANTIVE CHANGES SINCE THE SEPTEMBER EPC DRAFT PLAN

The September 4, 2014 Staff Report included 17 pages of recommended conditions of approval, primarily provided by agency reviewers, and in particular, DMD and P&R. **For a full list of the September Recommended Conditions of Approval, and the responses made to address them, see the attached EPC Agency Comment Matrix.** The majority of the comments related to minor clerical errors, formatting, and minor clean-up for clarity (87 of 140 total comments/conditions). These changes included adding footers to help with document orientation; updating cross references that have changed; and improving the quality of some of the low-resolution images from the City's original consultant.

In addition to those minor changes, there were 6 additional recommendations for further analysis of bikeways & trails, and 47 recommended conditions that were deemed to be substantive changes to the content. During the plan revision process, most of the comments/conditions were addressed. **Below is a summary of the substantive changes, which can be seen in the EPC Red-Line Draft Plan.**

General Changes:

1. **Maps.** Amended the map and list of proposed facilities to reflect outstanding comments:
 - a. The Activity Centers (AC) were reviewed to see if there are any appropriate bikeways or trails that could be extended or added to provide access to or within them. The changes include adding bicycle routes to access the San Mateo/Montgomery Community AC, the El Dorado Village Community AC, the Los Altos/Market Center Community AC, and the West Side CNM Community AC.
 - b. Several members of the public as well as Councilor Benton would like to add a proposed facility along Silver Avenue between 1st Street and Oak Street to complete a missing gap in the Bicycle Boulevard through the East Downtown Area.
 - c. PNM requested three proposed trails to be removed that were shown across a switching station or along high voltage corridors, which may cause nuisance shocks if a person under the line is not grounded. The changes include:
 - i. Removing the proposed trail that crossed the Embudo Switching Station
 - ii. Removing the proposed trail north of Ladera Drive NW starting at Ouray Road NW and ending halfway between Arroyo Vista Blvd. and Atrisco Vista Blvd
 - iii. Removing the proposed north/south trail west of Ladera Golf Course
 - d. Gaps were identified in several locations, and the maps were modified to correct them:
 - i. Cutler Ave NE between San Mateo and San Pedro, a proposed lane was added.
 - ii. Constitution Blvd. NE between Washington and Monroe, a proposed lane was added.
2. **Programs.** Two topics for future study and consideration were added to Section 5.B, Recommended Programs. They relate to electric bikes and developing water trails.

Department of Municipal Development:

3. Substantially removed the words “safe” and “safety” from the plan and replaced with synonyms that indicate our commitment to improve the quality and comfort of bikeways & trails. Exceptions to this change include instances where other jurisdictions’ or groups’ programs/policies use the word, or in local program names, such as the Bicycle & Pedestrian Safety Education Program (B&PSEP).
4. Deleted the option for “Arterial Shared Roadway” treatment options text on page 55 and in Figure 9, Bikeway & Trail Gap Closure Analysis Procedure. This section proposes several methods (wide curb lanes, shared lane markings, signage) that were developed by the City’s consultant to address short gaps along arterial and/or collector roads. DMD does not support shared lanes on arterial roads, which is consistent with the Design Manual. Montgomery Blvd. at Washington St. is one example of where these recommendations could apply, but they may be inappropriate due to the traffic volumes and speeds on the major arterial road.
5. Clarified that several of the treatments discussed in Section 4.A.3, Intersection Improvement Measures, and shown in Figure 14, Prototypical Multi-lane Arterial Intersection Design are considered “Innovative Treatments” that are not DMD-adopted practices at this time. The City may explore some of these approaches, such as color enriched pavement in vehicle conflict zones, bicycle detection loops, and bike boxes in future studies and/or pilot projects. **Created a new section in the Design Manual to cover these newer strategies and techniques, which had been inadvertently omitted from the previous version of the plan.**
6. In the text related to administration and management of bikeways and trails, DMD recommended removing reference to the strategy for creating a Technical Review Committee. They stated this is largely duplicative of their current practice of going to the Advisory Committees for comment and review of construction plans. The comment indicates that there are insufficient staff resources available for a new committee. However, upon further discussion, it was suggested to rename the group “Staff Coordination Committee” to more closely reflect the intent and purpose of this recommendation. This concept remains in the Plan.

Parks & Recreation:

7. Additional content related to soft surface trails and Major Public Open Space was added to the Plan. The Red-Line version of the plan adds text about the Major Public Open Space plan, which was omitted in the first draft, and the plan also clarifies between “open space,” such as parks and plazas, and Major Public Open Space, which includes the escarpment, bosque, and the foothills. Planning Staff agrees that it would be appropriate for P&R to develop additional content related to this type of trail facility.
8. Clarified the trail development policy regarding a trail in lieu of sidewalk is only allowed in situations where the Bikeways & Trails Facility Plan proposes a trail, and also that the trail must meet the minimum design standards to be accepted by Parks & Rec before adding to the trail inventory list.

9. Added discussion of programs that are focused on trail issues, specifically the Prescription Trails Program and several Open Space Division trail education programs.
10. Replaced the text on 99-102 to reflect the latest draft text provided by Parks & Recreations consultant. This was inadvertently omitted in the previous version. The main change is that this text reflects the input of GABAC and GARTC and their concerns.

Long Range Planning

11. Additional text or clarification was provided to reflect the following comments: add an enhanced executive summary, add more images, add emphasis to the crash data, refine the project prioritization approach, add enforcement and engineering program recommendations to Chapter 5, add more creative funding sources to the list of traditional funding sources, add more detail on the City's typical annual budget, summarize the implementation actions, and summarize the recommendations and conclusions.

Mid Region Council of Governments

12. Additional text was added to emphasize the need to look at best practices in other communities and to be responsive to emerging trends and concerns in the community. It was clarified that the plan allows enough flexibility to include new projects that are highly consistent with the plan goals that may not be explicitly listed in the current project list.
13. Included data gathering and public involvement as a way to address gap closures, arterial retrofits, and project prioritization. Added a recommendation to use performance measures to better understand the impact of programs and projects.
14. MRCOG recommended that Bear Canyon Arroyo from Juan Tabo to Tramway is another trail gap that should be included in this list. This comment is consistent with several public comments. However, the property owner/manager, Open Space Division, does not support a paved trail at this location.

III. DISCUSSION OF OUTSTANDING ITEMS

Due to time constraints and the complexity of some of the comments, not all September "Recommended Conditions of Approval" have been addressed yet. These outstanding items are discussed below and are included as Recommended Conditions of Approval, page 10.

1. All of the recommended changes to the proposed facilities that staff is aware of have been addressed. However, continued evaluation and amendment of the proposed facilities should consider any new or outstanding public comments related to bikeway and trail facilities that have not yet been reflected.
2. One concern that continues to be raised is about how the City plans to address current bikeways & trails that do not meet the current minimum width or design criteria. This is listed as a short-term priority action (Item # 49 of the Implementation Matrix, page 144 of the Draft Plan). Because this is such a significant matter related to the safety and security of the system, Planning Staff includes this as a Recommended Condition of Approval so that it may remain as an ongoing topic for discussion.
3. A "Snapshot" summary of the Bikeways & Trails Facility Plan was created. This document could replace the current executive summary or be a separate, stand-alone document. Further editing may be useful to continue developing the themes that have been raised by members of the public, as well as department and agency commenters.
4. Finally, three outstanding comments related to internal document consistency and document usability have not yet been addressed. These comments include adding more images and diagrams to simplify or summarize the content of the plan.

IV. AGENCY & NEIGHBORHOOD CONCERNS

Reviewing Agencies/Pre-Hearing Discussion

City Departments and other agencies reviewed this application from 8/4/2014 to 8/29/2014.

Approximately 150 comments from departments and agencies are included in the September staff report, beginning on page 40. Many reviewing agencies provided comments to the effect of "no comments/no objections." The majority of these comments have been reflected in the current "October 2014 EPC Red-Line" of the DRAFT *Bikeways & Trails Facility Plan*.

Since the September hearing, additional comments were received from Transportation Services (the City Engineer) and ABQ Ride. These comments are provided starting on page 12, and they are also included in the EPC Comment Matrix. All of these comments have been addressed in the October 2014 EPC Red-Line document.

There are no new major changes recommended to the content, format, or recommendations. Staff generally agrees that these new recommendations and the outstanding recommendations identified above should be reflected in a revised draft that goes to City Council for review and action. They are included as Recommended Conditions of Approval.

Neighborhood/Public

During the planning phase, a variety of public outreach and engagement efforts were made. In 2010, the City's consultant conducted a survey focused on bicycling preferences and concerns. Over 1,200 individual responses to the online survey were received; all but a small number came from unique computer IP addresses. The consultant also solicited information through stakeholder workshops and in three public open house meetings.

After the Plan was transferred to the Planning Department to compile and edit the document, there has been ongoing outreach and coordination since September 2013. The Staff Planner consistently attended the monthly GABAC and GARTC **meetings to understand current issues and concerns**. These two groups consist of appointed community members who serve as representatives for a variety of trail and cyclist types and represent the interests and needs of different parts of the city. Additionally, **presentations were given to each group to get guidance on elements of the plan**, such as the goals and policies, the project prioritization process, and the existing conditions analysis as well as to update the community on the project status. The Staff Planner also gave presentations to a number of different groups:

- GABAC & GARTC Monthly Meetings, 8/13 – present
- Healthier Weights Council 2013 Symposium, 10/16/13
- Complete Streets Leadership Team, 4/24/14 & 6/26/14
- Albuquerque Development Commission, 5/15/14
- Dan Burden Workshop, 5/16/14
- Parks & Recreation Advisory Board, 6/3/14 & 8/5/14
- Open Space Advisory Board, 8/26/14
- BikeABQ, 8/26/14
- Three public open house meetings were held in July 2014 to present the content of the proposed draft Plan. There were approximately 120 attendees.

Over the course of this project, Staff received numerous comments related to specific bikeway and trail facilities; programs; and administrative practices and policies. Staff notes that it was not uncommon to have multiple comments on the same topic, expressing opposing opinions. This was true for the use of buffered bicycle lanes, some specific trail locations, elements of trail etiquette (to announce “on your left” or not), and approaches to weed control. The project planning group incorporated many of the comments and recommendations into the draft plan; however, some need further discussion to determine how to best address.

BikeABQ, a local bicycle advocacy group, has voted to support the plan. They particularly support the development of the proposed facilities that will connect the existing bikeways in the City. GARTC, the City's Recreational Trails Advisory Group, also voted to support the plan with a few minor comments and recommendations.

The EPC hearing for the proposed Plan was announced in the Neighborhood News and posted on the Planning Department's web page. The staff planner sent e-mail notification on August 11, 2014 to the list of neighborhood coalition representatives. There is no known opposition to the request.

IV. CONCLUSION

This request is for adoption of the *Bikeways & Trails Facility Plan*. 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. The EPC's role is to make a recommendation to the City Council.

Staff from the Planning, Municipal Development, and Parks & Recreation Departments collaborated on this planning effort. Bicycle and trail advisory groups were consulted and the City hosted three public open house meetings to introduce the draft Plan.

The Office of Neighborhood Coordination (ONC) provided a list of the affected neighborhood representatives, who were notified of this request by e-mail. The proposed plan was announced in the Albuquerque Journal, the Neighborhood News, and on the Planning Department's web page. As of this writing, Staff has received a few requests for a copy of the Plan and a couple of emails and phone calls from interested parties, generally supportive of the Plan.

The most notable exception to the general public support is from the City's Advisory Groups – GABAC and GARTC. **Comments from GABAC & GARTC seem to indicate members would prefer not to have the two plans combined into one document.**

Staff finds that the proposed plan generally further applicable Goals and policies, and the overarching intent of the City Charter and the Zoning Code. The Departmental and Agency comments provided and analyzed in the September Staff Report have generally been incorporated into the **October 2014 EPC Red-Line Draft Plan**.

The suggested revisions that staff was unable to address over the past month are retained as recommended conditions of approval in this Staff Report. They will help improve clarity and respond to comments provided by agency reviewers and members of the public. These issues deserve continued focus and discussion as the plan moves forward through the adoption process, and have been addressed as recommended conditions of approval. Staff recommends to the Environmental Planning Commission that an approval recommendation be forwarded to the City Council.

FINDINGS – 1008887 – 14EPC-40054 – October 9, 2014 – Facility Plan Adoption

1. This is a request for adoption of the proposed Rank II *Bikeways & Trails Facility Plan*, which updates, consolidates, and replaces the *Trails and Bikeways Facility Plan*, 1993 and the *Comprehensive On-Street Bicycle Plan*, 2000. Rank II facility plans describe the existing facilities, policies, recommendations, and proposed projects.
2. The scope of the *Bikeways and Trails Facility Plan* is City-wide. It also shows trails within Bernalillo County's jurisdiction, which are not included on the list of City proposed projects.
3. The Albuquerque/Bernalillo County Comprehensive Plan, the *Trails and Bikeways Facility Plan*, 1993, and the *Comprehensive On-Street Bicycle Plan*, 2000 are incorporated herein by reference and made part of the record for all purposes.
4. The proposed *Plan* aims to ensure a well-connected, enjoyable, and safe non-motorized transportation and recreation system throughout the metropolitan area. Updating the *Plan* is a reasonable exercise in local self-government consistent with the City Charter.
5. The proposed *Plan* supports the following applicable goals and policies of the Rank I Comprehensive Plan:
 - a. The *Plan* furthers the Open Space Network Goal and Policy II.B.1f by updating trail-related policy, design guidelines, and proposed trails projects. Part of the overarching vision of the plan is to provide recreation opportunities; the plan also recommends trails along arroyos and appropriate ditches as connections between natural areas and open spaces.
 - b. The *Plan* furthers the Semi-Urban Area Policy II.B.4b through designation of trails and trail corridor development policies for semi-urban areas.
 - c. The *Plan* furthers the Developing and Established Urban Areas Goal and Policy II.B.5g because the plan will help guide development of a system that contributes to creating a quality urban environment and that will increase choices in transportation and life styles. The plan will guide development of trail corridors in appropriate locations.
 - d. The *Plan* furthers the Environmental Protection Policy II.C.1d and the Transportation and Transit Goal by setting direction for investments in multi-modal transportation infrastructure, which will help protect air quality through a balanced circulation system that supports and encourages alternative means of transportation.
 - e. The *Plan* is generally consistent with Policy II.D.4h - A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted. The proposed alignments

have been evaluated to provide connection to and within most designated activity centers.

- f. The *Plan* is generally consistent with Policy II.D.4i - Street and highway projects shall include paralleling paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate. The *Plan* includes a Complete Streets Policy for bikeways and trails projects to be considered on all streets, as appropriate, throughout the street network. One of the critiques of the *Plan* is that it does not recommend access along major arterial streets, which have been demonstrated to have the highest bicycle and pedestrian crash rates.
- g. The *Plan* is generally consistent with Policy II.D.4h - Efficient, safe access and transfer capability shall be provided between all modes of transportation. The City currently has excellent transfer capabilities between bicycle, train, and bus. Both the train and all City busses have capacity to hold multiple bicycles each. The *Plan* does not specifically address how to provide safe and convenient access to each bus stop, which is typically located on a major arterial street.
- h. The *Plan* is generally consistent with Policy II.D.4q - Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods. The *Plan* sets direction for investments in multi-modal transportation infrastructure and programs to enhance bicycling and walking options.

- 6. The proposed *Plan* is generally consistent with the key themes of the 2035 *MTP* through its multi-modal vision, policies, and proposed facilities for pedestrians and cyclists throughout the City. The proposed facility map is consistent with the current LRBS map and will provide updates to the LRBS map when it is amended for the 2040 *MTP*.
- 7. Key City departments, including Municipal Development, Parks & Recreation, and Planning, coordinated as part of this facility planning effort.
- 8. There is general support among the reviewing agencies and members of the public that the City should adopt the proposed *Bikeways & Trails Facility Plan*. The most notable exception to the general public support is from the City's Advisory Groups – GABAC and GARTC. Comments from GABAC & GARTC seem to indicate members would prefer not to have the two plans combined into one document.

RECOMMENDATION – 1008887 – 14EPC-40054 – October 9, 2014 – Facility Plan Adoption

APPROVAL of 11EPC-40051, a request for a Facility Plan Text Amendment, City-wide, based on the preceding Findings.

**RECOMMENDED CONDITIONS OF APPROVAL – 1008887 – 14EPC-40054 – October 9, 2014 –
Facility Plan Adoption**

1. The City shall continue to evaluation and amend the proposed facilities to consider any new or outstanding public comments related to bikeway and trail facilities that have not yet been reflected.
2. The City shall work to identify the extent of bicycle lanes and trails that are deficient according to the current DPM standards and/or the Plan's Design Manual. These locations should be identified on the printed Bike Map and online GIS data.
3. The City shall explore the themes raised in the September 2014 Staff Report, public, departmental, and agency comments for additional information that should be included in the **Snapshot document summary**, including but not limited to exploring and adopting other communities' best-practices, allowing flexibility in the implementation of the plan if consistent with the main vision and goals, and the application of performance measures and data collection to evaluate progress in the implementation of this plan.
4. The comments and recommendations made by **Parks & Recreation** shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
 - a. Trails Maintenance Practices section and On-Street Facilities Maintenance should be consistent, i.e., use the subsections of: Current practices, recommendations, best practices, etc.
5. The comments and recommendations made by **Long Range Planning** shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
 - a. More images – strive to have at least one image per chapter. Ideally, the images would be local to Albuquerque unless otherwise stated. Charts and diagrams are good; it's helpful to show photos of real people using our facilities.
 - b. Overall – Recommendations and conclusions – there is a lot of information in this plan. Where appropriate, summarize recommendations and conclusions.

K. Carrie Barkhurst

**K. Carrie Barkhurst
Planner**

Attachments

Support Information:

New Agency Comments – page 12
Snapshot Document Summary
EPC Agency Comments Matrix

Public Comments:

GARTC Comment Letter
Bike Friendly Community Application, 2012 – submitted by Scott Hale

September 4, 2014 Staff Report & Attachments

Application Information:

Application
Project Letter
TIS Form

Support Information:

GABAC Ordinance, §14-13-3-6
GARTC Ordinance, §14-13-3-8
White Paper on Organization of Bicycle and Trails Advisory Committees
Bicycle Friendly Community Feedback Report, Fall 2012

Neighborhood Information:

ONC Letter
Copy of Email sent to NA Coalition Representatives
ABQ Journal Advertisement Notice
Metropolitan Parks & Recreation Advisory Board Letter
Complete Streets Leadership Team Letter
Media Stories

Full Public Comments (96 pages) at: <http://www.cabq.gov/planning/residents/sector-development-plan-updates/bikeways-trails-facility-plan/>

Notice of Decision Distribution List:

Scott Hale, Chair, GABAC
Ian Maddieson, Chair, GARTC

CITY OF ALBUQUERQUE AGENCY COMMENTS

CITY ENGINEER

Transportation Development Services

1. Leave first part of sentence out on Page 172 for the discussion on surfacing, "Although multi-use trails today are not required to meet any ADA guidelines....."
2. On Page 191, although AMAFCA currently requires 36-inch maximum spacing on bollards, it may be worthwhile to mention somewhere in this section that the proposed PROWAG standards will require 48-inch spacing. A minimum of 48-inch spacing is required to pass certain types of cycles for ADA use such as those that have parallel seating and are over 36 inches wide.
3. On Page 143 where it mentions a minimum width of 4 feet for proposed bike lanes, is there any place in the document where it mentions upgrading current bike lane facilities that are less than 4 feet in width?
4. On Pages 50 and 94 references counting stations and collecting counts of bicyclists and pedestrians. It may be worthwhile to collect more current count data from recently built count stations on the Bosque Trail at Bridge, Rio Bravo, I-40 and Alameda as well as count stations at Alameda/Second Street, Tramway & Paseo del Norte, and North Diversion Channel/Alameda.
5. To add to bike trail facilities maps in the plan:
 - a. The County recently built a trail connection from the Bosque Trail to Second Street immediately south of Woodward Road.
 - b. There is a current County project to build a trail along the west side of Second Street from Osuna Road to Roy Avenue which should be constructed by 2015.
6. Could a larger facilities map be provided for Existing and Proposed Bikeways with all applicable street names shown?

OTHER AGENCY COMMENTS

NEW MEXICO DEPARTMENT OF TRANSPORTATION

No new comments received.



Bruce Rizzieri, Director



Mayor Richard J. Berry

September 8, 2014

Carrie Barkhurst, Planner
Urban Design & Development/Long Range
City of Albuquerque Planning Department
600 2nd St NW, 3rd Flr
Albuquerque, NM 87102
Direct line 924-3879

Ms. Barkhurst,

Thank you for the opportunity to review and comment on the draft document for the Bikeways and Trails Facility Plan.

ABQ RIDE supports the intent of the city wide Bikeways and Trails Plan and encourages the development and implementation of the Plan, which will facilitate major Bike and Trail access and activity throughout the City of Albuquerque. ABQ RIDE has the following comment:

The Comp plan designates Central Avenue as a major corridor and establishes a policy of modal hierarchy in which transit is the highest priority mode for major transit corridors. The existing and proposed map of the Bikeways and Trails Facilities Plan shows a proposed bike lane on Central Ave from the river crossing east to Lomas Blvd. This section of Central Avenue has right of way constraints, and is part of the planned Central Avenue BRT project. To avoid conflicts between transit and bike modes in an area of where alternate routes are available, ABQ RIDE recommends re-routing the proposed bike lane along New York Ave east to Gallup to Alhambra to San Pasquale and back to Central. (Map enclosed).

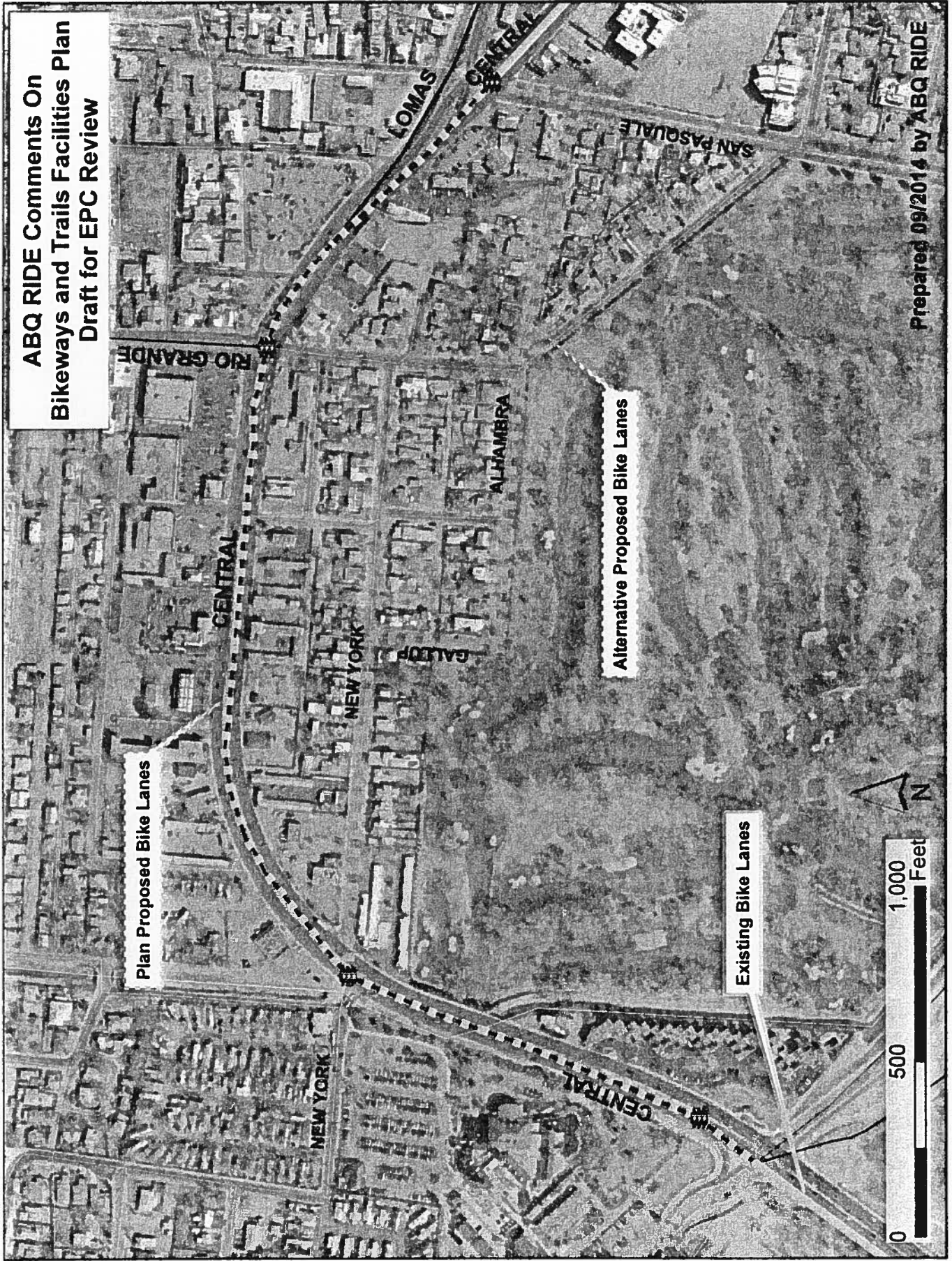
Both the West Central Avenue Corridor Concept Plan, produced by Kimley Horn proposed bike lane that follows a similar path along New York Ave NW, as well as the ABQ Bio Park Master Plan that also address the complexity of adding a Bike lane through this already potentially unsafe section of the Central Avenue corridor.

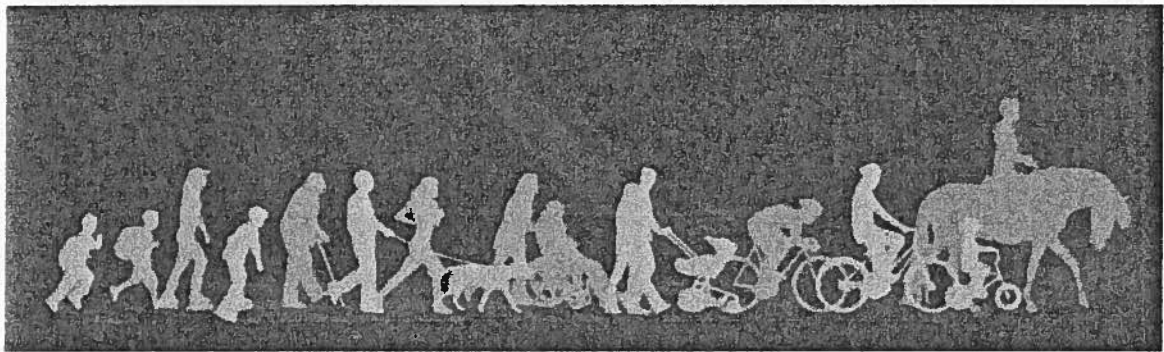
Again thank you for the opportunity to review this document.

Sincerely,

Andrew Garcia
Senior Planner, ABQ RIDE
724-3146 (office)

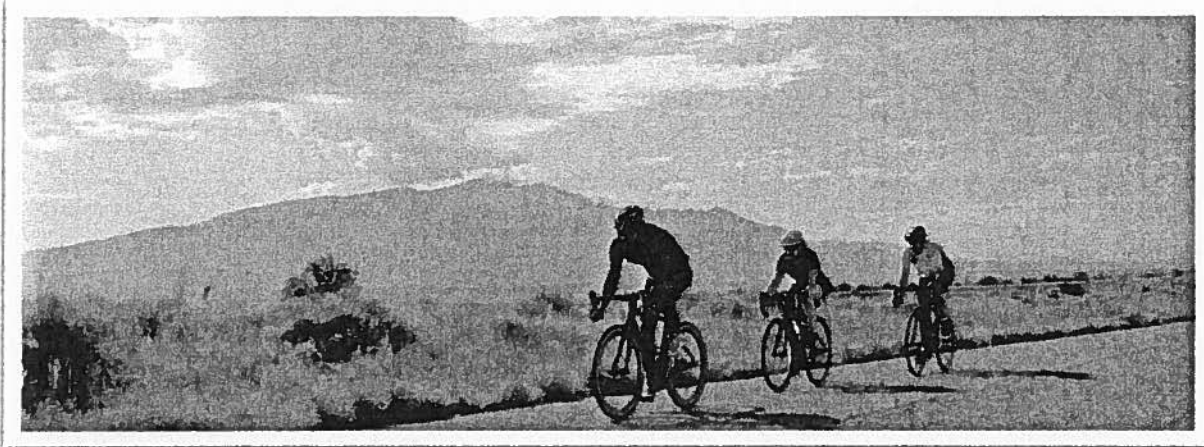
**ABQ RIDE Comments On
Bikeways and Trails Facilities Plan
Draft for EPC Review**





**CITY OF ALBUQUERQUE BIKEWAYS & TRAILS
FACILITY PLAN: SNAPSHOT**

CITY OF ALBUQUERQUE BIKEWAYS & TRAILS FACILITY PLAN: SNAPSHOT



OVERVIEW

The City of Albuquerque is updating the Bikeways & Trails Facility Plan to update, consolidate, and replace two City planning documents, the Trails & Bikeways Facility Plan, 1996 and the Comprehensive On-Street Bicycle Plan, 2000. The Plan represents a continuation of previous planning and implementation work that has been ongoing since 1972.

Combining these plans into one consolidated Plan will help the City better manage the growth of the bikeway and multi-use trail system. The Plan evaluates the existing and proposed facilities and provides a list of future projects. The overarching purpose is to ensure a well-connected and enjoyable non-motorized transportation and recreation system throughout the metropolitan area.

This plan proposes projects and programs that can be implemented over the next 50 years, at our current rates of funding for bikeways & trails activities. However, the plan recommends more frequent updates at 5 year intervals to allow the City to keep up with new best practices and to reflect our evolving understanding of the challenges facing the City in terms of walking and bicycling.

Staff from the Planning, Municipal Development, and Parks & Recreation Departments collaborated on this planning effort. Bicycle and trail advisory groups were consulted and the City hosted three public open house meetings to introduce the draft Plan.

Neighborhood representatives were notified via e-mail. Notice was published in the Albuquerque Journal, the Neighborhood News, and on the Planning Department's webpage.

The Plan is currently being reviewed by the Environmental Planning Commission (EPC). Staff supports a recommendation of approval to be forwarded to the City Council.

INTRODUCTION

PLANNING PURPOSE

The purpose of this planning process is to:

- Assess the current system
- Make recommendations for:
 - new facilities
 - management processes
- Education & outreach programs
- Connect Parks, Open Space and Trails for recreation
- Improve non-motorized transportation system (access & mobility)



WHAT THE PLAN DOES & DOES NOT DO

The proposed Bikeways & Trails Facility Plan is a Rank II Facility Plan, which means ...

- 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, 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.

The Plan includes a review of existing conditions and a needs analysis, which identified difficult or problematic 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.

The recommendations in this plan will guide future local investment in the bikeways and trails system, including new facilities, facility improvements, maintenance, and education/outreach/enforcement /evaluation programs. The City will also be better able to apply for state and federal funds to implement projects identified in the plan.

BENEFITS OF BIKEWAYS & TRAILS

Bikeways and trails benefit our community in several ways.

Economic benefits include community building, improved personal health, reduced vehicle expense and traffic congestion. Property values may be higher for homes and businesses near trails and bikeways.

Traffic Improvements. Designated facilities enhance cyclist security and comfort. Trails and bikeways provide improved traffic flow for motorists.

Social Equity in Mobility. One third of Americans do not drive, so trails & bikeways provide mobility options.

Public Health. Bikeways and trails facilitate physical activity, decrease obesity and chronic diseases and enhance mental health.

Environmental/Natural & Cultural Resource Protection. Bikeways and trails create ways to preserve open space, reduce fossil fuel consumption, reduce emissions and improve air quality.

Quality of Life. Bikeways and trails attract new businesses, reduce neighborhood traffic and offer a variety of options for travel.

WHERE WE'VE BEEN / WHERE WE ARE

Albuquerque's early accomplishments include the development of 24 Miles of Bike Lanes and 39 Miles of Trails. In recent years, the City has tripled the extent of the system, including the addition of three Bicycle Boulevards and major trail projects such as the Gail Ryba Bridge, Bear Canyon Arroyo Bridge, Alameda underpass and four new North Diversion Channel Trail Underpasses. The chart below shows the growth of our system over the past 40 years.

BIKEWAYS & TRAILS	1974	1993	2000	2010	2014	TOTAL PROPOSED SYSTEM
Multi-Use Trails	0	39	55	161	177	520
Unpaved Trails	-	-	-	-	100	100
Bike Boulevards	0	0	0	6	6	14
Bike Lanes	0	24	48	170	203	359
Bike Routes	0	0	56	134	134	212
Total System Length	0	63	159	471	520*	1105
Total System (incl. unpaved)	-	-	-	-	620	1205
Grade-Separated Crossings	0	10	15	26	31	46

*The total system length in 2014 excludes unpaved trails.

WHERE WE ARE TODAY

The City of Albuquerque's bikeway and multi-use trail system is a combination of on-street facilities (bike routes, shared lanes, bike lanes, bicycle boulevards, and shoulders) and off-street facilities (paved multi-use trails, unpaved trails, and grade-separated crossings). The mileage of official bikeways and trail facilities in the City grew by almost 200% between the years 2000 and 2010 alone. As of 2014, there are over 620 miles of bikeways and trails, with approximately 55% on street bike facilities and 45% multi-use trails.

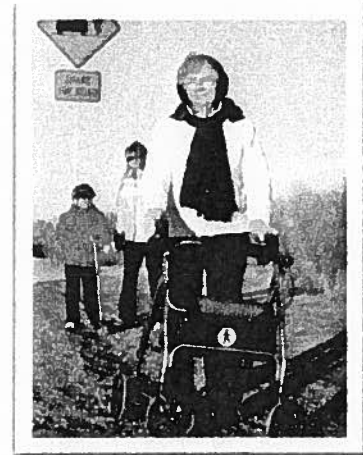
Generally speaking, the City's bikeway and multi-use trail system is coordinated by a team of City Departments:

- On-street facilities – Department of Municipal Development (DMD)
- Off-street facilities – Parks and Recreation Department
- Coordination – Planning Department

PLAN ORGANIZATION

PART I

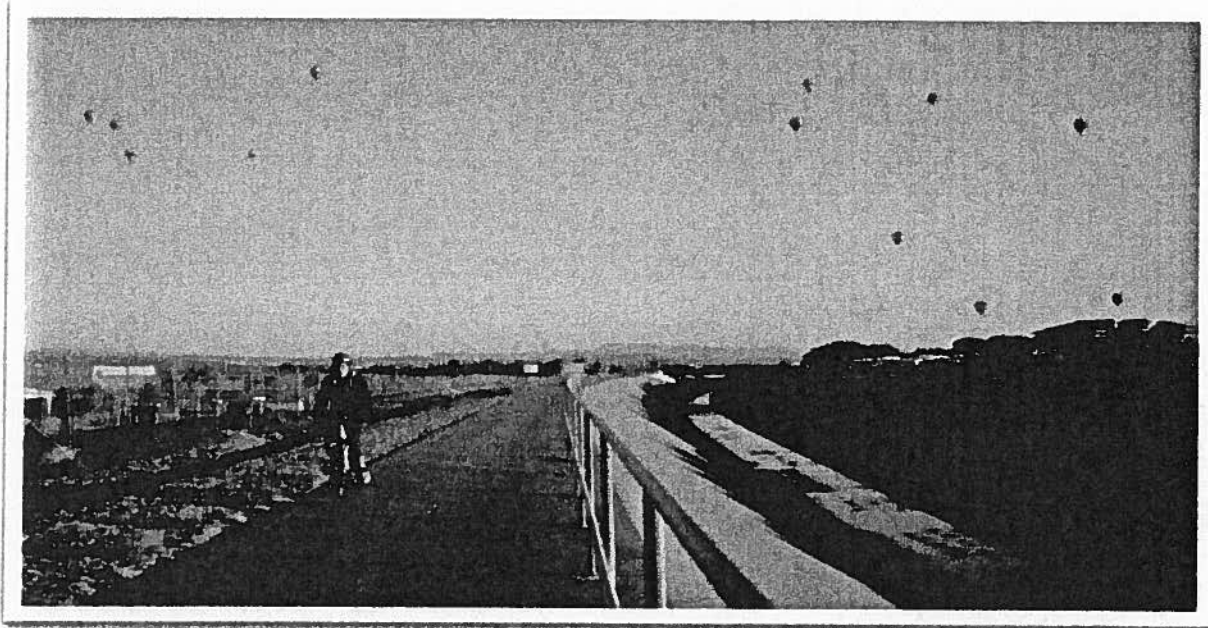
- **Chapter 1, Introduction**, provides a general orientation to the Plan, including its purpose, the benefits of investing in bikeways and trails, and an overview of the planning process.
- **Chapter 2, Planning and Policy Framework**, contains the Plan's vision, goals, and policies, as well as how the plan fits into the broader Planning and policy context.
- **Chapter 3, Existing Conditions & Current Issues**, provides an assessment of user needs and considerations for developing the bikeway & trail system. It also provides an overview of some of the current issues seen in the City.



PART II

- **Chapter 4, Recommended Network**, recommends capital projects for new facilities and enhancements for existing facilities.
- **Chapter 5, Recommended Programs**, reviews current programs and projects and recommends new efforts as resources and staff time allow.
- **Chapter 6, Implementation Strategies**, details administrative processes, legislative change recommendations, maintenance and operations recommendations, and monitoring and evaluation recommendations.
- **Chapter 7, Design Manual**, provides guidance and standards for the development of bikeways, trails, and related facilities such as wayfinding, end-of-trip facilities, and amenities.
- **The Appendices** include a list of all the proposed facilities that are shown in the Plan maps and additional technical data that informed the Plan content and recommendations.

PLANNING & POLICY FRAMEWORK



VISION

Our vision for the City's Bikeways and Trails Facility Plan is to provide access for cyclists, pedestrians, and trail users to all areas of Albuquerque to encourage cycling and walking as a viable transportation options and to provide recreation opportunities, which result in an improved quality of life in the Albuquerque Metropolitan Area.

GOALS

1. IMPROVE THE CYCLIST AND PEDESTRIAN EXPERIENCE.
2. DEVELOP A CONTINUOUS, INTERCONNECTED, AND COMPREHENSIVE SYSTEM OF BIKEWAYS AND TRAILS.
3. ENHANCE MAINTENANCE OF ALL BIKEWAYS AND TRAILS, AND IMPROVE MAINTENANCE STRATEGIES.
4. INCREASE USE OF THE BIKEWAY AND TRAILS NETWORK.
5. INCREASE PUBLIC AWARENESS AND EDUCATION RELATED TO BIKEWAYS AND TRAILS.
6. RECOGNIZE AND LEVERAGE THE BIKEWAY AND TRAIL NETWORK AS AN INTEGRAL PART OF ECONOMIC DEVELOPMENT AND QUALITY OF LIFE IN ALBUQUERQUE.
7. STREAMLINE ADMINISTRATIVE PRACTICES AND COORDINATION.

RELATIONSHIP TO OTHER PLANS

The Plan considers its relationship to other Plans, including city Plans & Policies, Regional and statewide Plans as well as Federal Policies & Programs

FUNDING

Projects and maintenance are provided by a variety of sources, including:

FEDERAL SOURCES

- Map-21

STATE SOURCES

- New Mexico Department of Transportation
- New Mexico Legislature

LOCAL SOURCES

- Capital Implementation Program (CIP)
- Gross Receipts Tax
- Land Development



NEEDS ASSESSMENT

The City's bikeways and trails, along with the grade-separated crossings, provide the City with a well-functioning recreation and non-motorized transportation system. However, the current system lacks continuity in some areas and has a number of barriers that are difficult to cross, such as the Rio Grande,

Downtown, the Big I, and major arterial streets.

Another major challenge of the system is the number of improvements needed to remedy facilities that are deficient in relation to the design criteria.

The Needs Assessment presents an overview of the needs of trail users and bicyclists in Albuquerque.

This analysis provides a summary of trail and bikeway user volumes and behaviors; discusses public input gathered through an online survey; and examines cyclist concerns by analyzing reported bicycle crash data. Currently, no comparable data is collected for trail users specifically. Three GIS-based, geographic analytical tools were used to determine the quality and

connectedness of the existing bikeway system. In total, three analytical methods were used to evaluate the existing bikeways and trails facilities, and five methods apply specifically to bicycle use.



This information was used in conjunction with field visits, input gathered at public meetings, stakeholder interviews, and analysis of the existing bikeways and multi-use trail system to form future project recommendations. Some of the data is being monitored and updated, for example, MRCOG updates the bikeway and trail user count data on an ongoing basis. Adequately understanding user needs enables system planners and policy-makers to develop cost-effective solutions for improving the region's bikeway and trail system.

RECOMMENDATIONS & IMPLEMENTATION APPROACH

The Bikeways & Trails Facility Plan provides three types of recommendations:

PROPOSED CAPITAL IMPROVEMENTS:

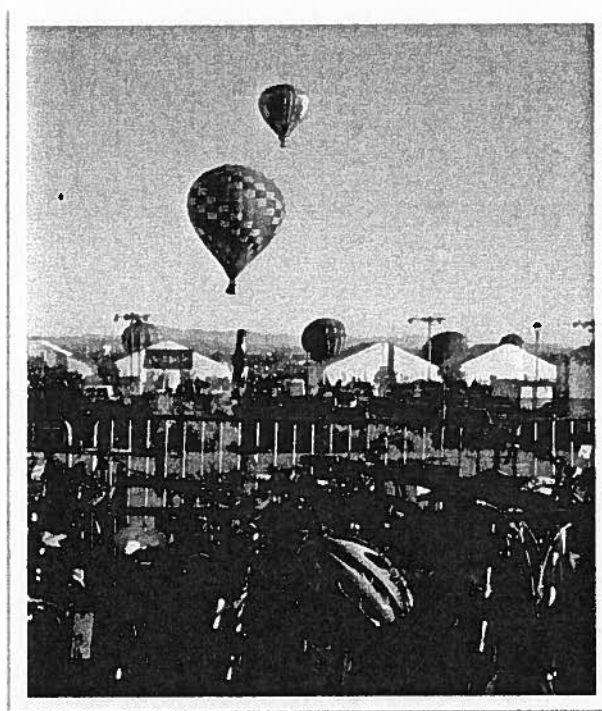
The bikeways and trail map guides future facility improvements. Recommendations are also made for end-of-trip facilities, intersection improvements, and specific gap closures that were identified as priority projects. It is anticipated that a major portion of the multi-use trails capital funding will be allocated to existing trail renovation: for basic upkeep; for implementation of accessibility improvements; to address areas of high use/user conflicts; and in projects that result in more well-maintained trail corridors.

PROGRAMS:

The plan provides a review of existing programs to expand and continue, as well as new programs recommended for additional outreach, education, training, and awareness. To address advisory committees concerns related to the effectiveness of how the City Departments responsible for developing and managing the system coordinate with each other, with other jurisdictions and agencies, and effectively utilize public input. This plan suggests changes to improve organization of these activities.

POLICY CHANGES:

The plan proposes changes to adopted state and local policy to improve the system network and law enforcement of on-street bicycling facilities. This plan also proposes design guidelines to address on-street facilities, multi-use trails, way-finding treatments, and end-of-trip facilities, as well as improved procedures for design review. Policy recommendations are made to incorporate improved maintenance of the facilities. Design guidelines address on-street facilities, multi-use trails, way-finding treatments, and end-of-trip facilities.



FREQUENTLY ASKED QUESTIONS

WHAT DOES THE PLAN SAY ABOUT IMPROVING CONDITIONS FOR CYCLISTS AND TRAIL USERS?

The League of American Bicyclist/Bicycle Friendly Community Program (BFC) has recognized Albuquerque as a city that welcomes cyclists by upgrading the accommodation for cyclists and encouraging people to bike for transportation and recreation.

In 2005 the City of Albuquerque was recognized with the Bronze level award and is one of three cities in New Mexico recognized as a Bicycle Friendly Community (Santa Fe—Silver, Las Cruces—Bronze). The City maintains the Bronze standing as of 2014.

To be considered a Bicycle Friendly Community the City had to submit an audit of the **five E's**: **engineering, education, encouragement, enforcement, and evaluation** efforts. This inquiry is designed to yield a comprehensive picture of the community's work to promote bicycling.

The City would like to become a Silver Level Bicycle Friendly Community and focuses on these same criteria to identify areas that Albuquerque can improve upon, or begin collecting data to improve our standing in future years. Chapter 3 of the Plan looks at existing conditions and current issues; Chapter 4 outlines the recommended network and Chapter 5 makes recommendations for Enhancement, Education, & Encouragement Programs.



WHAT DOES THE PLAN SAY ABOUT IMPROVING MAINTENANCE OF THESE FACILITIES?

Facilities are primarily maintained by the City's Parks and Recreation and Municipal Development Department staff, in conjunction with Bernalillo County crews. As the network of bikeways and trails grows, the need for funding for smart maintenance is needed.

Best management practices include:

- Yearly evaluation to address items such as crack repair, sign replacement, painting, repairs (fencing, gates, benches, etc.) drain clearing and facility evaluation.
- Regular maintenance: Weed control (spraying and manual), mowing, sweeping, pruning, trash removal, empty trash cans and dog waste dispensers.
- As needed: Flood or rain damage repair (silt clean-up, culvert clean out, etc.), bollard repair, graffiti removal, snow/ice removal, irrigation repairs, other immediate issues.

The Plan proposes pilot projects along the trails to maintain or establish native vegetation to combat goat head weeds; crack repairs and annual sweeping of all bicycle lanes as budgets allow.

Funding is always an issue, as our system grows and there aren't always the resources to maintain these facilities. Collaboration is important to make the best use of resources. Establishing a maintenance schedule for regular, periodic and occasional activities will help keep maintenance in check, as will

implementation of an automated work order system to track issues and serve users. Volunteers and other workers can be helpful for routine maintenance or preparing for special events.

WHAT DOES THE PLAN SAY ABOUT GETTING THE COMMUNITY MORE INVOLVED IN MAKING THE SYSTEM BETTER?

The Greater Albuquerque Bicycling Advisory Committee (GABAC) and Greater Albuquerque Recreational Trails Committee (GARTC) are two advisory committees for the City who often weigh in on projects and provide other guidance to city staff.

Regularly check with the Mayor's Office to see if there are vacancies on these committees. In addition, there are opportunities to volunteer with the Parks & Recreation Department for "Adopt a trail", Open Space Volunteers programs and others.

As a user of the system, you are our eyes and ears. Please call 311 to report maintenance needs or visit the city website at www.cabq.gov to learn more.



WHAT ARE THE OPTIONS FOR ADVISORY GROUP STRUCTURE TO BEST ADVISE THE CITY ON BIKEWAYS AND TRAILS PROGRAMS AND PROJECTS?

In updating this Plan, the City considered the current structure of two advisory committees for bikeways and trails – the Greater Albuquerque Bicycling Advisory Committee (GABAC) and the Greater Albuquerque Recreational Trails Committee (GARTC). While the two-committee structure allows multiple perspectives regarding the on-street vs. off-street system, there has been overlap in the committees, which requires both Parks & Recreation (P&R) and Department of Municipal Development (DMD) staff to be engaged in issues concerning the paved trails, which are of mutual interest to both committees.

The following options are discussed in the Plan:

- **Status quo - two Committees:** Continue with two committees – GABAC/GARTC – staffed by DMD/P&R. Ideas that may improve the process:
- **Albuquerque Bike and Pedestrian Advisory Committee:** Create one committee with representation by geographic regions that reflect the diversity of the community – age, gender, type of travel, and other special interest as appropriate.
- **City/County Bike, Pedestrian and Trails Advisory Committee:** Create one committee that represents the City/County or Albuquerque Metropolitan Planning Area. Work could be done by subcommittees, somewhat independently of staff, to address particular areas of emphasis and by a strong executive committee.

WHAT IS THE PROCESS FOR MAKING THAT CHANGE? (AND WHY AREN'T WE DOING THAT NOW?)

The Plan considers options that might make the best use of city resources and also provide more clarity in the direction and function of the groups. The Plan considers these options but makes no changes to the committee structure. Such an action would require City Council direction.



HOW CAN THE COMMUNITY FIND OUT MORE ABOUT PROJECTS THAT ARE HAPPENING NOW AND PROVIDE EARLY INPUT INTO THE SELECTION OF FUTURE PROJECTS?

We have multiple departments working on bikeways and trails projects. We currently don't have a 'One-Stop Shop' for this information. We are currently considering other ways to get the word out, outreach to local bike clubs, newsletters or more frequent web updates.

In the meantime, check the GABAC/GARTC web pages for posted agendas and minutes. The public is welcome to attend these and other City open meetings. Public meetings are often advertised in the newspaper and also to stakeholders in a particular project area.

Other initiatives by the City Council (such as Jeff Speck) have many opportunities for the public to get involved. Please visit the Council website at <http://www.cabq.gov/council/> for periodic updates.

To provide input into the draft Bikeways & Trails Facility Plan please email Carrie Barkhurst at kcbarhurst@cabq.gov visit an EPC, LUPZ or City Council hearing.

WHAT DOES THE PLAN SAY ABOUT MORE MODERN DESIGNS THAT ARE BEING BUILT IN OTHER CITIES – SUCH AS HAWK CROSSING LIGHTS, PROTECTED BIKE LANES, CYCLE TRACKS, ETC.?

The Plan does consider some of these newer designs and systems. In moving forward, future studies will be required. As a City we have to take a systematic city-wide approach to ensure that all of those concerns are addressed.

As emerging trends are identified and/or funding becomes available, we may consider pilot projects or temporary installations as tests before full investment in new facilities.

There is also a need to educate people about new measures and to evaluate installations of any innovative techniques to make sure they are acceptable and effective.

WILL THE CITY'S BIKEWAYS & TRAIL SYSTEM LOOK COMPLETELY DIFFERENT ONCE THE PLAN IS ADOPTED?

The plan proposes to maintain and selectively upgrade existing facilities over time and to complete gaps in the existing system that prevent people from getting where they want to go on a facility that meets their needs. For example, a trail connection can fill a gap in a route for a cyclist, but a bike lane is not a substitute facility for a gap in the trail network. Similarly, some cyclists may be comfortable using a bicycle lane, but are unsure how to navigate a stretch along a corridor where the bike lane disappears and becomes a bike route. The proposed plan identifies these locations that need investigation and investment to close the gaps in the system.

This plan sets policy direction for future investments in the system, but it does not allocate any additional funding to implement the proposed projects. The City will continue to build and maintain our bikeways and trails at a similar level to what has happened in the past.



NEXT STEPS

The Plan has been presented to the Environmental Planning Commission (EPC) on September 4, 2014, and will be heard again in October. If the EPC chooses to recommend the Plan for consideration by the City Council, those meetings will follow.

FOR MORE INFORMATION, PLEASE VISIT WWW.CABQ.GOV/PLANNING

Bikeways & Trails Facility Planning Process

July 2014



Project Overview

Since 2008 the City of Albuquerque has been working on updating and unifying the City's two bicycle planning documents, the *Trails and Bikeways Facility Plan* (TBFP), 1993, and the *Albuquerque Comprehensive On-Street Bicycle Plan* (COSBP), 2000, in order to develop a consolidated approach to developing and managing the system. Information gathered throughout the planning process was used to assess the current system in order to make recommendations for new facilities, administration processes, education and outreach programs, and develop an implementation approach and design standards.

Vision

The City of Albuquerque envisions an interconnected system of bikeways and trails that support active transportation and recreation. Such a network would become an integral part of the City's Parks, Open Space and Trails system, allowing people of all ages and abilities to experience the city using active transportation, such as walking, biking, or skating. Ultimately, the city aims to increase the numbers of shopping, dining, school, and recreational trips made via bikeways and trails in order to improve public health, air quality, congestion management, and quality of life for residents of Albuquerque.

Approach

The Bikeways and Trails Facility Plan hopes to accomplish this vision through the following goals:

- Improve bicycle and pedestrian safety.
- Develop a continuous, interconnected, and comprehensive system of bikeways and trails.
- Enhance maintenance of all bikeways and trails.
- Increase public awareness and education related to bikeways and trails.
- Recognize and leverage the bikeway and trail network as an integral part of economic development and quality of life in Albuquerque.
- Streamline administrative practices and coordination.

Implementation

Achieving the goals of the Bikeways & Trails Facility Plan requires the coordination of staff time with available funding and public input. While the City of Albuquerque can directly implement infrastructure investments, implementation of education, outreach, enforcement, and evaluation programs will necessarily involve numerous community partners. This plan addresses implementation strategies that look to administrative organization & coordination, legislative recommendations, maintenance & operations recommendations, funding options and monitoring & evaluation of the system.

Barkhurst, Kathryn Carrie

From: Barkhurst, Kathryn Carrie
Sent: Wednesday, July 02, 2014 10:54 AM
To: Conrad, Matthew A.; Cloud, Jack W.; Brito, Russell D.; Dicome, Kym; Gould, Maggie S.; Renz-Whitmore, Mikaela J.; Rivera, John G.; Rumpf, Linda; Morris, Petra; Metro, Kristal D.; Lewis, James L.; Dumont, Carol S. (cdumont@cabq.gov); Mackenzie, John; Bauman, Debbie; Kline, Lawrence S.; Webb, Andrew; Moretto, Paul A.; Jacobi, Jenica L; nancy.perea@state.nm.us; Lynn Mazur; Richard Meadows; 'jbarney@bernco.gov'; 'yasmeen@mrgcd.us'
Subject: Bikeway & Trail Facility Plan Update
Attachments: BTFP_WholeDocument_62714.docx
Categories: Important

Good morning,

As you may know, the City has been in the process of consolidating and updating the *Trails & Bikeways Facility Plan* (1993) and the *Comprehensive On-Street Bicycle Plan* (2000) since 2009. Attached is an electronic copy of the Draft—for your information, review and comment. A hard copy is being sent to you as well, or you can access more information at the Bikeway & Trail Facility Plan [website](#).

This distribution list includes relevant City departments as well as a select few partners that are critical for the success of the bikeways & trails system. We highly value your input and insights on this Draft Plan.

We aim to submit for EPC review on July 31st, at which time the full agency distribution list will receive another review copy. I wanted to make sure that all the key stakeholders had a chance to review the document prior to beginning the official adoption process. If you would like any comments addressed prior to EPC submittal, please be in contact with me about them by Wednesday 7/16.

Thanks in advance!

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



City of Albuquerque

Planning Department

Richard J. Berry, Mayor

Interoffice Memorandum

August 14, 2014

To: EPC Commissioners

From: Carrie Barkhurst, UDD/Long Range, 924-3879, kcbarkhurst@cabq.gov

cc: Kym Dicome, UDD/Current Planning Manager
Russell Brito, UDD Manager

Subject: Bikeways & Trails Facility Plan, Project #1008887

Please find attached the August 2014 EPC Draft of the Bikeways & Trails Facility Plan for your review and recommendation to the City Council. The case is scheduled for a **Special Hearing on Thursday, September 4th at 3:30 PM** (after that day's Study Session). We are providing the document now to give you more time to read through it; the staff report will be available one week prior to the hearing on August 28th.

The Plan is intended to replace the Rank II Trails & Bikeways Facility Plan adopted in 1993 and the Comprehensive On-Street Bikeways Plan adopted in 2000. It contains goals, policies, and a proposed facilities map that guide the development of future bikeways and trails and the maintenance of existing facilities. It also recommends various programs to increase awareness and use of bikeways and trails, education efforts for cyclists and motorists to increase safe and predictable driving (of bikes and cars), and encouragement programs. Finally, the Facility Plan includes detailed Design Standards and Guidelines for bicycle lanes, bicycle boulevards, and multi-use trails.

Please note the Planning Department's project webpage: www.cabq.gov/planning/residents/sector-development-plan-updates/bikeways-trails-facility-plan/

This page has an overview presentation that summarizes the plan content, as well as the plan in electronic format. There is also an interactive map with all of the proposed and existing bikeways and trails. Follow the link to a page with instructions to toggle on and off various layers, such as parks, school districts, and activity centers. Finally, the page has links to the two current plans and other relevant background information.

If you would like to communicate with me or other City staff about the substance of the Plan before the hearing, please do so by email per the EPC's Rules of Conduct (see p. 5, C.3, paragraph three). Note that any such communication will be made part of the public record of the case.

Members of the Environmental Planning Commission:

These summary comments from the Greater Albuquerque Recreational Trails committee, GARTC, are best understood within the context of the GARTC membership. The membership is dictated by the enabling legislation for GARTC. The members represent - Pedestrians and Hikers, Physically Challenged, Equestrians, Off-Road Bicyclists (Mountain Bicyclists), Runners and Joggers, Active Elderly, an East At Large Representative, and a West At Large Representative. Six of the GARTC members represent special interests, while two represent major populations geographically of the COA.

The GARTC representatives expressed their concerns over the TBFP content in three major areas:

1. The TBFP is primarily a plan for cyclists, and offers little for trail patrons. Trail projects and discussion is limited to less than 10% of the total plan.
2. GARTC passed a resolution unanimously opposing a "one committee" structure that combines GARTC with GABAC and other interests. GARTC has unique reasons for having the composition it has, and the recreational use of trails is substantively different from the use of bikeways.
3. The COA is currently involved in a city-wide self-evaluation and transition plan development to meet the requirements of the ADA. P&R as well as DMD will be evolving transition plans for equal access to facilities by persons having disabilities. The current TBFP does not acknowledge this reality or its impact on future projects. This places the TBFP on a collision course with the transition plans and the requirements of Federal law. The TBFP does not address informational needs, such as equal access to maps, signage, etc., and does not offer any plan or plan process for meeting these provisions of the Americans with Disabilities Act.

To address each point more specifically, a simplistic word analysis is informative. These key words appear with this frequency within the first six chapters of the TBFP:

bicycle 596

cyclist 218

bicycles 46

equestrians 16

horse 6
pedestrian 112
skaters 7
runners 6
walker(s) 6
wheelchair(s) 4
joggers 3
strollers 3
persons with disabilities 1
ADA 11 (6 in one paragraph)
disability 1
elderly 0

When trails are discussed, they are discussed within the context of use by cyclists more than by the constituencies of the GARTC. GARTC members expressed frustration with "Trails" being a part of the title of the TBFP, but such a small part of the plan. Most of the TBFP is by content, outside of the GARTC mission. The title infers that trails and trail patrons, are represented equitably. The plan presentation makes it clear that this is not the case.

The TBFP is likely realistic in stating that funding limitations mean that possibly only 20-30 projects can be completed in the next 10 years. Of those, trails are a minor component, whether counted by project, or cost.

GARTC was created to give a voice to minority interests that would otherwise not be heard if submerged within a larger sampling methodology. For example, community meetings, or at large representatives from communities within the COA. The COA intended to amplify these voices in order to encourage and promote trail use by these important minority interests. GARTC members feel that combining GARTC into a larger committee structure risks missing the distinct difference between trail use for recreation and the utilitarian use of trails as transportation corridors. Any weekend use of trails is a convincing testimony as to the importance of the trails as recreational facilities. The lack of data with regard to the greater use of trails as recreation should not obscure the fact that cyclists are only one component of the trail patrons using trails for recreation. While it is understandable that a plan must be written with the data a planner has rather than data one wishes one had--the focus on cyclist data without an acknowledgement of how this biases the TBFP is an unfortunate oversight.

GARTC members are concerned that the TBFP fails to define a process for including the transition plans of the COA into the TBFP. These transition plans are a mandate of the

Americans with Disabilities Act. Currently, self-evaluations are being conducted by P&R and will shortly be conducted by the DMD. The output of these self-evaluations is to create a transition plan that must update annually and define how each department is to remove barriers to facility use. While the transition plans are far more comprehensive than trail use, access to trails and recreational facilities remain a major component, as well as access to information about trails and trail opportunities. This includes the provision of maps and interactive maps in alternate forms--auditory, tactile, and digital. The COA has at present, neglected this provision of the ADA.

The COA has a robust and growing elderly population. The prevailing medical opinion is that the only way to mitigate healthcare costs over the next decades is to encourage exercise. This means recreation for elderly persons, such as walking. It is recommended that at least 30 minutes a day, or 150 minutes a week be spent walking or participating in other recreational activities. With obesity being a present epidemic, the COA needs to promote the recreational use of trails to gain the benefits of a healthier population. The current TBFP acknowledges this in passing, but fails to integrate these essential facts into the plan as designs and opportunities to be promoted.

The TBFP acknowledges that the major growth of the COA is to the west, and that facilities on the west lag far behind those on the east side of the COA. This imbalance is preserved by the current TBFP.

While there are many pages of staff and community comment, these comments are not organized, nor do they have a context. The homogenization of comments fails to justify the current project priorities and distribution. While cyclist have studies representing needs and priorities, there are no such justifications for any constituency population represented on GARTC. No data is presented that indicates that any GARTC input made any difference in major aspects of the TBFP. The process and mechanism by which projects are defined, selected, and prioritized remains unconvincing to GARTC and the public as represented in GARTC constituencies.

Members of GARTC

Barkhurst, Kathryn Carrie

From: SCOTT HALE <scott_hale@me.com>
Sent: Wednesday, October 01, 2014 12:09 PM
To: Barkhurst, Kathryn Carrie
Subject: This needs to be included with EPC Packet since we included LAB Recommendations
Attachments: BFC_Fall_2012_AlbuquerqueNM.pdf

Scott Hale
scott_hale@me.com
505.301.9083



BFC_Fall_2012 Submitted by Jim Arrowsmith on 2012-07-20 21:12:44

Name of Community

Name of Community

Albuquerque

State

NM

Mayor or top elected official (include title)

Richard J. Berry, Mayor

Phone

505-768-2680

Email

jarrowsmith@cabq.gov

Address

400 Marquette NW, Albuquerque, NM 87104

Website

cabq.gov

Applicant Profile

Applicant Name

Jim Arrowsmith

Title

Bicycle Program Planner

Department

Municipal Development

Employer

City of Albuquerque

Address

400 Marquette NW

City

Albuquerque

State

NM

Zip

84104

Phone

505-768-2680

Email

jarrowsmith@cabq.gov

Are you the Bicycle Program Manager?

Yes

If no, does your community have a Bicycle Program Manager?

Yes

What is the Bicycle Program Manager's contact information?

Community Profile

1. Type of Jurisdiction

Town/City/Municipality

2. For purposes of comparison, would you describe your community as largely

urban

3. Climate Average daytime temperature (in °F)

January

47

April

70

July

92

October

71

Average precipitation (in inches)

January

0.5

April

0.5

July

1.5

October

0.8

4. Size of community (in sq. mi.)

Total area

187

Water area

Land area

187

5. Total Population

565,000

5a. Student population (during semester)

10-25%

6. Population Density (Person per sq. mi. of land area)

3022

7. Median Household Income

44,594

8. Age distribution (in percent)



Under 5
17.5
Age 5-17
10.0
Age 18-64
60.5
Age 65+
12.0
Totals (should equal 100)
100.0

9. Race (In percent)

White
42.1
Black or African American
2.7
American Indian and Alaska Native
3.8
Asian
2.5
Native Hawaiian and Other Pacific Islander
0.1
Some other race
0.2
Two or more races
1.9
Totals (should equal 100)
100

Hispanic or Latino (of any race)
46.7

10. How many government employees (including the Bicycle Program Manager), expressed in full-time equivalents, work on bicycle issues in your community?

11

11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?
76-100%

12. Do you have a Bicycle Advisory Committee?
Yes

12a. How often does it meet?
Monthly or more frequently

12b. How many members serve on the committee?
9

12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? Check all that apply.
User Group, Law Enforcement, Transportation Department, Parks Department, Recreation Department

12d. Name and email of Bicycle Advisory Committee Chair
Don Simonson, dons87111@yahoo.com


13. List all bicycle advocacy groups in your community
BikeABQ Bicycle Coalition of NM NM Wheelmen

13a. List the name and email of the primary contact for the bicycle advocacy community
David Candelaria, dcandelaria@me.com

13b. Do you contract with any advocacy groups for services or programs? Check all that apply.
Paid

13c. List all advocacy groups that are working with you on this application.
BikeABQ

14. What are the primary reasons your community has invested in bicycling? Check all that apply.

Improved quality of life, Improving public health, Community connectivity, Transportation options, Climate change/environmental stewardship concerns, Decrease traffic congestion, Increase tourism, Increase property values, Cooperation with adjacent communities, Public demand, Economic development, Support Smart Growth  or other growth management goals, Traffic and bicycle/pedestrian safety, Meet local or state requirements

15. What was your community's most significant achievement for bicycling in the past year? (500 word limit)

A series of four grade separated crossings (\$3.3 million) along a central bicycle corridor (the North Diversion Channel Trail) that creates eight uninterrupted miles of travel and extends from the Balloon Fiesta Park at the northern city limit to the UNM campus. A bicycle/pedestrian bridge currently under construction over I-25 (\$4.6 million) and an associated trail will connect to this trail and provide a link between neighborhoods in the northeast part of the city and employment centers located along the central corridor and north and south parts of the city. An additional trail provides a link to the city's most popular trail, The Paseo del Bosque trail, which provides 16 miles of uninterrupted travel and extends from the very north end of the city to the very south with bicycle accessible crossings at all seven bridges over the Rio Grande including the two year old Gail Ryba Memorial Bridge (\$3.8 million), a bicycle/pedestrian at I-40.

16. What specific improvements do you have planned for bicycling in the following year? (250 word limit)

The city will be designing a number of projects that will include bikeway in 2013. The most notable will be approximately five miles of bikeways along University Boulevard extending from Rio Bravo Boulevard to the south to Lomas Boulevard to the north.

Engineering

17. Does your community currently have any of the following policies in place? Check all that apply.
Local bicycle accommodation policy 

17a. When was it adopted?
2000

17b. Provide a link or attach a copy of this legislation or policy
<http://www.cabq.gov/planning/publications/pdf/ABQcomprehensiveonstreetbicycleplan.pdf>

18c. What tools are in place to ensure implementation? Check all that apply.
Implementation guidance, Design manual, Oversight by Bicycle Program Manager, Implementation checklist

19. Does your community currently have any of the following additional policies in place? Check all that apply.
Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project

20. How do you ensure your engineers and planners accommodate bicyclists according to AASHTO, MUTCD and NACTO standards? (Check all that apply.)
Send staff to bicycle-specific conferences/training, APBP webinars, Adopted local design manual

21. Which of the following significant physical barriers to cycling exist in your community? Check all that apply.
Major highways, Bridges that are inaccessible or unsafe for cyclists, Large body of water (e.g. river), Railroad corridors

22. How do you ensure that there are end-of-trip facilities for bicyclists? Check all that apply.
Bike parking ordinance for existing buildings specifying amount and location, Bike parking ordinance for all new developments specifying amount and location

23. Do your standards for bike parking conform with APBP guidelines?
No

24. What is the total number of bike parking spaces in your community?

191



24a. What percentage of bike racks conform with APBP guidelines?

51-75%

24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:

Bike lockers

6-15%

Parking spaces in bike depots (i.e. Bikestation)

1-5%

Parking spaces in bike corrals (on-street bike parking)

None

25. Approximately what percentage of the following locations has bike racks or storage units?

Public and private schools

76-90%

Higher Education Institutions

76-90%

Libraries

76-90%

Transit stations and major bus stops

51-75%

Parks & recreation centers

76-90%

Other government owned buildings and facilities

76-90%

Event venues (e.g. convention center, movie complex)

76-90%

Office buildings

76-90%

Retail stores

76-90%

Multi-family housing

76-90%

Public housing

76-90%

26. Does your community have transit service?

Yes

26a. What percentage of buses are equipped with bike racks?

more than 75%

26b. Are bikes allowed inside transit vehicles?

Yes

27. What is the mileage of the existing off-road bicycle network within your community?

There is a system of paved multi-use trails throughout the city that totals 165 miles.

27a. How many miles of the following off-road bicycle accommodations do you have? Answer all that apply (in centerline miles)

Paved shared use paths (?10feet)

165 miles

Natural surface shared use paths (?10feet)

A system of irrigation ditches, drainage canals, arroyo maintenance roads, and single track trails in open spaces provide approximately 200 miles of informal bicycle accessibility.

Singletrack

60 miles

27b. What percentage of natural surface trails and singletrack are open to bicyclists?

76-99%

27c. What are the exceptions? (100 word limit)

Bicycle accessibility is often prohibited in wilderness areas outside of the city's jurisdiction.

28. What is the centerline mileage of your road network?

2,210

28a. What is the street network density of your road network? (miles of road per sq. mi. of land area)

10.1 - 15.0

28b. What percentage of roads has posted speeds of 25mph and lower?

76-90%

28c. What percentage of the existing on-street bicycle network meets or exceeds AASHTO, MUTCD and NACTO standards?

76-90%

28d. List your existing on-road bicycle accommodations that meet or exceed AASHTO, MUTCD and NACTO standards. Answer all that apply (in centerline miles)

Conventional bike lanes (ridable surface ?4feet)

175

Shared lane markings

10

Contra-flow bike lanes

Protected or buffered bike lanes (one-way)

Protected or buffered bike lanes (two-way)

Raised cycle tracks

Left-side bike lanes

Bike boulevards

6

Signed bike routes

135

29. What other ways have you improved conditions for bicyclists? Check all that apply.

Road diets, Speed limits 20 mph or less on residential streets, Bike cut-throughs, Way-finding signage with distance and/or time information, Bike/pedestrian overpasses/underpasses



30. What percentage of arterial streets has dedicated space for cyclists (e.g. bike lanes, paved shoulders 74feet, cycle tracks, etc)?

31. Which of the following broader transportation policies and programs are in place in your community? Check all that apply.

Paid public parking, Shared-parking allowances

32. What maintenance policies or programs ensure the on-street bicycle network (including shoulders) remains usable and safe? Select all that apply.

32a. Street sweeping

Same time as other travel lanes

32b. Snow clearance

Same time as other travel lanes

32c. Pothole maintenance

Within 24 hours of complaint

32d. Describe any other maintenance policies or programs for the on-street bicycle network (including shoulders). (100 word limit)

A street sweeper has been designated for streets with bikeways. This street sweeper operates on a regular schedule and also responds to specific maintenance requests.

33. What maintenance policies or programs ensure the off-street bicycle network remains usable and safe? Select all that apply.

33a. Path sweeping

Weekly

33b. Vegetation maintenance

Quarterly

33c. Snow clearance

Before roadways

33d. Surface repair

Within one week of complaint

33e. Describe any other maintenance policies or programs for the off-street bicycle network. (100 word limit)

Regular scheduled paved trail maintenance. Several not-for-profit groups regularly volunteer and organize maintenance of MTB trails, which are also facilitated by local governmental agencies in many large areas of Open Space land.

34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners? Check all that apply.

Online reporting, Hotline, Monthly meeting, Other

If other, describe (100 word limit)

A 311 call center. Albuquerque has a fast and efficient online communication network, through local not-for-profit groups BikeABQ and Duke City Wheelmen, which informs the bike community of public comment opportunities on infrastructure that could affect bicycling. City planners and engineers are diligent about communicating with these groups. Albuquerque has two established citizen advisory groups to the mayor, the Greater Albuquerque Bicycling Advisory Committee (GABAC) and the Greater Albuquerque Recreational Trails Committee (GARTC).

35. How do you accommodate cyclists at intersections in your community? Check all that apply.

Demand activated signals with loop detector (and marking) or bike accessible push-button, Video or microwave detection, Advance stop line or Bike Box, Path

crossing with high visibility markings or signs

36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment (e.g. human-scale building design guidelines, mixed-use zoning, public restrooms, etc). (500 word limit)

Benches, shade structures, water fountains, air stations at various locations around the city. The worlds largest covered BMX track (Duke City BMX), bike lockers at various city facilities and employment centers, bike racks installed along sidewalks in some commercial corridors. Wayfinding on some multi-use trails and bicycle boulevards.

Education

37. What percentage of schools in your jurisdiction participates in Safe Routes to School programs (or similar programs) that include bicycle education?

Elementary

75-90%

Middle School

76-90%

High School

1-25%

38. Outside of schools, how are children taught safe cycling skills? Check all that apply.

Youth bike clubs, Bike clinics or rodeos, Youth recreation programs, Helmet fit seminars, Trail riding classes, Other

If other, describe (250 word limit)

Flat repair and safety education is provided to several Boy Scout Troops. Bicycle traffic laws and awareness is conducted at eight driver education schools averaging 30 classes per year.

39. Do you have a ticket diversion program? Check all that apply.

No

40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? Check all that apply.

Public service announcements, Share the Road educational videos on community website/TV channel, Community newsletter/magazine article, Information in new resident packet, Newspaper column/blog on bicycling, Dedicated bike page on community website, Billboards, Share the Road Signs, Share the Road information in driver's education, Other

If other, describe (250 word limit)

The City of Albuquerque's Bicycle Safety and Education Program reaches over 10,000 youth and over 1,000 adults annually. The city creates, prints and provides bicycle maps to the public free of charge. Approximately 60,000 maps are distributed per year. Defensive driving and share the road presentations reach approximately 2000 people per year.

41. In your community, how often are the following classes offered annually? Answer all that apply (In numbers)

Traffic Skills 101 classes or equivalent (including classroom and on-bike instruction)

4

Cycling Skills classes (three to four hour classroom training courses)

4

Commuter classes (one to two hour classes)

8

Bicycle maintenance classes or workshops

8

42. Do you offer regular Smart Cycling courses for your city engineers and planners that include on-bike instruction and in-traffic cycling?

No

43. Has your community hosted a League Cycling Instructor seminar in the past two years?

Yes

43a. How many League Cycling Instructors are there in your community?

18

43b. List League Cycling instructors that have taught at least one class during the past 12 months. (250 word limit)

Julian Butt, Clay Campbell, Chuck Malagodi, Paul Walton, Tammy Schure, Wes Young



44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists? Check all that apply.

City staff, Transit operators

45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations, particularly seniors, minorities, non-English speakers and the disabled. (250 word limit)

Many of the 10,000 youth, in over 70 elementary schools are predominantly hispanic and from lower-income homes. Over 500 helmets are distributed annually to youth of low-income families. A partnership with a local not-for-profit organization facilitates distributing bicycles to underprivileged children and educating them in traffic skills class. A fully supported bicycle ride including transportation to White Sands National Monument for the bi-annual Moonlight Bike Ride, for senior citizens. Traffic Skills classes provided for senior citizens.

46. Describe any other education efforts in your community that promote safe cycling. (500 word limit)

Bike Education information distributed at Bike to Work Day events. All traffic laws and basic bicycle skills information is included on the city bike map. Albuquerque Bike Safety E-Newsletter is published every two months by the Bicycle Safety Education program with a wide distribution. A rewards program is in place with 10 participating bicycle shops and the City Bicycle Safety and Education Program, where customers purchasing new bicycles get 10 percent off the cost of a bike safety class and 10 percent off non-sale parts and accessories at the shop, after attending bike safety class. Consolidated existing on-line resources into a one-stop Albuquerque Bicycling website. The website provides statewide information. The web site is BikeHubNM.com.

Encouragement

47. How do you promote National Bike Month/your own dedicated Bike Month? Check all that apply.

Official Proclamation, Community Rides, Public Service Announcements, Videos promoting bicycling on community website/TV channel, Bike Month Website, Bike Commuter energizer stations/breakfasts, Mentoring program for new riders, Bike valet parking at events, Bike to School Day, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)

47a. What percentage of the population participate in Bike Month events?

6-10%

47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes

If yes, describe (500 word limit)

Bike to Work Day events are typically promoted by TV and radio psa, ads and articles in local news papers and magazines, and through partnerships with local advocacy groups.

47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?

51-75%

48. How do you promote bicycling outside of your official Bike Month? Check all that apply.

Community and charity rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Triathlons and bicycle races, Mentoring program for new riders, Bike valet parking at events, Bike to School Day, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)

49. List the signature cycling events that occur in your community. (500 word limit)

The Albuquerque Century includes a variety of distances including 100 miles, a metric century (65 miles), 50 miles, and 12 miles. The event is hosted by the American Diabetes Association. BikeABQ Bike Swap (BikeABQ). Ride of Silence (Duke City Wheelmen). Tour of the Rio Grande Valley ride (Bicycle Coalition of NM). Can You See Us Now ride (Duke City Wheelmen). Day of the Tread ride (United Health Care).

49a. How does the municipality sponsor or actively support these events?

Contribute in-kind funding (i.e. police presence, closing roads, etc)

50. Does your local tourism board promote bicycling in your area?

Yes

If yes, describe (250 word limit)

The Convention and Visitors Bureau provides Albuquerque Bicycle Maps upon request, bicycling is highlighted in promotional material, Bike Maps are included in relocation packets.

51. Are there cycling clubs in your community? Check all that apply.

Recreational bike clubs, Mountain bike clubs, Friends of the Trail groups, National Mountain Bike Patrol, Racing clubs or teams

51a. List the names of the clubs. (500 word limit)

Active Knowledge, Cafe Guisepppe, Duke City Wheelmen, FooMTB Club, High Desert Bicycles, New Mexico Spokettes Racing Team, New Mexico Touring Society, New Mexico Velosport, NM Adventure Racing Club, Nob Hill Velo, Oliv Rapido, Rio Grande Racing Team, Rio Cycling Club, Sport Systems Cycling Club, Sport Systems Mountain Top Cycling, UNM Bicycle Club, UNM Lobo Cycling Team Club, White Line Cycling Club, Women Riding Well.

52. How many specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

25

52a. List their names. (250 word limit)

Bike Coop LTD, Bikes Plus, Bike Smith, Bike Works, Bike World (3 locations), Cycle Cave, Fat Tire Cycles, Fixed and Free, Gold Avenue Bicycle Company, Hawks Tri-Cycle, High Desert Bicycles (2 locations), The Kickstand, Northeast Cyclery (2 locations), Performance Bicycle, Q Cycle, REI, Routes Rentals, Sport Systems, Stevies Happy Bikes, Trek Bicycle Super Store, Two Wheel Drive.

53. Which of these bicycling amenities do you have in your community? Check all that apply.

BMX track , Cyclocross courses

53a. Is there a skate park in your community?

Yes

If yes, do bikes have access to the skate park?

Always

54. Are there opportunities to rent bicycles in your community?

Yes

55. Does your community have a public bike sharing program?

No

55a. If yes, please provide details about the system below.

How many bikes are in the system?

How many stations are in the system?

How many trips are being made annually?

56. Do you have any current League of American Bicyclists designated Bicycle Friendly Businesses in your community?

Yes

If yes, list the names of the businesses. (250 word limit)

General Mills, Albuquerque Plant

57. Do you have any current League of American Bicyclists designated Bicycle Friendly Universities in your community?

No

58. Does your community have youth recreation and/or intervention programs centered on bicycling? Check all that apply.

Recycle a Bicycle, Bike co-op or Community Cycling Center

59. What mapping and route finding information is available for your community, which has been updated in the last 18 months? Check all that apply.

Online route finding service, Smart phone app, Online bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities, Printed bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities, Printed mountain bike trails map, Printed greenways and trails map

60. Describe any other programs or policies your community has to encourage cycling. (500 word limit)

Enforcement



61. How does your police department interact with the local cycling community? Check all that apply.

A police officer is an active member of the Bicycle Advisory Committee, Identified law-enforcement point person to interact with cyclists

62. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists? Check all that apply.

Basic academy training, International Police Mountain Bike Association training, Law Enforcement Bicycle Association training, Presentation by League Cycling Instructor or local cyclist

63. What enforcement programs that target improving cyclist safety are in place? Check all that apply.

Light giveaways, Targeting motorist infractions, Targeting cyclist infractions

64. What percentage of police department employees are on bikes?

1- 10%

65. Are any other public safety (e.g. EMS) employees on bikes?

Yes

If yes, describe (50 word limit)

Security officers at public facilities.

66. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?

Yes

67. Which of the following safety services and amenities are available in your community?

Trail watch programs/ Trail patrols, Street lighting on most arterials, Street lighting on most non-arterials, Stolen or impounded bikes recovery system or assistance

68. Do you have any local ordinances that protect cyclists equitably? Check all that apply.

Specific penalties for failing to yield to a cyclist when turning, It is illegal to park or drive in a bike lane (intersections excepted), Penalties for motor vehicle users that 'door' cyclists, Ban on cell phone use while driving, Ban on texting while driving, Photo enforcement for red lights and/or speed, Safe passing distance law, It is illegal to harass a cyclist

69. Do your local ordinances place any restrictions on cyclists? Check all that apply.

70. Describe any other enforcement programs or policies relating to cycling. (500 word limit)

Evaluation and Planning

71. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

71a. If yes, please provide details about the plan below.

Provide a link to the plan or describe. (250 word limit)

<http://www.cabq.gov/planning/publications/pdf/ABQcomprehensiveonstreetbicycleplan.pdf> <http://www.cabq.gov/planning/publications/traillbky.pdf> An update to the existing Comprehensive On-Street Bicycle Plan and Trails and Bikeways Facility Plan are currently under preparation.

When was it passed or most recently updated?

2000 (a current plan update is currently under preparation)

Is there a dedicated funding source for implementation?

Yes

If yes, describe (250 word limit)

A dedicated Five percent of Transportation funds are set aside exclusively for Trails and Bikeways. Four percent of a 1/4 cent gross receipts tax for maintaining streets and building new roads is earmarked for multi-use trails.

What percentage of the current plan has been implemented?

65

Are you meeting annual target goals for implementation?

No

72. Do you have a trails master plan that addresses mountain bike access?

No

73. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?

Yes

If yes, describe (100 word limit)

Several not-for-profit groups regularly volunteer and organize maintenance of mountain bike trails, which are also facilitated by local governmental agencies in many large areas of City Open Space land.

74. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips (e.g. participation in the National Bicycle and Pedestrian Documentation Project)?

Yes

If yes, please describe the most recent results. (250 word limit)

The city of Albuquerque is a member of the Mid Region Council of Governments and benefits from a variety of counting efforts through this organization. In 2010 the city completed a survey associated with the Bikeways and Trails Master Plan covering a variety of topics. There were 1200 citizens that participated in the survey. Information gleaned from this effort concluded that over 50 percent of survey takers considered themselves advanced or confident riders. Approximately 60 percent were bicycle commuters. 63 percent of survey takers prefer off-street multi-use trails. 63 percent wished there was more bicycle related signage along designated bikeways.

75. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?

No

76. Does your community establish target goals for bicycle use?

Yes

If yes, please describe (250 word limit)

Albuquerque currently has a bicycle mode share of approximately two percent. The target goal is to increase that number to five percent in the next 10 years. With the recent completion of key bicycle facilities improving accessibility at highway and major arterial crossings, the city has already noticed a marked increase in facility usage in the vicinity. However, there is no official data to support this claim at this time. We are confident that our next survey will report an increase in bicycle usage.

77. What is the most current journey-to-work data for your community? Tip: Search for topic B08301 (Means of Transportation to Work) for your community on the American FactFinder website. Answer all that apply (in percent)

Bicycling

1.2 (2000)

Walking

2.7 (2000)

Transit

1.7 (2000)

78. What is the average commuting distance to work for residents of your community?

5-10 miles

79. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle?

this information was not readily available at the time this application was completed.

79a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle?

9 (in the metro area)

79b. Do you have a specific plan or program to reduce these numbers?

Yes

If yes, describe (250 word limit)

The city plans to launch a traffic safety awareness campaign associated with bicycling by utilizing a variety of media sources including television psa, radio psa, internet,



social web pages, and print media.

80. Do you measure the Bicycle Level of Service of roads and/or intersections?

No

81. Do you have community-wide trip reduction policies or programs?

Yes

If yes, describe the policy/program and the results. (250 word limit)

A city zoning policy provides reduced automobile parking requirements when developments that promote the use of alternative modes of transportation are included in development proposals. The policy has resulted in an increase in secured bicycle parking, and transit accessibility.

81a. Does the program use individualized marketing to identify and support current and potential bike commuters in your community?

No

82. Have you done an economic impact study on bicycling in your community?

No

83. Do you have a mechanism to ensure bicycle facilities, programs and encouragement efforts are implemented in traditionally underserved neighborhoods?

Yes

If yes, describe (250 word limit)

There are currently plans to open a community bike shop to be operated by the city in a low income area of the city. The Bicycle Safety and Education Program partners with Catholic Services to offer bicycle education to refugees. The City is actively involved in solicitation of schools in low income areas to encourage participation in the bicycle safety and education program and helmet program. Training is provided to community leaders in low income areas in bike safety and mechanics.

84. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. (500 word limit)

Participation in the Mid Region Council of Governments provides a number of services including bicycle and pedestrian counts in the development of the Metropolitan Transportation Plan and the associated Long Range Bikeway System Map. The city has five representatives on the Transportation Program Task Group, and four members on the Transportation Coordinating Committee. Policies of the Council of Governments encourage inclusion of bicycle facilities in all roadway projects. The city partners with three non-profit bicycle advocacy groups. They constantly evaluate city projects, programs and policies.

Final Overview

85. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

Reason One (250 word limit)

An ongoing program of providing bikeway connectivity between residential areas of the city to employment and activity centers. A policy that requires that all roadways designated as a collector or above include bike facilities. The city maintains its commitment to bicycling as a viable transportation alternative through long range planning of bicycle facilities. This commitment is reinforced through a planning effort to update existing plans and design guidelines to meet current best practices. Active participation in the local Council of Governments regional bicycle facility planning efforts make a commitment to an integrated regional bikeway system for the Albuquerque metro area. These efforts ensure that there is an interconnected bikeway system in the city as well as the entire metro area. The city's commitment is further reinforced by the recent completion of a central north/south bikeway system through the heart of the city that ties to most east west bikeway corridors, residential areas and employment centers.

Reason Two (250 word limit)

An expanding Bicycle Safety and Education Program. This program reaches over 10,000 youth annually and has expanded its program to reach approximately 1,000 adults with road skills, mechanics, and basic commuting classes. This program also distributes over 500 helmets to low-income children in the community. A one-stop bicycle information web page has also been developed through this program. A Bike Safety E-Newsletter that is published every two months has also been developed with this program and is widely distributed throughout the community. The program has also been expanded to provide Share the Road presentations at local Driver Education schools and reaches approximately 2,000 new drivers each year.

Reason Three (250 word limit)

A proactive bicycle advocacy contingency. Local bicycle advocacy groups play a vital role in the development of the bikeway system and are an invaluable resource for information and an active participant in the city's Bicycling Advisory Committee. Through partnerships with the city, bicycle advocacy organizations are instrumental in coordinating encouragement and education efforts.

86. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

Aspect One (100 word limit)

Improving bikeways in older parts of the city to meet current standards.

Aspect Two (100 word limit)

Improved crossings where multi-use trails cross major arterials.

Aspect Three (100 word limit)

Improve street and trail maintenance in heavily used corridors.

87. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

Yes

If yes, describe (250 word limit)

The city is in the preliminary planning phase of a 50 Mile Bike Loop. It is anticipated that the loop will accommodate a variety of bicycle enthusiasts including commuters, recreational users and visitors to the city. The loop will provide connectivity to neighborhoods, activity centers, local attractions, employment centers, recreation facilities with ties to the existing bikeway system including a number of sub-loops that provide alternative distance choices. It is also anticipated that the loop will provide a venue for local bicycle events, challenges, and charity events.

88. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

Yes

If yes, describe (250 word limit)

The city has become more aware of the Five E approach to bicycle programs. Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning. In order to have a complete and successful bicycle program it is crucial to include all of these elements in every planning effort.

We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?

Yes

Barkhurst, Kathryn Carrie

From: Jim Strozier <cp@consensusplanning.com>
Sent: Wednesday, September 24, 2014 10:07 AM
To: Barkhurst, Kathryn Carrie
Subject: Bike Facilities Map

Carrie,

I was just reviewing the map as it relates to the area between Unser and 98th Street south of 1-40:

It shows a future bike land travelling directly west from Bluewater – on the old alignment, which has been vacated. That should be shifted to the south to connect the terminus of the Bluewater curve out to 98th. That is where the signal is. It would also be good to show the Daytona Bypass on this map, which is the truck route that connects 98th to Unser and bypasses the neighborhood. I can show you where that is also.

Jim Strozier

Barkhurst, Kathryn Carrie

From: stephen verchinski <sverchinski@yahoo.com>
Sent: Friday, September 12, 2014 5:10 PM
To: Barkhurst, Kathryn Carrie
Subject: Re: GARTC Agenda for September 16, 2014

Follow Up Flag: Follow up
Flag Status: Completed

The first water trail in the state is being developed in Farmington. Albuquerque should do it as well in it's reach. It already has a put in at Alameda and a take out at Central East. Adoption of such a project can release state boat safety money and federal scenic river money and put the state on the map finally. There are many groups nationally pursuing the initiative. Just google search and make a policy recommendation...as in I propose that the policy of the city is to develop a water trail within the rio grande reach and where feasible and considering public safety develop /redevelop public infrastructure to support it. As in the Bosque Plan.

Stephen Verchinski
2700 Espanola NE
Albuquerque, NM 87110
505-238-2398

Grabbing life by the paddles, trekking poles and handlebars.

From: "Barkhurst, Kathryn Carrie" <kcbarkhurst@cabq.gov>
To: stephen verchinski <sverchinski@yahoo.com>
Cc: "Lewis, James L." <E23606@cabq.gov>
Sent: Friday, September 12, 2014 4:58 PM
Subject: RE: GARTC Agenda for September 16, 2014

Hi Stephen,

We would be glad to include a discussion of a Water Trails program in the Bikeways & Trails Facility Plan. Could you please send me some information on this initiative to include in the plan, as I have never heard of it. Is it something I should add to the Proposed Programs section of the plan, Chapter 5?

Sincerely,

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

From: stephen verchinski [mailto:sverchinski@yahoo.com]

Sent: Friday, September 12, 2014 4:20 PM

To: Lewis, James L.; Abbey, Susannah; Tyler.Ashton@wilsonco.com; Barkhurst, Kathryn Carrie; Campos, Gabriel J.; Carl Smith; Clifford Youngberg; dcandelaria@me.com; Diane Souder; donald couchman; Elena Kayak; Frauenglass, Brett; garywkelly@samobile.net; Guy Miller; Hummell, Tyson; Ian Maddieson; jluna@mrcog-nm.gov; John Barncastle; John Barncastle; John Thomas; Lynn Mazur; masween@sandia.gov; Morris, Petra; nbennett@bernco.gov; Rodriguez-McGill, Marisa; Sandoval, Christina M.; scott_hale@me.com; terrigturner@aol.com; tinker4u@tinkertown.com; TomP.Trowbridge@state.nm.us; Valerie Cole; wwild.mcbridesinc@gmail.com; wschimberg@comcast.net; Dumont, Carol S.; Swanson, Kent R.; Tenenbaum, Esther M.; Malagodi, Chuck H.; MacKenzie, John

Subject: Re: GARTC Agenda for September 16, 2014

James. I still do not see the Trails document bringing in Water Trails as part of the overall trails program document. I brought this up to the committee over a year ago and there was when I was there agreement that it should be in the program for consistency sake. Please bring this up to the committee again.

On a related PDN note. Now that Tiburon is connected directly to El Pueblo, you do have the secondary relief route for Jefferson in play. Is there any real reason then to continue the development of the North Channel Road from Osuna at the North Diversion channel to El Pueblo and Alameda? This will be causing another system slowdown for trails coming from Journal Center not to mention the new trail along El Pueblo and the Trail along Alameda to the Balloon fiesta park. Spending scarce taxpayer dollars (I heard \$17 million on this already approved project) is frightening. When you had the presentation by the transportation engineer last year he could not even tell me the level of congestion the road is supposed to address and if the alternative mid block road to Masthead could serve a better function as a reliever. Going along the North Diversion Channel Trail is one of the easier part of my commute day in that section... Now we are going to be listening to more traffic...I can say one thing about this. Stupid dumb idea from our transportation engineers with their MTP and for MRGCOG to approve.

Stephen Verchinski

2700 Espanola NE

Albuquerque, NM 87110

505-238-2398

From: "Lewis, James L." <E23606@cabq.gov>

To: "Abbey, Susannah" <sabbey@cabq.gov>; Tyler.Ashton@wilsonco.com; "Barkhurst, Kathryn Carrie" <kcbarkhurst@cabq.gov>; "Campos, Gabriel J." <qcampos@cabq.gov>; Carl Smith <smithfoto@comcast.net>; Clifford Youngberg <youngbcl@hotmail.com>; dcandelaria@me.com; Diane Souder <Diane_Souder@nps.gov>; donald couchman <dhc@zianet.com>; Elena Kayak <ekayak@rrps.net>; "Frauenglass, Brett" <bfrauenglass@cabq.gov>; garywkelly@samobile.net; Guy Miller <Xcskiboy@aol.com>; "Hummell, Tyson" <E31644@cabq.gov>; Ian Maddieson <ianm@berkeley.edu>; jluna@mrcog-nm.gov; John Barncastle <jpbcastle@hotmail.com>; John Barncastle <jcastle2008@live.com>; John Thomas <jt87111@comcast.net>; Lynn Mazur <lmazur@amafca.org>; masween@sandia.gov; "Morris, Petra" <pmorris@cabq.gov>; nbennett@bernco.gov; "Rodriguez-McGill, Marisa" <marisa_rodriguez-mcgill@fws.gov>; "Sandoval, Christina M." <cmsandoval@cabq.gov>; scott_hale@me.com; stephen verchinski <sverchinski@yahoo.com>; terrigturner@aol.com; tinker4u@tinkertown.com; TomP.Trowbridge@state.nm.us;

Barkhurst, Kathryn Carrie

From: Natalie Dossटर <joenatdoss@gmail.com>
Sent: Thursday, September 04, 2014 1:40 PM
To: Barkhurst, Kathryn Carrie
Subject: Kayaking the rio grande

Follow Up Flag: Follow up
Flag Status: Completed

Hi, my name is Natalie Dossटर, and I would like to suggest making the rio grande more accessible. I grew up in albuq. and came upon kayaking in various states while on vacation. I had suggested kayaking the rio grand to my husband for years, called 311 and asked wether it was possible and no one really had an answer. Well about a month ago my husbands friend said that he kayaked the rio grande with a company. So in the last month, we purchased 3 kayaks on Craig's list and have been having a ball! The only fall back is that there are veeeery few access points in order to reach the river.

What comes to mind is " build it and they will come" . We are always looking for opportunities to boost our economy, and this is a very fun and exciting sport that we have not taken advantage of.

So, I am wondering what the steps are for me to take to hopefully have the city add some easy access points for us water fanatics ;) Please steer me in the right direction.

Thank you,
Natalie Dossटर
Sent from my iPad

Sent from my iPad

Barkhurst, Kathryn Carrie

From: Gould, Maggie S.
Sent: Thursday, September 04, 2014 11:04 AM
To: Barkhurst, Kathryn Carrie
Subject: FW: For EPC Board Members

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----

From: Holly Womack [<mailto:hollycbw@gmail.com>]
Sent: Thursday, September 04, 2014 10:53 AM
To: Gould, Maggie S.
Subject: For EPC Board Members

EPC Board Members,

I am writing in support of the Bikeways and Trails Facility Plan. As an avid cyclist who frequents bike trails and bike paths three to five times per week, I see so much good coming from approving this plan.

Thank you for your time and attention,

Holly Womack
West Side resident

Barkhurst, Kathryn Carrie

From: Gould, Maggie S.
Sent: Thursday, September 04, 2014 10:24 AM
To: Barkhurst, Kathryn Carrie
Subject: FW: Bikeways Support

Follow Up Flag: Follow up
Flag Status: Completed

From: Marylou Kraemer [<mailto:theproducecompany.abq@gmail.com>]
Sent: Thursday, September 04, 2014 10:16 AM
To: Gould, Maggie S.
Subject: Bikeways Support

Dear Maggie,

I strongly support the recommendation of approval by the EPC for the Bikeways and Trails Facility Plan. The Plan will provide the needed update of policies and proposed facilities to support the development and continuation of a metropolitan area-wide bicycle and multi-use trail network. The Plan will reflect the desires of area residents, like myself, who want the city to continue developing and improving a multi-use trail and bikeway network for commuting and recreational uses, as well as daily needs.

Marylou Kraemer (ML)
The Produce Company coworking space
600 1st Street NW
Albuquerque, NM 87102
o. 505.242.9028 cell 505.242.5566
theproducecompany.abq@gmail.com

theproducecompanynm.com

Barkhurst, Kathryn Carrie

From: Gould, Maggie S.
Sent: Thursday, September 04, 2014 10:15 AM
To: Barkhurst, Kathryn Carrie
Subject: FW:

Follow Up Flag: Follow up
Flag Status: Completed

From: Lanny [<mailto:lt@flyrallye.com>]
Sent: Thursday, September 04, 2014 10:14 AM
To: Gould, Maggie S.
Subject:

Hi,
Please pass this message along to the Commission. It pertains to the Trails proposal being heard today.
Thanks,
Lanny Tinning & Linda Thorne

We strongly support the recommendation of approval by the EPC for the Bikeways and Trails Facility Plan. The Plan will provide the needed update of policies and proposed facilities to support the development and continuation of a metropolitan area-wide bicycle and multi-use trail network. The Plan will reflect the desires of area residents, like myself, to continue developing and improving a multi-use trail and bikeway network for commuting and recreational uses, as well as daily needs. We own Bike in Coffee, an innovative way to get people on their bikes or on foot to come socialize and have coffee and snacks right from one of the City's multi-use trails. This is a new concept but is catching on and recommending adoption of this Plan will help put Albuquerque on the map as a major destination for recreation and work.

Barkhurst, Kathryn Carrie

From: David Grant <dgrant41000@gmail.com>
Sent: Tuesday, September 02, 2014 9:47 PM
To: Barkhurst, Kathryn Carrie
Subject: proposed biketrails

Follow Up Flag: Follow up
Flag Status: Completed

Ms. Barkhurst,

The proposed under/overpasses are all necessary and a good thing. The continuation of the Claremont improvements will directly impact my journeys and many others.

I will continue my research and responses. Thank you for your efforts. If cyclists are on bike-paths they are no longer prey, like they are on streets..

Enjoy life,

dg

david grant

280-1165

"Some things must be believed to be seen" - anonymous

Barkhurst, Kathryn Carrie

From: hughb@spinn.net
Sent: Tuesday, August 26, 2014 12:22 PM
To: Barkhurst, Kathryn Carrie
Subject: Bikeways & Trails Plan

Follow Up Flag: Follow up
Flag Status: Completed

Please accept this e-mail as comment input to the Bikeways and Trails Plan.

I am an 84 year old ABQ resident since 1957 and congratulate the City Administrations for implementing thr bikeways now existing and the future planning. Am considering getting an electric tricycle (trike) and that is why I am submitting this comment.

It is only natural that the focus of the bikeways network has been and is on manual bikes and trikes. I would point out however that electric powered bikes and to a lesser extent adult electric trikes are becoming popular (slowly) with an aging population. These bikes and trikes are pedal assisted in that they can be pedaled manually only or pedaled with an assist by the battery powered electric motor or powered by the electric motor only. There are kits to convert manual adult trikes to electric which are fairly popular. These trikes are typically about 34 inches wide or less and can pull trailers. I hope the bikeways planning can provide for the inclusion of the limited but increasingly important bike and trikes for our aging citizen who need this capability to continue to enjoy cycling. They also provide a transportation capability for citizen who can no longer drive a motor vehicle. Access to the bike trails and sufficient width of bike lanes (if possible) and especially making the arterials median bikeways compatible with trikes.

Thank you.

Hugh Bivens
505-573-0231
hughb@spinn.net

Gould, Maggie S.

From: Marylou Kraemer <theproducecompany.abq@gmail.com>
Sent: Thursday, September 04, 2014 10:16 AM
To: Gould, Maggie S.
Subject: Bikeways Support

Dear Maggie,

I strongly support the recommendation of approval by the EPC for the Bikeways and Trails Facility Plan. The Plan will provide the needed update of policies and proposed facilities to support the development and continuation of a metropolitan area-wide bicycle and multi-use trail network. The Plan will reflect the desires of area residents, like myself, who want the city to continue developing and improving a multi-use trail and bikeway network for commuting and recreational uses, as well as daily needs.

Marylou Kraemer (ML)
The Produce Company coworking space
600 1st Street NW
Albuquerque, NM 87102
o. 505.242.9028 cell 505.242.5566
theproducecompany.abq@gmail.com

theproducecompanynm.com

Gould, Maggie S.

From: Lanny <lt@flyrallye.com>
Sent: Thursday, September 04, 2014 10:14 AM
To: Gould, Maggie S.

Hi,
Please pass this message along to the Commission. It pertains to the Trails proposal being heard today.
Thanks,
Lanny Toning & Linda Thorne

We strongly support the recommendation of approval by the EPC for the Bikeways and Trails Facility Plan. The Plan will provide the needed update of policies and proposed facilities to support the development and continuation of a metropolitan area-wide bicycle and multi-use trail network. The Plan will reflect the desires of area residents, like myself, to continue developing and improving a multi-use trail and bikeway network for commuting and recreational uses, as well as daily needs. We own Bike in Coffee, an innovative way to get people on their bikes or on foot to come socialize and have coffee and snacks right from one of the City's multi-use trails. This is a new concept but is catching on and recommending adoption of this Plan will help put Albuquerque on the map as a major destination for recreation and work.

Received 10/9/14

Barkhurst, Kathryn Carrie

From: Perea, Nancy, NMDOT <Nancy.Perea@state.nm.us>
Sent: Thursday, October 09, 2014 9:22 AM
To: Barkhurst, Kathryn Carrie
Cc: MacKenzie, John; Bauman, Debbie; Clarke, Gregory C, NMDOT
Subject: RE: Bikeways & Trails Plan
Attachments: BikewayTrailFacilityPlan_NMDOT comments 10-8-2014.pdf

Carrie,

Appreciate you providing the chapter text. The NMDOT is in support of the plan pending some text changes as shown in the attached general comments. Let me know if any questions.

Thanks,

Nancy R. Perea, P.E.
District 3 Assistant Traffic Engineer

New Mexico Department of Transportation - District Three
7500 Pan American Fwy NE - PO Box 91750 - Albuquerque, NM 87199
Main: 505.798.6600 - Direct: 505.798.6625 - Fax: 505.798-6663
Nancy.Perea@state.nm.us

From: Barkhurst, Kathryn Carrie [<mailto:kcbarkhurst@cabq.gov>]
Sent: Thursday, October 09, 2014 8:22 AM
To: Perea, Nancy, NMDOT
Cc: MacKenzie, John
Subject: RE: Bikeways & Trails Plan

Nancy,

Here is the project web page. The Red-line version is at the top in whole and individual higher resolution chapters - these are the same content. Thank you for reviewing and providing comments - any time before 12 should be fine.

Carrie

From: Barkhurst, Kathryn Carrie
Sent: Monday, October 06, 2014 8:49 AM
To: 'Perea, Nancy, NMDOT'
Cc: Mackenzie, John
Subject: Bikeways & Trails Plan

Hi Nancy,

John asked me to review the draft Plan to identify the places there are references to NMDOT. I've searched the document, and provided the relevant text in the attached document. All of the page number references apply to the EPC Red-line draft, which is posted online here:
<http://www.cabq.gov/planning/documents/DraftBikewaysTrailsFacilityPlan.pdf>

I've also included the section number reference in case you prefer to find it in the hard copy.

We would be happy to reflect any comments or edits you recommend. MRGCD and PNM have provided text that was incorporated in the latest draft about their preferred coordination approach for facilities built on their land or within

Should include something about the MRCOG Project Prioritization Process which identifies intermodal connectivity and alternate modes improvements, among others criteria, as a component of future project selection. This should encourage inclusion in future project scope and design.

- **Section 4.B, Project Prioritization Approach:** The City's budget is allocated for specific departments to accomplish projects, programs, or capital infrastructure construction/rehabilitation. This is broadly allocated through the Decade Plan, also known as the Capital Implementation Plan (CIP). To maximize the investment in bikeways and trails, projects will be prioritized when there is the opportunity to leverage funds from different budgets, such as City Council set-asides or Metropolitan Redevelopment street improvement funds. A similar process would occur when there is the opportunity to collaborate with a project that is led by another agency, such as AMAFCA or NMDOT." (p. 69)
- **Section 4.B, Project Prioritization Approach, High Priority Projects:** "The TIP is a process facilitated by MRCOG that allocates NMDOT funds to local governments. These are the projects that have a high likelihood of being constructed in the next 5-10 years." (p. 70)
- **Section 5.A.2, Current Programs:** Expanding the existing New Mexico Safe Routes to School program will offer great benefits to children's health and safety. The statewide Safe Routes to School program, run by the NMDOT, offers funding assistance for developing an action plan, implementing infrastructure projects, and offering non-infrastructure projects. It should be noted that funding for this program is currently on hold pending Congressional reauthorization of the federal transportation bill. The City should track availability of statewide funding and consider it a priority to apply for funding when the application process is re-opened. The City could also connect with APS for more general outreach and promotion to get students and teachers interested and educated about bicycling. (p. 102)
- **Section 6.A.1, Administrative Organization & Coordination Strategies:** "DMD and Parks & Recreation (with assistance from Planning Department) will conduct a biennial (every 2 years) meeting among agencies involved in planning and implementation issues regarding bikeways and trails (construction, right of way, maintenance, funding, education, etc.) to include at least: the City (DMD, P&R, Planning Department, Open Space Division, Park Management, Bike Safety Program) NMDOT, Bernalillo County, AMAFCA, MRCOG, MRGCD, Rio Rancho, and representatives of Citizens Advisory Groups and other advocacy groups. Topics will include: presentation of status reports regarding funding and programming, new facilities, new standards, and how to resolve recurring issues. A summary of the meeting and outcomes will be transmitted to participants and the Mayor and City Council and be posted on the City's website." (p. 113)
- **Section 6.A.3, Role of Advisory Groups, input from GABAC & GARTC:** "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, Bernalillo County, and others." (p. 116)
- **Section 6.C.1, Trail Maintenance Practices & Policies:** "Bernalillo County, Open Space Division, and NMDOT also maintain paved trails in the Albuquerque area. In addition, AMAFCA, MRGCD, COA Street Maintenance, and Weed and Litter may perform work along trail corridors. There is sometimes informal coordination and

Barkhurst, Kathryn Carrie

From: Perea, Nancy, NMDOT <Nancy.Perea@state.nm.us>
Sent: Thursday, October 09, 2014 11:40 AM
To: Barkhurst, Kathryn Carrie
Subject: RE: Bikeways & Trails Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Carrie,

Sounds good. I forgot to add comments on the map showing the existing and proposed bikeways and trails. Please add the route designation next to the street names for the following roadways.

Coors Blvd – NM 45
Tramway Blvd – NM 556
Rio Bravo Blvd, Dennis Chavez, Atrisco Vista Blvd (only south of I-40) – NM 500
Paseo del Norte – NM 423

Thanks,

Nancy R. Perea, P.E.
Assistant Traffic Engineer
NMDOT D3
505.798-6625 direct
505.206.1069 mobile

From: Barkhurst, Kathryn Carrie [<mailto:kcbarkhurst@cabq.gov>]
Sent: Thursday, October 09, 2014 10:38 AM
To: Perea, Nancy, NMDOT
Cc: MacKenzie, John; Bauman, Debbie; Clarke, Gregory C, NMDOT
Subject: RE: Bikeways & Trails Plan

Nancy,

Thank you for providing these comments. I will share them with the EPC this afternoon, and urge them to incorporate them into the plan as it continues to evolve. They have indicated that they do not want to take action on something without knowing NMDOT has reviewed and commented. Hopefully this letter will give them that assurance.

Carrie

From: Perea, Nancy, NMDOT [<mailto:Nancy.Perea@state.nm.us>]
Sent: Thursday, October 09, 2014 9:22 AM
To: Barkhurst, Kathryn Carrie
Cc: MacKenzie, John; Bauman, Debbie; Clarke, Gregory C, NMDOT
Subject: RE: Bikeways & Trails Plan

Carrie,
Appreciate you providing the chapter text. The NMDOT is in support of the plan pending some text changes as shown in the attached general comments. Let me know if any questions.

Barkhurst, Kathryn Carrie

From: Barkhurst, Kathryn Carrie
Sent: Tuesday, October 07, 2014 9:45 AM
To: Bill McCoy; Derek Bohannon; James Peck; Karen Hudson; 'Maia Mullen'; Moises Gonzalez; Patrick Griebel (patrickgriebel@gmail.com); Peter Nicholls; Victor Beserra Brito, Russell D.; Henry, Dora L.
Cc:
Subject: 1008887 - Bikeways & Trails Facility Plan
Attachments: Response to EPC Conditions of Approval.pdf; GARTC minutes August 19, 2014 final.doc

Hello Commissioners,

I have two additional documents to provide for your review:

1. A completed table that explains how and where the Draft Plan was amended to respond to the September Recommended EPC Conditions of Approval and other comments received after the September EPC hearing. The copy in your packet did not have all of the page numbers cross-referenced.
2. The minutes from the GARTC meeting where the advisory group unanimously voted to express their support the Bikeways & Trails Facility Plan.

Thank you,

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

**GREATER ALBUQUERQUE RECREATIONAL
TRAILS COMMITTEE
MINUTES**

August 19, 2014
4:00 pm

1801 4th Street NW, Albuquerque, NM
Large Conference Room

Members Present: Ian Maddieson, Valerie Cole, Gary W. Kelly, Warren Wild, Tyler Ashton,

Members Absent: John Thomas, Guy Miller, Bill Schimberg

Advisory Members Present: None

Staff Members Present: James Lewis (COA, Parks and Recreation – staff liaison for GARTC)

Staff Members Absent: Christina Sandoval (COA, Parks and Recreation)

Visitors Present: Carrie Barkhurst (COA, Planning), Danny Zamarripa (Wilson and Company), Savina Garcia (Wilson and Company), Linda Rumpf (COA, Planning), John Barncastle, Julie Luna (MRCOG), Brendan Picker (COA, Public Art), Scott Hale (GABAC),

Call to Order and Introductions

Chairperson Ian Maddieson called the meeting to order at 4:08 p.m.

Approval of August 19, 2014 Agenda

Motion: Ian moved to approve agenda. Motion passes 5-0.

Approval of July 15, 2014 Minutes

Motion: Ian moved to approve minutes with no changes needed. Motion passes 5-0.

General Announcements: Ian announced and provided a handout regarding the possibility to designate Albuquerque as a "Runner Friendly City" which would be similar to how the "Bicycle Friendly City" designation works.

New Business/Update Items/Presentations

- **Savina Garcia P.E. (Project Manager Wilson and Company) and Linda Rumpf (COA –Planning) –** Savina and Linda provided a PowerPoint presentation showing the design of the first segment of the 50 Mile Activity Loop and stood for questions. Gary asked that auditory type mechanisms be installed at the traffic signals.

- **Brendan Picker (COA, Public Art)** – Brendan discussed opportunities for public art to be placed along the multi-use trails. He stated that a public poll showed that the number one area people chose for public art were along trail corridors. He asked that GARTC think about areas that would be best suited for public art and whether we go with many smaller projects or a couple more expensive projects that would equal the allocated \$100,000.

Discussion, Action Items, and On-Going Business:

- *Discussion on the future GARTC/GABAC Structure:* Tyler and Warren spoke in regards to their position on a different committee structure. **Motion: Ian moved that GARTC remains a distinct committee as members are concerned some classes of trail users will lose their visibility or voice with a merged committee. However, regular joint meetings with GABAC and GARTC are recommended to increase efficiency when common issues arise. GARTC would still meet regularly. Val Cole second. Motion passes 5-0.**
- *Update on the 2040 MRCOG Metropolitan Transportation Plan. (Julie Luna – Planner with MRCOG)* - Julie handed out ped/bike crash data. The crash must involve a motor vehicle, \$500 of damage, and personal injury. This means a lot of accidents do not get reported into any database. Julie provided some information from the handout regarding crashes. The data is on MRCOG's website as well. The data and up to date information regarding the planning process for the 2040 MTP is on MRCOG's website.
- *Letter on Midblock Crossings:* Ian is still in the process of video documenting midblock crossings and GARTC deferred any action on this topic at this time.
- *Construction at Tingley Beach near the Paseo del Bosque Trail:* Gary discussed that the connections have been finished and the transition from the new paths to the Paseo del Bosque Trail is smooth and well-constructed.
- *Piedras Marcadas/ Golf Course Midblock Crossing:* James sent GARTC the 90% plan set out a week prior to the GARTC meeting and explained in writing each page for Gary. Everything on the plans looks good except for the truncated domes on facing the sidewalks. Those will be removed. Tyler explained there is a flooding issue. James will bring this up to HDR as well as traffic control for any detours needed during construction.
- *Discussion of a Support Letter to the EPC for the Bikeways and Trails Facility Plan:* Carrie will send James the staff report on August 28th. Unpaved trails need to be addressed more in the Plan. **Motion: Does GARTC support writing a letter in support of the Bikeways and Trails Facility Plan? A motion that passes means that GARTC is in support of writing a letter. Second by Warren Wild. Motion passes 5-0.**
- **Sub-Committee Reports:**

- Sub-Committee to write a letter of support for the BWTFP – Motion: Ian made a motion that a subcommittee be created to write the letter of support to the EPC for the Bikeways and Trails Facility Plan. Gary, Tyler, and Ian volunteered to be on the subcommittee and draft a letter to the EPC. Second by Valerie Cole. Motion passes unanimously 5-0.

Staff Reports and Project Updates

James brought up two announcements. One is that the Richard Rivas Memorial Bike Ride for 2014 is Saturday the 23rd of August. The second announcement is to save the date for Albuquerque’s first Ciglovia where Mountain Rd. will be closed to vehicular traffic on September 21 from 10-3 which allows for pedestrians and cyclists to enjoy the road without the worry of motor vehicles. There will be shopping, food, live music, and other activities. Repaving Paseo del Norte Trail between Barstow and Eubank is finished with exception to the access from the western side of Barstow connecting to Carmel. The Bear Arroyo Trail from Jefferson to the North Diversion Channel Trail with the spur off to Osuna is finished except that we will need to add a curb to a section where there is runoff drainage damaging the trail. James met with a structural engineer to determine the best solution for replacing the boards along the NDC Trail with a better material. James is looking into creating a public trail along the Duranes ditch between the I-40 east trail south to Mountain Rd.

Public Comment

John Barncastle: City van parked on side of trail and had left a gate open. A gate (either DMD or PNM) has been left open over three months near Louisiana and Jerry Cline (Paseo de las Mantanas Trail). Another gate (either NMDOT or neighborhood association) at end of Jerry Cline Park has been run into and needs to be fixed. John was upset that a maintenance truck was blocking the Paseo de las Mantanas Trail while the workers were patching cracks. James spoke to Park Management about using orange cones and other warning devices. Ian noted that he was jogging while park management was mowing and they were courteous to him and stopped all work to let him go by them.

Adjourn: Ian moved to adjourn at 6:05 pm. Second by Gary. All in favor; (motion passes 5-0)

The foregoing GARTC minutes from the August 19, 2014 GARTC meeting have been approved as written or with noted comments on September 16, 2014.

Chairperson – Ian Maddieson

_____ Date

Prepared by: James Lewis

_____ Date

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
1.a	UD&D	All instances of inconsistent references and/or citations shall be corrected.	Clerical	various	various	Document reviewed and updated	DONE
1.b	UD&D	All figures that have poor resolution shall be replaced with higher-quality ones	Clerical	various	various	Document reviewed and updated	DONE
1.c	UD&D	All miscellaneous formatting revisions recommended by agency reviewers shall be addressed	Clerical	various	various	Document reviewed and updated	DONE
2.a	UD&D	Evaluating any outstanding public comments related to bikeway and trail facilities that have not yet been reflected.	Mapping	64-70	73-83	Maps reviewed and updated	DONE
2.b	UD&D	Including the recommendations made in Mr. Speck's final report that pertain to proposed bicycle facilities in the downtown area.	Mapping	n/a	n/a	The Final Report has not been finalized as of 10/1/14. Retained as a Recommended Condition of Approval.	EPC CONDITION
2.c	UD&D	Evaluating the proposed facilities map to reflect DPM location recommendations, such as bike lanes on major local streets.	Mapping	n/a	n/a	The working group determined that it is preferable to have bike routes on the alignments recommended by the Consultant; adding bicycle routes on all Major Local Streets (roads with over 1,000 Daily Vehicles) is too extensive and undesirable as a blanket action	NO ACTION
2.d	GABAC	Identifying the extent of bicycle lanes that are deficient in marked width, according to the current DPM standards and highlight these locations of deficient on the printed Bike Map.	Mapping	n/a	n/a	Retained as a Recommended Condition of Approval.	EPC CONDITION
2.e	UD&D	Analyze the proposed trail locations based on adjacent road type, to improve consistency with Policy II.D.4.a, policy objectives for street design, page II-82 of the Comprehensive Plan, which indicates that trails are preferred along express corridors; alternate routing for bikes, if possible is recommended for major transit corridors; and bicycle facilities on enhanced transit and arterial streets are to be provided based on the bike plan.	Mapping	n/a	n/a	Retained as a Recommended Condition of Approval.	EPC CONDITION
2.f	UD&D	Evaluate multi-modal access to and within Activity Centers, in particular the San Mateo/Montgomery Community AC, the El Dorado Village Community AC, the Los Altos/Market Center Community AC, the West Side CNM Community AC and the Sunport/Airport Major AC, which do not have existing and/or proposed routes to access by bicycle or trail. The City should strive to provide equitable access to all Activity Centers for all modes of travel.	Mapping	64-70	73-83	Maps revised to add bicycle routes	DONE
3.a	UD&D	Including the applicable "Possible Techniques" for implementation of Policy II.B.1.f - multi-purpose network of open areas and trail corridors - provided in the Comprehensive Plan, page II-8. The implementation techniques relate to the planning and design of arroyo corridors and irrigation ditches and also include funding and safety measures.	Content	n/a	126	Text added to Section 6.A.5 Procedures for Trail Design, Development, & Review	DONE
3.b	GARTC	Page 117, Trail and Bikeways Count section, add: "if equestrian data is collected, the researcher should consult with equestrians for recommendations about locations, days, and times to perform user counts."	Content	117	138	Text added to Section 6.D.1 Trail and Bikeway Counts	DONE
4.a	DMD	Content: On Page 54, under "Treatments for improving intersections for bicyclists," pavement striping for Colored Bike Lanes and Bike Boxes are not DMD-adopted practices.	Content	54	61	Designated those as "Innovative Treatments." Will include these and discuss as innovative Treatments and make clear that these need further study before application in CABQ.	DONE
4.b	DMD	Content: On Page 55, there is a section entitled "Arterial Shared Roadway Measures," which should be deleted in its entirety due to it containing elements that are not supported by DMD.	Content	55	62	Deleted.	DONE
4.c	DMD	Content: On Page 78 a "Prototypical Multi-lane Arterial Intersection Improvements" design is identified that incorporates traffic signal bicycle detection and a color enriched bike laneage in motor vehicle and bicycle conflict areas. DMD has reviewed this design and does not support the recommendation to use these elements, as shown in Figure 1.	Content	78	92	Designated those as "Innovative Treatments." Will include these and discuss as innovative Treatments and make clear that these need further study before application in CABQ.	DONE

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
4.d	DMD	Content: Page 97, Streamline Administrative Practices: Delete Strategy ii "Create a Technical Review Committee" of Policy 1, Objective c. Note: There are not sufficient staff resources available to fully staff a TRC. DMD Staff recently has adopted a practice of going to Advisory Committees for comment of draft construction plans involving bikeways and trails design.	Content	97	113	This text was clarified and edited to include a proposed strategy to create a "Staff Coordination Committee."	DONE
4.e	DMD	Content: Page 106, Objective 4: Delete Action #2 - Establish weed and vegetation control procedures to reduce the occurrence of noxious weeds (i.e., puncture vine) and plants that block sight lines or grow within two-feet-of-bicycle-facilities.	Content	106	122	Edited for the objective and action to apply to trails and "within" bicycle facilities, for example where weeds grow in the seam between asphalt and curb.	DONE
4.f	DMD	Content: Page 111, Traffic Code, Albuquerque Code of Ordinances: Delete the recommendation to add "(p) in a marked bicycle box."	Content	111	n/a	Keep. The working group discussed keeping this in, because it causes no harm, protects cyclists in the existing several bike boxes, and in the event we decide to add more as an "Innovative Design Approach" in the future.	NO ACTION
4.g	DMD	Clean-up: On Page 51, under "1. Existing Bikeway Evaluation," replace the word "problem" with "challenge" in the fourth sentence.	Content	51	58	Edited.	DONE
4.h	DMD	Clean-up: On Page 52, under "Defining Bikeway and Trail Gaps," replace the word "require" with "would benefit from" in the second sentence. Also, under "Spot Gaps," change "accommodate safe and comfortable" to "accommodate comfortable."	Content	52	59	Edited.	DONE
4.i	DMD	Clean-up: On Page 54, under "Arterial Bike Lane Retrofit Measures" Change the first sentence to read: "Many arterial streets in Albuquerque exhibit characteristics (e.g., high vehicle speeds and/or volumes) where the addition of dedicated bicycle lanes could enhance the riding experience."	Content	54	61	Edited.	DONE
4.j	DMD	Clean-up: On Page 54, under "Treatments for retrofitting arterial streets with bike lanes," Shoulder widening within the City is not an adopted practice for new and upgraded collector streets because these roadway sections are typically bracketed by curb and gutter instead of shoulders. The reference to shoulder widening may apply to temporary sections, which routinely employ shoulders and not curb and gutter.	Content	54	62	Edited.	DONE
4.k	DMD	Clean-up: On Page 56, under "Illustrated in Figure 8, alternative routing measures pose several challenges," change the first bullet point to read "Bicyclists on major streets may ignore alternative routes if they are used to overcoming spot gaps and connection gaps. The relatively short lengths of spot and connection gaps may induce riders to remain on the thoroughfare despite the lack of bicycle accommodations, thereby causing potential issues to be created by them not following the alternative routing."	Content	56	63	Edited.	DONE
4.l	DMD	Clean-up: On Page 60, within Figure 9, for all "improvement Opportunities," remove "Arterial Shared Roadway" improvement measures.	Content	60	67	Deleted.	DONE
4.m	DMD	Clean-up: Page 105, Objective 2: Delete Measurement of Action #4.	Content	105	121	Discussed in working group, and revised to be an annual reporting of the miles of bikeways & trails constructed.	DONE
4.n	DMD	Clean-up: Page 105, Objective 2: Revise the text for Action #5 - Give increased priority to achieving connectivity of the bikeway network when planning and programming all roadway and bikeway improvements as appropriate.	Content	105	121	Edited.	DONE
4.o	DMD	Clean-up: Page 105, Objective 3: Revise the text for Action #1 - Restripe all collector and arterial roadways (where practical designated on the Bikeways Map and per AASHTO guidelines) to provide bike lanes, or minimum outside lane width of 14 feet.	Content	105	122	Edited.	DONE

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
4.p	DMD	Clean-up. Page 105, Objective 3: Revise the text for Action #2 - Provide a striped bicycle lane or shoulder as described in chapter 23, section 5, subsection N of the City's Development Process Manual, in conjunction with AASHTO bicycle facility design guidelines, on all new, rehabilitated or reconstructed roadways, as indicated in the Facility Plan.	Content	105	122	Edited.	DONE
4.q	DMD	Clean-up. Page 105, Objective 3: Revise the text for Action #3 - Provide striped lanes/shoulders of at least five feet wide, from face of curb where curb and gutter exist, on all new or reconstructed bridges, underpasses, and overpasses, where not otherwise constrained or to the extent feasible.	Content	105	122	Edited.	DONE
4.r	DMD	Clean-up. Page 105, Objective 3: Revise the text for Action #4 - 4. Selectively plan and design for bicycle travel with all intersection improvements - include 5-foot bike lanes or minimum curb lane widths of 15 feet through intersections.	Content	105	122	Edited.	DONE
4.s	DMD	Clean-up. Page 105, Objective 3: Revise the text for Action #6 - Modify existing or install new traffic signal detection equipment (i.e., inductive loop, video detection, or pushbutton) to make all traffic signals bicyclist-responsive within need-based areas and as resources permit.	Content	105	122	Edited.	DONE
4.t	DMD	Clean-up. Page 106, Revise the text - Objective 4: Provide a High Standard in elevated emphasis on Maintenance along Roadways.	Content	106	122	Edited.	DONE
4.u	DMD	Clean-up. Page 106, Objective 4: Revise the text for Action #1 - With On-Street Bikeway and Multi-Use Trails, improve and fully fund the street maintenance and sweeping program. Establish the highest priority for allocation of street sweeping resources to sweeping all bike lanes in response to 311 requests and at least once per month semi-annually and bike routes on local streets a minimum of once per year. Multi-use trail sweeping should be performed on a regular basis and as requested. Measurement: Request the annual data on frequency of scheduled sweeping for the on-street bikeway and multi-use trail network, based upon 311 calls along with the number and location of spot sweeping requests. Based upon 311 call volume establish a database to track trends and provide data that can be used to refine scheduled sweeping and maintenance budget request.	Content	106	122	Street Maintenance sweeps all the city streets once every 12 weeks and in response to 311 calls. It was also confirmed that they have one dedicated sweeper for bike lanes that is currently in-service, per John M. The working group discussed editing this text to reflect current practices of sweeping all bike routes and lanes 4 times per year.	DONE
4.v	DMD	Clean-up. Page 106, Objective 4: Revise the text for Action #6 - Establish timely responsiveness to maintenance requests from citizens through the use of the City's 311 Citizen Contact Center or website or other means for citizens to report concerns. Establish an agency goal of 48 hours to address these requests.	Content	106	123	Edited.	DONE
4.w	DMD	Clean-up. Page 106, Objective 4: Revise the text for Action #7 - Maintain bicycle routes and lanes to High standards through construction projects when feasible, referring to Chapter 6, "Temporary Traffic Control," of the MUTCD, and maintain maintaining curb lane widths (i.e., provide lane widths of 14 feet or greater) through construction projects on roadways that do not have bike lanes would otherwise contain a bike lane or bike route. Where this is not feasible, provide appropriate bicycle friendly and reasonably direct detours and detour signing, per AASHTO and/or City standards.	Content	106	123	Edited.	DONE
4.x	DMD	Clean-up. Page 107, Objective 6: Revise the text for Action #3 - Develop and Fully support a bicycle education program in Albuquerque's elementary and secondary schools as part of current physical education requirements.	Content	107	124	Edited.	DONE

September 2014 Recommended EPC Conditions of Approval
Response Matrix - 10/1/14

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
4.y	DMD	Clean-up. Page 109, Objective 9: Revise the text for Action #1 - Maintain and update the bikeway and multi-use trail network inventory developed as part of the planning process. Maintain and update the bicycle accident database. Use the database to identify high accident locations and/or high accident severity locations to help prioritize bicycle project and program improvements. Review each bicycle collisions/accidents in a timely manner to identify system deficiencies and potential improvements in order to assess site conditions to determine if the incident location could be targeted for system improvement.	Content	109	125	Edited.	DONE
4.z	DMD	Clean-up. Page 110, Legislative Recommendations: Add the following text - Include an additional method for the hand signaling of a right-turn movement, add parking restriction in bicycle lanes and marked bicycle boxes, improve reporting of bicycle crashes by law enforcement, remove bicycle front fork size restriction, and consider redefining bike lane width references in the DPM when it is updated.	Content	110	n/a	Couldn't find this text on page 110.	NO ACTION
4.aa	DMD	Clean-up. Page 119, Crash Data Collection & Analysis: Delete the section titled "Approach to Crash Data Collection" as it duplicates the immediately preceding text.	Content	119	138	Edited.	DONE
4.bb	DMD	Clean-up. Page 119, Capital Implementation Program: Revise the text - The City set aside is equally distributed between the on-street (2-5%) and trails (2-5%) programs. The GO bonds are obligated in 2-year cycles, generating \$600,000 for the on-street system biennially.	Content	119	139	Edited.	DONE
5.a	P&R	Content. Page 19 Section 1, Existing Bicycle and Trail Plans - Add the Major Public Open Space Facility Plan (1999) with discussion of how trails in Major Public Open Space are a major part of the overall network of trails including paved trails in Rio Grande State Park MPOS (Bosque Trail) and single tracks in Elena Gallegos Open Space. Then, in order, the Trails and Bikeways Facility Plan (1993 and revised 1996) followed by Facility Plan for Arroyos and Arroyo Corridor Plans (1986). All other City Plans and Policies go in Section 2 and Regional Plans and Policies in Section 3.	Content	19	21-22	Added.	DONE
5.b	P&R	Content. Soft-surface trails, add a separate section in the Trails part to discuss and explain their role in the Trails network and how the appropriateness of a soft-surface trail is determined. We will add here more about the soft surface trails in Open Space and Rio Grande Valley State Park (the Bosque) and Petroglyph National Monument and other Major Public Open Spaces owned and maintained by the Open Space Division as well as MARGCD and AMAFCA facilities that are soft surface.	Content	31	36	Edited. See also OSD comment 9/30/14. No additional content provided.	DONE

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
5.c	P&R	Content. Page 108, Delete first paragraph and substitute the following text: "Based on the latest population projections, the City can expect a significant increase in population, especially on the West side of Albuquerque. The recently released "Paseo del Norte High Capacity Transit Study Alternatives Analysis Report" dated August 2014 is proposing major changes in the way the residents of Albuquerque will travel around the City. A Bus Rapid Transit System such as the "Potential BRT Corridors" suggested in the Study could result in an increase in bicycle commuting as a way of supplementing a BRT mode for access to the Major Employment Centers as well as to Parks, Open Space, Trails, Libraries, Community Centers and other public facilities. Although the Bikeways and Trails Facilities Plan will precede any adoption of a BRT program for the City, the Bikeways and Trails Plan may be updated in the near future to include bicycle commuting w/BRT and recreational access as part of a Transportation System. With more research and information, the City can develop policies that require coordination between City departments to assure access to bike facilities and trails. In the meantime, City policy remains that if a trail and/or bicycle facility is shown on the Trails Plan as proposed where a property is being developed, the development will be required to construct and maintain said facility. This policy is consistent with the 1993 Trails and Bikeways Facilities Plan policies. As it is not possible to foresee the exact location of future development, new development within these developing areas shall be subject to the following requirements:"	Content	108	126	Added.	DONE
5.d	P&R	Content. Page 108, Item 6 "ROW" should be spelled out. Add the following statement and making this number 7 and renumber present 7 and 8: "It is the City Parks and Recreation Department's policy that if the trail is identified on the Bikeways and Trails Facilities Plan as a "proposed paved trail" it is to be developed, to city standards (as defined in chapter 7), as a trail which may be in lieu of a sidewalk. The Parks and Recreation Department must accept a trail for inclusion into the Trail System on the Trails Map. If a proposed trail is built, but not accepted by the City Parks Department due to the trail not meeting the minimum requirements as determined in the Design Manual, a trail maintenance agreement should be created to determine the owner or developer to take maintenance responsibility and should relieve the City of liability of that particular trail or trail section. If a proposed trail is not on the Plan, a sidewalk is still required per the DPM Standards for Transportation development."	Content	108	127	Added.	DONE
5.e	P&R	Clean-up. Page 6, include the Prescription Trails Program in this discussion on Public Health Benefits. This program is under-promoted and is a wonderful way for individuals to begin a walking program. The Prescription Trails program should also be included in the definitions on page 13. From the 2012 booklet, "The Prescription Trails Program provides prescriptions for walking and wheelchair rolling and a walking guide that suggests routes in our community targeting and promoting healthy lifestyles for individuals and families (& pets, too). This guide will help you find some of the park and trail walking paths in Albuquerque, Bernalillo County and the Village of Los Ranchos de Albuquerque."	Content	6	7	Added.	DONE
5.f	P&R	Clean-up. Page 11 Please add MPOS Major Public Open Space to the section F. Acronyms as it appears throughout the Plan and should be referenced in the beginning.	Content	11	11	Added.	DONE
5.g	P&R	Clean-up. Page 13 Please add Open Space Trail and Major Public Open Space w/ definitions for each.	Content	13	13, 14	Added.	DONE
5.h	P&R	Clean-up. Page 14 Please add Soft-surface Trail and its definition.	Content	14	15	Added.	DONE

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NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
5.i	P&R	Clean-up. Page 19 Section 1, Existing Bicycle and Trail Plans – City and Regional Plans – an organizational comment, I think that first should be the Comprehensive Plan followed by the Long Range Bikeway System Plan (2007) and the Comprehensive On Street Bicycle Plan (2008).	Content	19	20	Edited.	DONE
5.j	P&R	Clean-up. On page 22, in the last paragraph of the DPM (2008), please add a sentence that reads "Open Space Trails Standards are also presented in Chapter 7 Design Manual."	Content	22	23	The first sentence of the last paragraph states this.	NO ACTION
5.k	P&R	Clean-up. Page 32 second complete paragraph please give this paragraph a subtitle "other multi-use trails" wherein the discussion is about unpaved multi-use. In this same paragraph the term "Open Space" is used. This should say Major Public Open Space or MPOS throughout the document for consistency.	Content	32	36	Edited.	DONE
5.l	P&R	Clean-up. Page 33 mentions "Urban Trail" and in parenthesis "wide sidewalks". Could this also be added to the definitions section on Page 14?	Content	33	37	Deleted reference to "Urban Trail" because this is not a concept that is developed or proposed in this plan. "Wide sidewalks" is a more accurate description because they do not meet the trail design standards (buffers from road, recovery zones, etc.), and it is more inclusive because wide sidewalks are proposed by DPM in Activity Centers.	DONE
5.m	P&R	Clean-up. Page 77 shows 46 miles of unpaved trails proposed and if they are OSD trails and there are definite locations, we could add to Table 8 on page 74. The Open Space Division should be able to help define these numbers.	Content	77	71	No change. These are not Open Space Trails. See also OSD comment 9/30/14.	NO ACTION
5.n	P&R	Clean-up. Page 80 Section 3 regarding Bollards first bullet states "Bollards present a collision hazard..." Does the report state that or could we say instead that Bollards "may" present...? (depending on how close together they are, depending on the attention and/or skill level of the rider, depending on the condition of the bollard.....etc.)	Content	81	93	Added the word "may."	DONE
5.o	P&R	Clean-up. Page 81, Section 4, Could this read...Claremont Road is "an example of" a road ... it is not the only street that could be upgraded from a Bicycle Route to a Bicycle Boulevard.	Content	81	94	Done; but note that there are no other locations proposed for upgrade from route to boulevard.	DONE
5.p	P&R	Clean-up. Page 82, D. 1. Second paragraph mentions discussion with GABAC. Clarify if there was a similar discussion with GARTC.	Content	82	n/a	Response from P&R: According to James, this was only discussed with GABAC as it was pertaining to the way finding system that DMID is developing for on-street facilities. Please ignore this comment.	NO ACTION
5.q	P&R	Clean-up. Also Page 82, second sentence in Section D.2., should read...due to the greater impact on or to the multi-use trail system. Please add that the signage and markings also allows 311 calls to report more exact locations of trail maintenance problems.	Content	82	95	Done, but note that this is not directly relevant to the emergency response discussion (as written).	DONE
5.r	P&R	Clean-up. Page 87, Section 5.A.1. add: "Major Public Open Space Trails. The Open Space Division of the Parks and Recreation Department provides Environmental Education and Interpretation through a number of outdoor activities, classroom programs and community events to educate the public on the use of Major Public Open Space and Trails. Trail maps are maintained for trail users and hikes are sponsored as well as special events to heighten awareness of the low impact recreation and the protection of the natural state of Major Public Open Space. The Open Space Division's Trail Watch Volunteers Program is instrumental in educating the public about trail use ethics while noting maintenance needs to be corrected. In addition to hiking, mountain biking and horseback riding, the trails in the City's Parks, Open Space and Trails system provide the opportunity to protect and preserve the natural environment for the benefit of the Albuquerque resident and visitor trail users now and in the future."	Content	87	101	Added.	DONE

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NO.	SOURCE	CONDITION	TYPE	Sept Page	Qt Page	Response/Action/Comment	Status
5.s	P&R	Clean-up. Page 87, Section 5.A.1, add: "Prescription Trails. The City's Prescription Trail Program is intended to make information available to all residents about the importance of walking for health and how to get started in a self-directed or group program. The easy to use Guide provides information about specific parks in the Albuquerque area with maps organized alphabetically by zip codes and level of difficulty for each trail location, the length of each "loop" and what amenities are provided in each park facility. A walking log is included in the Guide so the trail user can easily document their distances walked. Information is also provided on Walking Clubs and Mail Walking for those rainy days."	Content	87	101	Added.	DONE
5.t	P&R	Clean-up. Page 87, Section 5.A.1, add: "Environmental Education. The Open Space Division of the Parks and Recreation Department provides Environmental Education and interpretation through a number of outdoor activities, classroom programs and community events to educate the public on the use of Major Public Open Space and Trails. Trail maps are maintained for trail users and Hikes are sponsored as well as special events to heighten awareness of the low impact recreation and the protection of the natural state of Major Public Open Space. The Open Space Division's Trail Watch Volunteers Program is instrumental in educating the public about trail use ethics while noting maintenance needs to be corrected. In addition to hiking, mountain biking and horseback riding, the trails in the City's Parks, Open Space and Trails system provide the opportunity to protect and preserve the natural environment for the benefit of the Albuquerque resident and visitor trail users now and in the future."	Content	87	101	Added.	DONE
5.u	P&R	Clean-up. Page 98, Section 2. The Trails and Bikeways Facility Plan called for both a Trails Coordinator and a Bicycle Coordinator. The draft Plan is inconsistent about what the two positions are called and is confusing therefore even just in that first paragraph where they are called Planners in one sentence and Coordinators in another. It seems that both positions do planning and coordinating. It would be great if we had two of each!	Content	98	113	Changed job titles to Bicycle Coordinator and Trail Coordinator as both do project management/implementation as well as planning. P&R response: The Plan does not need to use the City job description titles for the purposes here.	DONE
5.v	P&R	Clean-up. Page 120, The Impact Fees collected for Trails are not deposited into the General Fund and disbursed from there, apparently they have their own account and Trails development can be charged out of the account. I would suggest that the last sentence in that paragraph be deleted.	Content	120	140	Deleted.	DONE
5.w	P&R	Clean-up. Pages 121 - 129 suggest removing job titles in Lead Agency columns as these positions may change from time to time or be relocated to different departments. It will usually be the Department responsibility regardless of the staffing functions.	Content	121	141	Note: This duplicates Condition 6.TUD&D response: Russell wants to refer to job titles to make the table more adaptive if the positions are relocated among departments.	NO ACTION
5.x	P&R	Clean-up. Page 171, Width second bullet is 12-1 feet or greater... not clear.	Content	171	171	Revised to reflect 12-foot or greater, not 12'-1"	DONE
5.y	P&R	Clean-up. Page 172, Asphalt comment, please change "cheaper" to "less expensive."	Content	172	172	Edited.	DONE
5.z	P&R	Clean-up. Page 174, second paragraph, should begin "Unpaved trails are typically..." (delete "and") Middle of the paragraph delete "still" in sentence discussing MPOS paved trails being part of the overall trail network.	Content	174	174	Edited.	DONE
5.aa	P&R	Clean-up. Discussion on the Future GARTC/GABAC Structure - Each GARTC member gave comments and opinions on the possibility of combining GARTC/GABAC into a larger committee. Motion: Gary moved that GARTC remain a distinct committee as members are concerned that a restructuring could result in the loss of the visibility of some classes of trail users. However, GARTC would accept regular joint meetings with other pedestrian/bicycle committees such as GABAC to increase the efficiency for the City when areas of common interest arise. Second by Valerie Cole. Motion passed 5-0.	Content	n/a	n/a	Putting the most recent specific discussion is possibly too detailed and the working draft document summarizes in general terms the general concepts for future structuring of the Advisory Committees.	NO ACTION

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5.bb	P&R	<p>Clean-up. Definition of soft surface trails (add to plan definitions): A soft-surface trail is typically built with the earthen materials on hand and no fill or other material is brought to the area of construction. Also see definitions "unpaved trail, single track trail".</p>	Content	n/a	15	Are soft-surface different from unpaved? P&R response: yes, both definitions added.	DONE
5.cc	P&R	<p>Clean-up. Definition of "single-track trail": A trail where users must generally travel in single file and is named not for the physical structure of the trail but rather for the user. Single track trails are typically 18-30 inches wide. Usually and almost always a soft-surface trail or unpaved natural surface trail. These trails are typically found on Major Public Open Space lands and sometimes referred to as mountain bike or hiking trails. They disturb less ground and can be easier to maintain due to their narrow width. The narrowness of the trail tends to immerse the user closer to nature than a wider trail or dirt road.</p>	Content	n/a	14	Added.	DONE
5.dd	P&R	<p>Clean-up. Page 32 of the Plan discusses Major Public Open Space trails and "other unpaved" trails. This "existing facilities" section is best suited for the information provided by the Open Space Division (in the comments section) to further the capital O and capital S in Open Space or Major Public Open Space.</p>	Content	32	36	The text in the plan was generally revised to clarify between OSD, open space, and Major Public Open Space. Additional clarification may be provided by OSD.	DONE
5.ee	P&R	<p>Formatting. The formatting of the various sections and subsections should be gone over as there are different fonts, different bolding, italicizing and subtitling that should be consistent throughout the document. Add section headers at the top or bottom of the pages. It is a large document with many sections and having the chapters identified on each page would help as one reads through the Plan.</p>	Clerical	various	various	Edited.	DONE
5.fff	P&R	<p>Formatting. Page 40 shows a map that is lacking a title which illustrates opportunities and constraints. The round or oval brown symbols seem to be keyed as "System Gap" but they cover or obscure the very space where the gap appears to be so it is difficult to figure out what the gap is.</p>	Clerical	40	45	This map is provided by Alta. Cannot modify. Purpose of including is to illustrate the facility analysis process that resulted in the Plan's recommendations, rather than serving as a resource for future analysis. Will add a larger title to the top, and remove smaller title from the bottom of image.	DONE
5.ggg	P&R	<p>Formatting. Second, the maps on pages 64-71 (not numbered) show the unpaved trails in two different colors. The first map shows existing (unpaved) trails legibly, the second map does not show existing unpaved trails in the legend but they are apparent and are legible on the map. The third and fourth maps showing Current Projects and Critical Links are just not legible at all where trails should be showing, whether existing or proposed. The only Administrative Boundary that shows clearly on the third and fourth maps would be Kirtland Air Force Base. All Open Space areas are unclear as to what each is including the Bosque, Rio Grande Valley State Park. Possibly different colors can be used to make these maps more clear to the reader.</p>	Mapping	64-70	73-83	Figure 10 & 11 both show unpaved trails in the legends and with the same colors. Figures 12 & 13 intentionally fade the existing facilities to more clearly illustrate the proposed Current Projects and Critical Links. The maps 10 & 11 will be consolidated into one new series that shows the City by quadrant, to improve the clarity of the maps. Finally, the open space areas have been changed to a darker green.	DONE
6.a	OSD	<p>Content. A possible section to add to help the reader to understand the different kinds of open space: There are two types of open space within the plan area, Major Public Open Space and "open space." Major Public Open Space (MPOS) corresponds with the locations identified in the Albuquerque Bernalillo County Comprehensive Plan, the City of Albuquerque Major Public Open Space Facility Plan (jointly adopted by the City and County), and the Bernalillo County Parks, Open Space, and Trails Master Plan. Lower case "open space" examples include easements, privately maintained trails, recreational and educational facilities, utility facilities and corridors, water storage and drainage facilities, access easements and roadway and/or transit rights-of-way.</p>	Content	n/a	21	Added to the plan Section 2.B.1, Relationship to Applicable City Plans, Regulations & Guidance	DONE

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
6.b	OSD	Content. Also, rather than list the links to the websites with the Foothills and Rio Grande Valley State Parks maps, would it be possible to include the maps themselves in the actual plan? The unpaved trails in these areas represent extensive trail systems in the Albuquerque area that receive heavy use for recreation, commuting, etc. The most current maps can be found here: http://www.cabq.gov/parksandrecreation/open-space/lands/RGVSPmapspl1117.pdf	Content	83	97	The MPOS trails have been added to the overall maps, and the links are also in the plan for people who want to download a specific map. These maps can be updated over time as new facilities are built without having to amend the plan. I'd like to treat all facilities more or less equal, i.e., we did not include maps only showing on street facilities either.	DONE
6.c	OSD	Content. Page 4: On Table 1, where does the data from for "unpaved trails" come from? Accordingly to a recent inventory done by Division staff, we manage just over 100 miles of official trails, including in City owned Major Public Open Space in Sandoval and Bernalillo Counties.	Content	4	4	This data reflects unpaved trails within the City Boundary (the extents of this Plan). The GIS data was provided by Open Space. The underlined text above has been added to the description of unpaved facilities on page 34.	DONE
6.d	OSD	Content. Page 6: Public Health Benefits: Add something about the Prescription Trails program if the program is still active.	Content	6	7	Added.	DONE
6.e	OSD	Content. Although Page 2 does briefly refer to the Major Public Open Space Facility Plan (January 1999), page 19 does not list the plan under Bicycle and Trail Plans/City and Regional Plans.	Content	2	21	Edited.	DONE
6.f	OSD	Content. Page 20: Consider addressing plans by rank, not by type. Add the Open Space Facilities Plan and year adopted with discussion of how trails in Major Public Open Space are a major part of the overall network of trails including paved trails in MPOS (Bosque Trail) and single tracks in Elena Gallegos Open Space.	Content	20	20	Edited.	DONE
6.g	OSD	Content. Page 72: Does the Open Space Division have a short list of projects that are currently programmed for design and/or construction? Page 77 shows 46 miles of unpaved trails proposed and if they are OSD trails and there are definite locations, we could add to Table 8 on page 74.	Content	72		No additional information to respond to this comment was provided. See also OSD comment 9/30/14.	NO ACTION
6.h	OSD	Content. Page 82: The OSD has a separate protocol "wayfinding" program for the Sandia Foothills Major Public Open Space and along the Paseo del Bosque, and is working to develop wayfinding systems for trails within other Major Public Open Space areas.	Content	82	95	Added.	DONE
6.i	OSD	Content. Page 83: Add the Open Space Visitor Center, the Open Space Trail Watch Volunteer Program, and the Open Space Environmental Education Program to the list of Safety, Education and Encouragement Programs. Each of these programs involves an element of outdoor stewardship education, including Leave no Trace Ethics, proper use of trails in MPOS, and in some cases, trail design and management.	Content	83	101	Added.	DONE
6.j	OSD	Content. Page 113: Open Space supports the creation of a maintenance map which clearly defines which agency is going to be responsible for maintaining which trail.	Content	113	n/a	Noted. James is working on this map, but prefers not to publish it as part of the plan until the responsibilities are vetted among the responsible agencies.	NO ACTION
6.k	OSD	Content. Clean-up. More consistency in general when referring to different kinds of open space. Sometimes Open Space is capitalized, sometimes not; sometimes it is referred to as Major Public Open Space, sometimes not; sometimes there is a reference to "open spaces" which is not clearly defined. Page 32 deals with some of these issues, but there are still a few sections where it's confusing, such as: Page 31 under the "Trails" section, there is a reference to "open space" but no reference to Major Public Open Space.	Content	various	various	Made specific changes on the pages mentioned. The text in the plan was generally revised to clarify between OSD, open space, and Major Public Open Space. Additional clarification may be provided by OSD.	DONE

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6.l	OSD	Clean-up. Another example on page 37, "Connection to Parks, Open Space, etc." could be clarified which kinds of open space the plan refers to.	Content	37	42	Edited.	DONE
6.m	OSD	Clean-up. Maps: Major Public Open Space areas are not clearly defined within the maps. Use a higher contrasting color?	Content	64-70	73-83	Major Public Open Space areas have been indicated in a darker green color to improve their visibility.	DONE
6.n	OSD	Clean-up. Page 19: MRCOG 2035 Long Range Map is very difficult to read.	Content	19	25	Shown as general illustration, not for analysis purposes. Interested individuals may search for the source document if they want more information.	NO ACTION
6.o	OSD	Clean-up. Page 13: Add Open Space Trail and Major Public Open Space w/ definitions	Content	13	13,14	Added.	DONE
6.p	OSD	Clean-up. Page 14: Soft Surface Trail is not defined although it is referred to under the Trail definition.	Content	14	15	Soft-surface Trail definition added.	DONE
6.q	OSD	Clean-up. Page 27: Could refer to the jointly managed City of Albuquerque/Bernalillo County Alameda/Bacheci Open Space as one property.	Content	27	31	Edited.	DONE
6.r	OSD	Clean-up. Page 32: Second full paragraph uses term "Open Space" and should say Major Public Open Space for consistency or MPOS throughout the document for consistency.	Content	32	35	Made specific changes on the pages mentioned. The text in the plan was generally revised to clarify between OSD, open space, and Major Public Open Space. Additional clarification may be provided by OSD.	DONE
6.s	OSD	Clean-up. Page 116: Major Public Open Space includes Open Space Division managed arroyos so reword to make consistent.	Content	116		See OSD comment 9/30/14.	NO ACTION
6.t	OSD	Clean-up. Spreadsheet uses both lead agency and position; however, an action should not necessarily be assigned to a job title. Positions may change and move from Department to Department.	Content	121	141	Note: This duplicates Condition 5.w. UD&D response: Russell wants to refer to job titles to make the table more adaptive if the positions are relocated among departments.	NO ACTION
6.u	OSD	Clean-up. Page 169: Single Track, limited use for Open Space trails. Add the following: "Site specific signage will define the appropriate usage of trails in Open Space. The Open Space Division is responsible for defining appropriate uses based on topography, environmental conditions, and to avoid potential user conflicts."	Content	169	169	Added.	DONE
6.v	OSD	Clean-up. Page 174: Change reference to MPOS having "hundreds of miles" of unpaved trails to "over a hundred miles" of trails.	Content	174	174	Edited.	DONE
6.w	OSD	Formatting. Page 21: Change the Recommended Facilities section to "Major Public Open Space Arroyos" and "Major Public Open Space Links?"	Clerical	116	22	P&R Response: The initial comment was to add "Public" where Major Open Space Arroyos etc. were mentioned. The new section taken from the Comprehensive Plan that we emailed about this morning should suffice in 6.A.5	NO ACTION
6.x	OSD	Formatting. Page 116: Trails maintenance practices section and On-Street Facilities Maintenance should be consistent, i.e., use the subsections of: Current practices, recommendations, best practices, etc.	Clerical	116	n/a	DMD would need to develop this content. Retained as a Recommended Condition of Approval	EPC CONDITION
6.y	OSD	Formatting. Pages need to be numbered starting page 121.	Clerical	121	141	Added.	DONE
7.a	UD&D	Content. Enhance the Executive Summary into a 10-12 page synopsis or "snapshot" of the plan that can be used as a stand-alone handout.	Content	n/a	n/a	Added.	DONE

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NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
7.b	UD&D	Content. More images – strive to have at least one image per chapter. Ideally, the images would be local to Albuquerque unless otherwise stated. Charts and diagrams are good; it's helpful to show photos of real people using our facilities. Pages 28-33, 81, and 162	Content	various	various	Some new images have been added; more could improve the quality and readability of the plan	EPC CONDITION
7.c	UD&D	Content. Page 41 – Bicycle / Vehicle Crash Locations – add emphasis to this section. Being under 'Other Constraints' makes crash locations seem less important. Understanding what contributes to crashes can lead to safety improvements, whether the cause is due to substandard design, sight distance, maintenance issues, user error or lack of education. The health, safety and well-being of Facilities users should be paramount.	Content	41	47	This section is titled "Other Constraints" to differentiate from the previous section of "Physical Constraints." It was retitled "System Constraints" to generally cover safety, wayfinding, and gaps as concerns/constraints. Text also added to this section to add emphasis.	DONE
7.d	UD&D	Content. Page 62 - Project Prioritization Approach, to better explain the project selection process, refer to Table 6 for infrastructure project evaluation criteria. Reiterate in this section: The criteria includes safety, system connectivity, completeness of network, barriers and constraints, and serving non-motorized needs. Include a description of how projects are selected, including frequency of the selection process, which agencies or departments are involved and who leads/facilitates that process. For example, is there a committee that includes representatives from DMD, Parks and Recreation, Planning, etc., and how is the public involved in this process?	Content	62	69	Added text drafted by Linda Rumpf to clarify approach	DONE
7.e	UD&D	Content. Add some of the funding sources to the Funding Section in chapter 6 (MRA, Council set-aside, AMAFCA, grants, etc.).	Content	120	140	Added text drafted by Linda Rumpf to clarify approach	DONE
7.f	UD&D	Content. The Plan may benefit from a stronger connection between the first lists (Current Projects & Critical Links) in relation to the Implementation Actions chart beginning on page 120. Many of these items (Maintenance, Programs, etc.) seem separate, yet other categories (CIP/Network improvements) seem to tie to the capital projects. Is there a way to tie them together more or explain the correlation? For example, does each capital project listed under Current Projects & Critical Links link to one or more items in the Implementation Actions chart?	Content	various	n/a	Retained as a Recommended Condition of Approval.	EPC CONDITION
7.g	UD&D	Content. Page 73 – It is unclear why these projects are on this page (50-Mile Activity Loop, Fair Heights...) Add a brief header or sentence explaining that these are Other Current Projects.	Content	73	86	Edited.	DONE
7.h	UD&D	Content. Page 83 – This section is more about Safety, Education and Encourage Programs. Where appropriate, add engineering and enforcement to the overall approach.	Content	83	Ch 5	Added text drafted by Linda Rumpf to clarify approach	DONE
7.i	UD&D	Content. Page 119-120 – Funding – This section mainly lists the traditional funding sources for these types of programs and projects. We need a robust set of options to fund the many projects listed in this Plan. Add other creative funding sources to include: City Council set-aside funds, Coordination with other City Departments (Metropolitan Redevelopment Area funds), Federal/State Local Partnerships, MIRCOC, Public Private Partnerships, TIF and TIDD funding, grants, Municipal Bonds, Special Improvement Districts, Public Improvement Districts, etc. (Note: see the list in the appendix of the Route 66 Action Plan).	Content	119	139	Added text drafted by Linda Rumpf to clarify approach	DONE
7.j	UD&D	Content. Page 119 – Add a chart showing the City's typical annual budget for the various activities (capital projects, maintenance, programs, etc.) and summarize the estimated costs mentioned earlier in the document along with the current time estimates for completion (in years). Might be good to use a pie chart to show an overall use of funds.	Content	119	n/a	Needs additional research/text. Delegated to Linda Rumpf Response: "Let this go for now"	DONE
7.k	UD&D	Content. Overall – Recommendations and conclusions – there is a lot of information in this plan. Where appropriate, summarize recommendations and conclusions.	Content	various	140	Table 10 aims to be this summary. Added text to Section 6.F, Summary of Implementation Actions to address this comment.	DONE

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
7.i	UD&D	Content. Updating the DPM standards for bicycle facilities to align with and reflect modern best practices. Clean-up. There are currently long lists of projects beginning on page 72. The projects in these lists are numbered and it is not clear if those numbers indicate any sort of priority. If the numbers are not used for mapping or prioritization, it might be good to remove them. If needed, please add an explanation. (List is in alphabetical order and is not prioritized.)	Content	n/a	131, 144	Duplicates comment 7.s. Added text to Section 6.B.4 to reflect this comment. Added text to Implementation Matrix action #51.	DONE
7.m	UD&D	Content. Updating the DPM standards for bicycle facilities to align with and reflect modern best practices. Clean-up. There are currently long lists of projects beginning on page 72. The projects in these lists are numbered and it is not clear if those numbers indicate any sort of priority. If the numbers are not used for mapping or prioritization, it might be good to remove them. If needed, please add an explanation. (List is in alphabetical order and is not prioritized.)	Content	72, 74	85, 87	The lists are numbered for reference. I added a disclaimer that explains they are not in order of priority – they are ordered by city quadrant.	DONE
7.n	UD&D	Clean-up. Add an implementation strategy (Page 120 – Summary of Implementation Actions) to compile a list of top Bicycle / Vehicle accident locations city-wide to help prioritize funding and efforts.	Content	120	144	Added new action #54 to Implementation Matrix	DONE
7.o	UD&D	Clean-up. Page 129 – add a conclusion to the first section of the Plan / a transition to the Design Manual which begins on page 130.	Content	129	140	Added.	DONE
7.p	UD&D	Clean-up. Cover – add the city logo and the words 'City of Albuquerque'	Content	235	n/a	Not clear what is considered to be missing.	NO ACTION
7.q	UD&D	Clean-up. Inside cover or first page – add publication information (published by: City of Albuquerque Planning Department, contact info, date)	Content	n/a	inside	Added to the inside cover	DONE
7.r	UD&D	Clean-up. Cover – add the city logo and the words 'City of Albuquerque'	Content	n/a	inside	Added to the inside cover	DONE
7.s	UD&D	Clean-up. The DPM standards for bicycle facilities shall be updated to align with and reflect modern best-practices and the design standards and guidelines in Chapter 7.	Content	n/a	131, 144	Duplicates comment 7.i. Added text to Section 6.B.4 to reflect this comment. Added text to Implementation Matrix action #51.	DONE
7.t	UD&D	Formatting. Should the project lists be moved to the appendix, if they are expected to be updated regularly?	Clerical	n/a	n/a	Need to consult with legal to determine if possible to provide for an administrative update of the plan annually to reflect current projects and new maps.	NO ACTION
7.u	UD&D	Formatting. Page 120 – Summary of Implementation Actions – this section goes on for several pages. If possible, please use a larger font and add a heading to the chart. Please add a summary of each category (Administration, Maintenance, Programs, etc. to page 120). If it is not feasible to do all of the actions outlined in the chart, consider prioritizing the top actions to be done with the resources available. Also, one of the pages in the chart looks like a duplicate (in my copy).	Clerical	121	141	Edited. The priority column indicates the top actions prioritized to be done first when resources become available.	DONE
7.v	UD&D	Formatting. Layout – To make it easier on the reader, add a header and footer to each page that indicates the title of the plan and date (footer) and the current chapter (header). Also, adding a divider page or tab to each chapter might make the Plan easier to navigate.	Clerical	various	various	Title and section orientation information has been added to the page footer. Section dividers could be implemented in final publication.	DONE
8.a	MRCOG	Content. Under goals and policies and at the beginning of the plan there should be an emphasis about the need to look at best practices in other communities. Although this is mentioned much later in the plan (page 95 "Other Trends in Bicycling & Trail Planning"), it is not emphasized. For the last four years MRCOG has sponsored webinars on best practices from other communities. We have found them very helpful and are happy to continue to sponsor them. From our experiences with these webinars and other resources we recognize that City of Albuquerque has great potential to pilot, test, and implement practices and designs that have been found successful elsewhere. The beginning of the plan describes current facilities but does not include new possible facilities. We recommend including facilities that currently do not exist in Albuquerque in this section – protected bicycle lanes and cycle tracks for example. This would address the reality that bikeway, trail, and pedestrian accommodation is changing rapidly antial for adding erosional control features, such as drain dips, and rerouting seve	Content	15	17	New policy - Section 2.A.2, Policy 1.c: "Study, pilot, test, and implement best practices and designs that have been found successful in other communities to respond to the rapidly changing state of bicycle and pedestrian practices."	DONE

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NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
8.b	MRCOG	Content. Further Proposed Mechanisms for Gap Closure, Priority Projects and New Design Implementation: The plan provides guidance on gap closure, arterial retrofits, project prioritization and other topics. We encourage the inclusion of data gathering and public involvement as a means to further assess these topics and refine strategies and needs.	Content	Ch 4	67, 70	New step in the Section 4.A.4, Gap Closure Analysis Procedure: "Step 6: Evaluation. The City should gather data and public input as a means to further assess these topics and refine strategies and needs." Similar text was added to the Project Prioritization Approach, Section 4.B	DONE
8.c	MRCOG	Content. It would also be beneficial if this plan provided flexibility as new ideas come forward, allowing them to be implemented if they are consistent with the plan. For example, at the neighborhood level, the current Bicycle Boulevards came about from community desires. At the City Council level, the recent study of Downtown Albuquerque by Jeff Speck was just conducted. How will these ideas fit into this plan? Finally, there seem to be developing concerns of whether it is appropriate to place bicycle facilities on principal arterials for speeds above 40 miles per hour. Hopefully the goals of this plan can provide a mechanism to address emerging competing needs that are still not well understood. We would advise that there be enough flexibility in the plan to allow for new projects that are highly consistent with the plan goals that may not be explicitly listed in the current project list.	Content	n/a	17	Added to Section 2.A.2, Policy 1.c "c. Policy: Study, pilot, test, and implement best practices and designs that have been found successful in other communities to respond to the rapidly changing state of bicycle and pedestrian practices. Implementation of this plan should allow flexibility to include new projects and techniques that are highly consistent with the plan goals."	DONE
8.d	MRCOG	Content. Time Frame: Could this plan include a time frame? Bernalillo County's Pedestrian-Bicycle Safety Action Plan states that it is a 10 year plan. This could go to support "Best Practices." Best practices are changing fairly rapidly. Giving a time frame will encourage updating the plan to keep up with new best practices and better understanding of challenges facing the City in terms of walking and bicycling.	Content	n/a	10	Added to Section 1.E and to the Snapshot.	DONE
8.e	MRCOG	Content. Economic Benefits: (P.5) Please include that people walking and bicycling spend more money locally and help to support local economy. This is the argument from The Green Divide http://communitywealth.org/content/green-divide	Content	5	6	Added text - Section 1.C.1, Economic Benefits	DONE
8.f	MRCOG	Content. Traffic Safety: (P.6) There is evidence that the more people walk and bicycle the safer it becomes to walk and bicycle. This is related to goals of both safety and increasing the number of users in the network. Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling. Pl. Jacobsen, Injury Prevention, 2003:9-205-209.	Content	6	6	Added text - Section 1.C.2, Traffic Impacts (previously titled Traffic Safety)	DONE
8.g	MRCOG	Content. This would increase the length of the glossary, but including new facilities such as protected bicycle lanes, cycle tracks, rapid flash rectangular beacons, and the hybrid beacon should also be included in the glossary. These elements are included in NACTO and the beacons are recognized proven countermeasures that improve safety. Including the TDM program, Smart Trips, would also be good.	Content	12-14	12-15	Added definitions - Section 1.G, Definitions	DONE
8.h	MRCOG	Content. Improve cyclist and pedestrian safety: (p.15-16) One safety topic that came up very frequently when Bernalillo County was conducting focus groups about active transportation in disadvantaged neighborhoods is safety from crime. This could fit under "d. Provide a welcoming and comfortable environment for all travelers along roadways and trails, which includes encouraging more legitimate users on these facilities to prevent crime." Something similar is recommended to address this concern.	Content	16	17	Edited policy - Section 2.A.2, Policy 1.e: "d.e. Policy: Provide a welcoming and comfortable environment for all travelers along roadways and trails, which encourages more legitimate users on these facilities to help reduce crime."	DONE
8.i	MRCOG	Content. Increase use of the bikeway and trails networks: (p.16-17). Please explicitly state that this policy goal includes attracting new users. It takes more effort to attract new users than to encourage incidental users to walk and bicycle more frequently, but both groups would benefit from these efforts.	Content	16	18	New policy - Section 2.A.2, Policy 4.a: "Increase the number of people who walk and bicycle by aiming to attract new users and to encourage incidental users to walk and bicycle more frequently."	DONE

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
8.j	MRCOG	Content. Policy (e) is a good place to recommend using performance measures to better understand the impact of programs and projects.	Content	17	18	Edited policy - Section 2.A.2, Policy 4.f	DONE
8.k	MRCOG	Content. Long Range Bikeway System: There are several small errors in the paragraph on p.19. The Long Range Bikeway System (LRBS) is not a stand-alone plan. It is an element of the Metropolitan Transportation Plan (MTP), which is a long-range plan looking at transportation on the 20 year horizon. Although it has 20 year time frame, the MTP is updated every four years. The LRBS is updated with the MTP. Currently the 2035 MTP is in effect and it was adopted in April 2011. It is recommended to use the year 2011 to describe the date of the LRBS.	Content	19	24	Edited text - Section 2.B.2, Long Range Bikeway System Map	DONE
8.l	MRCOG	Content. Bear Canyon Arroyo from Juan Tabo to Tramway is another trail gap that should be included in this list.	Content	66	75	This corridor is within Major Public Open Space, and the OSD has indicated they do not support a paved trail at this location. There is, however, an existing unpaved trail through this corridor.	NO ACTION
8.m	MRCOG	Content. New Programs to Expand or Initiate: Please include Smart Trips. It is a program that targets neighborhoods to encourage people to walk, bicycle and take the bus. It also involves assessment of the impact of this intervention. https://www.portlandoregon.gov/transportation/43801	Content	Ch 5	110	Added Program to Section 5.B, Other Trends in Bicycle & Trail Planning	DONE
8.n	MRCOG	Content. Glossary: Please include a definition of an Activity Center in the glossary. Also please include that Bicycle Boulevards are often neighborhood streets with good connectivity. Portland OR, is currently focused on building Neighborhood Greenways (their name for Bicycle Boulevards) because they attract novice riders, calm neighborhood traffic and are cheap to build. They are achieving many goals with these facilities. This is worth mentioning and relates back to looking at best practices in other areas.	Content	12-14	12-15	Added definitions - Section 1.G, Definitions	DONE
8.o	MRCOG	Content. Clean-up. Please include Traffic Demand Management (TDM) in both the glossary and acronym list. Although there might not be mention of TDM in the document, it is an important category under federal funding sources.	Content	12-14	12-15	Added definitions - Section 1.G, Definitions	DONE
8.p	MRCOG	Content. Clean-up. Streamline administrative practices... (p.18) Policy (e), please use the term "crash" instead of "accident". The term "accident" implies that nothing could have prevented the incident. FHWA, NMDOT, and MRCOG use the term "crash" instead.	Content	18	19	Edited text - Section 2.A.2, Goals & Policies	DONE
8.q	MRCOG	Content. Formatting. Recognize and Leverage the bikeway and trail network as an integral part of economic development and quality of life in Albuquerque: (p.17-18) Policy (e) is the definition of a Complete Street. It really should be moved up the list to (a).	Clerical	17	19	Edited text - Section 2.A.2, Goals & Policies	DONE
8.r	MRCOG	Content. Formatting. Table 8: High Priority "Critical Links Projects": There were several rows that seemed to be redundant. (#5 & #6 Same type, name, and endpoints, but different lengths, # 25 & # 26 Same type, name, and endpoints, but different lengths, #65 & # 66 All information is the same, # 107 & # 108 Same type, name, and endpoints, but different lengths).	Clerical	74	87	Edited table - Section 4.B.2, High Priority Projects	DONE

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
9.a	PNM	<p>Clean-up. PNM transmission rights-of-way or easements are identified as the location for several proposed bike routes or trails. As the easement holder, PNM has the legal right to use and maintain the easement including ensuring vehicular access to the lines, maintaining adequate clearances, and other safety measures. If the bike lanes and/or trails become guest uses at these locations, an encroachment agreement will be necessary. The City also needs to directly contact the underlying property owner. In addition, it will be the City of Albuquerque's responsibility to ensure that PNM's uses of the easement are not affected or interfered with in any way by the inclusion of the bike lane or trail. Revise the section entitled Trail Gap Closure Measures (page 58) as follows (added text is underlined, deleted text is shown as strikethrough): "Utility and irrigation corridor trails typically include power line and water utility easements, as well as canals and drainage ditches. These corridors offer excellent to more research and information, the City can develop policies that require coordination between City departments to assure access to bike facilities and trails. In the meantime, <u>City policy remains that if a trail and/or bicycle facility is shown on the Trails Plan as proposed where a property is being developed, the development will be required to construct and maintain such facility. This policy is consistent with the 1993 Trails and Bikeways Facilities Plan policies. As it is not possible to foresee the exact location of future development, new development within these developing areas shall be subject to the following re</u></p>	Content	58	65	Edited text - Section 4.A.3, Gap Closure Measures	DONE
9.b	PNM	<p>Content. Four proposed bike lane and/or trail locations are identified within PNM's 115KV transmission rights-of-way and easements. The four locations are: 1. Along the PNM CE 115KV transmission line from Irving Blvd. NW heading north toward McMahon Blvd. NW, 2. Along the PNM BW 115KV transmission line north of Interstate 40 east of Atrisco Vista Blvd NW, 3. Along the PNM SE 115KV transmission line/ID 46KV transmission line corridor in Tijeras Arroyo, and 4. Along the PNM RE/ER 115KV transmission line corridor on San Antonio Drive NE just west of Tramway Blvd NE. Based on PNM's experience constructing and maintaining facilities at these locations, the terrain is difficult and is not conducive for bike trails. Coordination with PNM will be necessary as trails are developed at any of these four locations. One additional trail proposed within PNM's transmission easement is the trail along the PNM SE 115KV transmission line east of Tramway Blvd NE south of Montgomery Blvd from PNM's Embudo Switching Station to apptial for adding erosional control features, such as drain dips, and rerouting severely eroded sections. (Drain dips are defined in the OSD trails design guidelines). If the trail can be converted to a sustainable condition (minimum maintenance required) or maintainable condition (trail may require re</p>	Content	66	73-79, 191	Edited Map; added text to Design Manual	DONE
9.c	PNM	<p>Content. On the Proposed and Existing Bikeways and Trails map (after page 63), two proposed trails on the West Side (one paved, one unpaved) are located within PNM existing 345KV transmission line rights-of-way or easements. The first trail is west of the Ladera Golf Course. The second trail is north of Interstate 40 generally parallel on the north of Ladera Drive NW starting at Ouray Road NW and ending halfway between Arroyo Vista Blvd. and Atrisco Vista Blvd. The higher voltage lines such as these can potentially result in electrical nuisance shocks. Nuisance shocks may occur when a person touches an ungrounded metal object, in this case, such as bicycle handlebars. A nuisance shock does not harm the recipient but can be startling. PNM asks for these two proposed trails to be removed from the proposed bike/trail system or relocated elsewhere as PNM will not grant an encroachment easement at these two locations.</p>	Content	66	73-79, 191	Edited Map; added text to Design Manual	DONE

September 2014 Recommended EPC Conditions of Approval
Response Matrix - 10/1/14

Comments Received after September EPC Hearing							
NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
1	OSD	Page 102 Where it mentions an "alternate approach to recognizing the interests of people who use the unpaved trails (primarily equestrians an unpaved trail users such as hikers) and amending the Open Space Advisory Board to include representation of these individuals." Matt commented that the Advisory's Board current function is not really related to trails in this way and changing their role would dilute their current function. So the Advisory Board wouldn't really be an appropriate group to take on this role.	Content	102	119	Noted. Agree that this Section 6.A.3, Role & Structure of Advisory Committees, needs further discussion. The "alternate option" to consider has not been removed from the draft plan.	DONE
2	Stephen Verchinski	James. I still do not see the Trails document bringing in Water Trails as part of the overall trails program document. I brought this up to the committee over a year ago and there was when I was there agreement that it should be in the program for consistency sake. Please bring this up to the committee again.	Content	n/a	110	Added recommendation to Section 5.B, Other Trends in Bicycle & Trail Planning	DONE
3	Stephen Verchinski	On a related PDN note. Now that Tiburon is connected directly to El Pueblo, you do have the secondary relief route for Jefferson in play. Is there any real reason then to continue the development of the North Channel Road from Osuna at the North Diversion channel to El Pueblo and Alameda? This will be causing another system slowdown for trails coming from Journal Center not to mention the new trail along El Pueblo and the Trail along Alameda to the Balloon fiesta park. Spending scarce taxpayer dollars (I heard \$17 million on this already approved project) is frightening. When you had the presentation by the transportation engineer last year he could not even tell me the level of congestion the road is supposed to address and if the alternative mid block road to Masthead could serve a better function as a reliever. Going along the North Diversion Channel Trail is one of the easier part of my commute day in that section.... Now we are going to be listening to more traffic...I can say one thing about this. more research and information, the City can develop policies that require coordination betwe	Content	n/a	n/a	This is beyond the purview of the Bikeways & Trails Plan	NO ACTION
4	Natalie Dossstter	Hi, my name is Natalie Dossstter, and I would like to suggest making the rio grande more accessible. I grew up in albuq. and came upon kayaking in various states while on vacation. I had suggested kayaking the rio grande to my husband for years, called 311 and asked wether it was possible and no one really had an answer. Well about a month ago my husbands friend said that he kayaked the rio grande with a company. So in the last month, we purchased 3 kayaks on Craig's list and have been having a ball! The only fail back is that there are veeery few access points in order to reach the river. What comes to mind is "build it and they will come". We are always looking for opportunities to boost our economy, and this is a very fun and exciting sport that we have not taken advantage of. So, I am wondering what the steps are for me to take to hopefully have the city add some easy access points for us water fanatics ;) Please steer me in the right direction.	Content	n/a	110	Added recommendation to Section 5.B, Other Trends in Bicycle & Trail Planning	DONE
5	Holly Womack	I am writing in support of the Bikeways and Trails Facility Plan. As an avid cyclist who frequents bike trails and bike paths three to five times per week, I see so much good coming from approving this plan.	Comment	n/a	n/a	Noted.	NO ACTION
6	Marylou Kraemer	I strongly support the recommendation of approval by the EPC for the Bikeways and Trails Facility Plan. The Plan will provide the needed update of policies and proposed facilities to support the development and continuation of a metropolitan area-wide bicycle and multi-use trail network. The Plan will reflect the desires of area residents, like myself, who want the city to continue developing and improving a multi-use trail and bikeway network for commuting and recreational uses, as well as daily needs.	Comment	n/a	n/a	Noted.	NO ACTION

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
7	Lanny Tanning & Linda Thorne	We strongly support the recommendation of approval by the EPC for the Bikeways and Trails Facility Plan. The Plan will provide the needed update of policies and proposed facilities to support the development and continuation of a metropolitan area-wide bicycle and multi-use trail network. The Plan will reflect the desires of area residents, like myself, to continue developing and improving a multi-use trail and bikeway network for commuting and recreational uses, as well as daily needs. We own Bike in Coffee, an innovative way to get people on their bikes or on foot to come socialize and have coffee and snacks right from one of the City's multi-use trails. This is a new concept but is catching on and recommending adoption of this Plan will help put Albuquerque on the map as a major destination for recreation and work.	Comment	95	110	Noted. Bicycle Friendly Business Districts are listed in Section 5.B, Other Trends in Bicycle & Trail Planning	NO ACTION
8	David Grant	The proposed under/overpasses are all necessary and a good thing. The continuation of the Claremont improvements will directly impact my journeys and many others. I will continue my research and responses. Thank you for your efforts. If cyclists are on bike-paths they are no longer prey, like they are on streets.	Comment	n/a	n/a	Noted.	NO ACTION
9	Hugh Bivens	I am an 84 year old ABQ resident since 1957 and congratulate the City Administrations for implementing the bikeways now existing and the future planning. Am considering getting an electric tricycle (trike) and that is why I am submitting this comment. It is only natural that the focus of the bikeways network has been and is on manual bikes and trikes. I would point out however that electric powered bikes and to a lesser extent adult electric trikes are becoming popular (slowly) with an aging population. These bikes and trikes are pedal assisted in that they can be pedaled manually only or pedaled with an assist by the battery powered electric motor or powered by the electric motor only. There are kits to convert manual adult trikes to electric which are fairly popular. These trikes are typically about 34 inches wide or less and can pull trailers. I hope the bikeways planning can provide for the inclusion of the limited but increasingly important bike and trikes for our aging citizen who need this capabil more research and information, the City can develop policies that require coordination between City departments to assure access to bike facilities and trails. In the meantime, City policy remains that if a trail and/or bicycle facility is shown on the Trails Plan as proposed where	Content	n/a	110	Added recommendation to Section 5.B, Other Trends in Bicycle & Trail Planning	DONE
10	DMD	Here are the two parts with all references to "safe", "safety" or "safer" being removed or changed (without using the word "security," which is another alternative apparently). The "safe" term references in the Plan that pertain to existing City programs, or existing programs of others, were not changed since they are existing plans or plans of others (high-lighted in yellow).	Major Content	various	various	Retained/revise one reference the title of a former program discussed in Section 2.B.1, 2000 COSEBP (B&PSEP) and 2.B.5 Federal Policies & Programs, which place a strong emphasis on efficiency and safety of the transportation system. Also note that "accidents" is no longer the accepted terminology; "collisions" and "injury" are accepted terms.	DONE
11	Jim Strozier	I was just reviewing the map as it relates to the area between Unser and 98th Street south of 1-40. It shows a future bike land travelling directly west from Bluewater - on the old alignment, which has been vacated. That should be shifted to the south to connect the terminus of the Bluewater curve out to 98th. That is where the signal is. It would also be good to show the Daytona Bypass on this map, which is the truck route that connects 98th to Unser and bypasses the neighborhood. I can show you where that is also.	Mapping	64-70	73-83	Edited Map	DONE

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
12	Transp. Services	Could a larger facilities map be provided for Existing and Proposed Bikeways with all applicable street names shown?	Mapping	n/a	73-83	A large scale map will be produced to supplement this plan. We are created 4 City quadrant maps to be inserted in the plan instead of the one page 11x17 map. Also, all proposed facilities will be available for analysis in AGIS.	DONE
13	Transp. Services	Leave first part of sentence out on Page 172 for the discussion on surfacing, "Although multi-use trails today are not required to meet any ADA guidelines.....".	Minor Content	172	172	Edited.	DONE
14	Transp. Services	On Page 191, although AMAFCA currently requires 36-inch maximum spacing on bollards, it may be worthwhile to mention somewhere in this section that the proposed PROWAG standards will require 48-inch spacing. A minimum of 48-inch spacing is required to pass certain types of cycles for ADA use such as those that have parallel seating and are over 36 inches wide.	Major Content	191	193	Edited.	DONE
15	Transp. Services	On Page 143 where it mentions a minimum width of 4 feet for proposed bike lanes, is there any place in the document where it mentions upgrading current bike lane facilities that are less than 4 feet in width?	Major Content	143	58	A new sentence was added to Section 4.A.1. Existing Bikeway & Trail Evaluation. Retained as a Recommended Condition of Approval.	DONE
16	Transp. Services	On Pages 50 and 94 references counting stations and collecting counts of bicyclists and pedestrians. It may be worthwhile to collect more current count data from recently built count stations on the Bosque Trail at Bridge, Rio Bravo, I-40 and Alameda as well as count stations at Alameda/Second Street, Tramway & Paseo del Norte, and North Diversion Channel/Alameda. (I included a hard copy of a map of the count stations at your request.....I think Joanna Bennett at the County has these stations.)	Major Content	50, 94	108-109	Noted. This supports a recommendation in Section 5.B, Perform Annual Bicycle and Trail Counts. Additional text was added here to coordinate with BernCo and MRCOG to use their permanent trail counter data. Also, Jessica is working on data for a new trail counter location map.	DONE
17	Transp. Services	To add to bike trail facilities maps in the plan: 1. The County recently build a trail connection from the Bosque Trail to Second Street immediately south of Woodward Road. 2. There is a current County project to build a trail along the west side of Second Street from Osuna Road to Roy Avenue which should be constructed by 2015. (Contact Joanna Bennett from County GIS at 224-1693 to include the County facilities.)	Mapping	64-70	73-83	Edited Map	DONE
18	OSD	Page 34, 2nd paragraph: rename Bosque Trail to Paseo del Bosque Trail.	Clerical	34	35	Edited name to "Paseo del Bosque Trail"	DONE

NO.	SOURCE	CONDITION	TYPE	Sept Page	Oct Page	Response/Action/Comment	Status
19	OSD	Page 72: Proposed trails: Add the following text: "The Open Space Division's current focus for future soft-surface trails is in areas of the East Mountains and Sandoval County properties including the John A. Milne / Gutierrez Canyon Open Space and the Golden Open Space. The goal is to construct approximately 10 miles of new trail in the Golden Property and 7 miles for the John A. Milne / Gutierrez Canyon Open Space. Because these trails are built largely with volunteer labor, it is expected that these trail networks will be completed within the next five years. Additionally, the OSD has been analyzing user created trails in the Sandia Foothills Open Space to see which ones can be converted into official trails. The process of determining which trails can become official trails entails looking at whether the trail adds to the overall circulation of the trail system or if it is a redundant trail. The process also involves looking at the grades and the amount of erosion on the user trails and weighing the potential more research and information, the City can develop policies that require coordination between City departments to assure access to bike facilities and trails. In the meantime, City policy remains that if a trail and/or bicycle facility is shown on the Trails Plan as proposed where a property is being developed, the development will be required to construct and maintain said facility. This policy is consistent with the 1993 Trails and Bikeways Facilities Plan policies. As it is not possible to foresee the exact location of future development, new development within these developing areas shall be subject to the following requirements: "r future trails in MPOS include the Placitas Open Space and the Route 66 Open Space. However, extensive planning needs to be done before trail building in these areas can begin. Therefore, no dates have been set for when trail work in these areas will begin or when it will be completed. Pages 33-34. Additional information on soft-surface trails looks good.	Content	72	86-87	Text was added to this section. Note: This is beyond the scope of the Bikeways & Trails Plan.	DONE
20	OSD	Table 8 on page 74: I'm not aware of any major projects listed for design or construction other than what is listed above.	Content	33	36	Noted.	NO ACTION
21	OSD	p 116: CAROL, could you clarify? I'm not quite sure what section needs to include arroyos here. Btw, here are a couple sections from the Facility Plan for Arroyos that may be useful.	Content	74	87	Noted.	NO ACTION
22	OSD		Content	116	121	Noted.	NO ACTION
23	P&R	Trail System Implementation Approach, Policy II.B.5.f. I noticed that the third to the last bullet is probably not accurate as I don't think OS would take on acquias. Let me know what you think about that. I can try and get it removed or reworded before it is adopted by City Council if you concur.	Content	n/a	126	Noted.	OUTSTANDING
24	GARTC	The TBFP is primarily a plan for cyclists, and offers little for trail patrons. Trail projects and discussion is limited to less than 10% of the total plan.	Content	various		Noted. Insufficient time to address in plan or staff report	OUTSTANDING
25	GARTC	GARTC passed a resolution unanimously opposing a "one committee" structure that combines GARTC with GABAC and other interests. GARTC has unique reasons for having the composition it has, and the recreational use of trails is substantively different from the use of bikeways.	Content	various		Noted. Insufficient time to address in plan or staff report	OUTSTANDING
26	GARTC	The COA is currently involved in a city-wide self-evaluation and transition plan development to meet the requirements of the ADA. P&R as well as DMD will be evolving transition plans for equal access to facilities by persons having disabilities. The current TBFP does not acknowledge this reality or its impact on future projects. This places the TBFP on a collision course with the transition plans and the requirements of Federal law. The TBFP does not address informational needs, such as equal access to maps, signage, etc., and does not offer any plan or plan process for meeting these provisions of the Americans with Disabilities Act.	Content	various		Noted. Insufficient time to address in plan or staff report	OUTSTANDING
27	Scott Hale	The Bicycle Friendly Community Fall 2012 Application needs to be included with EPC Packet since we included LAB Recommendations	Comment	n/a	n/a	Added to staff report	DONE

ENVIRONMENTAL PLANNING COMMISSION SIGN-IN SHEET

AGENDA ITEM NO: 10

DATE: October 9, 2014

CASE #: 1008887 14EPC-40054 Bikeways & Trails

PLEASE PRINT CLEARLY

<p>1. Name: <u>Julie Luna</u></p> <p>Address: <u>MRCOG 809 Copper Ave NW</u></p> <p><u>Albuquerque</u> <u>NM</u> <u>87102</u></p> <p>City State Zip</p>	<p>6. Name: _____</p> <p>Address: _____</p> <p>City State Zip</p>
<p>2. Name: <u>Susan Kelly</u></p> <p>Address: <u>713 Camino Espanol</u></p> <p><u>ABQ</u> <u>NM</u> <u>87107</u></p> <p>City State Zip</p>	<p>7. Name: _____</p> <p>Address: _____</p> <p>City State Zip</p>
<p>3. Name: <u>John Thomas add</u></p> <p>Address: <u>GARTC</u></p> <p><u>3025 Palo Alto Dr. NE</u></p> <p><u>87111</u></p> <p>City State Zip</p>	<p>8. Name: _____</p> <p>Address: _____</p> <p>City State Zip</p>
<p>4. Name: <u>SCOH HALE GABAC</u></p> <p>Address: <u>2321 Camino de las Alifanadas NW</u></p> <p><u>ABQ</u> <u>NM</u> <u>87107</u></p> <p>City State Zip</p>	<p>9. Name: _____</p> <p>Address: _____</p> <p>City State Zip</p>
<p>5. Name: <u>Gary W. Kelly (GARTC)</u></p> <p>Address: <u>6325 Cuasta Place NW</u></p> <p><u>Albuquerque</u> <u>NM</u> <u>8720</u></p> <p>City State Zip</p>	<p>10. Name: _____</p> <p>Address: _____</p> <p>City State Zip</p>



**ENVIRONMENTAL PLANNING COMMISSION
ACTION SHEET**

**Thursday, October 9, 2014
8:30 a.m.**

**Plaza Del Sol Hearing Room, Lower Level
600 2nd Street NW**

MEMBERS

**Peter Nicholls, Chair
James Peck, Vice-Chair**

**Maia Mullen
Bill McCoy
Karen Hudson
Victor Beserra**

**Moises Gonzalez
Patrick Griebel
Derek Bohannan**

NOTE: A LUNCH BREAK AND/OR DINNER BREAK WILL BE ANNOUNCED AS NECESSARY

Agenda items will be heard in the order specified unless changes are approved by the EPC at the beginning of the hearing; deferral and withdrawal requests (by applicants) are also reviewed at the beginning of the hearing. Applications with no known opposition that are supported by the Planning Department are scheduled at the beginning of the agenda; these cases are noted with an asterisk (*). Applications deferred from a previous hearing are normally scheduled at the end of the agenda.

There is no set time for cases to be heard. However, interested parties can monitor the progress of the hearing by calling the Planning Department at 924-3860. All parties wishing to address the Commission must sign-in with the Commission Secretary at the front table prior to the case being heard. Please be prepared to provide brief and concise testimony to the Commission if you intend to speak. **In the interest of time, presentation times are limited as follows, unless otherwise granted by the Commission Chair: Staff – 5 minutes; Applicant – 10 minutes; Public speakers – 2 minutes each. An authorized representative of a recognized neighborhood association or other organization may be granted additional time if requested. Applicants and members of the public with legal standing have a right to cross-examine other persons speaking per Rule B.12 of the EPC Rules of Conduct.**

All written materials – including petitions, legal analysis and other documents – should ordinarily be submitted at least 10 days prior to the public hearing, ensuring presentation at the EPC Study Session. The EPC strongly discourages submission of written material at the public hearing. Except in extraordinary circumstances, the EPC will not consider written materials submitted at the hearing. In the event the EPC believes that newly submitted material may influence its final decision, the application may be deferred to a subsequent hearing.

NOTE: ANY AGENDA ITEMS NOT HEARD BY 8:30 P.M. MAY BE DEFERRED TO ANOTHER HEARING DATE AS DETERMINED BY THE PLANNING COMMISSION.

1. Call to Order: 8:32 A.M.

14EPC-40063 Text Amendment to Sector Development Plan

above action for the Sawmill/Wells Park Sector Development Plan to regulate the road network and transportation design, located between Interstate 40, Mountain Road, Rio Grande Boulevard, and approximately 4th Street. (H13, H14, J13, J14)

Staff Planner: Vicente M. Quevedo

(DEFERRED TO THE DECEMBER 11, 2014 HEARING)

8. Project# 1009415

14EPC-40052 Text Amendment to Sector Development

Planning Department, agent for the City of Albuquerque, requests the above action to the East Gateway Sector Development Plan to clarify signage lighting, located between Wyoming Blvd and Tramway Blvd. containing approximately 4,267 acres. (K-20, K-21, K-22, L-21, L-22, L-23, M-22, M-23 & M-24)

Staff Planner: Maggie Gould **(RECOMMEND APPROVAL TO CITY COUNCIL)**

9. Project# 1001620

14EPC-40064 Text Amendment to Zoning Code

Planning Department, agent for Council Services, requests the above action to make secondary dwelling units a conditional use in the R-1 and RO-1 zones, make them a permissive use in the R-G and R-2 zones, and to establish design, size, parking and occupancy regulations. City-wide.

Staff Planner: Catalina Lehner **(RECOMMEND DENIAL TO CITY COUNCIL)**

NOTE: THE BIKEWAYS & TRAILS FACILITY PLAN WILL NOT BE HEARD BEFORE 1:30 P.M.

10. 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 **(RECOMMEND APPROVAL TO CITY COUNCIL)**

11. OTHER MATTERS:

- A. Approval of September 4, 2014 Minutes
- B. Approval of September 11, 2014 Minutes.
- C. Discussion of Special Sessions

12. ADJOURNED: 4:03



ENVIRONMENTAL PLANNING COMMISSION

MINUTES

Thursday, October 9, 2014

COMMISSIONER MEMBERS PRESENT: Peter Nicholls, Chair
James Peck, Vice-Chair
Bill McCoy
Karen Hudson
Victor Beserra
Derek Bohannon

COMMISSIONER MEMBERS ABSENT:

Patrick Griebel
Maia Mullen
Moises Gonzalez

STAFF PRESENT: Carrie Barkhurst, Urban Design and Development, Planning Department
Russell Brito, Urban Design and Development, Planning Department
Dora Henry, Recording Secretary, Planning Department

10. **Project# 1008887** Planning Department, agent for the City of Albuquerque,
14EPC-40054 Amendment to Rank II requests the above action for the Rank II Bikeways &
Bikeways & Trails Facility Plan Trails Facility Plan, which applies City-wide.
Staff Planner: Carrie Barkhurst

STAFF PRESENTING CASE:

Carrie Barkhurst, Planning Department
Christina Sandoval, Parks & Recreation Department
Debbie Bauman, Municipal Development Department

PERSONS PRESENT TO SPEAK IN REFERENCE TO THIS REQUEST:

Julie Luna, MRCOG, 809 Copper Ave., NW, ABQ, NM 87102
Susan Kelly, 713 Camino Espanol, ABQ, NM, 87107
John Thomas, GARTC, 3025 Palo Alto Dr. NE, ABQ, NM 87111
Scott Hale, GABAC, 2321 Camino De Los Artesanos NW, ABQ, NM 87107
Gary Kelly, GARTC, 6325 Cuesta Place NW, ABQ, NM 87120

CHAIR NICHOLLS: Ms. Barkhurst are you ready?... Ms. Barkhurst ? Don't go, you can't do that. (pause)
Before you start your case, Ms. Barkhurst, Commissioner Mullen is going to excuse herself form this case because she has an urgent family matter she needs to attend to. So, if the record could reflect that Commissioner Mullen is not present for the case. Thank you.

COMMISSIONER MULLEN: If I could have one brief ... (inaudible).

CHAIR NICHOLLS: Yes.

MS. BARKHURST: Good afternoon, Mr. Chair and Commissioners.

CHAIR NICHOLLS: Ms. Barkhurst, just before we start I don't believe you were sworn in earlier. Do you swear to tell the truth under penalty of perjury?

MS. BARKHURST: Yes, I do.

CHAIR NICHOLLS: Thank you.

MS. BARKHURST: This is agenda item 10 and project 1008887, 14EPC 40054. First off, before I begin the presentation, I just wanted to ... thank all the members of the public who have come here and everyone who has been engaged in this ... slightly-over-a-year-long process since I have been involved with [this planning effort], and it began much earlier. Most of the people in this room I'm quite familiar with from either a working group, or GABAC and GARTC, and other memberships of the public that have been providing comments on this. And I also wanted to introduce and thank the other members of the team: John MacKenzie, Debbie Bauman, James Lewis, Carol Dumont, Christina Sandoval, Jessica Johnson, Susan Kelly, Diane Scena - is not here but she is also a consultant on the team. And I would like to thank Russell for presenting on my behalf last month when I was out sick.

So, I'll just get going while this presentation is getting loaded. To begin with about the intent of the plan... so, the purpose of the request is to update the City's 1993 *Trails and Bikeway's Facility Plan* and the 2000 *On-Street Comprehensive Bicycle Plan*, and to consolidate them into one document. And both of these documents, as they stand, are quite good, but some of the information is out-of-date since it's been 15 years since the most recent one was adopted.

The main reason to adopt this plan, before you, is that having one consolidated document will help the city better manage the growth of the bikeways and multi-use trail system. I'd like to note that the proposed plan before you captures approximately 85% of the content of both of those [previously adopted] plans. It's in a different format, but as the effort returned to the Planning Department to lead, one of the things we did was look back at those first two plans and make sure that there wasn't significant content that had been omitted in the earlier draft that had been prepared by the [first] consulting team.

Another thing I'd like to note about the intent is that in just the effort of planning this document we have seen tremendous progress toward bringing the Department of Municipal Development and the Parks and Rec Department together with the Planning Department; and we really gotten a better picture of what is needed and how best to move the trail planning and implementation forward. The other significant benefit of adopting this plan is to add a recent evaluation of the prosed facility and the list of future projects. These projects and programs have been vetted and agreed upon by both Parks and Rec and DMD. The overarching purpose is to

ensure a well-connected, enjoyable, and safe non-motorized transportation and recreation system throughout the city.

What I have learned attending these monthly meetings of GABAC and GARTC since last September is that ... and also a variety of other forums I have attended to listen and also present information on this plan... I have learned that the community cares deeply about this city and they want to make it a better place. Many advocates speak from the heart and present their concerns *as it relates to their way of using the city*. Because this plan is about bikeways and trails, most of these people are pedestrians or cyclists or use the trails in some other manner - there is an equestrian on the advisory group. And so all these people have been providing input about how we as a city can make the system better.

I have noticed a tension between some of the interests and there is these kind of opposing sides - some people use it for health or recreation, there's people who use it for more utilitarian purposes: to get to work or to the store or going to school, and then there's also tension between how people use, or engage each other on the trails system. There's some people who are slow, walking, walking their dogs; there's others who are faster like cyclists and roller-bladers and other wheeled non-motorized vehicles. We recognize that supporting all these different activities will require different types of investments and construction. It includes educating the variety of trail users, cyclist, and motors. With managing these conflicts it includes separating zones on multi-use trails to give space to the different speeds and is similar to on-road ways where a bike lane separates the faster moving motor vehicles from slower moving bicyclists.

As the local government, we have to balance the needs and the interests of a variety of people and different modes who use the both of our trails and the streets. This plan was crafted to strike that balance. Right now we have a recreational trail advisory committee and a bicycling advisory committee. So first I would like to look at the *facility types*. The recreational trail committee predominately focuses on trails but they also weigh in at road crossings and at places where trails are within the road right-of-way. The bicycling committee is comprised of only bicyclist but they review and discuss both on-street and trail facilities. When we look at the *mode of travel*, GABAC, as I said, is cyclists and GARTC has pedestrians, hikers, and equestrian and several different types of cyclists that are represented. Looking at the *purpose of travel*, both groups have a variety of individuals who use the trails and bikeway system for transportation, recreation, health, socializing, and just having fun.

It is the city's role to strive to accommodate all of these individuals and activities within the trails and bikeways. But we must recognize the constraints of limited staff and city budget resources as well as limited existing right-of-way. Consolidating these two plans will improve our chances at securing funding for future projects and also improving existing facilities. Adopting this new plan will also insure that developments in subdivisions that are just coming online are required to provide bikeways and trails, so that we are not neglecting newer parts of the city that weren't envisioned during the time of the first two trails plans '93 and 2000. This plan sets the stage for improved coordination and collaboration among various city departments and as well as outside agencies that haven't work as closely as we are working right now or have in the past.

So this slide shows the system of the ranked plans in Albuquerque. The Rank I Plan is the Comprehensive Plan. So everything, all of our lower planning efforts have to be consistent with that Comprehensive Plan. This is a Rank II facility plan, and it joins with area plans as the next highest level that sets the stage for the more specific sector development plans and corridor plans [which are Rank III Plans]. So all these three layers of planning should be internally consistent with each other, and usually it's the higher ranking plan that sets the stage for the lower ranking plans.

So as a part of the September staff report, I had reviewed many of the policies that you see on the second column on the slide to see where this plan was consistent. We found that investing in bikeways and trails is consistent with the vision of the comprehensive plan in terms of having efficient and effective investment in public infrastructure providing alternatives to automobile travel and also investing in the multi-purpose network of open areas and trail corridors. *This Bikeways and Trails Facility Plan* adds more detail and guidance on the proposed facilities and programs and places them in the context of supporting broader goals of integrated land-use, choices in transportation, and opportunities to access and enjoy open spaces. As such, it does help to implement the Comprehensive Plan. Adopting this plan will set the direction for enhanced collaboration among city departments and outside agencies to implement this vision, the goals, and the recommendations of the *Bikeways and Trails Facility Plan*.

Next slide. So, this slide summarizes some the concerns and discussions I heard from listening to the transcript from the September hearing. And I just wanted to respond to some of those. The first one was the extensive conditions of approval. And so as directed, staff has come up with a redline version of the plan and incorporated those 17 pages of comments from the different agencies. And so that was distributed to you last month, or I'm sorry, last week, and all of the changes were underlined in red or struck through so you can see how they were implemented. There was also a matrix that came with the staff report so that you can track any specific concerns, and you will see where it was on the original document or the new one. The second one was the agency comments, and one of the big ones, was that NMDOT had not provided any or through comments by the time of the previous hearing. So I just today got comments from them, and they said they do support this plan moving forward and they had a few minor recommendations clarifying how the city should coordinate with NMDOT on their state-owned or managed highways within the city-limits. And they felt confident that we would be able to make those changes if this commission moves this forward to City Council.

The third one I can provide a bit of an update. The was suspicion about the advisory group structure and the plan right now recommends or provides three options as to how other jurisdictions have organized their advisory group and citizen input and I wanted to update you that the city has been coordinating with the Mid Region Council of Governments to investigate the possibility of having a combined cyclists, pedestrian, and a non-motorized advisory group that was operated by the COG and some of the benefits of that is that most of the funding for these facilities is operated through the COG and if there were a board at this level, the City believes it is more likely that many of the other jurisdiction and agencies such as AMAFCA, DOT, and Bernalillo County would all be involved. It's a more meaningful way to have discussion and provide input.

And then the last point on the slide is about some people felt they didn't have enough time to review the plan. But I just wanted to just bring to your attention that everyone... the first draft was posted online in June, and so now we have *all* had at least two months to review this plan and, hopefully, everyone is comfortable with where it is today. And, I'm sorry the text is so small up on that board but I tried to summarize some of the comments I heard from that hearing and if they come up maybe we can talk about them in more detail.

In conclusion, we have had three open house meetings in at the beginning of the project in 2009 and we have had three open housing meeting to report back on the draft plan this year - this summer. And staff has attended monthly GABAC and GARTC meetings so solicit input and also to provide updates about this plan and plan content. Neighborhood representatives have been notified by email. Notice of this hearing was published in the Journal, the Neighborhood News, on the Planning Department's website, and I also provided an email blast to everyone who I had their email contact to let them know about this hearing so they can speak and provide their comments.

There is general public support and enthusiasm for this plan as it is proposed. However, there are members of GABAC and GARTC that have indicated that they would have preferred not to combine the two plans into one document and as the previous slides shows there are a number of other concerns and items that they feel still need to be worked out before it is approved. Staff recognizes the validity of addressing these concerns but it is our position that after seven years of planning it is time that we move to the implementation phase and in order to free up staff time to focus on doing these further studies and analysis that is recommended in the plan. We like to get the plan adopted to get the stage set for that work.

In conclusion, EPC's role today is to make a recommendation to City Council regarding project 1008887. Staff recommends that a recommendation of approval be forwarded to City Council. With that I will stand for questions.

CHAIR NICHOLLS: Just one point of order, I guess. As since we have just received this and we are all, as commissioners, are good at speed reading. But I would like to, unless I hear any comment otherwise from the other commissioners, have that introduced to the record please. Alright, thank you.

MS. BARKHURST: And I apologies for the late notice. I did just get this this morning.

CHAIR NICHOLLS: That's ok. But I just want to make sure that it is in the record that way. So that the City Council that, we've had at least a moment to review this. Commissioners, any questions for Ms. Barkhurst? Commissioner Hudson.

COMMISSIONER HUDSON: Thank you Mr. Chair. Ms. Barkhurst, being that this did come in as late as it did, are you comfortable with the comments that the NMDOT made to incorporate it into the plan.

MS. BARKHURST: Yes, I believe that those are consistent with the current practice and I believe that they are also consistent with other agents that just to summarize then they say that when we do work on their facilities that they would like to be the lead and be highly engaged in developing the project and to my understanding that is was they currently happens right now they just want to make sure that the city doesn't decide we are going to do this without coordinating appropriately with them.

CHAIR NICHOLLS: And I'm just wondering is it worth, as I look at findings on page ten um number four reads comments and recommendation made by Parks and Rec. and number 5, Long Range Planning. And I appear to be losing my voice at this point. Would it be worth crafting a number 6 to include the comments as received today by NMDOT. Ah, but again, it just formalizes the record. Ah, and even though we incorporate this in the record there is nothing in our finds to support a recommendation that addresses this. Would that cover your concerns Commissioner Hudson?

COMMISSIONER HUDSON: Yes Mr. Chair, I think it would. I just, since there are so many different groups that have been giving their comments and input, I just want to make sure that NMDOT came in at the last minute and did this and everyone is good with it when we incorporate it in and there is not questions about that going down the road.

MS. BARKHURST: Commissioner Chair, Mr. Chair, Commissioner Hudson, I would defer that to Parks and Rec and DMD to make sure they are comfortable with that. I haven't spoken to them specifically on this matter, but they are here today to speak. Also, we have a representative from COG, Ms. Julie Luna. But before, I guess, before I close I like to make one other comment related to the conditions of approval because our legal counsel will be leaving shortly, and I was requested to delete the second sentence of number 2 of the recommended

conditions, and change the first sentence to read, "The city shall work to identify the extent of bicycle lanes and trails that" and it would be replaced with "may be deficient according to the current DPM standards and or the plan's design manual" and this recommendation was made to protect the city from a future lawsuit and that's consistent with their recommendation to remove the word 'safe' and 'safety' from the plan. And just to explain the intent - it's not that we want to start designing things that are unsafe, it's that the city has been sued. Upon deposition the city has lost cases because, even when there was an adequate... space barrier between the road and a trail, the word 'safe' in our goals has been the deciding factor for us losing some of those cases and (inaudible)... some one's interpretation.

CHAIR NICHOLLS: Ohh, Ms. Barkhurst, are we keeping the second sentence in?

MS. BARKHURST: I would recommend to delete the second sentence.

CHAIR NICHOLLS: I just want to be sure. Commissioner Bohannon.

COMMISSIONER BOHANNON: Kind of a lot of the opposition we heard from the last time we heard this case came from combining these two plans. I was just wondering how much of the combination of these two plans is the result of the MAP-21 Act? Is it a lot of federal pressure to combine these to get these implemented to comply with that?

MS. BARKHURST: Mr. Chair, Commissioner Bohannon, I would have to say that that was not a factor because we, the city, had made that decision back, I think, in 2008 to combine them. And that was for a couple of reasons and one is to administer the system and to go after funding for both bikeways and trails,

COMMISSIONER BOHANNON: Ok

MS. BARKHURST: and so it's more efficient to have both of those documents updated in one place and also one resource and as people come in to develop property instead of looking at multiple documents. It helps us ensure that we are having clear standards and clear expectations for people, and it guides the work that we do. The Parks and Rec and DMD are the main people to implement projects, but also City Council has initiated projects, the Planning Department develops sector plans that have trails and bikeways in them, so it's really something to facilitate better implementation of the system. I don't think that MAP-21 necessarily speaks to having one or two different plans.

Just a little bit more background the first, well the recent plan - the 1993 *Trails and Bikeways Facilities Plan* - was the city's plan for trails and bikeways. It included both. And the recommendation that was made during that planning process - they didn't feel they had enough time to adequately study on-street facilities - and so the 93' plan had recommended the on-street study [to] happen. I think, originally, the thought was that would be an addendum to the main *Trails and Bikeways Plan*, but it's become a standalone plan, so this would be just going back to the original [planning structure], or as back as far as 74', which is the first bikeway study. That had bike lanes, bike routes, and trails. So this just is just combining them because that's how we administer [the facilities], and how most users interface - they use both trails and bikeways to get where they're going.

CHAIR NICHOLLS: Thank you. Anything else, Commissioners? And Ms. Barkhurst, we have some other testimony do we have from other agencies?

MS. BARKHURST: I believe Christina Sandoval would like to come up and say a few words.

MS. JACOBI: Chairman and commissioners, I just wanted to let you know that I have a 3 o'clock I need to go to. I would be happy to come back if the hearing is still going. Before I left, I wanted to make sure you had no questions for me at this time, because I could address them now.

CHAIR NICHOLLS: I think we're good

UNKNOWN: Ok

CHAIR NICHOLLS: Thank you

MS. JACOBI: I will make sure someone will have my cellphone number too. I have a legal emergency.
(Laugh)

CHAIR NICHOLLS: Good afternoon if you'd state your name and address the record please.

MS. SANDOVAL: Christina Sandoval, principal planner for the Parks and Recreation Department, 1801 4th Street.

CHAIR NICHOLLS: Do swear to tell the truth under penalty of perjury?

MS. SANDOVAL: I do.

CHAIR NICHOLLS: Thank you ma'am. Go ahead.

MS. SANDOVAL: Thank you. The Parks and Recreation Department would like to request that the Environmental Planning Commission send this matter to City Council with the recommendation for approval of the Bikeways and Trails Facility plan. I want to point out a few of the ways our Department use the plan and why the update is needed.

First as a member of the department, at the DRB we review all development request and if a trails is identified in the plan then we can require the developer to build the infrastructure. Much has changed in Albuquerque since the 1993 plan was developed, particularly on the west-side. Without having this plan updated it is hard for use to require developers to add new facilities onto the west side.

Secondly, requesting federal funding for infrastructure and education is more justifiable with a plan that supports the request. This city has scored low in the past few years and did not receive any federal funds for projects, trail projects in the last cycle. This updated plan will help secure needed money to enhance bikeways and trails by showing a commitment ah from the city for alternative transportation options.

Additionally, the plan supports new design and construction techniques, while the concerns of maintenance staff have been addressed in the plan. The design manual has incorporated aspects of multiple national and local design guidelines to help staff design in both facilities using emerging ideas, trends, and materials that were not around in 1993.

Lastly, it identifies priorities for capital improvement policy. The need for one plan, we would also like to address. One system will make sure that critical links are identity in gaps or holes to improve the overall benefit of the bikeways and trails system to the community. One plan allows the public to see the bikeways and trails as

a city-wide system of transportation and recreation combined. One plan assures more flexibility in pursuing funding opportunities that separate plans might not allow.

Another challenge for the city is two competing user groups, as Ms. Barkhurst has mentioned. While both groups feel marginalized, working separately they are now competing against each other instead of identifying commonalities and working together to solve issues for non-motorized transportation needs. This has provided conflicting directions for consultants and policy makers, and one example of that is one of the advisory committees prefers AASHTO standards and the other prefers NACTO standards. So, while many of our projects go before both boards, we are getting different directions and comments as to how those boards would like to see us progress with a project, making it difficult for consultants and policy makers and staff to move forward on projects.

As Ms. Barkhurst also mentioned, we do continue to have conversations with COG. Our director spoke with them this morning and we are still exploring the idea of having one centralized committee that would be staffed by COG. I want to reiterated though that this would have to be approved by City Council, Bernalillo County, and MRCOG through public processes. So we are not identifying this as the only option as this does have to go through those [additional] public processes.

Additionally, when facilities are in multiple plans, it makes it difficult for developers and implementers to know what infrastructure is needed. This one plan ties into the UDO process that is forthcoming where the goal is to streamline the number of documents that regulate development thought the city.

Last, I would like to briefly touch on the public process. As Carrie has mentioned, this has been an extensive process over the last seven years with two different planning teams. We have had several public meetings, over a hundred participants have attended the most recent round of open houses. Comments and concerns that were received by both planning teams were evaluated and most have been addressed in the plan. The plan has been posted and updated regularly on the city's website as additional information and changes have been developed. The planning teams attended GABAC and GARTC several times and GARTC voted to send a letter of support to the EPC as reflected in the August minutes.

And then, additionally, based on comments we have received, we believe the general public accepts and is in general support of the plan - the approval and adoption. The plan was written to balance the interests of all user groups and not just to a select few such as cyclists. The public at large is a diverse population of over 600,000 people that potentially can, will, or already use the overall holistic bikeways and trails system. This plan is a comprehensive update to the two plans and underwent an arduous planning process to balance the wants and needs of user groups. The plan can and will be updated to reflect outstanding issues that arise in the future after the plan is adopted.

In conclusion, the plan elevates the importance of cycling and walking for the community for both commuting and recreation. Both of which contribute to the improved overall health of the community. Thank you for your time and considerations

CHAIR NICHOLLS: Commissioners, any questions? Thank you so much. Ms. Barkhurst, do we have anybody else from an agency?

MS. BAUMAN: Mr. Chair, members of the commission.

CHAIR NICHOLLS: Ah, if you could give your name and address for the record please.

MS. BOWMEN: Yes, Debbie Bowmen. My address is 301 Seroderotega. I am the Planning and Programming Manager for the Engineering Division of the Department of Municipal Development.

CHAIR NICHOLLS: Do you swear to tell the truth under penalty of perjury?

MS. BAUMAN: I do.

CHAIR NICHOLLS: Thank you. Go ahead please.

MS. BAUMAN: And I apologize. I hope I'm not going to have a coughing fit so I'm going to try to keep this brief. The previous speaker probably has said everything the DMD actually feels so I'm not going to reiterate that. I would however like to reiterate DMD's support for recommending approval of this plan and moving forward towards the implementation stage. As Carrie has previously stated there has been a great deal of planning, and discussion and talking and coordinating and communicating with various user groups and while there's always things that can be done to continue to make that more effective we actually do believe that having the plan adopted and moving into implantation and making improvements and putting things on the ground is really what we need to be doing next. So DMD does support the plan and appreciates very much the work that planning has done.

CHAIR NICHOLLS: Commissioners and questions? Thank you Ma'am.

MS. BAUMAN: Thank you.

CHAIR NICHOLLS: Ah, and do we have anyone else? We don't. Ah, do we have people signed-up from the public to speak? How many? Five. Ah well if you'd call the first two please.

Background(inaudible)

CHAIR NICHOLLS: Good Afternoon if you'd state your name and address for the record please.

MS. LUNA: Julie Luna, 809 Copper Avenue NW.

CHAIR NICHOLLS: Do you swear to tell the truth under penalty of perjury?

MS. LUNA: Inaudible.

CHAIR NICHOLLS: Are you representing yourself or an organization?

MS. LUNA: I am representing an organization.

CHAIR NICHOLLS: Which is?

MS. LUNA: Mid-Region Council of Governments.

CHAIR NICHOLLS: Let's start you with five minutes, Ma'am.

MS. LUNA: So, I would like to express Mid-Regional Councils of Governments support of this plan. Our main product is a Metropolitan Transportation Plan that looks at long-range transportation needs of the region. We see

that this plan being very consistent with our goals and objectives and providing detailed direction how to implement um the goals and objective are met of our metropolitan transportation plan.

The *Bikeways and Trails Facility Plan* also spells out some work for MRCOG such as bridging gaps, and data collection analysis, as wells as participation with the advisory groups. These are activities that we are already participating in, and we are committed to continuing participation and increasing our levels.

We reviewed the redline draft that is now online, and all our comments have been addressed and were quite happy with this. I would like to bring to your attention to a little issue with timing. We are currently working on our first draft of our 2040 Metropolitan Transportation Plan. We need to have our final draft done by December 2014. This plan, the *Bikeways and Trails Plan* for the City of Albuquerque has a map of all the future planned trails and bike lanes and so forth and we take that information and we put it into our Long-Range Bikeways System.

We would very much like to take this work that has been vetted and discussed, and have it incorporated right into our Plan. It'd be a beautiful dovetail and that's why we would encourage you to... that's why we support it and the passing and approval of the plan at this stage.

CHAIR NICHOLLS: Any questions? Commissioner Bohannon first, then Commissioner Hudson.

COMMISSIONER BOHANNON: Would a recommendation of approval at this stage allow you to incorporate it, or would you need to wait till it was approved at City Council in order to incorporate it in your long-range plan?

MS. LUNA: At this stage, we would start the data process of incorporation.

CHAIR NICHOLLS: Commissioner Hudson. Ok. Thank you, Ma'am. Who is next?

MS. KELLY: Good Afternoon

CHAIR NICHOLLS: Good Afternoon, if you'd state your name and address for the record please.

MS. KELLY: Susan Kelly, 713 Camino Espanole NW.

CHAIR NICHOLLS: And you swear to tell the truth under penalty of perjury?

MS. KELLY: (Inaudible)

CHAIR NICHOLLS: And who are you representing this afternoon?

MS. KELLY: I am representing myself and I'm also a contractor with Parks and Recreation and I've had a small part in the development of the plan

CHAIR NICHOLLS: Let's start you with five minutes.

MS. KELLY: Ok. I guess I just want to say, first of all, from a personal perspective, that although I think Albuquerque has a lot of wonderful things, very high on my list is the bikeways and trails systems, parks and open space. So I'm really happy that the Planning Department has taken on this huge project and elevated it to

the importance of presenting it to the Environmental Planning Commission and to the City Council. I think it is really important work. I worked on the *Trails and Bikeways Facility Plan* in the 1990's and was brought back in 2013 by the Parks and Recreation Department to help them figure out how to move forward with the big planning effort that had been stalled. So that's the one that you'd've heard about that started in 2008. And so we have, my work... Diane Scena has been working with me, who was the former trails planner with the city, has focused on a couple of areas, and I'll just let you know what they are so that if you've got any questions about the work that I've done as you hear from others, you can tap on my shoulder.

So we were asked to evaluate how we moved forward, and we looked at a lot of different documents and then ended up recommending that the planning department (inaudible) for the next (inaudible) and that's what ended up happening. So that was one piece of our work. Another one was to really try to work with the Parks' maintenance folks on how the trails are being maintained and that's kind of a work in progress. We want to have a maintenance workshop, and right after the probably first of the year, where we're really trying to bring all of the agencies together and try new techniques. We are trying to get the trails to be much more aesthetically pleasing. Cut down on the weeds and come up with better practices. Hopefully even ramp up some of the funding for maintenance so that we really make them nice corridors.

Another area was inter-agency coordination and really pleased to see that Parks and DMD, together with the Planning Department, really seemed to be communicating about things. And in this latest version, there's, I think it's called the Staff Coordination Committee, been agreed to which I think is just an important thing that those departments are all looking at proposal and funding and priorities and communicating with each other.

And the third issue that we worked on is the advisory committees. As you have heard there is two separate committees. When we came in there was a big interest on the part of the city to try to make those committees as effective and efficient ... the use of staff time as possible. We went to both committees; I've been to them numerous times. The committees expressed big dissatisfaction with the structure also. So we evaluated the way that different communities have dealt with it and have made recommendations on some different types. We've massaged those recommendations as we talked to GABAC and GARTC as we went out to the public, department communications.

So what the plan has is our latest thinking on what some reasonable options might look like. And as you've heard from Christina Sandoval, there are some serious discussions with COG and I'll just say that what we heard as we talked to many people were that there is a high-comfort level having COG staff a combined committee. So in my opinion that's a good direction. But, I'll leave it there and if you have any questions at me I'd be happy to answer them.

CHAIR NICHOLLS: Commissioners? Commissioner Beserra is writing furiously here (laugh). Do you have any questions? Ok. Thank you. Who is next? Good afternoon, sir. If you'd state your name and address for the record, please.

MR. THOMAS: My name is John Thomas. I live at 3025 Palo Alto Drive NE.

CHAIR NICHOLLS: Do you swear to tell the truth under penalty of perjury.

MR. THOMAS: I do.

CHAIR NICHOLLS: And who are you representing today?

MR. THOMAS: GARTC, which is the Greater Albuquerque Recreational Trail Advisory Committee of the City of Albuquerque. I represent myself but I don't think my opinions are separate from those of the committee as a whole.

CHAIR NICHOLLS: So let's start you with five minutes.

MR. THOMAS: Ok. Ah I've served for about three years on GARTC and sort've learned how city government works or doesn't work. I am mostly a recreational cyclist but I commute sometimes and there is a blurred line between commuter routes and recreational trails. Most cyclists end up using a combination of both to achieve whatever the goals either recreational or commuting.

I've cycled extensively in the US Canada and Europe. I find the quality of our bikeways and trails in Albuquerque to be somewhere in the middle of the spectrum. Our bikeways aren't as good as those in Copenhagen, Denmark but are better than those in St. Petersburg, Russia, run by a bunch of gangsters and oligarchs.

I've watch the construction of two multi-use trails over the last two years as part of GARTC and I've found that trails are poorly designed and poorly engineered. Those would be the Pedras Marcadas and Boca Negra Trails. On the other hand, the underpasses on the Northern Diversion Trail were well-planned, well-executed, well-engineered. I am confident they are probably or have saved lives already. So I think we can do really good work here in Albuquerque we just need to focus on some of the topics that have already been brought up here concerning quality and user-friendliness.

Switching to the *Bikeways Plan*. I'd like to make a few comments about process. I think Carrie did a good job reaching out to GARTC and GABAC and she was very amenable to any information or comments we provided. Both committees responded to her invitation for comments. I think her and her staff included or revised material accordingly. I think the *Bikeways Plan* is as bout as good as it can get under the circumstances, time, limitations, and limited resources. I think Carrie and her staff and advisors should be commended for their work. I think the plan should be accepted with some proviso for periodic updates. I don't think we should go as long as we have to, revision and updating process. And I think I think the plan can be fine-tuned or focused to deal with particular problems such as the recent problem we have with Paseo Del Norte overpass - pedestrian bicycling overpass on I-25. I think we could focus on periodic updates. Thank you Mr. Chair, Commissioners.

CHAIR NICHOLLS: Commissioners any questions? Commissioner Bohannon, sir. Sir?

COMMISSIONER BOHANNON: Mr. Thomas, I would just like to point out I can't cite the specific page but I've taken notes on this and there is a recommendation in here to update the plan every five years to continually improve it and make...

MR. THOMAS: Ok

COMMISSIONER BOHANNON: Make accommodation for future requests. So that has been addressed in the plan.

MR. THOMAS: I'm not sure I saw that. But (inaudible)

COMMISSIONER BOHANNON: It's a start.

MR. THOMAS: (inaudible)

CHAIR NICHOLLS: Thank you, Sir. Who is next?

MS. HENRY: Inaudible

CHAIR NICHOLLS: Good afternoon, sir. If you would state your name and address for the record.

MR. HALE: My name is Scott Hale (inaudible)

CHAIR NICHOLLS: Do you swear to tell the truth under penalty of perjury?

MR. HALE: I swear to tell the truth.

CHAIR NICHOLLS: Thank you. Um, and you're representing GABAC, was it?

MR. HALE: Yes.

CHAIR NICHOLLS: Let's start you with five minutes. Sir.

MR. HALE: Thank you. there've been a lot of changes that I didn't anticipate that I've heard today so I am a little off-kilter, and I was a little off-kilter before I came here because I don't know if I support the plan or oppose the plan. I think there's a lot of concerns, and I'm kind of in the middle of the community, and the staff, and everybody else.

And I think it's worth spending some time from the GABAC perspective to mention what some of the concerns are because I think it's real easy to maybe gloss over in the impedes to get some 'in done we have spent seven years on this. We spent a hell of a lot of money. It's probably time to implement. I don't think anyone would argue with that at all. But at the same time, there is concerns that we have observed every single day out on our roadways or our paths and I think one of the things we tend to do is compartmentalize things, we want to put everybody in a box. And I can tell you from the ... all the categories I've heard I probably do every single category every single day. I fit in one of those roles. I'm on a path I'm on walking to the grocery store. I'm driving a vehicle. I'm doing all this stuff and I think that a very important thing to stress. That in this community there is no way to box us up and package it in a real neat way and that's probably why it's gone on for seven years. And why it's probably needs to be a more of a living document because even the 1993 plan I understand its outdated but there's a lot of good stuff there and I also understand a lot of the data I just review in the redline. There's a lot of data that that because of it started in 2008 ASHSTO guidelines were up in the air then and there was a lot of discussion. Same with NACTO recommendations.

Well in 2012-2013 those were actually moved through the process except that in so maybe we don't need that significant amount of detail and that kind of stuff cause now those are standards pretty much accepted I think we could reference out and that would make this a lot less unwieldy document if we were to (inaudible). It is hard to understand. We are fairly simple minded people, at least I am, and this is a really complex document.

Anyway... When I put all of this together, I try to balance everything and I had so much detail, I'm just going to go to the concerns. And just for the sake of time, I'm not gonna have a bunch of feel-good stuff there's great stuff in here but I'm not gonna speak to it today.

I think it is very important to note out front that GABAC and the bicycle community support planning and what our community to develop a *Bicycle Plan* that is both current in terms of clearly identifying community needs and most importantly actionable. Last month I had not, when I had appeared before you before I had not seen the (inaudible) package. Now that I have I think it is really important NMDOT weighs in and comments as much as they can on the design detail, and bikeways and trails plan language because it has a significant impact on their facilities. We just got a new document now I have not had enough time to go through that.

One of the questions I had prior to seeing that document is: are we is the bicycle community to expect that NMDOT have zero concern with what was presented because they didn't comment, or should we assume that no comment means no commitment. And I think that is important as we look at that document to really understand what was meant by them waiting for the very last minute to come in and comment on something that we have been working on for seven years and have been (inaudible). What does that lack of comment mean to advance in community in bicycle initiatives?

Another lack of comment that is quite concerning to the bike community due to the potential for huge community investment is transit. Let's face it, for BRT to be successful there will have to be non-transit ways to connect. And a community as spread out as ours that probably means bicycles will be the preferred mode over walking. How are we as a community going to get around the two interstate barriers to access this huge traffic investment?

Ah, also included in the September EPC packet, and I'm just going to briefly gloss over this. There is a community or an organization that looks at bicycle lanes and communities that advocacy member organization and they rated us bronze and last month that was included in your package was their recommendation on our bronze designation to move the community forward. What wasn't included in that was the application that we submitted. In the last several months people in the bicycle community had seen this application and had some heartburn over what Albuquerque says. So I think when we say the recommendations that a lot of those elements went into the plan we do need to look at how Albuquerque represented itself.

One of the issues that the bike community has expressed frustration with is the city of Albuquerque states that we have a full time program manager when the reality is we have a low level, at least, within DMD a low-level bicycle coordinator. The City of Albuquerque stated that 11 full-time staff were dedicated to bicycling and bicycling advancement activities. There is one bicycle coordinator, and that position is not filled. City of Albuquerque has a dedicated bikeway streets this sounds like a real pick issue but it's not. Maintenance of the facilities in terms of debris in the roadway is a huge deterrent to a lot of people using it. The real high-end cyclist don't like to use the facilities that aren't maintained cause it ruins their hundred dollar tires all over the place. Beginning cyclists they don't know how to protect their tires from not going flat all the time because goatheads, glass, and debris. So sweeping is important. In the document we kind of got people in our bike community got bound up in that we were one of the recommendation in the redline version was to actually minimizing our frequency of sweeping and boy was that a big deal.

And then the last concern I hear was in relation to how we presented ourselves as we went to the bronze designation is 76-90% of our existing on street bicycle network meets or exceeded AASHTO, MUCTD, and NACTO standards. The bicycle community is just not buying that. And I don't know myself if I agree or disagree but ah um,

CHAIR NICHOLLS: How much more time do you need? Sir.

MR. HALE: Well ah I'm two pages into six so ah ah

CHAIR NICHOLLS: I can only give you one more minute.

MR. HALE: Ok. Ya know what. What I think I'm gonna do is I'll submit this and you guess make your discussion. And it can be a part of the record because there is a lot of detail and a lot of effort that the bicycle community has put into studying this over time. And it is a 250 page document. So I can't really address our concerns in this short of time. I didn't have time to submit last week where I could have got it into you package. And I'm just not there. Part of that's on me and apart of that is just on the structure of how bicycles are represented or not represented in our community. Thank you.

CHAIR NICHOLLS: Ok. Commissioners any questions? Thank you, sir. Good afternoon, sir, if you would state your name and address for the record.

GARK KELLY: Yeah, I'm Gary Kelly my address is 6325 West Place, NW

CHAIR NICHOLLS: And you swear to tell the truth under penalty of perjury? And who are you representing today Sir?

GARK KELLY: I am the vice Chair for GARTC and I'm here to.... (inaudible)

CHAIR NICHOLLS: Okay, I'm going to start you off with 5 minutes sir.

GARK KELLY: Ah, thank you. We submitted in writing a letter to the EPC stating our concerns about the plan. We did vote to support it in our August meeting... (inaudible) interest in the plan. So while we have a lot of things we like about the plan and what it does, we have some very basic concerns.

And one of them I felt, just listening here today, is exemplified by some of the language people are using when they talk about it. And it is that the idea of recreation and commuting have become equivalent. And so we talk about this being recreational trails and a bicycle plan for commuting and transit, what happens is the distinction between the recreational experience and the commuting experience becomes blurred to nonexistence. We felt that is a problem throughout the entire plan.

I think there is a telling paragraph in the snap shot that Carrie Barkhurst wrote, and sorry I can't read it to you and quote it exactly, but it begins with discussion about the need assessment and how it took into account trail users and bicyclists. It then talks about the analysis having cataloged both the volume and behavior of cyclists and that in discussion with the bicycle advocacy committees they added in collision data and they have, you know, enormous amounts of data in this area. It ends with a telling sentence; currently there is no equivalent data for trail users. I think that starts to tell us everything about the evolution of the plan and why GARTC has concerns about it.

The best planners, and certainly we have responsible planners who are putting this together, can only responsibly but together a plan based on the data they do have, not the data they wished they had. And unfortunately the studies that were done after 2008 and the majority of quantitative data collected is on the cycling experience and commuting experience didn't really tell us much about the recreational experience; we know so little about that.

GARTC has its own members who can tell you, you know our perceptions of it; we are volunteers from the community and we obviously have some feeling for this but that isn't the same as data. And what is unfortunate about this plan is that in the next five to ten years, there is no discussion about how this data for the recreational trail experience will ever be gathered. I have a problem with this in that in five to ten years we're going to be back here having that same discussion; that what's happened is the equivalency of recreational experiences and commuting experiences just blurs a distinction that I don't feel the public has. I certainly feel that the other member of GARTC talk about that. I'll give you one very graphic example that one of the other members of GARTC brought up; she's the equestrian representative and she says "nobody rides a horse to work." I think that tells it all, that there are recreational experiences that many people are having out on the trails that have nothing to do with the community experience. And we discussed this in GARTC and we talked about recreation as an experience and are very different from the demands of the commuting which look at continuity, connectivity, and look at utility and a lot of other factors. That recreational experience is looking at what's it like: it's it safe out here? Is it going to be pleasant out here? Is this going to be something that an enjoyable thing for me to do?

So that led us to our discussions about combining into one committee and unanimously GARTC decided that no, we did not wish to, at this time, to recommend being part of one large committee. And there reasons were a little too diverse to get into in a very short of time here, but they did include the fact that obviously we looks at the recreational experience differently from the commuting experience and we don't wish to see it submerged in a larger committee and the minority perspective.

I mentioned in the letter, and I've brought this up many times both at GARTC and outside of GARTC, that GARTC is an interesting creation because six of the eight positions are minority interests including my own- I represent physically challenged as they call it and I object to the term but it is the designation given. So...

CHAIR NICHOLLS: How much more time do you need sir?

GARK KELLY: I will finish in one minute, if you...

CHAIR NICHOLLS: Go ahead sir, please.

GARK KELLY: So, in that discussion we said, we felt that there was intent on the part of City Council to preserve that amplification of minority interests and that's what GARTC does. So at this time, that's a major change to say maybe that isn't important anymore. These were the kinds of things we discussed.

The last concern, which I'll touch on briefly, is that the American disabilities act, the ADA, demands that the City produce a self-evaluation, which Parks and Recreation is under way with theirs, and develop transition plans as a result of that self-evaluation. The transition plan must be updated each and every year - it has to respond to what you determined in the self-evaluation. It must address those barriers and look at a removal program. It's never discussed in the TBFP, I feel that it should have been and it should have been incorporated. Thank you.

CHAIR NICHOLLS: Commissioners, any questions? Commissioner Hudson.

COMMISSIONER HUDOSN: Thank you Mr. Chair. Sir, when you started talking with you said you were represented GARTC and you approved the plan. Then listening to you for, you know, the next several minutes, I'm confused - do you approve it or do you disapprove it?

GARK KELLY: What I can say is that GARTC voted unanimously to write a letter of support for the plan and in it include the reservations we had in regard to it. There was no discussion of all of things we said we liked in the plan, the discussion only was of the points we felt we needed to make - again the reservations.

COMMISSIONER HUDOSN: and so the comments you were making were on behalf of GARTC?

GARK KELLY: That is correct.

COMMISSIONER HUDOSN: all of the comments you were made were in on the behalf of GARTC?

GARK KELLY: That is correct.

COMMISSIONER HUDOSN: In support of the plan with those reservations?

GARK KELLY: With reservations, yes.

CHAIR NICHOLLS: Anything else commissioners? Thank you so much for coming in, sir.

GARK KELLY: Thank you.

CHAIR NICHOLLS: Do we have anyone else? Staff, would you like to come back up- talk to us?

CARRIE BARKHURST: Yes, Mr. Chair and Commission. I guess in closing I just took a few notes as I was listening to each of the speakers and I did develop, or start drafting the text of maybe three additional conditions that I would urge you to consider. And you know, just first off, I really do hear what Gary said and to clarify what point he was making that GARTC as a group recommended to support the plan with those reservations, but in the same meeting they voted not to support combining GABAC and GARTC into one group and it was because they didn't want the minority interest voice to get submerged. And so I wanted to make the comment that if the City, and the County, and the MRCOG do plan to move forward, as it seems they are, with combining the two advisory committees into one I would urge them to, and I believe everyone involved would want to, have the same reflection of the different minority interests. I don't think there is any desire to see this become a group that is only about bicycling and only about commuting. So those are kind of future details that need to be worked out and as we move forward we will continue to consult with GABAC and GARTC and really work through those details as that is still developed further. I know that Scott Hale wasn't able to finish all of his comments but he also, I think, wanted to make a comment about data collection and us not having a whole lot of data to make decisions on how we invest our money and what we are doing and if its affective and that's also something I heard Gary mention ... we don't collect data on accidents on trails and it's a challenge because you know the COG does these really wonderful reports but there is a

caveat that accident data is only collected for - I shouldn't be using 'accidents,' that's no longer the appropriate term, its really injury or collision - so that's only collected if there is over 500 dollars of damage and/or personal injury and a motor vehicle, I believe, also has to be involved. So if it's on a trail there is no motor vehicle. I know the COG is collecting a lot of data and there is some interest in the community that the city also starts collecting more data, so I think that also needs more attention as we move forward. I will next move into the three items I would like to put for your consideration as conditions to incorporate into the plans move forward to City Council or as the staff continues working on it. And the first of them which I believe would be a number 7, would be to add reference to NACTO to the design manual as a governing body that the city should evaluate and consider.

CHAIR NICHOLLS: Ah, Miss Barkhurst, I'm sorry to interrupt you, did you say that's number 7? What's number 6?

CARRIE BARKHURST: Yes, earlier there was a recommendations of number 6 to be "Comments from the NMDOT, which were received on October 29th, 2014, shall be incorporated into the *Facility Plan* to the extent possible and acceptable by the Municipal Development and Parks and Recreation Department."

CHAIR NICHOLLS: Great, thank you.

CARRIE BARKHURST: So number 7 would be to "Add NACTO, N-A-C-T-O, to the design manual as a governing document for the design of trails and bikeways facilities." Number 8, I also heard that we have not evaluated the League of American Bicyclists, and that was something Mr. Hale brought up and he included as an attachment to the previous staff report. The actual application was attached to the staff report and I would like to suggest a condition that would state: "Review the League of American Bicyclists report and application form to ensure the bicycles and facility plan reflects these recommendations." Number 9, I would recommend in response to Mr. Gary Kelly's testimony, would be: "Secure a copy of the City's ADA transition plan and incorporate the content and recommendations as appropriate." I've actually requested a copy of this and haven't been able to get my own copy so it would maybe be something for further study. Okay I was just informed that I haven't been able to get a copy because it hasn't been developed yet.

CHAIR NICHOLLS: That's a very good reason.

CARRIE BARKHURST: Maybe as it is developed or, you know... make it a little wishy- washy. Let me look to my team to see if I've left anything out or any other comments.

CHAIR NICHOLLS: I'm going to come back to one thing, uh, Ms. Barkhurst later when we have had our discussion because I don't want to cloud the issue at this point. Commissioner Bohannan?

COMMISSIONER BOHANNAN: Just for the sake of cleaning up, the conditions of approval if we do move on them, you referenced the design manual in 7, would that be the DPM?

CARRIE BARKHURST: I was actually thinking of the *Bikeways and Trails Design Manual* in chapter seven of the plan but I would agree that in that plan it recommend for more details to see the

DPM so maybe reference them both the City's *Development Process Manual* and the *Bikeways and Trails Design Manual*.

CHAIR NICHOLLS: Okay, maybe when we get to that point if we do move we can clean that up a bit.

CHAIR NICHOLLS: Commissioners? Commissioner Beserra.

COMMISSIONER BESERRA: Thank you Miss Barkhurst. You had mentioned early in the intro to your presentation, is that...why is that? Is there a criteria that we not meeting? That prevents us from applying for these federal dollars? And can you give me a short summary of what those are?

CARRIE BARKHURST: Sure, Mr. Chair, and Commissioner Beserra. I believe that DMD can explain that matter a little more thoroughly because I'm more of a planner and these other departments are the implementers and luckily Debbie Bauman is here to chime in?

COMMISSIONER BESERRA: Thank you.

CHAIR NICHOLLS: Welcome back.

DEBBIE BAUMAN: Hello, it is important for our projects to be included in some kind of a planning document. In order for us to apply at this regional level for, pardon me, for federal funding one of the criteria in the evaluation of which projects do get funded, is whether or not it is already incorporated in a governing document by a local entity. So for our projects that we are requesting federal funding for, if we are able to come back and say it's already that its part of this plan, a sector plan, a Comprehensive Plan, Unified Development Ordinance, *Bikeways and Trails Master Plan*, that actually carries weight in the evaluation and the potential award of federal funding. So it's not a guarantee but it's very hard to get federal funding if you are not including, if you have a project rather, that's not included in an adopted plan.

COMMISSIONER BESERRA: Alight, thank you

CHAIR NICHOLLS: Anything else Commissioners? Thank you. And Ms. Barkhurst, do you have anything else for us?

CARRIE BARKHURST: Mr. Chair, that was all I had in closing.

CHAIR NICHOLLS: Thank you. At this point let's go ahead and close the floor please. Commissioners? Commissioner Bohannan.

COMMISSIONER BOHANNAN: I find myself leaning toward recommending approval of this plan. While the public expressed many, what they perceive as short-comings and things they would like to see incorporated into the plan, I do not hear any major opposition to moving forward with is, as is. In terms of that, I also think the increase likelihood of funding, the coordination and collaboration between agencies, the allowal of the plan to be updated at various intervals throughout it giving it, somewhat of a living document approach and... the fact that also actually shifts a lot of the requirements of

developers to bear the burden of some of these capital costs to connect some of the intermittent trails leads me to believe this plan has a lot of value to move forward with and I would be inclined to approve it as is.

CHAIR NICHOLLS: Commissioners? Commissioner Hudson.

COMMISSIONER HUDSON: Thank you, Mr. Chair. I echo what Commissioner Bohannon says. I, gosh I commend all of the organizations, the associations and everyone working together for so long, you know we've heard you've been working on this for seven years. I think it's unfortunate that you can't make everyone happy and that's just life and this could go on for a long, long time and I still don't think we would make everyone happy. But it does sound to me as though the City is willing to work, to continue to work with the associations and the organizations, they want to make Albuquerque a better place and I have to believe that the bicycle organizations would like to see our trails plan go forward, because Albuquerque is a great place to bike, and if we don't move this thing forward we all could be talking about this with little odds and ends for a long, long time. So, the City has agreed that they will continue to update this; I think it's a really, really good thing for the city, I think it has been worked on by many, many, many organizations and associations. We appreciate all the input from the public and the stakeholders... but I am actually in support of moving this thing forward for City Council to hear. Thank you.

CHAIR NICHOLLS: Commissioner Peck.

COMMISSIONER PECK: Thank you, Mr. Chair. I'll kind of echo along the same as my other Commissioners. I think the document has been really well looked at. I'm pleased we were able to come up with the red-lines to kind of capture some of the concerns and questions we had with our short notice period that we went through last month. But I agree after, it's been nice to have seven years of input but I think we have to move a plan forward and I do like the of having it as a living documents, not reviewing it every five years, I think it's got to continue to move forward as our community grows and I'm in favor of moving this to city council.

CHAIR NICHOLLS: Commissioner Beserra.

COMMISSIONER BESERRA: Thank you, Mr. Chair. I'd like to commend Ms. Barkhurst. You've done an excellent job on this plan, I've reviewed it several times. You've had it, you've included everybody, I mean, I don't know anyone that hasn't been included in here. I do think that we will continue to have this discussion if we don't start moving forward with an implementation plan for this project. All the hard work has been done here, we can knit pick this thing until its dead, and we'll be here in two years, three years down the road discussing the same things. But I think we've included all the special interest groups, all the bicycle groups, the neighborhoods and residents, I don't know anyone else who we could include in here. I really believe that this is a good project. I think it's a good start and again I'd like to see some of those Federal dollars go to improving these trails as well...so let's move forward.

CHAIR NICHOLLS: My comments, a couple of things. First of all, specifically to Ms. Barkhurst, thank you for the hard work you've put into this. One of the things that really impressed me that you have done, when I saw this earlier (referring to the matrix); where are we going, let me see how many of these things either left blank, not done, can't be done – whatever, I commend you because most of these I see done, done, done, etc., etc. on every page. I really do appreciate this, because what that tells me is you have heard what people have had to say and you've put these in and incorporated these things so I want to commend you on that.

The second thing I want to say is that I fully understand why GABAC and GARTC want to stay separate. What I'd like to see happen, is that yes that they continue to keep their individual formats. However what I'd really like, and I don't know if we can do this today or whether it should be done in some other form or forum, but recommend, this is mine, to be kept separate at this point but, have one or two joint meetings each year so they can at least share the concerns, if there are overlaps or areas that won't work together perhaps, at least, they can at least start to get these aired out between them because I think that would be every positive.

Because what I heard from my fellow commissioners is that this needs to be a living document and that's the way you make a document living. If we were to come back in five years, what I'm trying to get to is that some of that heavy lifting between now and then will be done and I think that would be a way to accomplish it. Whether we want to consider that as a further finding, or sorry recommendation, I would leave that to staff and my fellow commissioners to advise me on that. But as it stands, I certainly fully support the plan. Commissioner Beserra?

COMMISSIONER BESERRA: I believe that one of the recommendations was to set up a central committee, and that to me sounds like a group of people that would, hopefully these groups would be inclusive in that particular committee, so that seemed to be me like that would resolve that problem.

CHAIR NICHOLLS: Okay, Ms. Barkhurst?

CARRIE BARKHURST: Mr. Chair, we discussed it and it would probably be more appropriate as a finding because this advisory group thing is still being worked out and the plan does have these options listed and so it's something we would like to maintain as further conversation so a finding to that effect would be...

CHAIR NICHOLLS: Would you like to draft that for us?

CARRIE BARKHURST: Yes, Mr. Chair.

CHAIR NICHOLLS: Thank you, so much.

CARRIE BARKHURST: So we've come up with a draft language that says, "While GABAC and GARTC remain as separate entities, to keep the spirit of this as a living document, it is important for the two groups to meet a couple of times a year in collaboration."

CHAIR NICHOLLS: And just refresh my memory that's going to be a finding so that would be a finding number 9?

CARRIE BARKHURST: Yes Mr. Chair that would be finding number 9.

CHAIR NICHOLLS: I think that's very appropriate because number 8 also addresses that same concern....and I think we are the point where someone can entertain a motion if someone's so willing. Commissioner Peck.

COMMISSIONER PECK: Thank you, Mr. Chair.

CHAIR NICHOLLS: You are doing the heavy lifting today now that Commissioner Mullen is gone.

COMMISSIONER PECK: In the matter of project number 1008887 case number 14EPC-40054 I make a recommendation of approval to be forwarded to City Council subject to findings 1 through 8, as noted in the staff report, and new finding number 9 as read into the record by Ms. Barkhurst. Conditions of approval; number 1, amended condition number 2 as read by Ms. Barkhurst, conditions 3 through 5, new conditions 6 through 9 as read into the record by M Barkhurst.

COMMISSIONER HUDSON: Second.

CHAIR NICHOLLS: We have a motion to second, is there any further discussion on the motion? Hearing none, those in favor say I.

ALL COMMISSIONERS: I.

CHAIR NICHOLLS: Those against say no....motion carries unanimously. Thank you.

FINAL ACTION TAKEN:

NOW, THEREFORE, BE IT RESOLVED THAT the Environmental Planning Commission (EPC), unanimously voted to RECOMMEND APPROVAL TO CITY COUNCIL of Project# 1008887, 14EPC-40054, a request for an Amendment to Rank II Bikeways & Trails Facility Plan.

FINDINGS:

1. This is a request for adoption of the proposed Rank II Bikeways & Trails Facility Plan, which updates, consolidates, and replaces the Trails and Bikeways Facility Plan, 1993 and the Comprehensive On-Street Bicycle Plan, 2000. Rank II facility plans describe the existing facilities, policies, recommendations, and proposed projects.
2. The scope of the Bikeways and Trails Facility Plan is City-wide. It also shows trails within Bernalillo County's jurisdiction, which are not included on the list of City proposed projects.
3. The Albuquerque/Bernalillo County Comprehensive Plan, the Trails and Bikeways Facility Plan, 1993, and the Comprehensive On-Street Bicycle Plan, 2000 are incorporated herein by reference and made part of the record for all purposes.

4. The proposed Plan aims to ensure a well-connected, enjoyable, and safe non-motorized transportation and recreation system throughout the metropolitan area. Updating the Plan is a reasonable exercise in local self-government consistent with the City Charter.
5. The proposed Plan supports the following applicable goals and policies of the Rank I Comprehensive Plan:
 - a. The *Plan* furthers the Open Space Network Goal and Policy II.B.1f by updating trail-related policy, design guidelines, and proposed trails projects. Part of the overarching vision of the plan is to provide recreation opportunities; the plan also recommends trails along arroyos and appropriate ditches as connections between natural areas and open spaces.
 - b. The *Plan* furthers the Semi-Urban Area Policy II.B.4b through designation of trails and trail corridor development policies for semi-urban areas.
 - c. The *Plan* furthers the Developing and Established Urban Areas Goal and Policy II.B.5g because the plan will help guide development of a system that contributes to creating a quality urban environment and that will increase choices in transportation and life styles. The plan will guide development of trail corridors in appropriate locations.
 - d. The *Plan* furthers the Environmental Protection Policy II.C.1d and the Transportation and Transit Goal by setting direction for investments in multi-modal transportation infrastructure, which will help protect air quality through a balanced circulation system that supports and encourages alternative means of transportation.
 - e. The *Plan* is generally consistent with Policy II.D.4h - A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted. The proposed alignments have been evaluated to provide connection to and within most designated activity centers.
 - f. The *Plan* is generally consistent with Policy II.D.4i - Street and highway projects shall include paralleling paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate. The Plan includes a Complete Streets Policy for bikeways and trails projects to be considered on all streets, as appropriate, throughout the street network. One of the critiques of the *Plan* is that it does not recommend access along major arterial streets, which have been demonstrated to have the highest bicycle and pedestrian crash rates.
 - g. The *Plan* is generally consistent with Policy II.D.4h - Efficient, safe access and transfer capability shall be provided between all modes of transportation. The City currently has excellent transfer capabilities between bicycle, train, and bus. Both the train and all City busses have capacity to hold multiple bicycles each. The *Plan* does not specifically address how to provide safe and convenient access to each bus stop, which is typically located on a major arterial street.
 - h. The *Plan* is generally consistent with Policy II.D.4q - Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods. The *Plan* sets direction for investments in multi-modal transportation infrastructure and programs to enhance bicycling and walking options.
6. The proposed Plan is generally consistent with the key themes of the 2035 MTP through its multi-modal vision, policies, and proposed facilities for pedestrians and cyclists throughout the

City. The proposed facility map is consistent with the current LRBS map and will provide updates to the LRBS map when it is amended for the 2040 MTP.

7. Key City departments, including Municipal Development, Parks & Recreation, and Planning, coordinated as part of this facility planning effort.
8. There is general support among the reviewing agencies and members of the public that the City should adopt the proposed Bikeways & Trails Facility Plan. The most notable exception to the general public support is from the City's Advisory Groups – GABAC and GARTC. Comments from GABAC & GARTC seem to indicate members would prefer not to have the two plans combined into one document.
9. While GABAC & GARTC remain as separate entities, to keep the spirit of the document as living, it is important for the groups to meet a couple of times each year, in collaboration.

RECOMMENDED CONDITIONS OF APPROVAL

1. The City shall continue to evaluation and amend the proposed facilities to consider any new or outstanding public comments related to bikeway and trail facilities that have not yet been reflected.
2. The City shall work to identify the extent of bicycle lanes and trails that may be deficient according to the current DPM standards and/or the BTFP's Design Manual.
3. The City shall explore the themes raised in the September 2014 Staff Report, public, departmental, and agency comments for additional information that should be included in the Snapshot document summary, including but not limited to exploring and adopting other communities' best-practices, allowing flexibility in the implementation of the plan if consistent with the main vision and goals, and the application of performance measures and data collection to evaluate progress in the implementation of this plan.
4. The comments and recommendations made by Parks & Recreation shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
 - a. Trails Maintenance Practices section and On-Street Facilities Maintenance should be consistent, i.e., use the subsections of: Current practices, recommendations, best practices, etc.
5. The comments and recommendations made by Long Range Planning shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
 - a. More images – strive to have at least one image per chapter. Ideally, the images would be local to Albuquerque unless otherwise stated. Charts and diagrams are good; it's helpful to show photos of real people using our facilities.
 - b. Overall – Recommendations and conclusions – there is a lot of information in this plan. Where appropriate, summarize recommendations and conclusions.
6. Comments received from the NMDOT on October 9, 2014, shall be incorporated into the

Facility Plan to the extent possible and as acceptable to the Municipal Development and Parks & Recreation Departments.

7. The BTFP shall reference and incorporate NACTO standards in the Design Manual and also recommend incorporation into the Development Process Manual (DPM).
8. The League of American Bicyclists Bicycle Friendly Communities application and report shall be reviewed to ensure the BTFP reflects their recommendations.
9. Secure a copy of the City's ADA Transition Plan, or draft version, to incorporate the content and/or recommendations into the BTFP as possible and as acceptable to the Municipal Development and Parks & Recreation Departments.

MOVED BY COMMISSIONER PECK
SECONDED BY COMMISSIONER HUDSON

MOTION PASSED 6 TO 0

3. MEETING ADJOURNED AT 4:03 P.M.

CITY OF ALBUQUERQUE



PLANNING DEPARTMENT
URBAN DESIGN & DEVELOPMENT DIVISION
600 2nd Street NW, 3rd Floor, 87102
P.O. Box 1293, Albuquerque, NM 87103
Office (505) 924-3860 Fax (505) 924-3339

OFFICIAL NOTIFICATION OF DECISION

October 9, 2014

City of Albuquerque
Planning Department
PO Box 1293
Albuquerque, NM 87102

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

LEGAL DESCRIPTION:

For the above action for the Rank II Bikeways &
Trails Facility Plan, which applies City-wide.
Staff Planner: Carrie Barkhurst

PO Box 1293

On October 9, 2014, the Environmental Planning Commission (EPC), unanimously voted to **RECOMMEND APPROVAL TO CITY COUNCIL** of Project# 1008887, 14EPC-40054, a request for an Amendment to Rank II Bikeways & Trails Facility Plan, based on the following Findings and Conditions:

NM 87103

FINDINGS

www.cabq.gov

1. This is a request for adoption of the proposed Rank II Bikeways & Trails Facility Plan, which updates, consolidates, and replaces the Trails and Bikeways Facility Plan, 1993 and the Comprehensive On-Street Bicycle Plan, 2000. Rank II facility plans describe the existing facilities, policies, recommendations, and proposed projects.
2. The scope of the Bikeways and Trails Facility Plan is City-wide. It also shows trails within Bernalillo County's jurisdiction, which are not included on the list of City proposed projects.
3. The Albuquerque/Bernalillo County Comprehensive Plan, the Trails and Bikeways Facility Plan, 1993, and the Comprehensive On-Street Bicycle Plan, 2000 are incorporated herein by reference and made part of the record for all purposes.

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4. The proposed *Plan* aims to ensure a well-connected, enjoyable, and safe non-motorized transportation and recreation system throughout the metropolitan area. Updating the *Plan* is a reasonable exercise in local self-government consistent with the City Charter.

5. The proposed *Plan* supports the following applicable goals and policies of the Rank I Comprehensive Plan:
 - a. The *Plan* furthers the Open Space Network Goal and Policy II.B.1f by updating trail-related policy, design guidelines, and proposed trails projects. Part of the overarching vision of the plan is to provide recreation opportunities; the plan also recommends trails along arroyos and appropriate ditches as connections between natural areas and open spaces.
 - b. The *Plan* furthers the Semi-Urban Area Policy II.B.4b through designation of trails and trail corridor development policies for semi-urban areas.
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 - d. The *Plan* furthers the Environmental Protection Policy II.C.1d and the Transportation and Transit Goal by setting direction for investments in multi-modal transportation infrastructure, which will help protect air quality through a balanced circulation system that supports and encourages alternative means of transportation.
 - e. The *Plan* is generally consistent with Policy II.D.4h - A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted. The proposed alignments have been evaluated to provide connection to and within most designated activity centers.
 - f. The *Plan* is generally consistent with Policy II.D.4i - Street and highway projects shall include paralleling paths and safe crossings for bicycles, pedestrians, and equestrians where appropriate. The *Plan* includes a Complete Streets Policy for bikeways and trails projects to be considered on all streets, as appropriate, throughout the street network. One of the critiques of the *Plan* is that it does not recommend access along major arterial streets, which have been demonstrated to have the highest bicycle and pedestrian crash rates.
 - g. The *Plan* is generally consistent with Policy II.D.4h - Efficient, safe access and transfer capability shall be provided between all modes of transportation. The City currently has excellent transfer capabilities between bicycle, train, and bus. Both the train and all City busses have capacity to hold multiple bicycles each. The *Plan* does not specifically address how to provide safe and convenient access to each bus stop, which is typically located on a major arterial street.

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- h. The *Plan* is generally consistent with Policy II.D.4g - Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods. The *Plan* sets direction for investments in multi-modal transportation infrastructure and programs to enhance bicycling and walking options.
6. The proposed *Plan* is generally consistent with the key themes of the *2035 MTP* through its multi-modal vision, policies, and proposed facilities for pedestrians and cyclists throughout the City. The proposed facility map is consistent with the current LRBS map and will provide updates to the LRBS map when it is amended for the *2040 MTP*.
7. Key City departments, including Municipal Development, Parks & Recreation, and Planning, coordinated as part of this facility planning effort.
8. There is general support among the reviewing agencies and members of the public that the City should adopt the proposed *Bikeways & Trails Facility Plan*. The most notable exception to the general public support is from the City's Advisory Groups – GABAC and GARTC. Comments from GABAC & GARTC seem to indicate members would prefer not to have the two plans combined into one document.
9. While GABAC & GARTC remain as separate entities, to keep the spirit of the document as living, it is important for the groups to meet a couple of times each year, in collaboration.

RECOMMENDED CONDITIONS OF APPROVAL

1. The City shall continue to evaluation and amend the proposed facilities to consider any new or outstanding public comments related to bikeway and trail facilities that have not yet been reflected.
2. The City shall work to identify the extent of bicycle lanes and trails that may be deficient according to the current DPM standards and/or the BTFP's Design Manual.
3. The City shall explore the themes raised in the September 2014 Staff Report, public, departmental, and agency comments for additional information that should be included in the Snapshot document summary, including but not limited to exploring and adopting other communities' best-practices, allowing flexibility in the implementation of the plan if consistent with the main vision and goals, and the application of performance measures and data collection to evaluate progress in the implementation of this plan.

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4. The comments and recommendations made by **Parks & Recreation** shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
 - a. Trails Maintenance Practices section and On-Street Facilities Maintenance should be consistent, i.e., use the subsections of: Current practices, recommendations, best practices, etc.
5. The comments and recommendations made by **Long Range Planning** shall be evaluated and incorporated into the draft Plan as feasible and appropriate.
 - b. More images – strive to have at least one image per chapter. Ideally, the images would be local to Albuquerque unless otherwise stated. Charts and diagrams are good; it's helpful to show photos of real people using our facilities.
 - c. Overall – Recommendations and conclusions – there is a lot of information in this plan. Where appropriate, summarize recommendations and conclusions.
6. Comments received from the **NMDOT** on October 9, 2014, shall be incorporated into the Facility Plan to the extent possible and as acceptable to the Municipal Development and Parks & Recreation Departments.
7. The BTFP shall reference and incorporate NACTO standards in the Design Manual and also recommend incorporation into the Development Process Manual (DPM).
8. The League of American Bicyclists Bicycle Friendly Communities application and report shall be reviewed to ensure the BTFP reflects their recommendations.
9. Secure a copy of the City's ADA Transition Plan, or draft version, to incorporate the content and/or recommendations into the BTFP as possible and as acceptable to the Municipal Development and Parks & Recreation Departments.

APPEAL: If you wish to appeal this decision, you must do so within 15 days of the EPC's decision or by **OCTOBER 24, 2014**. The date of the EPC's decision is not included in the 15-day period for filing an appeal, and if the 15th day falls on a Saturday, Sunday or Holiday, the next working day is considered as the deadline for filing the appeal.

For more information regarding the appeal process, please refer to Section 14-16-4-4 of the Zoning Code. A Non-Refundable filing fee will be calculated at the Land Development Coordination Counter and is required at the time the appeal is filed. It is not possible to appeal EPC Recommendations to City Council; rather, a formal protest of the EPC's Recommendation can be filed within the 15 day period following the

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Project #1008887

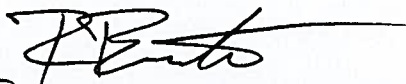
September 4, 2014

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EPC's decision.

You will receive notification if any person files an appeal. If there is no appeal, you can receive Building Permits at any time after the appeal deadline quoted above, provided all conditions imposed at the time of approval have been met. Successful applicants are reminded that other regulations of the City Zoning Code must be complied with, even after approval of the referenced application(s).

Sincerely,


for Suzanne Lubar
Planning Director

SL/KCB

cc:

John Thomas, 3025 Palo Alto Dr. NE, ABQ. NM 87111

Gary Kelly, 6325 Cuesta Pl. NW, ABQ, NM 87120

Scott Hale, 2321 Camino De Los Artesanos NW, ABQ, NM 87107

Lanny Toning, 949 Montoya NW, ABQ, NM 87104

Austin Wetsch, 8208 Colfax Ave NE, ABQ, NM 87109

Silda Mason, 1419 Phoenix NW, ABQ, NM 87107

Susan Kelly, 713 Camino Espanol NW, ABQ, NM 87107